

APPENDIX A:
STUDY SCENARIOS FOR CONCURRENT TRAFFIC ANALYSES

MORGAN HILL YEAR 2015 SCENARIO ANALYSIS

Scenario	Current GP Land Use	GPA Land Use	Year 2015 Current GP Roadway	Recom'd Roadway	GPA Roadway	Existing LOS Policy	Proposed LOS Policy
Morgan Hill General Plan Amendment Cumulative Traffic Analysis							
No 2015 Scenarios							
Downtown Specific Plan Traffic Impact Analysis							
2	X		X			X	
9	X+DSP ¹		X			X	
9A	X+DSP ¹		X				X
10	X+DSP ¹		X+Alt.Cir.			X	
10A	X+DSP ¹		X+Alt.Cir.				X
Travel Demand Forecasting Model & Future Improvement Study							
2	X		X			X	
3	X			X		X	

Notes:

¹ DSP = Morgan Hill Downtown Specific Plan, which is the proposed project

² Alt. Cir. = Alternate downtown circulation scenario changes: 1) narrowing of Monterey Road from 4 to 2 lanes from Main Avenue to Dunne Avenue and 2) leaving Depot Street open (i.e., removing Dunne Avenue and UP railroad grade separation from 2001 General Plan).

Source: Fehr & Peers, October 2008.

MORGAN HILL YEAR 2030 SCENARIO ANALYSIS

[illegible]

Morgan Hill General Plan Amendment Cumulative Impact Analysis

- Scenario 1:** *Existing Conditions* – Existing volumes obtained from counts.
- Scenario 4:** *Year 2030 Current General Plan Conditions* – Year 2030 cumulative traffic volumes based on City provided land use that includes approved and pending development projects, plus roadway improvements defined in the July 2001 General Plan.
- Scenario 5:** *Year 2030 with Recommended Roadway Conditions* – Year 2030 land use from Scenario 4, plus funded and recommended roadway improvements for the revised General Plan Circulation Element. Level of services analysis based on 2001 General Plan and current transportation impact analysis (TIA) guidelines.
- Scenario 5A:** Same as Scenario 5 except level of service analysis is based on the proposed LOS policy general plan amendment.
- Scenario 6:** *Year 2030 with Recommended and General Plan Amendment Roadway Conditions* – Year 2030 land use from Scenario 4, plus Scenario 5 recommended roadway and City initiated roadway General Plan Amendments (e.g., Walnut Grove relocation, narrowing of Monterey Road in the downtown area, and removing Dunne Avenue and UP railroad grade separation from 2001 General Plan). Level of services analysis based on 2001 General Plan and current transportation impact analysis (TIA) guidelines.
- Scenario 6A:** Same as Scenario 6 but evaluated using proposed level of service policy changes.
- Scenario 7:** *Year 2030 Cumulative with Recommended Roadway Conditions* – Year 2030 cumulative traffic volumes based on City provided land use that includes approved and pending development projects and City initiated land use General Plan Amendments, plus Scenario 5 recommended roadway. Level of services analysis based on 2001 General Plan and current transportation impact analysis (TIA) guidelines.
- Scenario 7A:** Same as Scenario 7 but evaluated using proposed level of service policy changes.
- Scenario 8:** *Year 2030 Cumulative with Recommended and General Plan Amendment Roadway Conditions* – Year 2030 land use from Scenario 7, plus Scenario 6 recommended roadway and City initiated roadway General Plan Amendments. Level of services analysis based on 2001 General Plan and current transportation impact analysis (TIA) guidelines.
- Scenario 8A:** Same as Scenario 8 but evaluated using proposed level of service policy changes.

Morgan Hill Downtown Specific Plan

- Scenario 1:** *Existing Conditions* – Existing volumes obtained from counts.
- Scenario 2:** *Year 2015 Current General Plan Conditions* – Year 2015 traffic volumes based on City provided Year 2015 estimated land use development projects, plus roadway improvements defined in the July 2001 General Plan.
- Scenario 9:** *Year 2015 Current General Plan with Project Conditions* – Scenario 2 traffic conditions plus traffic from Phase 1 of the proposed project expected by 2015. Level of services analysis based on 2001 General Plan and current transportation impact analysis (TIA) guidelines.
- Scenario 9A:** Same as Scenario 9 except level of service analysis is based on the proposed LOS policy general plan amendment.
- Scenario 10:** *Year 2015 Current General Plan with Project and Alternate Downtown Circulation Conditions* – Scenario 9 traffic conditions with two downtown area network changes: 1) narrowing of Monterey Road from 4 to 2 lanes from Main Avenue to Dunne Avenue and 2) leaving Depot Street open (i.e., removing Dunne Avenue and UP railroad grade separation from 2001 General Plan). Level of services analysis based on 2001 General Plan and current transportation impact analysis (TIA) guidelines.
- Scenario 10A:** Same as Scenario 10 except level of service analysis is based on the proposed LOS policy general plan amendment.
- Scenario 4:** *Year 2030 Current General Plan Conditions* – Year 2030 cumulative traffic volumes based on City provided land use that includes approved and pending development projects, plus roadway improvements defined in the July 2001 General Plan. Level of services analysis based on 2001 General Plan and current transportation impact analysis (TIA) guidelines.
- Scenario 11:** *Year 2030 Current General Plan with Project Conditions* – Scenario 4 traffic conditions plus traffic from the proposed project. Level of services analysis based on 2001 General Plan and current transportation impact analysis (TIA) guidelines.
- Scenario 11A:** Same as Scenario 11 except level of service analysis is based on the proposed LOS policy general plan amendment.
- Scenario 12:** *Year 2030 Current General Plan with Project and Alternate Downtown Circulation Conditions* – Scenario 11 traffic conditions with two downtown area network changes: 1) narrowing of Monterey Road from 4 to 2 lanes from Main Avenue to Dunne Avenue and 2) leaving Depot Street open (i.e., removing Dunne Avenue and UP railroad grade separation from 2001 General Plan). Level of services analysis based on 2001 General Plan and current transportation impact analysis (TIA) guidelines.
- Scenario 12A:** Same as Scenario 12 except level of service analysis is based on the proposed LOS policy general plan amendment.
- Scenario 8:** *Year 2030 Cumulative with Recommended and General Plan Amendment Roadway Conditions* – Year 2030 cumulative traffic volumes based on City provided land use that includes approved and pending development projects and City initiated land use General Plan Amendments, plus funded and recommended roadway improvements for the revised General Plan Circulation

Element. Level of services analysis based on 2001 General Plan and current transportation impact analysis (TIA) guidelines.

Scenario 8A: Same as Scenario 8 but evaluated using proposed level of service policy changes.

Travel Demand Forecasting Model & Future Improvement Study

Scenario 1: *Existing Conditions* – Existing volumes obtained from counts.

Scenario 2: *Year 2015 Current General Plan Conditions* – Near-term cumulative traffic volumes based on City provided land use that includes approved projects, and funded roadway improvements.

Scenario 3: *Year 2015 with Recommended Roadway Conditions* – Year 2015 land use from Scenario 2, plus funded and recommended roadway improvements for the revised General Plan Circulation Element. Level of services analysis based on 2001 General Plan and current transportation impact analysis (TIA) guidelines.

Scenario 4: *Year 2030 Current General Plan Conditions* – Year 2030 cumulative traffic volumes based on City provided land use that includes approved and pending projects, and funded roadway improvements from the 2001 General Plan Circulation Element.

Scenario 5: *Year 2030 with Recommended Roadway Improvements* – Year 2030 land use from Scenario 4, plus funded and recommended roadway improvements for the revised General Plan Circulation Element. Level of services analysis based on 2001 General Plan and current transportation impact analysis (TIA) guidelines.

Scenario 5A: Same as Scenario 5 but evaluated using proposed level of service policy changes.

**APPENDIX B:
EXISTING TRAFFIC COUNTS**

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Site Code : 00000001

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Groups Printed- Vehicles

	MONTEREY RD Southbound					COCHRANE RD Westbound					MONTEREY RD Northbound					COCHRANE RD 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	9	23	56	0	88	46	5	21	0	72	79	125	12	0	216	7	16	12	0	35	411
07:15 AM	11	21	41	0	73	74	4	19	0	97	121	127	16	0	264	6	19	17	0	42	476
07:30 AM	7	31	58	0	96	98	7	29	0	134	98	141	9	0	248	4	21	21	0	46	524
07:45 AM	8	74	87	0	169	113	9	44	0	166	87	195	14	0	296	7	15	12	0	34	665
Total	35	149	242	0	426	331	25	113	0	469	385	588	51	0	1024	24	71	62	0	157	2076
08:00 AM	15	105	68	0	188	97	11	35	0	143	69	135	22	0	226	9	23	17	0	49	606
08:15 AM	12	71	56	0	139	108	10	45	0	163	62	119	19	0	200	11	19	19	0	49	551
08:30 AM	16	41	54	0	111	96	7	38	0	141	65	94	16	0	175	12	19	10	0	41	468
08:45 AM	9	32	37	0	78	87	9	26	0	122	63	103	20	0	186	8	18	13	0	39	425
Total	52	249	215	0	516	388	37	144	0	569	259	451	77	0	787	40	79	59	0	178	2050
Grand Total	87	398	457	0	942	719	62	257	0	1038	644	1039	128	0	1811	64	150	121	0	335	4126
Apprch %	9.2	42.3	48.5	0		69.3	6	24.8	0		35.6	57.4	7.1	0		19.1	44.8	36.1	0		
Total %	2.1	9.6	11.1	0	22.8	17.4	1.5	6.2	0	25.2	15.6	25.2	3.1	0	43.9	1.6	3.6	2.9	0	8.1	

	MONTEREY RD Southbound					COCHRANE RD Westbound					MONTEREY RD Northbound					COCHRANE RD 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
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	7	31	58	0	96	98	7	29	0	134	98	141	9	0	248	4	21	21	0	46	524
07:45 AM	8	74	87	0	169	113	9	44	0	166	87	195	14	0	296	7	15	12	0	34	665
08:00 AM	15	105	68	0	188	97	11	35	0	143	69	135	22	0	226	9	23	17	0	49	606
08:15 AM	12	71	56	0	139	108	10	45	0	163	62	119	19	0	200	11	19	19	0	49	551
Total Volume	42	281	269	0	592	416	37	153	0	606	316	590	64	0	970	31	78	69	0	178	2346
% App. Total	7.1	47.5	45.4	0		68.6	6.1	25.2	0		32.6	60.8	6.6	0		17.4	43.8	38.8	0		
PHF	.700	.669	.773	.000	.787	.920	.841	.850	.000	.913	.806	.756	.727	.000	.819	.705	.848	.821	.000	.908	.882

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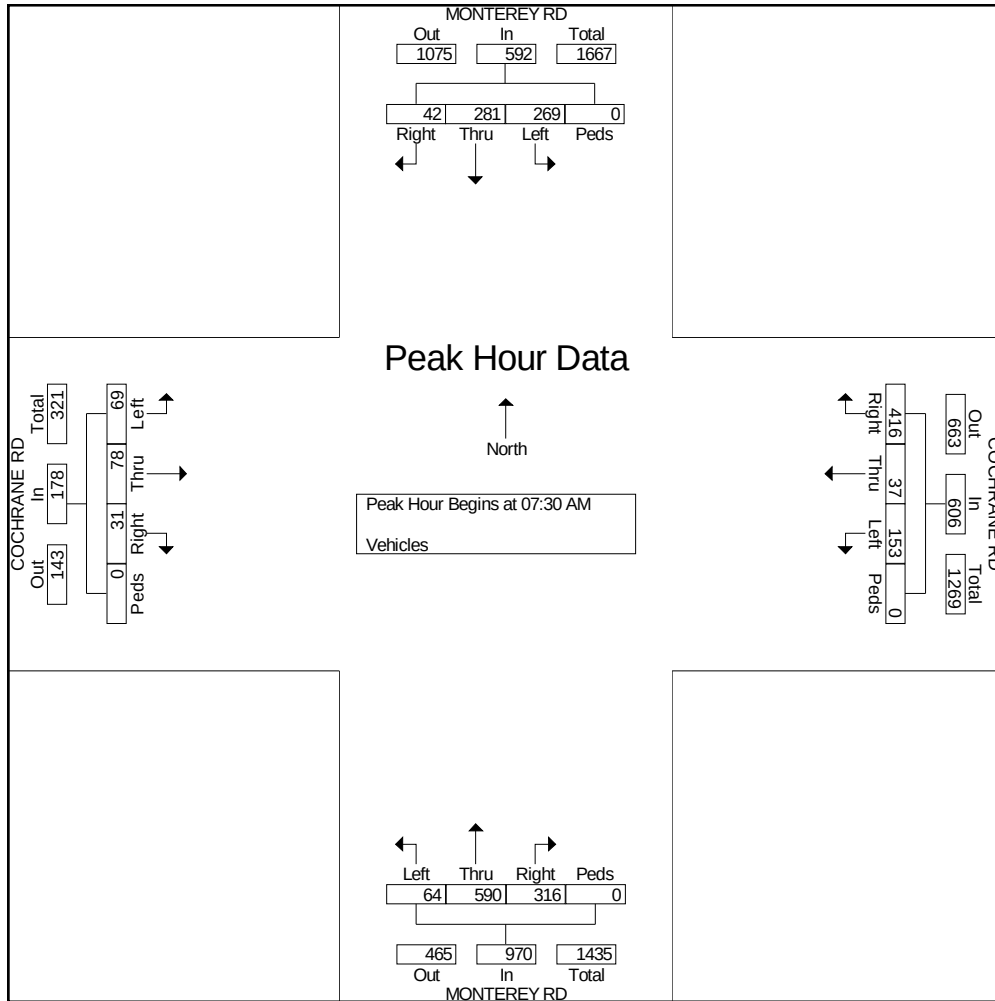
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Groups Printed- Vehicles

	MONTEREY RD Southbound					COCHRANE RD Westbound					MONTEREY RD Northbound					COCHRANE RD 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	10	113	61	0	184	54	19	81	0	154	43	51	9	0	103	10	10	9	0	29	470
04:15 PM	11	98	55	0	164	49	20	94	0	163	42	49	11	0	102	11	13	7	0	31	460
04:30 PM	16	107	71	0	194	65	18	82	0	165	63	41	12	0	116	7	15	8	0	30	505
04:45 PM	16	97	67	0	180	56	17	76	0	149	56	42	9	0	107	9	9	4	0	22	458
Total	53	415	254	0	722	224	74	333	0	631	204	183	41	0	428	37	47	28	0	112	1893
05:00 PM	19	81	89	0	189	51	21	76	0	148	57	51	8	0	116	3	11	3	0	17	470
05:15 PM	21	126	79	0	226	54	14	76	0	144	52	59	10	0	121	12	17	8	0	37	528
05:30 PM	18	110	73	0	201	56	19	37	0	112	65	58	8	0	131	12	15	1	0	28	472
05:45 PM	22	129	67	0	218	41	19	65	0	125	68	51	5	0	124	7	19	5	0	31	498
Total	80	446	308	0	834	202	73	254	0	529	242	219	31	0	492	34	62	17	0	113	1968
Grand Total	133	861	562	0	1556	426	147	587	0	1160	446	402	72	0	920	71	109	45	0	225	3861
Apprch %	8.5	55.3	36.1	0		36.7	12.7	50.6	0		48.5	43.7	7.8	0		31.6	48.4	20	0		
Total %	3.4	22.3	14.6	0	40.3	11	3.8	15.2	0	30	11.6	10.4	1.9	0	23.8	1.8	2.8	1.2	0	5.8	

	MONTEREY RD Southbound					COCHRANE RD Westbound					MONTEREY RD Northbound					COCHRANE RD 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
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	19	81	89	0	189	51	21	76	0	148	57	51	8	0	116	3	11	3	0	17	470
05:15 PM	21	126	79	0	226	54	14	76	0	144	52	59	10	0	121	12	17	8	0	37	528
05:30 PM	18	110	73	0	201	56	19	37	0	112	65	58	8	0	131	12	15	1	0	28	472
05:45 PM	22	129	67	0	218	41	19	65	0	125	68	51	5	0	124	7	19	5	0	31	498
Total Volume	80	446	308	0	834	202	73	254	0	529	242	219	31	0	492	34	62	17	0	113	1968
% App. Total	9.6	53.5	36.9	0		38.2	13.8	48	0		49.2	44.5	6.3	0		30.1	54.9	15	0		
PHF	.909	.864	.865	.000	.923	.902	.869	.836	.000	.894	.890	.928	.775	.000	.939	.708	.816	.531	.000	.764	.932

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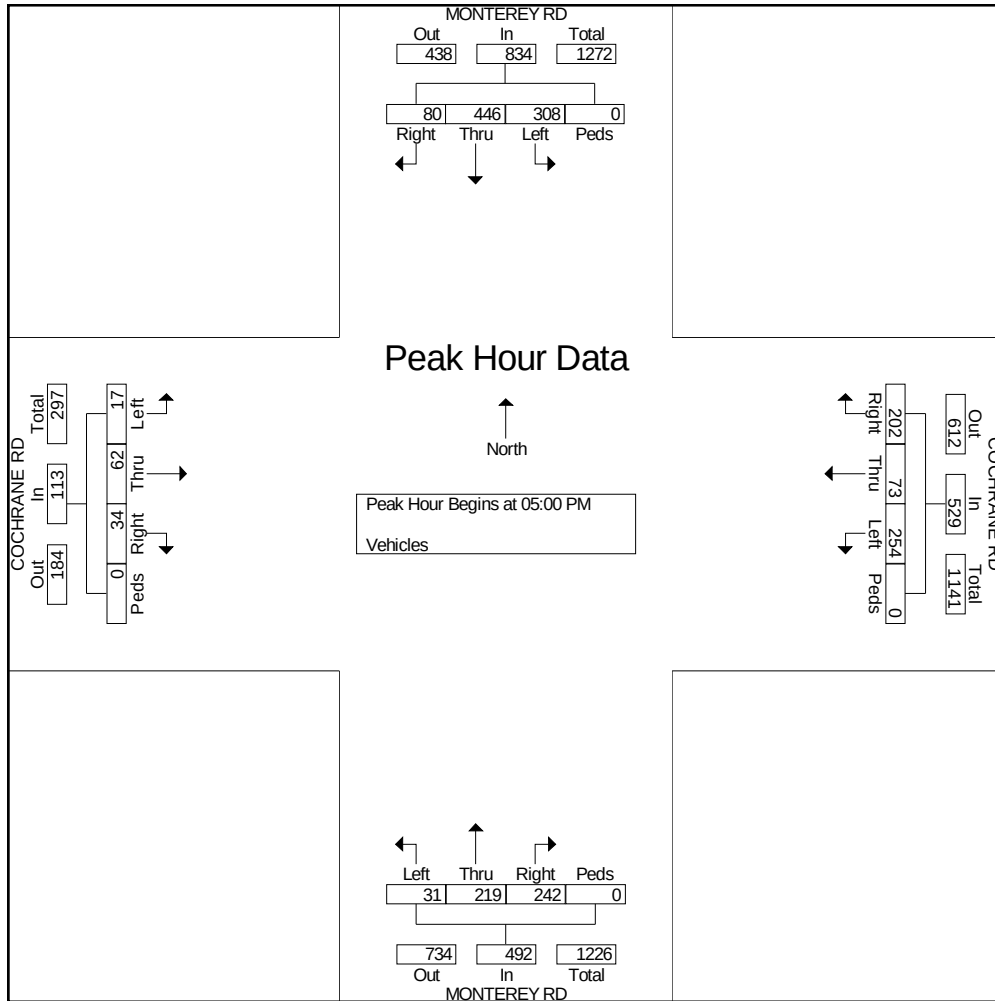
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Groups Printed- Vehicles

	Southbound					COCHRANE RD Westbound					BUTTERFIELD BLVD Northbound					COCHRANE RD 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	0	33	24	0	57	51	0	47	0	98	21	138	0	0	159	314
07:15 AM	0	0	0	0	0	0	49	33	0	82	49	0	79	0	128	31	145	0	0	176	386
07:30 AM	0	0	0	0	0	0	53	29	0	82	57	0	88	0	145	30	134	0	0	164	391
07:45 AM	0	0	0	0	0	0	79	47	0	126	58	0	78	0	136	48	124	0	0	172	434
Total	0	0	0	0	0	0	214	133	0	347	215	0	292	0	507	130	541	0	0	671	1525
08:00 AM	0	0	0	0	0	0	87	38	0	125	43	0	85	0	128	39	126	0	0	165	418
08:15 AM	0	0	0	0	0	0	92	28	0	120	46	0	64	0	110	19	97	0	0	116	346
08:30 AM	0	0	0	0	0	0	78	46	0	124	39	0	58	0	97	21	117	0	0	138	359
08:45 AM	0	0	0	0	0	0	53	38	0	91	36	0	79	0	115	29	98	0	0	127	333
Total	0	0	0	0	0	0	310	150	0	460	164	0	286	0	450	108	438	0	0	546	1456
Grand Total	0	0	0	0	0	0	524	283	0	807	379	0	578	0	957	238	979	0	0	1217	2981
Apprch %	0	0	0	0		0	64.9	35.1	0		39.6	0	60.4	0		19.6	80.4	0	0		
Total %	0	0	0	0	0	0	17.6	9.5	0	27.1	12.7	0	19.4	0	32.1	8	32.8	0	0	40.8	

	Southbound					COCHRANE RD Westbound					BUTTERFIELD BLVD Northbound					COCHRANE RD 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
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	0	49	33	0	82	49	0	79	0	128	31	145	0	0	176	386
07:30 AM	0	0	0	0	0	0	53	29	0	82	57	0	88	0	145	30	134	0	0	164	391
07:45 AM	0	0	0	0	0	0	79	47	0	126	58	0	78	0	136	48	124	0	0	172	434
08:00 AM	0	0	0	0	0	0	87	38	0	125	43	0	85	0	128	39	126	0	0	165	418
Total Volume	0	0	0	0	0	0	268	147	0	415	207	0	330	0	537	148	529	0	0	677	1629
% App. Total	0	0	0	0		0	64.6	35.4	0		38.5	0	61.5	0		21.9	78.1	0	0		
PHF	.000	.000	.000	.000	.000	.000	.770	.782	.000	.823	.892	.000	.938	.000	.926	.771	.912	.000	.000	.962	.938

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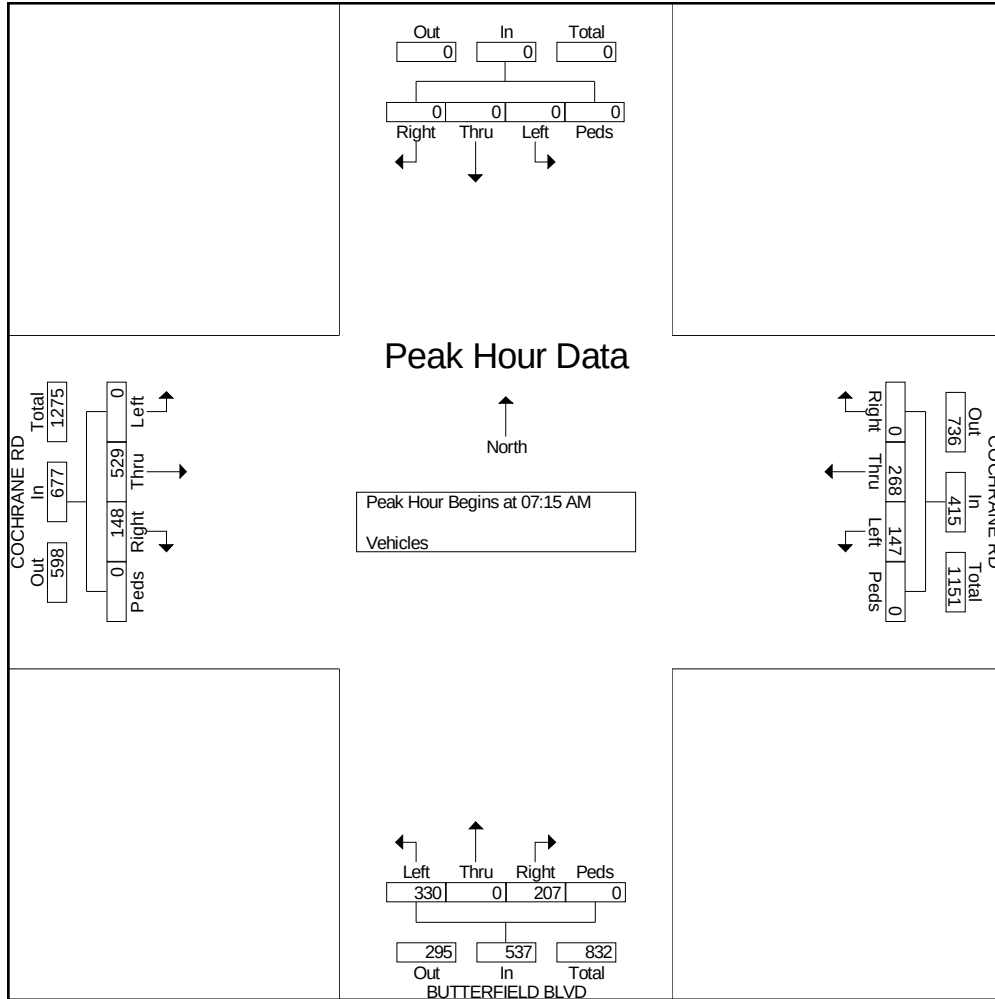
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Groups Printed- Vehicles

	Southbound					COCHRANE RD Westbound					BUTTERFIELD BLVD Northbound					COCHRANE RD 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	0	145	61	0	206	29	0	19	0	48	33	97	0	0	130	384
04:15 PM	0	0	0	0	0	0	157	54	0	211	31	0	24	0	55	34	94	0	0	128	394
04:30 PM	0	0	0	0	0	0	149	59	0	208	37	0	32	0	69	27	121	0	0	148	425
04:45 PM	0	0	0	0	0	0	141	56	0	197	46	0	25	0	71	45	104	0	0	149	417
Total	0	0	0	0	0	0	592	230	0	822	143	0	100	0	243	139	416	0	0	555	1620
05:00 PM	0	0	0	0	0	0	132	68	0	200	35	0	21	0	56	49	98	0	0	147	403
05:15 PM	0	0	0	0	0	0	136	89	0	225	38	0	26	0	64	43	93	0	0	136	425
05:30 PM	0	0	0	0	0	0	95	79	0	174	31	0	19	0	50	53	121	0	0	174	398
05:45 PM	0	0	0	0	0	0	86	72	0	158	29	0	31	0	60	39	105	0	0	144	362
Total	0	0	0	0	0	0	449	308	0	757	133	0	97	0	230	184	417	0	0	601	1588
Grand Total	0	0	0	0	0	0	1041	538	0	1579	276	0	197	0	473	323	833	0	0	1156	3208
Apprch %	0	0	0	0		0	65.9	34.1	0		58.4	0	41.6	0		27.9	72.1	0	0		
Total %	0	0	0	0	0	0	32.5	16.8	0	49.2	8.6	0	6.1	0	14.7	10.1	26	0	0	36	

	Southbound					COCHRANE RD Westbound					BUTTERFIELD BLVD Northbound					COCHRANE RD 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
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	0	149	59	0	208	37	0	32	0	69	27	121	0	0	148	425
04:45 PM	0	0	0	0	0	0	141	56	0	197	46	0	25	0	71	45	104	0	0	149	417
05:00 PM	0	0	0	0	0	0	132	68	0	200	35	0	21	0	56	49	98	0	0	147	403
05:15 PM	0	0	0	0	0	0	136	89	0	225	38	0	26	0	64	43	93	0	0	136	425
Total Volume	0	0	0	0	0	0	558	272	0	830	156	0	104	0	260	164	416	0	0	580	1670
% App. Total	0	0	0	0		0	67.2	32.8	0		60	0	40	0		28.3	71.7	0	0		
PHF	.000	.000	.000	.000	.000	.000	.936	.764	.000	.922	.848	.000	.813	.000	.915	.837	.860	.000	.000	.973	.982

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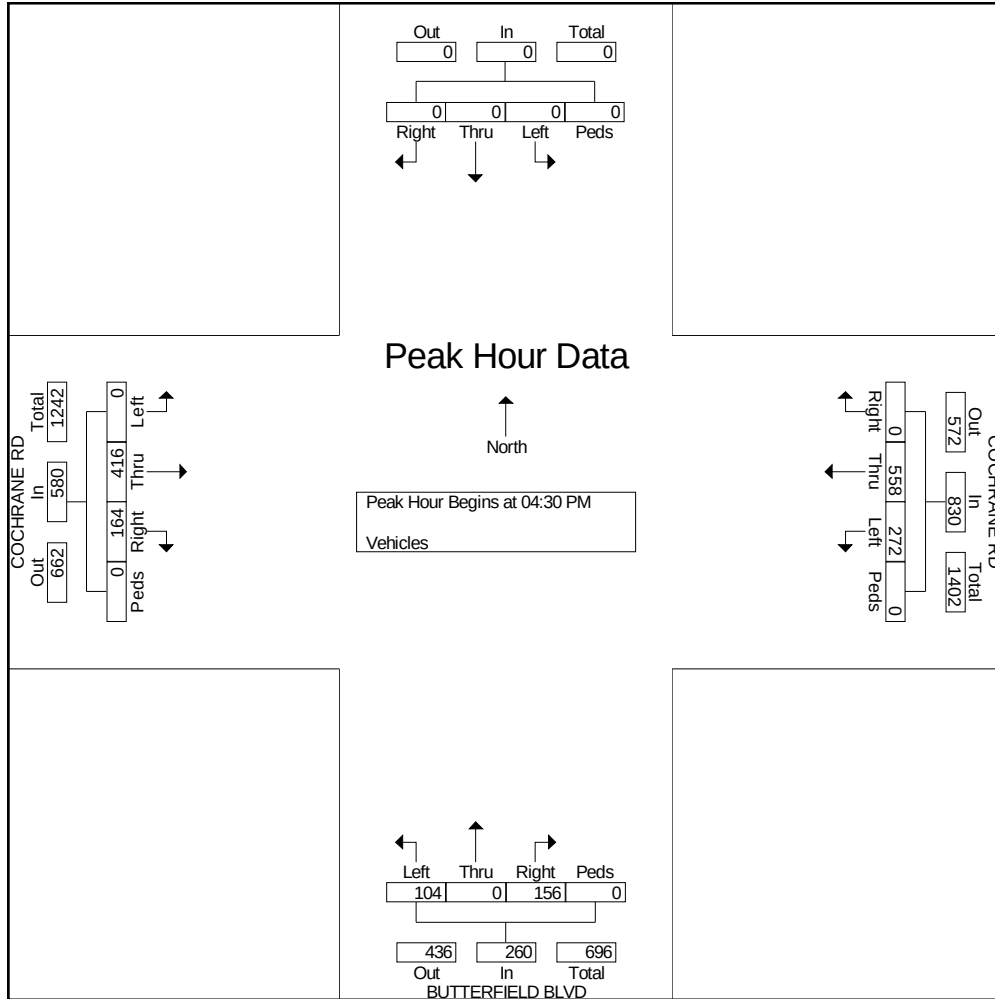
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Groups Printed- Vehicles

	MONTEREY RD Southbound					CENTRAL AVE Westbound					MONTEREY RD Northbound					CENTRAL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	2	36	2	0	40	4	0	2	0	6	1	107	3	0	111	2	0	2	0	4	161
07:15 AM	0	62	3	0	65	6	1	6	0	13	5	88	8	0	101	4	0	2	0	6	185
07:30 AM	3	57	4	0	64	12	0	3	0	15	8	144	8	0	160	5	1	0	0	6	245
07:45 AM	1	99	5	0	105	7	0	4	0	11	11	191	15	0	217	10	0	2	0	12	345
Total	6	254	14	0	274	29	1	15	0	45	25	530	34	0	589	21	1	6	0	28	936
08:00 AM	1	127	1	0	129	3	0	4	0	7	2	148	13	0	163	2	0	2	0	4	303
08:15 AM	2	111	2	0	115	1	2	0	0	3	5	125	18	0	148	6	0	3	0	9	275
08:30 AM	1	117	2	0	120	2	1	2	0	5	6	129	14	0	149	4	0	2	0	6	280
08:45 AM	5	118	2	0	125	7	0	1	0	8	2	109	64	0	175	47	0	7	0	54	362
Total	9	473	7	0	489	13	3	7	0	23	15	511	109	0	635	59	0	14	0	73	1220
Grand Total	15	727	21	0	763	42	4	22	0	68	40	1041	143	0	1224	80	1	20	0	101	2156
Apprch %	2	95.3	2.8	0		61.8	5.9	32.4	0		3.3	85	11.7	0		79.2	1	19.8	0		
Total %	0.7	33.7	1	0	35.4	1.9	0.2	1	0	3.2	1.9	48.3	6.6	0	56.8	3.7	0	0.9	0	4.7	

	MONTEREY RD Southbound					CENTRAL AVE Westbound					MONTEREY RD Northbound					CENTRAL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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	127	1	0	129	3	0	4	0	7	2	148	13	0	163	2	0	2	0	4	303
08:15 AM	2	111	2	0	115	1	2	0	0	3	5	125	18	0	148	6	0	3	0	9	275
08:30 AM	1	117	2	0	120	2	1	2	0	5	6	129	14	0	149	4	0	2	0	6	280
08:45 AM	5	118	2	0	125	7	0	1	0	8	2	109	64	0	175	47	0	7	0	54	362
Total Volume	9	473	7	0	489	13	3	7	0	23	15	511	109	0	635	59	0	14	0	73	1220
% App. Total	1.8	96.7	1.4	0		56.5	13	30.4	0		2.4	80.5	17.2	0		80.8	0	19.2	0		
PHF	.450	.931	.875	.000	.948	.464	.375	.438	.000	.719	.625	.863	.426	.000	.907	.314	.000	.500	.000	.338	.843

Traffic Data Service

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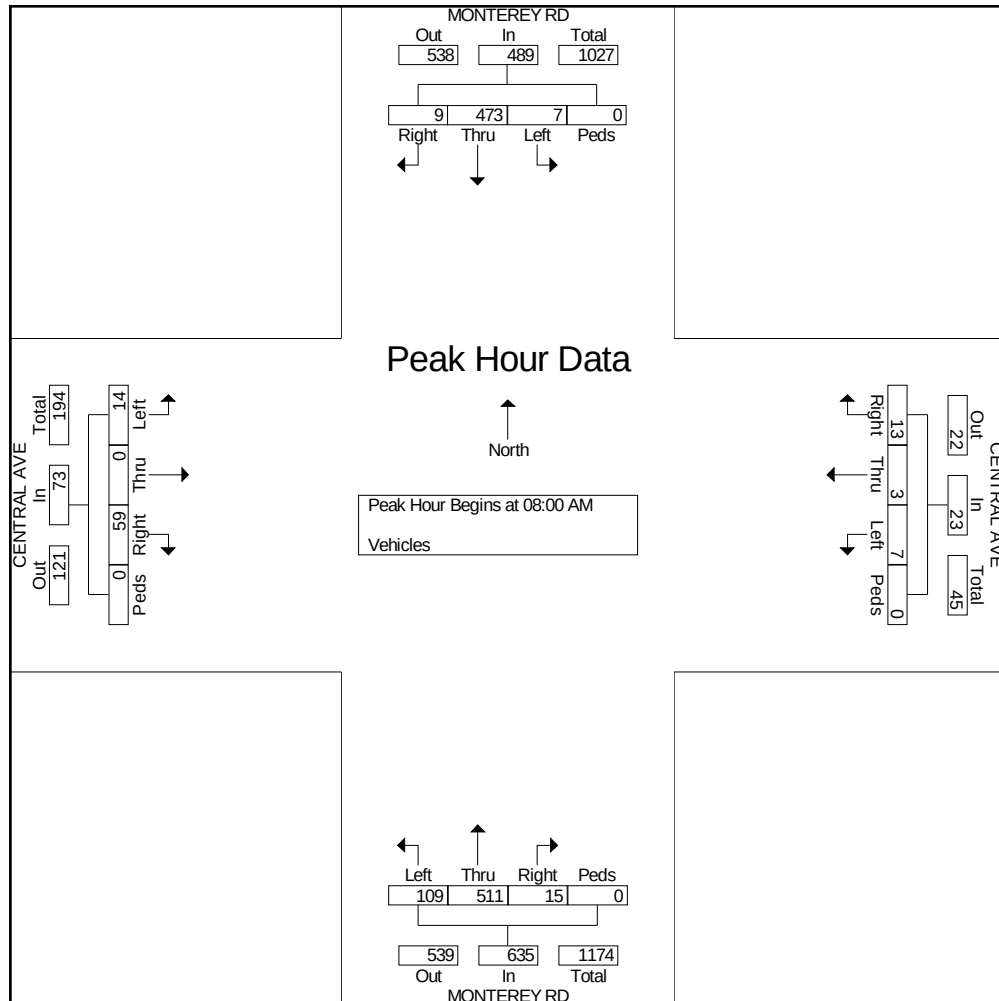
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Groups Printed- Vehicles

	MONTEREY RD Southbound					CENTRAL AVE Westbound					MONTEREY RD Northbound					CENTRAL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	2	161	2	0	165	1	0	1	0	2	1	85	6	0	92	11	0	2	0	13	272
04:15 PM	1	117	3	0	121	2	0	3	0	5	0	136	20	0	156	12	0	1	0	13	295
04:30 PM	2	142	2	0	146	1	0	3	0	4	2	130	23	0	155	14	0	2	0	16	321
04:45 PM	5	142	3	0	150	2	0	2	0	4	2	125	15	0	142	15	0	3	0	18	314
Total	10	562	10	0	582	6	0	9	0	15	5	476	64	0	545	52	0	8	0	60	1202
05:00 PM	6	163	6	0	175	1	1	3	0	5	6	132	21	0	159	12	0	2	0	14	353
05:15 PM	2	152	2	0	156	2	0	5	0	7	3	125	22	0	150	10	0	6	0	16	329
05:30 PM	3	125	5	0	133	4	0	1	0	5	1	145	16	0	162	9	0	4	0	13	313
05:45 PM	8	135	3	0	146	3	0	2	0	5	3	163	18	0	184	15	0	2	0	17	352
Total	19	575	16	0	610	10	1	11	0	22	13	565	77	0	655	46	0	14	0	60	1347
Grand Total	29	1137	26	0	1192	16	1	20	0	37	18	1041	141	0	1200	98	0	22	0	120	2549
Apprch %	2.4	95.4	2.2	0		43.2	2.7	54.1	0		1.5	86.8	11.8	0		81.7	0	18.3	0		
Total %	1.1	44.6	1	0	46.8	0.6	0	0.8	0	1.5	0.7	40.8	5.5	0	47.1	3.8	0	0.9	0	4.7	

	MONTEREY RD Southbound					CENTRAL AVE Westbound					MONTEREY RD Northbound					CENTRAL AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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	6	163	6	0	175	1	1	3	0	5	6	132	21	0	159	12	0	2	0	14	353
05:15 PM	2	152	2	0	156	2	0	5	0	7	3	125	22	0	150	10	0	6	0	16	329
05:30 PM	3	125	5	0	133	4	0	1	0	5	1	145	16	0	162	9	0	4	0	13	313
05:45 PM	8	135	3	0	146	3	0	2	0	5	3	163	18	0	184	15	0	2	0	17	352
Total Volume	19	575	16	0	610	10	1	11	0	22	13	565	77	0	655	46	0	14	0	60	1347
% App. Total	3.1	94.3	2.6	0		45.5	4.5	50	0		2	86.3	11.8	0		76.7	0	23.3	0		
PHF	.594	.882	.667	.000	.871	.625	.250	.550	.000	.786	.542	.867	.875	.000	.890	.767	.000	.583	.000	.882	.954

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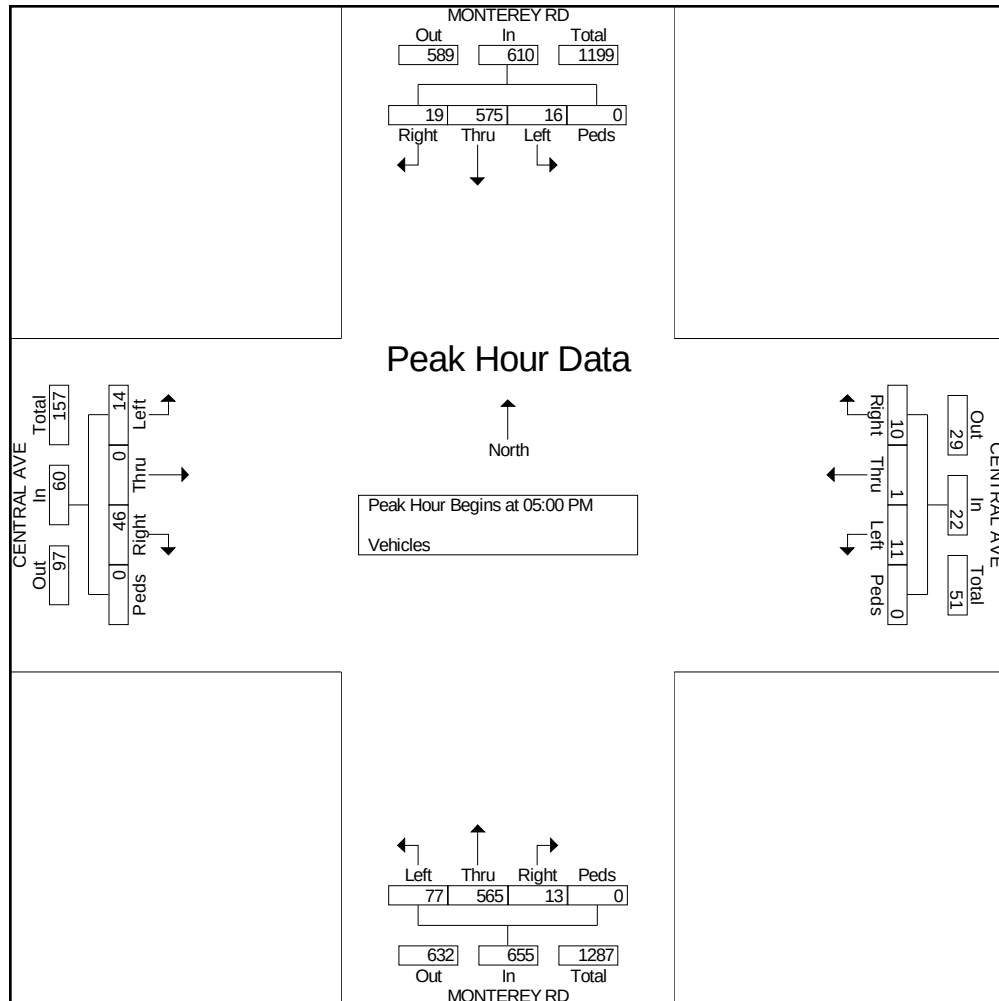
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Groups Printed- Vehicles

	MONTEREY RD Southbound					DRIVEWAY Westbound					MONTEREY RD Northbound					KEYSTONE 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	47	0	0	47	2	0	0	0	2	0	117	0	0	117	0	0	0	0	0	166
07:15 AM	1	68	0	0	69	1	0	0	0	1	0	108	0	0	108	3	0	0	0	3	181
07:30 AM	1	74	0	0	75	0	0	0	0	0	1	180	0	0	181	0	0	0	0	0	256
07:45 AM	3	112	0	0	115	3	0	0	0	3	0	230	0	0	230	5	0	0	0	5	353
Total	5	301	0	0	306	6	0	0	0	6	1	635	0	0	636	8	0	0	0	8	956
08:00 AM	2	125	0	0	127	1	0	0	0	1	0	169	0	0	169	1	0	0	0	1	298
08:15 AM	4	106	0	0	110	2	0	0	0	2	0	152	0	0	152	5	0	0	0	5	269
08:30 AM	6	119	0	0	125	3	0	0	0	3	0	146	0	0	146	30	0	0	0	30	304
08:45 AM	15	97	0	0	112	1	0	0	0	1	2	129	0	0	131	19	0	0	0	19	263
Total	27	447	0	0	474	7	0	0	0	7	2	596	0	0	598	55	0	0	0	55	1134
Grand Total	32	748	0	0	780	13	0	0	0	13	3	1231	0	0	1234	63	0	0	0	63	2090
Apprch %	4.1	95.9	0	0		100	0	0	0		0.2	99.8	0	0		100	0	0	0		
Total %	1.5	35.8	0	0	37.3	0.6	0	0	0	0.6	0.1	58.9	0	0	59	3	0	0	0	3	

	MONTEREY RD Southbound					DRIVEWAY Westbound					MONTEREY RD Northbound					KEYSTONE 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
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	112	0	0	115	3	0	0	0	3	0	230	0	0	230	5	0	0	0	5	353
08:00 AM	2	125	0	0	127	1	0	0	0	1	0	169	0	0	169	1	0	0	0	1	298
08:15 AM	4	106	0	0	110	2	0	0	0	2	0	152	0	0	152	5	0	0	0	5	269
08:30 AM	6	119	0	0	125	3	0	0	0	3	0	146	0	0	146	30	0	0	0	30	304
Total Volume	15	462	0	0	477	9	0	0	0	9	0	697	0	0	697	41	0	0	0	41	1224
% App. Total	3.1	96.9	0	0		100	0	0	0		0	100	0	0		100	0	0	0		
PHF	.625	.924	.000	.000	.939	.750	.000	.000	.000	.750	.000	.758	.000	.000	.758	.342	.000	.000	.000	.342	.867

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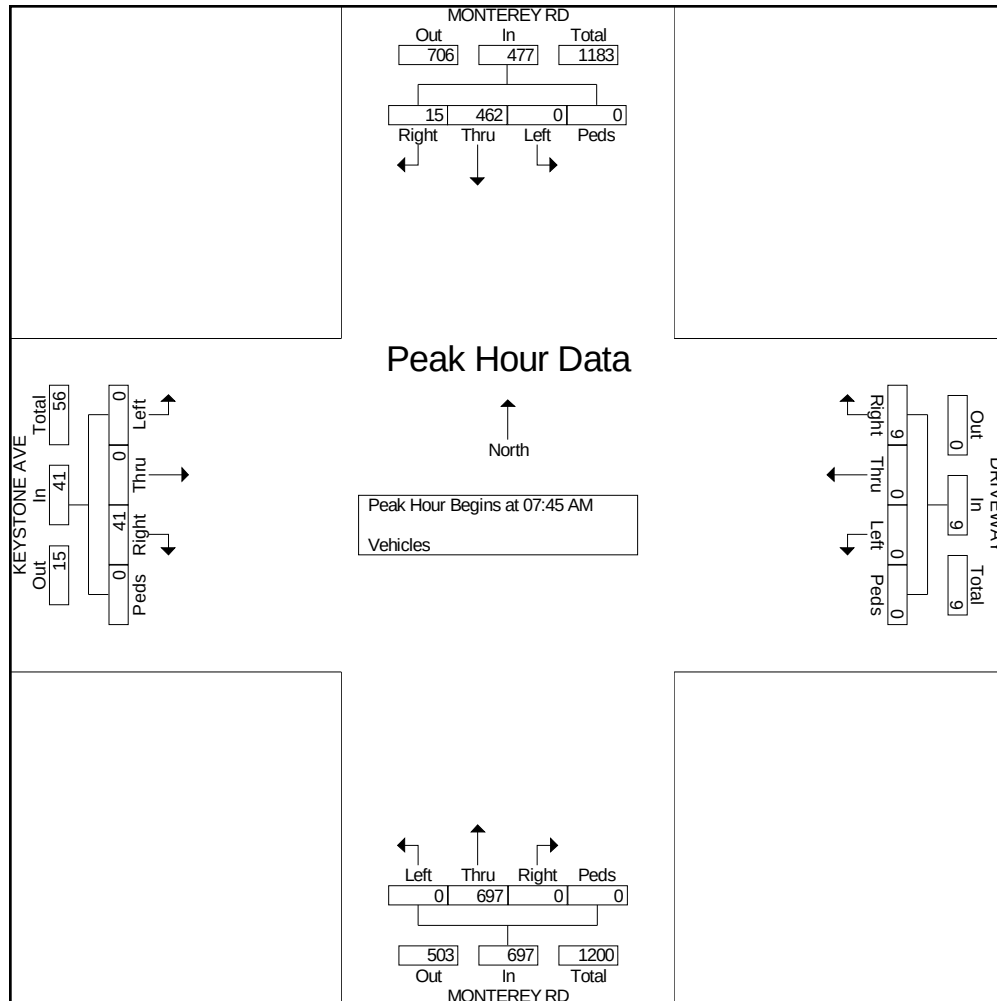
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File Name : 4PM FINAL

Site Code : 00000004

Start Date : 4/9/2008

Page No : 1

Groups Printed- Vehicles

	MONTEREY RD Southbound					KEYSTONE RD Westbound					MONTEREY RD Northbound					KEYSTONE RD 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	4	157	0	0	161	3	0	0	0	3	3	92	0	0	95	2	0	0	0	2	261
04:15 PM	6	128	0	0	134	2	0	0	0	2	2	143	0	0	145	2	0	0	0	2	283
04:30 PM	7	152	0	0	159	0	0	0	0	0	0	164	0	0	164	14	0	0	0	14	337
04:45 PM	12	139	0	0	151	0	0	0	0	0	1	130	0	0	131	9	0	0	0	9	291
Total	29	576	0	0	605	5	0	0	0	5	6	529	0	0	535	27	0	0	0	27	1172
05:00 PM	3	171	0	0	174	1	0	0	0	1	2	164	0	0	166	2	0	0	0	2	343
05:15 PM	5	153	0	0	158	6	0	0	0	6	3	163	0	0	166	6	0	0	0	6	336
05:30 PM	5	152	0	0	157	4	0	0	0	4	5	157	0	0	162	8	0	0	0	8	331
05:45 PM	3	154	0	0	157	2	0	0	0	2	3	197	0	0	200	9	0	0	0	9	368
Total	16	630	0	0	646	13	0	0	0	13	13	681	0	0	694	25	0	0	0	25	1378
Grand Total	45	1206	0	0	1251	18	0	0	0	18	19	1210	0	0	1229	52	0	0	0	52	2550
Apprch %	3.6	96.4	0	0		100	0	0	0		1.5	98.5	0	0		100	0	0	0		
Total %	1.8	47.3	0	0	49.1	0.7	0	0	0	0.7	0.7	47.5	0	0	48.2	2	0	0	0	2	

	MONTEREY RD Southbound					KEYSTONE RD Westbound					MONTEREY RD Northbound					KEYSTONE RD 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
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	3	171	0	0	174	1	0	0	0	1	2	164	0	0	166	2	0	0	0	2	343
05:15 PM	5	153	0	0	158	6	0	0	0	6	3	163	0	0	166	6	0	0	0	6	336
05:30 PM	5	152	0	0	157	4	0	0	0	4	5	157	0	0	162	8	0	0	0	8	331
05:45 PM	3	154	0	0	157	2	0	0	0	2	3	197	0	0	200	9	0	0	0	9	368
Total Volume	16	630	0	0	646	13	0	0	0	13	13	681	0	0	694	25	0	0	0	25	1378
% App. Total	2.5	97.5	0	0		100	0	0	0		1.9	98.1	0	0		100	0	0	0		
PHF	.800	.921	.000	.000	.928	.542	.000	.000	.000	.542	.650	.864	.000	.000	.868	.694	.000	.000	.000	.694	.936

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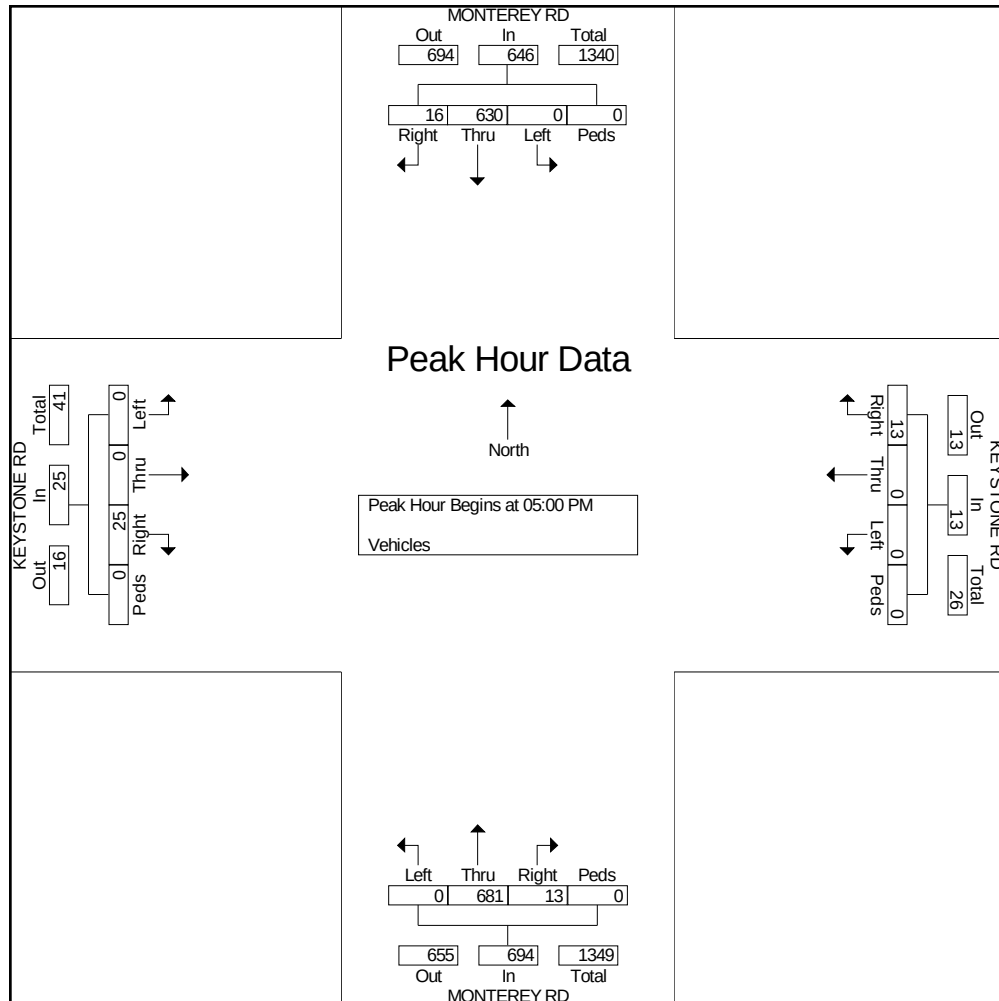
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Site Code : 00000003

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Groups Printed- Vehicles

	MONTEREY AVE Southbound					MAIN AVE Westbound					MONTEREY AVE Northbound					MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	4	30	17	0	51	28	28	7	0	63	4	127	13	0	144	16	28	9	0	53	311
07:15 AM	1	35	16	0	52	31	28	2	0	61	5	143	11	0	159	24	40	10	0	74	346
07:30 AM	2	59	39	0	100	41	44	3	0	88	8	168	25	0	201	36	51	13	0	100	489
07:45 AM	5	83	56	0	144	68	62	10	0	140	9	177	26	0	212	34	68	10	0	112	608
Total	12	207	128	0	347	168	162	22	0	352	26	615	75	0	716	110	187	42	0	339	1754
08:00 AM	5	134	35	0	174	57	42	13	0	112	15	118	22	0	155	33	53	9	0	95	536
08:15 AM	8	75	45	0	128	64	42	9	0	115	10	109	21	0	140	28	43	15	0	86	469
08:30 AM	7	98	58	0	163	64	44	3	0	111	9	98	38	0	145	40	34	11	0	85	504
08:45 AM	13	142	85	0	240	57	55	8	0	120	9	107	37	0	153	33	30	10	0	73	586
Total	33	449	223	0	705	242	183	33	0	458	43	432	118	0	593	134	160	45	0	339	2095
Grand Total	45	656	351	0	1052	410	345	55	0	810	69	1047	193	0	1309	244	347	87	0	678	3849
Apprch %	4.3	62.4	33.4	0		50.6	42.6	6.8	0		5.3	80	14.7	0		36	51.2	12.8	0		
Total %	1.2	17	9.1	0	27.3	10.7	9	1.4	0	21	1.8	27.2	5	0	34	6.3	9	2.3	0	17.6	

	MONTEREY AVE Southbound					MAIN AVE Westbound					MONTEREY AVE Northbound					MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

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	83	56	0	144	68	62	10	0	140	9	177	26	0	212	34	68	10	0	112	608
08:00 AM	5	134	35	0	174	57	42	13	0	112	15	118	22	0	155	33	53	9	0	95	536
08:15 AM	8	75	45	0	128	64	42	9	0	115	10	109	21	0	140	28	43	15	0	86	469
08:30 AM	7	98	58	0	163	64	44	3	0	111	9	98	38	0	145	40	34	11	0	85	504
Total Volume	25	390	194	0	609	253	190	35	0	478	43	502	107	0	652	135	198	45	0	378	2117
% App. Total	4.1	64	31.9	0		52.9	39.7	7.3	0		6.6	77	16.4	0		35.7	52.4	11.9	0		
PHF	.781	.728	.836	.000	.875	.930	.766	.673	.000	.854	.717	.709	.704	.000	.769	.844	.728	.750	.000	.844	.870

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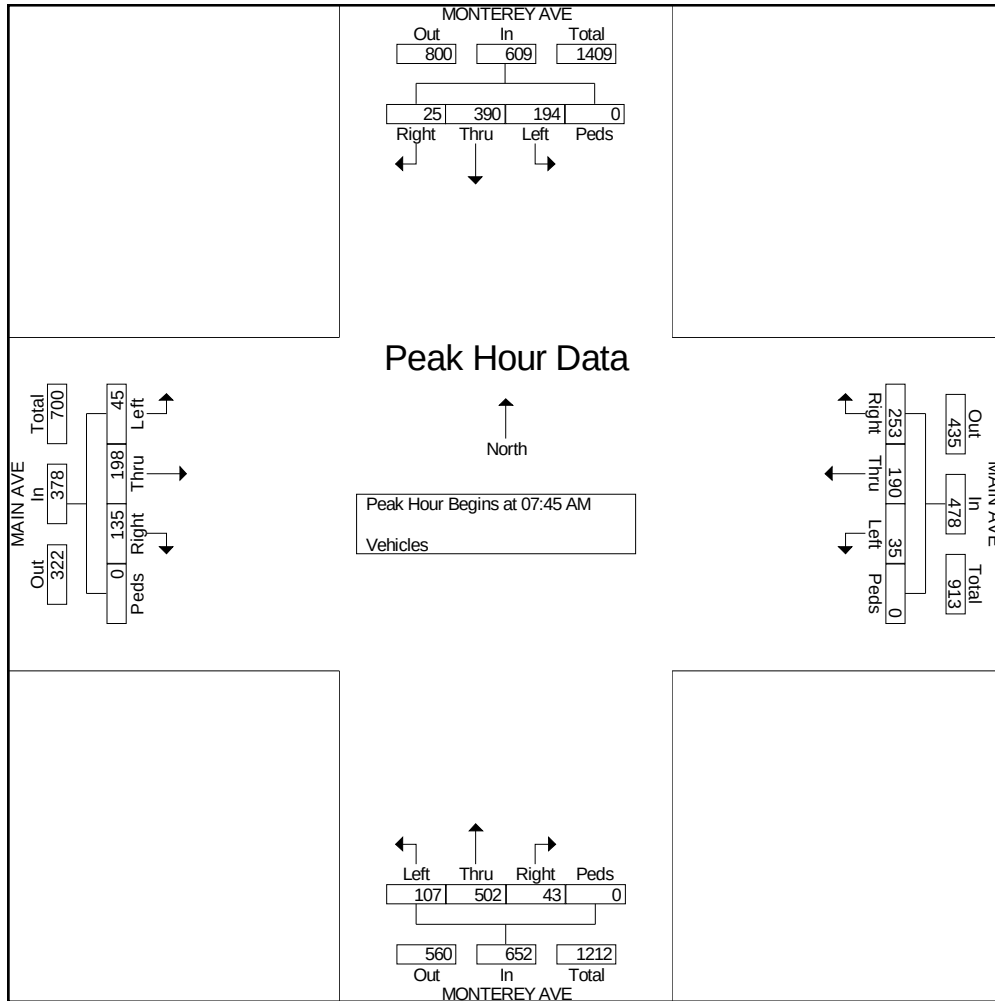
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Groups Printed- Vehicles

	MONTEREY RD Southbound					MAIN AVE Westbound					MONTEREY RD Northbound					MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	10	125	41	0	176	26	45	15	0	86	3	91	45	0	139	39	41	10	0	90	491
04:15 PM	9	132	37	0	178	25	56	19	0	100	5	81	56	0	142	41	53	9	0	103	523
04:30 PM	11	175	43	0	229	42	54	15	0	111	8	86	56	0	150	48	56	11	0	115	605
04:45 PM	18	130	57	0	205	55	51	16	0	122	15	81	51	0	147	39	62	8	0	109	583
Total	48	562	178	0	788	148	206	65	0	419	31	339	208	0	578	167	212	38	0	417	2202
05:00 PM	10	118	31	0	159	60	76	16	0	152	8	65	55	0	128	36	64	13	0	113	552
05:15 PM	14	133	40	0	187	39	65	18	0	122	6	89	38	0	133	34	41	9	0	84	526
05:30 PM	8	86	37	0	131	42	60	19	0	121	8	69	52	0	129	28	58	10	0	96	477
05:45 PM	21	112	31	0	164	51	69	10	0	130	12	91	51	0	154	39	64	9	0	112	560
Total	53	449	139	0	641	192	270	63	0	525	34	314	196	0	544	137	227	41	0	405	2115
Grand Total	101	1011	317	0	1429	340	476	128	0	944	65	653	404	0	1122	304	439	79	0	822	4317
Apprch %	7.1	70.7	22.2	0		36	50.4	13.6	0		5.8	58.2	36	0		37	53.4	9.6	0		
Total %	2.3	23.4	7.3	0	33.1	7.9	11	3	0	21.9	1.5	15.1	9.4	0	26	7	10.2	1.8	0	19	

	MONTEREY RD Southbound					MAIN AVE Westbound					MONTEREY RD Northbound					MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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	11	175	43	0	229	42	54	15	0	111	8	86	56	0	150	48	56	11	0	115	605
04:45 PM	18	130	57	0	205	55	51	16	0	122	15	81	51	0	147	39	62	8	0	109	583
05:00 PM	10	118	31	0	159	60	76	16	0	152	8	65	55	0	128	36	64	13	0	113	552
05:15 PM	14	133	40	0	187	39	65	18	0	122	6	89	38	0	133	34	41	9	0	84	526
Total Volume	53	556	171	0	780	196	246	65	0	507	37	321	200	0	558	157	223	41	0	421	2266
% App. Total	6.8	71.3	21.9	0		38.7	48.5	12.8	0		6.6	57.5	35.8	0		37.3	53	9.7	0		
PHF	.736	.794	.750	.000	.852	.817	.809	.903	.000	.834	.617	.902	.893	.000	.930	.818	.871	.788	.000	.915	.936

Traffic Data Service

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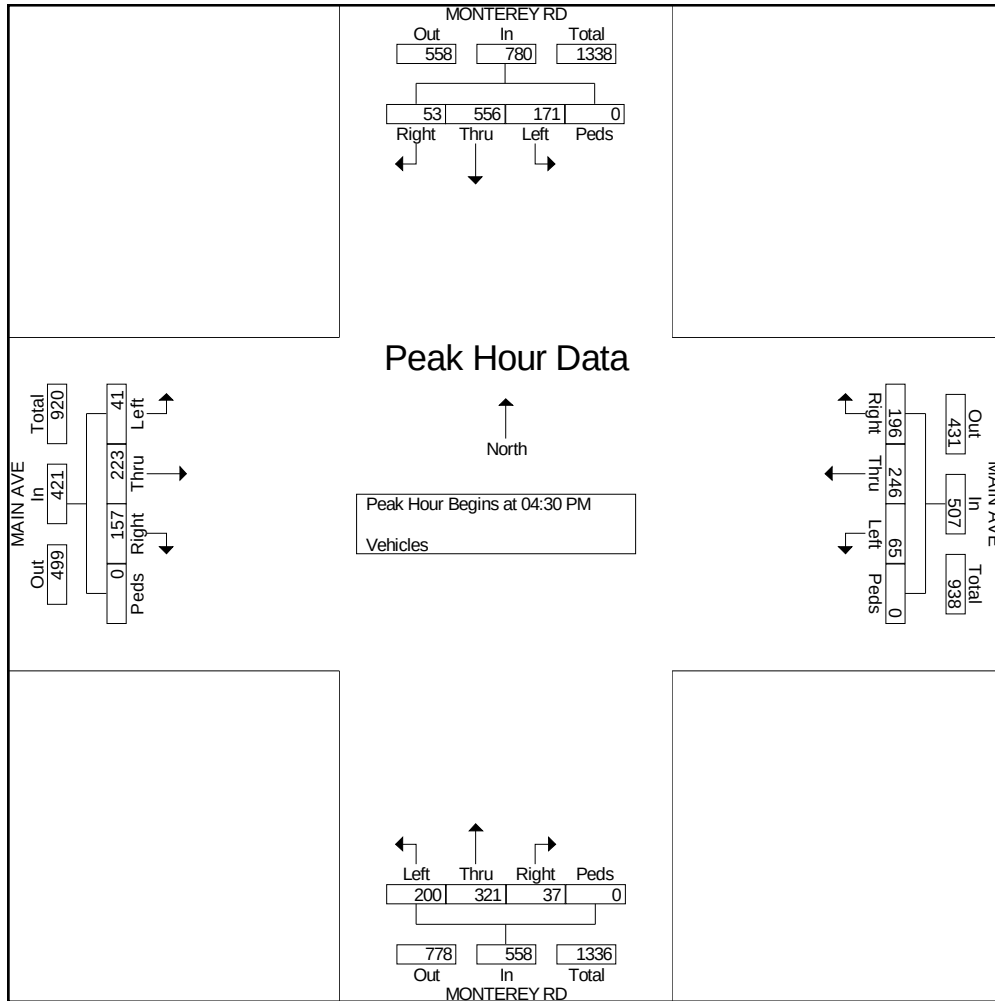
tdsbay@cs.com

File Name : 3PM FINAL

Site Code : 00000003

Start Date : 10/9/2007

Page No : 2



Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 1AM FINA

Site Code : 00000001

Start Date : 4/15/2008

Page No : 1

Groups Printed- Vehicles

	DEL MONTE ST Southbound					MAIN AVE Westbound					DEL MONTE ST Northbound					MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	4	2	0	6	3	39	2	0	44	2	6	1	0	9	3	42	0	0	45	104
07:15 AM	3	0	2	0	5	2	55	2	0	59	11	0	11	0	22	7	69	1	0	77	163
07:30 AM	0	0	0	0	0	1	76	4	0	81	5	0	9	0	14	7	109	0	0	116	211
07:45 AM	0	0	0	0	0	5	70	3	0	78	5	0	6	0	11	12	93	0	0	105	194
Total	3	4	4	0	11	11	240	11	0	262	23	6	27	0	56	29	313	1	0	343	672
08:00 AM	1	0	1	0	2	4	53	2	0	59	4	0	5	0	9	9	56	0	0	65	135
08:15 AM	1	0	0	0	1	10	50	2	0	62	5	0	8	0	13	10	61	13	0	84	160
08:30 AM	11	3	5	0	19	40	49	5	0	94	10	1	3	0	14	7	50	30	0	87	214
08:45 AM	3	2	1	0	6	5	41	7	0	53	5	0	4	0	9	11	64	1	0	76	144
Total	16	5	7	0	28	59	193	16	0	268	24	1	20	0	45	37	231	44	0	312	653
Grand Total	19	9	11	0	39	70	433	27	0	530	47	7	47	0	101	66	544	45	0	655	1325
Apprch %	48.7	23.1	28.2	0		13.2	81.7	5.1	0		46.5	6.9	46.5	0		10.1	83.1	6.9	0		
Total %	1.4	0.7	0.8	0	2.9	5.3	32.7	2	0	40	3.5	0.5	3.5	0	7.6	5	41.1	3.4	0	49.4	

	DEL MONTE ST Southbound					MAIN AVE Westbound					DEL MONTE ST Northbound					MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	3	0	2	0	5	2	55	2	0	59	11	0	11	0	22	7	69	1	0	77	163
07:30 AM	0	0	0	0	0	1	76	4	0	81	5	0	9	0	14	7	109	0	0	116	211
07:45 AM	0	0	0	0	0	5	70	3	0	78	5	0	6	0	11	12	93	0	0	105	194
08:00 AM	1	0	1	0	2	4	53	2	0	59	4	0	5	0	9	9	56	0	0	65	135
Total Volume	4	0	3	0	7	12	254	11	0	277	25	0	31	0	56	35	327	1	0	363	703
% App. Total	57.1		42.9				91.7				44.6		55.4				90.1				
PHF	.333	.000	.375	.000	.350	.600	.836	.688	.000	.855	.568	.000	.705	.000	.636	.729	.750	.250	.000	.782	.833

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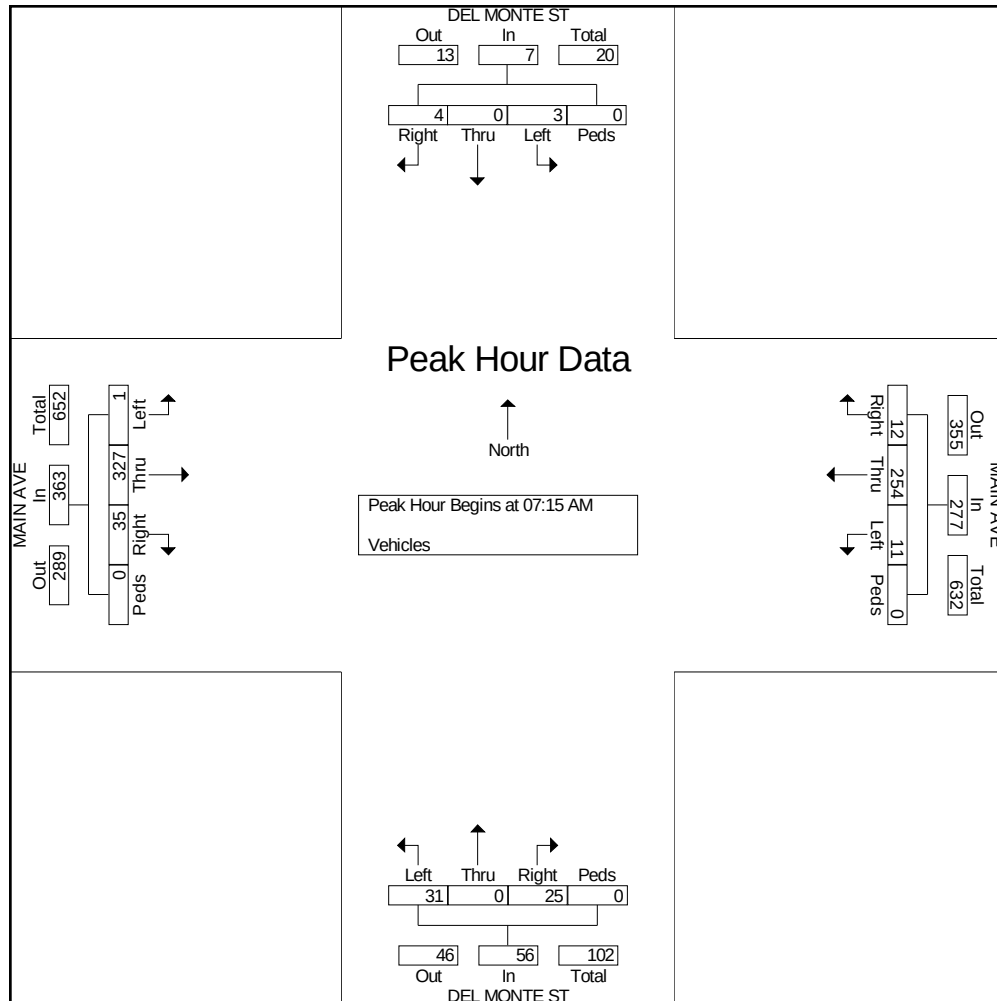
tdsbay@cs.com

File Name : 1AM FINA

Site Code : 00000001

Start Date : 4/15/2008

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Traffic Data Service

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File Name : 1PM FINAL

Site Code : 00000001

Start Date : 4/15/2008

Page No : 1

Groups Printed- Vehicles

	DEL MONTE ST Southbound					MAIN AVE Westbound					DEL MONTE ST Northbound					MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	4	1	1	0	6	5	74	3	0	82	4	1	7	0	12	13	91	2	0	106	206
04:15 PM	7	0	6	0	13	16	74	3	0	93	8	0	2	0	10	8	93	9	0	110	226
04:30 PM	11	4	17	0	32	12	87	6	0	105	6	0	12	0	18	11	87	7	0	105	260
04:45 PM	12	4	5	0	21	11	104	5	0	120	9	1	9	0	19	11	108	8	0	127	287
Total	34	9	29	0	72	44	339	17	0	400	27	2	30	0	59	43	379	26	0	448	979
05:00 PM	11	0	1	0	12	8	82	11	0	101	8	0	6	0	14	7	91	3	0	101	228
05:15 PM	5	0	2	0	7	5	83	10	0	98	4	0	10	0	14	17	88	1	0	106	225
05:30 PM	7	0	2	0	9	5	73	9	0	87	7	0	9	0	16	10	77	5	0	92	204
05:45 PM	3	0	0	0	3	3	66	5	0	74	8	0	9	0	17	5	94	3	0	102	196
Total	26	0	5	0	31	21	304	35	0	360	27	0	34	0	61	39	350	12	0	401	853
Grand Total	60	9	34	0	103	65	643	52	0	760	54	2	64	0	120	82	729	38	0	849	1832
Apprch %	58.3	8.7	33	0		8.6	84.6	6.8	0		45	1.7	53.3	0		9.7	85.9	4.5	0		
Total %	3.3	0.5	1.9	0	5.6	3.5	35.1	2.8	0	41.5	2.9	0.1	3.5	0	6.6	4.5	39.8	2.1	0	46.3	

	DEL MONTE ST Southbound					MAIN AVE Westbound					DEL MONTE ST Northbound					MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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	7	0	6	0	13	16	74	3	0	93	8	0	2	0	10	8	93	9	0	110	226
04:30 PM	11	4	17	0	32	12	87	6	0	105	6	0	12	0	18	11	87	7	0	105	260
04:45 PM	12	4	5	0	21	11	104	5	0	120	9	1	9	0	19	11	108	8	0	127	287
05:00 PM	11	0	1	0	12	8	82	11	0	101	8	0	6	0	14	7	91	3	0	101	228
Total Volume	41	8	29	0	78	47	347	25	0	419	31	1	29	0	61	37	379	27	0	443	1001
% App. Total	52.6	10.3	37.2			11.2	82.8				50.8		47.5				85.6				
PHF	.854	.500	.426	.000	.609	.734	.834	.568	.000	.873	.861	.250	.604	.000	.803	.841	.877	.750	.000	.872	.872

Traffic Data Service

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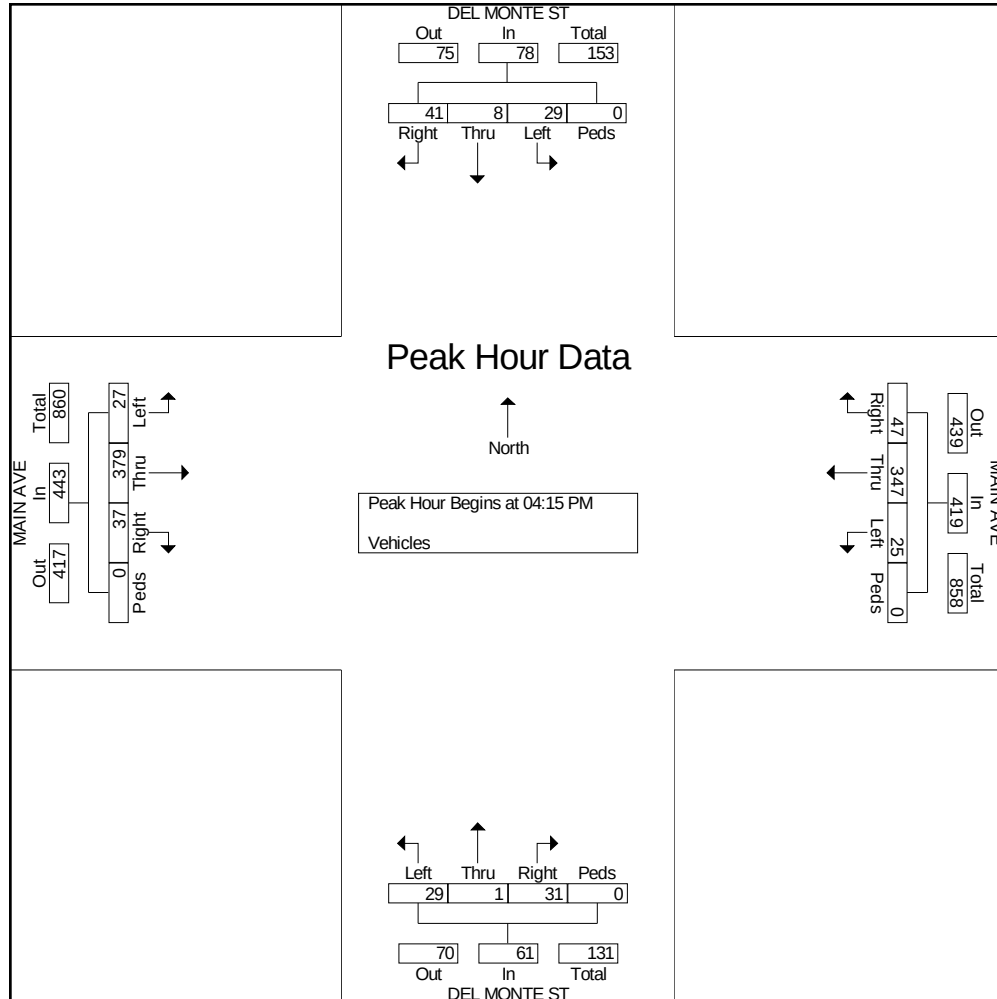
tdsbay@cs.com

File Name : 1PM FINAL

Site Code : 00000001

Start Date : 4/15/2008

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Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 11AM FINAL

Site Code : 00000011

Start Date : 4/15/2008

Page No : 1

Groups Printed- Vehicles

	HALE AVE Southbound					MAIN AVE Westbound					Northbound					MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	10	0	20	0	30	13	29	0	0	42	0	0	0	0	0	0	33	22	0	55	127
07:15 AM	20	0	34	0	54	24	32	0	0	56	0	0	0	0	0	0	47	35	0	82	192
07:30 AM	26	0	32	0	58	20	55	0	0	75	0	0	0	0	0	0	83	47	0	130	263
07:45 AM	14	0	37	0	51	31	42	0	0	73	0	0	0	0	0	0	61	34	0	95	219
Total	70	0	123	0	193	88	158	0	0	246	0	0	0	0	0	0	224	138	0	362	801
08:00 AM	15	0	29	0	44	27	23	0	0	50	0	0	0	0	0	0	35	34	0	69	163
08:15 AM	9	0	36	0	45	27	32	0	0	59	0	0	0	0	0	0	49	21	0	70	174
08:30 AM	13	0	22	0	35	21	38	0	0	59	0	0	0	0	0	0	65	27	0	92	186
08:45 AM	12	0	37	0	49	20	24	0	0	44	0	0	0	0	0	0	35	9	0	44	137
Total	49	0	124	0	173	95	117	0	0	212	0	0	0	0	0	0	184	91	0	275	660
Grand Total	119	0	247	0	366	183	275	0	0	458	0	0	0	0	0	0	408	229	0	637	1461
Apprch %	32.5	0	67.5	0		40	60	0	0		0	0	0	0		0	64.1	35.9	0		
Total %	8.1	0	16.9	0	25.1	12.5	18.8	0	0	31.3	0	0	0	0	0	0	27.9	15.7	0	43.6	

	HALE AVE Southbound					MAIN AVE Westbound					Northbound					MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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	20	0	34	0	54	24	32	0	0	56	0	0	0	0	0	0	47	35	0	82	192
07:30 AM	26	0	32	0	58	20	55	0	0	75	0	0	0	0	0	0	83	47	0	130	263
07:45 AM	14	0	37	0	51	31	42	0	0	73	0	0	0	0	0	0	61	34	0	95	219
08:00 AM	15	0	29	0	44	27	23	0	0	50	0	0	0	0	0	0	35	34	0	69	163
Total Volume	75	0	132	0	207	102	152	0	0	254	0	0	0	0	0	0	226	150	0	376	837
% App. Total	36.2		63.8			40.2	59.8										60.1	39.9			
PHF	.721	.000	.892	.000	.892	.823	.691	.000	.000	.847	.000	.000	.000	.000	.000	.000	.681	.798	.000	.723	.796

Traffic Data Service

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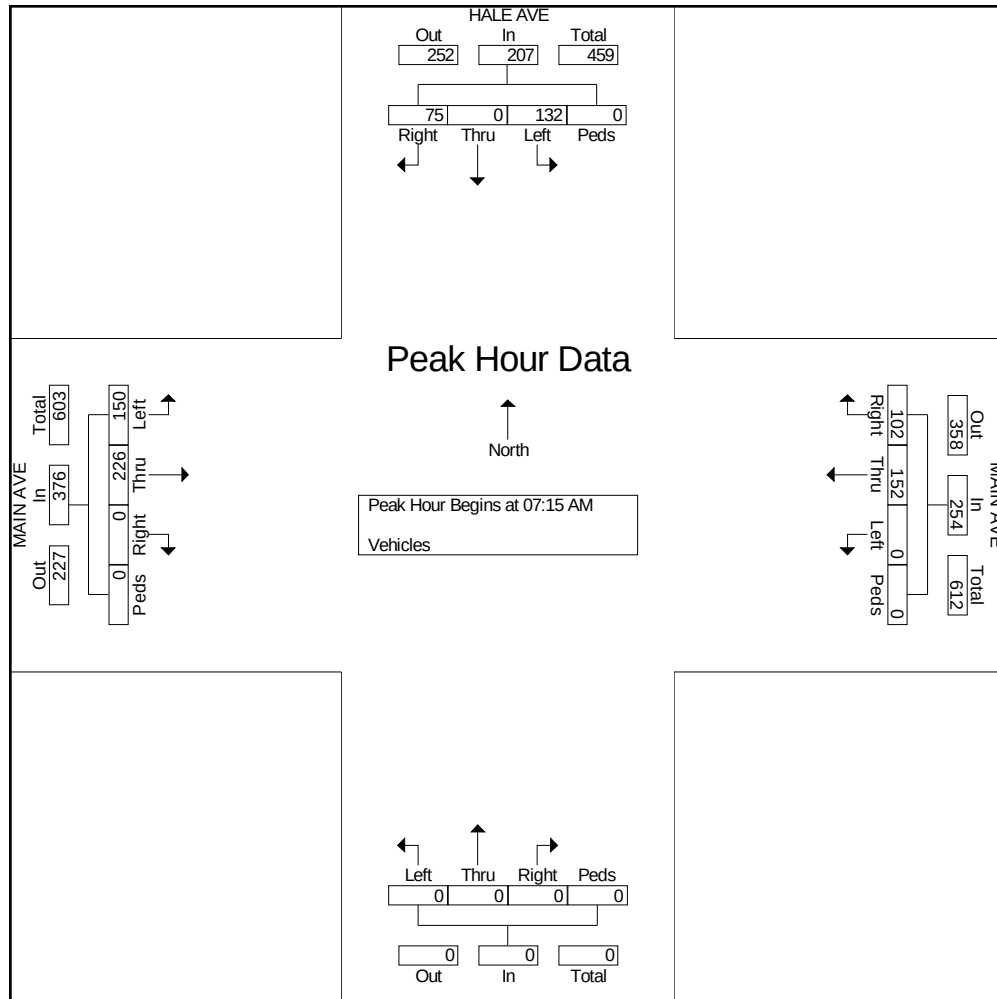
tdsbay@cs.com

File Name : 11AM FINAL

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File Name : 11PM FINAL

Site Code : 00000011

Start Date : 4/15/2008

Page No : 1

Groups Printed- Vehicles

	HALE AVE Southbound					MAIN AVE Westbound					Northbound					MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	28	0	57	0	85	25	51	0	0	76	0	0	0	0	0	0	47	13	0	60	221
04:15 PM	25	0	47	0	72	21	49	0	0	70	0	0	0	0	0	0	61	15	0	76	218
04:30 PM	33	0	51	0	84	32	62	0	0	94	0	0	0	0	0	0	54	14	0	68	246
04:45 PM	22	0	68	0	90	41	74	0	0	115	0	0	0	0	0	0	67	16	0	83	288
Total	108	0	223	0	331	119	236	0	0	355	0	0	0	0	0	0	229	58	0	287	973
05:00 PM	32	0	48	0	80	38	62	0	0	100	0	0	0	0	0	0	49	15	0	64	244
05:15 PM	19	0	55	0	74	37	50	0	0	87	0	0	0	0	0	0	42	13	0	55	216
05:30 PM	22	0	37	0	59	27	65	0	0	92	0	0	0	0	0	0	39	11	0	50	201
05:45 PM	16	0	39	0	55	36	33	0	0	69	0	0	0	0	0	0	44	17	0	61	185
Total	89	0	179	0	268	138	210	0	0	348	0	0	0	0	0	0	174	56	0	230	846
Grand Total	197	0	402	0	599	257	446	0	0	703	0	0	0	0	0	0	403	114	0	517	1819
Apprch %	32.9	0	67.1	0		36.6	63.4	0	0		0	0	0	0		0	77.9	22.1	0		
Total %	10.8	0	22.1	0	32.9	14.1	24.5	0	0	38.6	0	0	0	0	0	0	22.2	6.3	0	28.4	

	HALE AVE Southbound					MAIN AVE Westbound					Northbound					MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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	25	0	47	0	72	21	49	0	0	70	0	0	0	0	0	0	61	15	0	76	218
04:30 PM	33	0	51	0	84	32	62	0	0	94	0	0	0	0	0	0	54	14	0	68	246
04:45 PM	22	0	68	0	90	41	74	0	0	115	0	0	0	0	0	0	67	16	0	83	288
05:00 PM	32	0	48	0	80	38	62	0	0	100	0	0	0	0	0	0	49	15	0	64	244
Total Volume	112	0	214	0	326	132	247	0	0	379	0	0	0	0	0	0	231	60	0	291	996
% App. Total	34.4		65.6			34.8	65.2										79.4	20.6			
PHF	.848	.000	.787	.000	.906	.805	.834	.000	.000	.824	.000	.000	.000	.000	.000	.000	.862	.938	.000	.877	.865

Traffic Data Service

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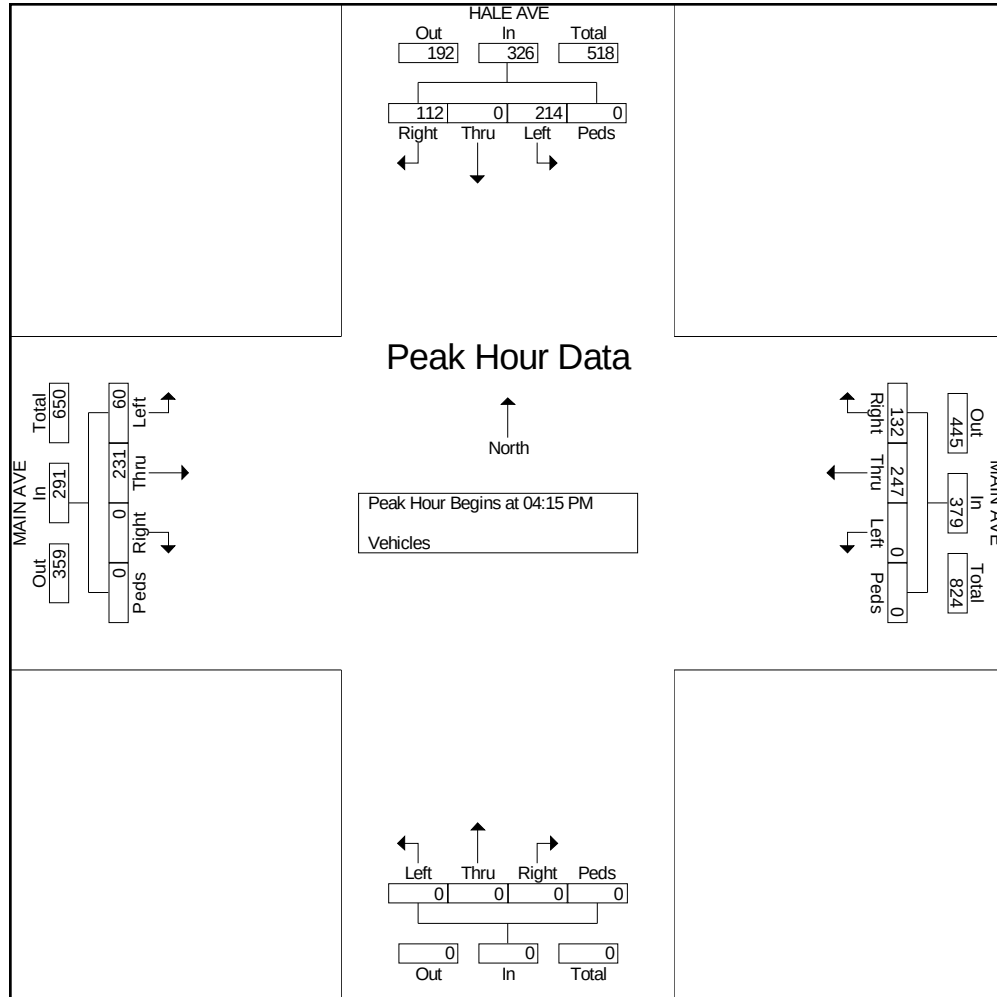
tdsbay@cs.com

File Name : 11PM FINAL

Site Code : 00000011

Start Date : 4/15/2008

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Traffic Data Service

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File Name : 12AM FINAL

Site Code : 00000012

Start Date : 4/15/2008

Page No : 1

Groups Printed- Vehicles

	DRIVEWAY Southbound					MAIN AVE Westbound					DEPOT ST Northbound					MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	1	0	0	0	1	1	58	5	0	64	9	0	2	0	11	0	73	0	0	73	149
07:15 AM	0	0	3	0	3	2	73	5	0	80	20	0	2	0	22	4	86	1	0	91	196
07:30 AM	1	0	1	0	2	0	122	9	0	131	14	0	1	0	15	5	104	0	0	109	257
07:45 AM	2	0	0	0	2	2	106	11	0	119	13	0	2	0	15	3	98	0	0	101	237
Total	4	0	4	0	8	5	359	30	0	394	56	0	7	0	63	12	361	1	0	374	839
08:00 AM	1	1	3	0	5	2	108	4	0	114	7	0	0	0	7	2	78	4	0	84	210
08:15 AM	2	0	1	0	3	3	106	7	0	116	6	0	2	0	8	1	84	1	0	86	213
08:30 AM	1	0	1	0	2	0	131	7	0	138	3	0	0	0	3	2	113	0	0	115	258
08:45 AM	1	0	0	0	1	3	61	6	0	70	4	0	1	0	5	5	67	0	0	72	148
Total	5	1	5	0	11	8	406	24	0	438	20	0	3	0	23	10	342	5	0	357	829
Grand Total	9	1	9	0	19	13	765	54	0	832	76	0	10	0	86	22	703	6	0	731	1668
Apprch %	47.4	5.3	47.4	0		1.6	91.9	6.5	0		88.4	0	11.6	0		3	96.2	0.8	0		
Total %	0.5	0.1	0.5	0	1.1	0.8	45.9	3.2	0	49.9	4.6	0	0.6	0	5.2	1.3	42.1	0.4	0	43.8	

	DRIVEWAY Southbound					MAIN AVE Westbound					DEPOT ST Northbound					MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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	2	0	0	0	2	2	106	11	0	119	13	0	2	0	15	3	98	0	0	101	237
08:00 AM	1	1	3	0	5	2	108	4	0	114	7	0	0	0	7	2	78	4	0	84	210
08:15 AM	2	0	1	0	3	3	106	7	0	116	6	0	2	0	8	1	84	1	0	86	213
08:30 AM	1	0	1	0	2	0	131	7	0	138	3	0	0	0	3	2	113	0	0	115	258
Total Volume	6	1	5	0	12	7	451	29	0	487	29	0	4	0	33	8	373	5	0	386	918
% App. Total	50	8.3	41.7				92.6				87.9		12.1				96.6				
PHF	.750	.250	.417	.000	.600	.583	.861	.659	.000	.882	.558	.000	.500	.000	.550	.667	.825	.313	.000	.839	.890

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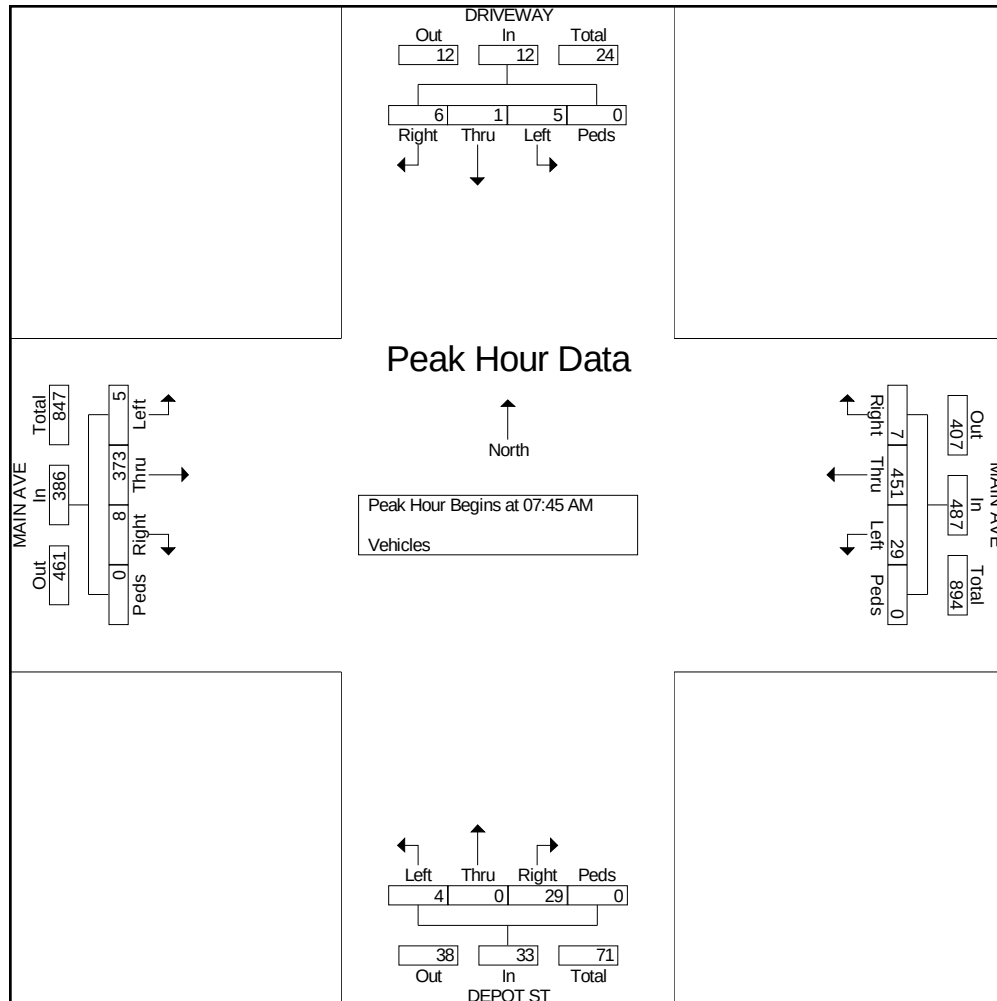
tdsbay@cs.com

File Name : 12AM FINAL

Site Code : 00000012

Start Date : 4/15/2008

Page No : 2



Traffic Data Service

Campbell, CA

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File Name : 12PM FINAL

Site Code : 00000012

Start Date : 4/15/2008

Page No : 1

Groups Printed- Vehicles

	DRIVEWAY Southbound					MAIN AVE Westbound					DEPOT ST Northbound					MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	1	2	0	3	1	103	22	0	126	14	0	3	0	17	8	97	5	0	110	256
04:15 PM	1	0	4	0	5	1	116	19	0	136	23	0	3	0	26	10	72	2	0	84	251
04:30 PM	0	0	2	0	2	1	132	12	0	145	12	0	2	0	14	10	111	0	0	121	282
04:45 PM	0	0	0	0	0	7	135	21	0	163	21	0	3	0	24	10	104	0	0	114	301
Total	1	1	8	0	10	10	486	74	0	570	70	0	11	0	81	38	384	7	0	429	1090
05:00 PM	0	2	0	0	2	0	130	16	0	146	20	0	4	0	24	7	86	1	0	94	266
05:15 PM	0	1	0	0	1	0	132	24	0	156	10	0	3	0	13	12	109	2	0	123	293
05:30 PM	0	0	0	0	0	0	86	32	0	118	19	3	4	0	26	13	79	0	0	92	236
05:45 PM	0	0	0	0	0	0	132	34	0	166	33	0	9	2	44	20	113	0	0	133	343
Total	0	3	0	0	3	0	480	106	0	586	82	3	20	2	107	52	387	3	0	442	1138
Grand Total	1	4	8	0	13	10	966	180	0	1156	152	3	31	2	188	90	771	10	0	871	2228
Apprch %	7.7	30.8	61.5	0		0.9	83.6	15.6	0		80.9	1.6	16.5	1.1		10.3	88.5	1.1	0		
Total %	0	0.2	0.4	0	0.6	0.4	43.4	8.1	0	51.9	6.8	0.1	1.4	0.1	8.4	4	34.6	0.4	0	39.1	

	DRIVEWAY Southbound					MAIN AVE Westbound					DEPOT ST Northbound					MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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	2	0	2	1	132	12	0	145	12	0	2	0	14	10	111	0	0	121	282
04:45 PM	0	0	0	0	0	7	135	21	0	163	21	0	3	0	24	10	104	0	0	114	301
05:00 PM	0	2	0	0	2	0	130	16	0	146	20	0	4	0	24	7	86	1	0	94	266
05:15 PM	0	1	0	0	1	0	132	24	0	156	10	0	3	0	13	12	109	2	0	123	293
Total Volume	0	3	2	0	5	8	529	73	0	610	63	0	12	0	75	39	410	3	0	452	1142
% App. Total	0	60	40	0		1.3	86.7									90.7					
PHF	.000	.375	.250	.000	.625	.286	.980	.760	.000	.936	.750	.000	.750	.000	.781	.813	.923	.375	.000	.919	.949

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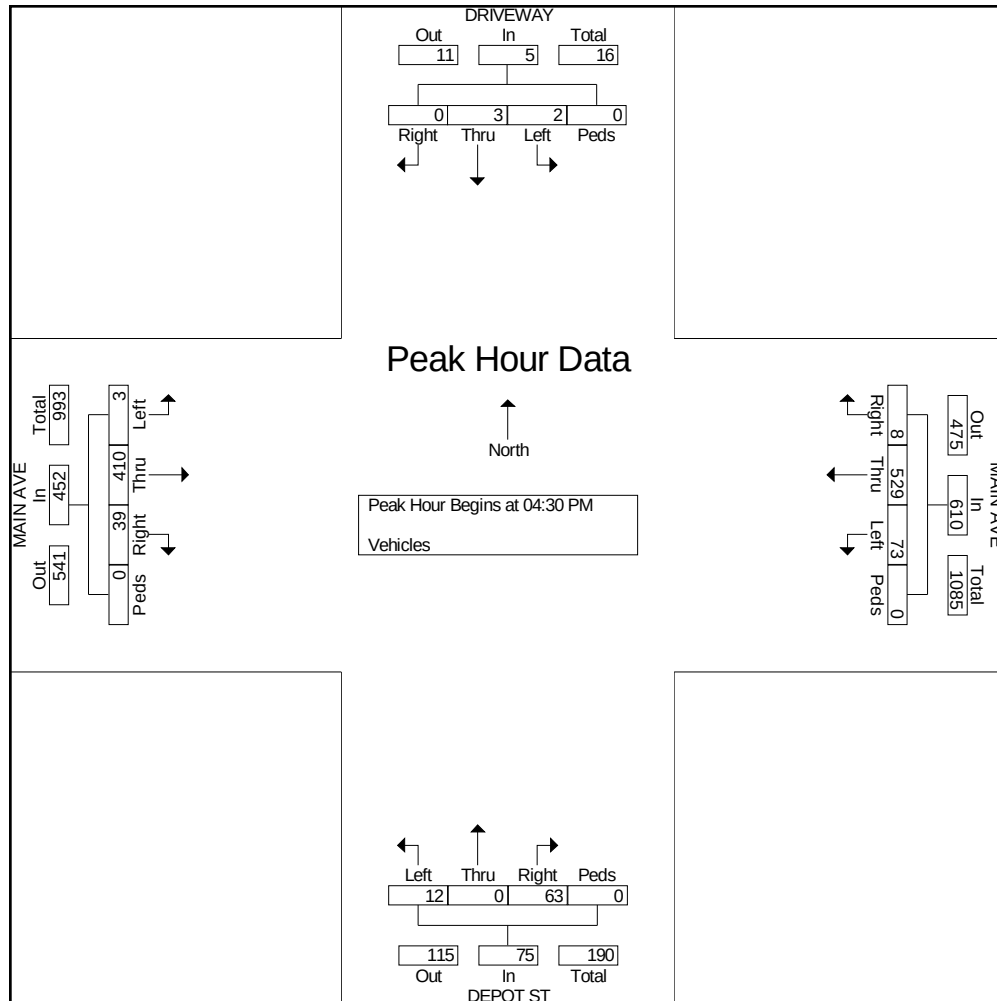
tdsbay@cs.com

File Name : 12PM FINAL

Site Code : 00000012

Start Date : 4/15/2008

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Campbell, CA

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File Name : 5AM FINAL

Site Code : 00000005

Start Date : 4/9/2008

Page No : 1

Groups Printed- Vehicles

	MONTEREY RD Southbound					FIRST ST Westbound					MONTEREY RD Northbound					FIRST ST 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	1	52	0	0	53	1	0	0	0	1	0	121	0	0	121	2	0	0	0	2	177
07:15 AM	0	56	0	0	56	1	0	0	0	1	0	97	0	0	97	0	0	0	0	0	154
07:30 AM	0	75	0	0	75	1	0	0	0	1	0	173	0	0	173	0	0	0	0	0	249
07:45 AM	2	91	0	0	93	4	0	0	0	4	2	187	0	0	189	0	0	0	0	0	286
Total	3	274	0	0	277	7	0	0	0	7	2	578	0	0	580	2	0	0	0	2	866
08:00 AM	3	120	0	0	123	1	0	0	0	1	0	122	0	0	122	2	0	0	0	2	248
08:15 AM	3	118	0	0	121	3	0	0	0	3	0	115	0	0	115	2	0	0	0	2	241
08:30 AM	1	108	0	0	109	1	0	0	0	1	0	121	0	0	121	4	0	0	0	4	235
08:45 AM	0	166	0	0	166	0	0	0	0	0	3	158	0	0	161	1	0	0	0	1	328
Total	7	512	0	0	519	5	0	0	0	5	3	516	0	0	519	9	0	0	0	9	1052
Grand Total	10	786	0	0	796	12	0	0	0	12	5	1094	0	0	1099	11	0	0	0	11	1918
Apprch %	1.3	98.7	0	0		100	0	0	0		0.5	99.5	0	0		100	0	0	0		
Total %	0.5	41	0	0	41.5	0.6	0	0	0	0.6	0.3	57	0	0	57.3	0.6	0	0	0	0.6	

	MONTEREY RD Southbound					FIRST ST Westbound					MONTEREY RD Northbound					FIRST ST 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
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	120	0	0	123	1	0	0	0	1	0	122	0	0	122	2	0	0	0	2	248
08:15 AM	3	118	0	0	121	3	0	0	0	3	0	115	0	0	115	2	0	0	0	2	241
08:30 AM	1	108	0	0	109	1	0	0	0	1	0	121	0	0	121	4	0	0	0	4	235
08:45 AM	0	166	0	0	166	0	0	0	0	0	3	158	0	0	161	1	0	0	0	1	328
Total Volume	7	512	0	0	519	5	0	0	0	5	3	516	0	0	519	9	0	0	0	9	1052
% App. Total	1.3	98.7										99.4									
PHF	.583	.771	.000	.000	.782	.417	.000	.000	.000	.417	.250	.816	.000	.000	.806	.563	.000	.000	.000	.563	.802

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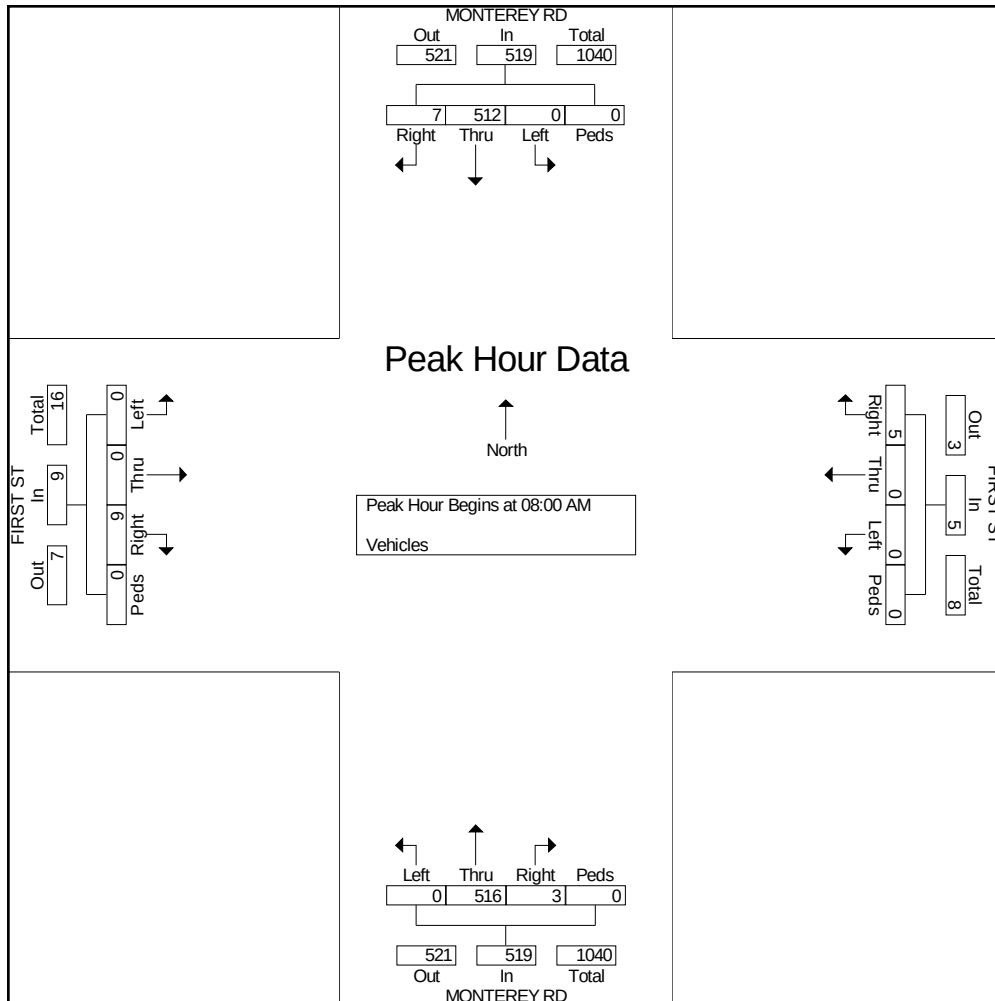
tdsbay@cs.com

File Name : 5AM FINAL

Site Code : 00000005

Start Date : 4/9/2008

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tdsbay@cs.com

File Name : 5PM FINAL

Site Code : 00000005

Start Date : 4/9/2008

Page No : 1

Groups Printed- Vehicles

	MONTEREY RD Southbound					FIRST ST Westbound					MONTEREY RD Northbound					FIRST ST 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	3	192	0	0	195	3	0	0	0	3	4	116	0	0	120	4	0	0	0	4	322
04:15 PM	5	141	0	0	146	2	0	0	0	2	5	159	0	0	164	3	0	0	0	3	315
04:30 PM	8	190	0	0	198	4	0	0	0	4	3	138	0	0	141	4	0	0	0	4	347
04:45 PM	3	163	0	0	166	3	0	0	0	3	9	113	0	0	122	3	0	0	0	3	294
Total	19	686	0	0	705	12	0	0	0	12	21	526	0	0	547	14	0	0	0	14	1278
05:00 PM	11	201	0	0	212	4	0	0	0	4	3	129	0	0	132	3	0	0	0	3	351
05:15 PM	6	172	0	0	178	4	0	0	0	4	4	133	0	0	137	4	0	0	0	4	323
05:30 PM	10	172	0	0	182	1	0	0	0	1	3	131	0	0	134	7	0	0	0	7	324
05:45 PM	6	143	0	0	149	4	0	0	0	4	6	153	0	0	159	6	0	0	0	6	318
Total	33	688	0	0	721	13	0	0	0	13	16	546	0	0	562	20	0	0	0	20	1316
Grand Total	52	1374	0	0	1426	25	0	0	0	25	37	1072	0	0	1109	34	0	0	0	34	2594
Apprch %	3.6	96.4	0	0		100	0	0	0		3.3	96.7	0	0		100	0	0	0		
Total %	2	53	0	0	55	1	0	0	0	1	1.4	41.3	0	0	42.8	1.3	0	0	0	1.3	

	MONTEREY RD Southbound					FIRST ST Westbound					MONTEREY RD Northbound					FIRST ST 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
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	11	201	0	0	212	4	0	0	0	4	3	129	0	0	132	3	0	0	0	3	351
05:15 PM	6	172	0	0	178	4	0	0	0	4	4	133	0	0	137	4	0	0	0	4	323
05:30 PM	10	172	0	0	182	1	0	0	0	1	3	131	0	0	134	7	0	0	0	7	324
05:45 PM	6	143	0	0	149	4	0	0	0	4	6	153	0	0	159	6	0	0	0	6	318
Total Volume	33	688	0	0	721	13	0	0	0	13	16	546	0	0	562	20	0	0	0	20	1316
% App. Total	4.6	95.4									97.2										
PHF	.750	.856	.000	.000	.850	.813	.000	.000	.000	.813	.667	.892	.000	.000	.884	.714	.000	.000	.000	.714	.937

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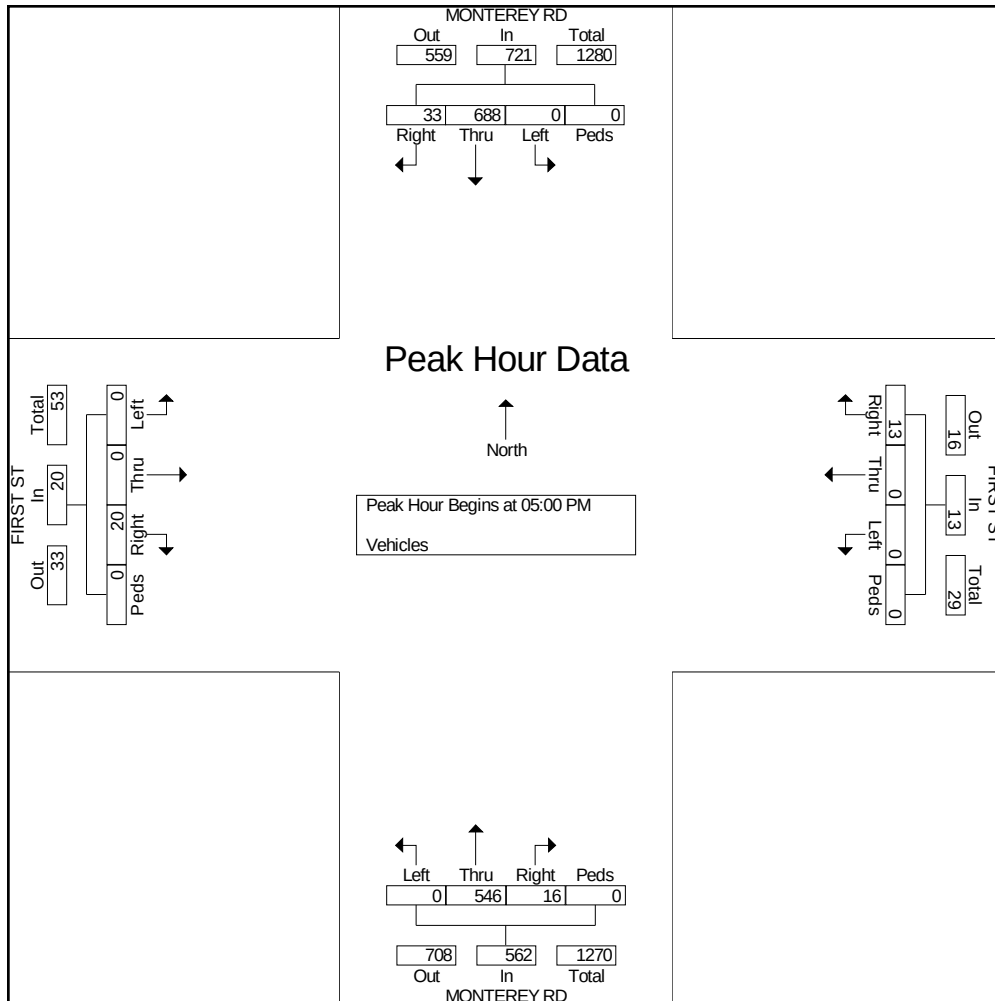
tdsbay@cs.com

File Name : 5PM FINAL

Site Code : 00000005

Start Date : 4/9/2008

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Campbell, CA

(408) 377-2988

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File Name : 6AM FINAL

Site Code : 00000006

Start Date : 4/8/2008

Page No : 1

Groups Printed- Vehicles

	MONTEREY RD Southbound					SECOND ST Westbound					MONTEREY RD Northbound					SECOND ST 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	1	51	2	0	54	1	0	1	0	2	0	119	7	0	126	4	0	2	0	6	188
07:15 AM	1	54	1	0	56	0	3	1	0	4	1	96	7	0	104	6	2	1	0	9	173
07:30 AM	0	69	3	0	72	7	1	1	0	9	1	165	11	0	177	10	2	0	0	12	270
07:45 AM	1	92	3	0	96	1	2	0	0	3	1	184	11	0	196	9	4	0	0	13	308
Total	3	266	9	0	278	9	6	3	0	18	3	564	36	0	603	29	8	3	0	40	939
08:00 AM	1	122	3	0	126	2	2	4	0	8	2	120	14	0	136	7	3	2	0	12	282
08:15 AM	2	112	6	0	120	1	1	2	0	4	2	119	9	0	130	4	1	1	0	6	260
08:30 AM	4	102	8	0	114	3	2	2	0	7	8	121	9	0	138	11	2	0	0	13	272
08:45 AM	4	156	3	0	163	2	1	2	0	5	4	150	11	0	165	12	0	1	0	13	346
Total	11	492	20	0	523	8	6	10	0	24	16	510	43	0	569	34	6	4	0	44	1160
Grand Total	14	758	29	0	801	17	12	13	0	42	19	1074	79	0	1172	63	14	7	0	84	2099
Apprch %	1.7	94.6	3.6	0		40.5	28.6	31	0		1.6	91.6	6.7	0		75	16.7	8.3	0		
Total %	0.7	36.1	1.4	0	38.2	0.8	0.6	0.6	0	2	0.9	51.2	3.8	0	55.8	3	0.7	0.3	0	4	

	MONTEREY RD Southbound					SECOND ST Westbound					MONTEREY RD Northbound					SECOND ST 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
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	122	3	0	126	2	2	4	0	8	2	120	14	0	136	7	3	2	0	12	282
08:15 AM	2	112	6	0	120	1	1	2	0	4	2	119	9	0	130	4	1	1	0	6	260
08:30 AM	4	102	8	0	114	3	2	2	0	7	8	121	9	0	138	11	2	0	0	13	272
08:45 AM	4	156	3	0	163	2	1	2	0	5	4	150	11	0	165	12	0	1	0	13	346
Total Volume	11	492	20	0	523	8	6	10	0	24	16	510	43	0	569	34	6	4	0	44	1160
% App. Total	2.1	94.1				33.3		41.7				89.6				77.3	13.6				
PHF	.688	.788	.625	.000	.802	.667	.750	.625	.000	.750	.500	.850	.768	.000	.862	.708	.500	.500	.000	.846	.838

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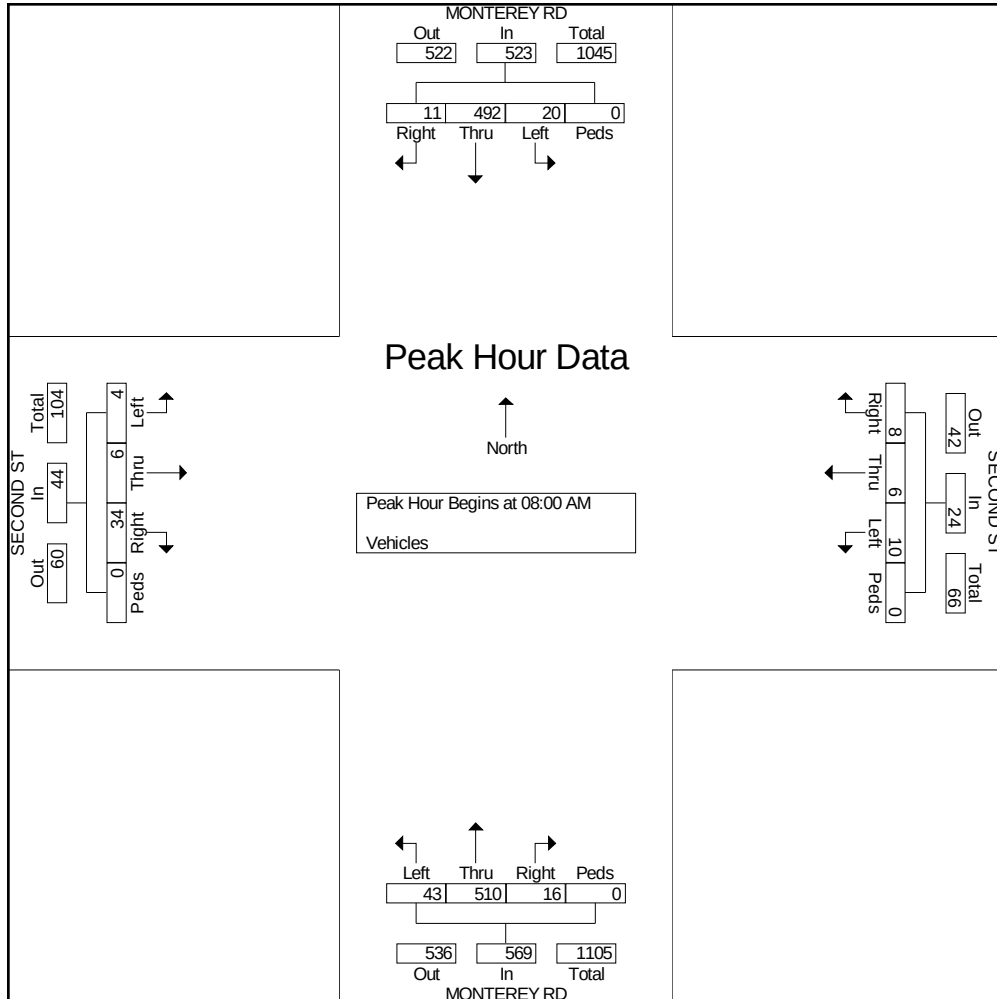
tdsbay@cs.com

File Name : 6AM FINAL

Site Code : 00000006

Start Date : 4/8/2008

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File Name : 6PM FINAL

Site Code : 00000006

Start Date : 4/8/2008

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Groups Printed- Vehicles

	MONTEREY RD Southbound					SECOND ST Westbound					MONTEREY RD Northbound					SECOND ST 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	2	183	8	0	193	3	4	5	0	12	9	114	9	0	132	5	5	1	0	11	348
04:15 PM	3	141	8	0	152	6	3	5	0	14	8	142	15	0	165	7	3	0	0	10	341
04:30 PM	1	185	7	0	193	4	4	6	0	14	6	135	18	0	159	9	4	0	0	13	379
04:45 PM	2	151	11	0	164	5	4	10	0	19	4	111	14	0	129	9	2	3	0	14	326
Total	8	660	34	0	702	18	15	26	0	59	27	502	56	0	585	30	14	4	0	48	1394
05:00 PM	3	175	9	0	187	7	2	8	0	17	6	121	14	0	141	6	2	1	0	9	354
05:15 PM	4	164	8	0	176	3	4	6	0	13	7	130	14	0	151	16	5	0	0	21	361
05:30 PM	1	161	7	0	169	7	4	10	0	21	14	129	16	0	159	17	0	1	0	18	367
05:45 PM	1	130	12	0	143	7	1	10	0	18	5	123	20	0	148	9	3	4	0	16	325
Total	9	630	36	0	675	24	11	34	0	69	32	503	64	0	599	48	10	6	0	64	1407
Grand Total	17	1290	70	0	1377	42	26	60	0	128	59	1005	120	0	1184	78	24	10	0	112	2801
Apprch %	1.2	93.7	5.1	0		32.8	20.3	46.9	0		5	84.9	10.1	0		69.6	21.4	8.9	0		
Total %	0.6	46.1	2.5	0	49.2	1.5	0.9	2.1	0	4.6	2.1	35.9	4.3	0	42.3	2.8	0.9	0.4	0	4	

	MONTEREY RD Southbound					SECOND ST Westbound					MONTEREY RD Northbound					SECOND ST 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
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	1	185	7	0	193	4	4	6	0	14	6	135	18	0	159	9	4	0	0	13	379
04:45 PM	2	151	11	0	164	5	4	10	0	19	4	111	14	0	129	9	2	3	0	14	326
05:00 PM	3	175	9	0	187	7	2	8	0	17	6	121	14	0	141	6	2	1	0	9	354
05:15 PM	4	164	8	0	176	3	4	6	0	13	7	130	14	0	151	16	5	0	0	21	361
Total Volume	10	675	35	0	720	19	14	30	0	63	23	497	60	0	580	40	13	4	0	57	1420
% App. Total	1.4	93.8				30.2	22.2	47.6				85.7	10.3			70.2	22.8				
PHF	.625	.912	.795	.000	.933	.679	.875	.750	.000	.829	.821	.920	.833	.000	.912	.625	.650	.333	.000	.679	.937

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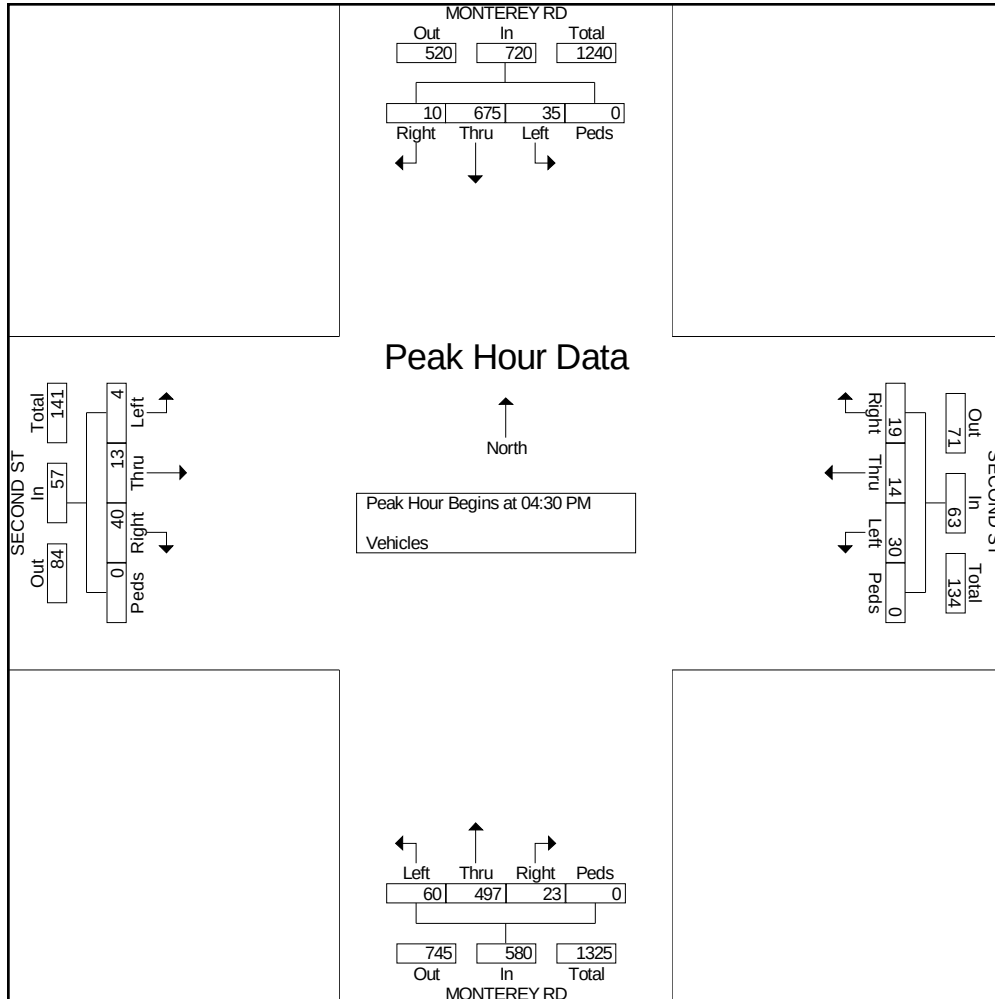
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Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 7AM FINAL

Site Code : 00000007

Start Date : 4/9/2008

Page No : 1

Groups Printed- Vehicles

	MONTEREY RD Southbound					THIRD ST Westbound					MONTEREY RD Northbound					THIRD ST 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	3	61	0	0	64	2	0	0	0	2	4	121	0	0	125	7	0	0	0	7	198
07:15 AM	0	76	0	0	76	0	0	0	0	0	0	117	0	0	117	0	0	0	0	0	193
07:30 AM	0	93	0	0	93	6	0	0	0	6	0	190	0	0	190	3	0	0	0	3	292
07:45 AM	0	101	0	0	101	1	0	0	0	1	6	181	0	0	187	1	0	0	0	1	290
Total	3	331	0	0	334	9	0	0	0	9	10	609	0	0	619	11	0	0	0	11	973
08:00 AM	4	105	0	0	109	2	0	0	0	2	5	153	0	0	158	9	0	0	0	9	278
08:15 AM	0	123	0	0	123	2	0	0	0	2	1	141	0	0	142	2	0	0	0	2	269
08:30 AM	0	129	0	0	129	2	0	0	0	2	3	135	0	0	138	0	0	0	0	0	269
08:45 AM	2	135	0	0	137	1	0	0	0	1	1	120	0	0	121	5	0	0	0	5	264
Total	6	492	0	0	498	7	0	0	0	7	10	549	0	0	559	16	0	0	0	16	1080
Grand Total	9	823	0	0	832	16	0	0	0	16	20	1158	0	0	1178	27	0	0	0	27	2053
Apprch %	1.1	98.9	0	0		100	0	0	0		1.7	98.3	0	0		100	0	0	0		
Total %	0.4	40.1	0	0	40.5	0.8	0	0	0	0.8	1	56.4	0	0	57.4	1.3	0	0	0	1.3	

	MONTEREY RD Southbound					THIRD ST Westbound					MONTEREY RD Northbound					THIRD ST 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
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	93	0	0	93	6	0	0	0	6	0	190	0	0	190	3	0	0	0	3	292
07:45 AM	0	101	0	0	101	1	0	0	0	1	6	181	0	0	187	1	0	0	0	1	290
08:00 AM	4	105	0	0	109	2	0	0	0	2	5	153	0	0	158	9	0	0	0	9	278
08:15 AM	0	123	0	0	123	2	0	0	0	2	1	141	0	0	142	2	0	0	0	2	269
Total Volume	4	422	0	0	426	11	0	0	0	11	12	665	0	0	677	15	0	0	0	15	1129
% App. Total	0.9	99.1										98.2									
PHF	.250	.858	.000	.000	.866	.458	.000	.000	.000	.458	.500	.875	.000	.000	.891	.417	.000	.000	.000	.417	.967

Traffic Data Service

Campbell, CA

(408) 377-2988

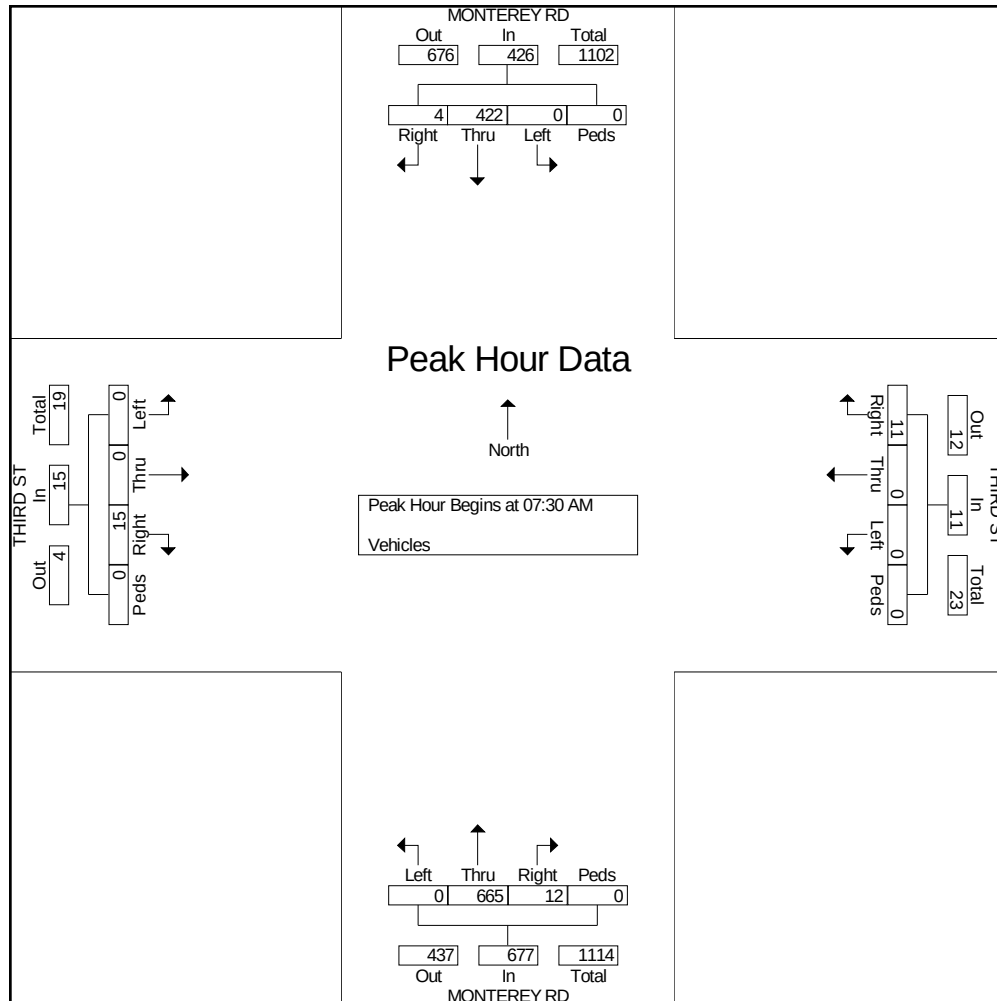
tdsbay@cs.com

File Name : 7AM FINAL

Site Code : 00000007

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Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 7PM FINAL

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Groups Printed- Vehicles

	MONTEREY RD Southbound					THIRD ST Westbound					MONTEREY RD Northbound					THIRD ST 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	4	171	0	0	175	3	0	0	0	3	5	144	0	0	149	4	0	0	0	4	331
04:15 PM	2	151	0	0	153	1	0	0	0	1	1	166	0	0	167	6	0	0	0	6	327
04:30 PM	1	190	0	0	191	1	0	0	0	1	2	153	0	0	155	3	0	0	0	3	350
04:45 PM	3	193	0	0	196	1	0	0	0	1	3	154	0	0	157	9	0	0	0	9	363
Total	10	705	0	0	715	6	0	0	0	6	11	617	0	0	628	22	0	0	0	22	1371
05:00 PM	4	184	0	0	188	2	0	0	0	2	2	147	0	0	149	7	0	0	0	7	346
05:15 PM	5	190	0	0	195	2	0	0	0	2	0	143	3	0	146	14	0	0	0	14	357
05:30 PM	4	183	0	0	187	1	0	0	0	1	5	160	0	0	165	17	0	0	0	17	370
05:45 PM	20	142	0	0	162	9	0	0	0	9	2	131	0	0	133	13	0	0	0	13	317
Total	33	699	0	0	732	14	0	0	0	14	9	581	3	0	593	51	0	0	0	51	1390
Grand Total	43	1404	0	0	1447	20	0	0	0	20	20	1198	3	0	1221	73	0	0	0	73	2761
Apprch %	3	97	0	0		100	0	0	0		1.6	98.1	0.2	0		100	0	0	0		
Total %	1.6	50.9	0	0	52.4	0.7	0	0	0	0.7	0.7	43.4	0.1	0	44.2	2.6	0	0	0	2.6	

	MONTEREY RD Southbound					THIRD ST Westbound					MONTEREY RD Northbound					THIRD ST 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
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	3	193	0	0	196	1	0	0	0	1	3	154	0	0	157	9	0	0	0	9	363
05:00 PM	4	184	0	0	188	2	0	0	0	2	2	147	0	0	149	7	0	0	0	7	346
05:15 PM	5	190	0	0	195	2	0	0	0	2	0	143	3	0	146	14	0	0	0	14	357
05:30 PM	4	183	0	0	187	1	0	0	0	1	5	160	0	0	165	17	0	0	0	17	370
Total Volume	16	750	0	0	766	6	0	0	0	6	10	604	3	0	617	47	0	0	0	47	1436
% App. Total	2.1	97.9										97.9									
PHF	.800	.972	.000	.000	.977	.750	.000	.000	.000	.750	.500	.944	.250	.000	.935	.691	.000	.000	.000	.691	.970

Traffic Data Service

Campbell, CA

(408) 377-2988

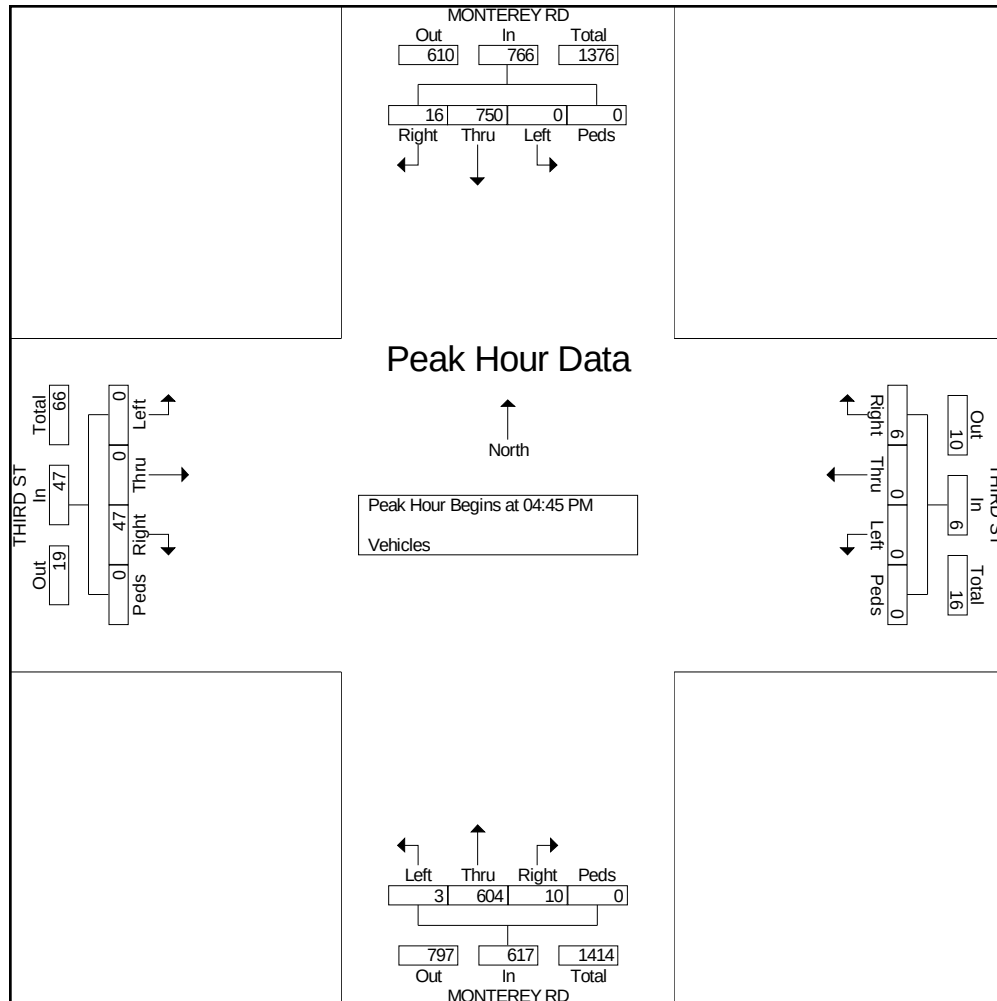
tdsbay@cs.com

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Traffic Data Service

Campbell, CA

(408) 377-2988

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File Name : 8AM FINAL

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Start Date : 4/9/2008

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Groups Printed- Vehicles

	MONTEREY RD Southbound					FOURTH ST Westbound					MONTEREY RD Northbound					FOURTH ST 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	63	3	0	66	0	0	0	0	0	0	122	0	0	122	0	0	0	0	0	188
07:15 AM	0	67	0	0	67	2	0	0	0	2	7	163	0	0	170	0	0	0	0	0	239
07:30 AM	1	97	0	0	98	1	0	0	0	1	2	192	0	0	194	1	0	0	0	1	294
07:45 AM	0	119	1	0	120	3	0	1	0	4	2	194	0	0	196	0	0	1	0	1	321
Total	1	346	4	0	351	6	0	1	0	7	11	671	0	0	682	1	0	1	0	2	1042
08:00 AM	0	123	2	0	125	0	0	0	0	0	1	155	1	0	157	0	0	0	0	0	282
08:15 AM	1	128	6	0	135	1	0	0	0	1	2	132	0	0	134	0	0	0	0	0	270
08:30 AM	1	118	2	0	121	0	0	0	0	0	1	141	1	0	143	0	0	0	0	0	264
08:45 AM	0	128	2	0	130	1	0	1	0	2	0	161	12	0	173	1	0	1	0	2	307
Total	2	497	12	0	511	2	0	1	0	3	4	589	14	0	607	1	0	1	0	2	1123
Grand Total	3	843	16	0	862	8	0	2	0	10	15	1260	14	0	1289	2	0	2	0	4	2165
Apprch %	0.3	97.8	1.9	0		80	0	20	0		1.2	97.8	1.1	0		50	0	50	0		
Total %	0.1	38.9	0.7	0	39.8	0.4	0	0.1	0	0.5	0.7	58.2	0.6	0	59.5	0.1	0	0.1	0	0.2	

	MONTEREY RD Southbound					FOURTH ST Westbound					MONTEREY RD Northbound					FOURTH ST 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
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	97	0	0	98	1	0	0	0	1	2	192	0	0	194	1	0	0	0	1	294
07:45 AM	0	119	1	0	120	3	0	1	0	4	2	194	0	0	196	0	0	1	0	1	321
08:00 AM	0	123	2	0	125	0	0	0	0	0	1	155	1	0	157	0	0	0	0	0	282
08:15 AM	1	128	6	0	135	1	0	0	0	1	2	132	0	0	134	0	0	0	0	0	270
Total Volume	2	467	9	0	478	5	0	1	0	6	7	673	1	0	681	1	0	1	0	2	1167
% App. Total	0.4	97.7				83.3		16.7				98.8									
PHF	.500	.912	.375	.000	.885	.417	.000	.250	.000	.375	.875	.867	.250	.000	.869	.250	.000	.250	.000	.500	.909

Traffic Data Service

Campbell, CA

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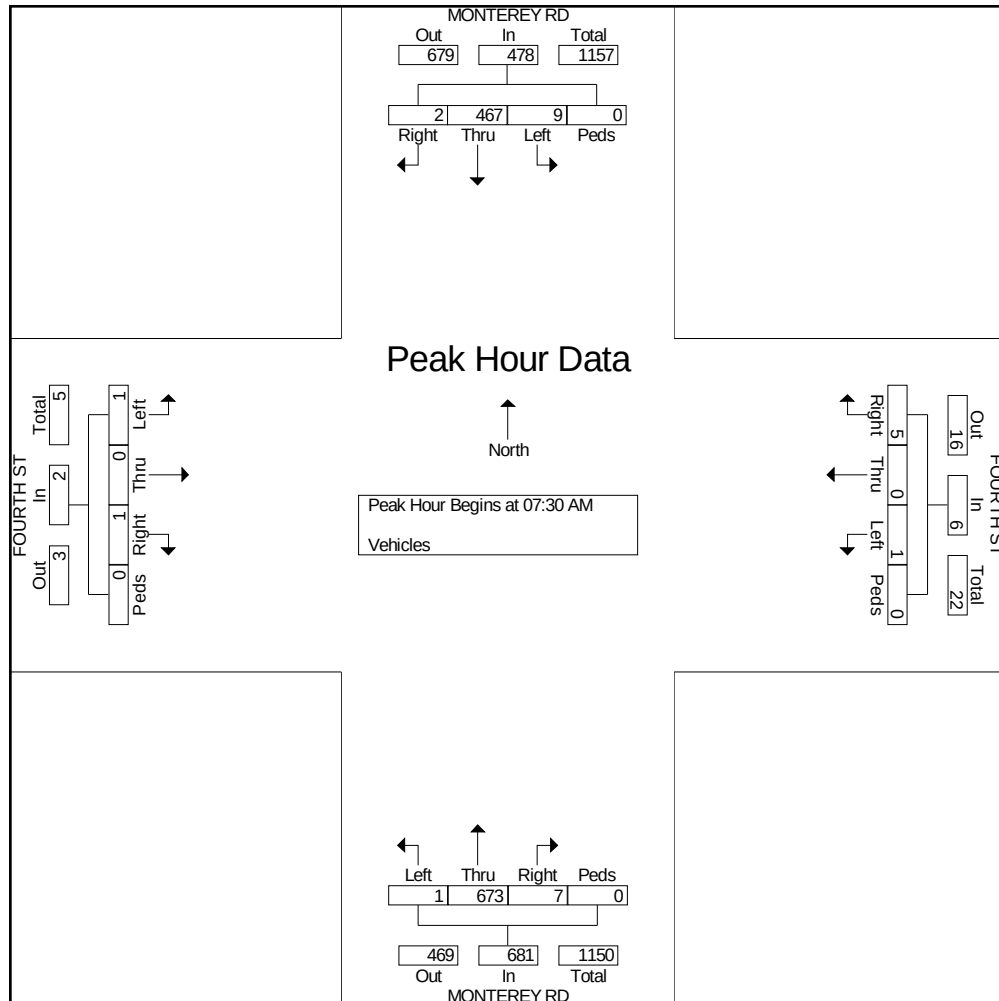
tdsbay@cs.com

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Traffic Data Service

Campbell, CA

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File Name : 8PM FINAL

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Start Date : 4/9/2008

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Groups Printed- Vehicles

	MONTEREY RD Southbound					FOURTH ST Westbound					MONTEREY RD Northbound					FOURTH ST 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	2	183	2	0	187	0	0	3	0	3	3	134	0	0	137	0	0	0	0	0	327
04:15 PM	0	166	5	0	171	0	0	0	0	0	4	176	1	0	181	2	0	0	0	2	354
04:30 PM	0	189	1	0	190	1	0	0	0	1	1	153	0	0	154	0	0	0	0	0	345
04:45 PM	3	179	3	0	185	1	0	1	0	2	3	138	3	0	144	3	0	2	0	5	336
Total	5	717	11	0	733	2	0	4	0	6	11	601	4	0	616	5	0	2	0	7	1362
05:00 PM	2	175	7	0	184	0	0	4	0	4	3	158	2	0	163	2	0	0	0	2	353
05:15 PM	0	202	18	0	220	2	0	0	0	2	1	152	0	0	153	1	0	1	0	2	377
05:30 PM	1	194	8	0	203	1	0	3	0	4	7	144	0	0	151	2	0	0	0	2	360
05:45 PM	1	145	1	0	147	1	0	2	0	3	3	134	22	0	159	1	0	0	0	1	310
Total	4	716	34	0	754	4	0	9	0	13	14	588	24	0	626	6	0	1	0	7	1400
Grand Total	9	1433	45	0	1487	6	0	13	0	19	25	1189	28	0	1242	11	0	3	0	14	2762
Apprch %	0.6	96.4	3	0		31.6	0	68.4	0		2	95.7	2.3	0		78.6	0	21.4	0		
Total %	0.3	51.9	1.6	0	53.8	0.2	0	0.5	0	0.7	0.9	43	1	0	45	0.4	0	0.1	0	0.5	

	MONTEREY RD Southbound					FOURTH ST Westbound					MONTEREY RD Northbound					FOURTH ST 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
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	3	179	3	0	185	1	0	1	0	2	3	138	3	0	144	3	0	2	0	5	336
05:00 PM	2	175	7	0	184	0	0	4	0	4	3	158	2	0	163	2	0	0	0	2	353
05:15 PM	0	202	18	0	220	2	0	0	0	2	1	152	0	0	153	1	0	1	0	2	377
05:30 PM	1	194	8	0	203	1	0	3	0	4	7	144	0	0	151	2	0	0	0	2	360
Total Volume	6	750	36	0	792	4	0	8	0	12	14	592	5	0	611	8	0	3	0	11	1426
% App. Total	0.8	94.7				33.3		66.7				96.9				72.7		27.3			
PHF	.500	.928	.500	.000	.900	.500	.000	.500	.000	.750	.500	.937	.417	.000	.937	.667	.000	.375	.000	.550	.946

Traffic Data Service

Campbell, CA

(408) 377-2988

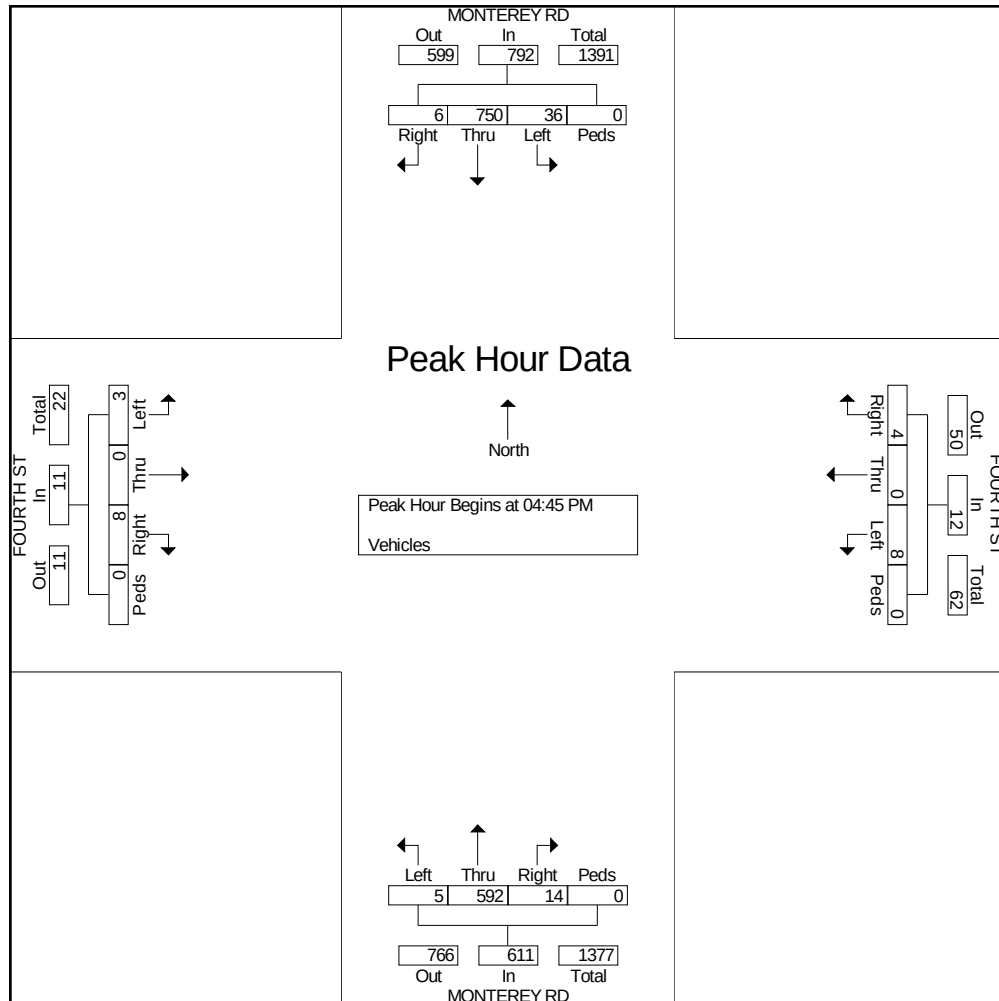
tdsbay@cs.com

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Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 9AM FINAL

Site Code : 00000009

Start Date : 4/9/2008

Page No : 1

Groups Printed- Vehicles

	MONTEREY RD Southbound					FIFTH ST Westbound					MONTEREY RD Northbound					FIFTH ST 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	66	0	0	66	0	0	0	0	0	1	126	0	0	127	0	0	0	0	0	193
07:15 AM	2	64	0	0	66	1	0	0	0	1	2	152	2	0	156	1	1	0	0	2	225
07:30 AM	0	82	2	0	84	3	0	1	0	4	2	192	1	0	195	0	0	2	0	2	285
07:45 AM	1	113	2	0	116	1	0	0	0	1	2	198	5	0	205	2	3	0	0	5	327
Total	3	325	4	0	332	5	0	1	0	6	7	668	8	0	683	3	4	2	0	9	1030
08:00 AM	1	121	5	0	127	1	0	0	0	1	3	136	2	0	141	0	0	1	0	1	270
08:15 AM	0	139	9	0	148	0	0	0	0	0	1	131	1	0	133	2	0	3	0	5	286
08:30 AM	2	124	1	0	127	0	0	0	0	0	1	132	3	0	136	1	2	1	0	4	267
08:45 AM	1	152	3	0	156	5	0	1	0	6	2	165	2	0	169	0	0	0	0	0	331
Total	4	536	18	0	558	6	0	1	0	7	7	564	8	0	579	3	2	5	0	10	1154
Grand Total	7	861	22	0	890	11	0	2	0	13	14	1232	16	0	1262	6	6	7	0	19	2184
Apprch %	0.8	96.7	2.5	0		84.6	0	15.4	0		1.1	97.6	1.3	0		31.6	31.6	36.8	0		
Total %	0.3	39.4	1	0	40.8	0.5	0	0.1	0	0.6	0.6	56.4	0.7	0	57.8	0.3	0.3	0.3	0	0.9	

	MONTEREY RD Southbound					FIFTH ST Westbound					MONTEREY RD Northbound					FIFTH ST 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
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	82	2	0	84	3	0	1	0	4	2	192	1	0	195	0	0	2	0	2	285
07:45 AM	1	113	2	0	116	1	0	0	0	1	2	198	5	0	205	2	3	0	0	5	327
08:00 AM	1	121	5	0	127	1	0	0	0	1	3	136	2	0	141	0	0	1	0	1	270
08:15 AM	0	139	9	0	148	0	0	0	0	0	1	131	1	0	133	2	0	3	0	5	286
Total Volume	2	455	18	0	475	5	0	1	0	6	8	657	9	0	674	4	3	6	0	13	1168
% App. Total	0.4	95.8				83.3		16.7				97.5				30.8	23.1	46.2			
PHF	.500	.818	.500	.000	.802	.417	.000	.250	.000	.375	.667	.830	.450	.000	.822	.500	.250	.500	.000	.650	.893

Traffic Data Service

Campbell, CA

(408) 377-2988

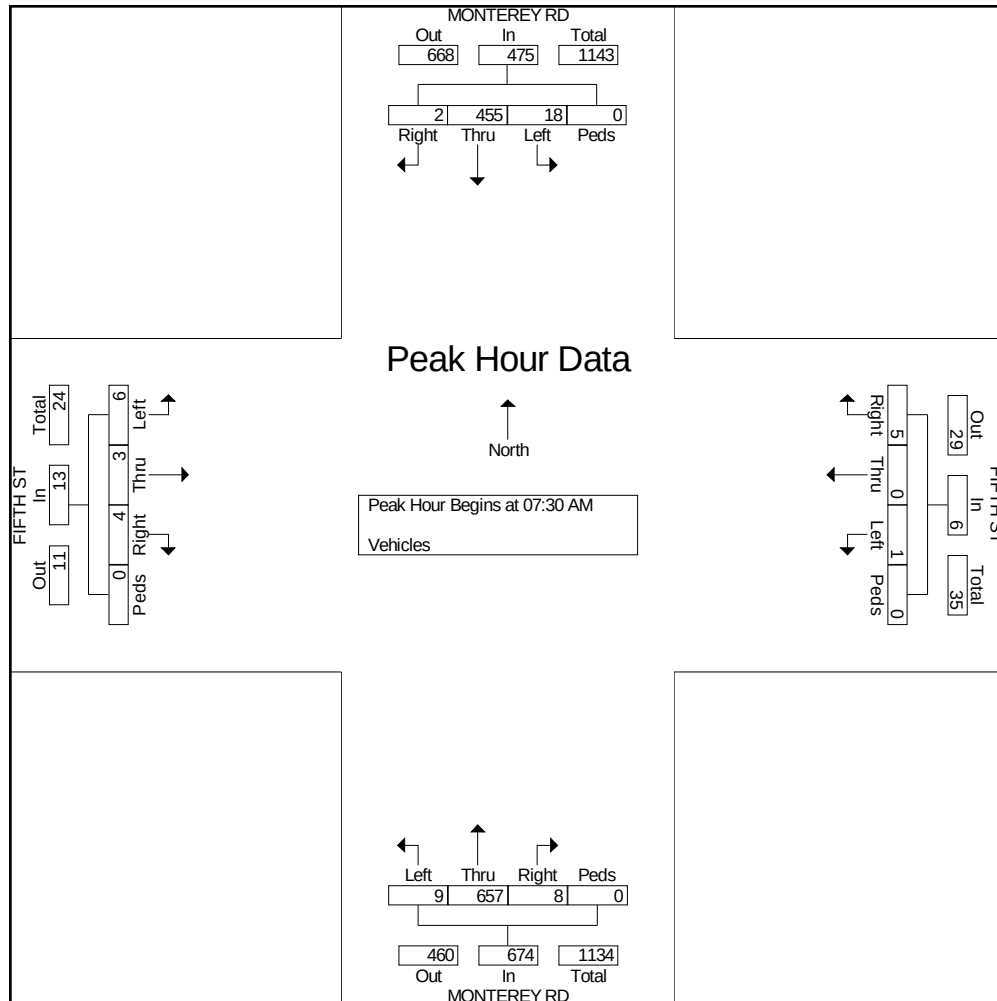
tdsbay@cs.com

File Name : 9AM FINAL

Site Code : 00000009

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Traffic Data Service

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Groups Printed- Vehicles

	MONTEREY RD Southbound					FIFTH ST Westbound					MONTEREY RD Northbound					FIFTH ST 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	176	2	0	178	4	0	0	0	4	0	122	8	0	130	1	0	0	0	1	313
04:15 PM	3	149	0	0	152	3	1	0	0	4	0	172	8	0	180	3	0	2	0	5	341
04:30 PM	0	211	1	0	212	1	0	2	0	3	3	157	4	0	164	6	0	2	0	8	387
04:45 PM	2	188	2	0	192	1	0	0	0	1	2	147	5	0	154	4	0	1	0	5	352
Total	5	724	5	0	734	9	1	2	0	12	5	598	25	0	628	14	0	5	0	19	1393
05:00 PM	0	189	1	0	190	0	0	0	0	0	6	142	2	0	150	3	0	3	0	6	346
05:15 PM	2	197	2	0	201	1	0	0	0	1	3	171	3	0	177	0	0	0	0	0	379
05:30 PM	1	197	3	0	201	2	1	2	0	5	2	161	7	0	170	7	0	0	0	7	383
05:45 PM	1	176	2	0	179	7	0	0	0	7	1	143	2	0	146	1	0	1	0	2	334
Total	4	759	8	0	771	10	1	2	0	13	12	617	14	0	643	11	0	4	0	15	1442
Grand Total	9	1483	13	0	1505	19	2	4	0	25	17	1215	39	0	1271	25	0	9	0	34	2835
Apprch %	0.6	98.5	0.9	0		76	8	16	0		1.3	95.6	3.1	0		73.5	0	26.5	0		
Total %	0.3	52.3	0.5	0	53.1	0.7	0.1	0.1	0	0.9	0.6	42.9	1.4	0	44.8	0.9	0	0.3	0	1.2	

	MONTEREY RD Southbound					FIFTH ST Westbound					MONTEREY RD Northbound					FIFTH ST 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
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	211	1	0	212	1	0	2	0	3	3	157	4	0	164	6	0	2	0	8	387
04:45 PM	2	188	2	0	192	1	0	0	0	1	2	147	5	0	154	4	0	1	0	5	352
05:00 PM	0	189	1	0	190	0	0	0	0	0	6	142	2	0	150	3	0	3	0	6	346
05:15 PM	2	197	2	0	201	1	0	0	0	1	3	171	3	0	177	0	0	0	0	0	379
Total Volume	4	785	6	0	795	3	0	2	0	5	14	617	14	0	645	13	0	6	0	19	1464
% App. Total	0.5	98.7										95.7				68.4		31.6			
PHF	.500	.930	.750	.000	.938	.750	.000	.250	.000	.417	.583	.902	.700	.000	.911	.542	.000	.500	.000	.594	.946

Traffic Data Service

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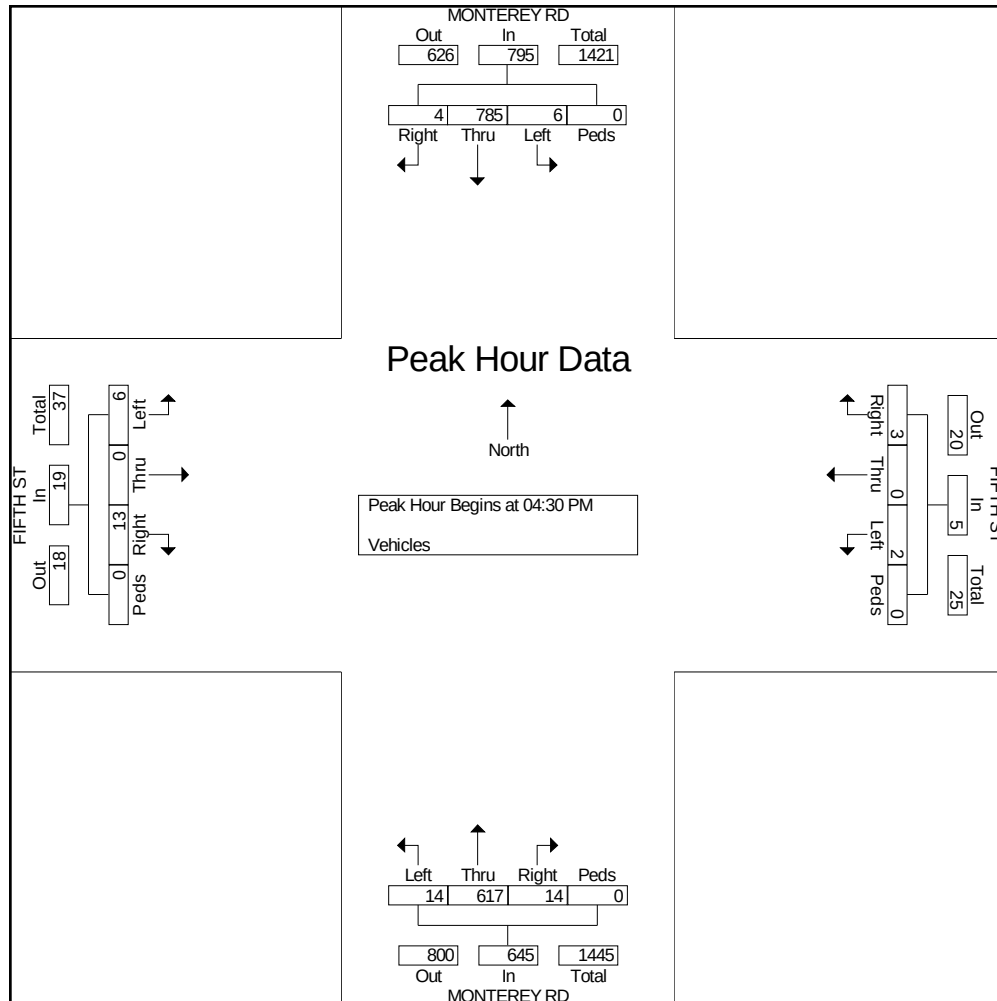
tdsbay@cs.com

File Name : 9PM FINAL

Site Code : 00000009

Start Date : 4/9/2008

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Traffic Data Service

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File Name : 5AM FINAL

Site Code : 00000005

Start Date : 10/9/2007

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Groups Printed- Vehicles

	MONTEREY RD Southbound					DUNNE AVE Westbound					MONTEREY RD 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	23	4	0	27	1	20	19	0	40	52	131	18	0	201	10	93	14	0	117	385
07:15 AM	4	42	20	0	66	1	16	16	0	33	44	127	11	0	182	9	54	16	0	79	360
07:30 AM	3	75	14	0	92	6	26	22	0	54	40	179	28	0	247	8	57	18	0	83	476
07:45 AM	7	85	16	0	108	15	65	41	0	121	63	185	22	0	270	17	79	19	0	115	614
Total	14	225	54	0	293	23	127	98	0	248	199	622	79	0	900	44	283	67	0	394	1835
08:00 AM	8	136	21	0	165	5	47	48	0	100	38	109	23	0	170	11	55	16	0	82	517
08:15 AM	7	94	14	0	115	8	43	32	0	83	44	122	28	0	194	14	73	20	0	107	499
08:30 AM	8	106	21	0	135	22	28	26	0	76	29	113	23	0	165	14	42	17	0	73	449
08:45 AM	12	135	36	0	183	18	34	29	0	81	27	114	16	0	157	14	44	17	0	75	496
Total	35	471	92	0	598	53	152	135	0	340	138	458	90	0	686	53	214	70	0	337	1961
Grand Total	49	696	146	0	891	76	279	233	0	588	337	1080	169	0	1586	97	497	137	0	731	3796
Apprch %	5.5	78.1	16.4	0		12.9	47.4	39.6	0		21.2	68.1	10.7	0		13.3	68	18.7	0		
Total %	1.3	18.3	3.8	0	23.5	2	7.3	6.1	0	15.5	8.9	28.5	4.5	0	41.8	2.6	13.1	3.6	0	19.3	

	MONTEREY RD Southbound					DUNNE AVE Westbound					MONTEREY RD 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
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	3	75	14	0	92	6	26	22	0	54	40	179	28	0	247	8	57	18	0	83	476
07:45 AM	7	85	16	0	108	15	65	41	0	121	63	185	22	0	270	17	79	19	0	115	614
08:00 AM	8	136	21	0	165	5	47	48	0	100	38	109	23	0	170	11	55	16	0	82	517
08:15 AM	7	94	14	0	115	8	43	32	0	83	44	122	28	0	194	14	73	20	0	107	499
Total Volume	25	390	65	0	480	34	181	143	0	358	185	595	101	0	881	50	264	73	0	387	2106
% App. Total	5.2	81.2	13.5	0		9.5	50.6	39.9	0		21	67.5	11.5	0		12.9	68.2	18.9	0		
PHF	.781	.717	.774	.000	.727	.567	.696	.745	.000	.740	.734	.804	.902	.000	.816	.735	.835	.913	.000	.841	.857

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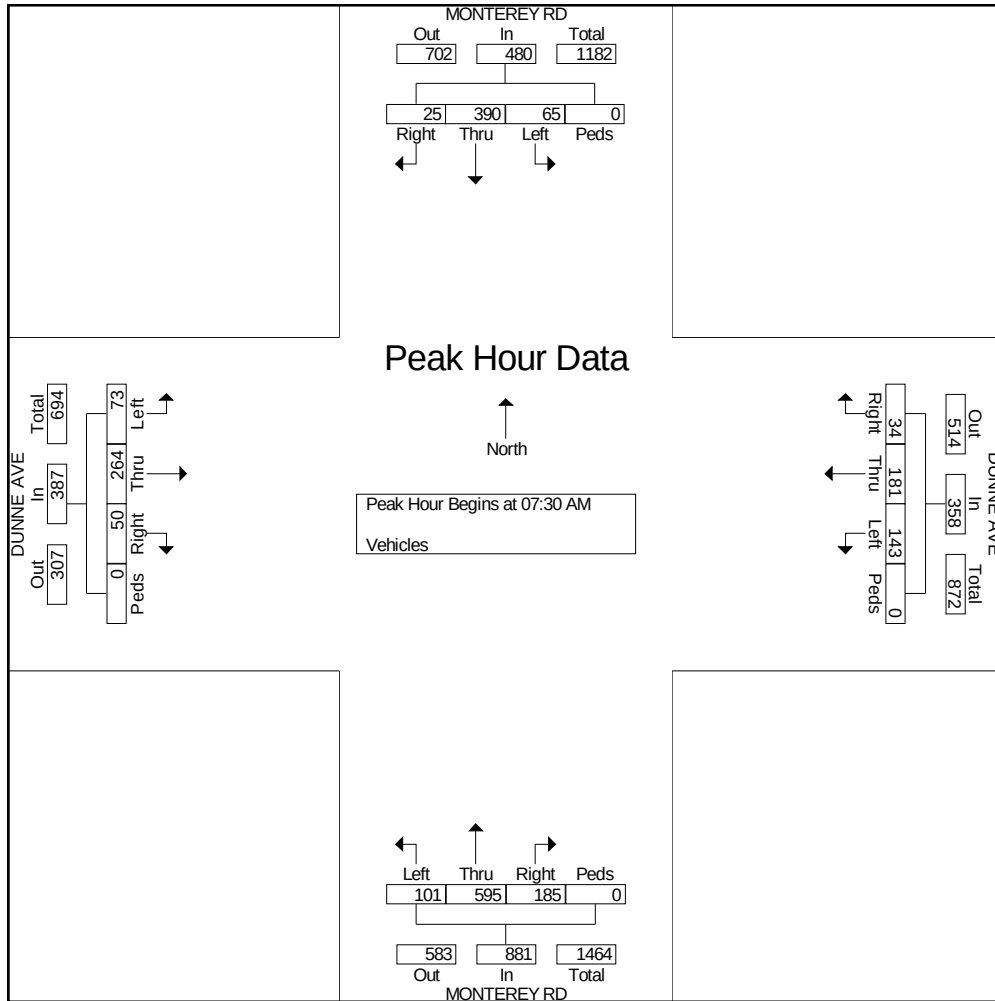
tdsbay@cs.com

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Groups Printed- Vehicles

	MONTEREY RD Southbound					DUNNE AVE Westbound					MONTEREY RD 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	15	142	23	0	180	19	58	75	0	152	48	117	40	0	205	30	52	18	0	100	637
04:15 PM	19	176	44	0	239	29	52	81	0	162	56	111	40	0	207	30	49	16	0	95	703
04:30 PM	21	195	35	0	251	22	53	85	0	160	53	106	33	0	192	16	54	19	0	89	692
04:45 PM	19	191	37	0	247	26	59	90	0	175	42	119	35	0	196	26	43	20	0	89	707
Total	74	704	139	0	917	96	222	331	0	649	199	453	148	0	800	102	198	73	0	373	2739
05:00 PM	15	152	39	0	206	26	85	92	0	203	89	96	58	0	243	33	60	14	0	107	759
05:15 PM	26	168	41	0	235	25	65	71	0	161	57	133	43	0	233	17	72	11	0	100	729
05:30 PM	10	138	36	0	184	28	64	64	0	156	52	129	35	0	216	23	67	18	0	108	664
05:45 PM	20	147	37	0	204	18	75	72	0	165	55	129	40	0	224	27	63	24	0	114	707
Total	71	605	153	0	829	97	289	299	0	685	253	487	176	0	916	100	262	67	0	429	2859
Grand Total	145	1309	292	0	1746	193	511	630	0	1334	452	940	324	0	1716	202	460	140	0	802	5598
Apprch %	8.3	75	16.7	0		14.5	38.3	47.2	0		26.3	54.8	18.9	0		25.2	57.4	17.5	0		
Total %	2.6	23.4	5.2	0	31.2	3.4	9.1	11.3	0	23.8	8.1	16.8	5.8	0	30.7	3.6	8.2	2.5	0	14.3	

	MONTEREY RD Southbound					DUNNE AVE Westbound					MONTEREY RD 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
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	21	195	35	0	251	22	53	85	0	160	53	106	33	0	192	16	54	19	0	89	692
04:45 PM	19	191	37	0	247	26	59	90	0	175	42	119	35	0	196	26	43	20	0	89	707
05:00 PM	15	152	39	0	206	26	85	92	0	203	89	96	58	0	243	33	60	14	0	107	759
05:15 PM	26	168	41	0	235	25	65	71	0	161	57	133	43	0	233	17	72	11	0	100	729
Total Volume	81	706	152	0	939	99	262	338	0	699	241	454	169	0	864	92	229	64	0	385	2887
% App. Total	8.6	75.2	16.2	0		14.2	37.5	48.4	0		27.9	52.5	19.6	0		23.9	59.5	16.6	0		
PHF	.779	.905	.927	.000	.935	.952	.771	.918	.000	.861	.677	.853	.728	.000	.889	.697	.795	.800	.000	.900	.951

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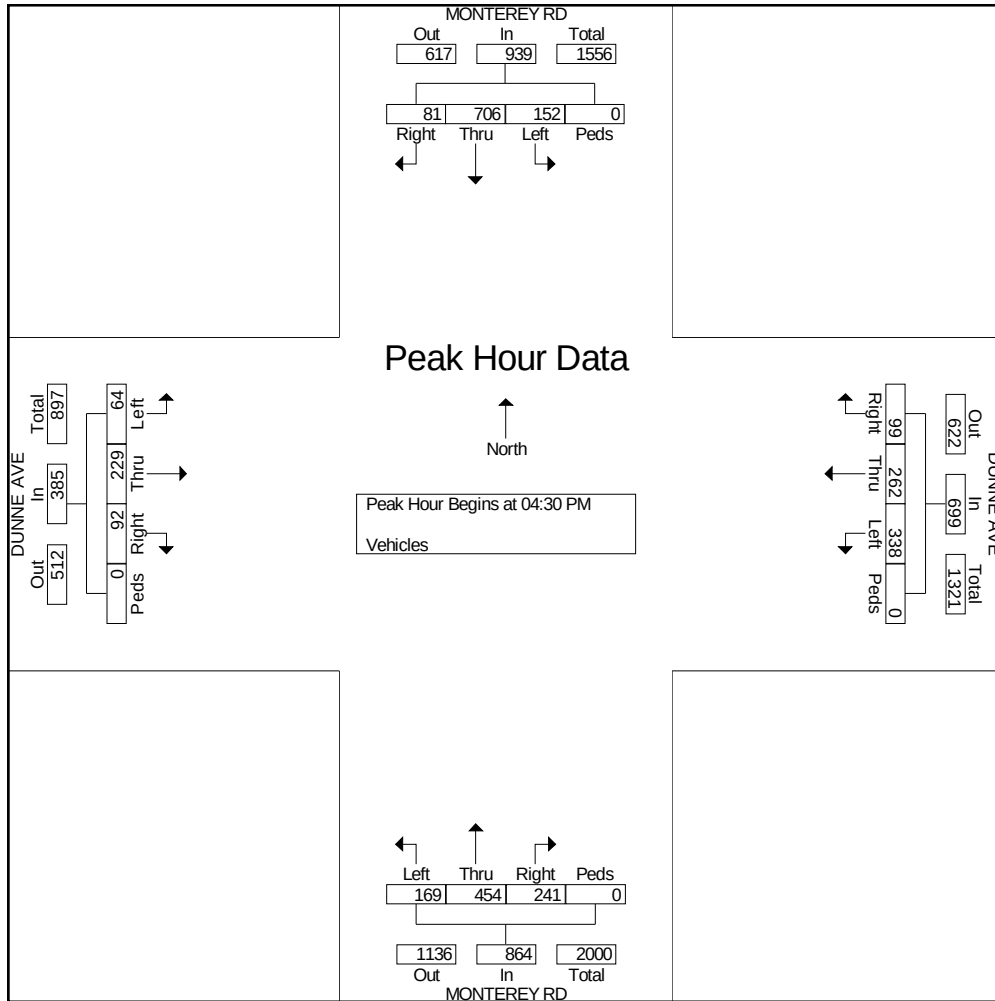
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Site Code : 00000005

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File Name : 2AM FINAL

Site Code : 00000002

Start Date : 4/15/2008

Page No : 1

Groups Printed- Vehicles

	DEL MONTE ST Southbound					DUNNE AVE Westbound					DEL MONTE ST 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	0	23	3	0	26	20	0	2	0	22	1	48	0	0	49	97
07:15 AM	1	2	1	0	4	1	31	6	0	38	39	0	4	0	43	2	46	1	0	49	134
07:30 AM	4	0	0	0	4	4	61	6	0	71	39	0	10	0	49	6	64	1	0	71	195
07:45 AM	2	0	2	0	4	0	76	15	0	91	28	0	3	0	31	7	83	0	0	90	216
Total	7	2	3	0	12	5	191	30	0	226	126	0	19	0	145	16	241	2	0	259	642
08:00 AM	0	0	1	0	1	0	58	18	0	76	19	0	5	0	24	8	62	0	0	70	171
08:15 AM	1	0	0	0	1	0	44	5	0	49	15	0	8	0	23	3	52	2	0	57	130
08:30 AM	0	0	2	0	2	0	29	5	0	34	23	0	5	0	28	1	53	0	0	54	118
08:45 AM	0	0	1	0	1	1	45	10	0	56	19	0	3	0	22	4	51	4	0	59	138
Total	1	0	4	0	5	1	176	38	0	215	76	0	21	0	97	16	218	6	0	240	557
Grand Total	8	2	7	0	17	6	367	68	0	441	202	0	40	0	242	32	459	8	0	499	1199
Apprch %	47.1	11.8	41.2	0		1.4	83.2	15.4	0		83.5	0	16.5	0		6.4	92	1.6	0		
Total %	0.7	0.2	0.6	0	1.4	0.5	30.6	5.7	0	36.8	16.8	0	3.3	0	20.2	2.7	38.3	0.7	0	41.6	

	DEL MONTE ST Southbound					DUNNE AVE Westbound					DEL MONTE ST 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
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	2	1	0	4	1	31	6	0	38	39	0	4	0	43	2	46	1	0	49	134
07:30 AM	4	0	0	0	4	4	61	6	0	71	39	0	10	0	49	6	64	1	0	71	195
07:45 AM	2	0	2	0	4	0	76	15	0	91	28	0	3	0	31	7	83	0	0	90	216
08:00 AM	0	0	1	0	1	0	58	18	0	76	19	0	5	0	24	8	62	0	0	70	171
Total Volume	7	2	4	0	13	5	226	45	0	276	125	0	22	0	147	23	255	2	0	280	716
% App. Total	53.8	15.4	30.8				81.9	16.3									91.1				
PHF	.438	.250	.500	.000	.813	.313	.743	.625	.000	.758	.801	.000	.550	.000	.750	.719	.768	.500	.000	.778	.829

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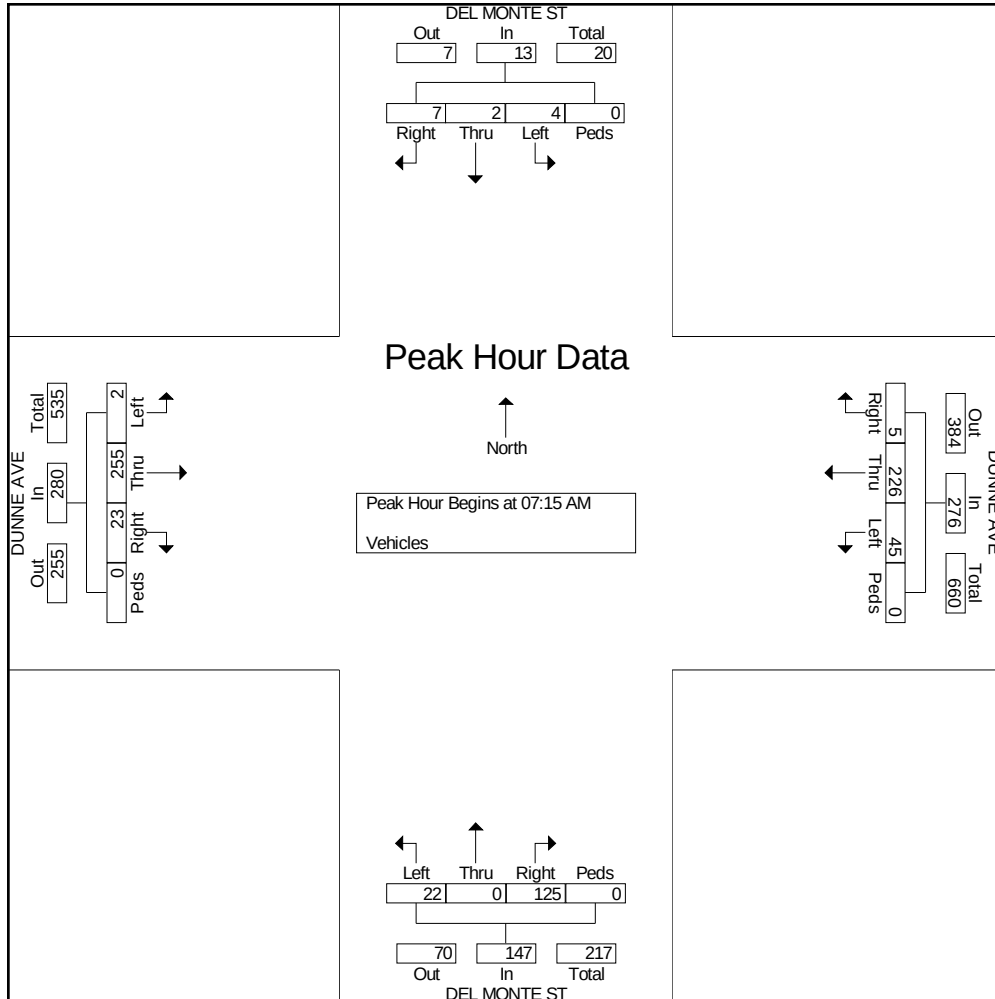
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File Name : 2AM FINAL

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File Name : 2PM FINAL

Site Code : 00000002

Start Date : 4/15/2008

Page No : 1

Groups Printed- Vehicles

	DEL MONTE ST Southbound					DUNNE AVE Westbound					DEL MONTE ST 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	0	67	20	0	87	18	0	4	0	22	9	66	1	0	76	185
04:15 PM	1	1	1	0	3	1	66	27	0	94	15	0	4	0	19	11	65	1	0	77	193
04:30 PM	1	0	0	0	1	1	73	27	0	101	21	0	2	0	23	8	58	1	0	67	192
04:45 PM	1	0	2	0	3	2	63	23	0	88	26	1	10	0	37	5	63	0	0	68	196
Total	3	1	3	0	7	4	269	97	0	370	80	1	20	0	101	33	252	3	0	288	766
05:00 PM	2	2	1	0	5	3	90	20	0	113	29	3	9	0	41	9	60	0	0	69	228
05:15 PM	2	1	1	0	4	4	69	31	0	104	17	0	10	0	27	10	73	1	0	84	219
05:30 PM	1	0	1	0	2	0	70	26	0	96	28	0	9	0	37	6	69	1	0	76	211
05:45 PM	0	0	1	0	1	4	75	26	0	105	26	1	8	0	35	11	58	1	0	70	211
Total	5	3	4	0	12	11	304	103	0	418	100	4	36	0	140	36	260	3	0	299	869
Grand Total	8	4	7	0	19	15	573	200	0	788	180	5	56	0	241	69	512	6	0	587	1635
Apprch %	42.1	21.1	36.8	0		1.9	72.7	25.4	0		74.7	2.1	23.2	0		11.8	87.2	1	0		
Total %	0.5	0.2	0.4	0	1.2	0.9	35	12.2	0	48.2	11	0.3	3.4	0	14.7	4.2	31.3	0.4	0	35.9	

	DEL MONTE ST Southbound					DUNNE AVE Westbound					DEL MONTE ST 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
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	2	1	0	5	3	90	20	0	113	29	3	9	0	41	9	60	0	0	69	228
05:15 PM	2	1	1	0	4	4	69	31	0	104	17	0	10	0	27	10	73	1	0	84	219
05:30 PM	1	0	1	0	2	0	70	26	0	96	28	0	9	0	37	6	69	1	0	76	211
05:45 PM	0	0	1	0	1	4	75	26	0	105	26	1	8	0	35	11	58	1	0	70	211
Total Volume	5	3	4	0	12	11	304	103	0	418	100	4	36	0	140	36	260	3	0	299	869
% App. Total	41.7		33.3				72.7	24.6			71.4		25.7								
PHF	.625	.375	1.000	.000	.600	.688	.844	.831	.000	.925	.862	.333	.900	.000	.854	.818	.890	.750	.000	.890	.953

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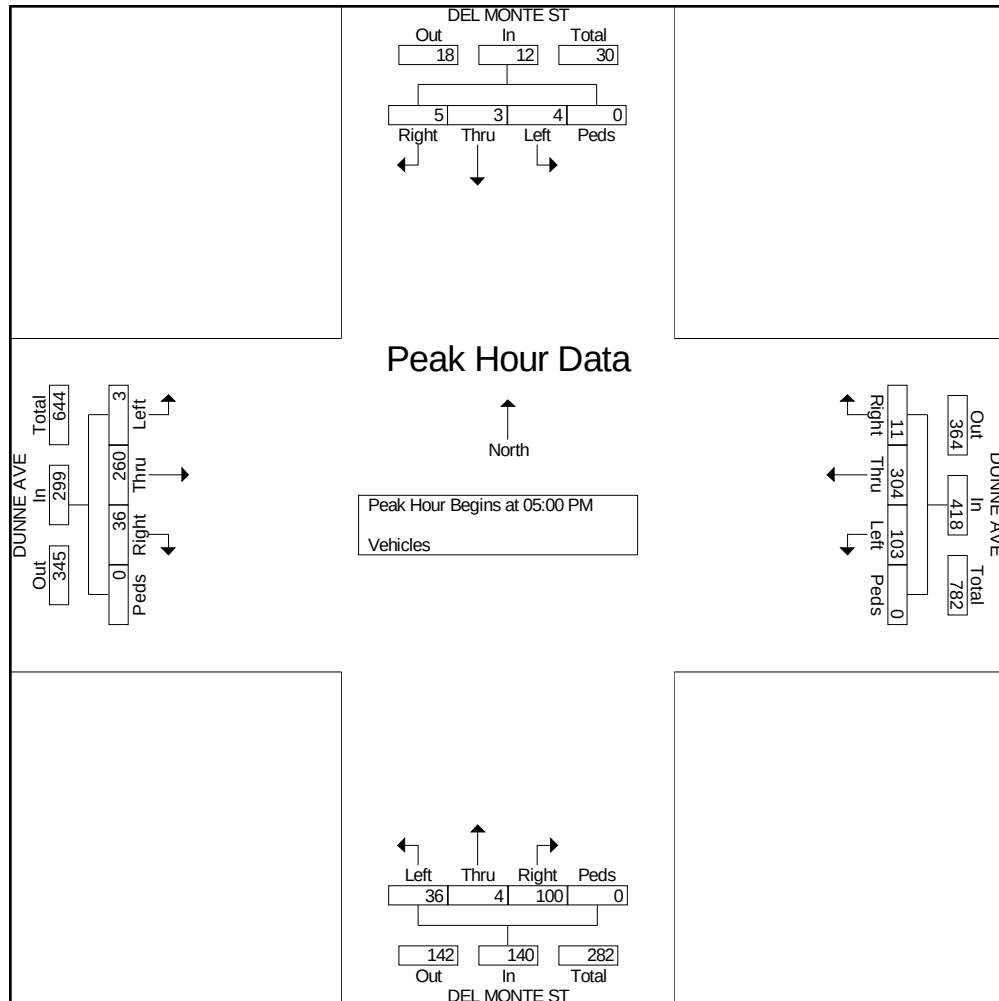
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File Name : 10AM FINAL

Site Code : 00000010

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Groups Printed- Vehicles

	DRIVEWAY Southbound					DUNNE AVE Westbound					CHURCH ST 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	1	0	1	0	2	0	48	10	0	58	9	0	2	0	11	4	124	3	0	131	202
07:15 AM	0	0	0	0	0	1	58	12	0	71	12	0	2	0	14	5	108	2	0	115	200
07:30 AM	0	1	0	0	1	1	73	22	0	96	11	4	6	0	21	2	142	3	0	147	265
07:45 AM	0	1	0	0	1	1	114	22	0	137	10	1	8	0	19	9	139	3	0	151	308
Total	1	2	1	0	4	3	293	66	0	362	42	5	18	0	65	20	513	11	0	544	975
08:00 AM	1	2	0	0	3	6	117	23	0	146	14	3	8	0	25	7	113	8	0	128	302
08:15 AM	1	0	0	0	1	22	68	12	0	102	10	7	2	0	19	3	105	11	0	119	241
08:30 AM	2	1	1	0	4	15	71	15	0	101	19	10	10	0	39	16	107	12	0	135	279
08:45 AM	5	5	7	0	17	17	75	11	0	103	18	8	10	0	36	13	112	17	0	142	298
Total	9	8	8	0	25	60	331	61	0	452	61	28	30	0	119	39	437	48	0	524	1120
Grand Total	10	10	9	0	29	63	624	127	0	814	103	33	48	0	184	59	950	59	0	1068	2095
Apprch %	34.5	34.5	31	0		7.7	76.7	15.6	0		56	17.9	26.1	0		5.5	89	5.5	0		
Total %	0.5	0.5	0.4	0	1.4	3	29.8	6.1	0	38.9	4.9	1.6	2.3	0	8.8	2.8	45.3	2.8	0	51	

	DRIVEWAY Southbound					DUNNE AVE Westbound					CHURCH ST 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
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	0	1	0	0	1	1	114	22	0	137	10	1	8	0	19	9	139	3	0	151	308
08:00 AM	1	2	0	0	3	6	117	23	0	146	14	3	8	0	25	7	113	8	0	128	302
08:15 AM	1	0	0	0	1	22	68	12	0	102	10	7	2	0	19	3	105	11	0	119	241
08:30 AM	2	1	1	0	4	15	71	15	0	101	19	10	10	0	39	16	107	12	0	135	279
Total Volume	4	4	1	0	9	44	370	72	0	486	53	21	28	0	102	35	464	34	0	533	1130
% App. Total	44.4	44.4	11.1	0		9.1	76.1	14.8	0		52	20.6	27.5	0		6.6	87.1	6.4	0		
PHF	.500	.500	.250	.000	.563	.500	.791	.783	.000	.832	.697	.525	.700	.000	.654	.547	.835	.708	.000	.882	.917

Traffic Data Service

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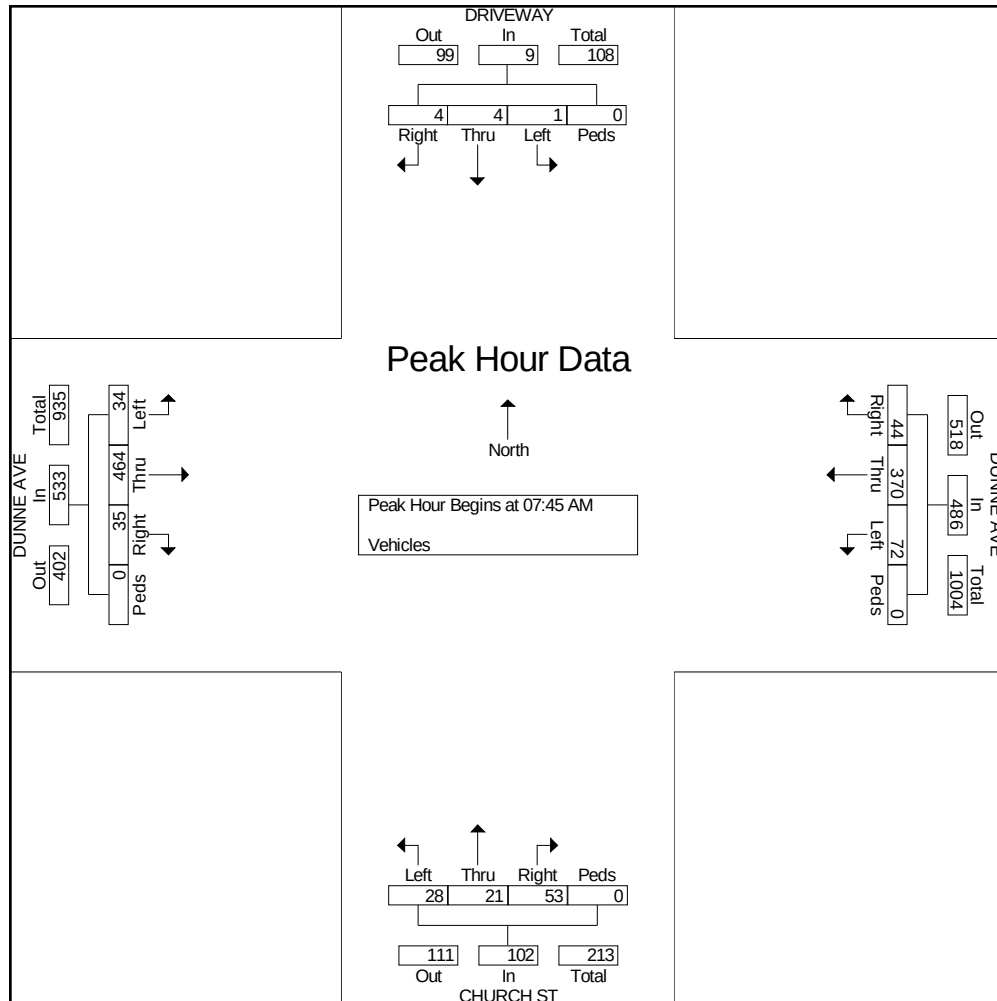
tdsbay@cs.com

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Site Code : 00000010

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Groups Printed- Vehicles

	DRIVEWAY Southbound					DUNNE AVE Westbound					CHURCH ST 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	1	3	0	4	0	156	13	0	169	3	0	11	0	14	8	165	3	0	176	363
04:15 PM	3	2	4	0	9	0	171	26	0	197	0	0	2	0	2	2	179	6	0	187	395
04:30 PM	3	1	3	0	7	1	138	35	0	174	2	0	6	0	8	4	228	7	0	239	428
04:45 PM	1	1	2	0	4	0	151	46	0	197	3	3	11	0	17	3	202	5	0	210	428
Total	7	5	12	0	24	1	616	120	0	737	8	3	30	0	41	17	774	21	0	812	1614
05:00 PM	4	1	2	0	7	1	134	38	0	173	4	5	5	0	14	5	175	6	0	186	380
05:15 PM	1	0	1	0	2	0	153	31	0	184	0	18	5	0	23	1	156	1	0	158	367
05:30 PM	14	9	17	0	40	0	138	48	0	186	22	20	11	0	53	42	172	25	0	239	518
05:45 PM	6	11	6	0	23	0	142	34	0	176	14	0	16	0	30	30	159	19	0	208	437
Total	25	21	26	0	72	1	567	151	0	719	40	43	37	0	120	78	662	51	0	791	1702
Grand Total	32	26	38	0	96	2	1183	271	0	1456	48	46	67	0	161	95	1436	72	0	1603	3316
Apprch %	33.3	27.1	39.6	0		0.1	81.2	18.6	0		29.8	28.6	41.6	0		5.9	89.6	4.5	0		
Total %	1	0.8	1.1	0	2.9	0.1	35.7	8.2	0	43.9	1.4	1.4	2	0	4.9	2.9	43.3	2.2	0	48.3	

	DRIVEWAY Southbound					DUNNE AVE Westbound					CHURCH ST 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
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	4	1	2	0	7	1	134	38	0	173	4	5	5	0	14	5	175	6	0	186	380
05:15 PM	1	0	1	0	2	0	153	31	0	184	0	18	5	0	23	1	156	1	0	158	367
05:30 PM	14	9	17	0	40	0	138	48	0	186	22	20	11	0	53	42	172	25	0	239	518
05:45 PM	6	11	6	0	23	0	142	34	0	176	14	0	16	0	30	30	159	19	0	208	437
Total Volume	25	21	26	0	72	1	567	151	0	719	40	43	37	0	120	78	662	51	0	791	1702
% App. Total	34.7	29.2	36.1				78.9				33.3	35.8	30.8				83.7				
PHF	.446	.477	.382	.000	.450	.250	.926	.786	.000	.966	.455	.538	.578	.000	.566	.464	.946	.510	.000	.827	.821

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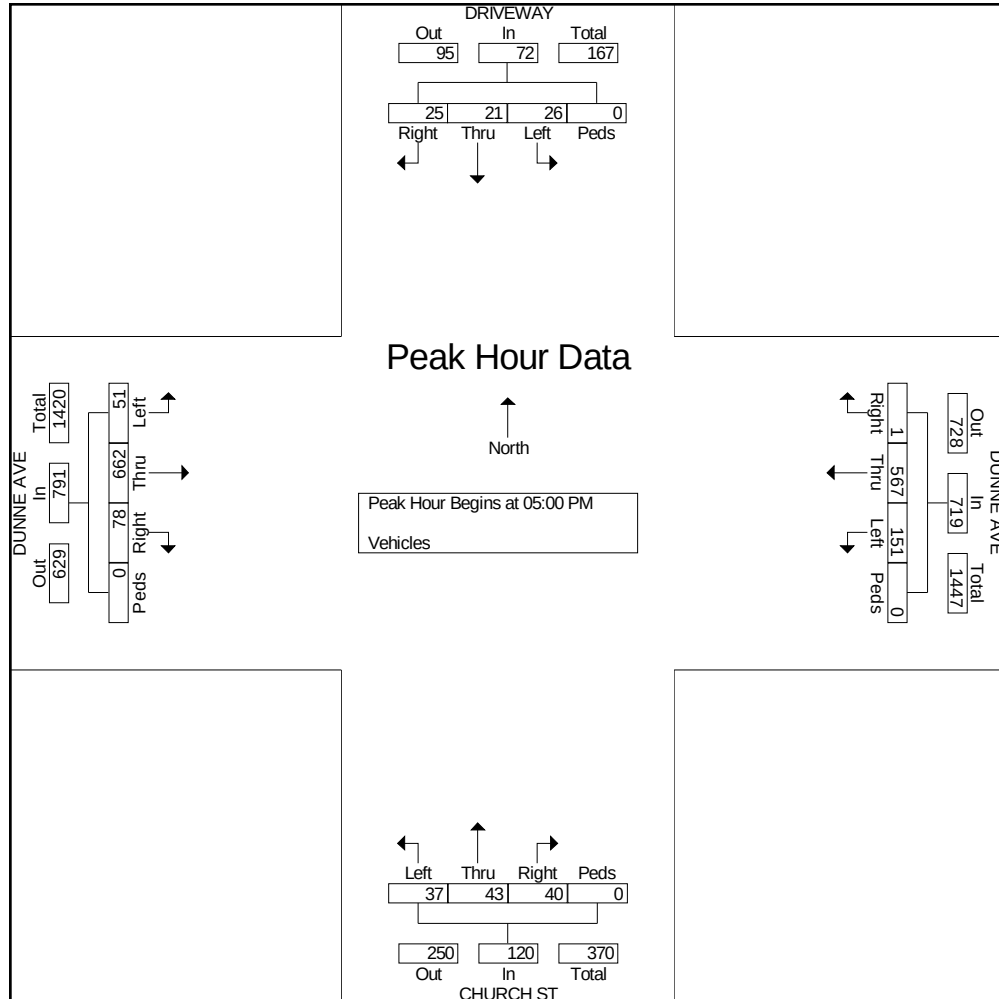
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File Name : 6AM FINAL

Site Code : 00000006

Start Date : 10/9/2007

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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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	18	20	32	0	70	38	43	11	0	92	18	94	3	0	115	0	93	34	0	127	404
07:15 AM	7	25	33	0	65	61	47	19	0	127	28	96	5	0	129	1	93	29	0	123	444
07:30 AM	15	50	51	0	116	71	55	24	0	150	27	138	12	0	177	6	99	34	0	139	582
07:45 AM	25	47	58	0	130	86	120	35	0	241	46	146	12	0	204	2	124	56	0	182	757
Total	65	142	174	0	381	256	265	89	0	610	119	474	32	0	625	9	409	153	0	571	2187
08:00 AM	23	53	49	0	125	58	116	21	0	195	28	81	5	0	114	1	93	21	0	115	549
08:15 AM	14	38	39	0	91	69	95	25	0	189	27	37	8	0	72	5	110	32	0	147	499
08:30 AM	13	30	41	0	84	73	85	16	0	174	20	49	3	0	72	6	86	19	0	111	441
08:45 AM	17	38	53	0	108	54	73	20	0	147	19	43	4	0	66	2	92	16	0	110	431
Total	67	159	182	0	408	254	369	82	0	705	94	210	20	0	324	14	381	88	0	483	1920
Grand Total	132	301	356	0	789	510	634	171	0	1315	213	684	52	0	949	23	790	241	0	1054	4107
Apprch %	16.7	38.1	45.1	0		38.8	48.2	13	0		22.4	72.1	5.5	0		2.2	75	22.9	0		
Total %	3.2	7.3	8.7	0	19.2	12.4	15.4	4.2	0	32	5.2	16.7	1.3	0	23.1	0.6	19.2	5.9	0	25.7	

	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
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	15	50	51	0	116	71	55	24	0	150	27	138	12	0	177	6	99	34	0	139	582
07:45 AM	25	47	58	0	130	86	120	35	0	241	46	146	12	0	204	2	124	56	0	182	757
08:00 AM	23	53	49	0	125	58	116	21	0	195	28	81	5	0	114	1	93	21	0	115	549
08:15 AM	14	38	39	0	91	69	95	25	0	189	27	37	8	0	72	5	110	32	0	147	499
Total Volume	77	188	197	0	462	284	386	105	0	775	128	402	37	0	567	14	426	143	0	583	2387
% App. Total	16.7	40.7	42.6	0		36.6	49.8	13.5	0		22.6	70.9	6.5	0		2.4	73.1	24.5	0		
PHF	.770	.887	.849	.000	.888	.826	.804	.750	.000	.804	.696	.688	.771	.000	.695	.583	.859	.638	.000	.801	.788

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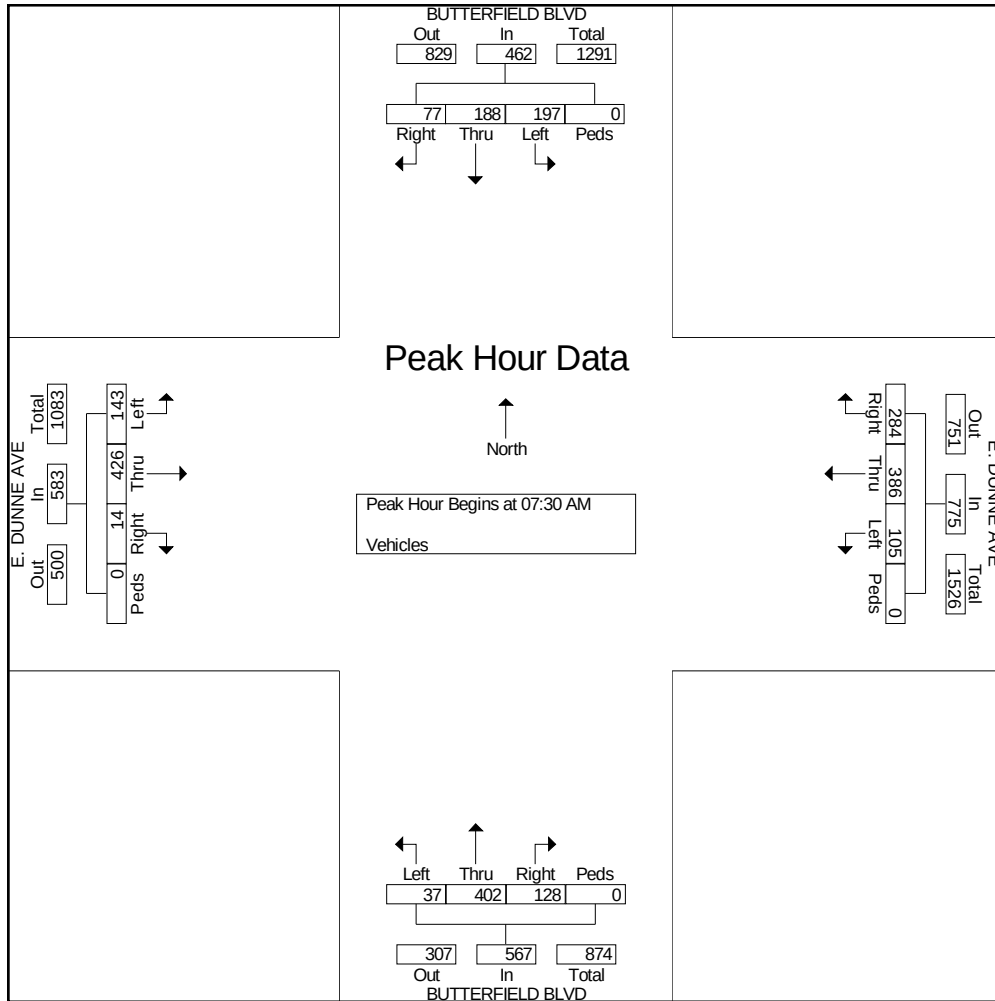
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Site Code : 00000006

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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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	35	91	76	0	202	51	116	26	0	193	32	51	6	0	89	5	122	35	0	162	646
04:15 PM	48	107	71	0	226	49	125	31	0	205	38	43	4	0	85	4	123	34	0	161	677
04:30 PM	43	96	91	0	230	61	109	38	2	210	32	55	7	2	96	3	137	35	1	176	712
04:45 PM	44	114	88	0	246	84	141	36	0	261	47	45	8	0	100	7	107	37	1	152	759
Total	170	408	326	0	904	245	491	131	2	869	149	194	25	2	370	19	489	141	2	651	2794
05:00 PM	46	106	78	3	233	61	130	44	0	235	52	42	7	2	103	5	164	40	0	209	780
05:15 PM	34	96	73	0	203	83	163	39	0	285	42	43	10	1	96	16	153	41	2	212	796
05:30 PM	32	84	71	0	187	110	112	34	5	261	38	47	5	0	90	0	139	37	0	176	714
05:45 PM	39	77	72	0	188	86	144	24	0	254	29	42	11	0	82	4	124	28	1	157	681
Total	151	363	294	3	811	340	549	141	5	1035	161	174	33	3	371	25	580	146	3	754	2971
Grand Total	321	771	620	3	1715	585	1040	272	7	1904	310	368	58	5	741	44	1069	287	5	1405	5765
Apprch %	18.7	45	36.2	0.2		30.7	54.6	14.3	0.4		41.8	49.7	7.8	0.7		3.1	76.1	20.4	0.4		
Total %	5.6	13.4	10.8	0.1	29.7	10.1	18	4.7	0.1	33	5.4	6.4	1	0.1	12.9	0.8	18.5	5	0.1	24.4	

	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
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	114	88	0	246	84	141	36	0	261	47	45	8	0	100	7	107	37	1	152	759
05:00 PM	46	106	78	3	233	61	130	44	0	235	52	42	7	2	103	5	164	40	0	209	780
05:15 PM	34	96	73	0	203	83	163	39	0	285	42	43	10	1	96	16	153	41	2	212	796
05:30 PM	32	84	71	0	187	110	112	34	5	261	38	47	5	0	90	0	139	37	0	176	714
Total Volume	156	400	310	3	869	338	546	153	5	1042	179	177	30	3	389	28	563	155	3	749	3049
% App. Total	18	46	35.7	0.3		32.4	52.4	14.7	0.5		46	45.5	7.7	0.8		3.7	75.2	20.7	0.4		
PHF	.848	.877	.881	.250	.883	.768	.837	.869	.250	.914	.861	.941	.750	.375	.944	.438	.858	.945	.375	.883	.958

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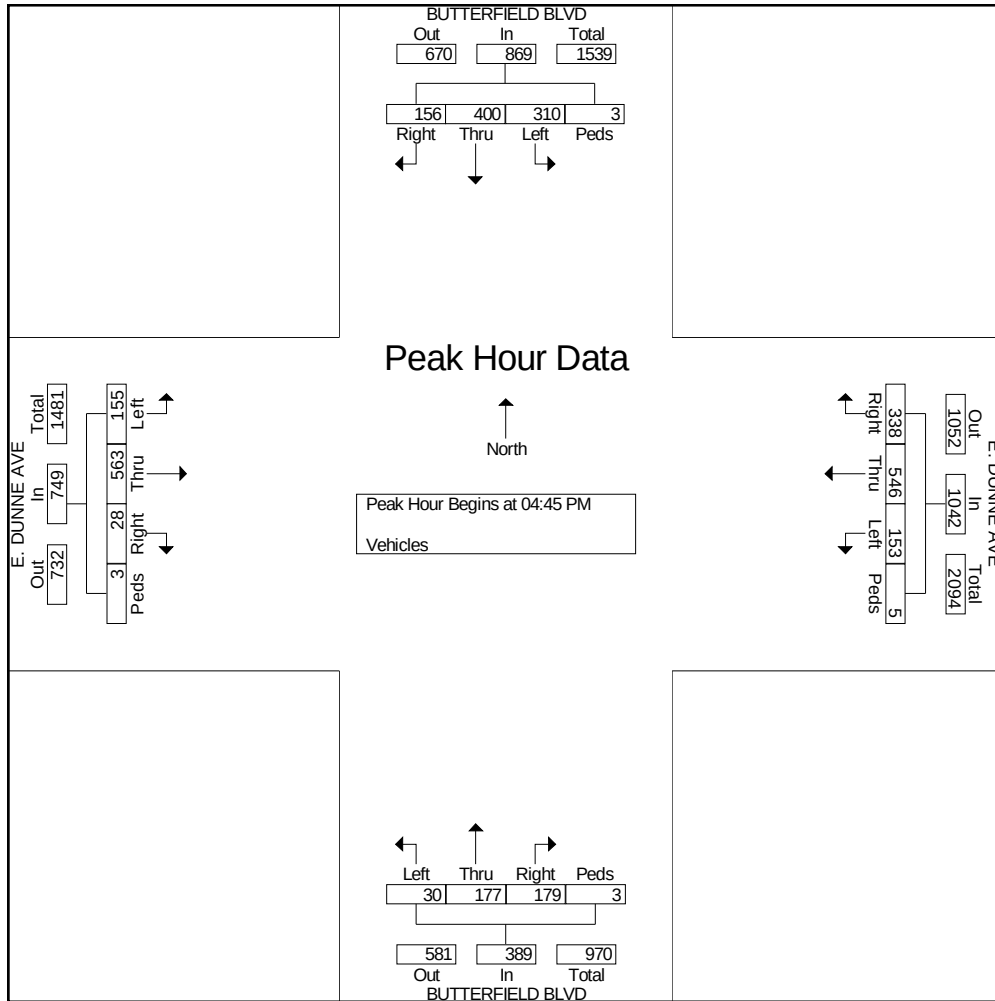
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File Name : 1AMFINAL

Site Code : 00000001

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Groups Printed- Vehicles

	US 101 SB RAMP Southbound					E DUNNE AVE Westbound					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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	38	0	23	0	61	0	106	28	0	134	0	0	0	0	0	30	133	0	0	163	358
07:15 AM	46	0	30	0	76	0	120	25	0	145	0	0	0	0	0	34	136	0	0	170	391
07:30 AM	65	0	42	0	107	0	172	46	0	218	0	0	0	0	0	38	175	0	0	213	538
07:45 AM	63	0	37	0	100	0	199	53	0	252	0	0	0	0	0	48	195	0	0	243	595
Total	212	0	132	0	344	0	597	152	0	749	0	0	0	0	0	150	639	0	0	789	1882
08:00 AM	75	0	43	0	118	0	181	52	0	233	0	0	0	0	0	66	150	0	0	216	567
08:15 AM	43	0	27	0	70	0	158	40	0	198	0	0	0	0	0	62	130	0	0	192	460
08:30 AM	60	1	28	0	89	0	145	43	0	188	0	0	0	0	0	49	155	0	0	204	481
08:45 AM	71	0	53	0	124	0	146	35	0	181	0	0	0	0	0	47	136	0	0	183	488
Total	249	1	151	0	401	0	630	170	0	800	0	0	0	0	0	224	571	0	0	795	1996
Grand Total	461	1	283	0	745	0	1227	322	0	1549	0	0	0	0	0	374	1210	0	0	1584	3878
Apprch %	61.9	0.1	38	0		0	79.2	20.8	0		0	0	0	0		23.6	76.4	0	0		
Total %	11.9	0	7.3	0	19.2	0	31.6	8.3	0	39.9	0	0	0	0	0	9.6	31.2	0	0	40.8	

	US 101 SB RAMP Southbound					E DUNNE AVE Westbound					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
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	65	0	42	0	107	0	172	46	0	218	0	0	0	0	0	38	175	0	0	213	538
07:45 AM	63	0	37	0	100	0	199	53	0	252	0	0	0	0	0	48	195	0	0	243	595
08:00 AM	75	0	43	0	118	0	181	52	0	233	0	0	0	0	0	66	150	0	0	216	567
08:15 AM	43	0	27	0	70	0	158	40	0	198	0	0	0	0	0	62	130	0	0	192	460
Total Volume	246	0	149	0	395	0	710	191	0	901	0	0	0	0	0	214	650	0	0	864	2160
% App. Total	62.3	0	37.7	0		0	78.8	21.2	0		0	0	0	0		24.8	75.2	0	0		
PHF	.820	.000	.866	.000	.837	.000	.892	.901	.000	.894	.000	.000	.000	.000	.000	.811	.833	.000	.000	.889	.908

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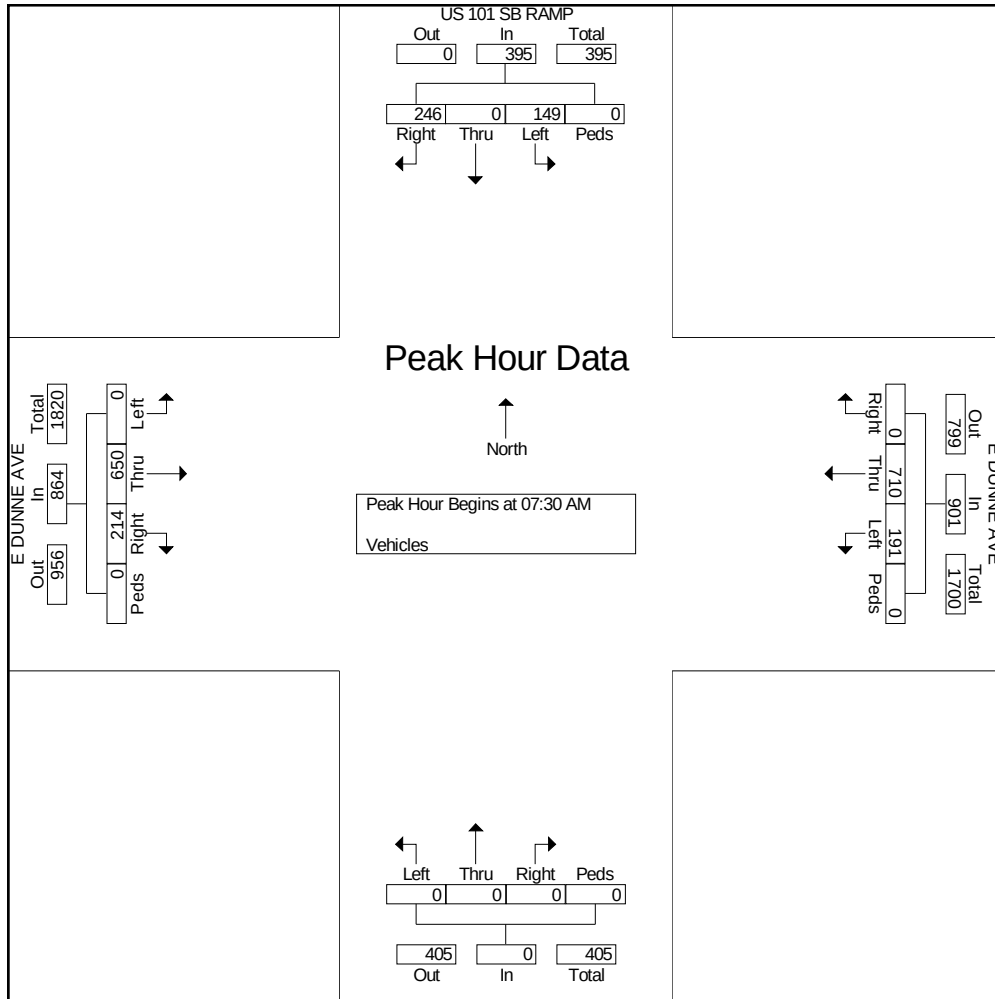
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Groups Printed- Vehicles

	US 101 SB RAMP Southbound					E DUNNE AVE Westbound					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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	115	0	71	0	186	0	125	26	0	151	0	0	0	0	0	81	163	0	0	244	581
04:15 PM	130	1	85	0	216	0	120	31	0	151	0	0	0	0	0	76	162	0	0	238	605
04:30 PM	113	2	96	0	211	0	152	37	0	189	0	0	0	0	0	85	178	0	0	263	663
04:45 PM	106	1	94	0	201	0	149	30	0	179	0	0	0	0	0	97	154	0	0	251	631
Total	464	4	346	0	814	0	546	124	0	670	0	0	0	0	0	339	657	0	0	996	2480
05:00 PM	93	0	113	0	206	0	117	25	0	142	0	0	0	0	0	110	159	0	0	269	617
05:15 PM	130	0	123	0	253	0	136	39	0	175	0	0	0	0	0	76	164	0	0	240	668
05:30 PM	167	4	132	0	303	0	145	40	0	185	0	0	0	0	0	80	176	0	0	256	744
05:45 PM	137	1	120	0	258	0	161	31	0	192	0	0	0	0	0	101	162	0	0	263	713
Total	527	5	488	0	1020	0	559	135	0	694	0	0	0	0	0	367	661	0	0	1028	2742
Grand Total	991	9	834	0	1834	0	1105	259	0	1364	0	0	0	0	0	706	1318	0	0	2024	5222
Apprch %	54	0.5	45.5	0		0	81	19	0		0	0	0	0		34.9	65.1	0	0		
Total %	19	0.2	16	0	35.1	0	21.2	5	0	26.1	0	0	0	0	0	13.5	25.2	0	0	38.8	

	US 101 SB RAMP Southbound					E DUNNE AVE Westbound					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
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	93	0	113	0	206	0	117	25	0	142	0	0	0	0	0	110	159	0	0	269	617
05:15 PM	130	0	123	0	253	0	136	39	0	175	0	0	0	0	0	76	164	0	0	240	668
05:30 PM	167	4	132	0	303	0	145	40	0	185	0	0	0	0	0	80	176	0	0	256	744
05:45 PM	137	1	120	0	258	0	161	31	0	192	0	0	0	0	0	101	162	0	0	263	713
Total Volume	527	5	488	0	1020	0	559	135	0	694	0	0	0	0	0	367	661	0	0	1028	2742
% App. Total	51.7	0.5	47.8	0		0	80.5	19.5	0		0	0	0	0		35.7	64.3	0	0		
PHF	.789	.313	.924	.000	.842	.000	.868	.844	.000	.904	.000	.000	.000	.000	.000	.834	.939	.000	.000	.955	.921

Traffic Data Service

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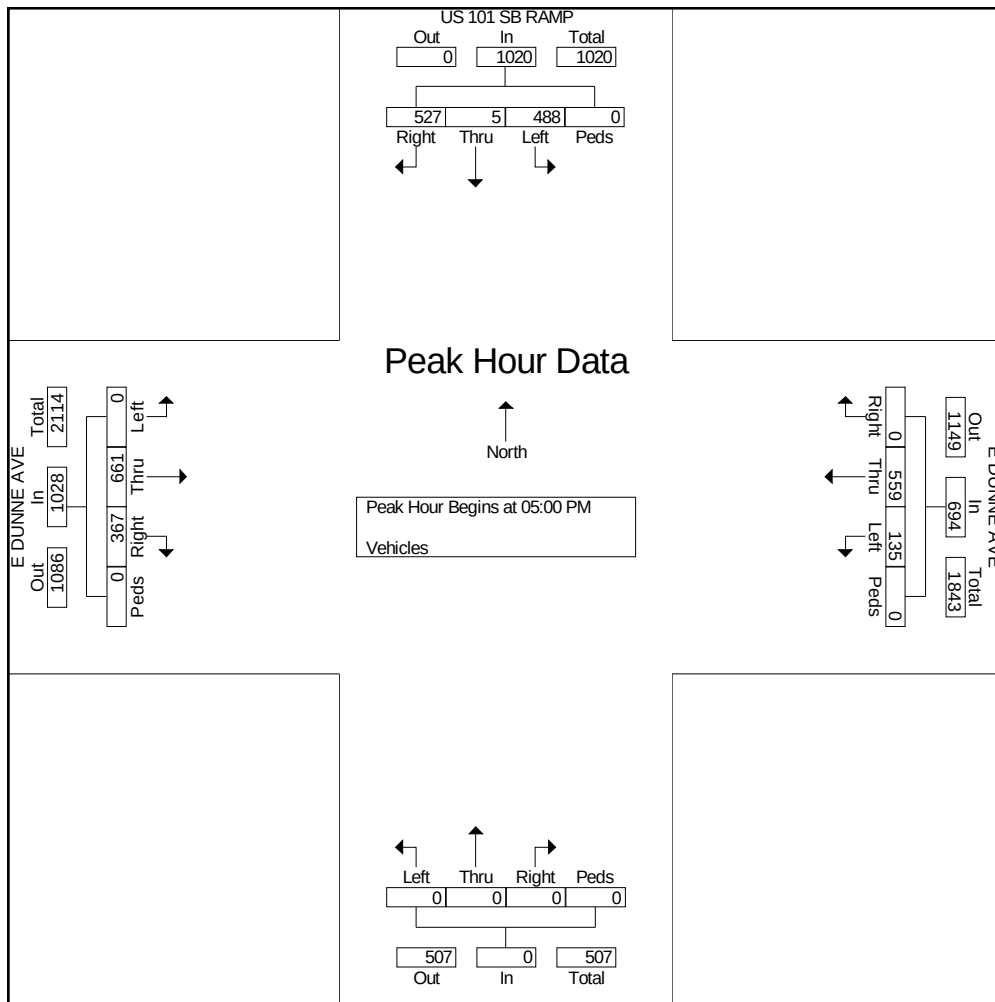
tdsbay@cs.com

File Name : 1PMFINAL

Site Code : 00000001

Start Date : 6/6/2007

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Traffic Data Service

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File Name : 2AMFINAL

Site Code : 00000002

Start Date : 6/6/2007

Page No : 1

Groups Printed- Vehicles

	Southbound					E DUNNE AVE Westbound					US 101 NB RAMP 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	158	72	0	0	230	27	2	60	0	89	115	50	0	0	165	484
07:15 AM	0	0	0	0	0	177	91	0	0	268	34	0	56	0	90	116	58	0	0	174	532
07:30 AM	0	0	0	0	0	176	168	0	0	344	51	0	66	0	117	106	121	0	0	227	688
07:45 AM	0	0	0	0	0	182	192	0	0	374	58	0	70	0	128	122	121	0	0	243	745
Total	0	0	0	0	0	693	523	0	0	1216	170	2	252	0	424	459	350	0	0	809	2449
08:00 AM	0	0	0	0	0	157	182	0	0	339	44	1	64	0	109	98	102	0	0	200	648
08:15 AM	0	0	0	0	0	144	123	0	0	267	25	0	74	0	99	87	83	0	0	170	536
08:30 AM	0	0	0	0	0	117	110	0	0	227	20	0	87	0	107	94	87	0	0	181	515
08:45 AM	0	0	0	0	0	112	124	0	0	236	36	0	70	0	106	80	103	0	0	183	525
Total	0	0	0	0	0	530	539	0	0	1069	125	1	295	0	421	359	375	0	0	734	2224
Grand Total	0	0	0	0	0	1223	1062	0	0	2285	295	3	547	0	845	818	725	0	0	1543	4673
Apprch %	0	0	0	0		53.5	46.5	0	0		34.9	0.4	64.7	0		53	47	0	0		
Total %	0	0	0	0	0	26.2	22.7	0	0	48.9	6.3	0.1	11.7	0	18.1	17.5	15.5	0	0	33	

	Southbound					E DUNNE AVE Westbound					US 101 NB RAMP 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
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	176	168	0	0	344	51	0	66	0	117	106	121	0	0	227	688
07:45 AM	0	0	0	0	0	182	192	0	0	374	58	0	70	0	128	122	121	0	0	243	745
08:00 AM	0	0	0	0	0	157	182	0	0	339	44	1	64	0	109	98	102	0	0	200	648
08:15 AM	0	0	0	0	0	144	123	0	0	267	25	0	74	0	99	87	83	0	0	170	536
Total Volume	0	0	0	0	0	659	665	0	0	1324	178	1	274	0	453	413	427	0	0	840	2617
% App. Total	0	0	0	0		49.8	50.2	0	0		39.3	0.2	60.5	0		49.2	50.8	0	0		
PHF	.000	.000	.000	.000	.000	.905	.866	.000	.000	.885	.767	.250	.926	.000	.885	.846	.882	.000	.000	.864	.878

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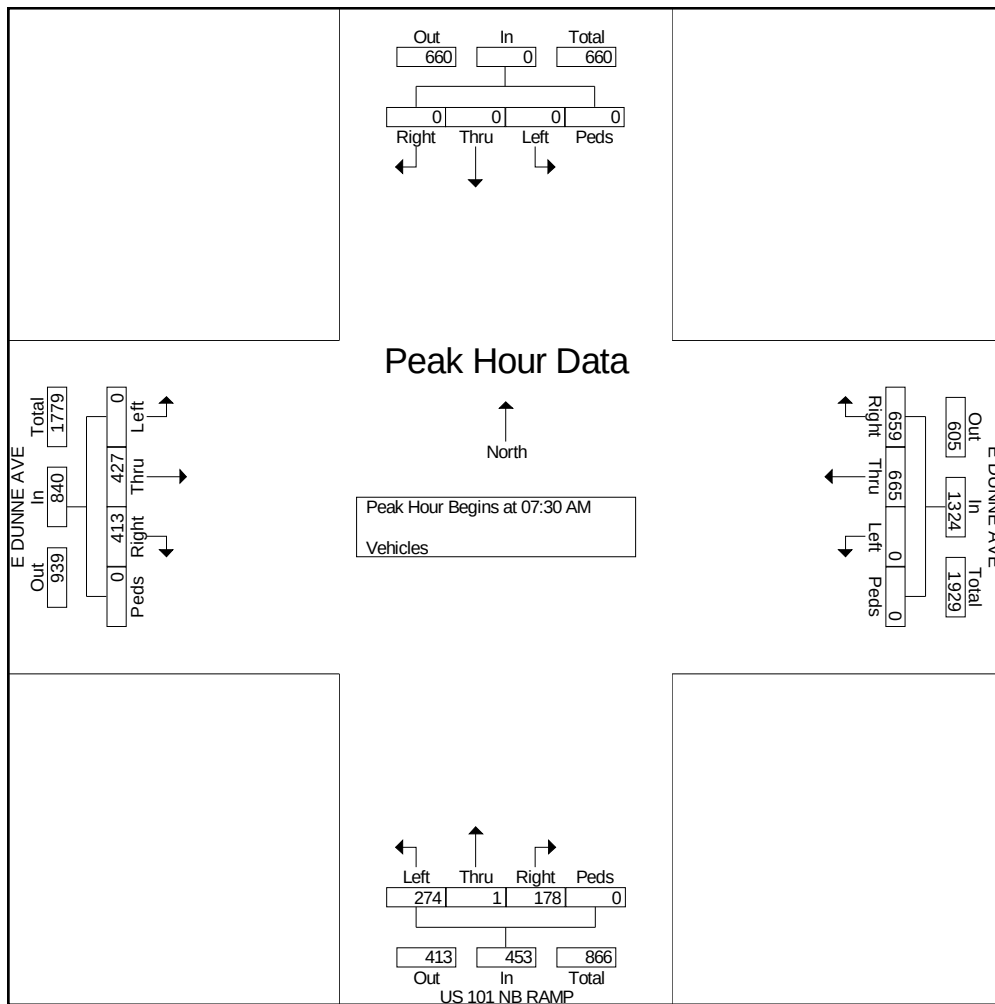
tdsbay@cs.com

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Site Code : 00000002

Start Date : 6/6/2007

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File Name : 2PMFINAL

Site Code : 00000002

Start Date : 6/6/2007

Page No : 1

Groups Printed- Vehicles

	Southbound					E DUNNE AVE Westbound					US 101 NB RAMP 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	56	86	0	0	142	33	0	65	0	98	64	177	0	0	241	481
04:15 PM	0	0	0	0	0	46	128	0	0	174	36	0	85	0	121	75	206	0	0	281	576
04:30 PM	0	0	0	0	0	65	111	0	0	176	29	0	75	0	104	65	185	0	0	250	530
04:45 PM	0	0	0	0	0	65	92	0	0	157	47	0	73	0	120	76	179	0	0	255	532
Total	0	0	0	0	0	232	417	0	0	649	145	0	298	0	443	280	747	0	0	1027	2119
05:00 PM	0	0	0	0	0	52	102	0	0	154	50	0	76	0	126	57	231	0	0	288	568
05:15 PM	0	0	0	0	0	59	114	0	0	173	39	0	75	0	114	60	235	0	0	295	582
05:30 PM	0	0	0	0	0	55	118	0	0	173	47	0	82	0	129	60	278	0	0	338	640
05:45 PM	0	0	0	0	0	36	99	0	0	135	43	0	69	0	112	45	230	0	0	275	522
Total	0	0	0	0	0	202	433	0	0	635	179	0	302	0	481	222	974	0	0	1196	2312
Grand Total	0	0	0	0	0	434	850	0	0	1284	324	0	600	0	924	502	1721	0	0	2223	4431
Apprch %	0	0	0	0		33.8	66.2	0	0		35.1	0	64.9	0		22.6	77.4	0	0		
Total %	0	0	0	0	0	9.8	19.2	0	0	29	7.3	0	13.5	0	20.9	11.3	38.8	0	0	50.2	

	Southbound					E DUNNE AVE Westbound					US 101 NB RAMP 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
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	65	92	0	0	157	47	0	73	0	120	76	179	0	0	255	532
05:00 PM	0	0	0	0	0	52	102	0	0	154	50	0	76	0	126	57	231	0	0	288	568
05:15 PM	0	0	0	0	0	59	114	0	0	173	39	0	75	0	114	60	235	0	0	295	582
05:30 PM	0	0	0	0	0	55	118	0	0	173	47	0	82	0	129	60	278	0	0	338	640
Total Volume	0	0	0	0	0	231	426	0	0	657	183	0	306	0	489	253	923	0	0	1176	2322
% App. Total	0	0	0	0		35.2	64.8	0	0		37.4	0	62.6	0		21.5	78.5	0	0		
PHF	.000	.000	.000	.000	.000	.888	.903	.000	.000	.949	.915	.000	.933	.000	.948	.832	.830	.000	.000	.870	.907

Traffic Data Service

Campbell, CA

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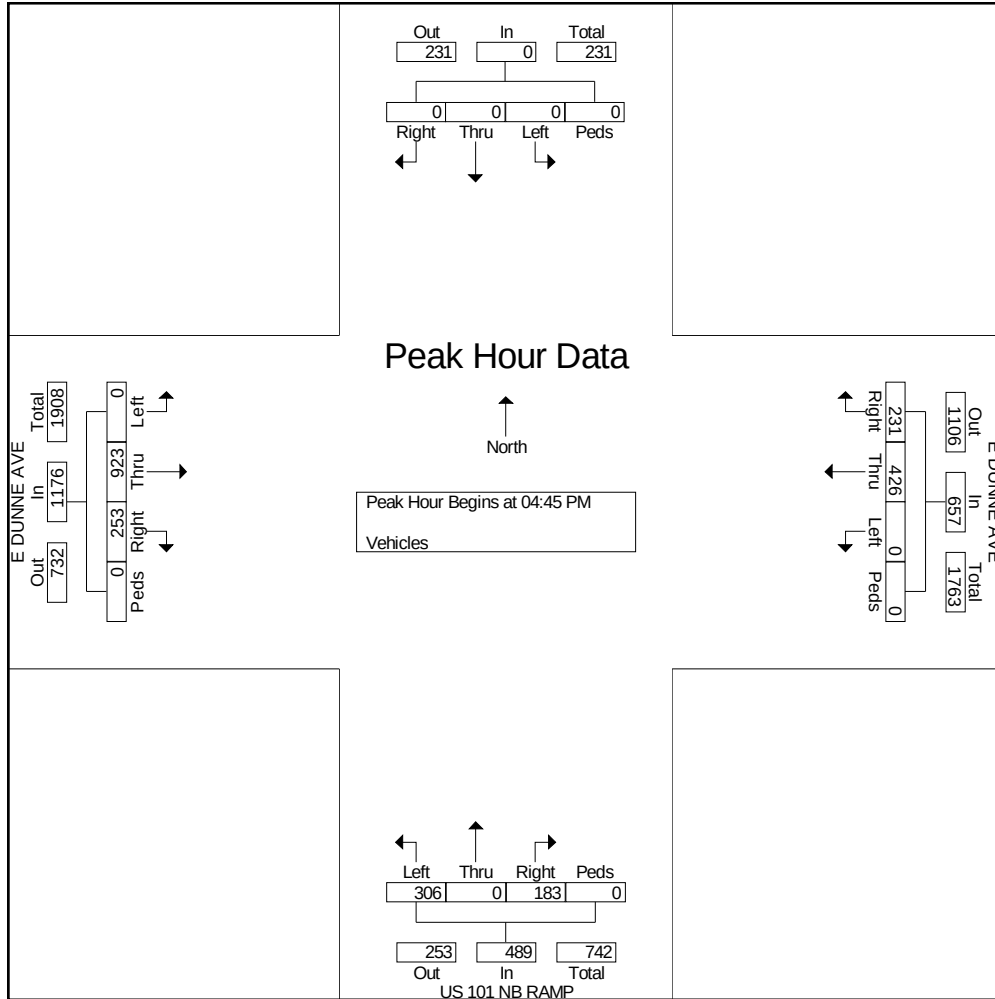
tdsbay@cs.com

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Site Code : 00000002

Start Date : 6/6/2007

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Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 7AM FINAL

Site Code : 00000007

Start Date : 10/9/2007

Page No : 1

Groups Printed- Vehicles

	CONDIT RD Southbound					E. DUNNE AVE Westbound					CONDIT RD Northbound					E. DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	51	9	15	0	75	23	156	2	0	181	5	15	45	0	65	2	32	32	0	66	387
07:15 AM	60	8	10	0	78	22	174	1	0	197	4	31	48	0	83	4	33	22	0	59	417
07:30 AM	71	16	42	0	129	50	237	6	2	295	1	47	30	0	78	8	110	43	0	161	663
07:45 AM	75	19	20	0	114	30	311	5	0	346	4	65	29	0	98	9	68	90	0	167	725
Total	257	52	87	0	396	125	878	14	2	1019	14	158	152	0	324	23	243	187	0	453	2192
08:00 AM	80	16	17	0	113	31	181	1	1	214	5	8	18	0	31	24	81	48	0	153	511
08:15 AM	55	10	17	0	82	37	164	0	0	201	2	2	30	0	34	5	84	42	0	131	448
08:30 AM	60	7	11	0	78	31	201	1	0	233	0	3	13	0	16	18	72	35	0	125	452
08:45 AM	31	3	11	0	45	13	167	1	0	181	2	1	5	0	8	16	64	38	0	118	352
Total	226	36	56	0	318	112	713	3	1	829	9	14	66	0	89	63	301	163	0	527	1763
Grand Total	483	88	143	0	714	237	1591	17	3	1848	23	172	218	0	413	86	544	350	0	980	3955
Apprch %	67.6	12.3	20	0		12.8	86.1	0.9	0.2		5.6	41.6	52.8	0		8.8	55.5	35.7	0		
Total %	12.2	2.2	3.6	0	18.1	6	40.2	0.4	0.1	46.7	0.6	4.3	5.5	0	10.4	2.2	13.8	8.8	0	24.8	

	CONDIT RD Southbound					E. DUNNE AVE Westbound					CONDIT RD Northbound					E. DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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	71	16	42	0	129	50	237	6	2	295	1	47	30	0	78	8	110	43	0	161	663
07:45 AM	75	19	20	0	114	30	311	5	0	346	4	65	29	0	98	9	68	90	0	167	725
08:00 AM	80	16	17	0	113	31	181	1	1	214	5	8	18	0	31	24	81	48	0	153	511
08:15 AM	55	10	17	0	82	37	164	0	0	201	2	2	30	0	34	5	84	42	0	131	448
Total Volume	281	61	96	0	438	148	893	12	3	1056	12	122	107	0	241	46	343	223	0	612	2347
% App. Total	64.2	13.9	21.9	0		14	84.6	1.1	0.3		5	50.6	44.4	0		7.5	56	36.4	0		
PHF	.878	.803	.571	.000	.849	.740	.718	.500	.375	.763	.600	.469	.892	.000	.615	.479	.780	.619	.000	.916	.809

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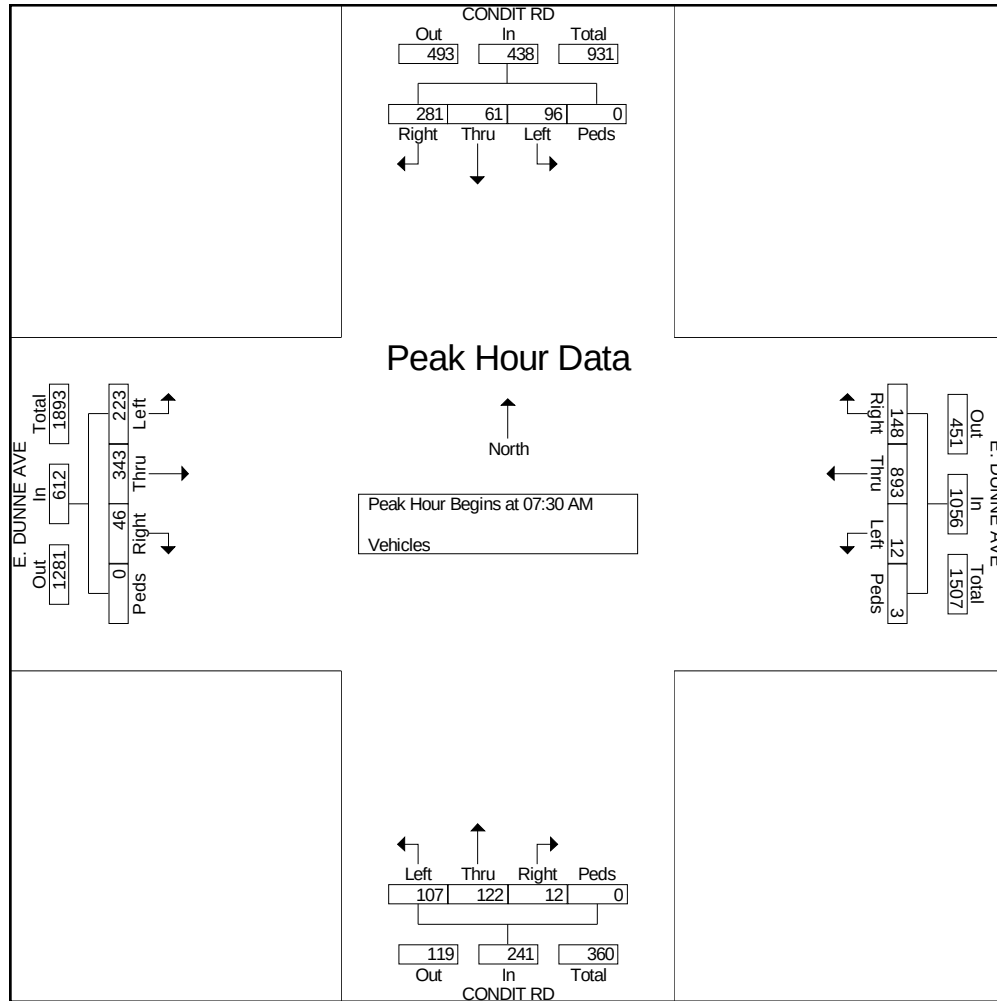
tdsbay@cs.com

File Name : 7AM FINAL

Site Code : 00000007

Start Date : 10/9/2007

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File Name : 7PM FINAL

Site Code : 00000007

Start Date : 10/9/2007

Page No : 1

Groups Printed- Vehicles

	CONDIT RD Southbound					E. DUNNE AVE Westbound					CONDIT RD Northbound					E. DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	41	8	19	0	68	17	107	7	0	131	13	19	19	0	51	19	126	41	0	186	436
04:15 PM	43	10	33	0	86	16	95	5	0	116	5	14	14	0	33	17	141	49	0	207	442
04:30 PM	35	16	29	0	80	17	93	9	0	119	6	16	15	0	37	10	132	56	0	198	434
04:45 PM	51	21	26	0	98	19	106	4	0	129	3	10	10	0	23	15	156	51	0	222	472
Total	170	55	107	0	332	69	401	25	0	495	27	59	58	0	144	61	555	197	0	813	1784
05:00 PM	47	25	32	0	104	21	98	5	0	124	8	9	9	0	26	14	173	64	0	251	505
05:15 PM	48	21	34	0	103	22	117	7	0	146	5	18	13	0	36	19	187	41	0	247	532
05:30 PM	51	18	26	0	95	15	120	7	0	142	1	15	15	0	31	10	216	49	0	275	543
05:45 PM	44	15	22	0	81	13	117	8	0	138	3	17	17	0	37	8	216	51	0	275	531
Total	190	79	114	0	383	71	452	27	0	550	17	59	54	0	130	51	792	205	0	1048	2111
Grand Total	360	134	221	0	715	140	853	52	0	1045	44	118	112	0	274	112	1347	402	0	1861	3895
Apprch %	50.3	18.7	30.9	0		13.4	81.6	5	0		16.1	43.1	40.9	0		6	72.4	21.6	0		
Total %	9.2	3.4	5.7	0	18.4	3.6	21.9	1.3	0	26.8	1.1	3	2.9	0	7	2.9	34.6	10.3	0	47.8	

	CONDIT RD Southbound					E. DUNNE AVE Westbound					CONDIT RD Northbound					E. DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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	47	25	32	0	104	21	98	5	0	124	8	9	9	0	26	14	173	64	0	251	505
05:15 PM	48	21	34	0	103	22	117	7	0	146	5	18	13	0	36	19	187	41	0	247	532
05:30 PM	51	18	26	0	95	15	120	7	0	142	1	15	15	0	31	10	216	49	0	275	543
05:45 PM	44	15	22	0	81	13	117	8	0	138	3	17	17	0	37	8	216	51	0	275	531
Total Volume	190	79	114	0	383	71	452	27	0	550	17	59	54	0	130	51	792	205	0	1048	2111
% App. Total	49.6	20.6	29.8	0		12.9	82.2	4.9	0		13.1	45.4	41.5	0		4.9	75.6	19.6	0		
PHF	.931	.790	.838	.000	.921	.807	.942	.844	.000	.942	.531	.819	.794	.000	.878	.671	.917	.801	.000	.953	.972

Traffic Data Service

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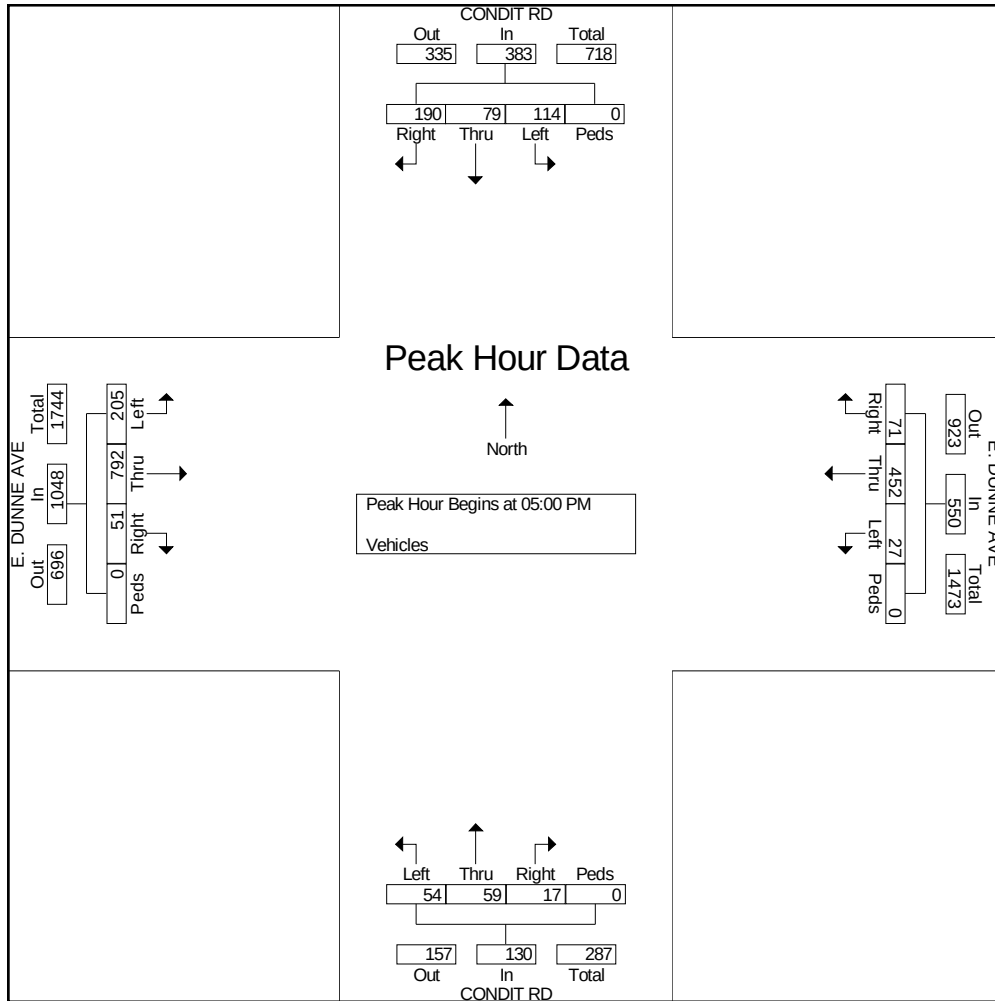
tdsbay@cs.com

File Name : 7PM FINAL

Site Code : 00000007

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File Name : 9AMFINAL

Site Code : 00000009

Start Date : 10/9/2007

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Groups Printed- Unshifted

	MONTEREY RD Southbound					TENNANT AVE Westbound					MONTEREY RD Northbound					TENNANT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	7	57	13	0	77	20	19	22	0	61	15	141	15	0	171	9	61	24	0	94	403
07:15 AM	9	69	10	0	88	21	28	24	0	73	18	152	10	0	180	10	68	36	0	114	455
07:30 AM	13	85	14	0	112	23	37	38	0	98	22	214	9	0	245	8	91	44	0	143	598
07:45 AM	15	142	24	0	181	39	44	45	0	128	18	215	12	0	245	6	67	41	0	114	668
Total	44	353	61	0	458	103	128	129	0	360	73	722	46	0	841	33	287	145	0	465	2124
08:00 AM	24	143	31	0	198	31	36	58	0	125	21	145	21	0	187	7	69	45	0	121	631
08:15 AM	10	105	22	0	137	20	33	35	0	88	27	126	22	0	175	11	41	36	0	88	488
08:30 AM	14	121	24	0	159	16	52	36	0	104	25	132	9	0	166	10	45	27	0	82	511
08:45 AM	15	87	23	0	125	14	51	42	0	107	18	109	15	0	142	9	52	24	0	85	459
Total	63	456	100	0	619	81	172	171	0	424	91	512	67	0	670	37	207	132	0	376	2089
Grand Total	107	809	161	0	1077	184	300	300	0	784	164	1234	113	0	1511	70	494	277	0	841	4213
Apprch %	9.9	75.1	14.9	0		23.5	38.3	38.3	0		10.9	81.7	7.5	0		8.3	58.7	32.9	0		
Total %	2.5	19.2	3.8	0	25.6	4.4	7.1	7.1	0	18.6	3.9	29.3	2.7	0	35.9	1.7	11.7	6.6	0	20	

	MONTEREY RD Southbound					TENNANT AVE Westbound					MONTEREY RD Northbound					TENNANT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	13	85	14	0	112	23	37	38	0	98	22	214	9	0	245	8	91	44	0	143	598
07:45 AM	15	142	24	0	181	39	44	45	0	128	18	215	12	0	245	6	67	41	0	114	668
08:00 AM	24	143	31	0	198	31	36	58	0	125	21	145	21	0	187	7	69	45	0	121	631
08:15 AM	10	105	22	0	137	20	33	35	0	88	27	126	22	0	175	11	41	36	0	88	488
Total Volume	62	475	91	0	628	113	150	176	0	439	88	700	64	0	852	32	268	166	0	466	2385
% App. Total	9.9	75.6	14.5	0		25.7	34.2	40.1	0		10.3	82.2	7.5	0		6.9	57.5	35.6	0		
PHF	.646	.830	.734	.000	.793	.724	.852	.759	.000	.857	.815	.814	.727	.000	.869	.727	.736	.922	.000	.815	.893

Traffic Data Service

Campbell, CA

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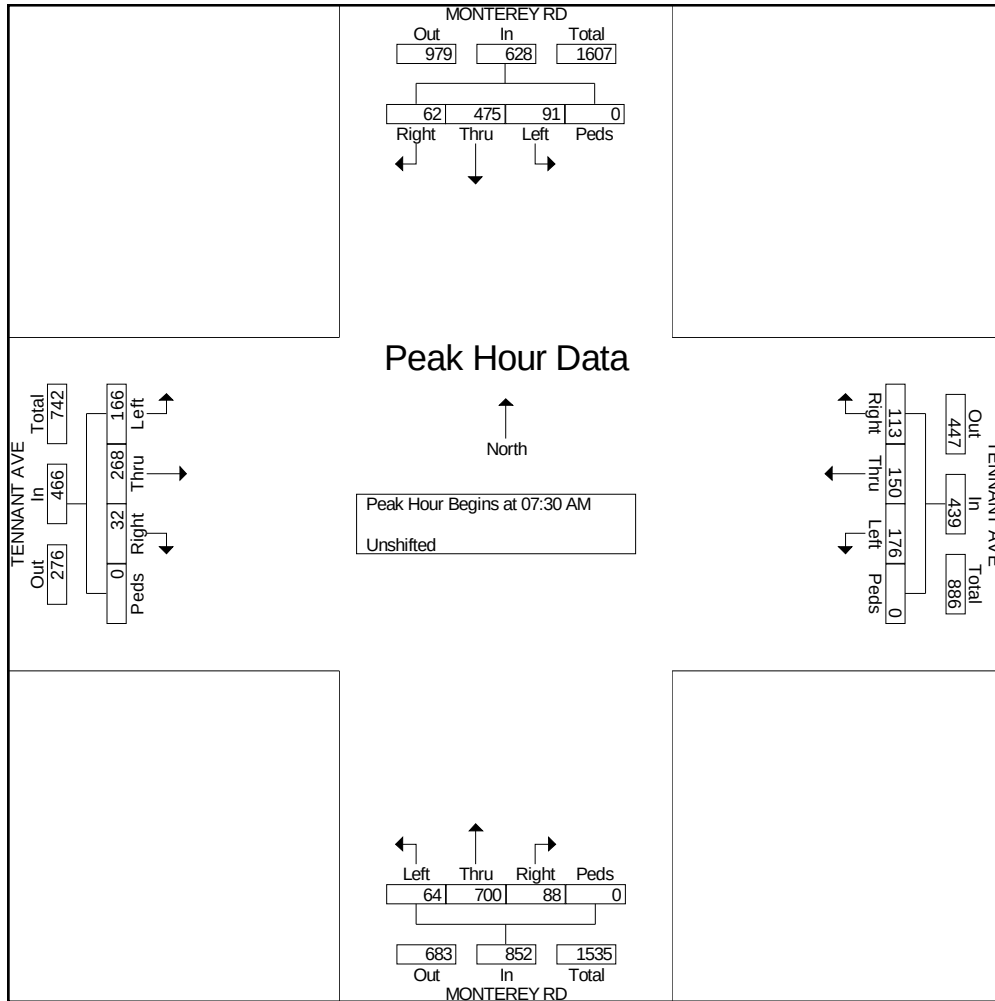
tdsbay@cs.com

File Name : 9AMFINAL

Site Code : 00000009

Start Date : 10/9/2007

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Traffic Data Service

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File Name : 9PMFINAL

Site Code : 00000009

Start Date : 10/9/2007

Page No : 1

Groups Printed- Unshifted

	MONTEREY RD Southbound					TENNANT AVE Westbound					MONTEREY RD Northbound					TENNANT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	19	173	69	0	261	17	65	97	0	179	22	120	15	0	157	10	76	32	0	118	715
04:15 PM	31	213	67	0	311	22	71	81	0	174	23	127	10	0	160	12	81	41	0	134	779
04:30 PM	35	234	73	0	342	29	68	98	0	195	25	146	17	0	188	15	79	34	0	128	853
04:45 PM	45	273	65	0	383	43	59	97	0	199	24	184	19	0	227	9	68	39	0	116	925
Total	130	893	274	0	1297	111	263	373	0	747	94	577	61	0	732	46	304	146	0	496	3272
05:00 PM	32	231	62	0	325	38	64	132	0	234	25	187	15	0	227	7	69	35	0	111	897
05:15 PM	26	224	58	0	308	41	70	119	0	230	26	110	15	0	151	13	59	41	0	113	802
05:30 PM	34	187	64	0	285	45	66	81	0	192	23	124	19	0	166	9	67	51	0	127	770
05:45 PM	41	183	45	0	269	35	67	78	0	180	14	141	21	0	176	10	54	29	0	93	718
Total	133	825	229	0	1187	159	267	410	0	836	88	562	70	0	720	39	249	156	0	444	3187
Grand Total	263	1718	503	0	2484	270	530	783	0	1583	182	1139	131	0	1452	85	553	302	0	940	6459
Apprch %	10.6	69.2	20.2	0		17.1	33.5	49.5	0		12.5	78.4	9	0		9	58.8	32.1	0		
Total %	4.1	26.6	7.8	0	38.5	4.2	8.2	12.1	0	24.5	2.8	17.6	2	0	22.5	1.3	8.6	4.7	0	14.6	

	MONTEREY RD Southbound					TENNANT AVE Westbound					MONTEREY RD Northbound					TENNANT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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	35	234	73	0	342	29	68	98	0	195	25	146	17	0	188	15	79	34	0	128	853
04:45 PM	45	273	65	0	383	43	59	97	0	199	24	184	19	0	227	9	68	39	0	116	925
05:00 PM	32	231	62	0	325	38	64	132	0	234	25	187	15	0	227	7	69	35	0	111	897
05:15 PM	26	224	58	0	308	41	70	119	0	230	26	110	15	0	151	13	59	41	0	113	802
Total Volume	138	962	258	0	1358	151	261	446	0	858	100	627	66	0	793	44	275	149	0	468	3477
% App. Total	10.2	70.8	19	0		17.6	30.4	52	0		12.6	79.1	8.3	0		9.4	58.8	31.8	0		
PHF	.767	.881	.884	.000	.886	.878	.932	.845	.000	.917	.962	.838	.868	.000	.873	.733	.870	.909	.000	.914	.940

Traffic Data Service

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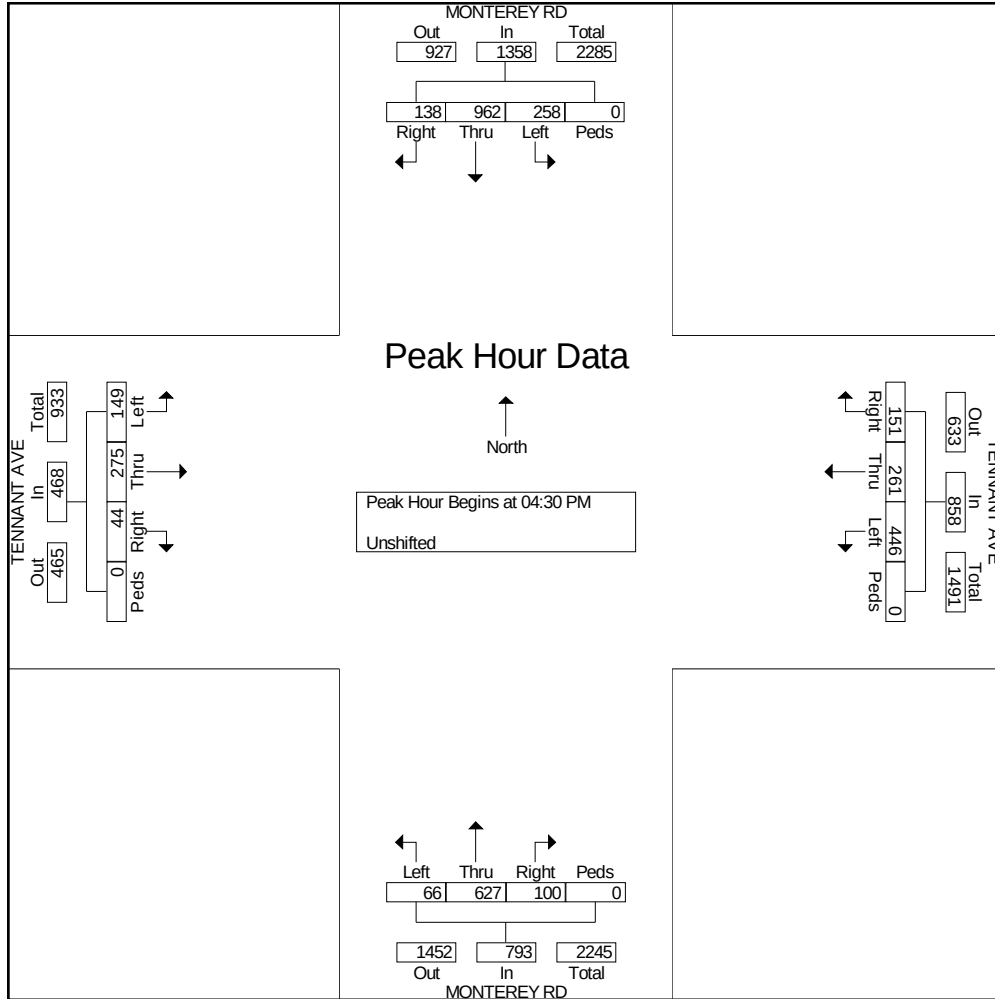
tdsbay@cs.com

File Name : 9PMFINAL

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File Name : 15AM FINAL

Site Code : 00000015

Start Date : 10/9/2007

Page No : 1

Groups Printed- Vehicles

	BUTTERFIELD BLVD Southbound					MAIN AVE Westbound					BUTTERFIELD BLVD Northbound					MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	8	21	7	0	36	56	52	16	0	124	19	189	18	0	226	11	30	27	0	68	454
07:15 AM	6	14	17	0	37	54	22	21	0	97	14	146	22	0	182	13	28	22	0	63	379
07:30 AM	5	26	22	0	53	110	49	26	0	185	22	174	39	0	235	17	64	27	0	108	581
07:45 AM	5	32	10	0	47	116	100	46	0	262	37	233	50	0	320	29	78	36	0	143	772
Total	24	93	56	0	173	336	223	109	0	668	92	742	129	0	963	70	200	112	0	382	2186
08:00 AM	14	45	30	0	89	64	75	43	0	182	27	142	46	0	215	32	64	40	0	136	622
08:15 AM	11	32	16	0	59	52	57	18	0	127	14	80	51	0	145	28	38	22	0	88	419
08:30 AM	17	16	8	0	41	39	39	13	0	91	10	73	74	0	157	29	37	31	0	97	386
08:45 AM	17	18	16	0	51	32	62	5	0	99	10	57	71	0	138	42	49	27	0	118	406
Total	59	111	70	0	240	187	233	79	0	499	61	352	242	0	655	131	188	120	0	439	1833
Grand Total	83	204	126	0	413	523	456	188	0	1167	153	1094	371	0	1618	201	388	232	0	821	4019
Apprch %	20.1	49.4	30.5	0		44.8	39.1	16.1	0		9.5	67.6	22.9	0		24.5	47.3	28.3	0		
Total %	2.1	5.1	3.1	0	10.3	13	11.3	4.7	0	29	3.8	27.2	9.2	0	40.3	5	9.7	5.8	0	20.4	

	BUTTERFIELD BLVD Southbound					MAIN AVE Westbound					BUTTERFIELD BLVD Northbound					MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	5	26	22	0	53	110	49	26	0	185	22	174	39	0	235	17	64	27	0	108	581
07:45 AM	5	32	10	0	47	116	100	46	0	262	37	233	50	0	320	29	78	36	0	143	772
08:00 AM	14	45	30	0	89	64	75	43	0	182	27	142	46	0	215	32	64	40	0	136	622
08:15 AM	11	32	16	0	59	52	57	18	0	127	14	80	51	0	145	28	38	22	0	88	419
Total Volume	35	135	78	0	248	342	281	133	0	756	100	629	186	0	915	106	244	125	0	475	2394
% App. Total	14.1	54.4	31.5	0		45.2	37.2	17.6	0		10.9	68.7	20.3	0		22.3	51.4	26.3	0		
PHF	.625	.750	.650	.000	.697	.737	.703	.723	.000	.721	.676	.675	.912	.000	.715	.828	.782	.781	.000	.830	.775

Traffic Data Service

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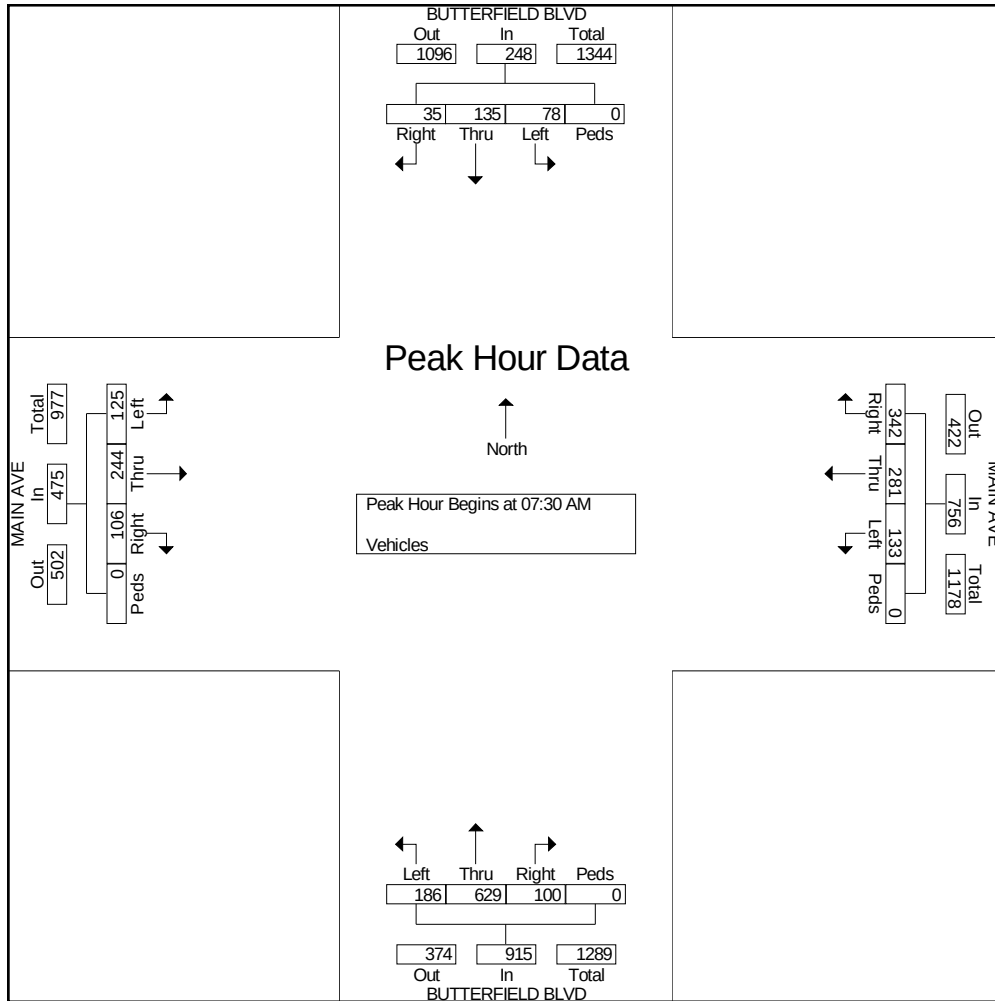
tdsbay@cs.com

File Name : 15AM FINAL

Site Code : 00000015

Start Date : 10/9/2007

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Site Code : 00000015

Start Date : 10/9/2007

Page No : 1

Groups Printed- Vehicles

	BUTTERFIELD BLVD Southbound					MAIN AVE Westbound					BUTTERFIELD BLVD Northbound					MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	29	101	29	0	159	21	41	19	0	81	13	48	34	0	95	35	52	13	0	100	435
04:15 PM	37	89	40	0	166	17	39	15	0	71	22	59	31	0	112	35	41	11	0	87	436
04:30 PM	41	92	29	0	162	17	45	22	0	84	28	50	44	0	122	35	51	26	0	112	480
04:45 PM	52	102	41	0	195	12	31	21	0	64	14	57	33	0	104	36	72	18	0	126	489
Total	159	384	139	0	682	67	156	77	0	300	77	214	142	0	433	141	216	68	0	425	1840
05:00 PM	48	110	45	0	203	19	62	18	0	99	11	55	48	0	114	22	59	25	0	106	522
05:15 PM	33	124	73	0	230	22	59	17	0	98	28	57	50	0	135	32	49	18	0	99	562
05:30 PM	37	81	63	0	181	28	62	16	0	106	24	64	54	0	142	46	56	29	0	131	560
05:45 PM	27	67	51	0	145	24	45	19	0	88	27	60	53	0	140	34	64	24	0	122	495
Total	145	382	232	0	759	93	228	70	0	391	90	236	205	0	531	134	228	96	0	458	2139
Grand Total	304	766	371	0	1441	160	384	147	0	691	167	450	347	0	964	275	444	164	0	883	3979
Apprch %	21.1	53.2	25.7	0		23.2	55.6	21.3	0		17.3	46.7	36	0		31.1	50.3	18.6	0		
Total %	7.6	19.3	9.3	0	36.2	4	9.7	3.7	0	17.4	4.2	11.3	8.7	0	24.2	6.9	11.2	4.1	0	22.2	

	BUTTERFIELD BLVD Southbound					MAIN AVE Westbound					BUTTERFIELD BLVD Northbound					MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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	48	110	45	0	203	19	62	18	0	99	11	55	48	0	114	22	59	25	0	106	522
05:15 PM	33	124	73	0	230	22	59	17	0	98	28	57	50	0	135	32	49	18	0	99	562
05:30 PM	37	81	63	0	181	28	62	16	0	106	24	64	54	0	142	46	56	29	0	131	560
05:45 PM	27	67	51	0	145	24	45	19	0	88	27	60	53	0	140	34	64	24	0	122	495
Total Volume	145	382	232	0	759	93	228	70	0	391	90	236	205	0	531	134	228	96	0	458	2139
% App. Total	19.1	50.3	30.6	0		23.8	58.3	17.9	0		16.9	44.4	38.6	0		29.3	49.8	21	0		
PHF	.755	.770	.795	.000	.825	.830	.919	.921	.000	.922	.804	.922	.949	.000	.935	.728	.891	.828	.000	.874	.952

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Campbell, CA

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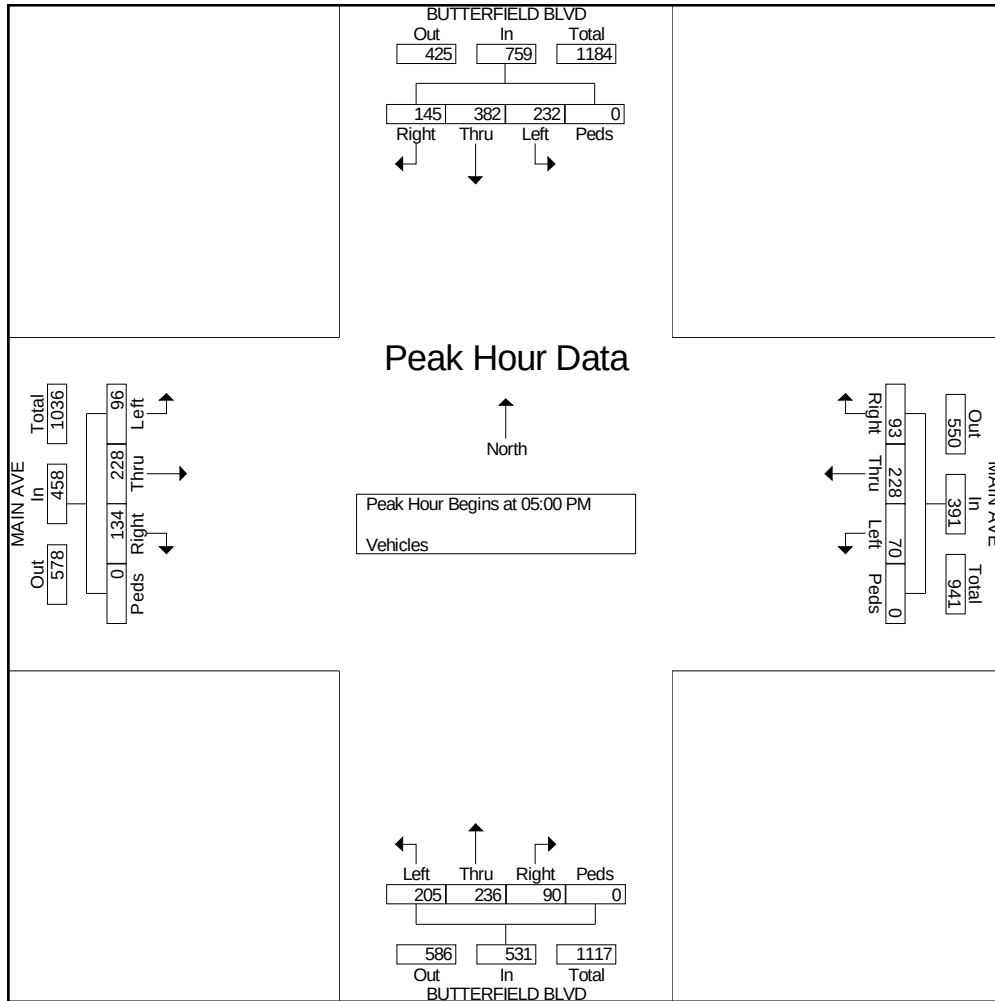
tdsbay@cs.com

File Name : 15PM FINAL

Site Code : 00000015

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File Name : 7AMFINAL

Site Code : 00000007

Start Date : 6/6/2007

Page No : 1

Groups Printed- Vehicles

	CONDIT RD Southbound					E MAIN AVE Westbound					CONDIT RD Northbound					E MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	5	0	0	5	5	15	3	0	23	10	13	8	0	31	13	12	22	0	47	106
07:15 AM	2	17	3	0	22	4	19	6	0	29	13	6	13	0	32	15	10	13	0	38	121
07:30 AM	17	6	2	0	25	1	39	41	0	81	64	5	13	0	82	32	37	7	0	76	264
07:45 AM	6	2	3	0	11	30	138	87	0	255	120	46	39	0	205	20	225	29	0	274	745
Total	25	30	8	0	63	40	211	137	0	388	207	70	73	0	350	80	284	71	0	435	1236
08:00 AM	3	9	3	0	15	48	94	83	0	225	126	33	25	0	184	15	49	23	0	87	511
08:15 AM	13	2	8	0	23	4	21	13	0	38	10	6	28	0	44	9	11	18	0	38	143
08:30 AM	6	3	2	0	11	3	20	16	0	39	10	7	31	0	48	18	18	12	0	48	146
08:45 AM	5	4	4	0	13	8	30	24	0	62	18	9	27	0	54	16	31	14	0	61	190
Total	27	18	17	0	62	63	165	136	0	364	164	55	111	0	330	58	109	67	0	234	990
Grand Total	52	48	25	0	125	103	376	273	0	752	371	125	184	0	680	138	393	138	0	669	2226
Apprch %	41.6	38.4	20	0		13.7	50	36.3	0		54.6	18.4	27.1	0		20.6	58.7	20.6	0		
Total %	2.3	2.2	1.1	0	5.6	4.6	16.9	12.3	0	33.8	16.7	5.6	8.3	0	30.5	6.2	17.7	6.2	0	30.1	

	CONDIT RD Southbound					E MAIN AVE Westbound					CONDIT RD Northbound					E MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	17	6	2	0	25	1	39	41	0	81	64	5	13	0	82	32	37	7	0	76	264
07:45 AM	6	2	3	0	11	30	138	87	0	255	120	46	39	0	205	20	225	29	0	274	745
08:00 AM	3	9	3	0	15	48	94	83	0	225	126	33	25	0	184	15	49	23	0	87	511
08:15 AM	13	2	8	0	23	4	21	13	0	38	10	6	28	0	44	9	11	18	0	38	143
Total Volume	39	19	16	0	74	83	292	224	0	599	320	90	105	0	515	76	322	77	0	475	1663
% App. Total	52.7	25.7	21.6	0		13.9	48.7	37.4	0		62.1	17.5	20.4	0		16	67.8	16.2	0		
PHF	.574	.528	.500	.000	.740	.432	.529	.644	.000	.587	.635	.489	.673	.000	.628	.594	.358	.664	.000	.433	.558

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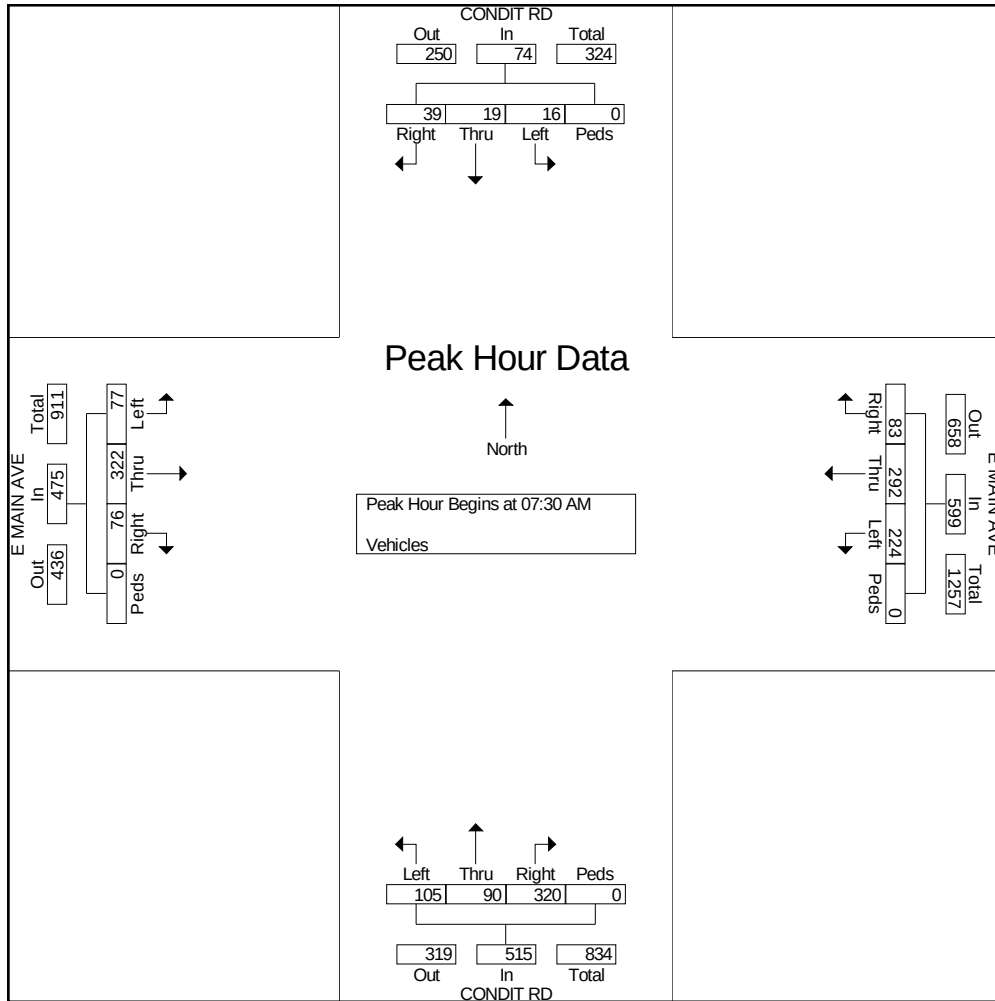
tdsbay@cs.com

File Name : 7AMFINAL

Site Code : 00000007

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File Name : 7PMFINAL

Site Code : 00000007

Start Date : 6/6/2007

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Groups Printed- Vehicles

	CONDIT RD Southbound					E MAIN AVE Westbound					CONDIT RD Northbound					E MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	17	13	2	0	32	1	17	11	0	29	5	13	23	0	41	14	19	9	0	42	144
04:15 PM	10	5	3	0	18	3	12	4	0	19	7	10	17	0	34	20	20	8	0	48	119
04:30 PM	22	13	3	0	38	1	24	8	0	33	12	10	16	0	38	23	23	6	0	52	161
04:45 PM	20	12	2	0	34	3	20	9	0	32	4	10	25	0	39	26	14	9	0	49	154
Total	69	43	10	0	122	8	73	32	0	113	28	43	81	0	152	83	76	32	0	191	578
05:00 PM	12	19	4	0	35	2	15	9	0	26	16	10	19	0	45	31	26	14	0	71	177
05:15 PM	30	20	0	0	50	3	17	10	0	30	13	10	25	0	48	27	28	11	0	66	194
05:30 PM	21	8	2	0	31	2	14	8	0	24	6	6	30	0	42	17	21	11	0	49	146
05:45 PM	28	13	8	0	49	3	20	12	0	35	16	14	35	0	65	31	23	13	0	67	216
Total	91	60	14	0	165	10	66	39	0	115	51	40	109	0	200	106	98	49	0	253	733
Grand Total	160	103	24	0	287	18	139	71	0	228	79	83	190	0	352	189	174	81	0	444	1311
Apprch %	55.7	35.9	8.4	0		7.9	61	31.1	0		22.4	23.6	54	0		42.6	39.2	18.2	0		
Total %	12.2	7.9	1.8	0	21.9	1.4	10.6	5.4	0	17.4	6	6.3	14.5	0	26.8	14.4	13.3	6.2	0	33.9	

	CONDIT RD Southbound					E MAIN AVE Westbound					CONDIT RD Northbound					E MAIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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	12	19	4	0	35	2	15	9	0	26	16	10	19	0	45	31	26	14	0	71	177
05:15 PM	30	20	0	0	50	3	17	10	0	30	13	10	25	0	48	27	28	11	0	66	194
05:30 PM	21	8	2	0	31	2	14	8	0	24	6	6	30	0	42	17	21	11	0	49	146
05:45 PM	28	13	8	0	49	3	20	12	0	35	16	14	35	0	65	31	23	13	0	67	216
Total Volume	91	60	14	0	165	10	66	39	0	115	51	40	109	0	200	106	98	49	0	253	733
% App. Total	55.2	36.4	8.5	0		8.7	57.4	33.9	0		25.5	20	54.5	0		41.9	38.7	19.4	0		
PHF	.758	.750	.438	.000	.825	.833	.825	.813	.000	.821	.797	.714	.779	.000	.769	.855	.875	.875	.000	.891	.848

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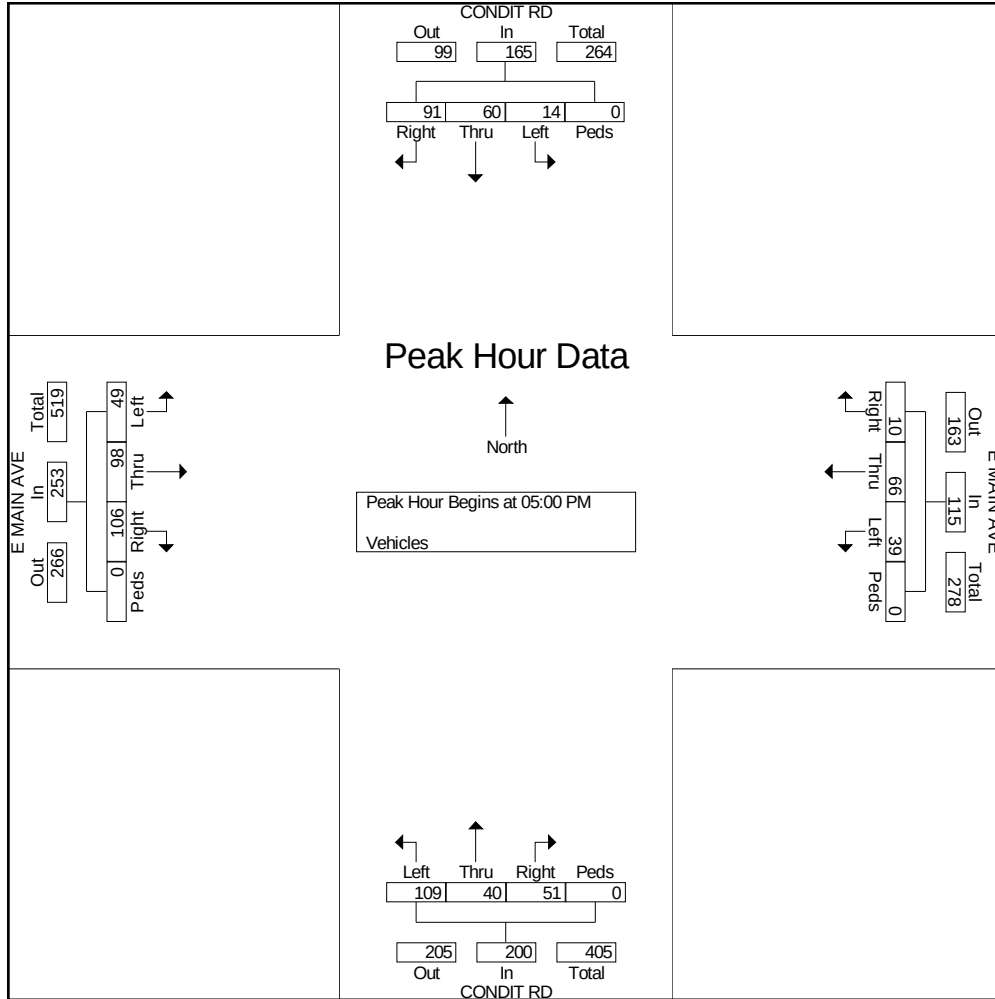
tdsbay@cs.com

File Name : 7PMFINAL

Site Code : 00000007

Start Date : 6/6/2007

Page No : 2



APPENDIX C:
INTERSECTION LEVEL OF SERVICE CALCULATIONS

City of Morgan Hill Travel Demand Forecasting
SJ07-989

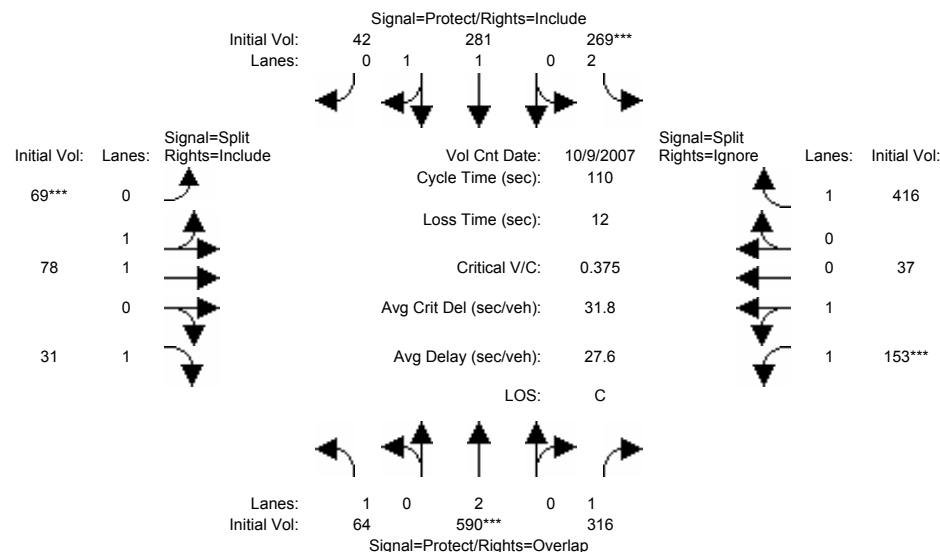
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		???				Existing AM				2015 Current GP AM (2)						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Cochrane Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	27.6	0.375	31.8	C	30.3	0.655	+ 0.281	34.5	+ 2.7	?	xx.x	x.xxx	xx.x
#2	Cochrane Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	B	16.7	0.347	21.1	C-	33.0	0.499	+ 0.153	37.3	+ 16.2	?	xx.x	x.xxx	xx.x
#3	Monterey Road / Central Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	16.0	0.000	1.3	F	101.4	0.000	+ 0.000	5.2	+ 3.9	?	xx.x	x.xxx	xx.x
#4	Monterey Road / Keystone Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.7	0.000	0.1	B	13.7	0.000	+ 0.000	0.2	+ 0.1	?	xx.x	x.xxx	xx.x
#5	Main Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	D	43.4	0.552	44.1	D	49.4	0.819	+ 0.267	53.8	+ 9.6	?	xx.x	x.xxx	xx.x
#6	Del Monte Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	13.5	0.000	1.2	C	15.1	0.000	+ 0.000	2.5	+ 1.3	?	xx.x	x.xxx	xx.x
#7	Hale Avenue / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	11.0	0.498	11.0	B	14.1	0.513	+ 0.015	14.1	+ 3.1	?	xx.x	x.xxx	xx.x
#8	Depot Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	15.9	0.000	1.1	C	23.5	0.000	+ 0.000	2.6	+ 1.5	?	xx.x	x.xxx	xx.x
#9	Monterey Road / 1st Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.2	0.000	0.1	B	12.0	0.000	+ 0.000	0.2	+ 0.1	?	xx.x	x.xxx	xx.x
#10	Monterey Road / 2nd Street	?	xx.x	x.xxx	xx.x	B+	10.7	0.218	7.5	B+	12.0	0.360	+ 0.142	9.2	+ 1.7	?	xx.x	x.xxx	xx.x
#11	Monterey Road / 3rd Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.5	0.000	0.2	B	12.3	0.000	+ 0.000	0.3	+ 0.1	?	xx.x	x.xxx	xx.x
#12	Monterey Road / 4th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	14.2	0.000	0.2	D	31.9	0.000	+ 0.000	1.5	+ 1.4	?	xx.x	x.xxx	xx.x
#13	Monterey Road / 5th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	17.9	0.000	0.5	D	34.5	0.000	+ 0.000	2.0	+ 1.5	?	xx.x	x.xxx	xx.x
#14	Dunne Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	28.6	0.391	26.9	C	30.1	0.517	+ 0.126	28.5	+ 1.6	?	xx.x	x.xxx	xx.x
#15	Del Monte Street / Dunne Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	12.0	0.000	2.8	B	13.7	0.000	+ 0.000	3.4	+ 0.6	?	xx.x	x.xxx	xx.x
#16	Church Street / Dunne Avenue	?	xx.x	x.xxx	xx.x	B-	18.8	0.284	18.4	C+	21.5	0.308	+ 0.024	21.3	+ 2.9	?	xx.x	x.xxx	xx.x
#17	Dunne Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	C	30.7	0.529	33.5	C-	32.3	0.549	+ 0.020	32.0	- 1.5	?	xx.x	x.xxx	xx.x
#18	US 101 SB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	C+	20.7	0.410	25.7	B-	19.9	0.476	+ 0.066	26.3	+ 0.6	?	xx.x	x.xxx	xx.x
#19	US 101 NB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	B	14.4	0.349	14.9	B	12.1	0.337	- 0.012	12.1	- 2.8	?	xx.x	x.xxx	xx.x
#20	Dunne Ave/Condit Rd	?	xx.x	x.xxx	xx.x	C-	32.7	0.697	34.4	C-	32.8	0.738	+ 0.041	34.9	+ 0.4	?	xx.x	x.xxx	xx.x
#21	Tennant Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	25.6	0.404	24.7	C-	32.6	0.399	- 0.005	31.1	+ 6.5	?	xx.x	x.xxx	xx.x
#22	Main Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	C-	34.4	0.530	35.0	D+	36.3	0.660	+ 0.130	33.9	- 1.1	?	xx.x	x.xxx	xx.x
#23	Condit Road / Main Avenue	?	xx.x	x.xxx	xx.x	B+	10.8	0.449	11.6	B+	11.2	0.463	+ 0.014	11.8	+ 0.1	?	xx.x	x.xxx	xx.x
#24	Hale Avenue / Dunne Avenue (us) [- future unsignalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	B	13.9	0.449	+ 0.449	13.9	+ 13.9	?	xx.x	x.xxx	xx.x
#224	Hale Avenue / Dunne Avenue [- future signalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	C+	20.4	0.265	+ 0.265	19.9	+ 19.9	?	xx.x	x.xxx	xx.x

City of Morgan Hill Travel Demand Forecasting
SJ07-989

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

Intersection #1: Cochrane Ave/Monterey Rd



Street Name: Monterey Road Cochrane Avenue

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

Volume Module: >> Count Date: 9 Oct 2007 << 7:30am-8:15am

Base Vol:	64	590	316	269	281	42	69	78	31	153	37	416
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	590	316	269	281	42	69	78	31	153	37	416
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	590	316	269	281	42	69	78	31	153	37	416
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	64	590	316	269	281	42	69	78	31	153	37	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	590	316	269	281	42	69	78	31	153	37	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	64	590	316	269	281	42	69	78	31	153	37	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	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	1.73	0.27	0.96	1.04	1.00	1.62	0.38	1.00
Final Sat.:	1750	3800	1750	3150	3219	481	1736	1962	1750	2859	691	1750

Capacity Analysis Module:

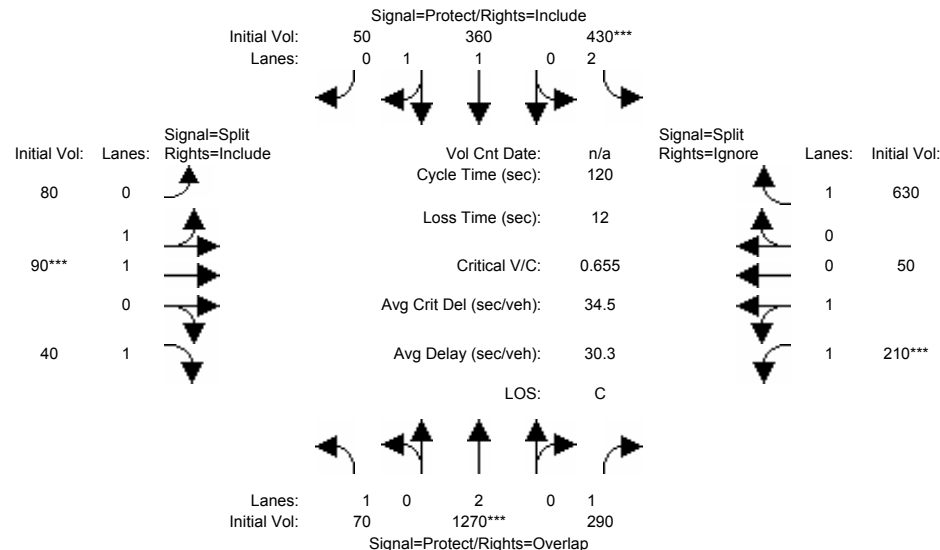
Vol/Sat:	0.04	0.16	0.18	0.09	0.09	0.09	0.04	0.04	0.02	0.05	0.05	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	29.1	45.6	61.3	25.1	41.5	41.5	11.7	11.7	11.7	15.7	15.7	0.0
Volume/Cap:	0.14	0.37	0.32	0.37	0.23	0.23	0.37	0.37	0.17	0.37	0.37	0.00
Delay/Veh:	31.0	22.5	13.4	36.2	23.4	23.4	46.4	46.4	45.2	43.2	43.2	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:	31.0	22.5	13.4	36.2	23.4	23.4	46.4	46.4	45.2	43.2	43.2	0.0
LOS by Move:	C	C+	B	D+	C	C	D	D	D	D	D	A
HCM2kAvgQ:	2	7	6	4	4	4	3	3	1	3	3	0

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #1: Cochrane Ave/Monterey Rd

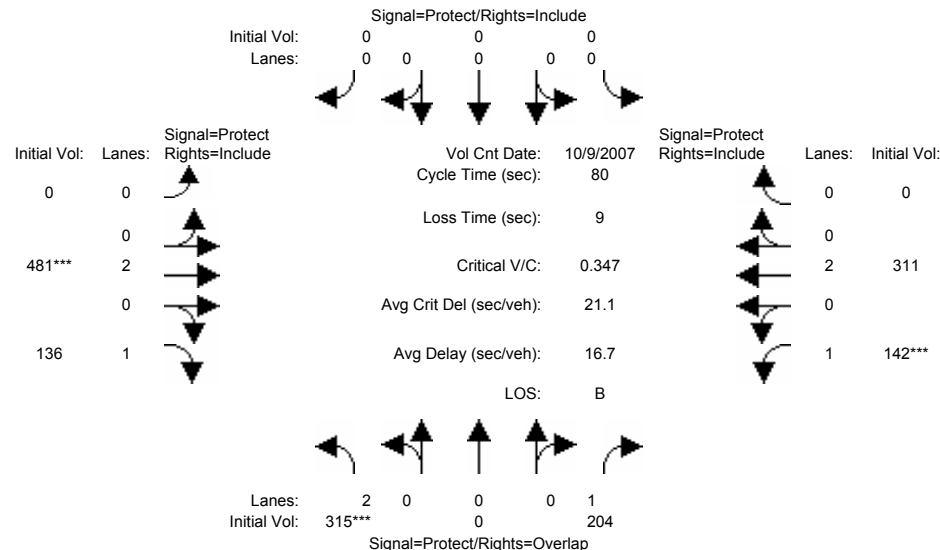


Street Name:	Monterey Road						Cochrane Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- -----												
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	70	1270	290	430	360	50	80	90	40	210	50	630
Growth Adj:	1.00	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	1270	290	430	360	50	80	90	40	210	50	630
Added Vol:	0	0	0	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	1270	290	430	360	50	80	90	40	210	50	630
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:	70	1270	290	430	360	50	80	90	40	210	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1270	290	430	360	50	80	90	40	210	50	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	1270	290	430	360	50	80	90	40	210	50	0
----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.95	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	1.75	0.25	0.97	1.03	1.00	1.62	0.38	1.00
Final Sat.:	1750	3800	1750	3150	3248	451	1740	1958	1750	2867	683	1750
----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.17	0.14	0.11	0.11	0.05	0.05	0.02	0.07	0.07	0.00
Crit Moves:	****		****				****		****			
Green Time:	29.2	60.2	73.4	24.6	55.6	55.6	10.0	10.0	10.0	13.2	13.2	0.0
Volume/Cap:	0.16	0.67	0.27	0.67	0.24	0.24	0.55	0.55	0.27	0.67	0.67	0.00
Delay/Veh:	35.9	23.3	11.0	46.6	19.5	19.5	55.0	55.0	52.6	55.6	55.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	23.3	11.0	46.6	19.5	19.5	55.0	55.0	52.6	55.6	55.6	0.0
LOS by Move:	D+	C	B+	D	B-	B-	D-	D-	D-	E+	E+	A
HCM2kAvgQ:	2	17	5	9	4	4	4	4	2	5	5	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

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

Intersection #2: Cochrane Ave/Butterfield Blvd



Street Name: Butterfield Boulevard Cochrane Avenue

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

Volume Module: >> Count Date: 9 Oct 2007 << 7:15am-8:00am

Base Vol:	315	0	204	0	0	0	0	481	136	142	311	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:	315	0	204	0	0	0	0	481	136	142	311	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:	315	0	204	0	0	0	0	481	136	142	311	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:	315	0	204	0	0	0	0	481	136	142	311	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	0	204	0	0	0	0	481	136	142	311	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:	315	0	204	0	0	0	0	481	136	142	311	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:

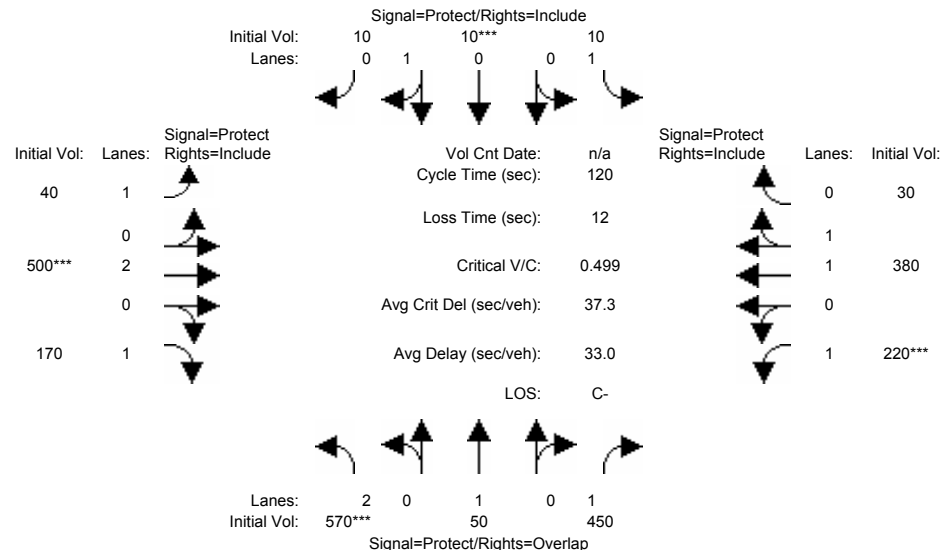
Vol/Sat:	0.10	0.00	0.12	0.00	0.00	0.00	0.00	0.13	0.08	0.08	0.08	0.00
Crit Moves:	****							****				
Green Time:	23.1	0.0	41.8	0.0	0.0	0.0	0.0	29.2	29.2	18.7	47.9	0.0
Volume/Cap:	0.35	0.00	0.22	0.00	0.00	0.00	0.00	0.35	0.21	0.35	0.14	0.00
Delay/Veh:	22.7	0.0	10.5	0.0	0.0	0.0	0.0	18.6	17.7	26.1	7.0	0.0
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:	22.7	0.0	10.5	0.0	0.0	0.0	0.0	18.6	17.7	26.1	7.0	0.0
LOS by Move:	C+	A	B+	A	A	A	A	B-	B	C	A	A
HCM2kAvgQ:	4	0	3	0	0	0	0	4	2	3	2	0

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #2: Cochrane Ave/Butterfield Blvd

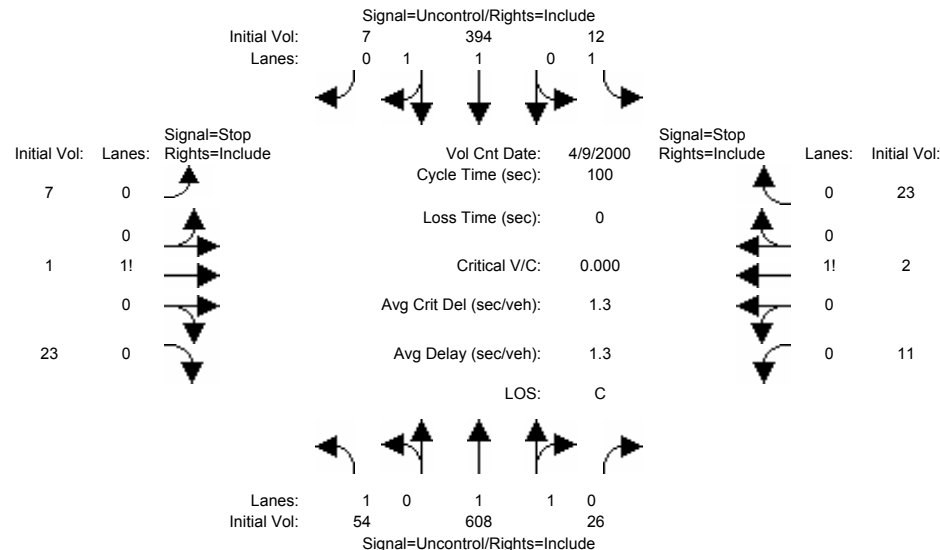


Street Name:	Butterfield Boulevard						Cochrane Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	570	50	450	10	10	10	40	500	170	220	380	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	570	50	450	10	10	10	40	500	170	220	380	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:	570	50	450	10	10	10	40	500	170	220	380	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:	570	50	450	10	10	10	40	500	170	220	380	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	570	50	450	10	10	10	40	500	170	220	380	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	570	50	450	10	10	10	40	500	170	220	380	30
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	0.98	0.95
Lanes:	2.00	1.00	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.85	0.15
Final Sat.:	3150	1900	1750	1750	900	900	1750	3800	1750	1750	3429	271
Capacity Analysis Module:												
Vol/Sat:	0.18	0.03	0.26	0.01	0.01	0.01	0.02	0.13	0.10	0.13	0.11	0.11
Crit Moves:	****			****			****		****			
Green Time:	40.5	35.0	63.1	15.5	10.0	10.0	19.8	29.4	29.4	28.1	37.7	37.7
Volume/Cap:	0.54	0.09	0.49	0.04	0.13	0.13	0.14	0.54	0.40	0.54	0.35	0.35
Delay/Veh:	32.7	31.0	18.6	45.8	51.4	51.4	43.0	40.0	38.5	41.6	31.9	31.9
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:	32.7	31.0	18.6	45.8	51.4	51.4	43.0	40.0	38.5	41.6	31.9	31.9
LOS by Move:	C-	C	B-	D	D-	D-	D	D	D+	D	C	C
HCM2kAvgQ:	10	1	11	0	1	1	1	8	5	7	6	6
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

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

Intersection #3: Monterey Road / Central Avenue (us) [- unsignalized]



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: 9 Apr 2000 << 8:00am-8:45am

Base Vol:	54	608	26	12	394	7	7	1	23	11	2	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:	54	608	26	12	394	7	7	1	23	11	2	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:	54	608	26	12	394	7	7	1	23	11	2	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:	54	608	26	12	394	7	7	1	23	11	2	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	54	608	26	12	394	7	7	1	23	11	2	23

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	401	xxxx	xxxxxx	634	xxxx	xxxxxx	835	1164	201	951	1154	317
Potent Cap.:	1169	xxxx	xxxxxx	959	xxxx	xxxxxx	264	196	813	218	199	685
Move Cap.:	1169	xxxx	xxxxxx	959	xxxx	xxxxxx	242	185	813	201	187	685
Volume/Cap:	0.05	xxxx	xxxx	0.01	xxxx	xxxx	0.03	0.01	0.03	0.05	0.01	0.03

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.2	xxxx	xxxxxx	8.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	495	xxxxxx	xxxx	364	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.2	xxxxxx	xxxxxx	0.3	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	12.8	xxxxxx	xxxxxx	16.0	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	12.8	xxxxxx	xxxxxx	16.0	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	B	*	*	C	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    54 608 26      12 394 7      7 1 23      11 2 23
ApproachDel:    xxxxxx      xxxxxx      12.8      16.0
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=31]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1168]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=36]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1168]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    54 608 26      12 394 7      7 1 23      11 2 23
-----|-----|-----|-----|-----|

```

Major Street Volume: 1101

Minor Approach Volume: 36

Minor Approach Volume Threshold: 252

SIGNAL WARRANT DISCLAIMER

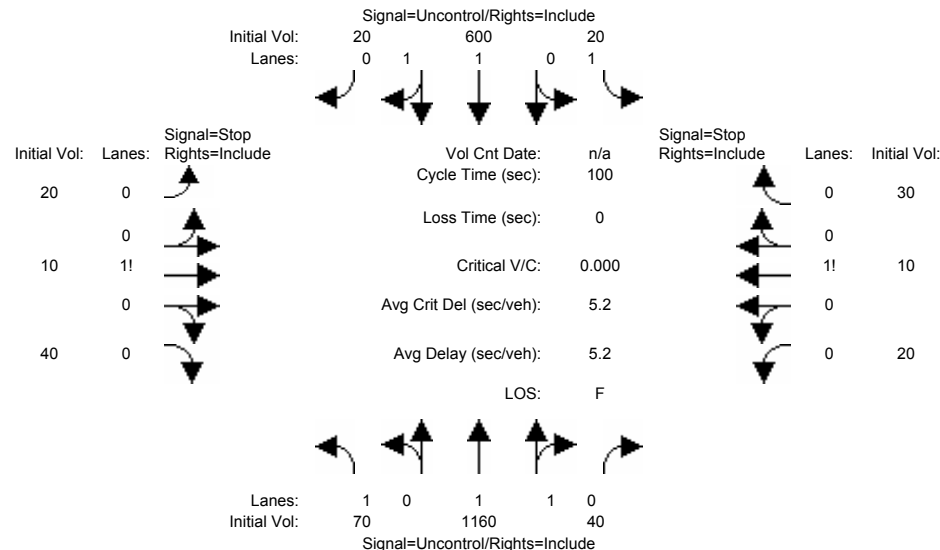
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #3: Monterey Road / Central Avenue (us) [- unsignalized]



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:

Base Vol:	70	1160	40	20	600	20	20	10	40	20	10	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:	70	1160	40	20	600	20	20	10	40	20	10	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:	70	1160	40	20	600	20	20	10	40	20	10	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:	70	1160	40	20	600	20	20	10	40	20	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	70	1160	40	20	600	20	20	10	40	20	10	30

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	620	xxxx	xxxxxx	1200	xxxx	xxxxxx	1375	1990	310	1665	1980	600
Potent Cap.:	970	xxxx	xxxxxx	589	xxxx	xxxxxx	106	61	692	65	62	449
Move Cap.:	970	xxxx	xxxxxx	589	xxxx	xxxxxx	79	55	692	48	56	449
Volume/Cap:	0.07	xxxx	xxxx	0.03	xxxx	xxxx	0.25	0.18	0.06	0.41	0.18	0.07

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	9.0	xxxx	xxxxxx	11.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
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	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	142	xxxxxx	xxxx	91	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	2.3	xxxxxx	xxxxxx	3.2	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	52.7	xxxxxx	xxxxxx	100	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	52.7	xxxxxx	xxxxxx	100.4	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	F	*	*	F	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met


```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    70 1160      40 20 600 20      20 10 40      20 10 30
ApproachDel:    xxxxxx      xxxxxx      52.7      100.4
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=70]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2040]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.7]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=60]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2040]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    70 1160      40 20 600 20      20 10 40      20 10 30
-----|-----|-----|-----|-----|

```

Major Street Volume: 1910

Minor Approach Volume: 70

Minor Approach Volume Threshold: 62 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

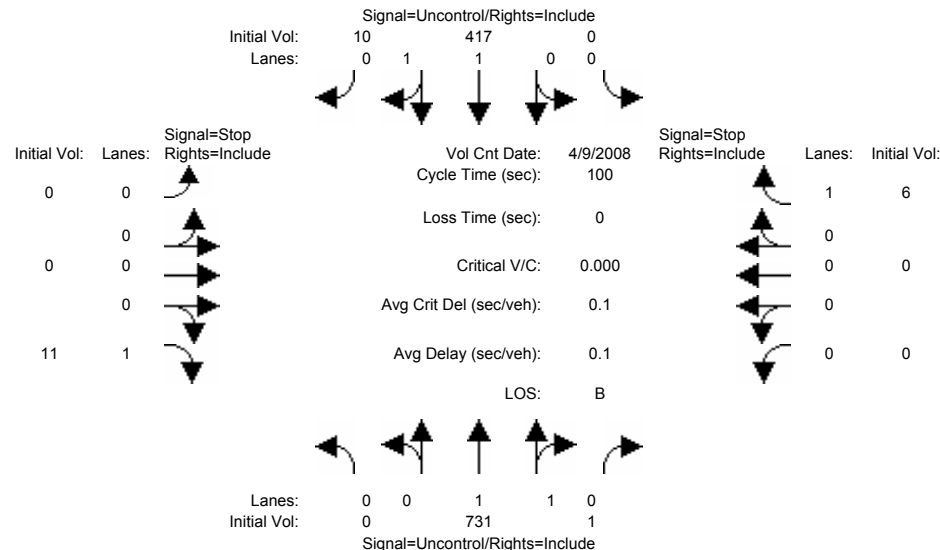
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

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

Intersection #4: Monterey Road / Keystone Avenue (us) [- unsignalized]



Street Name: Monterey Road Keystone 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: 9 Apr 2008 << 7:45am-8:30am

Base Vol:	0	731	1	0	417	10	0	0	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:	0	731	1	0	417	10	0	0	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:	0	731	1	0	417	10	0	0	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:	0	731	1	0	417	10	0	0	11	0	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	731	1	0	417	10	0	0	11	0	0	6

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.9	xxxxx	xxxxx	6.9
FollowUpTim:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.3	xxxxx	xxxxx	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	214	xxxxx	xxxxx	366
Potent Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	798	xxxxx	xxxxx	637
Move Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	798	xxxxx	xxxxx	637
Volume/Cap:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.01	xxxxx	xxxxx	0.01

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.0
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	9.6	xxxxx	xxxxx	10.7
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	LT - LTR - RT	
Shared Cap.:	xxxxx	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	xxxxx
Shrd ConDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx								9.6			10.7
ApproachLOS:	*	*								A			B

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

Peak Hour Delay Signal Warrant Report

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 731      1 0 417 10      0 0 11      0 0 6
ApproachDel:    xxxxxx      xxxxxx      9.6      10.7
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=11]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1176]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=6]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1176]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 731      1 0 417 10      0 0 11      0 0 6
-----|-----|-----|-----|-----|

```

Major Street Volume: 1159

Minor Approach Volume: 11

Minor Approach Volume Threshold: 234

SIGNAL WARRANT DISCLAIMER

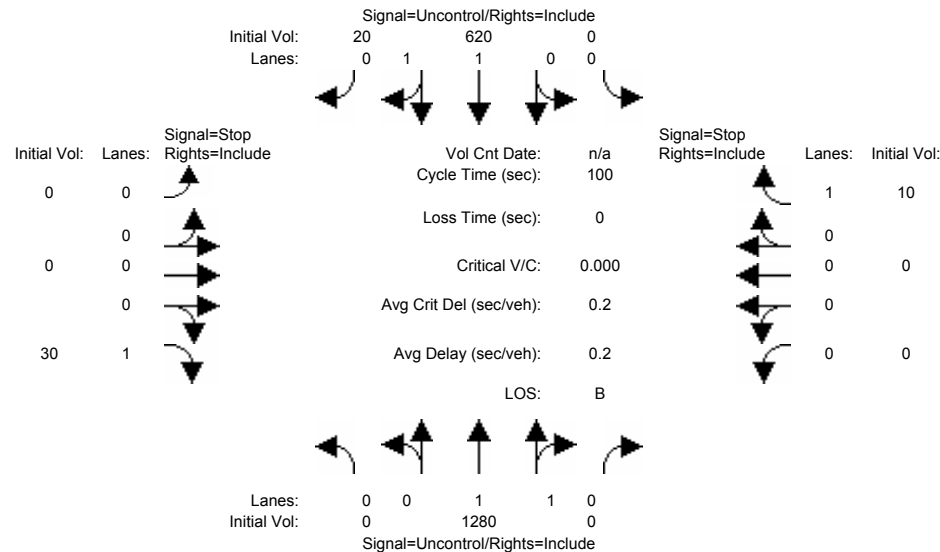
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #4: Monterey Road / Keystone Avenue (us) [- unsignalized]



Street Name: Monterey Road Keystone 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:

Base Vol:	0	1280	0	0	620	20	0	0	30	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1280	0	0	620	20	0	0	30	0	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1280	0	0	620	20	0	0	30	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1280	0	0	620	20	0	0	30	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1280	0	0	620	20	0	0	30	0	0	10

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	6.9	xxxxxx	xxxxxx	6.9
FollowUpTim:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	3.3	xxxxxx	xxxxxx	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	320	xxxxxx	xxxxxx	640
Potent Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	682	xxxxxx	xxxxxx	423
Move Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	682	xxxxxx	xxxxxx	423
Volume/Cap:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.04	xxxxxx	xxxxxx	0.02

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	0.1
Control Del:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.5	xxxxxx	xxxxxx	13.7
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.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.5	xxxxxx	xxxxxx	13.7
ApproachLOS:	*	*	*	*	*	*	*	*	B	*	*	B

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

Peak Hour Delay Signal Warrant Report

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 1 0      0 0 0 0 1
Initial Vol:    0 1280      0 0 620 20      0 0 30      0 0 10
ApproachDel:    xxxxxx      xxxxxx      10.5      13.7
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1960]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=10]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1960]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 1 0      0 0 0 0 1
Initial Vol:    0 1280      0 0 620 20      0 0 30      0 0 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1920

Minor Approach Volume: 30

Minor Approach Volume Threshold: 60 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

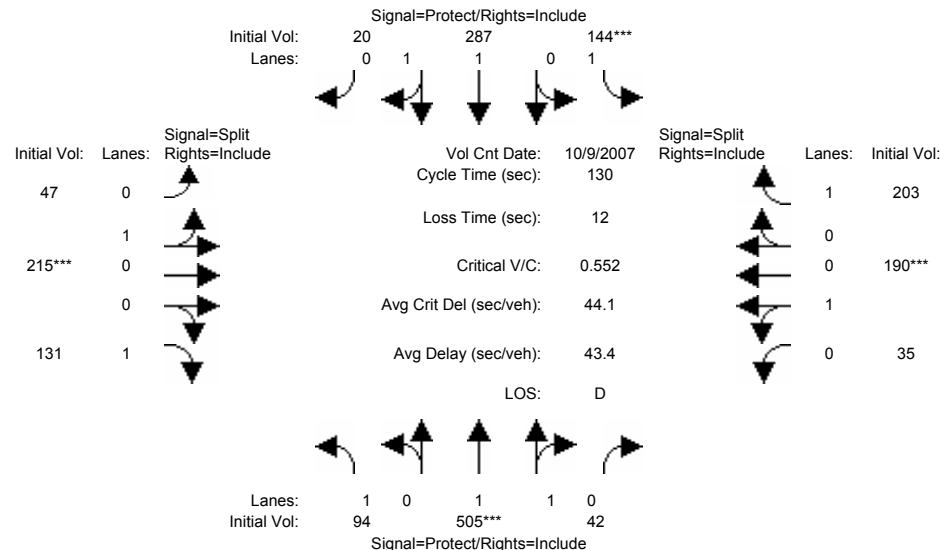
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

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

Intersection #5: Main Ave/Monterey Rd



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

Volume Module: >> Count Date: 9 Oct 2007 << 7:45am-8:30am

Base Vol:	94	505	42	144	287	20	47	215	131	35	190	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	505	42	144	287	20	47	215	131	35	190	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	505	42	144	287	20	47	215	131	35	190	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	505	42	144	287	20	47	215	131	35	190	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	505	42	144	287	20	47	215	131	35	190	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	94	505	42	144	287	20	47	215	131	35	190	203

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	1.84	0.16	1.00	1.87	0.13	0.18	0.82	1.00	0.16	0.84	1.00
Final Sat.:	1750	3416	284	1750	3459	241	323	1477	1750	280	1520	1750

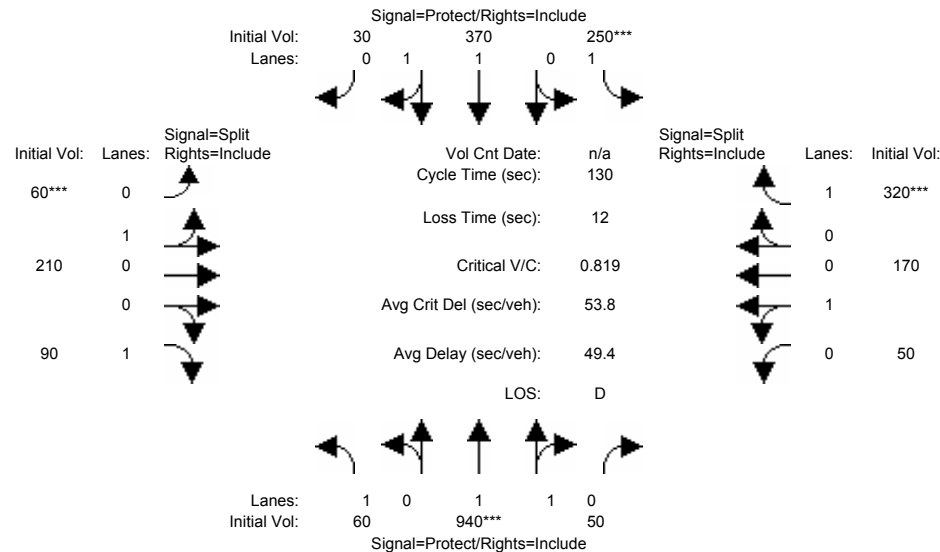
Capacity Analysis Module:

Vol/Sat:	0.05	0.15	0.15	0.08	0.08	0.08	0.15	0.15	0.07	0.13	0.13	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.3	34.8	34.8	19.4	32.9	32.9	34.3	34.3	34.3	29.5	29.5	29.5
Volume/Cap:	0.33	0.55	0.55	0.55	0.33	0.33	0.55	0.55	0.28	0.55	0.55	0.51
Delay/Veh:	48.7	41.5	41.5	53.8	39.8	39.8	42.6	42.6	38.4	46.1	46.1	45.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	41.5	41.5	53.8	39.8	39.8	42.6	42.6	38.4	46.1	46.1	45.1
LOS by Move:	D	D	D	D-	D	D	D	D	D+	D	D	D
HCM2kAvgQ:	3	9	9	6	5	5	10	10	4	9	9	8

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #5: Main Ave/Monterey Rd

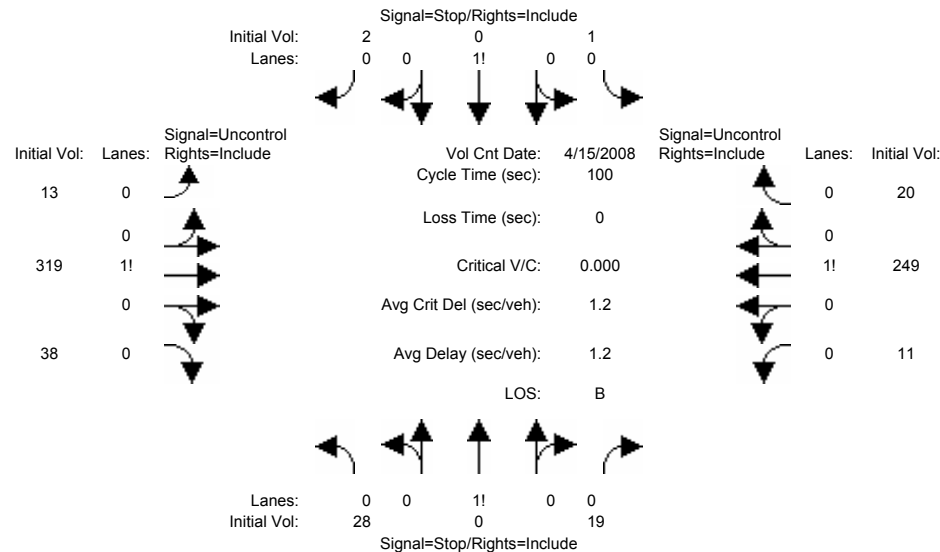


Street Name:	Monterey Road						Main Avenue									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
----- ----- ----- ----- -----																
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10	10	10	
----- ----- ----- ----- -----																
Volume Module:																
Base Vol:	60	940	50	250	370	30	60	210	90	50	170	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	1.00	1.00	1.00	
Initial Bse:	60	940	50	250	370	30	60	210	90	50	170	320				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	60	940	50	250	370	30	60	210	90	50	170	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	1.00	1.00	1.00	
PHF Adj:	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:	60	940	50	250	370	30	60	210	90	50	170	320				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	60	940	50	250	370	30	60	210	90	50	170	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	1.00	1.00	1.00	
MLF Adj:	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:	60	940	50	250	370	30	60	210	90	50	170	320				
----- ----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	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	0.95	0.92	0.95	0.92	
Lanes:	1.00	1.90	0.10	1.00	1.85	0.15	0.22	0.78	1.00	0.23	0.77	1.00				
Final Sat.:	1750	3513	187	1750	3422	277	400	1400	1750	409	1391	1750				
----- ----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.03	0.27	0.27	0.14	0.11	0.11	0.15	0.15	0.05	0.12	0.12	0.18				
Crit Moves:	****			****			****			****						
Green Time:	21.7	42.5	42.5	22.7	43.5	43.5	23.8	23.8	23.8	29.0	29.0	29.0				
Volume/Cap:	0.21	0.82	0.82	0.82	0.32	0.32	0.82	0.82	0.28	0.55	0.55	0.82				
Delay/Veh:	47.1	44.8	44.8	67.5	32.4	32.4	65.9	65.9	46.2	46.3	46.3	60.8				
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:	47.1	44.8	44.8	67.5	32.4	32.4	65.9	65.9	46.2	46.3	46.3	60.8				
LOS by Move:	D	D	D	E	C-	C-	E	E	D	D	D	E				
HCM2kAvgQ:	2	19	19	11	6	6	13	13	3	9	9	15				
Note: Queue reported is the number of cars per lane.																

City of Morgan Hill Travel Demand Forecasting
SJ07-989

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

Intersection #6: Del Monte Street / Main Avenue (us) [- unsignalized]



Street Name: Del Monte 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: 15 Apr 2008 << 7:15am-8:00am

Base Vol:	28	0	19	1	0	2	13	319	38	11	249	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	0	19	1	0	2	13	319	38	11	249	20
Added Vol:	0	0	0	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	0	19	1	0	2	13	319	38	11	249	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	19	1	0	2	13	319	38	11	249	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	28	0	19	1	0	2	13	319	38	11	249	20

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	646	655	338	655	664	259	269	xxxx	xxxxxx	357	xxxx	xxxxxx
Potent Cap.:	387	388	709	382	384	785	1306	xxxx	xxxxxx	1213	xxxx	xxxxxx
Move Cap.:	381	381	709	367	376	785	1306	xxxx	xxxxxx	1213	xxxx	xxxxxx
Volume/Cap:	0.07	0.00	0.03	0.00	0.00	0.00	0.01	xxxx	xxxxxx	0.01	xxxx	xxxxxx

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 0.0 xxxx xxxxxx 0.0 xxxx xxxxxx

Control Del:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 7.8 xxxx xxxxxx 8.0 xxxx xxxxxx

LOS by Move: * * * * * A * * * A * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxx 468 xxxxxx xxxx 569 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx

SharedQueue:xxxxxx 0.3 xxxxxx xxxxxx 0.0 xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx

Shrd ConDel:xxxxxx 13.5 xxxxxx xxxxxx 11.4 xxxxxx xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx

Shared LOS: * B * * B * * * * * * * *

ApproachDel: 13.5 11.4 xxxxxxxx xxxxxxxx

ApproachLOS: B B * *

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

Peak Hour Delay Signal Warrant Report

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met


```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    28  0  19      1  0  2      13 319  38      11 249  20
ApproachDel:    13.5           11.4           xxxxxxx           xxxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=47]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=700]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=3]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=700]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    28  0  19      1  0  2      13 319  38      11 249  20
-----|-----|-----|-----|-----|

```

Major Street Volume: 650

Minor Approach Volume: 47

Minor Approach Volume Threshold: 334

SIGNAL WARRANT DISCLAIMER

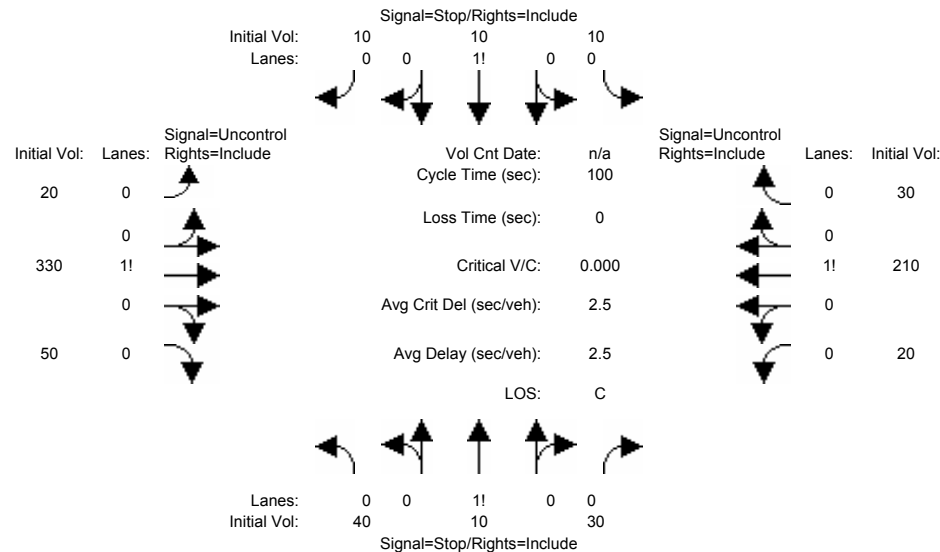
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #6: Del Monte Street / Main Avenue (us) [- unsignalized]



Street Name: Del Monte 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:

Base Vol:	40	10	30	10	10	10	20	330	50	20	210	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:	40	10	30	10	10	10	20	330	50	20	210	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:	40	10	30	10	10	10	20	330	50	20	210	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:	40	10	30	10	10	10	20	330	50	20	210	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	10	30	10	10	10	20	330	50	20	210	30

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	670	675	355	680	685	225	240	xxxx	xxxxxx	380	xxxx	xxxxxx
Potent Cap.:	373	378	693	368	373	819	1339	xxxx	xxxxxx	1190	xxxx	xxxxxx
Move Cap.:	352	366	693	336	361	819	1339	xxxx	xxxxxx	1190	xxxx	xxxxxx
Volume/Cap:	0.11	0.03	0.04	0.03	0.03	0.01	0.01	xxxx	xxxxxx	0.02	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Control Del:	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx	7.7	xxxx	xxxxxx	8.1	xxxx	xxxxxx
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	435	xxxxxx	xxxx	431	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxx	0.7	xxxxxx	xxxxx	0.2	xxxxxx	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxx	15.1	xxxxxx	xxxxx	14.0	xxxxxx	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx
Shared LOS:	*	C	*	*	B	*	*	*	*	*	*	*
ApproachDel:	15.1			14.0			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    40 10 30        10 10 10        20 330 50        20 210 30
ApproachDel:    15.1            14.0            xxxxxx            xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=80]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=770]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=770]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    40 10 30        10 10 10        20 330 50        20 210 30
-----|-----|-----|-----|-----|

```

Major Street Volume: 660

Minor Approach Volume: 80

Minor Approach Volume Threshold: 330

SIGNAL WARRANT DISCLAIMER

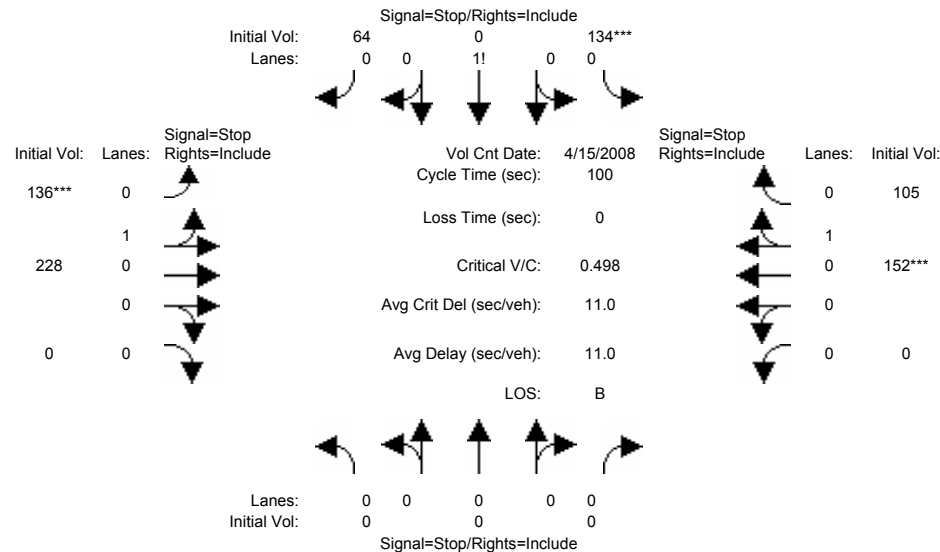
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

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

Intersection #7: Hale Avenue / Main Avenue (us) [- unsignalized]



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

Volume Module: >> Count Date: 15 Apr 2008 << 7:15am-8:00am

Base Vol:	0	0	0	134	0	64	136	228	0	0	152	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	0	134	0	64	136	228	0	0	152	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	0	134	0	64	136	228	0	0	152	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	0	134	0	64	136	228	0	0	152	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	134	0	64	136	228	0	0	152	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	134	0	64	136	228	0	0	152	105

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	0.68	0.00	0.32	0.37	0.63	0.00	0.00	0.59	0.41
Final Sat.:	0	0	0	437	0	209	273	458	0	0	445	307

Capacity Analysis Module:

Vol/Sat:	xxxx	xxxx	xxxx	0.31	xxxx	0.31	0.50	0.50	xxxx	xxxx	0.34	0.34
Crit Moves:				****		****				****		
Delay/Veh:	0.0	0.0	0.0	10.2	0.0	10.2	12.2	12.2	0.0	0.0	9.9	9.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.2	0.0	10.2	12.2	12.2	0.0	0.0	9.9	9.9
LOS by Move:	*	*	*	B	*	B	B	B	*	*	A	A
ApproachDel:	xxxxxx			10.2			12.2				9.9	
Delay Adj:	xxxxxx			1.00			1.00				1.00	
ApprAdjDel:	xxxxxx			10.2			12.2				9.9	
LOS by Appr:	*			B			B				A	
AllWayAvgQ:	0.0	0.0	0.0	0.4	0.4	0.4	0.9	0.9	0.9	0.5	0.5	0.5

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Hale Avenue / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0	0	0	0	134	0	0	64	136	228	0	0	152	105						
Major Street Volume:					621															
Minor Approach Volume:					198															
Minor Approach Volume Threshold:					346															

SIGNAL WARRANT DISCLAIMER

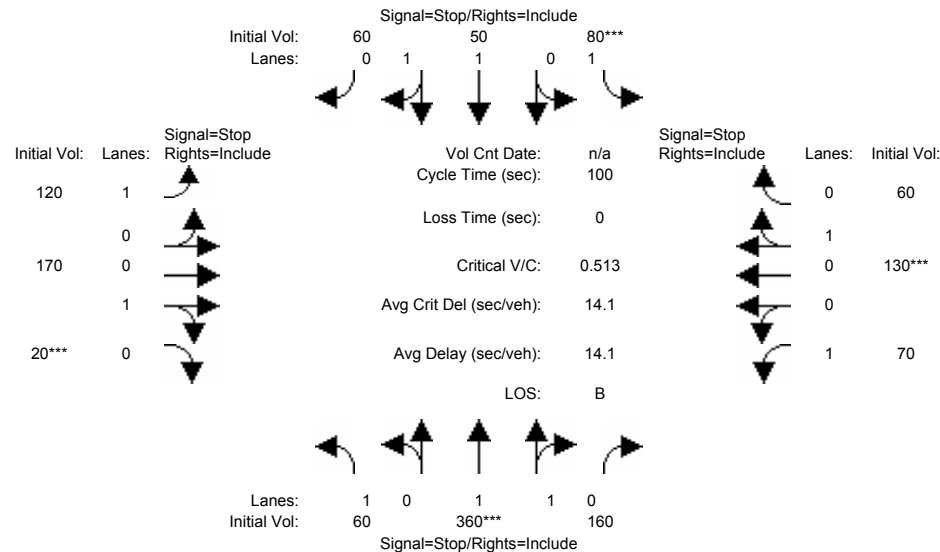
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #7: Hale Avenue / Main Avenue (us) [- unsignalized]



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

Volume Module:

Base Vol:	60	360	160	80	50	60	120	170	20	70	130	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	360	160	80	50	60	120	170	20	70	130	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	360	160	80	50	60	120	170	20	70	130	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	360	160	80	50	60	120	170	20	70	130	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	360	160	80	50	60	120	170	20	70	130	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	60	360	160	80	50	60	120	170	20	70	130	60

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	1.38	0.62	1.00	1.00	1.00	1.00	0.89	0.11	1.00	0.68	0.32
Final Sat.:	461	702	326	405	427	467	452	438	52	444	336	155

Capacity Analysis Module:

Vol/Sat:	0.13	0.51	0.49	0.20	0.12	0.13	0.27	0.39	0.39	0.16	0.39	0.39
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	11.3	16.3	15.2	13.0	11.5	10.8	12.9	13.9	13.9	11.8	13.7	13.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	16.3	15.2	13.0	11.5	10.8	12.9	13.9	13.9	11.8	13.7	13.7
LOS by Move:	B	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:	15.5			11.9			13.5			13.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.5			11.9			13.5			13.2		
LOS by Appr:	C			B			B			B		
AllWayAvgQ:	0.1	1.0	0.9	0.2	0.1	0.1	0.3	0.6	0.6	0.2	0.5	0.5

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Hale Avenue / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0
Initial Vol:	60	360	160			80	50	60			120	170	20			70	130	60		
Major Street Volume:	770																			
Minor Approach Volume:	310																			
Minor Approach Volume Threshold:	486																			

SIGNAL WARRANT DISCLAIMER

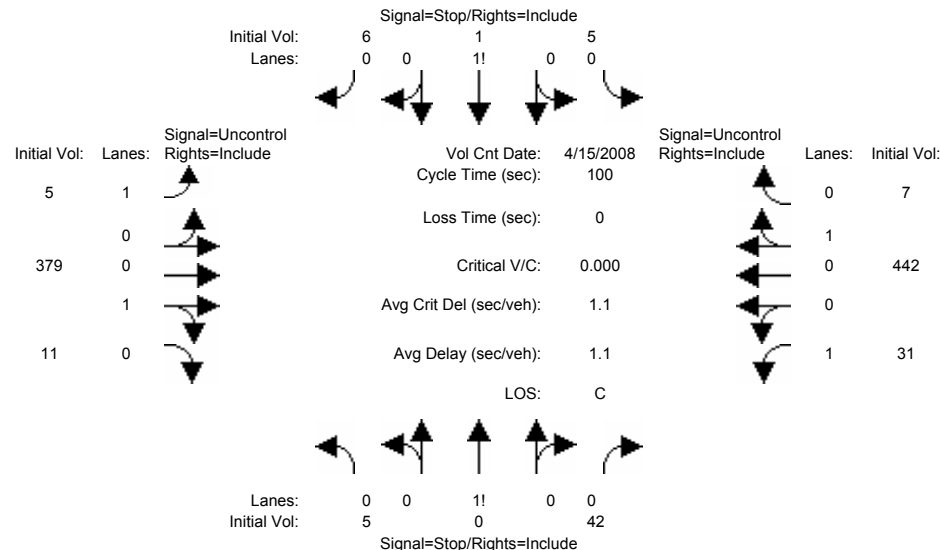
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

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

Intersection #8: Depot Street / Main Avenue (us) [- unsignalized]



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: 15 Apr 2008 << 7:45am-8:30am

Base Vol:	5	0	42	5	1	6	5	379	11	31	442	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	42	5	1	6	5	379	11	31	442	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	0	42	5	1	6	5	379	11	31	442	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	42	5	1	6	5	379	11	31	442	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	0	42	5	1	6	5	379	11	31	442	7

-----|-----|-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

-----|-----|-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	906	906	385	923	908	446	449	xxxx	xxxxxx	390	xxxx	xxxxxx
Potent Cap.:	259	278	668	252	278	617	1122	xxxx	xxxxxx	1180	xxxx	xxxxxx
Move Cap.:	250	270	668	231	269	617	1122	xxxx	xxxxxx	1180	xxxx	xxxxxx
Volume/Cap:	0.02	0.00	0.06	0.02	0.00	0.01	0.00	xxxx	xxxxxx	0.03	xxxx	xxxxxx

-----|-----|-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxxx xxxx xxxx xxxxxx 0.0 xxxx xxxxxx 0.1 xxxx xxxxxx

Control Del:xxxxxx xxxx xxxxxx xxxxxx xxxx xxxxxx 8.2 xxxx xxxxxx 8.1 xxxx xxxxxx

LOS by Move: * * * * * A * * * A * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxx 567 xxxxxx xxxx 342 xxxxxx xxxx xxxx xxxxxx xxxx xxxx xxxxxx

SharedQueue:xxxxxx 0.3 xxxxxx xxxxxx 0.1 xxxxxx xxxx xxxx xxxxxx xxxxxx xxxx xxxxxx

Shrd ConDel:xxxxxx 11.9 xxxxxx xxxxxx 15.9 xxxxxx xxxx xxxx xxxxxx xxxxxx xxxx xxxxxx

Shared LOS: * B * * C * * * * * * * *

ApproachDel: 11.9 15.9 xxxxxx xxxxxx

ApproachLOS: B C * *

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

Peak Hour Delay Signal Warrant Report

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met


```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    5 0 42          5 1 6          5 379 11      31 442 7
ApproachDel:    11.9            15.9            xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=47]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=934]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=12]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=934]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    5 0 42          5 1 6          5 379 11      31 442 7
-----|-----|-----|-----|-----|

```

Major Street Volume: 875

Minor Approach Volume: 47

Minor Approach Volume Threshold: 331

SIGNAL WARRANT DISCLAIMER

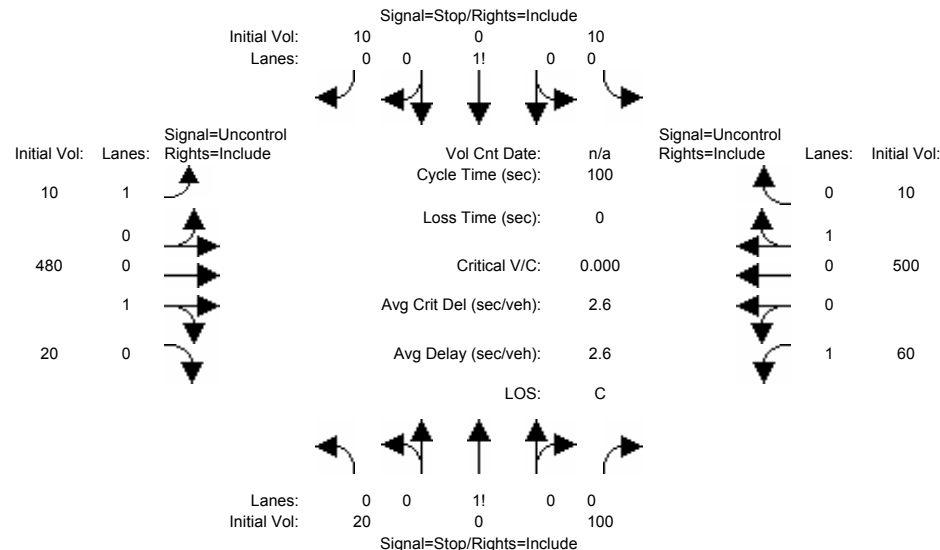
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #8: Depot Street / Main Avenue (us) [- unsignalized]



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
-----		-----			-----			-----			-----					
Volume Module:																
Base Vol:		20	0	100	10	0	10	10	480	20	60	500	10			
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:		20	0	100	10	0	10	10	480	20	60	500	10			
Added Vol:		0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:		20	0	100	10	0	10	10	480	20	60	500	10			
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:		20	0	100	10	0	10	10	480	20	60	500	10			
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:		20	0	100	10	0	10	10	480	20	60	500	10			
-----		-----			-----			-----			-----					
Critical Gap Module:																
Critical Gp:		7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx			
FollowUpTim:		3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx			
-----		-----			-----			-----			-----					
Capacity Module:																
Cnflct Vol:		1140	1140	490	1185	1145	505	510	xxxx	xxxxxx	500	xxxx	xxxxxx			
Potent Cap.:		180	203	582	167	201	571	1065	xxxx	xxxxxx	1075	xxxx	xxxxxx			
Move Cap.:		168	190	582	132	188	571	1065	xxxx	xxxxxx	1075	xxxx	xxxxxx			
Volume/Cap:		0.12	0.00	0.17	0.08	0.00	0.02	0.01	xxxx	xxxx	0.06	xxxx	xxxx			
-----		-----			-----			-----			-----					
Level Of Service Module:																
2Way95thQ:		xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.2	xxxx	xxxxxx			
Control Del:		xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.4	xxxx	xxxxxx	8.5	xxxx	xxxxxx			
LOS by Move:		*	*	*	*	*	*	A	*	*	A	*	*			
Movement:		LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT			
Shared Cap.:		xxxx	412	xxxxxx	xxxx	214	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:		xxxxxx	1.2	xxxxxx	xxxxxx	0.3	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:		xxxxxx	17.3	xxxxxx	xxxxxx	23.5	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:		*	C	*	*	C	*	*	*	*	*	*	*			
ApproachDel:		17.3			23.5			xxxxxxx			xxxxxxx					
ApproachLOS:		C			C			*			*					

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

Peak Hour Delay Signal Warrant Report

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    20  0  100      10  0  10      10 480  20      60 500  10
ApproachDel:     17.3           23.5           xxxxxx           xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=120]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1220]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1220]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    20  0  100      10  0  10      10 480  20      60 500  10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1080

Minor Approach Volume: 120

Minor Approach Volume Threshold: 258

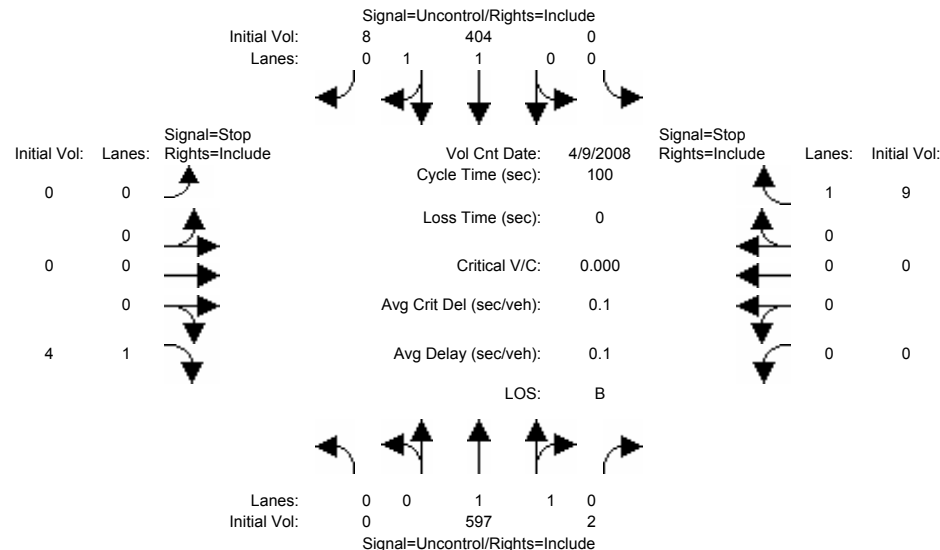
SIGNAL WARRANT DISCLAIMER

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City of Morgan Hill Travel Demand Forecasting
SJ07-989Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #9: Monterey Road / 1st Street (us) [- unsignalized]



Street Name: Monterey Road 1st 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: 9 Apr 2008 << 8:00am-8:45am

Base Vol:	0	597	2	0	404	8	0	0	4	0	0	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	597	2	0	404	8	0	0	4	0	0	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	597	2	0	404	8	0	0	4	0	0	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	597	2	0	404	8	0	0	4	0	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	597	2	0	404	8	0	0	4	0	0	9

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.9	xxxxx	xxxxx	6.9
FollowUpTim:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.3	xxxxx	xxxxx	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	206	xxxxx	xxxxx	300
Potent Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	807	xxxxx	xxxxx	703
Move Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	807	xxxxx	xxxxx	703
Volume/Cap:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.00	xxxxx	xxxxx	0.01

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.0
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	9.5	xxxxx	xxxxx	10.2
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	LT - LTR - RT	
Shared Cap.:	xxxxx	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	xxxxx
Shrd ConDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	9.5	xxxxxx	xxxxxx	10.2
ApproachLOS:	*	*	*	*	*	*	*	*	*	A	*	*	B

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 597      2 0 404      8 0 0      4 0 0 0 1
ApproachDel:    xxxxxx      xxxxxx      9.5      10.2
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=4]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1024]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=9]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1024]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 597      2 0 404      8 0 0      4 0 0 0 1
-----|-----|-----|-----|-----|

```

Major Street Volume: 1011

Minor Approach Volume: 9

Minor Approach Volume Threshold: 281

SIGNAL WARRANT DISCLAIMER

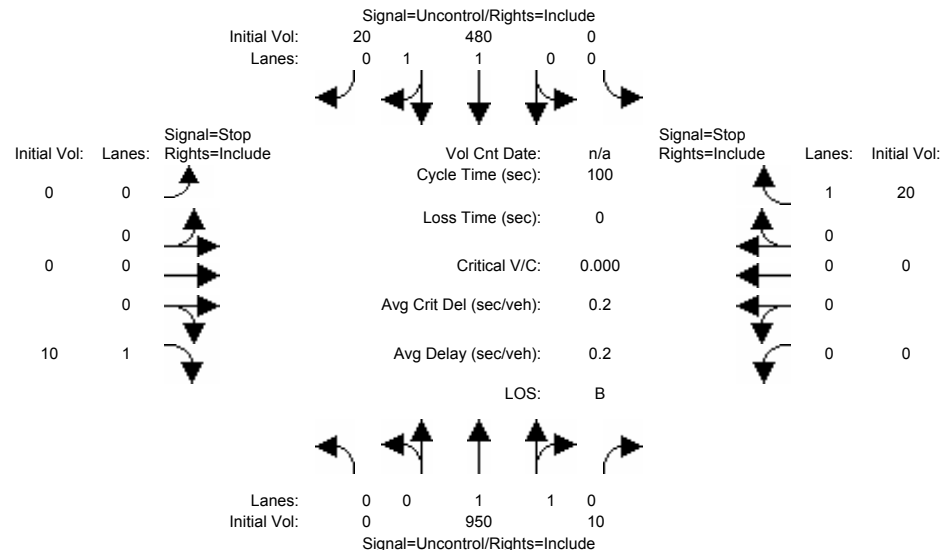
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #9: Monterey Road / 1st Street (us) [- unsignalized]



Street Name: Monterey Road 1st 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:

Base Vol:	0	950	10	0	480	20	0	0	10	0	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	950	10	0	480	20	0	0	10	0	0	20
Added Vol:	0	0	0	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	950	10	0	480	20	0	0	10	0	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	950	10	0	480	20	0	0	10	0	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	950	10	0	480	20	0	0	10	0	0	20

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.9	xxxxxx	xxxx	6.9
FollowUpTim:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	250	xxxx	xxxx	480
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	756	xxxx	xxxx	537
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	756	xxxx	xxxx	537
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.04

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.0	xxxx	xxxx	0.1
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	9.8	xxxxxx	xxxx	12.0
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	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						9.8			12.0
ApproachLOS:	*		*						A			B

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 950 10      0 480 20      0 0 10      0 0 20
ApproachDel:    xxxxxx      xxxxxx      9.8      12.0
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=10]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1490]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1490]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 950 10      0 480 20      0 0 10      0 0 20
-----|-----|-----|-----|-----|

```

Major Street Volume: 1460

Minor Approach Volume: 20

Minor Approach Volume Threshold: 154

SIGNAL WARRANT DISCLAIMER

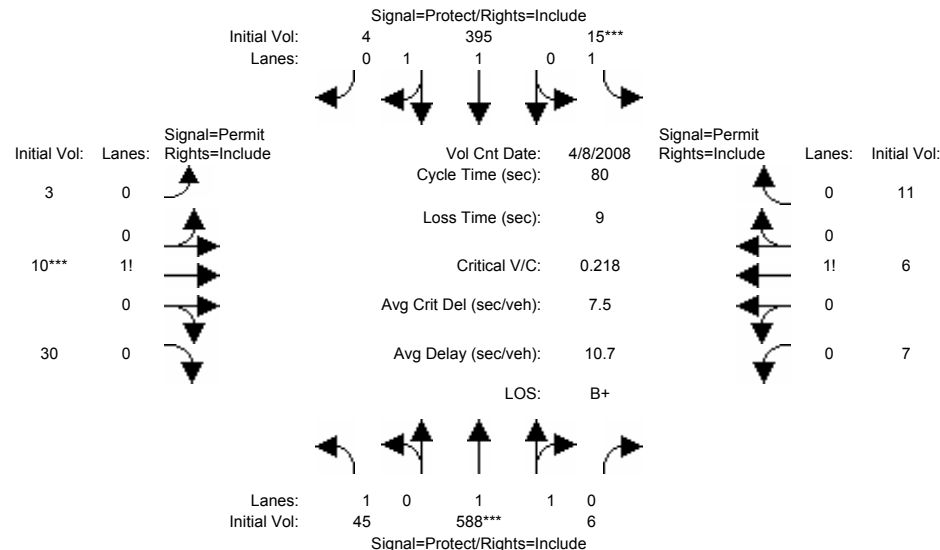
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting
SJ07-989

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

Intersection #10: Monterey Road / 2nd Street



Street Name: Monterey Road 2nd 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 7 10 10 7 10 10

Volume Module: >> Count Date: 8 Apr 2008 << 8:00am-8:45am

Base Vol:	45	588	6	15	395	4	3	10	30	7	6	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:	45	588	6	15	395	4	3	10	30	7	6	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:	45	588	6	15	395	4	3	10	30	7	6	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:	45	588	6	15	395	4	3	10	30	7	6	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	588	6	15	395	4	3	10	30	7	6	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	588	6	15	395	4	3	10	30	7	6	11

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	1.98	0.02	1.00	1.98	0.02	0.07	0.23	0.70	0.29	0.25	0.46
Final Sat.:	1750	3663	37	1750	3663	37	122	407	1221	510	438	802

Capacity Analysis Module:

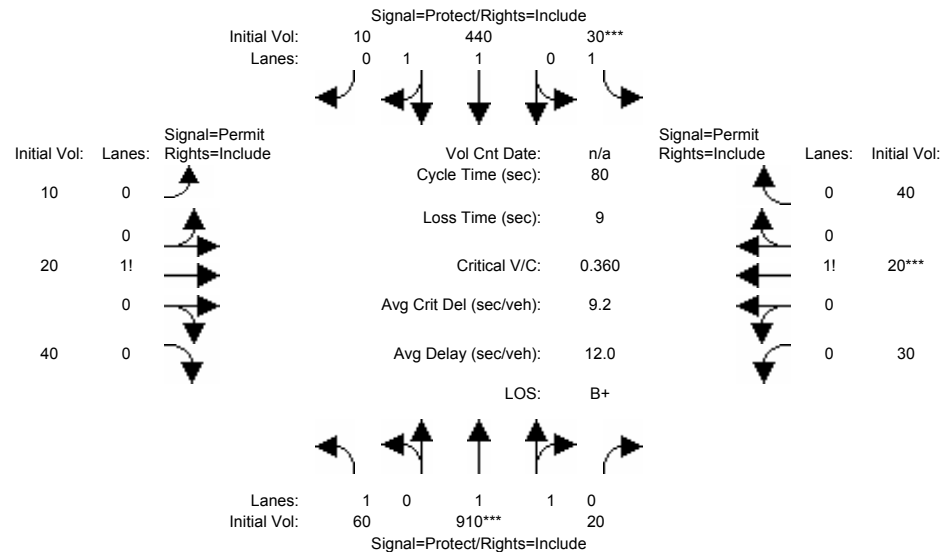
Vol/Sat:	0.03	0.16	0.16	0.01	0.11	0.11	0.02	0.02	0.02	0.01	0.01	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	25.1	54.0	54.0	7.0	35.9	35.9	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.08	0.24	0.24	0.10	0.24	0.24	0.20	0.20	0.20	0.11	0.11	0.11
Delay/Veh:	19.4	5.1	5.1	33.9	13.7	13.7	31.8	31.8	31.8	31.3	31.3	31.3
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:	19.4	5.1	5.1	33.9	13.7	13.7	31.8	31.8	31.8	31.3	31.3	31.3
LOS by Move:	B-	A	A	C-	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	3	3	0	3	3	1	1	1	1	1	1

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #10: Monterey Road / 2nd Street

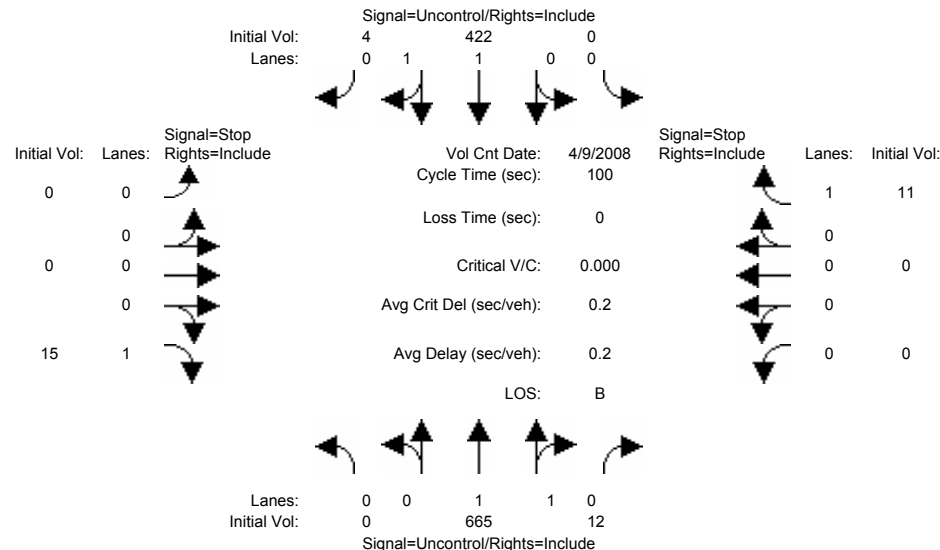


Street Name:				Monterey Road				2nd Street								
Approach:		North Bound		South Bound		East Bound		West Bound								
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:		7	10	10	7	10	10	7	10	10	7	10	10			
Volume Module:																
Base Vol:		60	910	20	30	440	10	10	20	40	30	20	40			
Growth Adj:		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:		60	910	20	30	440	10	10	20	40	30	20	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:		60	910	20	30	440	10	10	20	40	30	20	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:		60	910	20	30	440	10	10	20	40	30	20	40			
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:		60	910	20	30	440	10	10	20	40	30	20	40			
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:		60	910	20	30	440	10	10	20	40	30	20	40			
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	1.95	0.05	0.14	0.29	0.57	0.33	0.22	0.45			
Final Sat.:		1750	3620	80	1750	3618	82	250	500	1000	583	389	778			
Capacity Analysis Module:																
Vol/Sat:		0.03	0.25	0.25	0.02	0.12	0.12	0.04	0.04	0.04	0.05	0.05	0.05			
Crit Moves:		****			****			****			****					
Green Time:		24.8	53.1	53.1	7.0	35.4	35.4	10.9	10.9	10.9	10.9	10.9	10.9			
Volume/Cap:		0.11	0.38	0.38	0.20	0.28	0.28	0.29	0.29	0.29	0.38	0.38	0.38			
Delay/Veh:		19.8	6.1	6.1	34.5	14.3	14.3	31.8	31.8	31.8	32.5	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:		19.8	6.1	6.1	34.5	14.3	14.3	31.8	31.8	31.8	32.5	32.5	32.5			
LOS by Move:		B-	A	A	C-	B	B	C	C	C	C-	C-	C-			
HCM2kAvgQ:		1	5	5	1	3	3	2	2	2	3	3	3			
Note: Queue reported is the number of cars per lane.																

City of Morgan Hill Travel Demand Forecasting
SJ07-989

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

Intersection #11: Monterey Road / 3rd Street (us) [- unsignalized]



Street Name: Monterey Road 3rd 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: 9 Apr 2008 << 7:30am-8:15am

Base Vol:	0	665	12	0	422	4	0	0	15	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	665	12	0	422	4	0	0	15	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	665	12	0	422	4	0	0	15	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	665	12	0	422	4	0	0	15	0	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	665	12	0	422	4	0	0	15	0	0	11

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.9	xxxxxx	xxxx	6.9
FollowUpTim:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	213	xxxx	xxxx	339
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	798	xxxx	xxxx	663
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	798	xxxx	xxxx	663
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	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	9.6	xxxxxx	xxxx	10.5
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	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						9.6			10.5
ApproachLOS:	*		*						A			B

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 665 12      0 422 4      0 0 15      0 0 11
ApproachDel:    xxxxxx      xxxxxx      9.6      10.5
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=15]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1129]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=11]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1129]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 665 12      0 422 4      0 0 15      0 0 11
-----|-----|-----|-----|-----|

```

Major Street Volume: 1103

Minor Approach Volume: 15

Minor Approach Volume Threshold: 251

SIGNAL WARRANT DISCLAIMER

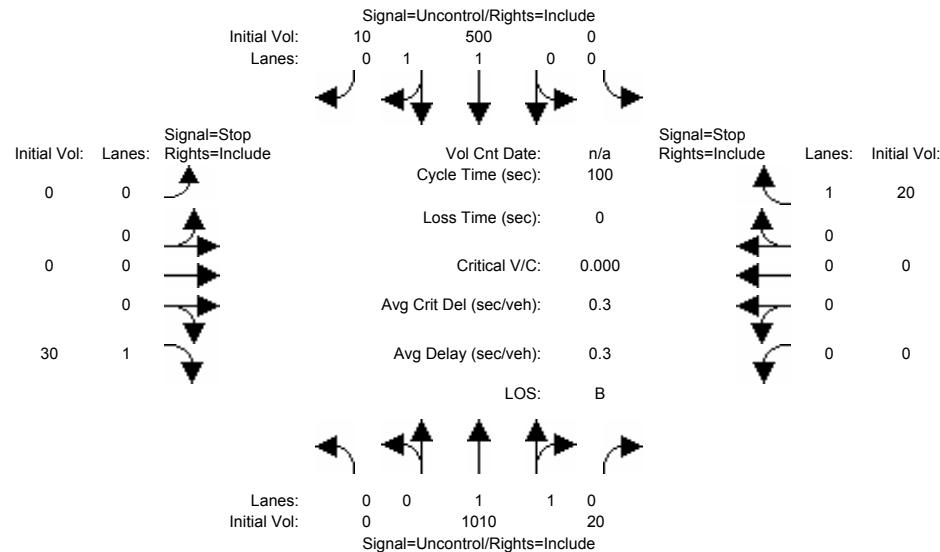
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #11: Monterey Road / 3rd Street (us) [- unsignalized]



Street Name: Monterey Road 3rd 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:

Base Vol:	0	1010	20	0	500	10	0	0	30	0	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1010	20	0	500	10	0	0	30	0	0	20
Added Vol:	0	0	0	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	1010	20	0	500	10	0	0	30	0	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1010	20	0	500	10	0	0	30	0	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1010	20	0	500	10	0	0	30	0	0	20

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.9	xxxxx	xxxxx	6.9
FollowUpTim:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.3	xxxxx	xxxxx	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	255	xxxxx	xxxxx	515
Potent Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	750	xxxxx	xxxxx	510
Move Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	750	xxxxx	xxxxx	510
Volume/Cap:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.04	xxxxx	xxxxx	0.04

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.1
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	10.0	xxxxx	xxxxx	12.3
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	LT - LTR - RT	
Shared Cap.:	xxxxx	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	xxxxx
Shrd ConDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx		xxxxxx		10.0		12.3					
ApproachLOS:	*	*		*		A		B					

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 1 0      0 0 0 1
Initial Vol:    0 1010      20      0 500      10      0 0      30      0 0      20
ApproachDel:    xxxxxx      xxxxxx      10.0      12.3
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1590]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1590]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 1 0      0 0 0 1
Initial Vol:    0 1010      20      0 500      10      0 0      30      0 0      20
-----|-----|-----|-----|-----|

```

Major Street Volume: 1540

Minor Approach Volume: 30

Minor Approach Volume Threshold: 136

SIGNAL WARRANT DISCLAIMER

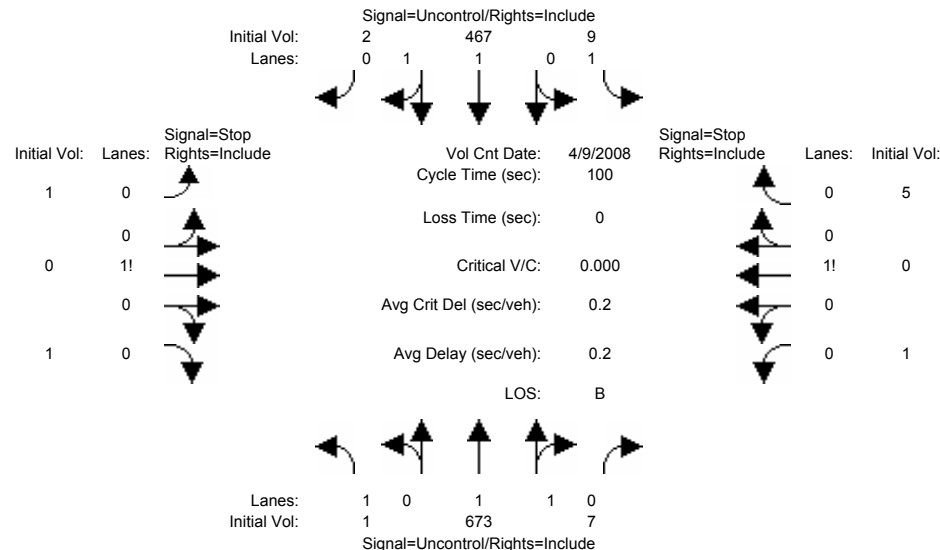
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

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

Intersection #12: Monterey Road / 4th Street (us) [- unsignalized]



Street Name: Monterey Road 4th 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: 9 Apr 2008 << 7:30am-8:15am

Base Vol:	1	673	7	9	467	2	1	0	1	1	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	673	7	9	467	2	1	0	1	1	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	673	7	9	467	2	1	0	1	1	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	673	7	9	467	2	1	0	1	1	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	673	7	9	467	2	1	0	1	1	0	5

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	469	xxxx	xxxxxx	680	xxxx	xxxxxx	825	1168	235	930	1166	340
Potent Cap.:	1103	xxxx	xxxxxx	922	xxxx	xxxxxx	268	195	773	225	196	662
Move Cap.:	1103	xxxx	xxxxxx	922	xxxx	xxxxxx	264	193	773	223	194	662
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.00	0.00	0.00	0.00	0.01

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.3	xxxx	xxxxxx	8.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	394	xxxxxx	xxxx	498	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.0	xxxxxx	xxxxxx	0.0	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	14.2	xxxxxx	xxxxxx	12.3	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	14.2	xxxxxx	xxxxxx	12.3	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	B	*	*	B	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    1 673      7 9 467      2 1 0      1 1 0 5
ApproachDel:    xxxxxx      xxxxxx      14.2      12.3
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=2]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1167]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=6]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1167]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    1 673      7 9 467      2 1 0      1 1 0 5
-----|-----|-----|-----|-----|

```

Major Street Volume: 1159

Minor Approach Volume: 6

Minor Approach Volume Threshold: 234

SIGNAL WARRANT DISCLAIMER

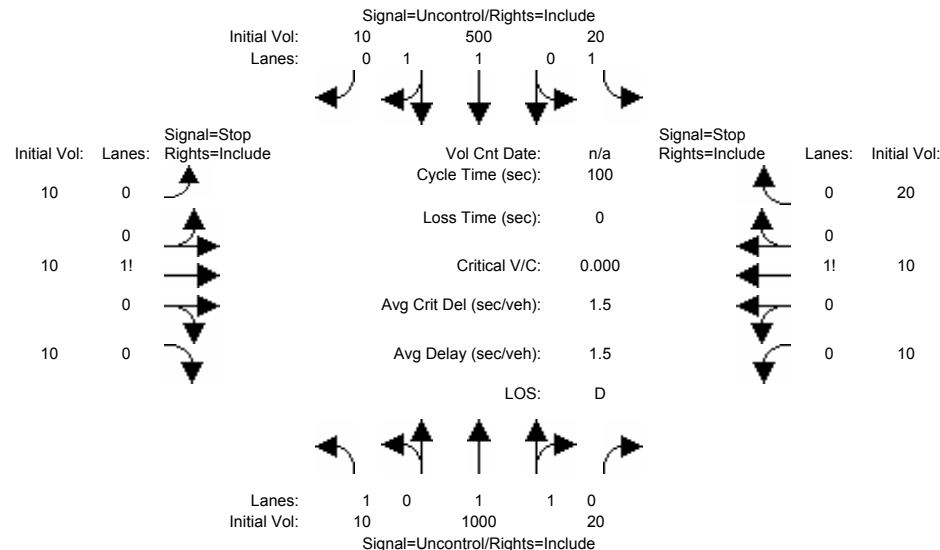
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #12: Monterey Road / 4th Street (us) [- unsignalized]



Street Name: Monterey Road 4th 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:

Base Vol:	10	1000	20	20	500	10	10	10	10	10	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1000	20	20	500	10	10	10	10	10	10	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1000	20	20	500	10	10	10	10	10	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1000	20	20	500	10	10	10	10	10	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	1000	20	20	500	10	10	10	10	10	10	20

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	510	xxxx	xxxxxx	1020	xxxx	xxxxxx	1070	1585	255	1325	1580	510
Potent Cap.:	1065	xxxx	xxxxxx	688	xxxx	xxxxxx	178	109	750	116	110	514
Move Cap.:	1065	xxxx	xxxxxx	688	xxxx	xxxxxx	154	105	750	103	106	514
Volume/Cap:	0.01	xxxx	xxxx	0.03	xxxx	xxxx	0.06	0.10	0.01	0.10	0.09	0.04

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.4	xxxx	xxxxxx	10.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
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	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	173	xxxxxx	xxxx	174	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.6	xxxxxx	xxxxxx	0.9	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	30.1	xxxxxx	xxxxxx	31.9	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	D	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	30.1	31.9							
ApproachLOS:	*	*	*	D	D							

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met


```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    10 1000      20 20 500      10 10 10      10 10 20
ApproachDel:    xxxxxx      xxxxxx      30.1      31.9
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1630]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1630]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    10 1000      20 20 500      10 10 10      10 10 20
-----|-----|-----|-----|-----|

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Major Street Volume: 1560

Minor Approach Volume: 40

Minor Approach Volume Threshold: 132

SIGNAL WARRANT DISCLAIMER

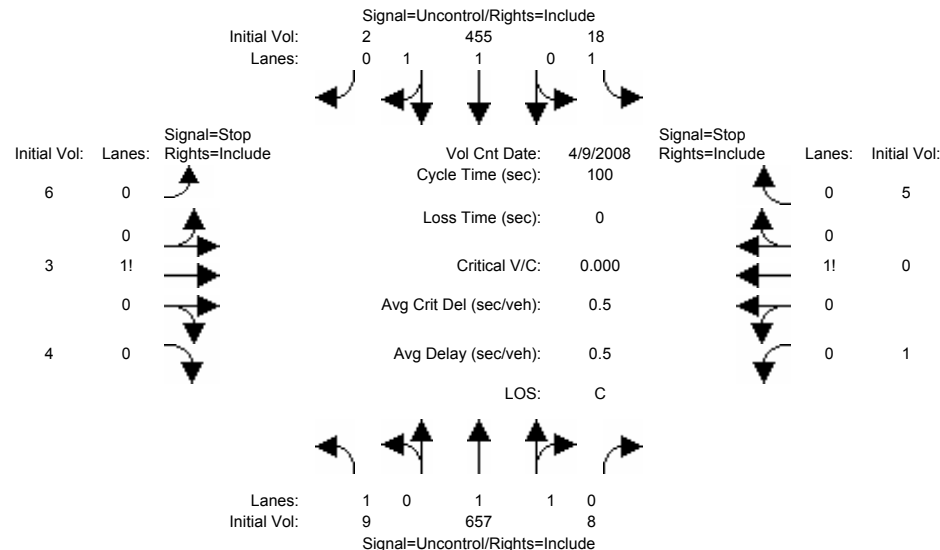
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

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

Intersection #13: Monterey Road / 5th Street (us) [- unsignalized]



Street Name: Monterey Road 5th 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: 9 Apr 2008 << 7:30am-8:15am

Base Vol:	9	657	8	18	455	2	6	3	4	1	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	657	8	18	455	2	6	3	4	1	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	657	8	18	455	2	6	3	4	1	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	657	8	18	455	2	6	3	4	1	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	657	8	18	455	2	6	3	4	1	0	5

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	457	xxxx	xxxxxx	665	xxxx	xxxxxx	839	1175	229	944	1172	333
Potent Cap.:	1114	xxxx	xxxxxx	934	xxxx	xxxxxx	262	193	780	220	194	669
Move Cap.:	1114	xxxx	xxxxxx	934	xxxx	xxxxxx	255	188	780	212	189	669
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	xxxx	0.02	0.02	0.01	0.00	0.00	0.01

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.3	xxxx	xxxxxx	8.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	291	xxxxxx	xxxx	492	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	0.0	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	17.9	xxxxxx	xxxxxx	12.4	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	B	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	17.9	xxxxxx	xxxxxx	12.4	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	C	*	*	B	*	*	*	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    9 657      8 18 455      2 6 3 4      1 0 5
ApproachDel:    xxxxxx      xxxxxx      17.9      12.4
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=13]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1168]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=6]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1168]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    9 657      8 18 455      2 6 3 4      1 0 5
-----|-----|-----|-----|-----|

```

Major Street Volume: 1149

Minor Approach Volume: 13

Minor Approach Volume Threshold: 237

SIGNAL WARRANT DISCLAIMER

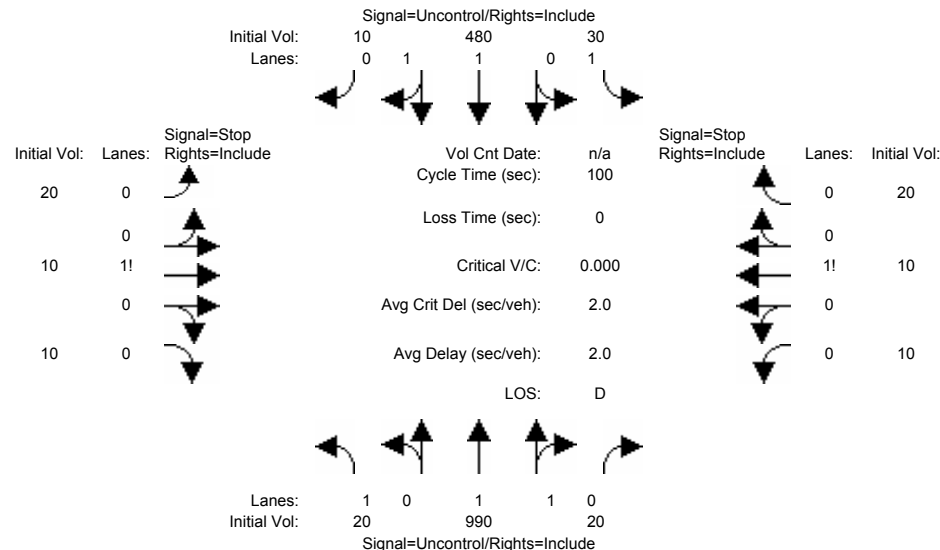
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #13: Monterey Road / 5th Street (us) [- unsignalized]



Street Name: Monterey Road 5th 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:

Base Vol:	20	990	20	30	480	10	20	10	10	10	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	990	20	30	480	10	20	10	10	10	10	20
Added Vol:	0	0	0	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	990	20	30	480	10	20	10	10	10	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	990	20	30	480	10	20	10	10	10	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	990	20	30	480	10	20	10	10	10	10	20

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	490	xxxx	xxxxxx	1010	xxxx	xxxxxx	1085	1595	245	1345	1590	505
Potent Cap.:	1084	xxxx	xxxxxx	694	xxxx	xxxxxx	174	108	762	112	109	518
Move Cap.:	1084	xxxx	xxxxxx	694	xxxx	xxxxxx	147	101	762	97	102	518
Volume/Cap:	0.02	xxxx	xxxx	0.04	xxxx	xxxx	0.14	0.10	0.01	0.10	0.10	0.04

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.4	xxxx	xxxxxx	10.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
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	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	162	xxxxxx	xxxx	167	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.9	xxxxxx	xxxxxx	0.9	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	34.5	xxxxxx	xxxxxx	33.2	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	D	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	34.5	xxxxxx	xxxxxx	33.2	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	D	*	*	D	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 990      20 30 480      10 20 10 10      10 10 20
ApproachDel:    xxxxxx      xxxxxx      34.5      33.2
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1630]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1630]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 990      20 30 480      10 20 10 10      10 10 20
-----|-----|-----|-----|-----|

```

Major Street Volume: 1550

Minor Approach Volume: 40

Minor Approach Volume Threshold: 134

SIGNAL WARRANT DISCLAIMER

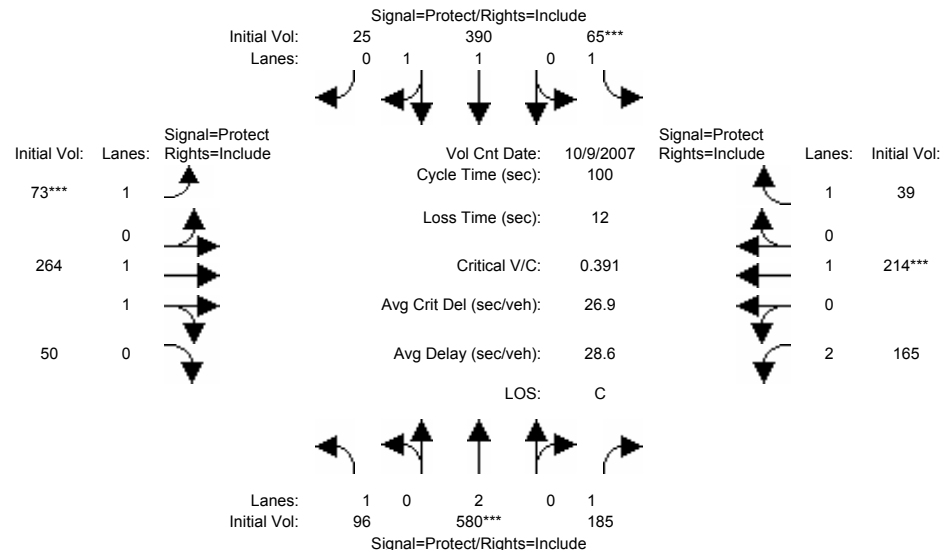
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

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

Intersection #14: Dunne Ave/Monterey Rd



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

Volume Module: >> Count Date: 9 Oct 2007 << 7:30am-8:15am

Base Vol:	96	580	185	65	390	25	73	264	50	165	214	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	580	185	65	390	25	73	264	50	165	214	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	96	580	185	65	390	25	73	264	50	165	214	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	580	185	65	390	25	73	264	50	165	214	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	580	185	65	390	25	73	264	50	165	214	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	580	185	65	390	25	73	264	50	165	214	39

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	1.00	1.67	0.33	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3477	223	1750	3110	589	3150	1900	1750

Capacity Analysis Module:

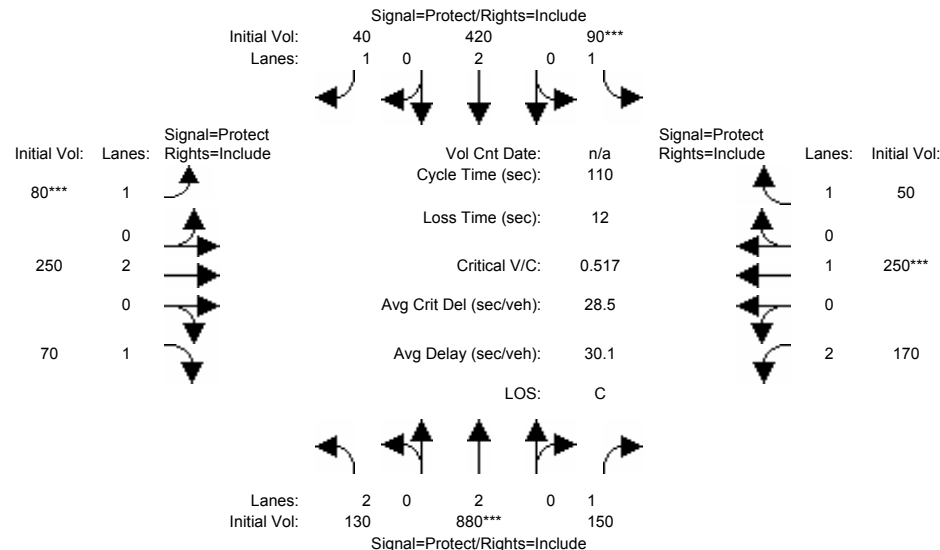
Vol/Sat:	0.05	0.15	0.11	0.04	0.11	0.11	0.04	0.08	0.08	0.05	0.11	0.02
Crit Moves:	****		****		****		****		****			
Green Time:	18.6	39.0	39.0	9.5	29.9	29.9	10.7	23.2	23.2	16.3	28.8	28.8
Volume/Cap:	0.29	0.39	0.27	0.39	0.38	0.38	0.39	0.37	0.37	0.32	0.39	0.08
Delay/Veh:	35.5	22.1	21.0	44.1	27.9	27.9	43.0	32.5	32.5	37.4	29.0	26.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	22.1	21.0	44.1	27.9	27.9	43.0	32.5	32.5	37.4	29.0	26.0
LOS by Move:	D+	C+	C+	D	C	C	D	C-	C-	D+	C	C
HCM2kAvgQ:	3	6	4	2	5	5	3	4	4	3	5	1

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #14: Dunne Ave/Monterey Rd



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

Volume Module:

Base Vol:	130	880	150	90	420	40	80	250	70	170	250	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	880	150	90	420	40	80	250	70	170	250	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	880	150	90	420	40	80	250	70	170	250	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	880	150	90	420	40	80	250	70	170	250	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	880	150	90	420	40	80	250	70	170	250	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	880	150	90	420	40	80	250	70	170	250	50

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	3800	1750	3150	1900	1750

Capacity Analysis Module:

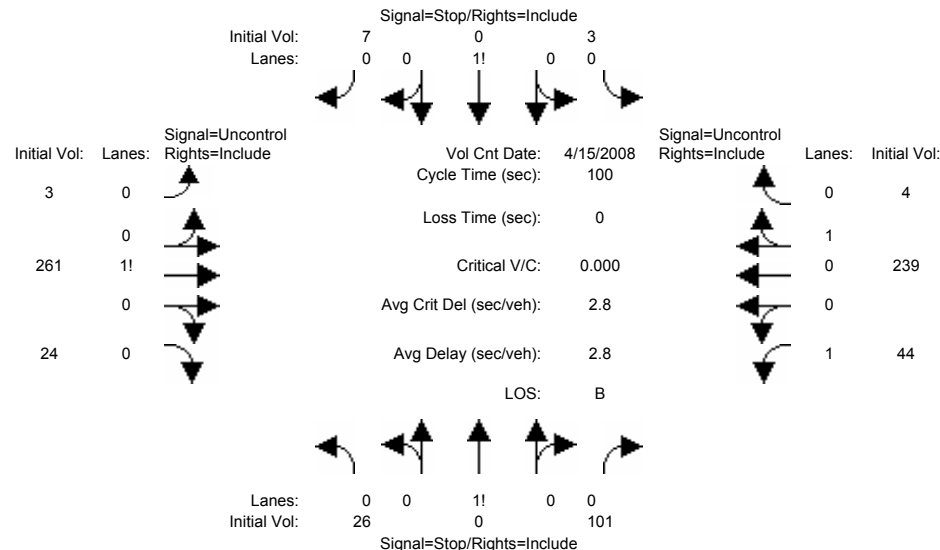
Vol/Sat:	0.04	0.23	0.09	0.05	0.11	0.02	0.05	0.07	0.04	0.05	0.13	0.03
Crit Moves:	****		****			****				****		
Green Time:	22.0	49.3	49.3	10.9	38.2	38.2	9.7	22.2	22.2	15.5	28.0	28.0
Volume/Cap:	0.21	0.52	0.19	0.52	0.32	0.07	0.52	0.33	0.20	0.38	0.52	0.11
Delay/Veh:	36.9	22.1	18.4	49.7	26.5	24.0	50.9	37.8	36.8	43.4	36.2	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:	36.9	22.1	18.4	49.7	26.5	24.0	50.9	37.8	36.8	43.4	36.2	31.6
LOS by Move:	D+	C+	B-	D	C	C	D	D+	D+	D	D+	C
HCM2kAvgQ:	2	11	3	3	5	1	4	4	2	3	7	1

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

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

Intersection #15: Del Monte Street / Dunne Avenue (us) [- unsignalized]



Street Name: Del Monte 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: 15 Apr 2008 << 7:15am-8:00am

Base Vol:	26	0	101	3	0	7	3	261	24	44	239	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:	26	0	101	3	0	7	3	261	24	44	239	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:	26	0	101	3	0	7	3	261	24	44	239	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:	26	0	101	3	0	7	3	261	24	44	239	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	26	0	101	3	0	7	3	261	24	44	239	4

-----|-----|-----|-----|

Critical Gap Module:

Critical Gap:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	612	610	273	659	620	241	243	xxxx	xxxxxx	285	xxxx	xxxxxx
Potent Cap.:	408	412	771	380	407	803	1335	xxxx	xxxxxx	1289	xxxx	xxxxxx
Move Cap.:	394	397	771	321	392	803	1335	xxxx	xxxxxx	1289	xxxx	xxxxxx
Volume/Cap:	0.07	0.00	0.13	0.01	0.00	0.01	0.00	xxxx	xxxxxx	0.03	xxxx	xxxxxx

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Control Del:	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx	7.7	xxxx	xxxxxx	7.9	xxxx	xxxxxx
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	644	xxxxxx	xxxx	554	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxx	0.7	xxxxxx	xxxxx	0.1	xxxxxx	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxx	12.0	xxxxxx	xxxxx	11.6	xxxxxx	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	12.0			11.6			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met


```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0
Initial Vol:    26  0 101        3  0  7          3 261  24      44 239  4
ApproachDel:    12.0             11.6             xxxxxxx          xxxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=127]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=712]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=10]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=712]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0
Initial Vol:    26  0 101        3  0  7          3 261  24      44 239  4
-----|-----|-----|-----|-----|

```

Major Street Volume: 575

Minor Approach Volume: 127

Minor Approach Volume Threshold: 475

SIGNAL WARRANT DISCLAIMER

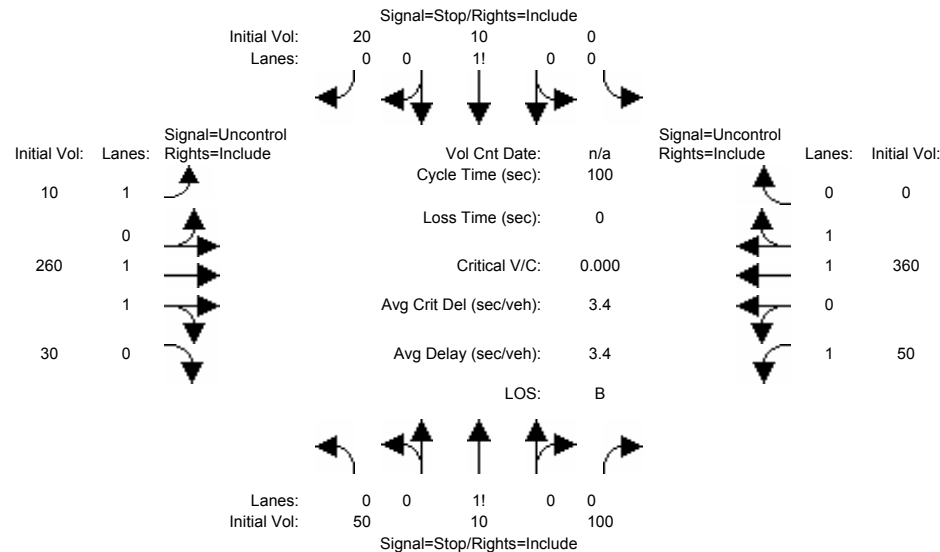
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #15: Del Monte Street / Dunne Avenue (us) [- unsignalized]



Street Name: Del Monte 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:

Base Vol:	50	10	100	0	10	20	10	260	30	50	360	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:	50	10	100	0	10	20	10	260	30	50	360	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:	50	10	100	0	10	20	10	260	30	50	360	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:	50	10	100	0	10	20	10	260	30	50	360	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	10	100	0	10	20	10	260	30	50	360	0

Critical Gap Module:

Critical Gp:	7.5	6.5	6.9	xxxx	6.5	6.9	4.1	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	4.0	3.3	xxxx	4.0	3.3	2.2	xxxx	xxxx	2.2	xxxx	xxxx

Capacity Module:

Cnflct Vol:	580	755	145	xxxx	770	180	360	xxxx	xxxx	290	xxxx	xxxx
Potent Cap.:	402	340	882	xxxx	333	838	1210	xxxx	xxxx	1283	xxxx	xxxx
Move Cap.:	369	324	882	xxxx	318	838	1210	xxxx	xxxx	1283	xxxx	xxxx
Volume/Cap:	0.14	0.03	0.11	xxxx	0.03	0.02	0.01	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	0.1	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	8.0	xxxx	xxxx	7.9	xxxx	xxxx
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	572	xxxx	xxxx	xxxx	542	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	1.1	xxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	13.7	xxxx	xxxx	xxxx	12.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	B	*	*	*	B	*	*	*	*	*	*
ApproachDel:	13.7						xxxxxx			xxxxxx		
ApproachLOS:	B						*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 0 1 0      1 0 1 1 0      1 0 1 1 0
Initial Vol:    50 10 100      0 10 20      10 260 30      50 360 0
ApproachDel:    13.7          12.0          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=160]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=900]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=900]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 0 1 0      1 0 1 1 0      1 0 1 1 0
Initial Vol:    50 10 100      0 10 20      10 260 30      50 360 0
-----|-----|-----|-----|-----|

```

Major Street Volume: 710

Minor Approach Volume: 160

Minor Approach Volume Threshold: 403

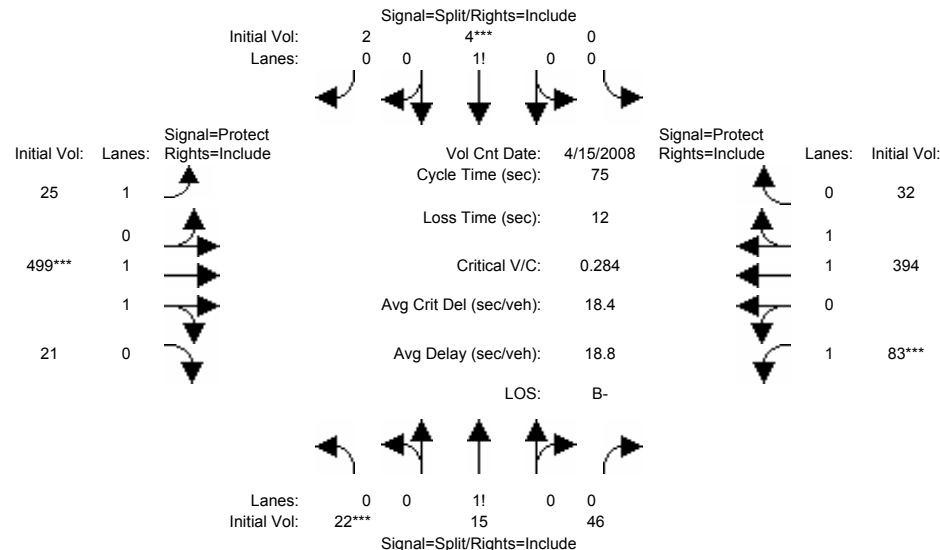
SIGNAL WARRANT DISCLAIMER

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

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #16: Church Street / 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

Volume Module: >> Count Date: 15 Apr 2008 << 7:45am-8:30am

Base Vol:	22	15	46	0	4	2	25	499	21	83	394	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:	22	15	46	0	4	2	25	499	21	83	394	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:	22	15	46	0	4	2	25	499	21	83	394	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:	22	15	46	0	4	2	25	499	21	83	394	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	15	46	0	4	2	25	499	21	83	394	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	15	46	0	4	2	25	499	21	83	394	32

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	0.95	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.27	0.18	0.55	0.00	0.67	0.33	1.00	1.92	0.08	1.00	1.85	0.15
Final Sat.:	464	316	970	0	1200	600	1750	3550	149	1750	3422	278

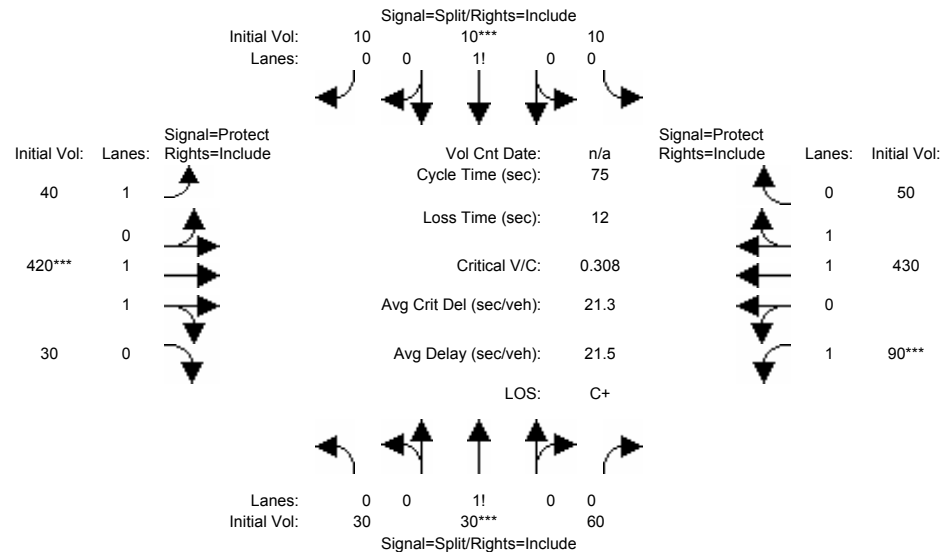
Capacity Analysis Module:

Vol/Sat:	0.05	0.05	0.05	0.00	0.00	0.00	0.01	0.14	0.14	0.05	0.12	0.12
Crit Moves:	****			****			****					
Green Time:	10.7	10.7	10.7	0.0	10.0	10.0	17.4	31.6	31.6	10.7	24.9	24.9
Volume/Cap:	0.33	0.33	0.33	0.00	0.03	0.03	0.06	0.33	0.33	0.33	0.35	0.35
Delay/Veh:	29.7	29.7	29.7	0.0	28.3	28.3	22.5	14.7	14.7	29.7	19.1	19.1
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:	29.7	29.7	29.7	0.0	28.3	28.3	22.5	14.7	14.7	29.7	19.1	19.1
LOS by Move:	C	C	C	A	C	C	C+	B	B	C	B-	B-
HCM2kAvgQ:	2	2	2	0	0	0	0	4	4	2	4	4

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #16: Church Street / Dunne Avenue

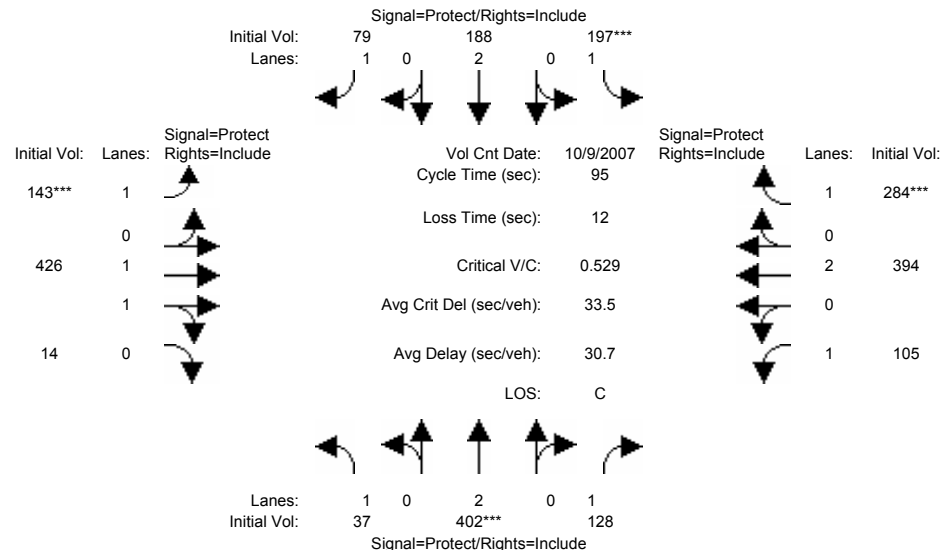


Street Name:	Church Street						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	30	30	60	10	10	10	40	420	30	90	430	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	30	60	10	10	10	40	420	30	90	430	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	30	60	10	10	10	40	420	30	90	430	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	30	60	10	10	10	40	420	30	90	430	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	30	60	10	10	10	40	420	30	90	430	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	30	60	10	10	10	40	420	30	90	430	50
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	0.98	0.95
Lanes:	0.25	0.25	0.50	0.34	0.33	0.33	1.00	1.86	0.14	1.00	1.79	0.21
Final Sat.:	438	438	875	583	583	583	1750	3453	247	1750	3314	385
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.02	0.02	0.02	0.02	0.12	0.12	0.05	0.13	0.13
Crit Moves:	****			****			****		****			
Green Time:	15.0	15.0	15.0	10.0	10.0	10.0	15.6	26.7	26.7	11.3	22.3	22.3
Volume/Cap:	0.34	0.34	0.34	0.13	0.13	0.13	0.11	0.34	0.34	0.34	0.44	0.44
Delay/Veh:	26.3	26.3	26.3	28.9	28.9	28.9	24.2	17.9	17.9	29.3	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	26.3	26.3	28.9	28.9	28.9	24.2	17.9	17.9	29.3	21.5	21.5
LOS by Move:	C	C	C	C	C	C	C	B	B	C	C+	C+
HCM2kAvgQ:	3	3	3	1	1	1	1	4	4	2	4	4
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

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

Intersection #17: Dunne Ave/Butterfield Blvd



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

Volume Module: >> Count Date: 9 Oct 2007 << 7:30am-8:15am

Base Vol:	37	402	128	197	188	79	143	426	14	105	394	284
Growth Adj:	1.00	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	402	128	197	188	79	143	426	14	105	394	284
Added Vol:	0	0	0	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	402	128	197	188	79	143	426	14	105	394	284
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	402	128	197	188	79	143	426	14	105	394	284
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	402	128	197	188	79	143	426	14	105	394	284
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	402	128	197	188	79	143	426	14	105	394	284

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3582	118	1750	3800	1750

Capacity Analysis Module:

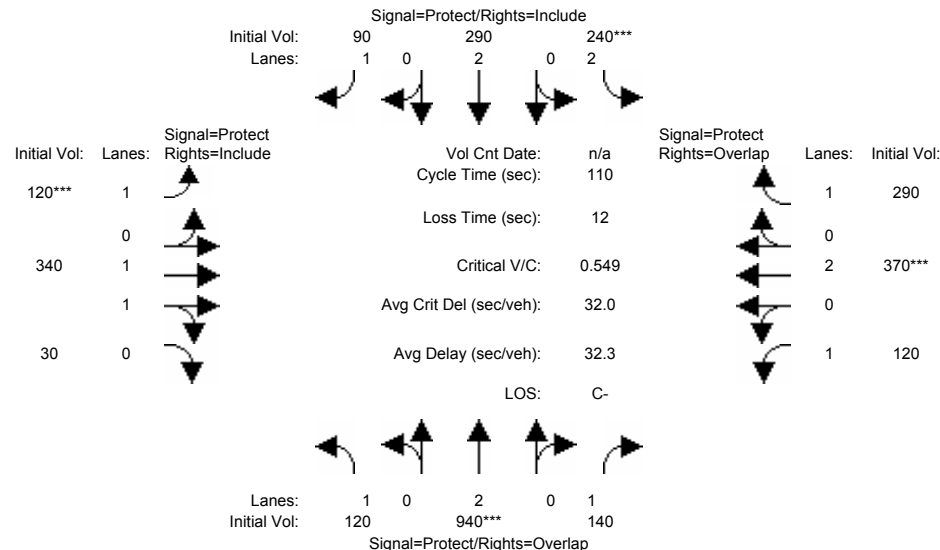
Vol/Sat:	0.02	0.11	0.07	0.11	0.05	0.05	0.08	0.12	0.12	0.06	0.10	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.1	19.0	19.0	20.2	23.1	23.1	14.7	27.0	27.0	16.8	29.1	29.1
Volume/Cap:	0.12	0.53	0.37	0.53	0.20	0.19	0.53	0.42	0.42	0.34	0.34	0.53
Delay/Veh:	33.6	34.7	33.5	34.6	28.8	28.7	39.0	27.9	27.9	34.9	25.6	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	34.7	33.5	34.6	28.8	28.7	39.0	27.9	27.9	34.9	25.6	28.3
LOS by Move:	C-	C-	C-	C-	C	C	D+	C	C	C-	C	C
HCM2kAvgQ:	1	6	4	6	2	2	4	5	5	3	5	8

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #17: Dunne Ave/Butterfield Blvd



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

Volume Module:

Base Vol:	120	940	140	240	290	90	120	340	30	120	370	290
Growth Adj:	1.00	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	940	140	240	290	90	120	340	30	120	370	290
Added Vol:	0	0	0	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	940	140	240	290	90	120	340	30	120	370	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	940	140	240	290	90	120	340	30	120	370	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	940	140	240	290	90	120	340	30	120	370	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	120	940	140	240	290	90	120	340	30	120	370	290

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	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3400	300	1750	3800	1750

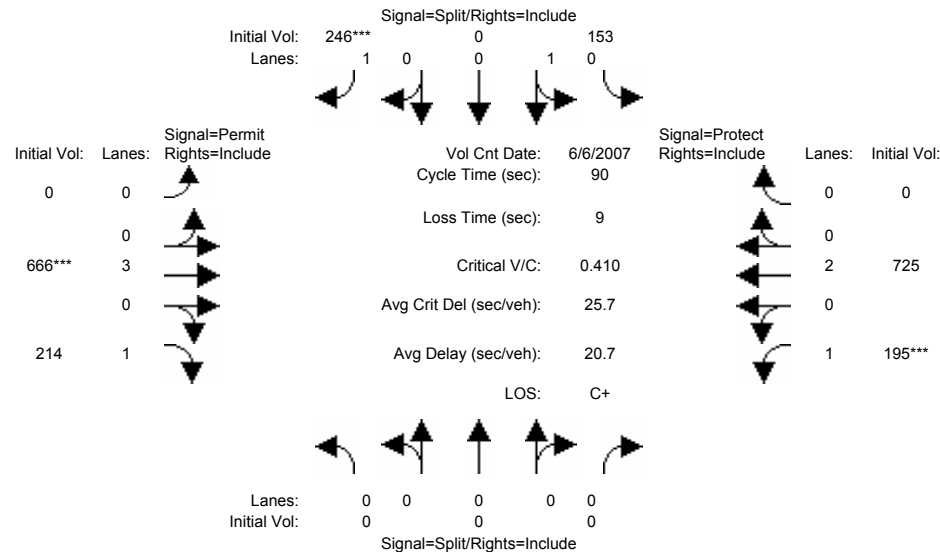
Capacity Analysis Module:

Vol/Sat:	0.07	0.25	0.08	0.08	0.08	0.05	0.07	0.10	0.10	0.07	0.10	0.17
Crit Moves:	****		****			****				****		
Green Time:	27.9	49.5	63.0	15.3	36.9	36.9	13.7	19.7	19.7	13.5	19.5	34.7
Volume/Cap:	0.27	0.55	0.14	0.55	0.23	0.15	0.55	0.56	0.56	0.56	0.55	0.52
Delay/Veh:	33.3	22.5	11.0	45.7	26.4	25.7	48.2	42.2	42.2	48.7	42.2	31.8
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:	33.3	22.5	11.0	45.7	26.4	25.7	48.2	42.2	42.2	48.7	42.2	31.8
LOS by Move:	C-	C+	B+	D	C	C	D	D	D	D	D	C
HCM2kAvgQ:	4	12	2	5	3	2	4	6	6	5	6	9

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #18: US 101 SB Ramps / 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 0 10 0 10 10 7 10 0

Volume Module: >> Count Date: 6 Jun 2007 << 7:30am-8:15am

Base Vol: 0 0 0 153 0 246 0 666 214 195 725 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 0 153 0 246 0 666 214 195 725 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 0 153 0 246 0 666 214 195 725 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 0 153 0 246 0 666 214 195 725 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 153 0 246 0 666 214 195 725 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 0 0 153 0 246 0 666 214 195 725 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 0.09 0.00 0.14 0.00 0.12 0.12 0.11 0.19 0.00

Crit Moves: ****

Green Time: 0.0 0.0 0.0 30.9 0.0 30.9 0.0 25.7 25.7 24.5 50.1 0.0

Volume/Cap: 0.00 0.00 0.00 0.25 0.00 0.41 0.00 0.41 0.43 0.41 0.34 0.00

Delay/Veh: 0.0 0.0 0.0 21.4 0.0 23.1 0.0 26.2 26.8 27.4 11.0 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 0.0 0.0 21.4 0.0 23.1 0.0 26.2 26.8 27.4 11.0 0.0

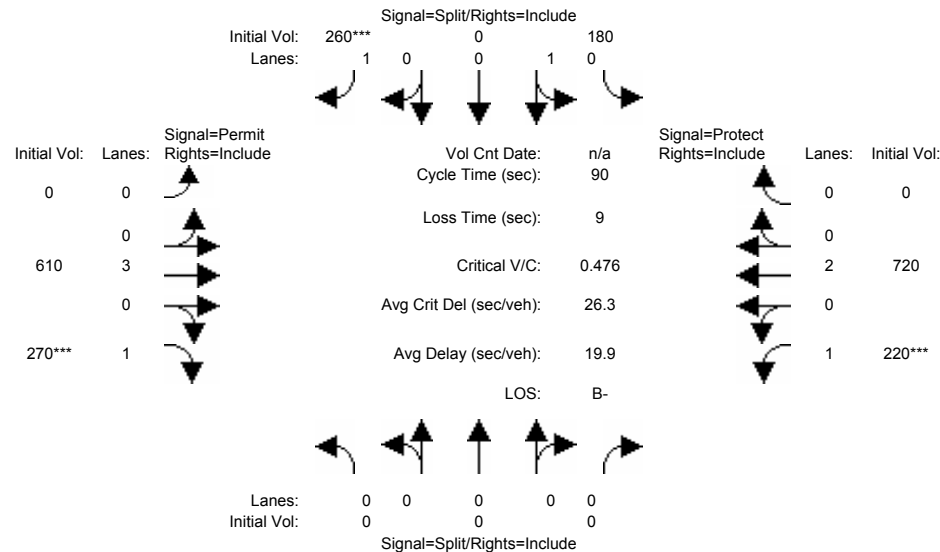
LOS by Move: A A A C+ A C A C C C B+ A

HCM2kAvgQ: 0 0 0 3 0 6 0 5 5 5 5 0

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #18: US 101 SB Ramps / 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 0 10 0 10 10 7 10 0

Volume Module:

Base Vol: 0 0 0 180 0 260 0 610 270 220 720 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 0 260 0 610 270 220 720 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 0 260 0 610 270 220 720 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 0 260 0 610 270 220 720 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 180 0 260 0 610 270 220 720 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 0 0 180 0 260 0 610 270 220 720 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.95 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 0.15 0.00 0.11 0.15 0.13 0.19 0.00

Crit Moves: **** *

Green Time: 0.0 0.0 0.0 28.1 0.0 28.1 0.0 29.2 29.2 23.8 52.9 0.0

Volume/Cap: 0.00 0.00 0.00 0.32 0.00 0.48 0.00 0.33 0.48 0.48 0.32 0.00

Delay/Veh: 0.0 0.0 0.0 24.0 0.0 25.7 0.0 23.1 24.9 28.7 9.5 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 0.0 0.0 24.0 0.0 25.7 0.0 23.1 24.9 28.7 9.5 0.0

LOS by Move: A A A C A C A C C C A A

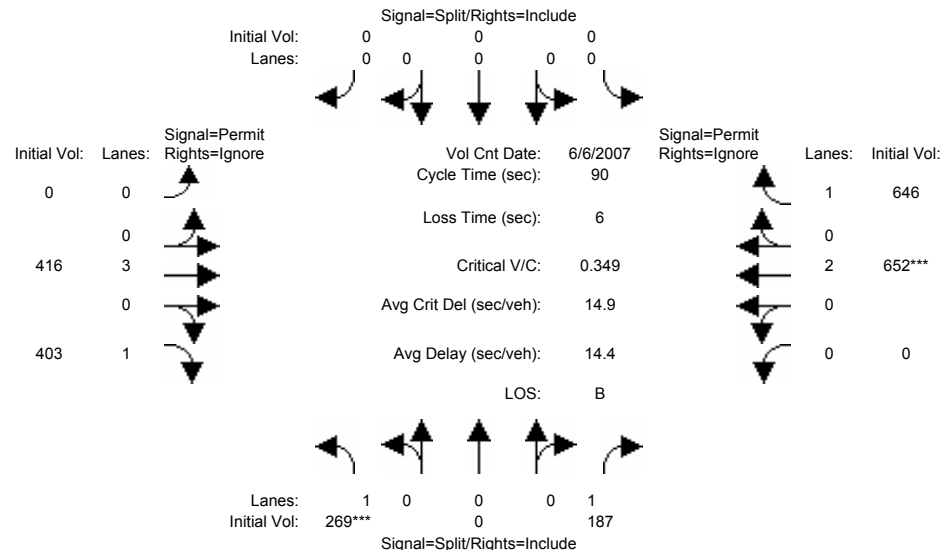
HCM2kAvgQ: 0 0 0 4 0 7 0 4 6 5 5 0

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

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

Intersection #19: US 101 NB Ramps / 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 10 10 10 10 10 7 10 10 7 10 10

Volume Module: >> Count Date: 6 Jun 2007 << 7:30am-8:15am

Base Vol:	269	0	187	0	0	0	0	416	403	0	652	646
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	0	187	0	0	0	0	416	403	0	652	646
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	0	187	0	0	0	0	416	403	0	652	646
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Volume:	269	0	187	0	0	0	0	416	0	0	652	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	0	187	0	0	0	0	416	0	0	652	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
FinalVolume:	269	0	187	0	0	0	0	416	0	0	652	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:

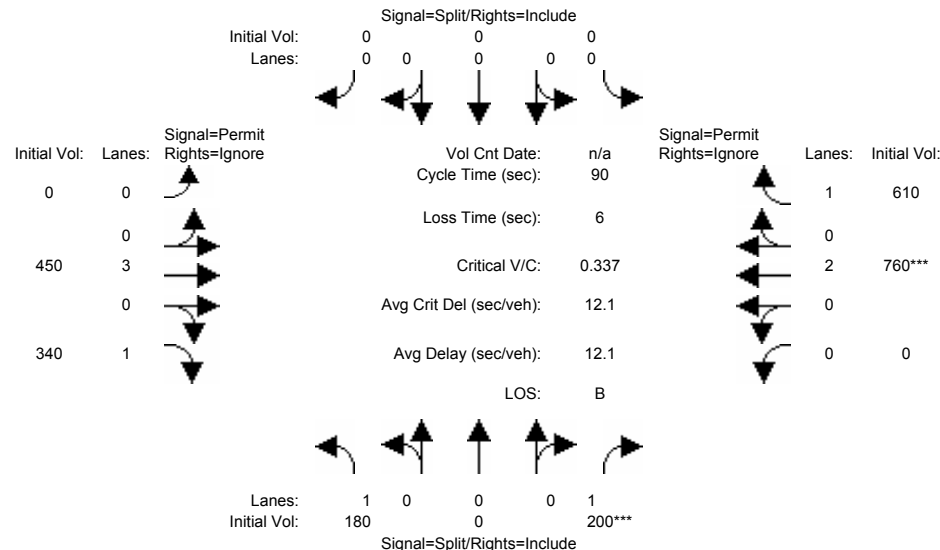
Vol/Sat:	0.15	0.00	0.11	0.00	0.00	0.00	0.00	0.07	0.00	0.00	0.17	0.00
Crit Moves:	****									****		
Green Time:	39.7	0.0	39.7	0.0	0.0	0.0	0.0	44.3	0.0	0.0	44.3	0.0
Volume/Cap:	0.35	0.00	0.24	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.35	0.00
Delay/Veh:	16.9	0.0	15.9	0.0	0.0	0.0	0.0	12.5	0.0	0.0	14.1	0.0
User 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:	16.9	0.0	15.9	0.0	0.0	0.0	0.0	12.5	0.0	0.0	14.1	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	5	0	3	0	0	0	0	2	0	0	5	0

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #19: US 101 NB Ramps / 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 10 10 10 10 10 7 10 10 7 10 10

Volume Module:

Base Vol:	180	0	200	0	0	0	0	450	340	0	760	610
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	0	200	0	0	0	0	450	340	0	760	610
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	0	200	0	0	0	0	450	340	0	760	610
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Volume:	180	0	200	0	0	0	0	450	0	0	760	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	0	200	0	0	0	0	450	0	0	760	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
FinalVolume:	180	0	200	0	0	0	0	450	0	0	760	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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:

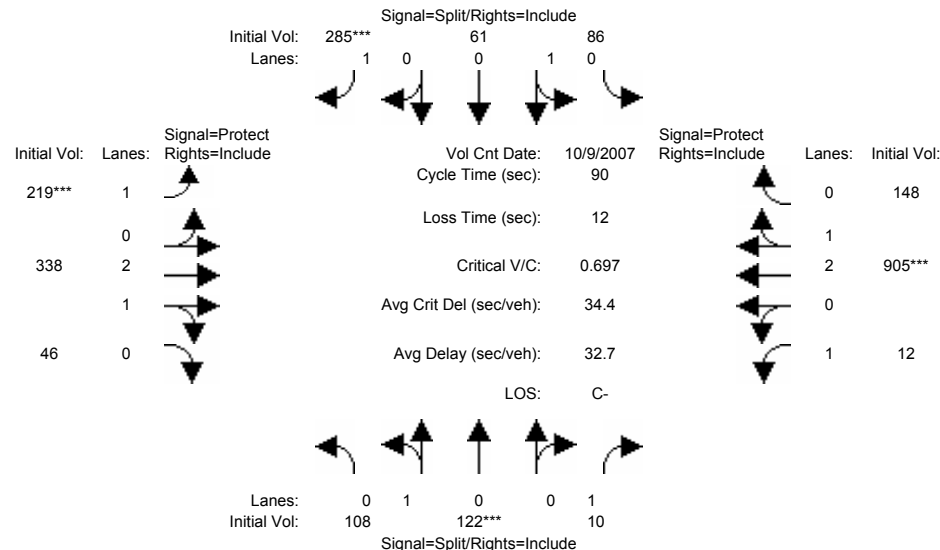
Vol/Sat:	0.10	0.00	0.11	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.20	0.00
Crit Moves:	****						****					
Green Time:	30.5	0.0	30.5	0.0	0.0	0.0	0.0	53.5	0.0	0.0	53.5	0.0
Volume/Cap:	0.30	0.00	0.34	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.34	0.00
Delay/Veh:	22.2	0.0	22.5	0.0	0.0	0.0	0.0	8.1	0.0	0.0	9.4	0.0
User 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:	22.2	0.0	22.5	0.0	0.0	0.0	0.0	8.1	0.0	0.0	9.4	0.0
LOS by Move:	C+	A	C+	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	5	0	0	0	0	2	0	0	5	0

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

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

Intersection #20: Dunne Ave/Condit Rd



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

Volume Module: >> Count Date: 9 Oct 2007 << 7:30am-8:15am

Base Vol:	108	122	10	86	61	285	219	338	46	12	905	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	122	10	86	61	285	219	338	46	12	905	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	122	10	86	61	285	219	338	46	12	905	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	122	10	86	61	285	219	338	46	12	905	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	122	10	86	61	285	219	338	46	12	905	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	122	10	86	61	285	219	338	46	12	905	148

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:	0.47	0.53	1.00	0.59	0.41	1.00	1.00	2.63	0.37	1.00	2.56	0.44
Final Sat.:	845	955	1750	1053	747	1750	1750	4928	671	1750	4812	787

Capacity Analysis Module:

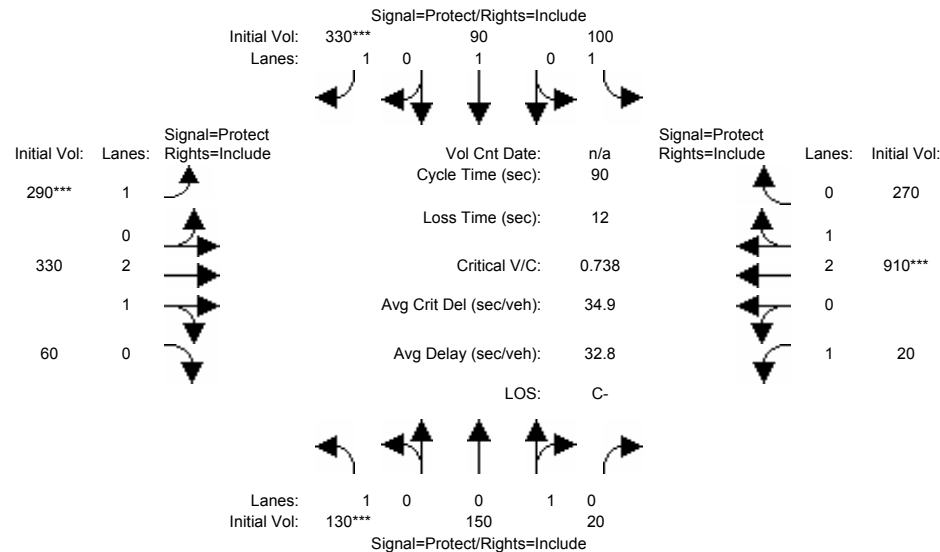
Vol/Sat:	0.13	0.13	0.01	0.08	0.08	0.16	0.13	0.07	0.07	0.01	0.19	0.19
Crit Moves:	****					****	****			****		
Green Time:	16.5	16.5	16.5	21.0	21.0	21.0	16.2	23.8	23.8	16.7	24.3	24.3
Volume/Cap:	0.70	0.70	0.03	0.35	0.35	0.70	0.70	0.26	0.26	0.04	0.70	0.70
Delay/Veh:	40.8	40.8	30.2	29.3	29.3	36.8	41.3	26.2	26.2	30.1	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:	40.8	40.8	30.2	29.3	29.3	36.8	41.3	26.2	26.2	30.1	31.0	31.0
LOS by Move:	D	D	C	C	C	D+	D	C	C	C	C	C
HCM2kAvgQ:	8	8	0	3	3	8	6	3	3	0	9	9

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #20: Dunne Ave/Condit Rd

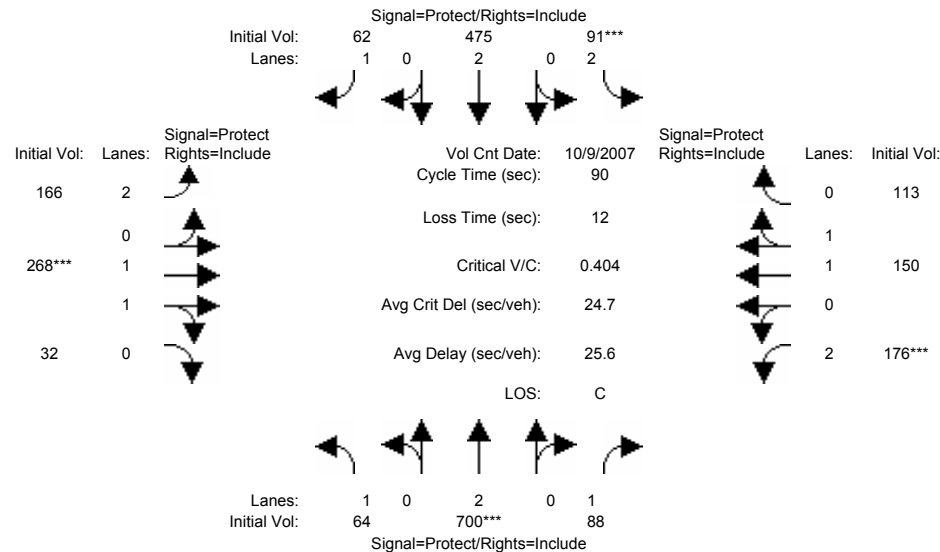


Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	130	150	20	100	90	330	290	330	60	20	910	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	150	20	100	90	330	290	330	60	20	910	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	150	20	100	90	330	290	330	60	20	910	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	150	20	100	90	330	290	330	60	20	910	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	150	20	100	90	330	290	330	60	20	910	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	150	20	100	90	330	290	330	60	20	910	270
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	0.88	0.12	1.00	1.00	1.00	1.00	2.52	0.48	1.00	2.29	0.71
Final Sat.:	1750	1588	212	1750	1900	1750	1750	4737	861	1750	4317	1281
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.06	0.05	0.19	0.17	0.07	0.07	0.01	0.21	0.21
Crit Moves:	****					****	****			****		
Green Time:	9.1	18.9	18.9	13.2	23.0	23.0	20.2	27.0	27.0	18.9	25.7	25.7
Volume/Cap:	0.74	0.45	0.45	0.39	0.19	0.74	0.74	0.23	0.23	0.05	0.74	0.74
Delay/Veh:	54.4	31.9	31.9	35.7	26.4	37.1	39.6	23.8	23.8	28.5	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:	54.4	31.9	31.9	35.7	26.4	37.1	39.6	23.8	23.8	28.5	30.9	30.9
LOS by Move:	D-	C	C	D+	C	D+	D	C	C	C	C	C
HCM2kAvgQ:	6	5	5	3	2	9	8	3	3	0	10	10
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

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

Intersection #21: Tennant Ave/Monterey Rd



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

Volume Module: >> Count Date: 9 Oct 2007 << 7:30am-8:15am

Base Vol:	64	700	88	91	475	62	166	268	32	176	150	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	700	88	91	475	62	166	268	32	176	150	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	700	88	91	475	62	166	268	32	176	150	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	700	88	91	475	62	166	268	32	176	150	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	700	88	91	475	62	166	268	32	176	150	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	700	88	91	475	62	166	268	32	176	150	113

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	1.78	0.22	2.00	1.12	0.88
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	3305	395	3150	2109	1589

Capacity Analysis Module:

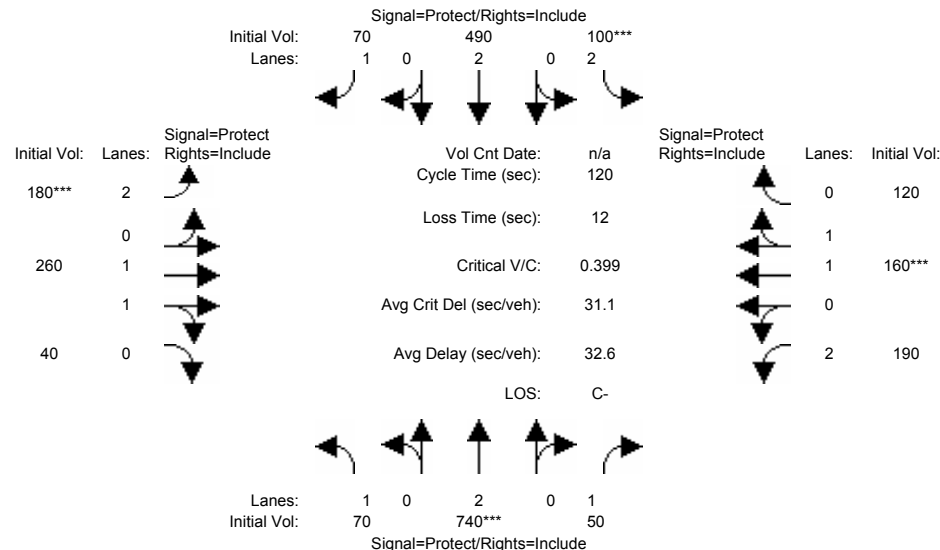
Vol/Sat:	0.04	0.18	0.05	0.03	0.13	0.04	0.05	0.08	0.08	0.06	0.07	0.07
Crit Moves:	****		****			****		****				
Green Time:	18.3	40.7	40.7	7.0	29.4	29.4	12.5	17.9	17.9	12.4	17.8	17.8
Volume/Cap:	0.18	0.41	0.11	0.37	0.38	0.11	0.38	0.41	0.41	0.41	0.36	0.36
Delay/Veh:	29.9	16.7	14.3	40.4	23.5	21.2	35.8	31.8	31.8	36.1	31.5	31.5
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:	29.9	16.7	14.3	40.4	23.5	21.2	35.8	31.8	31.8	36.1	31.5	31.5
LOS by Move:	C	B	B	D	C	C+	D+	C	C	D+	C	C
HCM2kAvgQ:	2	6	1	2	5	1	3	4	4	3	3	3

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #21: Tennant Ave/Monterey Rd

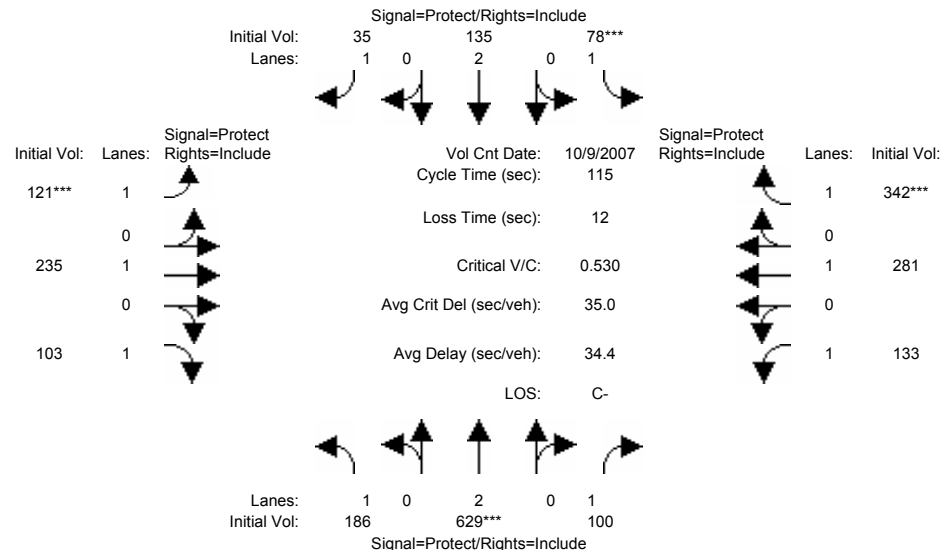


Street Name:	Monterey Road						Tennant Avenue													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
----- ----- ----- ----- ----- -----																				
Min. Green:	7		10		10	7		10		10	7		10		10					
----- ----- ----- ----- ----- -----																				
Volume Module:																				
Base Vol:	70		740		50	100		490		70	180		260		40	190		160		120
Growth Adj:	1.00		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		740		50	100		490		70	180		260		40	190		160		120
Added Vol:	0		0		0	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		740		50	100		490		70	180		260		40	190		160		120
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		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		740		50	100		490		70	180		260		40	190		160		120
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	70		740		50	100		490		70	180		260		40	190		160		120
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	70		740		50	100		490		70	180		260		40	190		160		120
----- ----- ----- ----- ----- -----																				
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		1.73		0.27	2.00		1.12		0.88
Final Sat.:	1750		3800		1750	3150		3800		1750	3150		3206		493	3150		2113		1585
----- ----- ----- ----- ----- -----																				
Capacity Analysis Module:																				
Vol/Sat:	0.04		0.19		0.03	0.03		0.13		0.04	0.06		0.08		0.08	0.06		0.08		0.08
Crit Moves:	****			****			****			****			****			****				
Green Time:	21.2		58.5		58.5	9.5		46.9		46.9	17.2		23.2		23.2	16.8		22.8		22.8
Volume/Cap:	0.23		0.40		0.06	0.40		0.33		0.10	0.40		0.42		0.42	0.43		0.40		0.40
Delay/Veh:	42.7		19.7		16.2	53.6		25.7		23.3	47.3		42.9		42.9	47.9		43.0		43.0
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:	42.7		19.7		16.2	53.6		25.7		23.3	47.3		42.9		42.9	47.9		43.0		43.0
LOS by Move:	D		B-		B	D-		C		C	D		D		D	D		D		D
HCM2kAvgQ:	2		8		1	3		6		2	4		5		5	4		5		5
Note: Queue reported is the number of cars per lane.																				

City of Morgan Hill Travel Demand Forecasting
SJ07-989

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

Intersection #22: Main Ave/Butterfield Blvd



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

Volume Module: >> Count Date: 9 Oct 2007 << 7:30am-8:15am

Base Vol:	186	629	100	78	135	35	121	235	103	133	281	342
Growth Adj:	1.00	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	629	100	78	135	35	121	235	103	133	281	342
Added Vol:	0	0	0	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	629	100	78	135	35	121	235	103	133	281	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	629	100	78	135	35	121	235	103	133	281	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	629	100	78	135	35	121	235	103	133	281	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	186	629	100	78	135	35	121	235	103	133	281	342

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:

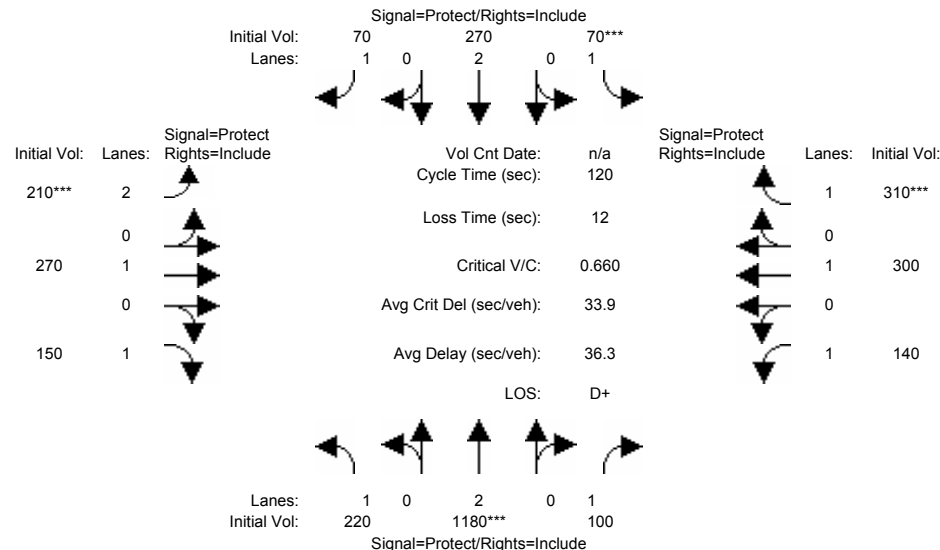
Vol/Sat:	0.11	0.17	0.06	0.04	0.04	0.02	0.07	0.12	0.06	0.08	0.15	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	25.1	35.9	35.9	9.7	20.5	20.5	15.0	35.6	35.6	21.9	42.4	42.4
Volume/Cap:	0.49	0.53	0.18	0.53	0.20	0.11	0.53	0.40	0.19	0.40	0.40	0.53
Delay/Veh:	40.3	33.0	29.0	54.1	40.4	39.8	49.1	31.8	29.3	41.6	27.3	29.3
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:	40.3	33.0	29.0	54.1	40.4	39.8	49.1	31.8	29.3	41.6	27.3	29.3
LOS by Move:	D	C-	C	D-	D	D	D	C	C	D	C	C
HCM2kAvgQ:	7	9	3	4	2	1	5	7	3	5	7	10

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #22: Main Ave/Butterfield Blvd



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

Volume Module:

Base Vol:	220	1180	100	70	270	70	210	270	150	140	300	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1180	100	70	270	70	210	270	150	140	300	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1180	100	70	270	70	210	270	150	140	300	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1180	100	70	270	70	210	270	150	140	300	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1180	100	70	270	70	210	270	150	140	300	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	1180	100	70	270	70	210	270	150	140	300	310

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750

Capacity Analysis Module:

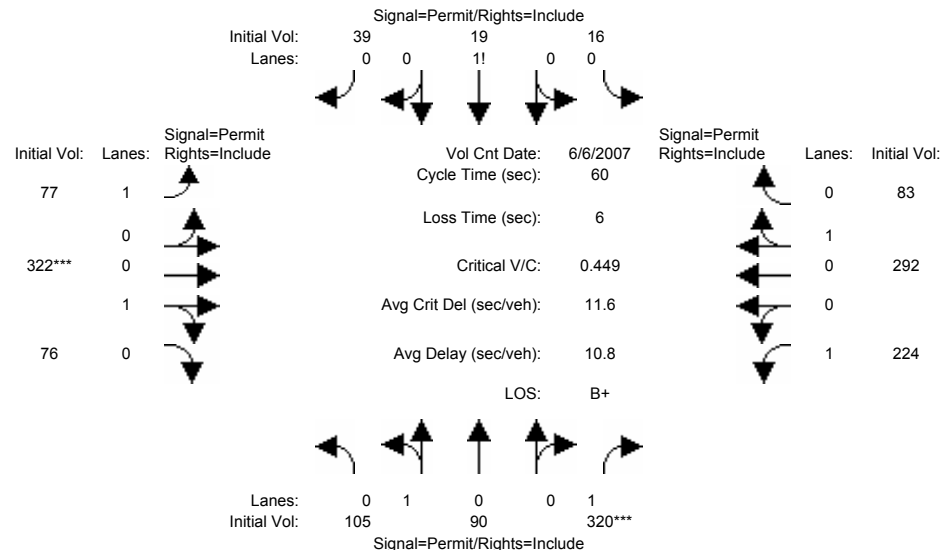
Vol/Sat:	0.13	0.31	0.06	0.04	0.07	0.04	0.07	0.14	0.09	0.08	0.16	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	38.3	56.4	56.4	7.3	25.4	25.4	12.1	28.3	28.3	16.0	32.2	32.2
Volume/Cap:	0.39	0.66	0.12	0.66	0.34	0.19	0.66	0.60	0.36	0.60	0.59	0.66
Delay/Veh:	32.3	25.4	17.9	69.5	40.4	39.1	57.0	43.1	38.8	53.4	40.0	42.5
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:	32.3	25.4	17.9	69.5	40.4	39.1	57.0	43.1	38.8	53.4	40.0	42.5
LOS by Move:	C-	C	B	E	D	D	E+	D	D+	D-	D	D
HCM2kAvgQ:	7	17	2	4	4	2	6	9	5	6	10	12

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

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

Intersection #23: Condit Road / Main Avenue



Street Name: Condit Road Main Avenue

Approach: North Bound South Bound East Bound West Bound

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

Min. Green: 10 10 10 10 10 10 10 10 10 10 10 10

Volume Module: >> Count Date: 6 Jun 2007 << 7:30am-8:15am

Base Vol:	105	90	320	16	19	39	77	322	76	224	292	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	90	320	16	19	39	77	322	76	224	292	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	90	320	16	19	39	77	322	76	224	292	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	90	320	16	19	39	77	322	76	224	292	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	90	320	16	19	39	77	322	76	224	292	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	90	320	16	19	39	77	322	76	224	292	83

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.54	0.46	1.00	0.21	0.26	0.53	1.00	0.81	0.19	1.00	0.78	0.22
Final Sat.:	969	831	1750	378	449	922	1750	1456	344	1750	1402	398

Capacity Analysis Module:

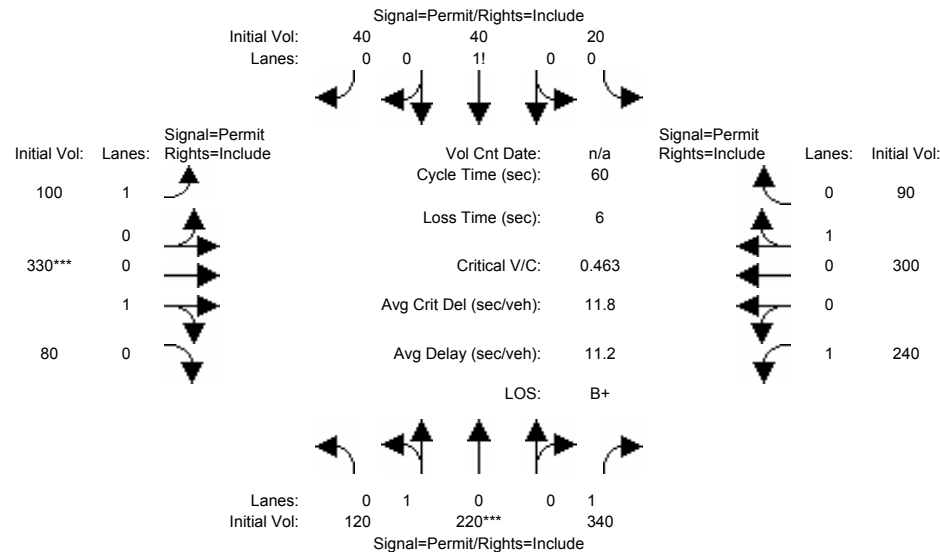
Vol/Sat:	0.11	0.11	0.18	0.04	0.04	0.04	0.04	0.22	0.22	0.13	0.21	0.21
Crit Moves:	****			****								
Green Time:	24.4	24.4	24.4	24.4	24.4	24.4	29.6	29.6	29.6	29.6	29.6	29.6
Volume/Cap:	0.27	0.27	0.45	0.10	0.10	0.10	0.09	0.45	0.45	0.26	0.42	0.42
Delay/Veh:	12.0	12.0	13.3	11.1	11.1	11.1	8.1	10.3	10.3	9.0	10.1	10.1
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:	12.0	12.0	13.3	11.1	11.1	11.1	8.1	10.3	10.3	9.0	10.1	10.1
LOS by Move:	B	B	B	B+	B+	B+	A	B+	B+	A	B+	B+
HCM2kAvgQ:	2	2	4	1	1	1	1	5	5	3	5	5

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #23: Condit Road / Main Avenue

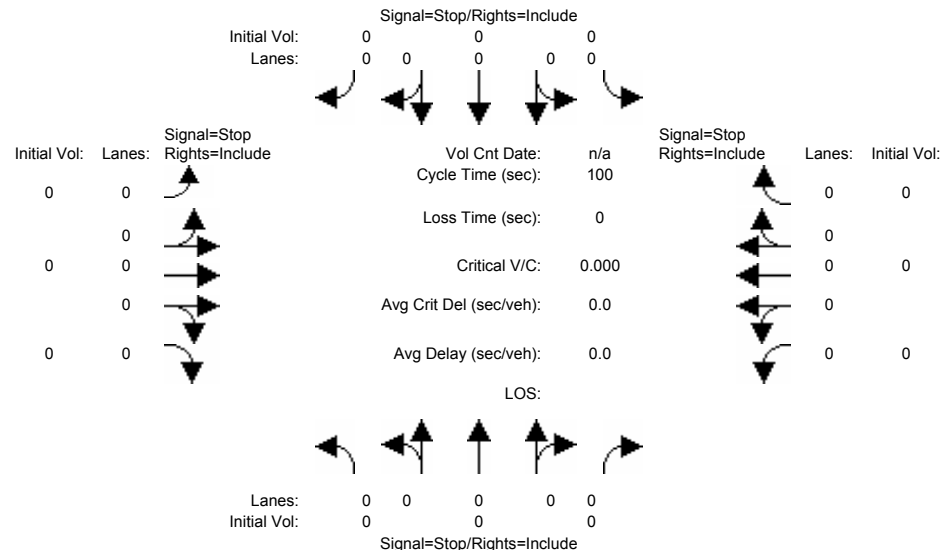


Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	120	220	340	20	40	40	100	330	80	240	300	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	220	340	20	40	40	100	330	80	240	300	90
Added Vol:	0	0	0	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	220	340	20	40	40	100	330	80	240	300	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	220	340	20	40	40	100	330	80	240	300	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	220	340	20	40	40	100	330	80	240	300	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	220	340	20	40	40	100	330	80	240	300	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.35	0.65	1.00	0.20	0.40	0.40	1.00	0.80	0.20	1.00	0.77	0.23
Final Sat.:	635	1165	1750	350	700	700	1750	1449	351	1750	1385	415
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.06	0.06	0.06	0.06	0.23	0.23	0.14	0.22	0.22
Crit Moves:	****			****								
Green Time:	24.5	24.5	24.5	24.5	24.5	24.5	29.5	29.5	29.5	29.5	29.5	29.5
Volume/Cap:	0.46	0.46	0.48	0.14	0.14	0.14	0.12	0.46	0.46	0.28	0.44	0.44
Delay/Veh:	13.4	13.4	13.6	11.2	11.2	11.2	8.3	10.4	10.4	9.2	10.2	10.2
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:	13.4	13.4	13.6	11.2	11.2	11.2	8.3	10.4	10.4	9.2	10.2	10.2
LOS by Move:	B	B	B	B+	B+	B+	A	B+	B+	A	B+	B+
HCM2kAvgQ:	5	5	5	1	1	1	1	6	6	3	5	5
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

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

Intersection #24: Hale Avenue / Dunne Avenue (us) [- future unsignalized]



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 7 10 10 7 10 10

Volume Module:

Base Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Growth Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 0

Added Vol: 0 0 0 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 0 0 0 0 0 0 0

User Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

PHF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

PHF Volume: 0 0 0 0 0 0 0 0 0 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PCE Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

MLF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

FinalVolume: 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Final Sat.: 0 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Crit Moves:

Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

LOS by Move:

ApproachDel: 0.0 0.0 0.0 0.0

Delay Adj: 0.00 0.00 0.00 0.00

ApprAdjDel: 0.0 0.0 0.0 0.0

LOS by Appr:

AllWayAvgQ: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Hale Avenue / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Major Street Volume:	0																			
Minor Approach Volume:	0																			
Minor Approach Volume Threshold:	+Inf																			

SIGNAL WARRANT DISCLAIMER

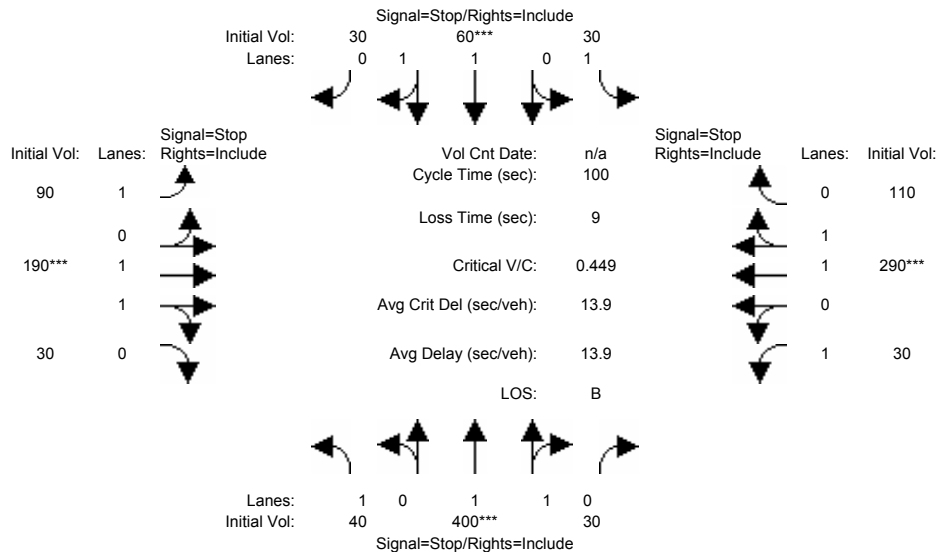
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #24: Hale Avenue / Dunne Avenue (us) [- future unsignalized]



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 7 10 10 7 10 10

Volume Module:

Base Vol:	40	400	30	30	60	30	90	190	30	30	290	110
Growth Adj:	1.00	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	400	30	30	60	30	90	190	30	30	290	110
Added Vol:	0	0	0	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	400	30	30	60	30	90	190	30	30	290	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	400	30	30	60	30	90	190	30	30	290	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	400	30	30	60	30	90	190	30	30	290	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	40	400	30	30	60	30	90	190	30	30	290	110

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	1.86	0.14	1.00	1.33	0.67	1.00	1.73	0.27	1.00	1.45	0.55
Final Sat.:	440	891	67	383	547	284	421	782	125	435	693	273

Capacity Analysis Module:

Vol/Sat:	0.09	0.45	0.45	0.08	0.11	0.11	0.21	0.24	0.24	0.07	0.42	0.40
Crit Moves:	****			****			****			****		
Delay/Veh:	11.2	15.4	15.2	12.0	11.6	11.2	12.8	12.4	12.3	11.1	14.7	14.0
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:	11.2	15.4	15.2	12.0	11.6	11.2	12.8	12.4	12.3	11.1	14.7	14.0
LOS by Move:	B	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:	15.0			11.6			12.5			14.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.0			11.6			12.5			14.3		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.1	0.7	0.7	0.1	0.1	0.1	0.2	0.3	0.3	0.1	0.7	0.6

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Hale Avenue / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Initial Vol:	40		400		30	30		60		30	90		190		30	30		290		110
Major Street Volume:											740									
Minor Approach Volume:											470									
Minor Approach Volume Threshold:	504																			

SIGNAL WARRANT DISCLAIMER

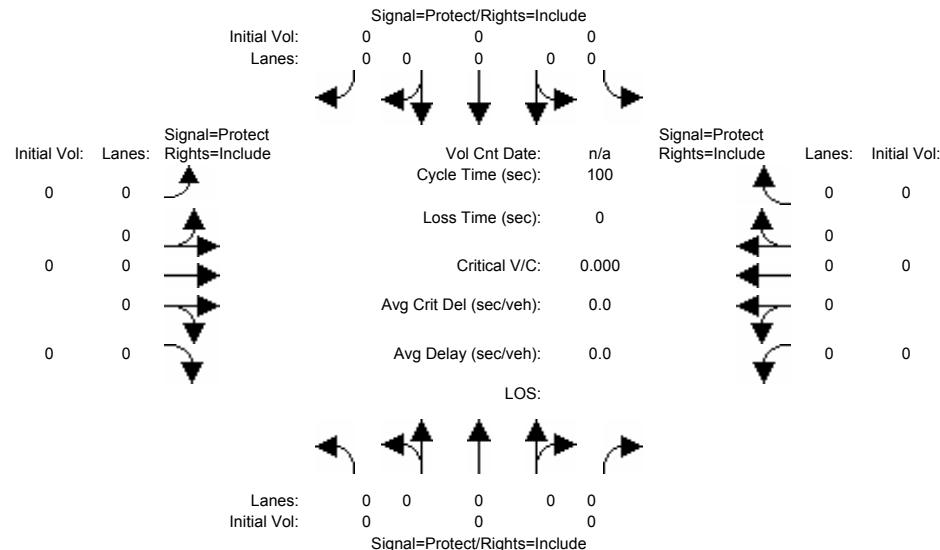
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

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

Intersection #224: Hale Avenue / Dunne Avenue [- future signalized]



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 7 10 10 7 10 10

Volume Module:

Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
Added Vol:	0	0	0	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	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
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	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0

Capacity Analysis Module:

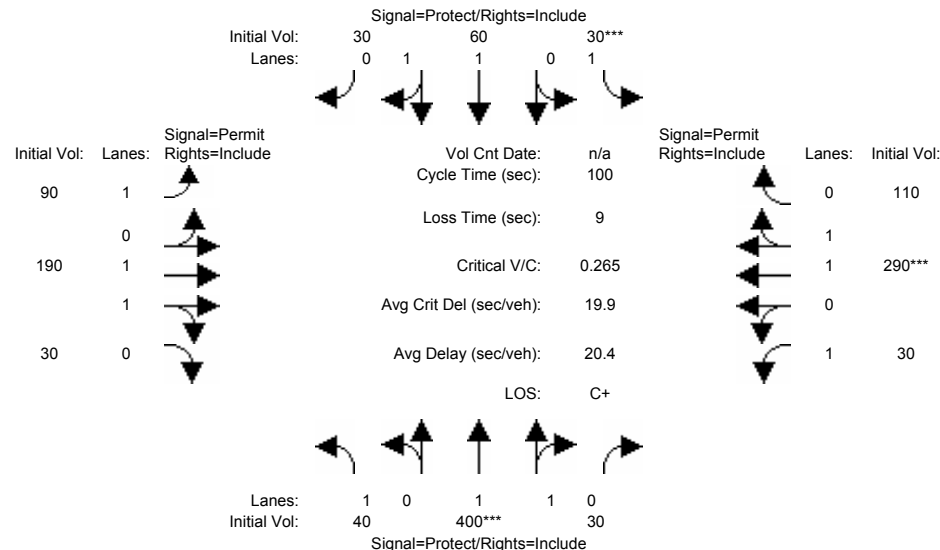
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	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	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:												
HCM2kAvgQ:	0	0	0	0	0	0	0	0	0	0	0	0

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP AM (2)

Intersection #224: Hale Avenue / Dunne Avenue [- future signalized]



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

Volume Module:

Base Vol:	40	400	30	30	60	30	90	190	30	30	290	110
Growth Adj:	1.00	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	400	30	30	60	30	90	190	30	30	290	110
Added Vol:	0	0	0	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	400	30	30	60	30	90	190	30	30	290	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	400	30	30	60	30	90	190	30	30	290	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	400	30	30	60	30	90	190	30	30	290	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	40	400	30	30	60	30	90	190	30	30	290	110

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.86	0.14	1.00	1.32	0.68	1.00	1.72	0.28	1.00	1.43	0.57
Final Sat.:	1750	3442	258	1750	2466	1233	1750	3195	504	1750	2682	1017

Capacity Analysis Module:

Vol/Sat:	0.02	0.12	0.12	0.02	0.02	0.02	0.05	0.06	0.06	0.02	0.11	0.11
Crit Moves:	****			****						****		
Green Time:	20.8	43.5	43.5	7.0	29.7	29.7	40.5	40.5	40.5	40.5	40.5	40.5
Volume/Cap:	0.11	0.27	0.27	0.24	0.08	0.08	0.13	0.15	0.15	0.04	0.27	0.27
Delay/Veh:	32.2	18.1	18.1	45.0	25.3	25.3	18.8	18.9	18.9	18.0	20.0	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	18.1	18.1	45.0	25.3	25.3	18.8	18.9	18.9	18.0	20.0	20.0
LOS by Move:	C-	B-	B-	D	C	C	B-	B-	B-	B-	B-	B-
HCM2kAvgQ:	1	4	4	1	1	1	2	2	2	1	4	4

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

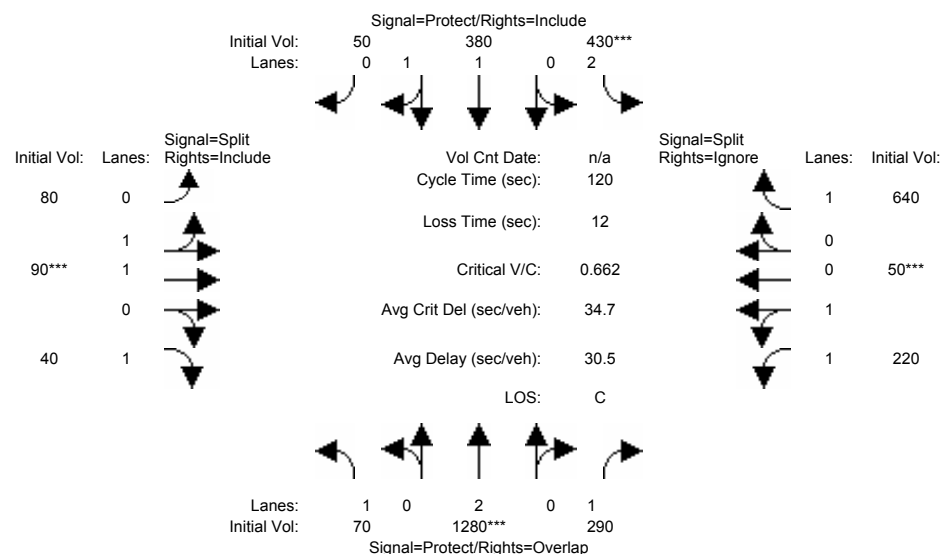
City of Morgan Hill Travel Demand Forecasting
SJ07-989

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		???				Existing AM				2015 Project AM (9)						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Cochrane Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	27.6	0.375	31.8	C	30.5	0.662	+ 0.287	34.7	+ 2.9	?	xx.x	x.xxx	xx.x
#2	Cochrane Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	B	16.7	0.347	21.1	C-	33.5	0.523	+ 0.176	37.9	+ 16.8	?	xx.x	x.xxx	xx.x
#3	Monterey Road / Central Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	16.0	0.000	1.3	F	118.8	0.000	+ 0.000	5.8	+ 4.5	?	xx.x	x.xxx	xx.x
#4	Monterey Road / Keystone Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.7	0.000	0.1	C	20.9	0.000	+ 0.000	0.4	+ 0.2	?	xx.x	x.xxx	xx.x
#5	Main Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	D	43.4	0.552	44.1	D	50.5	0.841	+ 0.289	55.6	+ 11.4	?	xx.x	x.xxx	xx.x
#6	Del Monte Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	13.5	0.000	1.2	C	15.1	0.000	+ 0.000	2.5	+ 1.3	?	xx.x	x.xxx	xx.x
#7	Hale Avenue / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	11.0	0.498	11.0	B	14.4	0.526	+ 0.028	14.4	+ 3.4	?	xx.x	x.xxx	xx.x
#8	Depot Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	15.9	0.000	1.1	D	29.3	0.000	+ 0.000	3.4	+ 2.3	?	xx.x	x.xxx	xx.x
#9	Monterey Road / 1st Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.2	0.000	0.1	B	12.2	0.000	+ 0.000	0.2	+ 0.1	?	xx.x	x.xxx	xx.x
#10	Monterey Road / 2nd Street	?	xx.x	x.xxx	xx.x	B+	10.7	0.218	7.5	B	12.3	0.386	+ 0.167	9.8	+ 2.3	?	xx.x	x.xxx	xx.x
#11	Monterey Road / 3rd Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.5	0.000	0.2	B	12.6	0.000	+ 0.000	0.5	+ 0.3	?	xx.x	x.xxx	xx.x
#12	Monterey Road / 4th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	14.2	0.000	0.2	F	51.5	0.000	+ 0.000	3.0	+ 2.9	?	xx.x	x.xxx	xx.x
#13	Monterey Road / 5th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	17.9	0.000	0.5	E	37.1	0.000	+ 0.000	2.0	+ 1.5	?	xx.x	x.xxx	xx.x
#14	Dunne Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	28.6	0.391	26.9	C	31.0	0.545	+ 0.154	30.1	+ 3.3	?	xx.x	x.xxx	xx.x
#15	Del Monte Street / Dunne Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	12.0	0.000	2.8	B	13.8	0.000	+ 0.000	3.3	+ 0.5	?	xx.x	x.xxx	xx.x
#16	Church Street / Dunne Avenue	?	xx.x	x.xxx	xx.x	B-	18.8	0.284	18.4	C+	20.4	0.290	+ 0.006	18.8	+ 0.3	?	xx.x	x.xxx	xx.x
#17	Dunne Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	C	30.7	0.529	33.5	C-	32.6	0.556	+ 0.027	32.7	- 0.8	?	xx.x	x.xxx	xx.x
#18	US 101 SB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	C+	20.7	0.410	25.7	B-	19.8	0.502	+ 0.092	26.5	+ 0.7	?	xx.x	x.xxx	xx.x
#19	US 101 NB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	B	14.4	0.349	14.9	B	12.1	0.337	- 0.012	12.1	- 2.8	?	xx.x	x.xxx	xx.x
#20	Dunne Ave/Condit Rd	?	xx.x	x.xxx	xx.x	C-	32.7	0.697	34.4	C-	32.7	0.738	+ 0.041	34.9	+ 0.4	?	xx.x	x.xxx	xx.x
#21	Tennant Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	25.6	0.404	24.7	C-	32.6	0.399	- 0.005	31.1	+ 6.5	?	xx.x	x.xxx	xx.x
#22	Main Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	C-	34.4	0.530	35.0	D+	37.0	0.664	+ 0.134	34.3	- 0.7	?	xx.x	x.xxx	xx.x
#23	Condit Road / Main Avenue	?	xx.x	x.xxx	xx.x	B+	10.8	0.449	11.6	B+	11.3	0.463	+ 0.014	11.8	+ 0.1	?	xx.x	x.xxx	xx.x
#24	Hale Avenue / Dunne Avenue (us) [- future unsignalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	B	14.2	0.458	+ 0.458	14.2	+ 14.2	?	xx.x	x.xxx	xx.x
#224	Hale Avenue / Dunne Avenue [- future signalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	C+	21.5	0.278	+ 0.278	21.4	+ 21.4	?	xx.x	x.xxx	xx.x

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Intersection #1: Cochrane Ave/Monterey Rd



Street Name: Monterey Road Cochrane Avenue

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

Volume Module:

Base Vol:	70	1280	290	430	380	50	80	90	40	220	50	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	1.00
Initial Bse:	70	1280	290	430	380	50	80	90	40	220	50	640
Added Vol:	0	0	0	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	1280	290	430	380	50	80	90	40	220	50	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	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:	70	1280	290	430	380	50	80	90	40	220	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1280	290	430	380	50	80	90	40	220	50	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	1280	290	430	380	50	80	90	40	220	50	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.95	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	1.76	0.24	0.97	1.03	1.00	1.63	0.37	1.00
Final Sat.:	1750	3800	1750	3150	3269	430	1740	1958	1750	2892	657	1750

Capacity Analysis Module:

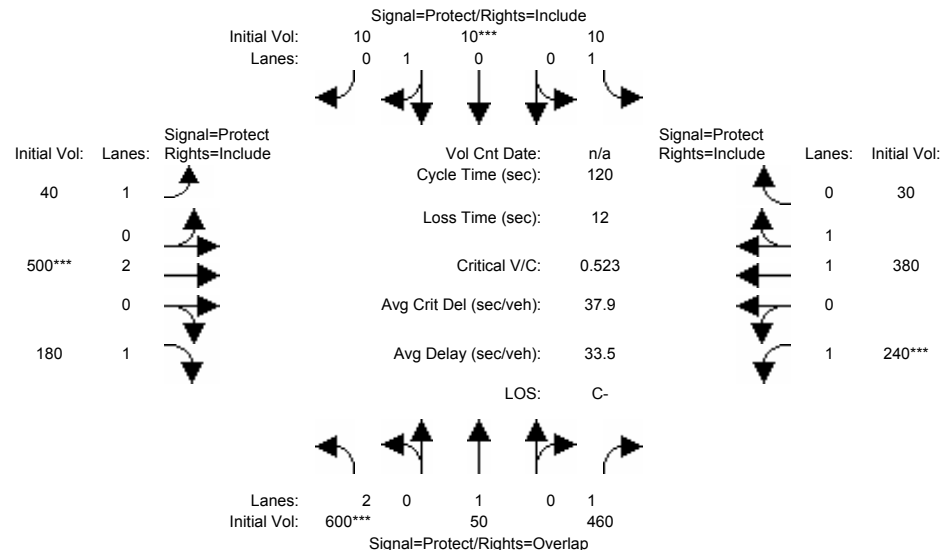
Vol/Sat:	0.04	0.34	0.17	0.14	0.12	0.12	0.05	0.05	0.02	0.08	0.08	0.00
Crit Moves:	****		****				****			****		
Green Time:	28.2	60.1	73.7	24.3	56.2	56.2	10.0	10.0	10.0	13.6	13.6	0.0
Volume/Cap:	0.17	0.67	0.27	0.67	0.25	0.25	0.55	0.55	0.27	0.67	0.67	0.00
Delay/Veh:	36.8	23.5	10.9	47.0	19.3	19.3	55.0	55.0	52.6	55.5	55.5	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:	36.8	23.5	10.9	47.0	19.3	19.3	55.0	55.0	52.6	55.5	55.5	0.0
LOS by Move:	D+	C	B+	D	B-	B-	D-	D-	D-	E+	E+	A
HCM2kAvgQ:	2	18	5	9	5	5	4	4	2	5	5	0

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

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Intersection #2: Cochrane Ave/Butterfield Blvd

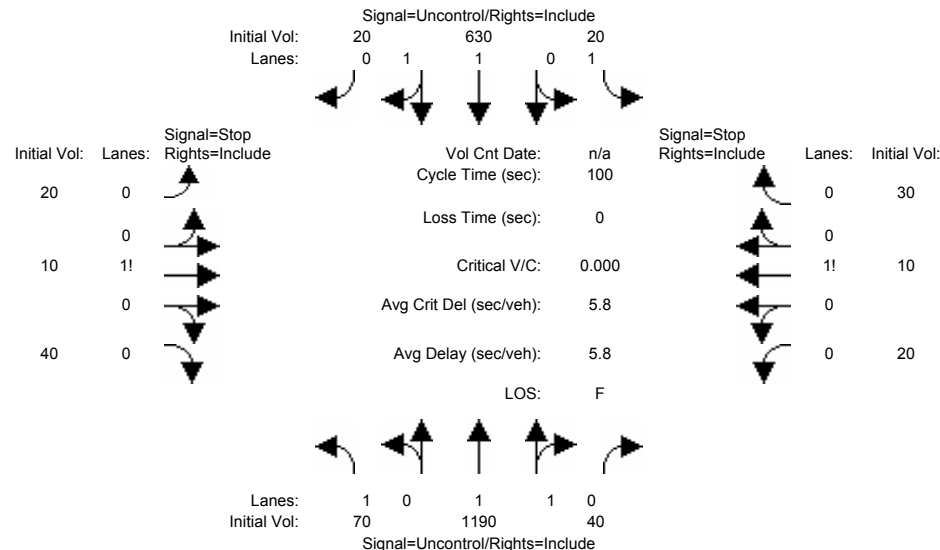


Street Name:	Butterfield Boulevard						Cochrane Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- -----												
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	600	50	460	10	10	10	40	500	180	240	380	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:	600	50	460	10	10	10	40	500	180	240	380	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:	600	50	460	10	10	10	40	500	180	240	380	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:	600	50	460	10	10	10	40	500	180	240	380	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	50	460	10	10	10	40	500	180	240	380	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	600	50	460	10	10	10	40	500	180	240	380	30
----- ----- ----- ----- -----												
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	0.98	0.95
Lanes:	2.00	1.00	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.85	0.15
Final Sat.:	3150	1900	1750	1750	900	900	1750	3800	1750	1750	3429	271
----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.19	0.03	0.26	0.01	0.01	0.01	0.02	0.13	0.10	0.14	0.11	0.11
Crit Moves:	****			****			****		****			
Green Time:	40.7	34.6	63.9	16.1	10.0	10.0	19.8	28.1	28.1	29.3	37.6	37.6
Volume/Cap:	0.56	0.09	0.49	0.04	0.13	0.13	0.14	0.56	0.44	0.56	0.35	0.35
Delay/Veh:	33.1	31.3	18.2	45.4	51.4	51.4	43.1	41.4	40.0	41.5	32.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	31.3	18.2	45.4	51.4	51.4	43.1	41.4	40.0	41.5	32.0	32.0
LOS by Move:	C-	C	B-	D	D-	D-	D	D	D	D	C-	C-
HCM2kAvgQ:	11	1	12	0	1	1	1	8	6	8	6	6
Note: Queue reported is the number of cars per lane.												

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Intersection #3: Monterey Road / Central Avenue (us) [- unsignalized]



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:

Base Vol:	70	1190	40	20	630	20	20	10	40	20	10	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:	70	1190	40	20	630	20	20	10	40	20	10	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:	70	1190	40	20	630	20	20	10	40	20	10	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:	70	1190	40	20	630	20	20	10	40	20	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	70	1190	40	20	630	20	20	10	40	20	10	30

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	650	xxxx	xxxxxx	1230	xxxx	xxxxxx	1420	2050	325	1710	2040	615
Potent Cap.:	946	xxxx	xxxxxx	574	xxxx	xxxxxx	98	56	677	60	57	439
Move Cap.:	946	xxxx	xxxxxx	574	xxxx	xxxxxx	72	50	677	44	51	439
Volume/Cap:	0.07	xxxx	xxxx	0.03	xxxx	xxxx	0.28	0.20	0.06	0.45	0.20	0.07

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	9.1	xxxx	xxxxxx	11.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
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	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	131	xxxxxx	xxxx	83	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	2.6	xxxxxx	xxxxxx	3.5	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	60.6	xxxxxx	xxxxxx	119	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	60.6	xxxxxx	xxxxxx	118.8	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	F	*	*	F	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

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-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    70 1190      40      20 630      20      20 10      40      20 10      30
ApproachDel:    xxxxxx      xxxxxx      60.6      118.8
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=70]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2100]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=60]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2100]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    70 1190      40      20 630      20      20 10      40      20 10      30
-----|-----|-----|-----|-----|

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Major Street Volume: 1970

Minor Approach Volume: 70

Minor Approach Volume Threshold: 51 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

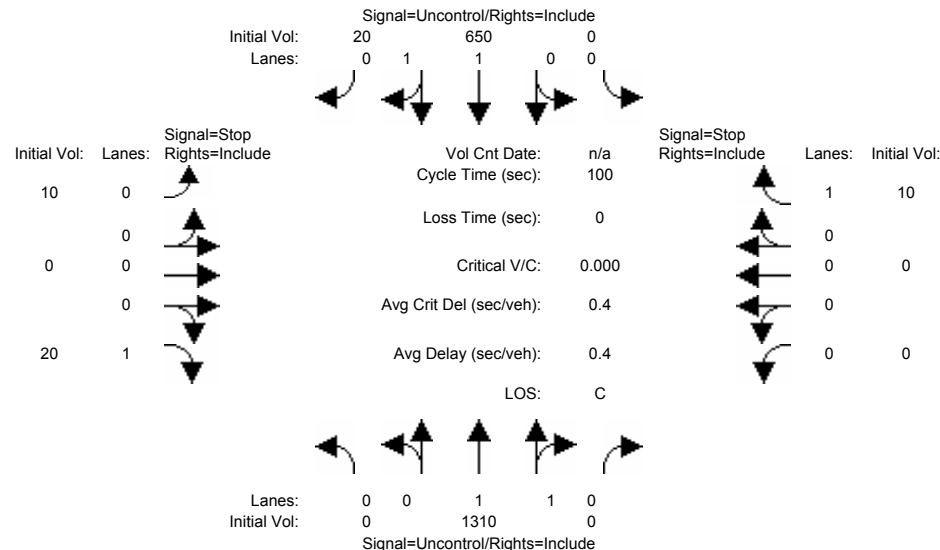
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

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Intersection #4: Monterey Road / Keystone Avenue (us) [- unsignalized]



Street Name: Monterey Road Keystone 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:

Base Vol:	0	1310	0	0	650	20	10	0	20	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1310	0	0	650	20	10	0	20	0	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1310	0	0	650	20	10	0	20	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1310	0	0	650	20	10	0	20	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1310	0	0	650	20	10	0	20	0	0	10

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	7.5	6.5	6.9	xxxxx	xxxxx	6.9
FollowUpTim:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxxx	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflict Vol:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1315	1970	335	xxxxx	xxxxx	655
Potent Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	118	63	667	xxxxx	xxxxx	413
Move Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	115	63	667	xxxxx	xxxxx	413
Volume/Cap:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.09	0.00	0.03	xxxxx	xxxxx	0.02

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.1
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	13.9
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.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	256	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	20.9	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	C	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	20.9		13.9			
ApproachLOS:	*	*	*	*	*	C		B			

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

Peak Hour Delay Signal Warrant Report

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 1! 0 0      0 0 0 0 1
Initial Vol:    0 1310      0 0 650 20      10 0 20      0 0 10
ApproachDel:    xxxxxx      xxxxxx      20.9      13.9
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2020]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=10]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2020]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 1! 0 0      0 0 0 0 1
Initial Vol:    0 1310      0 0 650 20      10 0 20      0 0 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1980

Minor Approach Volume: 30

Minor Approach Volume Threshold: 49 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

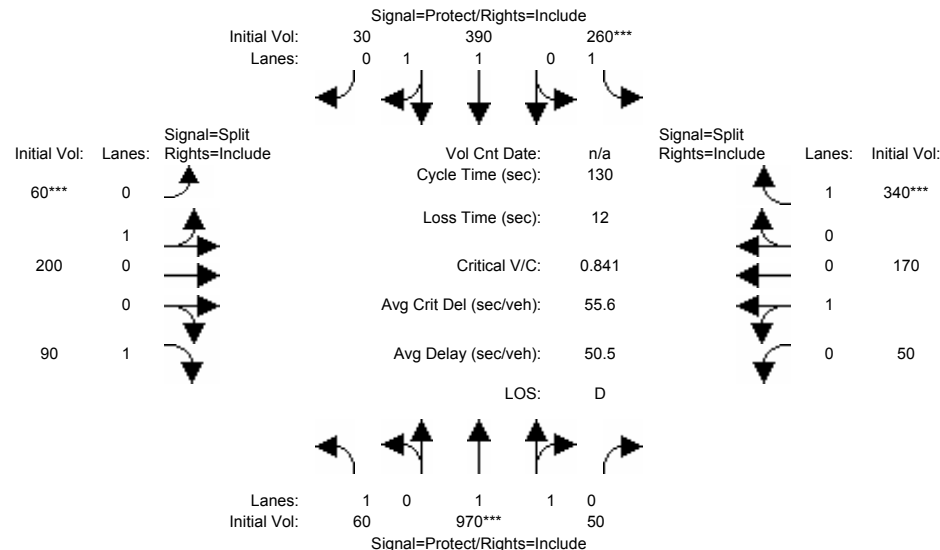
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project AM (9)

Intersection #5: Main Ave/Monterey Rd



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

Volume Module:

Base Vol:	60	970	50	260	390	30	60	200	90	50	170	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	970	50	260	390	30	60	200	90	50	170	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	970	50	260	390	30	60	200	90	50	170	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	970	50	260	390	30	60	200	90	50	170	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	970	50	260	390	30	60	200	90	50	170	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	60	970	50	260	390	30	60	200	90	50	170	340

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	1.90	0.10	1.00	1.85	0.15	0.23	0.77	1.00	0.23	0.77	1.00
Final Sat.:	1750	3518	181	1750	3436	264	415	1385	1750	409	1391	1750

Capacity Analysis Module:

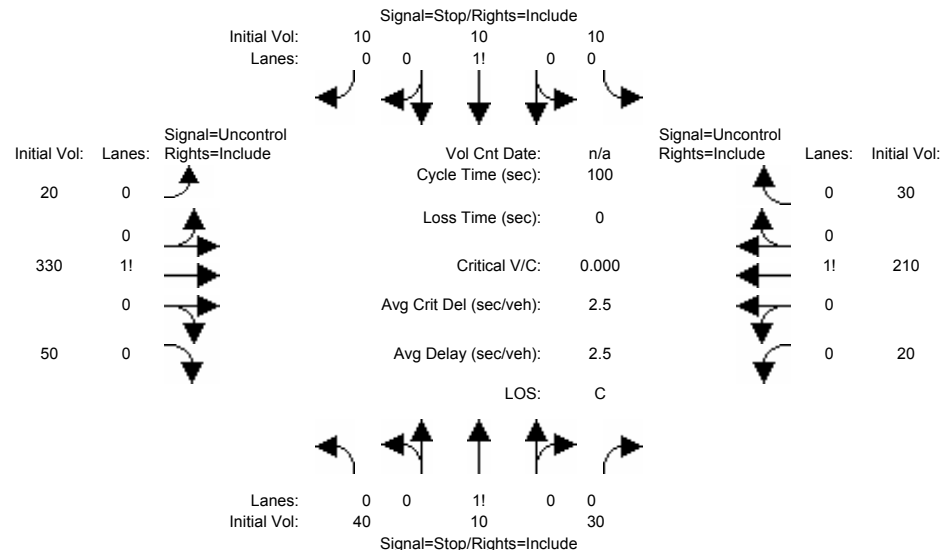
Vol/Sat:	0.03	0.28	0.28	0.15	0.11	0.11	0.14	0.14	0.05	0.12	0.12	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.1	42.6	42.6	23.0	44.5	44.5	22.3	22.3	22.3	30.0	30.0	30.0
Volume/Cap:	0.21	0.84	0.84	0.84	0.33	0.33	0.84	0.84	0.30	0.53	0.53	0.84
Delay/Veh:	47.6	45.9	45.9	70.0	31.9	31.9	70.3	70.3	47.6	45.1	45.1	62.2
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:	47.6	45.9	45.9	70.0	31.9	31.9	70.3	70.3	47.6	45.1	45.1	62.2
LOS by Move:	D	D	D	E	C	C	E	E	D	D	D	E
HCM2kAvgQ:	2	20	20	12	6	6	13	13	4	8	8	16

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project AM (9)

Intersection #6: Del Monte Street / Main Avenue (us) [- unsignalized]



Street Name: Del Monte 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:

Base Vol:	40	10	30	10	10	10	20	330	50	20	210	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:	40	10	30	10	10	10	20	330	50	20	210	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:	40	10	30	10	10	10	20	330	50	20	210	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:	40	10	30	10	10	10	20	330	50	20	210	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	10	30	10	10	10	20	330	50	20	210	30

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	670	675	355	680	685	225	240	xxxx	xxxxxx	380	xxxx	xxxxxx
Potent Cap.:	373	378	693	368	373	819	1339	xxxx	xxxxxx	1190	xxxx	xxxxxx
Move Cap.:	352	366	693	336	361	819	1339	xxxx	xxxxxx	1190	xxxx	xxxxxx
Volume/Cap:	0.11	0.03	0.04	0.03	0.03	0.01	0.01	xxxx	xxxxxx	0.02	xxxx	xxxxxx

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Control Del:	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx	7.7	xxxx	xxxxxx	8.1	xxxx	xxxxxx
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	435	xxxxxx	xxxx	431	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxx	0.7	xxxxxx	xxxxx	0.2	xxxxxx	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxx	15.1	xxxxxx	xxxxx	14.0	xxxxxx	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx
Shared LOS:	*	C	*	*	B	*	*	*	*	*	*	*
ApproachDel:	15.1			14.0			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    40 10 30        10 10 10        20 330 50        20 210 30
ApproachDel:    15.1            14.0            xxxxxx            xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=80]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=770]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=770]

FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    40 10 30        10 10 10        20 330 50        20 210 30
-----|-----|-----|-----|-----|

```

Major Street Volume: 660

Minor Approach Volume: 80

Minor Approach Volume Threshold: 330

SIGNAL WARRANT DISCLAIMER

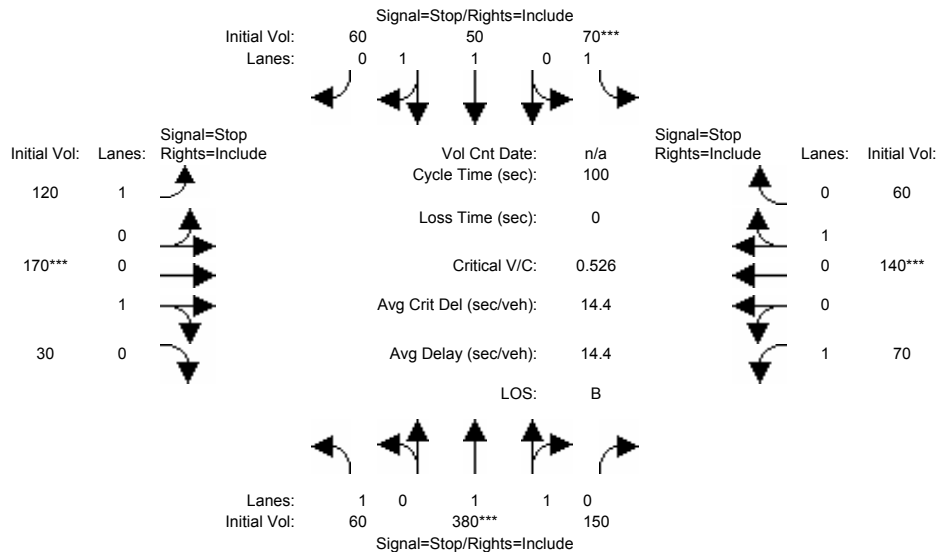
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2015 Project AM (9)

Intersection #7: Hale Avenue / Main Avenue (us) [- unsignalized]



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

Volume Module:

Base Vol:	60	380	150	70	50	60	120	170	30	70	140	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	380	150	70	50	60	120	170	30	70	140	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	380	150	70	50	60	120	170	30	70	140	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	380	150	70	50	60	120	170	30	70	140	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	380	150	70	50	60	120	170	30	70	140	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	60	380	150	70	50	60	120	170	30	70	140	60

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	1.43	0.57	1.00	1.00	1.00	1.00	0.85	0.15	1.00	0.70	0.30
Final Sat.:	458	723	297	399	421	460	451	417	74	443	342	147

Capacity Analysis Module:

Vol/Sat:	0.13	0.53	0.51	0.18	0.12	0.13	0.27	0.41	0.41	0.16	0.41	0.41
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	11.4	16.7	15.7	12.8	11.6	10.9	12.9	14.2	14.2	11.8	14.2	14.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	16.7	15.7	12.8	11.6	10.9	12.9	14.2	14.2	11.8	14.2	14.2
LOS by Move:	B	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:	15.9			11.9			13.7			13.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.9			11.9			13.7			13.5		
LOS by Appr:	C			B			B			B		
AllWayAvgQ:	0.1	1.0	0.9	0.2	0.1	0.1	0.3	0.6	0.6	0.2	0.6	0.6

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Hale Avenue / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:          1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  0  1  0
Initial Vol:    60  380  150    70  50   60  120  170   30   70  140   60
-----|-----|-----|-----|-----|
Major Street Volume:              770
Minor Approach Volume:             320
Minor Approach Volume Threshold: 486
-----|-----|-----|-----|-----|

```

SIGNAL WARRANT DISCLAIMER

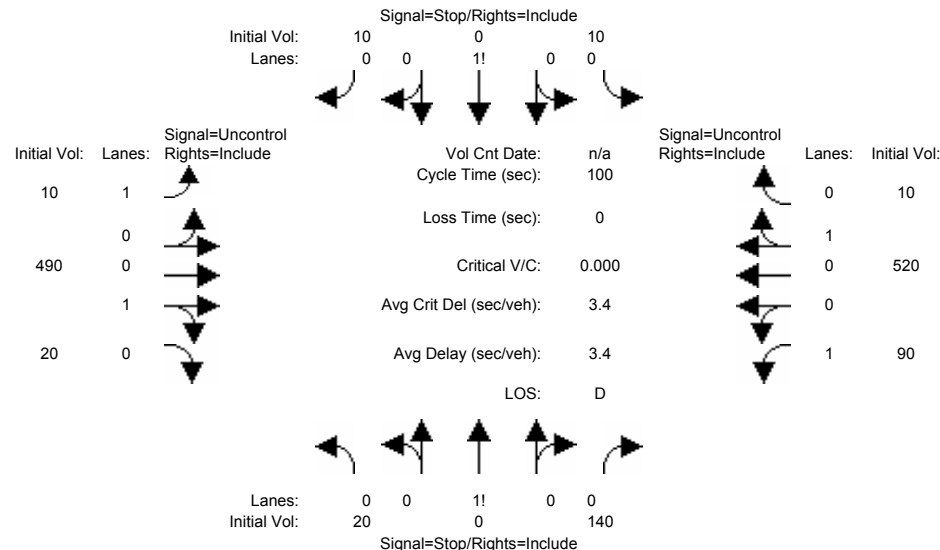
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project AM (9)

Intersection #8: Depot Street / Main Avenue (us) [- unsignalized]



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:

Base Vol:	20	0	140	10	0	10	10	490	20	90	520	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	140	10	0	10	10	490	20	90	520	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	140	10	0	10	10	490	20	90	520	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	0	140	10	0	10	10	490	20	90	520	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	0	140	10	0	10	10	490	20	90	520	10

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	1230	1230	500	1295	1235	525	530	xxxx	xxxxxx	510	xxxx	xxxxxx
Potent Cap.:	156	179	575	141	178	556	1048	xxxx	xxxxxx	1065	xxxx	xxxxxx
Move Cap.:	142	162	575	99	161	556	1048	xxxx	xxxxxx	1065	xxxx	xxxxxx
Volume/Cap:	0.14	0.00	0.24	0.10	0.00	0.02	0.01	xxxx	xxxxxx	0.08	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.3	xxxx	xxxxxx
Control Del:	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx	8.5	xxxx	xxxxxx	8.7	xxxx	xxxxxx
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	416	xxxxxx	xxxx	168	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	1.8	xxxxxx	xxxxxx	0.4	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	18.9	xxxxxx	xxxxxx	29.3	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	C	*	*	D	*	*	*	*	*	*	*
ApproachDel:	18.9			29.3			xxxxxx			xxxxxx		
ApproachLOS:	C			D			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    20  0 140      10  0  10      10 490  20      90 520  10
ApproachDel:    18.9           29.3           xxxxxx           xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.8]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=160]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1320]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1320]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    20  0 140      10  0  10      10 490  20      90 520  10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1140

Minor Approach Volume: 160

Minor Approach Volume Threshold: 240

SIGNAL WARRANT DISCLAIMER

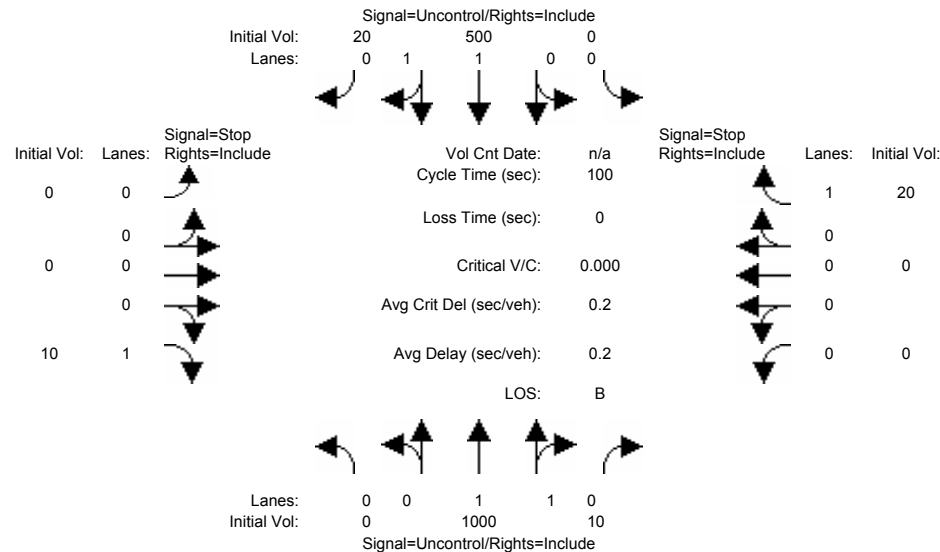
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project AM (9)

Intersection #9: Monterey Road / 1st Street (us) [- unsignalized]



Street Name: Monterey Road 1st 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:

Base Vol:	0	1000	10	0	500	20	0	0	10	0	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1000	10	0	500	20	0	0	10	0	0	20
Added Vol:	0	0	0	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	1000	10	0	500	20	0	0	10	0	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1000	10	0	500	20	0	0	10	0	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1000	10	0	500	20	0	0	10	0	0	20

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.9	xxxxx	xxxxx	6.9
FollowUpTim:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.3	xxxxx	xxxxx	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	260	xxxxx	xxxxx	505
Potent Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	745	xxxxx	xxxxx	518
Move Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	745	xxxxx	xxxxx	518
Volume/Cap:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.01	xxxxx	xxxxx	0.04

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.1
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	9.9	xxxxx	xxxxx	12.2
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	LT - LTR - RT	
Shared Cap.:	xxxxx	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	xxxxx
Shrd ConDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	9.9	xxxxxx	xxxxxx	12.2
ApproachLOS:	*	*	*	*	*	*	*	*	*	A	*	*	B

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met


```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 1 0      0 0 0 1
Initial Vol:    0 1000 10      0 500 20      0 0 10      0 0 20
ApproachDel:    xxxxxx          xxxxxx          9.9          12.2
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=10]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1560]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1560]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 1 0      0 0 0 1
Initial Vol:    0 1000 10      0 500 20      0 0 10      0 0 20
-----|-----|-----|-----|-----|

```

Major Street Volume: 1530

Minor Approach Volume: 20

Minor Approach Volume Threshold: 138

SIGNAL WARRANT DISCLAIMER

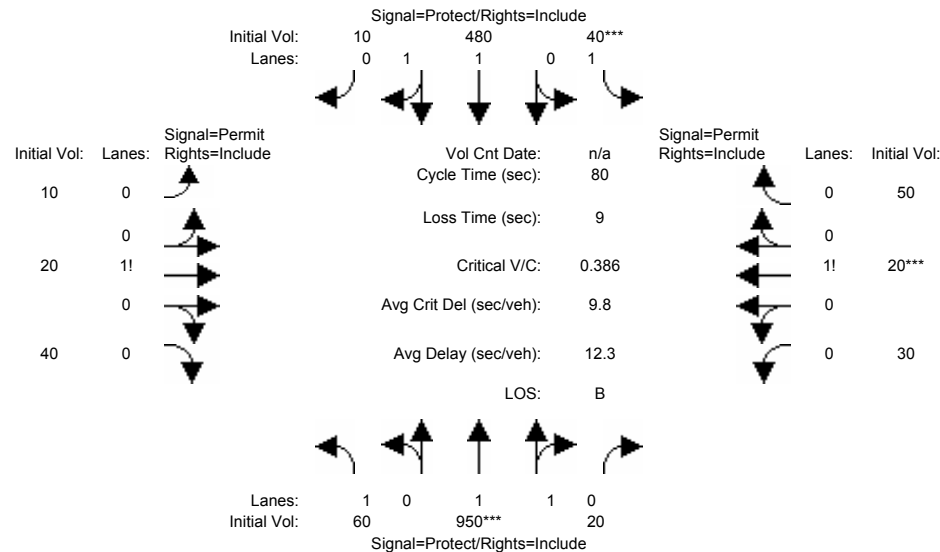
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project AM (9)

Intersection #10: Monterey Road / 2nd Street

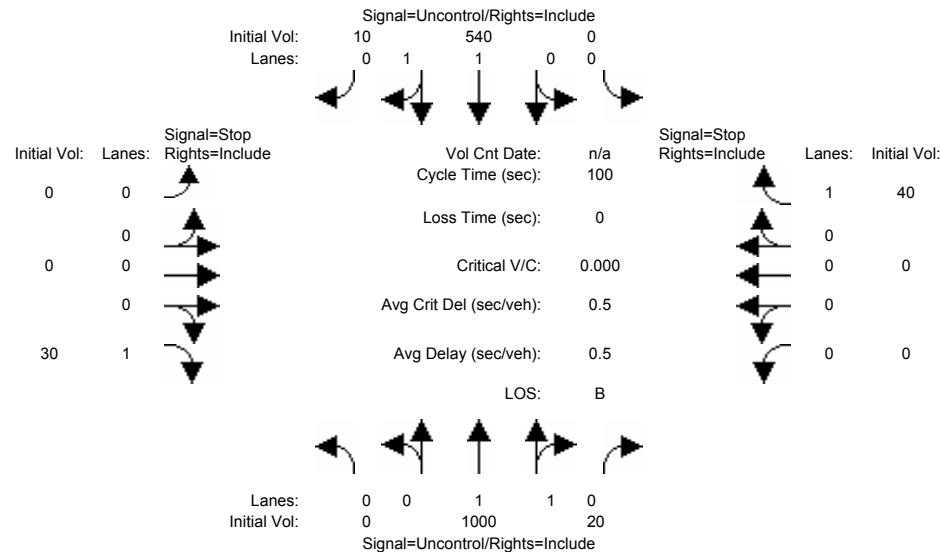


Street Name:	Monterey Road						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	60	950	20	40	480	10	10	20	40	30	20	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	950	20	40	480	10	10	20	40	30	20	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	950	20	40	480	10	10	20	40	30	20	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	950	20	40	480	10	10	20	40	30	20	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	950	20	40	480	10	10	20	40	30	20	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	950	20	40	480	10	10	20	40	30	20	50
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	0.14	0.29	0.57	0.30	0.20	0.50
Final Sat.:	1750	3624	76	1750	3624	76	250	500	1000	525	350	875
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.02	0.13	0.13	0.04	0.04	0.04	0.06	0.06	0.06
Crit Moves:	****			****						****		
Green Time:	23.7	52.5	52.5	7.0	35.9	35.9	11.5	11.5	11.5	11.5	11.5	11.5
Volume/Cap:	0.12	0.40	0.40	0.26	0.30	0.30	0.28	0.28	0.28	0.40	0.40	0.40
Delay/Veh:	20.6	6.5	6.5	35.0	14.1	14.1	31.2	31.2	31.2	32.2	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.6	6.5	6.5	35.0	14.1	14.1	31.2	31.2	31.2	32.2	32.2	32.2
LOS by Move:	C+	A	A	C-	B	B	C	C	C	C-	C-	C-
HCM2kAvgQ:	1	6	6	1	4	4	2	2	2	3	3	3
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project AM (9)

Intersection #11: Monterey Road / 3rd Street (us) [- unsignalized]



Street Name: Monterey Road 3rd 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:

Base Vol:	0	1000	20	0	540	10	0	0	30	0	0	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:	0	1000	20	0	540	10	0	0	30	0	0	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:	0	1000	20	0	540	10	0	0	30	0	0	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:	0	1000	20	0	540	10	0	0	30	0	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1000	20	0	540	10	0	0	30	0	0	40

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	6.9	xxxxxx	xxxxxx	6.9
FollowUpTim:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	3.3	xxxxxx	xxxxxx	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	275	xxxxxx	xxxxxx	510
Potent Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	729	xxxxxx	xxxxxx	514
Move Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	729	xxxxxx	xxxxxx	514
Volume/Cap:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.04	xxxxxx	xxxxxx	0.08

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	0.3
Control Del:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.2	xxxxxx	xxxxxx	12.6
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	
Shared Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.2	xxxxxx	xxxxxx	12.6
ApproachLOS:	*	*	*	*	*	*	*	*	*	B	*	*	B

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 1 0      0 0 0 1
Initial Vol:    0 1000 20      0 540 10      0 0 30      0 0 40
ApproachDel:    xxxxxx      xxxxxx      10.2      12.6
-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1640]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1640]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 1 0      0 0 0 1
Initial Vol:    0 1000 20      0 540 10      0 0 30      0 0 40
-----|-----|-----|-----|-----|

```

Major Street Volume: 1570

Minor Approach Volume: 40

Minor Approach Volume Threshold: 129

SIGNAL WARRANT DISCLAIMER

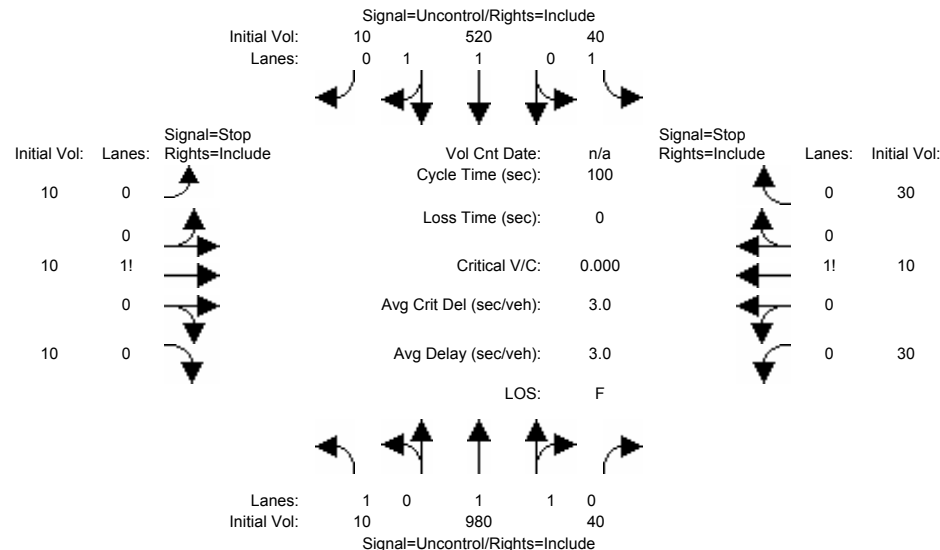
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project AM (9)

Intersection #12: Monterey Road / 4th Street (us) [- unsignalized]



Street Name: Monterey Road 4th 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:

Base Vol:	10	980	40	40	520	10	10	10	10	30	10	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:	10	980	40	40	520	10	10	10	10	30	10	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:	10	980	40	40	520	10	10	10	10	30	10	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:	10	980	40	40	520	10	10	10	10	30	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	980	40	40	520	10	10	10	10	30	10	30

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	530	xxxx	xxxxxx	1020	xxxx	xxxxxx	1120	1645	265	1365	1630	510
Potent Cap.:	1048	xxxx	xxxxxx	688	xxxx	xxxxxx	164	101	739	108	103	514
Move Cap.:	1048	xxxx	xxxxxx	688	xxxx	xxxxxx	135	94	739	93	96	514
Volume/Cap:	0.01	xxxx	xxxx	0.06	xxxx	xxxx	0.07	0.11	0.01	0.32	0.10	0.06

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.5	xxxx	xxxxxx	10.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
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	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	154	xxxxxx	xxxx	144	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.7	xxxxxx	xxxxxx	2.3	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	33.9	xxxxxx	xxxxxx	51.5	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	33.9	xxxxxx	xxxxxx	51.5	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	D	*	*	F	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    10 980      40 40 520      10 10 10      10 30 10 30
ApproachDel:     xxxxxx      xxxxxx      33.9      51.5
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1700]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=70]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1700]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    10 980      40 40 520      10 10 10      10 30 10 30
-----|-----|-----|-----|-----|

```

Major Street Volume: 1600

Minor Approach Volume: 70

Minor Approach Volume Threshold: 123

SIGNAL WARRANT DISCLAIMER

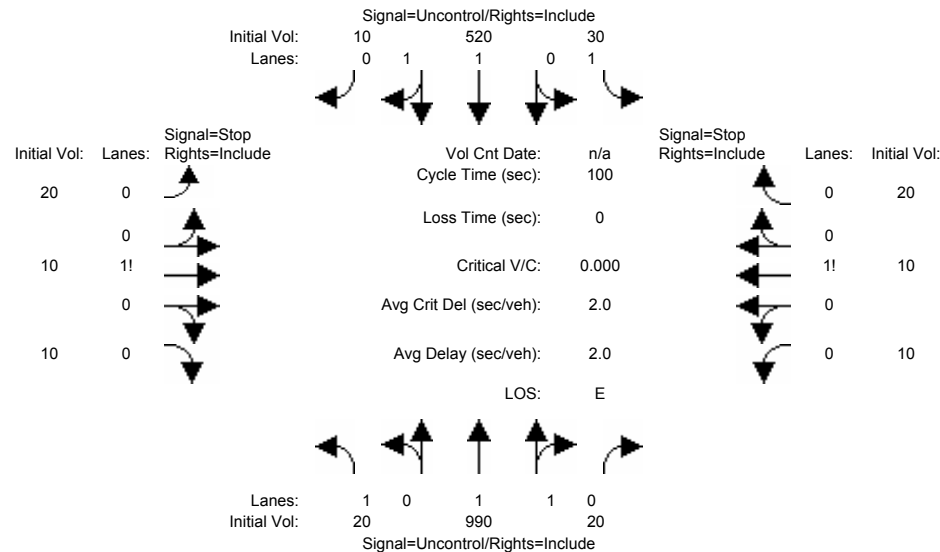
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project AM (9)

Intersection #13: Monterey Road / 5th Street (us) [- unsignalized]



Street Name: Monterey Road 5th 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:

Base Vol:	20	990	20	30	520	10	20	10	10	10	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	990	20	30	520	10	20	10	10	10	10	20
Added Vol:	0	0	0	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	990	20	30	520	10	20	10	10	10	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	990	20	30	520	10	20	10	10	10	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	990	20	30	520	10	20	10	10	10	10	20

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	530	xxxx	xxxxxx	1010	xxxx	xxxxxx	1125	1635	265	1365	1630	505
Potent Cap.:	1048	xxxx	xxxxxx	694	xxxx	xxxxxx	162	102	739	108	103	518
Move Cap.:	1048	xxxx	xxxxxx	694	xxxx	xxxxxx	137	96	739	94	96	518
Volume/Cap:	0.02	xxxx	xxxx	0.04	xxxx	xxxx	0.15	0.10	0.01	0.11	0.10	0.04

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.5	xxxx	xxxxxx	10.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
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	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	152	xxxxxx	xxxx	161	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.0	xxxxxx	xxxxxx	0.9	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	37.1	xxxxxx	xxxxxx	34.7	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	D	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	37.1	34.7							
ApproachLOS:	*	*	*	E	D							

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 990      20 30 520      10 20 10 10      10 10 20
ApproachDel:    xxxxxx      xxxxxx      37.1      34.7
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1670]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1670]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 990      20 30 520      10 20 10 10      10 10 20
-----|-----|-----|-----|-----|

```

Major Street Volume: 1590

Minor Approach Volume: 40

Minor Approach Volume Threshold: 125

SIGNAL WARRANT DISCLAIMER

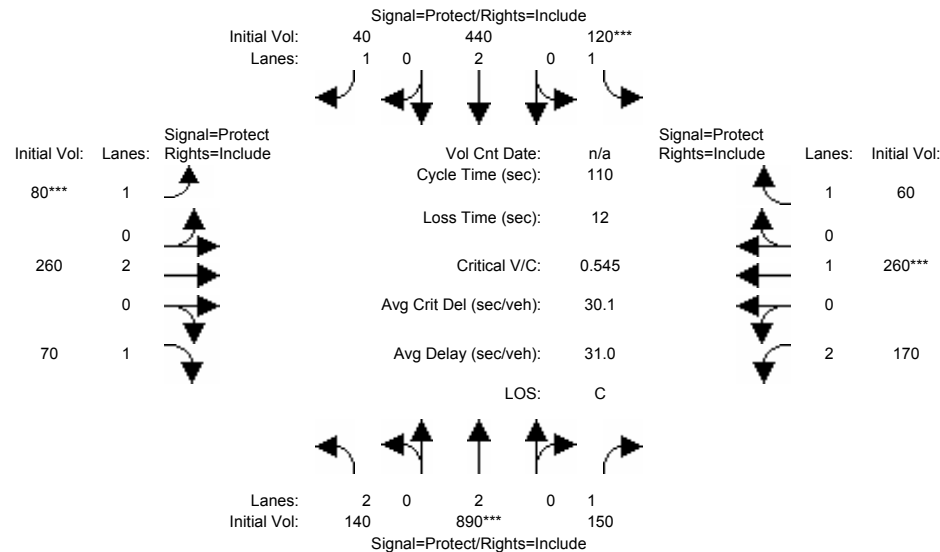
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project AM (9)

Intersection #14: Dunne Ave/Monterey Rd



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

Volume Module:

Base Vol:	140	890	150	120	440	40	80	260	70	170	260	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	890	150	120	440	40	80	260	70	170	260	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	890	150	120	440	40	80	260	70	170	260	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	890	150	120	440	40	80	260	70	170	260	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	890	150	120	440	40	80	260	70	170	260	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	890	150	120	440	40	80	260	70	170	260	60

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	3800	1750	3150	1900	1750

Capacity Analysis Module:

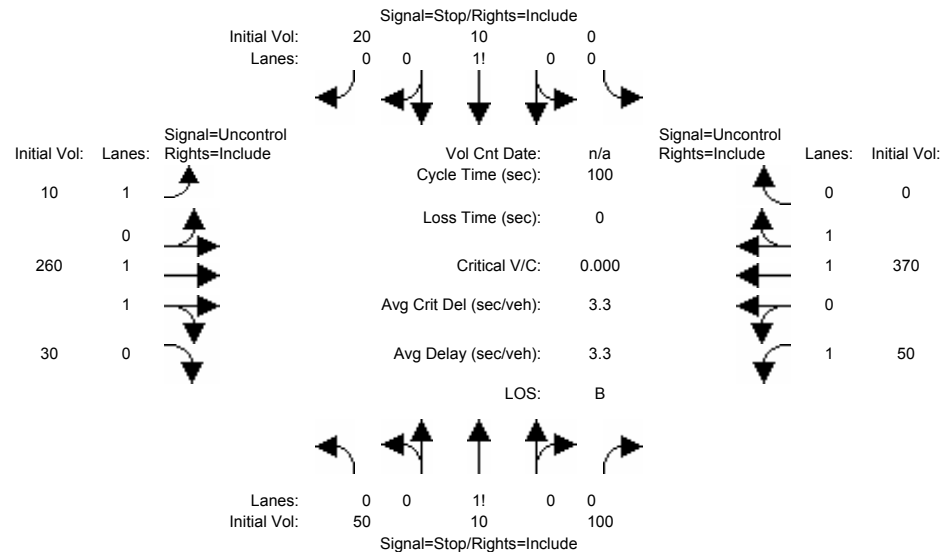
Vol/Sat:	0.04	0.23	0.09	0.07	0.12	0.02	0.05	0.07	0.04	0.05	0.14	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.7	47.3	47.3	13.8	39.5	39.5	9.2	21.7	21.7	15.2	27.6	27.6
Volume/Cap:	0.23	0.54	0.20	0.54	0.32	0.06	0.54	0.35	0.20	0.39	0.54	0.14
Delay/Veh:	37.3	23.7	19.7	47.9	25.7	23.2	52.6	38.3	37.2	43.8	37.0	32.1
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:	37.3	23.7	19.7	47.9	25.7	23.2	52.6	38.3	37.2	43.8	37.0	32.1
LOS by Move:	D+	C	B-	D	C	C	D-	D+	D+	D	D+	C-
HCM2kAvgQ:	2	11	3	4	5	1	4	4	2	3	7	2

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project AM (9)

Intersection #15: Del Monte Street / Dunne Avenue (us) [- unsignalized]



Street Name: Del Monte 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:

Base Vol:	50	10	100	0	10	20	10	260	30	50	370	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:	50	10	100	0	10	20	10	260	30	50	370	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:	50	10	100	0	10	20	10	260	30	50	370	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:	50	10	100	0	10	20	10	260	30	50	370	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	10	100	0	10	20	10	260	30	50	370	0

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	7.5	6.5	6.9	xxxx	6.5	6.9	4.1	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	4.0	3.3	xxxx	4.0	3.3	2.2	xxxx	xxxx	2.2	xxxx	xxxx

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	585	765	145	xxxx	780	185	370	xxxx	xxxx	290	xxxx	xxxx
Potent Cap.:	399	336	882	xxxx	329	832	1200	xxxx	xxxx	1283	xxxx	xxxx
Move Cap.:	366	320	882	xxxx	314	832	1200	xxxx	xxxx	1283	xxxx	xxxx
Volume/Cap:	0.14	0.03	0.11	xxxx	0.03	0.02	0.01	xxxx	xxxx	0.04	xxxx	xxxx

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	0.1	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	8.0	xxxx	xxxx	7.9	xxxx	xxxx
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	569	xxxx	xxxx	xxxx	536	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	1.1	xxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	13.8	xxxx	xxxx	xxxx	12.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	B	*	*	*	B	*	*	*	*	*	*
ApproachDel:	13.8						xxxxxx			xxxxxx		
ApproachLOS:	B						*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 0 1 0      1 0 1 1 0      1 0 1 1 0
Initial Vol:    50  10  100      0  10  20      10 260  30      50 370  0
ApproachDel:    13.8             12.1             xxxxxxx             xxxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=160]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=910]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=910]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 0 1 0      1 0 1 1 0      1 0 1 1 0
Initial Vol:    50  10  100      0  10  20      10 260  30      50 370  0
-----|-----|-----|-----|-----|

```

Major Street Volume: 720

Minor Approach Volume: 160

Minor Approach Volume Threshold: 398

SIGNAL WARRANT DISCLAIMER

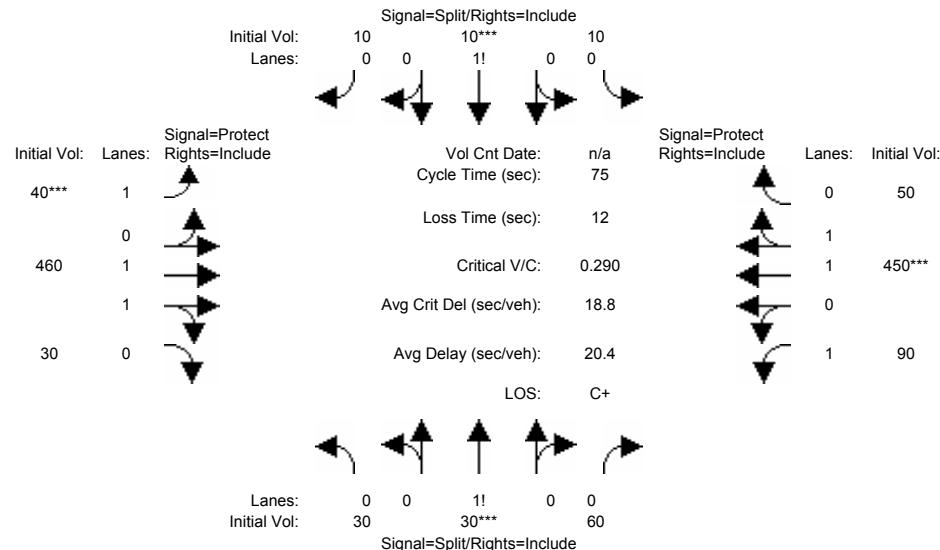
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project AM (9)

Intersection #16: Church Street / Dunne Avenue

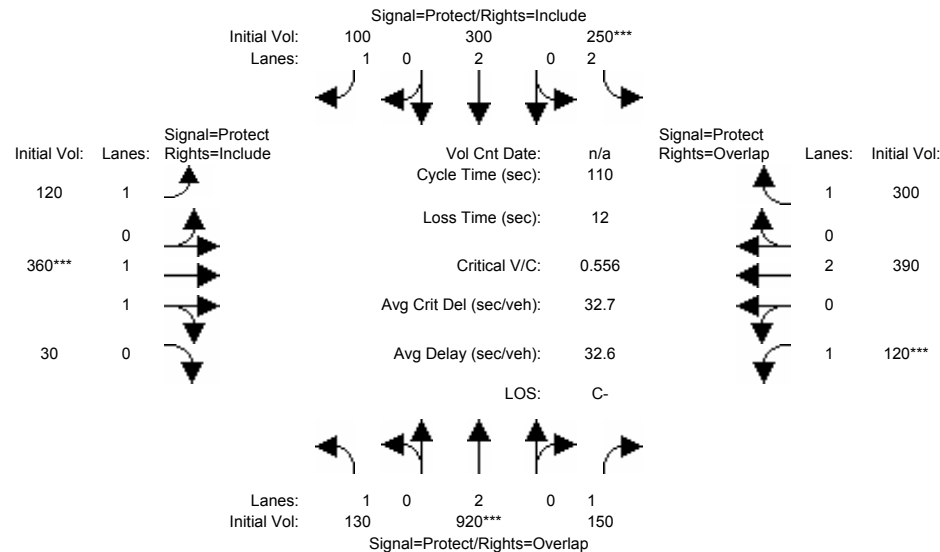


Street Name:	Church Street						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	30	30	60	10	10	10	40	460	30	90	450	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	30	60	10	10	10	40	460	30	90	450	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	30	60	10	10	10	40	460	30	90	450	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	30	60	10	10	10	40	460	30	90	450	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	30	60	10	10	10	40	460	30	90	450	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	30	60	10	10	10	40	460	30	90	450	50
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	0.98	0.95
Lanes:	0.25	0.25	0.50	0.34	0.33	0.33	1.00	1.87	0.13	1.00	1.79	0.21
Final Sat.:	438	438	875	583	583	583	1750	3473	227	1750	3330	370
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.02	0.02	0.02	0.02	0.13	0.13	0.05	0.14	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.5	15.5	15.5	10.0	10.0	10.0	7.0	22.1	22.1	15.4	30.5	30.5
Volume/Cap:	0.33	0.33	0.33	0.13	0.13	0.13	0.24	0.45	0.45	0.25	0.33	0.33
Delay/Veh:	25.9	25.9	25.9	28.9	28.9	28.9	32.3	21.8	21.8	25.3	15.4	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	25.9	25.9	28.9	28.9	28.9	32.3	21.8	21.8	25.3	15.4	15.4
LOS by Move:	C	C	C	C	C	C	C-	C+	C+	C	B	B
HCM2kAvgQ:	3	3	3	1	1	1	1	5	5	2	4	4
Note:	Queue reported is the number of cars per lane.											

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project AM (9)

Intersection #17: Dunne Ave/Butterfield Blvd

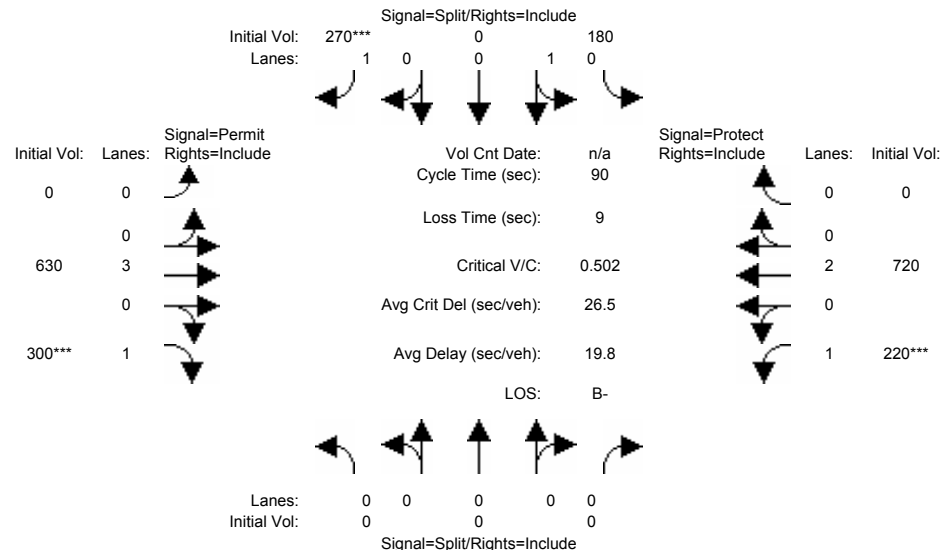


Street Name:	Butterfield Boulevard						Dunne Avenue									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
----- ----- ----- ----- ----- -----																
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10	
----- ----- ----- ----- ----- -----																
Volume Module:																
Base Vol:	130	920	150	250	300	100	120	360	30	120	390	300				
Growth Adj:	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:	130	920	150	250	300	100	120	360	30	120	390	300				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	130	920	150	250	300	100	120	360	30	120	390	300				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	130	920	150	250	300	100	120	360	30	120	390	300				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	130	920	150	250	300	100	120	360	30	120	390	300				
PCE Adj:	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			
FinalVolume:	130	920	150	250	300	100	120	360	30	120	390	300				
----- ----- ----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:	1900	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	0.92	0.98	0.95	0.92	1.00	0.92				
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.84	0.16	1.00	2.00	1.00				
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3415	285	1750	3800	1750				
----- ----- ----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.07	0.24	0.09	0.08	0.08	0.06	0.07	0.11	0.11	0.07	0.10	0.17				
Crit Moves:	****			****			****			****						
Green Time:	28.6	47.9	61.5	15.7	35.0	35.0	13.8	20.9	20.9	13.6	20.6	36.3				
Volume/Cap:	0.29	0.56	0.15	0.56	0.25	0.18	0.55	0.56	0.56	0.56	0.55	0.52				
Delay/Veh:	32.9	23.6	11.8	45.4	27.9	27.3	48.1	41.4	41.4	48.6	41.4	30.6				
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:	32.9	23.6	11.8	45.4	27.9	27.3	48.1	41.4	41.4	48.6	41.4	30.6				
LOS by Move:	C-	C	B+	D	C	C	D	D	D	D	D	C				
HCM2kAvgQ:	4	12	3	5	4	3	4	6	6	5	7	9				
Note: Queue reported is the number of cars per lane.																

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Intersection #18: US 101 SB Ramps / 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 0 10 0 10 10 7 10 0

Volume Module:

Base Vol: 0 0 0 180 0 270 0 630 300 220 720 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 0 270 0 630 300 220 720 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 0 270 0 630 300 220 720 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 0 270 0 630 300 220 720 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 180 0 270 0 630 300 220 720 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 0 0 180 0 270 0 630 300 220 720 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.95 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 0.15 0.00 0.11 0.17 0.13 0.19 0.00

Crit Moves: **** *

Green Time: 0.0 0.0 0.0 27.7 0.0 27.7 0.0 30.8 30.8 22.6 53.3 0.0

Volume/Cap: 0.00 0.00 0.00 0.33 0.00 0.50 0.00 0.32 0.50 0.50 0.32 0.00

Delay/Veh: 0.0 0.0 0.0 24.3 0.0 26.3 0.0 22.0 24.2 29.8 9.3 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 0.0 0.0 24.3 0.0 26.3 0.0 22.0 24.2 29.8 9.3 0.0

LOS by Move: A A A C A C A C+ C C A A

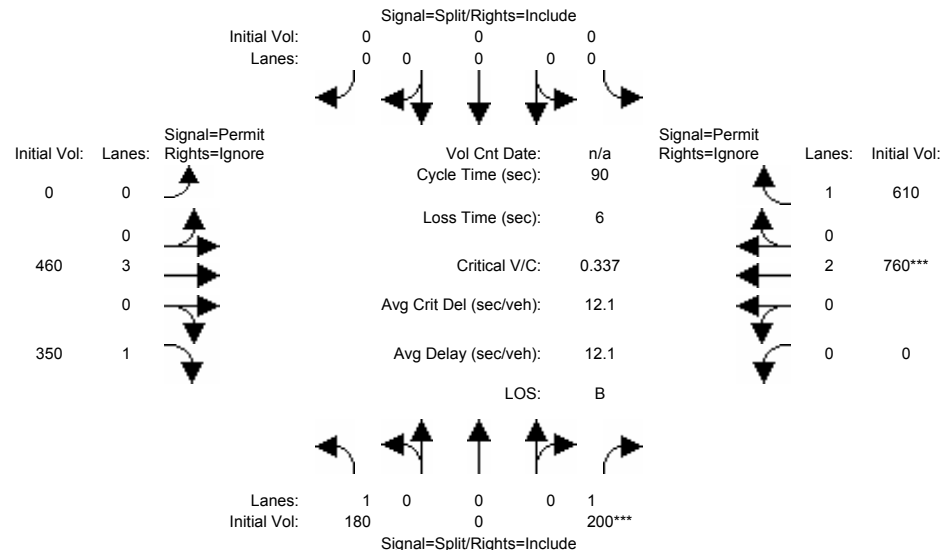
HCM2kAvgQ: 0 0 0 4 0 7 0 4 7 6 5 0

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

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Intersection #19: US 101 NB Ramps / 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 10 10 10 10 10 7 10 10 7 10 10

Volume Module:

Base Vol:	180	0	200	0	0	0	0	460	350	0	760	610
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	0	200	0	0	0	0	460	350	0	760	610
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	0	200	0	0	0	0	460	350	0	760	610
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Volume:	180	0	200	0	0	0	0	460	0	0	760	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	0	200	0	0	0	0	460	0	0	760	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
FinalVolume:	180	0	200	0	0	0	0	460	0	0	760	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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:

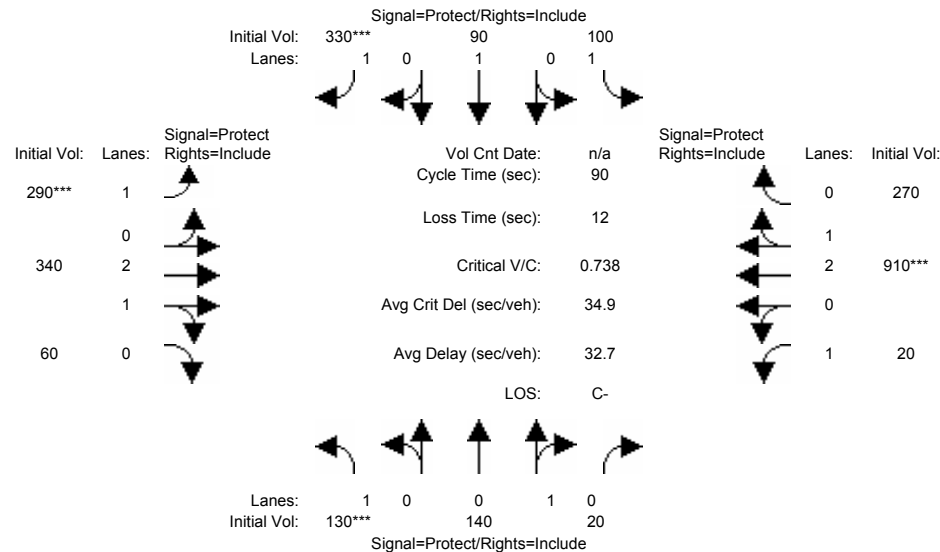
Vol/Sat:	0.10	0.00	0.11	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.20	0.00
Crit Moves:	****						****					
Green Time:	30.5	0.0	30.5	0.0	0.0	0.0	0.0	53.5	0.0	0.0	53.5	0.0
Volume/Cap:	0.30	0.00	0.34	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.34	0.00
Delay/Veh:	22.2	0.0	22.5	0.0	0.0	0.0	0.0	8.1	0.0	0.0	9.4	0.0
User 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:	22.2	0.0	22.5	0.0	0.0	0.0	0.0	8.1	0.0	0.0	9.4	0.0
LOS by Move:	C+	A	C+	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	5	0	0	0	0	2	0	0	5	0

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

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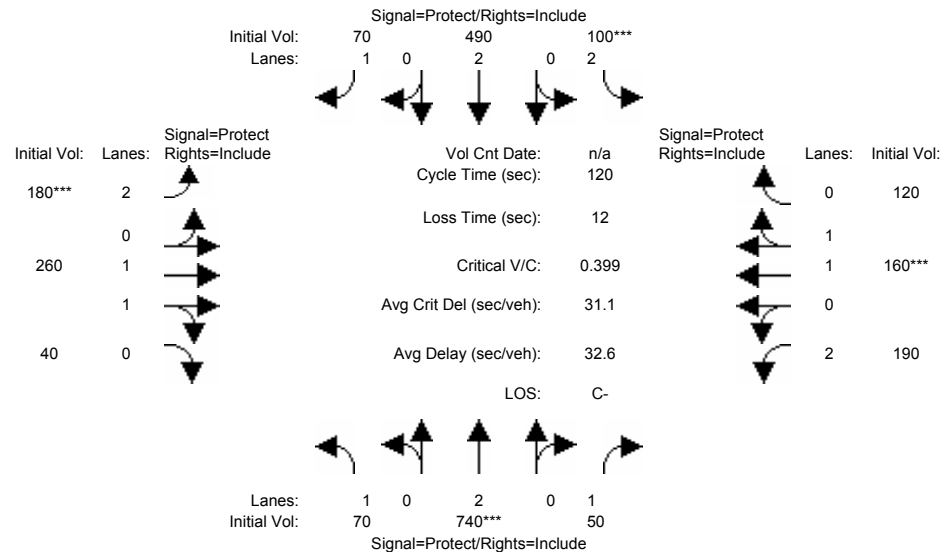
Intersection #20: Dunne Ave/Condit Rd



Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	130	140	20	100	90	330	290	340	60	20	910	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	140	20	100	90	330	290	340	60	20	910	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	140	20	100	90	330	290	340	60	20	910	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	140	20	100	90	330	290	340	60	20	910	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	140	20	100	90	330	290	340	60	20	910	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	140	20	100	90	330	290	340	60	20	910	270
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	0.87	0.13	1.00	1.00	1.00	1.00	2.53	0.47	1.00	2.29	0.71
Final Sat.:	1750	1575	225	1750	1900	1750	1750	4759	840	1750	4317	1281
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.06	0.05	0.19	0.17	0.07	0.07	0.01	0.21	0.21
Crit Moves:	****					****	****			****		
Green Time:	9.1	18.9	18.9	13.2	23.0	23.0	20.2	27.0	27.0	18.9	25.7	25.7
Volume/Cap:	0.74	0.42	0.42	0.39	0.19	0.74	0.74	0.24	0.24	0.05	0.74	0.74
Delay/Veh:	54.4	31.6	31.6	35.7	26.4	37.1	39.6	23.8	23.8	28.5	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:	54.4	31.6	31.6	35.7	26.4	37.1	39.6	23.8	23.8	28.5	30.9	30.9
LOS by Move:	D-	C	C	D+	C	D+	D	C	C	C	C	C
HCM2kAvgQ:	6	4	4	3	2	9	8	3	3	0	10	10
Note: Queue reported is the number of cars per lane.												

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Intersection #21: Tennant Ave/Monterey Rd



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

Volume Module:

Base Vol:	70	740	50	100	490	70	180	260	40	190	160	120
Growth Adj:	1.00	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	740	50	100	490	70	180	260	40	190	160	120
Added Vol:	0	0	0	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	740	50	100	490	70	180	260	40	190	160	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	740	50	100	490	70	180	260	40	190	160	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	740	50	100	490	70	180	260	40	190	160	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	740	50	100	490	70	180	260	40	190	160	120

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	1.73	0.27	2.00	1.12	0.88
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	3206	493	3150	2113	1585

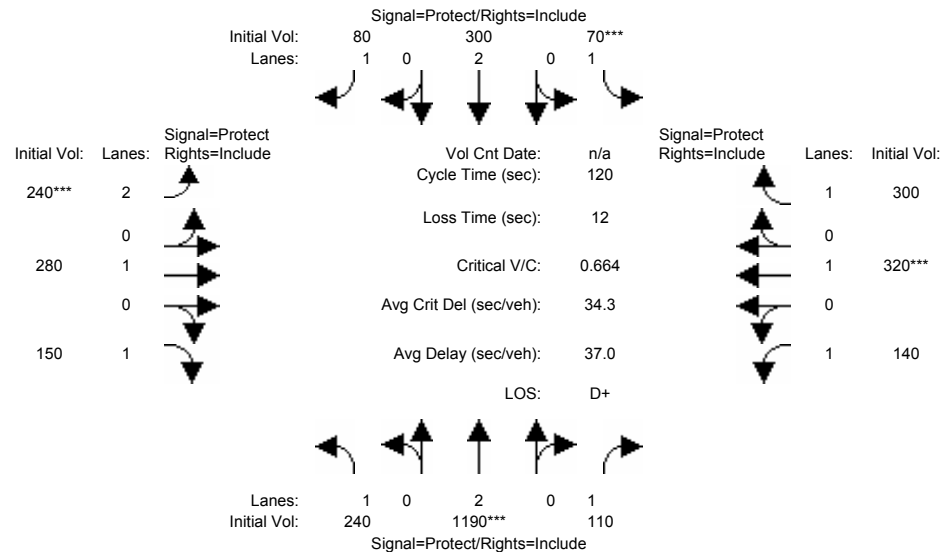
Capacity Analysis Module:

Vol/Sat:	0.04	0.19	0.03	0.03	0.13	0.04	0.06	0.08	0.08	0.06	0.08	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.2	58.5	58.5	9.5	46.9	46.9	17.2	23.2	23.2	16.8	22.8	22.8
Volume/Cap:	0.23	0.40	0.06	0.40	0.33	0.10	0.40	0.42	0.42	0.43	0.40	0.40
Delay/Veh:	42.7	19.7	16.2	53.6	25.7	23.3	47.3	42.9	42.9	47.9	43.0	43.0
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:	42.7	19.7	16.2	53.6	25.7	23.3	47.3	42.9	42.9	47.9	43.0	43.0
LOS by Move:	D	B-	B	D-	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	8	1	3	6	2	4	5	5	4	5	5

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

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Intersection #22: Main Ave/Butterfield Blvd



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

Volume Module:

Base Vol:	240	1190	110	70	300	80	240	280	150	140	320	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	1190	110	70	300	80	240	280	150	140	320	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	1190	110	70	300	80	240	280	150	140	320	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	1190	110	70	300	80	240	280	150	140	320	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	1190	110	70	300	80	240	280	150	140	320	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	240	1190	110	70	300	80	240	280	150	140	320	300

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750

Capacity Analysis Module:

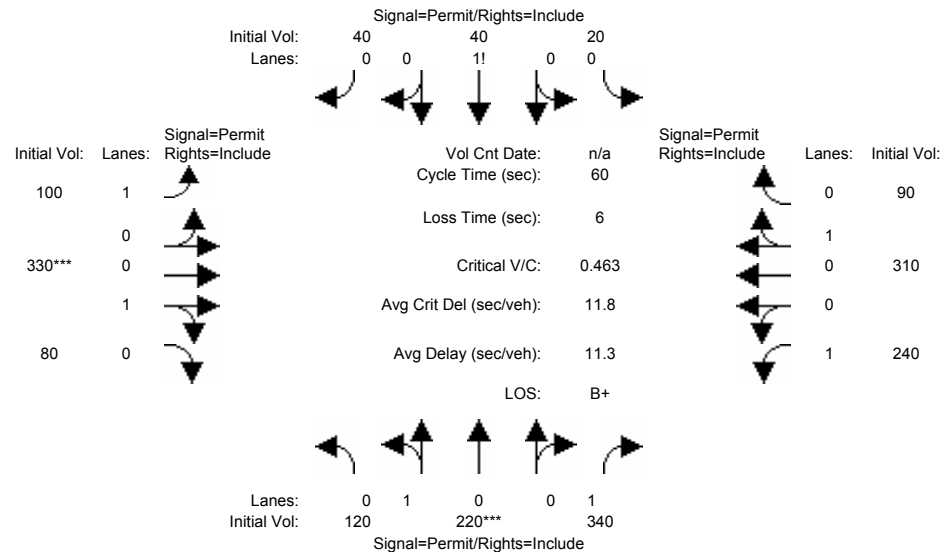
Vol/Sat:	0.14	0.31	0.06	0.04	0.08	0.05	0.08	0.15	0.09	0.08	0.17	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	39.7	56.6	56.6	7.2	24.1	24.1	13.8	28.6	28.6	15.5	30.4	30.4
Volume/Cap:	0.41	0.66	0.13	0.66	0.39	0.23	0.66	0.62	0.36	0.62	0.66	0.68
Delay/Veh:	31.6	25.4	18.0	70.0	41.9	40.5	55.5	43.4	38.6	54.5	43.7	44.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	25.4	18.0	70.0	41.9	40.5	55.5	43.4	38.6	54.5	43.7	44.5
LOS by Move:	C	C	B	E	D	D	E+	D	D+	D-	D	D
HCM2kAvgQ:	7	17	2	4	5	3	6	10	5	6	11	12

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

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2015 Project AM (9)

Intersection #23: Condit Road / Main Avenue

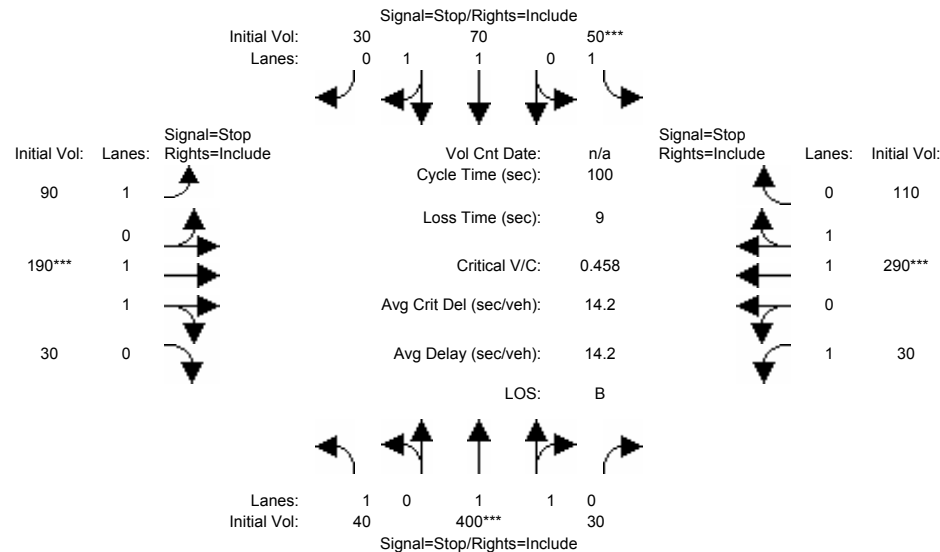


Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	120	220	340	20	40	40	100	330	80	240	310	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	220	340	20	40	40	100	330	80	240	310	90
Added Vol:	0	0	0	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	220	340	20	40	40	100	330	80	240	310	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	220	340	20	40	40	100	330	80	240	310	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	220	340	20	40	40	100	330	80	240	310	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	220	340	20	40	40	100	330	80	240	310	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.35	0.65	1.00	0.20	0.40	0.40	1.00	0.80	0.20	1.00	0.78	0.22
Final Sat.:	635	1165	1750	350	700	700	1750	1449	351	1750	1395	405
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.06	0.06	0.06	0.06	0.23	0.23	0.14	0.22	0.22
Crit Moves:	****						****					
Green Time:	24.5	24.5	24.5	24.5	24.5	24.5	29.5	29.5	29.5	29.5	29.5	29.5
Volume/Cap:	0.46	0.46	0.48	0.14	0.14	0.14	0.12	0.46	0.46	0.28	0.45	0.45
Delay/Veh:	13.4	13.4	13.6	11.2	11.2	11.2	8.3	10.4	10.4	9.2	10.3	10.3
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:	13.4	13.4	13.6	11.2	11.2	11.2	8.3	10.4	10.4	9.2	10.3	10.3
LOS by Move:	B	B	B	B+	B+	B+	A	B+	B+	A	B+	B+
HCM2kAvgQ:	5	5	5	1	1	1	1	6	6	3	5	5
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2015 Project AM (9)

Intersection #24: Hale Avenue / Dunne Avenue (us) [- future unsignalized]



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 7 10 10 7 10 10

Volume Module:

Base Vol:	40	400	30	50	70	30	90	190	30	30	290	110
Growth Adj:	1.00	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	400	30	50	70	30	90	190	30	30	290	110
Added Vol:	0	0	0	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	400	30	50	70	30	90	190	30	30	290	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	400	30	50	70	30	90	190	30	30	290	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	400	30	50	70	30	90	190	30	30	290	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	40	400	30	50	70	30	90	190	30	30	290	110

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	1.86	0.14	1.00	1.40	0.60	1.00	1.73	0.27	1.00	1.45	0.55
Final Sat.:	432	874	66	382	572	254	413	765	123	426	679	266

Capacity Analysis Module:

Vol/Sat:	0.09	0.46	0.45	0.13	0.12	0.12	0.22	0.25	0.24	0.07	0.43	0.41
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	11.4	15.8	15.6	12.6	11.8	11.4	13.1	12.7	12.5	11.3	15.1	14.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	15.8	15.6	12.6	11.8	11.4	13.1	12.7	12.5	11.3	15.1	14.4
LOS by Move:	B	C	C	B	B	B	B	B	B	B	C	B
ApproachDel:	15.4			12.0			12.8			14.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	15.4			12.0			12.8			14.7		
LOS by Appr:	C			B			B			B		
AllWayAvgQ:	0.1	0.7	0.7	0.1	0.1	0.1	0.2	0.3	0.3	0.1	0.7	0.6

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Hale Avenue / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Initial Vol:	40		400		30	50		70		30	90		190		30	30		290		110
Major Street Volume:											740									
Minor Approach Volume:											470									
Minor Approach Volume Threshold:	504																			

SIGNAL WARRANT DISCLAIMER

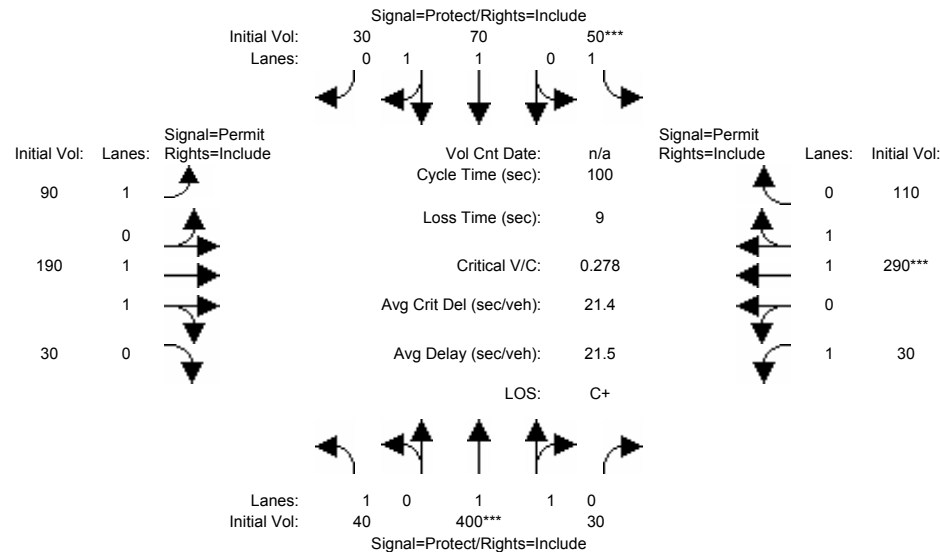
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project AM (9)

Intersection #224: Hale Avenue / Dunne Avenue [- future signalized]



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
Volume Module:												
Base Vol:	40	400	30	50	70	30	90	190	30	30	290	110
Growth Adj:	1.00	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	400	30	50	70	30	90	190	30	30	290	110
Added Vol:	0	0	0	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	400	30	50	70	30	90	190	30	30	290	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	400	30	50	70	30	90	190	30	30	290	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	400	30	50	70	30	90	190	30	30	290	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	40	400	30	50	70	30	90	190	30	30	290	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.86	0.14	1.00	1.38	0.62	1.00	1.72	0.28	1.00	1.43	0.57
Final Sat.:	1750	3442	258	1750	2589	1110	1750	3195	504	1750	2682	1017
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.03	0.03	0.03	0.05	0.06	0.06	0.02	0.11	0.11
Crit Moves:	****			****						****		
Green Time:	21.5	41.8	41.8	10.3	30.6	30.6	38.9	38.9	38.9	38.9	38.9	38.9
Volume/Cap:	0.11	0.28	0.28	0.28	0.09	0.09	0.13	0.15	0.15	0.04	0.28	0.28
Delay/Veh:	31.7	19.3	19.3	42.3	24.8	24.8	19.8	19.9	19.9	19.0	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:	31.7	19.3	19.3	42.3	24.8	24.8	19.8	19.9	19.9	19.0	21.0	21.0
LOS by Move:	C	B-	B-	D	C	C	B-	B-	B-	B-	C+	C+
HCM2kAvgQ:	1	4	4	2	1	1	2	2	2	1	4	4
Note:	Queue reported is the number of cars per lane.											

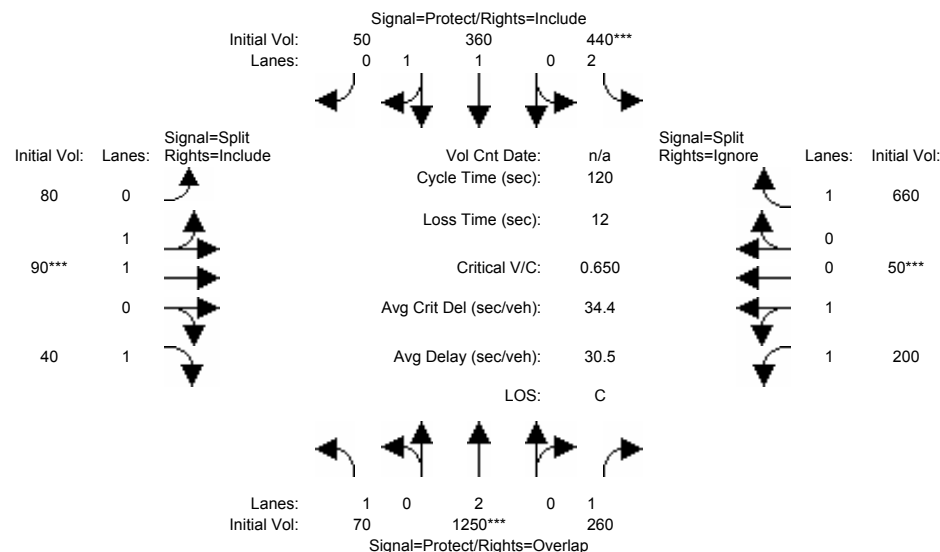
City of Morgan Hill Travel Demand Forecasting
SJ07-989

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Existing AM				2015 Proejct GP+Alt AM (10)						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1 Cochrane Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	27.6	0.375	31.8	C	30.5	0.650	+ 0.275	34.4	+ 2.6	?	xx.x	x.xxx	xx.x
#2 Cochrane Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	B	16.7	0.347	21.1	C-	33.1	0.524	+ 0.177	37.9	+ 16.8	?	xx.x	x.xxx	xx.x
#3 Monterey Road / Central Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	16.0	0.000	1.3	F	71.8	0.000	+ 0.000	4.2	+ 2.9	?	xx.x	x.xxx	xx.x
#4 Monterey Road / Keystone Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.7	0.000	0.1	B	13.0	0.000	+ 0.000	0.2	+ 0.1	?	xx.x	x.xxx	xx.x
#5 Main Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	D	43.4	0.552	44.1	F	85.5	1.046	+ 0.494	104.8	+ 60.7	?	xx.x	x.xxx	xx.x
#6 Del Monte Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	13.5	0.000	1.2	C	16.1	0.000	+ 0.000	2.5	+ 1.3	?	xx.x	x.xxx	xx.x
#7 Hale Avenue / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	11.0	0.498	11.0	C	19.2	0.727	+ 0.230	19.2	+ 8.2	?	xx.x	x.xxx	xx.x
#8 Depot Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	15.9	0.000	1.1	D	32.1	0.000	+ 0.000	4.1	+ 3.0	?	xx.x	x.xxx	xx.x
#9 Monterey Road / 1st Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.2	0.000	0.1	B	13.2	0.000	+ 0.000	0.3	+ 0.2	?	xx.x	x.xxx	xx.x
#10 Monterey Road / 2nd Street	?	xx.x	x.xxx	xx.x	B+	10.7	0.218	7.5	B	12.9	0.484	+ 0.266	11.2	+ 3.7	?	xx.x	x.xxx	xx.x
#11 Monterey Road / 3rd Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.5	0.000	0.2	B	13.5	0.000	+ 0.000	0.6	+ 0.4	?	xx.x	x.xxx	xx.x
#12 Monterey Road / 4th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	14.2	0.000	0.2	D	31.7	0.000	+ 0.000	2.5	+ 2.3	?	xx.x	x.xxx	xx.x
#13 Monterey Road / 5th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	17.9	0.000	0.5	E	36.4	0.000	+ 0.000	2.8	+ 2.4	?	xx.x	x.xxx	xx.x
#14 Dunne Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	28.6	0.391	26.9	C-	33.2	0.640	+ 0.249	31.9	+ 5.0	?	xx.x	x.xxx	xx.x
#15 Del Monte Street / Dunne Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	12.0	0.000	2.8	B	14.9	0.000	+ 0.000	2.8	+ 0.0	?	xx.x	x.xxx	xx.x
#16 Church Street / Dunne Avenue	?	xx.x	x.xxx	xx.x	B-	18.8	0.284	18.4	C+	21.2	0.341	+ 0.057	21.4	+ 3.0	?	xx.x	x.xxx	xx.x
#17 Dunne Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	C	30.7	0.529	33.5	C-	32.7	0.570	+ 0.041	32.6	- 0.9	?	xx.x	x.xxx	xx.x
#18 US 101 SB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	C+	20.7	0.410	25.7	B-	19.8	0.502	+ 0.092	26.5	+ 0.7	?	xx.x	x.xxx	xx.x
#19 US 101 NB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	B	14.4	0.349	14.9	B	12.1	0.337	- 0.012	12.1	- 2.8	?	xx.x	x.xxx	xx.x
#20 Dunne Ave/Condit Rd	?	xx.x	x.xxx	xx.x	C-	32.7	0.697	34.4	C-	32.8	0.738	+ 0.041	34.9	+ 0.4	?	xx.x	x.xxx	xx.x
#21 Tennant Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	25.6	0.404	24.7	C-	33.0	0.403	- 0.001	32.0	+ 7.3	?	xx.x	x.xxx	xx.x
#22 Main Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	C-	34.4	0.530	35.0	D+	37.1	0.681	+ 0.151	33.9	- 1.1	?	xx.x	x.xxx	xx.x
#23 Condit Road / Main Avenue	?	xx.x	x.xxx	xx.x	B+	10.8	0.449	11.6	B+	11.3	0.463	+ 0.014	11.8	+ 0.1	?	xx.x	x.xxx	xx.x
#24 Hale Avenue / Dunne Avenue (us) [- future unsignalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	C	18.6	0.663	+ 0.663	18.6	+ 18.6	?	xx.x	x.xxx	xx.x
#224 Hale Avenue / Dunne Avenue [- future signalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	C+	22.5	0.382	+ 0.382	23.7	+ 23.7	?	xx.x	x.xxx	xx.x

City of Morgan Hill Travel Demand Forecasting
SJ07-989Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project GP+Alt AM (10)

Intersection #1: Cochrane Ave/Monterey Rd



Street Name: Monterey Road Cochrane Avenue

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

Volume Module:

Base Vol:	70	1250	260	440	360	50	80	90	40	200	50	660
Growth Adj:	1.00	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	1250	260	440	360	50	80	90	40	200	50	660
Added Vol:	0	0	0	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	1250	260	440	360	50	80	90	40	200	50	660
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:	70	1250	260	440	360	50	80	90	40	200	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1250	260	440	360	50	80	90	40	200	50	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	1250	260	440	360	50	80	90	40	200	50	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.95	1.00	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	1.75	0.25	0.97	1.03	1.00	1.61	0.39	1.00
Final Sat.:	1750	3800	1750	3150	3248	451	1740	1958	1750	2840	710	1750

Capacity Analysis Module:

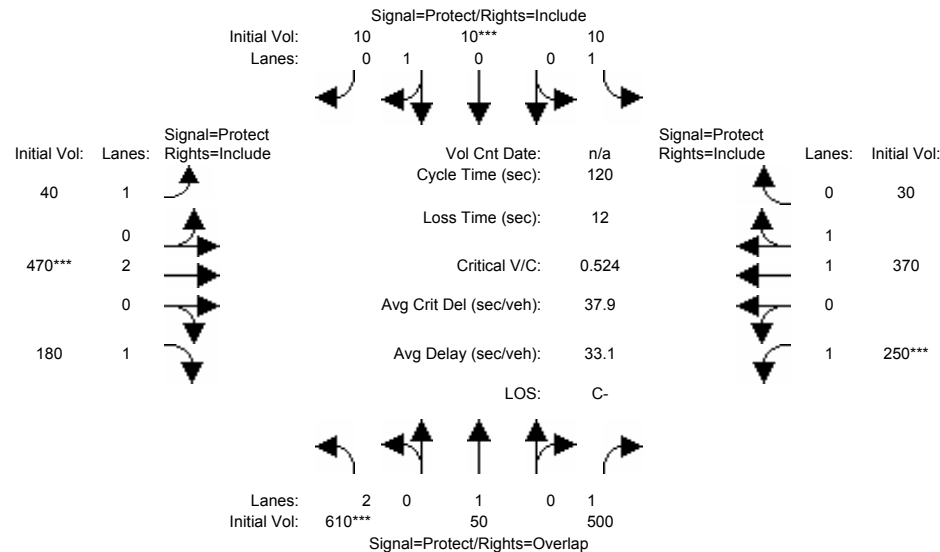
Vol/Sat:	0.04	0.33	0.15	0.14	0.11	0.11	0.05	0.05	0.02	0.07	0.07	0.00
Crit Moves:	****		****				****			****		
Green Time:	29.4	59.8	72.6	25.4	55.8	55.8	10.0	10.0	10.0	12.8	12.8	0.0
Volume/Cap:	0.16	0.66	0.25	0.66	0.24	0.24	0.55	0.55	0.27	0.66	0.66	0.00
Delay/Veh:	35.8	23.4	11.1	45.8	19.4	19.4	55.0	55.0	52.6	55.8	55.8	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:	35.8	23.4	11.1	45.8	19.4	19.4	55.0	55.0	52.6	55.8	55.8	0.0
LOS by Move:	D+	C	B+	D	B-	B-	D-	D-	D-	E+	E+	A
HCM2kAvgQ:	2	17	5	9	4	4	4	4	2	5	5	0

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project GP+Alt AM (10)

Intersection #2: Cochrane Ave/Butterfield Blvd

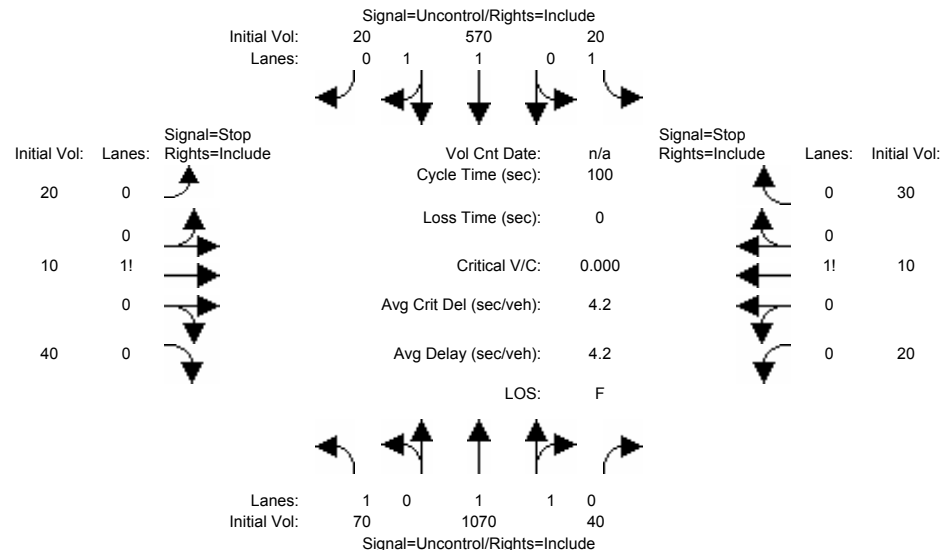


Street Name:	Butterfield Boulevard						Cochrane Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	610	50	500	10	10	10	40	470	180	250	370	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:	610	50	500	10	10	10	40	470	180	250	370	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:	610	50	500	10	10	10	40	470	180	250	370	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:	610	50	500	10	10	10	40	470	180	250	370	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	610	50	500	10	10	10	40	470	180	250	370	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	610	50	500	10	10	10	40	470	180	250	370	30
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	0.98	0.95
Lanes:	2.00	1.00	1.00	1.00	0.50	0.50	1.00	2.00	1.00	1.00	1.85	0.15
Final Sat.:	3150	1900	1750	1750	900	900	1750	3800	1750	1750	3422	277
Capacity Analysis Module:												
Vol/Sat:	0.19	0.03	0.29	0.01	0.01	0.01	0.02	0.12	0.10	0.14	0.11	0.11
Crit Moves:	****			****			****		****			
Green Time:	41.2	36.4	66.8	14.9	10.0	10.0	19.9	26.3	26.3	30.4	36.9	36.9
Volume/Cap:	0.56	0.09	0.51	0.05	0.13	0.13	0.14	0.56	0.47	0.56	0.35	0.35
Delay/Veh:	32.7	30.0	17.0	46.4	51.4	51.4	43.0	42.6	41.6	40.7	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:	32.7	30.0	17.0	46.4	51.4	51.4	43.0	42.6	41.6	40.7	32.5	32.5
LOS by Move:	C-	C	B	D	D-	D-	D	D	D	D	C-	C-
HCM2kAvgQ:	11	1	12	0	1	1	1	7	6	8	6	6
Note:	Queue reported is the number of cars per lane.											

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project GP+Alt AM (10)

Intersection #3: Monterey Road / Central Avenue (us) [- unsignalized]



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:

Base Vol:	70	1070	40	20	570	20	20	10	40	20	10	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:	70	1070	40	20	570	20	20	10	40	20	10	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:	70	1070	40	20	570	20	20	10	40	20	10	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:	70	1070	40	20	570	20	20	10	40	20	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	70	1070	40	20	570	20	20	10	40	20	10	30

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	590	xxxx	xxxxxx	1110	xxxx	xxxxxx	1300	1870	295	1560	1860	555
Potent Cap.:	995	xxxx	xxxxxx	637	xxxx	xxxxxx	121	73	707	77	74	480
Move Cap.:	995	xxxx	xxxxxx	637	xxxx	xxxxxx	93	66	707	60	67	480
Volume/Cap:	0.07	xxxx	xxxx	0.03	xxxx	xxxx	0.22	0.15	0.06	0.33	0.15	0.06

Level Of Service Module:

2Way95thQ:	0.2	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.9	xxxx	xxxxxx	10.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
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	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	165	xxxxxx	xxxx	110	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.9	xxxxxx	xxxxxx	2.6	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	42.0	xxxxxx	xxxxxx	71.8	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	42.0	xxxxxx	xxxxxx	71.8	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	E	*	*	F	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    70 1070      40 20 570 20      20 10 40      20 10 30
ApproachDel:    xxxxxx      xxxxxx      42.0      71.8
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.8]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=70]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1920]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=60]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1920]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    70 1070      40 20 570 20      20 10 40      20 10 30
-----|-----|-----|-----|-----|

```

Major Street Volume: 1790

Minor Approach Volume: 70

Minor Approach Volume Threshold: 84 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

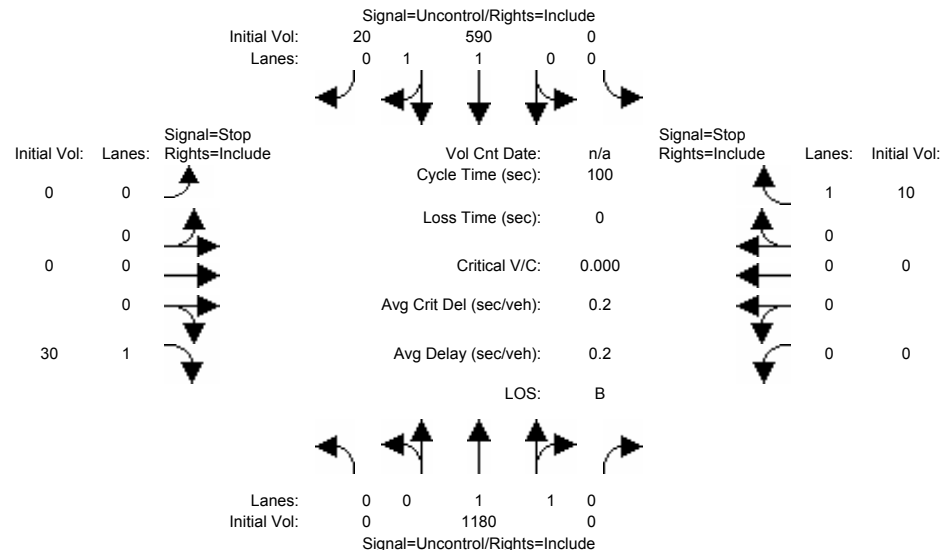
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project GP+Alt AM (10)

Intersection #4: Monterey Road / Keystone Avenue (us) [- unsignalized]



Street Name: Monterey Road Keystone 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:

Base Vol:	0	1180	0	0	590	20	0	0	30	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1180	0	0	590	20	0	0	30	0	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1180	0	0	590	20	0	0	30	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1180	0	0	590	20	0	0	30	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1180	0	0	590	20	0	0	30	0	0	10

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	6.9	xxxxxx	xxxxxx	6.9
FollowUpTim:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	3.3	xxxxxx	xxxxxx	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	305	xxxxxx	xxxxxx	590
Potent Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	697	xxxxxx	xxxxxx	456
Move Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	697	xxxxxx	xxxxxx	456
Volume/Cap:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.04	xxxxxx	xxxxxx	0.02

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	0.1
Control Del:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.4	xxxxxx	xxxxxx	13.1
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	LT - LTR - RT	
Shared Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.4	xxxxxx	xxxxxx	13.1
ApproachLOS:	*	*	*	*	*	*	*	*	*	B	*	*	B

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

Peak Hour Delay Signal Warrant Report

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 1 0      0 0 0 0 1
Initial Vol:    0 1180      0 0 590 20      0 0 30      0 0 10
ApproachDel:    xxxxxx      xxxxxx      10.4      13.1
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1830]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=10]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1830]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 1 0      0 0 0 0 1
Initial Vol:    0 1180      0 0 590 20      0 0 30      0 0 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1790

Minor Approach Volume: 30

Minor Approach Volume Threshold: 84 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

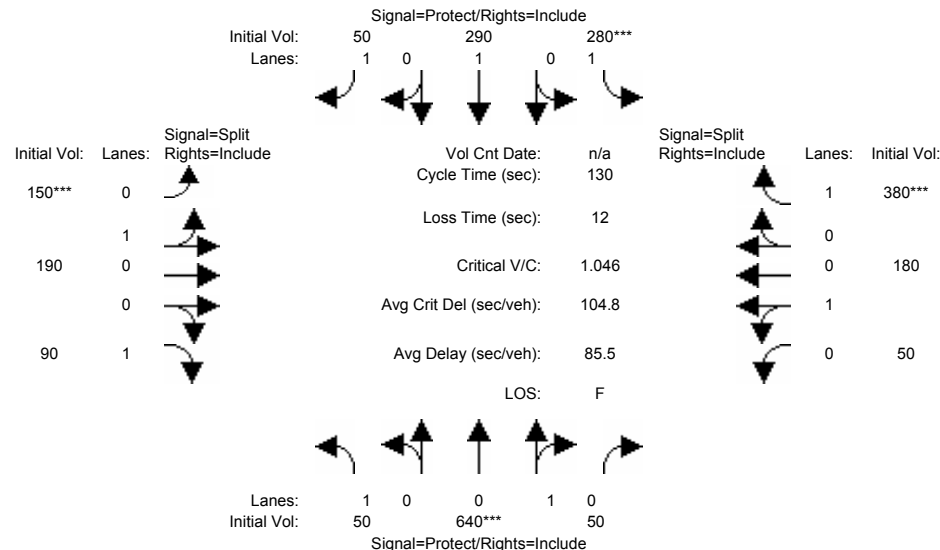
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project GP+Alt AM (10)

Intersection #5: Main Ave/Monterey Rd

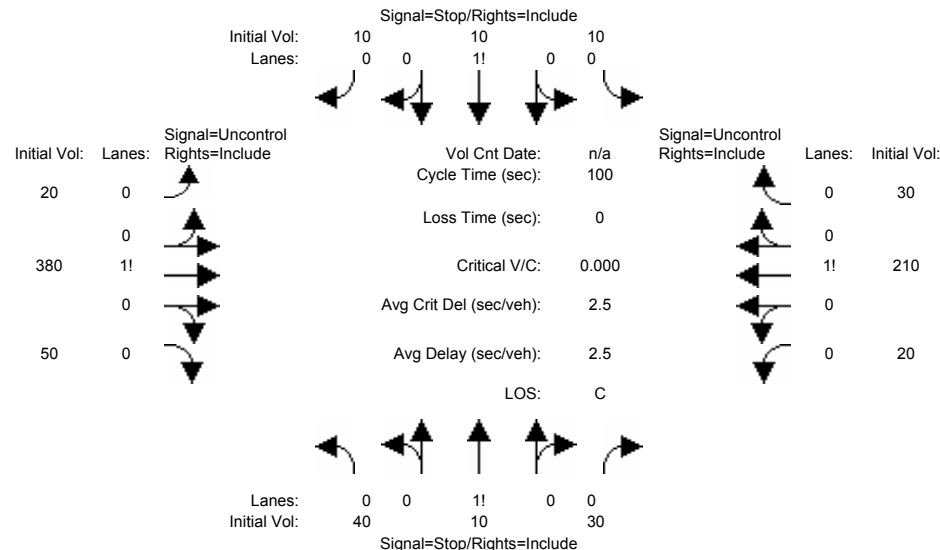


Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	50	640	50	280	290	50	150	190	90	50	180	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	640	50	280	290	50	150	190	90	50	180	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	640	50	280	290	50	150	190	90	50	180	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	640	50	280	290	50	150	190	90	50	180	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	640	50	280	290	50	150	190	90	50	180	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	50	640	50	280	290	50	150	190	90	50	180	380
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	0.93	0.07	1.00	1.00	1.00	0.44	0.56	1.00	0.22	0.78	1.00
Final Sat.:	1750	1670	130	1750	1900	1750	794	1006	1750	391	1409	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.38	0.16	0.15	0.03	0.19	0.19	0.05	0.13	0.13	0.22
Crit Moves:	****		****		****		****		****		****	
Green Time:	17.6	47.6	47.6	19.9	49.9	49.9	23.5	23.5	23.5	27.0	27.0	27.0
Volume/Cap:	0.21	1.05	1.05	1.05	0.40	0.07	1.05	1.05	0.28	0.62	0.62	1.05
Delay/Veh:	50.5	88.8	88.8	122.6	29.5	25.4	115.7	116	46.5	49.9	49.9	111.2
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:	50.5	88.8	88.8	122.6	29.5	25.4	115.7	116	46.5	49.9	49.9	111.2
LOS by Move:	D	F	F	F	C	C	F	F	D	D	D	F
HCM2kAvgQ:	2	36	36	16	8	1	21	21	3	9	9	23
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project GP+Alt AM (10)

Intersection #6: Del Monte Street / Main Avenue (us) [- unsignalized]



Street Name: Del Monte 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:

Base Vol:	40	10	30	10	10	10	20	380	50	20	210	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:	40	10	30	10	10	10	20	380	50	20	210	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:	40	10	30	10	10	10	20	380	50	20	210	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:	40	10	30	10	10	10	20	380	50	20	210	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	10	30	10	10	10	20	380	50	20	210	30

Critical Gap Module:

Critical Gap:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	720	725	405	730	735	225	240	xxxx	xxxxxx	430	xxxx	xxxxxx
Potent Cap.:	346	354	650	340	349	819	1339	xxxx	xxxxxx	1140	xxxx	xxxxxx
Move Cap.:	326	342	650	310	338	819	1339	xxxx	xxxxxx	1140	xxxx	xxxxxx
Volume/Cap:	0.12	0.03	0.05	0.03	0.03	0.01	0.01	xxxx	xxxxxx	0.02	xxxx	xxxxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Control Del:	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx	7.7	xxxx	xxxxxx	8.2	xxxx	xxxxxx
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	404	xxxxxx	xxxx	405	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxx	0.7	xxxxxx	xxxxx	0.2	xxxxxx	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxx	16.1	xxxxxx	xxxxx	14.6	xxxxxx	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx
Shared LOS:	*	C	*	*	B	*	*	*	*	*	*	*
ApproachDel:	16.1			14.6			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    40 10 30        10 10 10        20 380 50        20 210 30
ApproachDel:    16.1            14.6            xxxxxx            xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=80]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=820]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=820]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    40 10 30        10 10 10        20 380 50        20 210 30
-----|-----|-----|-----|-----|

```

Major Street Volume: 710

Minor Approach Volume: 80

Minor Approach Volume Threshold: 311

SIGNAL WARRANT DISCLAIMER

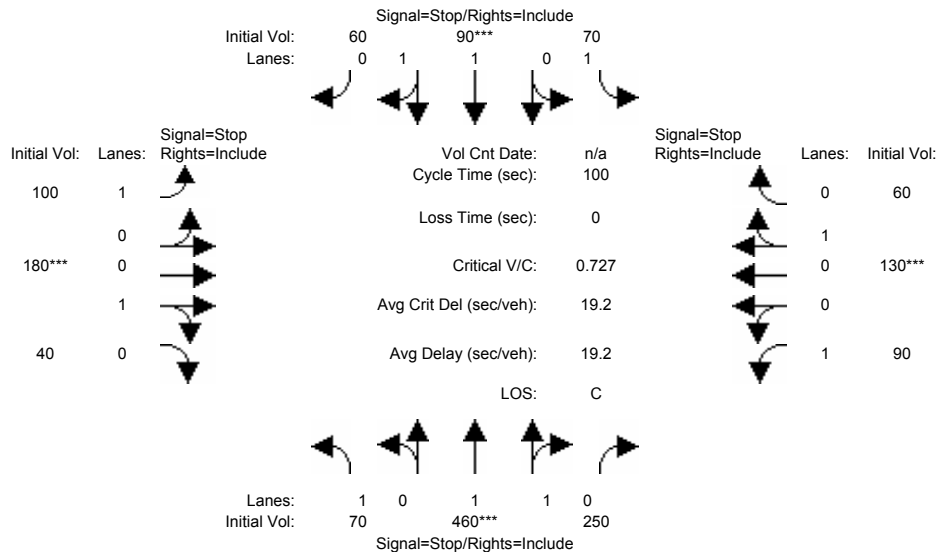
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2015 Project GP+Alt AM (10)

Intersection #7: Hale Avenue / Main Avenue (us) [- unsignalized]



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

Volume Module:

Base Vol:	70	460	250	70	90	60	100	180	40	90	130	60
Growth Adj:	1.00	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	460	250	70	90	60	100	180	40	90	130	60
Added Vol:	0	0	0	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	460	250	70	90	60	100	180	40	90	130	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	460	250	70	90	60	100	180	40	90	130	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	460	250	70	90	60	100	180	40	90	130	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	460	250	70	90	60	100	180	40	90	130	60

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	1.30	0.70	1.00	1.20	0.80	1.00	0.82	0.18	1.00	0.68	0.32
Final Sat.:	442	632	362	375	479	336	420	374	83	414	311	143

Capacity Analysis Module:

Vol/Sat:	0.16	0.73	0.69	0.19	0.19	0.18	0.24	0.48	0.48	0.22	0.42	0.42
Crit Moves:	****			****			****			****		
Delay/Veh:	12.0	26.5	23.1	13.7	13.0	12.3	13.3	16.7	16.7	13.2	15.3	15.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	26.5	23.1	13.7	13.0	12.3	13.3	16.7	16.7	13.2	15.3	15.3
LOS by Move:	B	D	C	B	B	B	B	C	C	B	C	C
ApproachDel:	24.1			13.0			15.7			14.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	24.1			13.0			15.7			14.6		
LOS by Appr:	C			B			C			B		
AllWayAvgQ:	0.2	2.3	1.9	0.2	0.2	0.2	0.3	0.8	0.8	0.2	0.6	0.6

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Hale Avenue / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0
Initial Vol:	70	460	250			70	90	60			100	180	40			90	130	60		
Major Street Volume:						1000														
Minor Approach Volume:						320														
Minor Approach Volume Threshold:	374																			

SIGNAL WARRANT DISCLAIMER

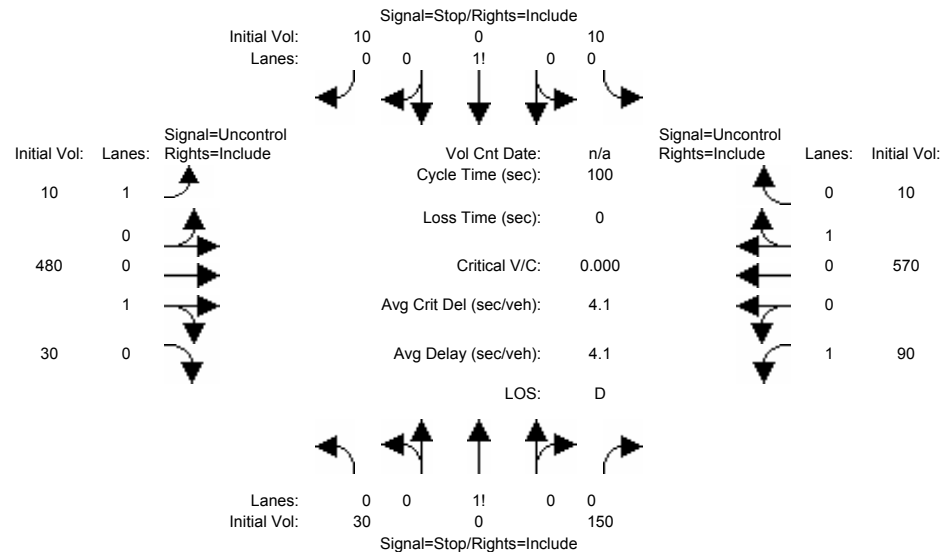
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project GP+Alt AM (10)

Intersection #8: Depot Street / Main Avenue (us) [- unsignalized]



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:												
Base Vol:	30	0	150	10	0	10	10	480	30	90	570	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	150	10	0	10	10	480	30	90	570	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	0	150	10	0	10	10	480	30	90	570	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	0	150	10	0	10	10	480	30	90	570	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	30	0	150	10	0	10	10	480	30	90	570	10
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	1275	1275	495	1345	1285	575	580	xxxx	xxxxxx	510	xxxx	xxxxxx
Potent Cap.:	145	168	579	130	166	521	1004	xxxx	xxxxxx	1065	xxxx	xxxxxx
Move Cap.:	132	153	579	89	151	521	1004	xxxx	xxxxxx	1065	xxxx	xxxxxx
Volume/Cap:	0.23	0.00	0.26	0.11	0.00	0.02	0.01	xxxx	xxxx	0.08	xxxx	xxxx
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.3	xxxx	xxxxxx
Control Del:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.6	xxxx	xxxxxx	8.7	xxxx	xxxxxx
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	370	xxxxxx	xxxx	153	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	2.6	xxxxxx	xxxxxx	0.4	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	23.6	xxxxxx	xxxxxx	32.1	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	C	*	*	D	*	*	*	*	*	*	*
ApproachDel:	23.6			32.1			xxxxxx			xxxxxx		
ApproachLOS:	C			D			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    30  0 150      10  0  10      10 480  30      90 570  10
ApproachDel:     23.6           32.1           xxxxxx           xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=180]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1390]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1390]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    30  0 150      10  0  10      10 480  30      90 570  10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1190

Minor Approach Volume: 180

Minor Approach Volume Threshold: 225

SIGNAL WARRANT DISCLAIMER

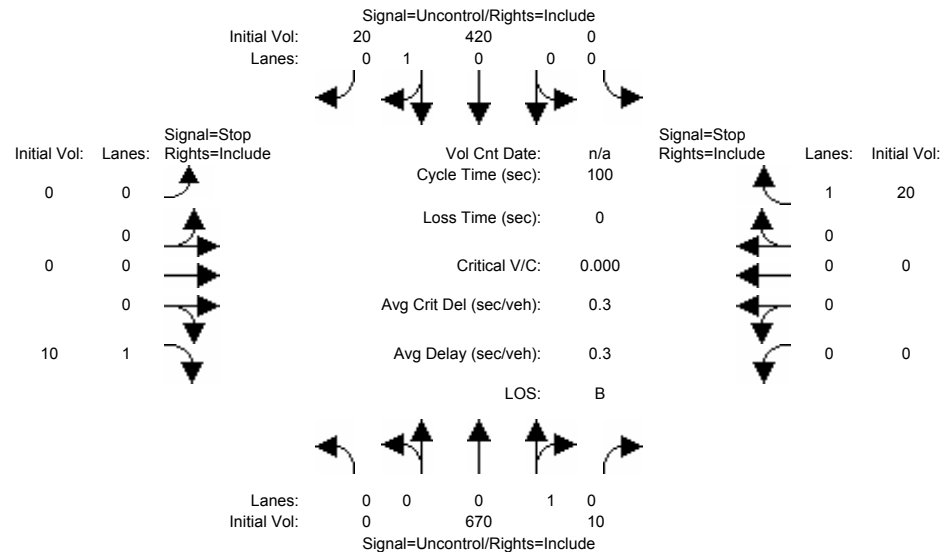
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project GP+Alt AM (10)

Intersection #9: Monterey Road / 1st Street (us) [- unsignalized]



Street Name: Monterey Road 1st 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:

Base Vol:	0	670	10	0	420	20	0	0	10	0	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	670	10	0	420	20	0	0	10	0	0	20
Added Vol:	0	0	0	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	670	10	0	420	20	0	0	10	0	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	670	10	0	420	20	0	0	10	0	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	670	10	0	420	20	0	0	10	0	0	20

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	6.2	xxxxxx	xxxxxx	6.2
FollowUpTim:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	3.3	xxxxxx	xxxxxx	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	430	xxxxxx	xxxxxx	675
Potent Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	629	xxxxxx	xxxxxx	457
Move Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	629	xxxxxx	xxxxxx	457
Volume/Cap:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.02	xxxxxx	xxxxxx	0.04

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.0	xxxxxx	xxxxxx	0.1
Control Del:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.8	xxxxxx	xxxxxx	13.2
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	
Shared Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.8	xxxxxx	xxxxxx	13.2
ApproachLOS:	*	*	*	*	*	*	*	*	*	B	*	*	B

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 0 1 0      0 0 0 1 0      0 0 0 1 0      0 0 0 1 0
Initial Vol:    0 670 10      0 420 20      0 0 10      0 0 20
ApproachDel:    xxxxxx      xxxxxx      10.8      13.2
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=10]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1150]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1150]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 0 1 0      0 0 0 1 0      0 0 0 1 0      0 0 0 1 0
Initial Vol:    0 670 10      0 420 20      0 0 10      0 0 20
-----|-----|-----|-----|-----|

```

Major Street Volume: 1120

Minor Approach Volume: 20

Minor Approach Volume Threshold: 189

SIGNAL WARRANT DISCLAIMER

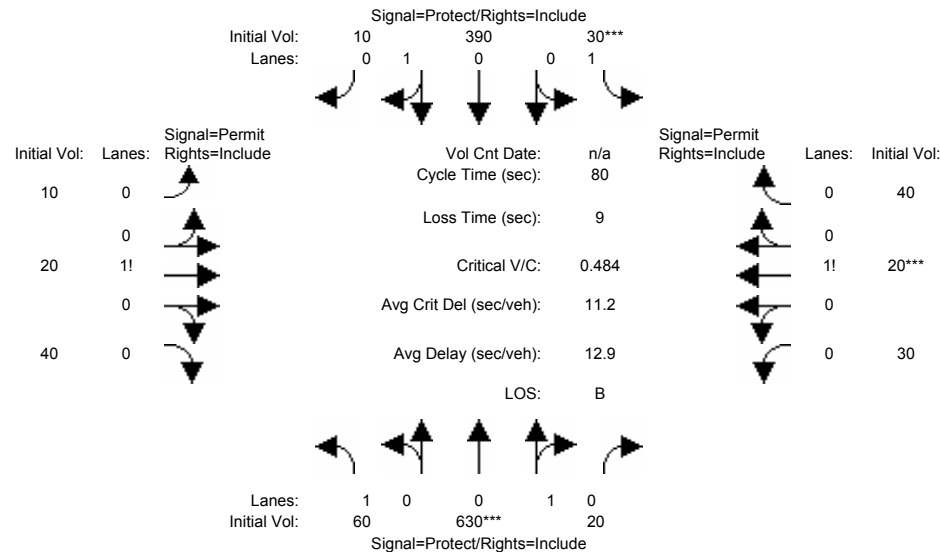
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project GP+Alt AM (10)

Intersection #10: Monterey Road / 2nd Street

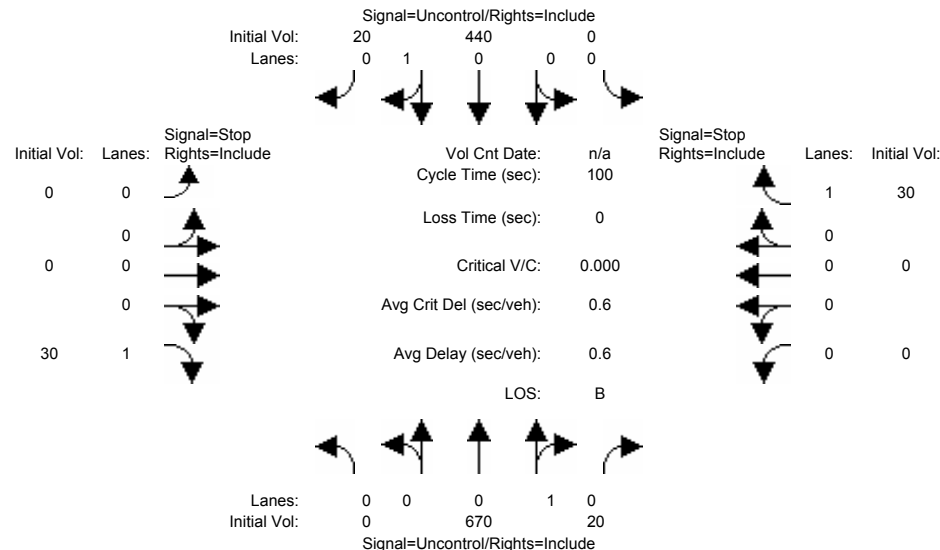


Street Name:	Monterey Road						2nd Street									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
----- ----- ----- ----- -----																
Min. Green:	7		10		10	7		10		10	7		10		10	
----- ----- ----- ----- -----																
Volume Module:																
Base Vol:	60		630		20	30		390		10	10		20		40	
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	
Initial Bse:	60		630		20	30		390		10	10		20		40	
Added Vol:	0		0		0	0		0		0	0		0		0	
PasserByVol:	0		0		0	0		0		0	0		0		0	
Initial Fut:	60		630		20	30		390		10	10		20		40	
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:	60		630		20	30		390		10	10		20		40	
Reduct Vol:	0		0		0	0		0		0	0		0		0	
Reduced Vol:	60		630		20	30		390		10	10		20		40	
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:	60		630		20	30		390		10	10		20		40	
----- ----- ----- ----- -----																
Saturation Flow Module:																
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900	
Adjustment:	0.92		0.95		0.95	0.95		0.92		0.92	0.92		0.92		0.92	
Lanes:	1.00		0.97		0.03	1.00		0.97		0.03	0.14		0.29		0.57	
Final Sat.:	1750		1745		55	1750		1755		45	250		500		1000	
----- ----- ----- ----- -----																
Capacity Analysis Module:																
Vol/Sat:	0.03		0.36		0.36	0.02		0.22		0.22	0.04		0.04		0.04	
Crit Moves:	****			****						****						
Green Time:	17.2		54.0		54.0	7.0		43.8		43.8	10.0		10.0		10.0	
Volume/Cap:	0.16		0.53		0.53	0.20		0.41		0.41	0.32		0.32		0.32	
Delay/Veh:	25.7		7.1		7.1	34.5		10.8		10.8	32.8		32.8		32.8	
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	
AdjDel/Veh:	25.7		7.1		7.1	34.5		10.8		10.8	32.8		32.8		32.8	
LOS by Move:	C		A		A	C-		B+		B+	C-		C-		C-	
HCM2kAvgQ:	1		8		8	1		6		6	2		2		3	
Note: Queue reported is the number of cars per lane.																

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project GP+Alt AM (10)

Intersection #11: Monterey Road / 3rd Street (us) [- unsignalized]



Street Name: Monterey Road 3rd 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:

Base Vol:	0	670	20	0	440	20	0	0	30	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	670	20	0	440	20	0	0	30	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	670	20	0	440	20	0	0	30	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	670	20	0	440	20	0	0	30	0	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	670	20	0	440	20	0	0	30	0	0	30

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.2	xxxxxx	xxxx	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	450	xxxx	xxxx	680
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	613	xxxx	xxxx	454
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	613	xxxx	xxxx	454
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	0.07

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.2	xxxx	xxxx	0.2
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	11.2	xxxxxx	xxxx	13.5
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	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						11.2			13.5
ApproachLOS:	*		*						B			B

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met


```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 0 1 0      0 0 0 1 0      0 0 0 1 0      0 0 0 1 0
Initial Vol:    0 670 20      0 440 20      0 0 30      0 0 30
ApproachDel:    xxxxxx      xxxxxx      11.2      13.5
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1210]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1210]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 0 1 0      0 0 0 1 0      0 0 0 1 0      0 0 0 1 0
Initial Vol:    0 670 20      0 440 20      0 0 30      0 0 30
-----|-----|-----|-----|-----|

```

Major Street Volume: 1150

Minor Approach Volume: 30

Minor Approach Volume Threshold: 182

SIGNAL WARRANT DISCLAIMER

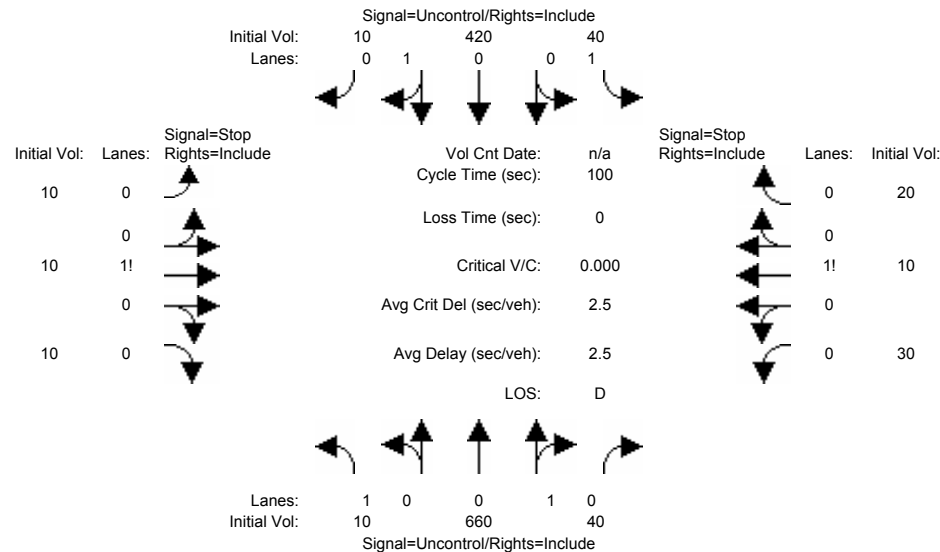
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project GP+Alt AM (10)

Intersection #12: Monterey Road / 4th Street (us) [- unsignalized]



Street Name: Monterey Road 4th 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:

Base Vol:	10	660	40	40	420	10	10	10	10	30	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	660	40	40	420	10	10	10	10	30	10	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	660	40	40	420	10	10	10	10	30	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	660	40	40	420	10	10	10	10	30	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	660	40	40	420	10	10	10	10	30	10	20

Critical Gap Module:

Critical Gap:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	430	xxxx	xxxxxx	700	xxxx	xxxxxx	1220	1225	425	1215	1210	680
Potent Cap.:	1140	xxxx	xxxxxx	906	xxxx	xxxxxx	158	180	634	160	184	454
Move Cap.:	1140	xxxx	xxxxxx	906	xxxx	xxxxxx	139	171	634	144	174	454
Volume/Cap:	0.01	xxxx	xxxx	0.04	xxxx	xxxx	0.07	0.06	0.02	0.21	0.06	0.04

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.2	xxxx	xxxxxx	9.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	205	xxxxxx	xxxx	194	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.5	xxxxxx	xxxxxx	1.3	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	25.5	xxxxxx	xxxxxx	31.7	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	D	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	25.5	xxxxxx	xxxxxx	31.7	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	D	*	*	D	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 0 1 0      1 0 0 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    10 660 40      40 420 10      10 10 10      30 10 20
ApproachDel:    xxxxxx          xxxxxx          25.5          31.7
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1270]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=60]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1270]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 0 1 0      1 0 0 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    10 660 40      40 420 10      10 10 10      30 10 20
-----|-----|-----|-----|-----|

```

Major Street Volume: 1180

Minor Approach Volume: 60

Minor Approach Volume Threshold: 228

SIGNAL WARRANT DISCLAIMER

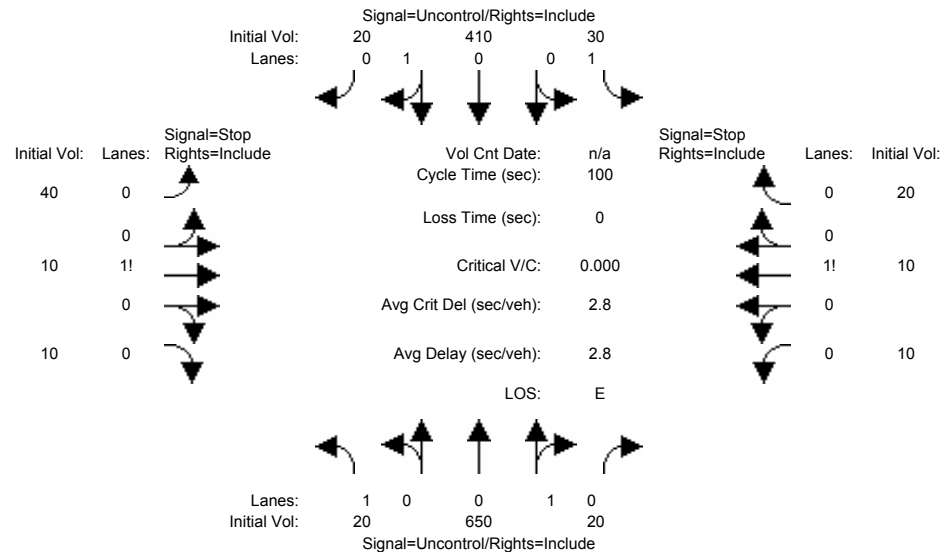
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project GP+Alt AM (10)

Intersection #13: Monterey Road / 5th Street (us) [- unsignalized]



Street Name: Monterey Road 5th 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:

Base Vol:	20	650	20	30	410	20	40	10	10	10	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	650	20	30	410	20	40	10	10	10	10	20
Added Vol:	0	0	0	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	650	20	30	410	20	40	10	10	10	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	650	20	30	410	20	40	10	10	10	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	650	20	30	410	20	40	10	10	10	10	20

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	430	xxxx	xxxxxx	670	xxxx	xxxxxx	1195	1190	420	1190	1190	660
Potent Cap.:	1140	xxxx	xxxxxx	930	xxxx	xxxxxx	165	189	638	166	189	467
Move Cap.:	1140	xxxx	xxxxxx	930	xxxx	xxxxxx	145	180	638	151	180	467
Volume/Cap:	0.02	xxxx	xxxx	0.03	xxxx	xxxx	0.28	0.06	0.02	0.07	0.06	0.04

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.2	xxxx	xxxxxx	9.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	173	xxxxxx	xxxx	243	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.4	xxxxxx	xxxxxx	0.6	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	36.4	xxxxxx	xxxxxx	22.7	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	C	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	36.4	xxxxxx	xxxxxx	22.7	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	E	*	*	C	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:       Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:         1 0 0 1 0      1 0 0 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:   20 650 20      30 410 20      40 10 10      10 10 20
ApproachDel:   xxxxxx          xxxxxx          36.4          22.7
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=60]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1250]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1250]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:       Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:         1 0 0 1 0      1 0 0 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:   20 650 20      30 410 20      40 10 10      10 10 20
-----|-----|-----|-----|-----|

```

Major Street Volume: 1150

Minor Approach Volume: 60

Minor Approach Volume Threshold: 237

SIGNAL WARRANT DISCLAIMER

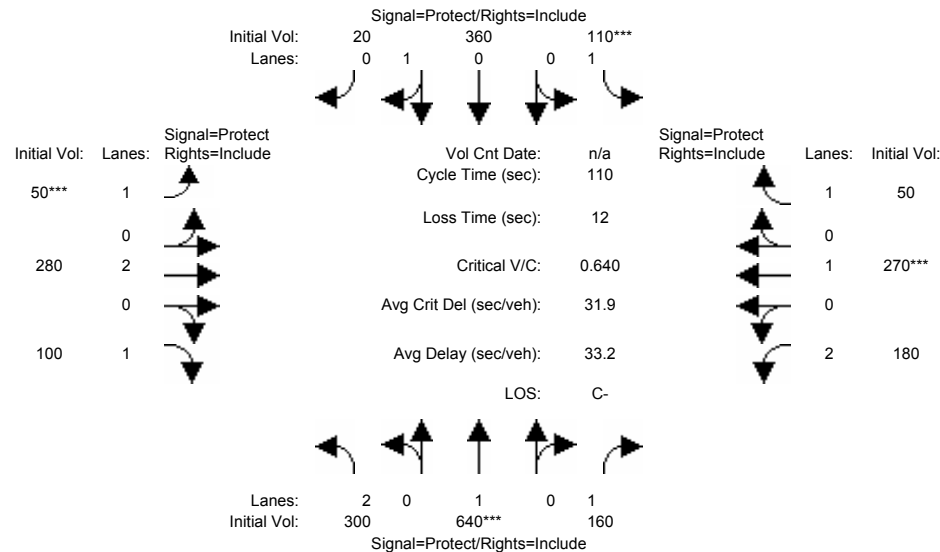
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project GP+Alt AM (10)

Intersection #14: Dunne Ave/Monterey Rd

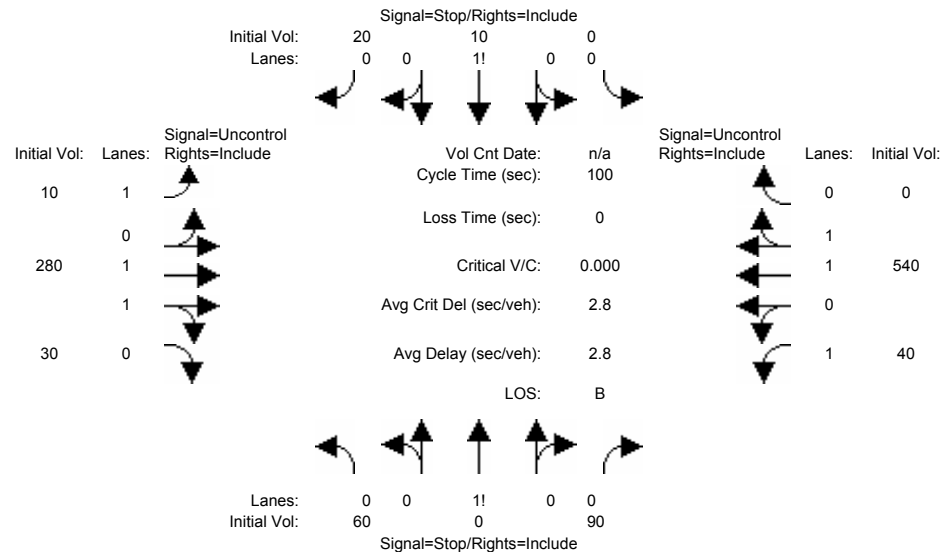


Street Name:	Monterey Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	300	640	160	110	360	20	50	280	100	180	270	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	640	160	110	360	20	50	280	100	180	270	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	640	160	110	360	20	50	280	100	180	270	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	640	160	110	360	20	50	280	100	180	270	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	640	160	110	360	20	50	280	100	180	270	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	640	160	110	360	20	50	280	100	180	270	50
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	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	0.95	0.05	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	1900	1750	1750	1705	95	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.34	0.09	0.06	0.21	0.21	0.03	0.07	0.06	0.06	0.14	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.9	56.6	56.6	10.6	46.3	46.3	7.0	18.2	18.2	12.7	23.9	23.9
Volume/Cap:	0.50	0.65	0.18	0.65	0.50	0.50	0.45	0.45	0.35	0.49	0.65	0.13
Delay/Veh:	40.6	21.2	14.4	57.0	23.9	23.9	52.5	41.9	41.4	46.7	43.1	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	21.2	14.4	57.0	23.9	23.9	52.5	41.9	41.4	46.7	43.1	34.9
LOS by Move:	D	C+	B	E+	C	C	D-	D	D	D	D	C-
HCM2kAvgQ:	6	16	3	4	10	10	2	5	3	3	8	1
Note:	Queue reported is the number of cars per lane.											

City of Morgan Hill Travel Demand Forecasting
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project GP+Alt AM (10)

Intersection #15: Del Monte Street / Dunne Avenue (us) [- unsignalized]



Street Name: Del Monte 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:

Base Vol:	60	0	90	0	10	20	10	280	30	40	540	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:	60	0	90	0	10	20	10	280	30	40	540	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:	60	0	90	0	10	20	10	280	30	40	540	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:	60	0	90	0	10	20	10	280	30	40	540	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	60	0	90	0	10	20	10	280	30	40	540	0

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	7.5	6.5	6.9	xxxx	6.5	6.9	4.1	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	4.0	3.3	xxxx	4.0	3.3	2.2	xxxx	xxxx	2.2	xxxx	xxxx

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	670	935	155	xxxx	950	270	540	xxxx	xxxx	310	xxxx	xxxx
Potent Cap.:	347	267	869	xxxx	262	734	1039	xxxx	xxxx	1262	xxxx	xxxx
Move Cap.:	317	257	869	xxxx	251	734	1039	xxxx	xxxx	1262	xxxx	xxxx
Volume/Cap:	0.19	0.00	0.10	xxxx	0.04	0.03	0.01	xxxx	xxxx	0.03	xxxx	xxxx

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	0.1	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	8.5	xxxx	xxxx	7.9	xxxx	xxxx
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	512	xxxx	xxxx	xxxx	448	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	1.2	xxxx	xxxx	xxxx	0.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	14.9	xxxx	xxxx	xxxx	13.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	B	*	*	*	B	*	*	*	*	*	*
ApproachDel:	14.9						xxxxxx			xxxxxx		
ApproachLOS:	B						*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 0 1 0      1 0 1 1 0      1 0 1 1 0
Initial Vol:    60  0  90      0 10  20      10 280  30      40 540  0
ApproachDel:    14.9           13.6           xxxxxxx           xxxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=150]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1080]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1080]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 0 1 0      1 0 1 1 0      1 0 1 1 0
Initial Vol:    60  0  90      0 10  20      10 280  30      40 540  0
-----|-----|-----|-----|-----|

```

Major Street Volume: 900

Minor Approach Volume: 150

Minor Approach Volume Threshold: 321

SIGNAL WARRANT DISCLAIMER

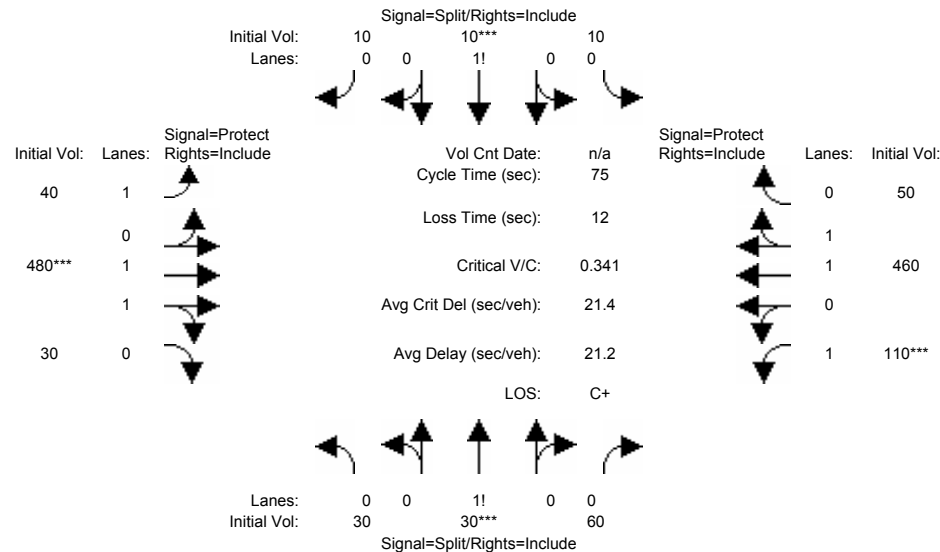
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project GP+Alt AM (10)

Intersection #16: Church Street / Dunne Avenue

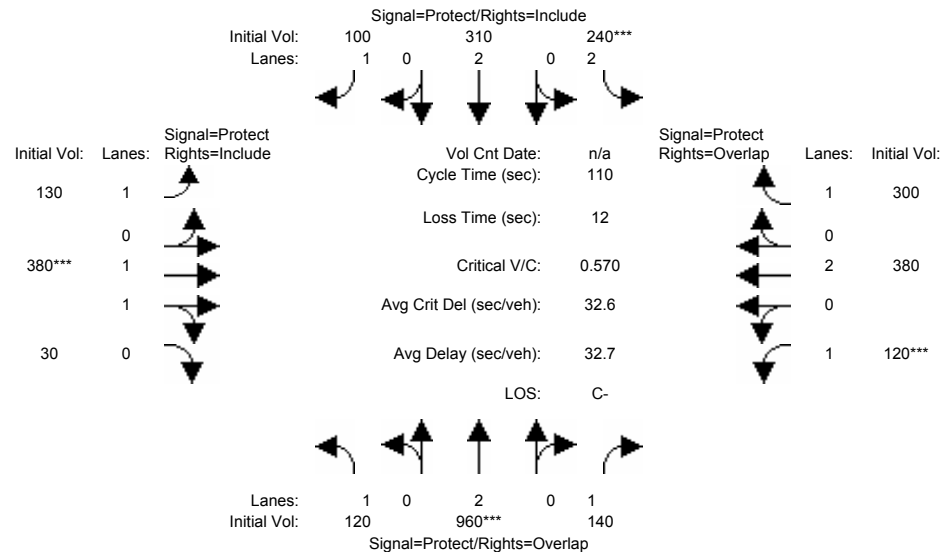


Street Name:	Church Street						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	30	30	60	10	10	10	40	480	30	110	460	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	30	60	10	10	10	40	480	30	110	460	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	30	60	10	10	10	40	480	30	110	460	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	30	60	10	10	10	40	480	30	110	460	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	30	60	10	10	10	40	480	30	110	460	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	30	60	10	10	10	40	480	30	110	460	50
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	0.98	0.95
Lanes:	0.25	0.25	0.50	0.34	0.33	0.33	1.00	1.88	0.12	1.00	1.80	0.20
Final Sat.:	438	438	875	583	583	583	1750	3482	218	1750	3337	363
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.02	0.02	0.02	0.02	0.14	0.14	0.06	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	13.5	13.5	13.5	10.0	10.0	10.0	15.9	27.1	27.1	12.4	23.6	23.6
Volume/Cap:	0.38	0.38	0.38	0.13	0.13	0.13	0.11	0.38	0.38	0.38	0.44	0.44
Delay/Veh:	27.8	27.8	27.8	28.9	28.9	28.9	23.9	17.9	17.9	28.7	20.7	20.7
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:	27.8	27.8	27.8	28.9	28.9	28.9	23.9	17.9	17.9	28.7	20.7	20.7
LOS by Move:	C	C	C	C	C	C	C	B	B	C	C+	C+
HCM2kAvgQ:	3	3	3	1	1	1	1	4	4	2	5	5
Note:	Queue reported is the number of cars per lane.											

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project GP+Alt AM (10)

Intersection #17: Dunne Ave/Butterfield Blvd

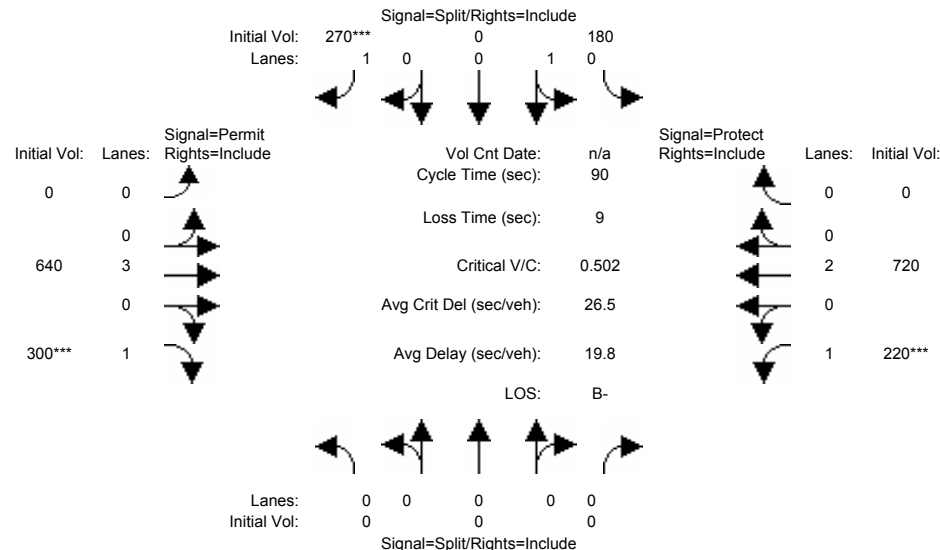


Street Name:	Butterfield Boulevard						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	120	960	140	240	310	100	130	380	30	120	380	300
Growth Adj:	1.00	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	960	140	240	310	100	130	380	30	120	380	300
Added Vol:	0	0	0	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	960	140	240	310	100	130	380	30	120	380	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	960	140	240	310	100	130	380	30	120	380	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	960	140	240	310	100	130	380	30	120	380	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	120	960	140	240	310	100	130	380	30	120	380	300
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	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3429	271	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.08	0.08	0.08	0.06	0.07	0.11	0.11	0.07	0.10	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.3	48.7	61.9	14.7	36.1	36.1	14.7	21.4	21.4	13.2	19.8	34.5
Volume/Cap:	0.28	0.57	0.14	0.57	0.25	0.17	0.55	0.57	0.57	0.57	0.55	0.55
Delay/Veh:	33.8	23.3	11.5	46.6	27.1	26.4	47.4	41.3	41.3	49.4	42.0	32.4
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:	33.8	23.3	11.5	46.6	27.1	26.4	47.4	41.3	41.3	49.4	42.0	32.4
LOS by Move:	C-	C	B+	D	C	C	D	D	D	D	D	C-
HCM2kAvgQ:	4	12	2	5	4	3	4	6	6	5	6	9
Note:	Queue reported is the number of cars per lane.											

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project GP+Alt AM (10)

Intersection #18: US 101 SB Ramps / 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 0 10 0 10 10 7 10 0

Volume Module:

Base Vol: 0 0 0 180 0 270 0 640 300 220 720 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 0 270 0 640 300 220 720 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 0 270 0 640 300 220 720 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 0 270 0 640 300 220 720 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 180 0 270 0 640 300 220 720 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 0 0 180 0 270 0 640 300 220 720 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.95 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 0.15 0.00 0.11 0.17 0.13 0.19 0.00

Crit Moves: ****

Green Time: 0.0 0.0 0.0 27.7 0.0 27.7 0.0 30.8 30.8 22.6 53.3 0.0

Volume/Cap: 0.00 0.00 0.00 0.33 0.00 0.50 0.00 0.33 0.50 0.50 0.32 0.00

Delay/Veh: 0.0 0.0 0.0 24.3 0.0 26.3 0.0 22.1 24.2 29.8 9.3 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 0.0 0.0 24.3 0.0 26.3 0.0 22.1 24.2 29.8 9.3 0.0

LOS by Move: A A A C A C A C+ C C A A

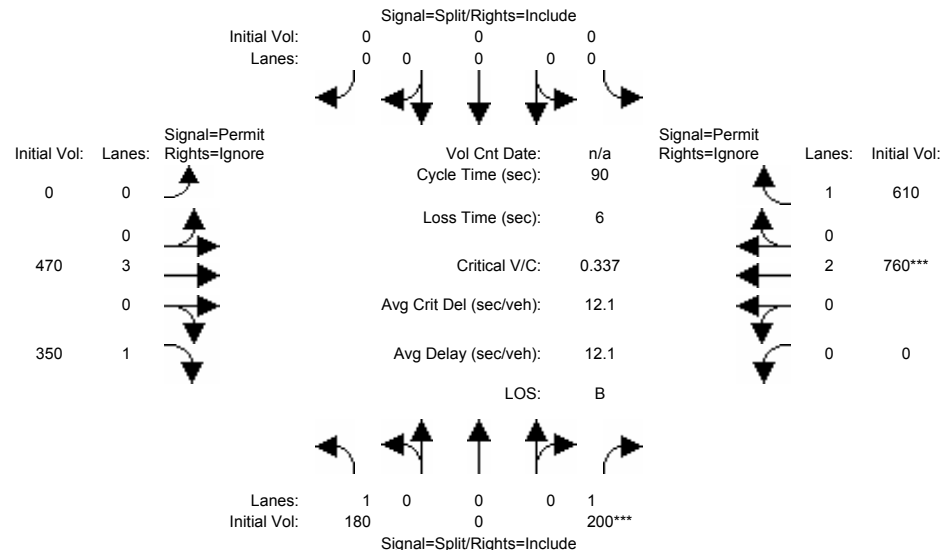
HCM2kAvgQ: 0 0 0 4 0 7 0 4 7 6 5 0

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project GP+Alt AM (10)

Intersection #19: US 101 NB Ramps / 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 10 10 10 10 10 7 10 10 7 10 10

Volume Module:

Base Vol:	180	0	200	0	0	0	0	470	350	0	760	610
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	0	200	0	0	0	0	470	350	0	760	610
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	0	200	0	0	0	0	470	350	0	760	610
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Volume:	180	0	200	0	0	0	0	470	0	0	760	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	0	200	0	0	0	0	470	0	0	760	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
FinalVolume:	180	0	200	0	0	0	0	470	0	0	760	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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:

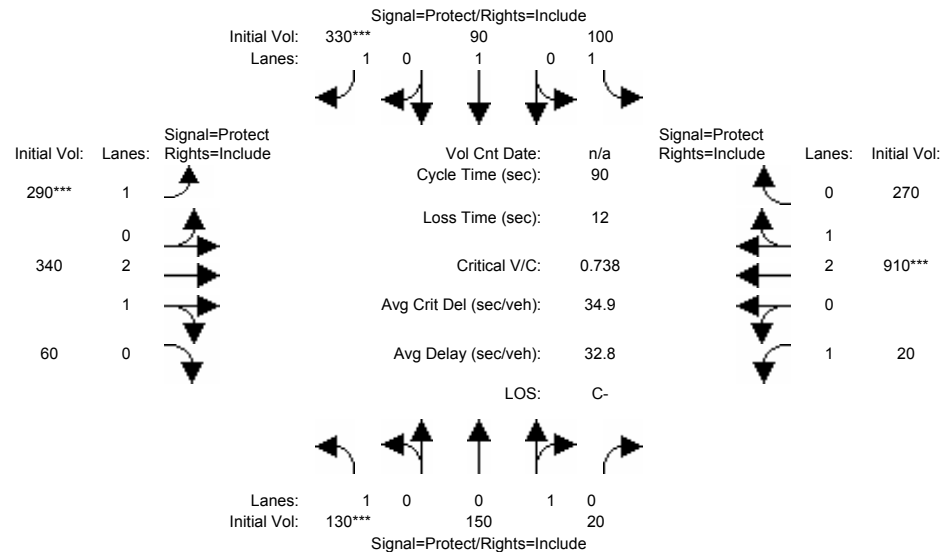
Vol/Sat:	0.10	0.00	0.11	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.20	0.00
Crit Moves:	****						****					
Green Time:	30.5	0.0	30.5	0.0	0.0	0.0	0.0	53.5	0.0	0.0	53.5	0.0
Volume/Cap:	0.30	0.00	0.34	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.34	0.00
Delay/Veh:	22.2	0.0	22.5	0.0	0.0	0.0	0.0	8.1	0.0	0.0	9.4	0.0
User 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:	22.2	0.0	22.5	0.0	0.0	0.0	0.0	8.1	0.0	0.0	9.4	0.0
LOS by Move:	C+	A	C+	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	5	0	0	0	0	2	0	0	5	0

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

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Intersection #20: Dunne Ave/Condit Rd

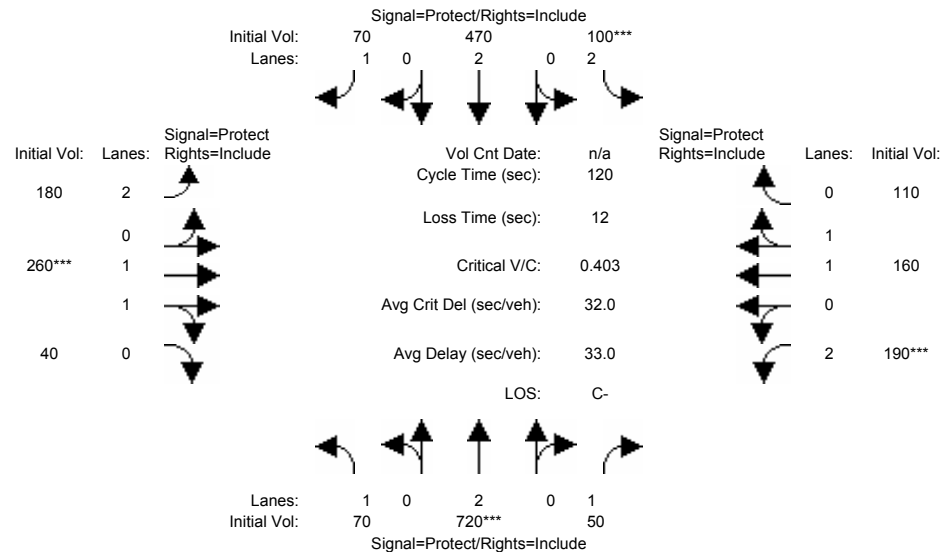


Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	130	150	20	100	90	330	290	340	60	20	910	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	150	20	100	90	330	290	340	60	20	910	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	150	20	100	90	330	290	340	60	20	910	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	150	20	100	90	330	290	340	60	20	910	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	150	20	100	90	330	290	340	60	20	910	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	150	20	100	90	330	290	340	60	20	910	270
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	0.88	0.12	1.00	1.00	1.00	1.00	2.53	0.47	1.00	2.29	0.71
Final Sat.:	1750	1588	212	1750	1900	1750	1750	4759	840	1750	4317	1281
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.09	0.06	0.05	0.19	0.17	0.07	0.07	0.01	0.21	0.21
Crit Moves:	****					****	****			****		
Green Time:	9.1	18.9	18.9	13.2	23.0	23.0	20.2	27.0	27.0	18.9	25.7	25.7
Volume/Cap:	0.74	0.45	0.45	0.39	0.19	0.74	0.74	0.24	0.24	0.05	0.74	0.74
Delay/Veh:	54.4	31.9	31.9	35.7	26.4	37.1	39.6	23.8	23.8	28.5	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:	54.4	31.9	31.9	35.7	26.4	37.1	39.6	23.8	23.8	28.5	30.9	30.9
LOS by Move:	D-	C	C	D+	C	D+	D	C	C	C	C	C
HCM2kAvgQ:	6	5	5	3	2	9	8	3	3	0	10	10
Note:	Queue reported is the number of cars per lane.											

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Intersection #21: Tennant Ave/Monterey Rd



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

Volume Module:

Base Vol:	70	720	50	100	470	70	180	260	40	190	160	110
Growth Adj:	1.00	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	720	50	100	470	70	180	260	40	190	160	110
Added Vol:	0	0	0	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	720	50	100	470	70	180	260	40	190	160	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	720	50	100	470	70	180	260	40	190	160	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	720	50	100	470	70	180	260	40	190	160	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	720	50	100	470	70	180	260	40	190	160	110

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	1.73	0.27	2.00	1.16	0.84
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	3206	493	3150	2191	1507

Capacity Analysis Module:

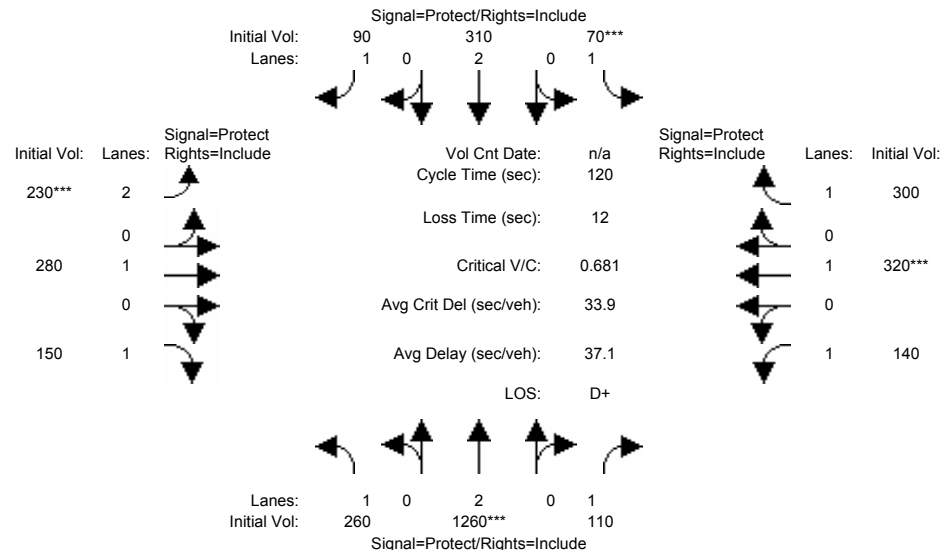
Vol/Sat:	0.04	0.19	0.03	0.03	0.12	0.04	0.06	0.08	0.08	0.06	0.07	0.07
Crit Moves:	****		****			****			****			
Green Time:	21.1	56.4	56.4	9.5	44.8	44.8	17.3	24.2	24.2	18.0	24.8	24.8
Volume/Cap:	0.23	0.40	0.06	0.40	0.33	0.11	0.40	0.40	0.40	0.40	0.35	0.35
Delay/Veh:	42.8	20.9	17.4	53.7	27.0	24.6	47.1	42.0	42.0	46.7	41.0	41.0
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:	42.8	20.9	17.4	53.7	27.0	24.6	47.1	42.0	42.0	46.7	41.0	41.0
LOS by Move:	D	C+	B	D-	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	8	1	3	6	2	4	5	5	4	4	4

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

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Intersection #22: Main Ave/Butterfield Blvd



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

Volume Module:

Base Vol:	260	1260	110	70	310	90	230	280	150	140	320	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	1260	110	70	310	90	230	280	150	140	320	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	1260	110	70	310	90	230	280	150	140	320	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	1260	110	70	310	90	230	280	150	140	320	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	1260	110	70	310	90	230	280	150	140	320	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	260	1260	110	70	310	90	230	280	150	140	320	300

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750

Capacity Analysis Module:

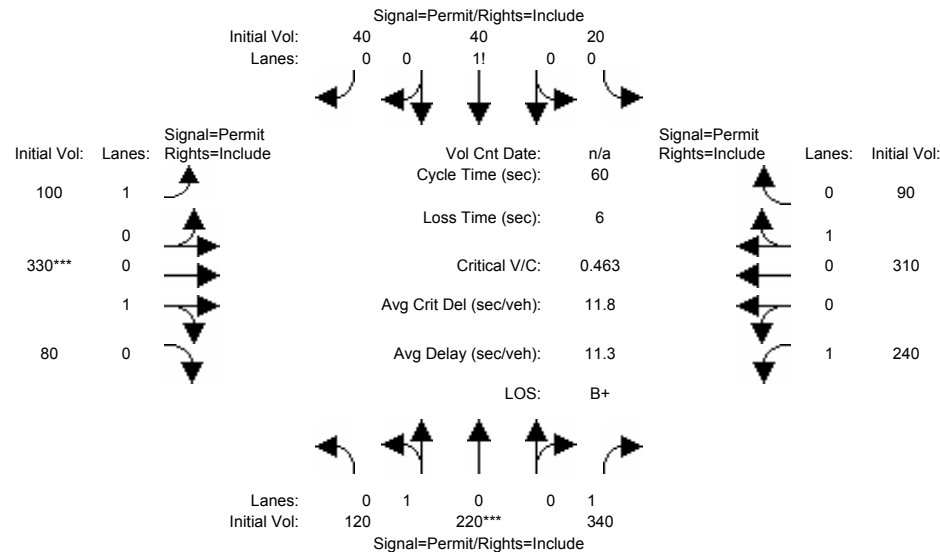
Vol/Sat:	0.15	0.33	0.06	0.04	0.08	0.05	0.07	0.15	0.09	0.08	0.17	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	41.9	58.4	58.4	7.0	23.5	23.5	12.9	27.6	27.6	15.0	29.7	29.7
Volume/Cap:	0.43	0.68	0.13	0.68	0.42	0.26	0.68	0.64	0.37	0.64	0.68	0.69
Delay/Veh:	30.3	24.7	16.9	72.4	42.6	41.3	57.2	45.0	39.5	56.3	44.9	45.8
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:	30.3	24.7	16.9	72.4	42.6	41.3	57.2	45.0	39.5	56.3	44.9	45.8
LOS by Move:	C	C	B	E	D	D	E+	D	D	E+	D	D
HCM2kAvgQ:	8	18	2	4	5	3	6	10	5	6	12	12

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

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2000 HCM Operations (Future Volume Alternative)
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Intersection #23: Condit Road / Main Avenue

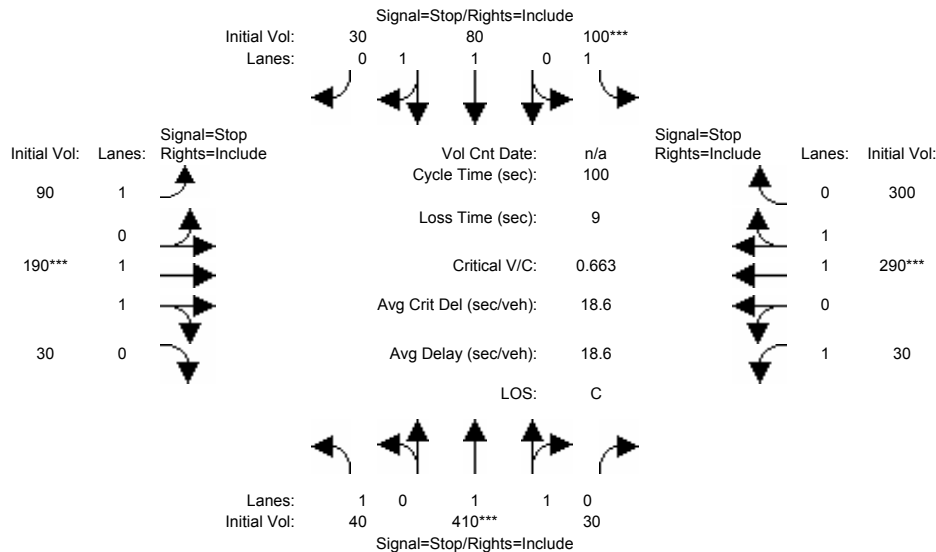


Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	120	220	340	20	40	40	100	330	80	240	310	90
Growth Adj:	1.00	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	220	340	20	40	40	100	330	80	240	310	90
Added Vol:	0	0	0	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	220	340	20	40	40	100	330	80	240	310	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	220	340	20	40	40	100	330	80	240	310	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	220	340	20	40	40	100	330	80	240	310	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	220	340	20	40	40	100	330	80	240	310	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.35	0.65	1.00	0.20	0.40	0.40	1.00	0.80	0.20	1.00	0.78	0.22
Final Sat.:	635	1165	1750	350	700	700	1750	1449	351	1750	1395	405
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.19	0.06	0.06	0.06	0.06	0.23	0.23	0.14	0.22	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.5	24.5	24.5	24.5	24.5	24.5	29.5	29.5	29.5	29.5	29.5	29.5
Volume/Cap:	0.46	0.46	0.48	0.14	0.14	0.14	0.12	0.46	0.46	0.28	0.45	0.45
Delay/Veh:	13.4	13.4	13.6	11.2	11.2	11.2	8.3	10.4	10.4	9.2	10.3	10.3
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:	13.4	13.4	13.6	11.2	11.2	11.2	8.3	10.4	10.4	9.2	10.3	10.3
LOS by Move:	B	B	B	B+	B+	B+	A	B+	B+	A	B+	B+
HCM2kAvgQ:	5	5	5	1	1	1	1	6	6	3	5	5
Note: Queue reported is the number of cars per lane.												

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Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2015 Project GP+Alt AM (10)

Intersection #24: Hale Avenue / Dunne Avenue (us) [- future unsignalized]



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 7 10 10 7 10 10

Volume Module:

Base Vol:	40	410	30	100	80	30	90	190	30	30	290	300
Growth Adj:	1.00	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	410	30	100	80	30	90	190	30	30	290	300
Added Vol:	0	0	0	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	410	30	100	80	30	90	190	30	30	290	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	410	30	100	80	30	90	190	30	30	290	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	410	30	100	80	30	90	190	30	30	290	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	40	410	30	100	80	30	90	190	30	30	290	300

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	1.86	0.14	1.00	1.45	0.55	1.00	1.73	0.27	1.00	1.00	1.00
Final Sat.:	386	783	58	353	542	209	368	678	108	400	438	478

Capacity Analysis Module:

Vol/Sat:	0.10	0.52	0.52	0.28	0.15	0.14	0.24	0.28	0.28	0.08	0.66	0.63
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	12.5	19.1	18.9	15.6	13.0	12.7	14.6	14.4	14.2	11.9	24.4	21.0
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:	12.5	19.1	18.9	15.6	13.0	12.7	14.6	14.4	14.2	11.9	24.4	21.0
LOS by Move:	B	C	C	C	B	B	B	B	B	C	C	C
ApproachDel:	18.6			14.2			14.4			22.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	18.6			14.2			14.4			22.1		
LOS by Appr:	C			B			B			C		
AllWayAvgQ:	0.1	1.0	0.9	0.3	0.1	0.1	0.3	0.3	0.3	0.1	1.7	1.4

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Hale Avenue / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Initial Vol:	40		410		30	100		80		30	90		190		30	30		290		300
Major Street Volume:											930									
Minor Approach Volume:											480									
Minor Approach Volume Threshold:	405																			

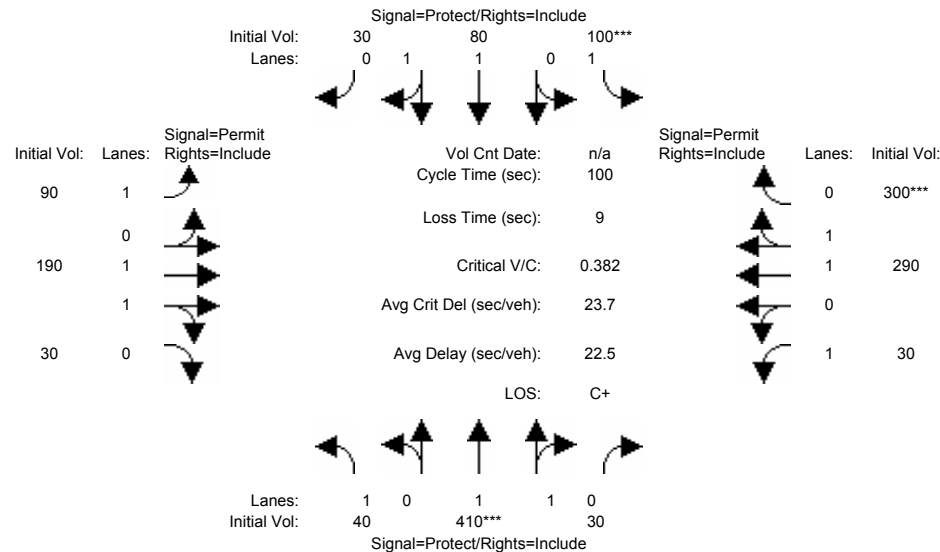
SIGNAL WARRANT DISCLAIMER

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

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

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2000 HCM Operations (Future Volume Alternative)
2015 Project GP+Alt AM (10)

Intersection #224: Hale Avenue / Dunne Avenue [- future signalized]



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
Volume Module:												
Base Vol:	40	410	30	100	80	30	90	190	30	30	290	300
Growth Adj:	1.00	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	410	30	100	80	30	90	190	30	30	290	300
Added Vol:	0	0	0	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	410	30	100	80	30	90	190	30	30	290	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	410	30	100	80	30	90	190	30	30	290	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	410	30	100	80	30	90	190	30	30	290	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	40	410	30	100	80	30	90	190	30	30	290	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.86	0.14	1.00	1.44	0.56	1.00	1.72	0.28	1.00	1.00	1.00
Final Sat.:	1750	3448	252	1750	2690	1009	1750	3195	504	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.06	0.03	0.03	0.05	0.06	0.06	0.02	0.15	0.17
Crit Moves:	****			****							****	
Green Time:	19.0	31.1	31.1	15.0	27.1	27.1	44.9	44.9	44.9	44.9	44.9	44.9
Volume/Cap:	0.12	0.38	0.38	0.38	0.11	0.11	0.11	0.13	0.13	0.04	0.34	0.38
Delay/Veh:	33.7	27.1	27.1	39.3	27.4	27.4	16.1	16.2	16.2	15.5	18.0	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	27.1	27.1	39.3	27.4	27.4	16.1	16.2	16.2	15.5	18.0	18.5
LOS by Move:	C-	C	C	D	C	C	B	B	B	B	B-	B-
HCM2kAvgQ:	1	6	6	3	1	1	2	2	2	1	6	7
Note: Queue reported is the number of cars per lane.												

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

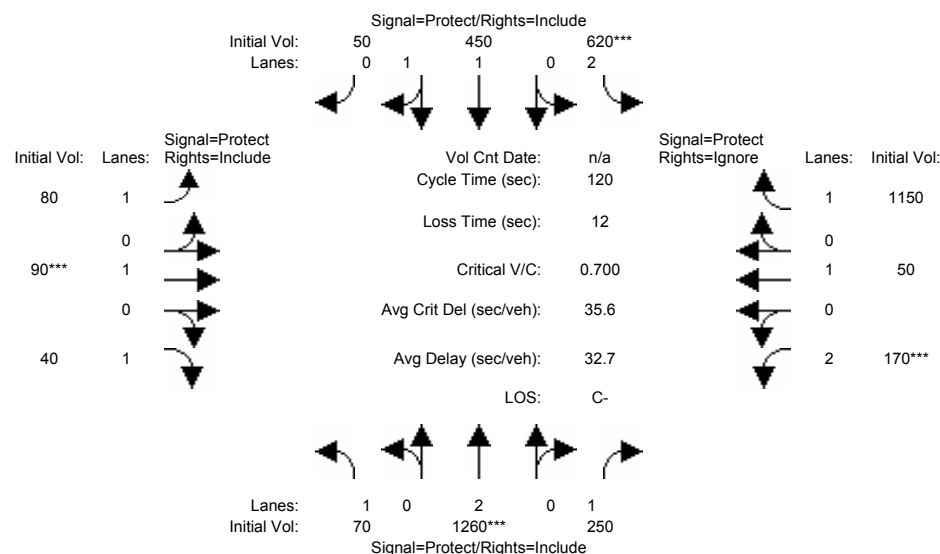
City of Morgan Hill Travel Demand Forecasting
SJ07-989

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Existing AM				2030 Current GP AM (4)						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1 Cochrane Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	27.6	0.375	31.8	C-	32.7	0.700	+ 0.325	35.6	+ 3.8	?	xx.x	x.xxx	xx.x
#2 Cochrane Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	B	16.7	0.347	21.1	D+	35.2	0.636	+ 0.290	40.5	+ 19.4	?	xx.x	x.xxx	xx.x
#3 Monterey Road / Central Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	16.0	0.000	1.3	F	>150	0.000	+ 0.000	8.6	+ 7.3	?	xx.x	x.xxx	xx.x
#4 Monterey Road / Keystone Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.7	0.000	0.1	B	13.9	0.000	+ 0.000	0.2	+ 0.1	?	xx.x	x.xxx	xx.x
#5 Main Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	D	43.4	0.552	44.1	E+	55.4	0.900	+ 0.348	63.6	+ 19.5	?	xx.x	x.xxx	xx.x
#6 Del Monte Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	13.5	0.000	1.2	C	15.6	0.000	+ 0.000	2.6	+ 1.4	?	xx.x	x.xxx	xx.x
#7 Hale Avenue / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	11.0	0.498	11.0	D	26.8	0.853	+ 0.355	26.8	+ 15.8	?	xx.x	x.xxx	xx.x
#8 Depot Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	15.9	0.000	1.1	D	33.0	0.000	+ 0.000	2.7	+ 1.6	?	xx.x	x.xxx	xx.x
#9 Monterey Road / 1st Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.2	0.000	0.1	B	12.6	0.000	+ 0.000	0.3	+ 0.2	?	xx.x	x.xxx	xx.x
#10 Monterey Road / 2nd Street	?	xx.x	x.xxx	xx.x	B+	10.7	0.218	7.5	B+	11.6	0.397	+ 0.179	9.1	+ 1.6	?	xx.x	x.xxx	xx.x
#11 Monterey Road / 3rd Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.5	0.000	0.2	B	13.1	0.000	+ 0.000	0.4	+ 0.2	?	xx.x	x.xxx	xx.x
#12 Monterey Road / 4th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	14.2	0.000	0.2	F	70	0.000	+ 0.000	3.6	+ 3.4	?	xx.x	x.xxx	xx.x
#13 Monterey Road / 5th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	17.9	0.000	0.5	E	48.2	0.000	+ 0.000	2.3	+ 1.9	?	xx.x	x.xxx	xx.x
#14 Dunne Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	28.6	0.391	26.9	C	31.6	0.560	+ 0.169	30.1	+ 3.2	?	xx.x	x.xxx	xx.x
#15 Del Monte Street / Dunne Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	12.0	0.000	2.8	C	16.5	0.000	+ 0.000	4.2	+ 1.4	?	xx.x	x.xxx	xx.x
#16 Church Street / Dunne Avenue	?	xx.x	x.xxx	xx.x	B-	18.8	0.284	18.4	C+	22.0	0.351	+ 0.066	20.6	+ 2.1	?	xx.x	x.xxx	xx.x
#17 Dunne Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	C	30.7	0.529	33.5	C-	32.3	0.506	- 0.023	33.8	+ 0.3	?	xx.x	x.xxx	xx.x
#18 US 101 SB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	C+	20.7	0.410	25.7	C+	20.2	0.521	+ 0.111	27.0	+ 1.3	?	xx.x	x.xxx	xx.x
#19 US 101 NB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	B	14.4	0.349	14.9	B	13.8	0.382	+ 0.034	14.3	- 0.6	?	xx.x	x.xxx	xx.x
#20 Dunne Ave/Condit Rd	?	xx.x	x.xxx	xx.x	C-	32.7	0.697	34.4	C	31.9	0.696	- 0.001	34.1	- 0.4	?	xx.x	x.xxx	xx.x
#21 Tennant Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	25.6	0.404	24.7	C-	33.9	0.475	+ 0.071	34.3	+ 9.7	?	xx.x	x.xxx	xx.x
#22 Main Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	C-	34.4	0.530	35.0	D+	36.8	0.595	+ 0.065	34.2	- 0.8	?	xx.x	x.xxx	xx.x
#23 Condit Road / Main Avenue	?	xx.x	x.xxx	xx.x	B+	10.8	0.449	11.6	B+	10.9	0.605	+ 0.156	12.5	+ 0.8	?	xx.x	x.xxx	xx.x
#24 Hale Avenue / Dunne Avenue (us) [- future unsignalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	C	20.5	0.686	+ 0.686	20.5	+ 20.5	?	xx.x	x.xxx	xx.x
#224 Hale Avenue / Dunne Avenue [- future signalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	C+	21.4	0.334	+ 0.334	20.5	+ 20.5	?	xx.x	x.xxx	xx.x

City of Morgan Hill Travel Demand Forecasting
SJ07-989Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP AM (4)

Intersection #1: Cochrane Ave/Monterey Rd



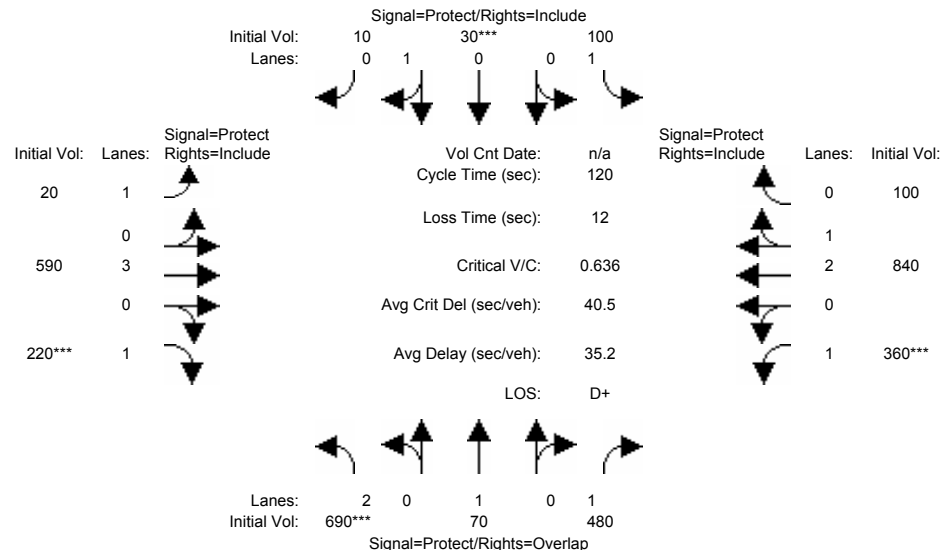
Street Name:	Monterey Road						Cochrane Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	70	1260	250	620	450	50	80	90	40	170	50	1150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1260	250	620	450	50	80	90	40	170	50	1150
Added Vol:	0	0	0	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	1260	250	620	450	50	80	90	40	170	50	1150
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:	70	1260	250	620	450	50	80	90	40	170	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1260	250	620	450	50	80	90	40	170	50	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	1260	250	620	450	50	80	90	40	170	50	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.79	0.21	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3330	370	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.14	0.20	0.14	0.14	0.05	0.05	0.02	0.05	0.03	0.00
Crit Moves:	****			****			****			****		
Green Time:	26.8	55.8	55.8	33.1	62.1	62.1	7.9	10.0	10.0	9.1	11.2	0.0
Volume/Cap:	0.18	0.71	0.31	0.71	0.26	0.26	0.70	0.57	0.27	0.71	0.28	0.00
Delay/Veh:	37.9	27.1	20.3	42.0	16.2	16.2	72.2	57.7	52.6	63.9	51.5	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:	37.9	27.1	20.3	42.0	16.2	16.2	72.2	57.7	52.6	63.9	51.5	0.0
LOS by Move:	D+	C	C+	D	B	B	E	E+	D-	E	D-	A
HCM2kAvgQ:	2	19	6	12	5	5	5	4	2	4	2	0

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP AM (4)

Intersection #2: Cochrane Ave/Butterfield Blvd

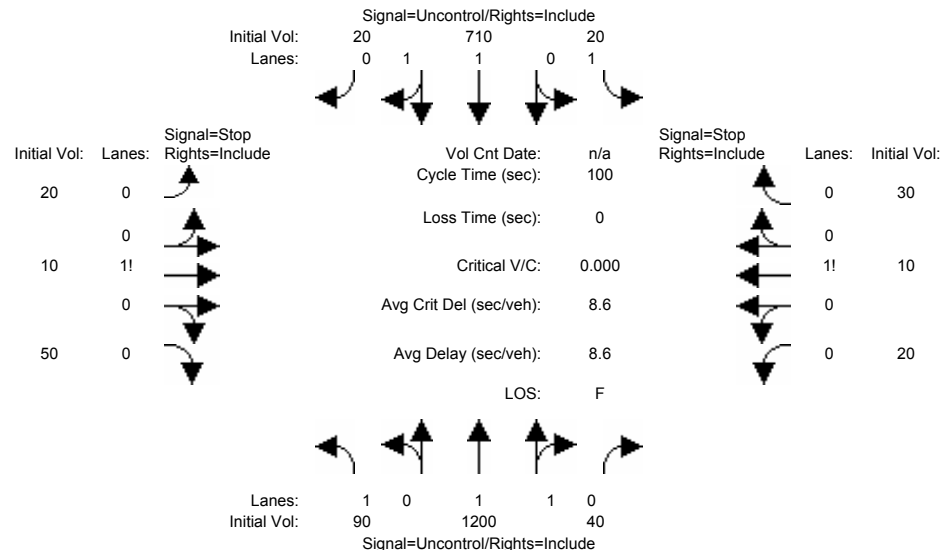


Street Name:	Butterfield Boulevard						Cochrane Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	690	70	480	100	30	10	20	590	220	360	840	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	690	70	480	100	30	10	20	590	220	360	840	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:	690	70	480	100	30	10	20	590	220	360	840	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:	690	70	480	100	30	10	20	590	220	360	840	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	690	70	480	100	30	10	20	590	220	360	840	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	690	70	480	100	30	10	20	590	220	360	840	100
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	0.75	0.25	1.00	3.00	1.00	1.00	2.67	0.33
Final Sat.:	3150	1900	1750	1750	1350	450	1750	5700	1750	1750	5003	596
Capacity Analysis Module:												
Vol/Sat:	0.22	0.04	0.27	0.06	0.02	0.02	0.01	0.10	0.13	0.21	0.17	0.17
Crit Moves:	****			****					****	****		
Green Time:	39.0	28.8	65.4	20.2	10.0	10.0	15.2	22.4	22.4	36.6	43.8	43.8
Volume/Cap:	0.67	0.15	0.50	0.34	0.27	0.27	0.09	0.55	0.67	0.67	0.46	0.46
Delay/Veh:	36.8	36.1	17.5	44.7	52.5	52.5	46.5	44.9	50.9	39.9	29.2	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:	36.8	36.1	17.5	44.7	52.5	52.5	46.5	44.9	50.9	39.9	29.2	29.2
LOS by Move:	D+	D+	B	D	D-	D-	D	D	D	D	C	C
HCM2kAvgQ:	14	2	12	4	2	2	1	6	8	12	9	9
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Current GP AM (4)

Intersection #3: Monterey Road / Central Avenue (us) [- unsignalized]



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:												
Base Vol:	90	1200	40	20	710	20	20	10	50	20	10	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:	90	1200	40	20	710	20	20	10	50	20	10	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:	90	1200	40	20	710	20	20	10	50	20	10	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:	90	1200	40	20	710	20	20	10	50	20	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	90	1200	40	20	710	20	20	10	50	20	10	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:	730	xxxx	xxxxx	1240	xxxx	xxxxx	1545	2180	365	1800	2170	620
Potent Cap.:	883	xxxx	xxxxx	569	xxxx	xxxxx	80	47	638	51	47	436
Move Cap.:	883	xxxx	xxxxx	569	xxxx	xxxxx	54	40	638	34	41	436
Volume/Cap:	0.10	xxxx	xxxx	0.04	xxxx	xxxx	0.37	0.25	0.08	0.58	0.24	0.07
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.5	xxxx	xxxxx	11.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	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	115	xxxxx	xxxx	67	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.7	xxxxx	xxxxx	4.3	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	87.8	xxxxx	xxxxx	183	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxxx			xxxxxxx			87.8			183.0		
ApproachLOS:	*			*			F			F		

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

Peak Hour Delay Signal Warrant Report

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

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-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    90 1200      40 20 710 20      20 10 50      20 10 30
ApproachDel:    xxxxxx      xxxxxx      87.8      183.0
-----|-----|-----|-----|-----|

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Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=80]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2220]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=3.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=60]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2220]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

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-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    90 1200      40 20 710 20      20 10 50      20 10 30
-----|-----|-----|-----|-----|

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Major Street Volume: 2080

Minor Approach Volume: 80

Minor Approach Volume Threshold: 33 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

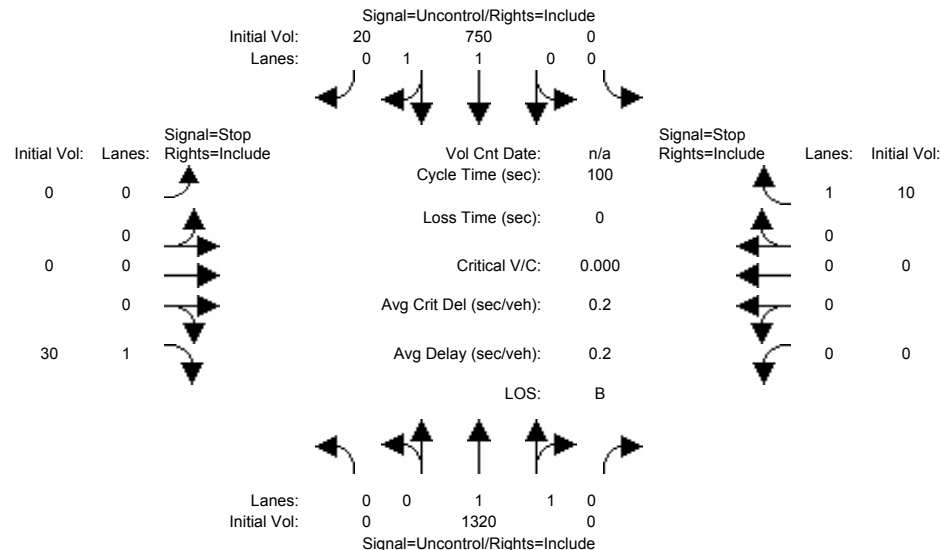
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Current GP AM (4)

Intersection #4: Monterey Road / Keystone Avenue (us) [- unsignalized]



Street Name:	Monterey Road						Keystone 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:												
Base Vol:	0	1320	0	0	750	20	0	0	30	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1320	0	0	750	20	0	0	30	0	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1320	0	0	750	20	0	0	30	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1320	0	0	750	20	0	0	30	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1320	0	0	750	20	0	0	30	0	0	10
Critical Gap Module:												
Critical Gp:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.9	xxxxx	xxxxx	6.9
FollowUpTim:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.3	xxxxx	xxxxx	3.3
Capacity Module:												
Cnflct Vol:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	385	xxxxx	xxxxx	660
Potent Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	619	xxxxx	xxxxx	410
Move Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	619	xxxxx	xxxxx	410
Volume/Cap:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.05	xxxxx	xxxxx	0.02
Level Of Service Module:												
2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.1
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	11.1	xxxxx	xxxxx	14.0
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	B
Movement:	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:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	11.1	xxxxxxx	xxxxxxx	14.0
ApproachLOS:	*	*	*	*	*	*	*	*	B	*	*	B

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

Peak Hour Delay Signal Warrant Report

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0  0  1  1  0      0  0  1  1  0      0  0  0  0  1      0  0  0  0  1
Initial Vol:    0 1320      0      0  750      20      0  0  0  30      0  0  0  10
ApproachDel:    xxxxxx      xxxxxx      11.1      14.0
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2130]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=10]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2130]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0  0  1  1  0      0  0  1  1  0      0  0  0  0  1      0  0  0  0  1
Initial Vol:    0 1320      0      0  750      20      0  0  0  30      0  0  0  10
-----|-----|-----|-----|-----|

```

Major Street Volume: 2090

Minor Approach Volume: 30

Minor Approach Volume Threshold: 31 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

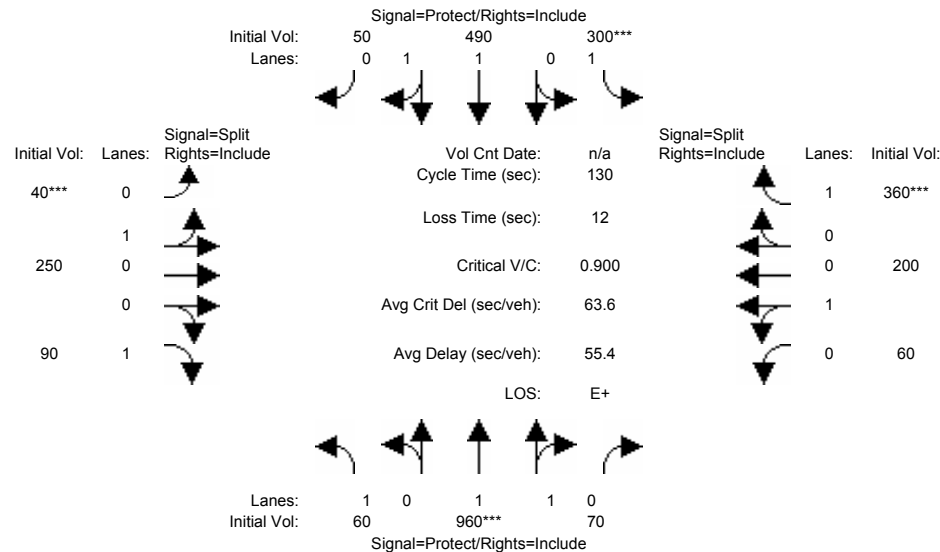
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP AM (4)

Intersection #5: Main Ave/Monterey Rd

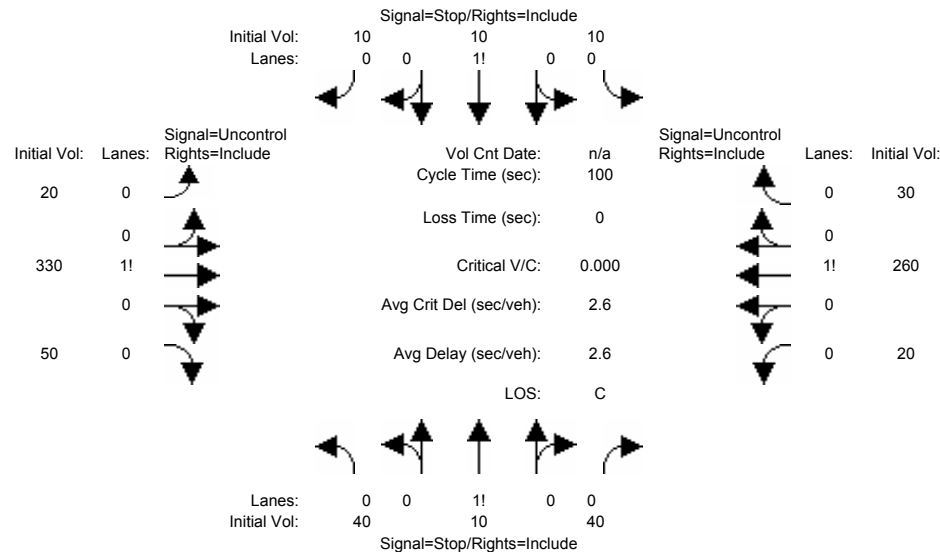


Street Name:	Monterey Road						Main Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	7		10		10	7		10		10	10		10		10
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:															
Base Vol:	60		960		70	300		490		50	40		250		90
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	60		960		70	300		490		50	40		250		90
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	60		960		70	300		490		50	40		250		90
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:	60		960		70	300		490		50	40		250		90
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	60		960		70	300		490		50	40		250		90
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:	60		960		70	300		490		50	40		250		90
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	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
Lanes:	1.00		1.86		0.14	1.00		1.81		0.19	0.14		0.86		1.00
Final Sat.:	1750		3448		251	1750		3357		343	248		1552		1750
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.03		0.28		0.28	0.17		0.15		0.15	0.16		0.16		0.05
Crit Moves:			****			****					****				****
Green Time:	17.5		40.2		40.2	24.8		47.5		47.5	23.3		23.3		23.3
Volume/Cap:	0.25		0.90		0.90	0.90		0.40		0.40	0.90		0.90		0.29
Delay/Veh:	51.0		52.7		52.7	77.2		30.9		30.9	78.7		78.7		46.7
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	51.0		52.7		52.7	77.2		30.9		30.9	78.7		78.7		46.7
LOS by Move:	D		D-		D-	E-		C		C	E-		E-		D
HCM2kAvgQ:	2		22		22	14		8		8	15		15		3
Note: Queue reported is the number of cars per lane.															

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Current GP AM (4)

Intersection #6: Del Monte Street / Main Avenue (us) [- unsignalized]



Street Name:	Del Monte 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:												
Base Vol:	40	10	40	10	10	10	20	330	50	20	260	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:	40	10	40	10	10	10	20	330	50	20	260	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:	40	10	40	10	10	10	20	330	50	20	260	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:	40	10	40	10	10	10	20	330	50	20	260	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	10	40	10	10	10	20	330	50	20	260	30
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	720	725	355	735	735	275	290	xxxx	xxxxxx	380	xxxx	xxxxxx
Potent Cap.:	346	354	693	338	349	769	1283	xxxx	xxxxxx	1190	xxxx	xxxxxx
Move Cap.:	325	342	693	304	338	769	1283	xxxx	xxxxxx	1190	xxxx	xxxxxx
Volume/Cap:	0.12	0.03	0.06	0.03	0.03	0.01	0.02	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Control Del:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.8	xxxx	xxxxxx	8.1	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	L	LTR	RT	LT	L	LTR	RT	LT	L	LTR	RT
Shared Cap.:	xxxx	429	xxxxxx	xxxx	397	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.8	xxxxxx	xxxxxx	0.2	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	15.6	xxxxxx	xxxxxx	14.8	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	C	*	*	B	*	*	*	*	*	*	*
ApproachDel:	15.6			14.8			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	40 10 40	10 10 10	20 330 50	20 260 30
ApproachDel:	15.6	14.8	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=90]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=830]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=830]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	40 10 40	10 10 10	20 330 50	20 260 30

Major Street Volume: 710

Minor Approach Volume: 90

Minor Approach Volume Threshold: 311

SIGNAL WARRANT DISCLAIMER

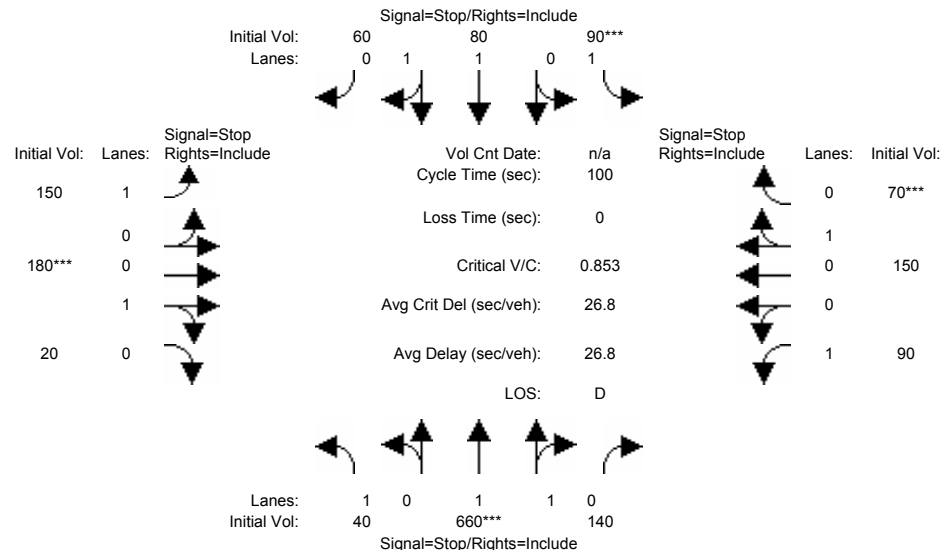
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2030 Current GP AM (4)

Intersection #7: Hale Avenue / Main Avenue (us) [- unsignalized]



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
Volume Module:												
Base Vol:	40	660	140	90	80	60	150	180	20	90	150	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:	40	660	140	90	80	60	150	180	20	90	150	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:	40	660	140	90	80	60	150	180	20	90	150	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:	40	660	140	90	80	60	150	180	20	90	150	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	660	140	90	80	60	150	180	20	90	150	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	660	140	90	80	60	150	180	20	90	150	70
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	1.65	0.35	1.00	1.14	0.86	1.00	0.90	0.10	1.00	0.68	0.32
Final Sat.:	423	774	167	357	432	343	409	394	44	402	301	140
Capacity Analysis Module:												
Vol/Sat:	0.09	0.85	0.84	0.25	0.19	0.17	0.37	0.46	0.46	0.22	0.50	0.50
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	11.8	40.2	37.4	15.2	13.5	12.8	15.9	16.8	16.8	13.7	17.7	17.7
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:	11.8	40.2	37.4	15.2	13.5	12.8	15.9	16.8	16.8	13.7	17.7	17.7
LOS by Move:	B	E	E	C	B	B	C	C	C	B	C	C
ApproachDel:	38.4	38.4	38.4	14.0	14.0	14.0	16.4	16.4	16.4	16.6	16.6	16.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ApprAdjDel:	38.4	38.4	38.4	14.0	14.0	14.0	16.4	16.4	16.4	16.6	16.6	16.6
LOS by Appr:	E	E	E	B	B	B	C	C	C	C	C	C
AllWayAvgQ:	0.1	4.1	3.6	0.3	0.2	0.2	0.5	0.8	0.8	0.3	0.9	0.9

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Hale Avenue / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0
Initial Vol:	40	660		140		90	80		60		150	180		20		90	150		70	
Major Street Volume:	1070																			
Minor Approach Volume:	350																			
Minor Approach Volume Threshold:	345																			

SIGNAL WARRANT DISCLAIMER

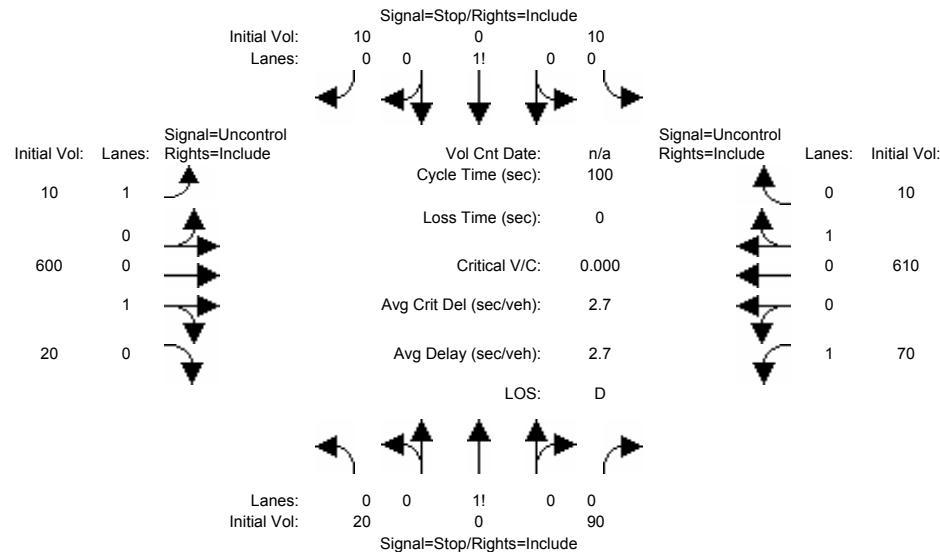
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Current GP AM (4)

Intersection #8: Depot Street / Main Avenue (us) [- unsignalized]



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:												
Base Vol:	20	0	90	10	0	10	10	600	20	70	610	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	90	10	0	10	10	600	20	70	610	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	90	10	0	10	10	600	20	70	610	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	0	90	10	0	10	10	600	20	70	610	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	0	90	10	0	10	10	600	20	70	610	10
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	1390	1390	610	1430	1395	615	620	xxxx	xxxxxx	620	xxxx	xxxxxx
Potent Cap.:	121	144	498	113	143	495	970	xxxx	xxxxxx	970	xxxx	xxxxxx
Move Cap.:	111	132	498	87	131	495	970	xxxx	xxxxxx	970	xxxx	xxxxxx
Volume/Cap:	0.18	0.00	0.18	0.11	0.00	0.02	0.01	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.2	xxxx	xxxxxx
Control Del:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.7	xxxx	xxxxxx	9.0	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	L	LTR	RT	LT	L	LTR	RT	LT	L	LTR	RT
Shared Cap.:	xxxx	305	xxxxxx	xxxx	148	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	1.6	xxxxxx	xxxxxx	0.5	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	23.3	xxxxxx	xxxxxx	33.0	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	C	*	*	D	*	*	*	*	*	*	*
ApproachDel:	23.3			33.0			xxxxxx			xxxxxx		
ApproachLOS:	C			D			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met


```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    20 0 90      10 0 10      10 600 20      70 610 10
ApproachDel:    23.3          33.0          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.7]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=110]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1450]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1450]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    20 0 90      10 0 10      10 600 20      70 610 10
-----|-----|-----|-----|-----|

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Major Street Volume: 1320

Minor Approach Volume: 110

Minor Approach Volume Threshold: 189

SIGNAL WARRANT DISCLAIMER

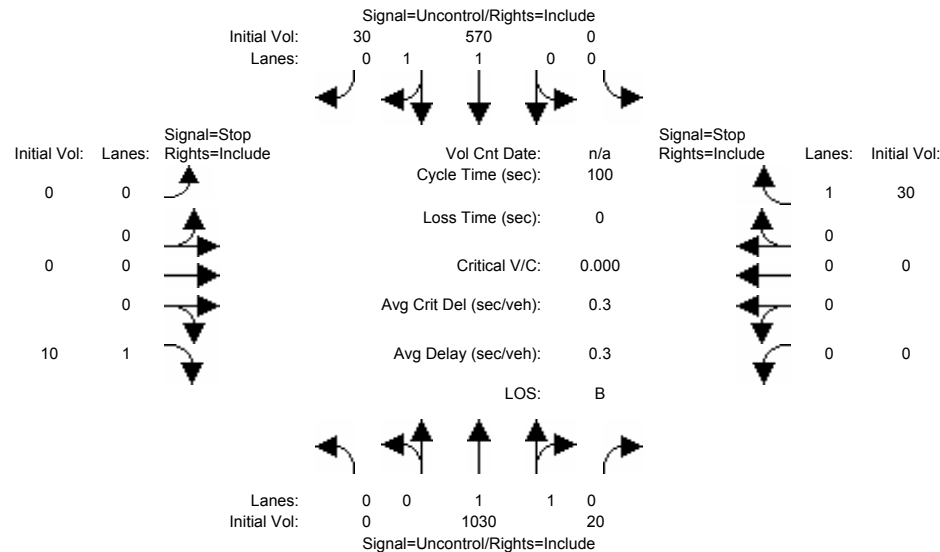
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Current GP AM (4)

Intersection #9: Monterey Road / 1st Street (us) [- unsignalized]



Street Name:	Monterey Road						1st 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:												
Base Vol:	0	1030	20	0	570	30	0	0	10	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	1030	20	0	570	30	0	0	10	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	1030	20	0	570	30	0	0	10	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	1030	20	0	570	30	0	0	10	0	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1030	20	0	570	30	0	0	10	0	0	30
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	300	xxxx	xxxx	525
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	702	xxxx	xxxx	502
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	702	xxxx	xxxx	502
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	10.2	xxxxx	xxxx	12.6
LOS by Move:	*	*	*	*	*	*	*	*	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	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					10.2			12.6
ApproachLOS:	*			*					B			B

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0  0  1  1  0      0  0  1  1  0      0  0  0  0  1      0  0  0  0  1
Initial Vol:    0 1030      20      0  570      30      0  0      10      0  0      30
ApproachDel:    xxxxxx      xxxxxx      10.2      12.6
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=10]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1690]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1690]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0  0  1  1  0      0  0  1  1  0      0  0  0  0  1      0  0  0  0  1
Initial Vol:    0 1030      20      0  570      30      0  0      10      0  0      30
-----|-----|-----|-----|-----|

```

Major Street Volume: 1650

Minor Approach Volume: 30

Minor Approach Volume Threshold: 112

SIGNAL WARRANT DISCLAIMER

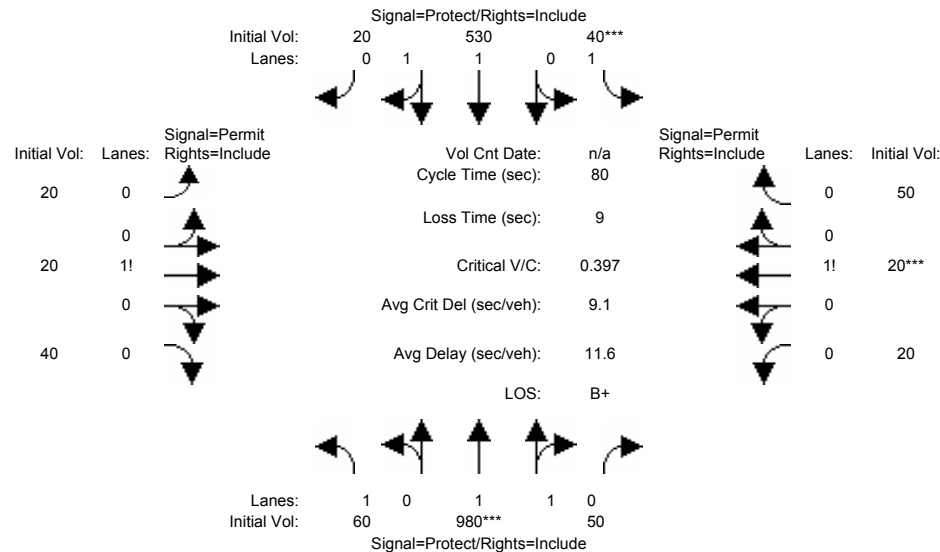
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP AM (4)

Intersection #10: Monterey Road / 2nd Street

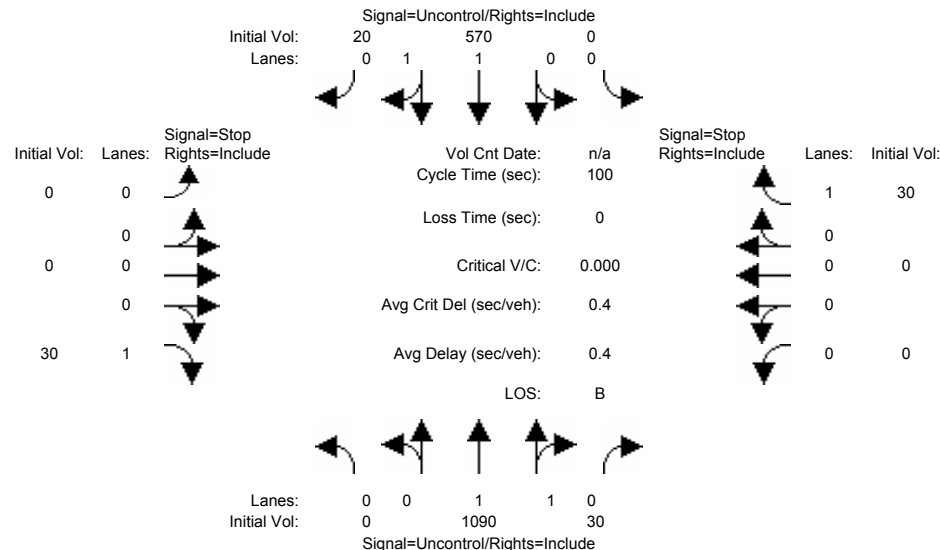


Street Name:	Monterey Road						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	60	980	50	40	530	20	20	20	40	20	20	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	980	50	40	530	20	20	20	40	20	20	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	980	50	40	530	20	20	20	40	20	20	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	980	50	40	530	20	20	20	40	20	20	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	980	50	40	530	20	20	20	40	20	20	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	980	50	40	530	20	20	20	40	20	20	50
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	1.90	0.10	1.00	1.93	0.07	0.25	0.25	0.50	0.22	0.22	0.56
Final Sat.:	1750	3520	180	1750	3565	135	438	438	875	389	389	972
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.02	0.15	0.15	0.05	0.05	0.05	0.05	0.05	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.6	54.0	54.0	7.0	38.4	38.4	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.12	0.41	0.41	0.26	0.31	0.31	0.37	0.37	0.37	0.41	0.41	0.41
Delay/Veh:	21.4	6.0	6.0	35.0	12.8	12.8	33.1	33.1	33.1	33.5	33.5	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	6.0	6.0	35.0	12.8	12.8	33.1	33.1	33.1	33.5	33.5	33.5
LOS by Move:	C+	A	A	C-	B	B	C-	C-	C-	C-	C-	C-
HCM2kAvgQ:	1	6	6	1	4	4	2	2	2	3	3	3
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Current GP AM (4)

Intersection #11: Monterey Road / 3rd Street (us) [- unsignalized]



Street Name:	Monterey Road						3rd 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:												
Base Vol:	0	1090	30	0	570	20	0	0	30	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	1090	30	0	570	20	0	0	30	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	1090	30	0	570	20	0	0	30	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	1090	30	0	570	20	0	0	30	0	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1090	30	0	570	20	0	0	30	0	0	30
Critical Gap Module:												
Critical Gp:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.9	xxxxxx	xxxx	6.9
FollowUpTim:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	3.3
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	295	xxxx	xxxx	560
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	707	xxxx	xxxx	477
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	707	xxxx	xxxx	477
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	0.06
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.1	xxxx	xxxx	0.2
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	10.3	xxxxxx	xxxx	13.1
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	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.3	xxxxxx	xxxxxx	13.1
ApproachLOS:	*	*	*	*	*	*	*	*	B	*	*	B

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 1090 30	0 570 20	0 0 30	0 0 30
ApproachDel:	xxxxxx	xxxxxx	10.3	13.1

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1770]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1770]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 1 1 0	0 0 1 1 0	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 1090 30	0 570 20	0 0 30	0 0 30

Major Street Volume: 1710

Minor Approach Volume: 30

Minor Approach Volume Threshold: 100

SIGNAL WARRANT DISCLAIMER

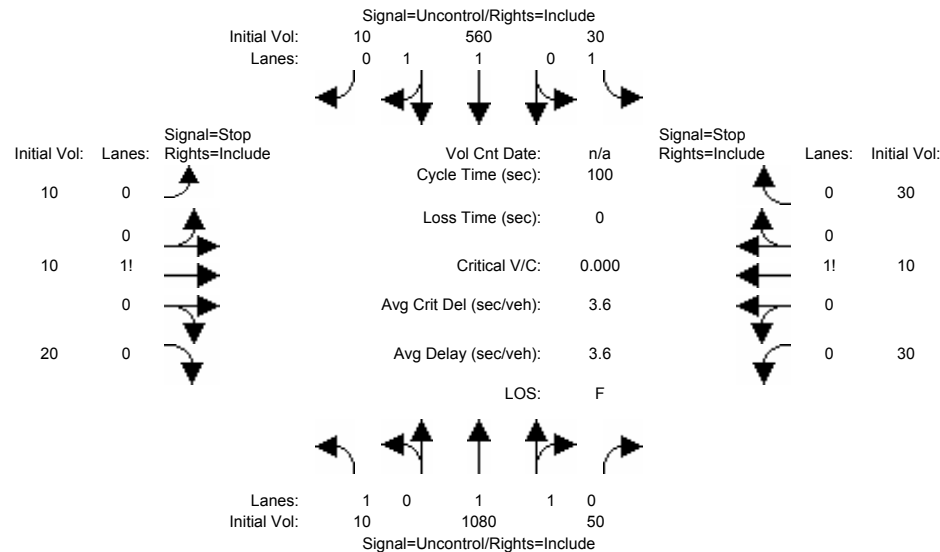
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Current GP AM (4)

Intersection #12: Monterey Road / 4th Street (us) [- unsignalized]



Street Name:	Monterey Road						4th 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:												
Base Vol:	10	1080	50	30	560	10	10	10	20	30	10	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:	10	1080	50	30	560	10	10	10	20	30	10	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:	10	1080	50	30	560	10	10	10	20	30	10	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:	10	1080	50	30	560	10	10	10	20	30	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	1080	50	30	560	10	10	10	20	30	10	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:	570	xxxx	xxxxx	1130	xxxx	xxxxx	1190	1775	285	1470	1755	565
Potent Cap.:	1013	xxxx	xxxxx	626	xxxx	xxxxx	145	84	718	90	86	473
Move Cap.:	1013	xxxx	xxxxx	626	xxxx	xxxxx	118	79	718	76	81	473
Volume/Cap:	0.01	xxxx	xxxx	0.05	xxxx	xxxx	0.08	0.13	0.03	0.40	0.12	0.06
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.6	xxxx	xxxxx	11.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	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	167	xxxxx	xxxx	120	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.9	xxxxx	xxxxx	2.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	33.2	xxxxx	xxxxx	70.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	F	*
ApproachDel:	xxxxxxx			xxxxxxx			33.2			70.0		
ApproachLOS:	*			*			D			F		

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	10 1080 50	30 560 10	10 10 20	30 10 30
ApproachDel:	xxxxxx	xxxxxx	33.2	70.0

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1850]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.4]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=70]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1850]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	10 1080 50	30 560 10	10 10 20	30 10 30

Major Street Volume: 1740

Minor Approach Volume: 70

Minor Approach Volume Threshold: 94 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

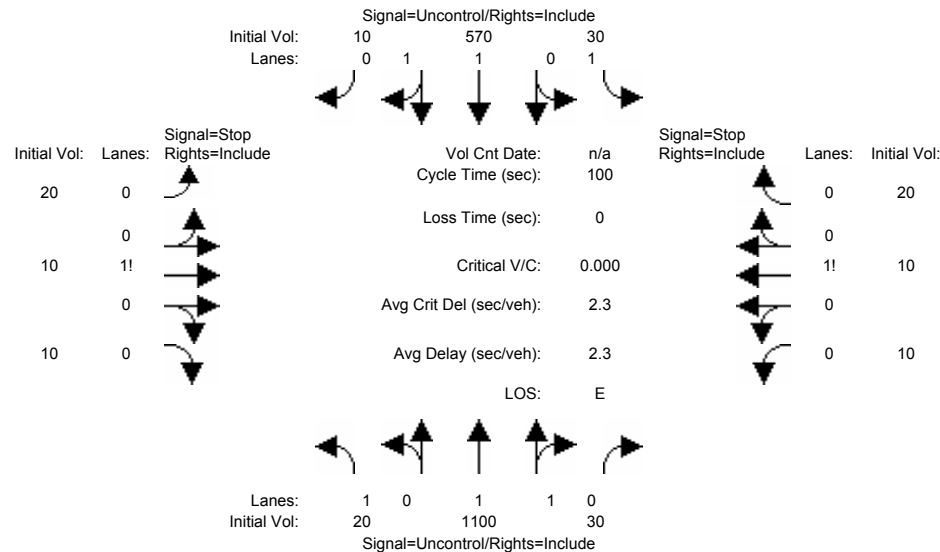
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Current GP AM (4)

Intersection #13: Monterey Road / 5th Street (us) [- unsignalized]



Street Name:	Monterey Road						5th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Volume Module:												
Base Vol:	20	1100		30	30	570	10	20	10	10	10	20
Growth Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1100		30	30	570	10	20	10	10	10	20
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:	20	1100		30	30	570	10	20	10	10	10	20
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	20	1100		30	30	570	10	20	10	10	10	20
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0
FinalVolume:	20	1100		30	30	570	10	20	10	10	10	20
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	580	xxxx	xxxxxx	1130	xxxx	xxxxxx	1230	1805	290	1505	1795	565
Potent Cap.:	1004	xxxx	xxxxxx	626	xxxx	xxxxxx	136	80	713	85	81	473
Move Cap.:	1004	xxxx	xxxxxx	626	xxxx	xxxxxx	111	75	713	72	76	473
Volume/Cap:	0.02	xxxx	xxxx	0.05	xxxx	xxxx	0.18	0.13	0.01	0.14	0.13	0.04
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.7	xxxx	xxxxxx	11.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	122	xxxxxx	xxxx	127	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.3	xxxxxx	xxxxxx	1.2	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	48.2	xxxxxx	xxxxxx	45.7	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	E	*
ApproachDel:	xxxxxxx			xxxxxxx			48.2			45.7		
ApproachLOS:	*			*			E			E		

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 1100      30 30 570 10      20 10 10      10 10 20
ApproachDel:    xxxxxx      xxxxxx      48.2      45.7
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1840]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1840]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 1100      30 30 570 10      20 10 10      10 10 20
-----|-----|-----|-----|-----|

```

Major Street Volume: 1760

Minor Approach Volume: 40

Minor Approach Volume Threshold: 90 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

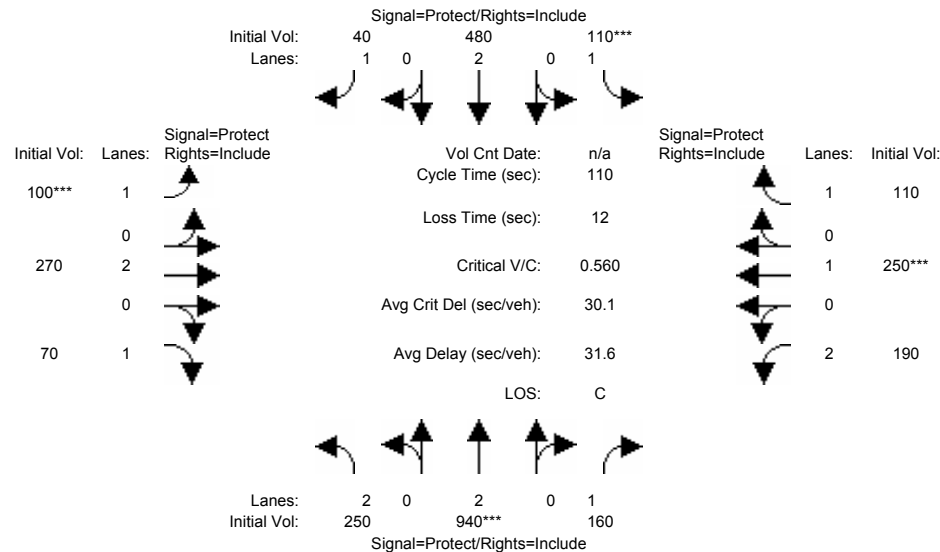
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP AM (4)

Intersection #14: Dunne Ave/Monterey Rd

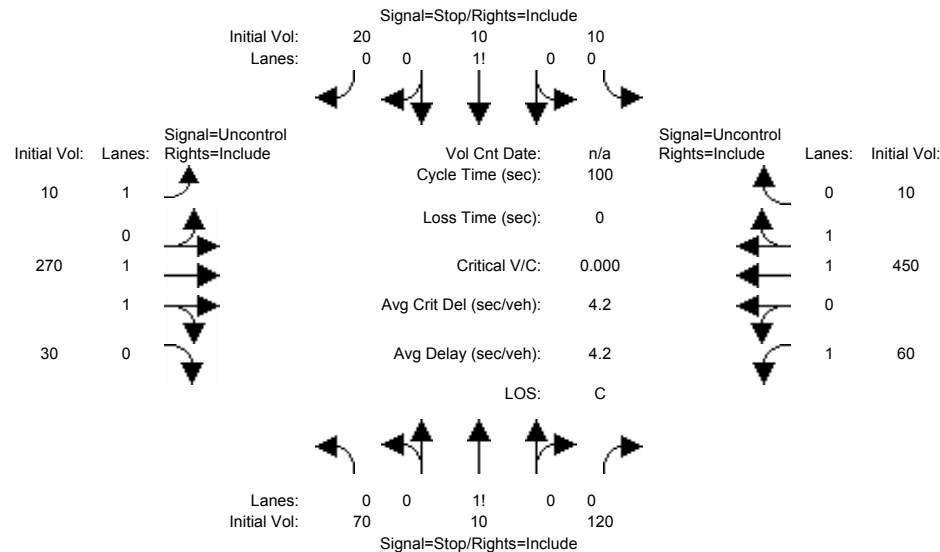


Street Name:	Monterey Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	250	940	160	110	480	40	100	270	70	190	250	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	940	160	110	480	40	100	270	70	190	250	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	940	160	110	480	40	100	270	70	190	250	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	940	160	110	480	40	100	270	70	190	250	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	940	160	110	480	40	100	270	70	190	250	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	250	940	160	110	480	40	100	270	70	190	250	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.09	0.06	0.13	0.02	0.06	0.07	0.04	0.06	0.13	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.5	48.6	48.6	12.3	37.4	37.4	11.2	21.8	21.8	15.3	25.8	25.8
Volume/Cap:	0.37	0.56	0.21	0.56	0.37	0.07	0.56	0.36	0.20	0.43	0.56	0.27
Delay/Veh:	37.3	23.2	19.0	49.9	27.6	24.6	51.0	38.4	37.1	44.1	38.7	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:	37.3	23.2	19.0	49.9	27.6	24.6	51.0	38.4	37.1	44.1	38.7	34.7
LOS by Move:	D+	C	B-	D	C	C	D-	D+	D+	D	D+	C-
HCM2kAvgQ:	5	12	4	4	6	1	4	4	2	3	7	3
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Current GP AM (4)

Intersection #15: Del Monte Street / Dunne Avenue (us) [- unsignalized]



Street Name:	Del Monte 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:												
Base Vol:	70	10	120	10	10	20	10	270	30	60	450	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	120	10	10	20	10	270	30	60	450	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	10	120	10	10	20	10	270	30	60	450	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	10	120	10	10	20	10	270	30	60	450	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	70	10	120	10	10	20	10	270	30	60	450	10
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	655	885	150	735	895	230	460	xxxx	xxxxxx	300	xxxx	xxxxxx
Potent Cap.:	355	286	876	311	282	779	1112	xxxx	xxxxxx	1273	xxxx	xxxxxx
Move Cap.:	322	270	876	250	267	779	1112	xxxx	xxxxxx	1273	xxxx	xxxxxx
Volume/Cap:	0.22	0.04	0.14	0.04	0.04	0.03	0.01	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Control Del:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.3	xxxx	xxxxxx	8.0	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	511	xxxxxx	xxxx	388	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	1.8	xxxxxx	xxxxxx	0.3	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	16.5	xxxxxx	xxxxxx	15.4	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:	16.5			15.4			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0
Initial Vol:	70		10		120	10		10		20	10	270		30		60	450		10	
ApproachDel:	16.5				15.4				xxxxxx				xxxxxx							

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.9]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=200]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1070]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1070]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	1	0	1	1	0	1	0	1	1	0
Initial Vol:	70		10		120	10		10		20	10	270		30		60	450		10	

Major Street Volume: 830

Minor Approach Volume: 200

Minor Approach Volume Threshold: 349

SIGNAL WARRANT DISCLAIMER

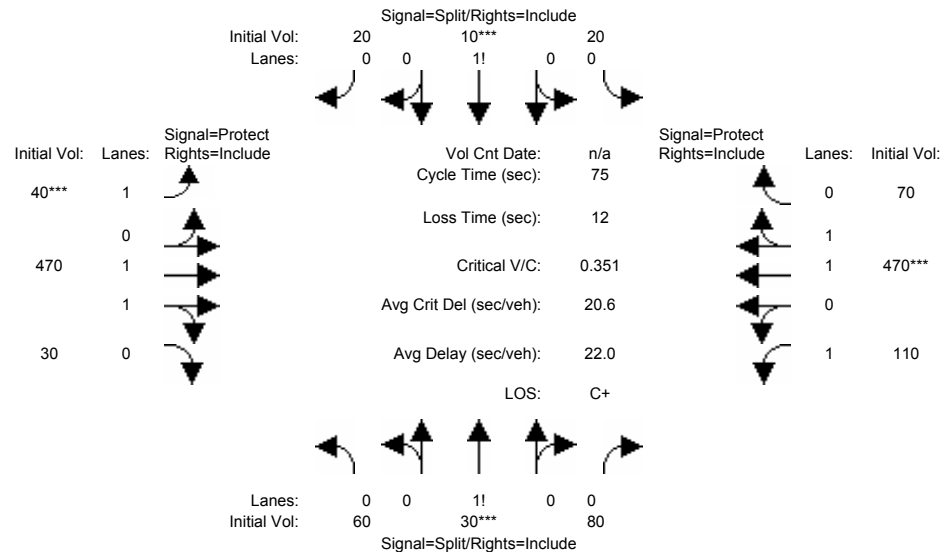
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP AM (4)

Intersection #16: Church Street / Dunne Avenue

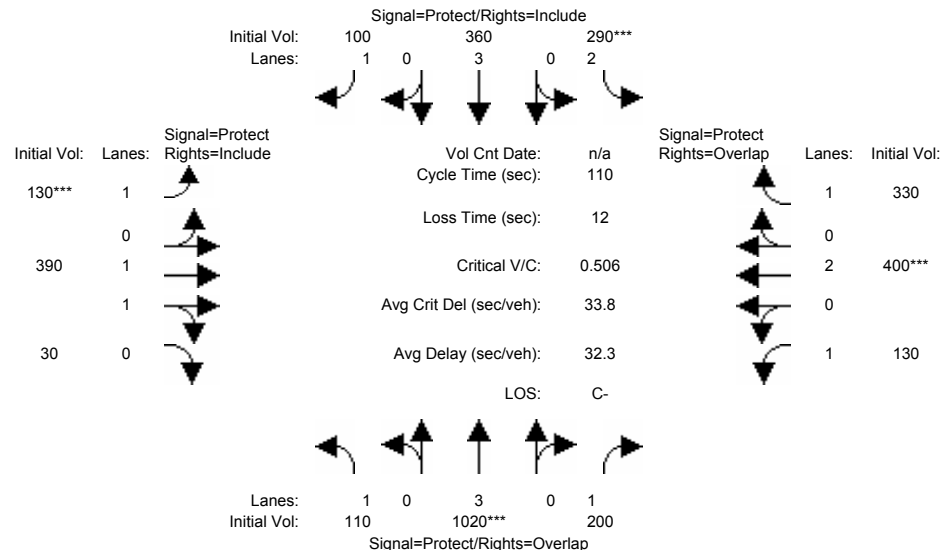


Street Name:	Church Street						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	60	30	80	20	10	20	40	470	30	110	470	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	30	80	20	10	20	40	470	30	110	470	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:	60	30	80	20	10	20	40	470	30	110	470	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:	60	30	80	20	10	20	40	470	30	110	470	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	30	80	20	10	20	40	470	30	110	470	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	30	80	20	10	20	40	470	30	110	470	70
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	0.98	0.95
Lanes:	0.35	0.18	0.47	0.40	0.20	0.40	1.00	1.88	0.12	1.00	1.73	0.27
Final Sat.:	618	309	824	700	350	700	1750	3478	222	1750	3220	480
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.03	0.03	0.03	0.02	0.14	0.14	0.06	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.4	18.4	18.4	10.0	10.0	10.0	7.0	20.5	20.5	14.1	27.6	27.6
Volume/Cap:	0.40	0.40	0.40	0.21	0.21	0.21	0.24	0.49	0.49	0.33	0.40	0.40
Delay/Veh:	24.3	24.3	24.3	29.5	29.5	29.5	32.3	23.3	23.3	26.9	17.7	17.7
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:	24.3	24.3	24.3	29.5	29.5	29.5	32.3	23.3	23.3	26.9	17.7	17.7
LOS by Move:	C	C	C	C	C	C	C-	C	C	C	B	B
HCM2kAvgQ:	4	4	4	1	1	1	1	5	5	2	5	5
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP AM (4)

Intersection #17: Dunne Ave/Butterfield Blvd

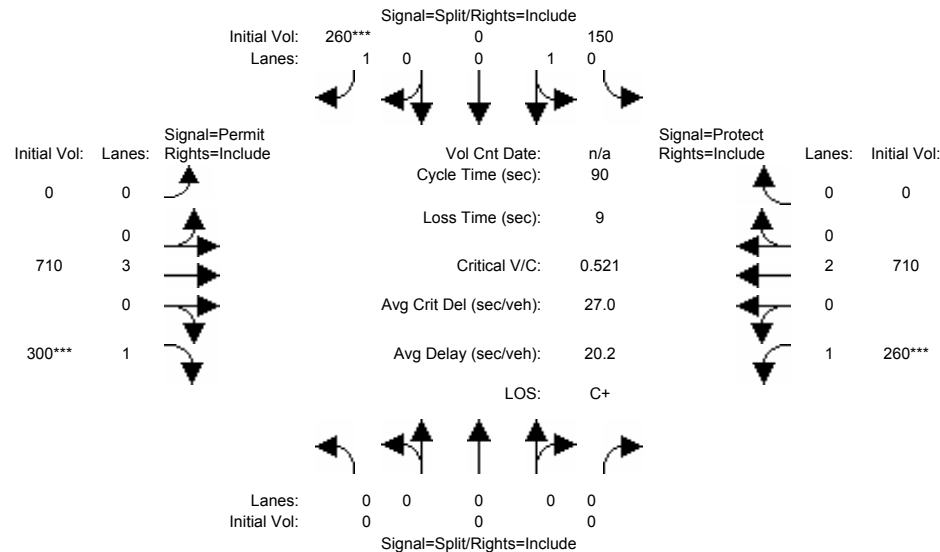


Street Name:	Butterfield Boulevard						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	110	1020	200	290	360	100	130	390	30	130	400	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1020	200	290	360	100	130	390	30	130	400	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:	110	1020	200	290	360	100	130	390	30	130	400	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:	110	1020	200	290	360	100	130	390	30	130	400	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1020	200	290	360	100	130	390	30	130	400	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
FinalVolume:	110	1020	200	290	360	100	130	390	30	130	400	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	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	3436	264	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.11	0.09	0.06	0.06	0.07	0.11	0.11	0.07	0.11	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.3	38.9	54.4	20.0	34.7	34.7	16.2	23.6	23.6	15.4	22.9	42.9
Volume/Cap:	0.28	0.51	0.23	0.51	0.20	0.18	0.51	0.53	0.53	0.53	0.51	0.48
Delay/Veh:	36.1	28.2	16.0	41.3	27.6	27.5	44.9	38.9	38.9	46.1	39.1	25.7
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:	36.1	28.2	16.0	41.3	27.6	27.5	44.9	38.9	38.9	46.1	39.1	25.7
LOS by Move:	D+	C	B	D	C	C	D	D+	D+	D	D	C
HCM2kAvgQ:	3	9	4	6	3	3	4	6	6	5	6	9
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP AM (4)

Intersection #18: US 101 SB Ramps / Dunne Avenue

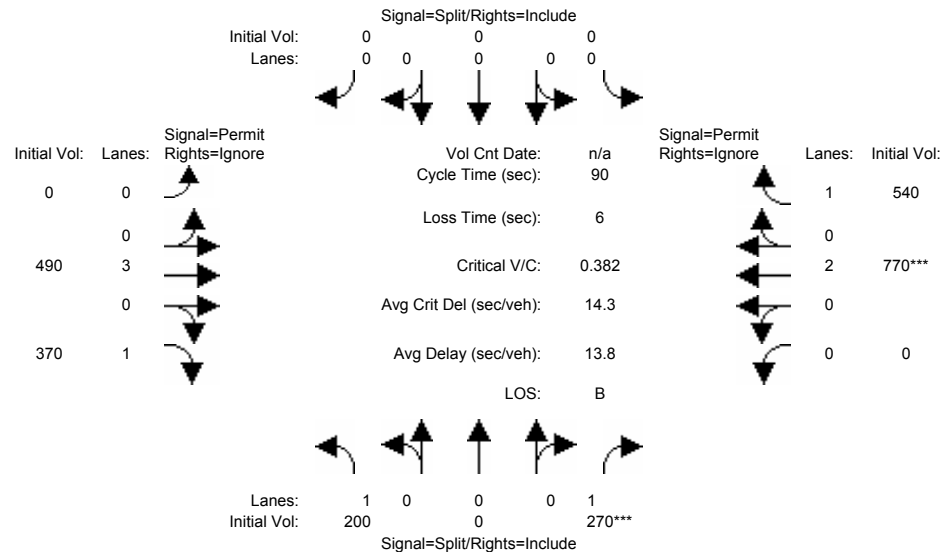


Street Name:	US 101 SB Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Volume Module:												
Base Vol:	0	0	0	150	0	260	0	710	300	260	710	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	260	0	710	300	260	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:	0	0	0	150	0	260	0	710	300	260	710	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	150	0	260	0	710	300	260	710	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	260	0	710	300	260	710	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	150	0	260	0	710	300	260	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	0.95	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	0.08	0.00	0.15	0.00	0.12	0.17	0.15	0.19	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	25.7	0.0	25.7	0.0	29.6	29.6	25.7	55.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.52	0.00	0.38	0.52	0.52	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	25.4	0.0	28.0	0.0	23.3	25.3	28.0	8.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.4	0.0	28.0	0.0	23.3	25.3	28.0	8.3	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	C	A	A
HCM2kAvgQ:	0	0	0	3	0	7	0	5	7	6	5	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP AM (4)

Intersection #19: US 101 NB Ramps / Dunne Avenue

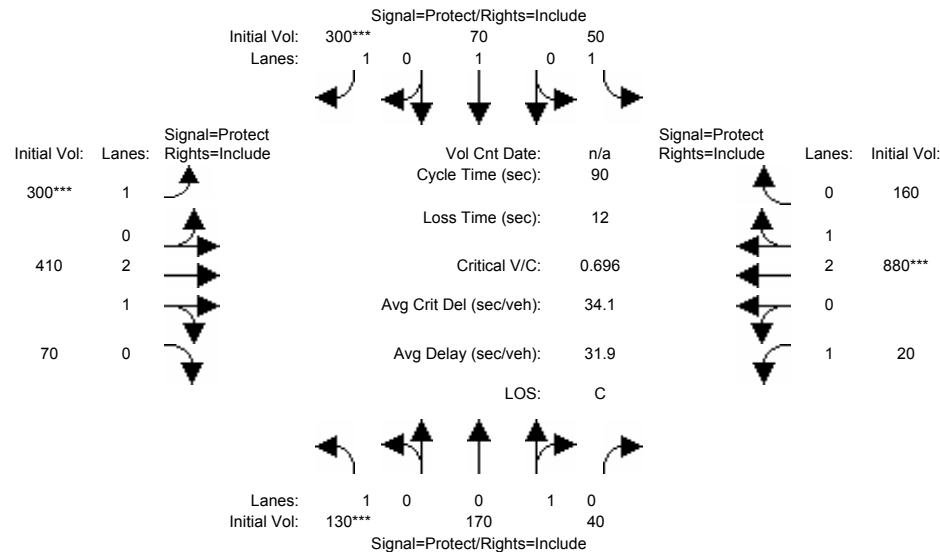


Street Name:	US 101 NB Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	200	0	270	0	0	0	0	490	370	0	770	540
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	0	270	0	0	0	0	490	370	0	770	540
Added Vol:	0	0	0	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	0	270	0	0	0	0	490	370	0	770	540
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:	200	0	270	0	0	0	0	490	0	0	770	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	0	270	0	0	0	0	490	0	0	770	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:	200	0	270	0	0	0	0	490	0	0	770	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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:	0.11	0.00	0.15	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.20	0.00
Crit Moves:	****											
Green Time:	36.3	0.0	36.3	0.0	0.0	0.0	0.0	47.7	0.0	0.0	47.7	0.0
Volume/Cap:	0.28	0.00	0.38	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.38	0.00
Delay/Veh:	18.3	0.0	19.3	0.0	0.0	0.0	0.0	10.9	0.0	0.0	12.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.3	0.0	19.3	0.0	0.0	0.0	0.0	10.9	0.0	0.0	12.6	0.0
LOS by Move:	B-	A	B-	A	A	A	A	B+	A	A	B	A
HCM2kAvgQ:	4	0	6	0	0	0	0	2	0	0	6	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP AM (4)

Intersection #20: Dunne Ave/Condit Rd

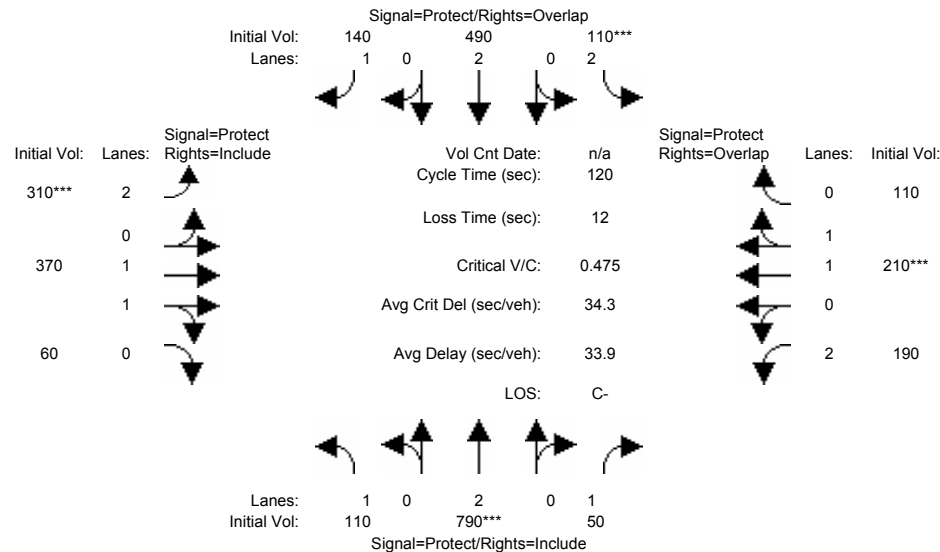


Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	130	170	40	50	70	300	300	410	70	20	880	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	170	40	50	70	300	300	410	70	20	880	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:	130	170	40	50	70	300	300	410	70	20	880	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:	130	170	40	50	70	300	300	410	70	20	880	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	170	40	50	70	300	300	410	70	20	880	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
FinalVolume:	130	170	40	50	70	300	300	410	70	20	880	160
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	0.81	0.19	1.00	1.00	1.00	1.00	2.55	0.45	1.00	2.52	0.48
Final Sat.:	1750	1457	343	1750	1900	1750	1750	4782	816	1750	4737	861
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.03	0.04	0.17	0.17	0.09	0.09	0.01	0.19	0.19
Crit Moves:	****					****	****				****	
Green Time:	9.6	19.1	19.1	12.7	22.2	22.2	22.2	27.2	27.2	19.0	24.0	24.0
Volume/Cap:	0.70	0.55	0.55	0.20	0.15	0.70	0.70	0.28	0.28	0.05	0.70	0.70
Delay/Veh:	49.7	33.4	33.4	34.6	26.7	35.8	35.8	24.1	24.1	28.4	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	33.4	33.4	34.6	26.7	35.8	35.8	24.1	24.1	28.4	31.1	31.1
LOS by Move:	D	C-	C-	C-	C	D+	D+	C	C	C	C	C
HCM2kAvgQ:	5	6	6	1	1	8	8	3	3	0	9	9
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP AM (4)

Intersection #21: Tennant Ave/Monterey Rd

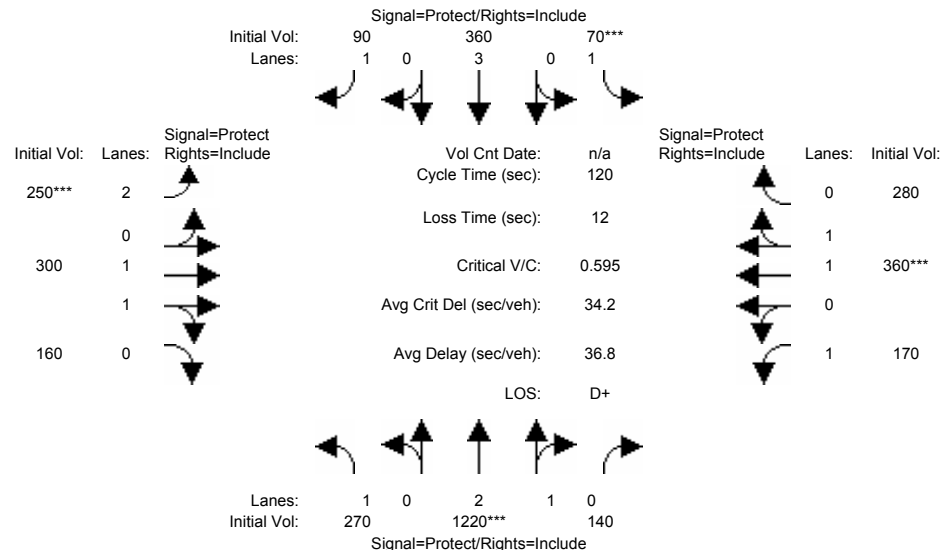


Street Name:	Monterey Road						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	110	790	50	110	490	140	310	370	60	190	210	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	790	50	110	490	140	310	370	60	190	210	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	790	50	110	490	140	310	370	60	190	210	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	790	50	110	490	140	310	370	60	190	210	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	790	50	110	490	140	310	370	60	190	210	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	110	790	50	110	490	140	310	370	60	190	210	110
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	1.29	0.71
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	3183	516	3150	2427	1271
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.03	0.03	0.13	0.08	0.10	0.12	0.12	0.06	0.09	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.1	52.5	52.5	8.8	41.2	66.1	24.8	30.7	30.7	16.0	21.8	30.7
Volume/Cap:	0.38	0.48	0.07	0.48	0.38	0.15	0.48	0.45	0.45	0.45	0.48	0.34
Delay/Veh:	45.2	24.2	19.6	54.9	29.9	13.2	42.4	37.9	37.9	48.8	44.5	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:	45.2	24.2	19.6	54.9	29.9	13.2	42.4	37.9	37.9	48.8	44.5	36.6
LOS by Move:	D	C	B-	D-	C	B	D	D+	D+	D	D	D+
HCM2kAvgQ:	4	10	1	3	7	3	6	7	7	4	6	5
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP AM (4)

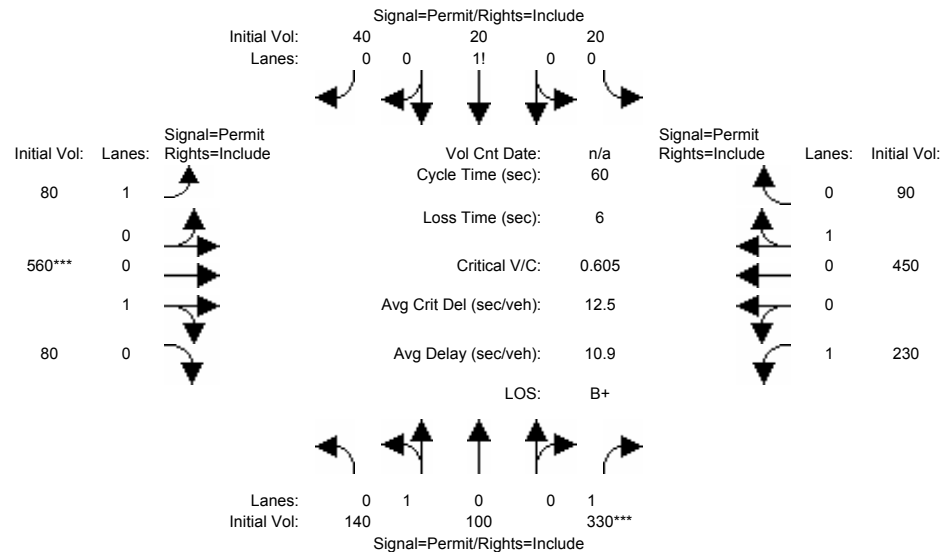
Intersection #22: Main Ave/Butterfield Blvd



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
Volume Module:												
Base Vol:	270	1220	140	70	360	90	250	300	160	170	360	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:	270	1220	140	70	360	90	250	300	160	170	360	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:	270	1220	140	70	360	90	250	300	160	170	360	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:	270	1220	140	70	360	90	250	300	160	170	360	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	1220	140	70	360	90	250	300	160	170	360	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
FinalVolume:	270	1220	140	70	360	90	250	300	160	170	360	280
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.68	0.32	1.00	3.00	1.00	2.00	1.29	0.71	1.00	1.10	0.90
Final Sat.:	1750	5023	576	1750	5700	1750	3150	2412	1286	1750	2080	1618
Capacity Analysis Module:												
Vol/Sat:	0.15	0.24	0.24	0.04	0.06	0.05	0.08	0.12	0.12	0.10	0.17	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	37.1	49.0	49.0	8.1	20.0	20.0	16.0	28.6	28.6	22.3	34.9	34.9
Volume/Cap:	0.50	0.59	0.59	0.59	0.38	0.31	0.59	0.52	0.52	0.52	0.59	0.59
Delay/Veh:	34.6	28.2	28.2	62.4	44.7	44.5	51.2	40.3	40.3	45.5	37.4	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	28.2	28.2	62.4	44.7	44.5	51.2	40.3	40.3	45.5	37.4	37.4
LOS by Move:	C-	C	C	E	D	D	D-	D	D	D	D+	D+
HCM2kAvgQ:	9	13	13	4	4	3	6	8	8	7	11	11
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP AM (4)

Intersection #23: Condit Road / Main Avenue

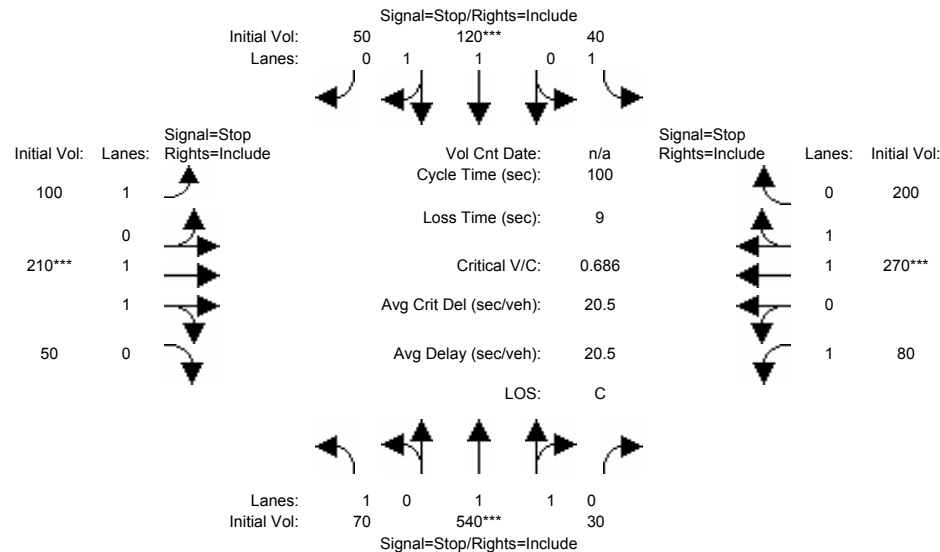


Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	140	100	330	20	20	40	80	560	80	230	450	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	100	330	20	20	40	80	560	80	230	450	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	100	330	20	20	40	80	560	80	230	450	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	100	330	20	20	40	80	560	80	230	450	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	100	330	20	20	40	80	560	80	230	450	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	100	330	20	20	40	80	560	80	230	450	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.58	0.42	1.00	0.25	0.25	0.50	1.00	0.87	0.13	1.00	0.83	0.17
Final Sat.:	1050	750	1750	438	438	875	1750	1575	225	1750	1500	300
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.19	0.05	0.05	0.05	0.05	0.36	0.36	0.13	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	18.7	18.7	18.7	18.7	18.7	18.7	35.3	35.3	35.3	35.3	35.3	35.3
Volume/Cap:	0.43	0.43	0.60	0.15	0.15	0.15	0.08	0.60	0.60	0.22	0.51	0.51
Delay/Veh:	16.9	16.9	19.4	15.0	15.0	15.0	5.4	8.9	8.9	6.0	7.7	7.7
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:	16.9	16.9	19.4	15.0	15.0	15.0	5.4	8.9	8.9	6.0	7.7	7.7
LOS by Move:	B	B	B-	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	4	4	6	1	1	1	1	9	9	2	7	7
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2030 Current GP AM (4)

Intersection #24: Hale Avenue / Dunne Avenue (us) [- future unsignalized]



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	7	10	10	7	10	10
Volume Module:												
Base Vol:	70	540	30	40	120	50	100	210	50	80	270	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:	70	540	30	40	120	50	100	210	50	80	270	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:	70	540	30	40	120	50	100	210	50	80	270	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:	70	540	30	40	120	50	100	210	50	80	270	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	540	30	40	120	50	100	210	50	80	270	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
FinalVolume:	70	540	30	40	120	50	100	210	50	80	270	200
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	1.89	0.11	1.00	1.41	0.59	1.00	1.62	0.38	1.00	1.15	0.85
Final Sat.:	380	788	44	327	493	211	350	603	146	370	463	363
Capacity Analysis Module:												
Vol/Sat:	0.18	0.69	0.68	0.12	0.24	0.24	0.29	0.35	0.34	0.22	0.58	0.55
Crit Moves:	****			****			****			****		
Delay/Veh:	13.6	26.8	26.5	14.1	15.0	14.5	15.9	16.2	15.8	14.3	22.0	19.7
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:	13.6	26.8	26.5	14.1	15.0	14.5	15.9	16.2	15.8	14.3	22.0	19.7
LOS by Move:	B	D	D	B	B	B	C	C	C	B	C	C
ApproachDel:	25.4			14.7			16.0			20.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	25.4			14.7			16.0			20.1		
LOS by Appr:	D			B			C			C		
AllWayAvgQ:	0.2	1.8	1.8	0.1	0.3	0.3	0.3	0.5	0.4	0.2	1.2	1.0

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Hale Avenue / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Initial Vol:	70	540		30		40	120		50		100	210		50		80	270		200	
Major Street Volume:											910									
Minor Approach Volume:											640									
Minor Approach Volume Threshold:											415									

SIGNAL WARRANT DISCLAIMER

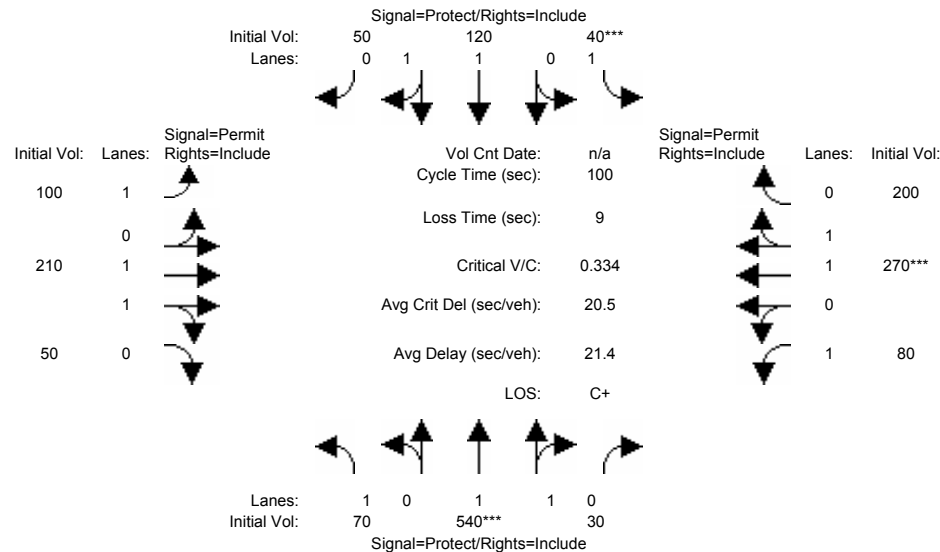
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP AM (4)

Intersection #224: Hale Avenue / Dunne Avenue [- future signalized]



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
Volume Module:												
Base Vol:	70	540	30	40	120	50	100	210	50	80	270	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:	70	540	30	40	120	50	100	210	50	80	270	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:	70	540	30	40	120	50	100	210	50	80	270	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:	70	540	30	40	120	50	100	210	50	80	270	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	540	30	40	120	50	100	210	50	80	270	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
FinalVolume:	70	540	30	40	120	50	100	210	50	80	270	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.89	0.11	1.00	1.40	0.60	1.00	1.60	0.40	1.00	1.13	0.87
Final Sat.:	1750	3505	195	1750	2611	1088	1750	2988	711	1750	2124	1574
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.02	0.05	0.05	0.06	0.07	0.07	0.05	0.13	0.13
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.8	46.0	46.0	7.0	31.2	31.2	38.0	38.0	38.0	38.0	38.0	38.0
Volume/Cap:	0.18	0.33	0.33	0.33	0.15	0.15	0.15	0.19	0.19	0.12	0.33	0.33
Delay/Veh:	32.1	17.3	17.3	45.8	24.9	24.9	20.5	20.8	20.8	20.2	22.2	22.2
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:	32.1	17.3	17.3	45.8	24.9	24.9	20.5	20.8	20.8	20.2	22.2	22.2
LOS by Move:	C-	B	B	D	C	C	C+	C+	C+	C+	C+	C+
HCM2kAvgQ:	2	6	6	2	2	2	2	3	3	2	5	5
Note: Queue reported is the number of cars per lane.												

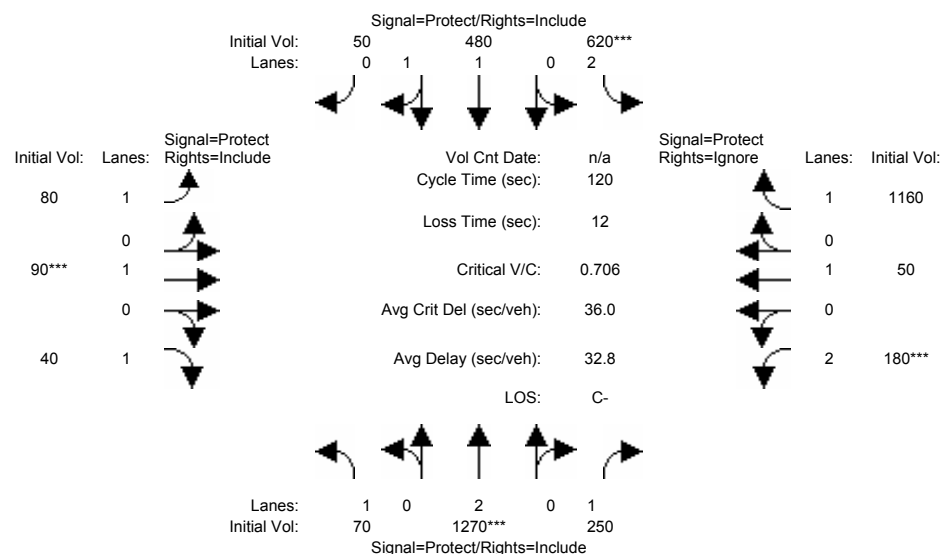
City of Morgan Hill Travel Demand Forecasting
SJ07-989

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Existing AM				2030 Project AM (11)						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1 Cochrane Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	27.6	0.375	31.8	C-	32.8	0.706	+ 0.331	36.0	+ 4.2	?	xx.x	x.xxx	xx.x
#2 Cochrane Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	B	16.7	0.347	21.1	D+	35.6	0.660	+ 0.313	41.4	+ 20.3	?	xx.x	x.xxx	xx.x
#3 Monterey Road / Central Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	16.0	0.000	1.3	F	>150	0.000	+ 0.000	11.3	+ 10.0	?	xx.x	x.xxx	xx.x
#4 Monterey Road / Keystone Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.7	0.000	0.1	B	14.2	0.000	+ 0.000	0.2	+ 0.1	?	xx.x	x.xxx	xx.x
#5 Main Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	D	43.4	0.552	44.1	E	60.0	0.940	+ 0.389	70.7	+ 26.6	?	xx.x	x.xxx	xx.x
#6 Del Monte Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	13.5	0.000	1.2	C	16.2	0.000	+ 0.000	3.0	+ 1.8	?	xx.x	x.xxx	xx.x
#7 Hale Avenue / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	11.0	0.498	11.0	D	28.4	0.873	+ 0.375	28.4	+ 17.4	?	xx.x	x.xxx	xx.x
#8 Depot Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	15.9	0.000	1.1	E	42.1	0.000	+ 0.000	3.5	+ 2.4	?	xx.x	x.xxx	xx.x
#9 Monterey Road / 1st Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.2	0.000	0.1	B	12.8	0.000	+ 0.000	0.3	+ 0.1	?	xx.x	x.xxx	xx.x
#10 Monterey Road / 2nd Street	?	xx.x	x.xxx	xx.x	B+	10.7	0.218	7.5	B	12.8	0.426	+ 0.208	10.8	+ 3.3	?	xx.x	x.xxx	xx.x
#11 Monterey Road / 3rd Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.5	0.000	0.2	B	13.3	0.000	+ 0.000	0.6	+ 0.4	?	xx.x	x.xxx	xx.x
#12 Monterey Road / 4th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	14.2	0.000	0.2	F	>150	0.000	+ 0.000	9.3	+ 9.2	?	xx.x	x.xxx	xx.x
#13 Monterey Road / 5th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	17.9	0.000	0.5	F	57.5	0.000	+ 0.000	2.5	+ 2.1	?	xx.x	x.xxx	xx.x
#14 Dunne Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	28.6	0.391	26.9	C-	32.9	0.598	+ 0.206	32.5	+ 5.6	?	xx.x	x.xxx	xx.x
#15 Del Monte Street / Dunne Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	12.0	0.000	2.8	C	16.0	0.000	+ 0.000	4.0	+ 1.2	?	xx.x	x.xxx	xx.x
#16 Church Street / Dunne Avenue	?	xx.x	x.xxx	xx.x	B-	18.8	0.284	18.4	C+	22.0	0.380	+ 0.096	20.8	+ 2.3	?	xx.x	x.xxx	xx.x
#17 Dunne Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	C	30.7	0.529	33.5	C-	32.7	0.535	+ 0.006	34.6	+ 1.1	?	xx.x	x.xxx	xx.x
#18 US 101 SB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	C+	20.7	0.410	25.7	B-	19.9	0.540	+ 0.130	27.2	+ 1.5	?	xx.x	x.xxx	xx.x
#19 US 101 NB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	B	14.4	0.349	14.9	B	13.5	0.379	+ 0.031	14.0	- 0.9	?	xx.x	x.xxx	xx.x
#20 Dunne Ave/Condit Rd	?	xx.x	x.xxx	xx.x	C-	32.7	0.697	34.4	C	31.9	0.698	+ 0.001	34.1	- 0.4	?	xx.x	x.xxx	xx.x
#21 Tennant Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	25.6	0.404	24.7	C-	33.5	0.475	+ 0.071	34.1	+ 9.4	?	xx.x	x.xxx	xx.x
#22 Main Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	C-	34.4	0.530	35.0	D+	37.0	0.612	+ 0.082	34.2	- 0.8	?	xx.x	x.xxx	xx.x
#23 Condit Road / Main Avenue	?	xx.x	x.xxx	xx.x	B+	10.8	0.449	11.6	B+	10.9	0.611	+ 0.162	12.5	+ 0.9	?	xx.x	x.xxx	xx.x
#24 Hale Avenue / Dunne Avenue (us) [- future unsignalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	C	20.9	0.691	+ 0.691	20.9	+ 20.9	?	xx.x	x.xxx	xx.x
#224 Hale Avenue / Dunne Avenue [- future signalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	C+	21.4	0.337	+ 0.337	20.6	+ 20.6	?	xx.x	x.xxx	xx.x

City of Morgan Hill Travel Demand Forecasting
SJ07-989Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project AM (11)

Intersection #1: Cochrane Ave/Monterey Rd



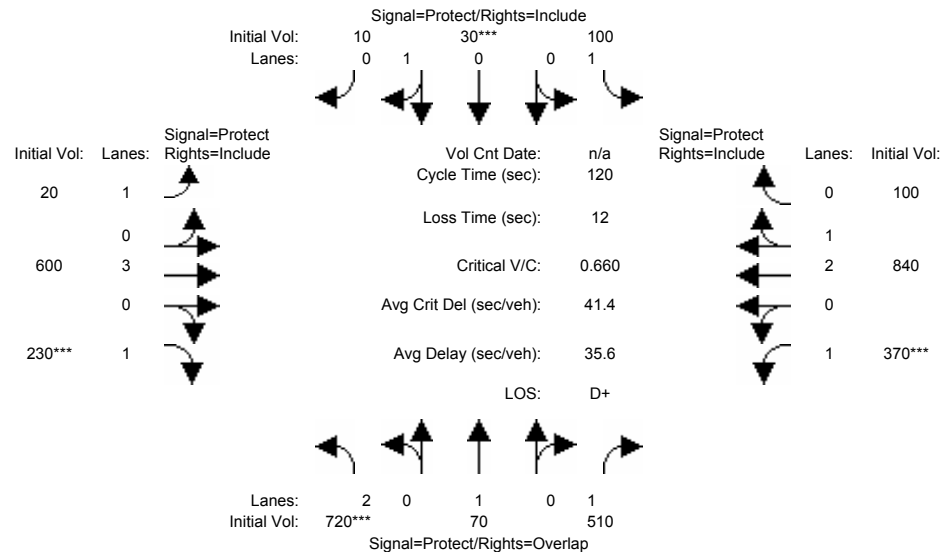
Street Name:	Monterey Road						Cochrane Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	70	1270	250	620	480	50	80	90	40	180	50	1160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1270	250	620	480	50	80	90	40	180	50	1160
Added Vol:	0	0	0	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	1270	250	620	480	50	80	90	40	180	50	1160
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:	70	1270	250	620	480	50	80	90	40	180	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1270	250	620	480	50	80	90	40	180	50	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	1270	250	620	480	50	80	90	40	180	50	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.81	0.19	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3351	349	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.14	0.20	0.14	0.14	0.05	0.05	0.02	0.06	0.03	0.00
Crit Moves:	****			****			****			****		
Green Time:	25.6	55.7	55.7	32.8	62.9	62.9	8.0	10.0	10.0	9.5	11.5	0.0
Volume/Cap:	0.19	0.72	0.31	0.72	0.27	0.27	0.68	0.57	0.27	0.72	0.28	0.00
Delay/Veh:	38.9	27.4	20.3	42.4	15.9	15.9	70.0	57.7	52.6	63.7	51.2	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:	38.9	27.4	20.3	42.4	15.9	15.9	70.0	57.7	52.6	63.7	51.2	0.0
LOS by Move:	D+	C	C+	D	B	B	E	E+	D-	E	D-	A
HCM2kAvgQ:	2	19	6	13	5	5	4	4	2	4	2	0

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

City of Morgan Hill Travel Demand Forecasting
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #2: Cochrane Ave/Butterfield Blvd

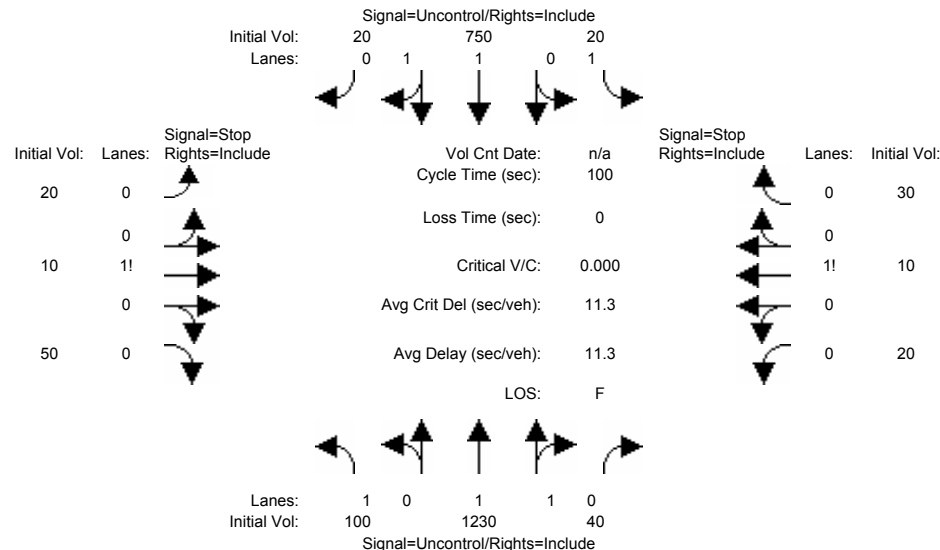


Street Name:	Butterfield Boulevard						Cochrane Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	720	70	510	100	30	10	20	600	230	370	840	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	720	70	510	100	30	10	20	600	230	370	840	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:	720	70	510	100	30	10	20	600	230	370	840	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:	720	70	510	100	30	10	20	600	230	370	840	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	720	70	510	100	30	10	20	600	230	370	840	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	720	70	510	100	30	10	20	600	230	370	840	100
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	0.75	0.25	1.00	3.00	1.00	1.00	2.67	0.33
Final Sat.:	3150	1900	1750	1750	1350	450	1750	5700	1750	1750	5003	596
Capacity Analysis Module:												
Vol/Sat:	0.23	0.04	0.29	0.06	0.02	0.02	0.01	0.11	0.13	0.21	0.17	0.17
Crit Moves:	****			****					****	****		
Green Time:	39.2	28.9	65.2	20.3	10.0	10.0	15.2	22.5	22.5	36.3	43.6	43.6
Volume/Cap:	0.70	0.15	0.54	0.34	0.27	0.27	0.09	0.56	0.70	0.70	0.46	0.46
Delay/Veh:	37.4	36.0	18.3	44.6	52.5	52.5	46.5	44.9	52.1	41.2	29.4	29.4
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:	37.4	36.0	18.3	44.6	52.5	52.5	46.5	44.9	52.1	41.2	29.4	29.4
LOS by Move:	D+	D+	B-	D	D-	D-	D	D	D-	D	C	C
HCM2kAvgQ:	15	2	13	4	2	2	1	6	9	13	9	9
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project AM (11)

Intersection #3: Monterey Road / Central Avenue (us) [- unsignalized]



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:												
Base Vol:	100	1230	40	20	750	20	20	10	50	20	10	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:	100	1230	40	20	750	20	20	10	50	20	10	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:	100	1230	40	20	750	20	20	10	50	20	10	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:	100	1230	40	20	750	20	20	10	50	20	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	100	1230	40	20	750	20	20	10	50	20	10	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:	770	xxxx	xxxxx	1270	xxxx	xxxxx	1620	2270	385	1870	2260	635
Potent Cap.:	854	xxxx	xxxxx	554	xxxx	xxxxx	70	41	619	45	42	426
Move Cap.:	854	xxxx	xxxxx	554	xxxx	xxxxx	45	35	619	29	35	426
Volume/Cap:	0.12	xxxx	xxxx	0.04	xxxx	xxxx	0.44	0.29	0.08	0.69	0.28	0.07
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.8	xxxx	xxxxx	11.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	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	99	xxxxx	xxxx	57	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.4	xxxxx	xxxxx	4.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	122	xxxxx	xxxxx	250	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxxx			xxxxxxx			121.5			249.6		
ApproachLOS:	*			*			F			F		

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

Peak Hour Delay Signal Warrant Report

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    100 1230      40 20 750 20      20 10 50      20 10 30
ApproachDel:    xxxxxx      xxxxxx      121.5      249.6
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.7]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=80]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2300]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=4.2]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=60]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2300]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    100 1230      40 20 750 20      20 10 50      20 10 30
-----|-----|-----|-----|-----|

```

Major Street Volume: 2160

Minor Approach Volume: 80

Minor Approach Volume Threshold: 20 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

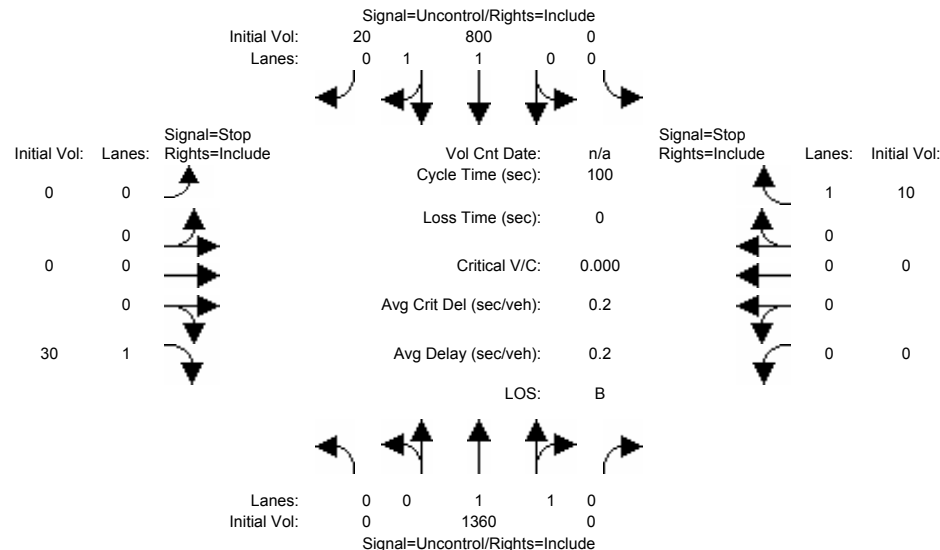
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project AM (11)

Intersection #4: Monterey Road / Keystone Avenue (us) [- unsignalized]



Street Name:	Monterey Road						Keystone 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:												
Base Vol:	0	1360	0	0	800	20	0	0	30	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1360	0	0	800	20	0	0	30	0	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1360	0	0	800	20	0	0	30	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1360	0	0	800	20	0	0	30	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1360	0	0	800	20	0	0	30	0	0	10
Critical Gap Module:												
Critical Gp:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.9	xxxxx	xxxxx	6.9
FollowUpTim:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.3	xxxxx	xxxxx	3.3
Capacity Module:												
Cnflct Vol:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	410	xxxxx	xxxxx	680
Potent Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	596	xxxxx	xxxxx	398
Move Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	596	xxxxx	xxxxx	398
Volume/Cap:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.05	xxxxx	xxxxx	0.03
Level Of Service Module:												
2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.1
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	11.4	xxxxx	xxxxx	14.3
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	B
Movement:	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:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	11.4	xxxxxxx	xxxxxxx	14.3
ApproachLOS:	*	*	*	*	*	*	*	*	B	*	*	B

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

Peak Hour Delay Signal Warrant Report

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 1360      0 0 800 20      0 0 0 30      0 0 0 10
ApproachDel:    xxxxxx      xxxxxx      11.4      14.3
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2220]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=10]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2220]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 1360      0 0 800 20      0 0 0 30      0 0 0 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 2180

Minor Approach Volume: 30

Minor Approach Volume Threshold: 16 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

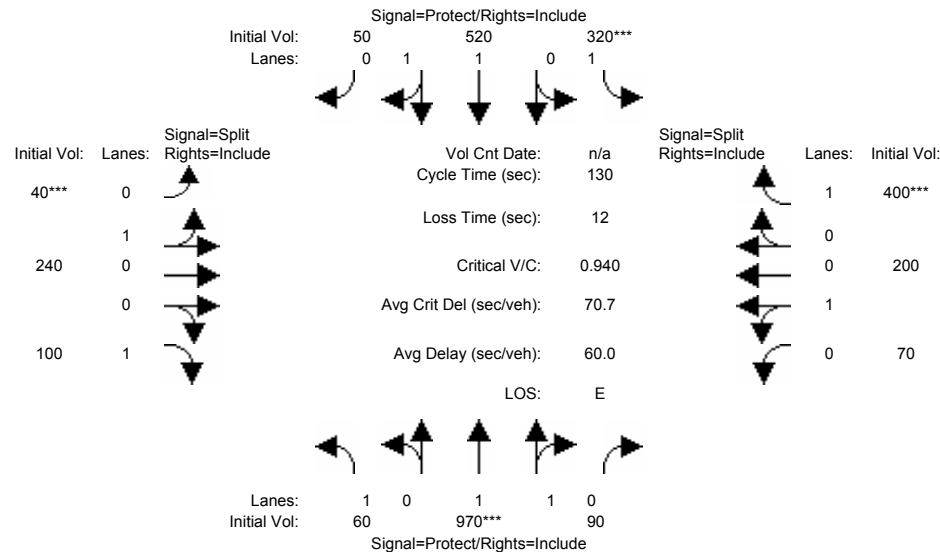
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project AM (11)

Intersection #5: Main Ave/Monterey Rd

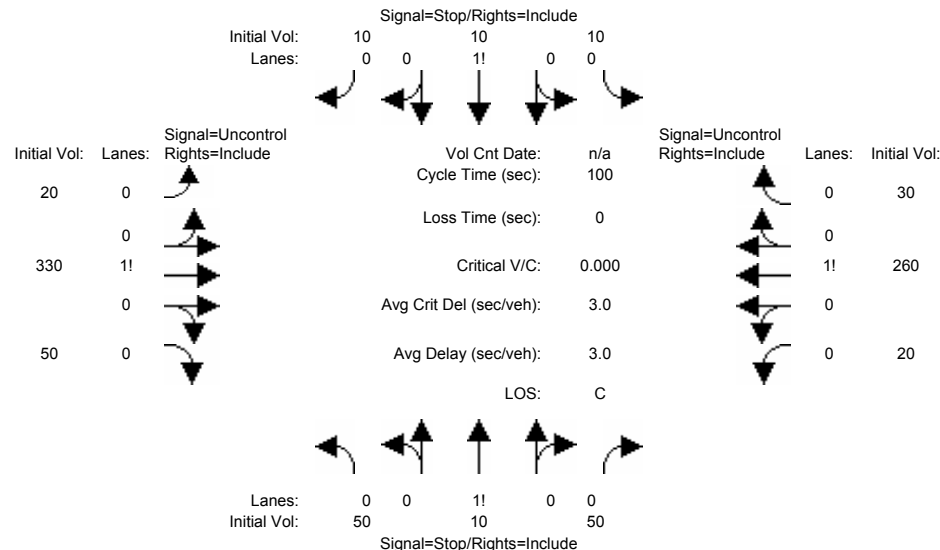


Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	60	970	90	320	520	50	40	240	100	70	200	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	970	90	320	520	50	40	240	100	70	200	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	970	90	320	520	50	40	240	100	70	200	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	970	90	320	520	50	40	240	100	70	200	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	970	90	320	520	50	40	240	100	70	200	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	60	970	90	320	520	50	40	240	100	70	200	400
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	1.83	0.17	1.00	1.82	0.18	0.14	0.86	1.00	0.26	0.74	1.00
Final Sat.:	1750	3386	314	1750	3375	325	257	1543	1750	467	1333	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.18	0.15	0.15	0.16	0.16	0.06	0.15	0.15	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.8	39.6	39.6	25.3	48.1	48.1	21.5	21.5	21.5	31.6	31.6	31.6
Volume/Cap:	0.27	0.94	0.94	0.94	0.42	0.42	0.94	0.94	0.35	0.62	0.62	0.94
Delay/Veh:	51.7	58.7	58.7	85.1	30.7	30.7	90.1	90.1	48.7	46.5	46.5	77.3
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:	51.7	58.7	58.7	85.1	30.7	30.7	90.1	90.1	48.7	46.5	46.5	77.3
LOS by Move:	D-	E+	E+	F	C	C	F	F	D	D	D	E-
HCM2kAvgQ:	2	24	24	16	8	8	16	16	4	11	11	21
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project AM (11)

Intersection #6: Del Monte Street / Main Avenue (us) [- unsignalized]



Street Name:	Del Monte 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:												
Base Vol:	50	10	50	10	10	10	20	330	50	20	260	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:	50	10	50	10	10	10	20	330	50	20	260	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:	50	10	50	10	10	10	20	330	50	20	260	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:	50	10	50	10	10	10	20	330	50	20	260	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	10	50	10	10	10	20	330	50	20	260	30
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	720	725	355	740	735	275	290	xxxx	xxxxxx	380	xxxx	xxxxxx
Potent Cap.:	346	354	693	335	349	769	1283	xxxx	xxxxxx	1190	xxxx	xxxxxx
Move Cap.:	325	342	693	297	338	769	1283	xxxx	xxxxxx	1190	xxxx	xxxxxx
Volume/Cap:	0.15	0.03	0.07	0.03	0.03	0.01	0.02	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Control Del:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.8	xxxx	xxxxxx	8.1	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	431	xxxxxx	xxxx	393	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	1.0	xxxxxx	xxxxxx	0.2	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	16.2	xxxxxx	xxxxxx	14.9	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	C	*	*	B	*	*	*	*	*	*	*
ApproachDel:	16.2			14.9			xxxxxx			xxxxxx		
ApproachLOS:	C			B			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	50		10		50	10		10		10	20	330		50		20	260		30	
ApproachDel:	16.2				14.9				xxxxxx				xxxxxx							

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=110]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=850]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=850]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	50		10		50	10		10		10	20	330		50		20	260		30	

Major Street Volume: 710

Minor Approach Volume: 110

Minor Approach Volume Threshold: 311

SIGNAL WARRANT DISCLAIMER

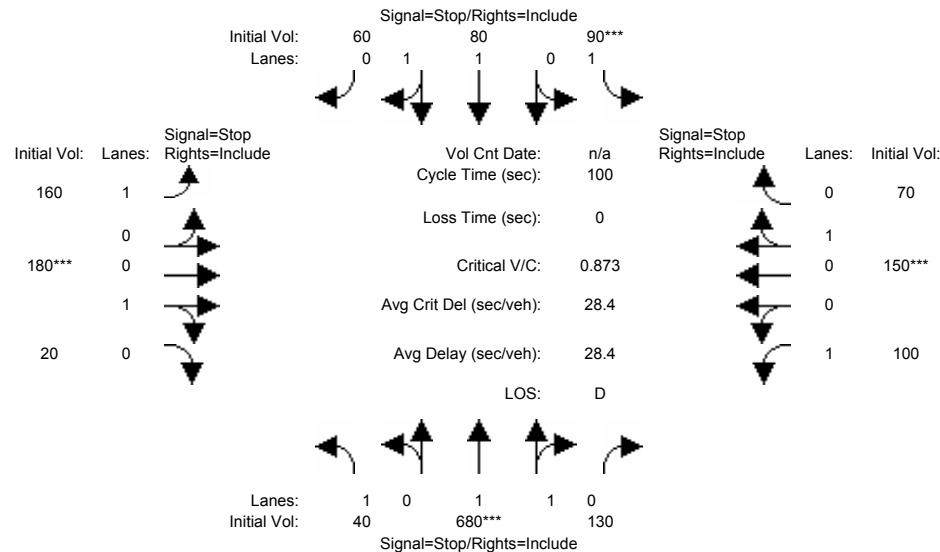
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2030 Project AM (11)

Intersection #7: Hale Avenue / Main Avenue (us) [- unsignalized]



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
Volume Module:												
Base Vol:	40	680	130	90	80	60	160	180	20	100	150	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:	40	680	130	90	80	60	160	180	20	100	150	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:	40	680	130	90	80	60	160	180	20	100	150	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:	40	680	130	90	80	60	160	180	20	100	150	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	680	130	90	80	60	160	180	20	100	150	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	680	130	90	80	60	160	180	20	100	150	70
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	1.68	0.32	1.00	1.14	0.86	1.00	0.90	0.10	1.00	0.68	0.32
Final Sat.:	418	779	152	354	428	339	406	392	44	400	299	139
Capacity Analysis Module:												
Vol/Sat:	0.10	0.87	0.86	0.25	0.19	0.18	0.39	0.46	0.46	0.25	0.50	0.50
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	11.9	43.4	40.7	15.4	13.7	13.0	16.5	17.0	17.0	14.1	18.0	18.0
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:	11.9	43.4	40.7	15.4	13.7	13.0	16.5	17.0	17.0	14.1	18.0	18.0
LOS by Move:	B	E	E	C	B	B	C	C	C	B	C	C
ApproachDel:	41.5	41.5	41.5	14.2	14.2	14.2	16.8	16.8	16.8	16.8	16.8	16.8
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
ApprAdjDel:	41.5	41.5	41.5	14.2	14.2	14.2	16.8	16.8	16.8	16.8	16.8	16.8
LOS by Appr:	E	E	E	B	B	B	C	C	C	C	C	C
AllWayAvgQ:	0.1	4.4	4.0	0.3	0.2	0.2	0.6	0.8	0.8	0.3	0.9	0.9

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Hale Avenue / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0
Initial Vol:	40		680		130	90		80		60	160		180		20	100		150		70
Major Street Volume:	1080																			
Minor Approach Volume:	360																			
Minor Approach Volume Threshold:	341																			

SIGNAL WARRANT DISCLAIMER

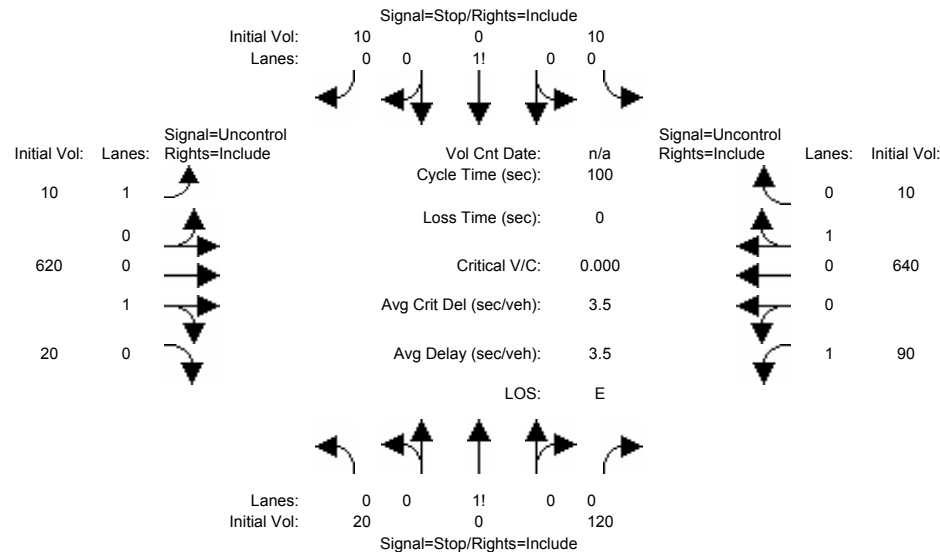
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project AM (11)

Intersection #8: Depot Street / Main Avenue (us) [- unsignalized]



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:												
Base Vol:	20	0	120	10	0	10	10	620	20	90	640	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	120	10	0	10	10	620	20	90	640	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	120	10	0	10	10	620	20	90	640	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	0	120	10	0	10	10	620	20	90	640	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	0	120	10	0	10	10	620	20	90	640	10
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	1480	1480	630	1535	1485	645	650	xxxx	xxxxxx	640	xxxx	xxxxxx
Potent Cap.:	105	127	485	96	126	476	946	xxxx	xxxxxx	954	xxxx	xxxxxx
Move Cap.:	94	114	485	66	113	476	946	xxxx	xxxxxx	954	xxxx	xxxxxx
Volume/Cap:	0.21	0.00	0.25	0.15	0.00	0.02	0.01	xxxx	xxxx	0.09	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.3	xxxx	xxxxxx
Control Del:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.8	xxxx	xxxxxx	9.2	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	305	xxxxxx	xxxx	117	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	2.3	xxxxxx	xxxxxx	0.6	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	26.4	xxxxxx	xxxxxx	42.1	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	D	*	*	E	*	*	*	*	*	*	*
ApproachDel:	26.4			42.1			xxxxxx			xxxxxx		
ApproachLOS:	D			E			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 1! 0 0	1 0 0 1 0	1 0 0 1 0
Initial Vol:	20 0 120	10 0 10	10 620 20	90 640 10
ApproachDel:	26.4	42.1	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=140]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1550]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1550]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 1! 0 0	1 0 0 1 0	1 0 0 1 0
Initial Vol:	20 0 120	10 0 10	10 620 20	90 640 10

Major Street Volume: 1390

Minor Approach Volume: 140

Minor Approach Volume Threshold: 171

SIGNAL WARRANT DISCLAIMER

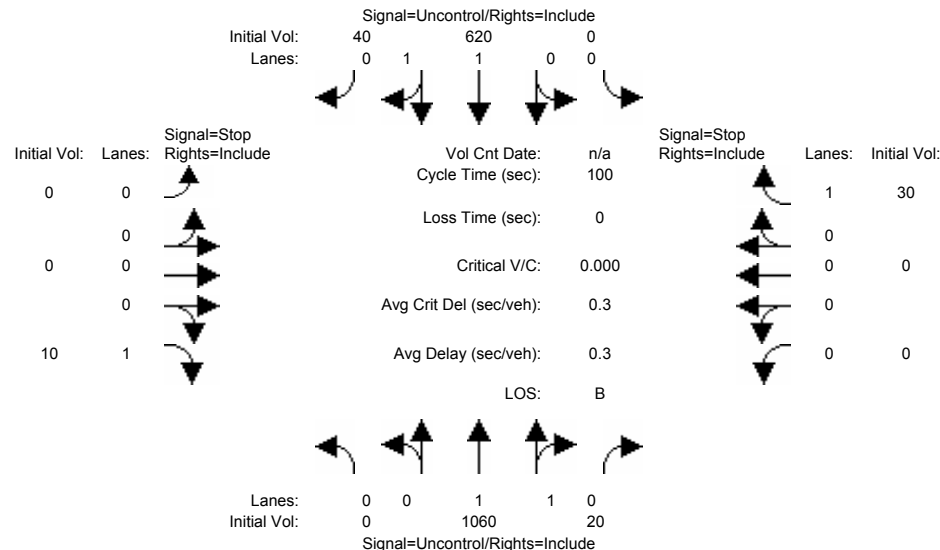
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project AM (11)

Intersection #9: Monterey Road / 1st Street (us) [- unsignalized]



Street Name:	Monterey Road						1st Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	0	1060	20	0	620	40	0	0	10	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	1060	20	0	620	40	0	0	10	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	1060	20	0	620	40	0	0	10	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	1060	20	0	620	40	0	0	10	0	0	30			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	1060	20	0	620	40	0	0	10	0	0	30			
----- ----- ----- -----															
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	330	xxxx	xxxx	540			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	672	xxxx	xxxx	491			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	672	xxxx	xxxx	491			
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	10.4	xxxxx	xxxx	12.8			
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	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	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					10.4			12.8			
ApproachLOS:	*			*					B			B			

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met


```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0  0  1  1  0      0  0  1  1  0      0  0  0  0  1      0  0  0  0  1
Initial Vol:    0 1060      20      0 620      40      0  0  0  10      0  0  30
ApproachDel:    xxxxxx      xxxxxx      10.4      12.8
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=10]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1780]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1780]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0  0  1  1  0      0  0  1  1  0      0  0  0  0  1      0  0  0  0  1
Initial Vol:    0 1060      20      0 620      40      0  0  0  10      0  0  30
-----|-----|-----|-----|-----|

```

Major Street Volume: 1740

Minor Approach Volume: 30

Minor Approach Volume Threshold: 94 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

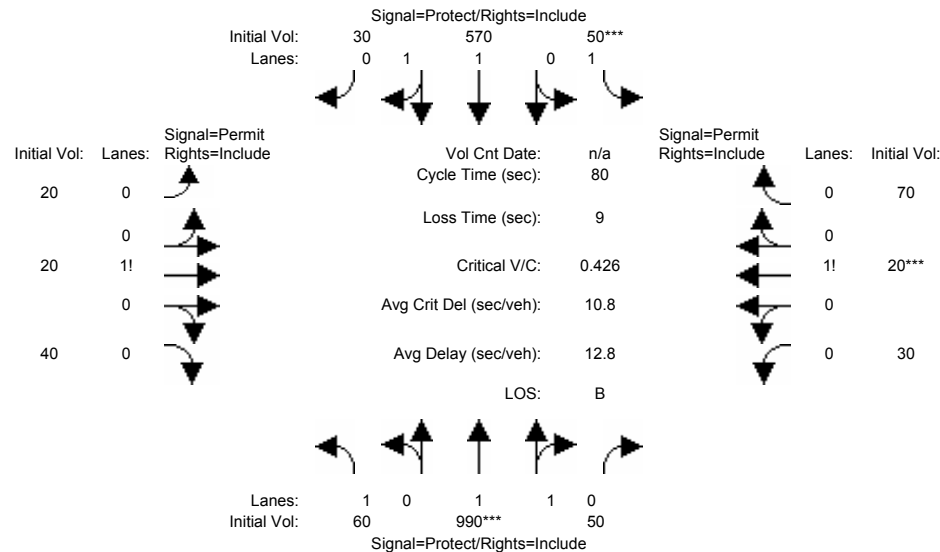
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project AM (11)

Intersection #10: Monterey Road / 2nd Street

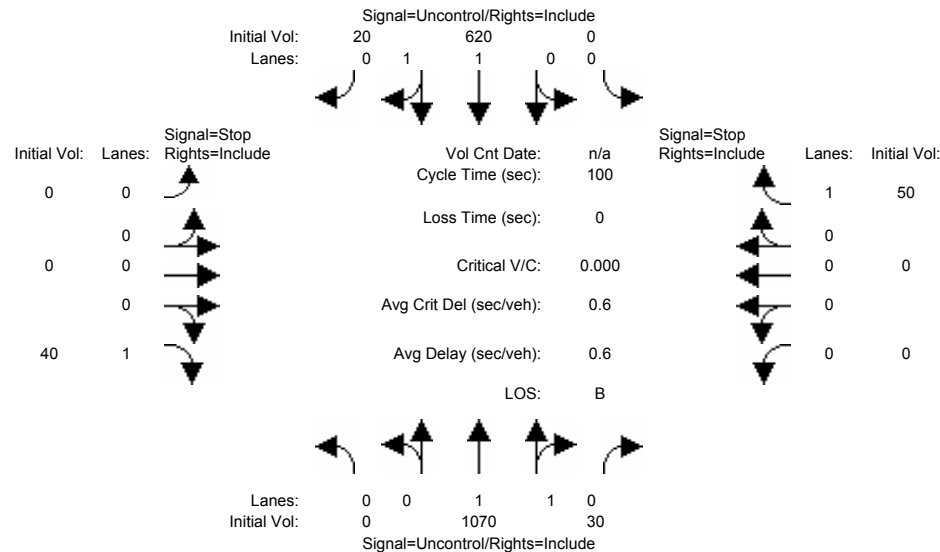


Street Name:	Monterey Road						2nd Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7		10		10	7		10		10	7		10		10
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	60		990		50	50		570		30	20		20		40
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	60		990		50	50		570		30	20		20		40
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	60		990		50	50		570		30	20		20		40
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:	60		990		50	50		570		30	20		20		40
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	60		990		50	50		570		30	20		20		40
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:	60		990		50	50		570		30	20		20		40
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		0.98		0.95	0.92		0.98		0.95	0.92		0.92		0.92
Lanes:	1.00		1.90		0.10	1.00		1.90		0.10	0.25		0.25		0.50
Final Sat.:	1750		3522		178	1750		3515		185	438		438		875
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.03		0.28		0.28	0.03		0.16		0.16	0.05		0.05		0.05
Crit Moves:	****			****			****			****			****		
Green Time:	20.5		51.4		51.4	7.0		38.0		38.0	12.6		12.6		12.6
Volume/Cap:	0.13		0.44		0.44	0.33		0.34		0.34	0.29		0.29		0.29
Delay/Veh:	23.1		7.2		7.2	35.5		13.3		13.3	30.4		30.4		30.4
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	23.1		7.2		7.2	35.5		13.3		13.3	30.4		30.4		30.4
LOS by Move:	C		A		A	D+		B		B	C		C		C
HCM2kAvgQ:	1		6		6	1		5		5	2		2		2
Note: Queue reported is the number of cars per lane.															

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project AM (11)

Intersection #11: Monterey Road / 3rd Street (us) [- unsignalized]



Street Name:	Monterey Road						3rd 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:												
Base Vol:	0	1070	30	0	620	20	0	0	40	0	0	50
Growth Adj:	1.00	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	1070	30	0	620	20	0	0	40	0	0	50
Added Vol:	0	0	0	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	1070	30	0	620	20	0	0	40	0	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1070	30	0	620	20	0	0	40	0	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1070	30	0	620	20	0	0	40	0	0	50
Critical Gap Module:												
Critical Gp:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.9	xxxxx	xxxxx	6.9
FollowUpTim:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.3	xxxxx	xxxxx	3.3
Capacity Module:												
Cnflct Vol:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	320	xxxxx	xxxxx	550
Potent Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	682	xxxxx	xxxxx	484
Move Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	682	xxxxx	xxxxx	484
Volume/Cap:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.06	xxxxx	xxxxx	0.10
Level Of Service Module:												
2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.3
Control Del:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	10.6	xxxxxx	xxxxx	13.3
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			10.6			13.3		
ApproachLOS:	*			*			B			B		

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 1070      30      0 620      20      0 0 0 40      0 0 0 50
ApproachDel:    xxxxxx      xxxxxx      10.6      13.3
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1830]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1830]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 1070      30      0 620      20      0 0 0 40      0 0 0 50
-----|-----|-----|-----|-----|

```

Major Street Volume: 1740

Minor Approach Volume: 50

Minor Approach Volume Threshold: 94 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

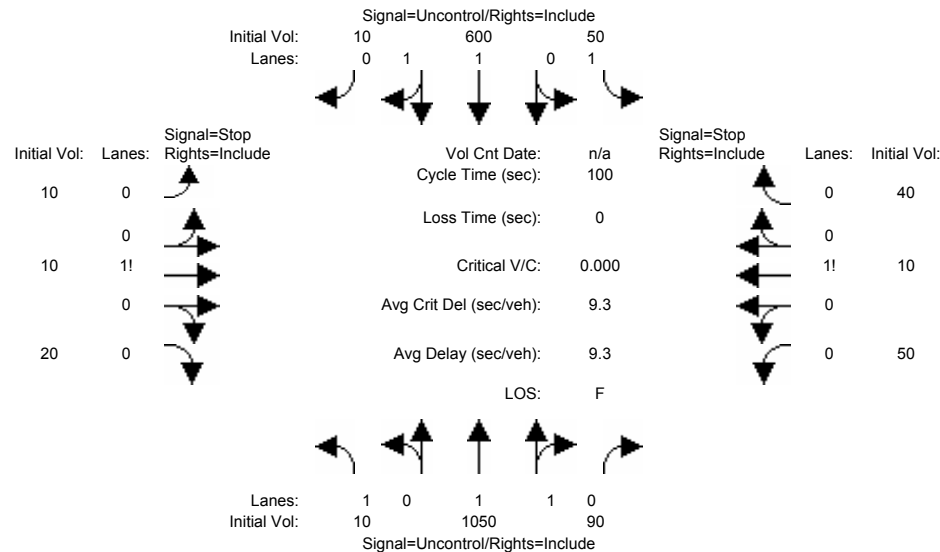
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project AM (11)

Intersection #12: Monterey Road / 4th Street (us) [- unsignalized]



Street Name:	Monterey Road						4th 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:												
Base Vol:	10	1050	90	50	600	10	10	10	20	50	10	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:	10	1050	90	50	600	10	10	10	20	50	10	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:	10	1050	90	50	600	10	10	10	20	50	10	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:	10	1050	90	50	600	10	10	10	20	50	10	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	1050	90	50	600	10	10	10	20	50	10	40
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:	610	xxxx	xxxxx	1140	xxxx	xxxxx	1255	1865	305	1520	1825	570
Potent Cap.:	979	xxxx	xxxxx	620	xxxx	xxxxx	130	74	697	83	78	470
Move Cap.:	979	xxxx	xxxxx	620	xxxx	xxxxx	99	67	697	67	71	470
Volume/Cap:	0.01	xxxx	xxxx	0.08	xxxx	xxxx	0.10	0.15	0.03	0.75	0.14	0.09
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	11.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	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	143	xxxxx	xxxx	102	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.1	xxxxx	xxxxx	6.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	39.5	xxxxx	xxxxx	160	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	F	*
ApproachDel:	xxxxxxx			xxxxxxx			39.5			159.5		
ApproachLOS:	*			*			E			F		

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    10 1050      90 50 600 10      10 10 20      50 10 40
ApproachDel:    xxxxxx      xxxxxx      39.5      159.5
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1950]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=4.4]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=100]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1950]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    10 1050      90 50 600 10      10 10 20      50 10 40
-----|-----|-----|-----|-----|

```

Major Street Volume: 1810

Minor Approach Volume: 100

Minor Approach Volume Threshold: 80 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

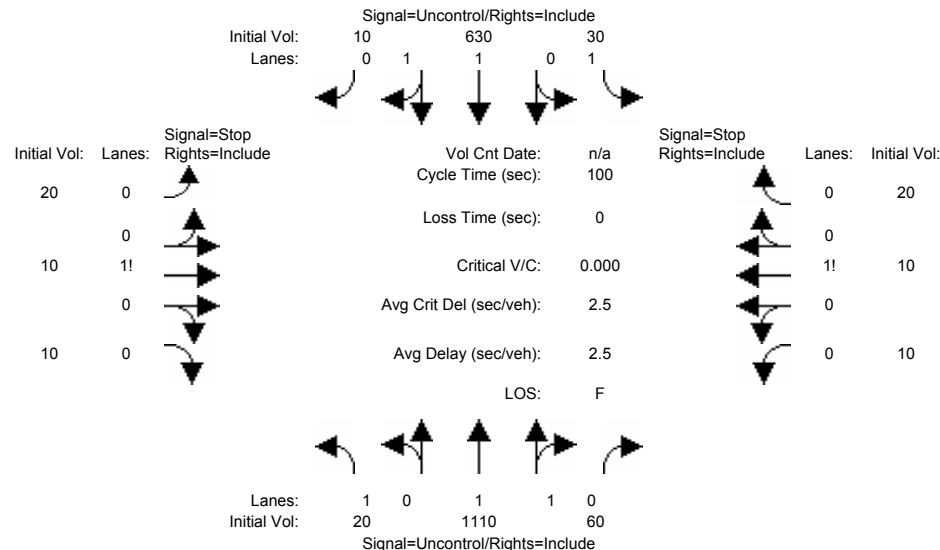
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project AM (11)

Intersection #13: Monterey Road / 5th Street (us) [- unsignalized]



Street Name:	Monterey Road						5th 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:												
Base Vol:	20	1110	60	30	630	10	20	10	10	10	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1110	60	30	630	10	20	10	10	10	10	20
Added Vol:	0	0	0	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	1110	60	30	630	10	20	10	10	10	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1110	60	30	630	10	20	10	10	10	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	1110	60	30	630	10	20	10	10	10	10	20
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	640	xxxx	xxxxxx	1170	xxxx	xxxxxx	1295	1905	320	1560	1880	585
Potent Cap.:	954	xxxx	xxxxxx	604	xxxx	xxxxxx	122	69	682	77	72	459
Move Cap.:	954	xxxx	xxxxxx	604	xxxx	xxxxxx	98	65	682	64	67	459
Volume/Cap:	0.02	xxxx	xxxx	0.05	xxxx	xxxx	0.20	0.15	0.01	0.16	0.15	0.04
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.9	xxxx	xxxxxx	11.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	107	xxxxxx	xxxx	114	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.5	xxxxxx	xxxxxx	1.4	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	57.5	xxxxxx	xxxxxx	52.5	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			57.5			52.5		
ApproachLOS:	*			*			F			F		

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 1110      30 630 10      20 10 10      10 10 20
ApproachDel:    xxxxxx      xxxxxx      57.5      52.5
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1940]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1940]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 1110      30 630 10      20 10 10      10 10 20
-----|-----|-----|-----|-----|

```

Major Street Volume: 1860

Minor Approach Volume: 40

Minor Approach Volume Threshold: 71 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

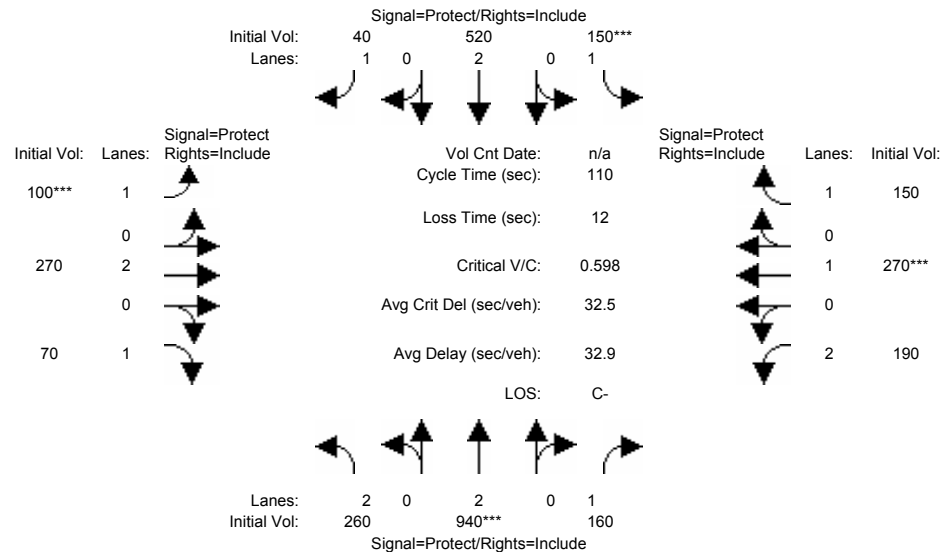
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project AM (11)

Intersection #14: Dunne Ave/Monterey Rd

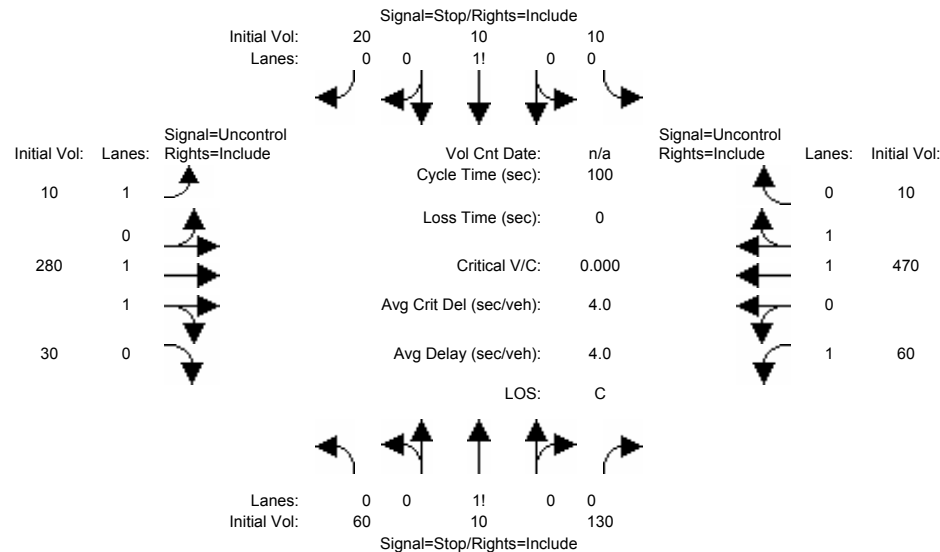


Street Name:	Monterey Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	260	940	160	150	520	40	100	270	70	190	270	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	940	160	150	520	40	100	270	70	190	270	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	940	160	150	520	40	100	270	70	190	270	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	940	160	150	520	40	100	270	70	190	270	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	940	160	150	520	40	100	270	70	190	270	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	940	160	150	520	40	100	270	70	190	270	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.09	0.09	0.14	0.02	0.06	0.07	0.04	0.06	0.14	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.1	45.5	45.5	15.8	38.2	38.2	10.5	21.6	21.6	15.1	26.2	26.2
Volume/Cap:	0.39	0.60	0.22	0.60	0.39	0.07	0.60	0.36	0.20	0.44	0.60	0.36
Delay/Veh:	37.8	25.7	20.9	48.1	27.3	24.0	53.5	38.6	37.3	44.3	39.4	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	25.7	20.9	48.1	27.3	24.0	53.5	38.6	37.3	44.3	39.4	35.5
LOS by Move:	D+	C	C+	D	C	C	D-	D+	D+	D	D	D+
HCM2kAvgQ:	5	13	4	5	6	1	4	4	2	3	8	4
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project AM (11)

Intersection #15: Del Monte Street / Dunne Avenue (us) [- unsignalized]



Street Name:	Del Monte 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:												
Base Vol:	60	10	130	10	10	20	10	280	30	60	470	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	10	130	10	10	20	10	280	30	60	470	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	10	130	10	10	20	10	280	30	60	470	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	10	130	10	10	20	10	280	30	60	470	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	60	10	130	10	10	20	10	280	30	60	470	10
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	675	915	155	760	925	240	480	xxxx	xxxxxx	310	xxxx	xxxxxx
Potent Cap.:	344	275	869	299	271	767	1093	xxxx	xxxxxx	1262	xxxx	xxxxxx
Move Cap.:	311	259	869	236	256	767	1093	xxxx	xxxxxx	1262	xxxx	xxxxxx
Volume/Cap:	0.19	0.04	0.15	0.04	0.04	0.03	0.01	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Control Del:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.3	xxxx	xxxxxx	8.0	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	L	LTR	RT	LT	L	LTR	RT	LT	L	LTR	RT
Shared Cap.:	xxxx	525	xxxxxx	xxxx	372	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	1.8	xxxxxx	xxxxxx	0.4	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	16.0	xxxxxx	xxxxxx	15.8	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:	16.0			15.8			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 1 1 0      1 0 1 1 0
Initial Vol:    60 10 130      10 10 20      10 280 30      60 470 10
ApproachDel:    16.0          15.8          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.9]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=200]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1100]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1100]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 1 1 0      1 0 1 1 0
Initial Vol:    60 10 130      10 10 20      10 280 30      60 470 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 860

Minor Approach Volume: 200

Minor Approach Volume Threshold: 337

SIGNAL WARRANT DISCLAIMER

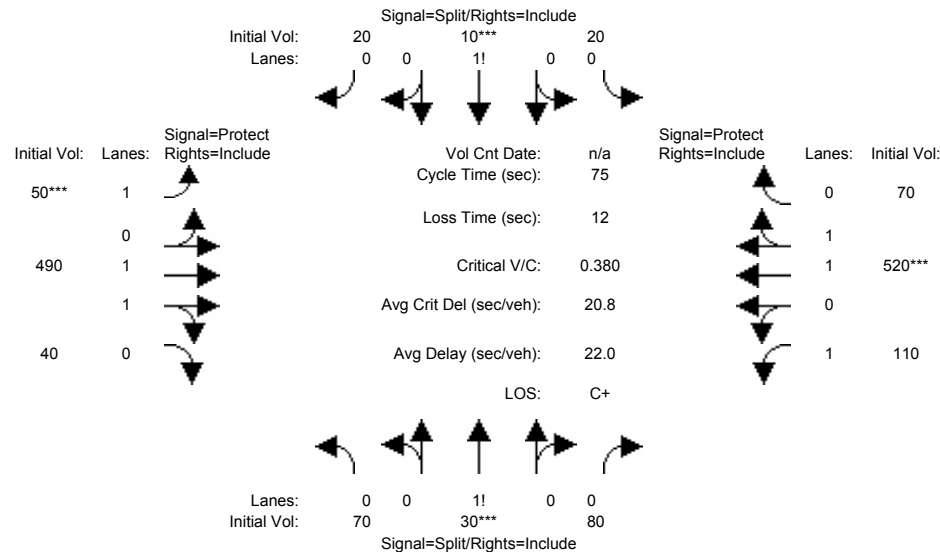
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project AM (11)

Intersection #16: Church Street / Dunne Avenue

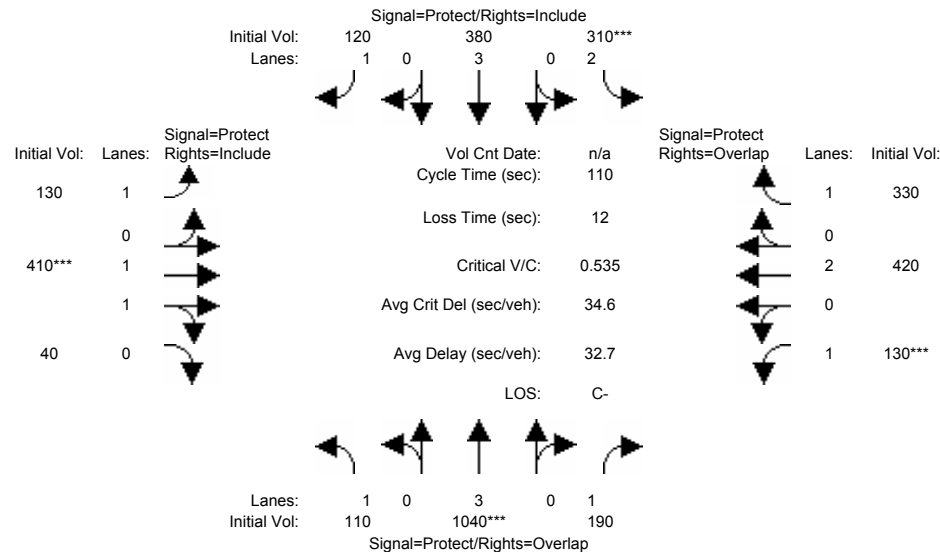


Street Name:	Church Street						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	70	30	80	20	10	20	50	490	40	110	520	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	30	80	20	10	20	50	490	40	110	520	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:	70	30	80	20	10	20	50	490	40	110	520	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:	70	30	80	20	10	20	50	490	40	110	520	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	30	80	20	10	20	50	490	40	110	520	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	30	80	20	10	20	50	490	40	110	520	70
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	0.98	0.95
Lanes:	0.39	0.17	0.44	0.40	0.20	0.40	1.00	1.84	0.16	1.00	1.76	0.24
Final Sat.:	681	292	778	700	350	700	1750	3421	279	1750	3261	439
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.03	0.03	0.03	0.03	0.14	0.14	0.06	0.16	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.0	18.0	18.0	10.0	10.0	10.0	7.0	21.2	21.2	13.8	28.0	28.0
Volume/Cap:	0.43	0.43	0.43	0.21	0.21	0.21	0.31	0.51	0.51	0.34	0.43	0.43
Delay/Veh:	24.8	24.8	24.8	29.5	29.5	29.5	32.8	23.0	23.0	27.3	17.8	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	24.8	24.8	29.5	29.5	29.5	32.8	23.0	23.0	27.3	17.8	17.8
LOS by Move:	C	C	C	C	C	C	C-	C+	C+	C	B	B
HCM2kAvgQ:	4	4	4	1	1	1	1	5	5	2	5	5
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project AM (11)

Intersection #17: Dunne Ave/Butterfield Blvd

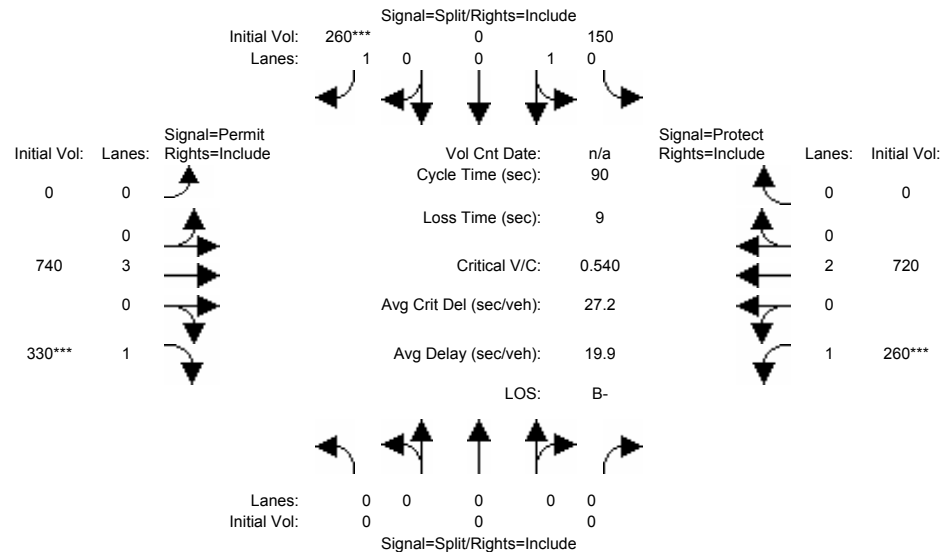


Street Name:	Butterfield Boulevard						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	110	1040	190	310	380	120	130	410	40	130	420	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1040	190	310	380	120	130	410	40	130	420	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:	110	1040	190	310	380	120	130	410	40	130	420	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:	110	1040	190	310	380	120	130	410	40	130	420	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	1040	190	310	380	120	130	410	40	130	420	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
FinalVolume:	110	1040	190	310	380	120	130	410	40	130	420	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	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	3371	329	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.11	0.10	0.07	0.07	0.07	0.12	0.12	0.07	0.11	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.8	37.5	52.8	20.2	34.0	34.0	16.2	25.0	25.0	15.3	24.1	44.3
Volume/Cap:	0.29	0.54	0.23	0.54	0.22	0.22	0.50	0.54	0.54	0.54	0.50	0.47
Delay/Veh:	36.5	29.5	16.8	41.6	28.2	28.4	44.8	38.1	38.1	46.4	38.2	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	29.5	16.8	41.6	28.2	28.4	44.8	38.1	38.1	46.4	38.2	24.7
LOS by Move:	D+	C	B	D	C	C	D	D+	D+	D	D+	C
HCM2kAvgQ:	3	10	4	6	3	3	4	7	7	5	7	9
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project AM (11)

Intersection #18: US 101 SB Ramps / Dunne Avenue

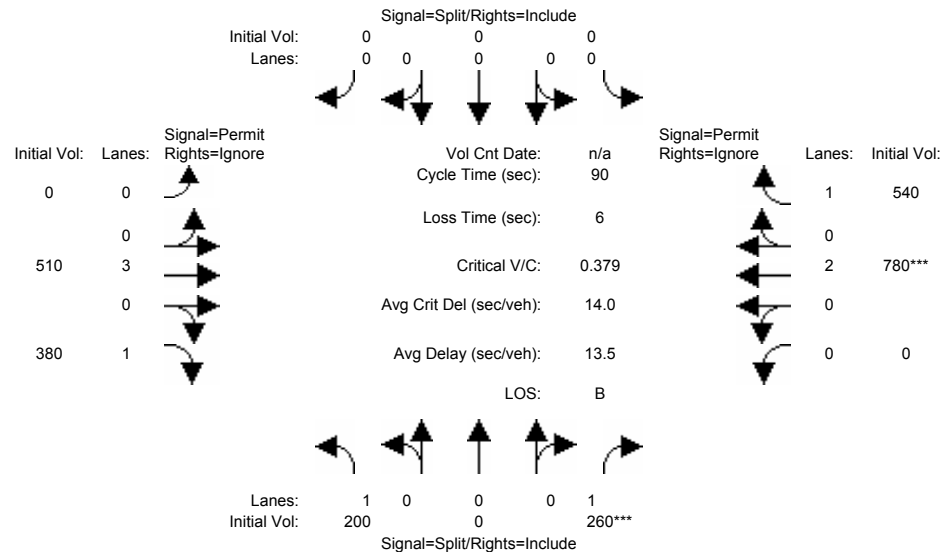


Street Name:	US 101 SB Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Volume Module:												
Base Vol:	0	0	0	150	0	260	0	740	330	260	720	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	150	0	260	0	740	330	260	720	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	150	0	260	0	740	330	260	720	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	150	0	260	0	740	330	260	720	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	260	0	740	330	260	720	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	150	0	260	0	740	330	260	720	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	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	0.08	0.00	0.15	0.00	0.13	0.19	0.15	0.19	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	24.8	0.0	24.8	0.0	31.4	31.4	24.8	56.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.54	0.00	0.37	0.54	0.54	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	26.1	0.0	29.0	0.0	22.0	24.4	29.0	7.9	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	26.1	0.0	29.0	0.0	22.0	24.4	29.0	7.9	0.0
LOS by Move:	A	A	A	C	A	C	A	C+	C	C	A	A
HCM2kAvgQ:	0	0	0	4	0	7	0	5	8	7	4	0
Note: Queue reported is the number of cars per lane.												

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Intersection #19: US 101 NB Ramps / Dunne Avenue

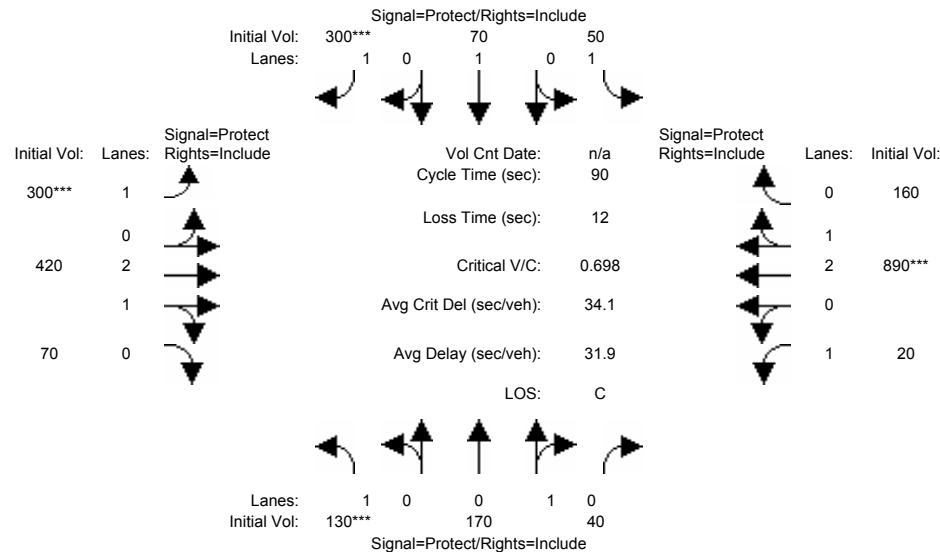


Street Name:	US 101 NB Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	200	0	260	0	0	0	0	510	380	0	780	540
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	0	260	0	0	0	0	510	380	0	780	540
Added Vol:	0	0	0	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	0	260	0	0	0	0	510	380	0	780	540
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:	200	0	260	0	0	0	0	510	0	0	780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	0	260	0	0	0	0	510	0	0	780	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:	200	0	260	0	0	0	0	510	0	0	780	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:	0.11	0.00	0.15	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.21	0.00
Crit Moves:			****								****	
Green Time:	35.3	0.0	35.3	0.0	0.0	0.0	0.0	48.7	0.0	0.0	48.7	0.0
Volume/Cap:	0.29	0.00	0.38	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.38	0.00
Delay/Veh:	19.0	0.0	19.9	0.0	0.0	0.0	0.0	10.4	0.0	0.0	12.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	0.0	19.9	0.0	0.0	0.0	0.0	10.4	0.0	0.0	12.0	0.0
LOS by Move:	B-	A	B-	A	A	A	A	B+	A	A	B	A
HCM2kAvgQ:	4	0	6	0	0	0	0	2	0	0	6	0
Note: Queue reported is the number of cars per lane.												

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Intersection #20: Dunne Ave/Condit Rd

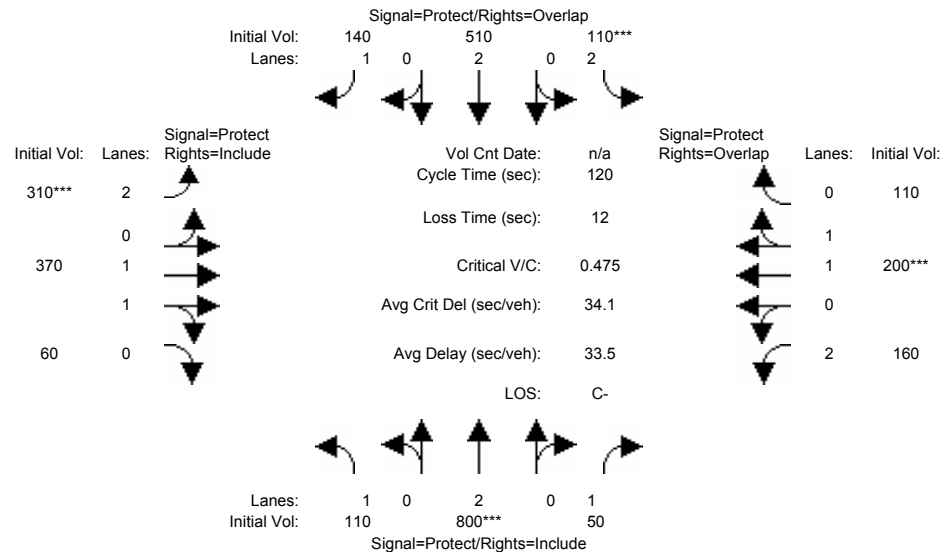


Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	130	170	40	50	70	300	300	420	70	20	890	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	170	40	50	70	300	300	420	70	20	890	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:	130	170	40	50	70	300	300	420	70	20	890	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:	130	170	40	50	70	300	300	420	70	20	890	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	170	40	50	70	300	300	420	70	20	890	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
FinalVolume:	130	170	40	50	70	300	300	420	70	20	890	160
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	0.81	0.19	1.00	1.00	1.00	1.00	2.56	0.44	1.00	2.53	0.47
Final Sat.:	1750	1457	343	1750	1900	1750	1750	4799	800	1750	4746	853
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.03	0.04	0.17	0.17	0.09	0.09	0.01	0.19	0.19
Crit Moves:	****					****	****			****		
Green Time:	9.6	19.0	19.0	12.7	22.1	22.1	22.1	27.2	27.2	19.1	24.2	24.2
Volume/Cap:	0.70	0.55	0.55	0.20	0.15	0.70	0.70	0.29	0.29	0.05	0.70	0.70
Delay/Veh:	49.9	33.4	33.4	34.6	26.7	35.9	35.9	24.1	24.1	28.3	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	33.4	33.4	34.6	26.7	35.9	35.9	24.1	24.1	28.3	31.1	31.1
LOS by Move:	D	C-	C-	C-	C	D+	D+	C	C	C	C	C
HCM2kAvgQ:	5	6	6	1	1	8	8	3	3	0	9	9
Note: Queue reported is the number of cars per lane.												

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Intersection #21: Tennant Ave/Monterey Rd

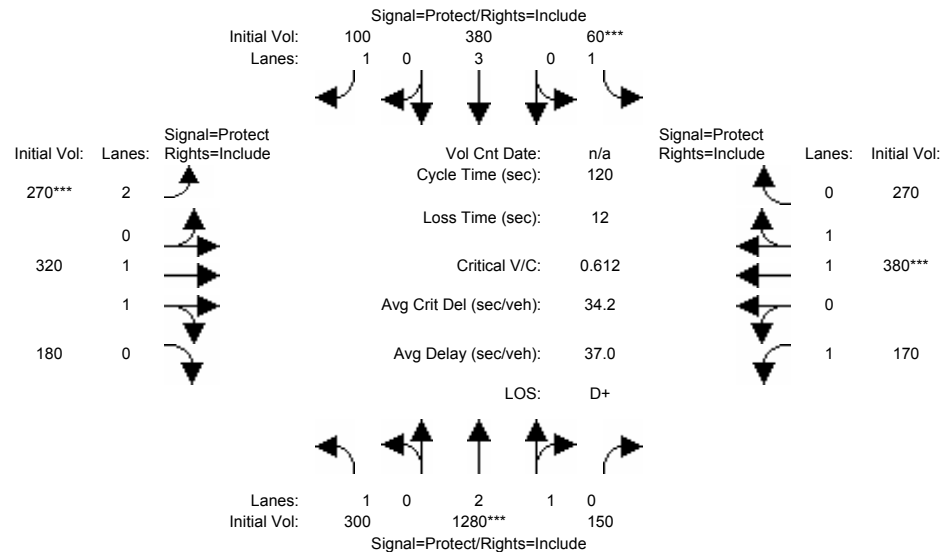


Street Name:	Monterey Road						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	110	800	50	110	510	140	310	370	60	160	200	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	800	50	110	510	140	310	370	60	160	200	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	800	50	110	510	140	310	370	60	160	200	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	800	50	110	510	140	310	370	60	160	200	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	800	50	110	510	140	310	370	60	160	200	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	110	800	50	110	510	140	310	370	60	160	200	110
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	1.27	0.73
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	3183	516	3150	2386	1312
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.03	0.03	0.13	0.08	0.10	0.12	0.12	0.05	0.08	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.8	53.2	53.2	8.8	42.2	67.1	24.9	30.6	30.6	15.4	21.2	30.0
Volume/Cap:	0.38	0.48	0.06	0.48	0.38	0.14	0.48	0.46	0.46	0.40	0.48	0.34
Delay/Veh:	45.5	23.8	19.2	54.9	29.3	12.8	42.4	38.0	38.0	48.7	45.0	37.1
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:	45.5	23.8	19.2	54.9	29.3	12.8	42.4	38.0	38.0	48.7	45.0	37.1
LOS by Move:	D	C	B-	D-	C	B	D	D+	D+	D	D	D+
HCM2kAvgQ:	4	10	1	3	7	3	6	7	7	4	6	5
Note: Queue reported is the number of cars per lane.												

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Intersection #22: Main Ave/Butterfield Blvd

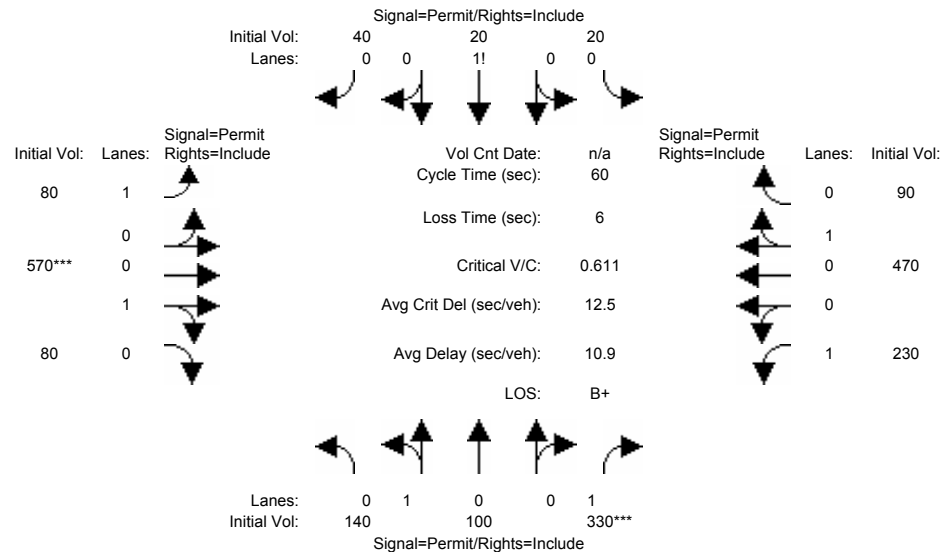


Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	300	1280	150	60	380	100	270	320	180	170	380	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	1280	150	60	380	100	270	320	180	170	380	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	1280	150	60	380	100	270	320	180	170	380	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	1280	150	60	380	100	270	320	180	170	380	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	1280	150	60	380	100	270	320	180	170	380	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	300	1280	150	60	380	100	270	320	180	170	380	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.67	0.33	1.00	3.00	1.00	2.00	1.26	0.74	1.00	1.15	0.85
Final Sat.:	1750	5012	587	1750	5700	1750	3150	2367	1331	1750	2162	1536
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.26	0.03	0.07	0.06	0.09	0.14	0.14	0.10	0.18	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	38.3	49.9	49.9	7.0	18.6	18.6	16.7	29.7	29.7	21.4	34.3	34.3
Volume/Cap:	0.54	0.61	0.61	0.59	0.43	0.37	0.61	0.55	0.55	0.55	0.61	0.61
Delay/Veh:	34.6	28.0	28.0	63.7	46.2	46.3	51.2	39.9	39.9	46.9	38.2	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	28.0	28.0	63.7	46.2	46.3	51.2	39.9	39.9	46.9	38.2	38.2
LOS by Move:	C-	C	C	E	D	D	D-	D	D	D	D+	D+
HCM2kAvgQ:	10	14	14	3	5	4	7	9	9	7	11	11
Note: Queue reported is the number of cars per lane.												

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Intersection #23: Condit Road / Main Avenue

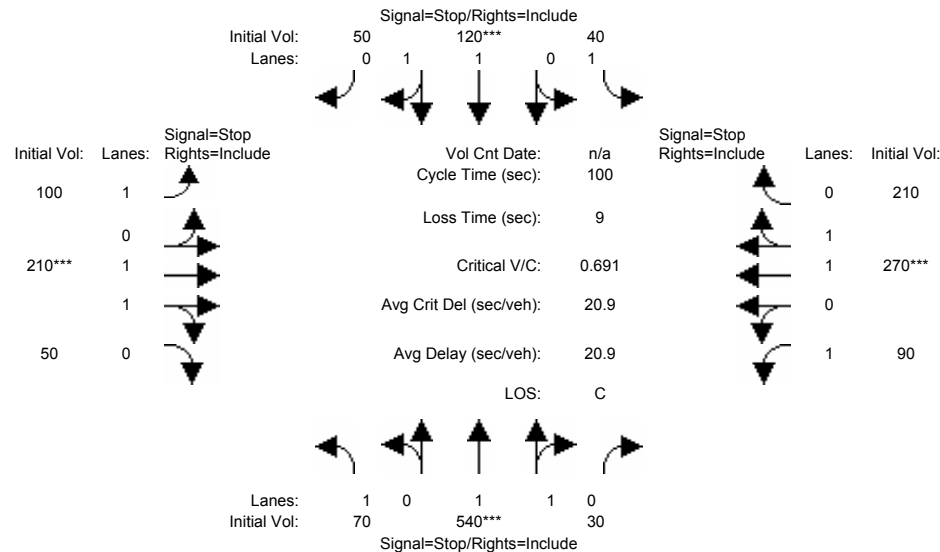


Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	140	100	330	20	20	40	80	570	80	230	470	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	100	330	20	20	40	80	570	80	230	470	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	100	330	20	20	40	80	570	80	230	470	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	100	330	20	20	40	80	570	80	230	470	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	100	330	20	20	40	80	570	80	230	470	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	100	330	20	20	40	80	570	80	230	470	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.58	0.42	1.00	0.25	0.25	0.50	1.00	0.88	0.12	1.00	0.84	0.16
Final Sat.:	1050	750	1750	438	438	875	1750	1578	222	1750	1511	289
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.19	0.05	0.05	0.05	0.05	0.36	0.36	0.13	0.31	0.31
Crit Moves:			****					****				
Green Time:	18.5	18.5	18.5	18.5	18.5	18.5	35.5	35.5	35.5	35.5	35.5	35.5
Volume/Cap:	0.43	0.43	0.61	0.15	0.15	0.15	0.08	0.61	0.61	0.22	0.53	0.53
Delay/Veh:	17.1	17.1	19.7	15.1	15.1	15.1	5.3	8.9	8.9	5.9	7.8	7.8
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:	17.1	17.1	19.7	15.1	15.1	15.1	5.3	8.9	8.9	5.9	7.8	7.8
LOS by Move:	B	B	B-	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	4	4	6	1	1	1	1	9	9	2	7	7
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2030 Project AM (11)

Intersection #24: Hale Avenue / Dunne Avenue (us) [- future unsignalized]



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
-----		-----			-----			-----			-----					
Min. Green:		7		10		10	7		10		10	7		10		10
-----		-----			-----			-----			-----					
Volume Module:																
Base Vol:		70		540		30	40		120		50	100		210		50
Growth Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:		70		540		30	40		120		50	100		210		50
Added Vol:		0		0		0	0		0		0	0		0		0
PasserByVol:		0		0		0	0		0		0	0		0		0
Initial Fut:		70		540		30	40		120		50	100		210		50
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:		70		540		30	40		120		50	100		210		50
Reduct Vol:		0		0		0	0		0		0	0		0		0
Reduced Vol:		70		540		30	40		120		50	100		210		50
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:		70		540		30	40		120		50	100		210		50
-----		-----			-----			-----			-----					
Saturation Flow Module:																
Adjustment:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:		1.00		1.89		0.11	1.00		1.41		0.59	1.00		1.62		0.38
Final Sat.:		376		781		44	324		488		209	347		598		145
-----		-----			-----			-----			-----					
Capacity Analysis Module:																
Vol/Sat:		0.19		0.69		0.69	0.12		0.25		0.24	0.29		0.35		0.35
Crit Moves:		****			****			****			****			****		
Delay/Veh:		13.7		27.4		27.1	14.3		15.1		14.7	16.1		16.4		16.0
Delay Adj:		1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:		13.7		27.4		27.1	14.3		15.1		14.7	16.1		16.4		16.0
LOS by Move:		B		D		D	B		C		B	C		C		C
ApproachDel:		25.9			14.9			16.2			20.5					
Delay Adj:		1.00			1.00			1.00			1.00					
ApprAdjDel:		25.9			14.9			16.2			20.5					
LOS by Appr:		D			B			C			C					
AllWayAvgQ:		0.2		1.9		1.8	0.1		0.3		0.3	0.3		0.5		0.4
Note: Queue reported is the number of cars per lane.																

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Hale Avenue / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Initial Vol:	70	540		30		40	120		50		100	210		50		90	270		210	
Major Street Volume:											930									
Minor Approach Volume:											640									
Minor Approach Volume Threshold:											405									

SIGNAL WARRANT DISCLAIMER

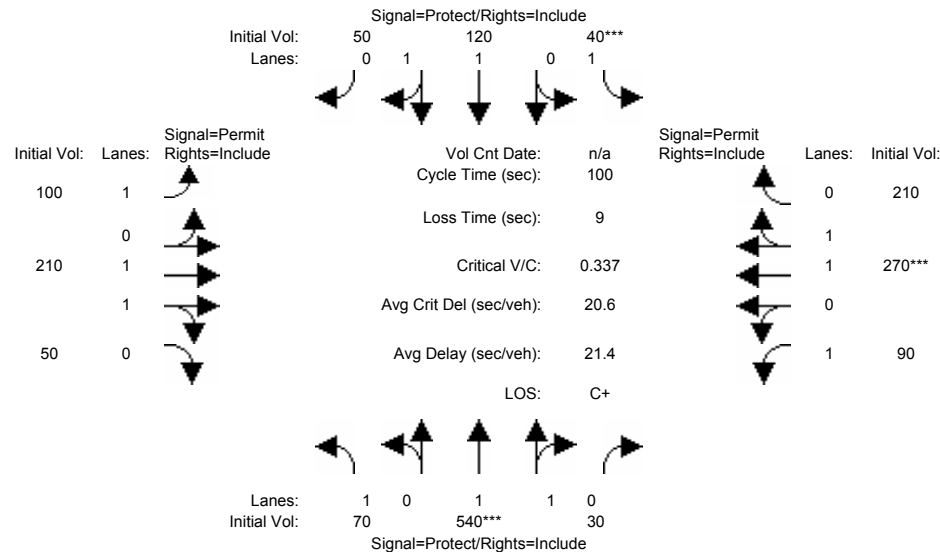
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project AM (11)

Intersection #224: Hale Avenue / Dunne Avenue [- future signalized]



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
Volume Module:												
Base Vol:	70	540	30	40	120	50	100	210	50	90	270	210
Growth Adj:	1.00	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	540	30	40	120	50	100	210	50	90	270	210
Added Vol:	0	0	0	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	540	30	40	120	50	100	210	50	90	270	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	540	30	40	120	50	100	210	50	90	270	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	540	30	40	120	50	100	210	50	90	270	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	540	30	40	120	50	100	210	50	90	270	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.89	0.11	1.00	1.40	0.60	1.00	1.60	0.40	1.00	1.10	0.90
Final Sat.:	1750	3505	195	1750	2611	1088	1750	2988	711	1750	2080	1618
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.02	0.05	0.05	0.06	0.07	0.07	0.05	0.13	0.13
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.7	45.6	45.6	7.0	30.9	30.9	38.4	38.4	38.4	38.4	38.4	38.4
Volume/Cap:	0.18	0.34	0.34	0.33	0.15	0.15	0.15	0.18	0.18	0.13	0.34	0.34
Delay/Veh:	32.2	17.6	17.6	45.8	25.1	25.1	20.2	20.5	20.5	20.1	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	17.6	17.6	45.8	25.1	25.1	20.2	20.5	20.5	20.1	21.9	21.9
LOS by Move:	C-	B	B	D	C	C	C+	C+	C+	C+	C+	C+
HCM2kAvgQ:	2	6	6	2	2	2	2	3	3	2	5	5
Note: Queue reported is the number of cars per lane.												

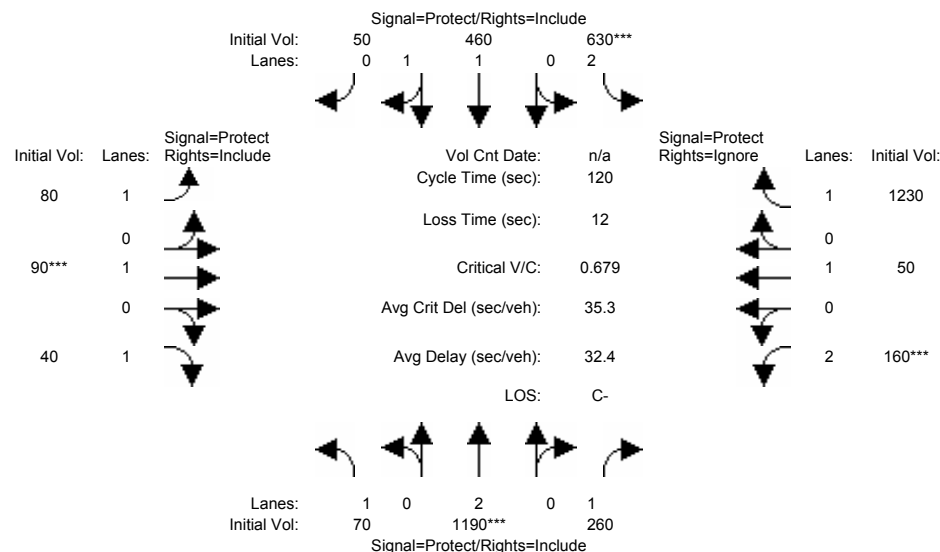
City of Morgan Hill Travel Demand Forecasting
SJ07-989

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Existing AM				2030 Proejct GP+Alt AM (12)						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1 Cochrane Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	27.6	0.375	31.8	C-	32.4	0.679	+ 0.304	35.3	+ 3.5	?	xx.x	x.xxx	xx.x
#2 Cochrane Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	B	16.7	0.347	21.1	D+	36.5	0.687	+ 0.340	42.3	+ 21.1	?	xx.x	x.xxx	xx.x
#3 Monterey Road / Central Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	16.0	0.000	1.3	F	132.7	0.000	+ 0.000	7.0	+ 5.7	?	xx.x	x.xxx	xx.x
#4 Monterey Road / Keystone Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.7	0.000	0.1	B	13.3	0.000	+ 0.000	0.2	+ 0.1	?	xx.x	x.xxx	xx.x
#5 Main Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	D	43.4	0.552	44.1	F	102.2	1.134	+ 0.582	133.9	+ 89.7	?	xx.x	x.xxx	xx.x
#6 Del Monte Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	13.5	0.000	1.2	C	18.3	0.000	+ 0.000	3.6	+ 2.3	?	xx.x	x.xxx	xx.x
#7 Hale Avenue / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	11.0	0.498	11.0	E	49.9	1.054	+ 0.556	49.9	+ 38.9	?	xx.x	x.xxx	xx.x
#8 Depot Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	15.9	0.000	1.1	E	43.8	0.000	+ 0.000	6.1	+ 5.0	?	xx.x	x.xxx	xx.x
#9 Monterey Road / 1st Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.2	0.000	0.1	B	14.4	0.000	+ 0.000	0.4	+ 0.3	?	xx.x	x.xxx	xx.x
#10 Monterey Road / 2nd Street	?	xx.x	x.xxx	xx.x	B+	10.7	0.218	7.5	B	13.7	0.541	+ 0.323	12.8	+ 5.3	?	xx.x	x.xxx	xx.x
#11 Monterey Road / 3rd Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.5	0.000	0.2	B	14.0	0.000	+ 0.000	0.7	+ 0.4	?	xx.x	x.xxx	xx.x
#12 Monterey Road / 4th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	14.2	0.000	0.2	E	43.9	0.000	+ 0.000	3.8	+ 3.7	?	xx.x	x.xxx	xx.x
#13 Monterey Road / 5th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	17.9	0.000	0.5	F	67.0	0.000	+ 0.000	4.8	+ 4.4	?	xx.x	x.xxx	xx.x
#14 Dunne Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	28.6	0.391	26.9	C-	34.6	0.677	+ 0.286	34.2	+ 7.3	?	xx.x	x.xxx	xx.x
#15 Del Monte Street / Dunne Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	12.0	0.000	2.8	C	19.6	0.000	+ 0.000	4.0	+ 1.2	?	xx.x	x.xxx	xx.x
#16 Church Street / Dunne Avenue	?	xx.x	x.xxx	xx.x	B-	18.8	0.284	18.4	C	23.2	0.422	+ 0.138	23.7	+ 5.2	?	xx.x	x.xxx	xx.x
#17 Dunne Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	C	30.7	0.529	33.5	C-	32.8	0.554	+ 0.025	34.4	+ 0.9	?	xx.x	x.xxx	xx.x
#18 US 101 SB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	C+	20.7	0.410	25.7	C+	20.3	0.546	+ 0.136	27.4	+ 1.7	?	xx.x	x.xxx	xx.x
#19 US 101 NB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	B	14.4	0.349	14.9	B	13.6	0.376	+ 0.028	14.0	- 0.9	?	xx.x	x.xxx	xx.x
#20 Dunne Ave/Condit Rd	?	xx.x	x.xxx	xx.x	C-	32.7	0.697	34.4	C	31.9	0.696	- 0.001	34.1	- 0.4	?	xx.x	x.xxx	xx.x
#21 Tennant Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	25.6	0.404	24.7	C-	33.6	0.451	+ 0.047	33.2	+ 8.6	?	xx.x	x.xxx	xx.x
#22 Main Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	C-	34.4	0.530	35.0	D+	36.6	0.612	+ 0.082	33.4	- 1.7	?	xx.x	x.xxx	xx.x
#23 Condit Road / Main Avenue	?	xx.x	x.xxx	xx.x	B+	10.8	0.449	11.6	B+	10.9	0.611	+ 0.162	12.5	+ 0.9	?	xx.x	x.xxx	xx.x
#24 Hale Avenue / Dunne Avenue (us) [- future unsignalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	D	28.6	0.796	+ 0.796	28.6	+ 28.6	?	xx.x	x.xxx	xx.x
#224 Hale Avenue / Dunne Avenue [- future signalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	C+	22.6	0.432	+ 0.432	23.2	+ 23.2	?	xx.x	x.xxx	xx.x

City of Morgan Hill Travel Demand Forecasting
SJ07-989Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt AM (12)

Intersection #1: Cochrane Ave/Monterey Rd



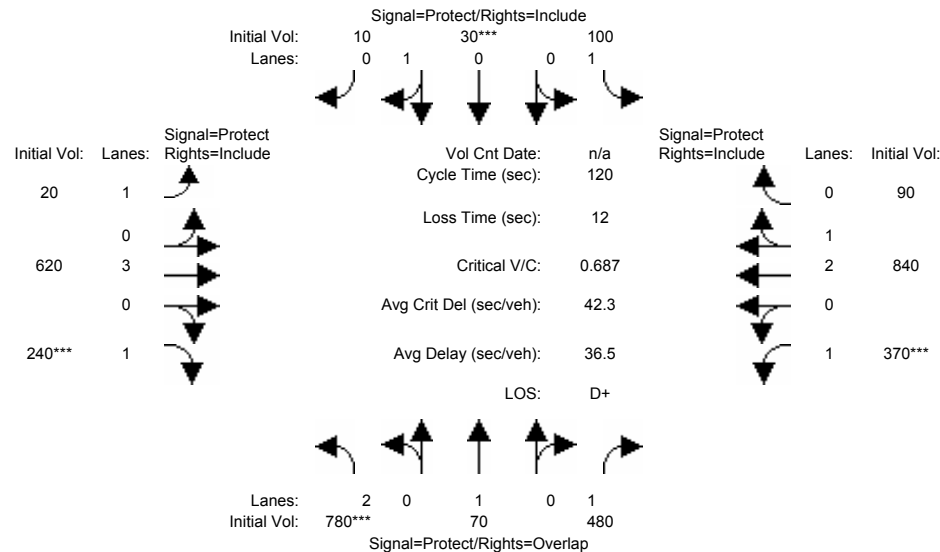
Street Name:	Monterey Road						Cochrane Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	70	1190	260	630	460	50	80	90	40	160	50	1230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1190	260	630	460	50	80	90	40	160	50	1230
Added Vol:	0	0	0	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	1190	260	630	460	50	80	90	40	160	50	1230
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:	70	1190	260	630	460	50	80	90	40	160	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1190	260	630	460	50	80	90	40	160	50	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	1190	260	630	460	50	80	90	40	160	50	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.80	0.20	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3337	363	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.15	0.20	0.14	0.14	0.05	0.05	0.02	0.05	0.03	0.00
Crit Moves:	****			****			****			****		
Green Time:	26.5	54.4	54.4	34.8	62.7	62.7	7.8	10.0	10.0	8.8	11.1	0.0
Volume/Cap:	0.18	0.69	0.33	0.69	0.26	0.26	0.71	0.57	0.27	0.69	0.29	0.00
Delay/Veh:	38.2	27.3	21.3	40.1	16.0	16.0	73.6	57.7	52.6	62.8	51.7	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:	38.2	27.3	21.3	40.1	16.0	16.0	73.6	57.7	52.6	62.8	51.7	0.0
LOS by Move:	D+	C	C+	D	B	B	E	E+	D-	E	D-	A
HCM2kAvgQ:	2	17	6	12	5	5	5	4	2	4	2	0

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt AM (12)

Intersection #2: Cochrane Ave/Butterfield Blvd

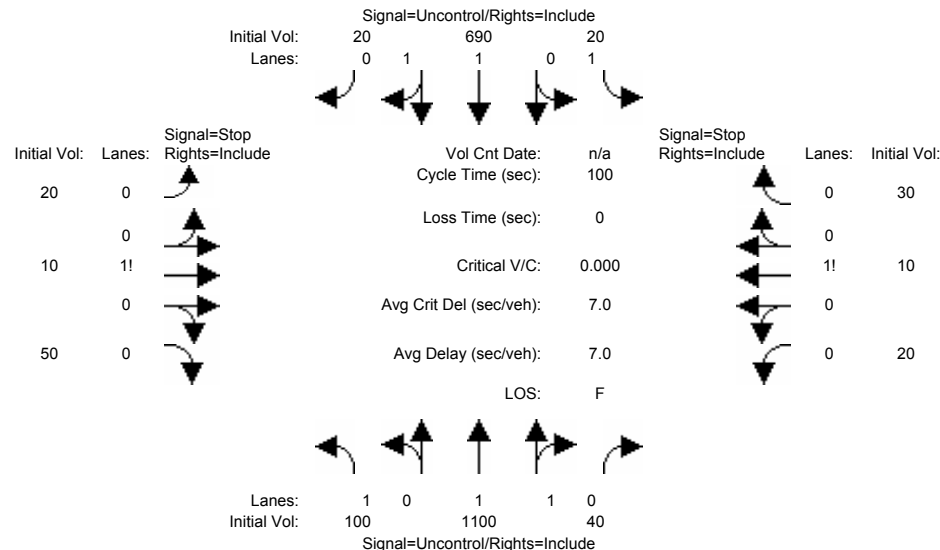


Street Name:	Butterfield Boulevard						Cochrane Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	780	70	480	100	30	10	20	620	240	370	840	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	780	70	480	100	30	10	20	620	240	370	840	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	780	70	480	100	30	10	20	620	240	370	840	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	780	70	480	100	30	10	20	620	240	370	840	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	780	70	480	100	30	10	20	620	240	370	840	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	780	70	480	100	30	10	20	620	240	370	840	90
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	0.75	0.25	1.00	3.00	1.00	1.00	2.70	0.30
Final Sat.:	3150	1900	1750	1750	1350	450	1750	5700	1750	1750	5057	542
Capacity Analysis Module:												
Vol/Sat:	0.25	0.04	0.27	0.06	0.02	0.02	0.01	0.11	0.14	0.21	0.17	0.17
Crit Moves:	****				****				****	****		
Green Time:	40.7	29.8	64.6	20.9	10.0	10.0	14.9	22.5	22.5	34.8	42.4	42.4
Volume/Cap:	0.73	0.15	0.51	0.33	0.27	0.27	0.09	0.58	0.73	0.73	0.47	0.47
Delay/Veh:	37.4	35.3	18.1	44.1	52.5	52.5	46.7	45.2	53.9	43.8	30.3	30.3
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:	37.4	35.3	18.1	44.1	52.5	52.5	46.7	45.2	53.9	43.8	30.3	30.3
LOS by Move:	D+	D+	B-	D	D-	D-	D	D	D-	D	C	C
HCM2kAvgQ:	16	2	12	4	2	2	1	7	9	13	9	9
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project GP+Alt AM (12)

Intersection #3: Monterey Road / Central Avenue (us) [- unsignalized]



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
----- ----- ----- -----															
Volume Module:															
Base Vol:	100	1100		40	20	690	20	20	10	50	20	10	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:	100	1100		40	20	690	20	20	10	50	20	10	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:	100	1100		40	20	690	20	20	10	50	20	10	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:	100	1100		40	20	690	20	20	10	50	20	10	30		
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0	0		
FinalVolume:	100	1100		40	20	690	20	20	10	50	20	10	30		
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxxx		4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9		
FollowUpTim:	2.2	xxxx	xxxxxx		2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3		
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	710	xxxx	xxxxxx		1140	xxxx	xxxxxx	1495	2080	355	1710	2070	570		
Potent Cap.:	899	xxxx	xxxxxx		620	xxxx	xxxxxx	87	54	647	60	55	470		
Move Cap.:	899	xxxx	xxxxxx		620	xxxx	xxxxxx	61	46	647	41	47	470		
Volume/Cap:	0.11	xxxx	xxxx		0.03	xxxx	xxxx	0.33	0.22	0.08	0.48	0.21	0.06		
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.4	xxxx	xxxxxx		0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx		
Control Del:	9.5	xxxx	xxxxxx		11.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx		
LOS by Move:	A	*	*		B	*	*	*	*	*	*	*	*		
Movement:	LT -	LTR -	RT		LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT		
Shared Cap.:	xxxx	xxxx	xxxxxx		xxxx	xxxx	xxxxxx	xxxx	129	xxxxxx	xxxx	79	xxxxxx		
SharedQueue:	xxxxxx	xxxx	xxxxxx		xxxxxx	xxxx	xxxxxx	xxxxxx	3.2	xxxxxx	xxxxxx	3.7	xxxxxx		
Shrd ConDel:	xxxxxx	xxxx	xxxxxx		xxxxxx	xxxx	xxxxxx	xxxxxx	70.6	xxxxxx	xxxxxx	133	xxxxxx		
Shared LOS:	*	*	*		*	*	*	*	F	*	*	F	*		
ApproachDel:	xxxxxxx				xxxxxxx				70.6			132.7			
ApproachLOS:	*				*				F			F			

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

Peak Hour Delay Signal Warrant Report

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    100 1100      40 20 690 20      20 10 50      20 10 30
ApproachDel:     xxxxxx      xxxxxx      70.6      132.7
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=80]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2110]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=60]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2110]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    100 1100      40 20 690 20      20 10 50      20 10 30
-----|-----|-----|-----|-----|

```

Major Street Volume: 1970

Minor Approach Volume: 80

Minor Approach Volume Threshold: 51 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

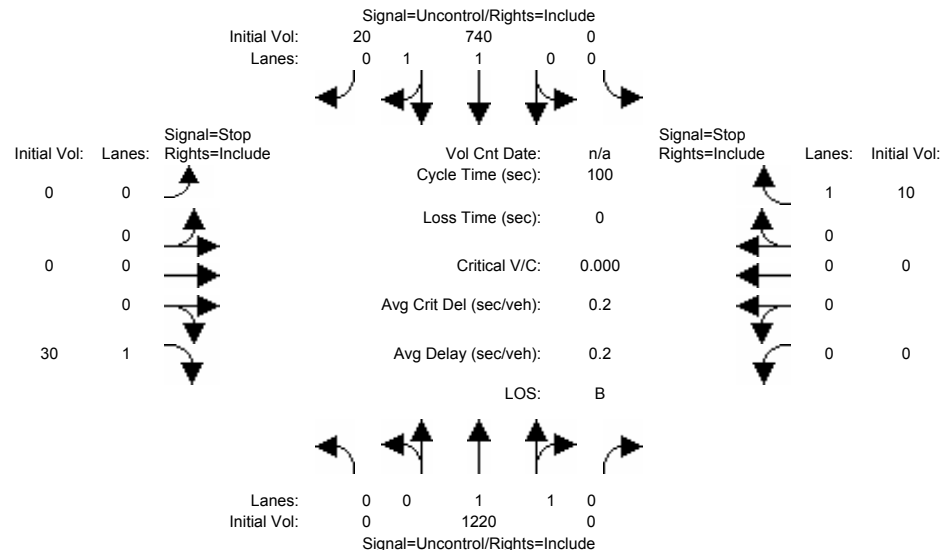
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project GP+Alt AM (12)

Intersection #4: Monterey Road / Keystone Avenue (us) [- unsignalized]



Street Name:	Monterey Road						Keystone 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:												
Base Vol:	0	1220	0	0	740	20	0	0	30	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1220	0	0	740	20	0	0	30	0	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1220	0	0	740	20	0	0	30	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1220	0	0	740	20	0	0	30	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1220	0	0	740	20	0	0	30	0	0	10
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	380	xxxx	xxxx	610
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	624	xxxx	xxxx	442
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	624	xxxx	xxxx	442
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.1	xxxxx	xxxx	13.3
LOS by Move:	*	*	*	*	*	*	*	*	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	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	11.1	xxxxxx	xxxxxx	13.3
ApproachLOS:	*	*	*	*	*	*	*	*	B	*	*	B

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

Peak Hour Delay Signal Warrant Report

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 1220      0 0 740 20      0 0 0 30      0 0 0 10
ApproachDel:    xxxxxx      xxxxxx      11.1      13.3
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2020]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=10]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2020]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 1220      0 0 740 20      0 0 0 30      0 0 0 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1980

Minor Approach Volume: 30

Minor Approach Volume Threshold: 49 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

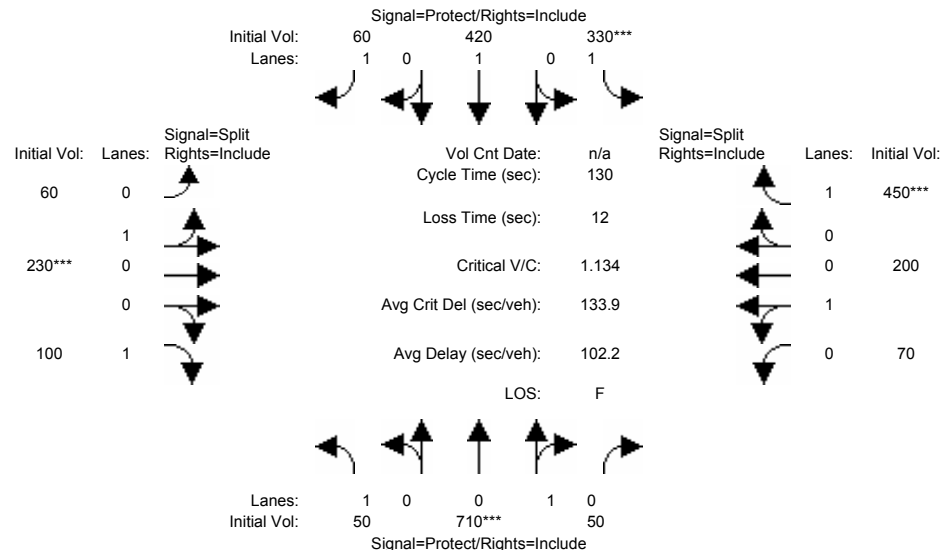
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt AM (12)

Intersection #5: Main Ave/Monterey Rd

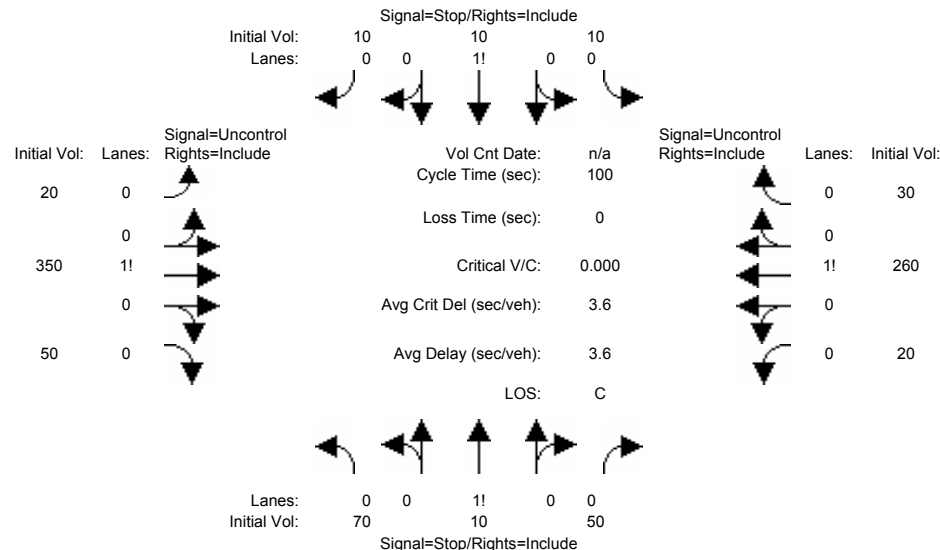


Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	50	710	50	330	420	60	60	230	100	70	200	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	710	50	330	420	60	60	230	100	70	200	450
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	710	50	330	420	60	60	230	100	70	200	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	710	50	330	420	60	60	230	100	70	200	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	710	50	330	420	60	60	230	100	70	200	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	50	710	50	330	420	60	60	230	100	70	200	450
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	0.93	0.07	1.00	1.00	1.00	0.21	0.79	1.00	0.26	0.74	1.00
Final Sat.:	1750	1682	118	1750	1900	1750	372	1428	1750	467	1333	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	0.42	0.19	0.22	0.03	0.16	0.16	0.06	0.15	0.15	0.26
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.7	48.4	48.4	21.6	56.3	56.3	18.5	18.5	18.5	29.5	29.5	29.5
Volume/Cap:	0.27	1.13	1.13	1.13	0.51	0.08	1.13	1.13	0.40	0.66	0.66	1.13
Delay/Veh:	54.3	119	118.6	148.0	27.3	21.7	152.9	153	51.8	49.7	49.7	137.1
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:	54.3	119	118.6	148.0	27.3	21.7	152.9	153	51.8	49.7	49.7	137.1
LOS by Move:	D-	F	F	F	C	C+	F	F	D-	D	D	F
HCM2kAvgQ:	2	44	44	21	12	1	20	20	4	11	11	30
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project GP+Alt AM (12)

Intersection #6: Del Monte Street / Main Avenue (us) [- unsignalized]



Street Name:	Del Monte 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:												
Base Vol:	70	10	50	10	10	10	20	350	50	20	260	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:	70	10	50	10	10	10	20	350	50	20	260	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:	70	10	50	10	10	10	20	350	50	20	260	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:	70	10	50	10	10	10	20	350	50	20	260	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	70	10	50	10	10	10	20	350	50	20	260	30
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	740	745	375	760	755	275	290	xxxx	xxxxxx	400	xxxx	xxxxxx
Potent Cap.:	335	345	676	325	340	769	1283	xxxx	xxxxxx	1170	xxxx	xxxxxx
Move Cap.:	315	333	676	287	329	769	1283	xxxx	xxxxxx	1170	xxxx	xxxxxx
Volume/Cap:	0.22	0.03	0.07	0.03	0.03	0.01	0.02	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Control Del:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.8	xxxx	xxxxxx	8.1	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	L	LTR	RT	LT	L	LTR	RT	LT	L	LTR	RT
Shared Cap.:	xxxx	399	xxxxxx	xxxx	383	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	1.4	xxxxxx	xxxxxx	0.3	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	18.3	xxxxxx	xxxxxx	15.2	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:	18.3			15.2			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met


```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    70 10 50        10 10 10        20 350 50        20 260 30
ApproachDel:    18.3            15.2            xxxxxx            xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.7]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=130]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=890]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=890]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    70 10 50        10 10 10        20 350 50        20 260 30
-----|-----|-----|-----|-----|

```

Major Street Volume: 730

Minor Approach Volume: 130

Minor Approach Volume Threshold: 303

SIGNAL WARRANT DISCLAIMER

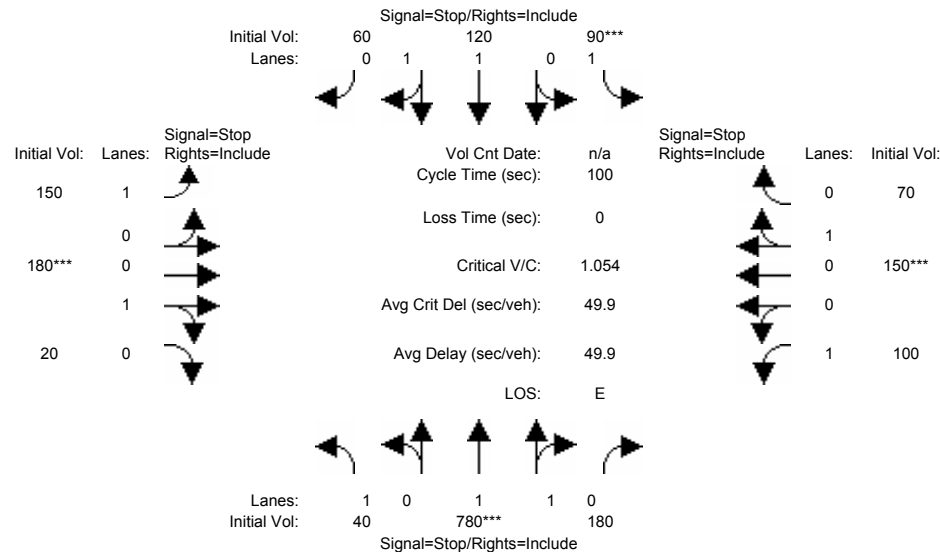
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2030 Project GP+Alt AM (12)

Intersection #7: Hale Avenue / Main Avenue (us) [- unsignalized]



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
Volume Module:												
Base Vol:	40	780	180	90	120	60	150	180	20	100	150	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:	40	780	180	90	120	60	150	180	20	100	150	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:	40	780	180	90	120	60	150	180	20	100	150	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:	40	780	180	90	120	60	150	180	20	100	150	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	780	180	90	120	60	150	180	20	100	150	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	780	180	90	120	60	150	180	20	100	150	70
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	1.62	0.38	1.00	1.33	0.67	1.00	0.90	0.10	1.00	0.68	0.32
Final Sat.:	409	740	174	354	503	261	400	384	43	395	294	137
Capacity Analysis Module:												
Vol/Sat:	0.10	1.05	1.03	0.25	0.24	0.23	0.38	0.47	0.47	0.25	0.51	0.51
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	12.1	85.3	78.2	15.9	14.8	14.2	16.7	17.9	17.9	14.6	18.9	18.9
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:	12.1	85.3	78.2	15.9	14.8	14.2	16.7	17.9	17.9	14.6	18.9	18.9
LOS by Move:	B	F	F	C	B	B	C	C	C	B	C	C
ApproachDel:	81.1	81.1	81.1	15.0	15.0	15.0	17.4	17.4	17.4	17.6	17.6	17.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ApprAdjDel:	81.1	81.1	81.1	15.0	15.0	15.0	17.4	17.4	17.4	17.6	17.6	17.6
LOS by Appr:	F	F	F	C	C	C	C	C	C	C	C	C
AllWayAvgQ:	0.1	9.9	8.7	0.3	0.3	0.3	0.6	0.8	0.8	0.3	1.0	1.0

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Hale Avenue / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0
Initial Vol:	40		780		180	90		120		60	150		180		20	100		150		70
Major Street Volume:	1270																			
Minor Approach Volume:	350																			
Minor Approach Volume Threshold:	271																			

SIGNAL WARRANT DISCLAIMER

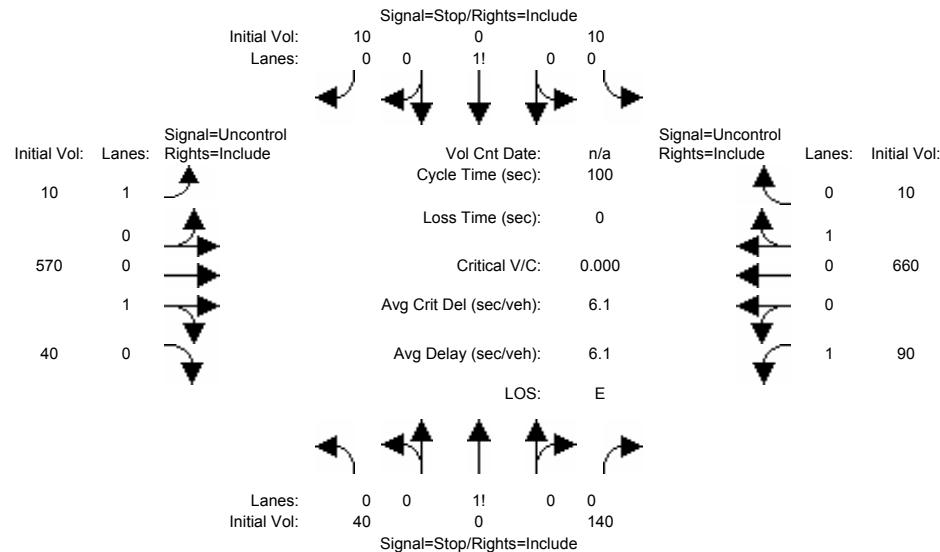
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project GP+Alt AM (12)

Intersection #8: Depot Street / Main Avenue (us) [- unsignalized]



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:												
Base Vol:	40	0	140	10	0	10	10	570	40	90	660	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	0	140	10	0	10	10	570	40	90	660	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	0	140	10	0	10	10	570	40	90	660	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	0	140	10	0	10	10	570	40	90	660	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	0	140	10	0	10	10	570	40	90	660	10
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	1460	1460	590	1525	1475	665	670	xxxx	xxxxxx	610	xxxx	xxxxxx
Potent Cap.:	108	130	511	97	128	464	930	xxxx	xxxxxx	979	xxxx	xxxxxx
Move Cap.:	98	117	511	65	115	464	930	xxxx	xxxxxx	979	xxxx	xxxxxx
Volume/Cap:	0.41	0.00	0.27	0.15	0.00	0.02	0.01	xxxx	xxxx	0.09	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.3	xxxx	xxxxxx
Control Del:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.9	xxxx	xxxxxx	9.1	xxxx	xxxxxx
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	263	xxxxxx	xxxx	114	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	4.5	xxxxxx	xxxxxx	0.6	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	43.8	xxxxxx	xxxxxx	43.0	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	E	*	*	E	*	*	*	*	*	*	*
ApproachDel:	43.8			43.0			xxxxxx			xxxxxx		
ApproachLOS:	E			E			*		*	*		*

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

Peak Hour Delay Signal Warrant Report

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met


```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    40 0 140      10 0 10      10 570 40      90 660 10
ApproachDel:    43.8          43.0          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=180]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1580]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1580]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    40 0 140      10 0 10      10 570 40      90 660 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1380

Minor Approach Volume: 180

Minor Approach Volume Threshold: 174

SIGNAL WARRANT DISCLAIMER

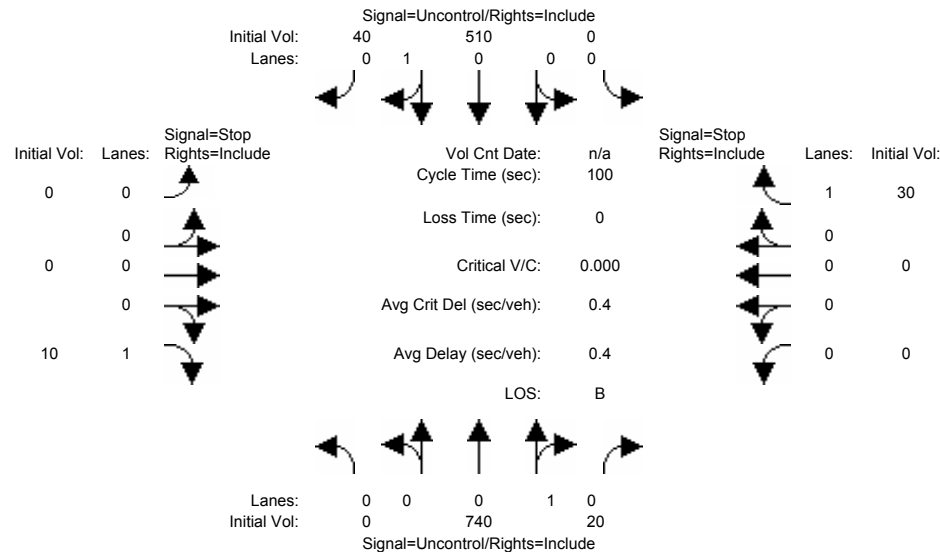
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project GP+Alt AM (12)

Intersection #9: Monterey Road / 1st Street (us) [- unsignalized]



Street Name:	Monterey Road						1st 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:												
Base Vol:	0	740	20	0	510	40	0	0	10	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	740	20	0	510	40	0	0	10	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	740	20	0	510	40	0	0	10	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	740	20	0	510	40	0	0	10	0	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	740	20	0	510	40	0	0	10	0	0	30
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
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	530	xxxx	xxxx	750
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	553	xxxx	xxxx	415
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	553	xxxx	xxxx	415
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	0.07
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	0.2
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.6	xxxxx	xxxx	14.4
LOS by Move:	*	*	*	*	*	*	*	*	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	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					11.6			14.4
ApproachLOS:	*			*					B			B

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 0 0 1 0	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 740 20	0 510 40	0 0 0 10	0 0 0 30
ApproachDel:	xxxxxx	xxxxxx	11.6	14.4

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=10]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1350]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1350]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 0 0 1 0	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 740 20	0 510 40	0 0 0 10	0 0 0 30

Major Street Volume: 1310

Minor Approach Volume: 30

Minor Approach Volume Threshold: 147

SIGNAL WARRANT DISCLAIMER

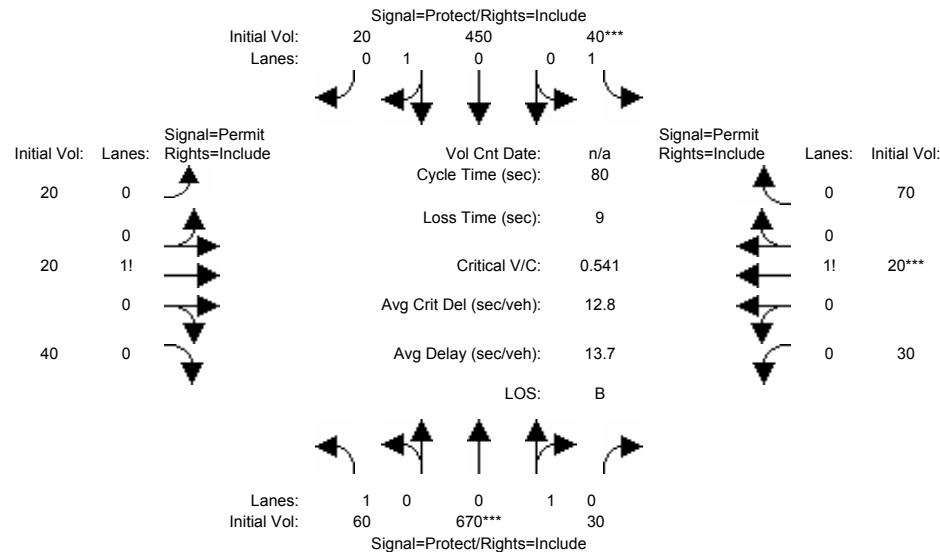
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt AM (12)

Intersection #10: Monterey Road / 2nd Street



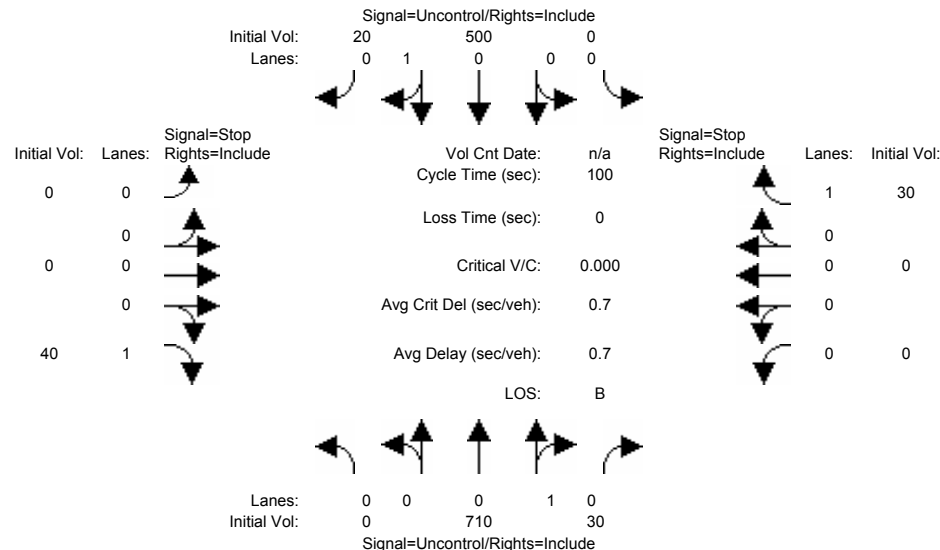
Street Name:	Monterey Road						2nd Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	7		10		10	7		10		10	7		10		10
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:															
Base Vol:	60		670		30	40		450		20	20		20		40
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	60		670		30	40		450		20	20		40		30
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	60		670		30	40		450		20	20		40		30
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:	60		670		30	40		450		20	20		40		30
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	60		670		30	40		450		20	20		40		30
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:	60		670		30	40		450		20	20		40		30
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		0.95		0.95	0.95		0.92		0.92	0.92		0.92		0.92
Lanes:	1.00		0.96		0.04	1.00		0.96		0.04	0.25		0.25		0.50
Final Sat.:	1750		1723		77	1750		1723		77	438		438		875
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.03		0.39		0.39	0.02		0.26		0.26	0.05		0.05		0.05
Crit Moves:	****			****			****			****			****		
Green Time:	15.3		54.0		54.0	7.0		45.7		45.7	10.0		10.0		10.0
Volume/Cap:	0.18		0.58		0.58	0.26		0.46		0.46	0.37		0.37		0.37
Delay/Veh:	27.3		7.6		7.6	35.0		10.3		10.3	33.1		33.1		33.1
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	27.3		7.6		7.6	35.0		10.3		10.3	33.1		33.1		33.1
LOS by Move:	C		A		A	C-		B+		B+	C-		C-		C-
HCM2kAvgQ:	1		9		9	1		7		7	2		2		2
Note: Queue reported is the number of cars per lane.															

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project GP+Alt AM (12)

Intersection #11: Monterey Road / 3rd Street (us) [- unsignalized]



Street Name:	Monterey Road						3rd 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:												
Base Vol:	0	710	30	0	500	20	0	0	40	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	710	30	0	500	20	0	0	40	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	710	30	0	500	20	0	0	40	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	710	30	0	500	20	0	0	40	0	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	710	30	0	500	20	0	0	40	0	0	30
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
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	510	xxxx	xxxx	725
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	567	xxxx	xxxx	428
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	567	xxxx	xxxx	428
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	0.07
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	0.2
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.8	xxxxx	xxxx	14.0
LOS by Move:	*	*	*	*	*	*	*	*	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	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					11.8			14.0
ApproachLOS:	*			*					B			B

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 0 1 0      0 0 0 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 710 30      0 500 20      0 0 0 40      0 0 0 30
ApproachDel:    xxxxxx      xxxxxx      11.8      14.0
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1330]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1330]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 0 1 0      0 0 0 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 710 30      0 500 20      0 0 0 40      0 0 0 30
-----|-----|-----|-----|-----|

```

Major Street Volume: 1260

Minor Approach Volume: 40

Minor Approach Volume Threshold: 158

SIGNAL WARRANT DISCLAIMER

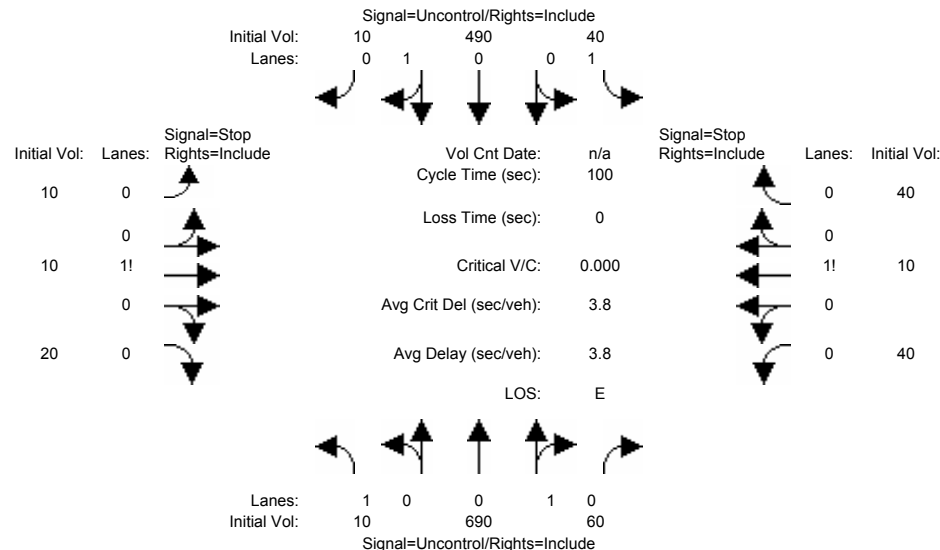
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project GP+Alt AM (12)

Intersection #12: Monterey Road / 4th Street (us) [- unsignalized]



Street Name:	Monterey Road						4th 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:												
Base Vol:	10	690	60	40	490	10	10	10	20	40	10	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:	10	690	60	40	490	10	10	10	20	40	10	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:	10	690	60	40	490	10	10	10	20	40	10	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:	10	690	60	40	490	10	10	10	20	40	10	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	690	60	40	490	10	10	10	20	40	10	40
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:	500	xxxx	xxxxx	750	xxxx	xxxxx	1340	1345	495	1330	1320	720
Potent Cap.:	1075	xxxx	xxxxx	868	xxxx	xxxxx	131	153	579	133	158	431
Move Cap.:	1075	xxxx	xxxxx	868	xxxx	xxxxx	108	144	579	117	150	431
Volume/Cap:	0.01	xxxx	xxxx	0.05	xxxx	xxxx	0.09	0.07	0.03	0.34	0.07	0.09
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.4	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	204	xxxxx	xxxx	179	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	2.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.9	xxxxx	xxxxx	43.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	D	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			26.9			43.9		
ApproachLOS:	*			*			D			E		

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:       Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1  0  0  1  0      1  0  0  1  0      0  0  1!  0  0      0  0  1!  0  0
Initial Vol:    10  690      60      40  490      10      10  10  20      40  10  40
ApproachDel:    xxxxxx      xxxxxx      26.9      43.9
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1430]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=90]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1430]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:       Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1  0  0  1  0      1  0  0  1  0      0  0  1!  0  0      0  0  1!  0  0
Initial Vol:    10  690      60      40  490      10      10  10  20      40  10  40
-----|-----|-----|-----|-----|

```

Major Street Volume: 1300

Minor Approach Volume: 90

Minor Approach Volume Threshold: 194

SIGNAL WARRANT DISCLAIMER

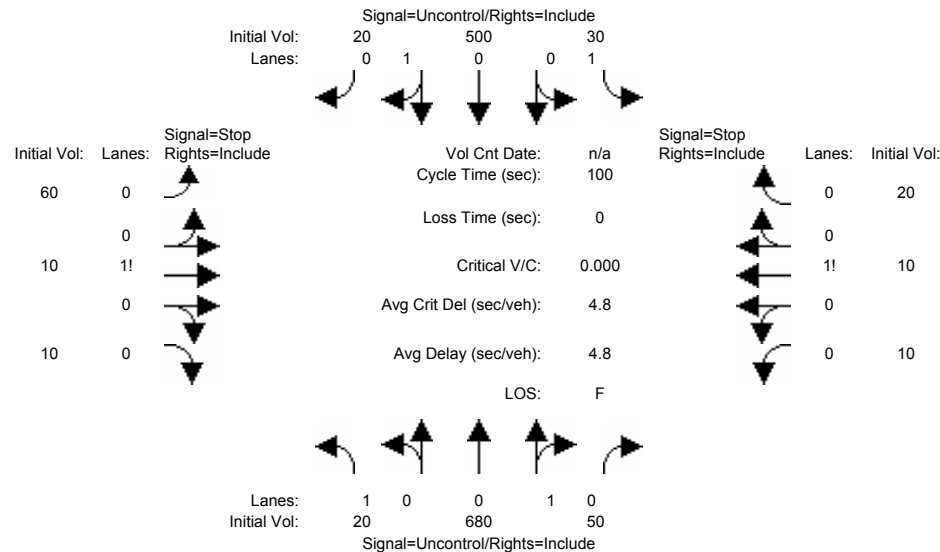
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project GP+Alt AM (12)

Intersection #13: Monterey Road / 5th Street (us) [- unsignalized]



Street Name:	Monterey Road						5th 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:												
Base Vol:	20	680	50	30	500	20	60	10	10	10	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	680	50	30	500	20	60	10	10	10	10	20
Added Vol:	0	0	0	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	680	50	30	500	20	60	10	10	10	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	680	50	30	500	20	60	10	10	10	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	680	50	30	500	20	60	10	10	10	10	20
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	520	xxxx	xxxxxx	730	xxxx	xxxxxx	1330	1340	510	1325	1325	705
Potent Cap.:	1056	xxxx	xxxxxx	883	xxxx	xxxxxx	133	154	567	134	157	440
Move Cap.:	1056	xxxx	xxxxxx	883	xxxx	xxxxxx	116	146	567	120	149	440
Volume/Cap:	0.02	xxxx	xxxx	0.03	xxxx	xxxx	0.52	0.07	0.02	0.08	0.07	0.05
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.5	xxxx	xxxxxx	9.2	xxxx	xxxxxx	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	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	132	xxxxxx	xxxx	204	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	3.1	xxxxxx	xxxxxx	0.7	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	67.0	xxxxxx	xxxxxx	26.9	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	D	*
ApproachDel:	xxxxxxx			xxxxxxx			67.0			26.9		
ApproachLOS:	*			*			F			D		

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 0 1 0      1 0 0 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 680      30 500      60 10 10      10 10 20
ApproachDel:    xxxxxx      xxxxxx      67.0      26.9
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.5]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=80]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1420]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1420]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 0 1 0      1 0 0 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 680      30 500      60 10 10      10 10 20
-----|-----|-----|-----|-----|

```

Major Street Volume: 1300

Minor Approach Volume: 80

Minor Approach Volume Threshold: 194

SIGNAL WARRANT DISCLAIMER

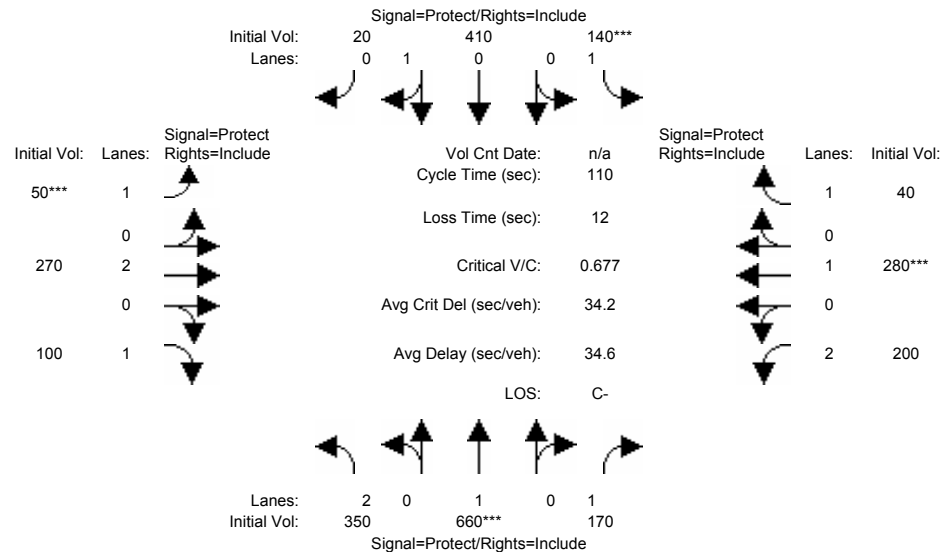
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt AM (12)

Intersection #14: Dunne Ave/Monterey Rd

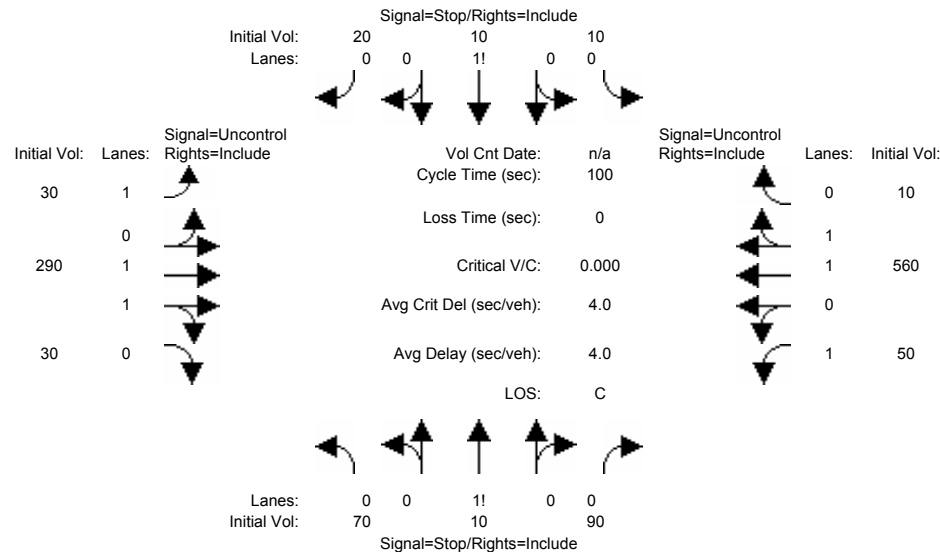


Street Name:	Monterey Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	350	660	170	140	410	20	50	270	100	200	280	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	660	170	140	410	20	50	270	100	200	280	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:	350	660	170	140	410	20	50	270	100	200	280	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:	350	660	170	140	410	20	50	270	100	200	280	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	660	170	140	410	20	50	270	100	200	280	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	660	170	140	410	20	50	270	100	200	280	40
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	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	0.95	0.05	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	1900	1750	1750	1716	84	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.35	0.10	0.08	0.24	0.24	0.03	0.07	0.06	0.06	0.15	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.5	55.0	55.0	12.7	46.2	46.2	7.0	17.8	17.8	12.5	23.3	23.3
Volume/Cap:	0.57	0.69	0.19	0.69	0.57	0.57	0.45	0.44	0.35	0.56	0.69	0.11
Delay/Veh:	41.3	23.3	15.3	56.9	25.4	25.4	52.5	42.1	41.7	48.1	45.2	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:	41.3	23.3	15.3	56.9	25.4	25.4	52.5	42.1	41.7	48.1	45.2	35.1
LOS by Move:	D	C	B	E+	C	C	D-	D	D	D	D	D+
HCM2kAvgQ:	7	18	3	5	11	11	2	4	3	4	9	1
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project GP+Alt AM (12)

Intersection #15: Del Monte Street / Dunne Avenue (us) [- unsignalized]



Street Name:	Del Monte 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:												
Base Vol:	70	10	90	10	10	20	30	290	30	50	560	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	10	90	10	10	20	30	290	30	50	560	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	10	90	10	10	20	30	290	30	50	560	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	10	90	10	10	20	30	290	30	50	560	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	70	10	90	10	10	20	30	290	30	50	560	10
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	750	1035	160	875	1045	285	570	xxxx	xxxxx	320	xxxx	xxxxx
Potent Cap.:	304	234	863	247	231	718	1013	xxxx	xxxxx	1251	xxxx	xxxxx
Move Cap.:	270	218	863	202	215	718	1013	xxxx	xxxxx	1251	xxxx	xxxxx
Volume/Cap:	0.26	0.05	0.10	0.05	0.05	0.03	0.03	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	8.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	L	LTR	RT	LT	L	LTR	RT	LT	L	LTR	RT
Shared Cap.:	xxxx	415	xxxxx	xxxx	323	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	2.0	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	19.6	xxxxx	xxxxx	17.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:	19.6			17.7			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 1 1 0      1 0 1 1 0
Initial Vol:    70 10 90      10 10 20      30 290 30      50 560 10
ApproachDel:    19.6          17.7          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.9]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=170]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1180]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1180]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 1 1 0      1 0 1 1 0
Initial Vol:    70 10 90      10 10 20      30 290 30      50 560 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 970

Minor Approach Volume: 170

Minor Approach Volume Threshold: 295

SIGNAL WARRANT DISCLAIMER

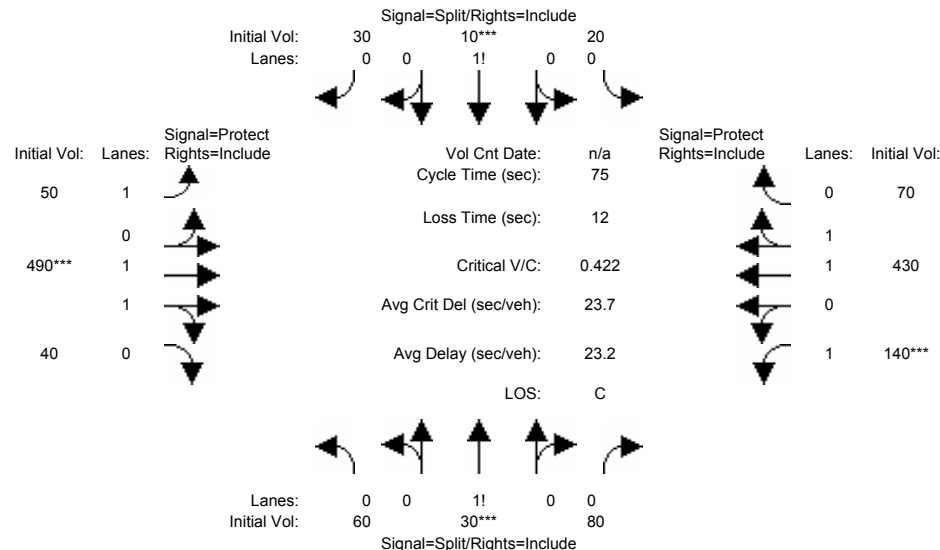
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt AM (12)

Intersection #16: Church Street / Dunne Avenue

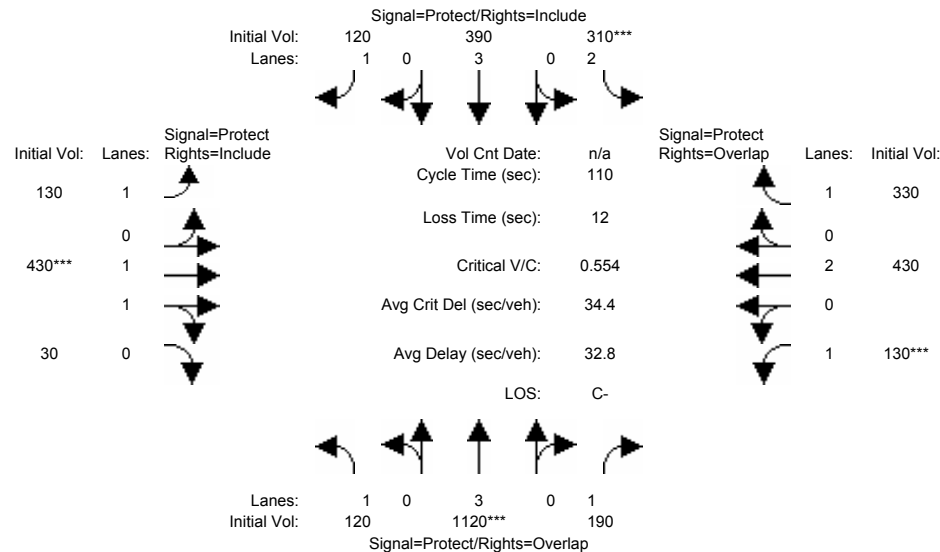


Street Name:	Church Street						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	60	30	80	20	10	30	50	490	40	140	430	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	30	80	20	10	30	50	490	40	140	430	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:	60	30	80	20	10	30	50	490	40	140	430	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:	60	30	80	20	10	30	50	490	40	140	430	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	30	80	20	10	30	50	490	40	140	430	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	30	80	20	10	30	50	490	40	140	430	70
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	0.98	0.95
Lanes:	0.35	0.18	0.47	0.33	0.17	0.50	1.00	1.84	0.16	1.00	1.71	0.29
Final Sat.:	618	309	824	583	292	875	1750	3421	279	1750	3182	518
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.03	0.03	0.03	0.03	0.14	0.14	0.08	0.14	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.1	16.1	16.1	10.0	10.0	10.0	15.1	23.7	23.7	13.2	21.8	21.8
Volume/Cap:	0.45	0.45	0.45	0.26	0.26	0.26	0.14	0.45	0.45	0.45	0.46	0.46
Delay/Veh:	26.5	26.5	26.5	29.8	29.8	29.8	24.8	20.8	20.8	28.7	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	26.5	26.5	29.8	29.8	29.8	24.8	20.8	20.8	28.7	22.1	22.1
LOS by Move:	C	C	C	C	C	C	C	C+	C+	C	C+	C+
HCM2kAvgQ:	4	4	4	2	2	2	1	5	5	3	5	5
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt AM (12)

Intersection #17: Dunne Ave/Butterfield Blvd

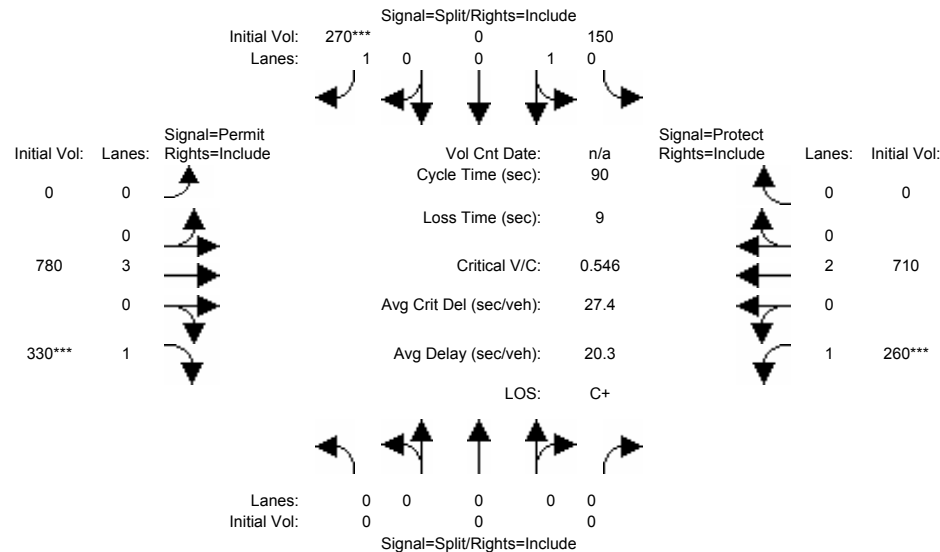


Street Name:	Butterfield Boulevard						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	120	1120	190	310	390	120	130	430	30	130	430	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1120	190	310	390	120	130	430	30	130	430	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:	120	1120	190	310	390	120	130	430	30	130	430	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:	120	1120	190	310	390	120	130	430	30	130	430	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1120	190	310	390	120	130	430	30	130	430	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
FinalVolume:	120	1120	190	310	390	120	130	430	30	130	430	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	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	3459	241	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.11	0.10	0.07	0.07	0.07	0.12	0.12	0.07	0.11	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	25.2	39.0	53.8	19.5	33.4	33.4	15.6	24.7	24.7	14.8	23.8	43.4
Volume/Cap:	0.30	0.55	0.22	0.55	0.23	0.23	0.52	0.55	0.55	0.55	0.52	0.48
Delay/Veh:	35.5	28.8	16.3	42.5	28.7	28.9	45.7	38.6	38.6	47.4	38.7	25.4
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:	35.5	28.8	16.3	42.5	28.7	28.9	45.7	38.6	38.6	47.4	38.7	25.4
LOS by Move:	D+	C	B	D	C	C	D	D+	D+	D	D+	C
HCM2kAvgQ:	4	10	4	6	3	3	4	7	7	5	7	9
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt AM (12)

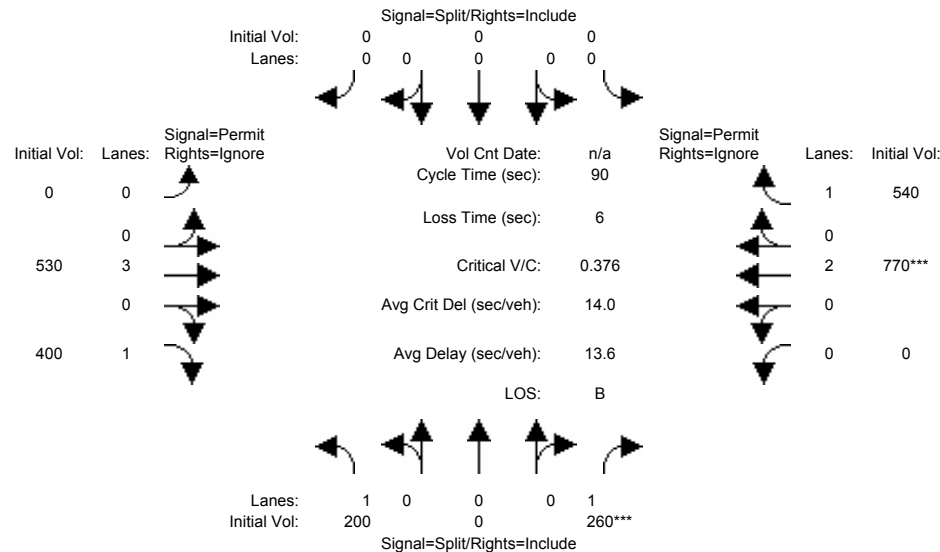
Intersection #18: US 101 SB Ramps / Dunne Avenue



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	0	10	0	10	10	7	10	0
Volume Module:												
Base Vol:	0	0	0	150	0	270	0	780	330	260	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:	0	0	0	150	0	270	0	780	330	260	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:	0	0	0	150	0	270	0	780	330	260	710	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	150	0	270	0	780	330	260	710	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	150	0	270	0	780	330	260	710	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	150	0	270	0	780	330	260	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	0.95	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	0.08	0.00	0.15	0.00	0.14	0.19	0.15	0.19	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	25.4	0.0	25.4	0.0	31.1	31.1	24.5	55.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.55	0.00	0.40	0.55	0.55	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	25.6	0.0	28.7	0.0	22.5	24.8	29.3	8.2	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	25.6	0.0	28.7	0.0	22.5	24.8	29.3	8.2	0.0
LOS by Move:	A	A	A	C	A	C	A	C+	C	C	A	A
HCM2kAvgQ:	0	0	0	4	0	7	0	5	8	7	4	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt AM (12)

Intersection #19: US 101 NB Ramps / Dunne Avenue



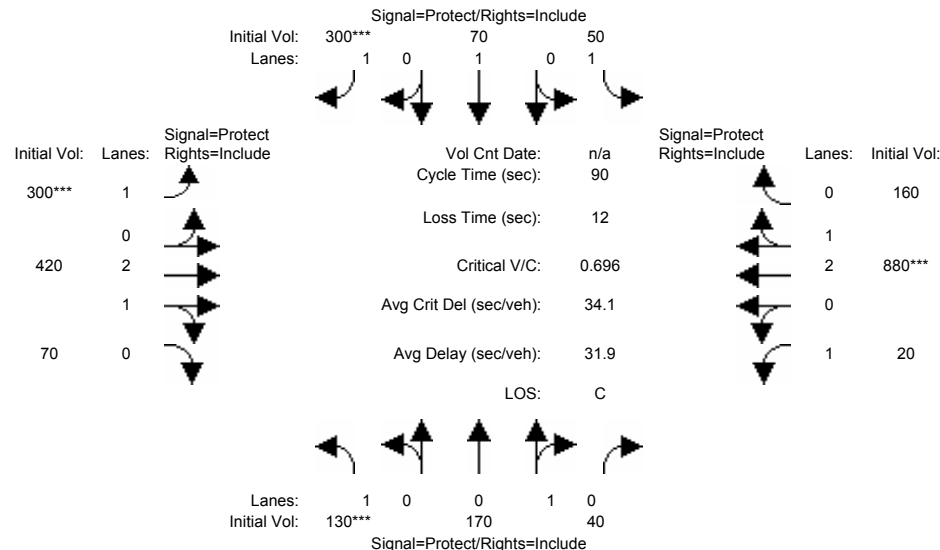
Street Name:	US 101 NB Ramps						Dunne Avenue													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																				
Min. Green:	10		10		10	10		10		10	7		10		10					
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																				
Volume Module:																				
Base Vol:	200		0		260	0		0		0	0		530		400	0		770		540
Growth Adj:	1.00		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		0		260	0		0		0	0		530		400	0		770		540
Added Vol:	0		0		0	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		0		260	0		0		0	530		400		0	770		540		
User Adj:	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		0.00		1.00	1.00		0.00		
PHF Volume:	200		0		260	0		0		0	530		0		0	770		0		
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		
Reduced Vol:	200		0		260	0		0		0	530		0		0	770		0		
PCE Adj:	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		0.00		1.00	1.00		0.00		
FinalVolume:	200		0		260	0		0		0	530		0		0	770		0		
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																				
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		1.00		0.92	0.92		1.00		0.92	1.00		0.92		
Lanes:	1.00		0.00		1.00	0.00		0.00		0.00	3.00		1.00		0.00	2.00		1.00		
Final Sat.:	1750		0		1750	0		0		0	5700		1750		0	3800		1750		
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																				
Capacity Analysis Module:																				
Vol/Sat:	0.11		0.00		0.15	0.00		0.00		0.00	0.09		0.00		0.00	0.20		0.00		
Crit Moves:	****																			
Green Time:	35.5		0.0		35.5	0.0		0.0		0.0	48.5		0.0		0.0	48.5		0.0		
Volume/Cap:	0.29		0.00		0.38	0.00		0.00		0.00	0.17		0.00		0.00	0.38		0.00		
Delay/Veh:	18.8		0.0		19.7	0.0		0.0		0.0	10.6		0.0		0.0	12.1		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		
AdjDel/Veh:	18.8		0.0		19.7	0.0		0.0		0.0	10.6		0.0		0.0	12.1		0.0		
LOS by Move:	B-		A		B-	A		A		A	B+		A		A	B		A		
HCM2kAvgQ:	4		0		6	0		0		0	2		0		0	6		0		
Note: Queue reported is the number of cars per lane.																				

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt AM (12)

Intersection #20: Dunne Ave/Condit Rd

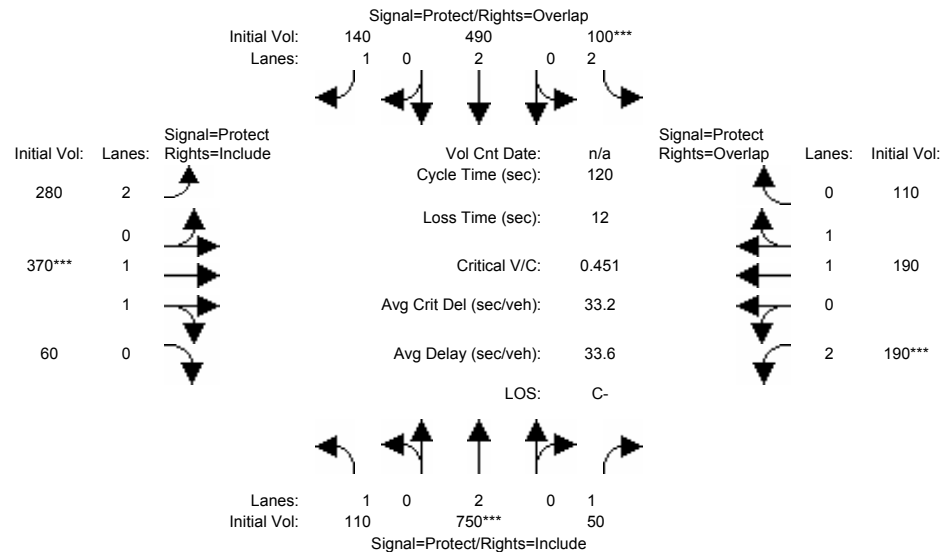


Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	130	170	40	50	70	300	300	420	70	20	880	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	170	40	50	70	300	300	420	70	20	880	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:	130	170	40	50	70	300	300	420	70	20	880	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:	130	170	40	50	70	300	300	420	70	20	880	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	170	40	50	70	300	300	420	70	20	880	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
FinalVolume:	130	170	40	50	70	300	300	420	70	20	880	160
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	0.81	0.19	1.00	1.00	1.00	1.00	2.56	0.44	1.00	2.52	0.48
Final Sat.:	1750	1457	343	1750	1900	1750	1750	4799	800	1750	4737	861
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.03	0.04	0.17	0.17	0.09	0.09	0.01	0.19	0.19
Crit Moves:	****					****	****				****	
Green Time:	9.6	19.1	19.1	12.7	22.2	22.2	22.2	27.2	27.2	19.0	24.0	24.0
Volume/Cap:	0.70	0.55	0.55	0.20	0.15	0.70	0.70	0.29	0.29	0.05	0.70	0.70
Delay/Veh:	49.7	33.4	33.4	34.6	26.7	35.8	35.8	24.1	24.1	28.4	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	33.4	33.4	34.6	26.7	35.8	35.8	24.1	24.1	28.4	31.1	31.1
LOS by Move:	D	C-	C-	C-	C	D+	D+	C	C	C	C	C
HCM2kAvgQ:	5	6	6	1	1	8	8	3	3	0	9	9
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt AM (12)

Intersection #21: Tennant Ave/Monterey Rd

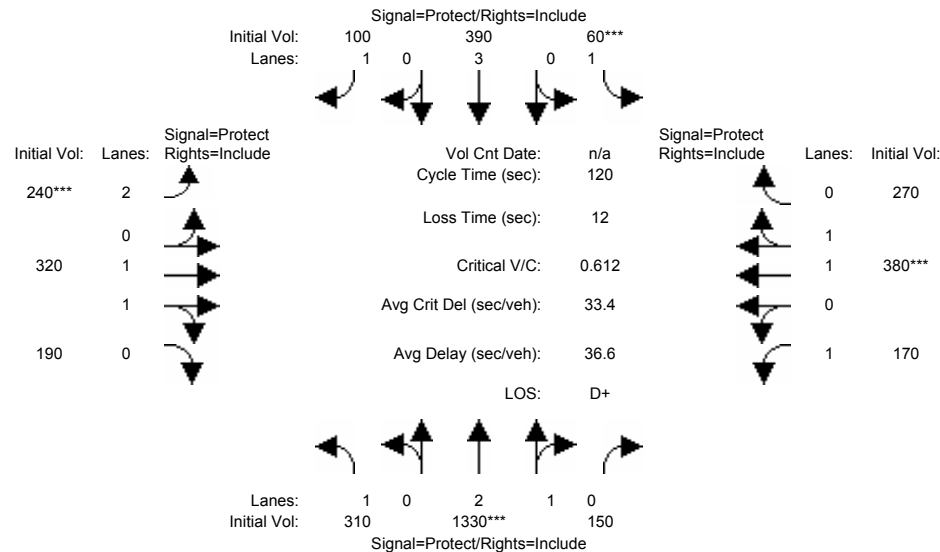


Street Name:	Monterey Road						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	110	750	50	100	490	140	280	370	60	190	190	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	750	50	100	490	140	280	370	60	190	190	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	750	50	100	490	140	280	370	60	190	190	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	750	50	100	490	140	280	370	60	190	190	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	750	50	100	490	140	280	370	60	190	190	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	110	750	50	100	490	140	280	370	60	190	190	110
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	1.25	0.75
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	3183	516	3150	2342	1356
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.03	0.03	0.13	0.08	0.09	0.12	0.12	0.06	0.08	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.0	52.5	52.5	8.5	41.0	65.3	24.3	30.9	30.9	16.1	22.7	31.2
Volume/Cap:	0.38	0.45	0.07	0.45	0.38	0.15	0.44	0.45	0.45	0.45	0.43	0.31
Delay/Veh:	45.3	23.8	19.6	55.0	30.0	13.6	42.4	37.7	37.7	48.7	43.3	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	23.8	19.6	55.0	30.0	13.6	42.4	37.7	37.7	48.7	43.3	35.9
LOS by Move:	D	C	B-	E+	C	B	D	D+	D+	D	D	D+
HCM2kAvgQ:	4	9	1	3	7	3	6	7	7	4	5	5
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt AM (12)

Intersection #22: Main Ave/Butterfield Blvd

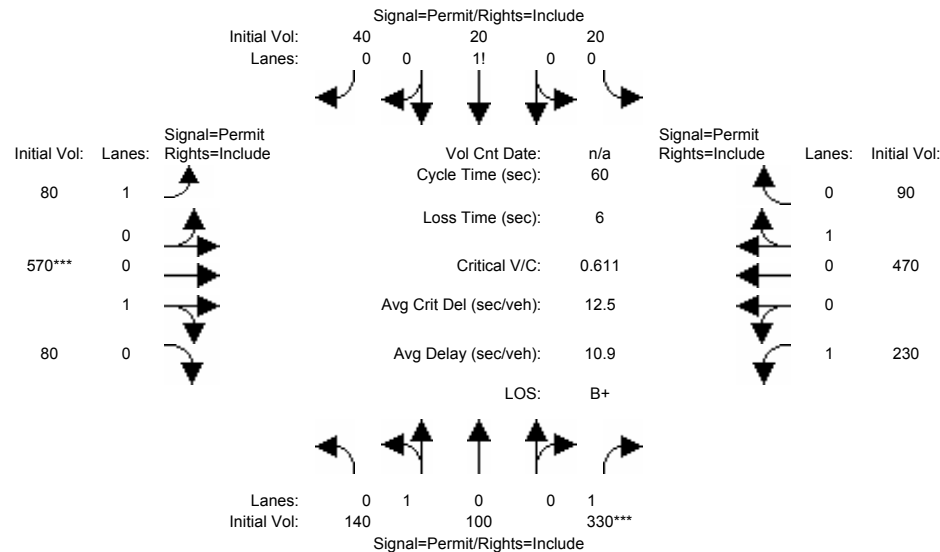


Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	310	1330	150	60	390	100	240	320	190	170	380	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	1330	150	60	390	100	240	320	190	170	380	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	1330	150	60	390	100	240	320	190	170	380	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	310	1330	150	60	390	100	240	320	190	170	380	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	1330	150	60	390	100	240	320	190	170	380	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	310	1330	150	60	390	100	240	320	190	170	380	270
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.68	0.32	1.00	3.00	1.00	2.00	1.23	0.77	1.00	1.15	0.85
Final Sat.:	1750	5032	567	1750	5700	1750	3150	2321	1378	1750	2162	1536
Capacity Analysis Module:												
Vol/Sat:	0.18	0.26	0.26	0.03	0.07	0.06	0.08	0.14	0.14	0.10	0.18	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	39.9	51.7	51.7	7.0	18.8	18.8	14.9	28.9	28.9	20.4	34.4	34.4
Volume/Cap:	0.53	0.61	0.61	0.59	0.44	0.37	0.61	0.57	0.57	0.57	0.61	0.61
Delay/Veh:	33.4	26.9	26.9	63.7	46.2	46.1	52.7	41.0	41.0	48.5	38.1	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	26.9	26.9	63.7	46.2	46.1	52.7	41.0	41.0	48.5	38.1	38.1
LOS by Move:	C-	C	C	E	D	D	D-	D	D	D	D+	D+
HCM2kAvgQ:	10	14	14	3	5	4	6	9	9	7	11	11
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt AM (12)

Intersection #23: Condit Road / Main Avenue

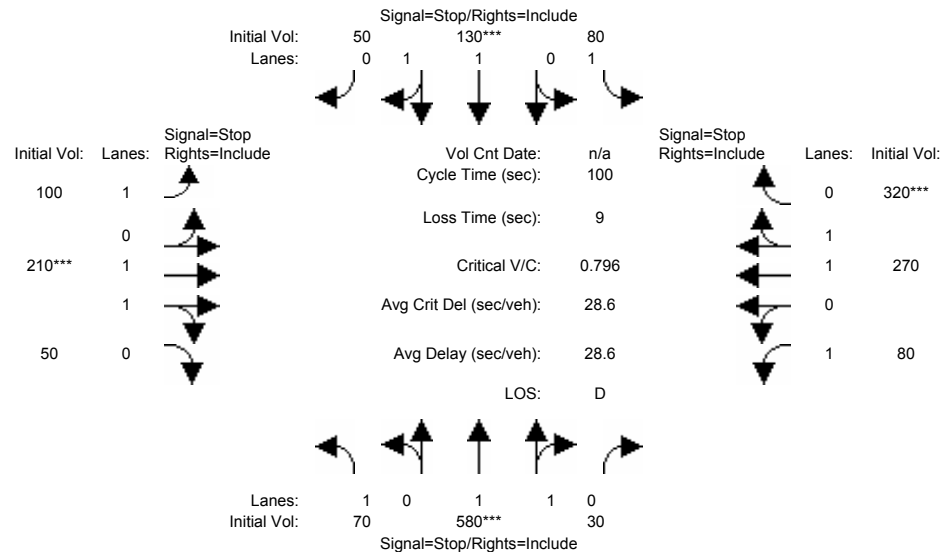


Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	140	100	330	20	20	40	80	570	80	230	470	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	100	330	20	20	40	80	570	80	230	470	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	100	330	20	20	40	80	570	80	230	470	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	100	330	20	20	40	80	570	80	230	470	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	100	330	20	20	40	80	570	80	230	470	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	100	330	20	20	40	80	570	80	230	470	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.58	0.42	1.00	0.25	0.25	0.50	1.00	0.88	0.12	1.00	0.84	0.16
Final Sat.:	1050	750	1750	438	438	875	1750	1578	222	1750	1511	289
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.19	0.05	0.05	0.05	0.05	0.36	0.36	0.13	0.31	0.31
Crit Moves:			****					****				
Green Time:	18.5	18.5	18.5	18.5	18.5	18.5	35.5	35.5	35.5	35.5	35.5	35.5
Volume/Cap:	0.43	0.43	0.61	0.15	0.15	0.15	0.08	0.61	0.61	0.22	0.53	0.53
Delay/Veh:	17.1	17.1	19.7	15.1	15.1	15.1	5.3	8.9	8.9	5.9	7.8	7.8
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:	17.1	17.1	19.7	15.1	15.1	15.1	5.3	8.9	8.9	5.9	7.8	7.8
LOS by Move:	B	B	B-	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	4	4	6	1	1	1	1	9	9	2	7	7
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
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Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2030 Project GP+Alt AM (12)

Intersection #24: Hale Avenue / Dunne Avenue (us) [- future unsignalized]



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	7	10	10	7	10	10
Volume Module:												
Base Vol:	70	580	30	80	130	50	100	210	50	80	270	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:	70	580	30	80	130	50	100	210	50	80	270	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:	70	580	30	80	130	50	100	210	50	80	270	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:	70	580	30	80	130	50	100	210	50	80	270	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	580	30	80	130	50	100	210	50	80	270	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
FinalVolume:	70	580	30	80	130	50	100	210	50	80	270	320
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	1.90	0.10	1.00	1.44	0.56	1.00	1.62	0.38	1.00	1.00	1.00
Final Sat.:	348	728	38	306	468	184	318	545	132	346	377	408
Capacity Analysis Module:												
Vol/Sat:	0.20	0.80	0.79	0.26	0.28	0.27	0.31	0.39	0.38	0.23	0.72	0.78
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	14.8	38.6	38.1	17.2	16.7	16.2	17.8	18.4	18.0	15.3	31.4	35.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	38.6	38.1	17.2	16.7	16.2	17.8	18.4	18.0	15.3	31.4	35.1
LOS by Move:	B	E	E	C	C	C	C	C	C	C	D	E
ApproachDel:	36.1	36.1	36.1	16.7	16.7	16.7	18.2	18.2	18.2	31.3	31.3	31.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ApprAdjDel:	36.1	36.1	36.1	16.7	16.7	16.7	18.2	18.2	18.2	31.3	31.3	31.3
LOS by Appr:	E	E	E	C	C	C	C	C	C	D	D	E
AllWayAvgQ:	0.2	2.9	2.8	0.3	0.3	0.3	0.4	0.5	0.5	0.3	2.0	2.7

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Hale Avenue / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Initial Vol:	70	580		30		80	130		50		100	210		50		80	270		320	
Major Street Volume:	1030																			
Minor Approach Volume:	680																			
Minor Approach Volume Threshold:	361																			

SIGNAL WARRANT DISCLAIMER

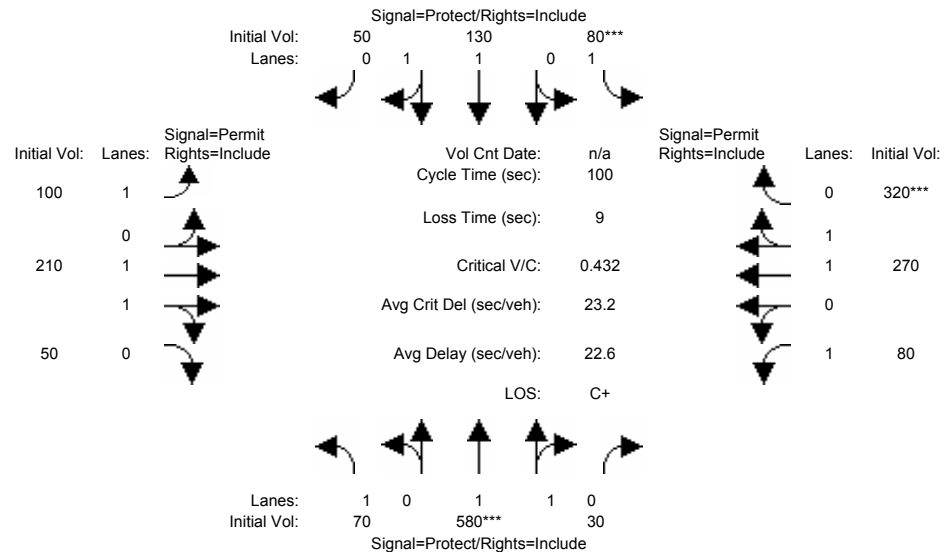
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt AM (12)

Intersection #224: Hale Avenue / Dunne Avenue [- future signalized]



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
Volume Module:												
Base Vol:	70	580	30	80	130	50	100	210	50	80	270	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:	70	580	30	80	130	50	100	210	50	80	270	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:	70	580	30	80	130	50	100	210	50	80	270	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:	70	580	30	80	130	50	100	210	50	80	270	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	580	30	80	130	50	100	210	50	80	270	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
FinalVolume:	70	580	30	80	130	50	100	210	50	80	270	320
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	1.90	0.10	1.00	1.43	0.57	1.00	1.60	0.40	1.00	1.00	1.00
Final Sat.:	1750	3518	182	1750	2671	1027	1750	2988	711	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.05	0.05	0.05	0.06	0.07	0.07	0.05	0.14	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.1	38.1	38.1	10.6	28.7	28.7	42.3	42.3	42.3	42.3	42.3	42.3
Volume/Cap:	0.20	0.43	0.43	0.43	0.17	0.17	0.14	0.17	0.17	0.11	0.34	0.43
Delay/Veh:	33.6	23.1	23.1	43.5	26.8	26.8	17.7	18.0	18.0	17.5	19.5	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:	33.6	23.1	23.1	43.5	26.8	26.8	17.7	18.0	18.0	17.5	19.5	20.6
LOS by Move:	C-	C	C	D	C	C	B	B	B	B	B-	C+
HCM2kAvgQ:	2	7	7	3	2	2	2	3	3	2	6	8
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Existing AM				2030 Cum Recom'd GPA AM (8)						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1 Cochrane Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	27.6	0.375	31.8	C-	34.1	0.761	+ 0.386	37.3	+ 5.5	?	xx.x	x.xxx	xx.x
#2 Cochrane Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	B	16.7	0.347	21.1	D+	36.2	0.688	+ 0.341	42.3	+ 21.2	?	xx.x	x.xxx	xx.x
#3 Monterey Road / Central Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	16.0	0.000	1.3	F	>150	0.000	+ 0.000	13.4	+ 12.1	?	xx.x	x.xxx	xx.x
#4 Monterey Road / Keystone Avenue (us) [(us) - unsignalized]	?	xx.x	x.xxx	xx.x	B	10.7	0.000	0.1	C	15.0	0.000	+ 0.000	0.2	+ 0.1	?	xx.x	x.xxx	xx.x
#5 Main Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	D	43.4	0.552	44.1	F	139.0	1.257	+ 0.706	182.7	+ 138.5	?	xx.x	x.xxx	xx.x
#6 Del Monte Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	13.5	0.000	1.2	C	19.4	0.000	+ 0.000	3.6	+ 2.4	?	xx.x	x.xxx	xx.x
#7 Hale Avenue / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	11.0	0.498	11.0	F	119.9	1.494	+ 0.996	119.9	+ 108.9	?	xx.x	x.xxx	xx.x
#8 Depot Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	15.9	0.000	1.1	F	>150	0.000	+ 0.000	42.1	+ 41.0	?	xx.x	x.xxx	xx.x
#9 Monterey Road / 1st Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.2	0.000	0.1	C	15.1	0.000	+ 0.000	0.4	+ 0.3	?	xx.x	x.xxx	xx.x
#10 Monterey Road / 2nd Street	?	xx.x	x.xxx	xx.x	B+	10.7	0.218	7.5	B	13.9	0.579	+ 0.360	12.9	+ 5.4	?	xx.x	x.xxx	xx.x
#11 Monterey Road / 3rd Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.5	0.000	0.2	C	15.3	0.000	+ 0.000	0.6	+ 0.3	?	xx.x	x.xxx	xx.x
#12 Monterey Road / 4th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	14.2	0.000	0.2	F	52.7	0.000	+ 0.000	4.3	+ 4.1	?	xx.x	x.xxx	xx.x
#13 Monterey Road / 5th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	17.9	0.000	0.5	F	79.4	0.000	+ 0.000	5.3	+ 4.8	?	xx.x	x.xxx	xx.x
#14 Dunne Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	28.6	0.391	26.9	C-	34.7	0.730	+ 0.339	35.2	+ 8.3	?	xx.x	x.xxx	xx.x
#15 Del Monte Street / Dunne Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	12.0	0.000	2.8	E	37.4	0.000	+ 0.000	8.4	+ 5.6	?	xx.x	x.xxx	xx.x
#16 Church Street / Dunne Avenue	?	xx.x	x.xxx	xx.x	B-	18.8	0.284	18.4	C+	22.6	0.408	+ 0.124	22.7	+ 4.3	?	xx.x	x.xxx	xx.x
#17 Dunne Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	C	30.7	0.529	33.5	C-	32.9	0.629	+ 0.100	34.4	+ 0.9	?	xx.x	x.xxx	xx.x
#18 US 101 SB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	C+	20.7	0.410	25.7	C+	20.8	0.546	+ 0.136	27.4	+ 1.7	?	xx.x	x.xxx	xx.x
#19 US 101 NB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	B	14.4	0.349	14.9	B	13.7	0.385	+ 0.037	14.3	- 0.6	?	xx.x	x.xxx	xx.x
#20 Dunne Ave/Condit Rd	?	xx.x	x.xxx	xx.x	C-	32.7	0.697	34.4	C-	32.3	0.729	+ 0.032	34.7	+ 0.3	?	xx.x	x.xxx	xx.x
#21 Tennant Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	25.6	0.404	24.7	C-	34.1	0.469	+ 0.065	34.9	+ 10.3	?	xx.x	x.xxx	xx.x
#22 Main Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	C-	34.4	0.530	35.0	D	39.3	0.727	+ 0.197	37.4	+ 2.4	?	xx.x	x.xxx	xx.x
#23 Condit Road / Main Avenue	?	xx.x	x.xxx	xx.x	B+	10.8	0.449	11.6	B+	11.3	0.568	+ 0.119	12.2	+ 0.6	?	xx.x	x.xxx	xx.x
#24 Hale Avenue / Dunne Avenue (us) [- future unsignalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	F	71.2	1.219	+ 1.219	71.2	+ 71.2	?	xx.x	x.xxx	xx.x
#207 Hale Avenue / Main Avenue (us) [- signalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	C-	33.5	0.766	+ 0.766	31.5	+ 31.5	?	xx.x	x.xxx	xx.x
#208 Depot Street / Main Avenue (us) [- signalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	C+	20.9	0.603	+ 0.603	21.5	+ 21.5	?	xx.x	x.xxx	xx.x

City of Morgan Hill Travel Demand Forecasting
SJ07-989

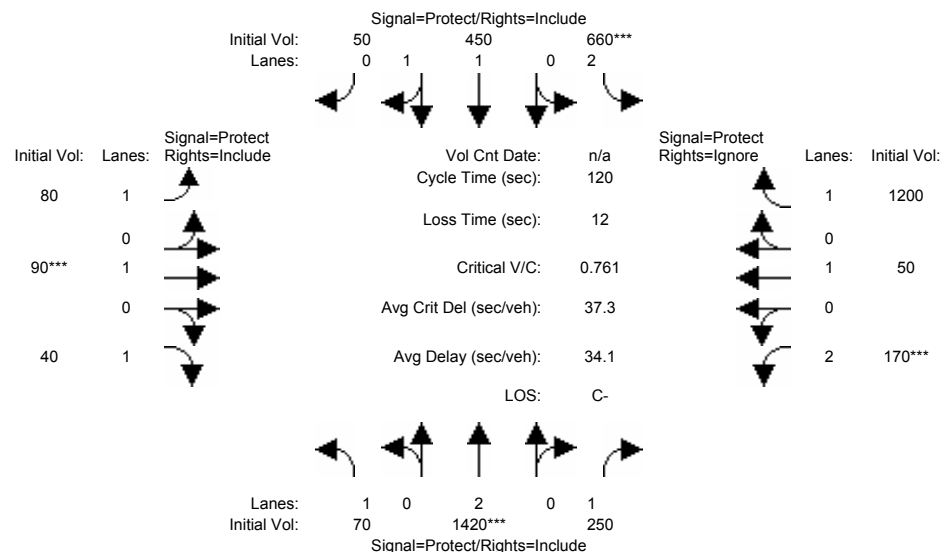
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Existing AM				2030 Cum Recom'd GPA AM (8)						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#224 Hale Avenue / Dunne Avenue [- future signalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	C	28.0	0.692	+ 0.692	29.9	+ 29.9	?	xx.x	x.xxx	xx.x

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA AM (8)

Intersection #1: Cochrane Ave/Monterey Rd



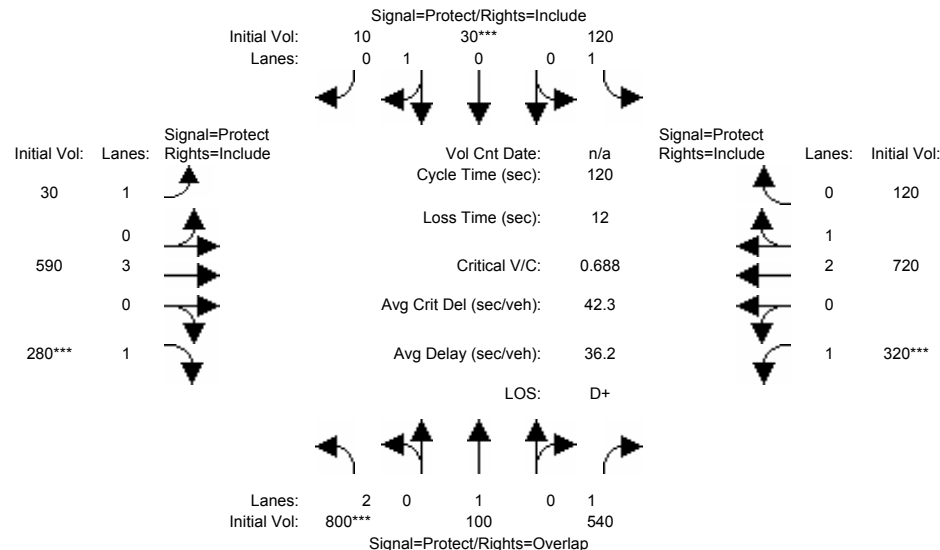
Street Name:	Monterey Road						Cochrane Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	70	1420	250	660	450	50	80	90	40	170	50	1200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1420	250	660	450	50	80	90	40	170	50	1200
Added Vol:	0	0	0	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	1420	250	660	450	50	80	90	40	170	50	1200
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:	70	1420	250	660	450	50	80	90	40	170	50	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1420	250	660	450	50	80	90	40	170	50	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	70	1420	250	660	450	50	80	90	40	170	50	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.79	0.21	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3330	370	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.14	0.21	0.14	0.14	0.05	0.05	0.02	0.05	0.03	0.00
Crit Moves:	****			****			****			****		
Green Time:	27.0	57.5	57.5	32.2	62.7	62.7	7.5	10.0	10.0	8.3	10.8	0.0
Volume/Cap:	0.18	0.78	0.30	0.78	0.26	0.26	0.73	0.57	0.27	0.78	0.29	0.00
Delay/Veh:	37.7	28.2	19.2	45.3	15.9	15.9	76.8	57.7	52.6	71.4	52.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.7	28.2	19.2	45.3	15.9	15.9	76.8	57.7	52.6	71.4	52.0	0.0
LOS by Move:	D+	C	B-	D	B	B	E-	E+	D-	E	D-	A
HCM2kAvgQ:	2	22	6	14	5	5	5	4	2	4	2	0

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA AM (8)

Intersection #2: Cochrane Ave/Butterfield Blvd

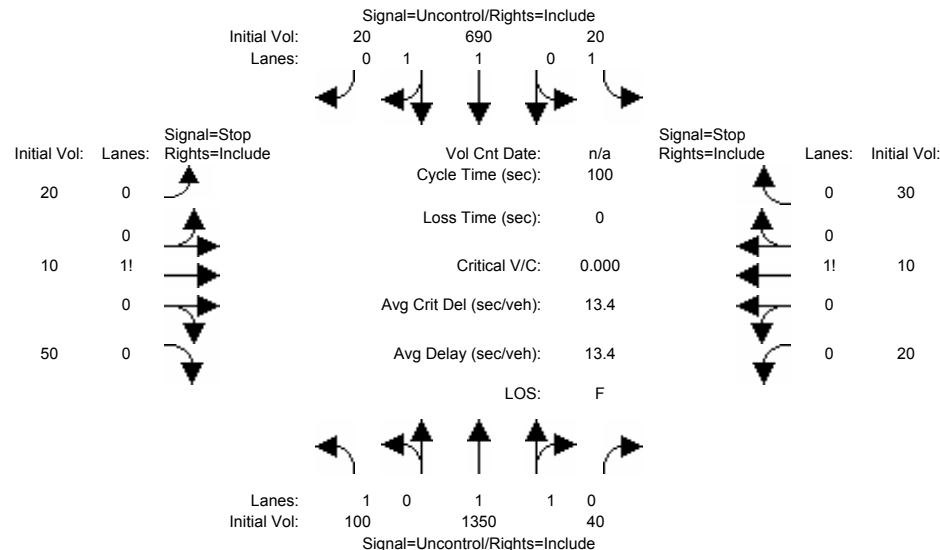


Street Name:	Butterfield Boulevard						Cochrane Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	800	100	540	120	30	10	30	590	280	320	720	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	800	100	540	120	30	10	30	590	280	320	720	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	800	100	540	120	30	10	30	590	280	320	720	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	800	100	540	120	30	10	30	590	280	320	720	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	800	100	540	120	30	10	30	590	280	320	720	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	800	100	540	120	30	10	30	590	280	320	720	120
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	0.75	0.25	1.00	3.00	1.00	1.00	2.56	0.44
Final Sat.:	3150	1900	1750	1750	1350	450	1750	5700	1750	1750	4799	800
Capacity Analysis Module:												
Vol/Sat:	0.25	0.05	0.31	0.07	0.02	0.02	0.02	0.10	0.16	0.18	0.15	0.15
Crit Moves:	****			****					****	****		
Green Time:	41.7	33.5	63.5	18.2	10.0	10.0	15.8	26.3	26.3	30.0	40.5	40.5
Volume/Cap:	0.73	0.19	0.58	0.45	0.27	0.27	0.13	0.47	0.73	0.73	0.44	0.44
Delay/Veh:	36.8	33.1	20.2	47.5	52.5	52.5	46.3	41.1	50.6	47.5	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.8	33.1	20.2	47.5	52.5	52.5	46.3	41.1	50.6	47.5	31.1	31.1
LOS by Move:	D+	C-	C+	D	D-	D-	D	D	D	D	C	C
HCM2kAvgQ:	17	3	15	5	2	2	1	6	10	12	8	8
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Cum Recom'd GPA AM (8)

Intersection #3: Monterey Road / Central Avenue (us) [- unsignalized]



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
----- ----- ----- -----															
Volume Module:															
Base Vol:	100	1350		40	20	690	20	20	10	50	20	10	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:	100	1350		40	20	690	20	20	10	50	20	10	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:	100	1350		40	20	690	20	20	10	50	20	10	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:	100	1350		40	20	690	20	20	10	50	20	10	30		
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0	0		
FinalVolume:	100	1350		40	20	690	20	20	10	50	20	10	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:	710	xxxx	xxxxx		1390	xxxx	xxxxx	1620	2330	355	1960	2320	695		
Potent Cap.:	899	xxxx	xxxxx		499	xxxx	xxxxx	70	38	647	39	38	389		
Move Cap.:	899	xxxx	xxxxx		499	xxxx	xxxxx	44	32	647	24	32	389		
Volume/Cap:	0.11	xxxx	xxxx		0.04	xxxx	xxxx	0.46	0.31	0.08	0.82	0.31	0.08		
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.4	xxxx	xxxxx		0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
Control Del:	9.5	xxxx	xxxxx		12.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
LOS by Move:	A	*	*	*	B	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	95	xxxxx	xxxx	50	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	4.6	xxxxx	xxxxx	5.4	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	133	xxxxx	xxxxx	329	xxxxx		
Shared LOS:	*	*	*		*	*	*	*	F	*	*	F	*		
ApproachDel:	xxxxxx				xxxxxx			133.5			329.2				
ApproachLOS:	*				*			F			F				

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

Peak Hour Delay Signal Warrant Report

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    100 1350      40 20 690 20      20 10 50      20 10 30
ApproachDel:    xxxxxx      xxxxxx      133.5      329.2
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=3.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=80]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2360]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=5.5]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=60]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2360]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

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-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    100 1350      40 20 690 20      20 10 50      20 10 30
-----|-----|-----|-----|-----|

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Major Street Volume: 2220

Minor Approach Volume: 80

Minor Approach Volume Threshold: 10 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

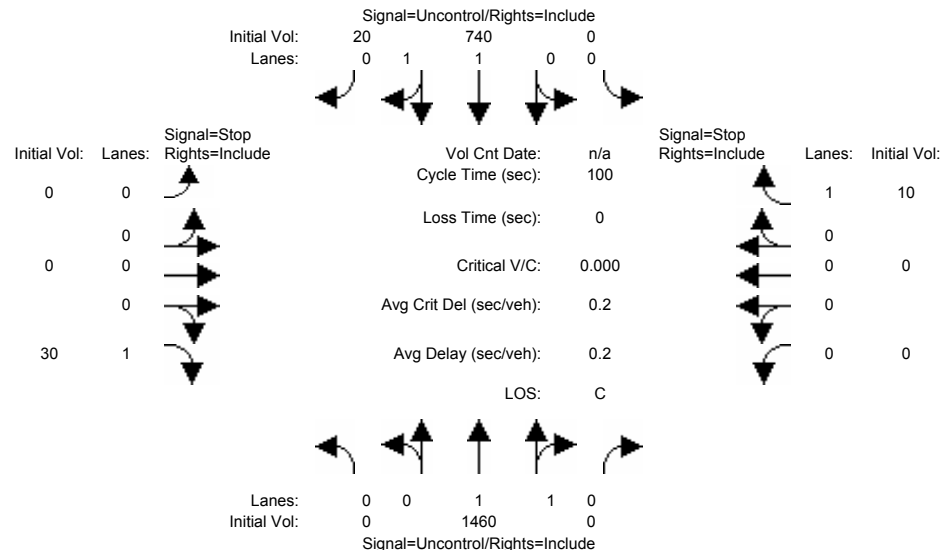
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Cum Recom'd GPA AM (8)

Intersection #4: Monterey Road / Keystone Avenue (us) [- unsignalized]



Street Name:	Monterey Road						Keystone Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	0	1460		0	0	740	20	0	0	30	0	0	10		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	0	1460		0	0	740	20	0	0	30	0	0	10		
Added Vol:	0	0		0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0		0	0	0	0	0	0	0	0	0	0		
Initial Fut:	0	1460		0	0	740	20	0	0	30	0	0	10		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	1460		0	0	740	20	0	0	30	0	0	10		
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0	0		
FinalVolume:	0	1460		0	0	740	20	0	0	30	0	0	10		
----- ----- ----- -----															
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		380	xxxx	xxxx		730	
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		624	xxxx	xxxx		369	
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		624	xxxx	xxxx		369	
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx		0.05	xxxx	xxxx		0.03	
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx		0.2	xxxx	xxxx		0.1	
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx		11.1	xxxxx	xxxx		15.0	
LOS by Move:	*	*	*	*	*	*	*	*		B	*	*		C	
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	
ApproachDel:	xxxxxx				xxxxxx				11.1				15.0		
ApproachLOS:	*				*				B				C		

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

Peak Hour Delay Signal Warrant Report

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met


```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 1460      0 0 740 20      0 0 0 30      0 0 0 10
ApproachDel:    xxxxxx      xxxxxx      11.1      15.0
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2260]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=10]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2260]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 1460      0 0 740 20      0 0 0 30      0 0 0 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 2220

Minor Approach Volume: 30

Minor Approach Volume Threshold: 10 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

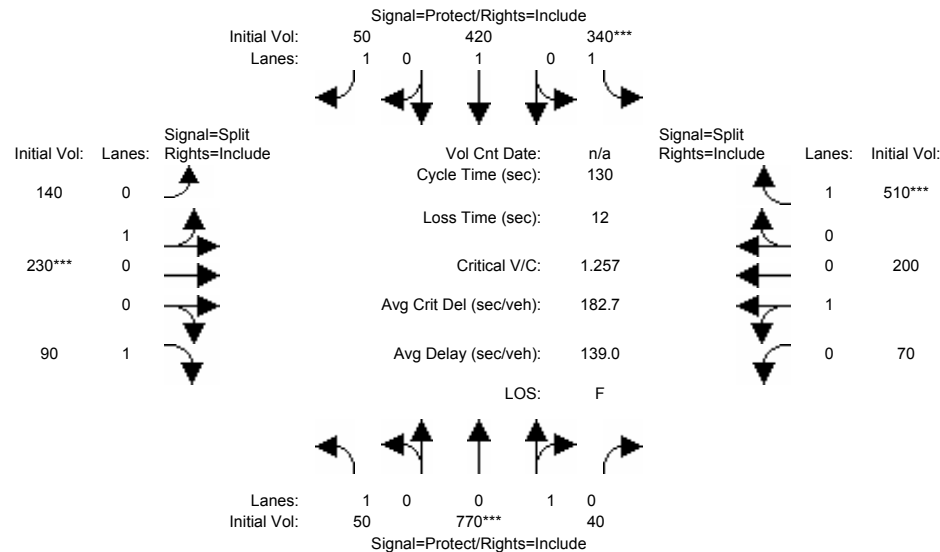
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA AM (8)

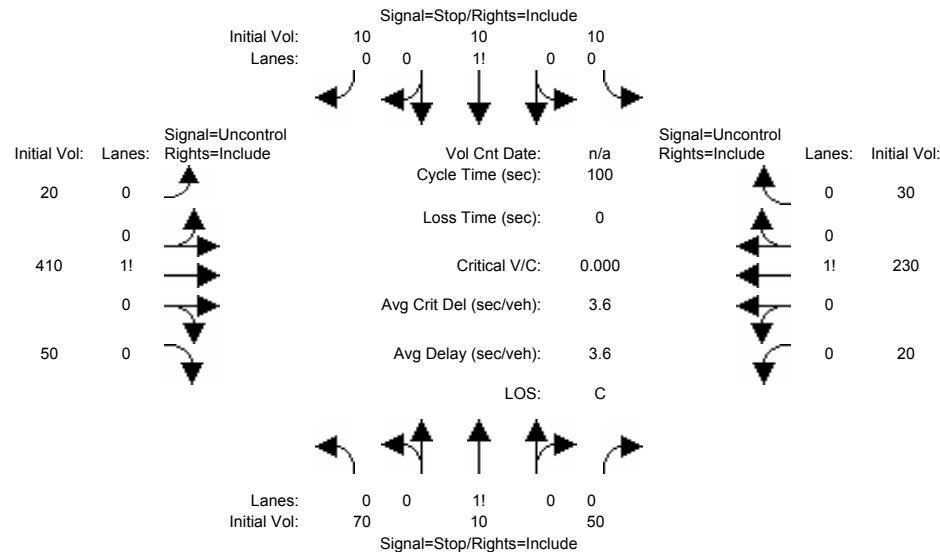
Intersection #5: Main Ave/Monterey Rd



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
Volume Module:												
Base Vol:	50	770	40	340	420	50	140	230	90	70	200	510
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	770	40	340	420	50	140	230	90	70	200	510
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	770	40	340	420	50	140	230	90	70	200	510
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	770	40	340	420	50	140	230	90	70	200	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	770	40	340	420	50	140	230	90	70	200	510
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	50	770	40	340	420	50	140	230	90	70	200	510
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	0.95	0.05	1.00	1.00	1.00	0.38	0.62	1.00	0.26	0.74	1.00
Final Sat.:	1750	1711	89	1750	1900	1750	681	1119	1750	467	1333	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.45	0.45	0.19	0.22	0.03	0.21	0.21	0.05	0.15	0.15	0.29
Crit Moves:	****			****			****			****		
Green Time:	13.0	46.5	46.5	20.1	53.6	53.6	21.3	21.3	21.3	30.1	30.1	30.1
Volume/Cap:	0.28	1.26	1.26	1.26	0.54	0.07	1.26	1.26	0.31	0.65	0.65	1.26
Delay/Veh:	55.0	170	169.9	197.2	29.6	23.2	194.8	195	48.6	48.7	48.7	184.4
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:	55.0	170	169.9	197.2	29.6	23.2	194.8	195	48.6	48.7	48.7	184.4
LOS by Move:	E+	F	F	F	C	C	F	F	D	D	D	F
HCM2kAvgQ:	2	55	55	24	12	1	28	28	4	11	11	38
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Cum Recom'd GPA AM (8)

Intersection #6: Del Monte Street / Main Avenue (us) [- unsignalized]



Street Name:	Del Monte Street						Main Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	70	10	50	10	10	10	20	410	50	20	230	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	1.00		
Initial Bse:	70	10	50	10	10	10	20	410	50	20	230	30			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	70	10	50	10	10	10	20	410	50	20	230	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	1.00		
PHF Adj:	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:	70	10	50	10	10	10	20	410	50	20	230	30			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	70	10	50	10	10	10	20	410	50	20	230	30			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
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:	770	775	435	790	785	245	260	xxxx	xxxxx	460	xxxx	xxxxx			
Potent Cap.:	320	331	625	310	327	799	1316	xxxx	xxxxx	1112	xxxx	xxxxx			
Move Cap.:	301	320	625	272	316	799	1316	xxxx	xxxxx	1112	xxxx	xxxxx			
Volume/Cap:	0.23	0.03	0.08	0.04	0.03	0.01	0.02	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	8.3	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	378	xxxxx	xxxx	370	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	1.5	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	19.4	xxxxx	xxxxx	15.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*	*		
ApproachDel:	19.4					15.6	xxxxxx				xxxxxx				
ApproachLOS:	C					C	*				*				

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

Peak Hour Delay Signal Warrant Report

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	70		10		50	10		10		10	20		410		50	20		230		30
ApproachDel:	19.4				15.6				xxxxxx				xxxxxx							

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.7]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=130]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=920]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=920]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	70		10		50	10		10		10	20		410		50	20		230		30

Major Street Volume: 760

Minor Approach Volume: 130

Minor Approach Volume Threshold: 293

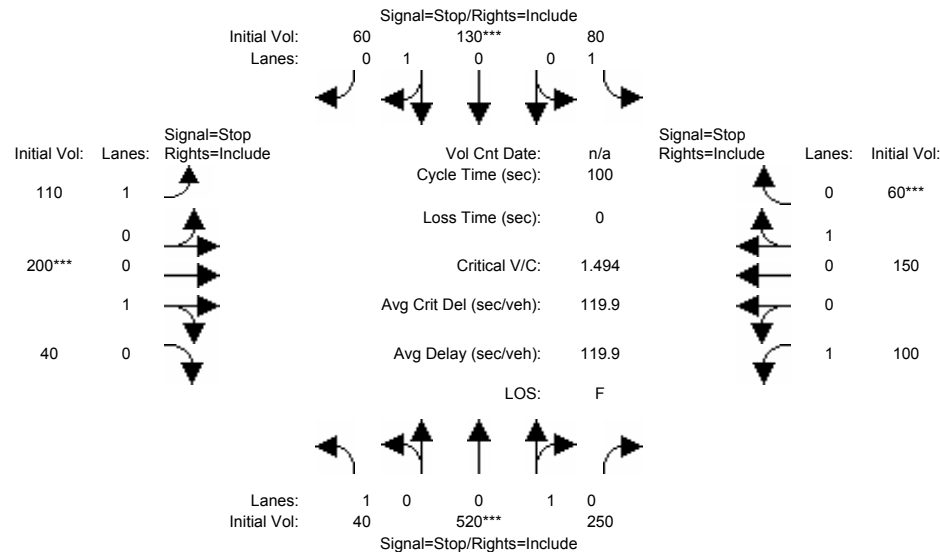
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City of Morgan Hill Travel Demand Forecasting
SJ07-989Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2030 Cum Recom'd GPA AM (8)

Intersection #7: Hale Avenue / Main Avenue (us) [- unsignalized]



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
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	7		10		10	7		10		10	7		10		10
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:															
Base Vol:	40		520		250	80		130		60	110		200		40
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	40		520		250	80		130		60	110		200		40
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	40		520		250	80		130		60	110		200		40
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:	40		520		250	80		130		60	110		200		40
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	40		520		250	80		130		60	110		200		40
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:	40		520		250	80		130		60	110		200		40
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	1.00		0.68		0.32	1.00		0.68		0.32	1.00		0.83		0.17
Final Sat.:	459		348		167	422		316		146	427		384		77
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.09		1.49		1.49	0.19		0.41		0.41	0.26		0.52		0.52
Crit Moves:	****			****			****			****			****		
Delay/Veh:	11.1		251		251.3	12.9		15.2		15.2	13.8		18.2		18.2
Delay Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	11.1		251		251.3	12.9		15.2		15.2	13.8		18.2		18.2
LOS by Move:	B		F		F	B		C		C	B		C		C
ApproachDel:	239.4			14.5			16.8			15.6					
Delay Adj:	1.00			1.00			1.00			1.00					
ApprAdjDel:	239.4			14.5			16.8			15.6					
LOS by Appr:	F			B			C			C					
AllWayAvgQ:	0.1		34.6		34.6	0.2		0.6		0.6	0.3		1.0		1.0
Note: Queue reported is the number of cars per lane.															

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Hale Avenue / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0
Initial Vol:	40	520		250		80	130		60		110	200		40		100	150		60	
Major Street Volume:	1080																			
Minor Approach Volume:	350																			
Minor Approach Volume Threshold:	341																			

SIGNAL WARRANT DISCLAIMER

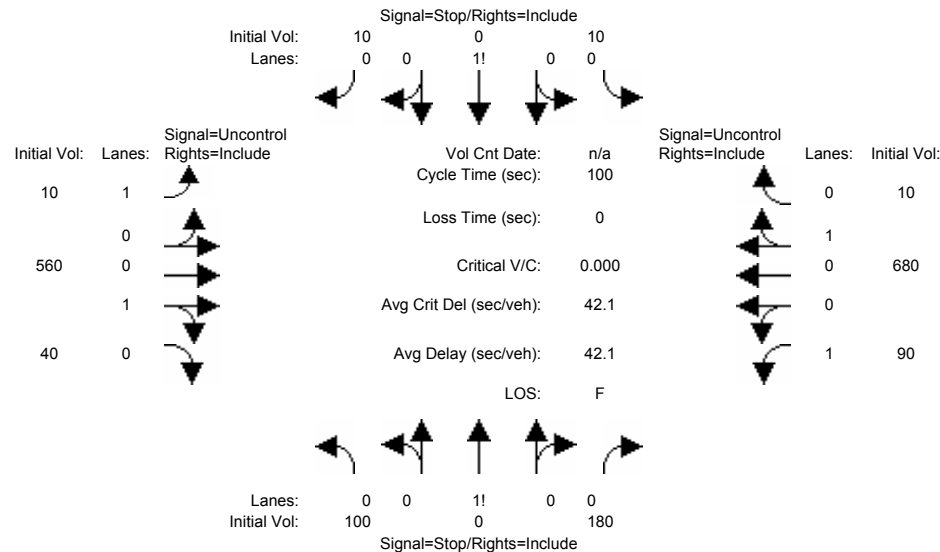
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Cum Recom'd GPA AM (8)

Intersection #8: Depot Street / Main Avenue (us) [- unsignalized]



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:												
Base Vol:	100	0	180	10	0	10	10	560	40	90	680	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	180	10	0	10	10	560	40	90	680	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	180	10	0	10	10	560	40	90	680	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	180	10	0	10	10	560	40	90	680	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	100	0	180	10	0	10	10	560	40	90	680	10
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	1470	1470	580	1555	1485	685	690	xxxx	xxxxxx	600	xxxx	xxxxxx
Potent Cap.:	106	129	518	93	126	452	914	xxxx	xxxxxx	987	xxxx	xxxxxx
Move Cap.:	96	116	518	56	113	452	914	xxxx	xxxxxx	987	xxxx	xxxxxx
Volume/Cap:	1.04	0.00	0.35	0.18	0.00	0.02	0.01	xxxx	xxxx	0.09	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.3	xxxx	xxxxxx
Control Del:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	9.0	xxxx	xxxxxx	9.0	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxx	202	xxxxxx	xxxx	100	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	16.3	xxxxxx	xxxxxx	0.7	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	248	xxxxxx	xxxxxx	50.1	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	F	*	*	F	*	*	*	*	*	*	*
ApproachDel:	247.5			50.1			xxxxxx			xxxxxx		
ApproachLOS:	F			F			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    100 0 180      10 0 10      10 560 40      90 680 10
ApproachDel:    247.5          50.1          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=19.3]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=280]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1690]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1690]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    100 0 180      10 0 10      10 560 40      90 680 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1390

Minor Approach Volume: 280

Minor Approach Volume Threshold: 171

SIGNAL WARRANT DISCLAIMER

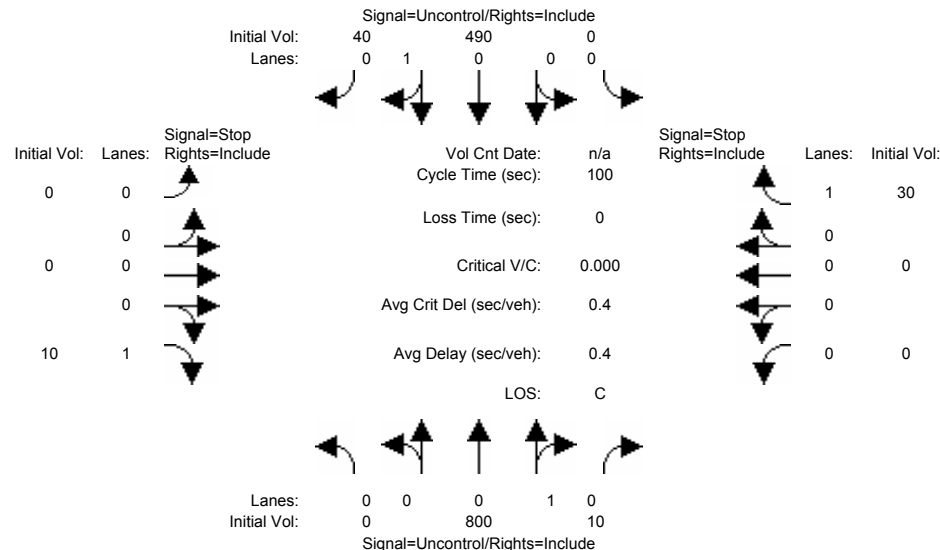
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Cum Recom'd GPA AM (8)

Intersection #9: Monterey Road / 1st Street (us) [- unsignalized]



Street Name:	Monterey Road						1st Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	0	800	10	0	490	40	0	0	10	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	800	10	0	490	40	0	0	10	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	800	10	0	490	40	0	0	10	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	800	10	0	490	40	0	0	10	0	0	30			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	800	10	0	490	40	0	0	10	0	0	30			
----- ----- ----- -----															
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			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	510	xxxxx	xxxxx	805			
Potent Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	567	xxxxx	xxxxx	386			
Move Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	567	xxxxx	xxxxx	386			
Volume/Cap:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.02	xxxxx	xxxxx	0.08			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.3			
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	11.5	xxxxx	xxxxx	15.1			
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	C			
Movement:	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:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	11.5	xxxxxxx	xxxxxxx	15.1			
ApproachLOS:	*	*	*	*	*	*	*	*	B	*	*	C			

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 0 0 1 0	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 800 10	0 490 40	0 0 10	0 0 30
ApproachDel:	xxxxxx	xxxxxx	11.5	15.1

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=10]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1380]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1380]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 0 0 1 0	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 800 10	0 490 40	0 0 10	0 0 30

Major Street Volume: 1340

Minor Approach Volume: 30

Minor Approach Volume Threshold: 141

SIGNAL WARRANT DISCLAIMER

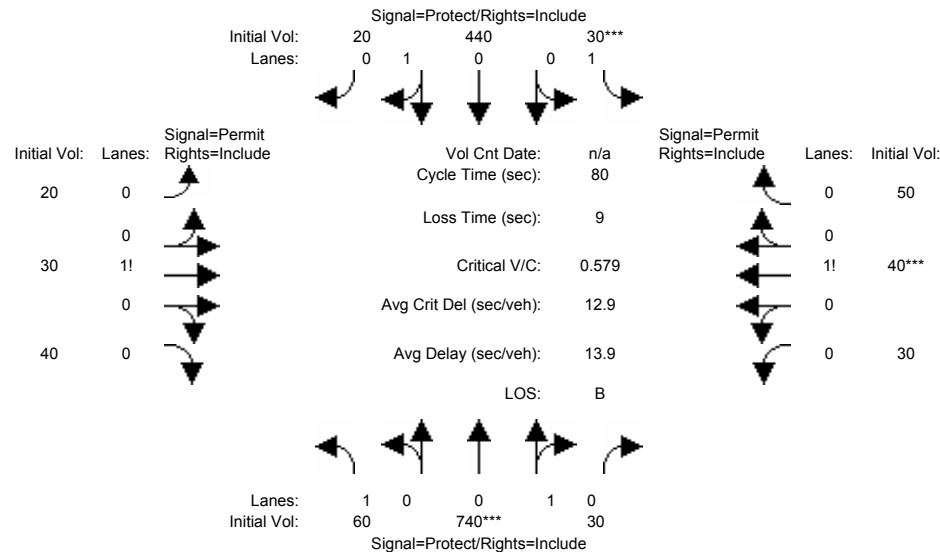
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA AM (8)

Intersection #10: Monterey Road / 2nd Street



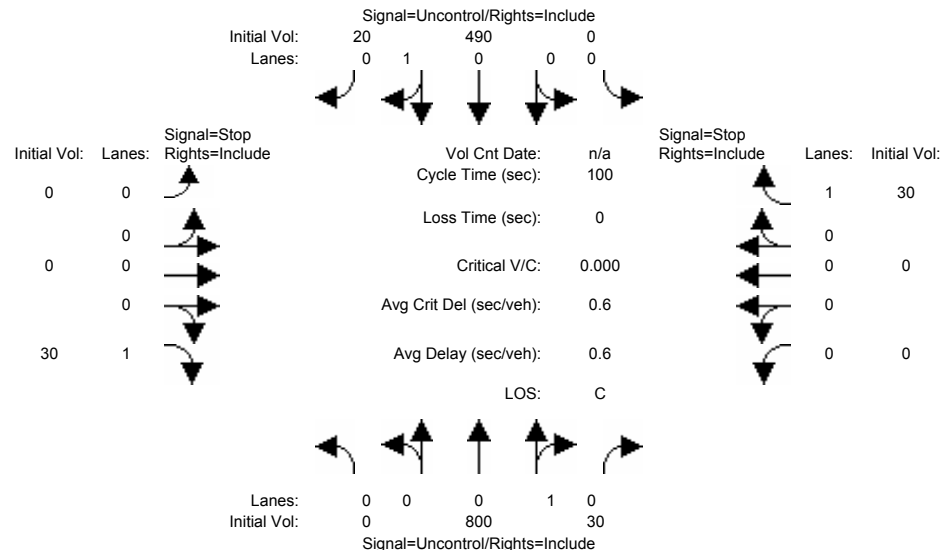
Street Name:	Monterey Road						2nd Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	7		10		10	7		10		10	7		10		10
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:															
Base Vol:	60		740		30	30		440		20	20		30		40
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	60		740		30	30		440		20	20		30		40
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	60		740		30	30		440		20	20		30		40
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:	60		740		30	30		440		20	20		30		40
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	60		740		30	30		440		20	20		30		40
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:	60		740		30	30		440		20	20		30		40
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		0.95		0.95	0.95		0.92		0.92	0.92		0.92		0.92
Lanes:	1.00		0.96		0.04	1.00		0.96		0.04	0.22		0.33		0.45
Final Sat.:	1750		1730		70	1750		1722		78	389		583		778
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.03		0.43		0.43	0.02		0.26		0.26	0.05		0.05		0.05
Crit Moves:	****			****			****			****			****		
Green Time:	15.6		54.0		54.0	7.0		45.4		45.4	10.0		10.0		10.0
Volume/Cap:	0.18		0.63		0.63	0.20		0.45		0.45	0.41		0.41		0.41
Delay/Veh:	27.1		8.5		8.5	34.5		10.3		10.3	33.5		33.5		33.5
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	27.1		8.5		8.5	34.5		10.3		10.3	33.5		33.5		33.5
LOS by Move:	C		A		A	C-		B+		B+	C-		C-		C-
HCM2kAvgQ:	1		11		11	1		7		7	3		3		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 Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Cum Recom'd GPA AM (8)

Intersection #11: Monterey Road / 3rd Street (us) [- unsignalized]



Street Name:	Monterey Road						3rd 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:												
Base Vol:	0	800	30	0	490	20	0	0	30	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	800	30	0	490	20	0	0	30	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	800	30	0	490	20	0	0	30	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	800	30	0	490	20	0	0	30	0	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	800	30	0	490	20	0	0	30	0	0	30
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
Capacity Module:												
Cnflct Vol:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	500	xxxxx	xxxxx	815
Potent Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	575	xxxxx	xxxxx	381
Move Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	575	xxxxx	xxxxx	381
Volume/Cap:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.05	xxxxx	xxxxx	0.08
Level Of Service Module:												
2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.3
Control Del:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	11.6	xxxxxx	xxxxx	15.3
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	C
Movement:	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:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx					11.6			15.3
ApproachLOS:	*			*					B			C

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 0 1 0      0 0 0 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 800 30      0 490 20      0 0 0 30      0 0 0 30
ApproachDel:    xxxxxx      xxxxxx      11.6      15.3
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1400]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1400]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 0 1 0      0 0 0 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 800 30      0 490 20      0 0 0 30      0 0 0 30
-----|-----|-----|-----|-----|

```

Major Street Volume: 1340

Minor Approach Volume: 30

Minor Approach Volume Threshold: 141

SIGNAL WARRANT DISCLAIMER

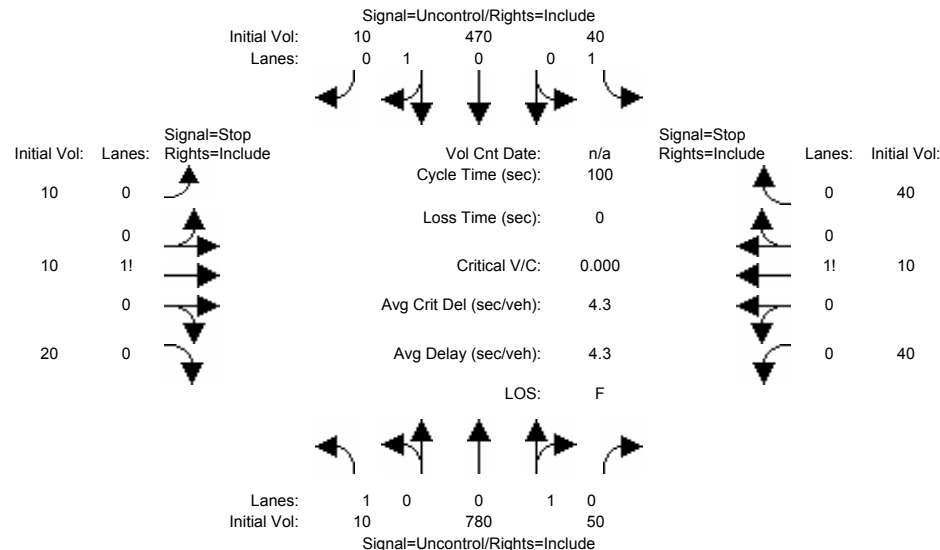
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Cum Recom'd GPA AM (8)

Intersection #12: Monterey Road / 4th Street (us) [- unsignalized]



Street Name:	Monterey Road						4th Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	10	780	50	40	470	10	10	10	20	40	10	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	1.00		
Initial Bse:	10	780	50	40	470	10	10	10	20	40	10	40			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	10	780	50	40	470	10	10	10	20	40	10	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	1.00		
PHF Adj:	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:	10	780	50	40	470	10	10	10	20	40	10	40			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	10	780	50	40	470	10	10	10	20	40	10	40			
----- ----- ----- -----															
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:	480	xxxx	xxxxx	830	xxxx	xxxxx	1405	1405	475	1395	1385	805			
Potent Cap.:	1093	xxxx	xxxxx	811	xxxx	xxxxx	118	141	594	120	145	386			
Move Cap.:	1093	xxxx	xxxxx	811	xxxx	xxxxx	96	133	594	104	136	386			
Volume/Cap:	0.01	xxxx	xxxx	0.05	xxxx	xxxx	0.10	0.08	0.03	0.38	0.07	0.10			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	8.3	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	187	xxxxx	xxxx	161	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	2.9	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	29.4	xxxxx	xxxxx	52.7	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	D	*	*	F	*			
ApproachDel:	xxxxxx			xxxxxx			29.4			52.7					
ApproachLOS:	*			*			D			F					

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	10 780 50	40 470 10	10 10 20	40 10 40
ApproachDel:	xxxxxx	xxxxxx	29.4	52.7

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1490]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=90]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1490]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	10 780 50	40 470 10	10 10 20	40 10 40

Major Street Volume: 1360

Minor Approach Volume: 90

Minor Approach Volume Threshold: 179

SIGNAL WARRANT DISCLAIMER

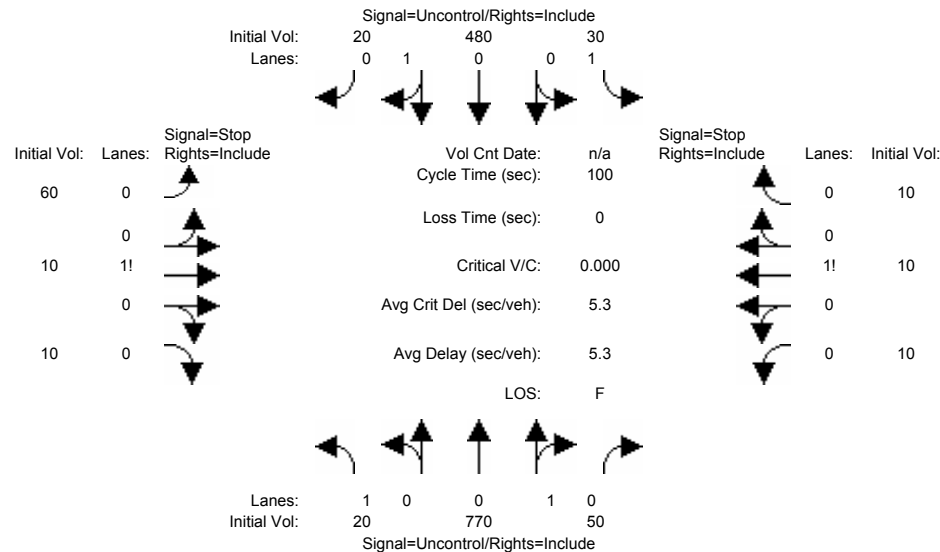
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Cum Recom'd GPA AM (8)

Intersection #13: Monterey Road / 5th Street (us) [- unsignalized]



Street Name:	Monterey Road						5th 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:												
Base Vol:	20	770	50	30	480	20	60	10	10	10	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	770	50	30	480	20	60	10	10	10	10	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	770	50	30	480	20	60	10	10	10	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	770	50	30	480	20	60	10	10	10	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	770	50	30	480	20	60	10	10	10	10	10
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	500	xxxx	xxxxxx	820	xxxx	xxxxxx	1395	1410	490	1395	1395	795
Potent Cap.:	1075	xxxx	xxxxxx	818	xxxx	xxxxxx	120	140	582	120	143	391
Move Cap.:	1075	xxxx	xxxxxx	818	xxxx	xxxxxx	106	132	582	107	135	391
Volume/Cap:	0.02	xxxx	xxxx	0.04	xxxx	xxxx	0.57	0.08	0.02	0.09	0.07	0.03
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	8.4	xxxx	xxxxxx	9.6	xxxx	xxxxxx	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	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	121	xxxxxx	xxxx	155	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	3.5	xxxxxx	xxxxxx	0.7	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	79.4	xxxxxx	xxxxxx	33.7	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			79.4			33.7		
ApproachLOS:	*			*			F			D		

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	20 770 50	30 480 20	60 10 10	10 10 10
ApproachDel:	xxxxxx	xxxxxx	79.4	33.7

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.8]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=80]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1480]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1480]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	20 770 50	30 480 20	60 10 10	10 10 10

Major Street Volume: 1370

Minor Approach Volume: 80

Minor Approach Volume Threshold: 176

SIGNAL WARRANT DISCLAIMER

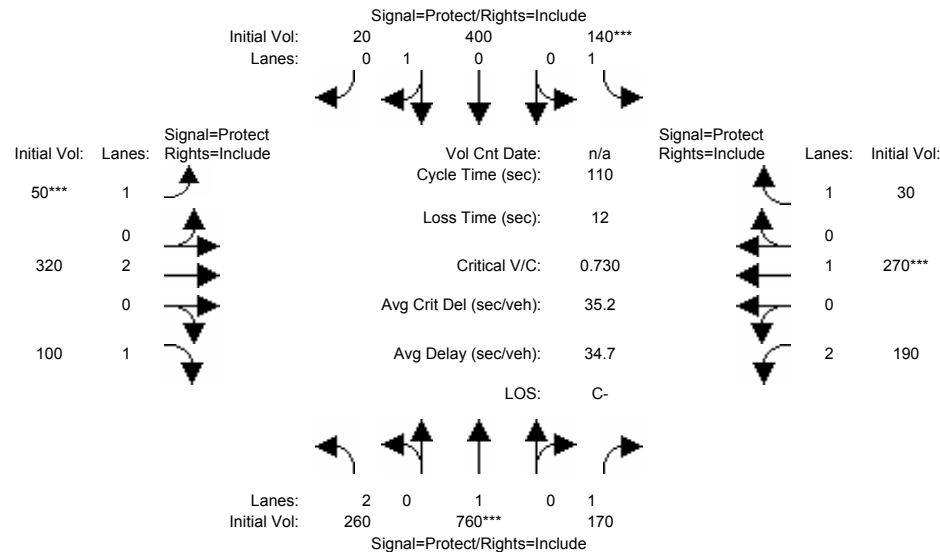
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA AM (8)

Intersection #14: Dunne Ave/Monterey Rd

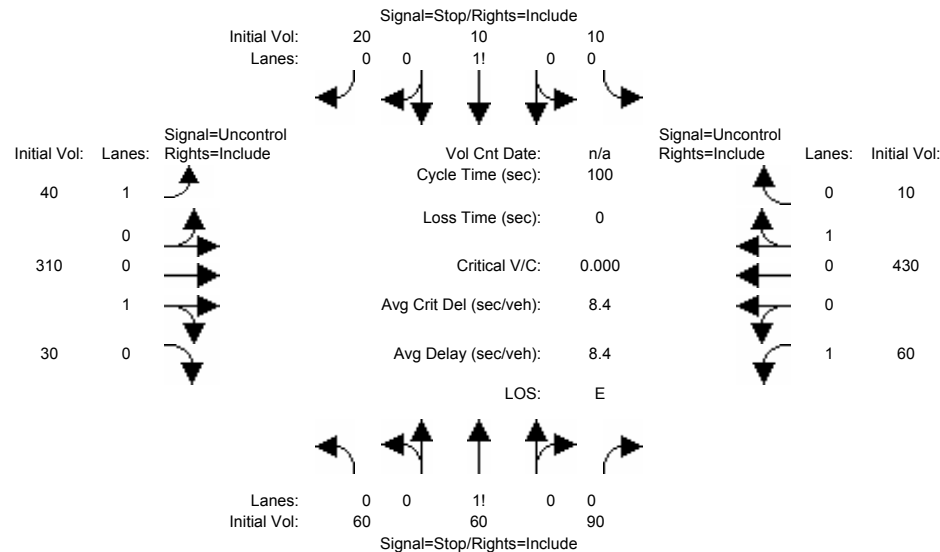


Street Name:	Monterey Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	7		10		10		7		10		10	
Volume Module:												
Base Vol:	260	760	170	140	400	20	50	320	100	190	270	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	760	170	140	400	20	50	320	100	190	270	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:	260	760	170	140	400	20	50	320	100	190	270	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:	260	760	170	140	400	20	50	320	100	190	270	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	760	170	140	400	20	50	320	100	190	270	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	260	760	170	140	400	20	50	320	100	190	270	30
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	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	0.95	0.05	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	1900	1750	1750	1714	86	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.40	0.10	0.08	0.23	0.23	0.03	0.08	0.06	0.06	0.14	0.02
Crit Moves:	****			****			****				****	
Green Time:	18.3	58.5	58.5	11.7	51.9	51.9	7.0	16.3	16.3	11.4	20.8	20.8
Volume/Cap:	0.49	0.75	0.18	0.75	0.49	0.49	0.45	0.57	0.38	0.58	0.75	0.09
Delay/Veh:	42.4	23.3	13.4	63.5	20.5	20.5	52.5	44.9	43.2	49.6	50.8	36.9
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:	42.4	23.3	13.4	63.5	20.5	20.5	52.5	44.9	43.2	49.6	50.8	36.9
LOS by Move:	D	C	B	E	C+	C+	D-	D	D	D	D	D+
HCM2kAvgQ:	5	21	3	5	10	10	2	6	4	4	9	1
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Cum Recom'd GPA AM (8)

Intersection #15: Del Monte Street / Dunne Avenue (us) [- unsignalized]



Street Name:	Del Monte Street						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Volume Module:												
Base Vol:	60	60	90	10	10	20	40	310	30	60	430	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	60	90	10	10	20	40	310	30	60	430	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	60	90	10	10	20	40	310	30	60	430	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	60	90	10	10	20	40	310	30	60	430	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	60	60	90	10	10	20	40	310	30	60	430	10
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:	975	965	325	1035	975	435	440	xxxx	xxxxx	340	xxxx	xxxxx
Potent Cap.:	233	257	721	212	253	625	1131	xxxx	xxxxx	1230	xxxx	xxxxx
Move Cap.:	204	236	721	140	233	625	1131	xxxx	xxxxx	1230	xxxx	xxxxx
Volume/Cap:	0.29	0.25	0.12	0.07	0.04	0.03	0.04	xxxx	xxxx	0.05	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	8.3	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	312	xxxxx	xxxx	273	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	4.6	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	37.4	xxxxx	xxxxx	20.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	E	*	*	C	*	*	*	*	*	*	*
ApproachDel:	37.4			20.4			xxxxxx			xxxxxx		
ApproachLOS:	E			C			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    60 60 90      10 10 20      40 310 30      60 430 10
ApproachDel:    37.4          20.4          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=210]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1130]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1130]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    60 60 90      10 10 20      40 310 30      60 430 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 880

Minor Approach Volume: 210

Minor Approach Volume Threshold: 329

SIGNAL WARRANT DISCLAIMER

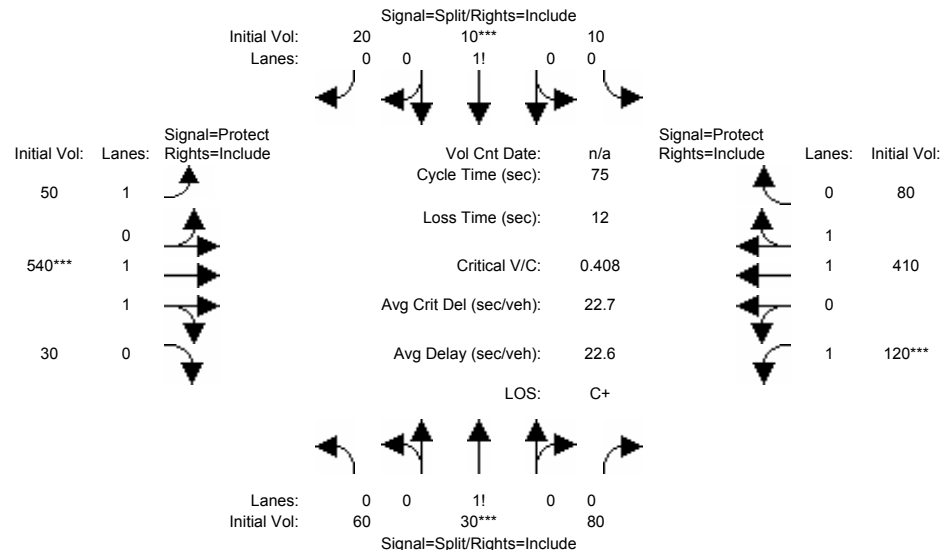
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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA AM (8)

Intersection #16: Church Street / Dunne Avenue



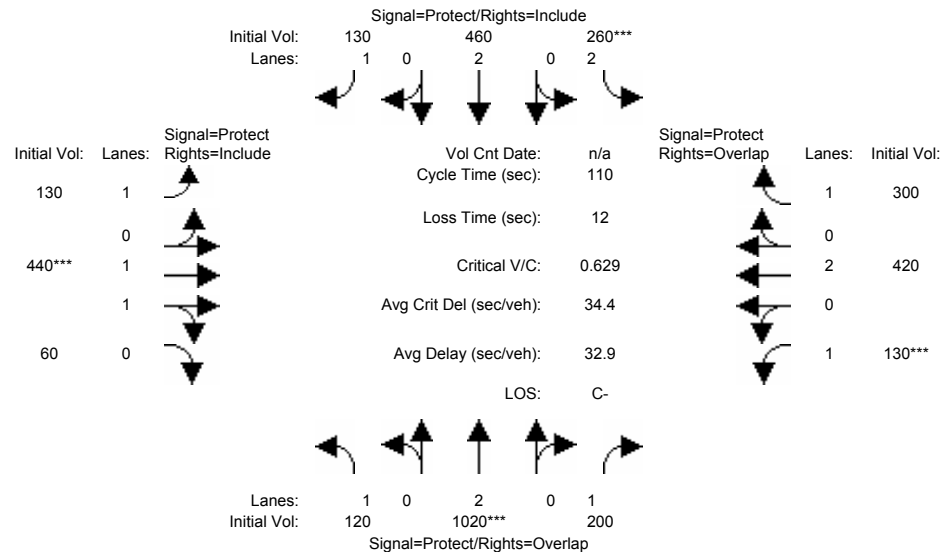
Street Name:	Church Street						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	60	30	80	10	10	20	50	540	30	120	410	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	30	80	10	10	20	50	540	30	120	410	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:	60	30	80	10	10	20	50	540	30	120	410	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:	60	30	80	10	10	20	50	540	30	120	410	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	30	80	10	10	20	50	540	30	120	410	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
FinalVolume:	60	30	80	10	10	20	50	540	30	120	410	80
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	0.98	0.95
Lanes:	0.35	0.18	0.47	0.25	0.25	0.50	1.00	1.89	0.11	1.00	1.66	0.34
Final Sat.:	618	309	824	438	438	875	1750	3505	195	1750	3095	604
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.02	0.02	0.02	0.03	0.15	0.15	0.07	0.13	0.13
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.1	16.1	16.1	10.0	10.0	10.0	15.2	25.5	25.5	11.4	21.7	21.7
Volume/Cap:	0.45	0.45	0.45	0.17	0.17	0.17	0.14	0.45	0.45	0.45	0.46	0.46
Delay/Veh:	26.5	26.5	26.5	29.2	29.2	29.2	24.7	19.5	19.5	30.2	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	26.5	26.5	29.2	29.2	29.2	24.7	19.5	19.5	30.2	22.1	22.1
LOS by Move:	C	C	C	C	C	C	C	B-	B-	C	C+	C+
HCM2kAvgQ:	4	4	4	1	1	1	1	5	5	3	5	5

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

City of Morgan Hill Travel Demand Forecasting
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Level Of Service Computation Report
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Intersection #17: Dunne Ave/Butterfield Blvd

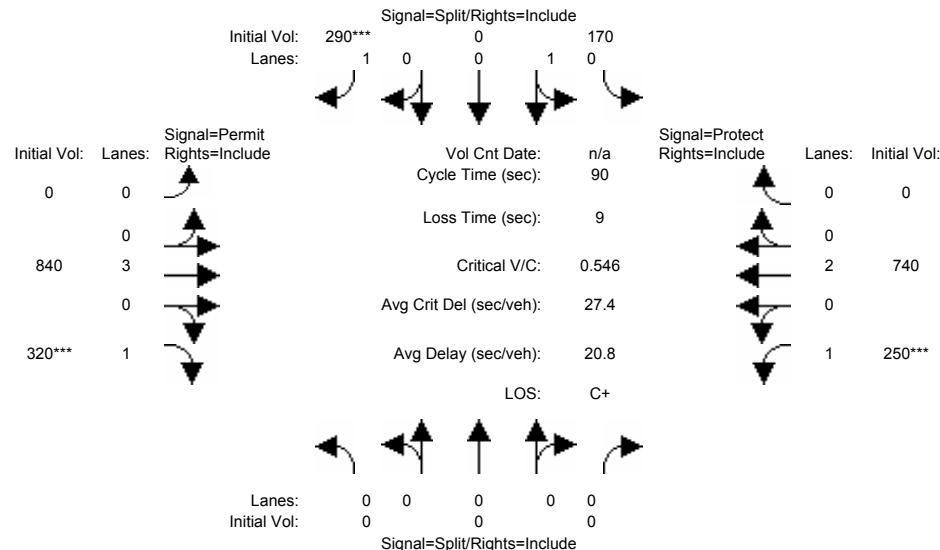


Street Name:	Butterfield Boulevard						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	120	1020	200	260	460	130	130	440	60	130	420	300
Growth Adj:	1.00	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	1020	200	260	460	130	130	440	60	130	420	300
Added Vol:	0	0	0	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	1020	200	260	460	130	130	440	60	130	420	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1020	200	260	460	130	130	440	60	130	420	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1020	200	260	460	130	130	440	60	130	420	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	120	1020	200	260	460	130	130	440	60	130	420	300
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	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.75	0.25	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3256	444	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.11	0.08	0.12	0.07	0.07	0.14	0.14	0.07	0.11	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.2	46.9	59.9	14.4	39.2	39.2	14.7	23.6	23.6	13.0	21.9	36.3
Volume/Cap:	0.34	0.63	0.21	0.63	0.34	0.21	0.56	0.63	0.63	0.63	0.56	0.52
Delay/Veh:	38.2	25.5	13.0	48.3	26.1	24.8	47.5	40.8	40.8	52.3	40.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	25.5	13.0	48.3	26.1	24.8	47.5	40.8	40.8	52.3	40.6	30.6
LOS by Move:	D+	C	B	D	C	C	D	D	D	D-	D	C
HCM2kAvgQ:	4	14	4	6	6	3	4	8	8	6	7	9
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
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Intersection #18: US 101 SB Ramps / Dunne Avenue

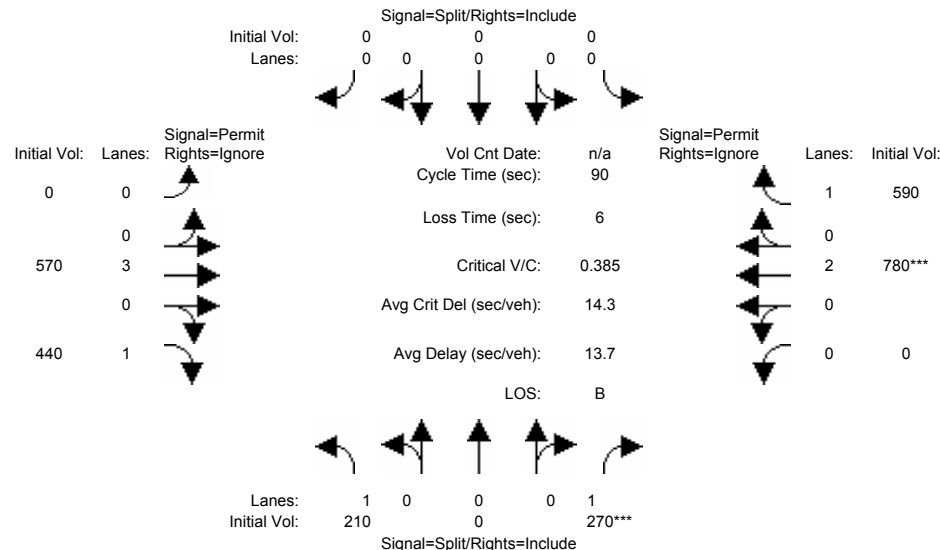


Street Name:	US 101 SB Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Volume Module:												
Base Vol:	0	0	0	170	0	290	0	840	320	250	740	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	170	0	290	0	840	320	250	740	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	170	0	290	0	840	320	250	740	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	170	0	290	0	840	320	250	740	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	170	0	290	0	840	320	250	740	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	170	0	290	0	840	320	250	740	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	0.09	0.00	0.17	0.00	0.15	0.18	0.14	0.19	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	27.3	0.0	27.3	0.0	30.1	30.1	23.5	53.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.55	0.00	0.44	0.55	0.55	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	24.4	0.0	27.4	0.0	23.5	25.4	30.0	9.2	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	24.4	0.0	27.4	0.0	23.5	25.4	30.0	9.2	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	C	A	A
HCM2kAvgQ:	0	0	0	4	0	8	0	6	8	6	5	0
Note: Queue reported is the number of cars per lane.												

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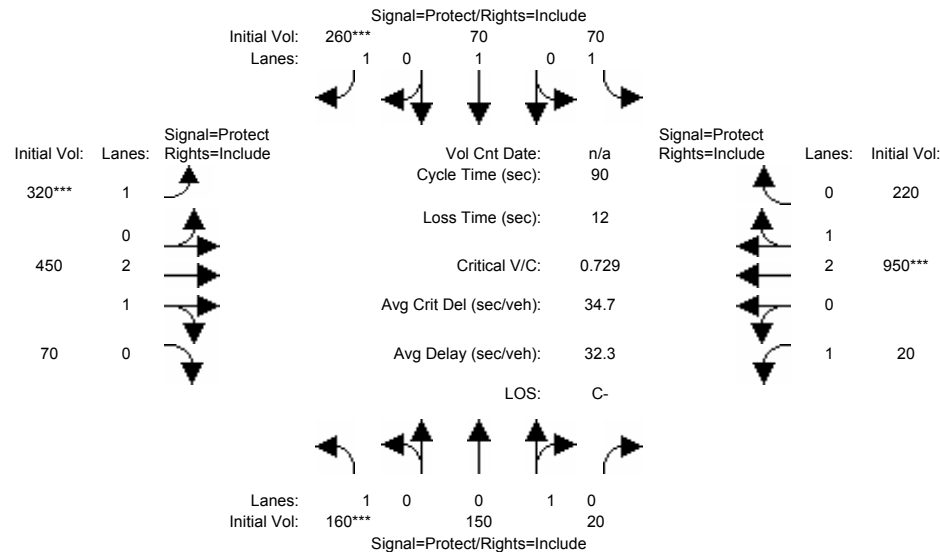
Intersection #19: US 101 NB Ramps / Dunne Avenue



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	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	210	0	270	0	0	0	0	570	440	0	780	590
Growth Adj:	1.00	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	0	270	0	0	0	0	570	440	0	780	590
Added Vol:	0	0	0	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	0	270	0	0	0	0	570	440	0	780	590
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:	210	0	270	0	0	0	0	570	0	0	780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	0	270	0	0	0	0	570	0	0	780	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:	210	0	270	0	0	0	0	570	0	0	780	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:	0.12	0.00	0.15	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.21	0.00
Crit Moves:			****								****	
Green Time:	36.0	0.0	36.0	0.0	0.0	0.0	0.0	48.0	0.0	0.0	48.0	0.0
Volume/Cap:	0.30	0.00	0.39	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.39	0.00
Delay/Veh:	18.6	0.0	19.5	0.0	0.0	0.0	0.0	10.9	0.0	0.0	12.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	0.0	19.5	0.0	0.0	0.0	0.0	10.9	0.0	0.0	12.5	0.0
LOS by Move:	B-	A	B-	A	A	A	A	B+	A	A	B	A
HCM2kAvgQ:	4	0	6	0	0	0	0	3	0	0	6	0
Note: Queue reported is the number of cars per lane.												

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Intersection #20: Dunne Ave/Condit Rd

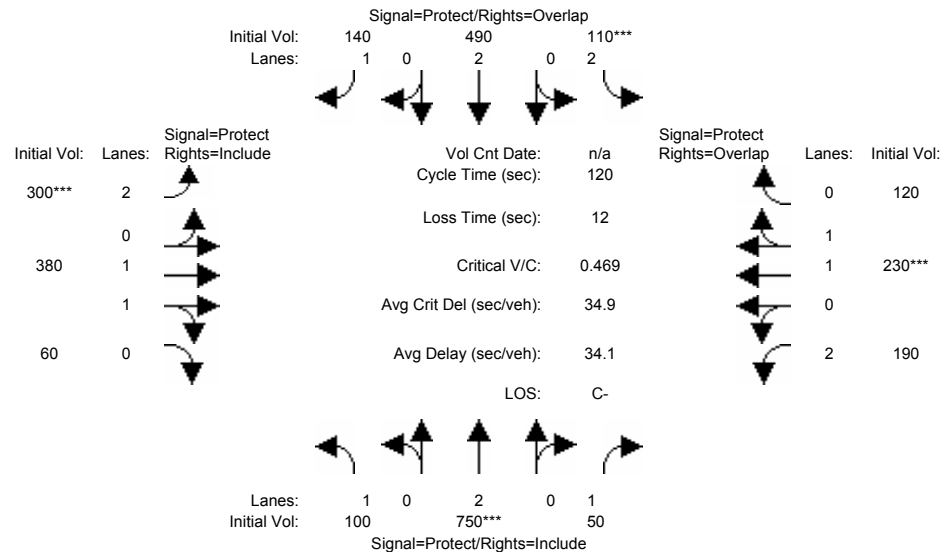


Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	7		10		10		7		10		10	
Volume Module:												
Base Vol:	160	150	20	70	70	260	320	450	70	20	950	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	150	20	70	70	260	320	450	70	20	950	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	150	20	70	70	260	320	450	70	20	950	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	150	20	70	70	260	320	450	70	20	950	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	150	20	70	70	260	320	450	70	20	950	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	160	150	20	70	70	260	320	450	70	20	950	220
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	0.88	0.12	1.00	1.00	1.00	1.00	2.58	0.42	1.00	2.42	0.58
Final Sat.:	1750	1588	212	1750	1900	1750	1750	4845	754	1750	4546	1053
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.04	0.04	0.15	0.18	0.09	0.09	0.01	0.21	0.21
Crit Moves:	****					****	****				****	
Green Time:	11.3	17.4	17.4	12.2	18.3	18.3	22.6	28.5	28.5	19.9	25.8	25.8
Volume/Cap:	0.73	0.49	0.49	0.30	0.18	0.73	0.73	0.29	0.29	0.05	0.73	0.73
Delay/Veh:	49.6	33.4	33.4	35.7	29.8	40.9	37.0	23.3	23.3	27.7	30.7	30.7
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:	49.6	33.4	33.4	35.7	29.8	40.9	37.0	23.3	23.3	27.7	30.7	30.7
LOS by Move:	D	C-	C-	D+	C	D	D+	C	C	C	C	C
HCM2kAvgQ:	6	5	5	2	2	8	9	4	4	0	10	10
Note: Queue reported is the number of cars per lane.												

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Intersection #21: Tennant Ave/Monterey Rd

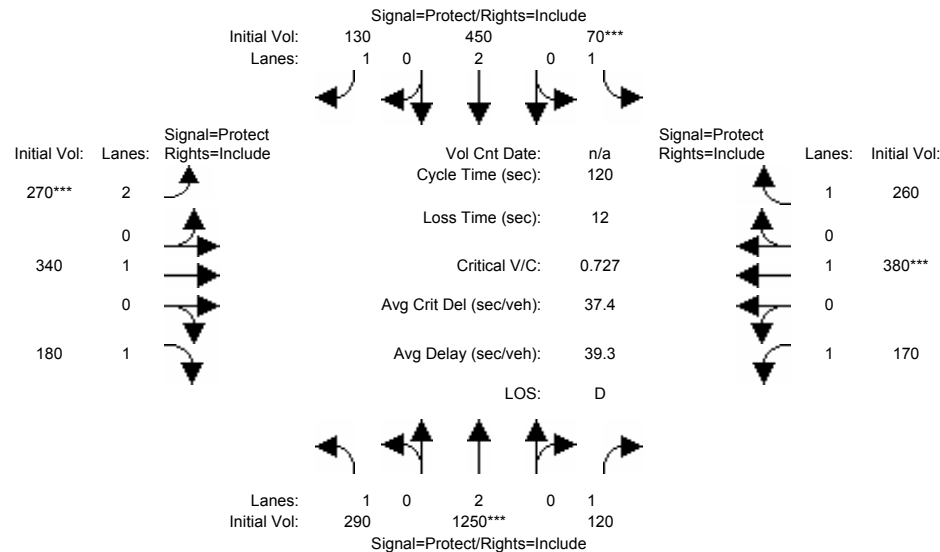


Street Name:	Monterey Road						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	100	750	50	110	490	140	300	380	60	190	230	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	750	50	110	490	140	300	380	60	190	230	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	750	50	110	490	140	300	380	60	190	230	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	750	50	110	490	140	300	380	60	190	230	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	750	50	110	490	140	300	380	60	190	230	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	100	750	50	110	490	140	300	380	60	190	230	120
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	1.72	0.28	2.00	1.30	0.70
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	3195	504	3150	2430	1268
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.03	0.03	0.13	0.08	0.10	0.12	0.12	0.06	0.09	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.5	50.5	50.5	8.9	40.9	65.3	24.4	32.2	32.2	16.3	24.2	33.1
Volume/Cap:	0.37	0.47	0.07	0.47	0.38	0.15	0.47	0.44	0.44	0.44	0.47	0.34
Delay/Veh:	46.4	25.3	20.8	54.7	30.1	13.6	42.7	36.7	36.7	48.4	42.7	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	25.3	20.8	54.7	30.1	13.6	42.7	36.7	36.7	48.4	42.7	34.9
LOS by Move:	D	C	C+	D-	C	B	D	D+	D+	D	D	C-
HCM2kAvgQ:	3	10	1	3	7	3	6	7	7	4	6	5
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA AM (8)

Intersection #22: Main Ave/Butterfield Blvd

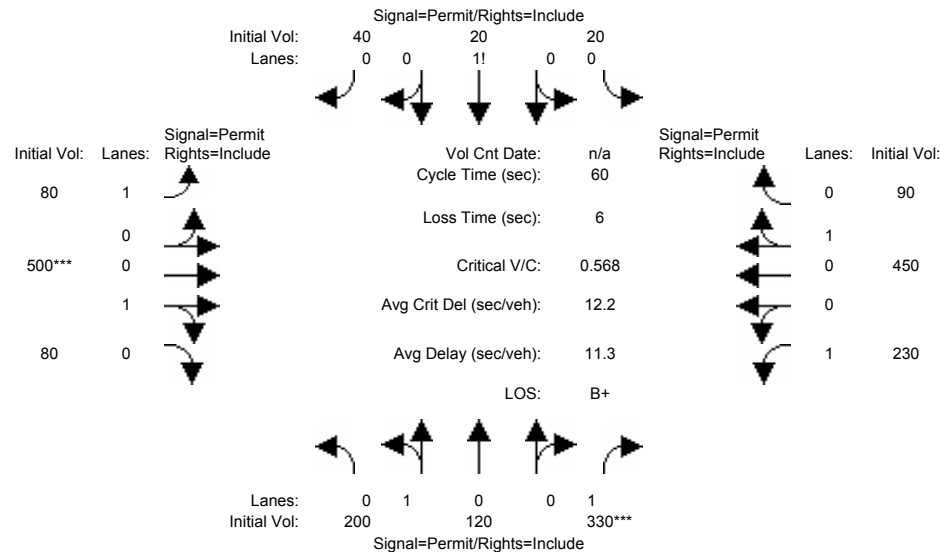


Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	290	1250	120	70	450	130	270	340	180	170	380	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1250	120	70	450	130	270	340	180	170	380	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	1250	120	70	450	130	270	340	180	170	380	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	1250	120	70	450	130	270	340	180	170	380	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1250	120	70	450	130	270	340	180	170	380	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	290	1250	120	70	450	130	270	340	180	170	380	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.33	0.07	0.04	0.12	0.07	0.09	0.18	0.10	0.10	0.20	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	35.6	54.1	54.1	7.0	25.4	25.4	14.1	30.4	30.4	16.5	32.9	32.9
Volume/Cap:	0.56	0.73	0.15	0.69	0.56	0.35	0.73	0.71	0.41	0.71	0.73	0.54
Delay/Veh:	36.9	28.6	19.5	73.1	43.1	40.8	58.4	45.5	37.9	58.6	44.8	38.4
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:	36.9	28.6	19.5	73.1	43.1	40.8	58.4	45.5	37.9	58.6	44.8	38.4
LOS by Move:	D+	C	B-	E	D	D	E+	D	D+	E+	D	D+
HCM2kAvgQ:	10	20	3	4	8	5	7	12	6	8	14	9
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA AM (8)

Intersection #23: Condit Road / Main Avenue

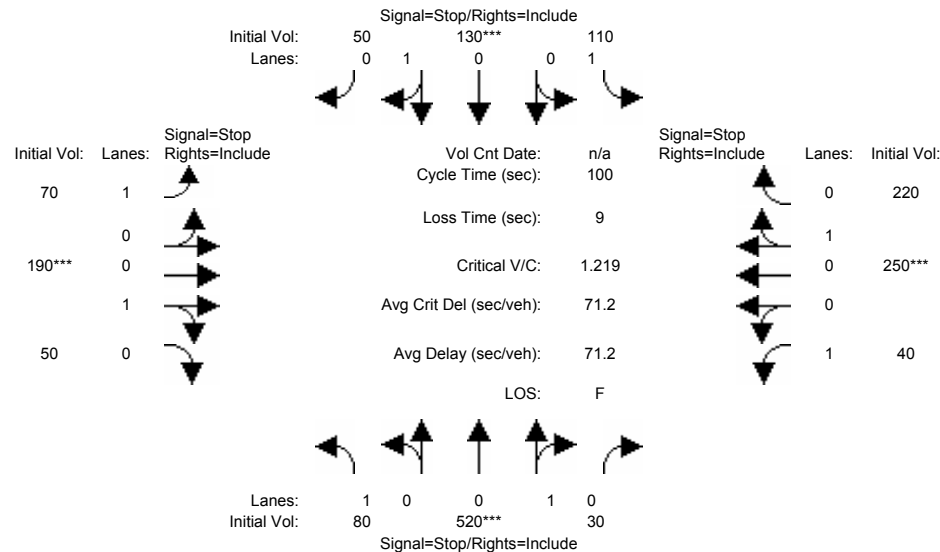


Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	200	120	330	20	20	40	80	500	80	230	450	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	120	330	20	20	40	80	500	80	230	450	90
Added Vol:	0	0	0	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	120	330	20	20	40	80	500	80	230	450	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	120	330	20	20	40	80	500	80	230	450	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	120	330	20	20	40	80	500	80	230	450	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	120	330	20	20	40	80	500	80	230	450	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.63	0.37	1.00	0.25	0.25	0.50	1.00	0.86	0.14	1.00	0.83	0.17
Final Sat.:	1125	675	1750	438	438	875	1750	1552	248	1750	1500	300
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.19	0.05	0.05	0.05	0.05	0.32	0.32	0.13	0.30	0.30
Crit Moves:			****					****				
Green Time:	19.9	19.9	19.9	19.9	19.9	19.9	34.1	34.1	34.1	34.1	34.1	34.1
Volume/Cap:	0.54	0.54	0.57	0.14	0.14	0.14	0.08	0.57	0.57	0.23	0.53	0.53
Delay/Veh:	17.2	17.2	17.8	14.1	14.1	14.1	5.9	9.0	9.0	6.6	8.5	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.2	17.2	17.8	14.1	14.1	14.1	5.9	9.0	9.0	6.6	8.5	8.5
LOS by Move:	B	B	B	B	B	B	A	A	A	A	A	A
HCM2kAvgQ:	5	5	5	1	1	1	1	8	8	2	7	7
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2030 Cum Recom'd GPA AM (8)

Intersection #24: Hale Avenue / Dunne Avenue (us) [- future unsignalized]



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	7	10	10	7	10	10
Volume Module:												
Base Vol:	80	520	30	110	130	50	70	190	50	40	250	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	520	30	110	130	50	70	190	50	40	250	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	520	30	110	130	50	70	190	50	40	250	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	520	30	110	130	50	70	190	50	40	250	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	520	30	110	130	50	70	190	50	40	250	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	520	30	110	130	50	70	190	50	40	250	220
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	0.95	0.05	1.00	0.72	0.28	1.00	0.79	0.21	1.00	0.53	0.47
Final Sat.:	422	427	25	390	304	117	394	337	89	419	248	218
Capacity Analysis Module:												
Vol/Sat:	0.19	1.22	1.22	0.28	0.43	0.43	0.18	0.56	0.56	0.10	1.01	1.01
Crit Moves:	****			****			****			****		
Delay/Veh:	13.2	142	141.9	15.4	17.2	17.2	13.7	21.3	21.3	12.1	71.2	71.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.2	142	141.9	15.4	17.2	17.2	13.7	21.3	21.3	12.1	71.2	71.2
LOS by Move:	B	F	F	C	C	C	B	C	C	B	F	F
ApproachDel:	125.6			16.5			19.6			66.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	125.6			16.5			19.6			66.5		
LOS by Appr:	F			C			C			F		
AllWayAvgQ:	0.2	16.5	16.5	0.4	0.7	0.7	0.2	1.2	1.2	0.1	7.9	7.9

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Hale Avenue / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0
Initial Vol:	80	520		30		110	130		50		70	190		50		40	250		220	
Major Street Volume:						920														
Minor Approach Volume:						510														
Minor Approach Volume Threshold:						410														

SIGNAL WARRANT DISCLAIMER

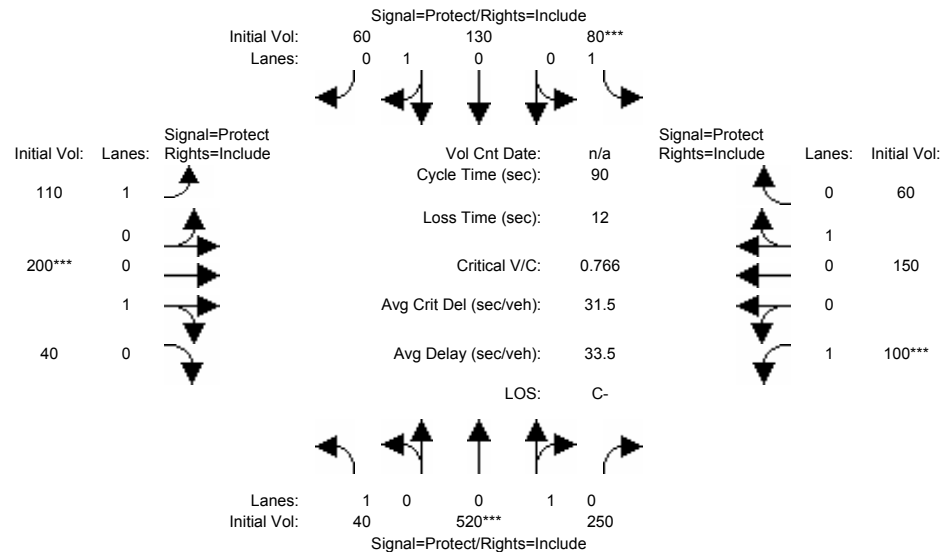
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA AM (8)

Intersection #207: Hale Avenue / Main Avenue [- signalized]

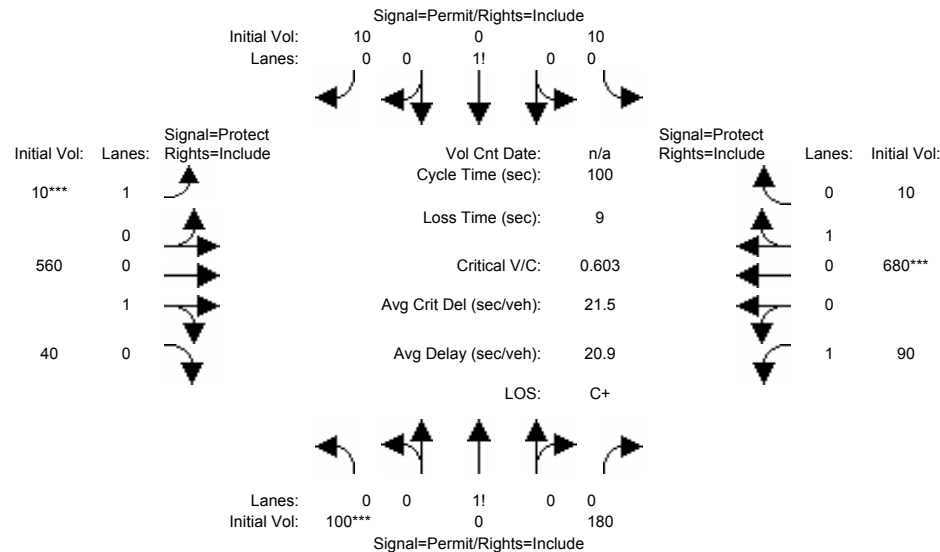


Street Name:	Hale Avenue						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	40	520	250	80	130	60	110	200	40	100	150	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	520	250	80	130	60	110	200	40	100	150	60
Added Vol:	0	0	0	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	520	250	80	130	60	110	200	40	100	150	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	520	250	80	130	60	110	200	40	100	150	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	520	250	80	130	60	110	200	40	100	150	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	40	520	250	80	130	60	110	200	40	100	150	60
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	0.68	0.32	1.00	0.68	0.32	1.00	0.83	0.17	1.00	0.71	0.29
Final Sat.:	1750	1216	584	1750	1232	568	1750	1500	300	1750	1286	514
Capacity Analysis Module:												
Vol/Sat:	0.02	0.43	0.43	0.05	0.11	0.11	0.06	0.13	0.13	0.06	0.12	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.0	48.8	48.8	7.0	32.8	32.8	8.9	15.2	15.2	7.0	13.3	13.3
Volume/Cap:	0.09	0.79	0.79	0.59	0.29	0.29	0.64	0.79	0.79	0.73	0.79	0.79
Delay/Veh:	25.6	20.9	20.9	46.7	20.6	20.6	46.7	48.8	48.8	59.2	51.4	51.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	20.9	20.9	46.7	20.6	20.6	46.7	48.8	48.8	59.2	51.4	51.4
LOS by Move:	C	C+	C+	D	C+	C+	D	D	D	E+	D-	D-
HCM2kAvgQ:	1	20	20	3	4	4	4	9	9	5	8	8
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA AM (8)

Intersection #208: Depot Street / Main Avenue [- signalized]

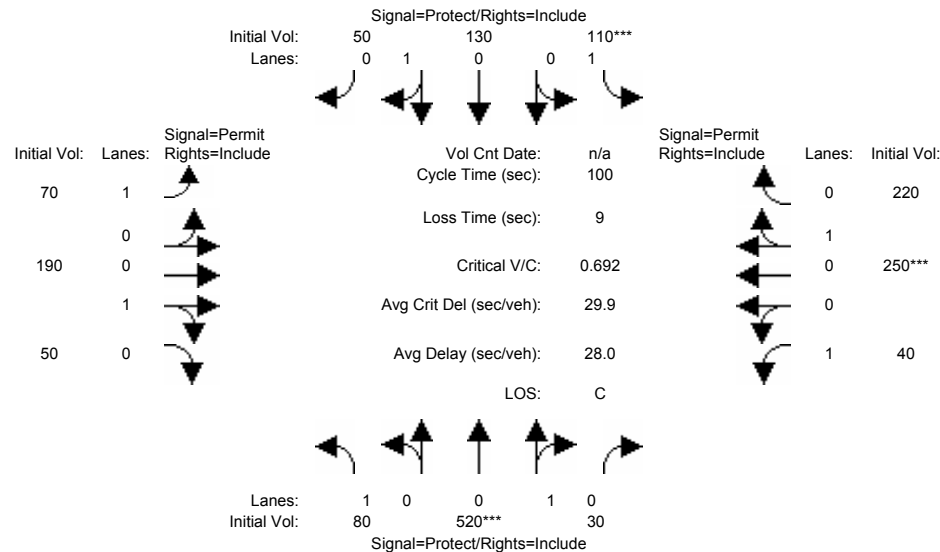


Street Name:	Depot Street						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	100	0	180	10	0	10	10	560	40	90	680	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	0	180	10	0	10	10	560	40	90	680	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	0	180	10	0	10	10	560	40	90	680	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	180	10	0	10	10	560	40	90	680	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	180	10	0	10	10	560	40	90	680	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	0	180	10	0	10	10	560	40	90	680	10
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	0.95	0.95	0.92	0.95	0.95
Lanes:	0.36	0.00	0.64	0.50	0.00	0.50	1.00	0.93	0.07	1.00	0.99	0.01
Final Sat.:	625	0	1125	875	0	875	1750	1680	120	1750	1774	26
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.16	0.01	0.00	0.01	0.01	0.33	0.33	0.05	0.38	0.38
Crit Moves:	****						****			****		
Green Time:	24.7	0.0	24.7	24.7	0.0	24.7	7.0	54.8	54.8	11.5	59.3	59.3
Volume/Cap:	0.65	0.00	0.65	0.05	0.00	0.05	0.08	0.61	0.61	0.45	0.65	0.65
Delay/Veh:	37.1	0.0	37.1	28.7	0.0	28.7	43.8	16.5	16.5	42.9	14.8	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	0.0	37.1	28.7	0.0	28.7	43.8	16.5	16.5	42.9	14.8	14.8
LOS by Move:	D+	A	D+	C	A	C	D	B	B	D	B	B
HCM2kAvgQ:	9	0	9	1	0	1	0	13	13	3	15	15
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA AM (8)

Intersection #224: Hale Avenue / Dunne Avenue [- future signalized]



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
Volume Module:												
Base Vol:	80	520	30	110	130	50	70	190	50	40	250	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	520	30	110	130	50	70	190	50	40	250	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	520	30	110	130	50	70	190	50	40	250	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	520	30	110	130	50	70	190	50	40	250	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	520	30	110	130	50	70	190	50	40	250	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	520	30	110	130	50	70	190	50	40	250	220
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	0.95	0.05	1.00	0.72	0.28	1.00	0.79	0.21	1.00	0.53	0.47
Final Sat.:	1750	1702	98	1750	1300	500	1750	1425	375	1750	957	843
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.31	0.06	0.10	0.10	0.04	0.13	0.13	0.02	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	21.9	44.2	44.2	9.1	31.3	31.3	37.7	37.7	37.7	37.7	37.7	37.7
Volume/Cap:	0.21	0.69	0.69	0.69	0.32	0.32	0.11	0.35	0.35	0.06	0.69	0.69
Delay/Veh:	32.2	25.1	25.1	56.4	26.5	26.5	20.3	22.7	22.7	19.9	29.3	29.3
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:	32.2	25.1	25.1	56.4	26.5	26.5	20.3	22.7	22.7	19.9	29.3	29.3
LOS by Move:	C-	C	C	E+	C	C	C+	C+	C+	B-	C	C
HCM2kAvgQ:	2	15	15	5	4	4	1	6	6	1	14	14
Note: Queue reported is the number of cars per lane.												

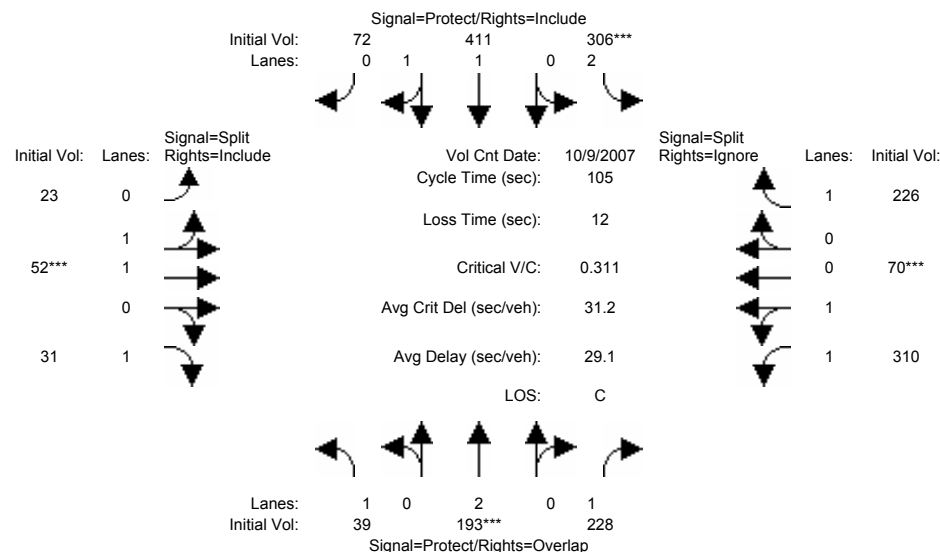
City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Existing PM				2015 Current GP PM (2)						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1 Cochrane Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	29.1	0.311	31.2	C	31.4	0.496	+ 0.185	30.7	- 0.5	?	xx.x	x.xxx	xx.x
#2 Cochrane Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	B	13.0	0.336	20.1	C	27.3	0.570	+ 0.234	36.9	+ 16.9	?	xx.x	x.xxx	xx.x
#3 Monterey Road / Central Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	23.1	0.000	1.7	F	>150	0.000	+ 0.000	13.8	+ 12.1	?	xx.x	x.xxx	xx.x
#4 Monterey Road / Keystone Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.5	0.000	0.3	B	14.7	0.000	+ 0.000	0.4	+ 0.1	?	xx.x	x.xxx	xx.x
#5 Main Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	D	42.4	0.614	43.6	D	43.2	0.762	+ 0.148	43.1	- 0.5	?	xx.x	x.xxx	xx.x
#6 Del Monte Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	19.1	0.000	2.9	C	20.1	0.000	+ 0.000	4.6	+ 1.8	?	xx.x	x.xxx	xx.x
#7 Hale Avenue / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	13.2	0.565	13.2	B	14.9	0.586	+ 0.021	14.9	+ 1.8	?	xx.x	x.xxx	xx.x
#8 Depot Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	D	25.6	0.000	1.6	C	17.2	0.000	+ 0.000	2.3	+ 0.7	?	xx.x	x.xxx	xx.x
#9 Monterey Road / 1st Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.9	0.000	0.2	B	12.8	0.000	+ 0.000	0.3	+ 0.1	?	xx.x	x.xxx	xx.x
#10 Monterey Road / 2nd Street	?	xx.x	x.xxx	xx.x	B	12.5	0.288	10.3	B	13.1	0.436	+ 0.148	11.4	+ 1.1	?	xx.x	x.xxx	xx.x
#11 Monterey Road / 3rd Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	11.1	0.000	0.3	B	13.4	0.000	+ 0.000	0.4	+ 0.1	?	xx.x	x.xxx	xx.x
#12 Monterey Road / 4th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	18.9	0.000	0.4	F	76.9	0.000	+ 0.000	3.4	+ 2.9	?	xx.x	x.xxx	xx.x
#13 Monterey Road / 5th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	17.0	0.000	0.4	F	63.2	0.000	+ 0.000	2.6	+ 2.2	?	xx.x	x.xxx	xx.x
#14 Dunne Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	D+	36.6	0.527	38.7	C-	34.9	0.523	- 0.003	32.8	- 5.8	?	xx.x	x.xxx	xx.x
#15 Del Monte Street / Dunne Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	15.0	0.000	3.3	C	19.9	0.000	+ 0.000	4.3	+ 1.0	?	xx.x	x.xxx	xx.x
#16 Church Street / Dunne Avenue	?	xx.x	x.xxx	xx.x	B-	19.5	0.376	20.3	C+	21.0	0.460	+ 0.084	22.1	+ 1.8	?	xx.x	x.xxx	xx.x
#17 Dunne Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	D	39.4	0.600	42.5	C-	34.9	0.603	+ 0.003	36.6	- 5.9	?	xx.x	x.xxx	xx.x
#18 US 101 SB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	C+	21.5	0.599	26.0	C+	21.9	0.565	- 0.034	25.2	- 0.7	?	xx.x	x.xxx	xx.x
#19 US 101 NB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	B	12.7	0.341	13.0	B	15.8	0.349	+ 0.008	16.0	+ 3.1	?	xx.x	x.xxx	xx.x
#20 Dunne Ave/Condit Rd	?	xx.x	x.xxx	xx.x	C	28.3	0.434	30.6	C-	33.8	0.461	+ 0.028	37.3	+ 6.7	?	xx.x	x.xxx	xx.x
#21 Tennant Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C-	32.8	0.582	32.5	C	31.1	0.594	+ 0.012	30.6	- 1.9	?	xx.x	x.xxx	xx.x
#22 Main Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	D+	37.7	0.426	38.1	D+	37.1	0.568	+ 0.142	37.4	- 0.7	?	xx.x	x.xxx	xx.x
#23 Condit Road / Main Avenue	?	xx.x	x.xxx	xx.x	A	9.9	0.222	10.1	B+	10.3	0.332	+ 0.111	10.7	+ 0.6	?	xx.x	x.xxx	xx.x
#24 Hale Avenue / Dunne Avenue (us) [- future unsignalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	B	13.4	0.400	+ 0.400	13.4	+ 13.4	?	xx.x	x.xxx	xx.x
#224 Hale Avenue / Dunne Avenue [- future signalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	C	23.4	0.240	+ 0.240	23.0	+ 23.0	?	xx.x	x.xxx	xx.x

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #1: Cochrane Ave/Monterey Rd



Street Name: Monterey Road Cochrane Avenue

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

Volume Module: >> Count Date: 9 Oct 2007 << 5:00pm-5:45pm

Base Vol:	39	193	228	306	411	72	23	52	31	310	70	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	193	228	306	411	72	23	52	31	310	70	226
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	193	228	306	411	72	23	52	31	310	70	226
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:	39	193	228	306	411	72	23	52	31	310	70	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	193	228	306	411	72	23	52	31	310	70	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	39	193	228	306	411	72	23	52	31	310	70	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	0.99	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	1.69	0.31	0.63	1.37	1.00	1.64	0.36	1.00
Final Sat.:	1750	3800	1750	3150	3148	551	1134	2564	1750	2896	654	1750

Capacity Analysis Module:

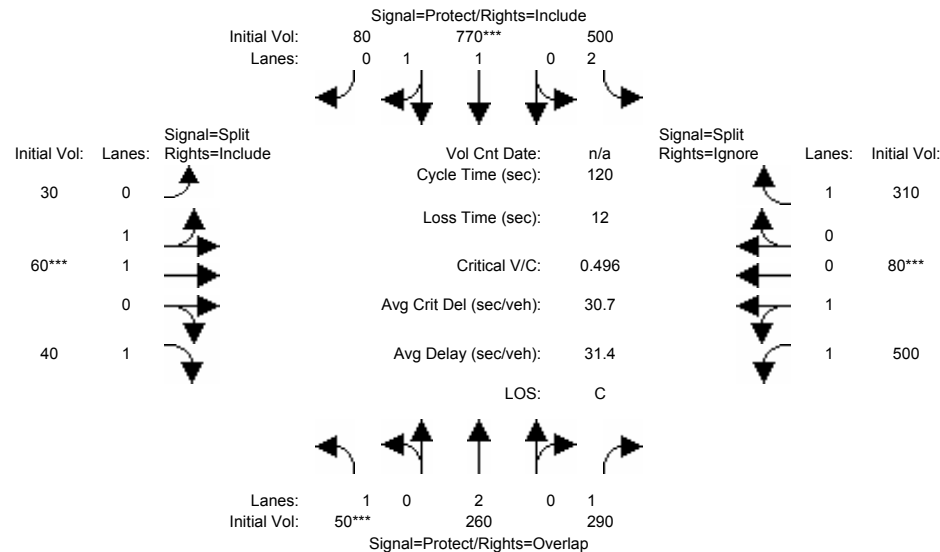
Vol/Sat:	0.02	0.05	0.13	0.10	0.13	0.13	0.02	0.02	0.02	0.11	0.11	0.00
Crit Moves:	****			****			****			****		
Green Time:	16.3	16.5	51.4	31.6	31.9	31.9	10.0	10.0	10.0	34.8	34.8	0.0
Volume/Cap:	0.14	0.32	0.27	0.32	0.43	0.43	0.21	0.21	0.19	0.32	0.32	0.00
Delay/Veh:	38.6	39.6	15.9	28.6	29.6	29.6	44.2	44.2	44.3	26.4	26.4	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:	38.6	39.6	15.9	28.6	29.6	29.6	44.2	44.2	44.3	26.4	26.4	0.0
LOS by Move:	D+	D	B	C	C	C	D	D	D	C	C	A
HCM2kAvgQ:	1	3	5	4	6	6	1	1	1	5	5	0

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #1: Cochrane Ave/Monterey Rd



Street Name: Monterey Road Cochrane Avenue

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

Volume Module:

Base Vol:	50	260	290	500	770	80	30	60	40	500	80	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	260	290	500	770	80	30	60	40	500	80	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	260	290	500	770	80	30	60	40	500	80	310
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:	50	260	290	500	770	80	30	60	40	500	80	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	260	290	500	770	80	30	60	40	500	80	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	260	290	500	770	80	30	60	40	500	80	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	0.99	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	1.81	0.19	0.68	1.32	1.00	1.73	0.27	1.00
Final Sat.:	1750	3800	1750	3150	3352	348	1233	2466	1750	3060	490	1750

Capacity Analysis Module:

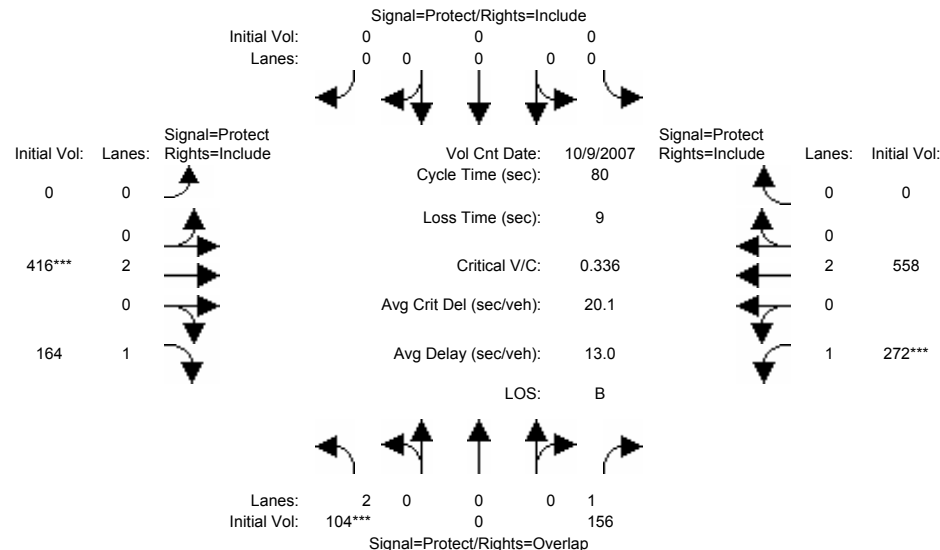
Vol/Sat:	0.03	0.07	0.17	0.16	0.23	0.23	0.02	0.02	0.02	0.16	0.16	0.00
Crit Moves:	****			****			****			****		
Green Time:	7.0	20.7	58.5	39.5	53.2	53.2	10.0	10.0	10.0	37.8	37.8	0.0
Volume/Cap:	0.49	0.40	0.34	0.48	0.52	0.52	0.29	0.29	0.27	0.52	0.52	0.00
Delay/Veh:	58.4	44.5	19.1	32.5	24.4	24.4	52.2	52.2	52.6	34.1	34.1	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:	58.4	44.5	19.1	32.5	24.4	24.4	52.2	52.2	52.6	34.1	34.1	0.0
LOS by Move:	E+	D	B-	C-	C	C	D-	D-	D-	C-	C-	A
HCM2kAvgQ:	2	4	7	9	11	11	2	2	2	9	9	0

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #2: Cochrane Ave/Butterfield Blvd



Street Name: Butterfield Boulevard Cochrane Avenue

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

Volume Module: >> Count Date: 9 Oct 2007 << 4:30pm-5:15pm

	104	0	156	0	0	0	0	416	164	272	558	0
Base Vol:	104	0	156	0	0	0	0	416	164	272	558	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:	104	0	156	0	0	0	0	416	164	272	558	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:	104	0	156	0	0	0	0	416	164	272	558	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:	104	0	156	0	0	0	0	416	164	272	558	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	0	156	0	0	0	0	416	164	272	558	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:	104	0	156	0	0	0	0	416	164	272	558	0

Saturation Flow Module:

	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:

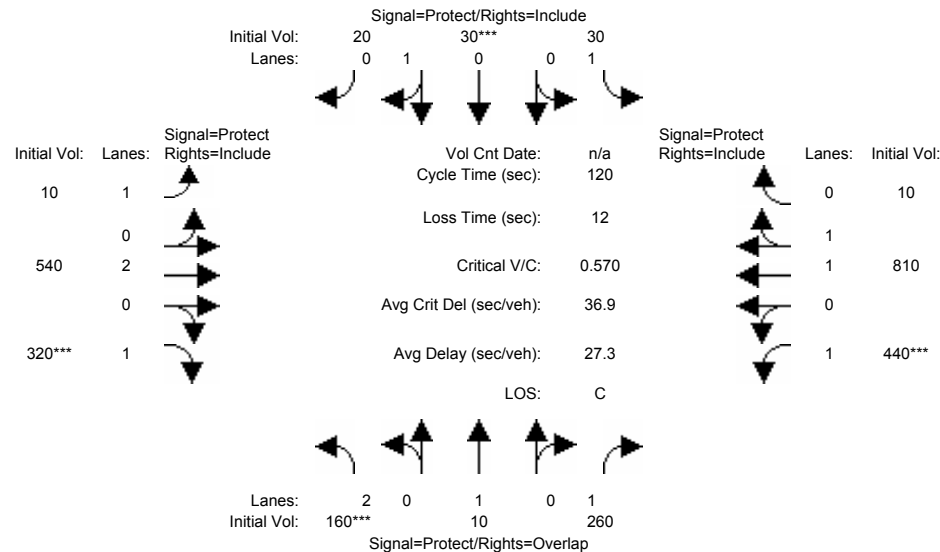
	0.03	0.00	0.09	0.00	0.00	0.00	0.00	0.11	0.09	0.16	0.15	0.00
Vol/Sat:	0.03	0.00	0.09	0.00	0.00	0.00	0.00	0.11	0.09	0.16	0.15	0.00
Crit Moves:	****							****				
Green Time:	7.9	0.0	44.9	0.0	0.0	0.0	0.0	26.1	26.1	37.0	63.1	0.0
Volume/Cap:	0.34	0.00	0.16	0.00	0.00	0.00	0.00	0.34	0.29	0.34	0.19	0.00
Delay/Veh:	34.3	0.0	8.5	0.0	0.0	0.0	0.0	20.6	20.3	13.9	2.1	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:	34.3	0.0	8.5	0.0	0.0	0.0	0.0	20.6	20.3	13.9	2.1	0.0
LOS by Move:	C-	A	A	A	A	A	A	C+	C+	B	A	A
HCM2kAvgQ:	2	0	2	0	0	0	0	4	3	4	2	0

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #2: Cochrane Ave/Butterfield Blvd

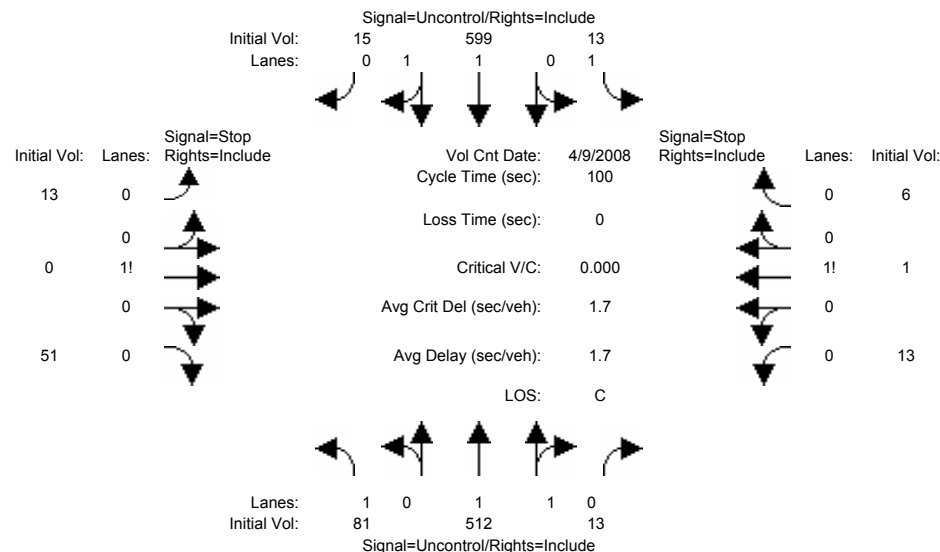


Street Name:	Butterfield Boulevard						Cochrane Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	160	10	260	30	30	20	10	540	320	440	810	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	10	260	30	30	20	10	540	320	440	810	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	160	10	260	30	30	20	10	540	320	440	810	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	10	260	30	30	20	10	540	320	440	810	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	10	260	30	30	20	10	540	320	440	810	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	160	10	260	30	30	20	10	540	320	440	810	10
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	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.60	0.40	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	1900	1750	1750	1080	720	1750	3800	1750	1750	3655	45
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.15	0.02	0.03	0.03	0.01	0.14	0.18	0.25	0.22	0.22
Crit Moves:	****			****			****			****		
Green Time:	10.3	11.9	62.7	8.3	10.0	10.0	18.3	36.9	36.9	50.8	69.5	69.5
Volume/Cap:	0.59	0.05	0.28	0.25	0.33	0.33	0.04	0.46	0.59	0.59	0.38	0.38
Delay/Veh:	56.4	49.0	16.2	53.9	53.2	53.2	43.4	33.8	37.0	28.0	13.8	13.8
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:	56.4	49.0	16.2	53.9	53.2	53.2	43.4	33.8	37.0	28.0	13.8	13.8
LOS by Move:	E+	D	B	D-	D-	D-	D	C-	D+	C	B	B
HCM2kAvgQ:	4	0	6	1	2	2	0	8	11	13	8	8
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #3: Monterey Road / Central Avenue (us) [- unsignalized]



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: 9 Apr 2008 << 5:00pm-5:45pm

Base Vol:	81	512	13	13	599	15	13	0	51	13	1	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:	81	512	13	13	599	15	13	0	51	13	1	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:	81	512	13	13	599	15	13	0	51	13	1	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:	81	512	13	13	599	15	13	0	51	13	1	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	81	512	13	13	599	15	13	0	51	13	1	6

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	614	xxxx	xxxxxx	525	xxxx	xxxxxx	1051	1320	307	1006	1321	263
Potent Cap.:	975	xxxx	xxxxxx	1052	xxxx	xxxxxx	184	158	695	198	158	742
Move Cap.:	975	xxxx	xxxxxx	1052	xxxx	xxxxxx	168	143	695	170	143	742
Volume/Cap:	0.08	xxxx	xxxx	0.01	xxxx	xxxx	0.08	0.00	0.07	0.08	0.01	0.01

Level Of Service Module:

2Way95thQ:	0.3	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	9.0	xxxx	xxxxxx	8.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	425	xxxxxx	xxxx	219	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.5	xxxxxx	xxxxxx	0.3	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	15.0	xxxxxx	xxxxxx	23.1	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	C	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	15.0	xxxxxx	xxxxxx	23.1	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	B	*	*	C	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met


```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    81 512 13      13 599 15      13 0 51      13 1 6
ApproachDel:    xxxxxx      xxxxxx      15.0      23.1
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=64]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1317]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1317]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    81 512 13      13 599 15      13 0 51      13 1 6
-----|-----|-----|-----|-----|

```

Major Street Volume: 1233

Minor Approach Volume: 64

Minor Approach Volume Threshold: 213

SIGNAL WARRANT DISCLAIMER

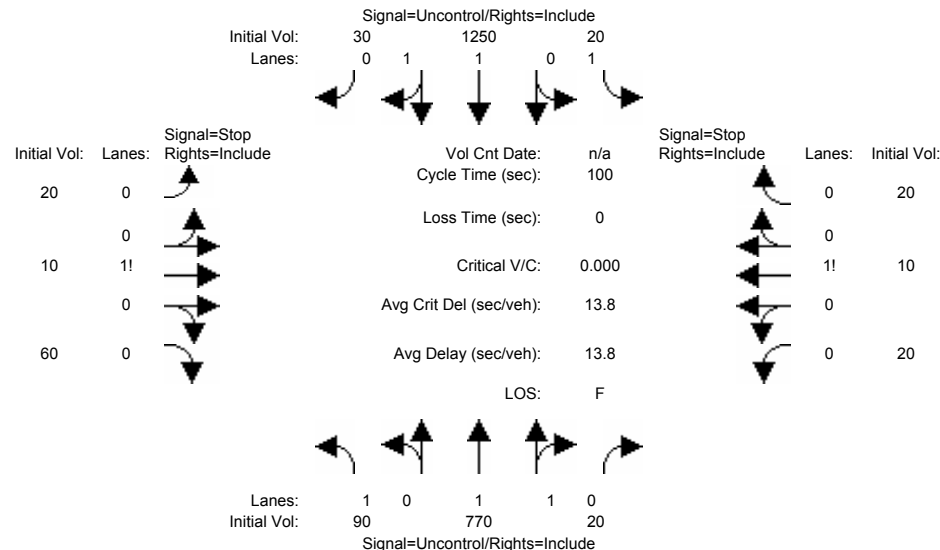
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #3: Monterey Road / Central Avenue (us) [- unsignalized]



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:

Base Vol:	90	770	20	20	1250	30	20	10	60	20	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	770	20	20	1250	30	20	10	60	20	10	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	770	20	20	1250	30	20	10	60	20	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	770	20	20	1250	30	20	10	60	20	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	90	770	20	20	1250	30	20	10	60	20	10	20

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	1280	xxxx	xxxxxx	790	xxxx	xxxxxx	1875	2275	640	1630	2280	395
Potent Cap.:	549	xxxx	xxxxxx	839	xxxx	xxxxxx	45	41	423	69	40	610
Move Cap.:	549	xxxx	xxxxxx	839	xxxx	xxxxxx	29	33	423	39	33	610
Volume/Cap:	0.16	xxxx	xxxx	0.02	xxxx	xxxx	0.69	0.30	0.14	0.51	0.30	0.03

Level Of Service Module:

2Way95thQ:	0.6	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	12.8	xxxx	xxxxxx	9.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	79	xxxxxx	xxxx	59	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	6.5	xxxxxx	xxxxxx	3.8	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	237	xxxxxx	xxxxxx	188	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	236.9	xxxxxx	xxxxxx	xxxxxx	187.9	xxxxxx
ApproachLOS:	*	*	*	*	*	*	F	*	*	*	F	*

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

Peak Hour Delay Signal Warrant Report

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    90 770      20 20 1250      30 20 10      60 20 10      20
ApproachDel:    xxxxxx      xxxxxx      236.9      187.9
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=5.9]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=90]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2320]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2320]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    90 770      20 20 1250      30 20 10      60 20 10      20
-----|-----|-----|-----|-----|

```

Major Street Volume: 2180

Minor Approach Volume: 90

Minor Approach Volume Threshold: 16 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

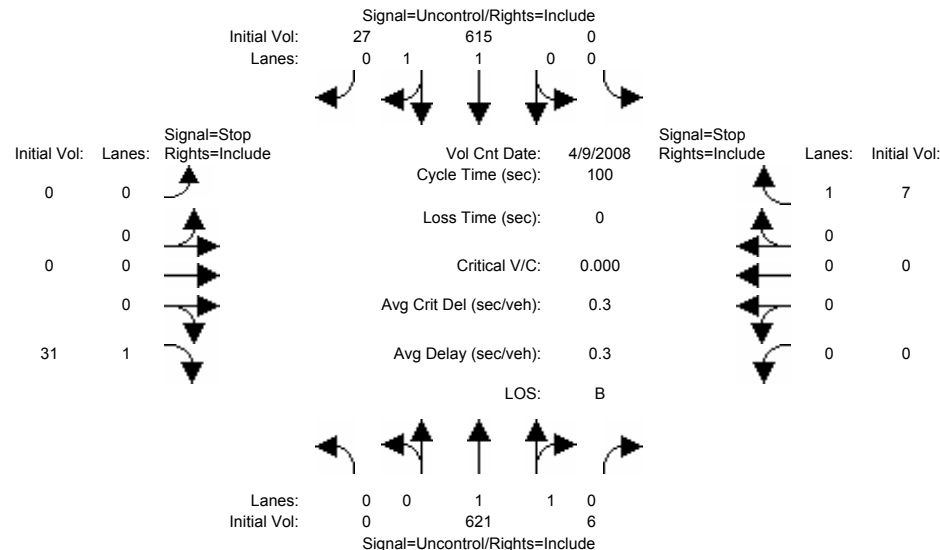
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #4: Monterey Road / Keystone Avenue (us) [- unsignalized]



Street Name: Monterey Road Keystone 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: 9 Apr 2008 << 5:00pm-5:45pm

Base Vol:	0	621	6	0	615	27	0	0	31	0	0	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	621	6	0	615	27	0	0	31	0	0	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	621	6	0	615	27	0	0	31	0	0	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	621	6	0	615	27	0	0	31	0	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	621	6	0	615	27	0	0	31	0	0	7

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	6.9	xxxxxx	xxxxxx	6.9
FollowUpTim:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	3.3	xxxxxx	xxxxxx	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	321	xxxxxx	xxxxxx	314
Potent Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	681	xxxxxx	xxxxxx	688
Move Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	681	xxxxxx	xxxxxx	688
Volume/Cap:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.05	xxxxxx	xxxxxx	0.01

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	0.0
Control Del:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.5	xxxxxx	xxxxxx	10.3
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	LT - LTR - RT
Shared Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.5	xxxxxx	xxxxxx	10.3
ApproachLOS:	*	*	*	*	*	*	*	*	*	B	*	*	B

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

Peak Hour Delay Signal Warrant Report

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 621      6      0 615      27      0 0 31      0 0 7
ApproachDel:    xxxxxx      xxxxxx      10.5      10.3
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=31]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1307]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=7]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1307]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 621      6      0 615      27      0 0 31      0 0 7
-----|-----|-----|-----|-----|

```

Major Street Volume: 1269

Minor Approach Volume: 31

Minor Approach Volume Threshold: 203

SIGNAL WARRANT DISCLAIMER

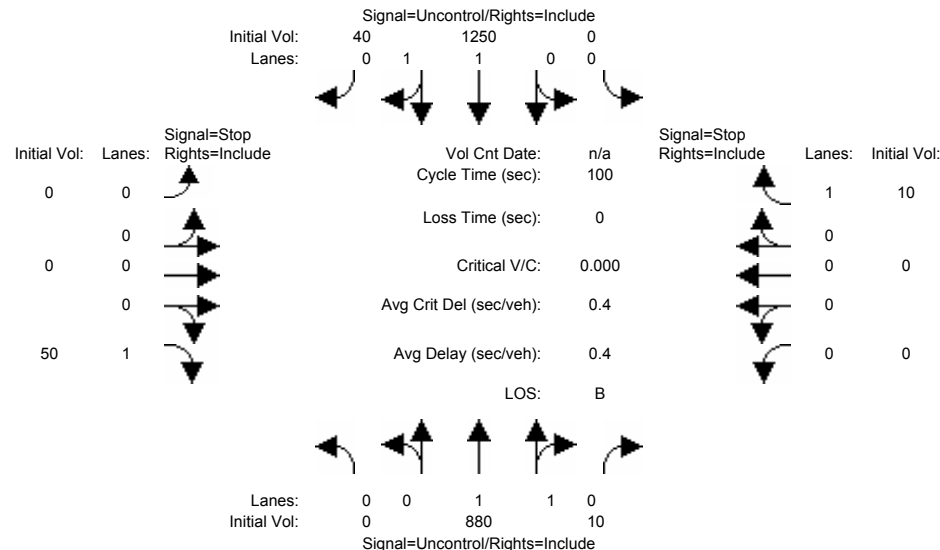
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #4: Monterey Road / Keystone Avenue (us) [- unsignalized]



Street Name: Monterey Road Keystone 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:

Base Vol:	0	880	10	0	1250	40	0	0	50	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	880	10	0	1250	40	0	0	50	0	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	880	10	0	1250	40	0	0	50	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	880	10	0	1250	40	0	0	50	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	880	10	0	1250	40	0	0	50	0	0	10

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	6.9	xxxxxx	xxxxxx	6.9
FollowUpTim:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	3.3	xxxxxx	xxxxxx	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	645	xxxxxx	xxxxxx	445
Potent Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	420	xxxxxx	xxxxxx	566
Move Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	420	xxxxxx	xxxxxx	566
Volume/Cap:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.12	xxxxxx	xxxxxx	0.02

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.4	xxxxxx	xxxxxx	0.1
Control Del:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	14.7	xxxxxx	xxxxxx	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	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	14.7	xxxxxx	xxxxxx	11.5
ApproachLOS:	*	*	*	*	*	*	*	*	*	B	*	*	B

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

Peak Hour Delay Signal Warrant Report

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 1 0      0 0 0 0 1
Initial Vol:    0 880 10      0 1250 40      0 0 50      0 0 10
ApproachDel:    xxxxxx      xxxxxx      14.7      11.5
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2240]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=10]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2240]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 880 10      0 1250 40      0 0 50      0 0 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 2180

Minor Approach Volume: 50

Minor Approach Volume Threshold: 16 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

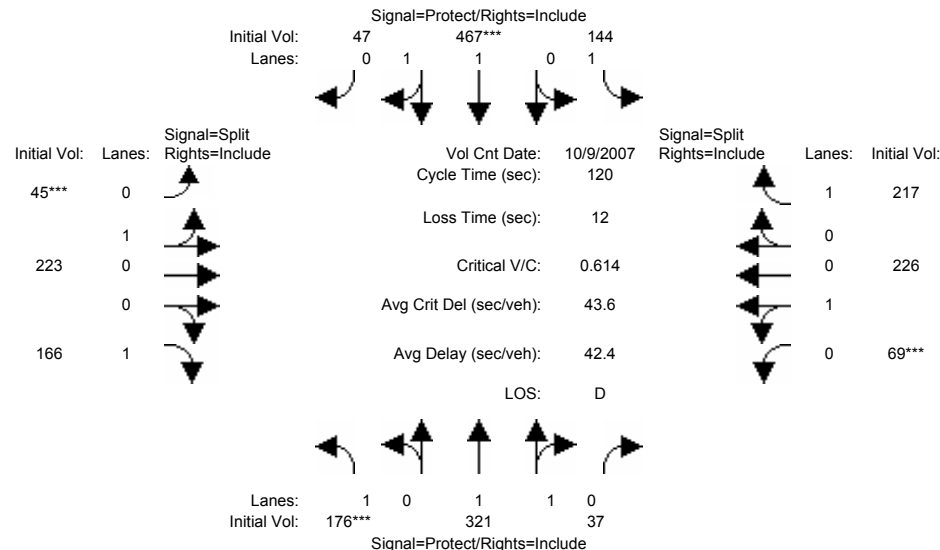
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #5: Main Ave/Monterey Rd



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

Volume Module: >> Count Date: 9 Oct 2007 << 4:30pm-5:15pm

Base Vol:	176	321	37	144	467	47	45	223	166	69	226	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	321	37	144	467	47	45	223	166	69	226	217
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	321	37	144	467	47	45	223	166	69	226	217
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	321	37	144	467	47	45	223	166	69	226	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	321	37	144	467	47	45	223	166	69	226	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	321	37	144	467	47	45	223	166	69	226	217

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	1.79	0.21	1.00	1.81	0.19	0.17	0.83	1.00	0.23	0.77	1.00
Final Sat.:	1750	3317	382	1750	3361	338	302	1498	1750	421	1379	1750

Capacity Analysis Module:

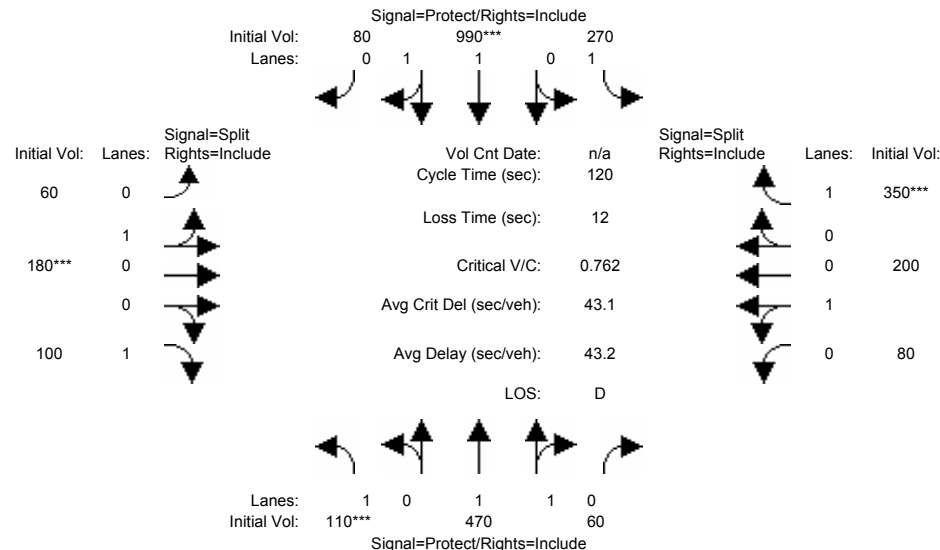
Vol/Sat:	0.10	0.10	0.10	0.08	0.14	0.14	0.15	0.15	0.09	0.16	0.16	0.12
Crit Moves:	****			****			****					
Green Time:	19.7	25.3	25.3	21.5	27.2	27.2	29.1	29.1	29.1	32.0	32.0	32.0
Volume/Cap:	0.61	0.46	0.46	0.46	0.61	0.61	0.61	0.61	0.39	0.61	0.61	0.46
Delay/Veh:	50.6	41.8	41.8	45.1	43.1	43.1	43.0	43.0	38.6	40.9	40.9	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:	50.6	41.8	41.8	45.1	43.1	43.1	43.0	43.0	38.6	40.9	40.9	37.5
LOS by Move:	D	D	D	D	D	D	D	D	D+	D	D	D+
HCM2kAvgQ:	7	6	6	5	9	9	10	10	6	11	11	7

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #5: Main Ave/Monterey Rd

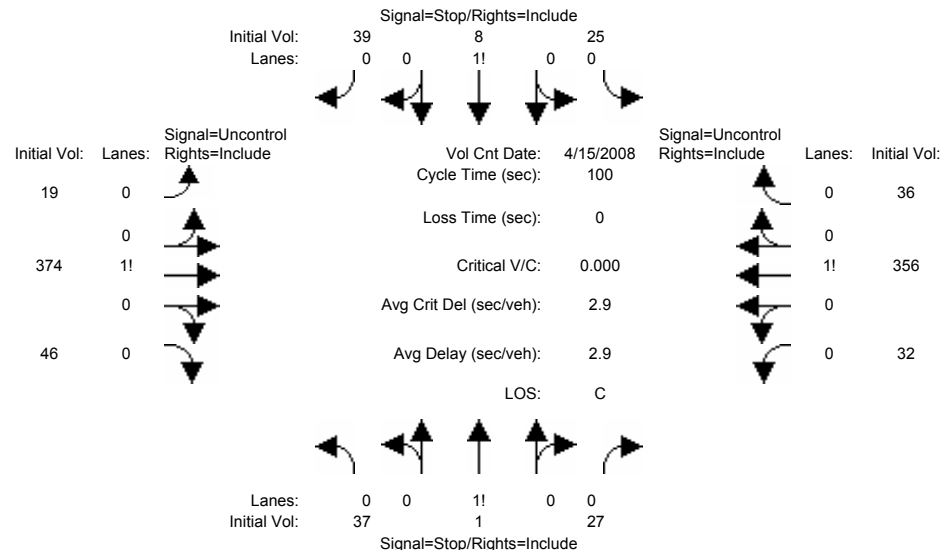


Street Name:	Monterey Road						Main Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10			
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	110	470	60	270	990	80	60	180	100	80	200	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:	110	470	60	270	990	80	60	180	100	80	200	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:	110	470	60	270	990	80	60	180	100	80	200	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:	110	470	60	270	990	80	60	180	100	80	200	350			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	110	470	60	270	990	80	60	180	100	80	200	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			
FinalVolume:	110	470	60	270	990	80	60	180	100	80	200	350			
-----	-----			-----			-----			-----					
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	1.77	0.23	1.00	1.85	0.15	0.25	0.75	1.00	0.29	0.71	1.00			
Final Sat.:	1750	3281	419	1750	3423	277	450	1350	1750	514	1286	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.06	0.14	0.14	0.15	0.29	0.29	0.13	0.13	0.06	0.16	0.16	0.20			
Crit Moves:	****			****			****			****					
Green Time:	9.9	26.7	26.7	28.8	45.6	45.6	21.0	21.0	21.0	31.5	31.5	31.5			
Volume/Cap:	0.76	0.64	0.64	0.64	0.76	0.76	0.76	0.76	0.33	0.59	0.59	0.76			
Delay/Veh:	74.8	44.1	44.1	44.4	35.0	35.0	57.5	57.5	43.9	40.6	40.6	48.1			
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:	74.8	44.1	44.1	44.4	35.0	35.0	57.5	57.5	43.9	40.6	40.6	48.1			
LOS by Move:	E	D	D	D	C-	C-	E+	E+	D	D	D	D			
HCM2kAvgQ:	5	9	9	10	18	18	11	11	4	10	10	14			
Note: Queue reported is the number of cars per lane.															

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #6: Del Monte Street / Main Avenue (us) [- unsignalized]



Street Name: Del Monte 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: 15 Apr 2008 << 4:15pm-5:00pm

Base Vol:	37	1	27	25	8	39	19	374	46	32	356	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:	37	1	27	25	8	39	19	374	46	32	356	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:	37	1	27	25	8	39	19	374	46	32	356	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:	37	1	27	25	8	39	19	374	46	32	356	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	37	1	27	25	8	39	19	374	46	32	356	36

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	897	891	397	887	896	374	392	xxxx	xxxxxx	420	xxxx	xxxxxx
Potent Cap.:	263	284	657	267	282	677	1178	xxxx	xxxxxx	1150	xxxx	xxxxxx
Move Cap.:	234	271	657	247	269	677	1178	xxxx	xxxxxx	1150	xxxx	xxxxxx
Volume/Cap:	0.16	0.00	0.04	0.10	0.03	0.06	0.02	xxxx	xxxxxx	0.03	xxxx	xxxxxx

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.1	xxxx	xxxxxx	8.2	xxxx	xxxxxx
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	320	xxxxxx	xxxx	382	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.7	xxxxxx	xxxxxx	0.7	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	19.1	xxxxxx	xxxxxx	16.6	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:	19.1			16.6			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    37   1   27      25   8   39      19 374   46      32 356   36
ApproachDel:    19.1             16.6             xxxxxxx             xxxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=65]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1000]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=72]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1000]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    37   1   27      25   8   39      19 374   46      32 356   36
-----|-----|-----|-----|-----|

```

Major Street Volume: 863

Minor Approach Volume: 72

Minor Approach Volume Threshold: 259

SIGNAL WARRANT DISCLAIMER

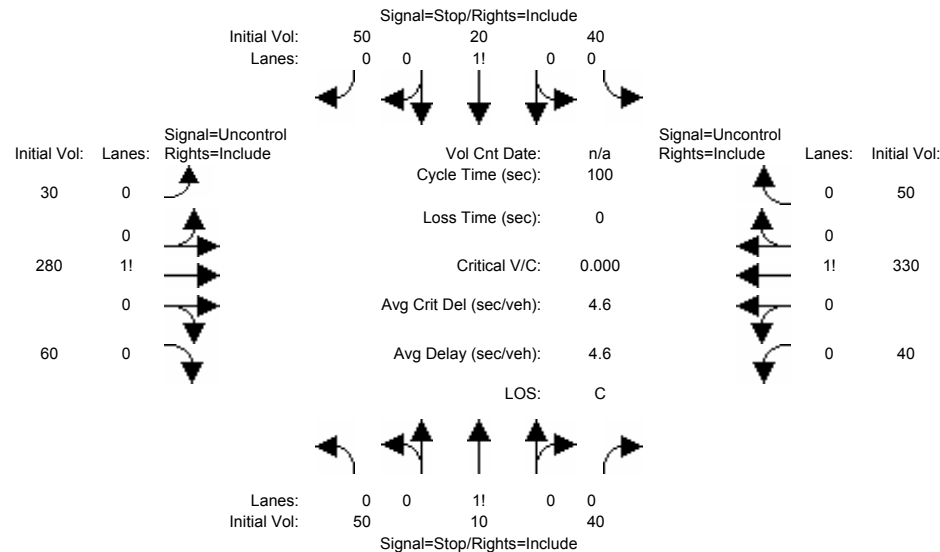
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #6: Del Monte Street / Main Avenue (us) [- unsignalized]



Street Name:	Del Monte 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:												
Base Vol:	50	10	40	40	20	50	30	280	60	40	330	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	10	40	40	20	50	30	280	60	40	330	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	10	40	40	20	50	30	280	60	40	330	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	10	40	40	20	50	30	280	60	40	330	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	10	40	40	20	50	30	280	60	40	330	50
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	840	830	310	830	835	355	380	xxxx	xxxxxx	340	xxxx	xxxxxx
Potent Cap.:	287	308	735	292	306	693	1190	xxxx	xxxxxx	1230	xxxx	xxxxxx
Move Cap.:	241	290	735	257	288	693	1190	xxxx	xxxxxx	1230	xxxx	xxxxxx
Volume/Cap:	0.21	0.03	0.05	0.16	0.07	0.07	0.03	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.1	xxxx	xxxxxx	8.0	xxxx	xxxxxx
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	338	xxxxxx	xxxx	370	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	1.2	xxxxxx	xxxxxx	1.2	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	20.1	xxxxxx	xxxxxx	18.8	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:	20.1			18.8			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    50 10 40        40 20 50        30 280 60        40 330 50
ApproachDel:    20.1            18.8            xxxxxx            xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=100]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1000]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=110]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1000]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    50 10 40        40 20 50        30 280 60        40 330 50
-----|-----|-----|-----|-----|

```

Major Street Volume: 790

Minor Approach Volume: 110

Minor Approach Volume Threshold: 282

SIGNAL WARRANT DISCLAIMER

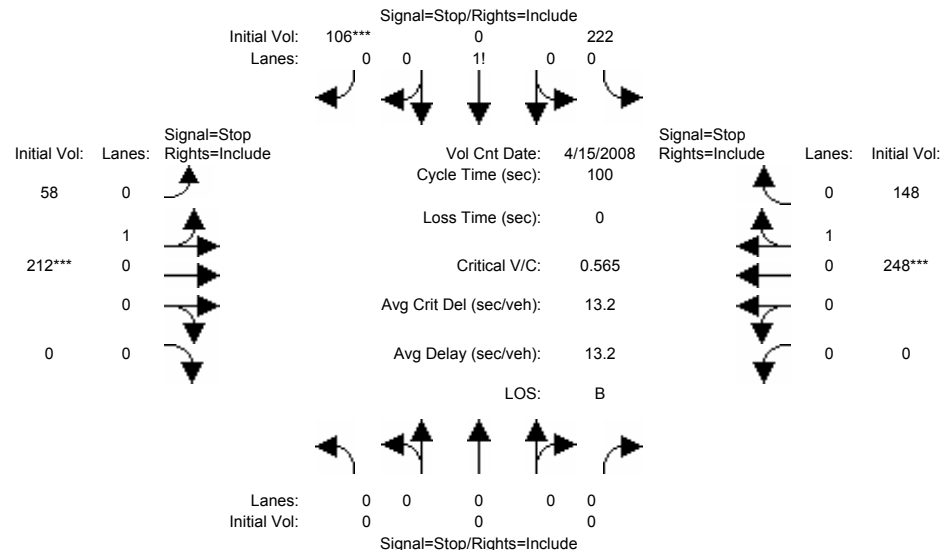
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #7: Hale Avenue / Main Avenue (us) [- unsignalized]



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

Volume Module: >> Count Date: 15 Apr 2008 << 4:15pm-5:00pm

Base Vol: 0 0 0 222 0 106 58 212 0 0 248 148

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 0 0 0 222 0 106 58 212 0 0 248 148

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 0 0 0 222 0 106 58 212 0 0 248 148

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 0 0 0 222 0 106 58 212 0 0 248 148

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 222 0 106 58 212 0 0 248 148

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 0 0 222 0 106 58 212 0 0 248 148

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 0.68 0.00 0.32 0.21 0.79 0.00 0.00 0.63 0.37

Final Sat.: 0 0 0 429 0 205 138 504 0 0 439 262

Capacity Analysis Module:

Vol/Sat: xxxx xxxx xxxx 0.52 xxxx 0.52 0.42 0.42 xxxx xxxx 0.56 0.56

Crit Moves: **** *

Delay/Veh: 0.0 0.0 0.0 13.5 0.0 13.5 11.9 11.9 0.0 0.0 13.8 13.8

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: 0.0 0.0 0.0 13.5 0.0 13.5 11.9 11.9 0.0 0.0 13.8 13.8

LOS by Move: * * * B * B B B * * B B

ApproachDel: xxxxxx 13.5 11.9 13.8

Delay Adj: xxxxx 1.00 1.00 1.00

ApprAdjDel: xxxxxx 13.5 11.9 13.8

LOS by Appr: * B B B

AllWayAvgQ: 0.0 0.0 0.0 0.9 0.9 0.9 0.6 0.6 0.6 1.1 1.1 1.1

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Hale Avenue / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0
Initial Vol:	0	0	0	0	0	222	0	106	58	212	0	0	248	148						
Major Street Volume:											666									
Minor Approach Volume:											328									
Minor Approach Volume Threshold:	328																			

SIGNAL WARRANT DISCLAIMER

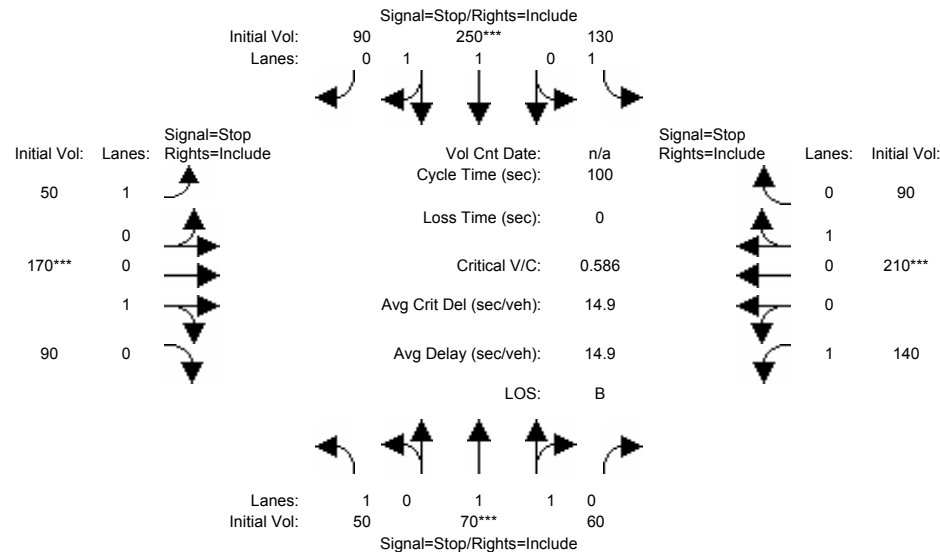
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #7: Hale Avenue / Main Avenue (us) [- unsignalized]



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

Volume Module:

Base Vol:	50	70	60	130	250	90	50	170	90	140	210	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	70	60	130	250	90	50	170	90	140	210	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	70	60	130	250	90	50	170	90	140	210	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	70	60	130	250	90	50	170	90	140	210	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	70	60	130	250	90	50	170	90	140	210	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	70	60	130	250	90	50	170	90	140	210	90

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	1.08	0.92	1.00	1.47	0.53	1.00	0.65	0.35	1.00	0.70	0.30
Final Sat.:	383	439	404	431	686	255	443	324	171	461	358	154

Capacity Analysis Module:

Vol/Sat:	0.13	0.16	0.15	0.30	0.36	0.35	0.11	0.52	0.52	0.30	0.59	0.59
Crit Moves:	****			****			****			****		
Delay/Veh:	12.6	12.3	11.5	13.9	14.0	13.4	11.4	16.6	16.6	13.3	18.2	18.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	12.3	11.5	13.9	14.0	13.4	11.4	16.6	16.6	13.3	18.2	18.2
LOS by Move:	B	B	B	B	B	B	B	C	C	B	C	C
ApproachDel:	12.1			13.9			15.8			16.6		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.1			13.9			15.8			16.6		
LOS by Appr:	B			B			C			C		
AllWayAvgQ:	0.1	0.2	0.1	0.4	0.5	0.5	0.1	1.0	1.0	0.4	1.2	1.2

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Hale Avenue / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:   North Bound   South Bound   East Bound   West Bound
Movement:   L - T - R   L - T - R   L - T - R   L - T - R
-----|-----|-----|-----|-----|
Control:     Stop Sign     Stop Sign     Stop Sign     Stop Sign
Lanes:       1  0  1  1  0   1  0  1  1  0   1  0  0  1  0   1  0  0  1  0
Initial Vol:  50   70   60  130 250   90   50 170   90  140 210   90
-----|-----|-----|-----|-----|
Major Street Volume:           750
Minor Approach Volume:         470
Minor Approach Volume Threshold: 498
-----|-----|-----|-----|-----|

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SIGNAL WARRANT DISCLAIMER

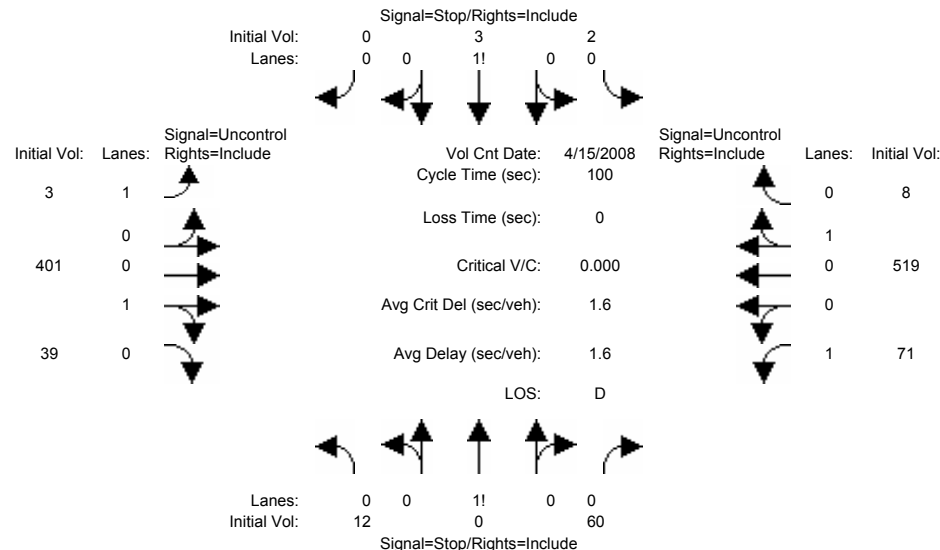
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #8: Depot Street / Main Avenue (us) [- unsignalized]



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: 15 Apr 2008 << 4:30pm-5:15pm

Base Vol:	12	0	60	2	3	0	3	401	39	71	519	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:	12	0	60	2	3	0	3	401	39	71	519	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:	12	0	60	2	3	0	3	401	39	71	519	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:	12	0	60	2	3	0	3	401	39	71	519	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	12	0	60	2	3	0	3	401	39	71	519	8

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	xxxxx	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	xxxxx	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	1093	1096	421	1122	1111	xxxxx	527	xxxx	xxxxx	440	xxxx	xxxxx
Potent Cap.:	193	215	637	185	211	xxxxx	1050	xxxx	xxxxx	1131	xxxx	xxxxx
Move Cap.:	182	201	637	159	197	xxxxx	1050	xxxx	xxxxx	1131	xxxx	xxxxx
Volume/Cap:	0.07	0.00	0.09	0.01	0.02	xxxx	0.00	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:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	8.4	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	449	xxxxx	180	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.6	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.5	xxxxx	25.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	D	*	*	*	*	*	*	*	*
ApproachDel:	14.5			25.6			xxxxxx			xxxxxx		
ApproachLOS:	B			D			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 1 0 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    12  0  60      2  3  0      3 401  39      71 519  8
ApproachDel:    14.5          25.6          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=72]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1118]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=5]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1118]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 1 0 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    12  0  60      2  3  0      3 401  39      71 519  8
-----|-----|-----|-----|-----|

```

Major Street Volume: 1041

Minor Approach Volume: 72

Minor Approach Volume Threshold: 271

SIGNAL WARRANT DISCLAIMER

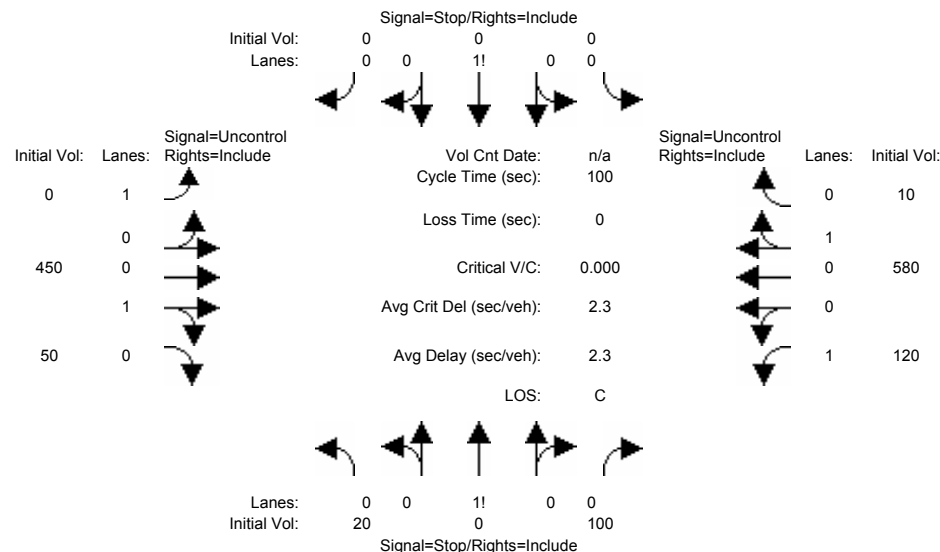
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #8: Depot Street / Main Avenue (us) [- unsignalized]



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:

Base Vol:	20	0	100	0	0	0	0	450	50	120	580	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	100	0	0	0	0	450	50	120	580	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	100	0	0	0	0	450	50	120	580	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	0	100	0	0	0	0	450	50	120	580	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	0	100	0	0	0	0	450	50	120	580	10

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1300	1305	475	1350	1325	585	xxxx	xxxx	xxxxx	500	xxxx	xxxxx
Potent Cap.:	180	162	594	129	157	515	xxxx	xxxx	xxxxx	1075	xxxx	xxxxx
Move Cap.:	164	144	594	98	140	515	xxxx	xxxx	xxxxx	1075	xxxx	xxxxx
Volume/Cap:	0.12	0.00	0.17	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.11	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	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	414	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	17.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	17.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    20  0  100      0  0  0  0      0 450  50 120 580  10
ApproachDel:    17.2            xxxxxx            xxxxxx            xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=120]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1330]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    20  0  100      0  0  0  0      0 450  50 120 580  10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1210

Minor Approach Volume: 120

Minor Approach Volume Threshold: 219

SIGNAL WARRANT DISCLAIMER

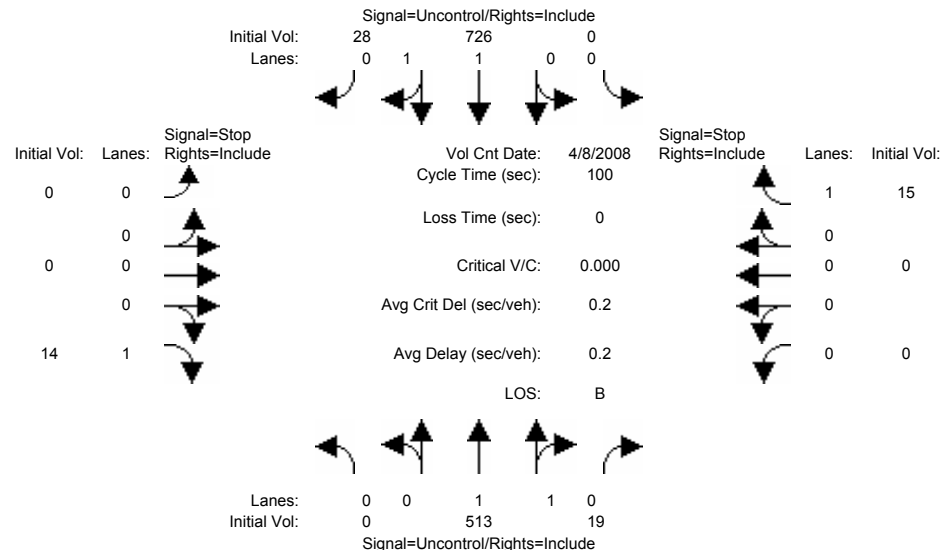
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #9: Monterey Road / 1st Street (us) [- unsignalized]



Street Name: Monterey Road 1st 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: 8 Apr 2008 << 5:00pm-5:45pm

Base Vol:	0	513	19	0	726	28	0	0	14	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	513	19	0	726	28	0	0	14	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	513	19	0	726	28	0	0	14	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	513	19	0	726	28	0	0	14	0	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	513	19	0	726	28	0	0	14	0	0	15

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	6.9	xxxxxx	xxxxxx	6.9
FollowUpTim:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	3.3	xxxxxx	xxxxxx	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	377	xxxxxx	xxxxxx	266
Potent Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	626	xxxxxx	xxxxxx	738
Move Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	626	xxxxxx	xxxxxx	738
Volume/Cap:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.02	xxxxxx	xxxxxx	0.02

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	0.1
Control Del:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.9	xxxxxx	xxxxxx	10.0
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*	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	
Shared Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.9	xxxxxx	xxxxxx	10.0
ApproachLOS:	*	*	*	*	*	*	*	*	*	B	*	*	A

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 1 0      0 0 0 0 1
Initial Vol:    0 513 19      0 726 28      0 0 14      0 0 15
ApproachDel:    xxxxxx      xxxxxx      10.9      10.0
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=14]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1315]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=15]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1315]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 1 0      0 0 0 0 1
Initial Vol:    0 513 19      0 726 28      0 0 14      0 0 15
-----|-----|-----|-----|-----|

```

Major Street Volume: 1286

Minor Approach Volume: 15

Minor Approach Volume Threshold: 198

SIGNAL WARRANT DISCLAIMER

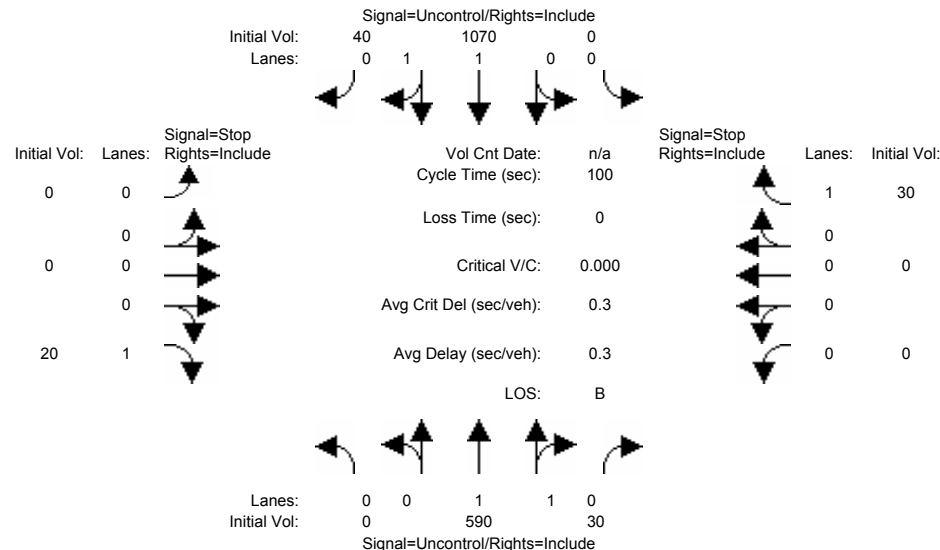
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #9: Monterey Road / 1st Street (us) [- unsignalized]



Street Name: Monterey Road 1st 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:

Base Vol:	0	590	30	0	1070	40	0	0	20	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	590	30	0	1070	40	0	0	20	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	590	30	0	1070	40	0	0	20	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	590	30	0	1070	40	0	0	20	0	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	590	30	0	1070	40	0	0	20	0	0	30

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.9	xxxxx	xxxxx	6.9
FollowUpTim:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.3	xxxxx	xxxxx	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	555	xxxxx	xxxxx	310
Potent Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	480	xxxxx	xxxxx	692
Move Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	480	xxxxx	xxxxx	692
Volume/Cap:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.04	xxxxx	xxxxx	0.04

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.1
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	12.8	xxxxx	xxxxx	10.4
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	
Shared Cap.:	xxxxx	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	xxxxx
Shrd ConDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	12.8	xxxxxx	xxxxxx	10.4
ApproachLOS:	*	*	*	*	*	*	*	*	*	B	*	*	B

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met


```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 1 0      0 0 0 0 1
Initial Vol:    0 590 30      0 1070 40      0 0 20      0 0 30
ApproachDel:    xxxxxx      xxxxxx      12.8      10.4
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1780]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1780]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 1 0      0 0 0 0 1
Initial Vol:    0 590 30      0 1070 40      0 0 20      0 0 30
-----|-----|-----|-----|-----|

```

Major Street Volume: 1730

Minor Approach Volume: 30

Minor Approach Volume Threshold: 96 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

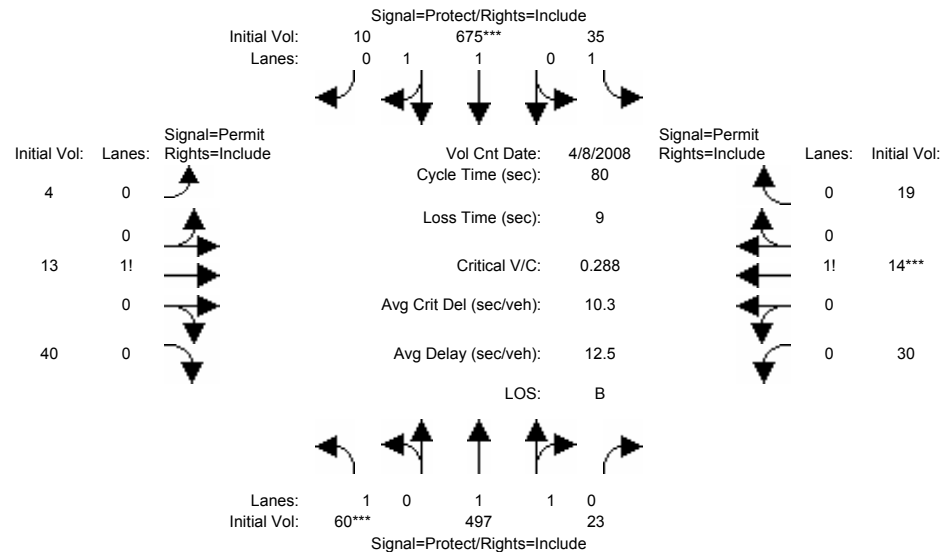
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #10: Monterey Road / 2nd Street



Street Name: Monterey Road 2nd 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 7 10 10 7 10 10

Volume Module: >> Count Date: 8 Apr 2008 << 4:30pm-5:15pm

Base Vol:	60	497	23	35	675	10	4	13	40	30	14	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:	60	497	23	35	675	10	4	13	40	30	14	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:	60	497	23	35	675	10	4	13	40	30	14	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:	60	497	23	35	675	10	4	13	40	30	14	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	497	23	35	675	10	4	13	40	30	14	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	497	23	35	675	10	4	13	40	30	14	19

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	1.91	0.09	1.00	1.97	0.03	0.07	0.23	0.70	0.48	0.22	0.30
Final Sat.:	1750	3536	164	1750	3646	54	123	399	1228	833	389	528

Capacity Analysis Module:

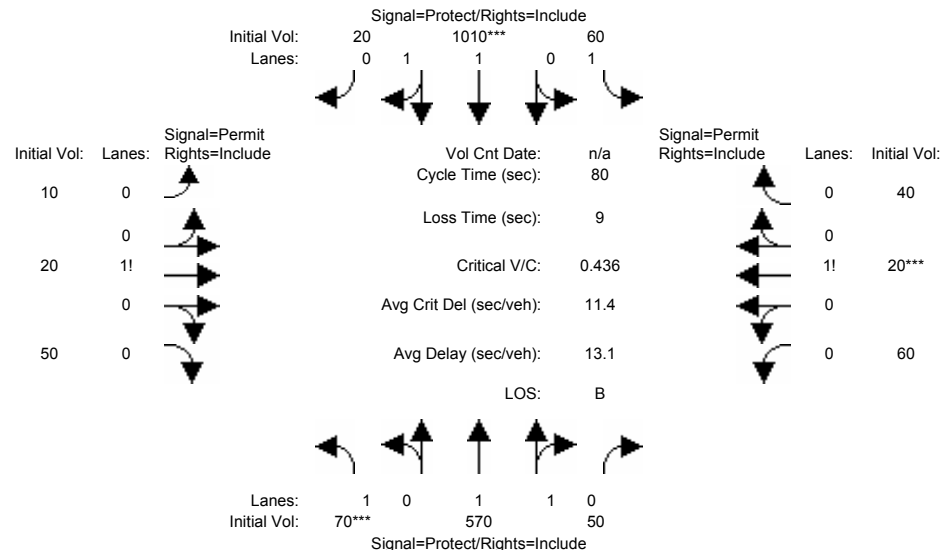
Vol/Sat:	0.03	0.14	0.14	0.02	0.19	0.19	0.03	0.03	0.03	0.04	0.04	0.04
Crit Moves:	****			****			****			****		
Green Time:	9.5	37.6	37.6	23.4	51.5	51.5	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.29	0.30	0.30	0.07	0.29	0.29	0.26	0.26	0.26	0.29	0.29	0.29
Delay/Veh:	32.9	13.2	13.2	20.5	6.3	6.3	32.3	32.3	32.3	32.5	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:	32.9	13.2	13.2	20.5	6.3	6.3	32.3	32.3	32.3	32.5	32.5	32.5
LOS by Move:	C-	B	B	C+	A	A	C-	C-	C-	C-	C-	C-
HCM2kAvgQ:	1	4	4	1	4	4	2	2	2	2	2	2

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #10: Monterey Road / 2nd Street

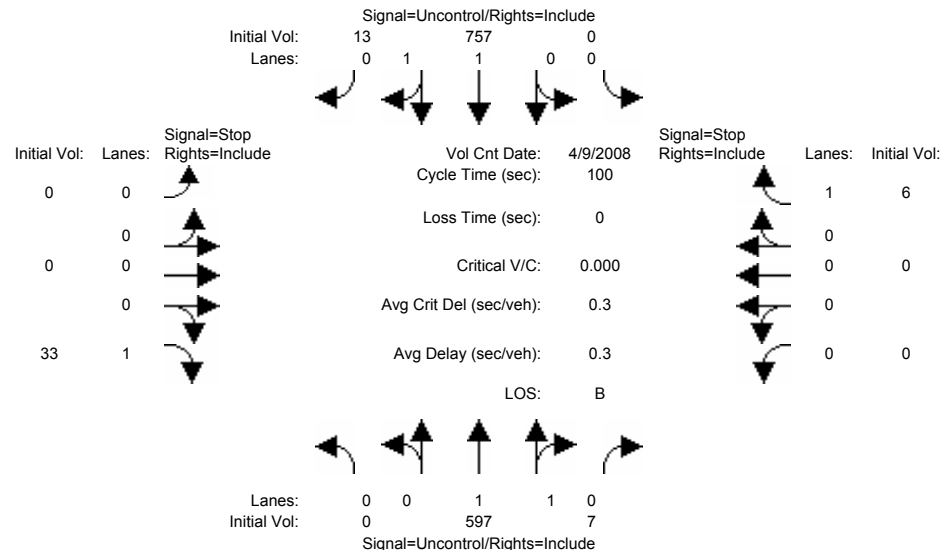


Street Name:	Monterey Road						2nd Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	7		10		10
Volume Module:															
Base Vol:	70		570		50	60	1010	20	10	20	50	60	20		40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70		570		50	60	1010	20	10	20	50	60	20		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:	70		570		50	60	1010	20	10	20	50	60	20		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	1.00	1.00	1.00
PHF Adj:	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:	70		570		50	60	1010	20	10	20	50	60	20		40
Reduct Vol:	0		0		0	0	0	0	0	0	0	0	0		0
Reduced Vol:	70		570		50	60	1010	20	10	20	50	60	20		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	1.00	1.00	1.00
MLF Adj:	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:	70		570		50	60	1010	20	10	20	50	60	20		40
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	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	0.92	0.92	0.92
Lanes:	1.00	1.83	0.17	1.00	1.96	0.04	0.12	0.25	0.63	0.50	0.17	0.33			
Final Sat.:	1750	3401	298	1750	3628	72	219	438	1094	875	292	583			
Capacity Analysis Module:															
Vol/Sat:	0.04	0.17	0.17	0.03	0.28	0.28	0.05	0.05	0.05	0.07	0.07	0.07			
Crit Moves:	****			****						****					
Green Time:	7.3	38.4	38.4	20.0	51.1	51.1	12.6	12.6	12.6	12.6	12.6	12.6			
Volume/Cap:	0.44	0.35	0.35	0.14	0.44	0.44	0.29	0.29	0.29	0.44	0.44	0.44			
Delay/Veh:	36.3	13.1	13.1	23.4	7.4	7.4	30.4	30.4	30.4	31.6	31.6	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:	36.3	13.1	13.1	23.4	7.4	7.4	30.4	30.4	30.4	31.6	31.6	31.6			
LOS by Move:	D+	B	B	C	A	A	C	C	C	C	C	C			
HCM2kAvgQ:	2	5	5	1	6	6	2	2	2	3	3	3			
Note: Queue reported is the number of cars per lane.															

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #11: Monterey Road / 3rd Street (us) [- unsignalized]



Street Name: Monterey Road 3rd 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: 9 Apr 2008 << 4:45pm-5:30pm

Base Vol:	0	597	7	0	757	13	0	0	33	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:	0	597	7	0	757	13	0	0	33	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:	0	597	7	0	757	13	0	0	33	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:	0	597	7	0	757	13	0	0	33	0	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	597	7	0	757	13	0	0	33	0	0	6

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.9	xxxxxx	xxxx	6.9
FollowUpTim:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	385	xxxx	xxxx	302
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	619	xxxx	xxxx	700
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	619	xxxx	xxxx	700
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	0.01

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.2	xxxx	xxxx	0.0
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	11.1	xxxxxx	xxxx	10.2
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	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						11.1			10.2
ApproachLOS:	*		*						B			B

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 597      7 0 757 13      0 0 33      0 0 6
ApproachDel:    xxxxxx      xxxxxx      11.1      10.2
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=33]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1413]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=6]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1413]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 597      7 0 757 13      0 0 33      0 0 6
-----|-----|-----|-----|-----|

```

Major Street Volume: 1374

Minor Approach Volume: 33

Minor Approach Volume Threshold: 175

SIGNAL WARRANT DISCLAIMER

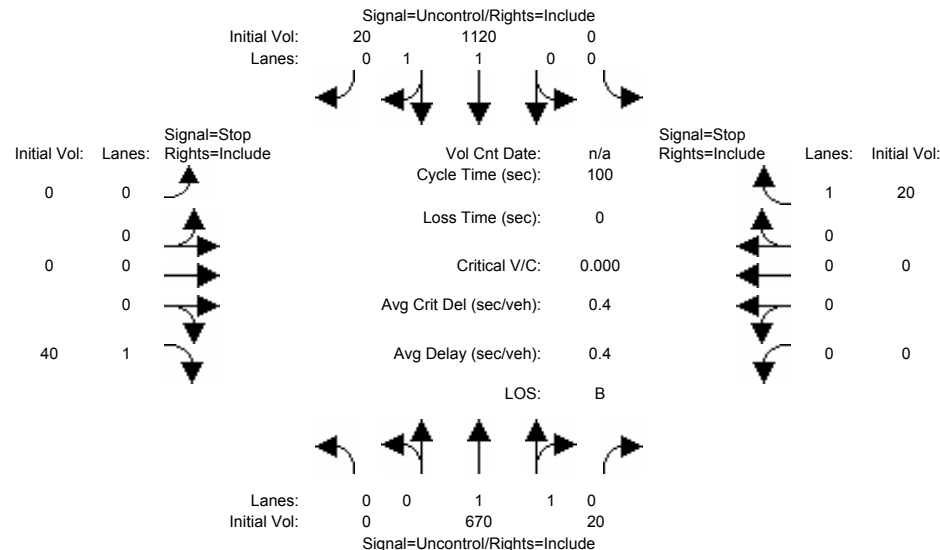
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #11: Monterey Road / 3rd Street (us) [- unsignalized]



Street Name: Monterey Road 3rd 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:

Base Vol:	0	670	20	0	1120	20	0	0	40	0	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	670	20	0	1120	20	0	0	40	0	0	20
Added Vol:	0	0	0	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	670	20	0	1120	20	0	0	40	0	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	670	20	0	1120	20	0	0	40	0	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	670	20	0	1120	20	0	0	40	0	0	20

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.9	xxxxxx	xxxx	6.9
FollowUpTim:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	570	xxxx	xxxx	345
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	470	xxxx	xxxx	657
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	470	xxxx	xxxx	657
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx	0.03

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.3	xxxx	xxxx	0.1
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	13.4	xxxxxx	xxxx	10.7
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	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						13.4			10.7
ApproachLOS:	*		*						B			B

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 1 0      0 0 0 0 1
Initial Vol:    0 670 20      0 1120 20      0 0 40 40      0 0 20 20
ApproachDel:    xxxxxx      xxxxxx      13.4      10.7
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1890]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1890]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 670 20      0 1120 20      0 0 40 40      0 0 20 20
-----|-----|-----|-----|-----|

```

Major Street Volume: 1830

Minor Approach Volume: 40

Minor Approach Volume Threshold: 77 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

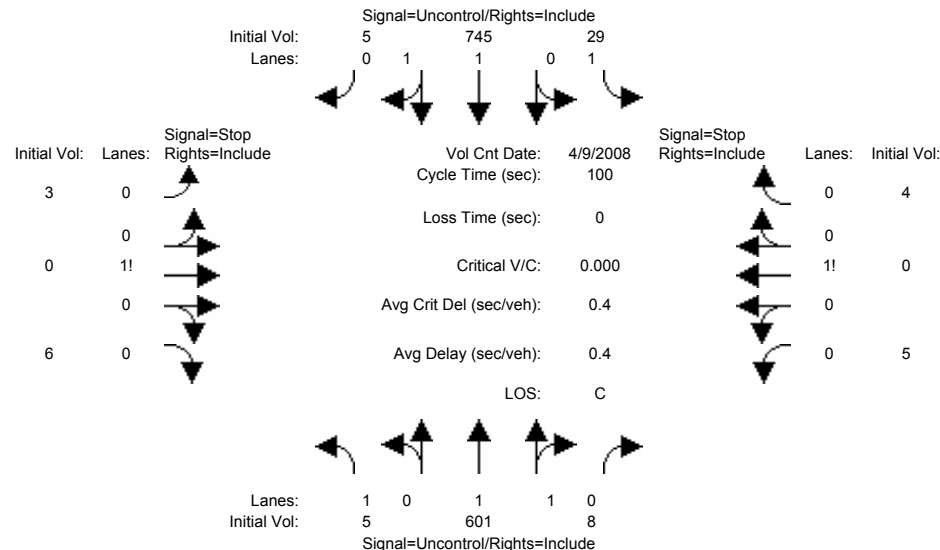
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #12: Monterey Road / 4th Street (us) [- unsignalized]



Street Name: Monterey Road 4th 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: 9 Apr 2008 << 4:45pm-5:30pm

Base Vol:	5	601	8	29	745	5	3	0	6	5	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:	5	601	8	29	745	5	3	0	6	5	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:	5	601	8	29	745	5	3	0	6	5	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:	5	601	8	29	745	5	3	0	6	5	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	601	8	29	745	5	3	0	6	5	0	4

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	750	xxxx	xxxxxx	609	xxxx	xxxxxx	1116	1425	375	1046	1423	305
Potent Cap.:	868	xxxx	xxxxxx	979	xxxx	xxxxxx	165	137	628	186	137	697
Move Cap.:	868	xxxx	xxxxxx	979	xxxx	xxxxxx	159	132	628	179	132	697
Volume/Cap:	0.01	xxxx	xxxx	0.03	xxxx	xxxx	0.02	0.00	0.01	0.03	0.00	0.01

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	9.2	xxxx	xxxxxx	8.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	317	xxxxxx	xxxx	267	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	0.1	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	16.7	xxxxxx	xxxxxx	18.9	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	16.7	xxxxxx	xxxxxx	18.9	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	C	*	*	C	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met


```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    5 601      8 29 745      5 3 0 6      5 0 4
ApproachDel:    xxxxxx      xxxxxx      16.7      18.9
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=9]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1411]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=9]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1411]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    5 601      8 29 745      5 3 0 6      5 0 4
-----|-----|-----|-----|-----|

```

Major Street Volume: 1393

Minor Approach Volume: 9

Minor Approach Volume Threshold: 171

SIGNAL WARRANT DISCLAIMER

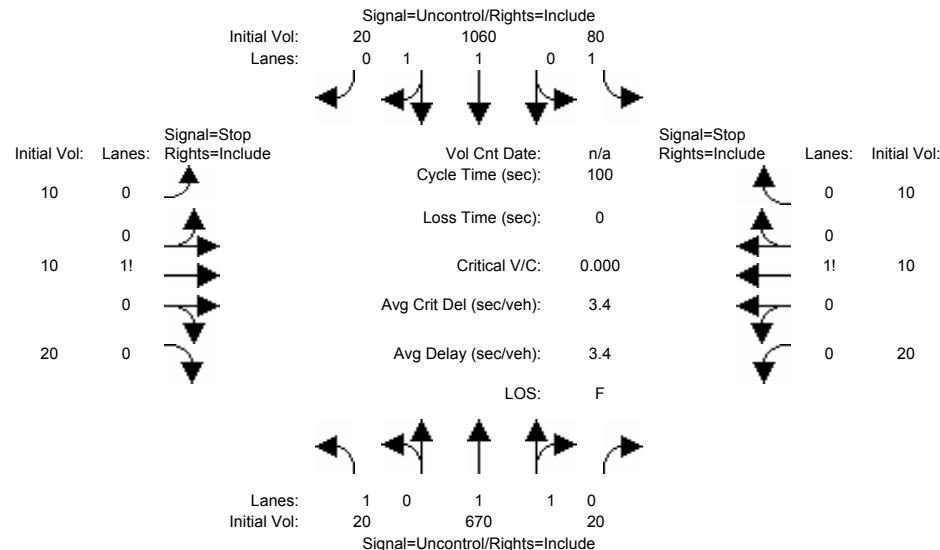
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #12: Monterey Road / 4th Street (us) [- unsignalized]



Street Name: Monterey Road 4th 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:

Base Vol:	20	670	20	80	1060	20	10	10	20	20	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	670	20	80	1060	20	10	10	20	20	10	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	670	20	80	1060	20	10	10	20	20	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	670	20	80	1060	20	10	10	20	20	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	670	20	80	1060	20	10	10	20	20	10	10

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	1080	xxxx	xxxxxx	690	xxxx	xxxxxx	1610	1960	540	1415	1960	345
Potent Cap.:	653	xxxx	xxxxxx	914	xxxx	xxxxxx	71	64	491	99	64	657
Move Cap.:	653	xxxx	xxxxxx	914	xxxx	xxxxxx	55	57	491	75	57	657
Volume/Cap:	0.03	xxxx	xxxx	0.09	xxxx	xxxx	0.18	0.18	0.04	0.27	0.18	0.02

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	10.7	xxxx	xxxxxx	9.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	101	xxxxxx	xxxx	88	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.6	xxxxxx	xxxxxx	1.9	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	62.6	xxxxxx	xxxxxx	76.9	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	62.6	xxxxxx	xxxxxx	76.9	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	F	*	*	F	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 670      20 80 1060      20 10 10 20      20 10 10 10
ApproachDel:    xxxxxx      xxxxxx      62.6      76.9
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.7]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1950]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.9]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1950]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 670      20 80 1060      20 10 10 20      20 10 10 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1870

Minor Approach Volume: 40

Minor Approach Volume Threshold: 69 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

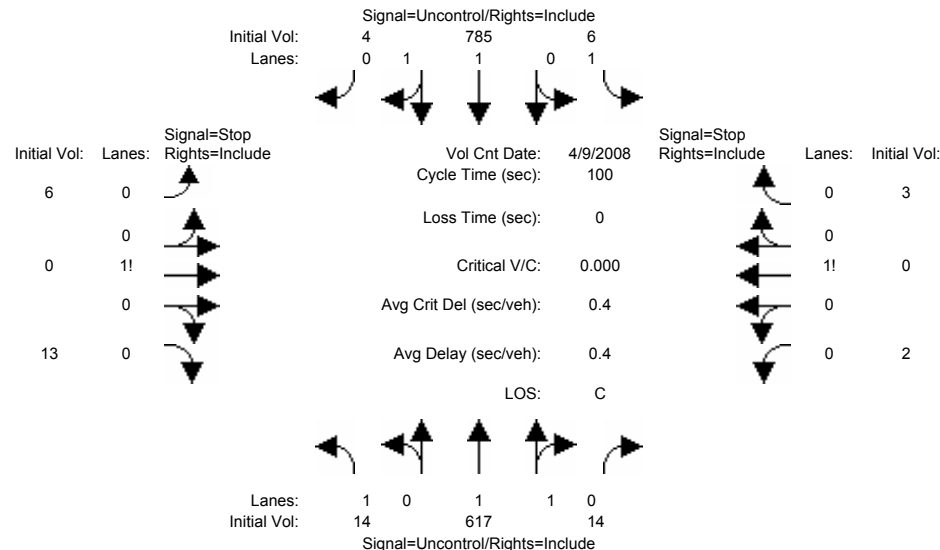
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #13: Monterey Road / 5th Street (us) [- unsignalized]



Street Name: Monterey Road 5th 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: 9 Apr 2008 << 4:30pm-5:15pm

Base Vol:	14	617	14	6	785	4	6	0	13	2	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:	14	617	14	6	785	4	6	0	13	2	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:	14	617	14	6	785	4	6	0	13	2	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:	14	617	14	6	785	4	6	0	13	2	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	14	617	14	6	785	4	6	0	13	2	0	3

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	789	xxxx	xxxxxx	631	xxxx	xxxxxx	1136	1458	395	1057	1453	316
Potent Cap.:	840	xxxx	xxxxxx	961	xxxx	xxxxxx	159	131	610	182	132	686
Move Cap.:	840	xxxx	xxxxxx	961	xxxx	xxxxxx	156	128	610	175	129	686
Volume/Cap:	0.02	xxxx	xxxx	0.01	xxxx	xxxx	0.04	0.00	0.02	0.01	0.00	0.00

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	9.4	xxxx	xxxxxx	8.8	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	318	xxxxxx	xxxx	317	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.2	xxxxxx	xxxxxx	0.0	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	17.0	xxxxxx	xxxxxx	16.6	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	C	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	17.0	xxxxxx	xxxxxx	16.6	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	C	*	*	C	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    14 617 14      6 785 4      6 0 13      2 0 3
ApproachDel:    xxxxxx      xxxxxx      17.0      16.6
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=19]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1464]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=5]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1464]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    14 617 14      6 785 4      6 0 13      2 0 3
-----|-----|-----|-----|-----|

```

Major Street Volume: 1440

Minor Approach Volume: 19

Minor Approach Volume Threshold: 159

SIGNAL WARRANT DISCLAIMER

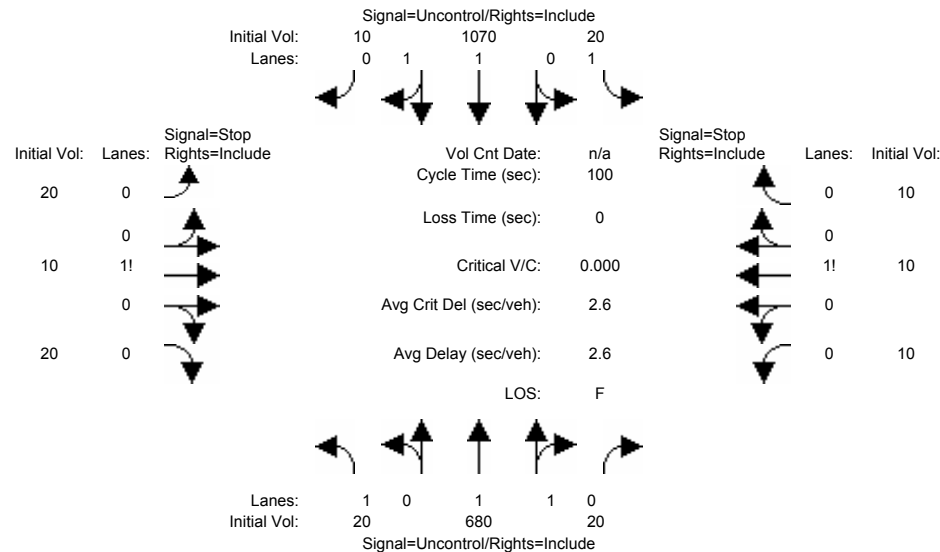
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #13: Monterey Road / 5th Street (us) [- unsignalized]



Street Name: Monterey Road 5th 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:

Base Vol:	20	680	20	20	1070	10	20	10	20	10	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	680	20	20	1070	10	20	10	20	10	10	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	680	20	20	1070	10	20	10	20	10	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	680	20	20	1070	10	20	10	20	10	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	680	20	20	1070	10	20	10	20	10	10	10

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	1080	xxxx	xxxxxx	700	xxxx	xxxxxx	1500	1855	540	1310	1850	350
Potent Cap.:	653	xxxx	xxxxxx	906	xxxx	xxxxxx	86	75	491	119	75	652
Move Cap.:	653	xxxx	xxxxxx	906	xxxx	xxxxxx	73	71	491	98	71	652
Volume/Cap:	0.03	xxxx	xxxx	0.02	xxxx	xxxx	0.28	0.14	0.04	0.10	0.14	0.02

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	10.7	xxxx	xxxxxx	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	109	xxxxxx	xxxx	116	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	2.0	xxxxxx	xxxxxx	1.0	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	63.2	xxxxxx	xxxxxx	46.4	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	E	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	63.2	xxxxxx	xxxxxx	46.4	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	F	*	*	E	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 680      20 20 1070      10 20 10 20      10 10 10 10
ApproachDel:    xxxxxx      xxxxxx      63.2      46.4
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.9]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1900]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1900]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 680      20 20 1070      10 20 10 20      10 10 10 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1820

Minor Approach Volume: 50

Minor Approach Volume Threshold: 79 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

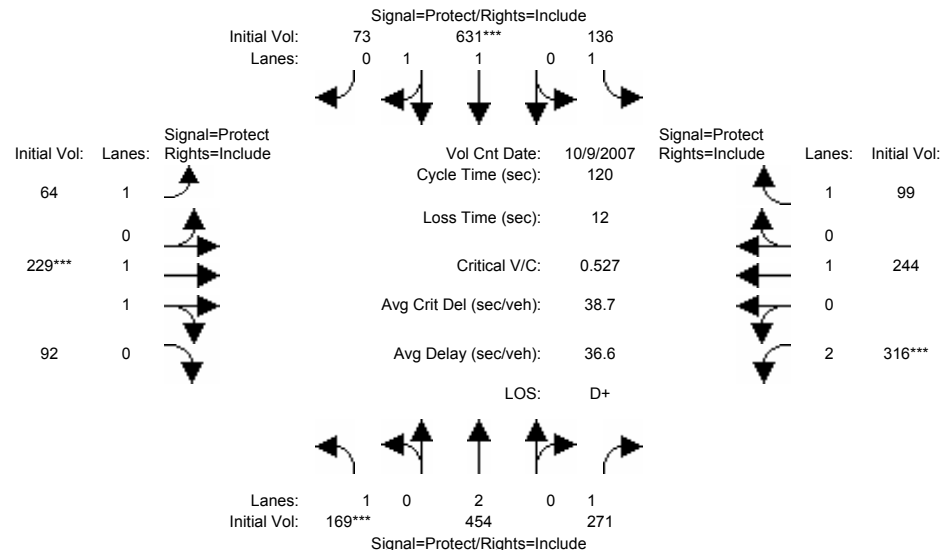
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #14: Dunne Ave/Monterey Rd



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

Volume Module: >> Count Date: 9 Oct 2007 << 4:30pm-5:15pm

Base Vol:	169	454	271	136	631	73	64	229	92	316	244	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	454	271	136	631	73	64	229	92	316	244	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	454	271	136	631	73	64	229	92	316	244	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	454	271	136	631	73	64	229	92	316	244	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	454	271	136	631	73	64	229	92	316	244	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	169	454	271	136	631	73	64	229	92	316	244	99

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	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.79	0.21	1.00	1.41	0.59	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3316	384	1750	2639	1060	3150	1900	1750

Capacity Analysis Module:

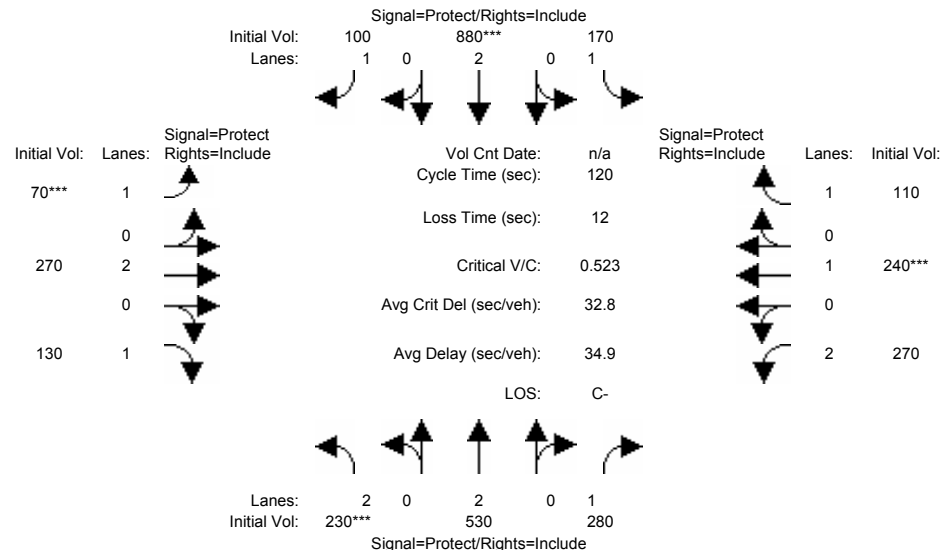
Vol/Sat:	0.10	0.12	0.15	0.08	0.19	0.19	0.04	0.09	0.09	0.10	0.13	0.06
Crit Moves:	****			****			****					
Green Time:	22.0	43.5	43.5	21.8	43.4	43.4	13.3	19.8	19.8	22.9	29.3	29.3
Volume/Cap:	0.53	0.33	0.43	0.43	0.53	0.53	0.33	0.53	0.53	0.53	0.53	0.23
Delay/Veh:	45.9	27.8	29.3	44.5	30.6	30.6	50.2	46.7	46.7	44.6	40.4	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:	45.9	27.8	29.3	44.5	30.6	30.6	50.2	46.7	46.7	44.6	40.4	36.6
LOS by Move:	D	C	C	D	C	C	D	D	D	D	D	D+
HCM2kAvgQ:	7	6	8	5	10	10	3	6	6	6	8	3

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #14: Dunne Ave/Monterey Rd



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

Volume Module:

Base Vol:	230	530	280	170	880	100	70	270	130	270	240	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	530	280	170	880	100	70	270	130	270	240	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	530	280	170	880	100	70	270	130	270	240	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	530	280	170	880	100	70	270	130	270	240	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	530	280	170	880	100	70	270	130	270	240	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	230	530	280	170	880	100	70	270	130	270	240	110

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	3800	1750	3150	1900	1750

Capacity Analysis Module:

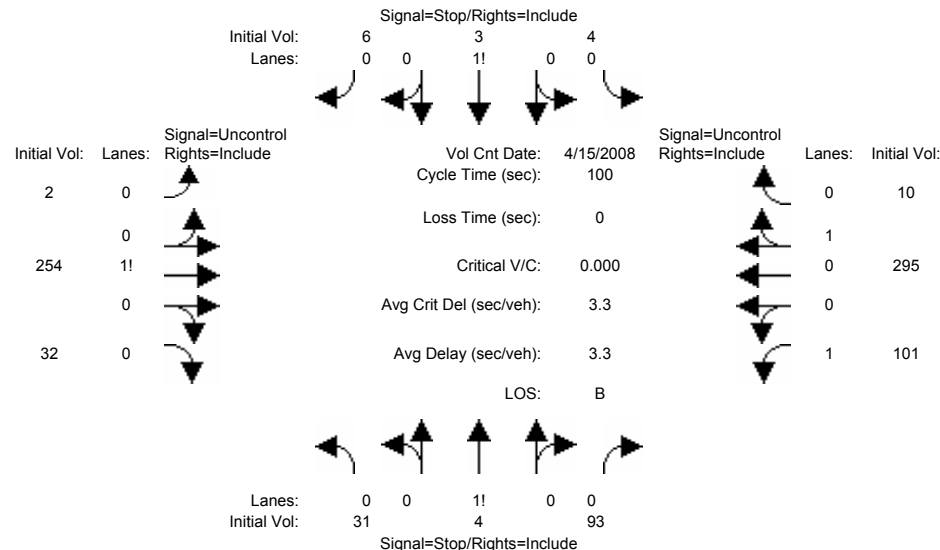
Vol/Sat:	0.07	0.14	0.16	0.10	0.23	0.06	0.04	0.07	0.07	0.09	0.13	0.06
Crit Moves:	****			****		****				****		
Green Time:	16.7	43.5	43.5	26.4	53.1	53.1	9.2	18.8	18.8	19.3	29.0	29.0
Volume/Cap:	0.52	0.39	0.44	0.44	0.52	0.13	0.52	0.45	0.47	0.53	0.52	0.26
Delay/Veh:	49.1	28.5	29.5	41.3	24.6	19.8	57.0	46.5	47.4	47.3	40.6	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	28.5	29.5	41.3	24.6	19.8	57.0	46.5	47.4	47.3	40.6	37.2
LOS by Move:	D	C	C	D	C	B-	E+	D	D	D	D	D+
HCM2kAvgQ:	5	7	8	6	11	2	3	5	5	5	7	3

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #15: Del Monte Street / Dunne Avenue (us) [- unsignalized]



Street Name: Del Monte 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: 15 Apr 2008 << 5:00pm-5:45pm

Base Vol:	31	4	93	4	3	6	2	254	32	101	295	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	4	93	4	3	6	2	254	32	101	295	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	4	93	4	3	6	2	254	32	101	295	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	4	93	4	3	6	2	254	32	101	295	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	31	4	93	4	3	6	2	254	32	101	295	10

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	781	781	270	825	792	300	305	xxxx	xxxxxx	286	xxxx	xxxxxx
Potent Cap.:	315	329	774	294	324	744	1267	xxxx	xxxxxx	1288	xxxx	xxxxxx
Move Cap.:	291	302	774	241	298	744	1267	xxxx	xxxxxx	1288	xxxx	xxxxxx
Volume/Cap:	0.11	0.01	0.12	0.02	0.01	0.01	0.00	xxxx	xxxx	0.08	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.3	xxxx	xxxxxx
Control Del:	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx	7.8	xxxx	xxxxxx	8.0	xxxx	xxxxxx
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	533	xxxxxx	xxxx	374	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	0.9	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	13.9	xxxxxx	xxxxxx	15.0	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	B	*	*	B	*	*	*	*	*	*	*
ApproachDel:	13.9			15.0			xxxxxx			xxxxxx		
ApproachLOS:	B			B			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0
Initial Vol:    31  4  93      4  3  6      2 254  32      101 295  10
ApproachDel:    13.9          15.0          xxxxxxx          xxxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=128]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=835]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=13]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=835]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0
Initial Vol:    31  4  93      4  3  6      2 254  32      101 295  10
-----|-----|-----|-----|-----|

```

Major Street Volume: 694

Minor Approach Volume: 128

Minor Approach Volume Threshold: 411

SIGNAL WARRANT DISCLAIMER

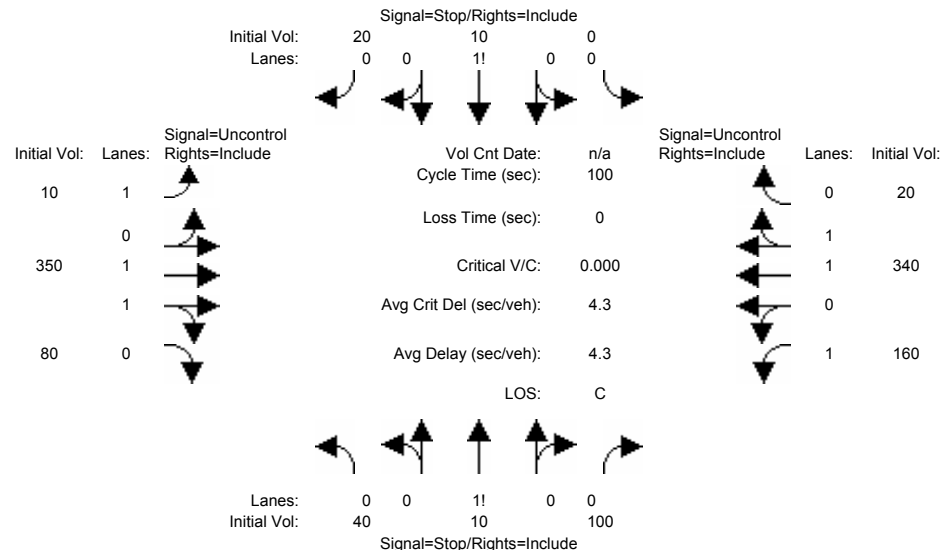
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #15: Del Monte Street / Dunne Avenue (us) [- unsignalized]



Street Name: Del Monte 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:

Base Vol:	40	10	100	0	10	20	10	350	80	160	340	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	10	100	0	10	20	10	350	80	160	340	20
Added Vol:	0	0	0	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	10	100	0	10	20	10	350	80	160	340	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	10	100	0	10	20	10	350	80	160	340	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	10	100	0	10	20	10	350	80	160	340	20

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	7.5	6.5	6.9	xxxxx	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	905	1090	215	xxxx	1120	180	360	xxxx	xxxxx	430	xxxx	xxxxx
Potent Cap.:	235	217	796	xxxx	208	838	1210	xxxx	xxxxx	1140	xxxx	xxxxx
Move Cap.:	195	185	796	xxxx	178	838	1210	xxxx	xxxxx	1140	xxxx	xxxxx
Volume/Cap:	0.21	0.05	0.13	xxxx	0.06	0.02	0.01	xxxx	xxxx	0.14	xxxx	xxxx

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	8.7	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	389	xxxxx	xxxx	xxxx	374	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.8	xxxxx	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	19.9	xxxxx	xxxxx	xxxx	15.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	C	*	*	*	*	*	*
ApproachDel:	19.9				15.5		xxxxxx			xxxxxx		
ApproachLOS:	C				C		*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:       Stop Sign       Stop Sign       Uncontrolled     Uncontrolled
Lanes:         0 0 1! 0 0      0 0 0 1 0      1 0 1 1 0      1 0 1 1 0
Initial Vol:   40 10 100      0 10 20      10 350 80      160 340 20
ApproachDel:   19.9          15.5          xxxxxxxx        xxxxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.8]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=150]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1140]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1140]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:       Stop Sign       Stop Sign       Uncontrolled     Uncontrolled
Lanes:         0 0 1! 0 0      0 0 0 1 0      1 0 1 1 0      1 0 1 1 0
Initial Vol:   40 10 100      0 10 20      10 350 80      160 340 20
-----|-----|-----|-----|-----|

```

Major Street Volume: 960

Minor Approach Volume: 150

Minor Approach Volume Threshold: 299

SIGNAL WARRANT DISCLAIMER

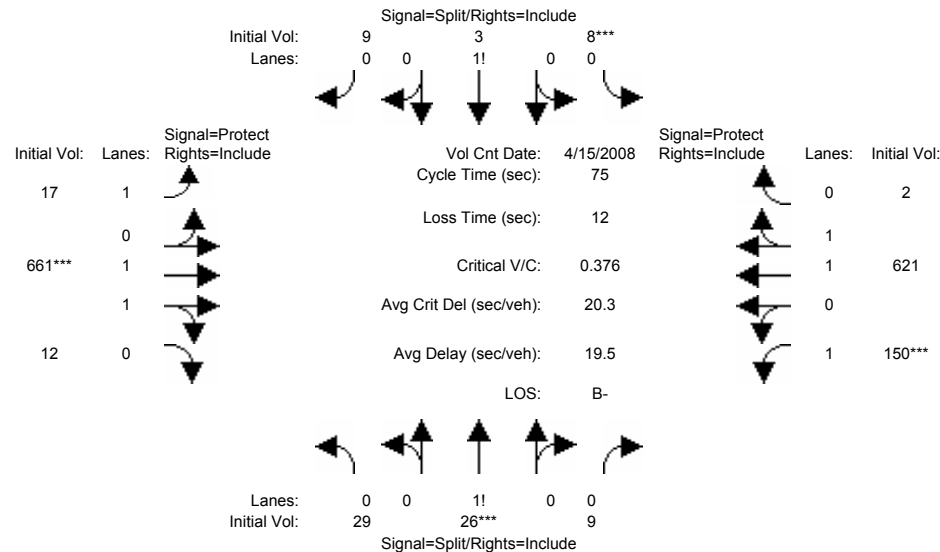
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #16: Church Street / 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

Volume Module: >> Count Date: 15 Apr 2008 << 5:00pm-5:45pm

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	29	26	9	8	3	9	17	661	12	150	621	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:	29	26	9	8	3	9	17	661	12	150	621	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:	29	26	9	8	3	9	17	661	12	150	621	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:	29	26	9	8	3	9	17	661	12	150	621	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	26	9	8	3	9	17	661	12	150	621	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	26	9	8	3	9	17	661	12	150	621	2

Saturation Flow Module:

	North Bound			South Bound			East Bound			West Bound		
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:	0.45	0.41	0.14	0.40	0.15	0.45	1.00	1.96	0.04	1.00	1.99	0.01
Final Sat.:	793	711	246	700	263	788	1750	3634	66	1750	3688	12

Capacity Analysis Module:

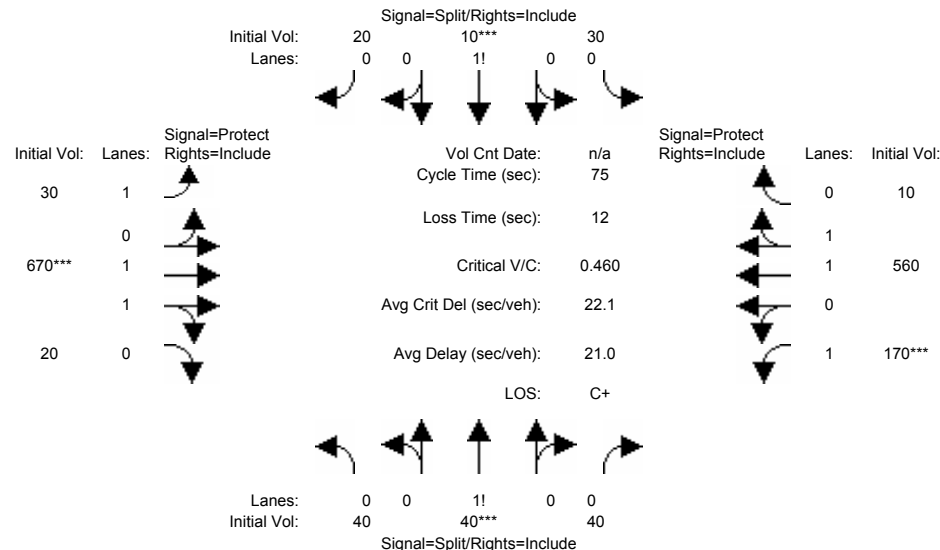
	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.04	0.04	0.01	0.01	0.01	0.01	0.18	0.18	0.09	0.17	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	15.3	29.2	29.2	13.8	27.7	27.7
Volume/Cap:	0.27	0.27	0.27	0.09	0.09	0.09	0.05	0.47	0.47	0.47	0.46	0.46
Delay/Veh:	29.9	29.9	29.9	28.7	28.7	28.7	24.0	17.3	17.3	28.4	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:	29.9	29.9	29.9	28.7	28.7	28.7	24.0	17.3	17.3	28.4	18.2	18.2
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B-	B-
HCM2kAvgQ:	2	2	2	0	0	0	0	6	6	3	5	5

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #16: Church Street / Dunne Avenue

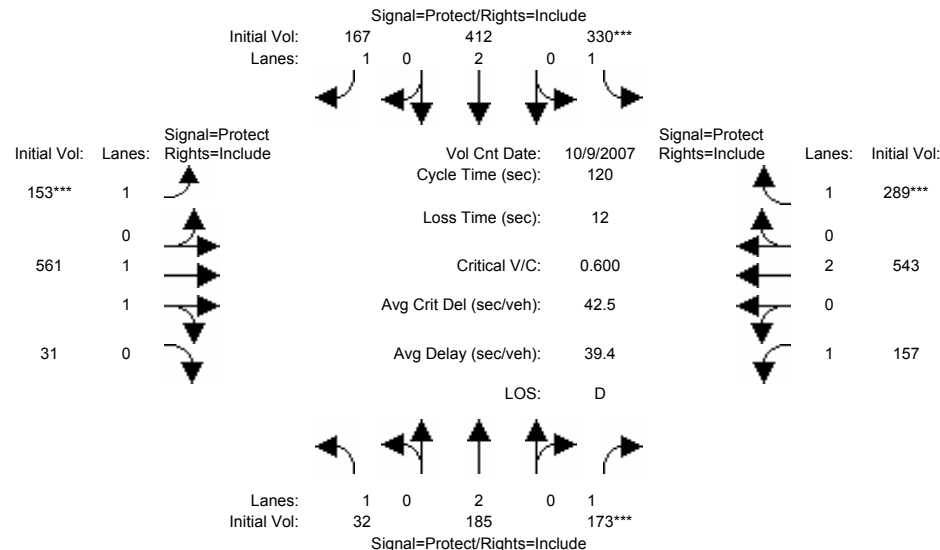


Street Name:	Church Street						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	40	40	40	30	10	20	30	670	20	170	560	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	40	40	30	10	20	30	670	20	170	560	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	40	40	30	10	20	30	670	20	170	560	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	40	40	30	10	20	30	670	20	170	560	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	40	40	30	10	20	30	670	20	170	560	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	40	40	30	10	20	30	670	20	170	560	10
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:	0.34	0.33	0.33	0.50	0.17	0.33	1.00	1.94	0.06	1.00	1.96	0.04
Final Sat.:	583	583	583	875	292	583	1750	3593	107	1750	3635	65
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.03	0.03	0.03	0.02	0.19	0.19	0.10	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	10.3	10.3	10.3	10.0	10.0	10.0	16.1	28.1	28.1	14.6	26.6	26.6
Volume/Cap:	0.50	0.50	0.50	0.26	0.26	0.26	0.08	0.50	0.50	0.50	0.43	0.43
Delay/Veh:	31.6	31.6	31.6	29.8	29.8	29.8	23.6	18.3	18.3	28.1	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	31.6	31.6	29.8	29.8	29.8	23.6	18.3	18.3	28.1	18.7	18.7
LOS by Move:	C	C	C	C	C	C	C	B-	B-	C	B-	B-
HCM2kAvgQ:	3	3	3	2	2	2	1	6	6	4	5	5
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #17: Dunne Ave/Butterfield Blvd



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

Volume Module: >> Count Date: 9 Oct 2007 << 4:45pm-5:30pm

Base Vol:	32	185	173	330	412	167	153	561	31	157	543	289
Growth Adj:	1.00	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	185	173	330	412	167	153	561	31	157	543	289
Added Vol:	0	0	0	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	185	173	330	412	167	153	561	31	157	543	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	185	173	330	412	167	153	561	31	157	543	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	185	173	330	412	167	153	561	31	157	543	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	185	173	330	412	167	153	561	31	157	543	289

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	1.89	0.11	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3506	194	1750	3800	1750

Capacity Analysis Module:

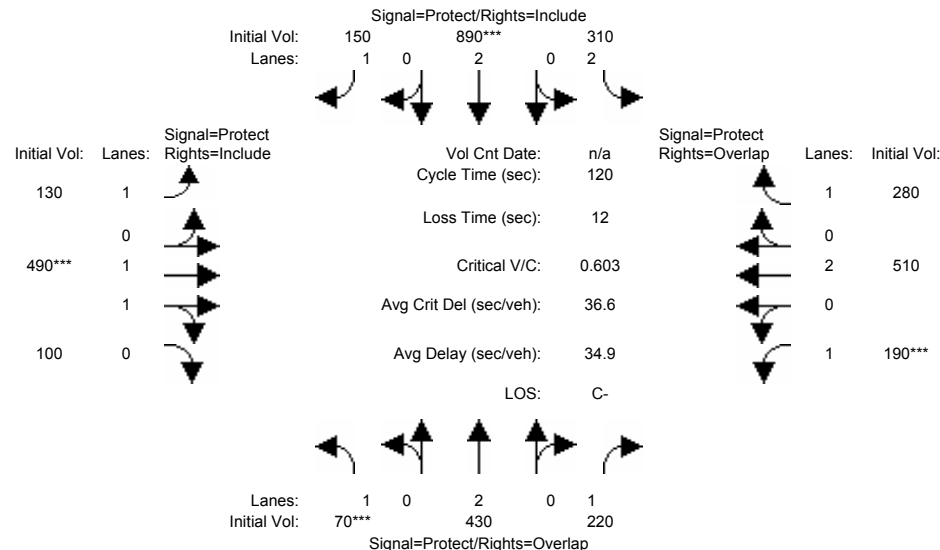
Vol/Sat:	0.02	0.05	0.10	0.19	0.11	0.10	0.09	0.16	0.16	0.09	0.14	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.1	19.8	19.8	37.7	37.4	37.4	17.5	32.4	32.4	18.1	33.0	33.0
Volume/Cap:	0.11	0.30	0.60	0.60	0.35	0.31	0.60	0.59	0.59	0.59	0.52	0.60
Delay/Veh:	42.5	44.3	49.9	36.6	32.1	31.8	51.9	39.1	39.1	51.1	37.2	39.9
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:	42.5	44.3	49.9	36.6	32.1	31.8	51.9	39.1	39.1	51.1	37.2	39.9
LOS by Move:	D	D	D	D+	C-	C	D-	D	D	D-	D+	D
HCM2kAvgQ:	1	3	7	12	6	5	6	9	9	7	9	11

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #17: Dunne Ave/Butterfield Blvd

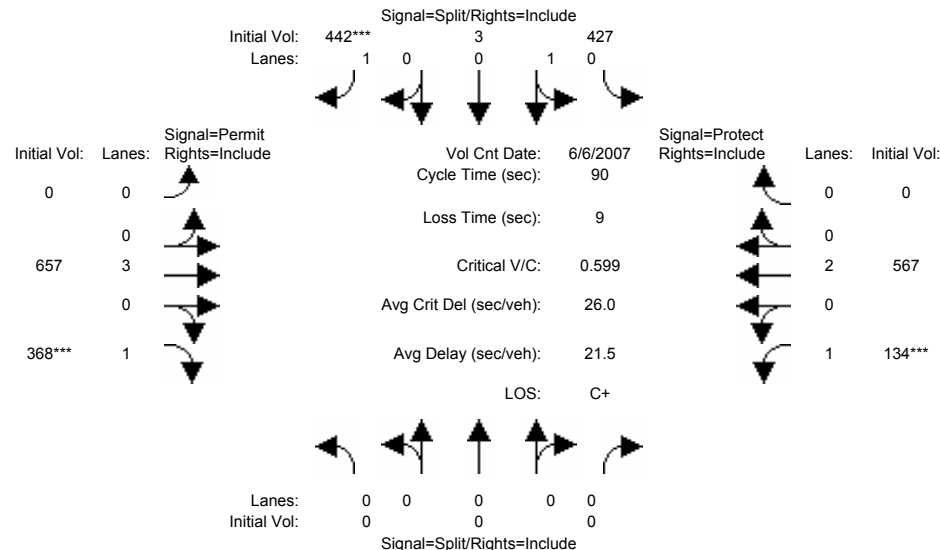


Street Name:	Butterfield Boulevard						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	70	430	220	310	890	150	130	490	100	190	510	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	430	220	310	890	150	130	490	100	190	510	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:	70	430	220	310	890	150	130	490	100	190	510	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:	70	430	220	310	890	150	130	490	100	190	510	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	430	220	310	890	150	130	490	100	190	510	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
FinalVolume:	70	430	220	310	890	150	130	490	100	190	510	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	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.65	0.35	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3072	627	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.13	0.10	0.23	0.09	0.07	0.16	0.16	0.11	0.13	0.16
Crit Moves:	****			****			****		****			
Green Time:	8.0	29.2	50.8	25.4	46.6	46.6	19.0	31.8	31.8	21.6	34.4	59.8
Volume/Cap:	0.60	0.46	0.30	0.46	0.60	0.22	0.47	0.60	0.60	0.60	0.47	0.32
Delay/Veh:	63.1	39.1	23.0	41.9	30.0	24.7	47.1	39.7	39.7	48.5	35.6	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:	63.1	39.1	23.0	41.9	30.0	24.7	47.1	39.7	39.7	48.5	35.6	18.2
LOS by Move:	E	D	C	D	C	C	D	D	D	D+	B-	
HCM2kAvgQ:	4	7	6	6	13	4	5	10	10	8	8	7
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #18: US 101 SB Ramps / 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 0 10 0 10 10 7 10 0

Volume Module: >> Count Date: 6 Jun 2007 << 5:00pm-5:45pm

Base Vol: 0 0 0 427 3 442 0 657 368 134 567 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 0 427 3 442 0 657 368 134 567 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 0 427 3 442 0 657 368 134 567 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 0 427 3 442 0 657 368 134 567 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 427 3 442 0 657 368 134 567 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 0 0 427 3 442 0 657 368 134 567 0

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 1.00 0.92 0.95 0.95 0.92 0.92 1.00 0.92 0.92 1.00 0.92

Lanes: 0.00 0.00 0.00 0.99 0.01 1.00 0.00 3.00 1.00 1.00 2.00 0.00

Final Sat.: 0 0 0 1787 13 1750 0 5700 1750 1750 3800 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.24 0.24 0.25 0.00 0.12 0.21 0.08 0.15 0.00

Crit Moves: **** *

Green Time: 0.0 0.0 0.0 37.9 37.9 37.9 0.0 31.6 31.6 11.5 43.1 0.0

Volume/Cap: 0.00 0.00 0.00 0.57 0.57 0.60 0.00 0.33 0.60 0.60 0.31 0.00

Delay/Veh: 0.0 0.0 0.0 20.8 20.8 21.5 0.0 21.5 25.7 41.5 14.5 0.0

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 0.0 0.0 20.8 20.8 21.5 0.0 21.5 25.7 41.5 14.5 0.0

LOS by Move: A A A C+ C+ C+ A C+ C D B A

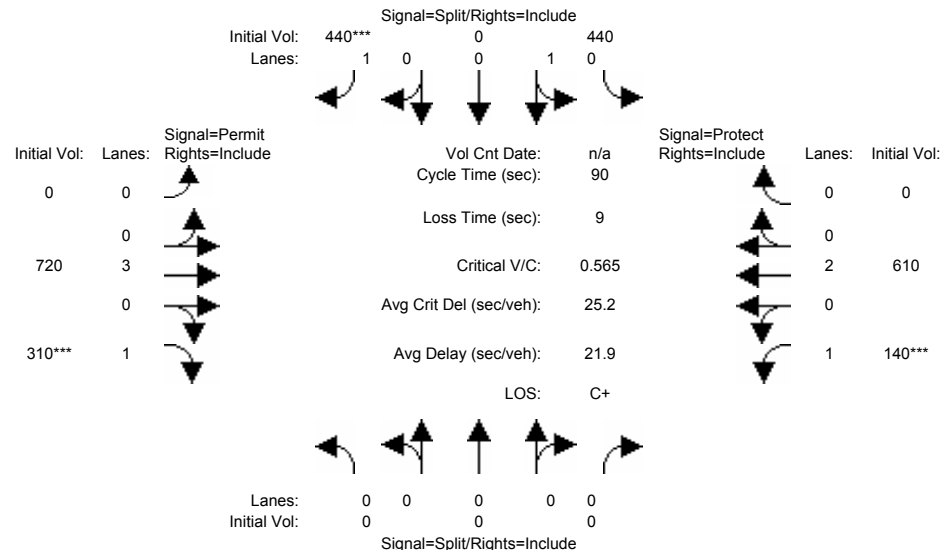
HCM2kAvgQ: 0 0 0 10 10 11 0 4 9 4 5 0

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #18: US 101 SB Ramps / 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 0 10 0 10 10 7 10 0

Volume Module:

Base Vol: 0 0 0 440 0 440 0 720 310 140 610 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 0 440 0 440 0 720 310 140 610 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 0 440 0 440 0 720 310 140 610 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 0 440 0 440 0 720 310 140 610 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 440 0 440 0 720 310 140 610 0

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 0 0 0 440 0 440 0 720 310 140 610 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 0.24 0.00 0.25 0.00 0.13 0.18 0.08 0.16 0.00

Crit Moves: ****

Green Time: 0.0 0.0 0.0 40.0 0.0 40.0 0.0 28.2 28.2 12.7 41.0 0.0

Volume/Cap: 0.00 0.00 0.00 0.55 0.00 0.57 0.00 0.40 0.57 0.57 0.35 0.00

Delay/Veh: 0.0 0.0 0.0 19.2 0.0 19.5 0.0 24.4 27.1 39.1 16.0 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 19.2 0.0 19.5 0.0 24.4 27.1 39.1 16.0 0.0

LOS by Move: A A A B- A B- A C C D B A

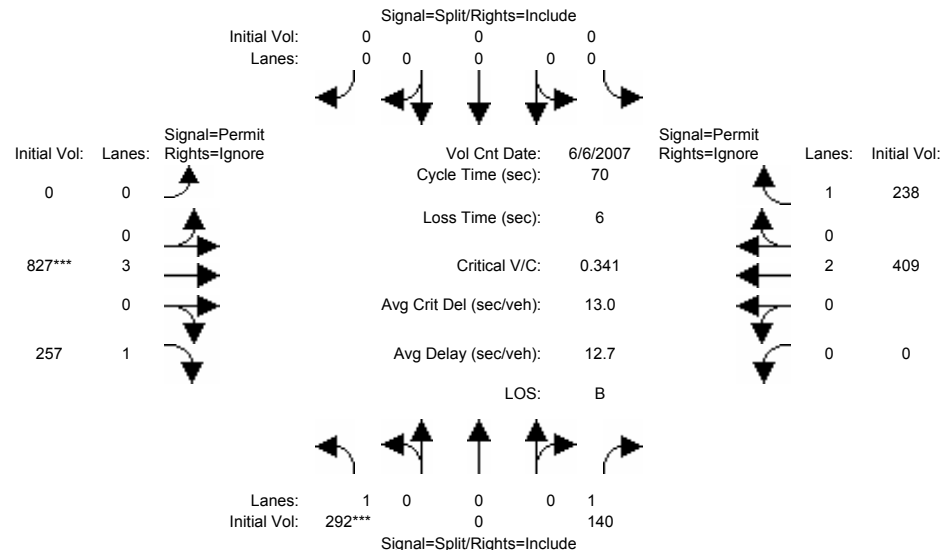
HCM2kAvgQ: 0 0 0 10 0 10 0 5 7 4 5 0

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #19: US 101 NB Ramps / 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 10 10 10 10 10 7 10 10 7 10 10

Volume Module: >> Count Date: 6 Jun 2007 << 4:45pm-5:30pm

Base Vol:	292	0	140	0	0	0	0	827	257	0	409	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	0	140	0	0	0	0	827	257	0	409	238
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	0	140	0	0	0	0	827	257	0	409	238
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:	292	0	140	0	0	0	0	827	0	0	409	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	0	140	0	0	0	0	827	0	0	409	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:	292	0	140	0	0	0	0	827	0	0	409	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:

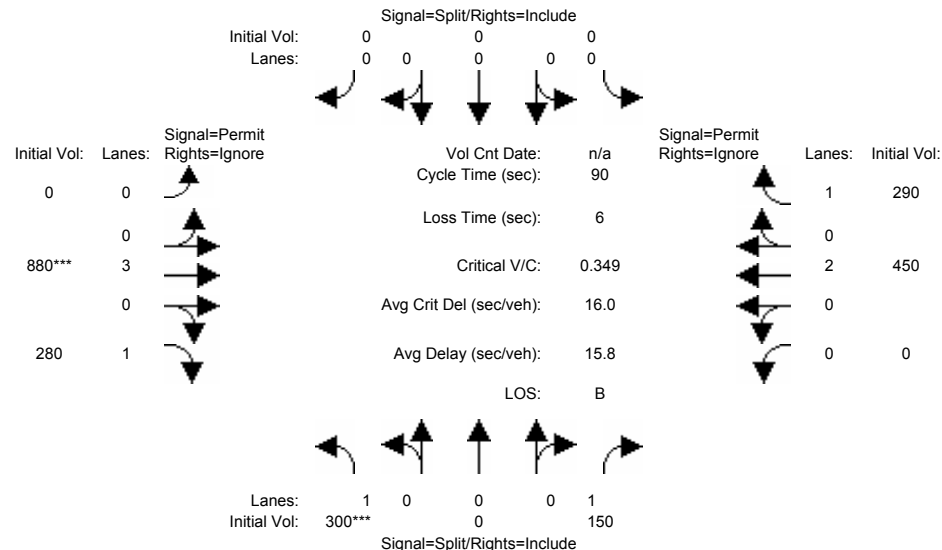
Vol/Sat:	0.17	0.00	0.08	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.11	0.00
Crit Moves:	****							****				
Green Time:	34.2	0.0	34.2	0.0	0.0	0.0	0.0	29.8	0.0	0.0	29.8	0.0
Volume/Cap:	0.34	0.00	0.16	0.00	0.00	0.00	0.00	0.34	0.00	0.00	0.25	0.00
Delay/Veh:	11.2	0.0	10.0	0.0	0.0	0.0	0.0	13.6	0.0	0.0	13.0	0.0
User 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:	11.2	0.0	10.0	0.0	0.0	0.0	0.0	13.6	0.0	0.0	13.0	0.0
LOS by Move:	B+	A	B+	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	4	0	2	0	0	0	0	4	0	0	3	0

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #19: US 101 NB Ramps / 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 10 10 10 10 10 7 10 10 7 10 10

Volume Module:

Base Vol:	300	0	150	0	0	0	0	880	280	0	450	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	0	150	0	0	0	0	880	280	0	450	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	0	150	0	0	0	0	880	280	0	450	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Volume:	300	0	150	0	0	0	0	880	0	0	450	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	0	150	0	0	0	0	880	0	0	450	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
FinalVolume:	300	0	150	0	0	0	0	880	0	0	450	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:

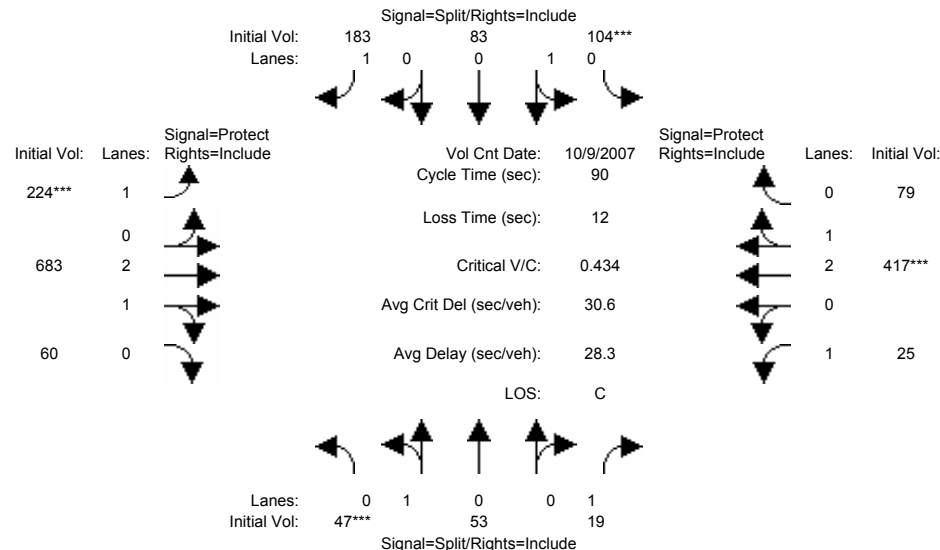
Vol/Sat:	0.17	0.00	0.09	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.12	0.00
Crit Moves:	****							****				
Green Time:	44.2	0.0	44.2	0.0	0.0	0.0	0.0	39.8	0.0	0.0	39.8	0.0
Volume/Cap:	0.35	0.00	0.17	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.27	0.00
Delay/Veh:	14.3	0.0	12.8	0.0	0.0	0.0	0.0	16.6	0.0	0.0	16.0	0.0
User 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:	14.3	0.0	12.8	0.0	0.0	0.0	0.0	16.6	0.0	0.0	16.0	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	6	0	2	0	0	0	0	5	0	0	4	0

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #20: Dunne Ave/Condit Rd



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

Volume Module: >> Count Date: 9 Oct 2007 << 5:00pm-5:45pm

	47	53	19	104	83	183	224	683	60	25	417	79
Base Vol:	47	53	19	104	83	183	224	683	60	25	417	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	53	19	104	83	183	224	683	60	25	417	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	53	19	104	83	183	224	683	60	25	417	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	53	19	104	83	183	224	683	60	25	417	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	53	19	104	83	183	224	683	60	25	417	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	53	19	104	83	183	224	683	60	25	417	79

Saturation Flow Module:

	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
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:	0.47	0.53	1.00	0.56	0.44	1.00	1.00	2.75	0.25	1.00	2.50	0.50
Final Sat.:	846	954	1750	1001	799	1750	1750	5147	452	1750	4707	892

Capacity Analysis Module:

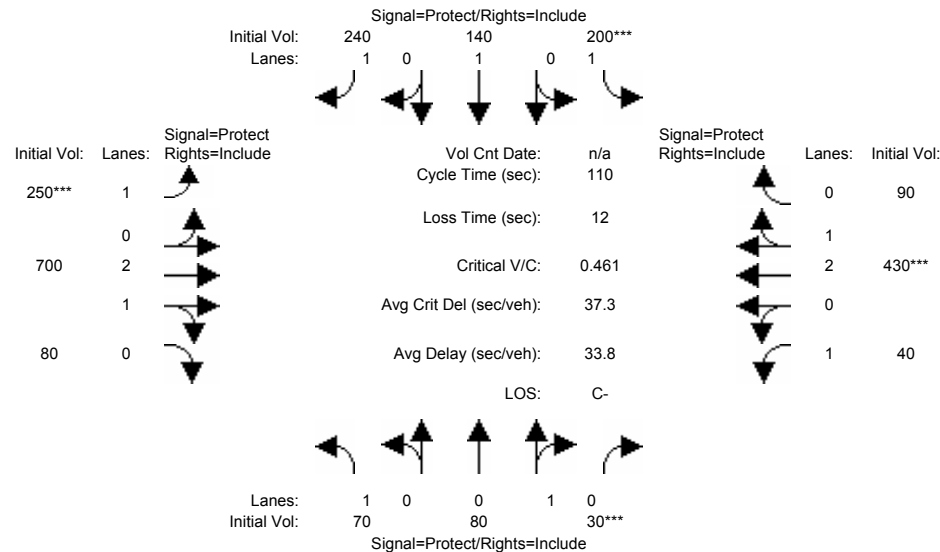
	0.06	0.06	0.01	0.10	0.10	0.10	0.13	0.13	0.13	0.01	0.09	0.09
Vol/Sat:	0.06	0.06	0.01	0.10	0.10	0.10	0.13	0.13	0.13	0.01	0.09	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	11.5	11.5	11.5	21.7	21.7	21.7	26.6	28.3	28.3	16.6	18.4	18.4
Volume/Cap:	0.43	0.43	0.08	0.43	0.43	0.43	0.43	0.42	0.42	0.08	0.43	0.43
Delay/Veh:	37.5	37.5	34.8	29.6	29.6	29.7	26.2	24.5	24.5	30.5	31.5	31.5
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:	37.5	37.5	34.8	29.6	29.6	29.7	26.2	24.5	24.5	30.5	31.5	31.5
LOS by Move:	D+	D+	C-	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	3	3	1	4	4	5	5	5	5	1	4	4

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #20: Dunne Ave/Condit Rd

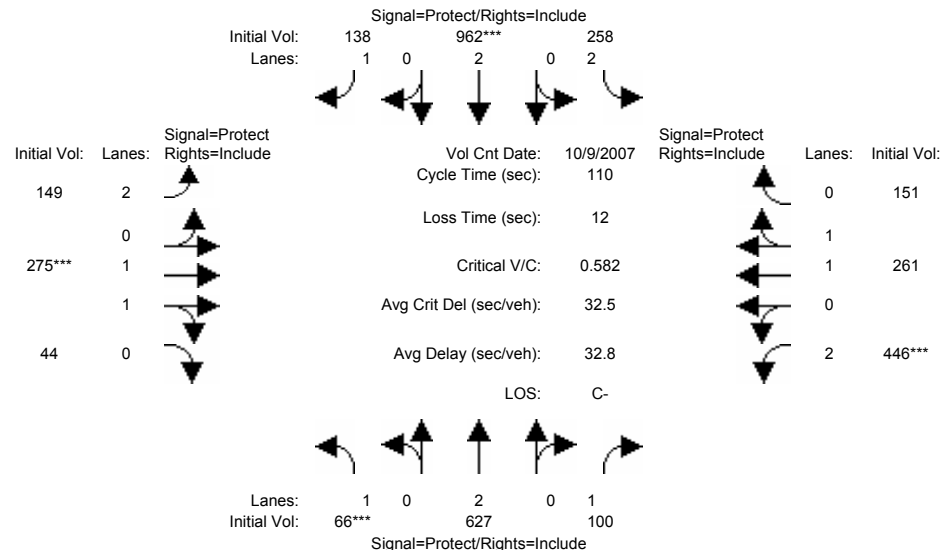


Street Name:	Condit Road				Dunne Avenue							
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	70	80	30	200	140	240	250	700	80	40	430	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	80	30	200	140	240	250	700	80	40	430	90
Added Vol:	0	0	0	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	80	30	200	140	240	250	700	80	40	430	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	80	30	200	140	240	250	700	80	40	430	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	80	30	200	140	240	250	700	80	40	430	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	80	30	200	140	240	250	700	80	40	430	90
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	0.73	0.27	1.00	1.00	1.00	1.00	2.68	0.32	1.00	2.46	0.54
Final Sat.:	1750	1309	491	1750	1900	1750	1750	5025	574	1750	4629	969
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.11	0.07	0.14	0.14	0.14	0.14	0.02	0.09	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.3	14.6	14.6	27.2	28.6	28.6	34.1	38.6	38.6	17.6	22.1	22.1
Volume/Cap:	0.33	0.46	0.46	0.46	0.28	0.53	0.46	0.40	0.40	0.14	0.46	0.46
Delay/Veh:	45.3	45.5	45.5	35.9	32.9	36.1	31.2	27.1	27.1	39.9	39.0	39.0
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:	45.3	45.5	45.5	35.9	32.9	36.1	31.2	27.1	27.1	39.9	39.0	39.0
LOS by Move:	D	D	D	D+	C-	D+	C	C	C	D	D+	D+
HCM2kAvgQ:	3	4	4	6	4	7	7	6	6	1	5	5
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #21: Tennant Ave/Monterey Rd



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

Volume Module: >> Count Date: 9 Oct 2007 << 4:30pm-5:15pm

Base Vol:	66	627	100	258	962	138	149	275	44	446	261	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	627	100	258	962	138	149	275	44	446	261	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	627	100	258	962	138	149	275	44	446	261	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	627	100	258	962	138	149	275	44	446	261	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	627	100	258	962	138	149	275	44	446	261	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	627	100	258	962	138	149	275	44	446	261	151

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	1.72	0.28	2.00	1.25	0.75
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	3189	510	3150	2343	1355

Capacity Analysis Module:

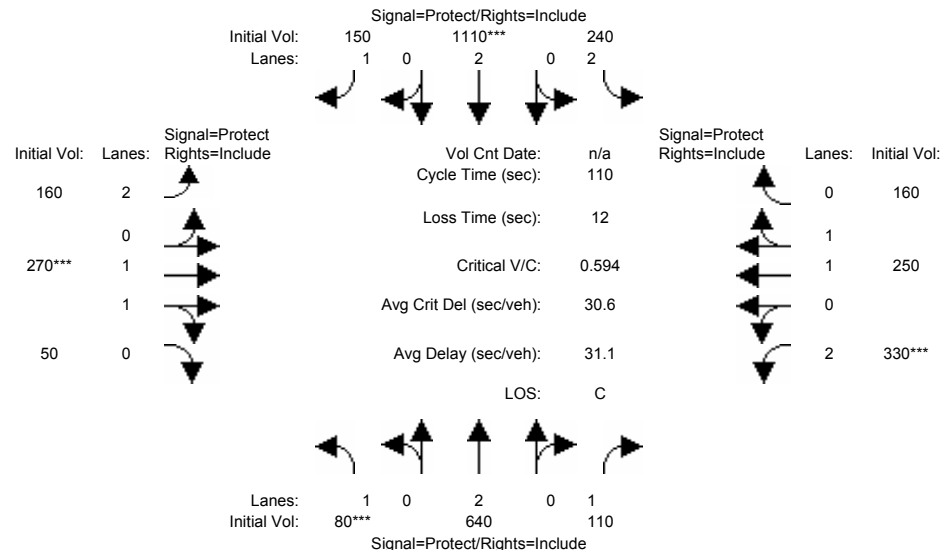
Vol/Sat:	0.04	0.17	0.06	0.08	0.25	0.08	0.05	0.09	0.09	0.14	0.11	0.11
Crit Moves:	****			****			****			****		
Green Time:	7.1	36.7	36.7	18.2	47.8	47.8	15.6	16.3	16.3	26.8	27.4	27.4
Volume/Cap:	0.58	0.49	0.17	0.49	0.58	0.18	0.33	0.58	0.58	0.58	0.45	0.45
Delay/Veh:	57.5	29.5	26.0	42.4	24.1	19.2	42.9	45.3	45.3	37.8	35.3	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	29.5	26.0	42.4	24.1	19.2	42.9	45.3	45.3	37.8	35.3	35.3
LOS by Move:	E+	C	C	D	C	B-	D	D	D	D+	D+	D+
HCM2kAvgQ:	2	8	2	5	12	3	3	6	6	9	6	6

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #21: Tennant Ave/Monterey Rd

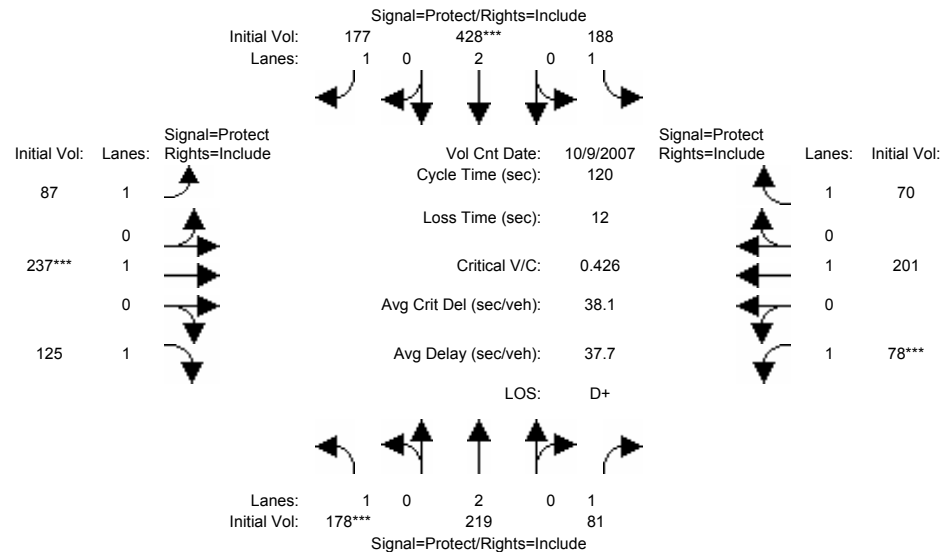


Street Name:	Monterey Road						Tennant Avenue										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R		
----- ----- ----- ----- -----																	
Min. Green:	7		10		10	7		10		10	7		10		10		
----- ----- ----- ----- -----																	
Volume Module:																	
Base Vol:	80		640		110	240		1110		150	160		270	50	330	250	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:	80		640		110	240		1110		150	160		270	50	330	250	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:	80		640		110	240		1110		150	160		270	50	330	250	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:	80		640		110	240		1110		150	160		270	50	330	250	160
Reduct Vol:	0		0		0	0		0		0	0		0	0	0	0	0
Reduced Vol:	80		640		110	240		1110		150	160		270	50	330	250	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
FinalVolume:	80		640		110	240		1110		150	160		270	50	330	250	160
----- ----- ----- ----- -----																	
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		1.68	0.32	2.00	1.20	0.80
Final Sat.:	1750		3800		1750	3150		3800		1750	3150		3121	578	3150	2255	1443
----- ----- ----- ----- -----																	
Capacity Analysis Module:																	
Vol/Sat:	0.05		0.17		0.06	0.08		0.29		0.09	0.05		0.09	0.09	0.10	0.11	0.11
Crit Moves:	****					****					****			****			
Green Time:	8.5		43.1		43.1	19.5		54.1		54.1	12.9		16.0	16.0	19.4	22.5	22.5
Volume/Cap:	0.59		0.43		0.16	0.43		0.59		0.17	0.43		0.59	0.59	0.59	0.54	0.54
Delay/Veh:	56.1		24.7		21.8	40.8		20.6		15.6	45.9		45.7	45.7	43.4	39.9	39.9
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:	56.1		24.7		21.8	40.8		20.6		15.6	45.9		45.7	45.7	43.4	39.9	39.9
LOS by Move:	E+		C		C+	D		C+		B	D		D	D	D	D	D
HCM2kAvgQ:	3		8		2	5		14		3	3		6	6	7	7	7
Note: Queue reported is the number of cars per lane.																	

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #22: Main Ave/Butterfield Blvd



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

Volume Module: >> Count Date: 9 Oct 2007 << 5:00pm-5:45pm

	178	219	81	188	428	177	87	237	125	78	201	70
Base Vol:	178	219	81	188	428	177	87	237	125	78	201	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:	178	219	81	188	428	177	87	237	125	78	201	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:	178	219	81	188	428	177	87	237	125	78	201	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:	178	219	81	188	428	177	87	237	125	78	201	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	219	81	188	428	177	87	237	125	78	201	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	219	81	188	428	177	87	237	125	78	201	70

Saturation Flow Module:

	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	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:

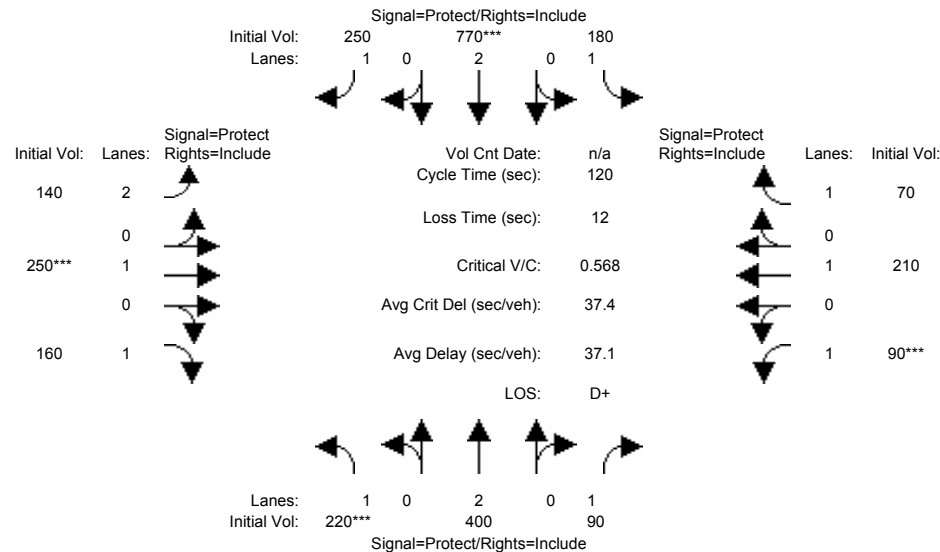
	0.10	0.06	0.05	0.11	0.11	0.10	0.05	0.12	0.07	0.04	0.11	0.04
Vol/Sat:	0.10	0.06	0.05	0.11	0.11	0.10	0.05	0.12	0.07	0.04	0.11	0.04
Crit Moves:	****			****			****		****			
Green Time:	28.6	26.4	26.4	34.0	31.7	31.7	16.9	35.1	35.1	12.5	30.7	30.7
Volume/Cap:	0.43	0.26	0.21	0.38	0.43	0.38	0.35	0.43	0.24	0.43	0.41	0.16
Delay/Veh:	39.4	38.9	38.6	35.0	36.9	36.7	47.4	34.8	32.6	52.0	37.7	34.8
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:	39.4	38.9	38.6	35.0	36.9	36.7	47.4	34.8	32.6	52.0	37.7	34.8
LOS by Move:	D	D+	D+	D+	D+	D+	D	C-	C-	D-	D+	C-
HCM2kAvgQ:	6	3	3	6	7	6	3	7	4	3	6	2

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #22: Main Ave/Butterfield Blvd



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

Volume Module:

Base Vol:	220	400	90	180	770	250	140	250	160	90	210	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:	220	400	90	180	770	250	140	250	160	90	210	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:	220	400	90	180	770	250	140	250	160	90	210	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:	220	400	90	180	770	250	140	250	160	90	210	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	400	90	180	770	250	140	250	160	90	210	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	400	90	180	770	250	140	250	160	90	210	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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750

Capacity Analysis Module:

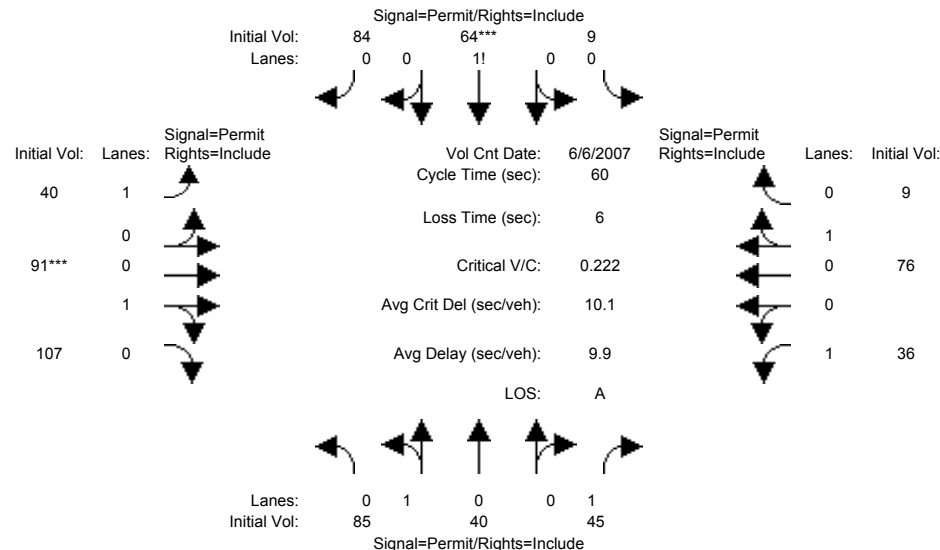
Vol/Sat:	0.13	0.11	0.05	0.10	0.20	0.14	0.04	0.13	0.09	0.05	0.11	0.04
Crit Moves:	****			****			****		****			
Green Time:	26.6	35.1	35.1	34.3	42.8	42.8	13.4	27.8	27.8	10.9	25.3	25.3
Volume/Cap:	0.57	0.36	0.18	0.36	0.57	0.40	0.40	0.57	0.39	0.57	0.52	0.19
Delay/Veh:	43.6	33.8	31.8	34.6	31.7	29.4	50.3	42.6	39.6	57.1	43.3	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	33.8	31.8	34.6	31.7	29.4	50.3	42.6	39.6	57.1	43.3	39.2
LOS by Move:	D	C-	C	C-	C	C	D	D	D	E+	D	D
HCM2kAvgQ:	8	6	3	6	12	7	3	9	6	4	7	2

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #23: Condit Road / Main Avenue



Street Name: Condit Road Main Avenue

Approach: North Bound South Bound East Bound West Bound

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

Min. Green: 10 10 10 10 10 10 10 10 10 10 10 10

Volume Module: >> Count Date: 6 Jun 2007 << 5:00pm-5:45pm

Base Vol:	85	40	45	9	64	84	40	91	107	36	76	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	40	45	9	64	84	40	91	107	36	76	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	40	45	9	64	84	40	91	107	36	76	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	40	45	9	64	84	40	91	107	36	76	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	40	45	9	64	84	40	91	107	36	76	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	40	45	9	64	84	40	91	107	36	76	9

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.68	0.32	1.00	0.06	0.41	0.53	1.00	0.46	0.54	1.00	0.89	0.11
Final Sat.:	1224	576	1750	100	713	936	1750	827	973	1750	1609	191

Capacity Analysis Module:

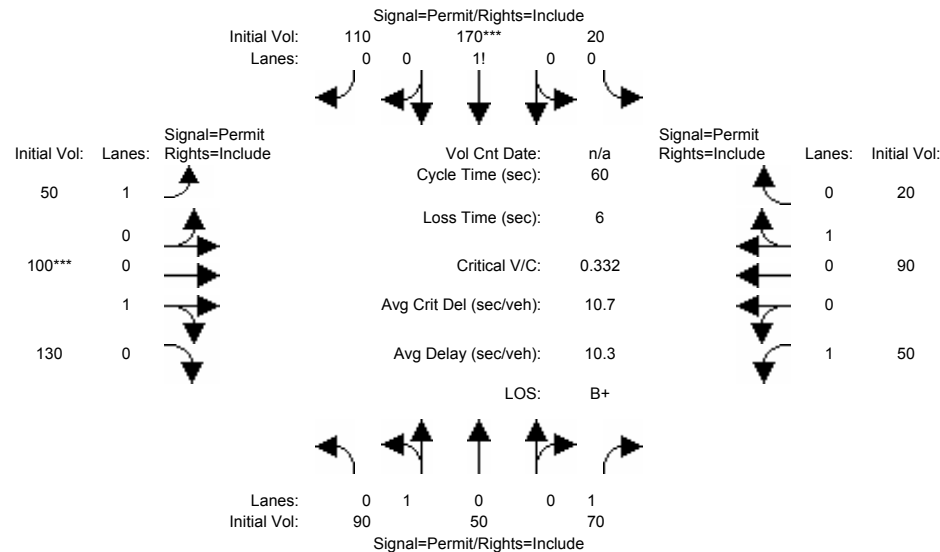
Vol/Sat:	0.07	0.07	0.03	0.09	0.09	0.09	0.02	0.11	0.11	0.02	0.05	0.05
Crit Moves:				****			****					
Green Time:	24.3	24.3	24.3	24.3	24.3	24.3	29.7	29.7	29.7	29.7	29.7	29.7
Volume/Cap:	0.17	0.17	0.06	0.22	0.22	0.22	0.05	0.22	0.22	0.04	0.10	0.10
Delay/Veh:	11.6	11.6	11.0	11.9	11.9	11.9	7.8	8.7	8.7	7.8	8.1	8.1
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:	11.6	11.6	11.0	11.9	11.9	11.9	7.8	8.7	8.7	7.8	8.1	8.1
LOS by Move:	B+	B+	B+	B+	B+	B+	A	A	A	A	A	A
HCM2kAvgQ:	1	1	1	2	2	2	0	2	2	0	1	1

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #23: Condit Road / Main Avenue

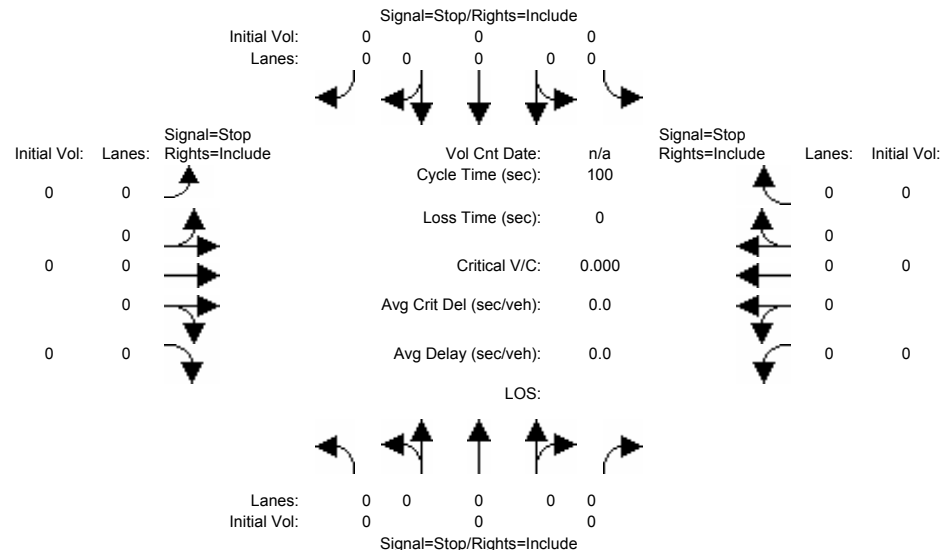


Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	90	50	70	20	170	110	50	100	130	50	90	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	50	70	20	170	110	50	100	130	50	90	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	50	70	20	170	110	50	100	130	50	90	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	50	70	20	170	110	50	100	130	50	90	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	50	70	20	170	110	50	100	130	50	90	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	50	70	20	170	110	50	100	130	50	90	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.64	0.36	1.00	0.07	0.56	0.37	1.00	0.43	0.57	1.00	0.82	0.18
Final Sat.:	1157	643	1750	117	992	642	1750	783	1017	1750	1473	327
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.04	0.17	0.17	0.17	0.03	0.13	0.13	0.03	0.06	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	30.9	30.9	30.9	30.9	30.9	30.9	23.1	23.1	23.1	23.1	23.1	23.1
Volume/Cap:	0.15	0.15	0.08	0.33	0.33	0.33	0.07	0.33	0.33	0.07	0.16	0.16
Delay/Veh:	7.7	7.7	7.4	8.7	8.7	8.7	11.8	13.3	13.3	11.8	12.2	12.2
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:	7.7	7.7	7.4	8.7	8.7	8.7	11.8	13.3	13.3	11.8	12.2	12.2
LOS by Move:	A	A	A	A	A	A	B+	B	B	B+	B	B
HCM2kAvgQ:	1	1	1	4	4	4	1	3	3	1	1	1
Note:	Queue reported is the number of cars per lane.											

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #24: Hale Avenue / Dunne Avenue (us) [- future unsignalized]



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 7 10 10 7 10 10

Volume Module:

Base Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Growth Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 0

Added Vol: 0 0 0 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 0 0 0 0 0 0 0

User Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

PHF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

PHF Volume: 0 0 0 0 0 0 0 0 0 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PCE Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

MLF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

FinalVolume: 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:

Adjustment: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Lanes: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Final Sat.: 0 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Crit Moves:

Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Delay Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

LOS by Move:

ApproachDel: 0.0 0.0 0.0 0.0

Delay Adj: 0.00 0.00 0.00 0.00

ApprAdjDel: 0.0 0.0 0.0 0.0

LOS by Appr:

AllWayAvgQ: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Hale Avenue / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign							
Lanes:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Major Street Volume:	0																			
Minor Approach Volume:	0																			
Minor Approach Volume Threshold:	+Inf																			

SIGNAL WARRANT DISCLAIMER

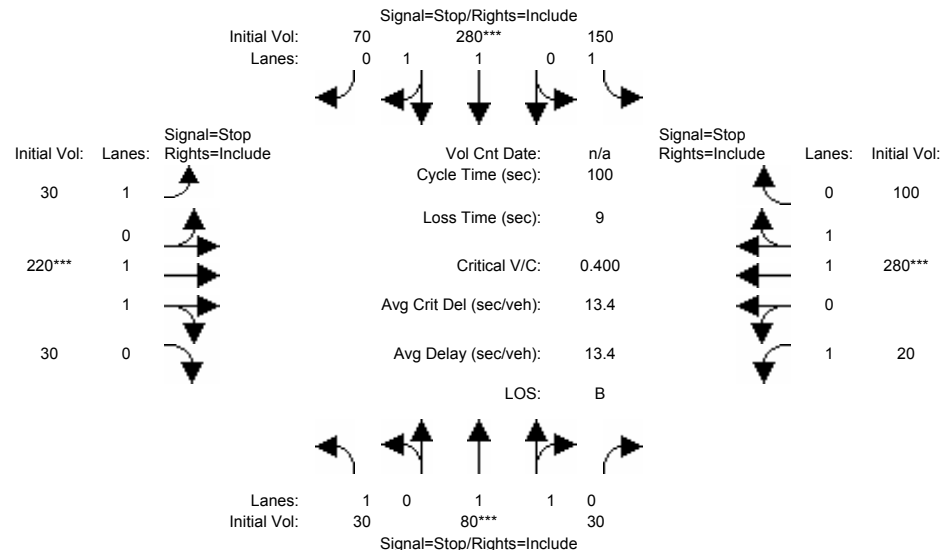
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #24: Hale Avenue / Dunne Avenue (us) [- future unsignalized]



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 7 10 10 7 10 10

Volume Module:

Base Vol:	30	80	30	150	280	70	30	220	30	20	280	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:	30	80	30	150	280	70	30	220	30	20	280	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:	30	80	30	150	280	70	30	220	30	20	280	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:	30	80	30	150	280	70	30	220	30	20	280	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	80	30	150	280	70	30	220	30	20	280	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	80	30	150	280	70	30	220	30	20	280	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:	1.00	1.45	0.55	1.00	1.60	0.40	1.00	1.76	0.24	1.00	1.47	0.53
Final Sat.:	388	608	235	450	780	200	415	790	109	432	700	258

Capacity Analysis Module:

Vol/Sat:	0.08	0.13	0.13	0.33	0.36	0.35	0.07	0.28	0.28	0.05	0.40	0.39
Crit Moves:	****			****			****			****		
Delay/Veh:	11.9	11.7	11.4	14.0	13.5	13.1	11.4	12.9	12.8	10.9	14.4	13.8
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:	11.9	11.7	11.4	14.0	13.5	13.1	11.4	12.9	12.8	10.9	14.4	13.8
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	11.7			13.6			12.8			14.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.7			13.6			12.8			14.1		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.1	0.1	0.1	0.4	0.5	0.5	0.1	0.3	0.3	0.0	0.6	0.6

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Hale Avenue / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Initial Vol:	30		80		30	150		280		70	30		220		30	20		280		100
Major Street Volume:											680									
Minor Approach Volume:											500									
Minor Approach Volume Threshold:											540									

SIGNAL WARRANT DISCLAIMER

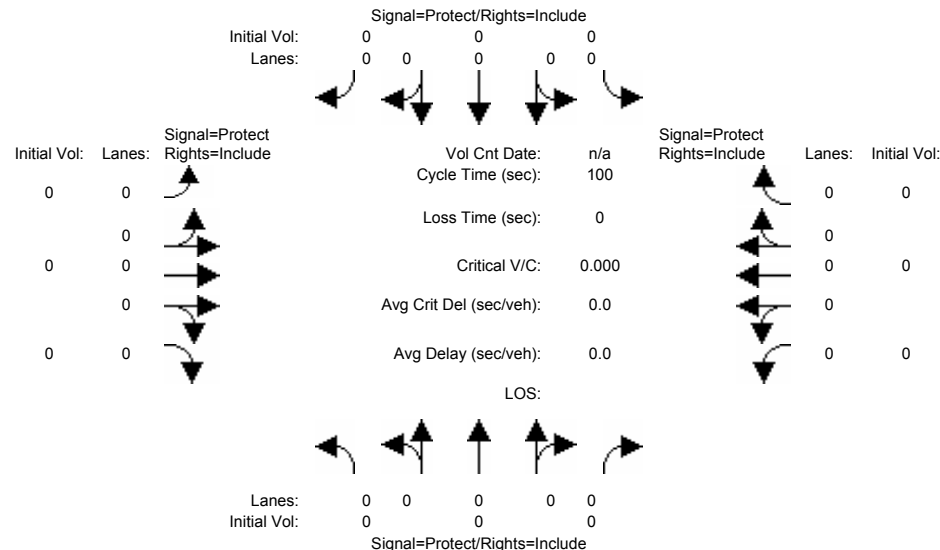
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #224: Hale Avenue / Dunne Avenue [- future signalized]



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 7 10 10 7 10 10

Volume Module:

Base Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Growth Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Initial Bse: 0 0 0 0 0 0 0 0 0 0 0 0

Added Vol: 0 0 0 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 0 0 0 0 0 0 0

User Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

PHF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

PHF Volume: 0 0 0 0 0 0 0 0 0 0 0 0

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PCE Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

MLF Adj: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

FinalVolume: 0 0 0 0 0 0 0 0 0 0 0 0

Saturation Flow Module:

Sat/Lane: 0 0 0 0 0 0 0 0 0 0 0 0

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 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Final Sat.: 0 0 0 0 0 0 0 0 0 0 0 0

Capacity Analysis Module:

Vol/Sat: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Crit Moves:

Green Time: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

Volume/Cap: 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00

Delay/Veh: 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

User DelAdj: 1.00 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 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0

LOS by Move:

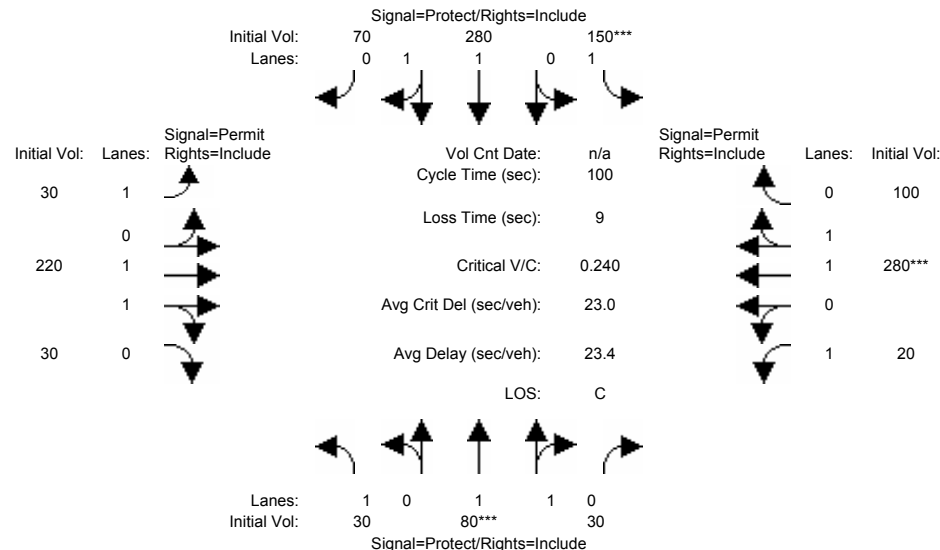
HCM2kAvgQ: 0 0 0 0 0 0 0 0 0 0 0 0

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Current GP PM (2)

Intersection #224: Hale Avenue / Dunne Avenue [- future signalized]



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

Volume Module:

Base Vol:	30	80	30	150	280	70	30	220	30	20	280	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:	30	80	30	150	280	70	30	220	30	20	280	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:	30	80	30	150	280	70	30	220	30	20	280	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:	30	80	30	150	280	70	30	220	30	20	280	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	80	30	150	280	70	30	220	30	20	280	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	80	30	150	280	70	30	220	30	20	280	100

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.44	0.56	1.00	1.59	0.41	1.00	1.75	0.25	1.00	1.46	0.54
Final Sat.:	1750	2690	1009	1750	2959	740	1750	3256	444	1750	2726	973

Capacity Analysis Module:

Vol/Sat:	0.02	0.03	0.03	0.09	0.09	0.09	0.02	0.07	0.07	0.01	0.10	0.10
Crit Moves:	****			****						****		
Green Time:	19.8	12.4	12.4	35.7	28.3	28.3	42.8	42.8	42.8	42.8	42.8	42.8
Volume/Cap:	0.09	0.24	0.24	0.24	0.33	0.33	0.04	0.16	0.16	0.03	0.24	0.24
Delay/Veh:	32.8	39.8	39.8	22.8	28.6	28.6	16.6	17.6	17.6	16.5	18.3	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.8	39.8	39.8	22.8	28.6	28.6	16.6	17.6	17.6	16.5	18.3	18.3
LOS by Move:	C-	D	D	C+	C	C	B	B	B	B	B-	B-
HCM2kAvgQ:	1	2	2	3	4	4	1	2	2	0	4	4

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

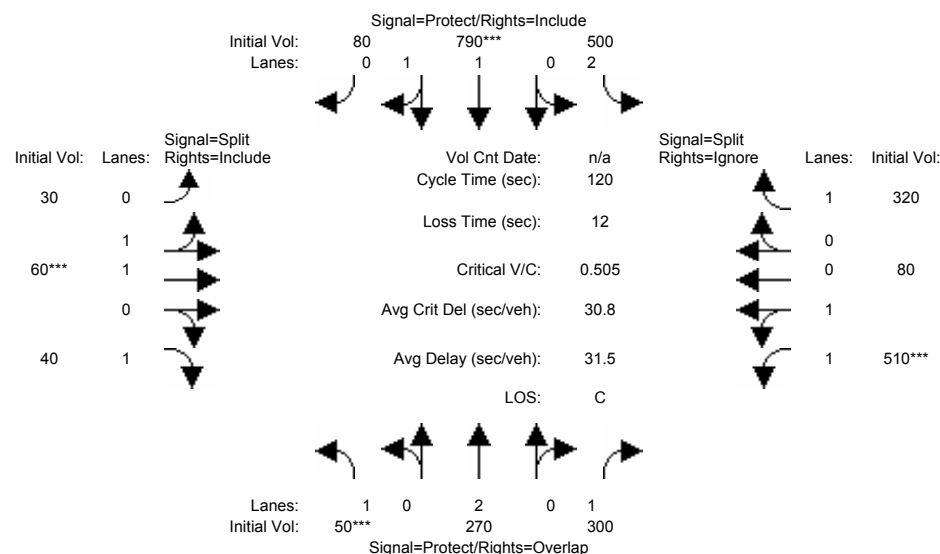
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Existing PM				2015 Project PM (9)						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1 Cochrane Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	29.1	0.311	31.2	C	31.5	0.505	+ 0.194	30.8	- 0.4	?	xx.x	x.xxx	xx.x
#2 Cochrane Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	B	13.0	0.336	20.1	C	27.9	0.599	+ 0.263	37.7	+ 17.6	?	xx.x	x.xxx	xx.x
#3 Monterey Road / Central Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	23.1	0.000	1.7	F	>150	0.000	+ 0.000	16.3	+ 14.6	?	xx.x	x.xxx	xx.x
#4 Monterey Road / Keystone Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.5	0.000	0.3	C	15.1	0.000	+ 0.000	0.4	+ 0.1	?	xx.x	x.xxx	xx.x
#5 Main Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	D	42.4	0.614	43.6	D	44.3	0.783	+ 0.169	44.5	+ 0.9	?	xx.x	x.xxx	xx.x
#6 Del Monte Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	19.1	0.000	2.9	C	20.1	0.000	+ 0.000	4.6	+ 1.8	?	xx.x	x.xxx	xx.x
#7 Hale Avenue / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	13.2	0.565	13.2	B	14.8	0.564	- 0.000	14.8	+ 1.6	?	xx.x	x.xxx	xx.x
#8 Depot Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	D	25.6	0.000	1.6	C	19.1	0.000	+ 0.000	3.0	+ 1.4	?	xx.x	x.xxx	xx.x
#9 Monterey Road / 1st Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.9	0.000	0.2	B	13.2	0.000	+ 0.000	0.3	+ 0.1	?	xx.x	x.xxx	xx.x
#10 Monterey Road / 2nd Street	?	xx.x	x.xxx	xx.x	B	12.5	0.288	10.3	B	14.4	0.480	+ 0.192	12.8	+ 2.5	?	xx.x	x.xxx	xx.x
#11 Monterey Road / 3rd Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	11.1	0.000	0.3	B	14.7	0.000	+ 0.000	0.7	+ 0.4	?	xx.x	x.xxx	xx.x
#12 Monterey Road / 4th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	18.9	0.000	0.4	F	>150	0.000	+ 0.000	20.1	+ 19.6	?	xx.x	x.xxx	xx.x
#13 Monterey Road / 5th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	17.0	0.000	0.4	F	87.6	0.000	+ 0.000	3.2	+ 2.8	?	xx.x	x.xxx	xx.x
#14 Dunne Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	D+	36.6	0.527	38.7	D+	35.2	0.541	+ 0.014	32.4	- 6.3	?	xx.x	x.xxx	xx.x
#15 Del Monte Street / Dunne Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	15.0	0.000	3.3	C	19.9	0.000	+ 0.000	4.3	+ 1.0	?	xx.x	x.xxx	xx.x
#16 Church Street / Dunne Avenue	?	xx.x	x.xxx	xx.x	B-	19.5	0.376	20.3	C+	20.8	0.473	+ 0.097	21.9	+ 1.7	?	xx.x	x.xxx	xx.x
#17 Dunne Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	D	39.4	0.600	42.5	D+	35.7	0.624	+ 0.024	37.7	- 4.8	?	xx.x	x.xxx	xx.x
#18 US 101 SB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	C+	21.5	0.599	26.0	C+	21.9	0.565	- 0.034	25.2	- 0.7	?	xx.x	x.xxx	xx.x
#19 US 101 NB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	B	12.7	0.341	13.0	B	16.0	0.355	+ 0.014	16.3	+ 3.3	?	xx.x	x.xxx	xx.x
#20 Dunne Ave/Condit Rd	?	xx.x	x.xxx	xx.x	C	28.3	0.434	30.6	C-	33.8	0.461	+ 0.028	37.3	+ 6.7	?	xx.x	x.xxx	xx.x
#21 Tennant Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C-	32.8	0.582	32.5	C	31.0	0.597	+ 0.015	30.6	- 1.9	?	xx.x	x.xxx	xx.x
#22 Main Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	D+	37.7	0.426	38.1	D+	37.3	0.586	+ 0.160	37.9	- 0.2	?	xx.x	x.xxx	xx.x
#23 Condit Road / Main Avenue	?	xx.x	x.xxx	xx.x	A	9.9	0.222	10.1	B+	10.3	0.332	+ 0.111	10.7	+ 0.6	?	xx.x	x.xxx	xx.x
#24 Hale Avenue / Dunne Avenue (us) [- future unsignalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	B	13.3	0.398	+ 0.398	13.3	+ 13.3	?	xx.x	x.xxx	xx.x
#224 Hale Avenue / Dunne Avenue [- future signalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	C	23.4	0.240	+ 0.240	23.0	+ 23.0	?	xx.x	x.xxx	xx.x

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project PM (9)

Intersection #1: Cochrane Ave/Monterey Rd

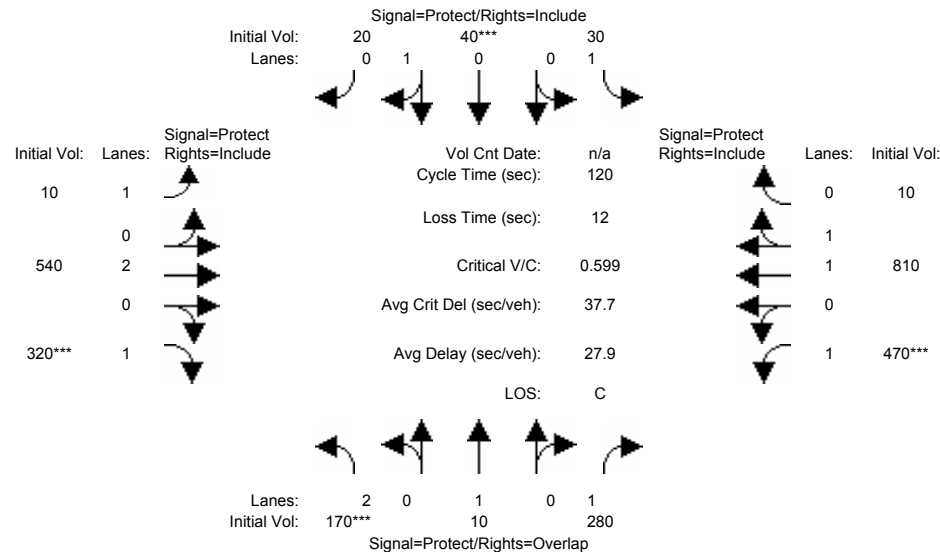


Street Name:	Monterey Road						Cochrane Avenue													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
----- ----- ----- ----- ----- -----																				
Min. Green:	7		10		10	7		10		10	10		10		10					
----- ----- ----- ----- ----- -----																				
Volume Module:																				
Base Vol:	50		270		300	500		790		80	30		60		40	510		80		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:	50		270		300	500		790		80	30		60		40	510		80		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:	50		270		300	500		790		80	30		60		40	510		80		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		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:	50		270		300	500		790		80	30		60		40	510		80		0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	50		270		300	500		790		80	30		60		40	510		80		0
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		0.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		0.00
FinalVolume:	50		270		300	500		790		80	30		60		40	510		80		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		0.99		0.92	0.93		0.95		0.92
Lanes:	1.00		2.00		1.00	2.00		1.81		0.19	0.68		1.32		1.00	1.73		0.27		1.00
Final Sat.:	1750		3800		1750	3150		3360		340	1233		2466		1750	3069		481		1750
----- ----- ----- ----- ----- -----																				
Capacity Analysis Module:																				
Vol/Sat:	0.03		0.07		0.17	0.16		0.24		0.24	0.02		0.02		0.02	0.17		0.17		0.00
Crit Moves:	****					****					****				****					
Green Time:	7.0		20.8		58.4	39.6		53.3		53.3	10.0		10.0		10.0	37.7		37.7		0.0
Volume/Cap:	0.49		0.41		0.35	0.48		0.53		0.53	0.29		0.29		0.27	0.53		0.53		0.00
Delay/Veh:	58.4		44.6		19.3	32.4		24.6		24.6	52.2		52.2		52.6	34.3		34.3		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:	58.4		44.6		19.3	32.4		24.6		24.6	52.2		52.2		52.6	34.3		34.3		0.0
LOS by Move:	E+		D		B-	C-		C		C	D-		D-		D-	C-		C-		A
HCM2kAvgQ:	2		4		7	9		12		12	2		2		2	9		9		0
Note: Queue reported is the number of cars per lane.																				

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project PM (9)

Intersection #2: Cochrane Ave/Butterfield Blvd



Street Name: Butterfield Boulevard Cochrane Avenue

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

Volume Module:

Base Vol:	170	10	280	30	40	20	10	540	320	470	810	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	10	280	30	40	20	10	540	320	470	810	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	10	280	30	40	20	10	540	320	470	810	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	10	280	30	40	20	10	540	320	470	810	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	10	280	30	40	20	10	540	320	470	810	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	10	280	30	40	20	10	540	320	470	810	10

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	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.67	0.33	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	1900	1750	1750	1200	600	1750	3800	1750	1750	3655	45

Capacity Analysis Module:

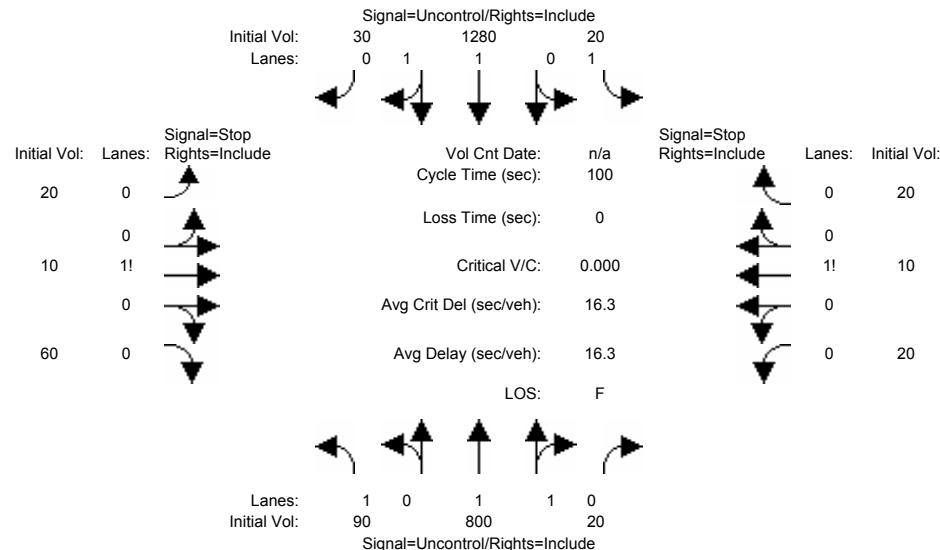
Vol/Sat:	0.05	0.01	0.16	0.02	0.03	0.03	0.01	0.14	0.18	0.27	0.22	0.22
Crit Moves:	****			****			****	****				
Green Time:	10.5	12.0	64.1	8.4	10.0	10.0	18.2	35.5	35.5	52.1	69.3	69.3
Volume/Cap:	0.62	0.05	0.30	0.24	0.40	0.40	0.04	0.48	0.62	0.62	0.38	0.38
Delay/Veh:	57.1	48.9	15.7	53.8	53.9	53.9	43.5	35.0	38.7	27.8	13.9	13.9
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:	57.1	48.9	15.7	53.8	53.9	53.9	43.5	35.0	38.7	27.8	13.9	13.9
LOS by Move:	E+	D	B	D-	D-	D-	D	D+	D+	C	B	B
HCM2kAvgQ:	5	0	6	1	3	3	0	8	11	14	8	8

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project PM (9)

Intersection #3: Monterey Road / Central Avenue (us) [- unsignalized]



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:

Base Vol:	90	800	20	20	1280	30	20	10	60	20	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	800	20	20	1280	30	20	10	60	20	10	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	800	20	20	1280	30	20	10	60	20	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	800	20	20	1280	30	20	10	60	20	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	90	800	20	20	1280	30	20	10	60	20	10	20

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflict Vol:	1310	xxxx	xxxxxx	820	xxxx	xxxxxx	1920	2335	655	1675	2340	410
Potent Cap.:	535	xxxx	xxxxxx	818	xxxx	xxxxxx	42	37	413	64	37	596
Move Cap.:	535	xxxx	xxxxxx	818	xxxx	xxxxxx	26	30	413	35	30	596
Volume/Cap:	0.17	xxxx	xxxx	0.02	xxxx	xxxx	0.78	0.33	0.15	0.57	0.33	0.03

Level Of Service Module:

2Way95thQ:	0.6	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	13.1	xxxx	xxxxxx	9.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	72	xxxxxx	xxxx	53	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	7.1	xxxxxx	xxxxxx	4.1	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	290	xxxxxx	xxxxxx	229	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	289.6	xxxxxx	xxxxxx	xxxxxx	229.0	xxxxxx
ApproachLOS:	*	*	*	*	*	*	F	*	*	*	F	*

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

Peak Hour Delay Signal Warrant Report

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    90 800 20      20 1280 30      20 10 60      20 10 20
ApproachDel:    xxxxxx          xxxxxx          289.6          229.0
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=7.2]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=90]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2380]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=3.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2380]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    90 800 20      20 1280 30      20 10 60      20 10 20
-----|-----|-----|-----|-----|

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Major Street Volume: 2240

Minor Approach Volume: 90

Minor Approach Volume Threshold: 7 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

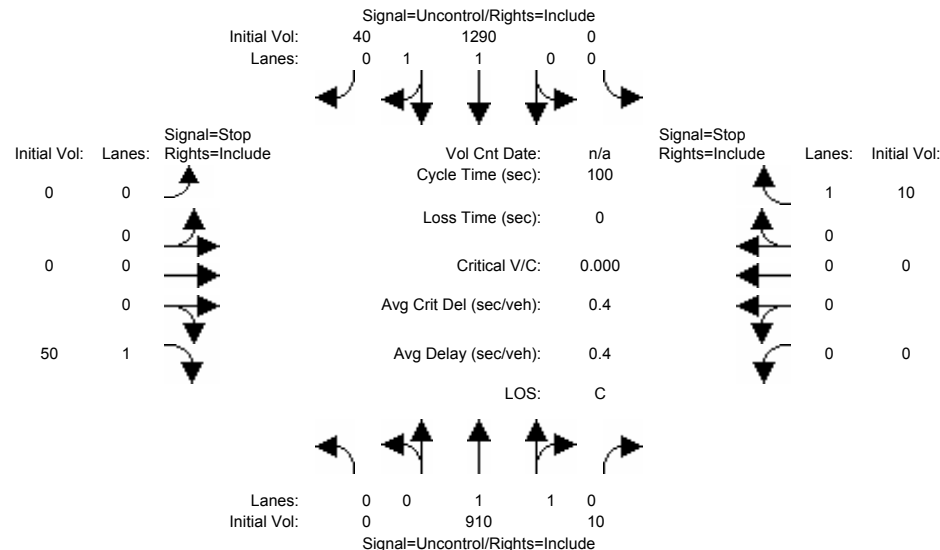
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project PM (9)

Intersection #4: Monterey Road / Keystone Avenue (us) [- unsignalized]



Street Name: Monterey Road Keystone 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:

Base Vol:	0	910	10	0	1290	40	0	0	50	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	910	10	0	1290	40	0	0	50	0	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	910	10	0	1290	40	0	0	50	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	910	10	0	1290	40	0	0	50	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	910	10	0	1290	40	0	0	50	0	0	10

-----|-----|-----|-----|

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	665	xxxx	xxxx	460
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	407	xxxx	xxxx	554
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	407	xxxx	xxxx	554
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	0.02

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.1	xxxxx	xxxx	11.6
LOS by Move:	*	*	*	*	*	*	*	*	C	*	*	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					15.1			11.6
ApproachLOS:	*			*					C			B

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

Peak Hour Delay Signal Warrant Report

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 1 0      0 0 0 0 1
Initial Vol:    0 910 10      0 1290 40      0 0 0 50      0 0 0 10
ApproachDel:    xxxxxx      xxxxxx      15.1      11.6
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2310]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=10]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2310]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 910 10      0 1290 40      0 0 0 50      0 0 0 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 2250

Minor Approach Volume: 50

Minor Approach Volume Threshold: 5 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

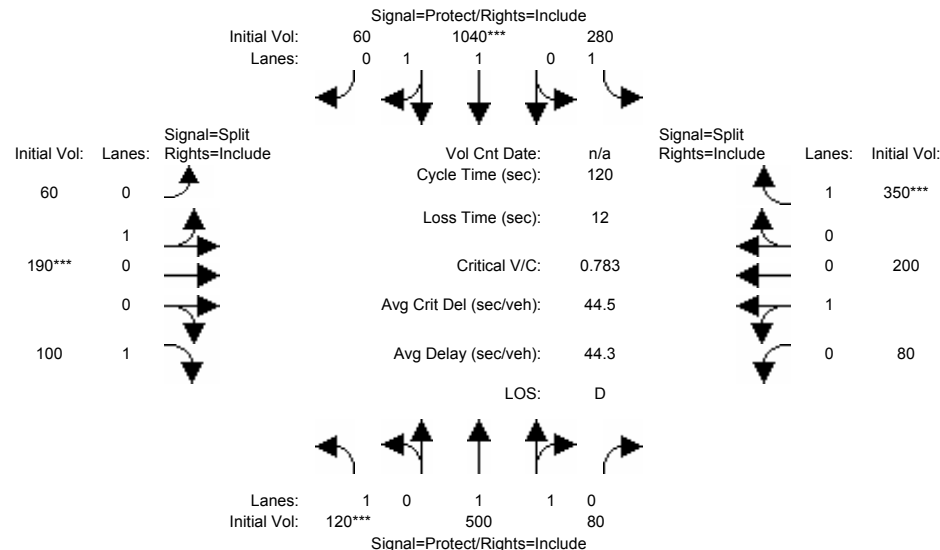
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project PM (9)

Intersection #5: Main Ave/Monterey Rd



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

Volume Module:

Base Vol:	120	500	80	280	1040	60	60	190	100	80	200	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:	120	500	80	280	1040	60	60	190	100	80	200	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:	120	500	80	280	1040	60	60	190	100	80	200	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:	120	500	80	280	1040	60	60	190	100	80	200	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	500	80	280	1040	60	60	190	100	80	200	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
FinalVolume:	120	500	80	280	1040	60	60	190	100	80	200	350

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	1.72	0.28	1.00	1.89	0.11	0.24	0.76	1.00	0.29	0.71	1.00
Final Sat.:	1750	3189	510	1750	3498	202	432	1368	1750	514	1286	1750

Capacity Analysis Module:

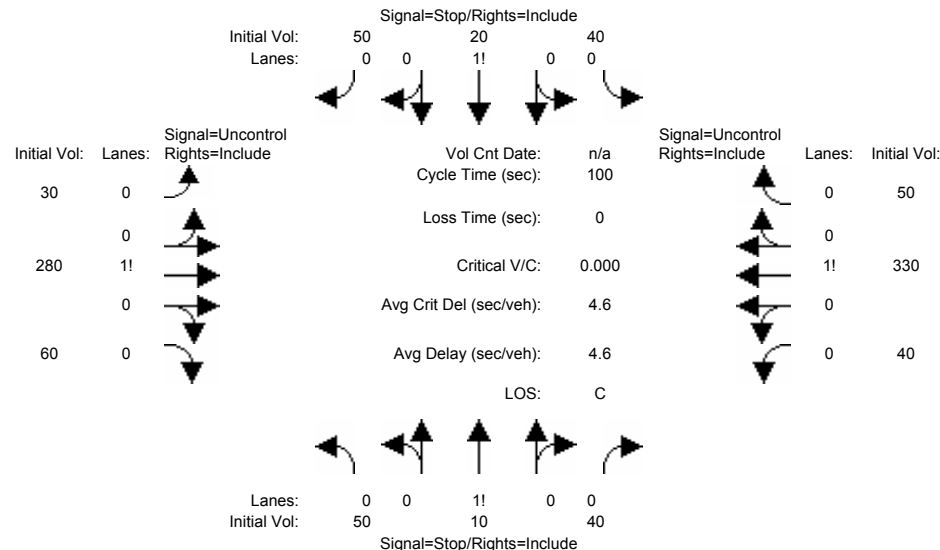
Vol/Sat:	0.07	0.16	0.16	0.16	0.30	0.14	0.14	0.06	0.16	0.16	0.20
Crit Moves:	****			****		****				****	
Green Time:	10.5	27.7	27.7	28.3	45.6	21.3	21.3	21.3	30.6	30.6	30.6
Volume/Cap:	0.78	0.68	0.68	0.68	0.78	0.78	0.78	0.32	0.61	0.61	0.78
Delay/Veh:	76.2	44.3	44.3	46.2	35.8	59.1	59.1	43.7	41.8	41.8	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.2	44.3	44.3	46.2	35.8	59.1	59.1	43.7	41.8	41.8	50.3
LOS by Move:	E-	D	D	D	D+	D+	E+	E+	D	D	D
HCM2kAvgQ:	5	10	10	10	19	19	11	11	4	10	10

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project PM (9)

Intersection #6: Del Monte Street / Main Avenue (us) [- unsignalized]



Street Name: Del Monte 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:

Base Vol:	50	10	40	40	20	50	30	280	60	40	330	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	10	40	40	20	50	30	280	60	40	330	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	10	40	40	20	50	30	280	60	40	330	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	10	40	40	20	50	30	280	60	40	330	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	10	40	40	20	50	30	280	60	40	330	50

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	840	830	310	830	835	355	380	xxxx	xxxxxx	340	xxxx	xxxxxx
Potent Cap.:	287	308	735	292	306	693	1190	xxxx	xxxxxx	1230	xxxx	xxxxxx
Move Cap.:	241	290	735	257	288	693	1190	xxxx	xxxxxx	1230	xxxx	xxxxxx
Volume/Cap:	0.21	0.03	0.05	0.16	0.07	0.07	0.03	xxxx	xxxxxx	0.03	xxxx	xxxxxx

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Control Del:	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx	8.1	xxxx	xxxxxx	8.0	xxxx	xxxxxx
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	338	xxxxxx	xxxx	370	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxx	1.2	xxxxxx	xxxxx	1.2	xxxxxx	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxx	20.1	xxxxxx	xxxxx	18.8	xxxxxx	xxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:	20.1			18.8			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    50  10  40      40  20  50      30 280  60      40 330  50
ApproachDel:    20.1            18.8            xxxxxx            xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=100]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1000]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=110]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1000]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    50  10  40      40  20  50      30 280  60      40 330  50
-----|-----|-----|-----|-----|

```

Major Street Volume: 790

Minor Approach Volume: 110

Minor Approach Volume Threshold: 282

SIGNAL WARRANT DISCLAIMER

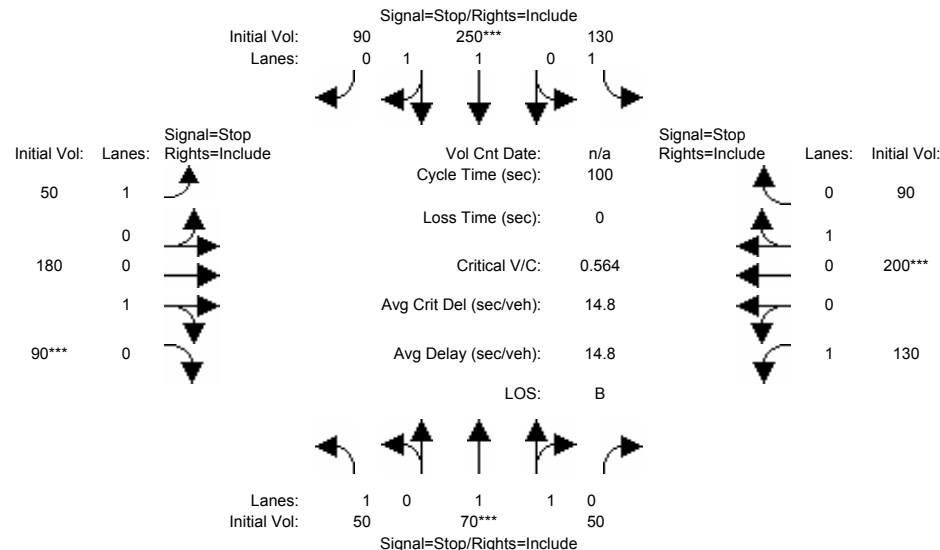
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2015 Project PM (9)

Intersection #7: Hale Avenue / Main Avenue (us) [- unsignalized]



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

Volume Module:

Base Vol:	50	70	50	130	250	90	50	180	90	130	200	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	70	50	130	250	90	50	180	90	130	200	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	70	50	130	250	90	50	180	90	130	200	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	70	50	130	250	90	50	180	90	130	200	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	70	50	130	250	90	50	180	90	130	200	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	70	50	130	250	90	50	180	90	130	200	90

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	1.17	0.83	1.00	1.47	0.53	1.00	0.67	0.33	1.00	0.69	0.31
Final Sat.:	385	480	363	435	692	257	448	334	167	461	354	159

Capacity Analysis Module:

Vol/Sat:	0.13	0.15	0.14	0.30	0.36	0.35	0.11	0.54	0.54	0.28	0.56	0.56
Crit Moves:	****			****			****			****		
Delay/Veh:	12.6	12.0	11.4	13.8	13.9	13.3	11.3	16.9	16.9	13.0	17.4	17.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.6	12.0	11.4	13.8	13.9	13.3	11.3	16.9	16.9	13.0	17.4	17.4
LOS by Move:	B	B	B	B	B	B	B	C	C	B	C	C
ApproachDel:	12.0			13.7			16.0			16.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.0			13.7			16.0			16.0		
LOS by Appr:	B			B			C			C		
AllWayAvgQ:	0.1	0.1	0.1	0.4	0.5	0.5	0.1	1.0	1.0	0.4	1.1	1.1

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Hale Avenue / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Lanes:          1  0  1  1  0    1  0  1  1  0    1  0  0  1  0    1  0  0  1  0
Initial Vol:    50   70   50   130 250   90   50 180   90   130 200   90
-----|-----|-----|-----|-----|
Major Street Volume:              740
Minor Approach Volume:            470
Minor Approach Volume Threshold: 504
-----|-----|-----|-----|-----|

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SIGNAL WARRANT DISCLAIMER

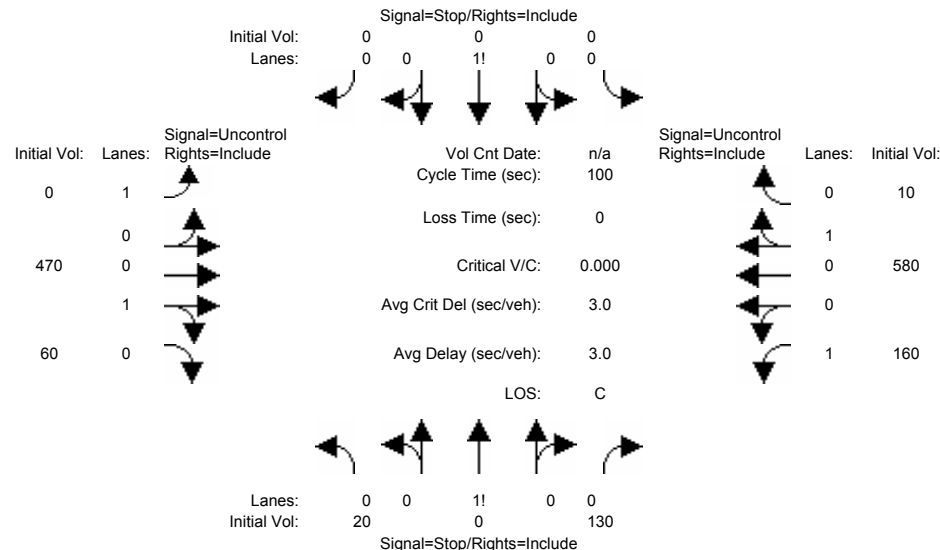
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project PM (9)

Intersection #8: Depot Street / Main Avenue (us) [- unsignalized]



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:

Base Vol:	20	0	130	0	0	0	0	470	60	160	580	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	130	0	0	0	0	470	60	160	580	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	130	0	0	0	0	470	60	160	580	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	0	130	0	0	0	0	470	60	160	580	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	0	130	0	0	0	0	470	60	160	580	10

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	1405	1410	500	1470	1435	585	xxxx	xxxx	xxxxx	530	xxxx	xxxxx
Potent Cap.:	155	140	575	106	135	515	xxxx	xxxx	xxxxx	1048	xxxx	xxxxx
Move Cap.:	137	118	575	73	114	515	xxxx	xxxx	xxxxx	1048	xxxx	xxxxx
Volume/Cap:	0.15	0.00	0.23	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.15	xxxx	xxxx

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.1	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	403	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	19.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	19.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met


```

-----|-----|-----|-----|-----|
Approach:   North Bound   South Bound   East Bound   West Bound
Movement:   L - T - R   L - T - R   L - T - R   L - T - R
-----|-----|-----|-----|-----|
Control:     Stop Sign     Stop Sign     Uncontrolled   Uncontrolled
Lanes:       0 0 1! 0 0   0 0 1! 0 0   1 0 0 1 0   1 0 0 1 0
Initial Vol:  20  0 130   0  0  0   0 470  60 160 580  10
ApproachDel:   19.1       xxxxxx       xxxxxx       xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.8]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=150]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1430]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:   North Bound   South Bound   East Bound   West Bound
Movement:   L - T - R   L - T - R   L - T - R   L - T - R
-----|-----|-----|-----|-----|
Control:     Stop Sign     Stop Sign     Uncontrolled   Uncontrolled
Lanes:       0 0 1! 0 0   0 0 1! 0 0   1 0 0 1 0   1 0 0 1 0
Initial Vol:  20  0 130   0  0  0   0 470  60 160 580  10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1280

Minor Approach Volume: 150

Minor Approach Volume Threshold: 200

SIGNAL WARRANT DISCLAIMER

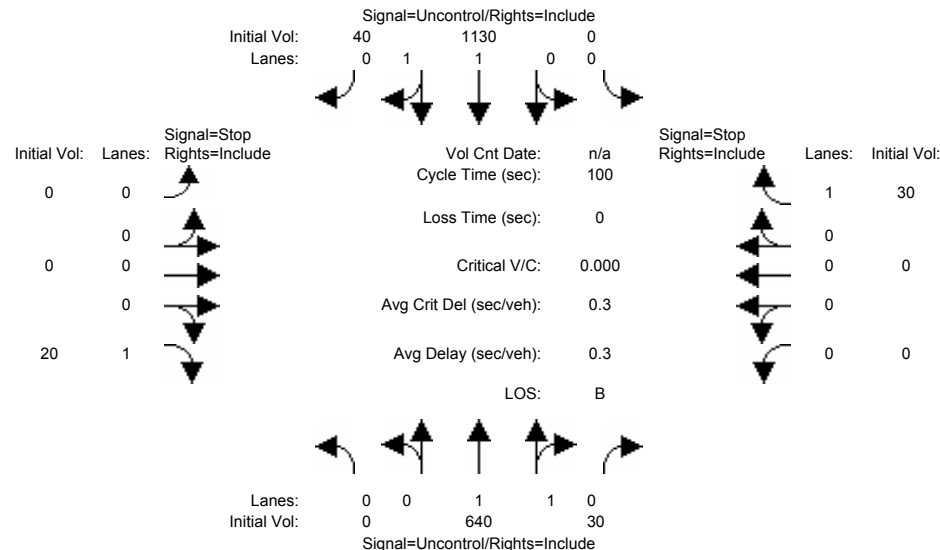
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project PM (9)

Intersection #9: Monterey Road / 1st Street (us) [- unsignalized]



Street Name: Monterey Road 1st 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:

Base Vol:	0	640	30	0	1130	40	0	0	20	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	640	30	0	1130	40	0	0	20	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	640	30	0	1130	40	0	0	20	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	640	30	0	1130	40	0	0	20	0	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	640	30	0	1130	40	0	0	20	0	0	30

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.9	xxxxx	xxxxx	6.9
FollowUpTim:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.3	xxxxx	xxxxx	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	585	xxxxx	xxxxx	335
Potent Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	459	xxxxx	xxxxx	667
Move Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	459	xxxxx	xxxxx	667
Volume/Cap:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.04	xxxxx	xxxxx	0.04

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.1
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	13.2	xxxxx	xxxxx	10.7
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	LT - LTR - RT
Shared Cap.:	xxxxx	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	xxxxx
Shrd ConDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	13.2	xxxxxx	xxxxxx	10.7
ApproachLOS:	*	*	*	*	*	*	*	*	*	B	*	*	B

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 1 0      0 0 0 1
Initial Vol:    0 640 30      0 1130 40      0 0 20      0 0 30
ApproachDel:    xxxxxx      xxxxxx      13.2      10.7
-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1890]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1890]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 1 0      0 0 0 1
Initial Vol:    0 640 30      0 1130 40      0 0 20      0 0 30
-----|-----|-----|-----|-----|

```

Major Street Volume: 1840

Minor Approach Volume: 30

Minor Approach Volume Threshold: 75 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

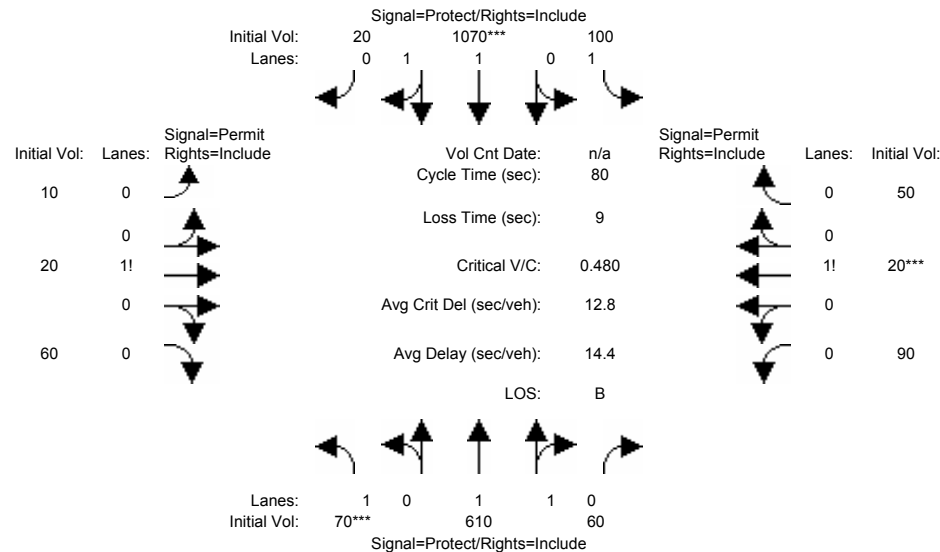
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project PM (9)

Intersection #10: Monterey Road / 2nd Street

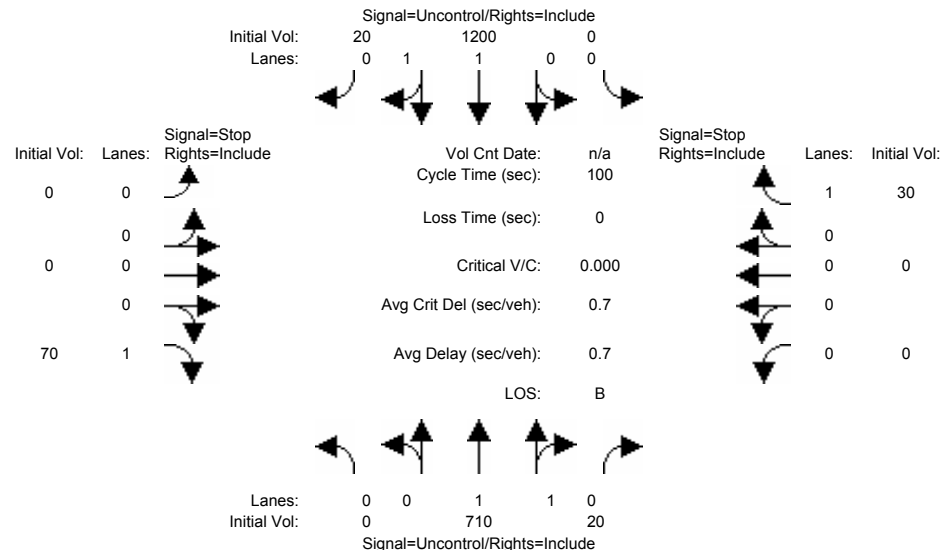


Street Name:	Monterey Road						2nd Street													
Approach:	North Bound			South Bound			East Bound			West Bound										
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R					
Min. Green:	7		10		10	7		10		10	7		10		10					
Volume Module:																				
Base Vol:	70		610		60	100		1070		20	10		20		60	90		20		50
Growth Adj:	1.00		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		610		60	100		1070		20	10		20		60	90		20		50
Added Vol:	0		0		0	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		610		60	100		1070		20	10		20		60	90		20		50
User Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	70		610		60	100		1070		20	10		20		60	90		20		50
Reduct Vol:	0		0		0	0		0		0	0		0		0	0		0		0
Reduced Vol:	70		610		60	100		1070		20	10		20		60	90		20		50
PCE Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
FinalVolume:	70		610		60	100		1070		20	10		20		60	90		20		50
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		1.82		0.18	1.00		1.96		0.04	0.11		0.22		0.67	0.56		0.13		0.31
Final Sat.:	1750		3368		331	1750		3632		68	194		389		1167	984		219		547
Capacity Analysis Module:																				
Vol/Sat:	0.04		0.18		0.18	0.06		0.29		0.29	0.05		0.05		0.05	0.09		0.09		0.09
Crit Moves:	****					****										****				
Green Time:	7.0		37.7		37.7	18.2		48.8		48.8	15.2		15.2		15.2	15.2		15.2		15.2
Volume/Cap:	0.46		0.38		0.38	0.25		0.48		0.48	0.27		0.27		0.27	0.48		0.48		0.48
Delay/Veh:	36.9		13.8		13.8	25.7		8.8		8.8	28.1		28.1		28.1	30.0		30.0		30.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	36.9		13.8		13.8	25.7		8.8		8.8	28.1		28.1		28.1	30.0		30.0		30.0
LOS by Move:	D+		B		B	C		A		A	C		C		C	C		C		C
HCM2kAvgQ:	2		5		5	2		7		7	2		2		2	4		4		4
Note: Queue reported is the number of cars per lane.																				

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project PM (9)

Intersection #11: Monterey Road / 3rd Street (us) [- unsignalized]



Street Name: Monterey Road 3rd 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:

Base Vol:	0	710	20	0	1200	20	0	0	70	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	710	20	0	1200	20	0	0	70	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	710	20	0	1200	20	0	0	70	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	710	20	0	1200	20	0	0	70	0	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	710	20	0	1200	20	0	0	70	0	0	30

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.9	xxxxx	xxxxx	6.9
FollowUpTim:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.3	xxxxx	xxxxx	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	610	xxxxx	xxxxx	365
Potent Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	442	xxxxx	xxxxx	638
Move Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	442	xxxxx	xxxxx	638
Volume/Cap:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.16	xxxxx	xxxxx	0.05

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	0.1
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	14.7	xxxxx	xxxxx	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	LT - LTR - RT
Shared Cap.:	xxxxx	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	xxxxx
Shrd ConDel:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	14.7	xxxxxx	xxxxxx	10.9
ApproachLOS:	*	*	*	*	*	*	*	*	*	B	*	*	B

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 1 0      0 0 0 1
Initial Vol:    0 710 20      0 1200 20      0 0 70      0 0 30
ApproachDel:    xxxxxx      xxxxxx      14.7      10.9
-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=70]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2050]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2050]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 1 0      0 0 0 1
Initial Vol:    0 710 20      0 1200 20      0 0 70      0 0 30
-----|-----|-----|-----|-----|

```

Major Street Volume: 1950

Minor Approach Volume: 70

Minor Approach Volume Threshold: 55 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

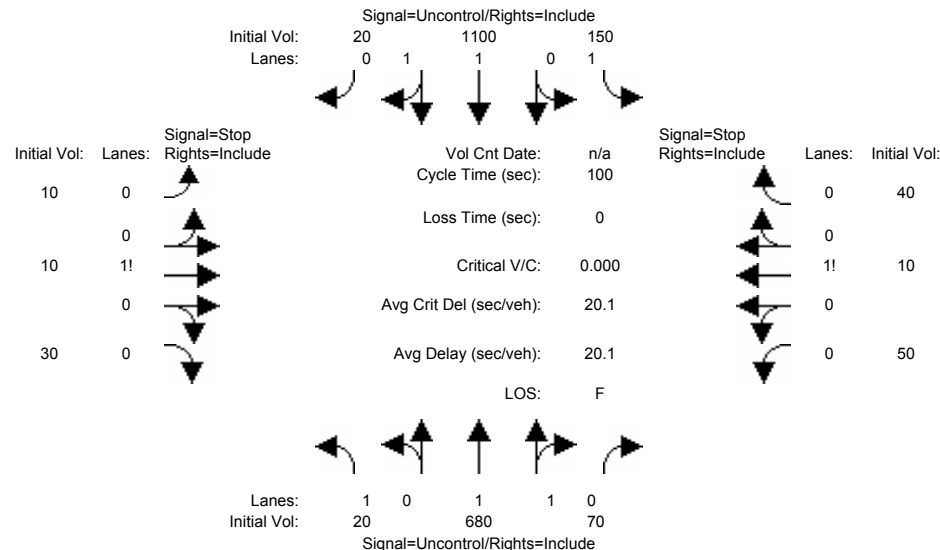
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project PM (9)

Intersection #12: Monterey Road / 4th Street (us) [- unsignalized]



Street Name: Monterey Road 4th 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:

Base Vol:	20	680	70	150	1100	20	10	10	30	50	10	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:	20	680	70	150	1100	20	10	10	30	50	10	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:	20	680	70	150	1100	20	10	10	30	50	10	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:	20	680	70	150	1100	20	10	10	30	50	10	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	680	70	150	1100	20	10	10	30	50	10	40

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflict Vol:	1120	xxxx	xxxxxx	750	xxxx	xxxxxx	1795	2200	560	1610	2175	375
Potent Cap.:	631	xxxx	xxxxxx	868	xxxx	xxxxxx	52	45	477	71	47	628
Move Cap.:	631	xxxx	xxxxxx	868	xxxx	xxxxxx	33	36	477	45	38	628
Volume/Cap:	0.03	xxxx	xxxx	0.17	xxxx	xxxx	0.30	0.28	0.06	1.12	0.27	0.06

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	0.6	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	10.9	xxxx	xxxxxx	10.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
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	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	78	xxxxxx	xxxx	69	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	2.9	xxxxxx	xxxxxx	8.3	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	112	xxxxxx	xxxxxx	366	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	111.7	xxxxxx	xxxxxx	xxxxxx	366.5	xxxxxx
ApproachLOS:	*	*	*	*	*	*	F	*	*	*	F	*

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 680 70      150 1100 20      10 10 30      50 10 40
ApproachDel:    xxxxxx          xxxxxx          111.7          366.5
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2190]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=10.2]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=100]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2190]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 680 70      150 1100 20      10 10 30      50 10 40
-----|-----|-----|-----|-----|

```

Major Street Volume: 2040

Minor Approach Volume: 100

Minor Approach Volume Threshold: 39 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

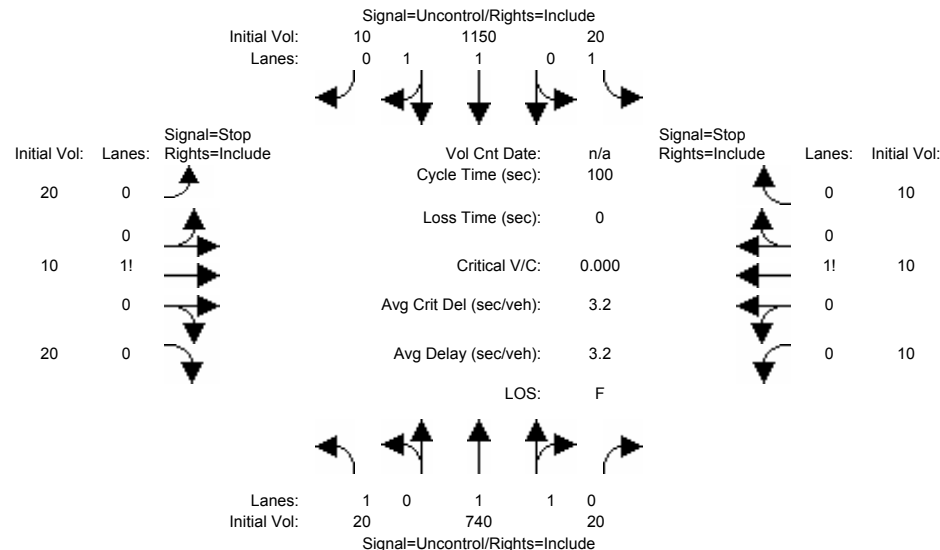
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project PM (9)

Intersection #13: Monterey Road / 5th Street (us) [- unsignalized]



Street Name: Monterey Road 5th 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:

Base Vol:	20	740	20	20	1150	10	20	10	20	10	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	740	20	20	1150	10	20	10	20	10	10	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	740	20	20	1150	10	20	10	20	10	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	740	20	20	1150	10	20	10	20	10	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	740	20	20	1150	10	20	10	20	10	10	10

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	1160	xxxx	xxxxxx	760	xxxx	xxxxxx	1610	1995	580	1410	1990	380
Potent Cap.:	610	xxxx	xxxxxx	861	xxxx	xxxxxx	71	61	463	100	61	624
Move Cap.:	610	xxxx	xxxxxx	861	xxxx	xxxxxx	58	58	463	80	58	624
Volume/Cap:	0.03	xxxx	xxxx	0.02	xxxx	xxxx	0.34	0.17	0.04	0.13	0.17	0.02

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	11.1	xxxx	xxxxxx	9.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	89	xxxxxx	xxxx	96	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	2.5	xxxxxx	xxxxxx	1.2	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	87.6	xxxxxx	xxxxxx	59.0	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	87.6	xxxxxx	xxxxxx	59.0	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	F	*	*	F	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 740      20 20 1150 10      20 10 20      10 10 10
ApproachDel:    xxxxxx      xxxxxx      87.6      59.0
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2040]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2040]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 740      20 20 1150 10      20 10 20      10 10 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1960

Minor Approach Volume: 50

Minor Approach Volume Threshold: 53 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

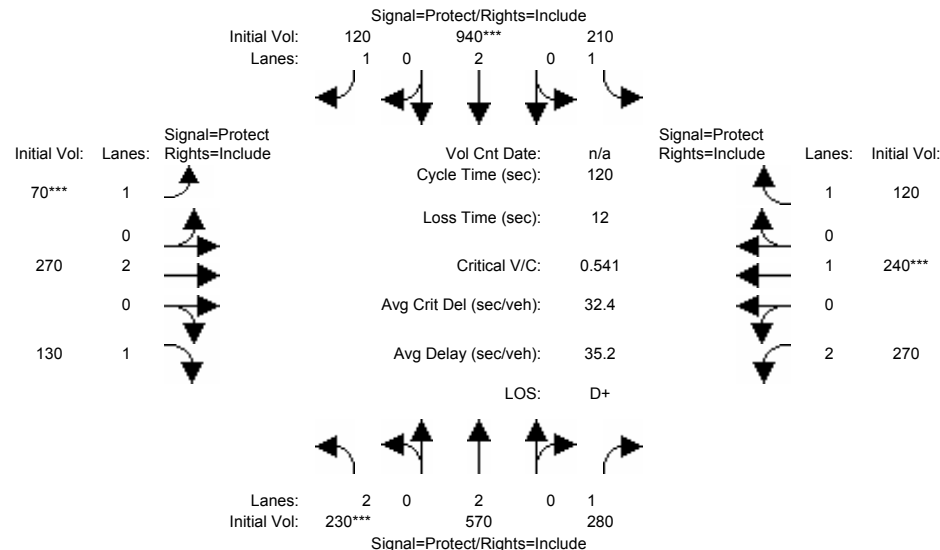
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project PM (9)

Intersection #14: Dunne Ave/Monterey Rd



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

Volume Module:

	Base Vol	Growth Adj	Initial Bse	Added Vol	PasserByVol	Initial Fut	User Adj	PHF Adj	PHF Volume	Reduct Vol	Reduced Vol	PCE Adj	MLF Adj	Final Volume
North Bound	230	1.00	230	0	0	230	1.00	1.00	230	0	230	1.00	1.00	230
South Bound	570	1.00	570	0	0	570	1.00	1.00	570	0	570	1.00	1.00	570
East Bound	280	1.00	280	0	0	280	1.00	1.00	280	0	280	1.00	1.00	280
West Bound	210	1.00	210	0	0	210	1.00	1.00	210	0	210	1.00	1.00	210

Saturation Flow Module:

	Sat/Lane	Adjustment	Lanes	Final Sat.
North Bound	1900	0.83	2.00	3150
South Bound	1900	0.92	2.00	3800
East Bound	1900	0.92	2.00	1750
West Bound	1900	0.83	2.00	1750

Capacity Analysis Module:

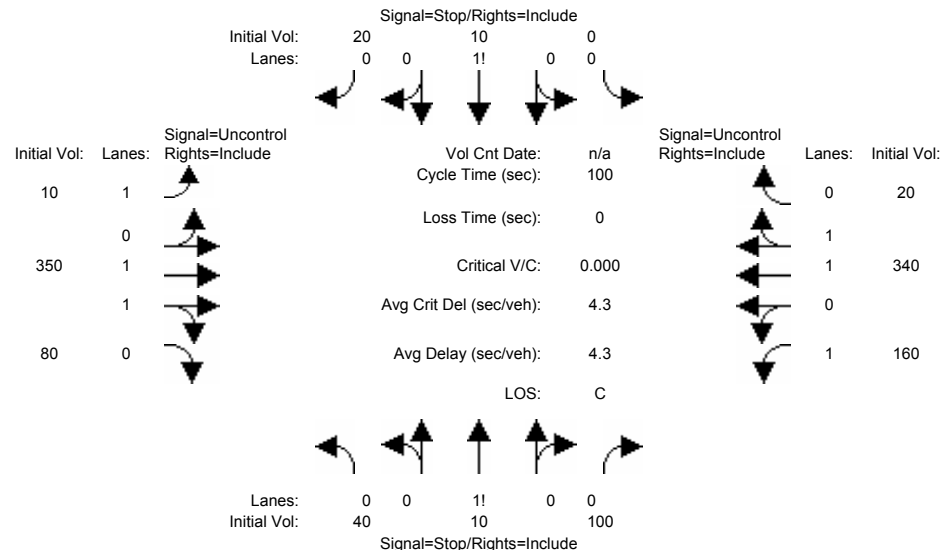
	Vol/Sat	Crit Moves	Green Time	Volume/Cap	Delay/Veh	User DelAdj	AdjDel/Veh	LOS by Move	HCM2kAvgQ
North Bound	0.07	****	16.2	0.54	49.8	1.00	49.8	D	5
South Bound	0.15	****	40.6	0.44	31.1	1.00	31.1	C	8
East Bound	0.16	****	40.6	0.47	31.8	1.00	31.8	C	9
West Bound	0.12	****	30.5	0.47	38.7	1.00	38.7	D+	7

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project PM (9)

Intersection #15: Del Monte Street / Dunne Avenue (us) [- unsignalized]



Street Name: Del Monte 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:

Base Vol:	40	10	100	0	10	20	10	350	80	160	340	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	10	100	0	10	20	10	350	80	160	340	20
Added Vol:	0	0	0	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	10	100	0	10	20	10	350	80	160	340	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	10	100	0	10	20	10	350	80	160	340	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	10	100	0	10	20	10	350	80	160	340	20

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	7.5	6.5	6.9	xxxx	6.5	6.9	4.1	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	4.0	3.3	xxxx	4.0	3.3	2.2	xxxx	xxxx	2.2	xxxx	xxxx

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	905	1090	215	xxxx	1120	180	360	xxxx	xxxx	430	xxxx	xxxx
Potent Cap.:	235	217	796	xxxx	208	838	1210	xxxx	xxxx	1140	xxxx	xxxx
Move Cap.:	195	185	796	xxxx	178	838	1210	xxxx	xxxx	1140	xxxx	xxxx
Volume/Cap:	0.21	0.05	0.13	xxxx	0.06	0.02	0.01	xxxx	xxxx	0.14	xxxx	xxxx

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	0.5	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	8.0	xxxx	xxxx	8.7	xxxx	xxxx
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	389	xxxx	xxxx	xxxx	374	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	1.8	xxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	19.9	xxxx	xxxx	xxxx	15.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	C	*	*	*	C	*	*	*	*	*	*
ApproachDel:	19.9						xxxxxx			xxxxxx		
ApproachLOS:	C						*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 0 1 0      1 0 1 1 0      1 0 1 1 0
Initial Vol:    40 10 100      0 10 20      10 350 80      160 340 20
ApproachDel:    19.9          15.5          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.8]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=150]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1140]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1140]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 0 1 0      1 0 1 1 0      1 0 1 1 0
Initial Vol:    40 10 100      0 10 20      10 350 80      160 340 20
-----|-----|-----|-----|-----|

```

Major Street Volume: 960

Minor Approach Volume: 150

Minor Approach Volume Threshold: 299

SIGNAL WARRANT DISCLAIMER

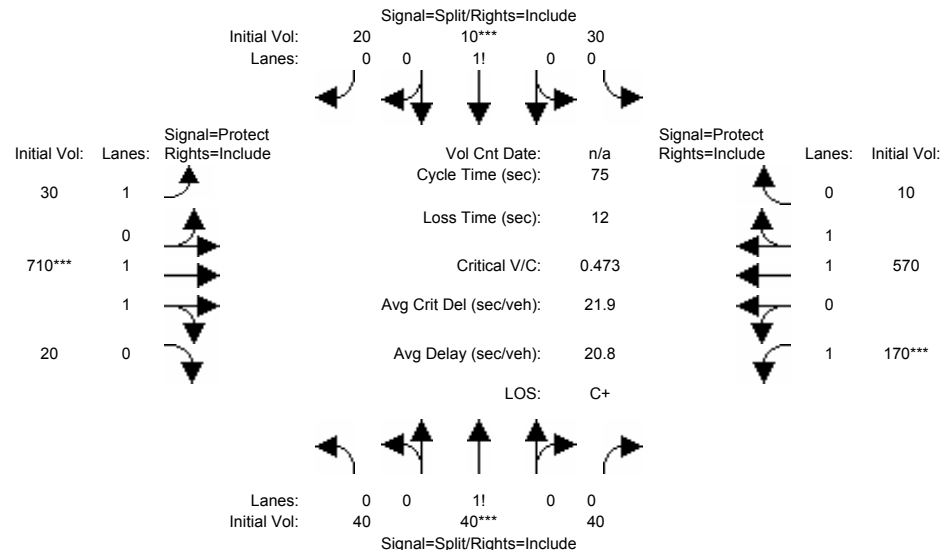
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project PM (9)

Intersection #16: Church Street / Dunne Avenue



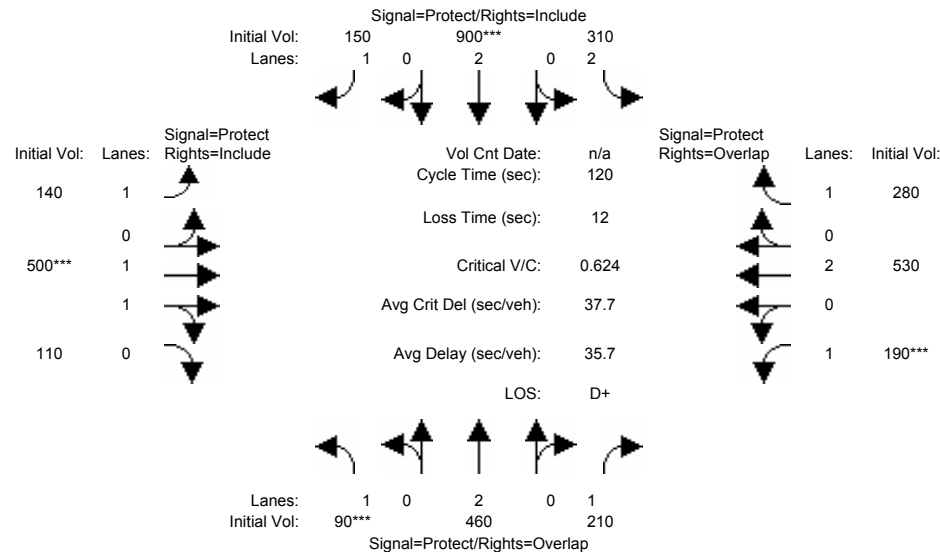
Street Name:	Church Street						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	40	40	40	30	10	20	30	710	20	170	570	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	40	40	30	10	20	30	710	20	170	570	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	40	40	30	10	20	30	710	20	170	570	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	40	40	30	10	20	30	710	20	170	570	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	40	40	30	10	20	30	710	20	170	570	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	40	40	30	10	20	30	710	20	170	570	10
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:	0.34	0.33	0.33	0.50	0.17	0.33	1.00	1.94	0.06	1.00	1.96	0.04
Final Sat.:	583	583	583	875	292	583	1750	3599	101	1750	3636	64
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.03	0.03	0.03	0.02	0.20	0.20	0.10	0.16	0.16
Crit Moves:	****			****			****		****			
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	16.0	28.8	28.8	14.2	26.9	26.9
Volume/Cap:	0.51	0.51	0.51	0.26	0.26	0.26	0.08	0.51	0.51	0.51	0.44	0.44
Delay/Veh:	32.2	32.2	32.2	29.8	29.8	29.8	23.7	18.0	18.0	28.7	18.5	18.5
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:	32.2	32.2	32.2	29.8	29.8	29.8	23.7	18.0	18.0	28.7	18.5	18.5
LOS by Move:	C-	C-	C-	C	C	C	C	B-	B-	C	B-	B-
HCM2kAvgQ:	4	4	4	2	2	2	1	6	6	4	5	5

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

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Intersection #17: Dunne Ave/Butterfield Blvd

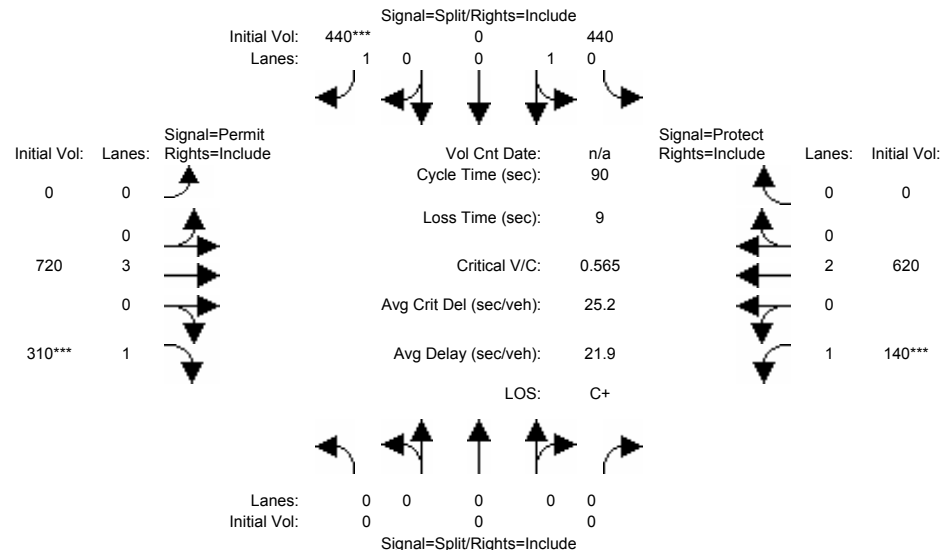


Street Name:	Butterfield Boulevard						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	90	460	210	310	900	150	140	500	110	190	530	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	460	210	310	900	150	140	500	110	190	530	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:	90	460	210	310	900	150	140	500	110	190	530	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:	90	460	210	310	900	150	140	500	110	190	530	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	460	210	310	900	150	140	500	110	190	530	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
FinalVolume:	90	460	210	310	900	150	140	500	110	190	530	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	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.63	0.37	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3032	667	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.10	0.24	0.09	0.08	0.16	0.16	0.11	0.14	0.16
Crit Moves:	****			****			****			****		
Green Time:	9.9	30.6	51.4	24.9	45.5	45.5	19.2	31.7	31.7	20.9	33.4	58.3
Volume/Cap:	0.62	0.48	0.28	0.48	0.62	0.23	0.50	0.62	0.62	0.62	0.50	0.33
Delay/Veh:	61.5	38.3	22.5	42.4	31.1	25.4	47.5	40.2	40.2	49.9	36.7	19.1
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:	61.5	38.3	22.5	42.4	31.1	25.4	47.5	40.2	40.2	49.9	36.7	19.1
LOS by Move:	E	D+	C+	D	C	C	D	D	D	D	D+	B-
HCM2kAvgQ:	5	7	5	6	14	4	5	10	10	8	8	7
Note: Queue reported is the number of cars per lane.												

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Intersection #18: US 101 SB Ramps / 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 0 10 0 10 10 7 10 0

Volume Module:

Base Vol:	0	0	0	440	0	440	0	720	310	140	620	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	440	0	440	0	720	310	140	620	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	440	0	440	0	720	310	140	620	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	440	0	440	0	720	310	140	620	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	440	0	440	0	720	310	140	620	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	440	0	440	0	720	310	140	620	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:

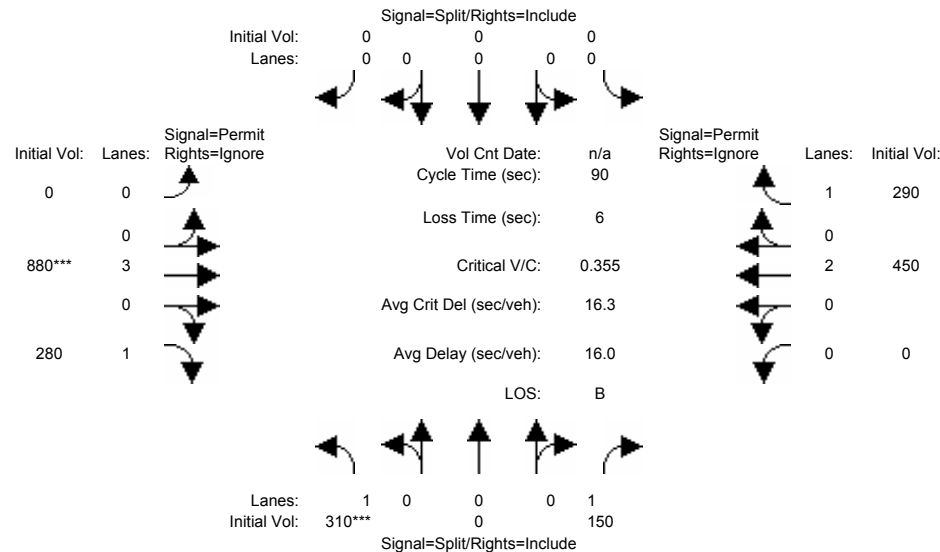
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.25	0.00	0.13	0.18	0.08	0.16	0.00
Crit Moves:				****				****	****			
Green Time:	0.0	0.0	0.0	40.0	0.0	40.0	0.0	28.2	28.2	12.7	41.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.57	0.00	0.40	0.57	0.57	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	19.2	0.0	19.5	0.0	24.4	27.1	39.1	16.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.2	0.0	19.5	0.0	24.4	27.1	39.1	16.1	0.0
LOS by Move:	A	A	A	B-	A	B-	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	10	0	10	0	5	7	4	5	0

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

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Intersection #19: US 101 NB Ramps / 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 10 10 10 10 10 7 10 10 7 10 10

Volume Module:

Base Vol:	310	0	150	0	0	0	0	880	280	0	450	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	0	150	0	0	0	0	880	280	0	450	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	310	0	150	0	0	0	0	880	280	0	450	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Volume:	310	0	150	0	0	0	0	880	0	0	450	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	0	150	0	0	0	0	880	0	0	450	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
FinalVolume:	310	0	150	0	0	0	0	880	0	0	450	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	0	3800	1750

Capacity Analysis Module:

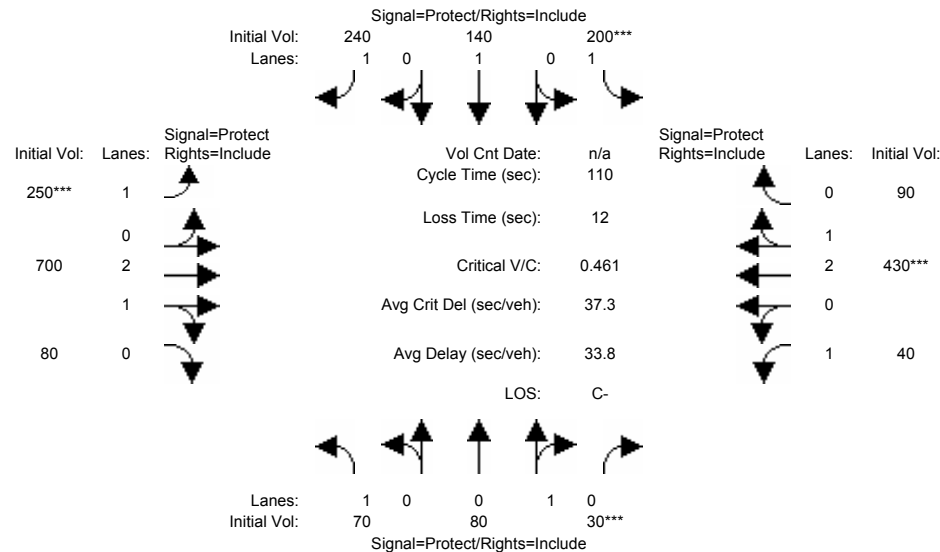
Vol/Sat:	0.18	0.00	0.09	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.12	0.00
Crit Moves:	****							****				
Green Time:	44.9	0.0	44.9	0.0	0.0	0.0	0.0	39.1	0.0	0.0	39.1	0.0
Volume/Cap:	0.36	0.00	0.17	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.27	0.00
Delay/Veh:	14.0	0.0	12.5	0.0	0.0	0.0	0.0	17.1	0.0	0.0	16.4	0.0
User 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:	14.0	0.0	12.5	0.0	0.0	0.0	0.0	17.1	0.0	0.0	16.4	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	6	0	2	0	0	0	0	5	0	0	4	0

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

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Intersection #20: Dunne Ave/Condit Rd



Street Name: Condit Road Dunne Avenue

Approach: North Bound South Bound East Bound West Bound

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

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Volume Module:

Base Vol: 70 80 30 200 140 240 250 700 80 40 430 90

Growth Adj: 1.00 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 80 30 200 140 240 250 700 80 40 430 90

Added Vol: 0 0 0 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 80 30 200 140 240 250 700 80 40 430 90

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 70 80 30 200 140 240 250 700 80 40 430 90

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 70 80 30 200 140 240 250 700 80 40 430 90

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 70 80 30 200 140 240 250 700 80 40 430 90

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 0.99 0.95 0.92 0.99 0.95

Lanes: 1.00 0.73 0.27 1.00 1.00 1.00 1.00 2.68 0.32 1.00 2.46 0.54

Final Sat.: 1750 1309 491 1750 1900 1750 1750 5025 574 1750 4629 969

Capacity Analysis Module:

Vol/Sat: 0.04 0.06 0.06 0.11 0.07 0.14 0.14 0.14 0.14 0.02 0.09 0.09

Crit Moves: **** *

Green Time: 13.3 14.6 14.6 27.2 28.6 28.6 34.1 38.6 38.6 17.6 22.1 22.1

Volume/Cap: 0.33 0.46 0.46 0.46 0.28 0.53 0.46 0.40 0.40 0.14 0.46 0.46

Delay/Veh: 45.3 45.5 45.5 35.9 32.9 36.1 31.2 27.1 27.1 39.9 39.0 39.0

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: 45.3 45.5 45.5 35.9 32.9 36.1 31.2 27.1 27.1 39.9 39.0 39.0

LOS by Move: D D D D+ C- D+ C C C D D+ D+

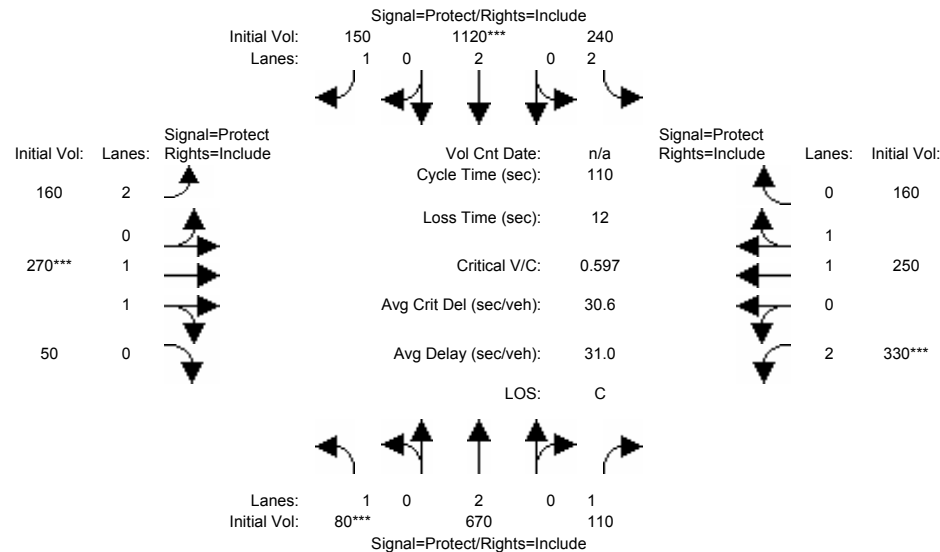
HCM2kAvgQ: 3 4 4 6 4 7 7 6 6 1 5 5

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

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Intersection #21: Tennant Ave/Monterey Rd

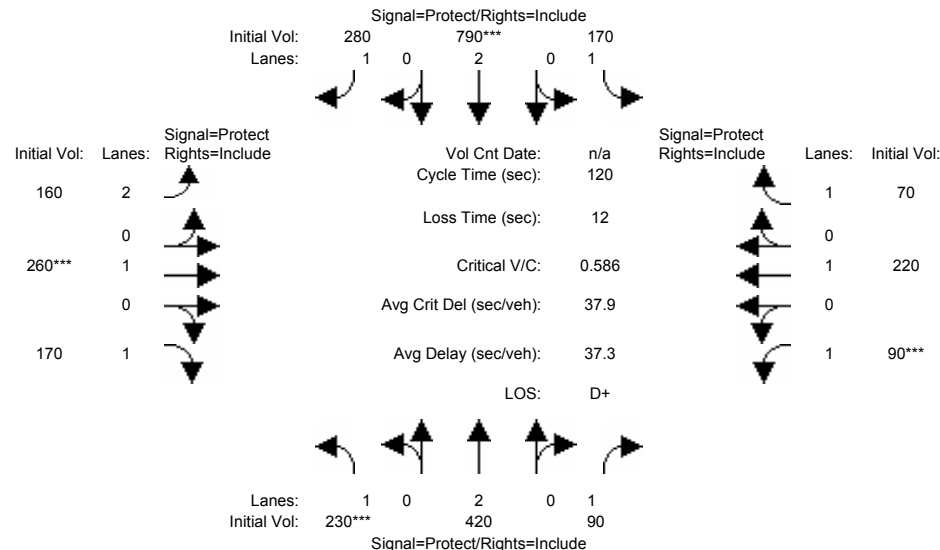


Street Name:	Monterey Road						Tennant Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- -----															
Min. Green:	7		10		10	7		10		10	7		10		10
----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	80		670		110	240		1120		150	160		270	50	330 250 160
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:	80		670		110	240		1120		150	160		270	50	330 250 160
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:	80		670		110	240		1120		150	160		270	50	330 250 160
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:	80		670		110	240		1120		150	160		270	50	330 250 160
Reduct Vol:	0		0		0	0		0		0	0		0	0	0 0 0
Reduced Vol:	80		670		110	240		1120		150	160		270	50	330 250 160
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
FinalVolume:	80		670		110	240		1120		150	160		270	50	330 250 160
----- ----- ----- ----- ----- -----															
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		1.68	0.32	2.00 1.20 0.80
Final Sat.:	1750		3800		1750	3150		3800		1750	3150		3121	578	3150 2255 1443
----- ----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.05		0.18		0.06	0.08		0.29		0.09	0.05		0.09	0.09	0.10 0.11 0.11
Crit Moves:	****					****					****			****	
Green Time:	8.4		43.8		43.8	18.9		54.3		54.3	12.9		15.9	15.9	19.3 22.4 22.4
Volume/Cap:	0.60		0.44		0.16	0.44		0.60		0.17	0.43		0.60	0.60	0.60 0.54 0.54
Delay/Veh:	56.3		24.4		21.4	41.4		20.5		15.5	46.0		45.9	45.9	43.5 40.1 40.1
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:	56.3		24.4		21.4	41.4		20.5		15.5	46.0		45.9	45.9	43.5 40.1 40.1
LOS by Move:	E+		C		C+	D		C+		B	D		D	D	D D D
HCM2kAvgQ:	3		8		2	5		14		3	3		6	6	7 7 7
Note: Queue reported is the number of cars per lane.															

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Intersection #22: Main Ave/Butterfield Blvd

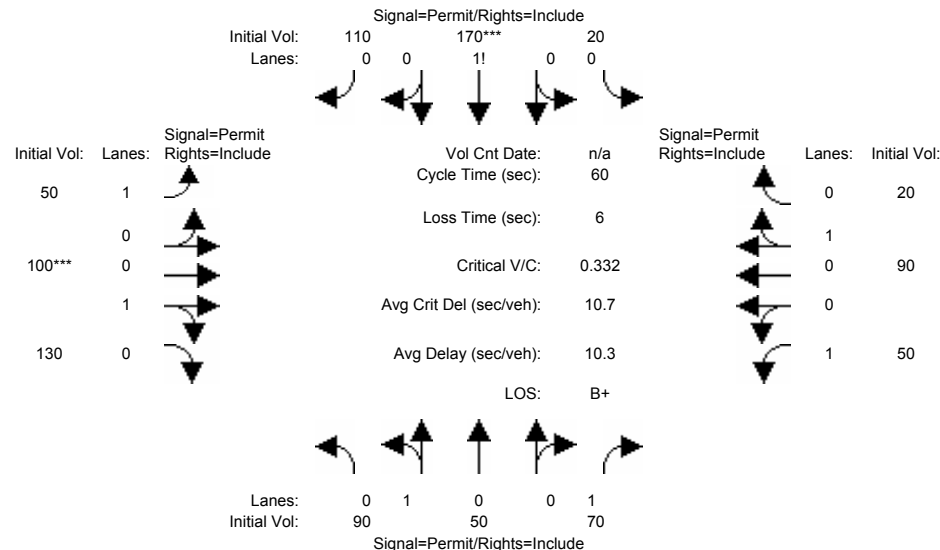


Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	230	420	90	170	790	280	160	260	170	90	220	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	420	90	170	790	280	160	260	170	90	220	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:	230	420	90	170	790	280	160	260	170	90	220	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:	230	420	90	170	790	280	160	260	170	90	220	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	420	90	170	790	280	160	260	170	90	220	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	420	90	170	790	280	160	260	170	90	220	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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.11	0.05	0.10	0.21	0.16	0.05	0.14	0.10	0.05	0.12	0.04
Crit Moves:	****			****			****			****		
Green Time:	26.9	37.0	37.0	32.5	42.6	42.6	12.9	28.0	28.0	10.5	25.6	25.6
Volume/Cap:	0.59	0.36	0.17	0.36	0.59	0.45	0.47	0.59	0.42	0.59	0.54	0.19
Delay/Veh:	43.9	32.5	30.4	35.8	32.2	30.3	51.4	42.9	39.7	58.4	43.5	38.9
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:	43.9	32.5	30.4	35.8	32.2	30.3	51.4	42.9	39.7	58.4	43.5	38.9
LOS by Move:	D	C-	C	D+	C-	C	D-	D	D	E+	D	D+
HCM2kAvgQ:	9	6	3	6	12	9	4	9	6	4	8	2
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project PM (9)

Intersection #23: Condit Road / Main Avenue



Street Name: Condit Road Main Avenue

Approach: North Bound South Bound East Bound West Bound

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

Min. Green: 10 10 10 10 10 10 10 10 10 10 10 10

Volume Module:

Base Vol:	90	50	70	20	170	110	50	100	130	50	90	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	50	70	20	170	110	50	100	130	50	90	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	50	70	20	170	110	50	100	130	50	90	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	50	70	20	170	110	50	100	130	50	90	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	50	70	20	170	110	50	100	130	50	90	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	50	70	20	170	110	50	100	130	50	90	20

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.64	0.36	1.00	0.07	0.56	0.37	1.00	0.43	0.57	1.00	0.82	0.18
Final Sat.:	1157	643	1750	117	992	642	1750	783	1017	1750	1473	327

Capacity Analysis Module:

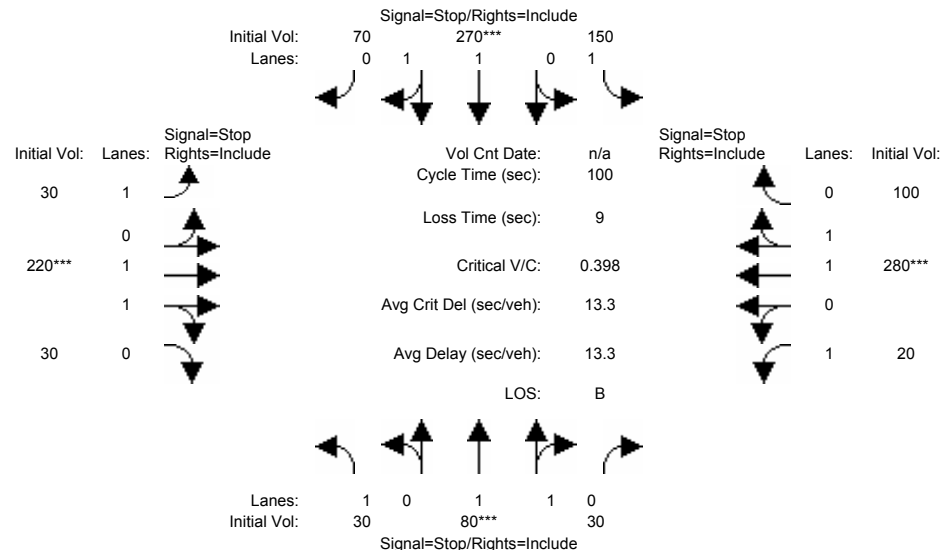
Vol/Sat:	0.08	0.08	0.04	0.17	0.17	0.17	0.03	0.13	0.13	0.03	0.06	0.06
Crit Moves:				****			****					
Green Time:	30.9	30.9	30.9	30.9	30.9	30.9	23.1	23.1	23.1	23.1	23.1	23.1
Volume/Cap:	0.15	0.15	0.08	0.33	0.33	0.33	0.07	0.33	0.33	0.07	0.16	0.16
Delay/Veh:	7.7	7.7	7.4	8.7	8.7	8.7	11.8	13.3	13.3	11.8	12.2	12.2
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:	7.7	7.7	7.4	8.7	8.7	8.7	11.8	13.3	13.3	11.8	12.2	12.2
LOS by Move:	A	A	A	A	A	A	B+	B	B	B+	B	B
HCM2kAvgQ:	1	1	1	4	4	4	1	3	3	1	1	1

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2015 Project PM (9)

Intersection #24: Hale Avenue / Dunne Avenue (us) [- future unsignalized]



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 7 10 10 7 10 10

Volume Module:

Base Vol:	30	80	30	150	270	70	30	220	30	20	280	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:	30	80	30	150	270	70	30	220	30	20	280	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:	30	80	30	150	270	70	30	220	30	20	280	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:	30	80	30	150	270	70	30	220	30	20	280	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	80	30	150	270	70	30	220	30	20	280	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	80	30	150	270	70	30	220	30	20	280	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:	1.00	1.45	0.55	1.00	1.59	0.41	1.00	1.76	0.24	1.00	1.47	0.53
Final Sat.:	390	610	236	451	775	206	417	793	109	434	703	259

Capacity Analysis Module:

Vol/Sat:	0.08	0.13	0.13	0.33	0.35	0.34	0.07	0.28	0.27	0.05	0.40	0.39
Crit Moves:	****			****			****			****		
Delay/Veh:	11.8	11.7	11.3	14.0	13.3	12.9	11.4	12.9	12.7	10.9	14.3	13.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.8	11.7	11.3	14.0	13.3	12.9	11.4	12.9	12.7	10.9	14.3	13.7
LOS by Move:	B	B	B	B	B	B	B	B	B	B	B	B
ApproachDel:	11.6			13.4			12.7			14.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.6			13.4			12.7			14.0		
LOS by Appr:	B			B			B			B		
AllWayAvgQ:	0.1	0.1	0.1	0.4	0.5	0.5	0.1	0.3	0.3	0.0	0.6	0.5

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Hale Avenue / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Initial Vol:	30		80		30	150		270		70	30		220		30	20		280		100
Major Street Volume:											680									
Minor Approach Volume:											490									
Minor Approach Volume Threshold:	540																			

SIGNAL WARRANT DISCLAIMER

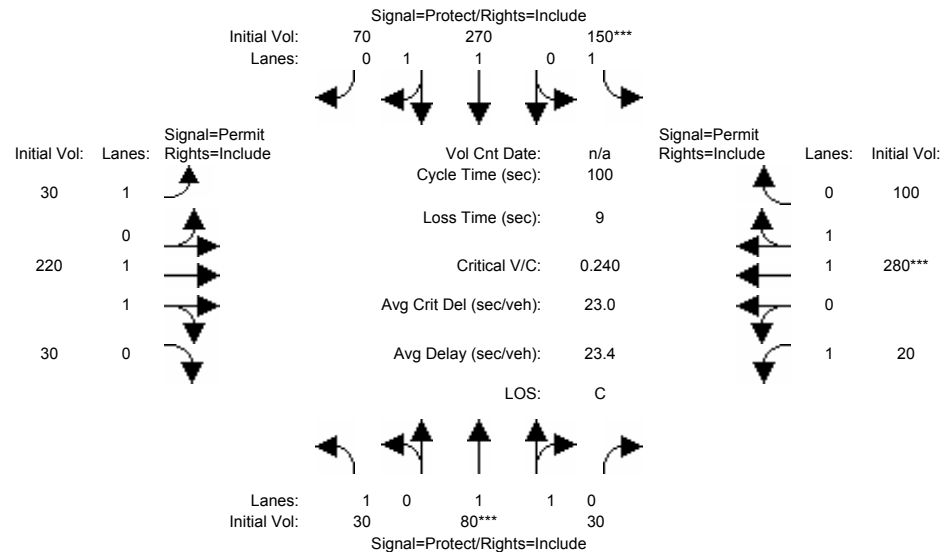
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project PM (9)

Intersection #224: Hale Avenue / Dunne Avenue [- future signalized]



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
-----		-----		-----		-----		-----		-----		-----	
Volume Module:													
Base Vol:		30	80	30	150	270	70	30	220	30	20	280	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:		30	80	30	150	270	70	30	220	30	20	280	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:		30	80	30	150	270	70	30	220	30	20	280	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:		30	80	30	150	270	70	30	220	30	20	280	100
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:		30	80	30	150	270	70	30	220	30	20	280	100
PCE Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:		30	80	30	150	270	70	30	220	30	20	280	100
-----		-----		-----		-----		-----		-----		-----	
Saturation Flow Module:													
Sat/Lane:		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:		0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:		1.00	1.44	0.56	1.00	1.58	0.42	1.00	1.75	0.25	1.00	1.46	0.54
Final Sat.:		1750	2690	1009	1750	2938	762	1750	3256	444	1750	2726	973
-----		-----		-----		-----		-----		-----		-----	
Capacity Analysis Module:													
Vol/Sat:		0.02	0.03	0.03	0.09	0.09	0.09	0.02	0.07	0.07	0.01	0.10	0.10
Crit Moves:		****		****						****			
Green Time:		19.8	12.4	12.4	35.7	28.3	28.3	42.8	42.8	42.8	42.8	42.8	42.8
Volume/Cap:		0.09	0.24	0.24	0.24	0.32	0.32	0.04	0.16	0.16	0.03	0.24	0.24
Delay/Veh:		32.8	39.8	39.8	22.8	28.5	28.5	16.6	17.6	17.6	16.5	18.3	18.3
User DelAdj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:		32.8	39.8	39.8	22.8	28.5	28.5	16.6	17.6	17.6	16.5	18.3	18.3
LOS by Move:		C-	D	D	C+	C	C	B	B	B	B	B-	B-
HCM2kAvgQ:		1	2	2	3	4	4	1	2	2	0	4	4
Note: Queue reported is the number of cars per lane.													

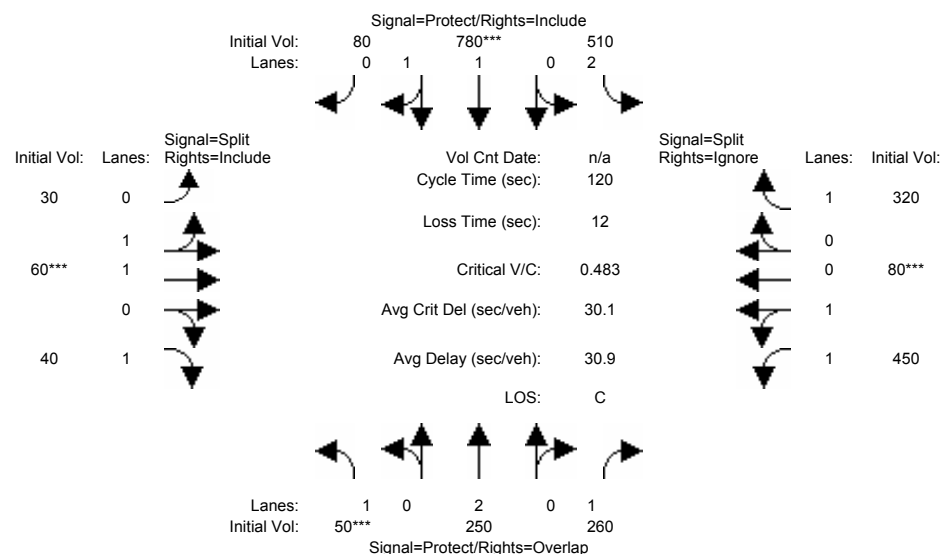
City of Morgan Hill Travel Demand Forecasting Model
SJ07-989Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Existing PM				2015 Proejct GP+Alt PM (10)						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1 Cochrane Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	29.1	0.311	31.2	C	30.9	0.483	+ 0.172	30.1	- 1.1	?	xx.x	x.xxx	xx.x
#2 Cochrane Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	B	13.0	0.336	20.1	C	28.5	0.630	+ 0.295	38.3	+ 18.2	?	xx.x	x.xxx	xx.x
#3 Monterey Road / Central Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	23.1	0.000	1.7	F	107.4	0.000	+ 0.000	7.5	+ 5.8	?	xx.x	x.xxx	xx.x
#4 Monterey Road / Keystone Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.5	0.000	0.3	B	13.9	0.000	+ 0.000	0.4	+ 0.1	?	xx.x	x.xxx	xx.x
#5 Main Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	D	42.4	0.614	43.6	D-	53.6	0.881	+ 0.267	58.4	+ 14.8	?	xx.x	x.xxx	xx.x
#6 Del Monte Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	19.1	0.000	2.9	C	20.7	0.000	+ 0.000	4.7	+ 1.8	?	xx.x	x.xxx	xx.x
#7 Hale Avenue / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	13.2	0.565	13.2	C	18.3	0.643	+ 0.078	18.3	+ 5.1	?	xx.x	x.xxx	xx.x
#8 Depot Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	D	25.6	0.000	1.6	D	30.0	0.000	+ 0.000	4.8	+ 3.1	?	xx.x	x.xxx	xx.x
#9 Monterey Road / 1st Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.9	0.000	0.2	B	14.9	0.000	+ 0.000	0.5	+ 0.2	?	xx.x	x.xxx	xx.x
#10 Monterey Road / 2nd Street	?	xx.x	x.xxx	xx.x	B	12.5	0.288	10.3	B	14.8	0.592	+ 0.304	14.3	+ 4.0	?	xx.x	x.xxx	xx.x
#11 Monterey Road / 3rd Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	11.1	0.000	0.3	C	16.9	0.000	+ 0.000	0.9	+ 0.6	?	xx.x	x.xxx	xx.x
#12 Monterey Road / 4th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	18.9	0.000	0.4	F	80.4	0.000	+ 0.000	4.7	+ 4.2	?	xx.x	x.xxx	xx.x
#13 Monterey Road / 5th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	17.0	0.000	0.4	F	65.3	0.000	+ 0.000	3.9	+ 3.5	?	xx.x	x.xxx	xx.x
#14 Dunne Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	D+	36.6	0.527	38.7	D	43.3	0.809	+ 0.283	50.1	+ 11.4	?	xx.x	x.xxx	xx.x
#15 Del Monte Street / Dunne Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	15.0	0.000	3.3	C	20.8	0.000	+ 0.000	3.1	- 0.3	?	xx.x	x.xxx	xx.x
#16 Church Street / Dunne Avenue	?	xx.x	x.xxx	xx.x	B-	19.5	0.376	20.3	C+	21.2	0.493	+ 0.118	22.9	+ 2.6	?	xx.x	x.xxx	xx.x
#17 Dunne Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	D	39.4	0.600	42.5	D+	36.4	0.630	+ 0.030	38.1	- 4.4	?	xx.x	x.xxx	xx.x
#18 US 101 SB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	C+	21.5	0.599	26.0	C+	21.8	0.571	- 0.028	25.4	- 0.6	?	xx.x	x.xxx	xx.x
#19 US 101 NB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	B	12.7	0.341	13.0	B	16.2	0.361	+ 0.020	16.5	+ 3.5	?	xx.x	x.xxx	xx.x
#20 Dunne Ave/Condit Rd	?	xx.x	x.xxx	xx.x	C	28.3	0.434	30.6	C-	33.8	0.461	+ 0.028	37.3	+ 6.7	?	xx.x	x.xxx	xx.x
#21 Tennant Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C-	32.8	0.582	32.5	C	31.3	0.591	+ 0.009	30.9	- 1.6	?	xx.x	x.xxx	xx.x
#22 Main Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	D+	37.7	0.426	38.1	D+	37.1	0.600	+ 0.174	37.6	- 0.5	?	xx.x	x.xxx	xx.x
#23 Condit Road / Main Avenue	?	xx.x	x.xxx	xx.x	A	9.9	0.222	10.1	B+	10.3	0.326	+ 0.104	10.6	+ 0.5	?	xx.x	x.xxx	xx.x
#24 Hale Avenue / Dunne Avenue (us) [- future unsignalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	C	18.2	0.718	+ 0.718	18.2	+ 18.2	?	xx.x	x.xxx	xx.x
#224 Hale Avenue / Dunne Avenue [- future signalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	C	24.5	0.370	+ 0.370	24.8	+ 24.8	?	xx.x	x.xxx	xx.x

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #1: Cochrane Ave/Monterey Rd

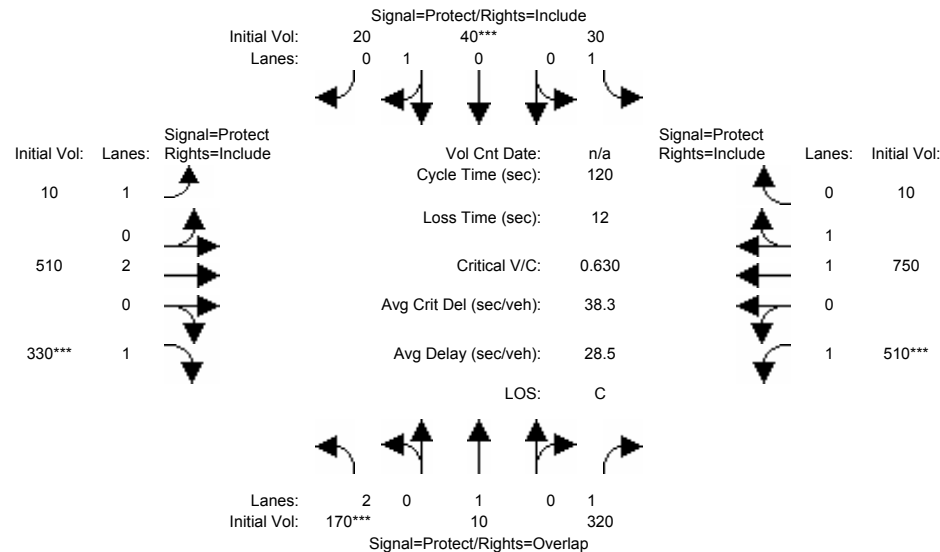


Street Name:	Monterey Road						Cochrane Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	50	250	260	510	780	80	30	60	40	450	80	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	250	260	510	780	80	30	60	40	450	80	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:	50	250	260	510	780	80	30	60	40	450	80	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	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:	50	250	260	510	780	80	30	60	40	450	80	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	250	260	510	780	80	30	60	40	450	80	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	250	260	510	780	80	30	60	40	450	80	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	0.99	0.92	0.93	0.95	0.92
Lanes:	1.00	2.00	1.00	2.00	1.81	0.19	0.68	1.32	1.00	1.70	0.30	1.00
Final Sat.:	1750	3800	1750	3150	3356	344	1233	2466	1750	3014	536	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.15	0.16	0.23	0.23	0.02	0.02	0.02	0.15	0.15	0.00
Crit Moves:	****			****			****			****		
Green Time:	7.0	21.2	56.8	41.2	55.4	55.4	10.0	10.0	10.0	35.6	35.6	0.0
Volume/Cap:	0.49	0.37	0.31	0.47	0.50	0.50	0.29	0.29	0.27	0.50	0.50	0.00
Delay/Veh:	58.4	43.9	19.8	31.2	22.9	22.9	52.2	52.2	52.6	35.3	35.3	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:	58.4	43.9	19.8	31.2	22.9	22.9	52.2	52.2	52.6	35.3	35.3	0.0
LOS by Move:	E+	D	B-	C	C+	C+	D-	D-	D-	D+	D+	A
HCM2kAvgQ:	2	4	6	9	11	11	2	2	2	8	8	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #2: Cochrane Ave/Butterfield Blvd



Street Name: Butterfield Boulevard Cochrane Avenue

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

Volume Module:

Base Vol:	170	10	320	30	40	20	10	510	330	510	750	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	10	320	30	40	20	10	510	330	510	750	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	170	10	320	30	40	20	10	510	330	510	750	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	10	320	30	40	20	10	510	330	510	750	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	10	320	30	40	20	10	510	330	510	750	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	10	320	30	40	20	10	510	330	510	750	10

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	0.97	0.95
Lanes:	2.00	1.00	1.00	1.00	0.67	0.33	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	1900	1750	1750	1200	600	1750	3800	1750	1750	3651	49

Capacity Analysis Module:

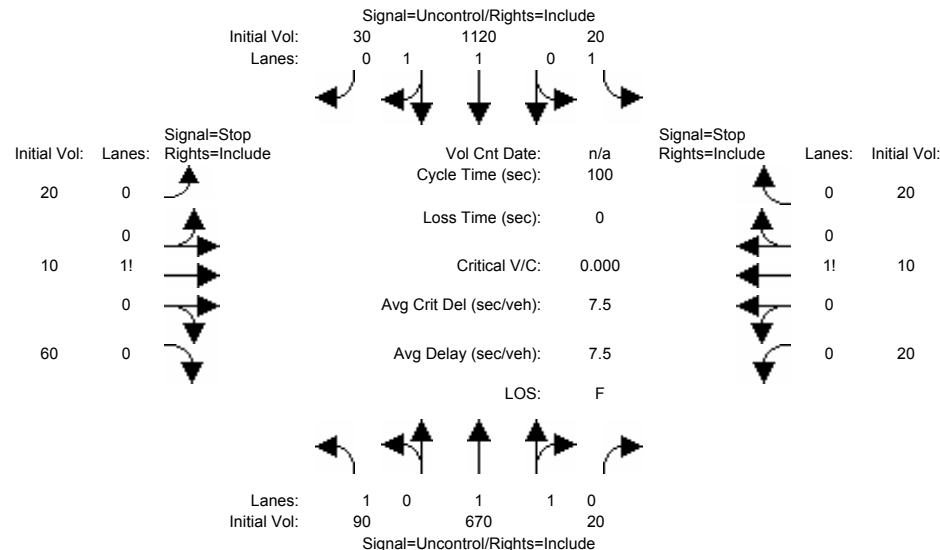
Vol/Sat:	0.05	0.01	0.18	0.02	0.03	0.03	0.01	0.13	0.19	0.29	0.21	0.21
Crit Moves:	****			****			****	****				
Green Time:	9.9	11.7	65.2	8.2	10.0	10.0	19.5	34.6	34.6	53.5	68.6	68.6
Volume/Cap:	0.65	0.05	0.34	0.25	0.40	0.40	0.04	0.47	0.65	0.65	0.36	0.36
Delay/Veh:	59.3	49.2	15.5	54.1	53.9	53.9	42.4	35.4	40.5	28.0	14.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.3	49.2	15.5	54.1	53.9	53.9	42.4	35.4	40.5	28.0	14.0	14.0
LOS by Move:	E+	D	B	D-	D-	D-	D	D+	D	C	B	B
HCM2kAvgQ:	5	0	7	1	3	3	0	7	11	15	7	7

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #3: Monterey Road / Central Avenue (us) [- unsignalized]



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:

Base Vol:	90	670	20	20	1120	30	20	10	60	20	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	670	20	20	1120	30	20	10	60	20	10	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	670	20	20	1120	30	20	10	60	20	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	670	20	20	1120	30	20	10	60	20	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	90	670	20	20	1120	30	20	10	60	20	10	20

Critical Gap Module:

Critical Gap:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflict Vol:	1150	xxxx	xxxxxx	690	xxxx	xxxxxx	1695	2045	575	1465	2050	345
Potent Cap.:	615	xxxx	xxxxxx	914	xxxx	xxxxxx	61	57	466	91	56	657
Move Cap.:	615	xxxx	xxxxxx	914	xxxx	xxxxxx	44	47	466	58	47	657
Volume/Cap:	0.15	xxxx	xxxx	0.02	xxxx	xxxx	0.46	0.21	0.13	0.34	0.21	0.03

Level Of Service Module:

2Way95thQ:	0.5	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	11.9	xxxx	xxxxxx	9.0	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	113	xxxxxx	xxxx	85	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	4.5	xxxxxx	xxxxxx	2.6	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	107	xxxxxx	xxxxxx	94.5	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	107.4	94.5							
ApproachLOS:	*	*	*	F	F							

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

Peak Hour Delay Signal Warrant Report

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    90 670      20 20 1120      30 20 10 60      20 10 20
ApproachDel:    xxxxxx      xxxxxx      107.4      94.5
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.7]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=90]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2090]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2090]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    90 670      20 20 1120      30 20 10 60      20 10 20
-----|-----|-----|-----|-----|

```

Major Street Volume: 1950

Minor Approach Volume: 90

Minor Approach Volume Threshold: 55 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

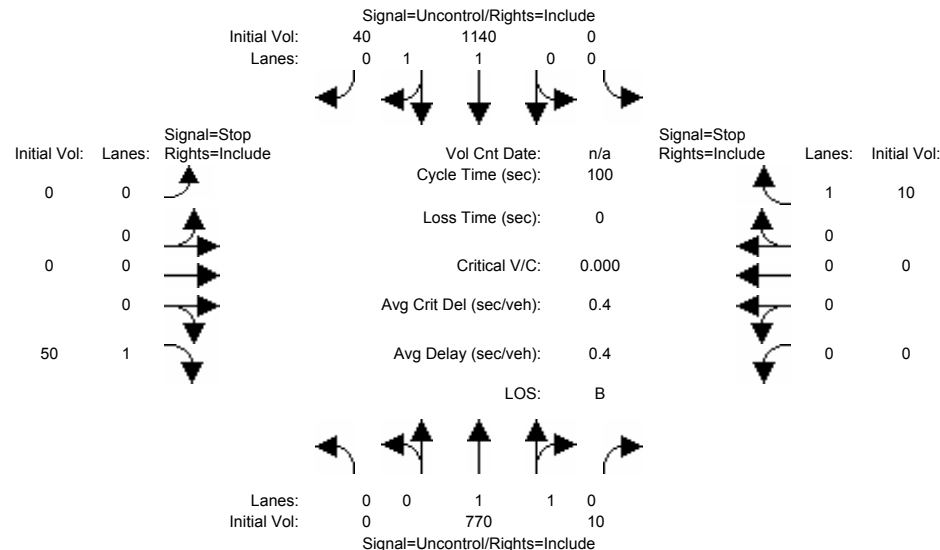
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #4: Monterey Road / Keystone Avenue (us) [- unsignalized]



Street Name: Monterey Road Keystone 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:

Base Vol:	0	770	10	0	1140	40	0	0	50	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	770	10	0	1140	40	0	0	50	0	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	770	10	0	1140	40	0	0	50	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	770	10	0	1140	40	0	0	50	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	770	10	0	1140	40	0	0	50	0	0	10

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.9	xxxxxx	xxxx	6.9
FollowUpTim:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	590	xxxx	xxxx	390
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	456	xxxx	xxxx	614
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	456	xxxx	xxxx	614
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	0.02

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.4	xxxx	xxxx	0.0
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	13.9	xxxxxx	xxxx	11.0
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	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						13.9			11.0
ApproachLOS:	*		*						B			B

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

Peak Hour Delay Signal Warrant Report

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 1 0      0 0 0 0 1
Initial Vol:    0 770 10      0 1140 40      0 0 50      0 0 10
ApproachDel:    xxxxxx      xxxxxx      13.9      11.0
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2020]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=10]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2020]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 770 10      0 1140 40      0 0 50      0 0 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1960

Minor Approach Volume: 50

Minor Approach Volume Threshold: 53 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

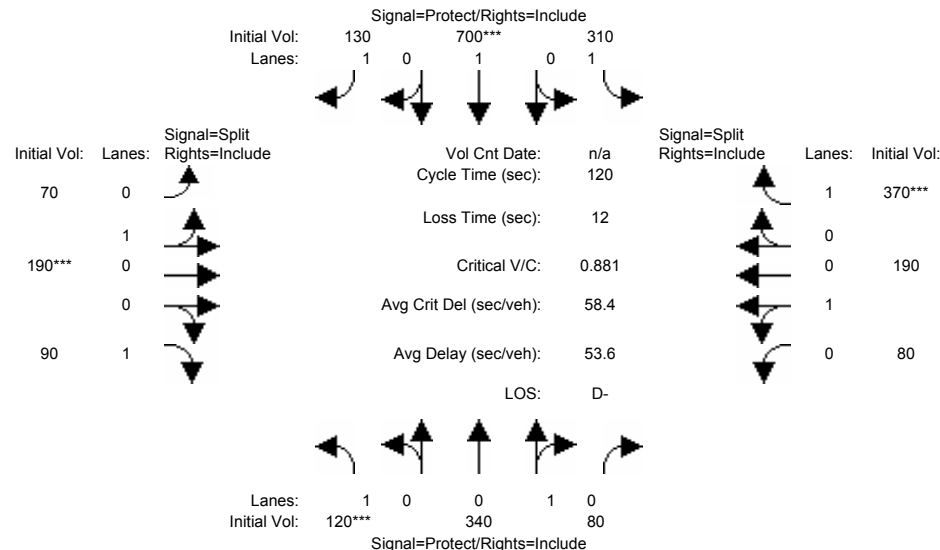
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #5: Main Ave/Monterey Rd

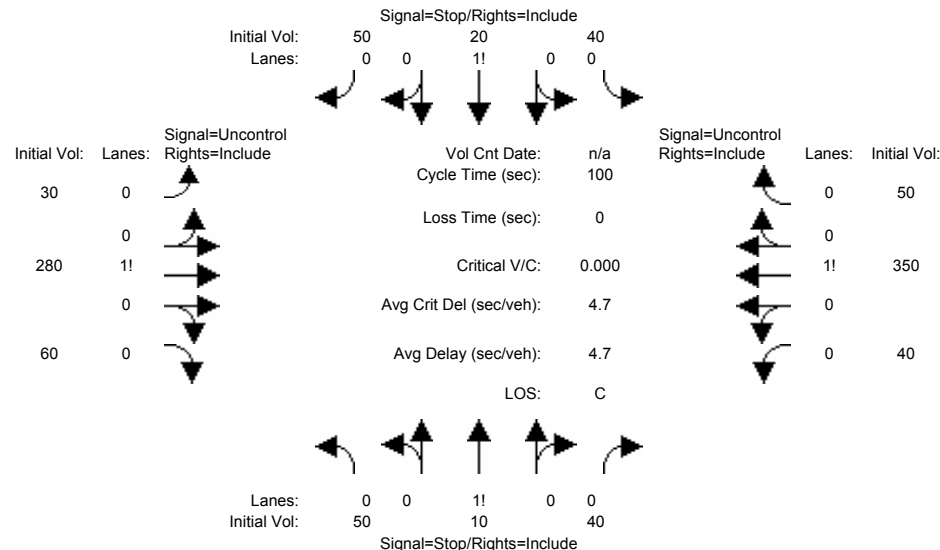


Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	120	340	80	310	700	130	70	190	90	80	190	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	340	80	310	700	130	70	190	90	80	190	370
Added Vol:	0	0	0	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	340	80	310	700	130	70	190	90	80	190	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	340	80	310	700	130	70	190	90	80	190	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	340	80	310	700	130	70	190	90	80	190	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	120	340	80	310	700	130	70	190	90	80	190	370
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	0.81	0.19	1.00	1.00	1.00	0.27	0.73	1.00	0.30	0.70	1.00
Final Sat.:	1750	1457	343	1750	1900	1750	485	1315	1750	533	1267	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.23	0.18	0.37	0.07	0.14	0.14	0.05	0.15	0.15	0.21
Crit Moves:	****			****			****			****		
Green Time:	9.3	33.8	33.8	25.7	50.2	50.2	19.7	19.7	19.7	28.8	28.8	28.8
Volume/Cap:	0.88	0.83	0.83	0.83	0.88	0.18	0.88	0.88	0.31	0.63	0.63	0.88
Delay/Veh:	98.4	51.2	51.2	59.2	43.4	22.1	74.0	74.0	44.8	43.6	43.6	62.9
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:	98.4	51.2	51.2	59.2	43.4	22.1	74.0	74.0	44.8	43.6	43.6	62.9
LOS by Move:	F	D-	D-	E+	D	C+	E	E	D	D	D	E
HCM2kAvgQ:	5	16	16	12	25	3	13	13	3	10	10	17
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #6: Del Monte Street / Main Avenue (us) [- unsignalized]



Street Name: Del Monte 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:

Base Vol:	50	10	40	40	20	50	30	280	60	40	350	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	10	40	40	20	50	30	280	60	40	350	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	10	40	40	20	50	30	280	60	40	350	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	10	40	40	20	50	30	280	60	40	350	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	10	40	40	20	50	30	280	60	40	350	50

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	860	850	310	850	855	375	400	xxxx	xxxxxx	340	xxxx	xxxxxx
Potent Cap.:	278	300	735	283	298	676	1170	xxxx	xxxxxx	1230	xxxx	xxxxxx
Move Cap.:	233	282	735	249	280	676	1170	xxxx	xxxxxx	1230	xxxx	xxxxxx
Volume/Cap:	0.21	0.04	0.05	0.16	0.07	0.07	0.03	xxxx	xxxxxx	0.03	xxxx	xxxxxx

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.2	xxxx	xxxxxx	8.0	xxxx	xxxxxx
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	328	xxxxxx	xxxx	359	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	1.3	xxxxxx	xxxxxx	1.3	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	20.7	xxxxxx	xxxxxx	19.4	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:	20.7			19.4			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    50  10  40      40  20  50      30 280  60      40 350  50
ApproachDel:    20.7            19.4            xxxxxx            xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=100]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1020]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=110]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1020]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    50  10  40      40  20  50      30 280  60      40 350  50
-----|-----|-----|-----|-----|

```

Major Street Volume: 810

Minor Approach Volume: 110

Minor Approach Volume Threshold: 276

SIGNAL WARRANT DISCLAIMER

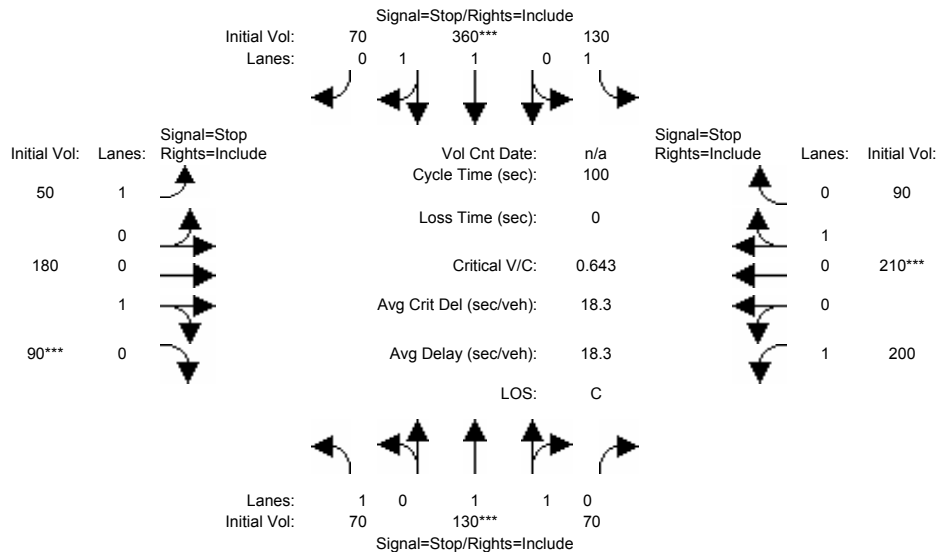
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #7: Hale Avenue / Main Avenue (us) [- unsignalized]



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

Volume Module:

Base Vol:	70	130	70	130	360	70	50	180	90	200	210	90
Growth Adj:	1.00	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	130	70	130	360	70	50	180	90	200	210	90
Added Vol:	0	0	0	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	130	70	130	360	70	50	180	90	200	210	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	130	70	130	360	70	50	180	90	200	210	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	130	70	130	360	70	50	180	90	200	210	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	130	70	130	360	70	50	180	90	200	210	90

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	1.30	0.70	1.00	1.67	0.33	1.00	0.67	0.33	1.00	0.70	0.30
Final Sat.:	357	496	278	397	716	142	401	297	149	424	326	140

Capacity Analysis Module:

Vol/Sat:	0.20	0.26	0.25	0.33	0.50	0.49	0.12	0.61	0.61	0.47	0.64	0.64
Crit Moves:	****			****			****			****		
Delay/Veh:	14.3	14.4	13.8	15.5	18.4	17.9	12.4	21.0	21.0	17.7	22.1	22.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.4	13.8	15.5	18.4	17.9	12.4	21.0	21.0	17.7	22.1	22.1
LOS by Move:	B	B	B	C	C	C	B	C	C	C	C	C
ApproachDel:	14.2			17.6			19.7			20.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.2			17.6			19.7			20.4		
LOS by Appr:	B			C			C			C		
AllWayAvgQ:	0.2	0.3	0.3	0.4	0.9	0.9	0.1	1.3	1.3	0.8	1.5	1.5

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Hale Avenue / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0
Initial Vol:	70	130		70		130	360		70		50	180		90		200	210		90	
Major Street Volume:											830									
Minor Approach Volume:											500									
Minor Approach Volume Threshold:	454																			

SIGNAL WARRANT DISCLAIMER

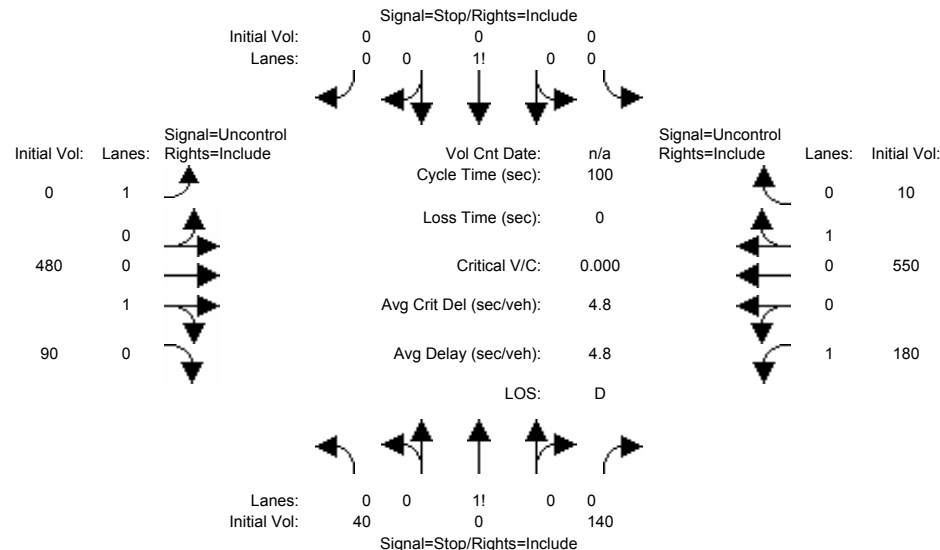
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #8: Depot Street / Main Avenue (us) [- unsignalized]



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:

Base Vol:	40	0	140	0	0	0	0	480	90	180	550	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	0	140	0	0	0	0	480	90	180	550	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	0	140	0	0	0	0	480	90	180	550	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	0	140	0	0	0	0	480	90	180	550	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	0	140	0	0	0	0	480	90	180	550	10

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	1440	1445	525	1510	1485	555	xxxx	xxxx	xxxxx	570	xxxx	xxxxx
Potent Cap.:	148	133	556	100	126	535	xxxx	xxxx	xxxxx	1013	xxxx	xxxxx
Move Cap.:	128	109	556	65	103	535	xxxx	xxxx	xxxxx	1013	xxxx	xxxxx
Volume/Cap:	0.31	0.00	0.25	0.00	0.00	0.00	xxxx	xxxx	xxxx	0.18	xxxx	xxxx

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.3	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	319	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	3.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	30.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:	30.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    40  0  140      0  0  0      0 480  90  180 550  10
ApproachDel:    30.0            xxxxxxxx            xxxxxxxx            xxxxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.5]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=180]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1490]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    40  0  140      0  0  0      0 480  90  180 550  10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1310

Minor Approach Volume: 180

Minor Approach Volume Threshold: 192

SIGNAL WARRANT DISCLAIMER

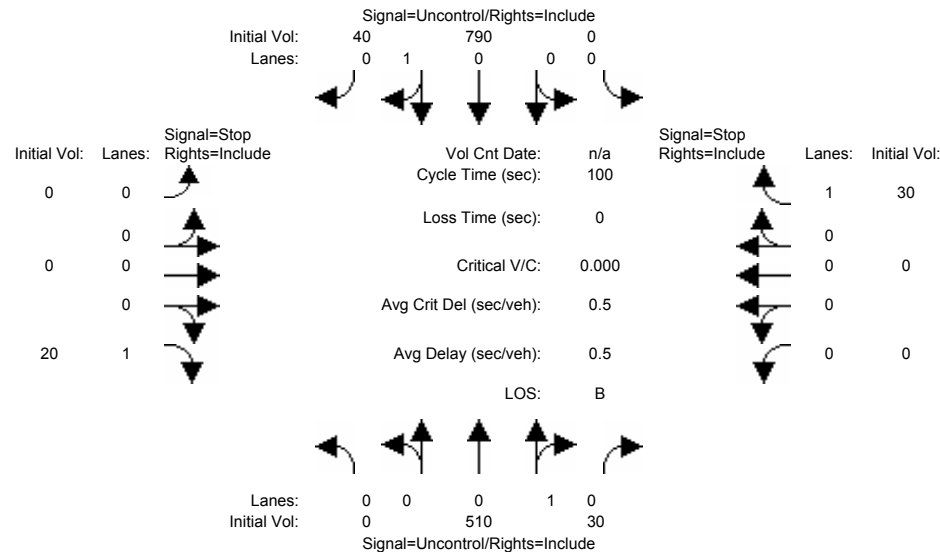
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #9: Monterey Road / 1st Street (us) [- unsignalized]



Street Name: Monterey Road 1st 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:

Base Vol:	0	510	30	0	790	40	0	0	20	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	510	30	0	790	40	0	0	20	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	510	30	0	790	40	0	0	20	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	510	30	0	790	40	0	0	20	0	0	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	510	30	0	790	40	0	0	20	0	0	30

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	6.2	xxxxxx	xxxxxx	6.2
FollowUpTim:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	3.3	xxxxxx	xxxxxx	3.3

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	810	xxxxxx	xxxxxx	525
Potent Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	383	xxxxxx	xxxxxx	556
Move Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	383	xxxxxx	xxxxxx	556
Volume/Cap:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.05	xxxxxx	xxxxxx	0.05

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.2	xxxxxx	xxxxxx	0.2
Control Del:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	14.9	xxxxxx	xxxxxx	11.8
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.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	14.9	xxxxxx	xxxxxx	11.8
ApproachLOS:	*	*	*	*	*	*	*	*	B	*	*	B

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 0 1 0      0 0 0 1 0      0 0 0 1 0      0 0 0 1 0
Initial Vol:    0 510 30      0 790 40      0 0 20      0 0 30
ApproachDel:    xxxxxx      xxxxxx      14.9      11.8
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1420]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1420]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 0 1 0      0 0 0 1 0      0 0 0 1 0      0 0 0 1 0
Initial Vol:    0 510 30      0 790 40      0 0 20      0 0 30
-----|-----|-----|-----|-----|

```

Major Street Volume: 1370

Minor Approach Volume: 30

Minor Approach Volume Threshold: 135

SIGNAL WARRANT DISCLAIMER

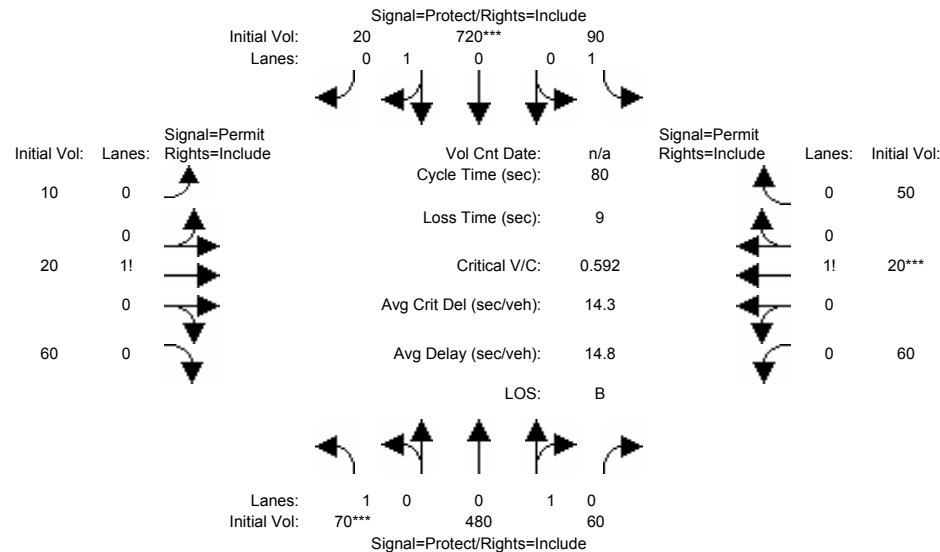
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #10: Monterey Road / 2nd Street

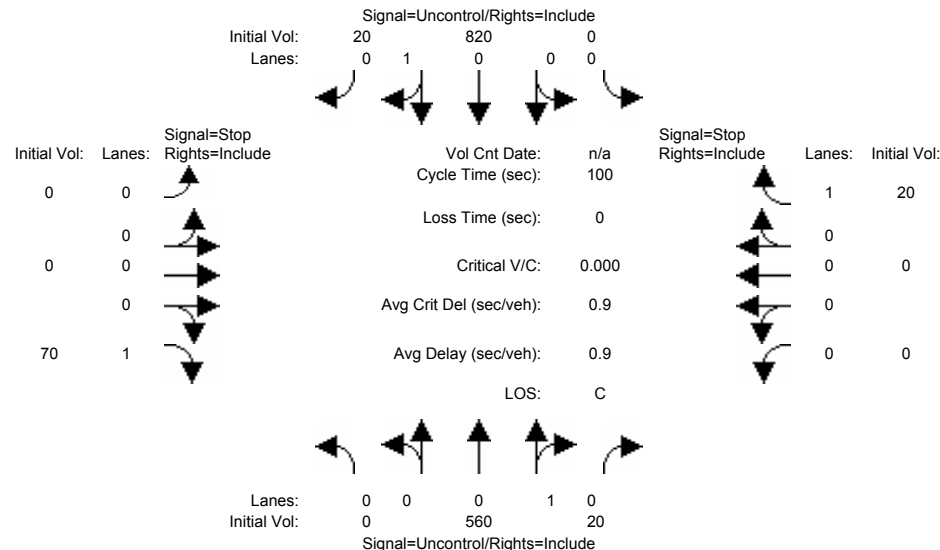


Street Name:	Monterey Road						2nd Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10		7	10	10	7	10	10	7	10	10		
Volume Module:															
Base Vol:	70	480	60		90	720	20	10	20	60	60	20	50		
Growth Adj:	1.00	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:	70	480	60		90	720	20	10	20	60	60	20	50		
Added Vol:	0	0	0		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	480	60		90	720	20	10	20	60	60	20	50		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	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:	70	480	60		90	720	20	10	20	60	60	20	50		
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0		
Reduced Vol:	70	480	60		90	720	20	10	20	60	60	20	50		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	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:	70	480	60		90	720	20	10	20	60	60	20	50		
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	0.95	0.95		0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Lanes:	1.00	0.89	0.11		1.00	0.97	0.03	0.11	0.22	0.67	0.47	0.15	0.38		
Final Sat.:	1750	1600	200		1750	1751	49	194	389	1167	808	269	673		
Capacity Analysis Module:															
Vol/Sat:	0.04	0.30	0.30		0.05	0.41	0.41	0.05	0.05	0.05	0.07	0.07	0.07		
Crit Moves:	****				****						****				
Green Time:	7.0	47.2	47.2		13.8	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	
Volume/Cap:	0.46	0.51	0.51		0.30	0.61	0.61	0.41	0.41	0.41	0.59	0.59	0.59		
Delay/Veh:	36.9	10.0	10.0		29.5	8.1	8.1	33.5	33.5	33.5	37.4	37.4	37.4		
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	1.00	
AdjDel/Veh:	36.9	10.0	10.0		29.5	8.1	8.1	33.5	33.5	33.5	37.4	37.4	37.4		
LOS by Move:	D+	A	A		C	A	A	C-	C-	C-	D+	D+	D+		
HCM2kAvgQ:	2	8	8		2	10	10	3	3	3	4	4	4		
Note: Queue reported is the number of cars per lane.															

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #11: Monterey Road / 3rd Street (us) [- unsignalized]



Street Name: Monterey Road 3rd 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:

Base Vol:	0	560	20	0	820	20	0	0	70	0	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	560	20	0	820	20	0	0	70	0	0	20
Added Vol:	0	0	0	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	560	20	0	820	20	0	0	70	0	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	560	20	0	820	20	0	0	70	0	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	560	20	0	820	20	0	0	70	0	0	20

-----|-----|-----|-----|

Critical Gap Module:

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

-----|-----|-----|-----|

Capacity Module:

Cnflct Vol:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	830	xxxxx	xxxxx	570
Potent Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	373	xxxxx	xxxxx	525
Move Cap.:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	373	xxxxx	xxxxx	525
Volume/Cap:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.19	xxxxx	xxxxx	0.04

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.7	xxxxx	xxxxx	0.1
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	16.9	xxxxx	xxxxx	12.1
LOS by Move:	*	*	*	*	*	*	*	*	C	*	*	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.:	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:	xxxxxx	xxxxxx							16.9			12.1
ApproachLOS:	*	*							C			B

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 0 1 0      0 0 0 1 0      0 0 0 1 0      0 0 0 1 0
Initial Vol:    0 560 20      0 820 20      0 0 70      0 0 20
ApproachDel:    xxxxxx      xxxxxx      16.9      12.1
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=70]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1510]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1510]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 0 1 0      0 0 0 1 0      0 0 0 1 0      0 0 0 1 0
Initial Vol:    0 560 20      0 820 20      0 0 70      0 0 20
-----|-----|-----|-----|-----|

```

Major Street Volume: 1420

Minor Approach Volume: 70

Minor Approach Volume Threshold: 126

SIGNAL WARRANT DISCLAIMER

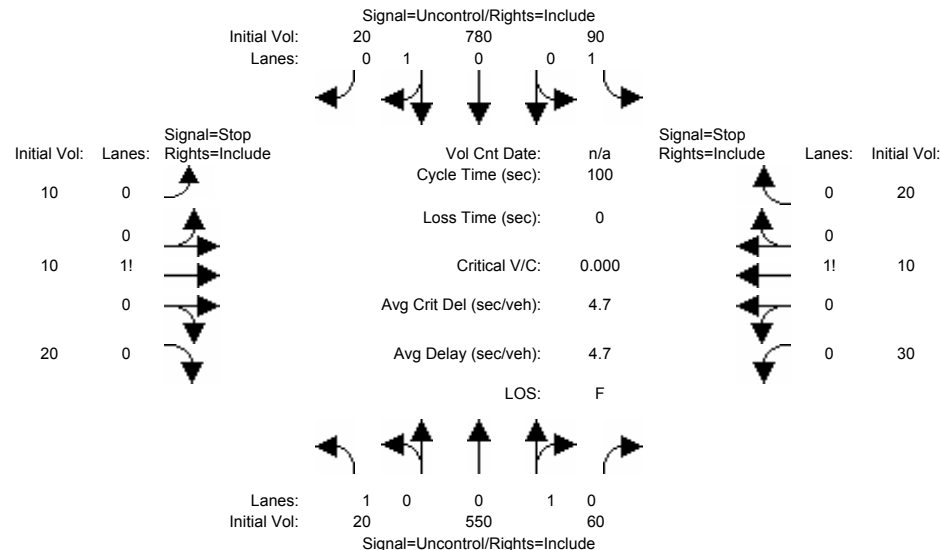
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #12: Monterey Road / 4th Street (us) [- unsignalized]



Street Name: Monterey Road 4th 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:

Base Vol:	20	550	60	90	780	20	10	10	20	30	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	550	60	90	780	20	10	10	20	30	10	20
Added Vol:	0	0	0	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	550	60	90	780	20	10	10	20	30	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	550	60	90	780	20	10	10	20	30	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	550	60	90	780	20	10	10	20	30	10	20

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	800	xxxx	xxxxxx	610	xxxx	xxxxxx	1605	1620	790	1605	1600	580
Potent Cap.:	832	xxxx	xxxxxx	979	xxxx	xxxxxx	86	104	393	86	107	518
Move Cap.:	832	xxxx	xxxxxx	979	xxxx	xxxxxx	69	92	393	68	95	518
Volume/Cap:	0.02	xxxx	xxxx	0.09	xxxx	xxxx	0.14	0.11	0.05	0.44	0.11	0.04

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	0.3	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	9.4	xxxx	xxxxxx	9.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	132	xxxxxx	xxxx	103	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.2	xxxxxx	xxxxxx	2.8	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	43.8	xxxxxx	xxxxxx	80.4	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	43.8	xxxxxx	xxxxxx	80.4	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	E	*	*	F	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 0 1 0      1 0 0 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 550 60      90 780 20      10 10 20      30 10 20
ApproachDel:    xxxxxx          xxxxxx          43.8          80.4
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1620]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=60]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1620]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 0 1 0      1 0 0 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 550 60      90 780 20      10 10 20      30 10 20
-----|-----|-----|-----|-----|

```

Major Street Volume: 1520

Minor Approach Volume: 60

Minor Approach Volume Threshold: 141

SIGNAL WARRANT DISCLAIMER

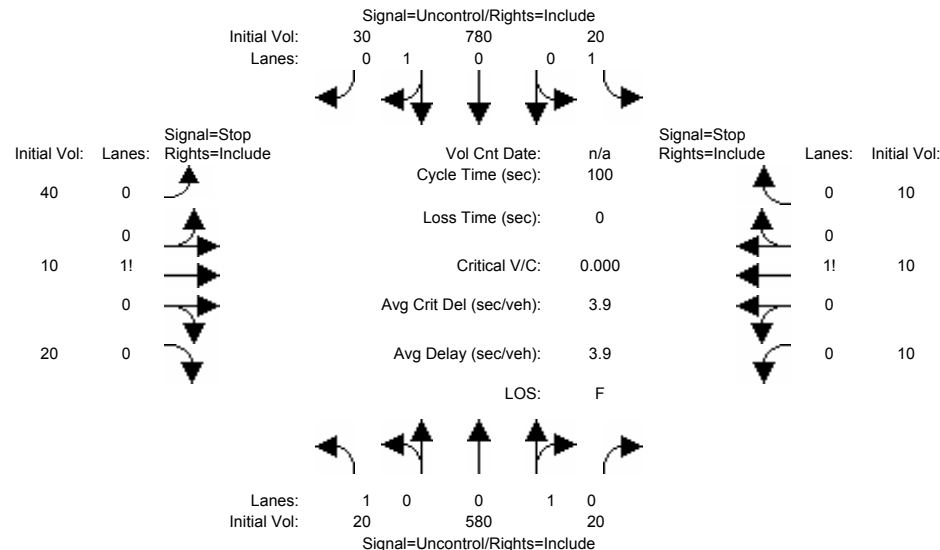
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #13: Monterey Road / 5th Street (us) [- unsignalized]



Street Name: Monterey Road 5th 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:

Base Vol:	20	580	20	20	780	30	40	10	20	10	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	580	20	20	780	30	40	10	20	10	10	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	580	20	20	780	30	40	10	20	10	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	580	20	20	780	30	40	10	20	10	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	580	20	20	780	30	40	10	20	10	10	10

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	810	xxxx	xxxxxx	600	xxxx	xxxxxx	1475	1475	795	1480	1480	590
Potent Cap.:	825	xxxx	xxxxxx	987	xxxx	xxxxxx	106	128	391	105	127	511
Move Cap.:	825	xxxx	xxxxxx	987	xxxx	xxxxxx	94	122	391	90	121	511
Volume/Cap:	0.02	xxxx	xxxx	0.02	xxxx	xxxx	0.43	0.08	0.05	0.11	0.08	0.02

Level Of Service Module:

2Way95thQ:	0.1	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	9.5	xxxx	xxxxxx	8.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	125	xxxxxx	xxxx	141	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	2.7	xxxxxx	xxxxxx	0.8	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	65.3	xxxxxx	xxxxxx	37.4	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	E	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	65.3	xxxxxx	xxxxxx	37.4	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	F	*	*	E	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 0 1 0      1 0 0 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 580      20 20 780 30      40 10 20      10 10 10
ApproachDel:    xxxxxx      xxxxxx      65.3      37.4
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=70]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1550]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1550]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 0 1 0      1 0 0 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 580      20 20 780 30      40 10 20      10 10 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1450

Minor Approach Volume: 70

Minor Approach Volume Threshold: 157

SIGNAL WARRANT DISCLAIMER

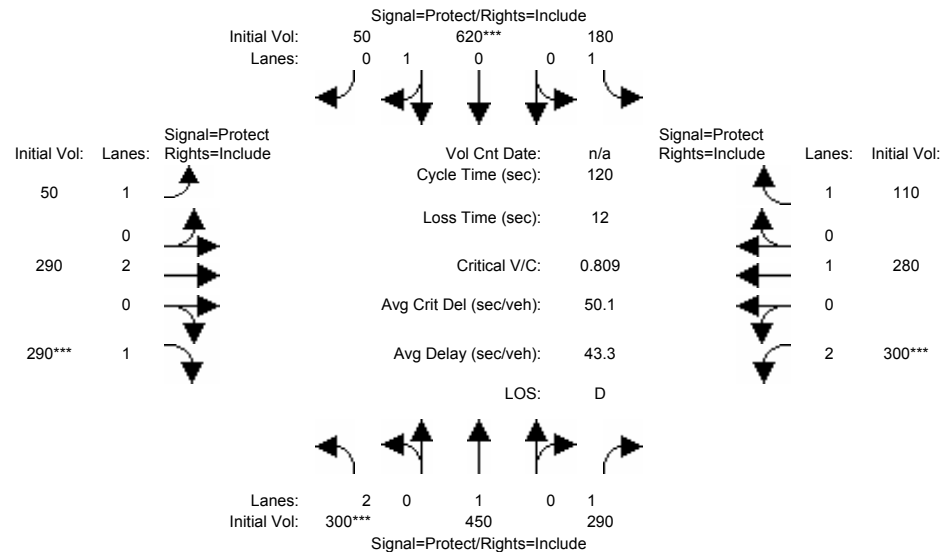
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #14: Dunne Ave/Monterey Rd



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

Volume Module:

Base Vol:	300	450	290	180	620	50	50	290	290	300	280	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	450	290	180	620	50	50	290	290	300	280	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	450	290	180	620	50	50	290	290	300	280	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	450	290	180	620	50	50	290	290	300	280	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	450	290	180	620	50	50	290	290	300	280	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	300	450	290	180	620	50	50	290	290	300	280	110

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	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	0.93	0.07	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	1900	1750	1750	1666	134	1750	3800	1750	3150	1900	1750

Capacity Analysis Module:

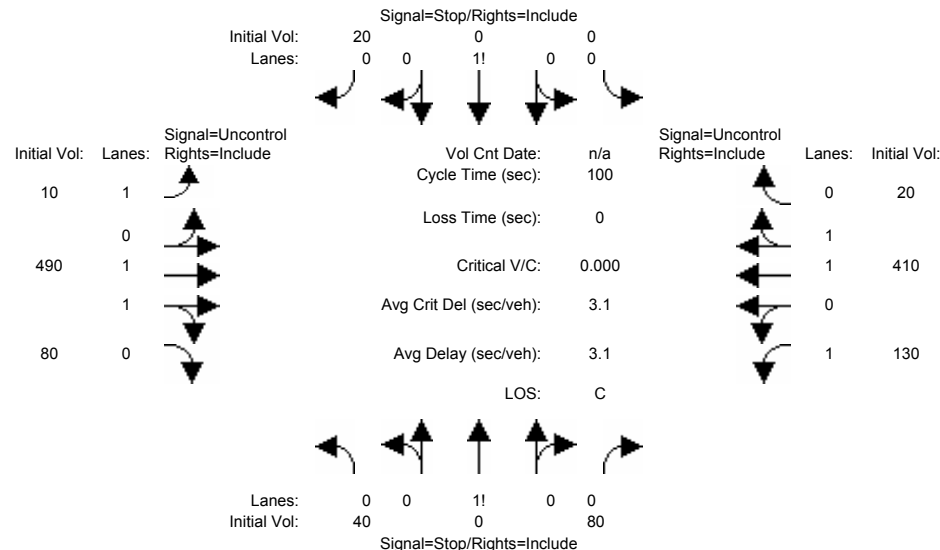
Vol/Sat:	0.10	0.24	0.17	0.10	0.37	0.37	0.03	0.08	0.17	0.10	0.15	0.06
Crit Moves:	****			****			****	****				
Green Time:	14.1	48.3	48.3	21.0	55.2	55.2	11.0	24.6	24.6	14.1	27.7	27.7
Volume/Cap:	0.81	0.59	0.41	0.59	0.81	0.81	0.31	0.37	0.81	0.81	0.64	0.27
Delay/Veh:	64.1	29.3	26.1	48.5	33.9	33.9	52.1	41.4	58.4	64.1	44.7	38.2
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:	64.1	29.3	26.1	48.5	33.9	33.9	52.1	41.4	58.4	64.1	44.7	38.2
LOS by Move:	E	C	C	D	C-	C-	D-	D	E+	E	D	D+
HCM2kAvgQ:	9	13	8	6	22	22	2	5	13	7	9	3

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #15: Del Monte Street / Dunne Avenue (us) [- unsignalized]



Street Name: Del Monte 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:

Base Vol:	40	0	80	0	0	20	10	490	80	130	410	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	0	80	0	0	20	10	490	80	130	410	20
Added Vol:	0	0	0	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	0	80	0	0	20	10	490	80	130	410	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	80	0	0	20	10	490	80	130	410	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	0	80	0	0	20	10	490	80	130	410	20

-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	7.5	6.5	6.9	xxxx	xxxx	6.9	4.1	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	4.0	3.3	xxxx	xxxx	3.3	2.2	xxxx	xxxx	2.2	xxxx	xxxx

-----|-----|-----|-----|

Capacity Module:

Cnflict Vol:	1015	1240	285	xxxx	xxxx	215	430	xxxx	xxxx	570	xxxx	xxxx
Potent Cap.:	195	177	718	xxxx	xxxx	796	1140	xxxx	xxxx	1013	xxxx	xxxx
Move Cap.:	171	153	718	xxxx	xxxx	796	1140	xxxx	xxxx	1013	xxxx	xxxx
Volume/Cap:	0.23	0.00	0.11	xxxx	xxxx	0.03	0.01	xxxx	xxxx	0.13	xxxx	xxxx

-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	0.0	xxxx	xxxx	0.4	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	9.6	8.2	xxxx	xxxx	9.1	xxxx	xxxx
LOS by Move:	*	*	*	*	*	A	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	347	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	1.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	20.8	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	20.8					9.6		xxxxxx			xxxxxx	
ApproachLOS:	C					A		*			*	

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled      Uncontrolled
Lanes:          0 0 1! 0 0      0 0 0 0 1      1 0 1 1 0      1 0 1 1 0
Initial Vol:    40  0  80      0  0  20      10 490  80      130 410  20
ApproachDel:    20.8          9.6          xxxxxxx          xxxxxx
-----|-----|-----|-----|-----|

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Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.7]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=120]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1280]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1280]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled      Uncontrolled
Lanes:          0 0 1! 0 0      0 0 0 0 1      1 0 1 1 0      1 0 1 1 0
Initial Vol:    40  0  80      0  0  20      10 490  80      130 410  20
-----|-----|-----|-----|-----|

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Major Street Volume: 1140

Minor Approach Volume: 120

Minor Approach Volume Threshold: 240

SIGNAL WARRANT DISCLAIMER

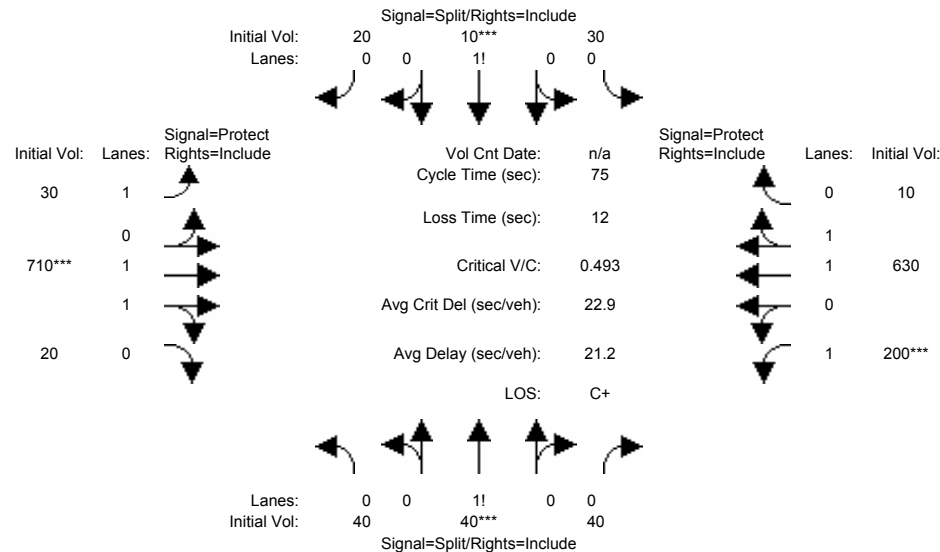
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #16: Church Street / Dunne Avenue

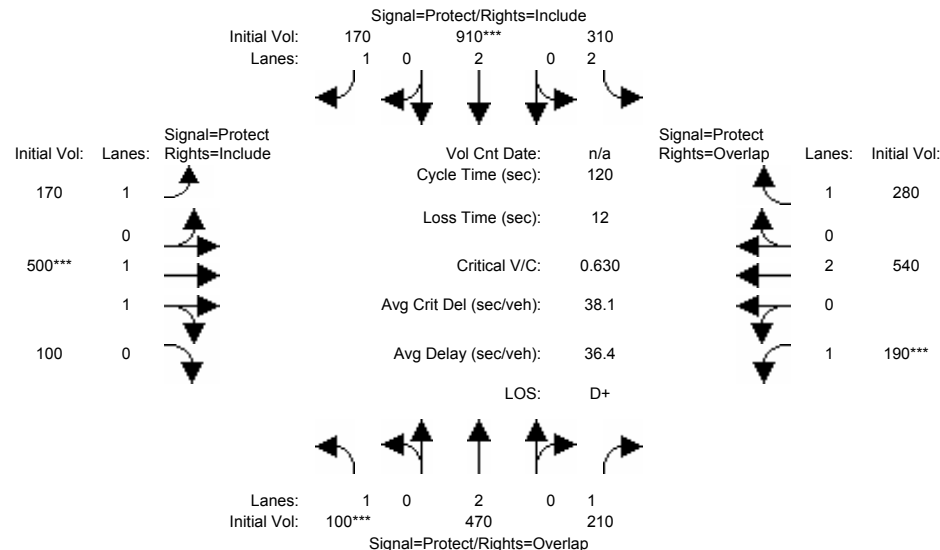


Street Name:	Church Street						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	40	40	40	30	10	20	30	710	20	200	630	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	40	40	30	10	20	30	710	20	200	630	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	40	40	30	10	20	30	710	20	200	630	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	40	40	30	10	20	30	710	20	200	630	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	40	40	30	10	20	30	710	20	200	630	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	40	40	30	10	20	30	710	20	200	630	10
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:	0.34	0.33	0.33	0.50	0.17	0.33	1.00	1.94	0.06	1.00	1.97	0.03
Final Sat.:	583	583	583	875	292	583	1750	3599	101	1750	3642	58
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.03	0.03	0.03	0.02	0.20	0.20	0.11	0.17	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	15.1	27.2	27.2	15.8	27.9	27.9
Volume/Cap:	0.51	0.51	0.51	0.26	0.26	0.26	0.09	0.54	0.54	0.54	0.46	0.46
Delay/Veh:	32.2	32.2	32.2	29.8	29.8	29.8	24.5	19.4	19.4	28.1	18.1	18.1
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:	32.2	32.2	32.2	29.8	29.8	29.8	24.5	19.4	19.4	28.1	18.1	18.1
LOS by Move:	C-	C-	C-	C	C	C	C	B-	B-	C	B-	B-
HCM2kAvgQ:	4	4	4	2	2	2	1	7	7	4	6	6
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #17: Dunne Ave/Butterfield Blvd

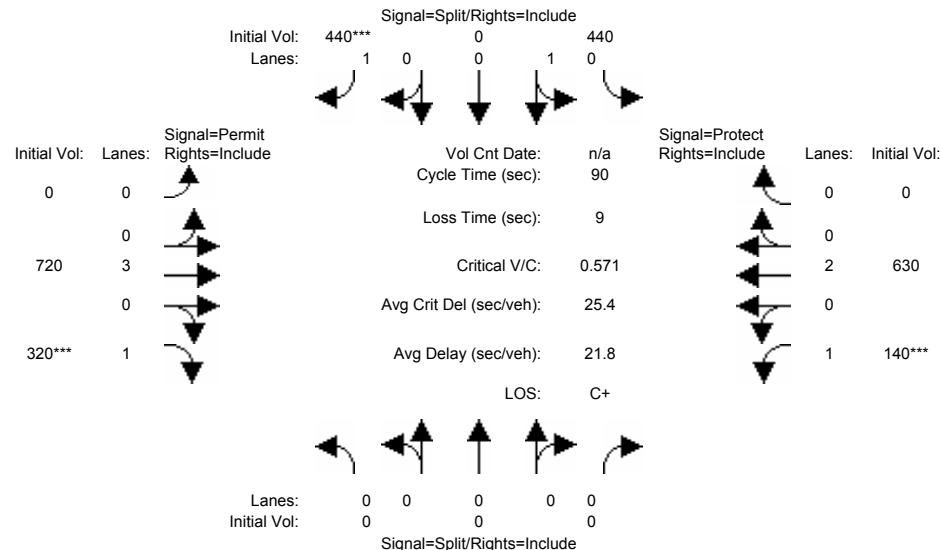


Street Name:	Butterfield Boulevard						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	100	470	210	310	910	170	170	500	100	190	540	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:	100	470	210	310	910	170	170	500	100	190	540	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:	100	470	210	310	910	170	170	500	100	190	540	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:	100	470	210	310	910	170	170	500	100	190	540	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	470	210	310	910	170	170	500	100	190	540	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
FinalVolume:	100	470	210	310	910	170	170	500	100	190	540	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	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.66	0.34	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3083	617	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.10	0.24	0.10	0.10	0.16	0.16	0.11	0.14	0.16
Crit Moves:	****			****			****			****		
Green Time:	10.9	31.4	52.1	25.0	45.6	45.6	20.9	30.9	30.9	20.7	30.6	55.6
Volume/Cap:	0.63	0.47	0.28	0.47	0.63	0.26	0.56	0.63	0.63	0.63	0.56	0.35
Delay/Veh:	60.5	37.6	22.0	42.2	31.2	25.8	47.6	40.9	40.9	50.4	39.5	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.5	37.6	22.0	42.2	31.2	25.8	47.6	40.9	40.9	50.4	39.5	20.8
LOS by Move:	E	D+	C+	D	C	C	D	D	D	D	D	C+
HCM2kAvgQ:	5	7	5	6	14	5	6	10	10	8	9	7
Note:	Queue reported is the number of cars per lane.											

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #18: US 101 SB Ramps / Dunne Avenue

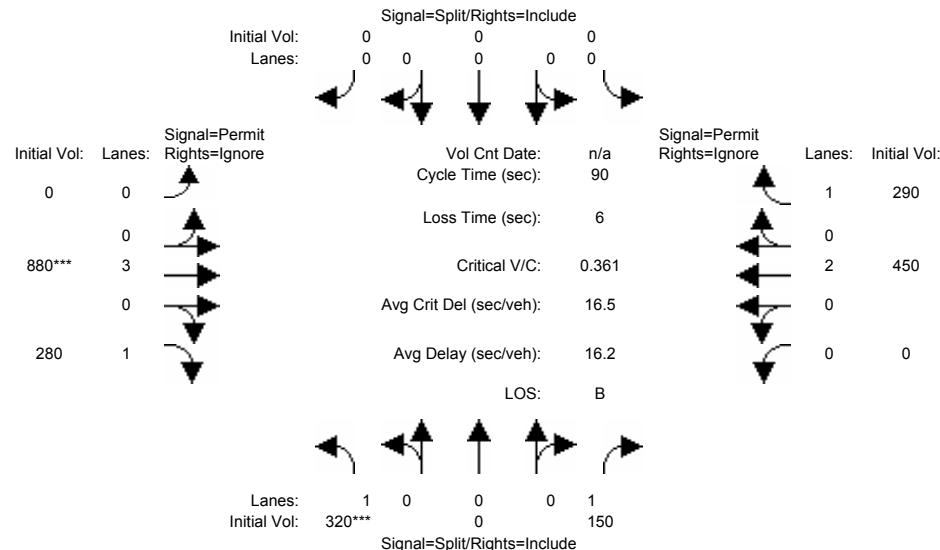


Street Name:	US 101 SB Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Volume Module:												
Base Vol:	0	0	0	440	0	440	0	720	320	140	630	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	440	0	440	0	720	320	140	630	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	440	0	440	0	720	320	140	630	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	440	0	440	0	720	320	140	630	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	440	0	440	0	720	320	140	630	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	440	0	440	0	720	320	140	630	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	0.24	0.00	0.25	0.00	0.13	0.18	0.08	0.17	0.00
Crit Moves:												
Green Time:	0.0	0.0	0.0	39.6	0.0	39.6	0.0	28.8	28.8	12.6	41.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.57	0.00	0.39	0.57	0.57	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	19.6	0.0	19.9	0.0	24.0	26.9	39.4	15.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.6	0.0	19.9	0.0	24.0	26.9	39.4	15.9	0.0
LOS by Move:	A	A	A	B-	A	B-	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	10	0	10	0	5	8	4	5	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #19: US 101 NB Ramps / 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 10 10 10 10 10 7 10 10 7 10 10

Volume Module:

Base Vol:	320	0	150	0	0	0	0	880	280	0	450	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	0	150	0	0	0	0	880	280	0	450	290
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	0	150	0	0	0	0	880	280	0	450	290
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
PHF Volume:	320	0	150	0	0	0	0	880	0	0	450	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	0	150	0	0	0	0	880	0	0	450	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
FinalVolume:	320	0	150	0	0	0	0	880	0	0	450	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	0	3800	1750

Capacity Analysis Module:

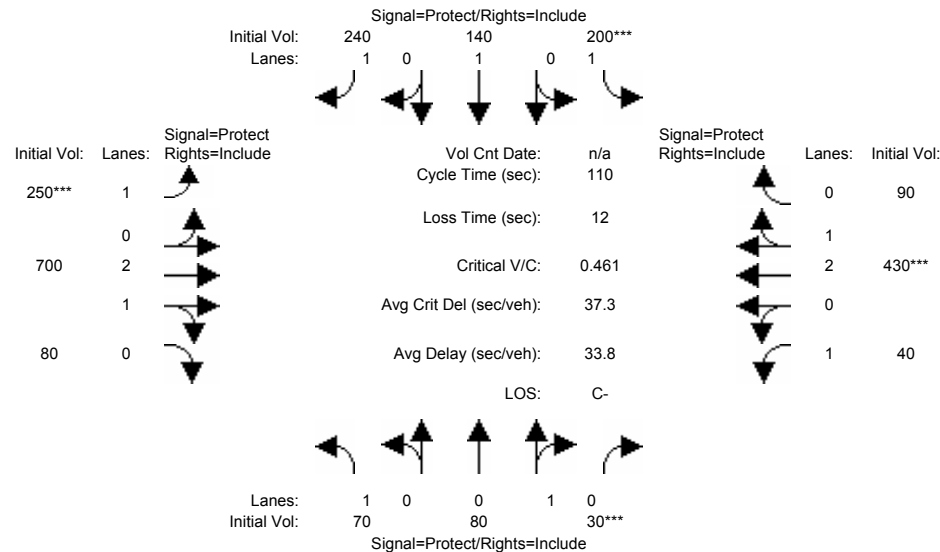
Vol/Sat:	0.18	0.00	0.09	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.12	0.00
Crit Moves:	****							****				
Green Time:	45.5	0.0	45.5	0.0	0.0	0.0	0.0	38.5	0.0	0.0	38.5	0.0
Volume/Cap:	0.36	0.00	0.17	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.28	0.00
Delay/Veh:	13.7	0.0	12.1	0.0	0.0	0.0	0.0	17.5	0.0	0.0	16.8	0.0
User 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:	13.7	0.0	12.1	0.0	0.0	0.0	0.0	17.5	0.0	0.0	16.8	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	6	0	2	0	0	0	0	5	0	0	4	0

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #20: Dunne Ave/Condit Rd

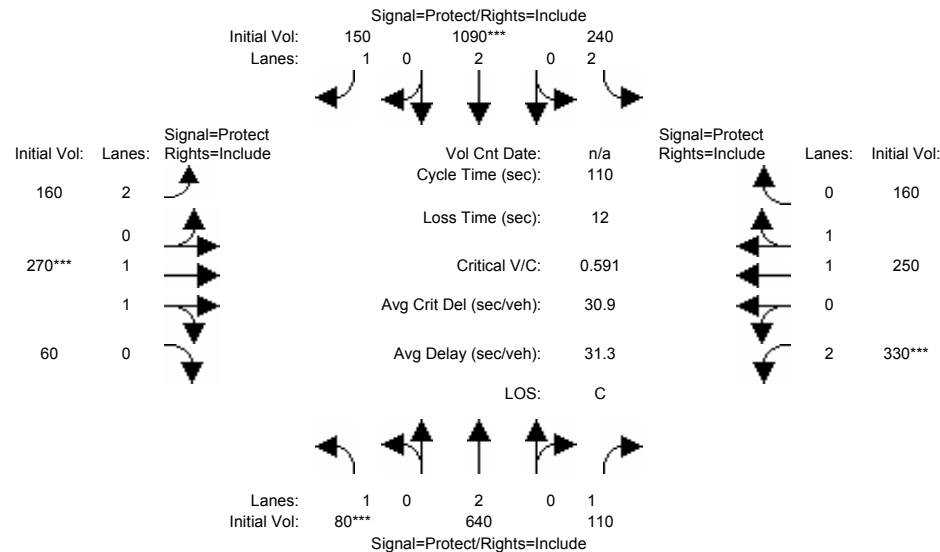


Street Name:	Condit Road				Dunne Avenue							
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	70	80	30	200	140	240	250	700	80	40	430	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	80	30	200	140	240	250	700	80	40	430	90
Added Vol:	0	0	0	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	80	30	200	140	240	250	700	80	40	430	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	80	30	200	140	240	250	700	80	40	430	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	80	30	200	140	240	250	700	80	40	430	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	80	30	200	140	240	250	700	80	40	430	90
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	0.73	0.27	1.00	1.00	1.00	1.00	2.68	0.32	1.00	2.46	0.54
Final Sat.:	1750	1309	491	1750	1900	1750	1750	5025	574	1750	4629	969
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.06	0.11	0.07	0.14	0.14	0.14	0.14	0.02	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	13.3	14.6	14.6	27.2	28.6	28.6	34.1	38.6	38.6	17.6	22.1	22.1
Volume/Cap:	0.33	0.46	0.46	0.46	0.28	0.53	0.46	0.40	0.40	0.14	0.46	0.46
Delay/Veh:	45.3	45.5	45.5	35.9	32.9	36.1	31.2	27.1	27.1	39.9	39.0	39.0
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:	45.3	45.5	45.5	35.9	32.9	36.1	31.2	27.1	27.1	39.9	39.0	39.0
LOS by Move:	D	D	D	D+	C-	D+	C	C	C	D	D+	D+
HCM2kAvgQ:	3	4	4	6	4	7	7	6	6	1	5	5
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #21: Tennant Ave/Monterey Rd

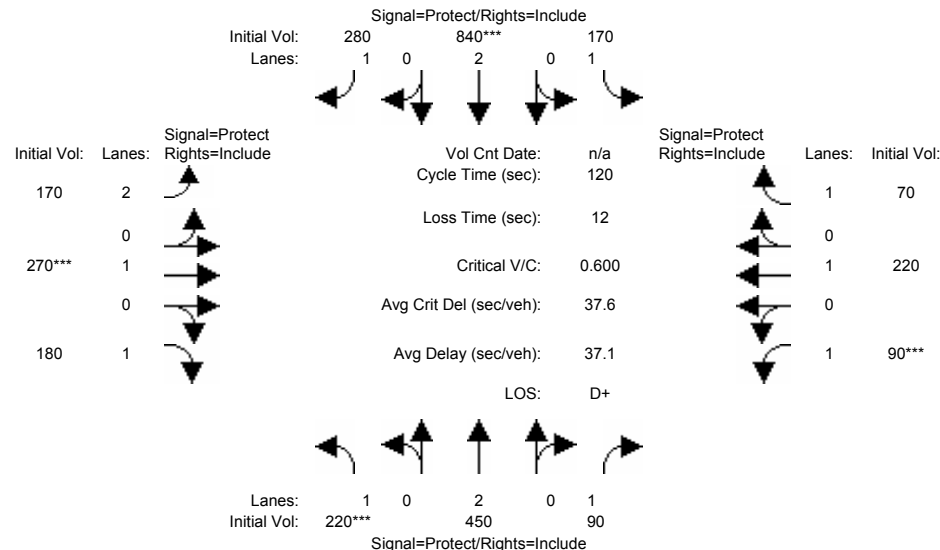


Street Name:	Monterey Road						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	80	640	110	240	1090	150	160	270	60	330	250	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	640	110	240	1090	150	160	270	60	330	250	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:	80	640	110	240	1090	150	160	270	60	330	250	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:	80	640	110	240	1090	150	160	270	60	330	250	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	640	110	240	1090	150	160	270	60	330	250	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
FinalVolume:	80	640	110	240	1090	150	160	270	60	330	250	160
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	1.63	0.37	2.00	1.20	0.80
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	3027	673	3150	2255	1443
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.06	0.08	0.29	0.09	0.05	0.09	0.09	0.10	0.11	0.11
Crit Moves:	****			****			****		****			
Green Time:	8.5	42.6	42.6	19.3	53.4	53.4	13.2	16.6	16.6	19.5	22.9	22.9
Volume/Cap:	0.59	0.43	0.16	0.43	0.59	0.18	0.42	0.59	0.59	0.59	0.53	0.53
Delay/Veh:	55.8	25.0	22.1	41.0	20.9	16.0	45.7	45.2	45.2	43.3	39.5	39.5
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:	55.8	25.0	22.1	41.0	20.9	16.0	45.7	45.2	45.2	43.3	39.5	39.5
LOS by Move:	E+	C	C+	D	C+	B	D	D	D	D	D	D
HCM2kAvgQ:	3	8	2	5	13	3	3	6	6	7	7	7
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #22: Main Ave/Butterfield Blvd

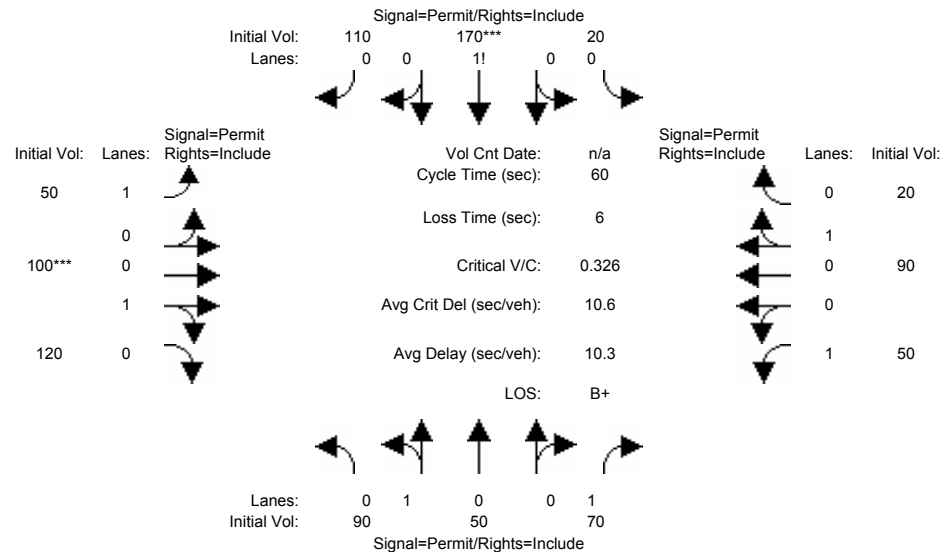


Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	220	450	90	170	840	280	170	270	180	90	220	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	450	90	170	840	280	170	270	180	90	220	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:	220	450	90	170	840	280	170	270	180	90	220	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:	220	450	90	170	840	280	170	270	180	90	220	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	450	90	170	840	280	170	270	180	90	220	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	450	90	170	840	280	170	270	180	90	220	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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.12	0.05	0.10	0.22	0.16	0.05	0.14	0.10	0.05	0.12	0.04
Crit Moves:	****			****			****			****		
Green Time:	25.1	38.1	38.1	31.2	44.2	44.2	13.0	28.4	28.4	10.3	25.7	25.7
Volume/Cap:	0.60	0.37	0.16	0.37	0.60	0.43	0.50	0.60	0.43	0.60	0.54	0.19
Delay/Veh:	45.7	31.9	29.6	36.9	31.5	29.0	51.6	43.0	39.7	59.5	43.3	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.7	31.9	29.6	36.9	31.5	29.0	51.6	43.0	39.7	59.5	43.3	38.8
LOS by Move:	D	C	C	D+	C	C	D-	D	D	E+	D	D+
HCM2kAvgQ:	9	6	3	6	13	8	4	9	6	4	8	2
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #23: Condit Road / Main Avenue

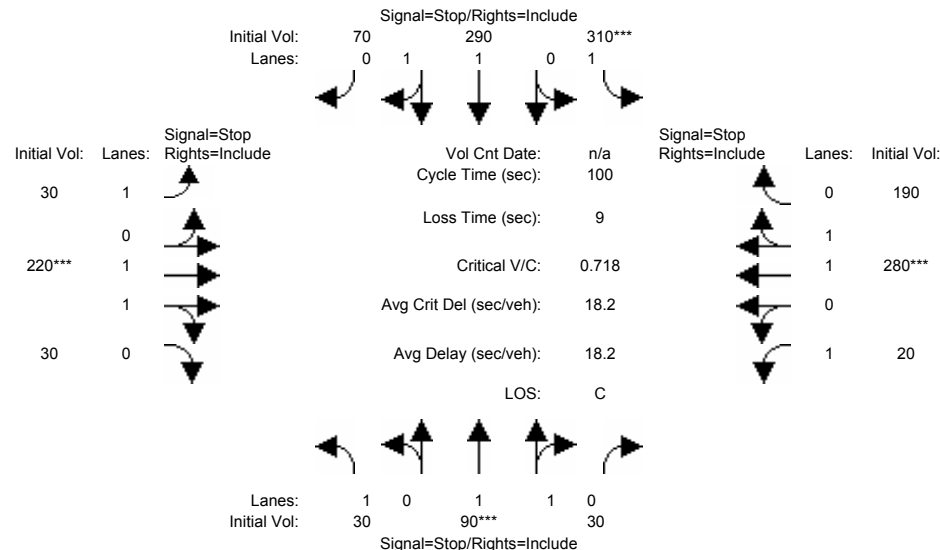


Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	90	50	70	20	170	110	50	100	120	50	90	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	50	70	20	170	110	50	100	120	50	90	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	50	70	20	170	110	50	100	120	50	90	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	50	70	20	170	110	50	100	120	50	90	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	50	70	20	170	110	50	100	120	50	90	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	50	70	20	170	110	50	100	120	50	90	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.64	0.36	1.00	0.07	0.56	0.37	1.00	0.45	0.55	1.00	0.82	0.18
Final Sat.:	1157	643	1750	117	992	642	1750	818	982	1750	1473	327
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.04	0.17	0.17	0.17	0.03	0.12	0.12	0.03	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	31.5	31.5	31.5	31.5	31.5	31.5	22.5	22.5	22.5	22.5	22.5	22.5
Volume/Cap:	0.15	0.15	0.08	0.33	0.33	0.33	0.08	0.33	0.33	0.08	0.16	0.16
Delay/Veh:	7.4	7.4	7.1	8.4	8.4	8.4	12.1	13.7	13.7	12.1	12.6	12.6
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:	7.4	7.4	7.1	8.4	8.4	8.4	12.1	13.7	13.7	12.1	12.6	12.6
LOS by Move:	A	A	A	A	A	A	B	B	B	B	B	B
HCM2kAvgQ:	1	1	1	4	4	4	1	3	3	1	1	1
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #24: Hale Avenue / Dunne Avenue (us) [- future unsignalized]



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 7 10 10 7 10 10

Volume Module:

Base Vol:	30	90	30	310	290	70	30	220	30	20	280	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	90	30	310	290	70	30	220	30	20	280	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	90	30	310	290	70	30	220	30	20	280	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	90	30	310	290	70	30	220	30	20	280	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	90	30	310	290	70	30	220	30	20	280	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	90	30	310	290	70	30	220	30	20	280	190

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	1.50	0.50	1.00	1.61	0.39	1.00	1.76	0.24	1.00	1.19	0.81
Final Sat.:	347	557	190	432	739	182	368	699	96	396	519	372

Capacity Analysis Module:

Vol/Sat:	0.09	0.16	0.16	0.72	0.39	0.38	0.08	0.31	0.31	0.05	0.54	0.51
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	13.0	13.1	12.8	28.3	14.9	14.5	12.5	14.8	14.6	11.7	19.2	17.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.0	13.1	12.8	28.3	14.9	14.5	12.5	14.8	14.6	11.7	19.2	17.3
LOS by Move:	B	B	B	D	B	B	B	B	B	C	C	C
ApproachDel:	13.0			21.1			14.5			18.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.0			21.1			14.5			18.1		
LOS by Appr:	B			C			B			C		
AllWayAvgQ:	0.1	0.2	0.2	2.1	0.6	0.6	0.1	0.4	0.4	0.0	1.0	0.9

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Hale Avenue / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Initial Vol:	30		90		30	310		290		70	30		220		30	20		280		190
Major Street Volume:											820									
Minor Approach Volume:											490									
Minor Approach Volume Threshold:	459																			

SIGNAL WARRANT DISCLAIMER

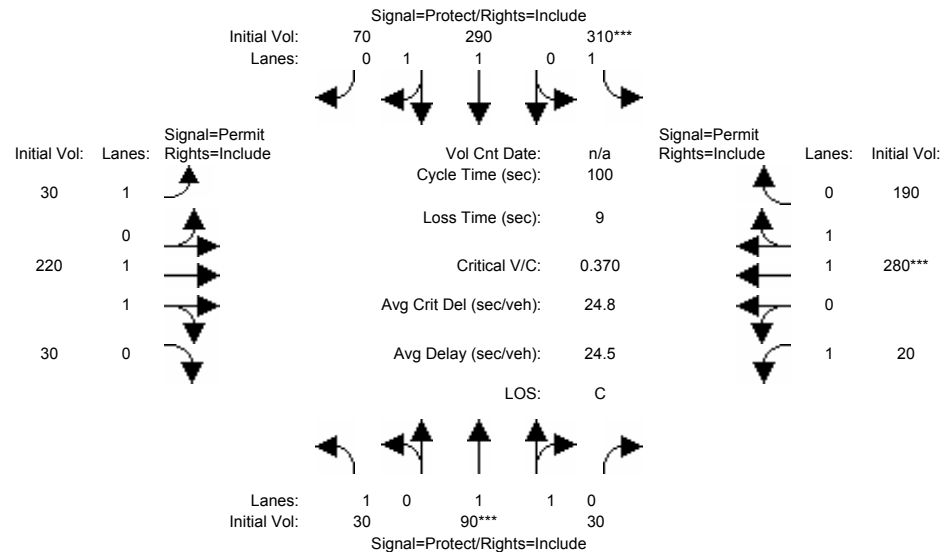
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2015 Project GP+Alt PM (10)

Intersection #224: Hale Avenue / Dunne Avenue [- future signalized]



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
Volume Module:												
Base Vol:	30	90	30	310	290	70	30	220	30	20	280	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	90	30	310	290	70	30	220	30	20	280	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	90	30	310	290	70	30	220	30	20	280	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	90	30	310	290	70	30	220	30	20	280	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	90	30	310	290	70	30	220	30	20	280	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	90	30	310	290	70	30	220	30	20	280	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	1.49	0.51	1.00	1.60	0.40	1.00	1.75	0.25	1.00	1.17	0.83
Final Sat.:	1750	2774	925	1750	2980	719	1750	3256	444	1750	2203	1495
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.18	0.10	0.10	0.02	0.07	0.07	0.01	0.13	0.13
Crit Moves:	****			****						****		
Green Time:	23.5	10.0	10.0	47.2	33.6	33.6	33.8	33.8	33.8	33.8	33.8	33.8
Volume/Cap:	0.07	0.32	0.32	0.38	0.29	0.29	0.05	0.20	0.20	0.03	0.38	0.38
Delay/Veh:	29.8	42.4	42.4	17.3	24.5	24.5	22.3	23.6	23.6	22.2	25.3	25.3
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:	29.8	42.4	42.4	17.3	24.5	24.5	22.3	23.6	23.6	22.2	25.3	25.3
LOS by Move:	C	D	D	B	C	C	C+	C	C	C+	C	C
HCM2kAvgQ:	1	2	2	7	4	4	1	3	3	0	6	6
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

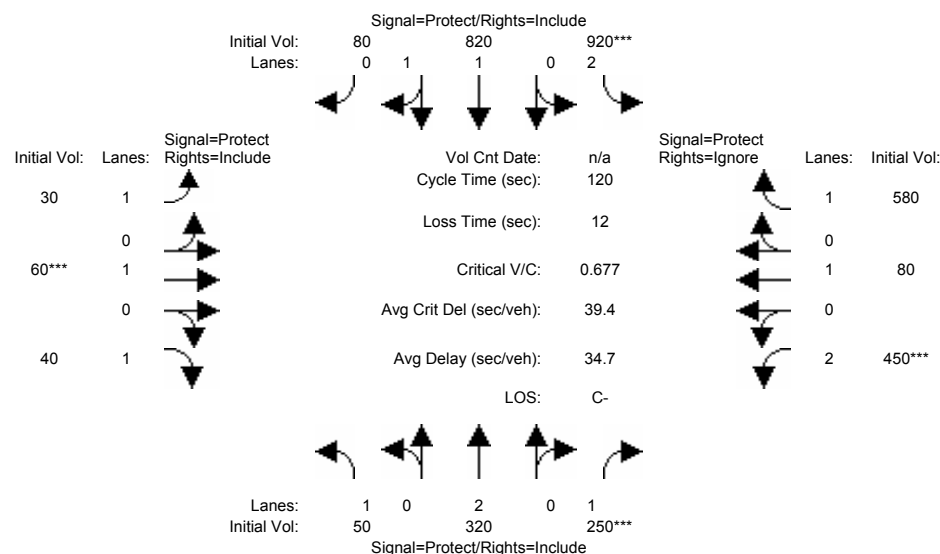
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		???				Existing PM				2030 Current GP PM (4)						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Cochrane Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	29.1	0.311	31.2	C-	34.7	0.677	+ 0.366	39.4	+ 8.3	?	xx.x	x.xxx	xx.x
#2	Cochrane Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	B	13.0	0.336	20.1	C-	33.0	0.750	+ 0.414	44.9	+ 24.9	?	xx.x	x.xxx	xx.x
#3	Monterey Road / Central Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	23.1	0.000	1.7	F	>150	0.000	+ 0.000	19.5	+ 17.8	?	xx.x	x.xxx	xx.x
#4	Monterey Road / Keystone Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.5	0.000	0.3	C	15.2	0.000	+ 0.000	0.4	+ 0.1	?	xx.x	x.xxx	xx.x
#5	Main Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	D	42.4	0.614	43.6	D	48.0	0.833	+ 0.219	48.7	+ 5.1	?	xx.x	x.xxx	xx.x
#6	Del Monte Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	19.1	0.000	2.9	C	19.6	0.000	+ 0.000	4.6	+ 1.8	?	xx.x	x.xxx	xx.x
#7	Hale Avenue / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	13.2	0.565	13.2	C	17.7	0.599	+ 0.035	17.7	+ 4.5	?	xx.x	x.xxx	xx.x
#8	Depot Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	D	25.6	0.000	1.6	C	21.3	0.000	+ 0.000	2.6	+ 1.0	?	xx.x	x.xxx	xx.x
#9	Monterey Road / 1st Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.9	0.000	0.2	B	13.6	0.000	+ 0.000	0.3	+ 0.1	?	xx.x	x.xxx	xx.x
#10	Monterey Road / 2nd Street	?	xx.x	x.xxx	xx.x	B	12.5	0.288	10.3	B	12.9	0.460	+ 0.173	11.0	+ 0.7	?	xx.x	x.xxx	xx.x
#11	Monterey Road / 3rd Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	11.1	0.000	0.3	B	14.0	0.000	+ 0.000	0.4	+ 0.1	?	xx.x	x.xxx	xx.x
#12	Monterey Road / 4th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	18.9	0.000	0.4	F	>150	0.000	+ 0.000	6.8	+ 6.4	?	xx.x	x.xxx	xx.x
#13	Monterey Road / 5th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	17.0	0.000	0.4	F	102.9	0.000	+ 0.000	3.6	+ 3.2	?	xx.x	x.xxx	xx.x
#14	Dunne Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	D+	36.6	0.527	38.7	D+	36.0	0.565	+ 0.038	33.1	- 5.6	?	xx.x	x.xxx	xx.x
#15	Del Monte Street / Dunne Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	15.0	0.000	3.3	C	17.9	0.000	+ 0.000	4.4	+ 1.1	?	xx.x	x.xxx	xx.x
#16	Church Street / Dunne Avenue	?	xx.x	x.xxx	xx.x	B-	19.5	0.376	20.3	C+	21.1	0.493	+ 0.118	23.3	+ 3.0	?	xx.x	x.xxx	xx.x
#17	Dunne Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	D	39.4	0.600	42.5	D+	37.3	0.571	- 0.029	39.1	- 3.5	?	xx.x	x.xxx	xx.x
#18	US 101 SB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	C+	21.5	0.599	26.0	C	23.0	0.622	+ 0.023	27.5	+ 1.5	?	xx.x	x.xxx	xx.x
#19	US 101 NB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	B	12.7	0.341	13.0	B	16.5	0.356	+ 0.015	16.6	+ 3.7	?	xx.x	x.xxx	xx.x
#20	Dunne Ave/Condit Rd	?	xx.x	x.xxx	xx.x	C	28.3	0.434	30.6	C-	32.9	0.448	+ 0.014	36.2	+ 5.6	?	xx.x	x.xxx	xx.x
#21	Tennant Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C-	32.8	0.582	32.5	C	31.7	0.655	+ 0.072	33.3	+ 0.8	?	xx.x	x.xxx	xx.x
#22	Main Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	D+	37.7	0.426	38.1	D+	38.5	0.545	+ 0.119	39.2	+ 1.1	?	xx.x	x.xxx	xx.x
#23	Condit Road / Main Avenue	?	xx.x	x.xxx	xx.x	A	9.9	0.222	10.1	A	8.6	0.383	+ 0.161	8.3	- 1.8	?	xx.x	x.xxx	xx.x
#24	Hale Avenue / Dunne Avenue (us) [- future unsignalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	B	14.8	0.492	+ 0.492	14.8	+ 14.8	?	xx.x	x.xxx	xx.x
#224	Hale Avenue / Dunne Avenue [- future signalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	C+	21.5	0.259	+ 0.259	19.6	+ 19.6	?	xx.x	x.xxx	xx.x

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP PM (4)

Intersection #1: Cochrane Ave/Monterey Rd



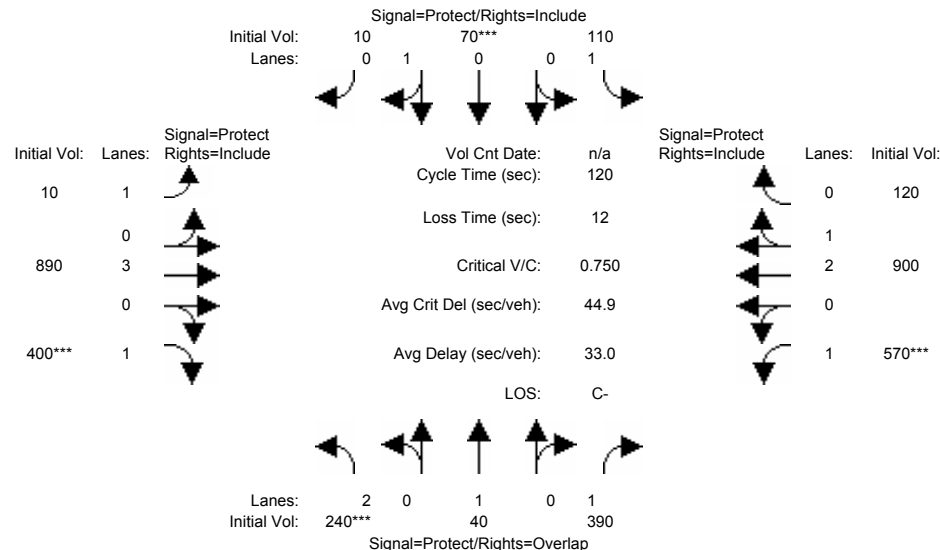
Street Name:	Monterey Road						Cochrane Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	50	320	250	920	820	80	30	60	40	450	80	580
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	320	250	920	820	80	30	60	40	450	80	580
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	320	250	920	820	80	30	60	40	450	80	580
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:	50	320	250	920	820	80	30	60	40	450	80	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	320	250	920	820	80	30	60	40	450	80	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	320	250	920	820	80	30	60	40	450	80	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	1.82	0.18	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3371	329	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.14	0.29	0.24	0.24	0.02	0.03	0.02	0.14	0.04	0.00
Crit Moves:			****	****				****		****		
Green Time:	14.3	24.2	24.2	49.5	59.5	59.5	14.1	10.0	10.0	24.2	20.1	0.0
Volume/Cap:	0.24	0.42	0.71	0.71	0.49	0.49	0.15	0.38	0.27	0.71	0.25	0.00
Delay/Veh:	48.6	42.1	51.0	31.0	20.4	20.4	47.9	53.6	52.6	48.3	43.8	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:	48.6	42.1	51.0	31.0	20.4	20.4	47.9	53.6	52.6	48.3	43.8	0.0
LOS by Move:	D	D	D-	C	C+	C+	D	D-	D-	D	D	A
HCM2kAvgQ:	2	5	9	17	11	11	1	2	2	9	2	0

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP PM (4)

Intersection #2: Cochrane Ave/Butterfield Blvd

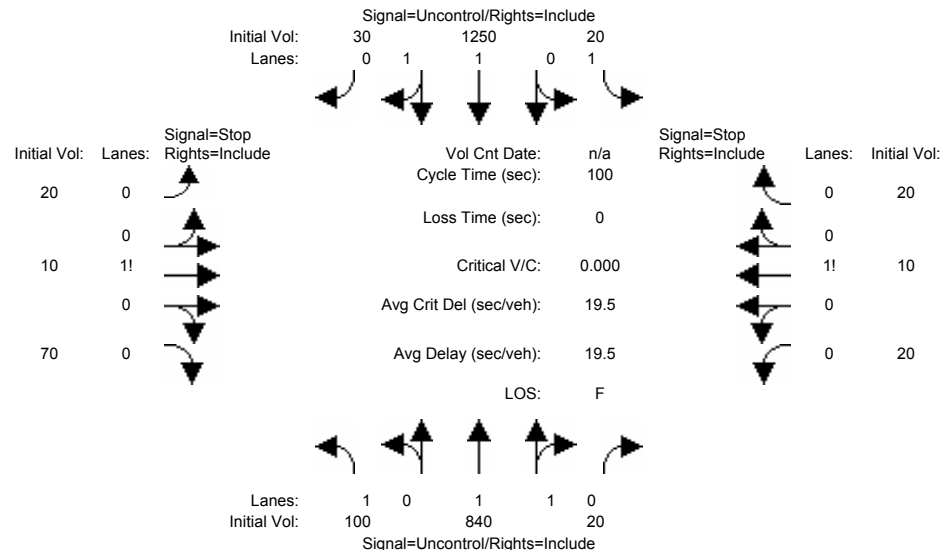


Street Name:	Butterfield Boulevard						Cochrane Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	240	40	390	110	70	10	10	890	400	570	900	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	40	390	110	70	10	10	890	400	570	900	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	40	390	110	70	10	10	890	400	570	900	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	40	390	110	70	10	10	890	400	570	900	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	40	390	110	70	10	10	890	400	570	900	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	240	40	390	110	70	10	10	890	400	570	900	120
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	0.87	0.13	1.00	3.00	1.00	1.00	2.63	0.37
Final Sat.:	3150	1900	1750	1750	1575	225	1750	5700	1750	1750	4940	659
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.22	0.06	0.04	0.04	0.01	0.16	0.23	0.33	0.18	0.18
Crit Moves:	****			****					****	****		
Green Time:	11.8	12.5	63.1	9.4	10.0	10.0	20.9	35.5	35.5	50.6	65.3	65.3
Volume/Cap:	0.77	0.20	0.42	0.80	0.53	0.53	0.03	0.53	0.77	0.77	0.33	0.33
Delay/Veh:	64.1	49.7	17.7	82.3	56.4	56.4	41.2	35.5	45.6	34.8	15.3	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	49.7	17.7	82.3	56.4	56.4	41.2	35.5	45.6	34.8	15.3	15.3
LOS by Move:	E	D	B	F	E+	E+	D	D+	D	C-	B	B
HCM2kAvgQ:	7	1	9	6	4	4	0	9	15	19	7	7
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Current GP PM (4)

Intersection #3: Monterey Road / Central Avenue (us) [- unsignalized]



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
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	100	840	20	20	1250	30	20	10	70	20	10	20	20	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	840	20	20	1250	30	20	10	70	20	10	20	20	10	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	840	20	20	1250	30	20	10	70	20	10	20	20	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	100	840	20	20	1250	30	20	10	70	20	10	20	20	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	100	840	20	20	1250	30	20	10	70	20	10	20	20	10	20
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
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	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	3.5	4.0	3.3
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	1280	xxxx	xxxxx	860	xxxx	xxxxx	1930	2365	640	1720	2370	430	1720	2370	430
Potent Cap.:	549	xxxx	xxxxx	790	xxxx	xxxxx	41	36	423	59	35	579	59	35	579
Move Cap.:	549	xxxx	xxxxx	790	xxxx	xxxxx	24	28	423	30	28	579	30	28	579
Volume/Cap:	0.18	xxxx	xxxx	0.03	xxxx	xxxx	0.82	0.35	0.17	0.66	0.35	0.03	0.66	0.35	0.03
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.7	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	13.0	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	75	xxxxx	xxxx	48	xxxxx	xxxx	48	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	7.9	xxxxx	xxxxx	4.5	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	315	xxxxx	xxxxx	279	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			315.2			279.2					
ApproachLOS:	*			*			F			F					

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

Peak Hour Delay Signal Warrant Report

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1  0  1  1  0      1  0  1  1  0      0  0  1!  0  0      0  0  1!  0  0
Initial Vol:    100  840      20  20 1250      30  20  10  70      20  10  20
ApproachDel:    xxxxxx      xxxxxx      315.2      279.2
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=8.8]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=100]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2410]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=3.9]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2410]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1  0  1  1  0      1  0  1  1  0      0  0  1!  0  0      0  0  1!  0  0
Initial Vol:    100  840      20  20 1250      30  20  10  70      20  10  20
-----|-----|-----|-----|-----|

```

Major Street Volume: 2260

Minor Approach Volume: 100

Minor Approach Volume Threshold: 4 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

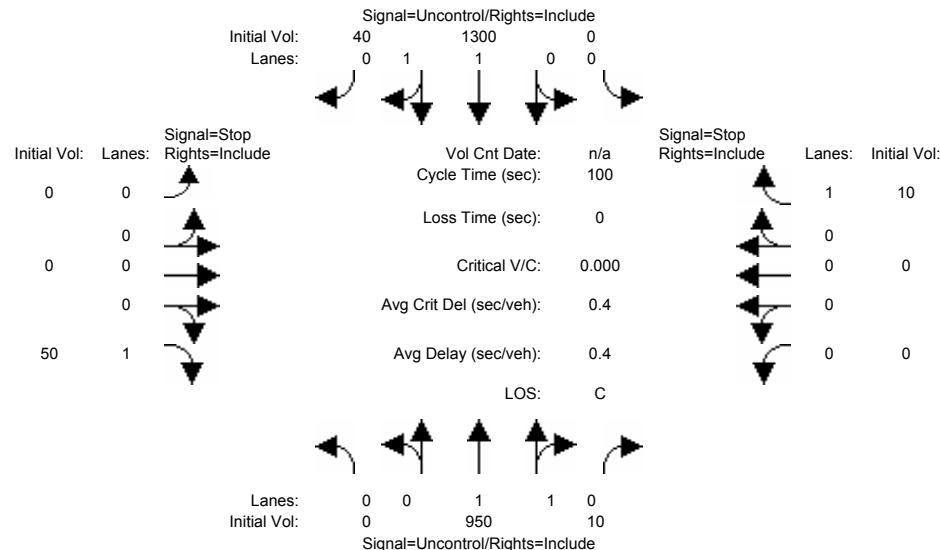
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Current GP PM (4)

Intersection #4: Monterey Road / Keystone Avenue (us) [- unsignalized]



Street Name:	Monterey Road						Keystone Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	0	950	10	0	1300	40	0	0	50	0	0	10			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	950	10	0	1300	40	0	0	50	0	0	10			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	950	10	0	1300	40	0	0	50	0	0	10			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	950	10	0	1300	40	0	0	50	0	0	10			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	950	10	0	1300	40	0	0	50	0	0	10			
----- ----- ----- -----															
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	670	xxxx	xxxx	480			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	404	xxxx	xxxx	537			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	404	xxxx	xxxx	537			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	0.02			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	0.1			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.2	xxxxx	xxxx	11.8			
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	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					15.2			11.8			
ApproachLOS:	*			*					C			B			

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

Peak Hour Delay Signal Warrant Report

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0  0  1  1  0      0  0  1  1  0      0  0  0  0  1      0  0  0  0  1
Initial Vol:    0  950      10      0 1300      40      0  0  0  50      0  0  0  10
ApproachDel:    xxxxxx      xxxxxx      15.2      11.8
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2360]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=10]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2360]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0  0  1  1  0      0  0  1  1  0      0  0  0  0  1      0  0  0  0  1
Initial Vol:    0  950      10      0 1300      40      0  0  0  50      0  0  0  10
-----|-----|-----|-----|-----|

```

Major Street Volume: 2300

Minor Approach Volume: 50

Minor Approach Volume Threshold: -2 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

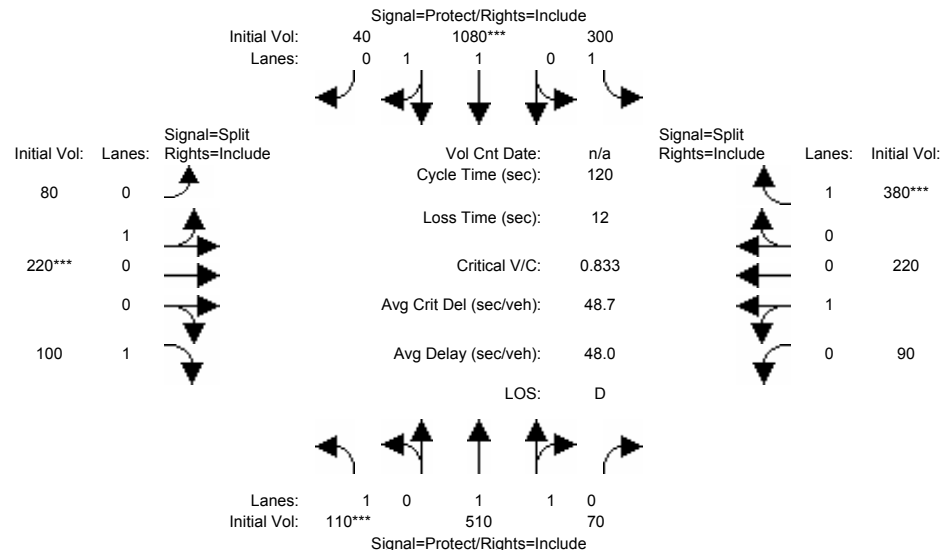
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP PM (4)

Intersection #5: Main Ave/Monterey Rd

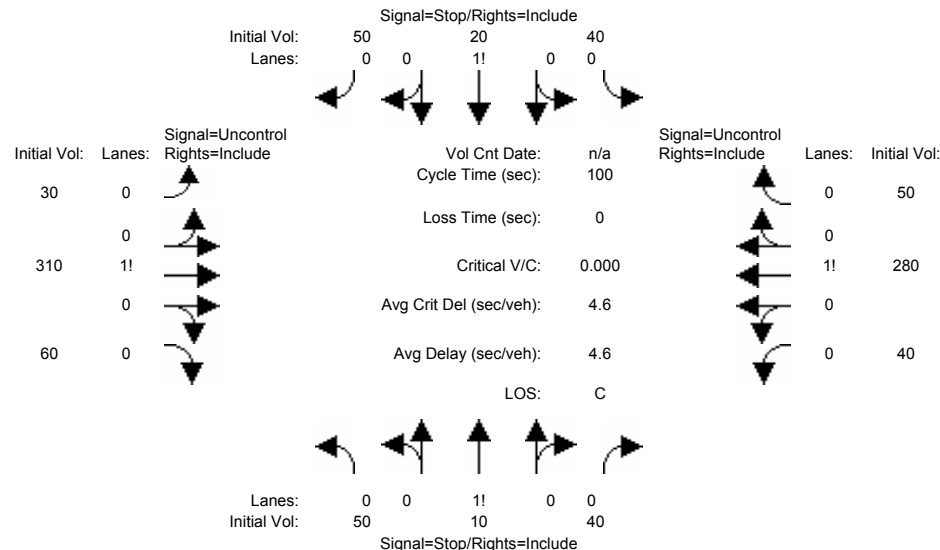


Street Name:	Monterey Road						Main Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10	10		
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	110	510	70	300	1080	40	80	220	100	90	220	380			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	110	510	70	300	1080	40	80	220	100	90	220	380			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	110	510	70	300	1080	40	80	220	100	90	220	380			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	110	510	70	300	1080	40	80	220	100	90	220	380			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	110	510	70	300	1080	40	80	220	100	90	220	380			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	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:	110	510	70	300	1080	40	80	220	100	90	220	380			
-----	-----			-----			-----			-----					
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	0.95	0.95	0.92	0.95	0.95	0.92			
Lanes:	1.00	1.75	0.25	1.00	1.93	0.07	0.27	0.73	1.00	0.29	0.71	1.00			
Final Sat.:	1750	3253	447	1750	3568	132	480	1320	1750	523	1277	1750			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.06	0.16	0.16	0.17	0.30	0.30	0.17	0.17	0.06	0.17	0.17	0.22			
Crit Moves:	****				****			****				****			
Green Time:	9.1	25.2	25.2	27.5	43.6	43.6	24.0	24.0	24.0	31.3	31.3	31.3			
Volume/Cap:	0.83	0.75	0.75	0.75	0.83	0.83	0.83	0.83	0.29	0.66	0.66	0.83			
Delay/Veh:	88.9	48.5	48.5	50.6	39.4	39.4	61.2	61.2	41.2	43.1	43.1	54.2			
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:	88.9	48.5	48.5	50.6	39.4	39.4	61.2	61.2	41.2	43.1	43.1	54.2			
LOS by Move:	F	D	D	D	D	D	E	E	D	D	D	D-			
HCM2kAvgQ:	5	11	11	11	20	20	14	14	3	12	12	17			
Note: Queue reported is the number of cars per lane.															

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Current GP PM (4)

Intersection #6: Del Monte Street / Main Avenue (us) [- unsignalized]



Street Name:	Del Monte Street						Main Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	50	10	40	40	20	50	30	310	60	40	280	50			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	50	10	40	40	20	50	30	310	60	40	280	50			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	50	10	40	40	20	50	30	310	60	40	280	50			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	50	10	40	40	20	50	30	310	60	40	280	50			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	50	10	40	40	20	50	30	310	60	40	280	50			
----- ----- ----- -----															
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:	820	810	340	810	815	305	330	xxxx	xxxxx	370	xxxx	xxxxx			
Potent Cap.:	296	316	707	301	314	740	1241	xxxx	xxxxx	1200	xxxx	xxxxx			
Move Cap.:	250	298	707	264	296	740	1241	xxxx	xxxxx	1200	xxxx	xxxxx			
Volume/Cap:	0.20	0.03	0.06	0.15	0.07	0.07	0.02	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:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	8.1	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	345	xxxxx	xxxx	384	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	1.2	xxxxx	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	19.6	xxxxx	xxxxx	18.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*			
ApproachDel:	19.6			18.1			xxxxxx			xxxxxx					
ApproachLOS:	C			C			*			*					

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

Peak Hour Delay Signal Warrant Report

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	50		10		40	40		20		50	30		310		60	40		280		50
ApproachDel:	19.6				18.1				xxxxxx				xxxxxx							

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.5]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=100]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=980]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=110]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=980]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	50		10		40	40		20		50	30		310		60	40		280		50

Major Street Volume: 770

Minor Approach Volume: 110

Minor Approach Volume Threshold: 289

SIGNAL WARRANT DISCLAIMER

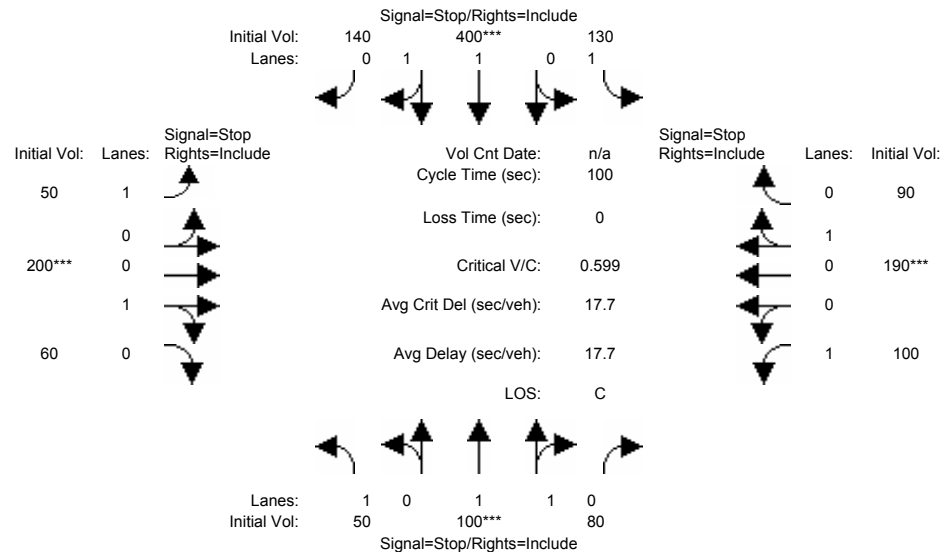
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2030 Current GP PM (4)

Intersection #7: Hale Avenue / Main Avenue (us) [- unsignalized]



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

Volume Module:												
Base Vol:	50	100	80	130	400	140	50	200	60	100	190	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	100	80	130	400	140	50	200	60	100	190	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	100	80	130	400	140	50	200	60	100	190	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	100	80	130	400	140	50	200	60	100	190	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	100	80	130	400	140	50	200	60	100	190	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	100	80	130	400	140	50	200	60	100	190	90

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	1.11	0.89	1.00	1.48	0.52	1.00	0.77	0.23	1.00	0.68	0.32
Final Sat.:	365	432	367	424	685	247	412	349	105	422	317	150

Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.22	0.31	0.58	0.57	0.12	0.57	0.57	0.24	0.60	0.60
Crit Moves:	****			****			****			****		
Delay/Veh:	13.3	13.7	12.8	14.4	20.0	18.8	12.1	19.4	19.4	13.3	20.1	20.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	13.7	12.8	14.4	20.0	18.8	12.1	19.4	19.4	13.3	20.1	20.1
LOS by Move:	B	B	B	B	C	C	B	C	C	B	C	C
ApproachDel:	13.3			18.6			18.3			18.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.3			18.6			18.3			18.3		
LOS by Appr:	B			C			C			C		
AllWayAvgQ:	0.1	0.3	0.2	0.4	1.3	1.2	0.1	1.1	1.1	0.3	1.3	1.3

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Hale Avenue / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0
Initial Vol:	50		100		80	130		400		140	50		200		60	100		190		90
Major Street Volume:											900									
Minor Approach Volume:											380									
Minor Approach Volume Threshold:											419									

SIGNAL WARRANT DISCLAIMER

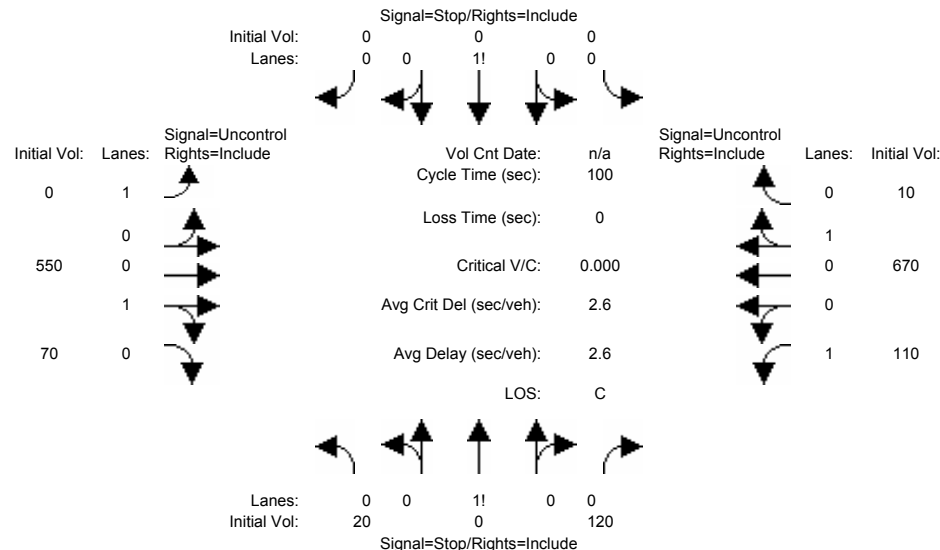
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Current GP PM (4)

Intersection #8: Depot Street / Main Avenue (us) [- unsignalized]



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:												
Base Vol:	20	0	120	0	0	0	0	550	70	110	670	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	120	0	0	0	0	550	70	110	670	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	120	0	0	0	0	550	70	110	670	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	0	120	0	0	0	0	550	70	110	670	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	0	120	0	0	0	0	550	70	110	670	10
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxxx	xxxxxx	xxxxxx	2.2	xxxxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	1480	1485	585	1540	1515	675	xxxxx	xxxxx	xxxxx	620	xxxxx	xxxxx
Potent Cap.:	140	126	515	95	121	457	xxxxx	xxxxx	xxxxx	970	xxxxx	xxxxx
Move Cap.:	128	112	515	67	107	457	xxxxx	xxxxx	xxxxx	970	xxxxx	xxxxx
Volume/Cap:	0.16	0.00	0.23	0.00	0.00	0.00	xxxxx	xxxxx	xxxxx	0.11	xxxxx	xxxxx
Level Of Service Module:												
2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx
Control Del:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	9.2	xxxxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT	LT	- LTR	- RT
Shared Cap.:	xxxxx	359	xxxxxx	xxxxx	0	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
SharedQueue:	xxxxxx	1.8	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	21.3	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	C	*	*	*	*	*	*	*	*	*	*
ApproachDel:	21.3			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	C			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 1! 0 0	1 0 0 1 0	1 0 0 1 0
Initial Vol:	20 0 120	0 0 0 0	0 550 70	110 670 10
ApproachDel:	21.3	xxxxxx	xxxxxx	xxxxxx

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.8]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=140]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1550]

SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Stop Sign	Stop Sign	Uncontrolled	Uncontrolled
Lanes:	0 0 1! 0 0	0 0 1! 0 0	1 0 0 1 0	1 0 0 1 0
Initial Vol:	20 0 120	0 0 0 0	0 550 70	110 670 10

Major Street Volume: 1410

Minor Approach Volume: 140

Minor Approach Volume Threshold: 166

SIGNAL WARRANT DISCLAIMER

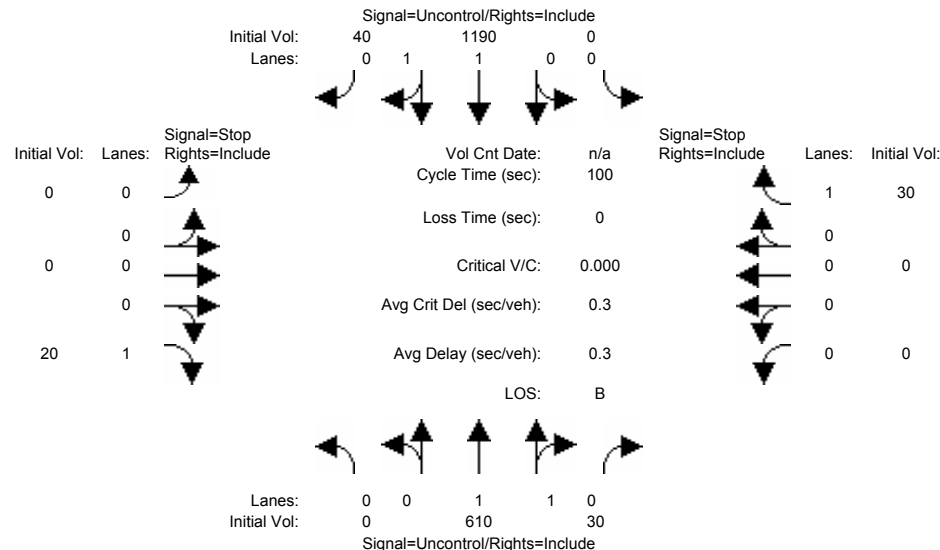
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Current GP PM (4)

Intersection #9: Monterey Road / 1st Street (us) [- unsignalized]



Street Name:	Monterey Road						1st Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	0	610	30	0	1190	40	0	0	20	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	610	30	0	1190	40	0	0	20	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	610	30	0	1190	40	0	0	20	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	610	30	0	1190	40	0	0	20	0	0	30			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	610	30	0	1190	40	0	0	20	0	0	30			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.9	xxxxx	xxxx	6.9			
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.3	xxxxx	xxxx	3.3			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	615	xxxx	xxxx	320			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	439	xxxx	xxxx	682			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	439	xxxx	xxxx	682			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	0.04			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	0.1			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	13.6	xxxxx	xxxx	10.5			
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	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	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					13.6			10.5			
ApproachLOS:	*			*					B			B			

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0  0  1  1  0      0  0  1  1  0      0  0  0  0  1      0  0  0  0  1
Initial Vol:    0  610      30      0 1190      40      0  0  0  20      0  0  0  30
ApproachDel:    xxxxxx      xxxxxx      13.6      10.5
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1920]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1920]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0  0  1  1  0      0  0  1  1  0      0  0  0  0  1      0  0  0  0  1
Initial Vol:    0  610      30      0 1190      40      0  0  0  20      0  0  0  30
-----|-----|-----|-----|-----|

```

Major Street Volume: 1870

Minor Approach Volume: 30

Minor Approach Volume Threshold: 69 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

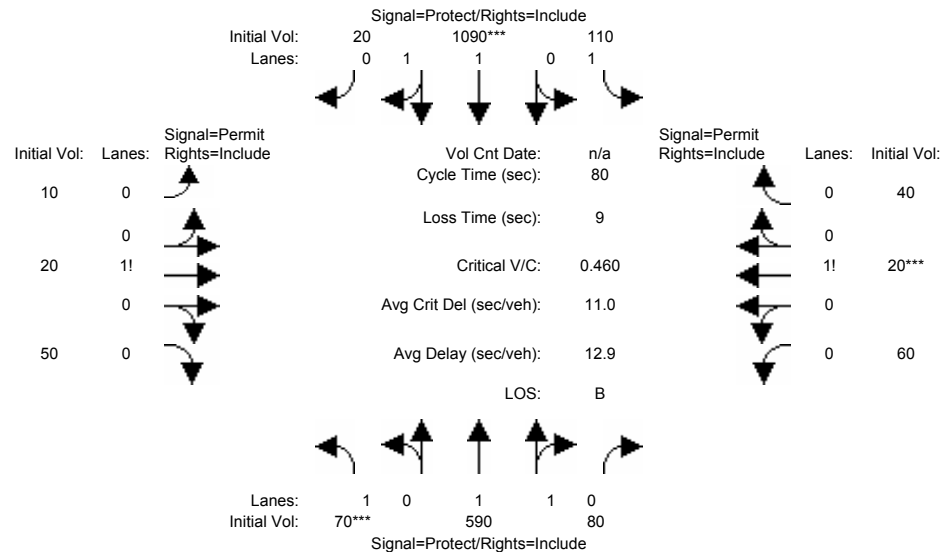
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP PM (4)

Intersection #10: Monterey Road / 2nd Street

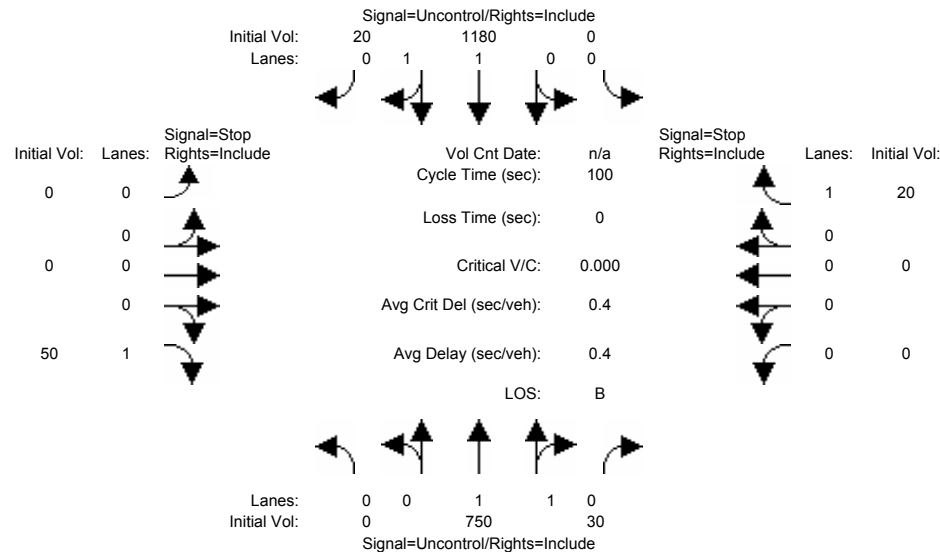


Street Name:	Monterey Road						2nd Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	7		10		10	7		10		10	7		10		10
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:															
Base Vol:	70		590		80	110		1090		20	10		20		50
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	70		590		80	110		1090		20	10		20		50
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	70		590		80	110		1090		20	10		20		50
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:	70		590		80	110		1090		20	10		20		50
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	70		590		80	110		1090		20	10		20		50
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:	70		590		80	110		1090		20	10		20		50
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	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
Lanes:	1.00		1.75		0.25	1.00		1.96		0.04	0.12		0.25		0.63
Final Sat.:	1750		3258		442	1750		3633		67	219		438		1094
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.04		0.18		0.18	0.06		0.30		0.30	0.05		0.05		0.05
Crit Moves:	****					****									
Green Time:	7.0		39.8		39.8	19.3		52.1		52.1	11.9		11.9		11.9
Volume/Cap:	0.46		0.36		0.36	0.26		0.46		0.46	0.31		0.31		0.31
Delay/Veh:	36.9		12.4		12.4	24.9		7.1		7.1	31.0		31.0		31.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	36.9		12.4		12.4	24.9		7.1		7.1	31.0		31.0		31.0
LOS by Move:	D+		B		B	C		A		A	C		C		C
HCM2kAvgQ:	2		5		5	2		7		7	2		2		2
Note: Queue reported is the number of cars per lane.															

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Current GP PM (4)

Intersection #11: Monterey Road / 3rd Street (us) [- unsignalized]



Street Name:	Monterey Road						3rd Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	0	750	30	0	1180	20	0	0	50	0	0	20	0	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	750	30	0	1180	20	0	0	50	0	0	20	0	0	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	750	30	0	1180	20	0	0	50	0	0	20	0	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	750	30	0	1180	20	0	0	50	0	0	20	0	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	750	30	0	1180	20	0	0	50	0	0	20	0	0	20
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.9	xxxxxx	xxxx	6.9	xxxxxx	xxxx	6.9
FollowUpTim:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	3.3	xxxxxx	xxxx	3.3
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	600	xxxx	xxxx	390	xxxx	xxxx	390
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	449	xxxx	xxxx	614	xxxx	xxxx	614
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	449	xxxx	xxxx	614	xxxx	xxxx	614
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	0.03	xxxx	xxxx	0.03
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.4	xxxx	xxxx	0.1	xxxx	xxxx	0.1
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	14.0	xxxxxx	xxxx	11.1	xxxxxx	xxxx	11.1
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	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	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	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	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx					14.0			11.1			
ApproachLOS:	*			*					B			B			

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0  0  1  1  0      0  0  1  1  0      0  0  0  0  1      0  0  0  0  1
Initial Vol:    0  750      30      0 1180      20      0  0  0  50      0  0  0  20
ApproachDel:    xxxxxx      xxxxxx      14.0      11.1
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2050]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2050]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0  0  1  1  0      0  0  1  1  0      0  0  0  0  1      0  0  0  0  1
Initial Vol:    0  750      30      0 1180      20      0  0  0  50      0  0  0  20
-----|-----|-----|-----|-----|

```

Major Street Volume: 1980

Minor Approach Volume: 50

Minor Approach Volume Threshold: 49 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

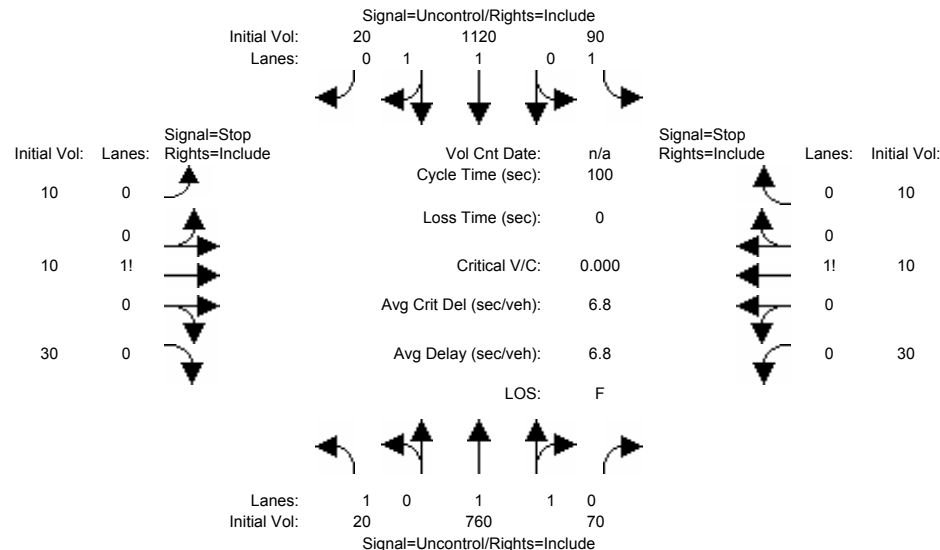
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Current GP PM (4)

Intersection #12: Monterey Road / 4th Street (us) [- unsignalized]



Street Name:	Monterey Road						4th Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	20	760	70	90	1120	20	10	10	30	30	10	10	30	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	760	70	90	1120	20	10	10	30	30	10	10	30	10	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	760	70	90	1120	20	10	10	30	30	10	10	30	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	20	760	70	90	1120	20	10	10	30	30	10	10	30	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	760	70	90	1120	20	10	10	30	30	10	10	30	10	10
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
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	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	3.5	4.0	3.3
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	1140	xxxx	xxxxx	830	xxxx	xxxxx	1735	2180	570	1580	2155	415	1580	2155	415
Potent Cap.:	620	xxxx	xxxxx	811	xxxx	xxxxx	57	47	470	75	48	592	75	48	592
Move Cap.:	620	xxxx	xxxxx	811	xxxx	xxxxx	41	40	470	51	42	592	51	42	592
Volume/Cap:	0.03	xxxx	xxxx	0.11	xxxx	xxxx	0.24	0.25	0.06	0.59	0.24	0.02	0.59	0.24	0.02
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	11.0	xxxx	xxxxx	10.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	90	xxxxx	xxxx	59	xxxxx	xxxx	59	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.5	xxxxx	xxxxx	3.8	xxxxx	xxxxx	3.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	86.4	xxxxx	xxxxx	188	xxxxx	xxxxx	188	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			86.4			187.9					
ApproachLOS:	*			*			F			F					

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:       Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:         1  0  1  1  0      1  0  1  1  0      0  0  1!  0  0      0  0  1!  0  0
Initial Vol:   20  760      70  90 1120      20  10  10  30      30  10  10
ApproachDel:   xxxxxx      xxxxxx      86.4      187.9
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2180]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2180]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:       Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:         1  0  1  1  0      1  0  1  1  0      0  0  1!  0  0      0  0  1!  0  0
Initial Vol:   20  760      70  90 1120      20  10  10  30      30  10  10
-----|-----|-----|-----|-----|

```

Major Street Volume: 2080

Minor Approach Volume: 50

Minor Approach Volume Threshold: 33 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

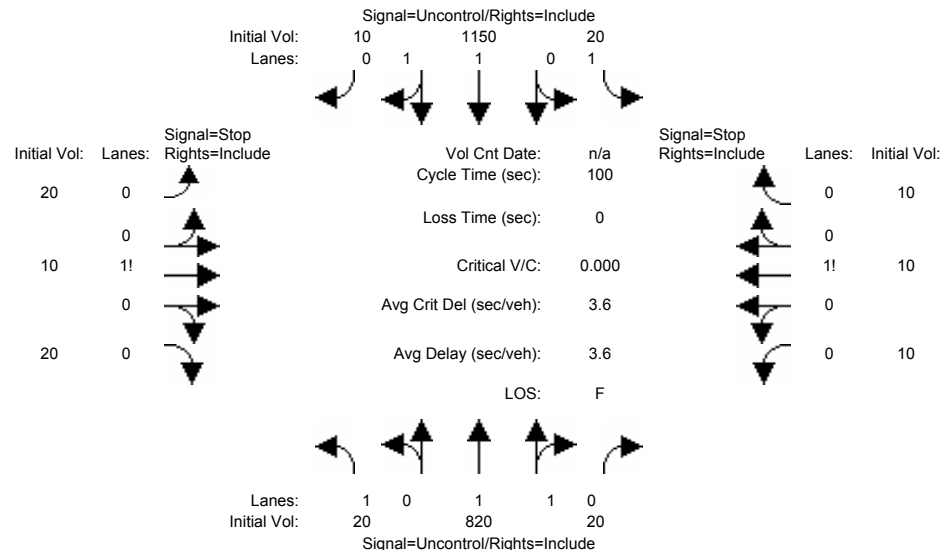
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Current GP PM (4)

Intersection #13: Monterey Road / 5th Street (us) [- unsignalized]



Street Name:	Monterey Road						5th Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	20	820	20	20	1150	10	20	10	20	10	10	10			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	20	820	20	20	1150	10	20	10	20	10	10	10			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	20	820	20	20	1150	10	20	10	20	10	10	10			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	20	820	20	20	1150	10	20	10	20	10	10	10			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	20	820	20	20	1150	10	20	10	20	10	10	10			
----- ----- ----- -----															
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:	1160	xxxx	xxxxx	840	xxxx	xxxxx	1650	2075	580	1490	2070	420			
Potent Cap.:	610	xxxx	xxxxx	804	xxxx	xxxxx	66	54	463	87	55	588			
Move Cap.:	610	xxxx	xxxxx	804	xxxx	xxxxx	53	51	463	68	52	588			
Volume/Cap:	0.03	xxxx	xxxx	0.02	xxxx	xxxx	0.38	0.19	0.04	0.15	0.19	0.02			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	11.1	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	81	xxxxx	xxxx	84	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.8	xxxxx	xxxxx	1.4	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	103	xxxxx	xxxxx	70.1	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*			
ApproachDel:	xxxxxxx			xxxxxxx			102.9			70.1					
ApproachLOS:	*			*			F			F					

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1  0  1  1  0      1  0  1  1  0      0  0  1!  0  0      0  0  1!  0  0
Initial Vol:    20  820      20  20 1150      10  20  10  20      10  10  10
ApproachDel:    xxxxxx      xxxxxx      102.9      70.1
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.4]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2120]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2120]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1  0  1  1  0      1  0  1  1  0      0  0  1!  0  0      0  0  1!  0  0
Initial Vol:    20  820      20  20 1150      10  20  10  20      10  10  10
-----|-----|-----|-----|-----|

```

Major Street Volume: 2040

Minor Approach Volume: 50

Minor Approach Volume Threshold: 39 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

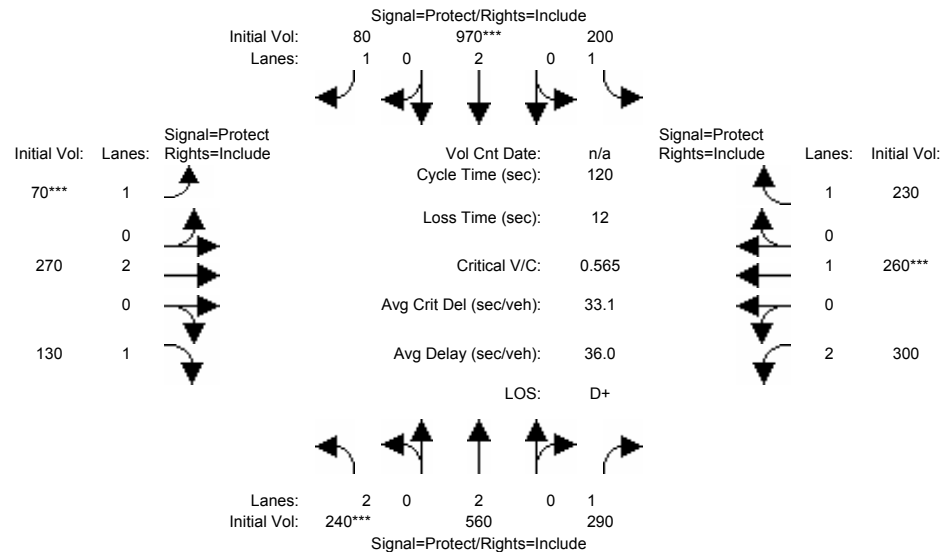
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP PM (4)

Intersection #14: Dunne Ave/Monterey Rd



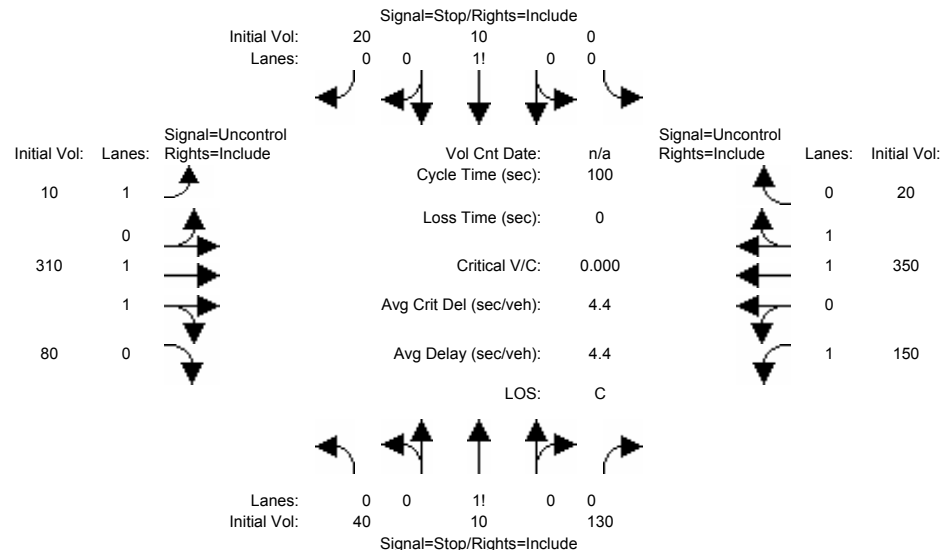
Street Name:	Monterey Road						Dunne Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	7		10		10	7		10		10	7		10		10
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:															
Base Vol:	240		560		290	200		970		80	70		270		130
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	240		560		290	200		970		80	70		270		130
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	240		560		290	200		970		80	70		270		130
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:	240		560		290	200		970		80	70		270		130
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	240		560		290	200		970		80	70		270		130
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:	240		560		290	200		970		80	70		270		130
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	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
Lanes:	2.00		2.00		1.00	1.00		2.00		1.00	1.00		2.00		1.00
Final Sat.:	3150		3800		1750	1750		3800		1750	1750		3150		1900
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.08		0.15		0.17	0.11		0.26		0.05	0.04		0.07		0.07
Crit Moves:	****					****					****				
Green Time:	16.2		41.7		41.7	28.7		54.2		54.2	8.5		17.5		17.5
Volume/Cap:	0.56		0.42		0.48	0.48		0.56		0.10	0.56		0.49		0.51
Delay/Veh:	50.4		30.2		31.2	40.0		24.6		18.9	59.9		47.8		48.9
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	50.4		30.2		31.2	40.0		24.6		18.9	59.9		47.8		48.9
LOS by Move:	D		C		C	D		C		B-	E+		D		D
HCM2kAvgQ:	6		8		9	7		13		2	4		5		5
Note: Queue reported is the number of cars per lane.															

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Current GP PM (4)

Intersection #15: Del Monte Street / Dunne Avenue (us) [- unsignalized]



Street Name:	Del Monte Street						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Volume Module:												
Base Vol:	40	10	130	0	10	20	10	310	80	150	350	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	10	130	0	10	20	10	310	80	150	350	20
Added Vol:	0	0	0	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	10	130	0	10	20	10	310	80	150	350	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	10	130	0	10	20	10	310	80	150	350	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	10	130	0	10	20	10	310	80	150	350	20
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	xxxxx	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	850	1040	195	xxxx	1070	185	370	xxxx	xxxxx	390	xxxx	xxxxx
Potent Cap.:	257	232	820	xxxx	223	832	1200	xxxx	xxxxx	1180	xxxx	xxxxx
Move Cap.:	216	201	820	xxxx	193	832	1200	xxxx	xxxxx	1180	xxxx	xxxxx
Volume/Cap:	0.18	0.05	0.16	xxxx	0.05	0.02	0.01	xxxx	xxxx	0.13	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	458	xxxxx	xxxx	xxxx	395	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.8	xxxxx	xxxxx	xxxx	0.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	17.9	xxxxx	xxxxx	xxxx	14.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	*	B	*	*	*	*	*	*
ApproachDel:	17.9				14.9		xxxxxx			xxxxxx		
ApproachLOS:	C				B		*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 0 1 0      1 0 1 1 0      1 0 1 1 0
Initial Vol:    40 10 130      0 10 20      10 310 80      150 350 20
ApproachDel:    17.9          14.9          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.9]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=180]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1130]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1130]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 0 1 0      1 0 1 1 0      1 0 1 1 0
Initial Vol:    40 10 130      0 10 20      10 310 80      150 350 20
-----|-----|-----|-----|-----|

```

Major Street Volume: 920

Minor Approach Volume: 180

Minor Approach Volume Threshold: 314

SIGNAL WARRANT DISCLAIMER

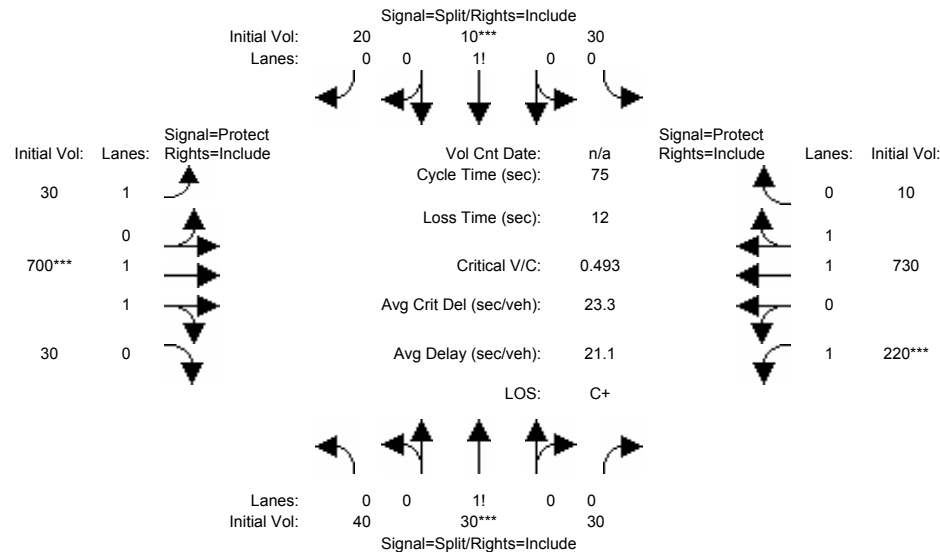
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP PM (4)

Intersection #16: Church Street / Dunne Avenue



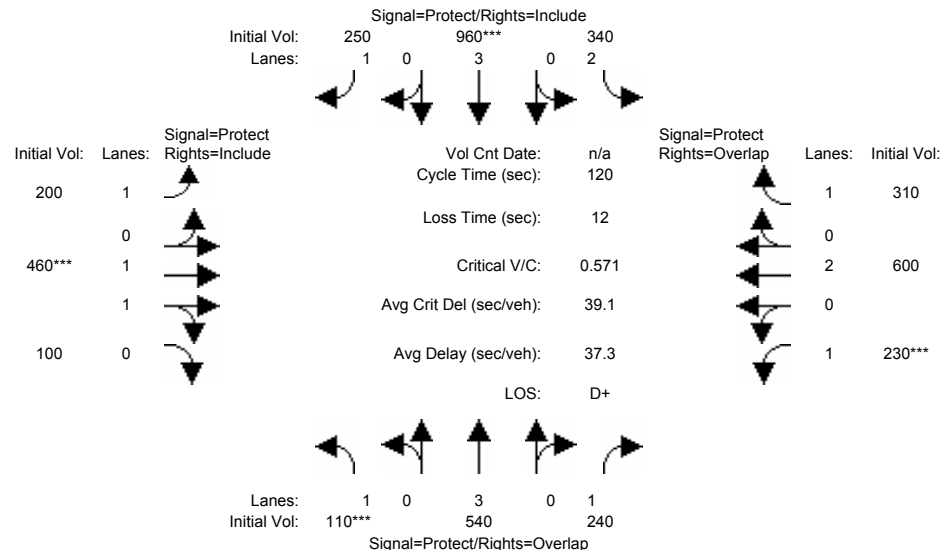
Street Name:	Church Street						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	40	30	30	30	10	20	30	700	30	220	730	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	30	30	30	10	20	30	700	30	220	730	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	30	30	30	10	20	30	700	30	220	730	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	30	30	30	10	20	30	700	30	220	730	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	30	30	30	10	20	30	700	30	220	730	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	30	30	30	10	20	30	700	30	220	730	10
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:	0.40	0.30	0.30	0.50	0.17	0.33	1.00	1.92	0.08	1.00	1.97	0.03
Final Sat.:	700	525	525	875	292	583	1750	3548	152	1750	3650	50
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.03	0.03	0.03	0.02	0.20	0.20	0.13	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	13.7	26.3	26.3	16.7	29.3	29.3
Volume/Cap:	0.43	0.43	0.43	0.26	0.26	0.26	0.09	0.56	0.56	0.56	0.51	0.51
Delay/Veh:	31.1	31.1	31.1	29.8	29.8	29.8	25.6	20.3	20.3	27.8	17.7	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	31.1	31.1	29.8	29.8	29.8	25.6	20.3	20.3	27.8	17.7	17.7
LOS by Move:	C	C	C	C	C	C	C	C+	C+	C	B	B
HCM2kAvgQ:	3	3	3	2	2	2	1	7	7	5	6	6

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP PM (4)

Intersection #17: Dunne Ave/Butterfield Blvd

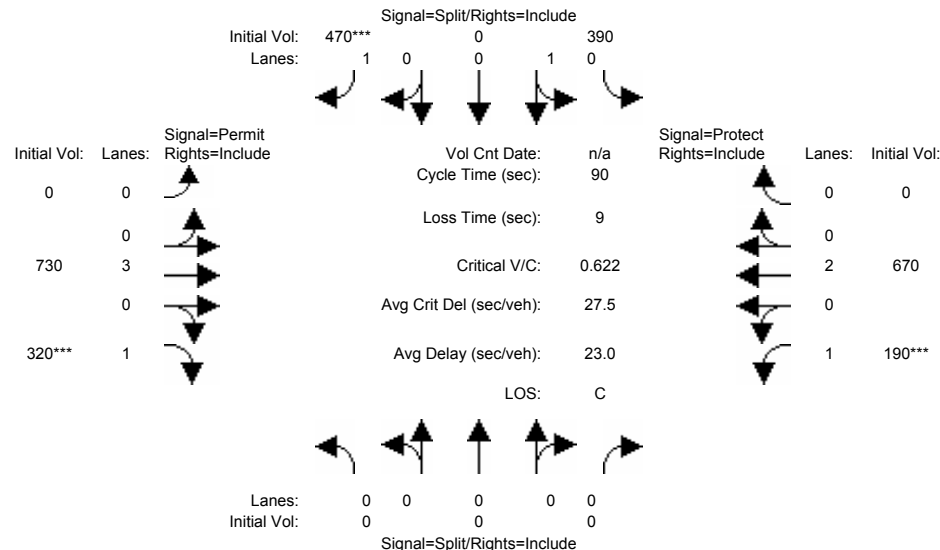


Street Name:	Butterfield Boulevard						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	110	540	240	340	960	250	200	460	100	230	600	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	540	240	340	960	250	200	460	100	230	600	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	540	240	340	960	250	200	460	100	230	600	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	540	240	340	960	250	200	460	100	230	600	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	540	240	340	960	250	200	460	100	230	600	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	110	540	240	340	960	250	200	460	100	230	600	310
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	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.63	0.37	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	3039	661	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.14	0.11	0.17	0.14	0.11	0.15	0.15	0.13	0.16	0.18
Crit Moves:	****			****			****			****		
Green Time:	13.2	22.7	50.3	25.9	35.4	35.4	24.9	31.8	31.8	27.6	34.5	60.3
Volume/Cap:	0.57	0.50	0.33	0.50	0.57	0.48	0.55	0.57	0.57	0.57	0.55	0.35
Delay/Veh:	54.8	43.9	23.7	42.0	36.4	35.5	44.3	39.0	39.0	42.9	36.8	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:	54.8	43.9	23.7	42.0	36.4	35.5	44.3	39.0	39.0	42.9	36.8	18.3
LOS by Move:	D-	D	C	D	D+	D+	D	D	D	D	D+	B-
HCM2kAvgQ:	5	6	6	7	10	8	7	9	9	9	10	7
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP PM (4)

Intersection #18: US 101 SB Ramps / Dunne Avenue

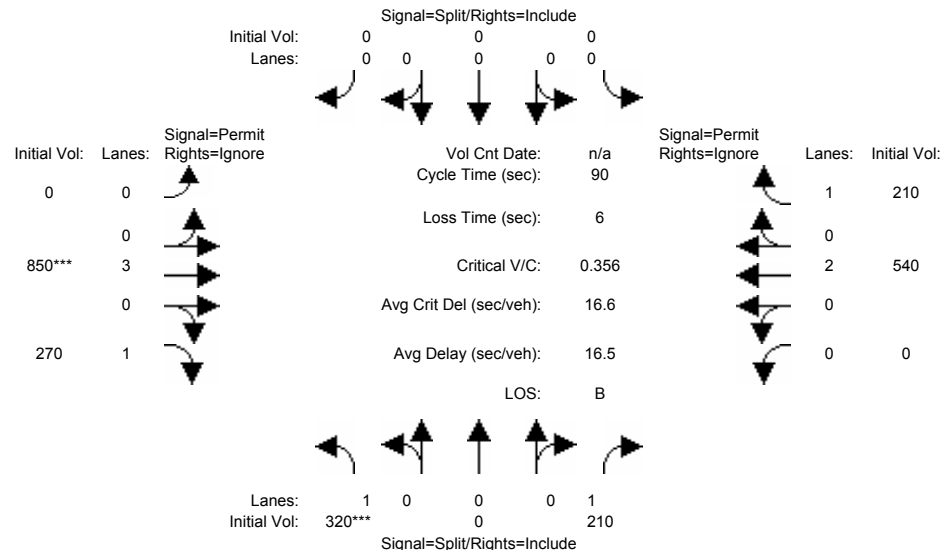


Street Name:	US 101 SB Ramps						Dunne Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0			
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	0	0	0	390	0	470	0	730	320	190	670	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	390	0	470	0	730	320	190	670	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	390	0	470	0	730	320	190	670	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	390	0	470	0	730	320	190	670	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	390	0	470	0	730	320	190	670	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	0	390	0	470	0	730	320	190	670	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	0.22	0.00	0.27	0.00	0.13	0.18	0.11	0.18	0.00			
Crit Moves:					****				****						
Green Time:	0.0	0.0	0.0	38.8	0.0	38.8	0.0	26.4	26.4	15.7	42.2	0.0			
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.62	0.00	0.44	0.62	0.62	0.38	0.00			
Delay/Veh:	0.0	0.0	0.0	19.1	0.0	21.5	0.0	25.9	29.8	38.3	15.6	0.0			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	0.0	0.0	0.0	19.1	0.0	21.5	0.0	25.9	29.8	38.3	15.6	0.0			
LOS by Move:	A	A	A	B-	A	C+	A	C	C	D+	B	A			
HCM2kAvgQ:	0	0	0	8	0	11	0	5	8	5	6	0			
Note: Queue reported is the number of cars per lane.															

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP PM (4)

Intersection #19: US 101 NB Ramps / Dunne Avenue

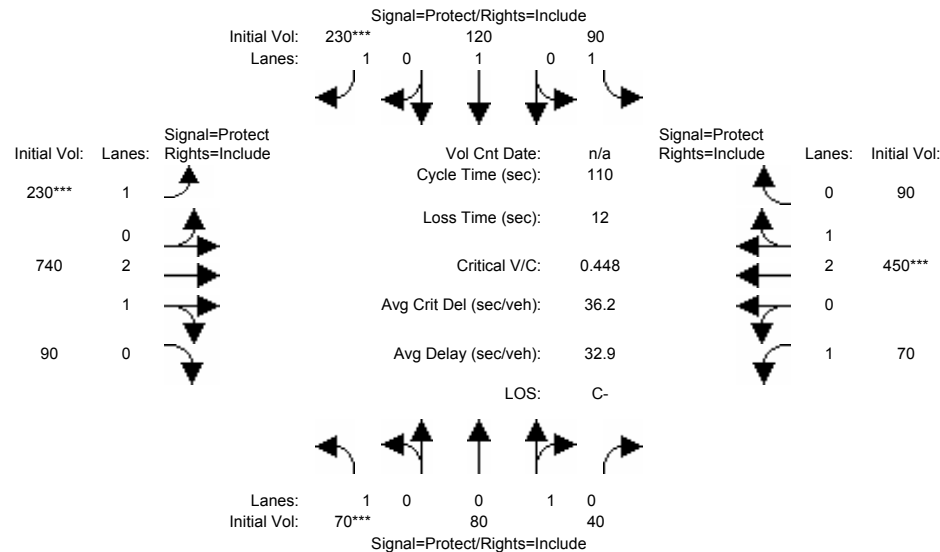


Street Name:				US 101 NB Ramps				Dunne Avenue									
Approach:		North Bound			South Bound			East Bound			West Bound						
Movement:		L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
-----		-----			-----			-----			-----						
Min. Green:		10		10		10	10	10	10		7	10	10		7	10	10
-----		-----			-----			-----			-----						
Volume Module:																	
Base Vol:		320		0		210	0	0	0	0	850	270	0	540	210		
Growth Adj:		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:		320		0		210	0	0	0	0	850	270	0	540	210		
Added Vol:		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:		320		0		210	0	0	0	0	850	270	0	540	210		
User Adj:		1.00	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	1.00	0.00	1.00	1.00	0.00			
PHF Volume:		320		0		210	0	0	0	0	850	0	0	540	0		
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:		320		0		210	0	0	0	0	850	0	0	540	0		
PCE Adj:		1.00	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	1.00	0.00	1.00	1.00	0.00			
FinalVolume:		320		0		210	0	0	0	0	850	0	0	540	0		
-----		-----			-----			-----			-----						
Saturation Flow Module:																	
Sat/Lane:		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:		0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:		1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	2.00	1.00				
Final Sat.:		1750		0	1750	0	0	0	0	5700	1750		0	3800	1750		
-----		-----			-----			-----			-----						
Capacity Analysis Module:																	
Vol/Sat:		0.18	0.00	0.12	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.14	0.00				
Crit Moves:		****						****									
Green Time:		46.3	0.0	46.3	0.0	0.0	0.0	0.0	37.7	0.0	0.0	37.7	0.0				
Volume/Cap:		0.36	0.00	0.23	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.34	0.00				
Delay/Veh:		13.2	0.0	12.2	0.0	0.0	0.0	0.0	17.9	0.0	0.0	17.8	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:		13.2	0.0	12.2	0.0	0.0	0.0	0.0	17.9	0.0	0.0	17.8	0.0				
LOS by Move:		B	A	B	A	A	A	A	B	A	A	B	A				
HCM2kAvgQ:		6	0	3	0	0	0	0	5	0	0	5	0				
Note: Queue reported is the number of cars per lane.																	

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP PM (4)

Intersection #20: Dunne Ave/Condit Rd



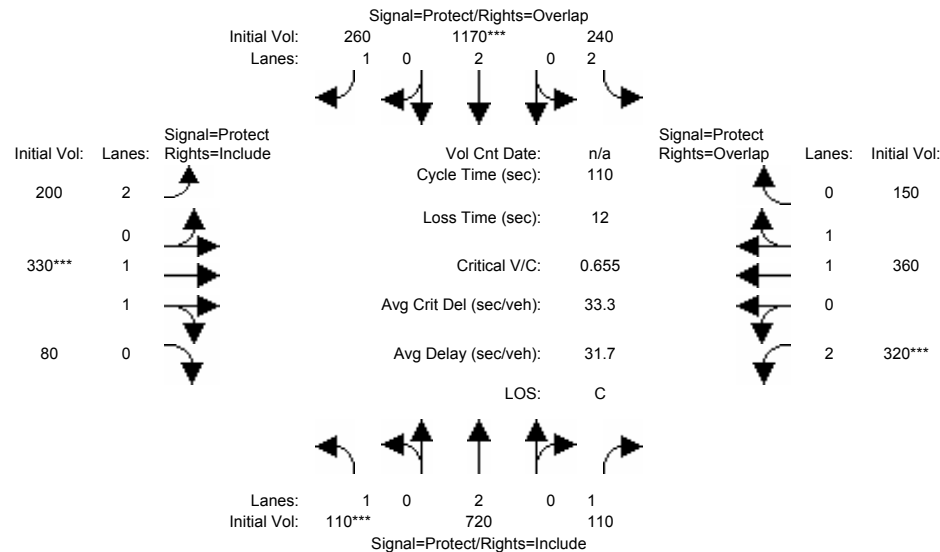
Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	70	80	40	90	120	230	230	740	90	70	450	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	80	40	90	120	230	230	740	90	70	450	90
Added Vol:	0	0	0	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	80	40	90	120	230	230	740	90	70	450	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	80	40	90	120	230	230	740	90	70	450	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	80	40	90	120	230	230	740	90	70	450	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	80	40	90	120	230	230	740	90	70	450	90
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	0.67	0.33	1.00	1.00	1.00	1.00	2.66	0.34	1.00	2.48	0.52
Final Sat.:	1750	1200	600	1750	1900	1750	1750	4992	607	1750	4665	933
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.05	0.06	0.13	0.13	0.15	0.15	0.04	0.10	0.10
Crit Moves:	****					****	****				****	
Green Time:	9.8	24.7	24.7	17.3	32.3	32.3	32.3	39.1	39.1	16.8	23.7	23.7
Volume/Cap:	0.45	0.30	0.30	0.33	0.22	0.45	0.45	0.42	0.42	0.26	0.45	0.45
Delay/Veh:	49.6	35.8	35.8	41.9	29.5	32.3	32.3	26.9	26.9	41.7	37.8	37.8
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:	49.6	35.8	35.8	41.9	29.5	32.3	32.3	26.9	26.9	41.7	37.8	37.8
LOS by Move:	D	D+	D+	D	C	C-	C-	C	C	D	D+	D+
HCM2kAvgQ:	3	4	4	3	3	7	7	7	7	2	5	5

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP PM (4)

Intersection #21: Tennant Ave/Monterey Rd



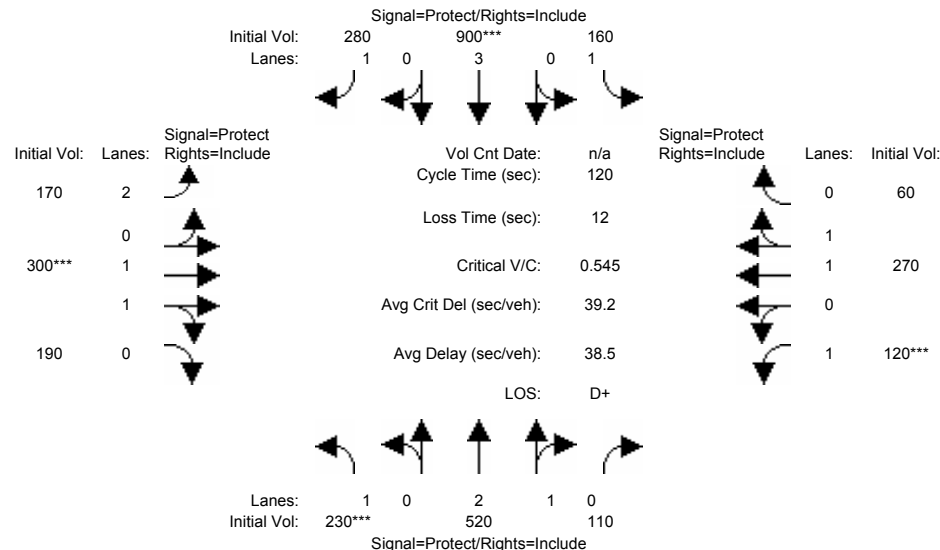
Street Name:	Monterey Road						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	110	720	110	240	1170	260	200	330	80	320	360	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	720	110	240	1170	260	200	330	80	320	360	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	720	110	240	1170	260	200	330	80	320	360	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	720	110	240	1170	260	200	330	80	320	360	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	720	110	240	1170	260	200	330	80	320	360	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	720	110	240	1170	260	200	330	80	320	360	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.60	0.40	2.00	1.40	0.60
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	2978	722	3150	2611	1088
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.06	0.08	0.31	0.15	0.06	0.11	0.11	0.10	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	10.6	44.4	44.4	17.9	51.7	63.0	11.3	18.6	18.6	17.1	24.4	42.3
Volume/Cap:	0.65	0.47	0.16	0.47	0.65	0.26	0.62	0.65	0.65	0.65	0.62	0.36
Delay/Veh:	56.9	24.3	21.0	42.4	23.2	11.9	51.0	45.2	45.2	46.9	40.1	24.3
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:	56.9	24.3	21.0	42.4	23.2	11.9	51.0	45.2	45.2	46.9	40.1	24.3
LOS by Move:	E+	C	C+	D	C	B+	D	D	D	D	D	C
HCM2kAvgQ:	4	9	2	5	15	5	5	8	8	7	9	6

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP PM (4)

Intersection #22: Main Ave/Butterfield Blvd



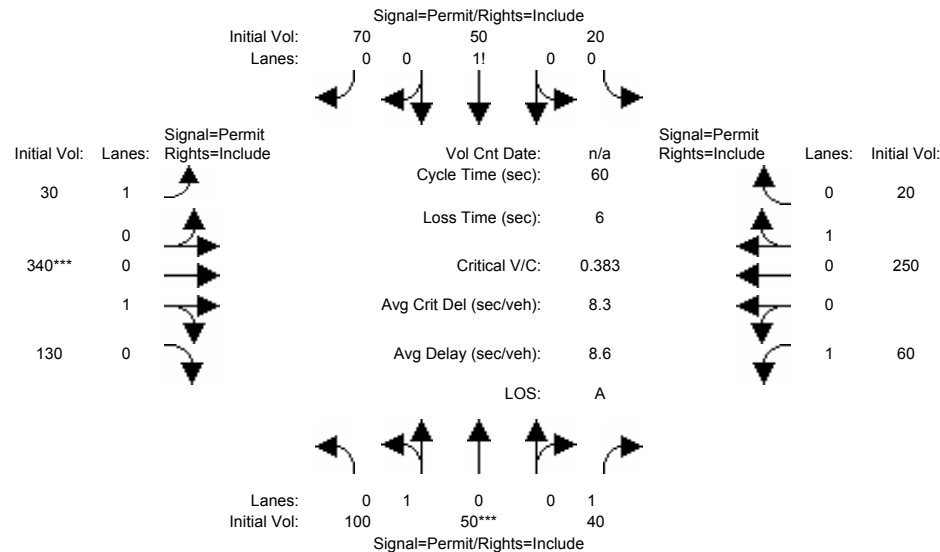
Street Name:	Butterfield Boulevard						Main Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	7		10		10	7		10		10	7		10		10
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:															
Base Vol:	230		520		110	160		900		280	170		300		190
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	230		520		110	160		900		280	170		300		190
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	230		520		110	160		900		280	170		300		190
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:	230		520		110	160		900		280	170		300		190
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	230		520		110	160		900		280	170		300		190
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:	230		520		110	160		900		280	170		300		190
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		0.99		0.95	0.92		1.00		0.92	0.83		0.99		0.95
Lanes:	1.00		2.46		0.54	1.00		3.00		1.00	2.00		1.20		0.80
Final Sat.:	1750		4621		978	1750		5700		1750	3150		2264		1434
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.13		0.11		0.11	0.09		0.16		0.16	0.05		0.13		0.13
Crit Moves:	****							****					****		
Green Time:	28.9		35.2		35.2	28.6		34.8		34.8	17.5		29.2		29.2
Volume/Cap:	0.54		0.38		0.38	0.38		0.54		0.55	0.37		0.54		0.54
Delay/Veh:	41.3		33.9		33.9	38.9		36.3		37.3	46.8		40.3		40.3
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	41.3		33.9		33.9	38.9		36.3		37.3	46.8		40.3		40.3
LOS by Move:	D		C-		C-	D+		D+		D+	D		D		D
HCM2kAvgQ:	8		6		6	5		10		10	4		8		8
Note: Queue reported is the number of cars per lane.															

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP PM (4)

Intersection #23: Condit Road / Main Avenue



Street Name:	Condit Road						Main Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	10		10		10	10		10		10	10		10		10
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	100		50		40	20		50		70	30		340		130
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	100		50		40	20		50		70	30		340		130
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	100		50		40	20		50		70	30		340		130
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:	100		50		40	20		50		70	30		340		130
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	100		50		40	20		50		70	30		340		130
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:	100		50		40	20		50		70	30		340		130
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.95		0.95		0.92	0.92		0.92		0.92	0.95		0.95		0.95
Lanes:	0.67		0.33		1.00	0.14		0.36		0.50	1.00		0.72		0.28
Final Sat.:	1200		600		1750	250		625		875	1750		1302		498
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.08		0.08		0.02	0.08		0.08		0.08	0.02		0.26		0.03
Crit Moves:	****						****								
Green Time:	13.1		13.1		13.1	13.1		13.1		13.1	40.9		40.9		40.9
Volume/Cap:	0.38		0.38		0.10	0.37		0.37		0.37	0.03		0.38		0.05
Delay/Veh:	20.7		20.7		18.9	20.6		20.6		20.6	3.1		4.3		4.3
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	20.7		20.7		18.9	20.6		20.6		20.6	3.1		4.3		4.3
LOS by Move:	C+		C+		B-	C+		C+		C+	A		A		A
HCM2kAvgQ:	2		2		1	3		3		3	0		4		4
Note: Queue reported is the number of cars per lane.															

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

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2030 Current GP PM (4)

Initial Approach			Intersection			Final Approach		
Initial Vol:	Lanes:	Signal=Stop/Rights=Include	Vol Cnt Date:	Vol Cnt Date:	Vol Cnt Date:	Signal=Stop/Rights=Include	Lanes:	Initial Vol:
30	1		80	380***	100		0	90
	0						1	
240***	1						1	260***
	1						0	
40	0						1	40
							</	

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*****
Peak Hour Volume Signal Warrant Report [Urban]
*****
Intersection #24 Hale Avenue / Dunne Avenue (us)
*****

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Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Initial Vol:	30		130		30	100		380		80	30		240		40	40		260		90
Major Street Volume:	750																			
Minor Approach Volume:	390																			
Minor Approach Volume Threshold:	498																			

SIGNAL WARRANT DISCLAIMER

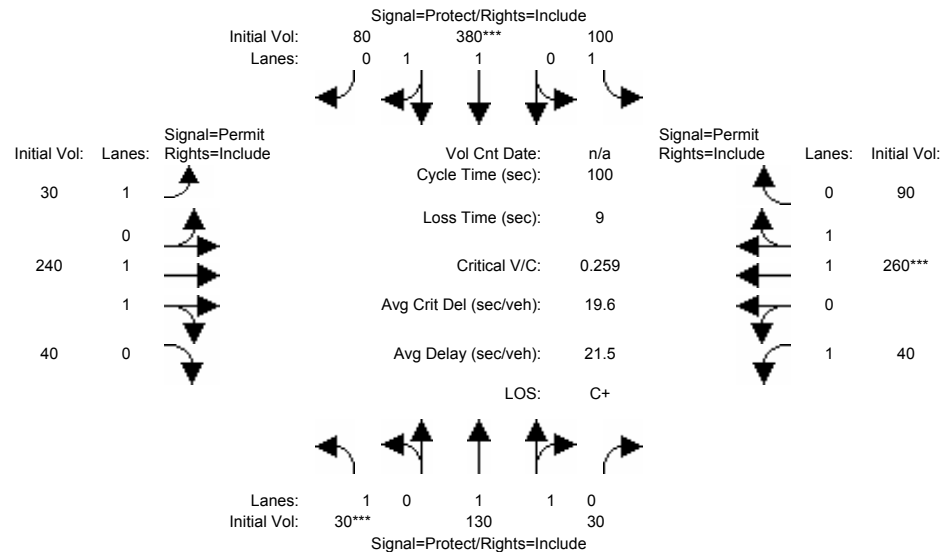
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Current GP PM (4)

Intersection #224: Hale Avenue / Dunne Avenue [- future signalized]



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
----- ----- ----- ----- -----															
Min. Green:	7		10		10	7		10		10	10		10		10
----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	30		130		30	100		380		80	30		240		40
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	30		130		30	100		380		80	30		240		40
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	30		130		30	100		380		80	30		240		40
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:	30		130		30	100		380		80	30		240		40
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	30		130		30	100		380		80	30		240		40
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:	30		130		30	100		380		80	30		240		40
----- ----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		0.98		0.95	0.92		0.98		0.95	0.92		0.98		0.95
Lanes:	1.00		1.61		0.39	1.00		1.64		0.36	1.00		1.71		0.29
Final Sat.:	1750		3006		694	1750		3056		643	1750		3171		529
----- ----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.02		0.04		0.04	0.06		0.12		0.12	0.02		0.08		0.08
Crit Moves:	****					****									
Green Time:	7.0		32.2		32.2	22.5		47.7		47.7	36.3		36.3		36.3
Volume/Cap:	0.24		0.13		0.13	0.25		0.26		0.26	0.05		0.21		0.21
Delay/Veh:	45.0		24.1		24.1	32.2		15.7		15.7	20.7		22.0		22.0
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	45.0		24.1		24.1	32.2		15.7		15.7	20.7		22.0		22.0
LOS by Move:	D		C		C	C-		B		B	C+		C+		C+
HCM2kAvgQ:	1		2		2	3		4		4	1		3		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 Travel Demand Forecasting Model
SJ07-989

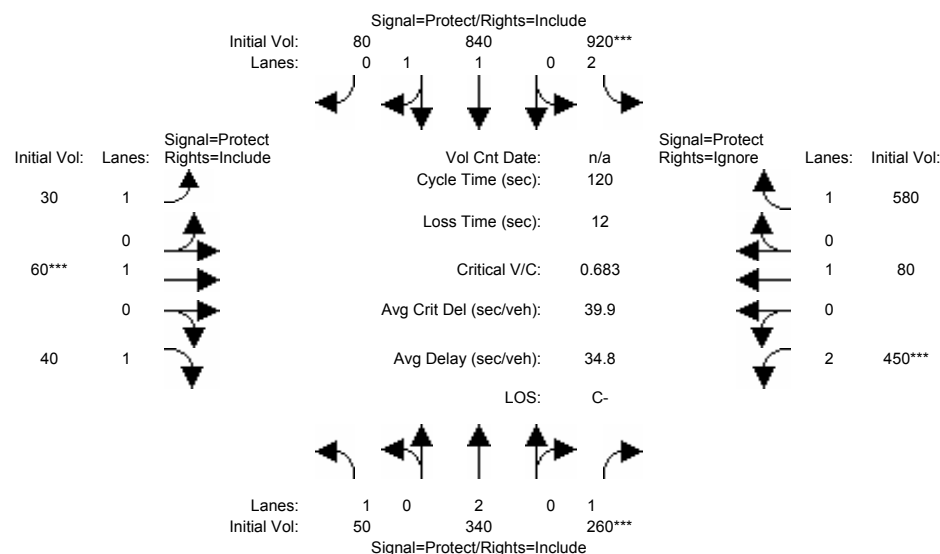
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Existing PM				2030 Project PM (11)						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1 Cochrane Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	29.1	0.311	31.2	C-	34.8	0.683	+ 0.373	39.9	+ 8.7	?	xx.x	x.xxx	xx.x
#2 Cochrane Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	B	13.0	0.336	20.1	C-	33.7	0.775	+ 0.440	46.5	+ 26.4	?	xx.x	x.xxx	xx.x
#3 Monterey Road / Central Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	23.1	0.000	1.7	F	>150	0.000	+ 0.000	23.7	+ 21.9	?	xx.x	x.xxx	xx.x
#4 Monterey Road / Keystone Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.5	0.000	0.3	C	15.4	0.000	+ 0.000	0.4	+ 0.1	?	xx.x	x.xxx	xx.x
#5 Main Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	D	42.4	0.614	43.6	D-	51.7	0.867	+ 0.253	52.2	+ 8.6	?	xx.x	x.xxx	xx.x
#6 Del Monte Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	19.1	0.000	2.9	C	21.7	0.000	+ 0.000	5.1	+ 2.2	?	xx.x	x.xxx	xx.x
#7 Hale Avenue / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	13.2	0.565	13.2	C	18.9	0.632	+ 0.068	18.9	+ 5.7	?	xx.x	x.xxx	xx.x
#8 Depot Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	D	25.6	0.000	1.6	D	26.7	0.000	+ 0.000	3.5	+ 1.9	?	xx.x	x.xxx	xx.x
#9 Monterey Road / 1st Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.9	0.000	0.2	B	14.4	0.000	+ 0.000	0.3	+ 0.1	?	xx.x	x.xxx	xx.x
#10 Monterey Road / 2nd Street	?	xx.x	x.xxx	xx.x	B	12.5	0.288	10.3	B	13.8	0.523	+ 0.235	12.3	+ 2.0	?	xx.x	x.xxx	xx.x
#11 Monterey Road / 3rd Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	11.1	0.000	0.3	C	15.5	0.000	+ 0.000	0.5	+ 0.2	?	xx.x	x.xxx	xx.x
#12 Monterey Road / 4th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	18.9	0.000	0.4	F	>150	0.000	+ 0.000	60.3	+ 59.8	?	xx.x	x.xxx	xx.x
#13 Monterey Road / 5th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	17.0	0.000	0.4	F	>150	0.000	+ 0.000	6.7	+ 6.3	?	xx.x	x.xxx	xx.x
#14 Dunne Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	D+	36.6	0.527	38.7	D+	37.9	0.597	+ 0.071	35.1	- 3.6	?	xx.x	x.xxx	xx.x
#15 Del Monte Street / Dunne Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	15.0	0.000	3.3	C	21.4	0.000	+ 0.000	5.2	+ 1.9	?	xx.x	x.xxx	xx.x
#16 Church Street / Dunne Avenue	?	xx.x	x.xxx	xx.x	B-	19.5	0.376	20.3	C+	20.8	0.509	+ 0.133	23.0	+ 2.7	?	xx.x	x.xxx	xx.x
#17 Dunne Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	D	39.4	0.600	42.5	D+	37.7	0.593	- 0.007	39.6	- 2.9	?	xx.x	x.xxx	xx.x
#18 US 101 SB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	C+	21.5	0.599	26.0	C+	23.0	0.629	+ 0.029	27.7	+ 1.7	?	xx.x	x.xxx	xx.x
#19 US 101 NB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	B	12.7	0.341	13.0	B	16.7	0.364	+ 0.023	16.8	+ 3.8	?	xx.x	x.xxx	xx.x
#20 Dunne Ave/Condit Rd	?	xx.x	x.xxx	xx.x	C	28.3	0.434	30.6	C-	32.8	0.450	+ 0.016	36.1	+ 5.5	?	xx.x	x.xxx	xx.x
#21 Tennant Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C-	32.8	0.582	32.5	C	31.4	0.660	+ 0.078	33.1	+ 0.6	?	xx.x	x.xxx	xx.x
#22 Main Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	D+	37.7	0.426	38.1	D+	38.7	0.604	+ 0.177	42.3	+ 4.2	?	xx.x	x.xxx	xx.x
#23 Condit Road / Main Avenue	?	xx.x	x.xxx	xx.x	A	9.9	0.222	10.1	A	8.6	0.389	+ 0.167	8.2	- 1.9	?	xx.x	x.xxx	xx.x
#24 Hale Avenue / Dunne Avenue (us) [- future unsignalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	C	15.1	0.486	+ 0.486	15.1	+ 15.1	?	xx.x	x.xxx	xx.x
#224 Hale Avenue / Dunne Avenue [- future signalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	C	24.2	0.246	+ 0.246	25.1	+ 25.1	?	xx.x	x.xxx	xx.x

City of Morgan Hill Travel Demand Forecasting Model
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project PM (11)

Intersection #1: Cochrane Ave/Monterey Rd

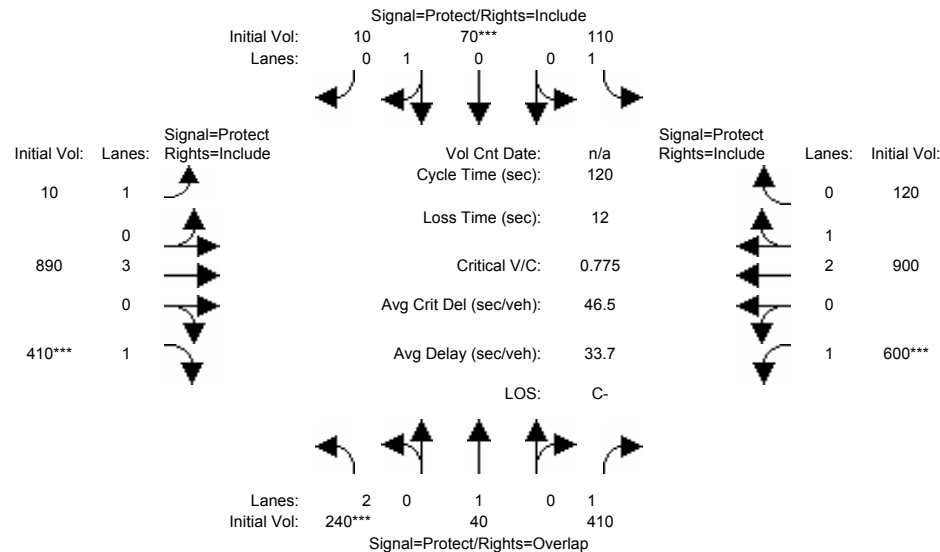


Street Name:	Monterey Road						Cochrane Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	50	340	260	920	840	80	30	60	40	450	80	580
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	340	260	920	840	80	30	60	40	450	80	580
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	340	260	920	840	80	30	60	40	450	80	580
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:	50	340	260	920	840	80	30	60	40	450	80	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	340	260	920	840	80	30	60	40	450	80	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	340	260	920	840	80	30	60	40	450	80	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	1.82	0.18	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3378	322	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.15	0.29	0.25	0.25	0.02	0.03	0.02	0.14	0.04	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	14.1	25.0	25.0	49.1	59.9	59.9	14.0	10.0	10.0	24.0	20.0	0.0
Volume/Cap:	0.24	0.43	0.71	0.71	0.50	0.50	0.15	0.38	0.27	0.71	0.25	0.00
Delay/Veh:	48.8	41.7	50.8	31.6	20.2	20.2	48.0	53.6	52.6	48.7	43.9	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:	48.8	41.7	50.8	31.6	20.2	20.2	48.0	53.6	52.6	48.7	43.9	0.0
LOS by Move:	D	D	D	C	C+	C+	D	D-	D-	D	D	A
HCM2kAvgQ:	2	5	10	17	11	11	1	2	2	9	2	0
Note: Queue reported is the number of cars per lane.												

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2000 HCM Operations (Future Volume Alternative)
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Intersection #2: Cochrane Ave/Butterfield Blvd



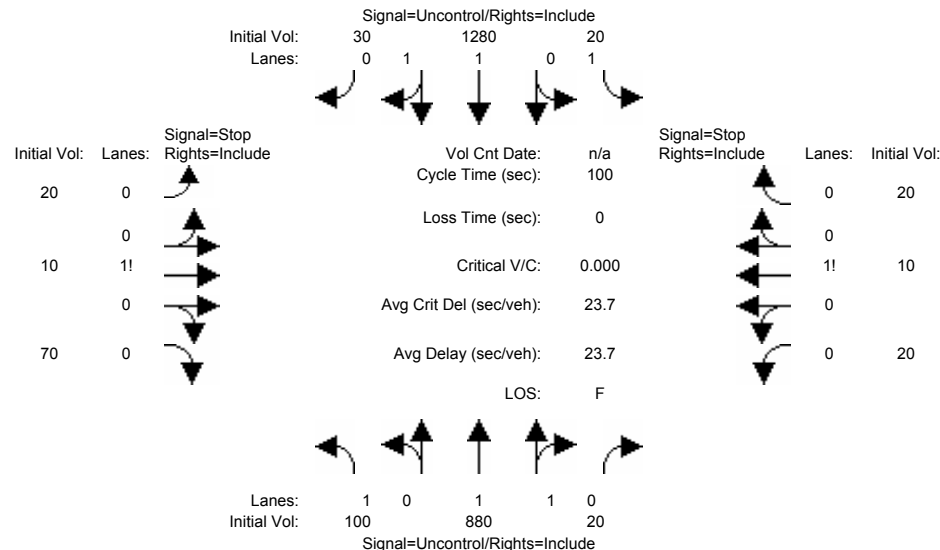
Street Name:	Butterfield Boulevard						Cochrane Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	240	40	410	110	70	10	10	890	410	600	900	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	40	410	110	70	10	10	890	410	600	900	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	40	410	110	70	10	10	890	410	600	900	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	40	410	110	70	10	10	890	410	600	900	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	40	410	110	70	10	10	890	410	600	900	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	240	40	410	110	70	10	10	890	410	600	900	120
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	0.87	0.13	1.00	3.00	1.00	1.00	2.63	0.37
Final Sat.:	3150	1900	1750	1750	1575	225	1750	5700	1750	1750	4940	659
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.23	0.06	0.04	0.04	0.01	0.16	0.23	0.34	0.18	0.18
Crit Moves:	****			****					****	****		
Green Time:	11.4	12.2	63.6	9.2	10.0	10.0	21.0	35.1	35.1	51.4	65.6	65.6
Volume/Cap:	0.80	0.21	0.44	0.82	0.53	0.53	0.03	0.53	0.80	0.80	0.33	0.33
Delay/Veh:	67.3	50.0	17.6	85.7	56.4	56.4	41.1	35.9	47.9	35.9	15.2	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.3	50.0	17.6	85.7	56.4	56.4	41.1	35.9	47.9	35.9	15.2	15.2
LOS by Move:	E	D	B	F	E+	E+	D	D+	D	D+	B	B
HCM2kAvgQ:	7	1	10	6	4	4	0	9	16	21	7	7

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

City of Morgan Hill Travel Demand Forecasting Model
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project PM (11)

Intersection #3: Monterey Road / Central Avenue (us) [- unsignalized]



Street Name:	Monterey Road						Central Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Volume Module:												
Base Vol:	100	880	20	20	1280	30	20	10	70	20	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	880	20	20	1280	30	20	10	70	20	10	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	880	20	20	1280	30	20	10	70	20	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	880	20	20	1280	30	20	10	70	20	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	100	880	20	20	1280	30	20	10	70	20	10	20
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:	1310	xxxx	xxxxx	900	xxxx	xxxxx	1980	2435	655	1775	2440	450
Potent Cap.:	535	xxxx	xxxxx	763	xxxx	xxxxx	37	32	413	54	32	562
Move Cap.:	535	xxxx	xxxxx	763	xxxx	xxxxx	21	25	413	26	25	562
Volume/Cap:	0.19	xxxx	xxxx	0.03	xxxx	xxxx	0.94	0.39	0.17	0.76	0.40	0.04
Level Of Service Module:												
2Way95thQ:	0.7	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	13.3	xxxx	xxxxx	9.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	67	xxxxx	xxxx	42	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.6	xxxxx	xxxxx	4.9	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	394	xxxxx	xxxxx	354	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			394.5			353.8		
ApproachLOS:	*			*			F			F		

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

Peak Hour Delay Signal Warrant Report

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:       Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:         1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:   100 880      20 1280 30      20 10 70      20 10 20
ApproachDel:   xxxxxx      xxxxxx      394.5      353.8
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=11.0]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=100]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2480]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=4.9]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2480]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:       Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:         1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:   100 880      20 1280 30      20 10 70      20 10 20
-----|-----|-----|-----|-----|

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Major Street Volume: 2330

Minor Approach Volume: 100

Minor Approach Volume Threshold: -7 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

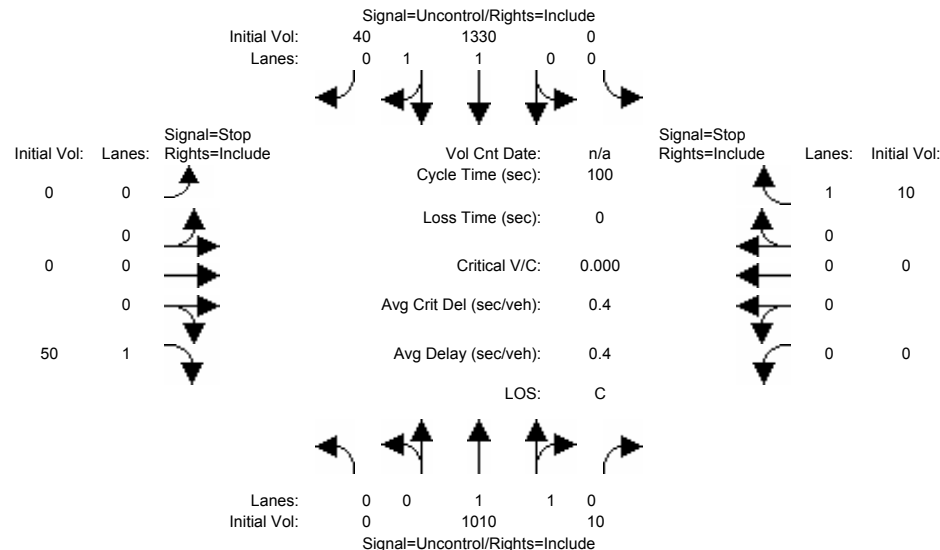
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting Model
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project PM (11)

Intersection #4: Monterey Road / Keystone Avenue (us) [- unsignalized]



Street Name:	Monterey Road						Keystone Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	0	1010	10	0	1330	40	0	0	50	0	0	10	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1010	10	0	1330	40	0	0	50	0	0	10	0	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1010	10	0	1330	40	0	0	50	0	0	10	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1010	10	0	1330	40	0	0	50	0	0	10	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1010	10	0	1330	40	0	0	50	0	0	10	0	0	10
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	685	xxxx	xxxx	510	xxxx	xxxx	510
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	395	xxxx	xxxx	514	xxxx	xxxx	514
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	395	xxxx	xxxx	514	xxxx	xxxx	514
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	0.02	xxxx	xxxx	0.02
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	0.1	xxxx	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.4	xxxxx	xxxx	12.1	xxxxx	xxxx	12.1
LOS by Move:	*	*	*	*	*	*	*	*	C	*	*	B	*	*	B
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx					15.4			12.1			
ApproachLOS:	*			*					C			B			

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

Peak Hour Delay Signal Warrant Report

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 1010      10      0 1330      40      0 0 0 50      50      0 0 10
ApproachDel:    xxxxxx      xxxxxx      15.4      12.1
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2450]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=10]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2450]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 1 1 0      0 0 1 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 1010      10      0 1330      40      0 0 0 50      50      0 0 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 2390

Minor Approach Volume: 50

Minor Approach Volume Threshold: -15 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

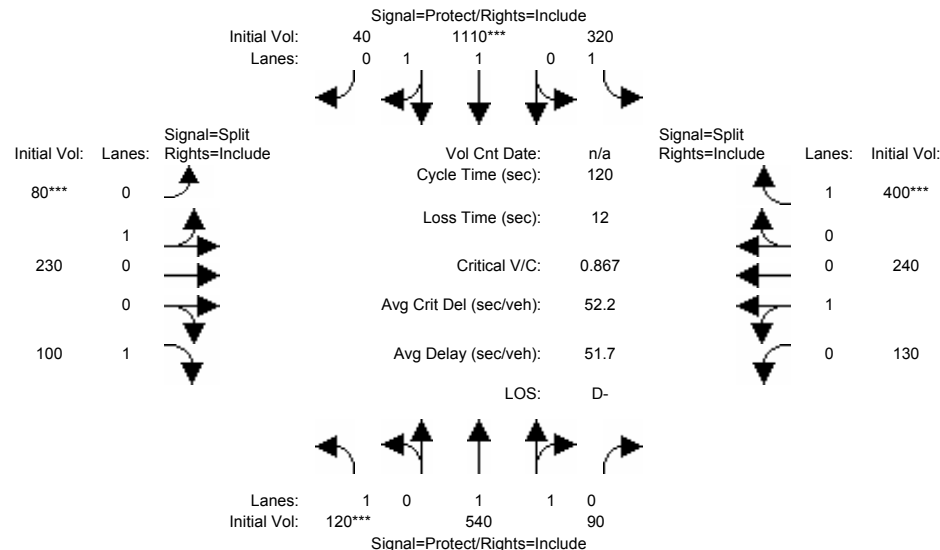
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project PM (11)

Intersection #5: Main Ave/Monterey Rd

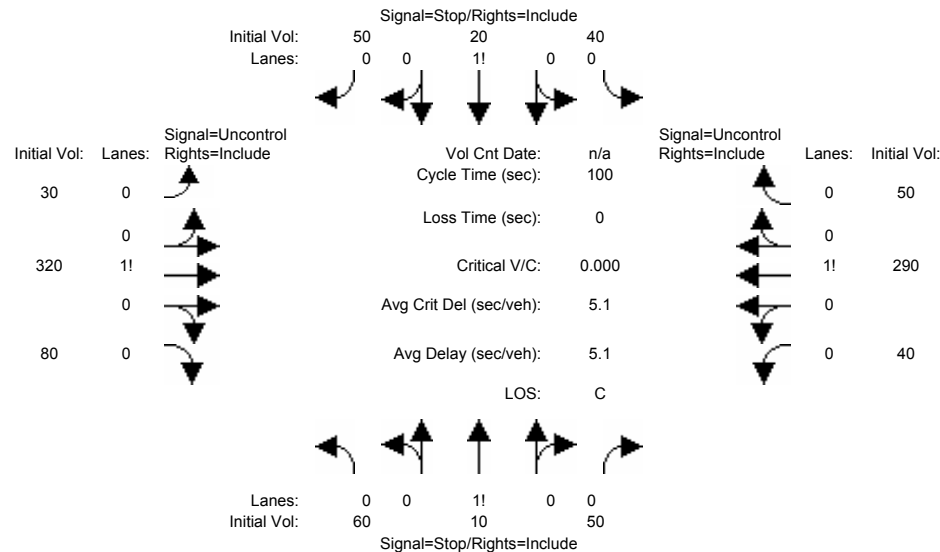


Street Name:	Monterey Road						Main Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	7		10		10	7		10		10	10		10		10
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:															
Base Vol:	120		540		90	320		1110		40	80		230		100
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	120		540		90	320		1110		40	80		230		100
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	120		540		90	320		1110		40	80		230		100
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:	120		540		90	320		1110		40	80		230		100
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	120		540		90	320		1110		40	80		230		100
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:	120		540		90	320		1110		40	80		230		100
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		0.98		0.95	0.92		0.97		0.95	0.95		0.95		0.92
Lanes:	1.00		1.71		0.29	1.00		1.93		0.07	0.26		0.74		1.00
Final Sat.:	1750		3171		529	1750		3571		129	465		1335		1750
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.07		0.17		0.17	0.18		0.31		0.31	0.17		0.17		0.06
Crit Moves:	****							****			****				****
Green Time:	9.5		25.3		25.3	27.2		43.0		43.0	23.8		23.8		23.8
Volume/Cap:	0.87		0.81		0.81	0.81		0.87		0.87	0.87		0.87		0.29
Delay/Veh:	94.6		51.2		51.2	55.5		42.1		42.1	66.0		66.0		41.3
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	94.6		51.2		51.2	55.5		42.1		42.1	66.0		66.0		41.3
LOS by Move:	F		D-		D-	E+		D		D	E		E		D
HCM2kAvgQ:	5		12		12	13		21		21	15		15		3
Note: Queue reported is the number of cars per lane.															

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project PM (11)

Intersection #6: Del Monte Street / Main Avenue (us) [- unsignalized]



Street Name:	Del Monte Street						Main Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	60	10	50	40	20	50	30	320	80	40	290	50			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	60	10	50	40	20	50	30	320	80	40	290	50			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	60	10	50	40	20	50	30	320	80	40	290	50			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	60	10	50	40	20	50	30	320	80	40	290	50			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	60	10	50	40	20	50	30	320	80	40	290	50			
----- ----- ----- -----															
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:	850	840	360	845	855	315	340	xxxx	xxxxx	400	xxxx	xxxxx			
Potent Cap.:	283	304	689	285	298	730	1230	xxxx	xxxxx	1170	xxxx	xxxxx			
Move Cap.:	238	286	689	246	280	730	1230	xxxx	xxxxx	1170	xxxx	xxxxx			
Volume/Cap:	0.25	0.03	0.07	0.16	0.07	0.07	0.02	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:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	8.2	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	334	xxxxx	xxxx	363	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	1.6	xxxxx	xxxxx	1.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	21.7	xxxxx	xxxxx	19.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*			
ApproachDel:	21.7			19.1			xxxxxx			xxxxxx					
ApproachLOS:	C			C			*			*					

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

Peak Hour Delay Signal Warrant Report

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled      Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    60 10 50        40 20 50        30 320 80        40 290 50
ApproachDel:    21.7            19.1            xxxxxx            xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.7]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=120]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1040]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=110]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1040]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled      Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    60 10 50        40 20 50        30 320 80        40 290 50
-----|-----|-----|-----|-----|

```

Major Street Volume: 810

Minor Approach Volume: 120

Minor Approach Volume Threshold: 276

SIGNAL WARRANT DISCLAIMER

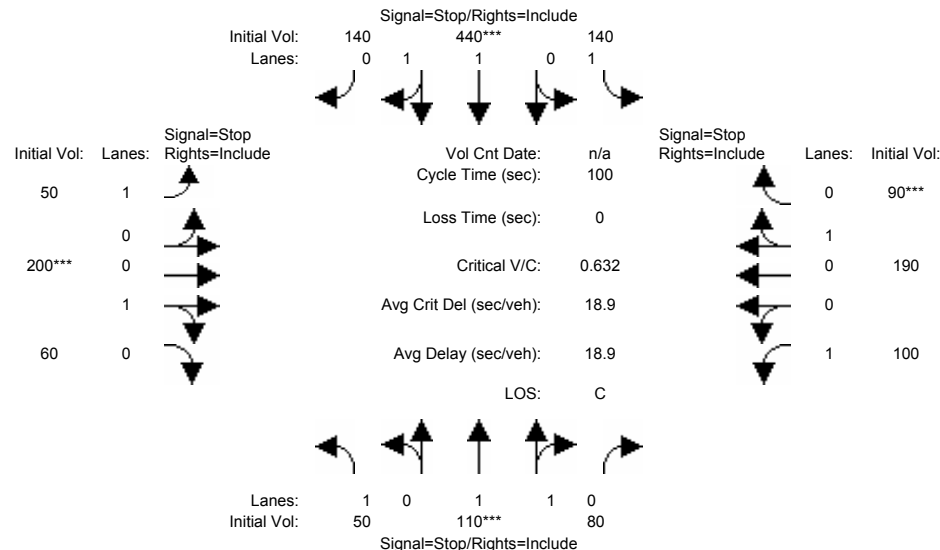
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2030 Project PM (11)

Intersection #7: Hale Avenue / Main Avenue (us) [- unsignalized]



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

Volume Module:												
Base Vol:	50	110	80	140	440	140	50	200	60	100	190	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	110	80	140	440	140	50	200	60	100	190	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	110	80	140	440	140	50	200	60	100	190	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	110	80	140	440	140	50	200	60	100	190	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	110	80	140	440	140	50	200	60	100	190	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	110	80	140	440	140	50	200	60	100	190	90

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	1.16	0.84	1.00	1.52	0.48	1.00	0.77	0.23	1.00	0.68	0.32
Final Sat.:	358	443	340	421	696	228	404	342	103	414	311	147

Capacity Analysis Module:												
Vol/Sat:	0.14	0.25	0.23	0.33	0.63	0.61	0.12	0.58	0.58	0.24	0.61	0.61
Crit Moves:	****			****			****			****		
Delay/Veh:	13.5	14.2	13.3	14.9	22.2	20.9	12.3	20.2	20.2	13.6	20.9	20.9
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:	13.5	14.2	13.3	14.9	22.2	20.9	12.3	20.2	20.2	13.6	20.9	20.9
LOS by Move:	B	B	B	B	C	C	B	C	C	B	C	C
ApproachDel:	13.7			20.5			18.9			19.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.7			20.5			18.9			19.0		
LOS by Appr:	B			C			C			C		
AllWayAvgQ:	0.1	0.3	0.3	0.5	1.6	1.4	0.1	1.2	1.2	0.3	1.3	1.3

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Hale Avenue / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0
Initial Vol:	50		110		80	140		440		140	50		200		60	100		190		90
Major Street Volume:											960									
Minor Approach Volume:											380									
Minor Approach Volume Threshold:											392									

SIGNAL WARRANT DISCLAIMER

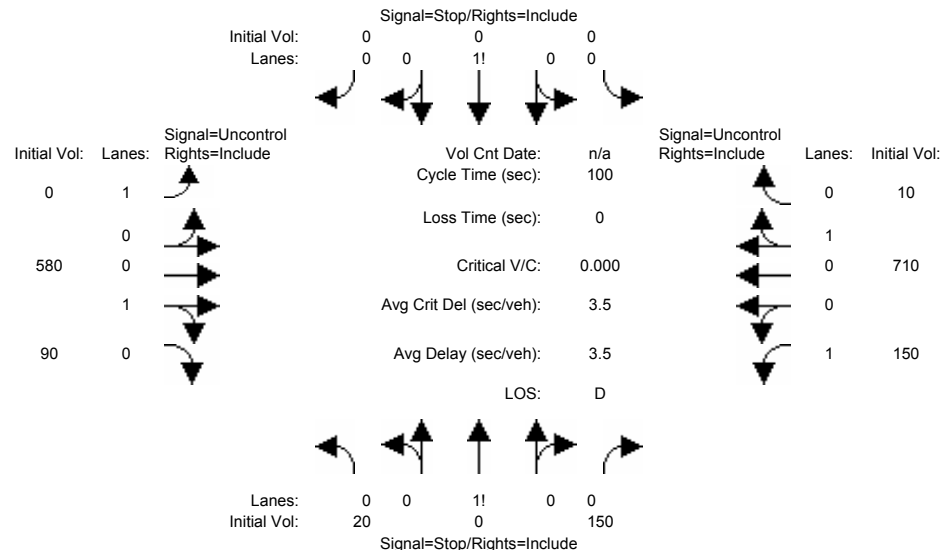
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project PM (11)

Intersection #8: Depot Street / Main Avenue (us) [- unsignalized]



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:												
Base Vol:	20	0	150	0	0	0	0	580	90	150	710	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	150	0	0	0	0	580	90	150	710	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	150	0	0	0	0	580	90	150	710	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	0	150	0	0	0	0	580	90	150	710	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	0	150	0	0	0	0	580	90	150	710	10
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	1640	1645	625	1715	1685	715	xxxxx	xxxx	xxxxxx	670	xxxx	xxxxxx
Potent Cap.:	111	101	488	72	95	434	xxxxx	xxxx	xxxxxx	930	xxxx	xxxxxx
Move Cap.:	98	84	488	44	80	434	xxxxx	xxxx	xxxxxx	930	xxxx	xxxxxx
Volume/Cap:	0.20	0.00	0.31	0.00	0.00	0.00	xxxxx	xxxx	xxxx	0.16	xxxx	xxxx
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.6	xxxx	xxxxxx
Control Del:	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	9.6	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	-	LTR - RT	LT	-	LTR - RT	LT	-	LTR - RT	LT	-	LTR - RT
Shared Cap.:	xxxx	332	xxxxxx	xxxx	0	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	2.8	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	26.7	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	D	*	*	*	*	*	*	*	*	*	*
ApproachDel:	26.7			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	D			*			*			*		*

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

Peak Hour Delay Signal Warrant Report

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met


```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled    Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    20 0 150        0 0 0 0        0 580 90        150 710 10
ApproachDel:    26.7            xxxxxx          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=170]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1710]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled    Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    20 0 150        0 0 0 0        0 580 90        150 710 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1540

Minor Approach Volume: 170

Minor Approach Volume Threshold: 136

SIGNAL WARRANT DISCLAIMER

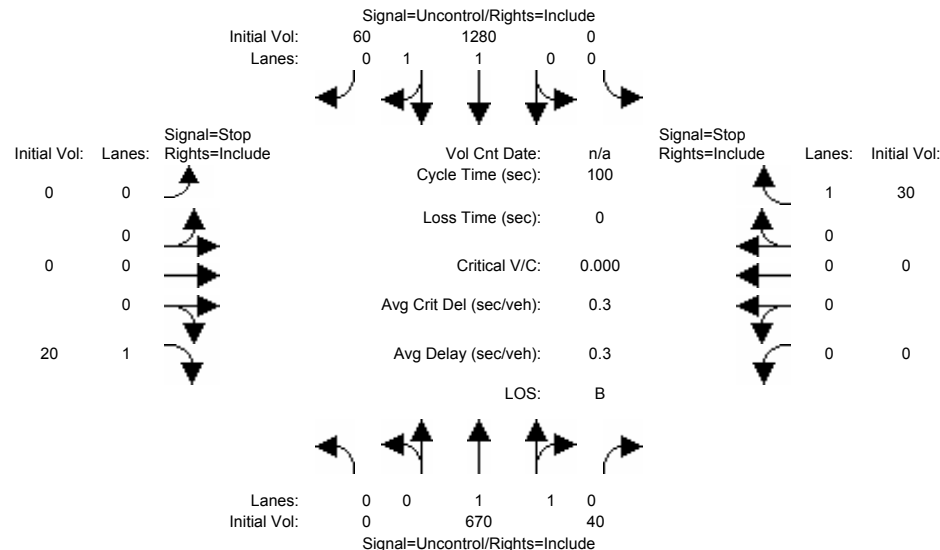
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project PM (11)

Intersection #9: Monterey Road / 1st Street (us) [- unsignalized]



Street Name:	Monterey Road						1st Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	0	670	40	0	1280	60	0	0	20	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	670	40	0	1280	60	0	0	20	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	670	40	0	1280	60	0	0	20	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	670	40	0	1280	60	0	0	20	0	0	30			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	670	40	0	1280	60	0	0	20	0	0	30			
----- ----- ----- ----- -----															
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	670	xxxx	xxxx	355			
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	404	xxxx	xxxx	647			
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	404	xxxx	xxxx	647			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	0.05			
----- ----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	xxxx	xxxx	0.1			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.4	xxxxx	xxxx	10.8			
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	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	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					14.4			10.8			
ApproachLOS:	*			*					B			B			

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0  0  1  1  0      0  0  1  1  0      0  0  0  0  1      0  0  0  0  1
Initial Vol:    0  670      40      0 1280      60      0  0  0  20      0  0  0  30
ApproachDel:    xxxxxx      xxxxxx      14.4      10.8
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2100]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2100]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0  0  1  1  0      0  0  1  1  0      0  0  0  0  1      0  0  0  0  1
Initial Vol:    0  670      40      0 1280      60      0  0  0  20      0  0  0  30
-----|-----|-----|-----|-----|

```

Major Street Volume: 2050

Minor Approach Volume: 30

Minor Approach Volume Threshold: 38 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project PM (11)

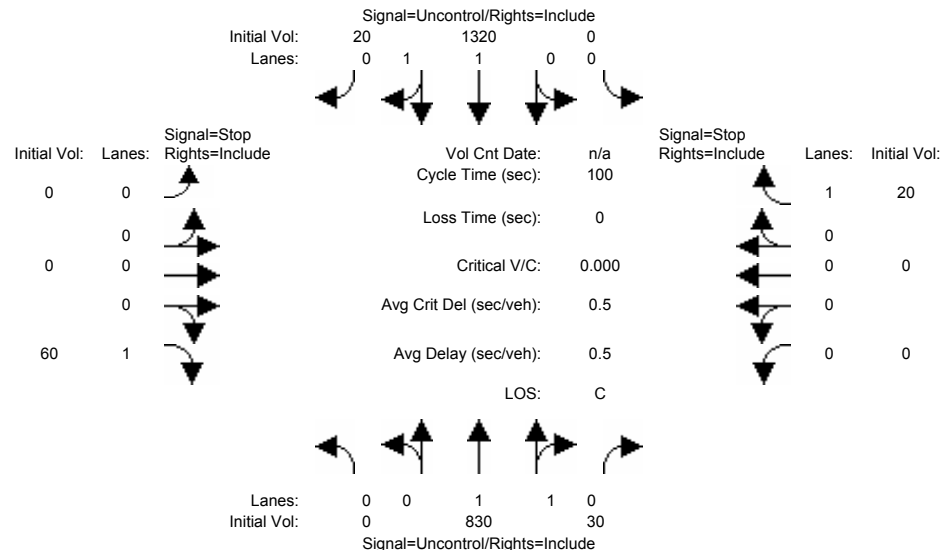
Initial Approach			Signal=Protect/Rights=Include			Signal=Permit Rights=Include					
Initial Vol:	Lanes:	Diagram	Vol Cnt Date:	Cycle Time (sec):	Loss Time (sec):	Critical V/C:	Avg Crit Del (sec/veh):	Avg Delay (sec/veh):	LOS:		
20	0		n/a	80	9	0.523	12.3	13.8	B		
20	1!										
60	0										
Initial Vol: 20			Signal=Protect/Rights=Include			Signal=Permit Rights=Include			Initial Vol: 20***		
Lanes: 0			Lanes: 0			Lanes: 0			Initial Vol: 70		
Diagram			Diagram			Diagram			Initial Vol: 110		
Signal=Protect/Rights=Include			Signal=Permit Rights=Include			Signal=Permit Rights=Include			Signal=Protect/Rights=Include		

Monterey Road							2nd Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7		10		10	7		10		10	7		10		10
Volume Module:															
Base Vol:	90		640		110	140		1210		20	20		20		60
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	90		640		110	140		1210		20	20		60		70
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	90		640		110	140		1210		20	20		60		70
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:	90		640		110	140		1210		20	20		60		70
Reduced Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	90		640		110	140		1210		20	20		60		70
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:	90		640		110	140		1210		20	20		60		70
Saturation Flow Module:															
Sat/Lane:	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
Lanes:	1.00		1.70		0.30	1.00		1.97		0.03	0.20		0.20		0.60
Final Sat.:	1750		3157		543	1750		3640		60	350		350		1050
Capacity Analysis Module:															
Vol/Sat:	0.05		0.20		0.20	0.08		0.33		0.33	0.06		0.06		0.06
Crit Moves:	****							****							****
Green Time:	7.9		41.0		41.0	17.7		50.9		50.9	12.2		12.2		12.2
Volume/Cap:	0.52		0.40		0.40	0.36		0.52		0.52	0.37		0.37		0.37
Delay/Veh:	37.2		12.0		12.0	26.9		8.2		8.2	31.3		31.3		31.3
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	37.2		12.0		12.0	26.9		8.2		8.2	31.3		31.3		31.3
LOS by Move:	D+		B		B	C		A		A	C		C		C
HCM2kAvgQ:	2		6		6	3		8		8	3		3		3
Note: Queue reported is the number of cars per lane.															

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project PM (11)

Intersection #11: Monterey Road / 3rd Street (us) [- unsignalized]



Street Name:	Monterey Road						3rd Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	0	830	30	0	1320	20	0	0	60	0	0	20			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	0	830	30	0	1320	20	0	0	60	0	0	20			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	0	830	30	0	1320	20	0	0	60	0	0	20			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	830	30	0	1320	20	0	0	60	0	0	20			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	0	830	30	0	1320	20	0	0	60	0	0	20			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.9	xxxxxx	xxxx	6.9			
FollowUpTim:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	3.3			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	670	xxxx	xxxx	430			
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	404	xxxx	xxxx	579			
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	404	xxxx	xxxx	579			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.15	xxxx	xxxx	0.03			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.5	xxxx	xxxx	0.1			
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	15.5	xxxxxx	xxxx	11.4			
LOS by Move:	*	*	*	*	*	*	*	*	C	*	*	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:	xxxxxxx			xxxxxxx					15.5			11.4			
ApproachLOS:	*			*					C			B			

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0  0  1  1  0      0  0  1  1  0      0  0  0  0  1      0  0  0  0  1
Initial Vol:    0  830      30      0 1320      20      0  0  0  60      0  0  0  20
ApproachDel:    xxxxxx      xxxxxx      15.5      11.4
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.3]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=60]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2280]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2280]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0  0  1  1  0      0  0  1  1  0      0  0  0  0  1      0  0  0  0  1
Initial Vol:    0  830      30      0 1320      20      0  0  0  60      0  0  0  20
-----|-----|-----|-----|-----|

```

Major Street Volume: 2200

Minor Approach Volume: 60

Minor Approach Volume Threshold: 13 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

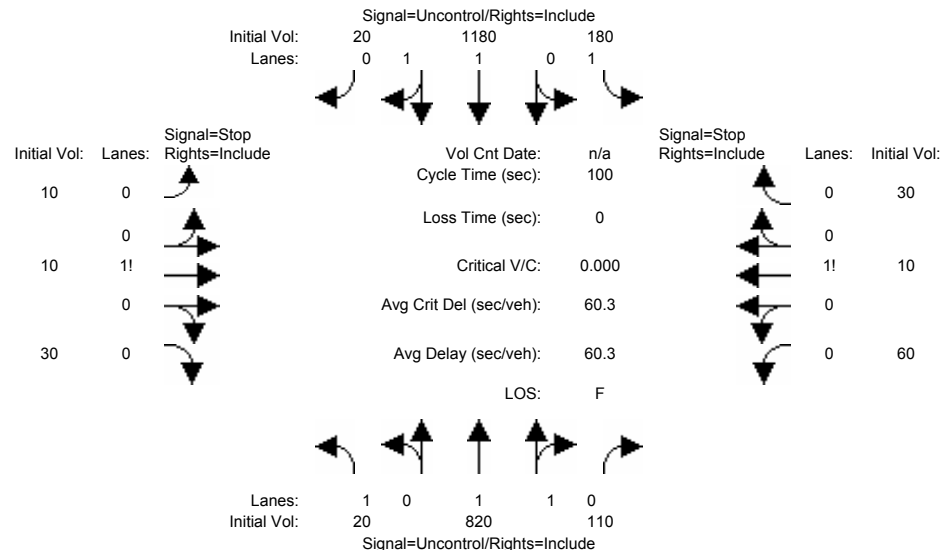
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project PM (11)

Intersection #12: Monterey Road / 4th Street (us) [- unsignalized]



Street Name:	Monterey Road						4th Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	20	820	110	180	1180	20	10	10	30	60	10	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:	20	820	110	180	1180	20	10	10	30	60	10	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:	20	820	110	180	1180	20	10	10	30	60	10	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:	20	820	110	180	1180	20	10	10	30	60	10	30			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	20	820	110	180	1180	20	10	10	30	60	10	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:	1200	xxxx	xxxxx	930	xxxx	xxxxx	2005	2520	600	1870	2475	465			
Potent Cap.:	589	xxxx	xxxxx	744	xxxx	xxxxx	36	28	449	45	30	550			
Move Cap.:	589	xxxx	xxxxx	744	xxxx	xxxxx	18	21	449	21	22	550			
Volume/Cap:	0.03	xxxx	xxxx	0.24	xxxx	xxxx	0.56	0.48	0.07	2.81	0.45	0.05			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.1	xxxx	xxxxx	0.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	11.3	xxxx	xxxxx	11.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	45	xxxxx	xxxx	30	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.7	xxxxx	xxxxx	11.9	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	312	xxxxx	xxxxx	1316	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*			
ApproachDel:	xxxxxx			xxxxxx			311.7			1316.2					
ApproachLOS:	*			*			F			F					

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1  0  1  1  0      1  0  1  1  0      0  0  1!  0  0      0  0  1!  0  0
Initial Vol:    20  820  110      180 1180  20      10  10  30      60  10  30
ApproachDel:    xxxxxx      xxxxxx      311.7      1316.2
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=4.3]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2480]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=36.6]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=100]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2480]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1  0  1  1  0      1  0  1  1  0      0  0  1!  0  0      0  0  1!  0  0
Initial Vol:    20  820  110      180 1180  20      10  10  30      60  10  30
-----|-----|-----|-----|-----|

```

Major Street Volume: 2330

Minor Approach Volume: 100

Minor Approach Volume Threshold: -7 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

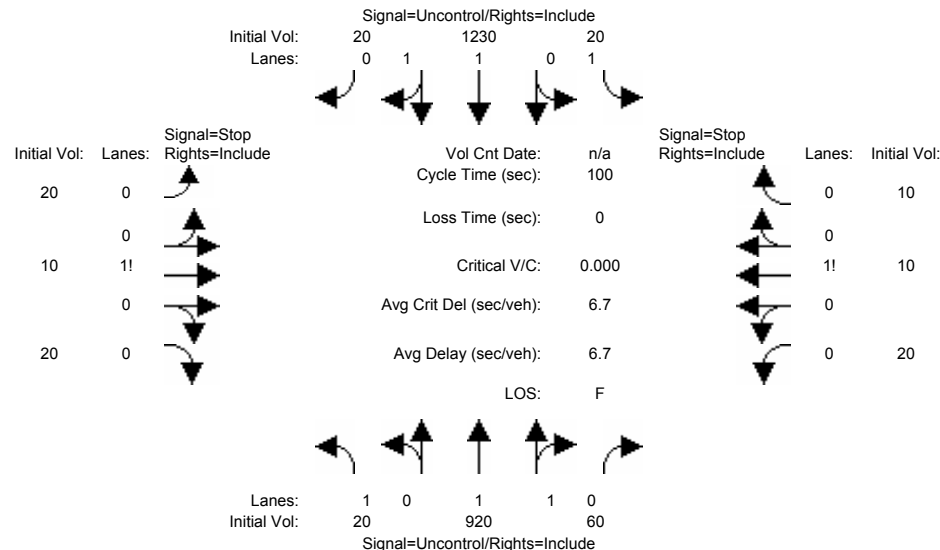
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project PM (11)

Intersection #13: Monterey Road / 5th Street (us) [- unsignalized]



Street Name:	Monterey Road						5th Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	20	920	60	20	1230	20	20	10	20	20	10	10	20	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	920	60	20	1230	20	20	10	20	20	10	10	20	10	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	920	60	20	1230	20	20	10	20	20	10	10	20	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	20	920	60	20	1230	20	20	10	20	20	10	10	20	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	920	60	20	1230	20	20	10	20	20	10	10	20	10	10
----- ----- ----- -----															
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	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	3.5	4.0	3.3
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	1250	xxxx	xxxxx	980	xxxx	xxxxx	1785	2300	625	1650	2280	490	1650	2280	490
Potent Cap.:	564	xxxx	xxxxx	712	xxxx	xxxxx	53	39	433	66	40	529	66	40	529
Move Cap.:	564	xxxx	xxxxx	712	xxxx	xxxxx	39	37	433	48	38	529	48	38	529
Volume/Cap:	0.04	xxxx	xxxx	0.03	xxxx	xxxx	0.51	0.27	0.05	0.42	0.26	0.02	0.42	0.26	0.02
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	11.6	xxxx	xxxxx	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	60	xxxxx	xxxx	57	xxxxx	xxxx	57	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.7	xxxxx	xxxxx	3.0	xxxxx	xxxxx	3.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	180	xxxxx	xxxxx	158	xxxxx	xxxxx	158	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			180.2			157.6			180.2		
ApproachLOS:	*			*			F			F			F		

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	20 920 60	20 1230 20	20 10 20	20 10 10
ApproachDel:	xxxxxx	xxxxxx	180.2	157.6

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.5]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2360]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.8]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2360]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 1 1 0	1 0 1 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	20 920 60	20 1230 20	20 10 20	20 10 10

Major Street Volume: 2270

Minor Approach Volume: 50

Minor Approach Volume Threshold: 2 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

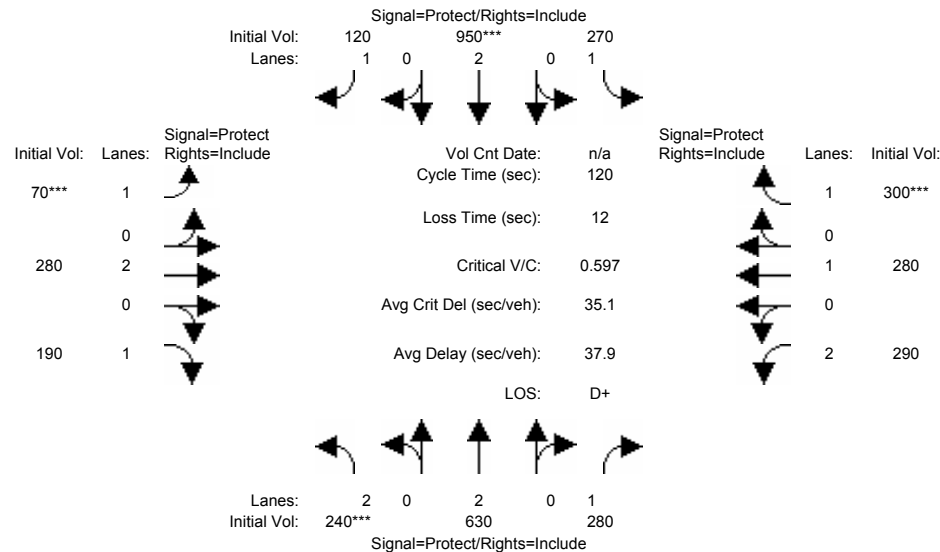
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project PM (11)

Intersection #14: Dunne Ave/Monterey Rd

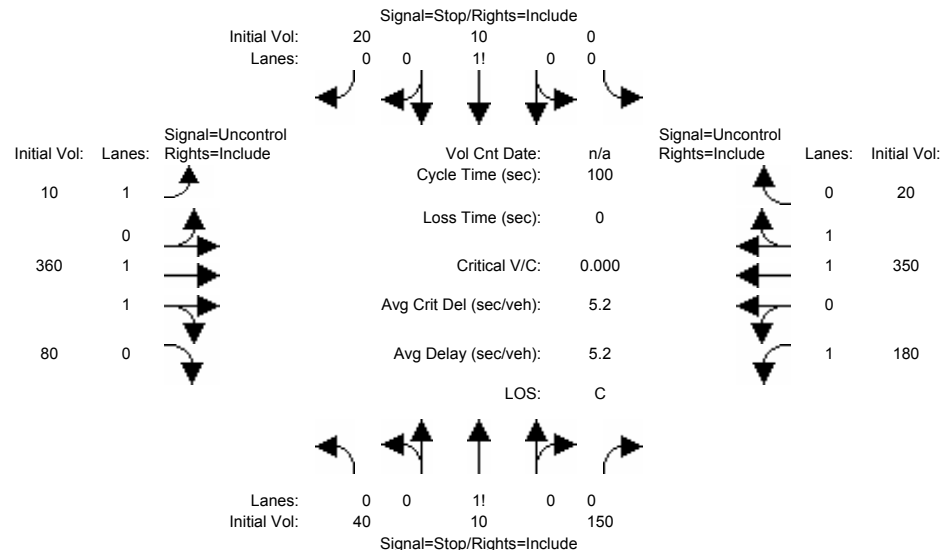


Street Name:	Monterey Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	240	630	280	270	950	120	70	280	190	290	280	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	630	280	270	950	120	70	280	190	290	280	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	630	280	270	950	120	70	280	190	290	280	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	630	280	270	950	120	70	280	190	290	280	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	630	280	270	950	120	70	280	190	290	280	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	240	630	280	270	950	120	70	280	190	290	280	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.16	0.15	0.25	0.07	0.04	0.07	0.11	0.09	0.15	0.17
Crit Moves:	****			****			****					****
Green Time:	15.3	33.9	33.9	31.6	50.2	50.2	8.0	23.0	23.0	19.5	34.4	34.4
Volume/Cap:	0.60	0.59	0.57	0.59	0.60	0.16	0.60	0.38	0.57	0.57	0.51	0.60
Delay/Veh:	51.9	37.8	38.3	40.5	27.7	21.9	62.6	42.7	46.3	47.9	36.6	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	37.8	38.3	40.5	27.7	21.9	62.6	42.7	46.3	47.9	36.6	38.8
LOS by Move:	D-	D+	D+	D	C	C+	E	D	D	D	D+	D+
HCM2kAvgQ:	6	10	10	9	13	3	4	5	7	6	8	10
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project PM (11)

Intersection #15: Del Monte Street / Dunne Avenue (us) [- unsignalized]



Street Name:	Del Monte Street						Dunne Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	40	10	150	0	10	20	10	360	80	180	350	20			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	10	150	0	10	20	10	360	80	180	350	20			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	10	150	0	10	20	10	360	80	180	350	20			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	40	10	150	0	10	20	10	360	80	180	350	20			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	10	150	0	10	20	10	360	80	180	350	20			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	7.5	6.5	6.9	xxxxx	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	960	1150	220	xxxx	1180	185	370	xxxx	xxxxx	440	xxxx	xxxxx			
Potent Cap.:	214	200	790	xxxx	192	832	1200	xxxx	xxxxx	1131	xxxx	xxxxx			
Move Cap.:	174	167	790	xxxx	160	832	1200	xxxx	xxxxx	1131	xxxx	xxxxx			
Volume/Cap:	0.23	0.06	0.19	xxxx	0.06	0.02	0.01	xxxx	xxxx	0.16	xxxx	xxxx			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.6	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	8.8	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	417	xxxxx	xxxx	xxxx	347	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	2.5	xxxxx	xxxxx	xxxx	0.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	21.4	xxxxx	xxxxx	xxxx	16.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	C	*	*	*	C	*	*	*	*	*	*			
ApproachDel:	21.4					16.4	xxxxxx			xxxxxx					
ApproachLOS:	C					C	*			*		*			

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 0 1 0      1 0 1 1 0      1 0 1 1 0
Initial Vol:    40 10 150      0 10 20      10 360 80      180 350 20
ApproachDel:    21.4          16.4          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=200]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1230]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1230]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 0 1 0      1 0 1 1 0      1 0 1 1 0
Initial Vol:    40 10 150      0 10 20      10 360 80      180 350 20
-----|-----|-----|-----|-----|

```

Major Street Volume: 1000

Minor Approach Volume: 200

Minor Approach Volume Threshold: 285

SIGNAL WARRANT DISCLAIMER

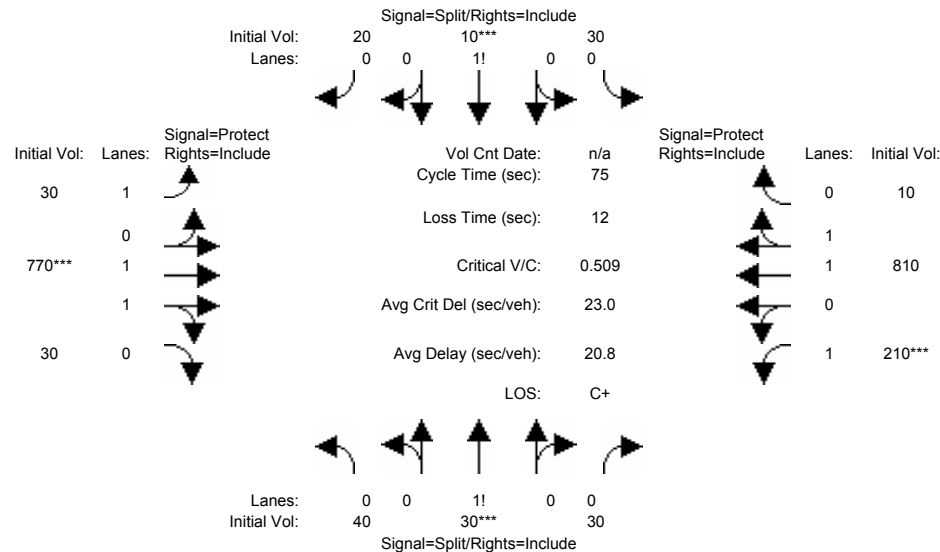
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project PM (11)

Intersection #16: Church Street / Dunne Avenue



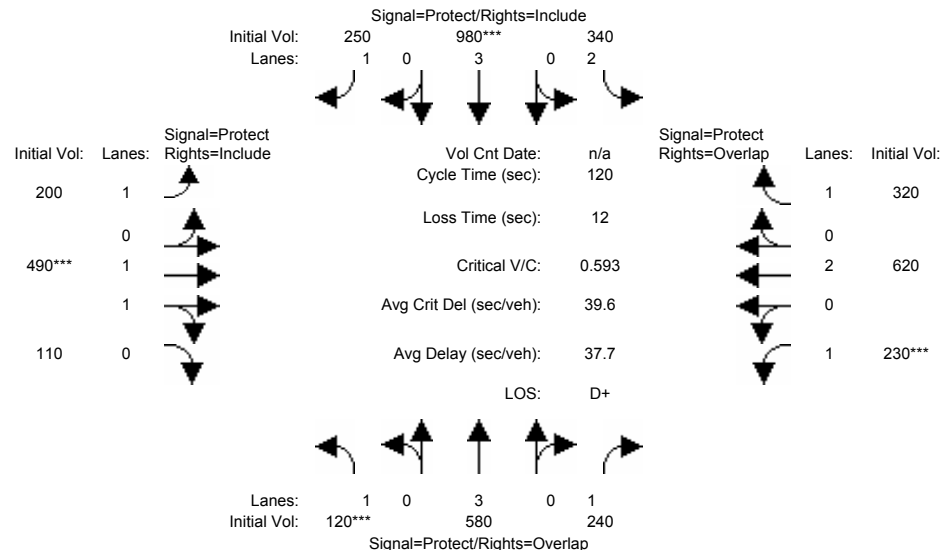
Street Name:	Church Street						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	10		10		10		10		10		10	
Volume Module:												
Base Vol:	40		30		30		30		770		30	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	40		30		30		30		770		30	
Added Vol:	0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	40		30		30		30		770		30	
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:	40		30		30		30		770		30	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	40		30		30		30		770		30	
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	
FinalVolume:	40		30		30		30		770		30	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.92		0.92		0.92		0.92		0.97		0.95	
Lanes:	0.40		0.30		0.30		0.50		0.17		0.33	
Final Sat.:	700		525		525		875		292		583	
Capacity Analysis Module:												
Vol/Sat:	0.06		0.06		0.06		0.03		0.03		0.03	
Crit Moves:	****		****		****		****		****		****	
Green Time:	10.0		10.0		10.0		10.0		10.0		10.0	
Volume/Cap:	0.43		0.43		0.43		0.26		0.26		0.26	
Delay/Veh:	31.1		31.1		31.1		29.8		29.8		29.8	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	31.1		31.1		31.1		29.8		29.8		29.8	
LOS by Move:	C		C		C		C		C		C	
HCM2kAvgQ:	3		3		3		2		2		2	

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

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Intersection #17: Dunne Ave/Butterfield Blvd



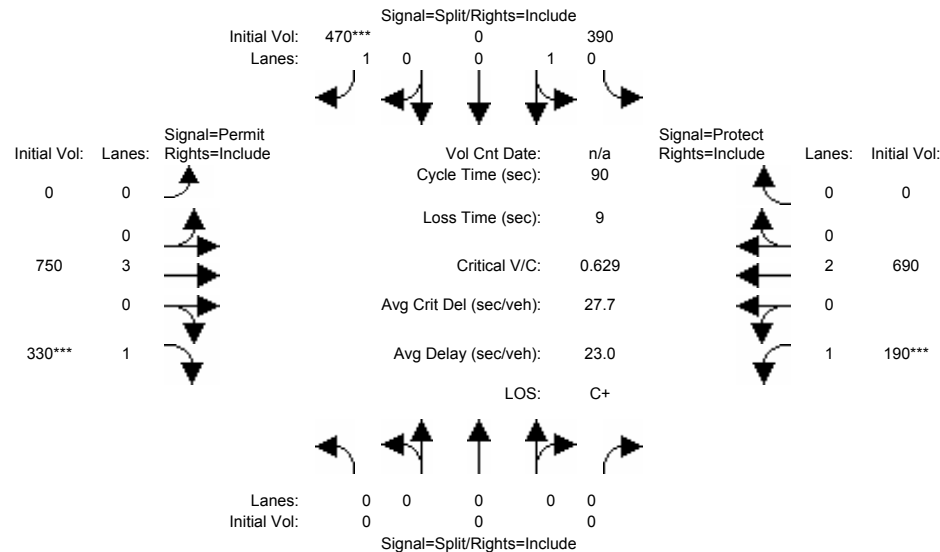
Street Name:	Butterfield Boulevard						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	120	580	240	340	980	250	200	490	110	230	620	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	580	240	340	980	250	200	490	110	230	620	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:	120	580	240	340	980	250	200	490	110	230	620	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:	120	580	240	340	980	250	200	490	110	230	620	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	580	240	340	980	250	200	490	110	230	620	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
FinalVolume:	120	580	240	340	980	250	200	490	110	230	620	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	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.62	0.38	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	3021	678	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.10	0.14	0.11	0.17	0.14	0.11	0.16	0.16	0.13	0.16	0.18
Crit Moves:	****			****			****			****		
Green Time:	13.9	23.6	50.2	25.0	34.8	34.8	24.5	32.8	32.8	26.6	34.9	59.9
Volume/Cap:	0.59	0.52	0.33	0.52	0.59	0.49	0.56	0.59	0.59	0.59	0.56	0.37
Delay/Veh:	55.1	43.5	23.8	42.9	37.1	36.1	45.0	38.8	38.8	44.3	36.7	18.7
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:	55.1	43.5	23.8	42.9	37.1	36.1	45.0	38.8	38.8	44.3	36.7	18.7
LOS by Move:	E+	D	C	D	D+	D+	D	D+	D+	D	D+	B-
HCM2kAvgQ:	5	7	6	7	11	8	7	10	10	9	10	8

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

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Intersection #18: US 101 SB Ramps / Dunne Avenue

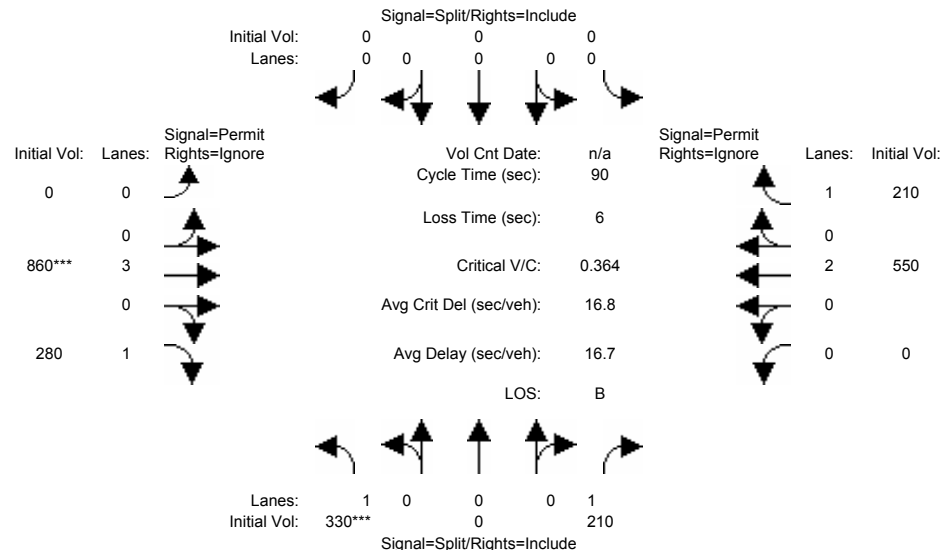


Street Name:	US 101 SB Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0
Volume Module:												
Base Vol:	0	0	0	390	0	470	0	750	330	190	690	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	390	0	470	0	750	330	190	690	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	390	0	470	0	750	330	190	690	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	390	0	470	0	750	330	190	690	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	390	0	470	0	750	330	190	690	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	390	0	470	0	750	330	190	690	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	0.22	0.00	0.27	0.00	0.13	0.19	0.11	0.18	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	38.5	0.0	38.5	0.0	27.0	27.0	15.5	42.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.63	0.00	0.44	0.63	0.63	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	19.4	0.0	21.9	0.0	25.6	29.6	38.7	15.4	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	19.4	0.0	21.9	0.0	25.6	29.6	38.7	15.4	0.0
LOS by Move:	A	A	A	B-	A	C+	A	C	C	D+	B	A
HCM2kAvgQ:	0	0	0	9	0	12	0	5	8	5	6	0
Note: Queue reported is the number of cars per lane.												

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Intersection #19: US 101 NB Ramps / Dunne Avenue

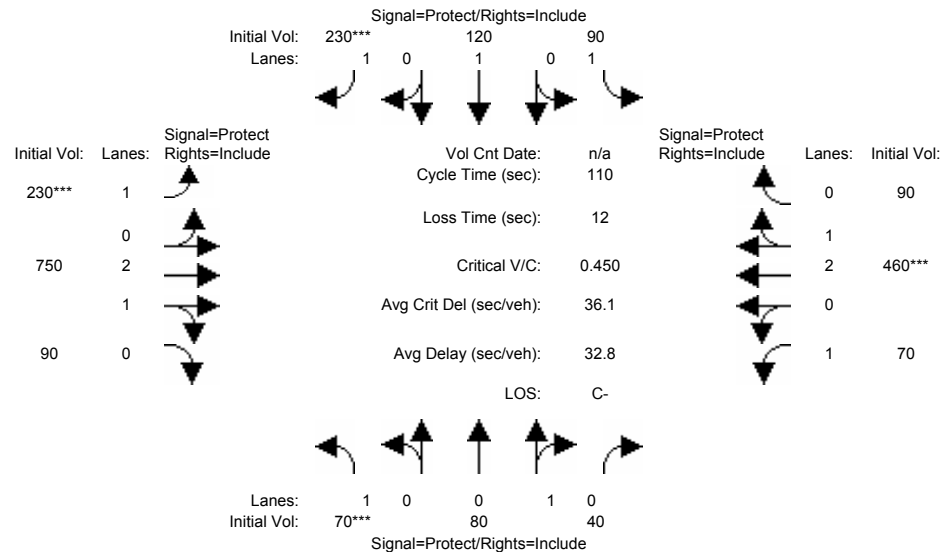


Street Name:	US 101 NB Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	330	0	210	0	0	0	0	860	280	0	550	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	0	210	0	0	0	0	860	280	0	550	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	0	210	0	0	0	0	860	280	0	550	210
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:	330	0	210	0	0	0	0	860	0	0	550	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	0	210	0	0	0	0	860	0	0	550	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:	330	0	210	0	0	0	0	860	0	0	550	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	0.12	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.14	0.00
Crit Moves:	****							****				
Green Time:	46.7	0.0	46.7	0.0	0.0	0.0	0.0	37.3	0.0	0.0	37.3	0.0
Volume/Cap:	0.36	0.00	0.23	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.35	0.00
Delay/Veh:	13.1	0.0	12.0	0.0	0.0	0.0	0.0	18.2	0.0	0.0	18.2	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:	13.1	0.0	12.0	0.0	0.0	0.0	0.0	18.2	0.0	0.0	18.2	0.0
LOS by Move:	B	A	B+	A	A	A	A	B-	A	A	B-	A
HCM2kAvgQ:	6	0	3	0	0	0	0	5	0	0	5	0
Note: Queue reported is the number of cars per lane.												

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Intersection #20: Dunne Ave/Condit Rd



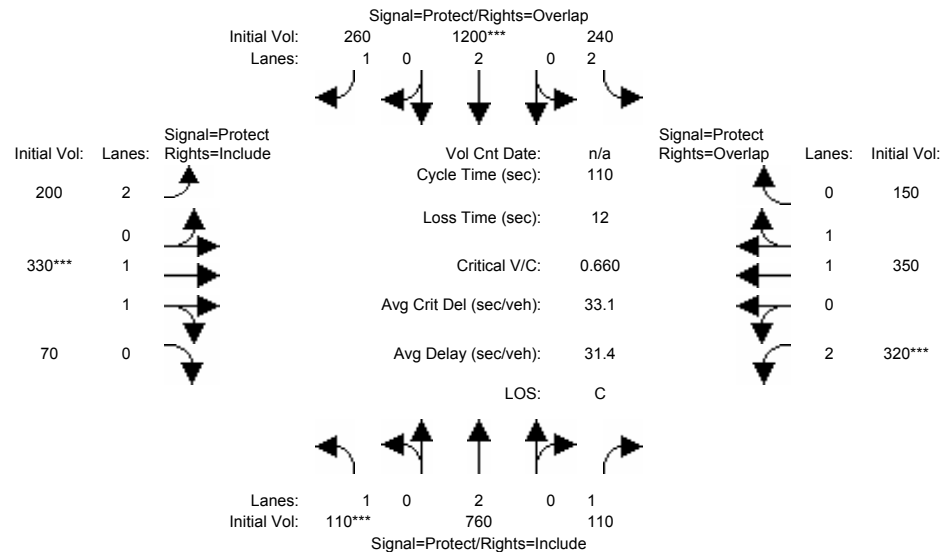
Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	70	80	40	90	120	230	230	750	90	70	460	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	80	40	90	120	230	230	750	90	70	460	90
Added Vol:	0	0	0	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	80	40	90	120	230	230	750	90	70	460	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	80	40	90	120	230	230	750	90	70	460	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	80	40	90	120	230	230	750	90	70	460	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	80	40	90	120	230	230	750	90	70	460	90
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	0.67	0.33	1.00	1.00	1.00	1.00	2.67	0.33	1.00	2.49	0.51
Final Sat.:	1750	1200	600	1750	1900	1750	1750	4999	600	1750	4682	916
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.05	0.06	0.13	0.13	0.15	0.15	0.04	0.10	0.10
Crit Moves:	****					****	****				****	
Green Time:	9.8	24.6	24.6	17.2	32.1	32.1	32.1	39.4	39.4	16.7	24.0	24.0
Volume/Cap:	0.45	0.30	0.30	0.33	0.22	0.45	0.45	0.42	0.42	0.26	0.45	0.45
Delay/Veh:	49.6	35.9	35.9	41.9	29.6	32.4	32.4	26.8	26.8	41.7	37.5	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:	49.6	35.9	35.9	41.9	29.6	32.4	32.4	26.8	26.8	41.7	37.5	37.5
LOS by Move:	D	D+	D+	D	C	C-	C-	C	C	D	D+	D+
HCM2kAvgQ:	3	4	4	3	3	7	7	7	7	2	5	5

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

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Intersection #21: Tennant Ave/Monterey Rd



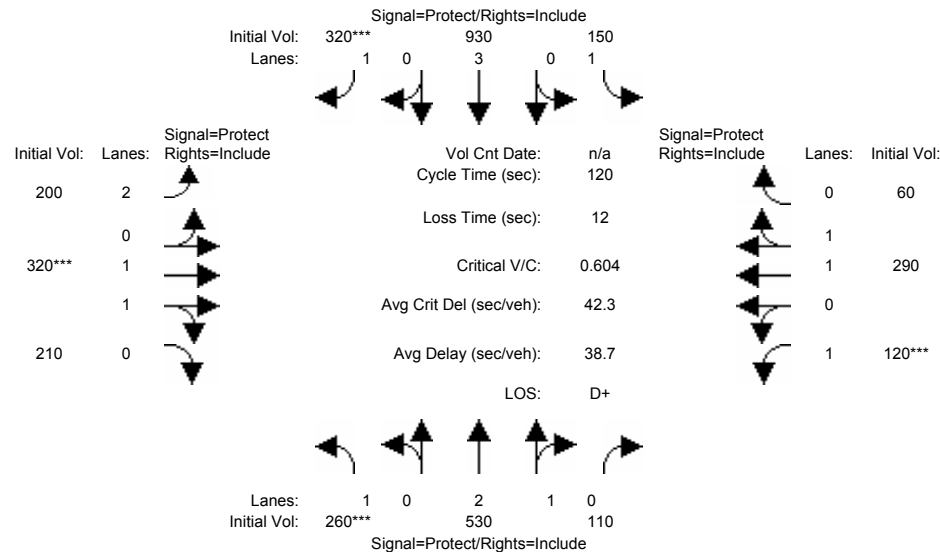
Street Name:	Monterey Road						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	110	760	110	240	1200	260	200	330	70	320	350	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	760	110	240	1200	260	200	330	70	320	350	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	760	110	240	1200	260	200	330	70	320	350	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	760	110	240	1200	260	200	330	70	320	350	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	760	110	240	1200	260	200	330	70	320	350	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	760	110	240	1200	260	200	330	70	320	350	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.64	0.36	2.00	1.38	0.62
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	3052	647	3150	2589	1110
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.06	0.08	0.32	0.15	0.06	0.11	0.11	0.10	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	10.5	45.7	45.7	17.4	52.6	63.8	11.2	18.0	18.0	16.9	23.8	41.1
Volume/Cap:	0.66	0.48	0.15	0.48	0.66	0.26	0.62	0.66	0.66	0.66	0.63	0.36
Delay/Veh:	57.5	23.7	20.2	42.9	22.8	11.5	51.2	45.8	45.8	47.2	40.7	25.1
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	23.7	20.2	42.9	22.8	11.5	51.2	45.8	45.8	47.2	40.7	25.1
LOS by Move:	E+	C	C+	D	C+	B+	D-	D	D	D	D	C
HCM2kAvgQ:	4	9	2	5	16	5	5	8	8	7	9	6

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

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Intersection #22: Main Ave/Butterfield Blvd

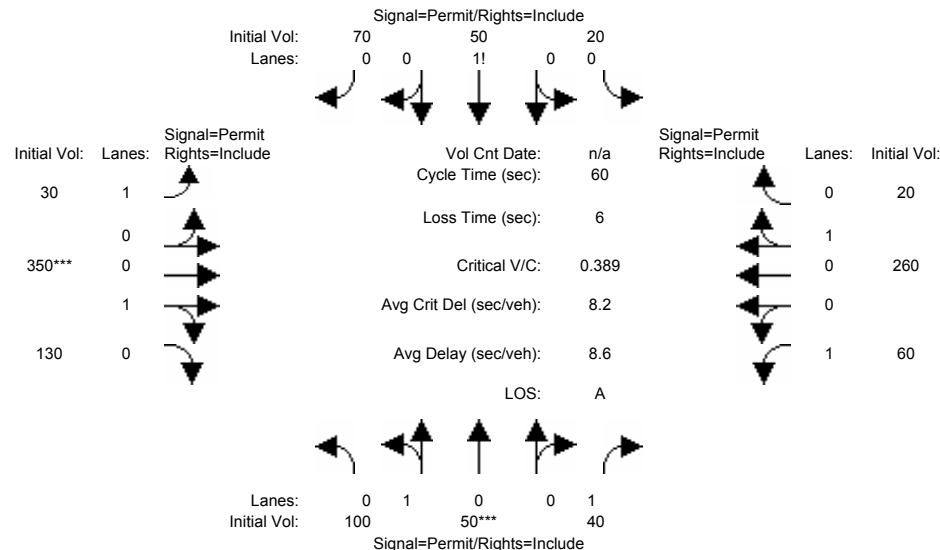


Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	260	530	110	150	930	320	200	320	210	120	290	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	530	110	150	930	320	200	320	210	120	290	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	530	110	150	930	320	200	320	210	120	290	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	530	110	150	930	320	200	320	210	120	290	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	530	110	150	930	320	200	320	210	120	290	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	260	530	110	150	930	320	200	320	210	120	290	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.47	0.53	1.00	3.00	1.00	2.00	1.19	0.81	1.00	1.65	0.35
Final Sat.:	1750	4636	962	1750	5700	1750	3150	2233	1465	1750	3065	634
Capacity Analysis Module:												
Vol/Sat:	0.15	0.11	0.11	0.09	0.16	0.18	0.06	0.14	0.14	0.07	0.09	0.09
Crit Moves:	****					****	****			****		
Green Time:	29.5	37.7	37.7	28.2	36.3	36.3	16.9	28.5	28.5	13.6	25.2	25.2
Volume/Cap:	0.60	0.36	0.36	0.36	0.54	0.60	0.45	0.60	0.60	0.60	0.45	0.45
Delay/Veh:	42.5	32.0	32.0	38.9	35.2	37.7	48.0	41.9	41.9	55.8	41.8	41.8
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:	42.5	32.0	32.0	38.9	35.2	37.7	48.0	41.9	41.9	55.8	41.8	41.8
LOS by Move:	D	C-	C-	D+	D+	D+	D	D	D	E+	D	D
HCM2kAvgQ:	10	6	6	5	10	11	4	10	10	5	6	6
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project PM (11)

Intersection #23: Condit Road / Main Avenue



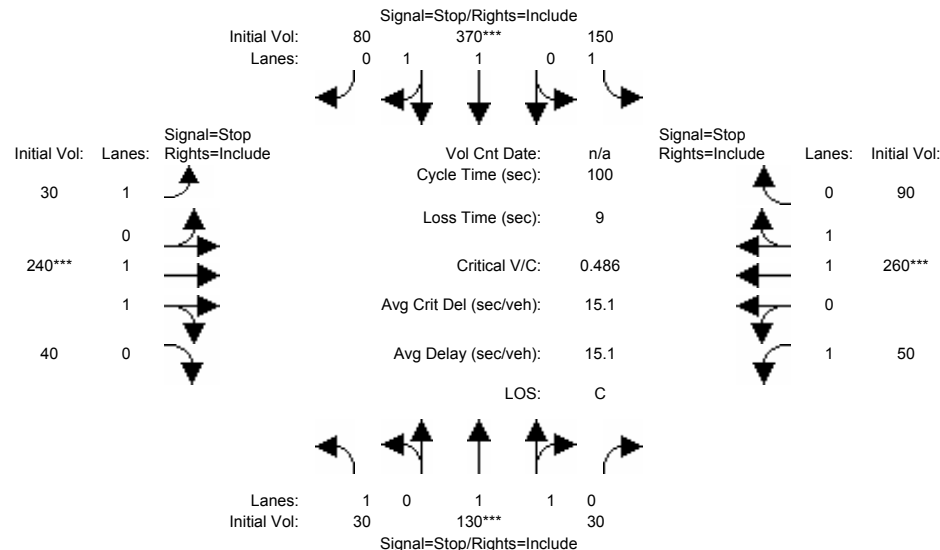
Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	100	50	40	20	50	70	30	350	130	60	260	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	50	40	20	50	70	30	350	130	60	260	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	50	40	20	50	70	30	350	130	60	260	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	50	40	20	50	70	30	350	130	60	260	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	50	40	20	50	70	30	350	130	60	260	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	100	50	40	20	50	70	30	350	130	60	260	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.67	0.33	1.00	0.14	0.36	0.50	1.00	0.73	0.27	1.00	0.93	0.07
Final Sat.:	1200	600	1750	250	625	875	1750	1312	487	1750	1671	129
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.02	0.08	0.08	0.08	0.02	0.27	0.27	0.03	0.16	0.16
Crit Moves:	****						****					
Green Time:	12.9	12.9	12.9	12.9	12.9	12.9	41.1	41.1	41.1	41.1	41.1	41.1
Volume/Cap:	0.39	0.39	0.11	0.37	0.37	0.37	0.02	0.39	0.39	0.05	0.23	0.23
Delay/Veh:	20.9	20.9	19.1	20.8	20.8	20.8	3.0	4.2	4.2	3.1	3.6	3.6
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:	20.9	20.9	19.1	20.8	20.8	20.8	3.0	4.2	4.2	3.1	3.6	3.6
LOS by Move:	C+	C+	B-	C+	C+	C+	A	A	A	A	A	A
HCM2kAvgQ:	2	2	1	3	3	3	0	4	4	0	2	2

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2030 Project PM (11)

Intersection #24: Hale Avenue / Dunne Avenue (us) [- future unsignalized]



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
----- ----- ----- -----															
Min. Green:	7		10		10	7		10		10	7		10		10
----- ----- ----- -----															
Volume Module:															
Base Vol:	30		130		30	150		370		80	30		240		40
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	30		130		30	150		370		80	30		240		40
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	30		130		30	150		370		80	30		240		40
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:	30		130		30	150		370		80	30		240		40
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	30		130		30	150		370		80	30		240		40
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:	30		130		30	150		370		80	30		240		40
----- ----- ----- -----															
Saturation Flow Module:															
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	1.00		1.62		0.38	1.00		1.64		0.36	1.00		1.71		0.29
Final Sat.:	365		637		150	427		762		168	384		713		120
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.08		0.20		0.20	0.35		0.49		0.48	0.08		0.34		0.33
Crit Moves:	****			****			****			****			****		
Delay/Veh:	12.5		13.1		12.9	14.9		16.7		16.2	12.1		14.6		14.4
Delay Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	12.5		13.1		12.9	14.9		16.7		16.2	12.1		14.6		14.4
LOS by Move:	B		B		B	B		C		C	B		B		B
ApproachDel:	13.0			16.2			14.4			15.0					
Delay Adj:	1.00			1.00			1.00			1.00					
ApprAdjDel:	13.0			16.2			14.4			15.0					
LOS by Appr:	B			C			B			B					
AllWayAvgQ:	0.1		0.2		0.2	0.5		0.9		0.8	0.1		0.4		0.4
Note: Queue reported is the number of cars per lane.															

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Hale Avenue / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Initial Vol:	30		130		30	150		370		80	30		240		40	50		260		90
Major Street Volume:	790																			
Minor Approach Volume:	400																			
Minor Approach Volume Threshold:	475																			

SIGNAL WARRANT DISCLAIMER

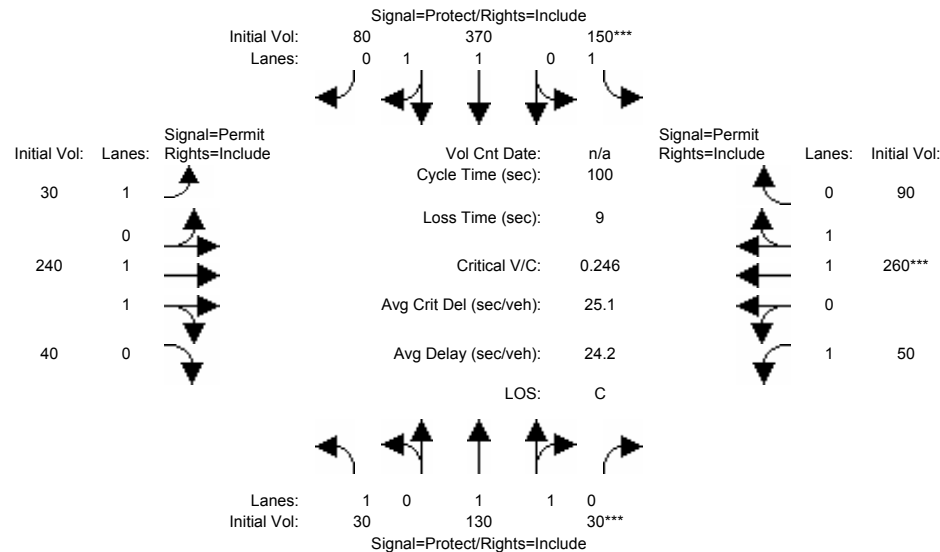
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project PM (11)

Intersection #224: Hale Avenue / Dunne Avenue [- future signalized]



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
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	7		10		10	7		10		10	10		10		10
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:															
Base Vol:	30		130		30	150		370		80	30		240		40
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	30		130		30	150		370		80	30		240		40
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	30		130		30	150		370		80	30		240		40
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:	30		130		30	150		370		80	30		240		40
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	30		130		30	150		370		80	30		240		40
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:	30		130		30	150		370		80	30		240		40
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		0.98		0.95	0.92		0.98		0.95	0.92		0.98		0.95
Lanes:	1.00		1.61		0.39	1.00		1.63		0.37	1.00		1.71		0.29
Final Sat.:	1750		3006		694	1750		3042		658	1750		3171		529
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.02		0.04		0.04	0.09		0.12		0.12	0.02		0.08		0.08
Crit Moves:				****		****								****	
Green Time:	19.2		17.6		17.6	34.9		33.3		33.3	38.5		38.5		38.5
Volume/Cap:	0.09		0.25		0.25	0.25		0.37		0.37	0.04		0.20		0.20
Delay/Veh:	33.4		35.7		35.7	23.4		25.5		25.5	19.3		20.5		20.5
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	33.4		35.7		35.7	23.4		25.5		25.5	19.3		20.5		20.5
LOS by Move:	C-		D+		D+	C		C		C	B-		C+		C+
HCM2kAvgQ:	1		2		2	4		5		5	1		3		3
Note: Queue reported is the number of cars per lane.															

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

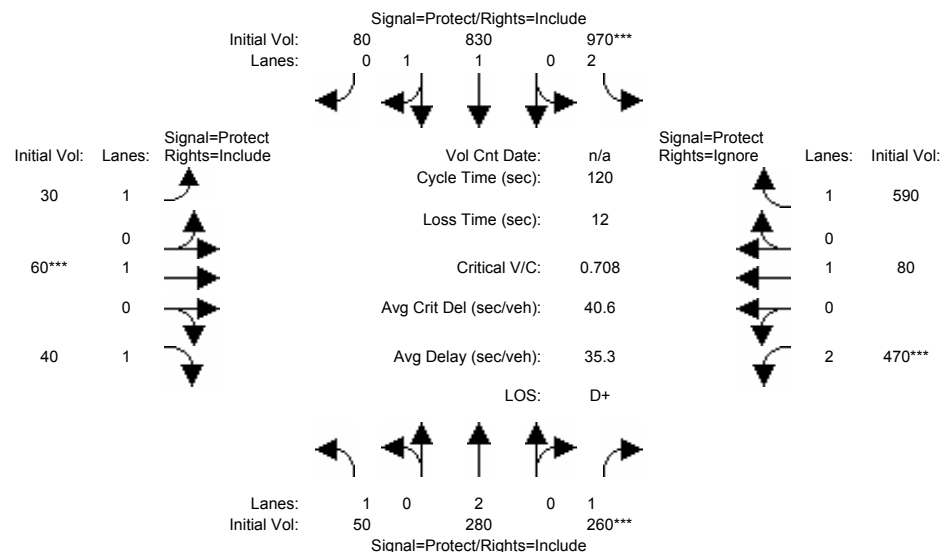
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection		???				Existing PM				2030 Project GP+Alt PM (12)						???			
		LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1	Cochrane Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	29.1	0.311	31.2	D+	35.3	0.708	+ 0.397	40.6	+ 9.4	?	xx.x	x.xxx	xx.x
#2	Cochrane Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	B	13.0	0.336	20.1	C-	33.9	0.789	+ 0.453	48.2	+ 28.1	?	xx.x	x.xxx	xx.x
#3	Monterey Road / Central Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	23.1	0.000	1.7	F	>150	0.000	+ 0.000	11.4	+ 9.6	?	xx.x	x.xxx	xx.x
#4	Monterey Road / Keystone Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.5	0.000	0.3	B	14.4	0.000	+ 0.000	0.4	+ 0.1	?	xx.x	x.xxx	xx.x
#5	Main Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	D	42.4	0.614	43.6	E	75.0	0.997	+ 0.383	83.5	+ 39.9	?	xx.x	x.xxx	xx.x
#6	Del Monte Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	19.1	0.000	2.9	C	23.2	0.000	+ 0.000	5.1	+ 2.3	?	xx.x	x.xxx	xx.x
#7	Hale Avenue / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	13.2	0.565	13.2	D	27.9	0.818	+ 0.253	27.9	+ 14.8	?	xx.x	x.xxx	xx.x
#8	Depot Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	D	25.6	0.000	1.6	F	84.6	0.000	+ 0.000	11.9	+ 10.3	?	xx.x	x.xxx	xx.x
#9	Monterey Road / 1st Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.9	0.000	0.2	C	16.7	0.000	+ 0.000	0.4	+ 0.2	?	xx.x	x.xxx	xx.x
#10	Monterey Road / 2nd Street	?	xx.x	x.xxx	xx.x	B	12.5	0.288	10.3	B	15.4	0.661	+ 0.373	15.1	+ 4.8	?	xx.x	x.xxx	xx.x
#11	Monterey Road / 3rd Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	11.1	0.000	0.3	C	18.5	0.000	+ 0.000	0.9	+ 0.6	?	xx.x	x.xxx	xx.x
#12	Monterey Road / 4th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	18.9	0.000	0.4	F	>150	0.000	+ 0.000	19.6	+ 19.1	?	xx.x	x.xxx	xx.x
#13	Monterey Road / 5th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	17.0	0.000	0.4	F	100.4	0.000	+ 0.000	6.5	+ 6.1	?	xx.x	x.xxx	xx.x
#14	Dunne Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	D+	36.6	0.527	38.7	D	46.2	0.846	+ 0.320	54.5	+ 15.8	?	xx.x	x.xxx	xx.x
#15	Del Monte Street / Dunne Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	15.0	0.000	3.3	D	26.2	0.000	+ 0.000	4.4	+ 1.0	?	xx.x	x.xxx	xx.x
#16	Church Street / Dunne Avenue	?	xx.x	x.xxx	xx.x	B-	19.5	0.376	20.3	C+	22.2	0.527	+ 0.151	24.5	+ 4.2	?	xx.x	x.xxx	xx.x
#17	Dunne Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	D	39.4	0.600	42.5	D+	37.9	0.606	+ 0.006	39.8	- 2.8	?	xx.x	x.xxx	xx.x
#18	US 101 SB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	C+	21.5	0.599	26.0	C	23.1	0.635	+ 0.036	27.8	+ 1.8	?	xx.x	x.xxx	xx.x
#19	US 101 NB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	B	12.7	0.341	13.0	B	16.7	0.364	+ 0.023	16.8	+ 3.8	?	xx.x	x.xxx	xx.x
#20	Dunne Ave/Condit Rd	?	xx.x	x.xxx	xx.x	C	28.3	0.434	30.6	C-	32.8	0.450	+ 0.016	36.1	+ 5.5	?	xx.x	x.xxx	xx.x
#21	Tennant Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C-	32.8	0.582	32.5	C	31.6	0.637	+ 0.055	33.2	+ 0.7	?	xx.x	x.xxx	xx.x
#22	Main Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	D+	37.7	0.426	38.1	D	39.3	0.600	+ 0.174	40.4	+ 2.3	?	xx.x	x.xxx	xx.x
#23	Condit Road / Main Avenue	?	xx.x	x.xxx	xx.x	A	9.9	0.222	10.1	A	8.6	0.389	+ 0.167	8.2	- 1.9	?	xx.x	x.xxx	xx.x
#24	Hale Avenue / Dunne Avenue (us) [- future unsignalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	C	21.5	0.742	+ 0.742	21.5	+ 21.5	?	xx.x	x.xxx	xx.x
#224	Hale Avenue / Dunne Avenue [- future signalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	C	24.7	0.373	+ 0.373	26.1	+ 26.1	?	xx.x	x.xxx	xx.x

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt PM (12)

Intersection #1: Cochrane Ave/Monterey Rd

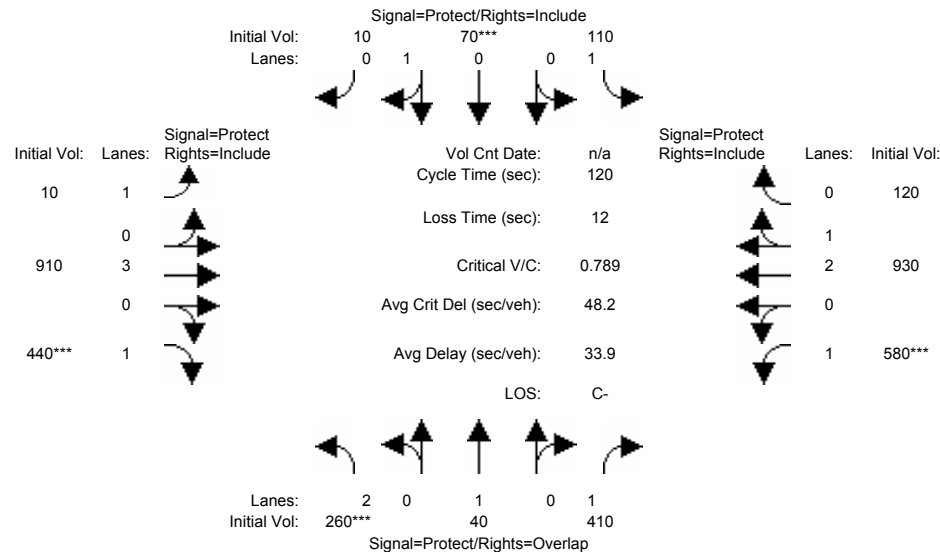


Street Name:	Monterey Road						Cochrane Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	50	280	260	970	830	80	30	60	40	470	80	590
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	280	260	970	830	80	30	60	40	470	80	590
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	280	260	970	830	80	30	60	40	470	80	590
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:	50	280	260	970	830	80	30	60	40	470	80	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	280	260	970	830	80	30	60	40	470	80	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	280	260	970	830	80	30	60	40	470	80	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	1.82	0.18	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3374	325	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.15	0.31	0.25	0.25	0.02	0.03	0.02	0.15	0.04	0.00
Crit Moves:			****	****					****	****		
Green Time:	14.2	24.0	24.0	49.8	59.7	59.7	14.1	10.0	10.0	24.1	20.1	0.0
Volume/Cap:	0.24	0.37	0.74	0.74	0.49	0.49	0.15	0.38	0.27	0.74	0.25	0.00
Delay/Veh:	48.7	41.7	53.3	32.0	20.3	20.3	47.9	53.6	52.6	49.7	43.8	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:	48.7	41.7	53.3	32.0	20.3	20.3	47.9	53.6	52.6	49.7	43.8	0.0
LOS by Move:	D	D	D-	C	C+	C+	D	D-	D-	D	D	A
HCM2kAvgQ:	2	4	10	18	11	11	1	2	2	10	2	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt PM (12)

Intersection #2: Cochrane Ave/Butterfield Blvd



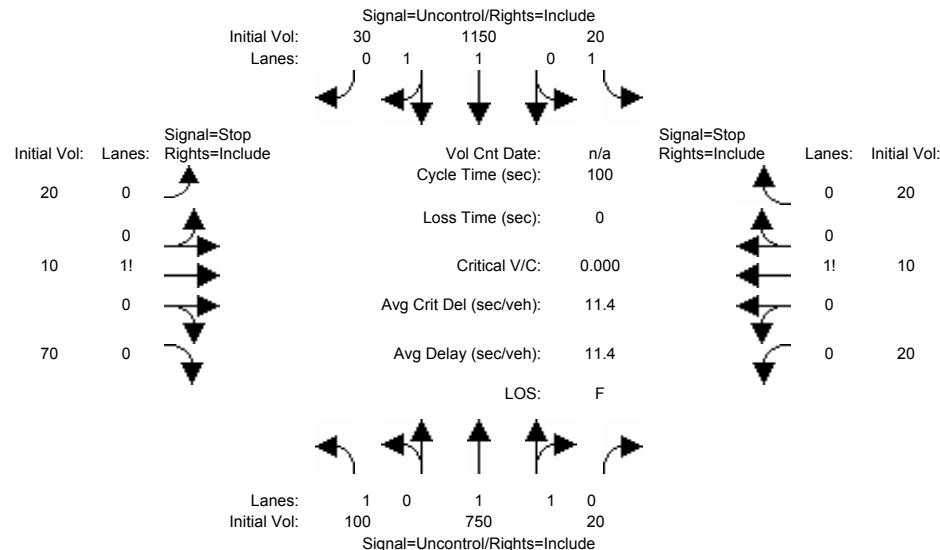
Street Name:	Butterfield Boulevard						Cochrane Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	260	40	410	110	70	10	10	910	440	580	930	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	40	410	110	70	10	10	910	440	580	930	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	40	410	110	70	10	10	910	440	580	930	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	40	410	110	70	10	10	910	440	580	930	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	40	410	110	70	10	10	910	440	580	930	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	260	40	410	110	70	10	10	910	440	580	930	120
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	0.87	0.13	1.00	3.00	1.00	1.00	2.64	0.36
Final Sat.:	3150	1900	1750	1750	1575	225	1750	5700	1750	1750	4959	640
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.23	0.06	0.04	0.04	0.01	0.16	0.25	0.33	0.19	0.19
Crit Moves:	****				****				****	****		
Green Time:	12.2	12.6	61.4	9.5	10.0	10.0	20.4	37.0	37.0	48.8	65.5	65.5
Volume/Cap:	0.81	0.20	0.46	0.79	0.53	0.53	0.03	0.52	0.81	0.81	0.34	0.34
Delay/Veh:	67.6	49.6	19.0	80.1	56.4	56.4	41.6	34.4	47.6	38.8	15.3	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.6	49.6	19.0	80.1	56.4	56.4	41.6	34.4	47.6	38.8	15.3	15.3
LOS by Move:	E	D	B-	F	E+	E+	D	C-	D	D+	B	B
HCM2kAvgQ:	8	1	10	6	4	4	0	9	17	20	7	7

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project GP+Alt PM (12)

Intersection #3: Monterey Road / Central Avenue (us) [- unsignalized]



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
----- ----- ----- -----															
Volume Module:															
Base Vol:	100	750	20	20	1150	30	20	10	70	20	10	20	20	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	750	20	20	1150	30	20	10	70	20	10	20	20	10	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	750	20	20	1150	30	20	10	70	20	10	20	20	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	100	750	20	20	1150	30	20	10	70	20	10	20	20	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	100	750	20	20	1150	30	20	10	70	20	10	20	20	10	20
----- ----- ----- -----															
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	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	3.5	4.0	3.3
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	1180	xxxx	xxxxx	770	xxxx	xxxxx	1785	2175	590	1580	2180	385	1580	2180	385
Potent Cap.:	599	xxxx	xxxxx	854	xxxx	xxxxx	53	47	456	75	47	619	75	47	619
Move Cap.:	599	xxxx	xxxxx	854	xxxx	xxxxx	35	38	456	44	38	619	44	38	619
Volume/Cap:	0.17	xxxx	xxxx	0.02	xxxx	xxxx	0.57	0.26	0.15	0.46	0.26	0.03	0.46	0.26	0.03
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.6	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	12.2	xxxx	xxxxx	9.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	101	xxxxx	xxxx	66	xxxxx	xxxx	66	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.0	xxxxx	xxxxx	3.4	xxxxx	xxxxx	3.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	163	xxxxx	xxxxx	150	xxxxx	xxxxx	150	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			163.0			150.3			150.3		
ApproachLOS:	*			*			F			F			F		

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

Peak Hour Delay Signal Warrant Report

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    100 750      20 20 1150 30      20 10 70      20 10 20
ApproachDel:     xxxxxx      xxxxxx      163.0      150.3
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=4.5]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=100]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2220]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2220]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    100 750      20 20 1150 30      20 10 70      20 10 20
-----|-----|-----|-----|-----|

```

Major Street Volume: 2070

Minor Approach Volume: 100

Minor Approach Volume Threshold: 34 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

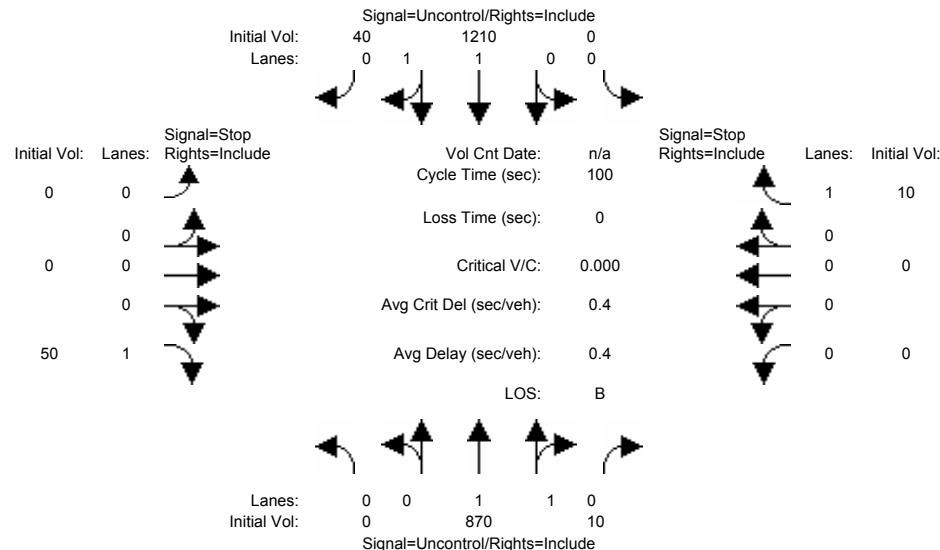
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project GP+Alt PM (12)

Intersection #4: Monterey Road / Keystone Avenue (us) [- unsignalized]



Street Name:	Monterey Road						Keystone Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	0	870	10	0	1210	40	0	0	50	0	0	10	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	870	10	0	1210	40	0	0	50	0	0	10	0	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	870	10	0	1210	40	0	0	50	0	0	10	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	870	10	0	1210	40	0	0	50	0	0	10	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	870	10	0	1210	40	0	0	50	0	0	10	0	0	10
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9	xxxxx	xxxx	6.9
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3	xxxxx	xxxx	3.3
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	625	xxxx	xxxx	440	xxxx	xxxx	440
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	433	xxxx	xxxx	570	xxxx	xxxx	570
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	433	xxxx	xxxx	570	xxxx	xxxx	570
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	xxxx	0.02	xxxx	xxxx	0.02
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	0.1	xxxx	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	14.4	xxxxx	xxxx	11.4	xxxxx	xxxx	11.4
LOS by Move:	*	*	*	*	*	*	*	*	B	*	*	B	*	*	B
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx					14.4			11.4			
ApproachLOS:	*			*					B			B			

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

Peak Hour Delay Signal Warrant Report

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0  0  1  1  0      0  0  1  1  0      0  0  0  0  1      0  0  0  0  1
Initial Vol:    0  870      10      0 1210      40      0  0  0  50      0  0  0  10
ApproachDel:    xxxxxx      xxxxxx      14.4      11.4
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2190]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=10]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2190]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0  0  1  1  0      0  0  1  1  0      0  0  0  0  1      0  0  0  0  1
Initial Vol:    0  870      10      0 1210      40      0  0  0  50      0  0  0  10
-----|-----|-----|-----|-----|

```

Major Street Volume: 2130

Minor Approach Volume: 50

Minor Approach Volume Threshold: 24 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

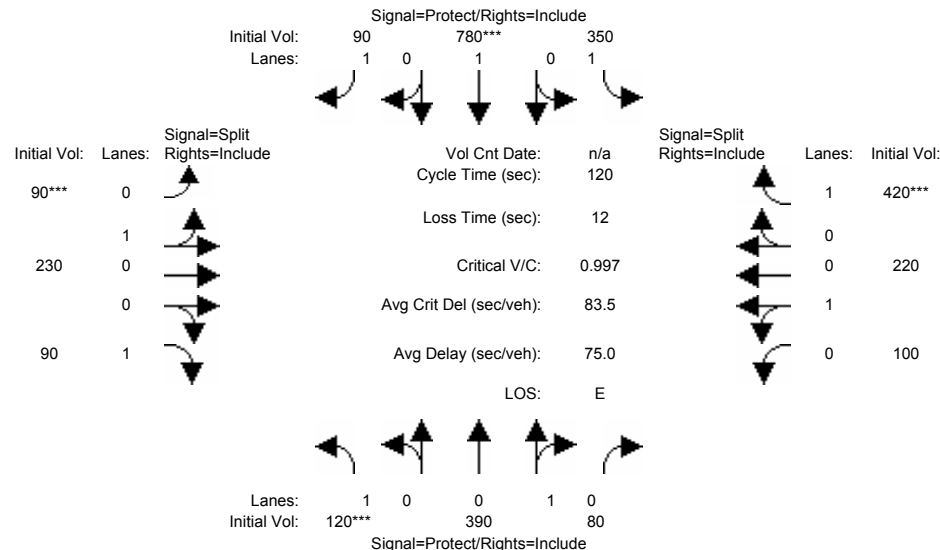
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt PM (12)

Intersection #5: Main Ave/Monterey Rd

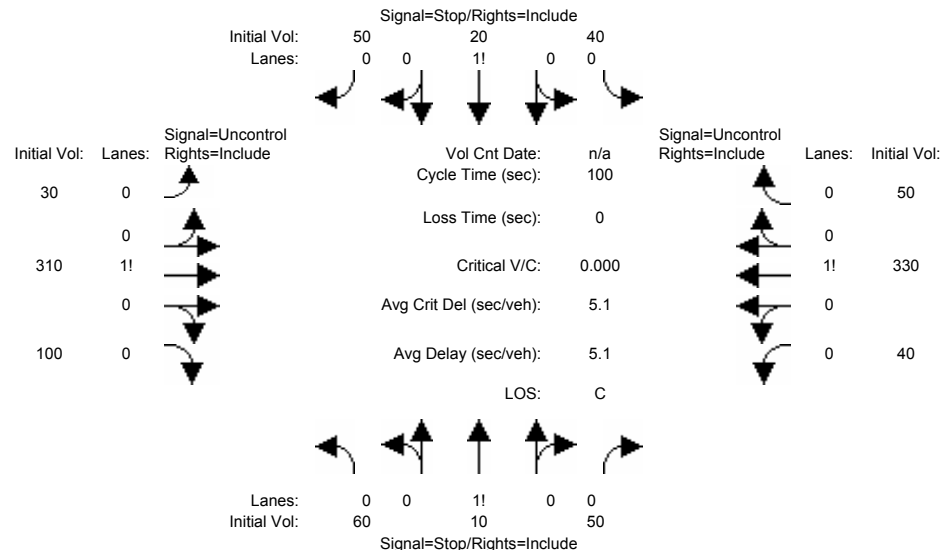


Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	120	390	80	350	780	90	90	230	90	100	220	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	390	80	350	780	90	90	230	90	100	220	420
Added Vol:	0	0	0	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	390	80	350	780	90	90	230	90	100	220	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	390	80	350	780	90	90	230	90	100	220	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	390	80	350	780	90	90	230	90	100	220	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	120	390	80	350	780	90	90	230	90	100	220	420
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	0.83	0.17	1.00	1.00	1.00	0.28	0.72	1.00	0.31	0.69	1.00
Final Sat.:	1750	1494	306	1750	1900	1750	506	1294	1750	562	1237	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.20	0.41	0.05	0.18	0.18	0.05	0.18	0.18	0.24
Crit Moves:	****			****			****					****
Green Time:	8.3	32.7	32.7	25.0	49.4	49.4	21.4	21.4	21.4	28.9	28.9	28.9
Volume/Cap:	1.00	0.96	0.96	0.96	1.00	0.12	1.00	1.00	0.29	0.74	0.74	1.00
Delay/Veh:	136.7	73.4	73.4	83.3	66.4	22.0	98.5	98.5	43.2	48.6	48.6	88.4
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:	136.7	73.4	73.4	83.3	66.4	22.0	98.5	98.5	43.2	48.6	48.6	88.4
LOS by Move:	F	E	E	F	E	C+	F	F	D	D	D	F
HCM2kAvgQ:	6	21	21	16	34	2	18	18	3	13	13	23
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project GP+Alt PM (12)

Intersection #6: Del Monte Street / Main Avenue (us) [- unsignalized]



Street Name:	Del Monte Street						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Volume Module:												
Base Vol:	60	10	50	40	20	50	30	310	100	40	330	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	10	50	40	20	50	30	310	100	40	330	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	10	50	40	20	50	30	310	100	40	330	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	10	50	40	20	50	30	310	100	40	330	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	60	10	50	40	20	50	30	310	100	40	330	50
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:	890	880	360	885	905	355	380	xxxx	xxxxx	410	xxxx	xxxxx
Potent Cap.:	266	288	689	268	278	693	1190	xxxx	xxxxx	1160	xxxx	xxxxx
Move Cap.:	222	271	689	230	262	693	1190	xxxx	xxxxx	1160	xxxx	xxxxx
Volume/Cap:	0.27	0.04	0.07	0.17	0.08	0.07	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:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	316	xxxxx	xxxx	341	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	1.7	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	23.2	xxxxx	xxxxx	20.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	*	C	*	*	*	*	*	*	*
ApproachDel:	23.2			20.5			xxxxxx			xxxxxx		
ApproachLOS:	C			C			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	60		10		50	40		20		50	30	310		100		40	330		50	
ApproachDel:	23.2				20.5				xxxxxx				xxxxxx							

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.8]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=120]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1090]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=110]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1090]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	60		10		50	40		20		50	30	310		100		40	330		50	

Major Street Volume: 860

Minor Approach Volume: 120

Minor Approach Volume Threshold: 260

SIGNAL WARRANT DISCLAIMER

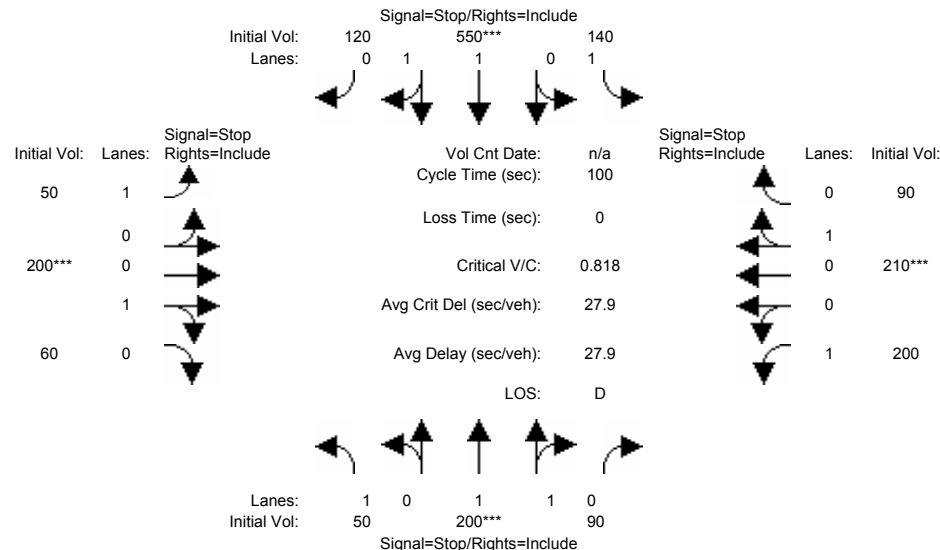
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2030 Project GP+Alt PM (12)

Intersection #7: Hale Avenue / Main Avenue (us) [- unsignalized]



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
Volume Module:												
Base Vol:	50	200	90	140	550	120	50	200	60	200	210	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	200	90	140	550	120	50	200	60	200	210	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	200	90	140	550	120	50	200	60	200	210	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	200	90	140	550	120	50	200	60	200	210	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	200	90	140	550	120	50	200	60	200	210	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	200	90	140	550	120	50	200	60	200	210	90
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	1.38	0.62	1.00	1.64	0.36	1.00	0.77	0.23	1.00	0.70	0.30
Final Sat.:	325	482	223	375	673	149	361	305	91	386	295	126
Capacity Analysis Module:												
Vol/Sat:	0.15	0.42	0.40	0.37	0.82	0.80	0.14	0.66	0.66	0.52	0.71	0.71
Crit Moves:	****			****			****			****		
Delay/Veh:	14.9	18.8	18.0	17.2	39.5	37.3	13.6	25.7	25.7	20.7	28.4	28.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	18.8	18.0	17.2	39.5	37.3	13.6	25.7	25.7	20.7	28.4	28.4
LOS by Move:	B	C	C	C	E	E	B	D	D	C	D	D
ApproachDel:	18.0			35.3			23.8			25.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	18.0			35.3			23.8			25.3		
LOS by Appr:	C			E			C			D		
AllWayAvgQ:	0.2	0.6	0.6	0.5	3.3	3.0	0.1	1.6	1.6	1.0	2.0	2.0

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Hale Avenue / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0
Initial Vol:	50		200		90	140		550		120	50		200		60	200		210		90
Major Street Volume:	1150																			
Minor Approach Volume:	500																			
Minor Approach Volume Threshold:	314																			

SIGNAL WARRANT DISCLAIMER

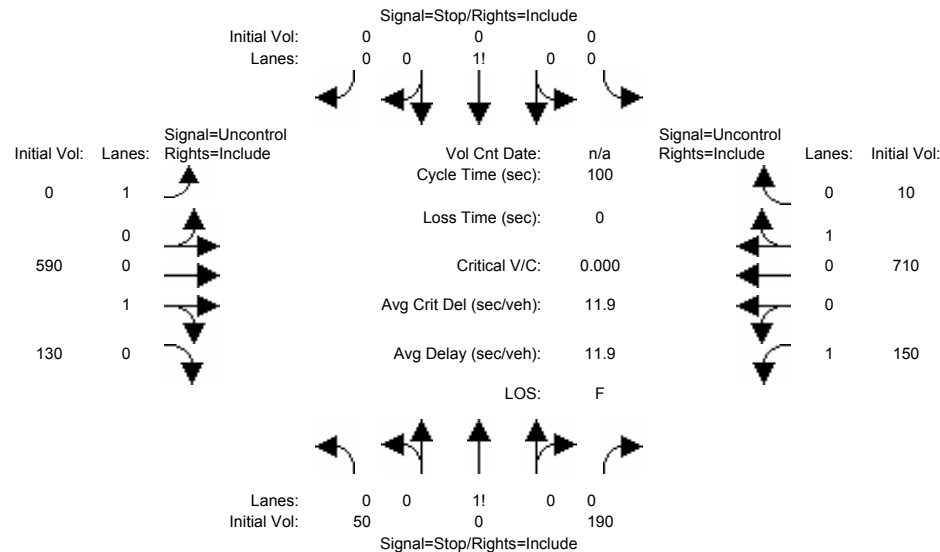
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project GP+Alt PM (12)

Intersection #8: Depot Street / Main Avenue (us) [- unsignalized]



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:												
Base Vol:	50	0	190	0	0	0	0	590	130	150	710	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	190	0	0	0	0	590	130	150	710	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	0	190	0	0	0	0	590	130	150	710	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	190	0	0	0	0	590	130	150	710	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	0	190	0	0	0	0	590	130	150	710	10
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	1670	1675	655	1765	1735	715	xxxxx	xxxx	xxxxx	720	xxxx	xxxxx
Potent Cap.:	107	96	470	66	89	434	xxxxx	xxxx	xxxxx	891	xxxx	xxxxx
Move Cap.:	93	80	470	34	74	434	xxxxx	xxxx	xxxxx	891	xxxx	xxxxx
Volume/Cap:	0.54	0.00	0.40	0.00	0.00	0.00	xxxxx	xxxx	xxxxx	0.17	xxxx	xxxxx
Level Of Service Module:												
2Way95thQ:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	255	xxxxx	xxxx	0	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	8.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	84.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	F	*	*	*	*	*	*	*	*	*	*
ApproachDel:	84.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled    Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    50 0 190        0 0 0 0        0 590 130      150 710 10
ApproachDel:    84.6            xxxxxx          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=5.6]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=240]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1830]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled    Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    50 0 190        0 0 0 0        0 590 130      150 710 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1590

Minor Approach Volume: 240

Minor Approach Volume Threshold: 125

SIGNAL WARRANT DISCLAIMER

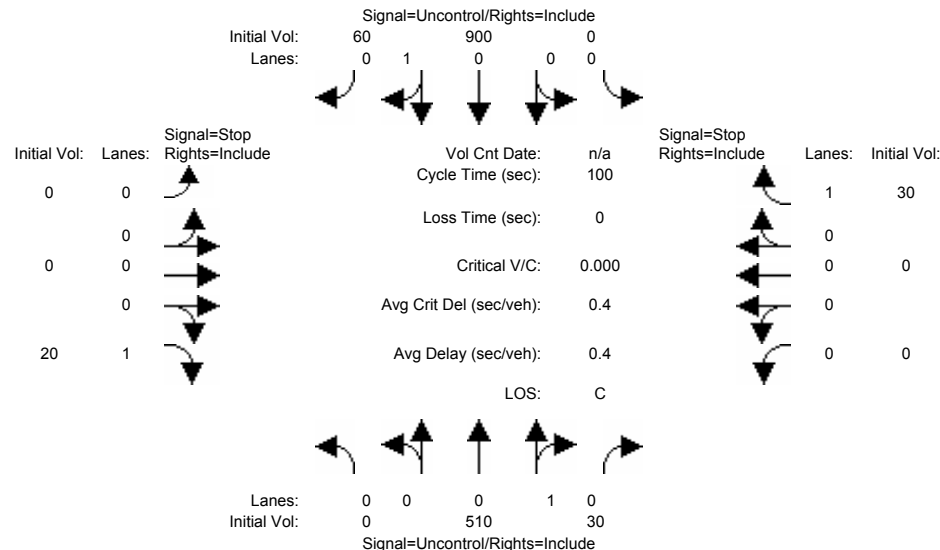
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project GP+Alt PM (12)

Intersection #9: Monterey Road / 1st Street (us) [- unsignalized]



Street Name:	Monterey Road						1st Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	0	510	30	0	900	60	0	0	20	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	1.00		
Initial Bse:	0	510	30	0	900	60	0	0	20	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	510	30	0	900	60	0	0	20	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	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	510	30	0	900	60	0	0	20	0	0	30			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	510	30	0	900	60	0	0	20	0	0	30			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.2	xxxxxx	xxxx	6.2			
FollowUpTim:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	3.3			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	930	xxxx	xxxx	525			
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	327	xxxx	xxxx	556			
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	327	xxxx	xxxx	556			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx	0.05			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.2	xxxx	xxxx	0.2			
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	16.7	xxxxxx	xxxx	11.8			
LOS by Move:	*	*	*	*	*	*	*	*	C	*	*	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:	xxxxxxx			xxxxxxx					16.7			11.8			
ApproachLOS:	*			*					C			B			

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met


```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 0 1 0      0 0 0 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 510 30      0 900 60      0 0 0 20      0 0 0 30
ApproachDel:    xxxxxx      xxxxxx      16.7      11.8
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1550]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1550]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 0 1 0      0 0 0 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 510 30      0 900 60      0 0 0 20      0 0 0 30
-----|-----|-----|-----|-----|

```

Major Street Volume: 1500

Minor Approach Volume: 30

Minor Approach Volume Threshold: 111

SIGNAL WARRANT DISCLAIMER

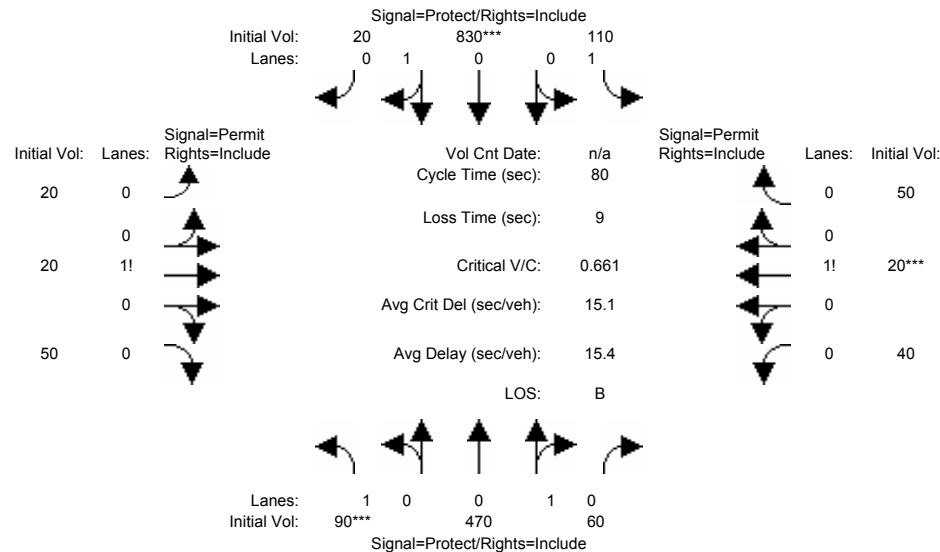
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt PM (12)

Intersection #10: Monterey Road / 2nd Street

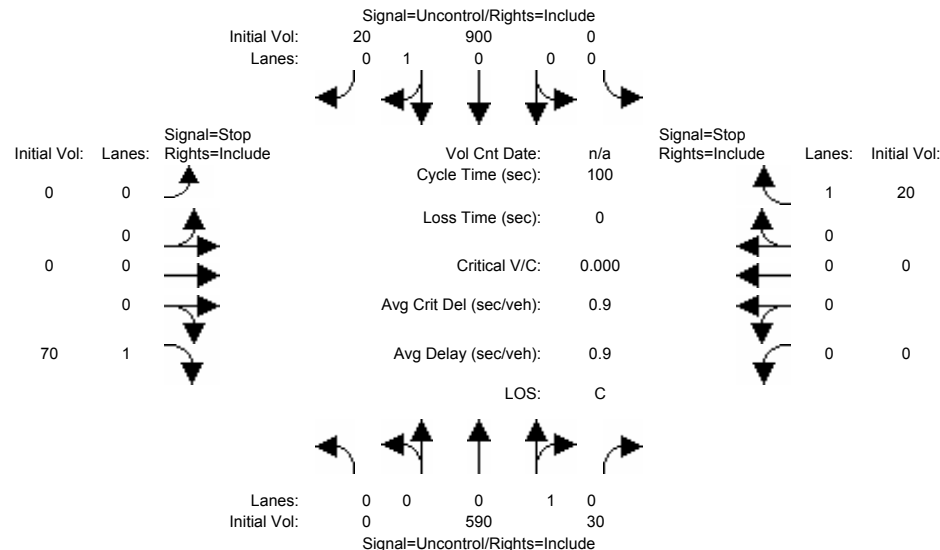


Street Name:	Monterey Road						2nd Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	90	470	60	110	830	20	20	20	50	40	20	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	470	60	110	830	20	20	20	50	40	20	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	470	60	110	830	20	20	20	50	40	20	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	470	60	110	830	20	20	20	50	40	20	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	470	60	110	830	20	20	20	50	40	20	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	470	60	110	830	20	20	20	50	40	20	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	0.89	0.11	1.00	0.98	0.02	0.22	0.22	0.56	0.36	0.18	0.46
Final Sat.:	1750	1596	204	1750	1758	42	389	389	972	636	318	795
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.29	0.06	0.47	0.47	0.05	0.05	0.05	0.06	0.06	0.06
Crit Moves:	****			****						****		
Green Time:	7.0	47.0	47.0	14.0	54.0	54.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.59	0.50	0.50	0.36	0.70	0.70	0.41	0.41	0.41	0.50	0.50	0.50
Delay/Veh:	41.0	10.0	10.0	29.8	9.8	9.8	33.5	33.5	33.5	34.5	34.5	34.5
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:	41.0	10.0	10.0	29.8	9.8	9.8	33.5	33.5	33.5	34.5	34.5	34.5
LOS by Move:	D	B+	B+	C	A	A	C-	C-	C-	C-	C-	C-
HCM2kAvgQ:	2	8	8	2	12	12	3	3	3	3	3	3
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project GP+Alt PM (12)

Intersection #11: Monterey Road / 3rd Street (us) [- unsignalized]



Street Name:	Monterey Road						3rd Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	0	590	30	0	900	20	0	0	70	0	0	20			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	590	30	0	900	20	0	0	70	0	0	20			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	590	30	0	900	20	0	0	70	0	0	20			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	590	30	0	900	20	0	0	70	0	0	20			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	590	30	0	900	20	0	0	70	0	0	20			
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.2	xxxxxx	xxxx	6.2			
FollowUpTim:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	3.3			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	910	xxxx	xxxx	605			
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	336	xxxx	xxxx	501			
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	336	xxxx	xxxx	501			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.21	xxxx	xxxx	0.04			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.8	xxxx	xxxx	0.1			
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	18.5	xxxxxx	xxxx	12.5			
LOS by Move:	*	*	*	*	*	*	*	*	C	*	*	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				18.5				12.5		
ApproachLOS:	*				*				C				B		

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 0 1 0      0 0 0 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 590 30      0 900 20      0 0 0 70      0 0 0 20
ApproachDel:    xxxxxx      xxxxxx      18.5      12.5
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=70]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1630]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1630]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 0 1 0      0 0 0 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 590 30      0 900 20      0 0 0 70      0 0 0 20
-----|-----|-----|-----|-----|

```

Major Street Volume: 1540

Minor Approach Volume: 70

Minor Approach Volume Threshold: 104

SIGNAL WARRANT DISCLAIMER

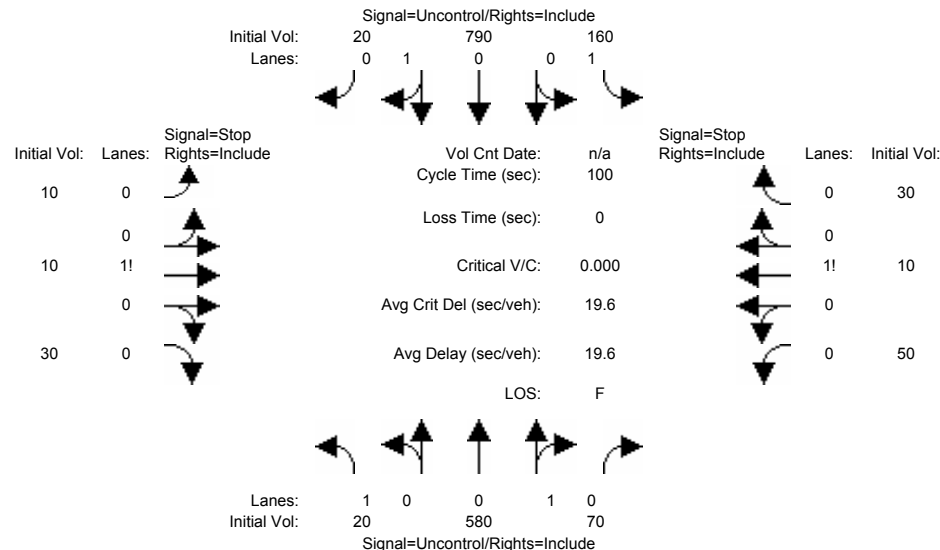
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project GP+Alt PM (12)

Intersection #12: Monterey Road / 4th Street (us) [- unsignalized]



Street Name:	Monterey Road						4th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Volume Module:												
Base Vol:	20	580	70	160	790	20	10	10	30	50	10	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:	20	580	70	160	790	20	10	10	30	50	10	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:	20	580	70	160	790	20	10	10	30	50	10	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:	20	580	70	160	790	20	10	10	30	50	10	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	580	70	160	790	20	10	10	30	50	10	30
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:	810	xxxx	xxxxx	650	xxxx	xxxxx	1795	1810	800	1795	1785	615
Potent Cap.:	825	xxxx	xxxxx	946	xxxx	xxxxx	63	80	388	63	82	495
Move Cap.:	825	xxxx	xxxxx	946	xxxx	xxxxx	45	65	388	44	67	495
Volume/Cap:	0.02	xxxx	xxxx	0.17	xxxx	xxxx	0.22	0.16	0.08	1.14	0.15	0.06
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.5	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	110	xxxxx	xxxx	67	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.0	xxxxx	xxxxx	7.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	62.5	xxxxx	xxxxx	334	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			62.5			333.5		
ApproachLOS:	*			*			F			F		

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	20 580 70	160 790 20	10 10 30	50 10 30
ApproachDel:	xxxxxx	xxxxxx	62.5	333.5

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.9]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1780]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=8.3]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=90]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1780]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	1 0 0 1 0	1 0 0 1 0	0 0 1! 0 0	0 0 1! 0 0
Initial Vol:	20 580 70	160 790 20	10 10 30	50 10 30

Major Street Volume: 1640

Minor Approach Volume: 90

Minor Approach Volume Threshold: 114

SIGNAL WARRANT DISCLAIMER

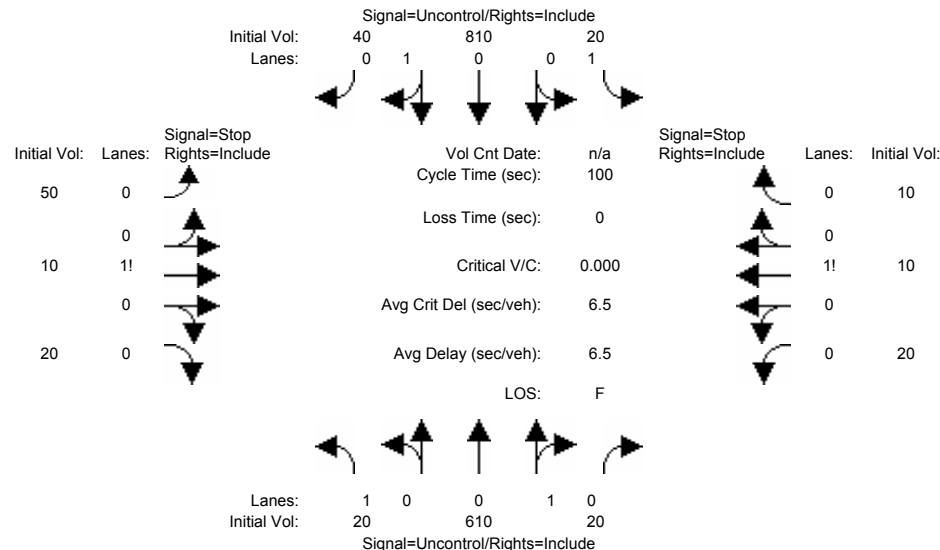
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project GP+Alt PM (12)

Intersection #13: Monterey Road / 5th Street (us) [- unsignalized]



Street Name:	Monterey Road						5th Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	20	610	20	20	810	40	50	10	20	20	10	10			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	20	610	20	20	810	40	50	10	20	20	10	10			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	20	610	20	20	810	40	50	10	20	20	10	10			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	20	610	20	20	810	40	50	10	20	20	10	10			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	20	610	20	20	810	40	50	10	20	20	10	10			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
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:	850	xxxx	xxxxx	630	xxxx	xxxxx	1540	1540	830	1545	1550	620			
Potent Cap.:	797	xxxx	xxxxx	962	xxxx	xxxxx	95	117	373	94	115	492			
Move Cap.:	797	xxxx	xxxxx	962	xxxx	xxxxx	84	111	373	80	110	492			
Volume/Cap:	0.03	xxxx	xxxx	0.02	xxxx	xxxx	0.60	0.09	0.05	0.25	0.09	0.02			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	9.6	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	108	xxxxx	xxxx	111	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.0	xxxxx	xxxxx	1.5	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	100	xxxxx	xxxxx	54.7	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*			
ApproachDel:	xxxxxx			xxxxxx			100.4			54.7					
ApproachLOS:	*			*			F			F					

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 0 1 0      1 0 0 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 610      20 20 810 40      50 10 20      20 10 10
ApproachDel:    xxxxxx      xxxxxx      100.4      54.7
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=2.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=80]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1640]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1640]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 0 1 0      1 0 0 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 610      20 20 810 40      50 10 20      20 10 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1520

Minor Approach Volume: 80

Minor Approach Volume Threshold: 141

SIGNAL WARRANT DISCLAIMER

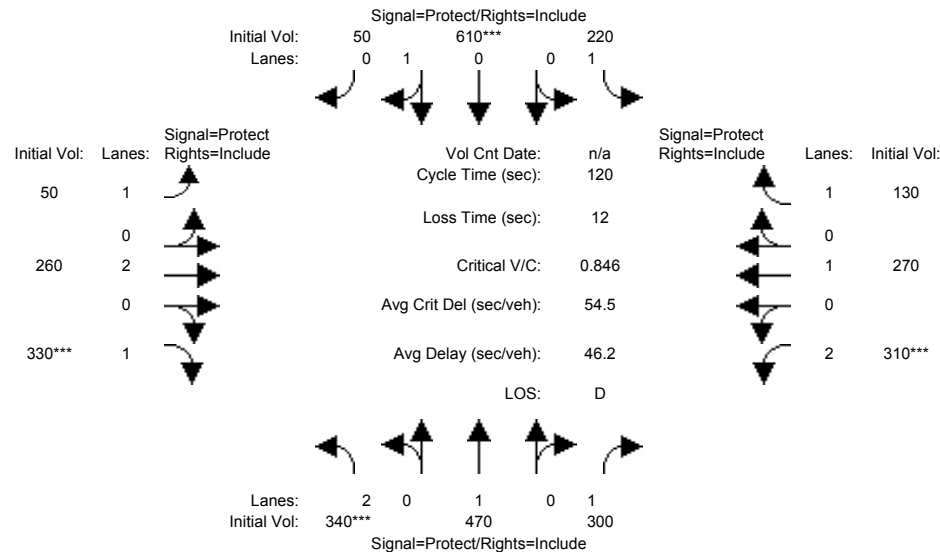
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt PM (12)

Intersection #14: Dunne Ave/Monterey Rd



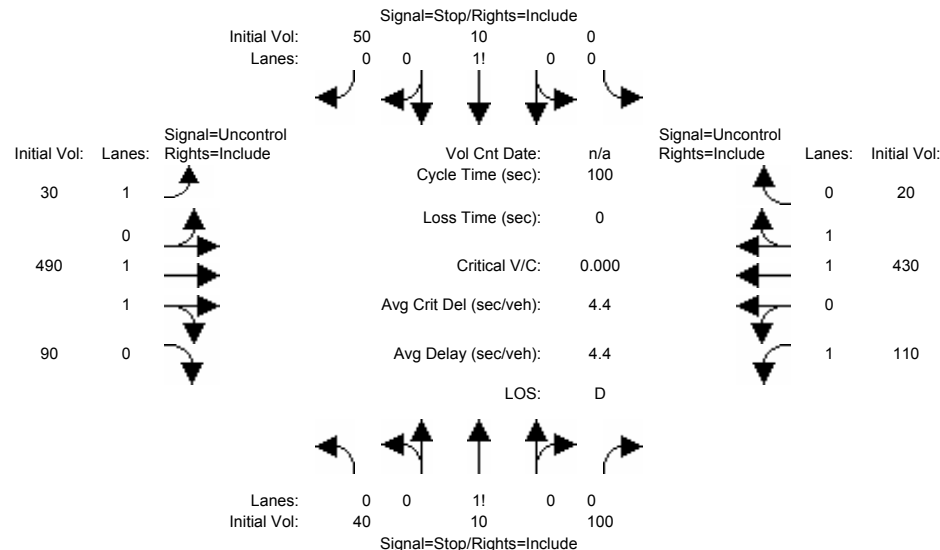
Street Name:	Monterey Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	340	470	300	220	610	50	50	260	330	310	270	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	470	300	220	610	50	50	260	330	310	270	130
Added Vol:	0	0	0	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	470	300	220	610	50	50	260	330	310	270	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	470	300	220	610	50	50	260	330	310	270	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	470	300	220	610	50	50	260	330	310	270	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	340	470	300	220	610	50	50	260	330	310	270	130
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	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	0.92	0.08	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	1900	1750	1750	1664	136	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.17	0.13	0.37	0.37	0.03	0.07	0.19	0.10	0.14	0.07
Crit Moves:	****				****				****	****		
Green Time:	15.3	44.6	44.6	22.7	52.0	52.0	11.8	26.7	26.7	14.0	28.9	28.9
Volume/Cap:	0.85	0.67	0.46	0.67	0.85	0.85	0.29	0.31	0.85	0.85	0.59	0.31
Delay/Veh:	66.4	33.9	29.1	50.2	38.9	38.9	51.1	39.1	60.3	68.4	42.4	37.8
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:	66.4	33.9	29.1	50.2	38.9	38.9	51.1	39.1	60.3	68.4	42.4	37.8
LOS by Move:	E	C-	C	D	D+	D+	D-	D	E	E	D	D+
HCM2kAvgQ:	10	15	9	8	23	23	2	4	15	7	9	4

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Project GP+Alt PM (12)

Intersection #15: Del Monte Street / Dunne Avenue (us) [- unsignalized]



Street Name:	Del Monte Street						Dunne Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	40	10	100	0	10	50	30	490	90	110	430	20			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	10	100	0	10	50	30	490	90	110	430	20			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	10	100	0	10	50	30	490	90	110	430	20			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	40	10	100	0	10	50	30	490	90	110	430	20			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	40	10	100	0	10	50	30	490	90	110	430	20			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	7.5	6.5	6.9	xxxxx	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	1035	1265	290	xxxx	1300	225	450	xxxx	xxxxx	580	xxxx	xxxxx			
Potent Cap.:	189	171	713	xxxx	163	784	1121	xxxx	xxxxx	1004	xxxx	xxxxx			
Move Cap.:	150	148	713	xxxx	141	784	1121	xxxx	xxxxx	1004	xxxx	xxxxx			
Volume/Cap:	0.27	0.07	0.14	xxxx	0.07	0.06	0.03	xxxx	xxxx	0.11	xxxx	xxxx			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	9.0	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	316	xxxxx	xxxx	xxxx	446	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	2.4	xxxxx	xxxxx	xxxx	0.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	26.2	xxxxx	xxxxx	xxxx	14.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	D	*	*	*	B	*	*	*	*	*	*	*	*	*
ApproachDel:	26.2					14.3	xxxxxx			xxxxxx					
ApproachLOS:	D					B	*			*		*			

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 0 1 0      1 0 1 1 0      1 0 1 1 0
Initial Vol:    40 10 100      0 10 50      30 490 90      110 430 20
ApproachDel:    26.2          14.3          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=150]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1380]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=60]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1380]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 0 1 0      1 0 1 1 0      1 0 1 1 0
Initial Vol:    40 10 100      0 10 50      30 490 90      110 430 20
-----|-----|-----|-----|-----|

```

Major Street Volume: 1170

Minor Approach Volume: 150

Minor Approach Volume Threshold: 231

SIGNAL WARRANT DISCLAIMER

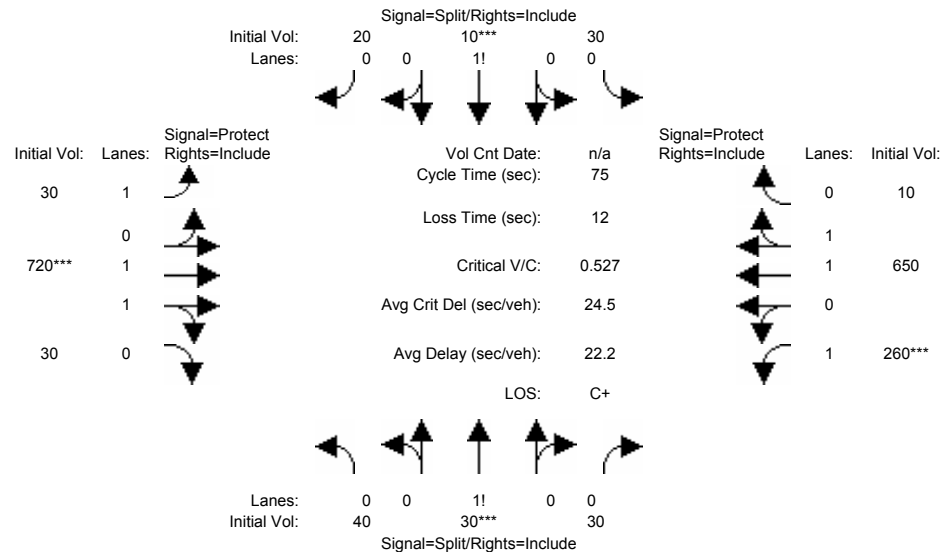
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt PM (12)

Intersection #16: Church Street / Dunne Avenue



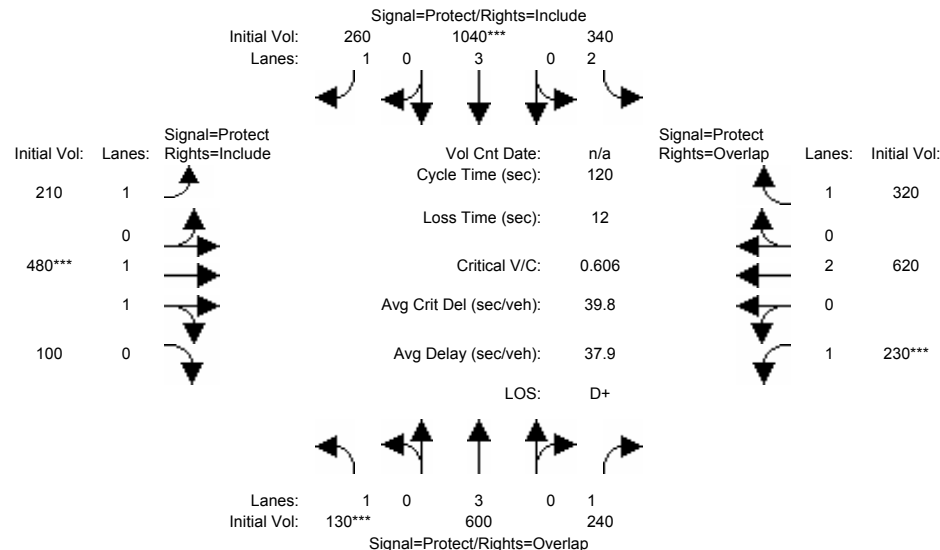
Street Name:	Church Street						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	40	30	30	30	10	20	30	720	30	260	650	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	30	30	30	10	20	30	720	30	260	650	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	30	30	30	10	20	30	720	30	260	650	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	30	30	30	10	20	30	720	30	260	650	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	30	30	30	10	20	30	720	30	260	650	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	30	30	30	10	20	30	720	30	260	650	10
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:	0.40	0.30	0.30	0.50	0.17	0.33	1.00	1.92	0.08	1.00	1.97	0.03
Final Sat.:	700	525	525	875	292	583	1750	3552	148	1750	3644	56
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.03	0.03	0.03	0.02	0.20	0.20	0.15	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	14.8	24.8	24.8	18.2	28.2	28.2
Volume/Cap:	0.43	0.43	0.43	0.26	0.26	0.26	0.09	0.61	0.61	0.61	0.47	0.47
Delay/Veh:	31.1	31.1	31.1	29.8	29.8	29.8	24.7	22.0	22.0	27.9	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:	31.1	31.1	31.1	29.8	29.8	29.8	24.7	22.0	22.0	27.9	18.0	18.0
LOS by Move:	C	C	C	C	C	C	C	C+	C+	C	B-	B-
HCM2kAvgQ:	3	3	3	2	2	2	1	7	7	6	6	6

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt PM (12)

Intersection #17: Dunne Ave/Butterfield Blvd

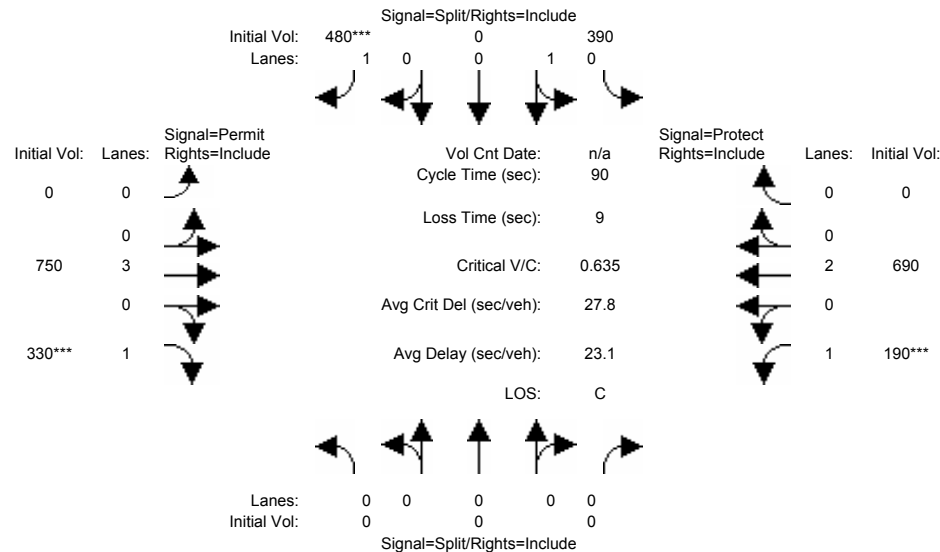


Street Name:	Butterfield Boulevard						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	130	600	240	340	1040	260	210	480	100	230	620	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	600	240	340	1040	260	210	480	100	230	620	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:	130	600	240	340	1040	260	210	480	100	230	620	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:	130	600	240	340	1040	260	210	480	100	230	620	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	600	240	340	1040	260	210	480	100	230	620	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
FinalVolume:	130	600	240	340	1040	260	210	480	100	230	620	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	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	1.00	1.65	0.35	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	1750	3062	638	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.14	0.11	0.18	0.15	0.12	0.16	0.16	0.13	0.16	0.18
Crit Moves:	****			****			****			****		
Green Time:	14.7	25.1	51.2	25.8	36.2	36.2	24.2	31.1	31.1	26.0	32.9	58.7
Volume/Cap:	0.61	0.50	0.32	0.50	0.61	0.49	0.59	0.61	0.61	0.61	0.59	0.37
Delay/Veh:	54.8	42.3	23.1	42.1	36.4	35.1	46.2	40.2	40.2	45.1	38.7	19.5
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:	54.8	42.3	23.1	42.1	36.4	35.1	46.2	40.2	40.2	45.1	38.7	19.5
LOS by Move:	D-	D	C	D	D+	D+	D	D	D	D	D+	B-
HCM2kAvgQ:	6	7	6	7	11	9	7	9	9	9	10	8
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt PM (12)

Intersection #18: US 101 SB Ramps / Dunne Avenue

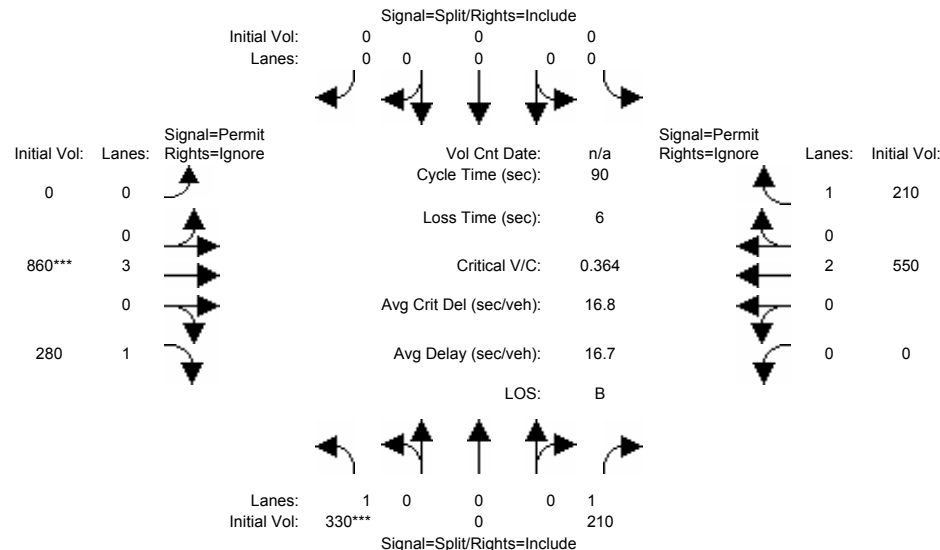


Street Name:	US 101 SB Ramps						Dunne Avenue											
Approach:	North Bound			South Bound			East Bound			West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R			
-----	-----			-----			-----			-----								
Min. Green:	0		0		0	10		0		10	0		7		10	0		
-----	-----			-----			-----			-----								
Volume Module:																		
Base Vol:	0		0		0	390		0		480	0		750		330	190	690	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
Initial Bse:	0		0		0	390		0		480	0		750		330	190	690	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	390		0		480	0		750		330	190	690	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
PHF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00
PHF Volume:	0		0		0	390		0		480	0		750		330	190	690	0
Reduct Vol:	0		0		0	0		0		0	0		0		0	0	0	0
Reduced Vol:	0		0		0	390		0		480	0		750		330	190	690	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
MLF Adj:	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:	0		0		0	390		0		480	0		750		330	190	690	0
-----	-----			-----			-----			-----								
Saturation Flow Module:																		
Sat/Lane:	1900	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	1.00
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	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		0.22	0.00	0.27		0.00	0.13	0.19		0.11	0.18		0.00	0.00
Crit Moves:							****						****			****		
Green Time:	0.0	0.0		0.0		38.9	0.0	38.9		0.0	26.7	26.7		15.4	42.1		0.0	0.0
Volume/Cap:	0.00	0.00		0.00		0.50	0.00	0.63		0.00	0.44	0.63		0.63	0.39		0.00	0.00
Delay/Veh:	0.0	0.0		0.0		19.1	0.0	21.8		0.0	25.8	30.0		39.1	15.7		0.0	0.0
User DelAdj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
AdjDel/Veh:	0.0	0.0		0.0		19.1	0.0	21.8		0.0	25.8	30.0		39.1	15.7		0.0	0.0
LOS by Move:	A	A		A		B-	A	C+		A	C	C		D	B		A	A
HCM2kAvgQ:	0		0		0	8		0		12	0		5		8	5	6	0
Note: Queue reported is the number of cars per lane.																		

City of Morgan Hill Travel Demand Forecasting Model
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt PM (12)

Intersection #19: US 101 NB Ramps / Dunne Avenue

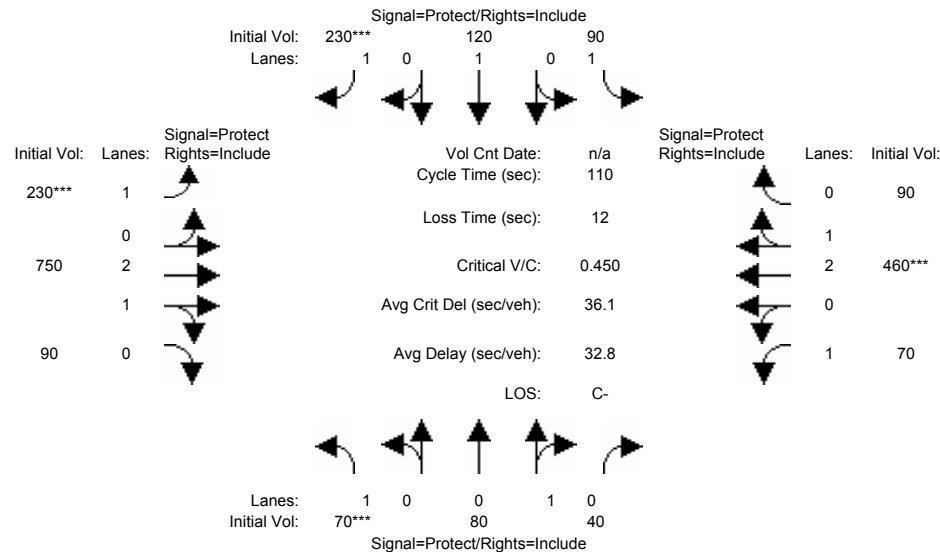


Street Name:	US 101 NB Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	330	0	210	0	0	0	0	860	280	0	550	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	0	210	0	0	0	0	860	280	0	550	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	0	210	0	0	0	0	860	280	0	550	210
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:	330	0	210	0	0	0	0	860	0	0	550	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	0	210	0	0	0	0	860	0	0	550	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:	330	0	210	0	0	0	0	860	0	0	550	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	0.12	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.14	0.00
Crit Moves:	****							****				
Green Time:	46.7	0.0	46.7	0.0	0.0	0.0	0.0	37.3	0.0	0.0	37.3	0.0
Volume/Cap:	0.36	0.00	0.23	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.35	0.00
Delay/Veh:	13.1	0.0	12.0	0.0	0.0	0.0	0.0	18.2	0.0	0.0	18.2	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:	13.1	0.0	12.0	0.0	0.0	0.0	0.0	18.2	0.0	0.0	18.2	0.0
LOS by Move:	B	A	B+	A	A	A	A	B-	A	A	B-	A
HCM2kAvgQ:	6	0	3	0	0	0	0	5	0	0	5	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt PM (12)

Intersection #20: Dunne Ave/Condit Rd



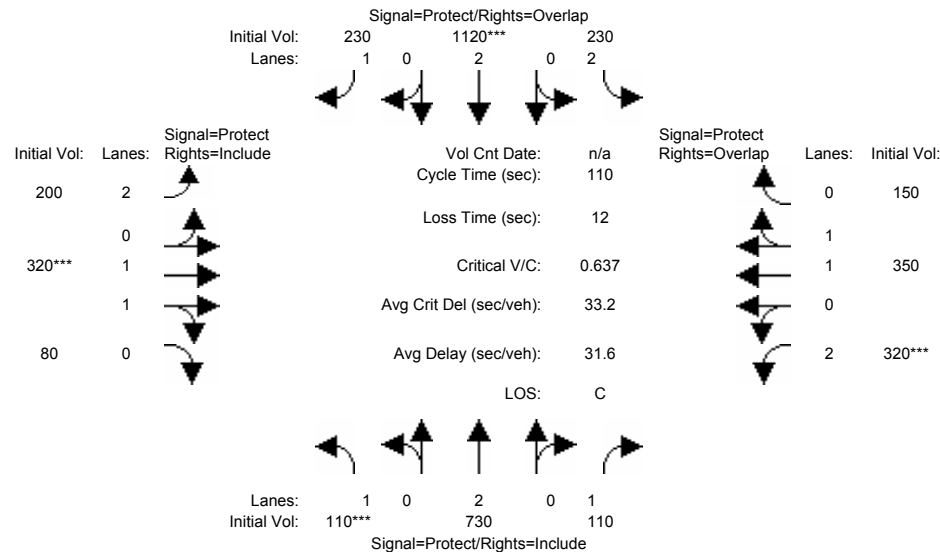
Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	70	80	40	90	120	230	230	750	90	70	460	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	80	40	90	120	230	230	750	90	70	460	90
Added Vol:	0	0	0	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	80	40	90	120	230	230	750	90	70	460	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	80	40	90	120	230	230	750	90	70	460	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	80	40	90	120	230	230	750	90	70	460	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	80	40	90	120	230	230	750	90	70	460	90
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	0.67	0.33	1.00	1.00	1.00	1.00	2.67	0.33	1.00	2.49	0.51
Final Sat.:	1750	1200	600	1750	1900	1750	1750	4999	600	1750	4682	916
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.07	0.05	0.06	0.13	0.13	0.15	0.15	0.04	0.10	0.10
Crit Moves:	****					****	****				****	
Green Time:	9.8	24.6	24.6	17.2	32.1	32.1	32.1	39.4	39.4	16.7	24.0	24.0
Volume/Cap:	0.45	0.30	0.30	0.33	0.22	0.45	0.45	0.42	0.42	0.26	0.45	0.45
Delay/Veh:	49.6	35.9	35.9	41.9	29.6	32.4	32.4	26.8	26.8	41.7	37.5	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:	49.6	35.9	35.9	41.9	29.6	32.4	32.4	26.8	26.8	41.7	37.5	37.5
LOS by Move:	D	D+	D+	D	C	C-	C-	C	C	D	D+	D+
HCM2kAvgQ:	3	4	4	3	3	7	7	7	7	2	5	5

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

City of Morgan Hill Travel Demand Forecasting Model
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt PM (12)

Intersection #21: Tennant Ave/Monterey Rd



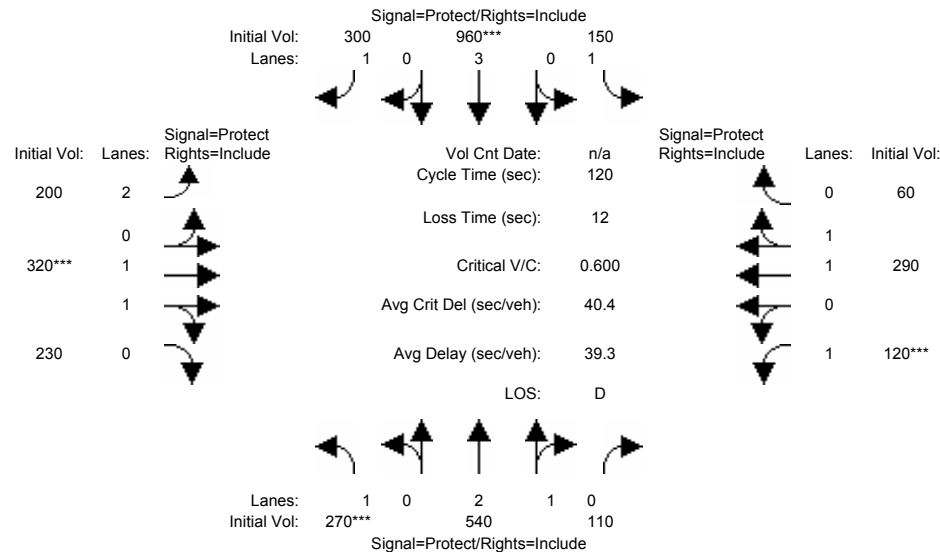
Street Name:	Monterey Road						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	110	730	110	230	1120	230	200	320	80	320	350	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	730	110	230	1120	230	200	320	80	320	350	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	730	110	230	1120	230	200	320	80	320	350	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	730	110	230	1120	230	200	320	80	320	350	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	730	110	230	1120	230	200	320	80	320	350	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	730	110	230	1120	230	200	320	80	320	350	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.59	0.41	2.00	1.38	0.62
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	2959	740	3150	2589	1110
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.06	0.07	0.29	0.13	0.06	0.11	0.11	0.10	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	10.9	44.8	44.8	17.0	50.9	62.5	11.6	18.7	18.7	17.5	24.6	41.6
Volume/Cap:	0.64	0.47	0.15	0.47	0.64	0.23	0.60	0.64	0.64	0.64	0.60	0.36
Delay/Veh:	55.3	24.2	20.7	43.1	23.3	11.9	50.1	44.7	44.7	46.0	39.6	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	24.2	20.7	43.1	23.3	11.9	50.1	44.7	44.7	46.0	39.6	24.7
LOS by Move:	E+	C	C+	D	C	B+	D	D	D	D	D	C
HCM2kAvgQ:	4	9	2	5	15	4	5	7	7	7	8	6

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

City of Morgan Hill Travel Demand Forecasting Model
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt PM (12)

Intersection #22: Main Ave/Butterfield Blvd

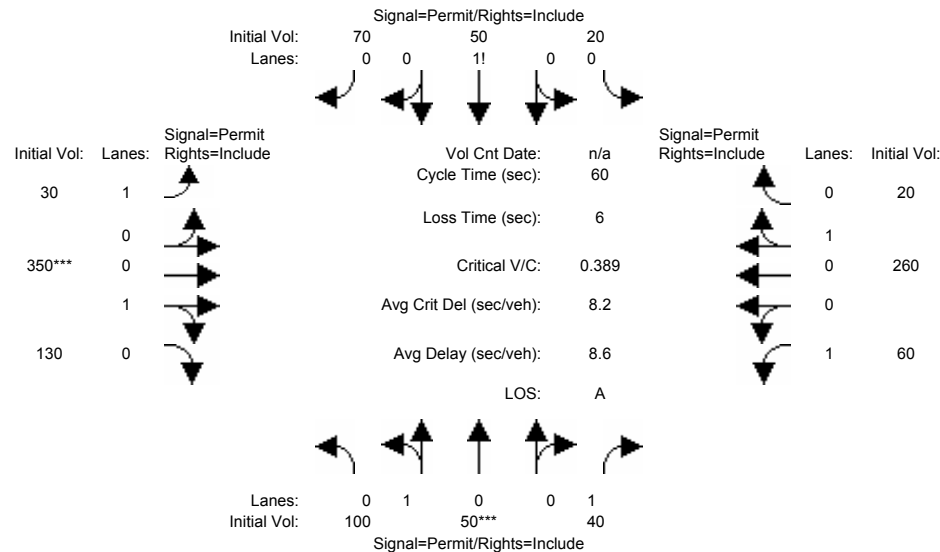


Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	270	540	110	150	960	300	200	320	230	120	290	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	540	110	150	960	300	200	320	230	120	290	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	540	110	150	960	300	200	320	230	120	290	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	540	110	150	960	300	200	320	230	120	290	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	540	110	150	960	300	200	320	230	120	290	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	270	540	110	150	960	300	200	320	230	120	290	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.47	0.53	1.00	3.00	1.00	2.00	1.14	0.86	1.00	1.65	0.35
Final Sat.:	1750	4651	947	1750	5700	1750	3150	2152	1546	1750	3065	634
Capacity Analysis Module:												
Vol/Sat:	0.15	0.12	0.12	0.09	0.17	0.17	0.06	0.15	0.15	0.07	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	30.9	37.1	37.1	27.4	33.7	33.7	17.5	29.7	29.7	13.7	26.0	26.0
Volume/Cap:	0.60	0.38	0.38	0.38	0.60	0.61	0.44	0.60	0.60	0.60	0.44	0.44
Delay/Veh:	41.4	32.5	32.5	39.7	38.0	39.7	47.5	41.0	41.0	55.5	41.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	32.5	32.5	39.7	38.0	39.7	47.5	41.0	41.0	55.5	41.0	41.0
LOS by Move:	D	C-	C-	D	D+	D	D	D	D	E+	D	D
HCM2kAvgQ:	10	6	6	5	11	11	4	10	10	5	6	6
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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Intersection #23: Condit Road / Main Avenue



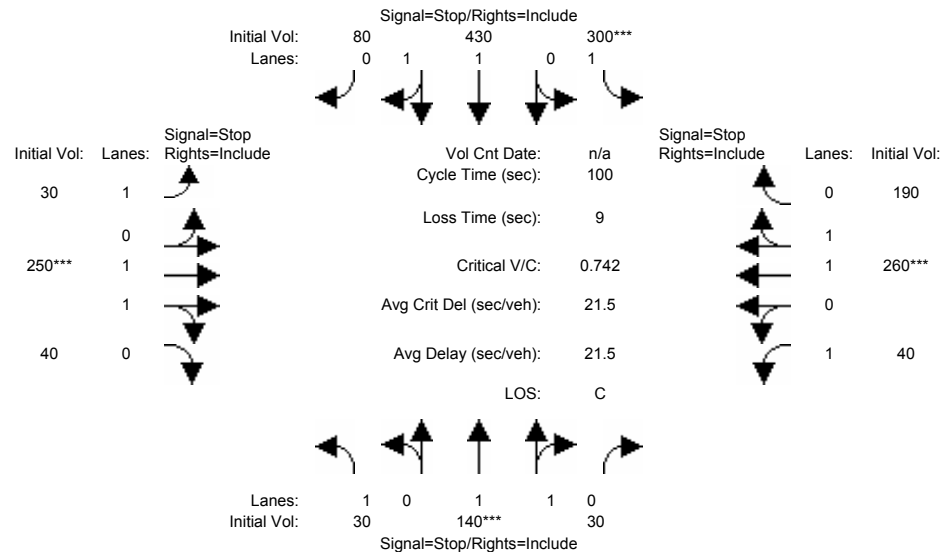
Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	100	50	40	20	50	70	30	350	130	60	260	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	50	40	20	50	70	30	350	130	60	260	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	50	40	20	50	70	30	350	130	60	260	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	50	40	20	50	70	30	350	130	60	260	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	50	40	20	50	70	30	350	130	60	260	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	100	50	40	20	50	70	30	350	130	60	260	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.67	0.33	1.00	0.14	0.36	0.50	1.00	0.73	0.27	1.00	0.93	0.07
Final Sat.:	1200	600	1750	250	625	875	1750	1312	487	1750	1671	129
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.02	0.08	0.08	0.08	0.02	0.27	0.27	0.03	0.16	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.9	12.9	12.9	12.9	12.9	12.9	41.1	41.1	41.1	41.1	41.1	41.1
Volume/Cap:	0.39	0.39	0.11	0.37	0.37	0.37	0.02	0.39	0.39	0.05	0.23	0.23
Delay/Veh:	20.9	20.9	19.1	20.8	20.8	20.8	3.0	4.2	4.2	3.1	3.6	3.6
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:	20.9	20.9	19.1	20.8	20.8	20.8	3.0	4.2	4.2	3.1	3.6	3.6
LOS by Move:	C+	C+	B-	C+	C+	C+	A	A	A	A	A	A
HCM2kAvgQ:	2	2	1	3	3	3	0	4	4	0	2	2

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

City of Morgan Hill Travel Demand Forecasting Model
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Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2030 Project GP+Alt PM (12)

Intersection #24: Hale Avenue / Dunne Avenue (us) [- future unsignalized]



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
----- ----- ----- -----															
Min. Green:	7		10		10	7		10		10	7		10		10
----- ----- ----- -----															
Volume Module:															
Base Vol:	30		140		30	300		430		80	30		250		40
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	30		140		30	300		430		80	30		250		40
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	30		140		30	300		430		80	30		250		40
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:	30		140		30	300		430		80	30		250		40
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	30		140		30	300		430		80	30		250		40
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:	30		140		30	300		430		80	30		250		40
----- ----- ----- -----															
Saturation Flow Module:															
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	1.00		1.65		0.35	1.00		1.69		0.31	1.00		1.72		0.28
Final Sat.:	319		562		122	404		723		137	334		624		101
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.09		0.25		0.25	0.74		0.59		0.59	0.09		0.40		0.40
Crit Moves:	****			****			****			****			****		
Delay/Veh:	14.0		15.3		15.0	31.9		21.6		20.9	13.5		17.6		17.3
Delay Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	14.0		15.3		15.0	31.9		21.6		20.9	13.5		17.6		17.3
LOS by Move:	B		C		C	D		C		C	B		C		C
ApproachDel:	15.0			25.3			17.2			20.6					
Delay Adj:	1.00			1.00			1.00			1.00					
ApprAdjDel:	15.0			25.3			17.2			20.6					
LOS by Appr:	C			D			C			C					
AllWayAvgQ:	0.1		0.3		0.3	2.3		1.3		1.2	0.1		0.6		0.5
Note: Queue reported is the number of cars per lane.															

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Hale Avenue / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0
Initial Vol:	30		140		30	300		430		80	30		250		40	40		260		190
Major Street Volume:											1010									
Minor Approach Volume:											490									
Minor Approach Volume Threshold:											370									

SIGNAL WARRANT DISCLAIMER

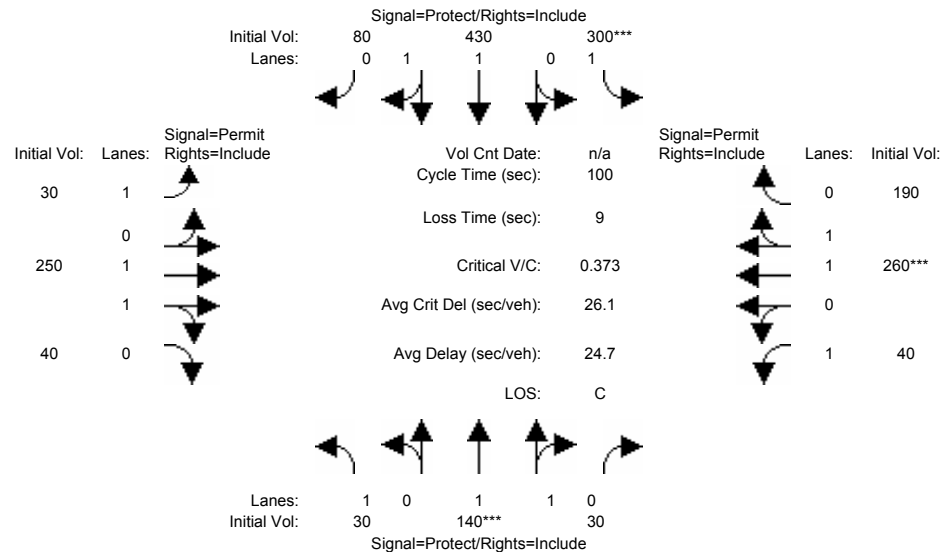
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Project GP+Alt PM (12)

Intersection #224: Hale Avenue / Dunne Avenue [- future signalized]



Street Name:	Hale Avenue						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	
Volume Module:												
Base Vol:	30		140		30		300		430		80	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	30		140		30		300		430		80	
Added Vol:	0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	30		140		30		300		430		80	
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:	30		140		30		300		430		80	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	30		140		30		300		430		80	
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	
FinalVolume:	30		140		30		300		430		80	
Saturation Flow Module:												
Sat/Lane:	1900		1900		1900		1900		1900		1900	
Adjustment:	0.92		0.98		0.95		0.92		0.98		0.95	
Lanes:	1.00		1.64		0.36		1.00		1.68		0.32	
Final Sat.:	1750		3047		653		1750		3119		580	
Capacity Analysis Module:												
Vol/Sat:	0.02		0.05		0.05		0.17		0.14		0.14	
Crit Moves:	****			****			****			****		
Green Time:	19.6		12.3		12.3		46.0		38.7		38.7	
Volume/Cap:	0.09		0.37		0.37		0.37		0.36		0.36	
Delay/Veh:	33.0		40.8		40.8		17.9		22.0		22.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	33.0		40.8		40.8		17.9		22.0		22.0	
LOS by Move:	C-		D		D		B		C+		C+	
HCM2kAvgQ:	1		3		3		6		6		6	

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Existing PM				2030 Cum Recom'd GPA PM (8)						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#1 Cochrane Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C	29.1	0.311	31.2	C-	34.5	0.698	+ 0.387	40.2	+ 9.1	?	xx.x	x.xxx	xx.x
#2 Cochrane Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	B	13.0	0.336	20.1	D+	37.3	0.810	+ 0.475	51.3	+ 31.3	?	xx.x	x.xxx	xx.x
#3 Monterey Road / Central Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	23.1	0.000	1.7	F	>150	0.000	+ 0.000	19.8	+ 18.0	?	xx.x	x.xxx	xx.x
#4 Monterey Road / Keystone Avenue (us) [(us) - unsignalized]	?	xx.x	x.xxx	xx.x	B	10.5	0.000	0.3	C	15.8	0.000	+ 0.000	0.4	+ 0.1	?	xx.x	x.xxx	xx.x
#5 Main Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	D	42.4	0.614	43.6	F	80.6	1.043	+ 0.430	95.1	+ 51.5	?	xx.x	x.xxx	xx.x
#6 Del Monte Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	19.1	0.000	2.9	D	25.2	0.000	+ 0.000	5.3	+ 2.4	?	xx.x	x.xxx	xx.x
#7 Hale Avenue / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	13.2	0.565	13.2	E	43.7	1.096	+ 0.531	43.7	+ 30.6	?	xx.x	x.xxx	xx.x
#8 Depot Street / Main Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	D	25.6	0.000	1.6	F	75.6	0.000	+ 0.000	10.3	+ 8.7	?	xx.x	x.xxx	xx.x
#9 Monterey Road / 1st Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	10.9	0.000	0.2	C	17.8	0.000	+ 0.000	0.4	+ 0.2	?	xx.x	x.xxx	xx.x
#10 Monterey Road / 2nd Street	?	xx.x	x.xxx	xx.x	B	12.5	0.288	10.3	B	15.4	0.667	+ 0.379	15.2	+ 4.9	?	xx.x	x.xxx	xx.x
#11 Monterey Road / 3rd Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	11.1	0.000	0.3	C	19.3	0.000	+ 0.000	1.1	+ 0.8	?	xx.x	x.xxx	xx.x
#12 Monterey Road / 4th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	18.9	0.000	0.4	F	>150	0.000	+ 0.000	17.6	+ 17.1	?	xx.x	x.xxx	xx.x
#13 Monterey Road / 5th Street (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	C	17.0	0.000	0.4	F	94.0	0.000	+ 0.000	5.6	+ 5.2	?	xx.x	x.xxx	xx.x
#14 Dunne Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	D+	36.6	0.527	38.7	D	48.2	0.880	+ 0.353	57.7	+ 19.1	?	xx.x	x.xxx	xx.x
#15 Del Monte Street / Dunne Avenue (us) [- unsignalized]	?	xx.x	x.xxx	xx.x	B	15.0	0.000	3.3	F	73.8	0.000	+ 0.000	11.8	+ 8.5	?	xx.x	x.xxx	xx.x
#16 Church Street / Dunne Avenue	?	xx.x	x.xxx	xx.x	B-	19.5	0.376	20.3	C+	22.9	0.560	+ 0.185	25.6	+ 5.3	?	xx.x	x.xxx	xx.x
#17 Dunne Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	D	39.4	0.600	42.5	D	39.5	0.741	+ 0.141	43.2	+ 0.7	?	xx.x	x.xxx	xx.x
#18 US 101 SB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	C+	21.5	0.599	26.0	C	23.2	0.654	+ 0.055	27.8	+ 1.8	?	xx.x	x.xxx	xx.x
#19 US 101 NB Ramps / Dunne Avenue	?	xx.x	x.xxx	xx.x	B	12.7	0.341	13.0	B	15.4	0.349	+ 0.007	15.6	+ 2.7	?	xx.x	x.xxx	xx.x
#20 Dunne Ave/Condit Rd	?	xx.x	x.xxx	xx.x	C	28.3	0.434	30.6	C-	32.3	0.441	+ 0.007	35.7	+ 5.1	?	xx.x	x.xxx	xx.x
#21 Tennant Ave/Monterey Rd	?	xx.x	x.xxx	xx.x	C-	32.8	0.582	32.5	C	31.7	0.637	+ 0.055	33.2	+ 0.7	?	xx.x	x.xxx	xx.x
#22 Main Ave/Butterfield Blvd	?	xx.x	x.xxx	xx.x	D+	37.7	0.426	38.1	D	39.1	0.690	+ 0.264	41.1	+ 3.0	?	xx.x	x.xxx	xx.x
#23 Condit Road / Main Avenue	?	xx.x	x.xxx	xx.x	A	9.9	0.222	10.1	A	9.1	0.383	+ 0.161	8.6	- 1.5	?	xx.x	x.xxx	xx.x
#24 Hale Avenue / Dunne Avenue (us) [- future unsignalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	E	49.9	1.055	+ 1.055	49.9	+ 49.9	?	xx.x	x.xxx	xx.x
#207 Hale Avenue / Main Avenue (us) [- signalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	C-	32.5	0.692	+ 0.692	34.1	+ 34.1	?	xx.x	x.xxx	xx.x
#208 Depot Street / Main Avenue (us) [- signalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	B-	18.8	0.672	+ 0.672	26.6	+ 26.6	?	xx.x	x.xxx	xx.x

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

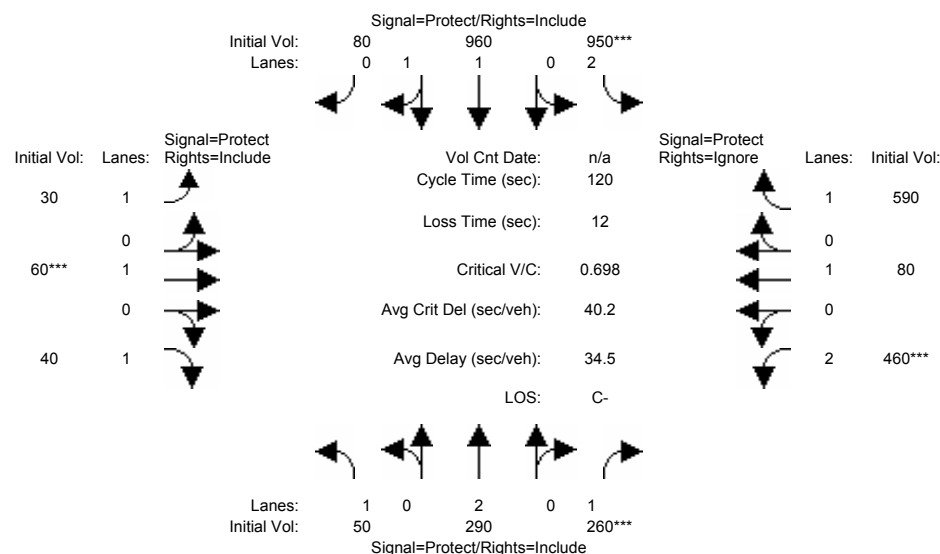
Summary Scenario Comparison Report (With Average Critical Delay)
Future Volume Alternative

Intersection	???				Existing PM				2030 Cum Recom'd GPA PM (8)						???			
	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)	LOS	Avg Del (sec)	Crit V/C	Crit V/C Change	Avg Crit Del (sec)	Avg Crit Del Change	LOS	Avg Del (sec)	Crit V/C	Avg Crit Del (sec)
#224 Hale Avenue / Dunne Avenue [- future signalized]	?	xx.x	x.xxx	xx.x		0.0	0.000	0.0	C	26.0	0.593	+ 0.593	25.0	+ 25.0	?	xx.x	x.xxx	xx.x

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #1: Cochrane Ave/Monterey Rd



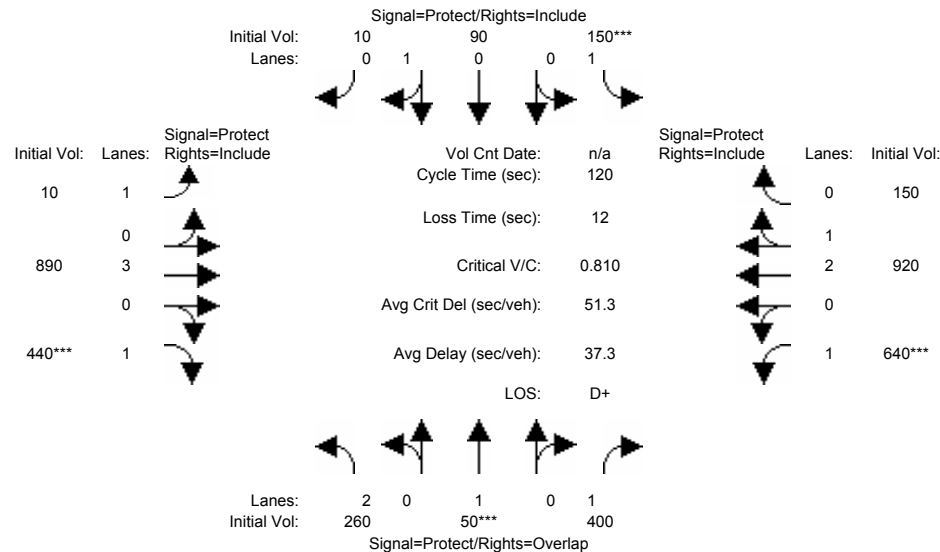
Street Name:	Monterey Road						Cochrane Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	50	290	260	950	960	80	30	60	40	460	80	590
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	290	260	950	960	80	30	60	40	460	80	590
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	290	260	950	960	80	30	60	40	460	80	590
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:	50	290	260	950	960	80	30	60	40	460	80	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	290	260	950	960	80	30	60	40	460	80	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	290	260	950	960	80	30	60	40	460	80	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	1.84	0.16	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3415	285	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.15	0.30	0.28	0.28	0.02	0.03	0.02	0.15	0.04	0.00
Crit Moves:			****	****				****		****		
Green Time:	12.7	24.4	24.4	49.6	61.3	61.3	14.0	10.0	10.0	24.0	20.0	0.0
Volume/Cap:	0.27	0.37	0.73	0.73	0.55	0.55	0.15	0.38	0.27	0.73	0.25	0.00
Delay/Veh:	50.2	41.5	52.2	31.7	20.3	20.3	48.0	53.6	52.6	49.3	43.9	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:	50.2	41.5	52.2	31.7	20.3	20.3	48.0	53.6	52.6	49.3	43.9	0.0
LOS by Move:	D	D	D-	C	C+	C+	D	D-	D-	D	D	A
HCM2kAvgQ:	2	4	10	18	13	13	1	2	2	10	2	0

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #2: Cochrane Ave/Butterfield Blvd

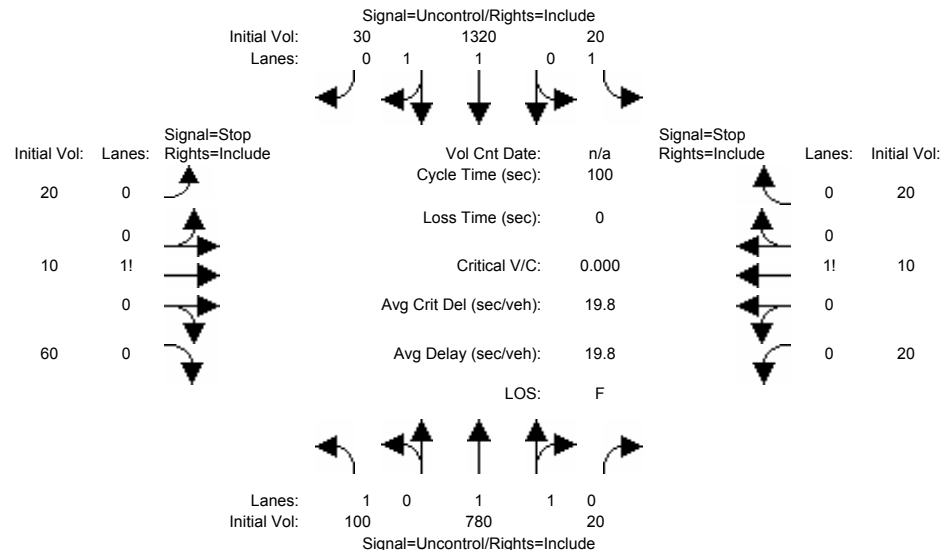


Street Name:	Butterfield Boulevard						Cochrane Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	260	50	400	150	90	10	10	890	440	640	920	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	50	400	150	90	10	10	890	440	640	920	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	50	400	150	90	10	10	890	440	640	920	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	50	400	150	90	10	10	890	440	640	920	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	50	400	150	90	10	10	890	440	640	920	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	50	400	150	90	10	10	890	440	640	920	150
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	0.90	0.10	1.00	3.00	1.00	1.00	2.56	0.44
Final Sat.:	3150	1900	1750	1750	1620	180	1750	5700	1750	1750	4814	785
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.23	0.09	0.06	0.06	0.01	0.16	0.25	0.37	0.19	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.9	10.0	61.0	12.0	11.0	11.0	20.1	35.1	35.1	51.0	65.9	65.9
Volume/Cap:	0.91	0.32	0.45	0.86	0.60	0.60	0.03	0.53	0.86	0.86	0.35	0.35
Delay/Veh:	84.2	52.9	19.2	85.8	58.6	58.6	41.9	36.0	54.0	41.3	15.1	15.1
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:	84.2	52.9	19.2	85.8	58.6	58.6	41.9	36.0	54.0	41.3	15.1	15.1
LOS by Move:	F	D-	B-	F	E+	E+	D	D+	D-	D	B	B
HCM2kAvgQ:	9	2	10	9	5	5	0	9	18	23	7	7
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #3: Monterey Road / Central Avenue (us) [- unsignalized]



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:												
Base Vol:	100	780	20	20	1320	30	20	10	60	20	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	780	20	20	1320	30	20	10	60	20	10	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	780	20	20	1320	30	20	10	60	20	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	780	20	20	1320	30	20	10	60	20	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	100	780	20	20	1320	30	20	10	60	20	10	20
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:	1350	xxxx	xxxxx	800	xxxx	xxxxx	1970	2375	675	1695	2380	400
Potent Cap.:	516	xxxx	xxxxx	832	xxxx	xxxxx	38	35	401	61	35	605
Move Cap.:	516	xxxx	xxxxx	832	xxxx	xxxxx	22	28	401	32	27	605
Volume/Cap:	0.19	xxxx	xxxx	0.02	xxxx	xxxx	0.89	0.36	0.15	0.63	0.36	0.03
Level Of Service Module:												
2Way95thQ:	0.7	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	13.6	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	64	xxxxx	xxxx	49	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	7.7	xxxxx	xxxxx	4.4	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	362	xxxxx	xxxxx	270	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			362.1			269.9		
ApproachLOS:	*			*			F			F		

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

Peak Hour Delay Signal Warrant Report

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    100 780      20 20 1320 30      20 10 60      20 10 20
ApproachDel:     xxxxxx      xxxxxx      362.1      269.9
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=9.1]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=90]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2410]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=3.7]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2410]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Monterey Road / Central Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 1 1 0      1 0 1 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    100 780      20 20 1320 30      20 10 60      20 10 20
-----|-----|-----|-----|-----|

```

Major Street Volume: 2270

Minor Approach Volume: 90

Minor Approach Volume Threshold: 2 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

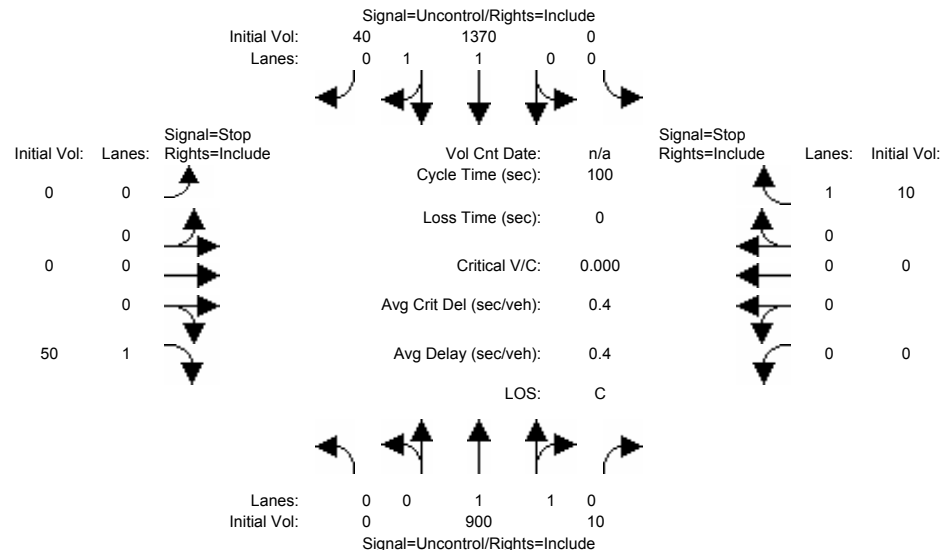
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #4: Monterey Road / Keystone Avenue (us) [- unsignalized]



Street Name:	Monterey Road						Keystone 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:												
Base Vol:	0	900	10	0	1370	40	0	0	50	0	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	900	10	0	1370	40	0	0	50	0	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	900	10	0	1370	40	0	0	50	0	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	900	10	0	1370	40	0	0	50	0	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	900	10	0	1370	40	0	0	50	0	0	10
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	705	xxxx	xxxx	455
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	383	xxxx	xxxx	558
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	383	xxxx	xxxx	558
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.13	xxxx	xxxx	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	xxxx	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	15.8	xxxxx	xxxx	11.6
LOS by Move:	*	*	*	*	*	*	*	*	C	*	*	B
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx					15.8			11.6
ApproachLOS:	*			*					C			B

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

Peak Hour Delay Signal Warrant Report

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0  0  1  1  0      0  0  1  1  0      0  0  0  0  1      0  0  0  0  1
Initial Vol:    0  900      10      0 1370      40      0  0  0  50      0  0  0  10
ApproachDel:    xxxxxx      xxxxxx      15.8      11.6
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.2]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2380]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.0]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=10]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=2380]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #4 Monterey Road / Keystone Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0  0  1  1  0      0  0  1  1  0      0  0  0  0  1      0  0  0  0  1
Initial Vol:    0  900      10      0 1370      40      0  0  0  50      0  0  0  10
-----|-----|-----|-----|-----|

```

Major Street Volume: 2320

Minor Approach Volume: 50

Minor Approach Volume Threshold: -5 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

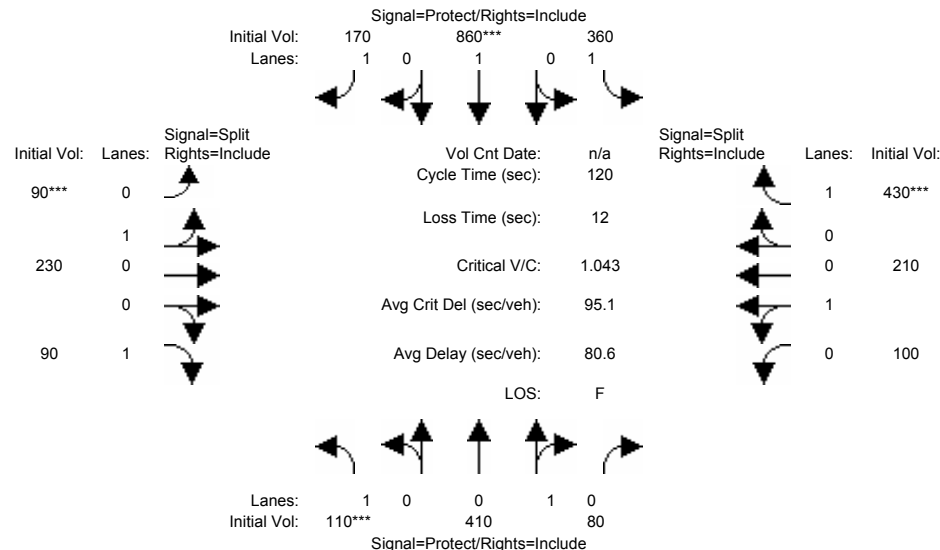
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #5: Main Ave/Monterey Rd

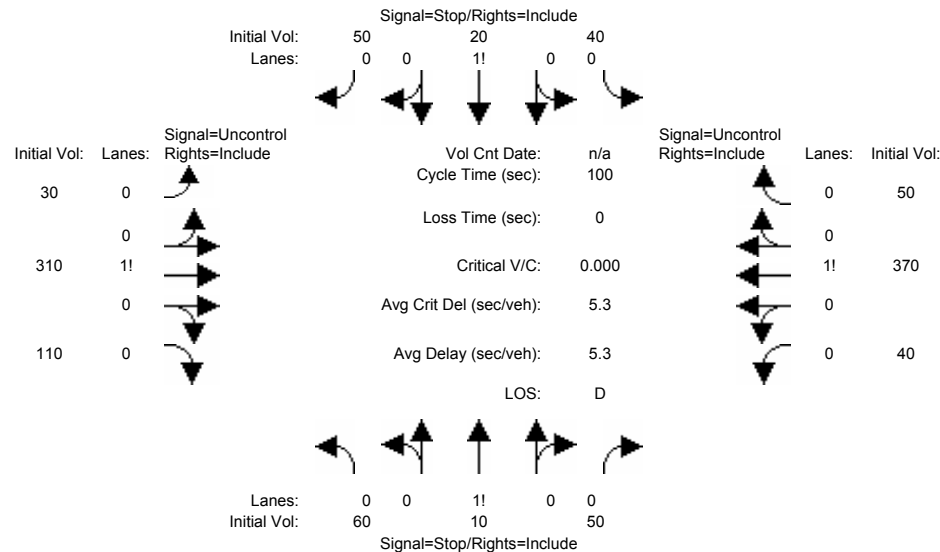


Street Name:	Monterey Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	110	410	80	360	860	170	90	230	90	100	210	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	410	80	360	860	170	90	230	90	100	210	430
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	410	80	360	860	170	90	230	90	100	210	430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	410	80	360	860	170	90	230	90	100	210	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	410	80	360	860	170	90	230	90	100	210	430
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	110	410	80	360	860	170	90	230	90	100	210	430
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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	0.84	0.16	1.00	1.00	1.00	0.28	0.72	1.00	0.32	0.68	1.00
Final Sat.:	1750	1506	294	1750	1900	1750	506	1294	1750	581	1219	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.27	0.27	0.21	0.45	0.10	0.18	0.18	0.05	0.17	0.17	0.25
Crit Moves:	****			****			****					****
Green Time:	7.2	33.8	33.8	25.5	52.1	52.1	20.4	20.4	20.4	28.3	28.3	28.3
Volume/Cap:	1.04	0.97	0.97	0.97	1.04	0.22	1.04	1.04	0.30	0.73	0.73	1.04
Delay/Veh:	156.2	74.2	74.2	84.7	77.2	21.5	112.9	113	44.1	48.8	48.8	101.9
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:	156.2	74.2	74.2	84.7	77.2	21.5	112.9	113	44.1	48.8	48.8	101.9
LOS by Move:	F	E	E	F	E-	C+	F	F	D	D	D	F
HCM2kAvgQ:	6	22	22	17	39	4	19	19	3	12	12	25
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #6: Del Monte Street / Main Avenue (us) [- unsignalized]



Street Name:	Del Monte Street						Main Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	60	10	50	40	20	50	30	310	110	40	370	50			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	60	10	50	40	20	50	30	310	110	40	370	50			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	60	10	50	40	20	50	30	310	110	40	370	50			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	60	10	50	40	20	50	30	310	110	40	370	50			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	60	10	50	40	20	50	30	310	110	40	370	50			
----- ----- ----- -----															
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:	935	925	365	930	955	395	420	xxxx	xxxxx	420	xxxx	xxxxx			
Potent Cap.:	248	271	685	250	260	659	1150	xxxx	xxxxx	1150	xxxx	xxxxx			
Move Cap.:	205	255	685	214	244	659	1150	xxxx	xxxxx	1150	xxxx	xxxxx			
Volume/Cap:	0.29	0.04	0.07	0.19	0.08	0.08	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:	xxxxx	xxxx	xxxxx	xxxxx	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
Shared Cap.:	xxxx	296	xxxxx	xxxx	319	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	1.9	xxxxx	xxxxx	1.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	25.2	xxxxx	xxxxx	22.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	D	*	*	C	*	*	*	*	*	*	*			
ApproachDel:	25.2			22.1			xxxxxx			xxxxxx					
ApproachLOS:	D			C			*			*					

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

Peak Hour Delay Signal Warrant Report

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	60		10		50	40		20		50	30	310		110		40	370		50	
ApproachDel:	25.2				22.1				xxxxxx				xxxxxx							

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.8]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=120]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1140]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.7]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=110]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1140]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #6 Del Monte Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled							
Lanes:	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0	0	0	1!	0	0
Initial Vol:	60		10		50	40		20		50	30	310		110		40	370		50	

Major Street Volume: 910

Minor Approach Volume: 120

Minor Approach Volume Threshold: 245

SIGNAL WARRANT DISCLAIMER

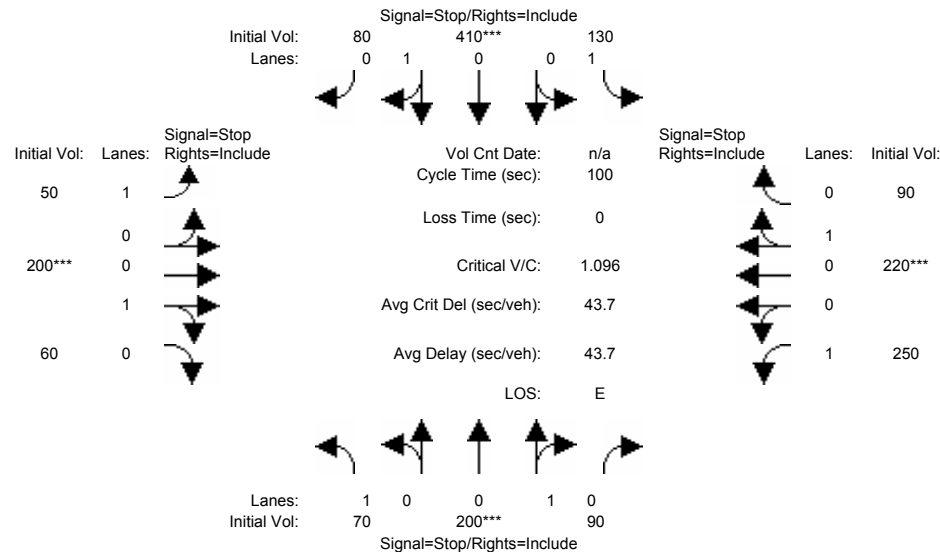
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #7: Hale Avenue / Main Avenue (us) [- unsignalized]



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
----- ----- ----- -----															
Min. Green:	7		10		10	7		10		10	7		10		10
----- ----- ----- -----															
Volume Module:															
Base Vol:	70		200		90	130		410		80	50		200		60
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	70		200		90	130		410		80	50		200		60
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	70		200		90	130		410		80	50		200		60
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:	70		200		90	130		410		80	50		200		60
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	70		200		90	130		410		80	50		200		60
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:	70		200		90	130		410		80	50		200		60
----- ----- ----- -----															
Saturation Flow Module:															
Adjustment:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Lanes:	1.00		0.69		0.31	1.00		0.84		0.16	1.00		0.77		0.23
Final Sat.:	388		292		131	410		374		73	381		317		95
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.18		0.68		0.68	0.32		1.10		1.10	0.13		0.63		0.63
Crit Moves:	****			****			****			****			****		
Delay/Veh:	13.7		26.8		26.8	15.3		98.9		98.9	13.3		24.3		24.3
Delay Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	13.7		26.8		26.8	15.3		98.9		98.9	13.3		24.3		24.3
LOS by Move:	B		D		D	C		F		F	B		C		C
ApproachDel:	24.3			81.3			22.6			26.3					
Delay Adj:	1.00			1.00			1.00			1.00					
ApprAdjDel:	24.3			81.3			22.6			26.3					
LOS by Appr:	C			F			C			D					
AllWayAvgQ:	0.2		1.8		1.8	0.4		10.9		10.9	0.1		1.5		1.5
Note: Queue reported is the number of cars per lane.															

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #7 Hale Avenue / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0
Initial Vol:	70		200		90	130		410		80	50		200		60	250		220		90
Major Street Volume:	980																			
Minor Approach Volume:	560																			
Minor Approach Volume Threshold:	383																			

SIGNAL WARRANT DISCLAIMER

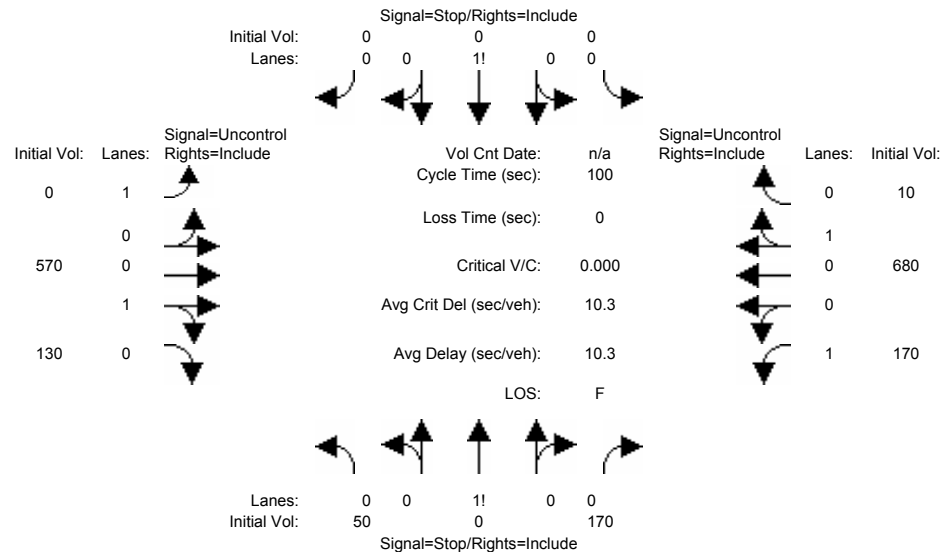
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #8: Depot Street / Main Avenue (us) [- unsignalized]



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	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Volume Module:																
Base Vol:	50		0		170	0	0	0	0	570	130	170	680	10		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	50		0		170	0	0	0	0	570	130	170	680	10		
Added Vol:	0		0		0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0		0		0	0	0	0	0	0	0	0	0	0		
Initial Fut:	50		0		170	0	0	0	0	570	130	170	680	10		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	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:	50		0		170	0	0	0	0	570	130	170	680	10		
Reduct Vol:	0		0		0	0	0	0	0	0	0	0	0	0		
FinalVolume:	50		0		170	0	0	0	0	570	130	170	680	10		
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Critical Gap Module:																
Critical Gp:	6.4	6.5	6.2		7.1	6.5	6.2	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx		
FollowUpTim:	3.5	4.0	3.3		3.5	4.0	3.3	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx		
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Capacity Module:																
Cnflct Vol:	1660	1665	635		1745	1725	685	xxxx	xxxx	xxxxx		700	xxxx	xxxxx		
Potent Cap.:	108	98	482		68	90	452	xxxx	xxxx	xxxxx		906	xxxx	xxxxx		
Move Cap.:	93	79	482		38	73	452	xxxx	xxxx	xxxxx		906	xxxx	xxxxx		
Volume/Cap:	0.54	0.00	0.35		0.00	0.00	0.00	xxxx	xxxx	xxxx		0.19	xxxx	xxxx		
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----																
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		0.7	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		9.9	xxxx	xxxxx		
LOS by Move:	*	*	*		*	*	*	*	*	*		A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT		LT	-	LTR	-	RT
Shared Cap.:	xxxx	247	xxxxx		xxxx	0	xxxxx	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	7.6	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	75.6	xxxxx		xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		
Shared LOS:	*	F	*		*	*	*	*	*	*		*	*	*		
ApproachDel:		75.6				xxxxxx			xxxxxx				xxxxxx			
ApproachLOS:		F				*			*				*			

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

Peak Hour Delay Signal Warrant Report

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled    Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    50 0 170        0 0 0 0        0 570 130      170 680 10
ApproachDel:    75.6            xxxxxx          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=4.6]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=220]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=3][total volume=1780]

SUCCEED - Total volume greater than or equal to 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #8 Depot Street / Main Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled    Uncontrolled
Lanes:          0 0 1! 0 0      0 0 1! 0 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    50 0 170        0 0 0 0        0 570 130      170 680 10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1560

Minor Approach Volume: 220

Minor Approach Volume Threshold: 132

SIGNAL WARRANT DISCLAIMER

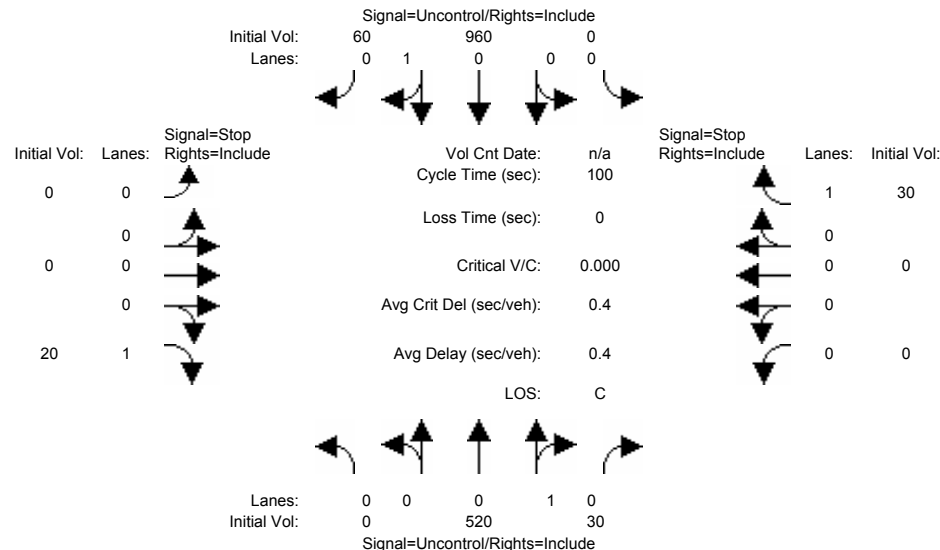
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #9: Monterey Road / 1st Street (us) [- unsignalized]



Street Name:	Monterey Road						1st Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	0	520	30	0	960	60	0	0	20	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	1.00		
Initial Bse:	0	520	30	0	960	60	0	0	20	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	520	30	0	960	60	0	0	20	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	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	0	520	30	0	960	60	0	0	20	0	0	30			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	520	30	0	960	60	0	0	20	0	0	30			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.2	xxxxxx	xxxx	6.2			
FollowUpTim:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	3.3			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	990	xxxx	xxxx	535			
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	302	xxxx	xxxx	549			
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	302	xxxx	xxxx	549			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	0.05			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.2	xxxx	xxxx	0.2			
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	17.8	xxxxxx	xxxx	11.9			
LOS by Move:	*	*	*	*	*	*	*	*	C	*	*	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:	xxxxxxx			xxxxxxx					17.8			11.9			
ApproachLOS:	*			*					C			B			

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

Peak Hour Delay Signal Warrant Report

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 0 0 1 0	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 520 30	0 960 60	0 0 20	0 0 30
ApproachDel:	xxxxxx	xxxxxx	17.8	11.9

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1620]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=30]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1620]

SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #9 Monterey Road / 1st Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Lanes:	0 0 0 1 0	0 0 0 1 0	0 0 0 0 1	0 0 0 0 1
Initial Vol:	0 520 30	0 960 60	0 0 20	0 0 30

Major Street Volume: 1570

Minor Approach Volume: 30

Minor Approach Volume Threshold: 99 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

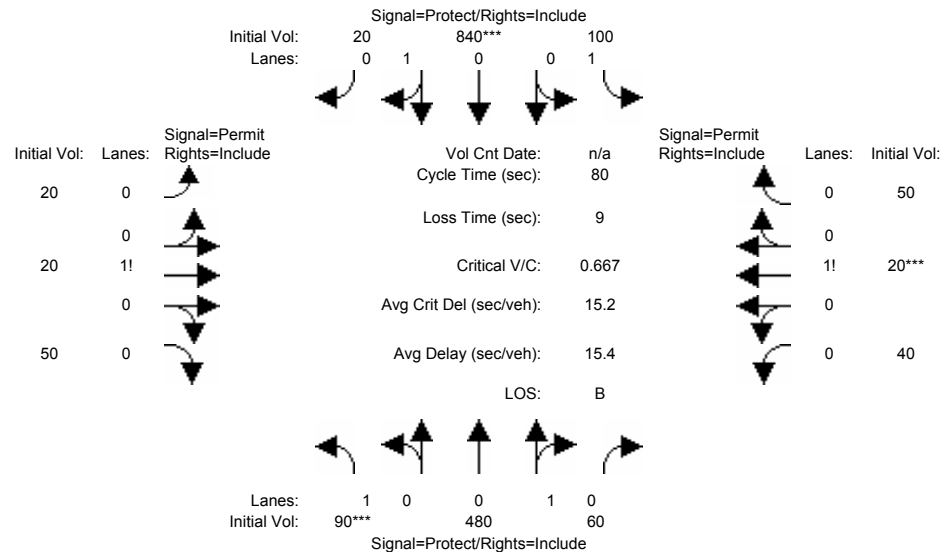
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #10: Monterey Road / 2nd Street

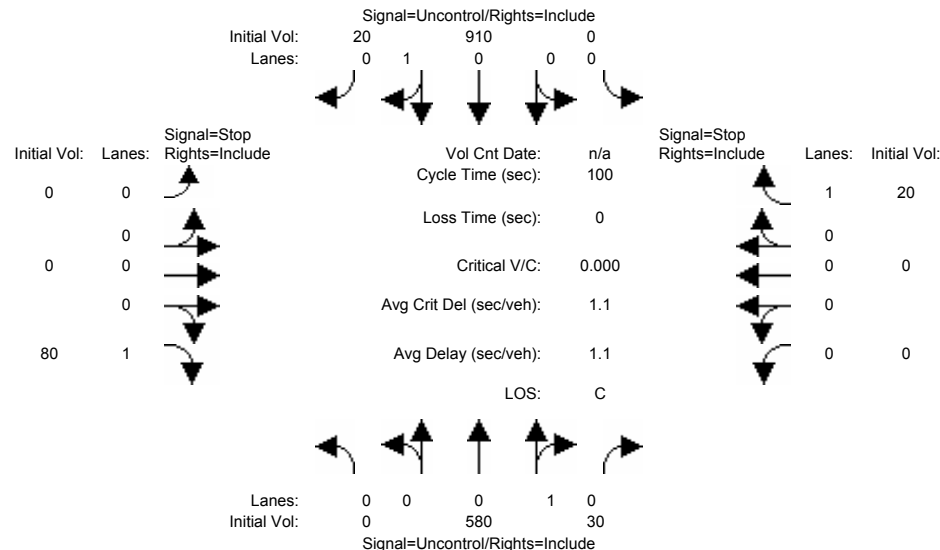


Street Name:	Monterey Road						2nd Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Min. Green:	7		10		10	7		10		10	7		10		10
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Volume Module:															
Base Vol:	90		480		60	100		840		20	20		20		50
Growth Adj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	90		480		60	100		840		20	20		50		40
Added Vol:	0		0		0	0		0		0	0		0		0
PasserByVol:	0		0		0	0		0		0	0		0		0
Initial Fut:	90		480		60	100		840		20	20		50		40
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:	90		480		60	100		840		20	20		50		40
Reduct Vol:	0		0		0	0		0		0	0		0		0
Reduced Vol:	90		480		60	100		840		20	20		50		40
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:	90		480		60	100		840		20	20		50		40
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900	1900		1900		1900	1900		1900		1900
Adjustment:	0.92		0.95		0.95	0.92		0.95		0.92	0.92		0.92		0.92
Lanes:	1.00		0.89		0.11	1.00		0.98		0.02	0.22		0.22		0.56
Final Sat.:	1750		1600		200	1750		1758		42	389		389		972
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
Capacity Analysis Module:															
Vol/Sat:	0.05		0.30		0.30	0.06		0.48		0.48	0.05		0.05		0.05
Crit Moves:	****					****									****
Green Time:	7.0		47.2		47.2	13.8		54.0		54.0	10.0		10.0		10.0
Volume/Cap:	0.59		0.51		0.51	0.33		0.71		0.71	0.41		0.41		0.41
Delay/Veh:	41.0		10.0		10.0	29.7		10.0		10.0	33.5		33.5		33.5
User DelAdj:	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00
AdjDel/Veh:	41.0		10.0		10.0	29.7		10.0		10.0	33.5		33.5		33.5
LOS by Move:	D		A		A	C		B+		B+	C-		C-		C-
HCM2kAvgQ:	2		8		8	2		13		13	3		3		3
Note: Queue reported is the number of cars per lane.															

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #11: Monterey Road / 3rd Street (us) [- unsignalized]



Street Name:	Monterey Road						3rd Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Volume Module:															
Base Vol:	0	580	30	0	910	20	0	0	80	0	0	20			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	580	30	0	910	20	0	0	80	0	0	20			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	580	30	0	910	20	0	0	80	0	0	20			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	580	30	0	910	20	0	0	80	0	0	20			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	580	30	0	910	20	0	0	80	0	0	20			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	6.2	xxxxxx	xxxx	6.2			
FollowUpTim:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	3.3			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	920	xxxx	xxxx	595			
Potent Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	331	xxxx	xxxx	508			
Move Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	331	xxxx	xxxx	508			
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.24	xxxx	xxxx	0.04			
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	0.9	xxxx	xxxx	0.1			
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	19.3	xxxxxx	xxxx	12.4			
LOS by Move:	*	*	*	*	*	*	*	*	C	*	*	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:	xxxxxxx			xxxxxxx					19.3			12.4			
ApproachLOS:	*			*					C			B			

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

Peak Hour Delay Signal Warrant Report

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 0 1 0      0 0 0 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 580 30      0 910 20      0 0 0 80      0 0 0 20
ApproachDel:    xxxxxx      xxxxxx      19.3      12.4
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.4]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=80]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1640]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.1]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=20]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1640]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #11 Monterey Road / 3rd Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          0 0 0 1 0      0 0 0 1 0      0 0 0 0 1      0 0 0 0 1
Initial Vol:    0 580 30      0 910 20      0 0 0 80      0 0 0 20
-----|-----|-----|-----|-----|

```

Major Street Volume: 1540

Minor Approach Volume: 80

Minor Approach Volume Threshold: 104

SIGNAL WARRANT DISCLAIMER

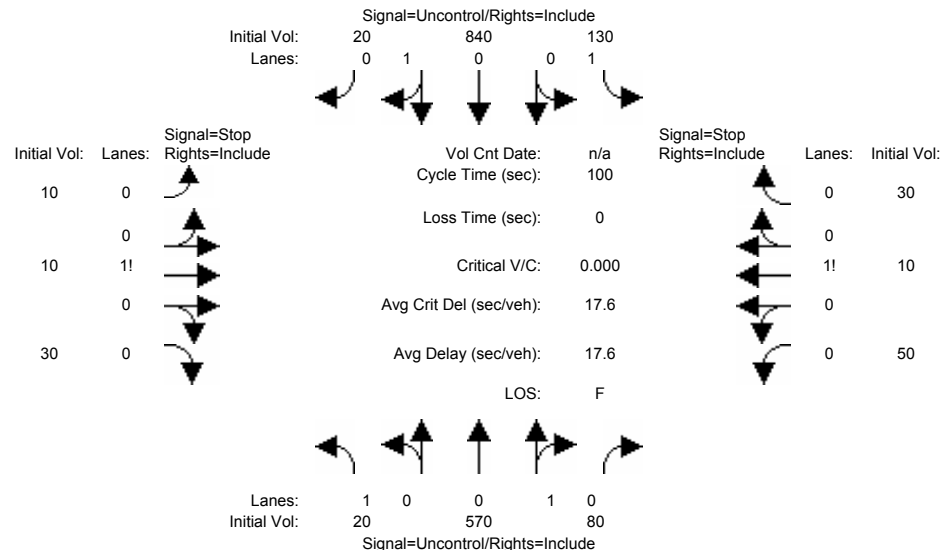
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #12: Monterey Road / 4th Street (us) [- unsignalized]



Street Name:	Monterey Road						4th Street								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	20	570	80	130	840	20	10	10	30	50	10	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	1.00	1.00	1.00
Initial Bse:	20	570	80	130	840	20	10	10	30	50	10	30			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	570	80	130	840	20	10	10	30	50	10	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	1.00	1.00	1.00
PHF Adj:	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:	20	570	80	130	840	20	10	10	30	50	10	30			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	570	80	130	840	20	10	10	30	50	10	30			
----- ----- ----- -----															
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:	860	xxxx	xxxxx	650	xxxx	xxxxx	1780	1800	850	1780	1770	610			
Potent Cap.:	790	xxxx	xxxxx	946	xxxx	xxxxx	65	81	363	65	84	498			
Move Cap.:	790	xxxx	xxxxx	946	xxxx	xxxxx	48	68	363	46	71	498			
Volume/Cap:	0.03	xxxx	xxxx	0.14	xxxx	xxxx	0.21	0.15	0.08	1.08	0.14	0.06			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.1	xxxx	xxxxx	0.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	9.7	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	114	xxxxx	xxxx	70	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.9	xxxxx	xxxxx	7.2	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	59.4	xxxxx	xxxxx	303	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*			
ApproachDel:	xxxxxx			xxxxxx				59.4			302.5				
ApproachLOS:	*			*				F			F				

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

Peak Hour Delay Signal Warrant Report

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 0 1 0      1 0 0 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 570      80 130 840 20      10 10 30      50 10 30
ApproachDel:    xxxxxx      xxxxxx      59.4      302.5
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.8]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=50]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1800]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=7.6]

SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=90]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1800]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #12 Monterey Road / 4th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1 0 0 1 0      1 0 0 1 0      0 0 1! 0 0      0 0 1! 0 0
Initial Vol:    20 570      80 130 840 20      10 10 30      50 10 30
-----|-----|-----|-----|-----|

```

Major Street Volume: 1660

Minor Approach Volume: 90

Minor Approach Volume Threshold: 110

SIGNAL WARRANT DISCLAIMER

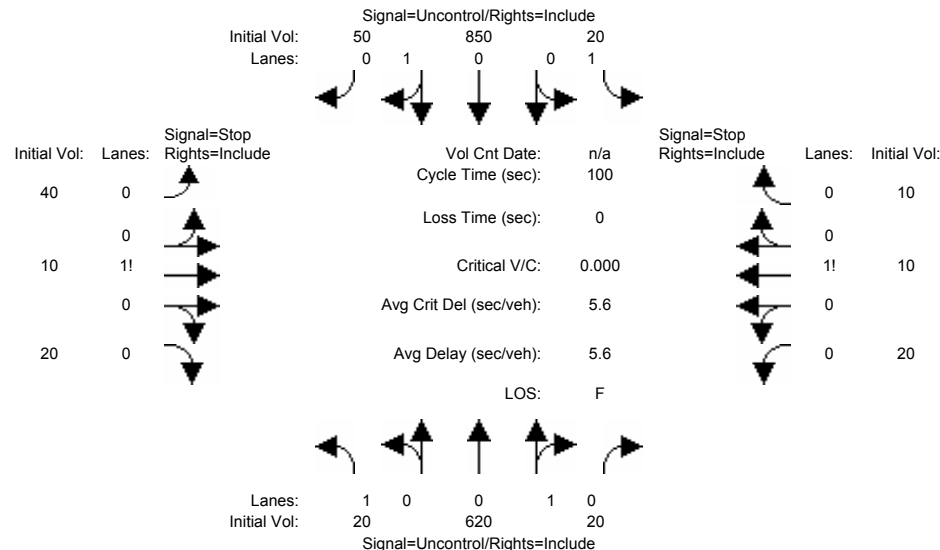
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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #13: Monterey Road / 5th Street (us) [- unsignalized]



Street Name:	Monterey Road						5th Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Volume Module:												
Base Vol:	20	620	20	20	850	50	40	10	20	20	10	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	620	20	20	850	50	40	10	20	20	10	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	620	20	20	850	50	40	10	20	20	10	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	620	20	20	850	50	40	10	20	20	10	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	20	620	20	20	850	50	40	10	20	20	10	10
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:	900	xxxx	xxxxx	640	xxxx	xxxxx	1595	1595	875	1600	1610	630
Potent Cap.:	763	xxxx	xxxxx	954	xxxx	xxxxx	87	108	351	86	106	485
Move Cap.:	763	xxxx	xxxxx	954	xxxx	xxxxx	76	103	351	73	101	485
Volume/Cap:	0.03	xxxx	xxxx	0.02	xxxx	xxxx	0.53	0.10	0.06	0.27	0.10	0.02
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.8	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	103	xxxxx	xxxx	101	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.5	xxxxx	xxxxx	1.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	94.0	xxxxx	xxxxx	62.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			94.0			62.0		
ApproachLOS:	*			*			F			F		

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

Peak Hour Delay Signal Warrant Report

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1  0  0  1  0      1  0  0  1  0      0  0  1!  0  0      0  0  1!  0  0
Initial Vol:    20  620      20  20  850      50  40  10      20  20  10      10
ApproachDel:    xxxxxx      xxxxxx      94.0      62.0
-----|-----|-----|-----|-----|

```

Approach[eastbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=1.8]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=70]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1690]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.7]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=40]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1690]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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Peak Hour Volume Signal Warrant Report [Urban]

Intersection #13 Monterey Road / 5th Street (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Lanes:          1  0  0  1  0      1  0  0  1  0      0  0  1!  0  0      0  0  1!  0  0
Initial Vol:    20  620      20  20  850      50  40  10      20  20  10      10
-----|-----|-----|-----|-----|

```

Major Street Volume: 1580

Minor Approach Volume: 70

Minor Approach Volume Threshold: 127

SIGNAL WARRANT DISCLAIMER

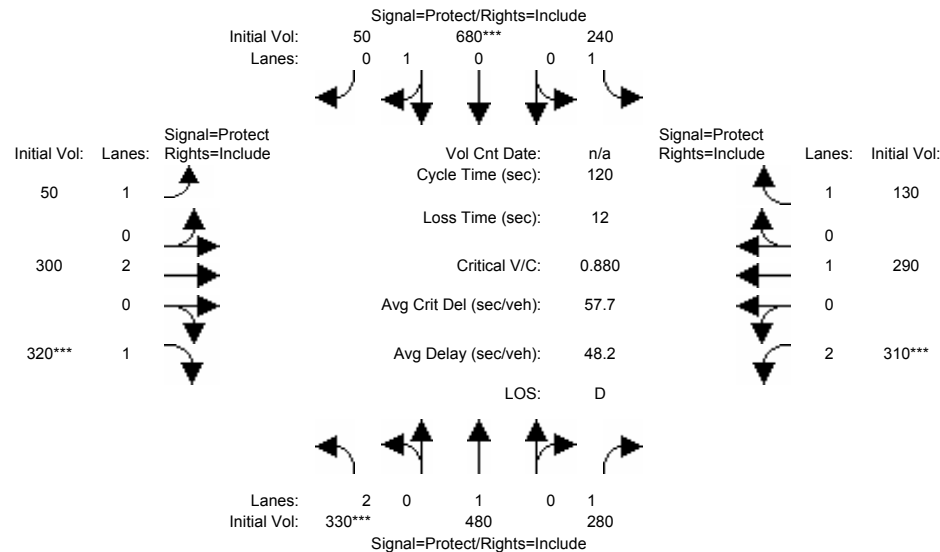
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #14: Dunne Ave/Monterey Rd



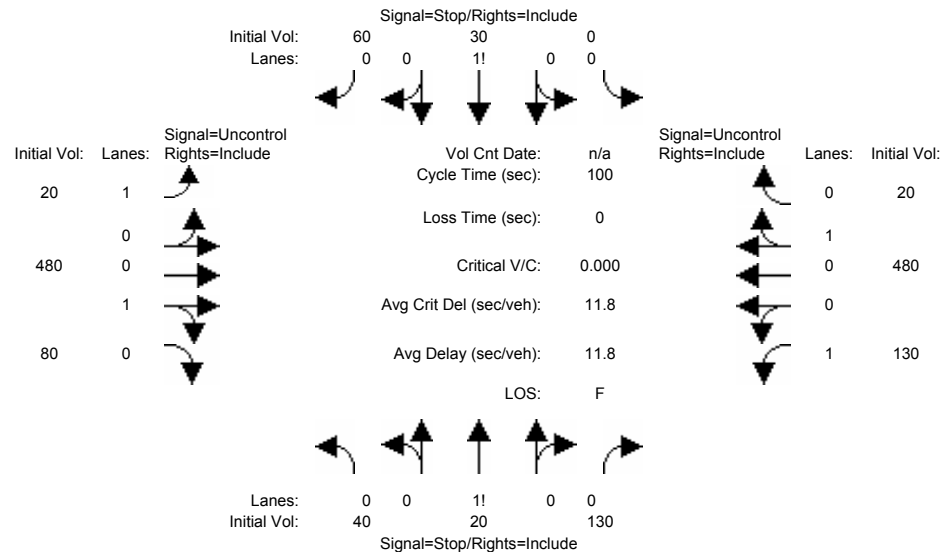
Street Name:	Monterey Road					Dunne Avenue							
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	
Volume Module:													
Base Vol:	330	480	280	240	680	50	50	300	320	310	290	130	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	330	480	280	240	680	50	50	300	320	310	290	130	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	330	480	280	240	680	50	50	300	320	310	290	130	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	330	480	280	240	680	50	50	300	320	310	290	130	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	330	480	280	240	680	50	50	300	320	310	290	130	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	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:	330	480	280	240	680	50	50	300	320	310	290	130	
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	0.83	1.00	0.92	
Lanes:	2.00	1.00	1.00	1.00	0.93	0.07	1.00	2.00	1.00	2.00	1.00	1.00	
Final Sat.:	3150	1900	1750	1750	1677	123	1750	3800	1750	3150	1900	1750	
Capacity Analysis Module:													
Vol/Sat:	0.10	0.25	0.16	0.14	0.41	0.41	0.03	0.08	0.18	0.10	0.15	0.07	
Crit Moves:	****				****				****	****			
Green Time:	14.3	45.1	45.1	24.5	55.3	55.3	10.6	24.9	24.9	13.4	27.8	27.8	
Volume/Cap:	0.88	0.67	0.43	0.67	0.88	0.88	0.32	0.38	0.88	0.88	0.66	0.32	
Delay/Veh:	72.5	33.8	28.3	49.0	40.0	40.0	52.5	41.2	67.1	74.0	45.5	38.8	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	72.5	33.8	28.3	49.0	40.0	40.0	52.5	41.2	67.1	74.0	45.5	38.8	
LOS by Move:	E	C-	C	D	D	D	D-	D	E	E	D	D+	
HCM2kAvgQ:	10	15	8	9	26	26	2	5	15	8	10	4	

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #15: Del Monte Street / Dunne Avenue (us) [- unsignalized]



Street Name:	Del Monte Street						Dunne Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:															
Base Vol:	40		20		130	0	30	60	20	480	80	130	480	20	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	40		20		130	0	30	60	20	480	80	130	480	20	
Added Vol:	0		0		0	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		20		130	0	30	60	20	480	80	130	480	20	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	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:	40		20		130	0	30	60	20	480	80	130	480	20	
Reduct Vol:	0		0		0	0	0	0	0	0	0	0	0	0	
FinalVolume:	40		20		130	0	30	60	20	480	80	130	480	20	
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	7.1	6.5	6.2	xxxxx	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	xxxxx	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	1355	1320	520	xxxx	1350	490	500	xxxx	xxxxx	560	xxxx	xxxxx			
Potent Cap.:	128	158	560	xxxx	152	582	1075	xxxx	xxxxx	1021	xxxx	xxxxx			
Move Cap.:	84	136	560	xxxx	130	582	1075	xxxx	xxxxx	1021	xxxx	xxxxx			
Volume/Cap:	0.47	0.15	0.23	xxxx	0.23	0.10	0.02	xxxx	xxxx	0.13	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	9.0	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	222	xxxxx	xxxx	xxxx	270	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	6.7	xxxxx	xxxxx	xxxx	1.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	73.8	xxxxx	xxxxx	xxxx	24.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	F	*	*	*	C	*	*	*	*	*	*			
ApproachDel:	73.8				24.9		xxxxxx			xxxxxx					
ApproachLOS:	F				C		*			*					

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

Peak Hour Delay Signal Warrant Report

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 0 1 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    40 20 130      0 30 60      20 480 80      130 480 20
ApproachDel:    73.8          24.9          xxxxxx          xxxxxx
-----|-----|-----|-----|-----|

```

Approach[northbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=3.9]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=190]

SUCCEED - Approach volume greater than or equal to 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1490]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

Approach[southbound][lanes=1][control=Stop Sign]

Signal Warrant Rule #1: [vehicle-hours=0.6]

FAIL - Vehicle-hours less than 4 for one lane approach.

Signal Warrant Rule #2: [approach volume=90]

FAIL - Approach volume less than 100 for one lane approach.

Signal Warrant Rule #3: [approach count=4][total volume=1490]

SUCCEED - Total volume greater than or equal to 800 for intersection
with four or more approaches.

SIGNAL WARRANT DISCLAIMER

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

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #15 Del Monte Street / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant NOT Met

```

-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|-----|
Control:        Stop Sign        Stop Sign        Uncontrolled        Uncontrolled
Lanes:          0 0 1! 0 0      0 0 0 1 0      1 0 0 1 0      1 0 0 1 0
Initial Vol:    40 20 130      0 30 60      20 480 80      130 480 20
-----|-----|-----|-----|-----|

```

Major Street Volume: 1210

Minor Approach Volume: 190

Minor Approach Volume Threshold: 219

SIGNAL WARRANT DISCLAIMER

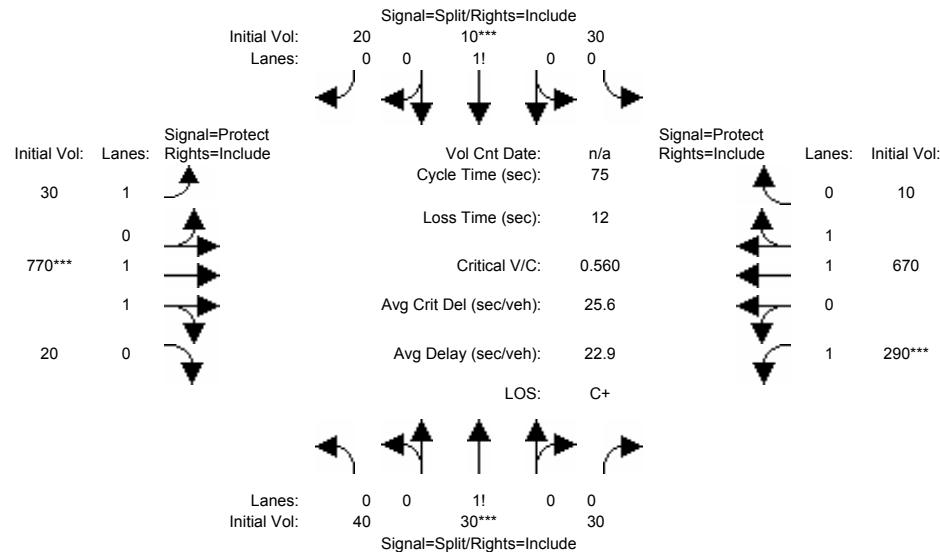
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #16: Church Street / Dunne Avenue



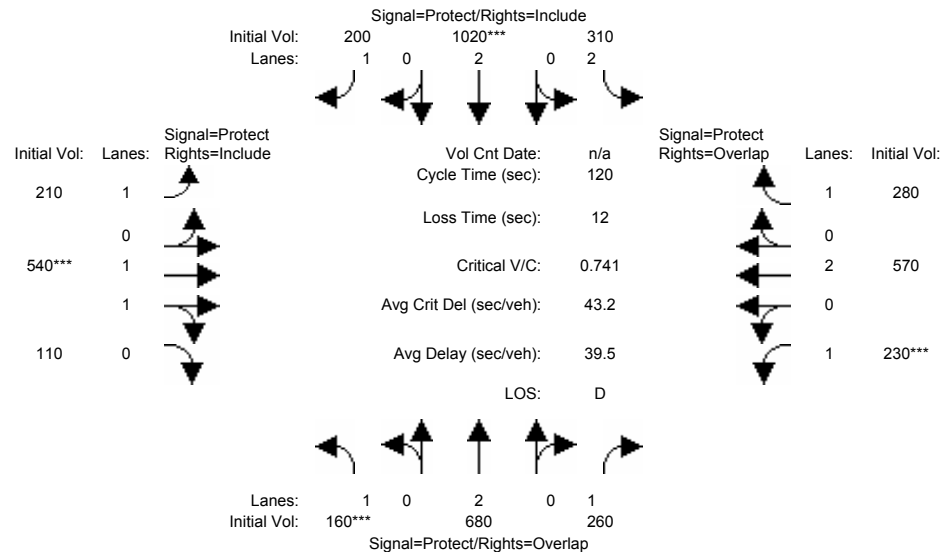
Street Name:	Church Street						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	40	30	30	30	10	20	30	770	20	290	670	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	30	30	30	10	20	30	770	20	290	670	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	30	30	30	10	20	30	770	20	290	670	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	30	30	30	10	20	30	770	20	290	670	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	30	30	30	10	20	30	770	20	290	670	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	30	30	30	10	20	30	770	20	290	670	10
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:	0.40	0.30	0.30	0.50	0.17	0.33	1.00	1.95	0.05	1.00	1.97	0.03
Final Sat.:	700	525	525	875	292	583	1750	3606	94	1750	3646	54
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.03	0.03	0.03	0.02	0.21	0.21	0.17	0.18	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	14.5	24.2	24.2	18.8	28.5	28.5
Volume/Cap:	0.43	0.43	0.43	0.26	0.26	0.26	0.09	0.66	0.66	0.66	0.48	0.48
Delay/Veh:	31.1	31.1	31.1	29.8	29.8	29.8	25.0	23.3	23.3	29.0	17.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	31.1	31.1	29.8	29.8	29.8	25.0	23.3	23.3	29.0	17.9	17.9
LOS by Move:	C	C	C	C	C	C	C	C	C	C	B	B
HCM2kAvgQ:	3	3	3	2	2	2	1	8	8	6	6	6

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #17: Dunne Ave/Butterfield Blvd

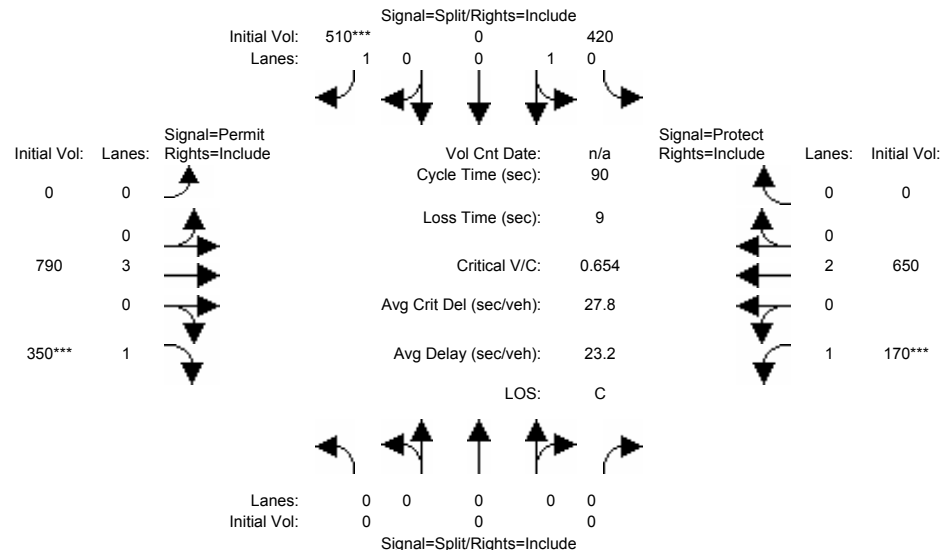


Street Name:	Butterfield Boulevard						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	160	680	260	310	1020	200	210	540	110	230	570	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	680	260	310	1020	200	210	540	110	230	570	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:	160	680	260	310	1020	200	210	540	110	230	570	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:	160	680	260	310	1020	200	210	540	110	230	570	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	680	260	310	1020	200	210	540	110	230	570	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
FinalVolume:	160	680	260	310	1020	200	210	540	110	230	570	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	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	1.00	1.65	0.35	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	1750	3073	626	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.15	0.10	0.27	0.11	0.12	0.18	0.18	0.13	0.15	0.16
Crit Moves:	****			****			****			****		
Green Time:	14.8	37.6	58.9	20.7	43.5	43.5	22.1	28.5	28.5	21.3	27.6	48.3
Volume/Cap:	0.74	0.57	0.30	0.57	0.74	0.32	0.65	0.74	0.74	0.74	0.65	0.40
Delay/Veh:	63.6	35.1	18.5	47.1	35.6	27.8	50.1	45.8	45.8	55.9	43.6	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.6	35.1	18.5	47.1	35.6	27.8	50.1	45.8	45.8	55.9	43.6	25.9
LOS by Move:	E	D+	B-	D	D+	C	D	D	D	E+	D	C
HCM2kAvgQ:	8	11	6	7	17	6	8	11	11	10	10	8
Note:	Queue reported is the number of cars per lane.											

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #18: US 101 SB Ramps / Dunne Avenue

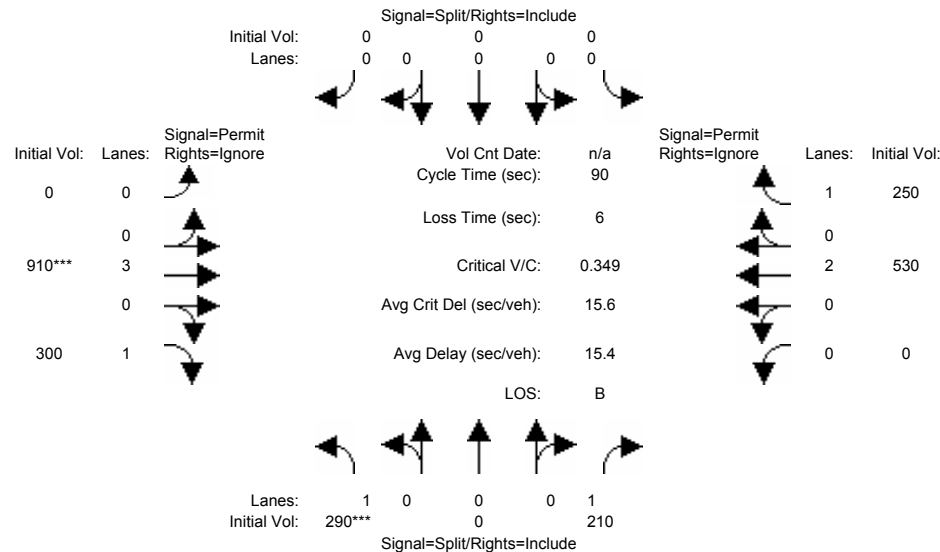


Street Name:	US 101 SB Ramps						Dunne Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	0	0	0	10	0	10	0	10	10	7	10	0			
-----	-----			-----			-----			-----					
Volume Module:															
Base Vol:	0	0	0	420	0	510	0	790	350	170	650	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	420	0	510	0	790	350	170	650	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	420	0	510	0	790	350	170	650	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	420	0	510	0	790	350	170	650	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	420	0	510	0	790	350	170	650	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	0	420	0	510	0	790	350	170	650	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	0.23	0.00	0.29	0.00	0.14	0.20	0.10	0.17	0.00			
Crit Moves:						****			****	****					
Green Time:	0.0	0.0	0.0	40.1	0.0	40.1	0.0	27.5	27.5	13.4	40.9	0.0			
Volume/Cap:	0.00	0.00	0.00	0.52	0.00	0.65	0.00	0.45	0.65	0.65	0.38	0.00			
Delay/Veh:	0.0	0.0	0.0	18.7	0.0	21.5	0.0	25.4	30.0	42.0	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:	0.0	0.0	0.0	18.7	0.0	21.5	0.0	25.4	30.0	42.0	16.3	0.0			
LOS by Move:	A	A	A	B-	A	C+	A	C	C	D	B	A			
HCM2kAvgQ:	0	0	0	9	0	13	0	6	9	5	6	0			
Note: Queue reported is the number of cars per lane.															

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #19: US 101 NB Ramps / Dunne Avenue

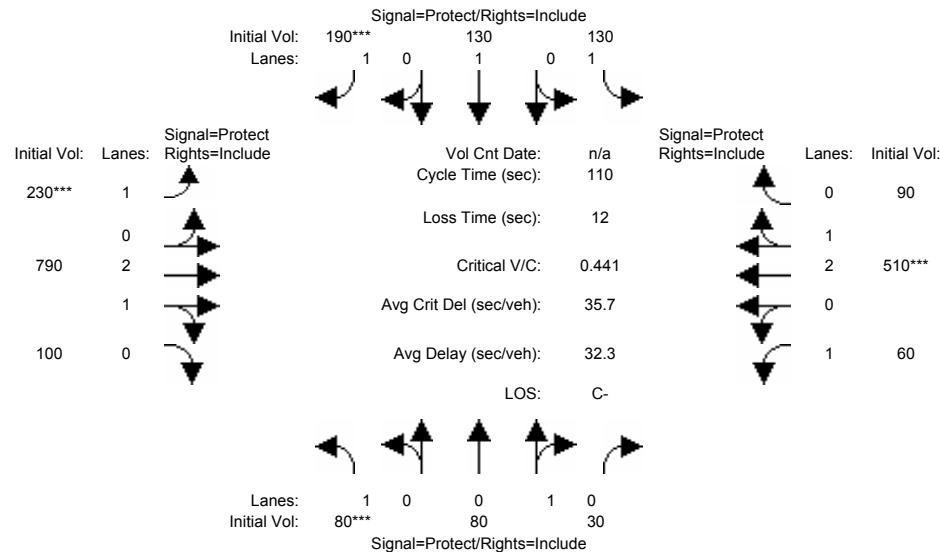


Street Name:	US 101 NB Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	290	0	210	0	0	0	0	910	300	0	530	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	0	210	0	0	0	0	910	300	0	530	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	0	210	0	0	0	0	910	300	0	530	250
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:	290	0	210	0	0	0	0	910	0	0	530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	0	210	0	0	0	0	910	0	0	530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	290	0	210	0	0	0	0	910	0	0	530	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	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	0.12	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.14	0.00
Crit Moves:	****						****					
Green Time:	42.8	0.0	42.8	0.0	0.0	0.0	0.0	41.2	0.0	0.0	41.2	0.0
Volume/Cap:	0.35	0.00	0.25	0.00	0.00	0.00	0.00	0.35	0.00	0.00	0.30	0.00
Delay/Veh:	15.1	0.0	14.2	0.0	0.0	0.0	0.0	15.8	0.0	0.0	15.5	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:	15.1	0.0	14.2	0.0	0.0	0.0	0.0	15.8	0.0	0.0	15.5	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	5	0	4	0	0	0	0	5	0	0	4	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #20: Dunne Ave/Condit Rd



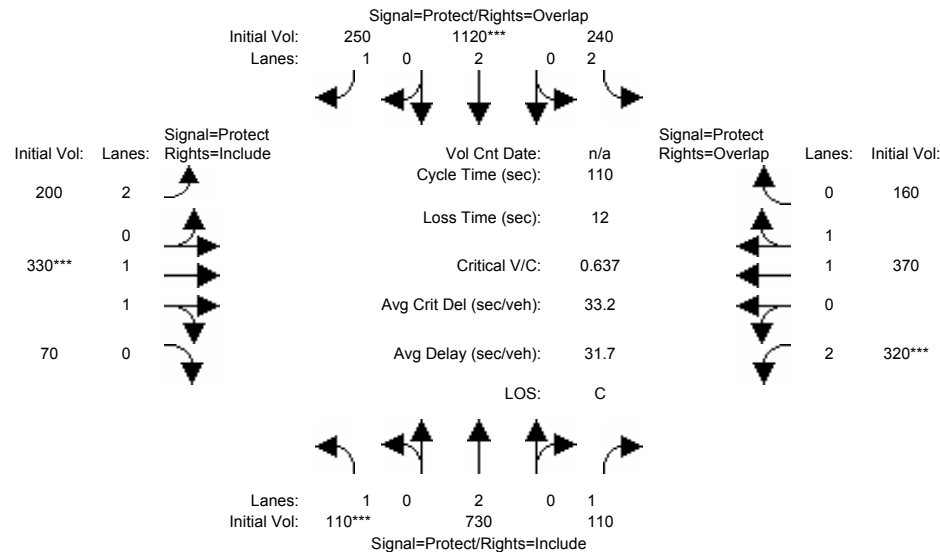
Street Name:	Condit Road						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	80	80	30	130	130	190	230	790	100	60	510	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	80	30	130	130	190	230	790	100	60	510	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	80	30	130	130	190	230	790	100	60	510	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	80	30	130	130	190	230	790	100	60	510	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	80	30	130	130	190	230	790	100	60	510	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	80	30	130	130	190	230	790	100	60	510	90
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	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	0.73	0.27	1.00	1.00	1.00	1.00	2.65	0.35	1.00	2.53	0.47
Final Sat.:	1750	1309	491	1750	1900	1750	1750	4970	629	1750	4759	840
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.07	0.07	0.11	0.13	0.16	0.16	0.03	0.11	0.11
Crit Moves:	****					****	****				****	
Green Time:	11.4	21.2	21.2	17.3	27.1	27.1	32.8	42.5	42.5	17.0	26.7	26.7
Volume/Cap:	0.44	0.32	0.32	0.47	0.28	0.44	0.44	0.41	0.41	0.22	0.44	0.44
Delay/Veh:	48.0	38.7	38.7	43.5	33.9	35.8	31.8	24.8	24.8	41.1	35.5	35.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.0	38.7	38.7	43.5	33.9	35.8	31.8	24.8	24.8	41.1	35.5	35.5
LOS by Move:	D	D+	D+	D	C-	D+	C	C	C	D	D+	D+
HCM2kAvgQ:	3	4	4	4	3	6	7	7	7	2	6	6

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #21: Tennant Ave/Monterey Rd

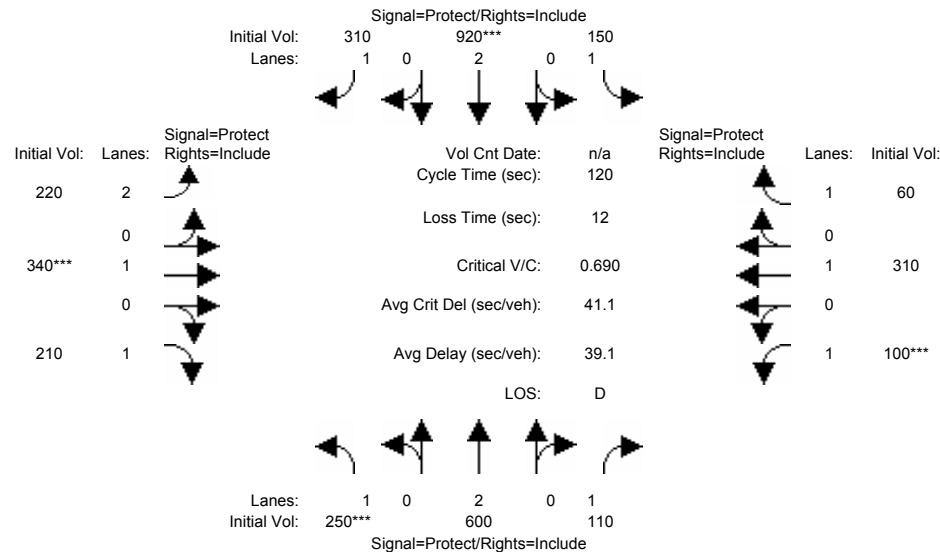


Street Name:	Monterey Road						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	110	730	110	240	1120	250	200	330	70	320	370	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	730	110	240	1120	250	200	330	70	320	370	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:	110	730	110	240	1120	250	200	330	70	320	370	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:	110	730	110	240	1120	250	200	330	70	320	370	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	730	110	240	1120	250	200	330	70	320	370	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
FinalVolume:	110	730	110	240	1120	250	200	330	70	320	370	160
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	1.64	0.36	2.00	1.38	0.62
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	3052	647	3150	2582	1117
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.06	0.08	0.29	0.14	0.06	0.11	0.11	0.10	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	10.9	44.2	44.2	17.5	50.9	62.1	11.1	18.7	18.7	17.5	25.1	42.6
Volume/Cap:	0.64	0.48	0.16	0.48	0.64	0.25	0.63	0.64	0.64	0.64	0.63	0.37
Delay/Veh:	55.3	24.6	21.1	42.8	23.3	12.3	51.4	44.7	44.7	46.0	39.8	24.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	24.6	21.1	42.8	23.3	12.3	51.4	44.7	44.7	46.0	39.8	24.2
LOS by Move:	E+	C	C+	D	C	B	D-	D	D	D	D	C
HCM2kAvgQ:	4	9	2	5	15	5	5	7	7	7	9	7
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #22: Main Ave/Butterfield Blvd



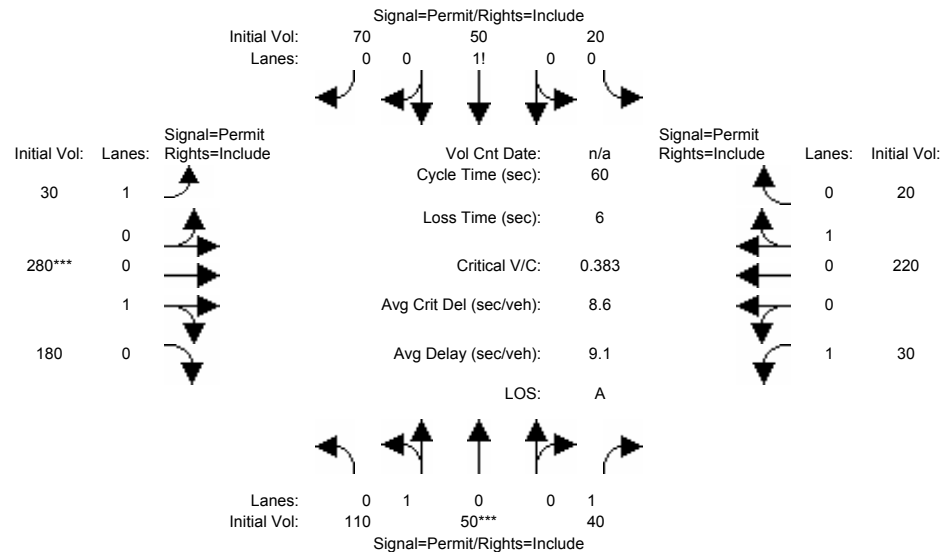
Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	250	600	110	150	920	310	220	340	210	100	310	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	600	110	150	920	310	220	340	210	100	310	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	600	110	150	920	310	220	340	210	100	310	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	600	110	150	920	310	220	340	210	100	310	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	600	110	150	920	310	220	340	210	100	310	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	250	600	110	150	920	310	220	340	210	100	310	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.06	0.09	0.24	0.18	0.07	0.18	0.12	0.06	0.16	0.03
Crit Moves:	****			****			****			****		
Green Time:	24.8	43.4	43.4	23.6	42.1	42.1	12.3	31.1	31.1	9.9	28.7	28.7
Volume/Cap:	0.69	0.44	0.17	0.44	0.69	0.50	0.68	0.69	0.46	0.69	0.68	0.14
Delay/Veh:	49.6	29.3	26.2	43.3	34.9	31.4	57.8	44.2	38.2	66.8	45.6	36.1
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:	49.6	29.3	26.2	43.3	34.9	31.4	57.8	44.2	38.2	66.8	45.6	36.1
LOS by Move:	D	C	C	D	C-	C	E+	D	D+	E	D	D+
HCM2kAvgQ:	10	8	3	6	15	10	6	12	7	5	11	2

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #23: Condit Road / Main Avenue

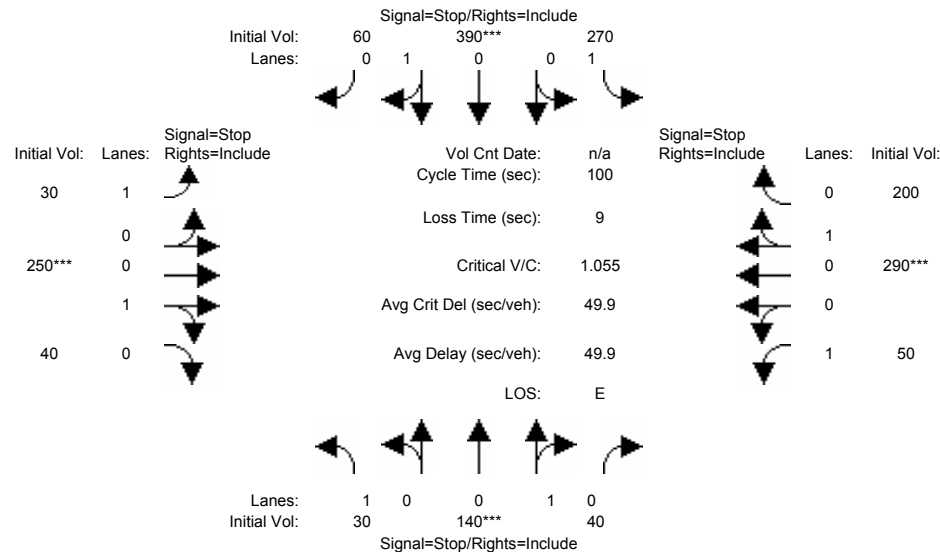


Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Volume Module:												
Base Vol:	110	50	40	20	50	70	30	280	180	30	220	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	50	40	20	50	70	30	280	180	30	220	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	50	40	20	50	70	30	280	180	30	220	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	50	40	20	50	70	30	280	180	30	220	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	50	40	20	50	70	30	280	180	30	220	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	110	50	40	20	50	70	30	280	180	30	220	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.69	0.31	1.00	0.14	0.36	0.50	1.00	0.61	0.39	1.00	0.92	0.08
Final Sat.:	1237	562	1750	250	625	875	1750	1096	704	1750	1650	150
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.02	0.08	0.08	0.08	0.02	0.26	0.26	0.02	0.13	0.13
Crit Moves:	****						****					
Green Time:	13.9	13.9	13.9	13.9	13.9	13.9	40.1	40.1	40.1	40.1	40.1	40.1
Volume/Cap:	0.38	0.38	0.10	0.34	0.34	0.34	0.03	0.38	0.38	0.03	0.20	0.20
Delay/Veh:	20.0	20.0	18.2	19.7	19.7	19.7	3.4	4.7	4.7	3.4	3.9	3.9
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:	20.0	20.0	18.2	19.7	19.7	19.7	3.4	4.7	4.7	3.4	3.9	3.9
LOS by Move:	B-	B-	B-	B-	B-	B-	A	A	A	A	A	A
HCM2kAvgQ:	3	3	1	3	3	3	0	4	4	0	2	2
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
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Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #24: Hale Avenue / Dunne Avenue (us) [- future unsignalized]



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	7	10	10	7	10	10
Volume Module:												
Base Vol:	30	140	40	270	390	60	30	250	40	50	290	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:	30	140	40	270	390	60	30	250	40	50	290	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:	30	140	40	270	390	60	30	250	40	50	290	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:	30	140	40	270	390	60	30	250	40	50	290	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	140	40	270	390	60	30	250	40	50	290	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
FinalVolume:	30	140	40	270	390	60	30	250	40	50	290	200
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	0.78	0.22	1.00	0.87	0.13	1.00	0.86	0.14	1.00	0.59	0.41
Final Sat.:	380	319	91	427	399	61	399	369	59	416	275	190
Capacity Analysis Module:												
Vol/Sat:	0.08	0.44	0.44	0.63	0.98	0.98	0.08	0.68	0.68	0.12	1.05	1.05
Crit Moves:	****			****			****			****		
Delay/Veh:	12.8	17.8	17.8	24.4	64.3	64.3	12.3	26.4	26.4	12.4	84.7	84.7
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:	12.8	17.8	17.8	24.4	64.3	64.3	12.3	26.4	26.4	12.4	84.7	84.7
LOS by Move:	B	C	C	C	F	F	B	D	D	B	F	F
ApproachDel:	17.0			49.3			25.1			78.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	17.0			49.3			25.1			78.0		
LOS by Appr:	C			E			D			F		
AllWayAvgQ:	0.1	0.7	0.7	1.6	6.9	6.9	0.1	1.8	1.8	0.1	9.6	9.6

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #24 Hale Avenue / Dunne Avenue (us)

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0
Initial Vol:	30	140		40		270	390		60		30	250		40		50	290		200	
Major Street Volume:	930																			
Minor Approach Volume:	540																			
Minor Approach Volume Threshold:	405																			

SIGNAL WARRANT DISCLAIMER

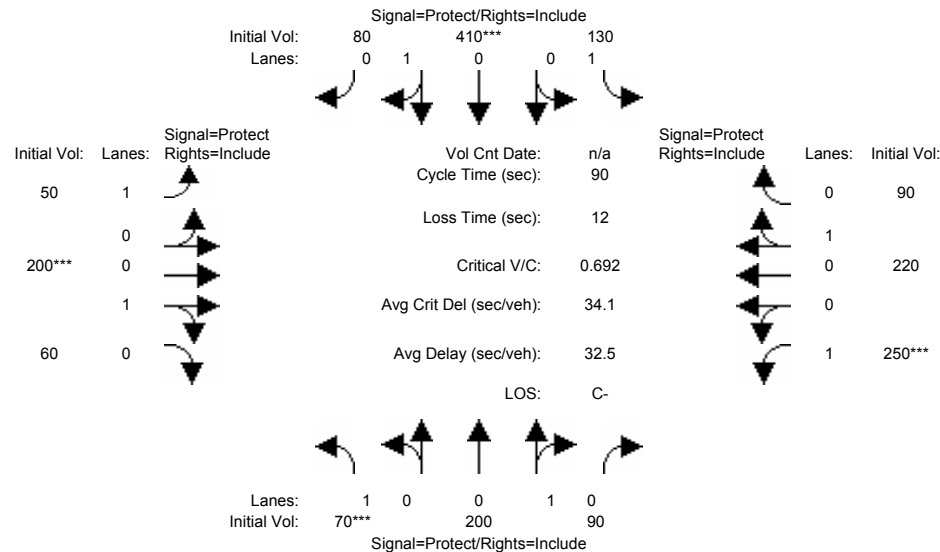
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #207: Hale Avenue / Main Avenue [- signalized]

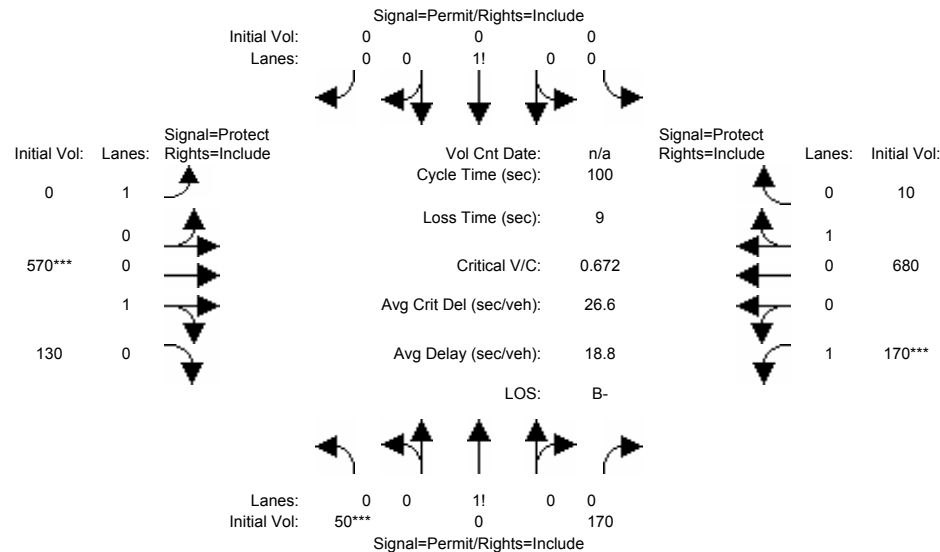


Street Name:	Hale Avenue						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Volume Module:												
Base Vol:	70	200	90	130	410	80	50	200	60	250	220	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	200	90	130	410	80	50	200	60	250	220	90
Added Vol:	0	0	0	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	200	90	130	410	80	50	200	60	250	220	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	200	90	130	410	80	50	200	60	250	220	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	200	90	130	410	80	50	200	60	250	220	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	200	90	130	410	80	50	200	60	250	220	90
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	0.69	0.31	1.00	0.84	0.16	1.00	0.77	0.23	1.00	0.71	0.29
Final Sat.:	1750	1241	559	1750	1506	294	1750	1385	415	1750	1277	523
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.07	0.27	0.27	0.03	0.14	0.14	0.14	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	7.0	28.0	28.0	13.5	34.5	34.5	11.3	18.3	18.3	18.1	25.1	25.1
Volume/Cap:	0.51	0.52	0.52	0.49	0.71	0.71	0.23	0.71	0.71	0.71	0.62	0.62
Delay/Veh:	43.2	26.3	26.3	36.6	26.9	26.9	35.9	39.7	39.7	40.0	30.6	30.6
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:	43.2	26.3	26.3	36.6	26.9	26.9	35.9	39.7	39.7	40.0	30.6	30.6
LOS by Move:	D	C	C	D+	C	C	D+	D	D	D	C	C
HCM2kAvgQ:	3	7	7	4	13	13	2	9	9	8	9	9
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #208: Depot Street / Main Avenue [- signalized]



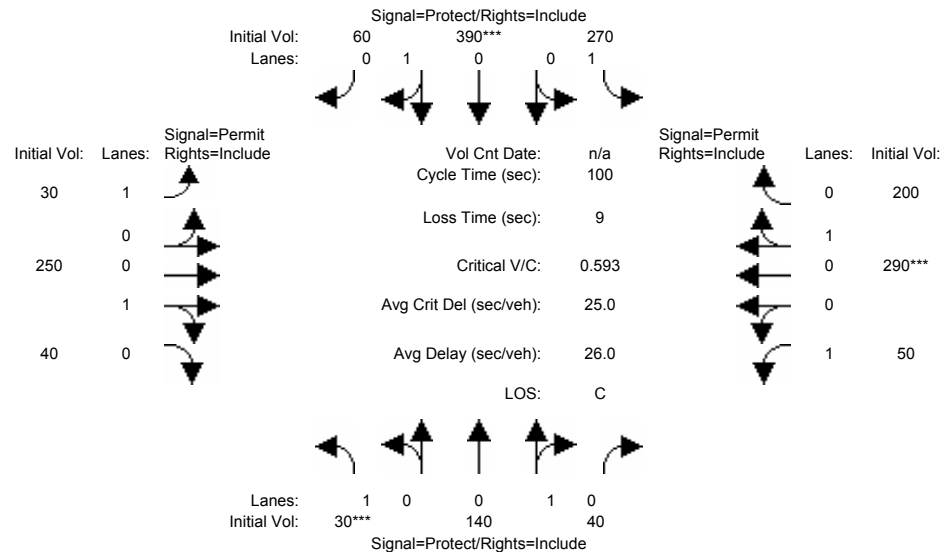
Street Name:	Depot Street						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
Min. Green:	10		10		10		10		10		10	
Volume Module:												
Base Vol:	50		0		170		0		0		0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50		0		170		0		570		130	
Added Vol:	0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0	
Initial Fut:	50		0		170		0		570		130	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50		0		170		0		570		130	
Reduct Vol:	0		0		0		0		0		0	
Reduced Vol:	50		0		170		0		570		130	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	50		0		170		0		570		130	
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	0.95	0.95	0.92	0.95	0.95
Lanes:	0.23	0.00	0.77	0.00	1.00	0.00	1.00	0.81	0.19	1.00	0.99	0.01
Final Sat.:	398		0		1352		0		1750		334	
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.13	0.00	0.00	0.00	0.00	0.39	0.39	0.10	0.38	0.38
Crit Moves:	****							****		****		
Green Time:	18.7	0.0	18.7	0.0	0.0	0.0	0.0	57.8	57.8	14.5	72.3	72.3
Volume/Cap:	0.67	0.00	0.67	0.00	0.00	0.00	0.00	0.67	0.67	0.67	0.53	0.53
Delay/Veh:	43.2	0.0	43.2	0.0	0.0	0.0	0.0	16.3	16.3	47.4	6.6	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	0.0	43.2	0.0	0.0	0.0	0.0	16.3	16.3	47.4	6.6	6.6
LOS by Move:	D	A	D	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	8	0	8	0	0	0	0	16	16	7	10	10

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

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Cum Recom'd GPA PM (8)

Intersection #224: Hale Avenue / Dunne Avenue [- future signalized]



Street Name:	Hale Avenue						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	
Volume Module:												
Base Vol:	30	140	40	270	390	60	30	250	40	50	290	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:	30	140	40	270	390	60	30	250	40	50	290	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:	30	140	40	270	390	60	30	250	40	50	290	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:	30	140	40	270	390	60	30	250	40	50	290	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	140	40	270	390	60	30	250	40	50	290	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
FinalVolume:	30	140	40	270	390	60	30	250	40	50	290	200
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	0.78	0.22	1.00	0.87	0.13	1.00	0.86	0.14	1.00	0.59	0.41
Final Sat.:	1750	1400	400	1750	1560	240	1750	1552	248	1750	1065	735
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.15	0.25	0.25	0.02	0.16	0.16	0.03	0.27	0.27
Crit Moves:	****			****						****		
Green Time:	7.0	18.6	18.6	28.6	40.2	40.2	43.8	43.8	43.8	43.8	43.8	43.8
Volume/Cap:	0.24	0.54	0.54	0.54	0.62	0.62	0.04	0.37	0.37	0.07	0.62	0.62
Delay/Veh:	45.0	38.6	38.6	31.3	25.5	25.5	16.1	19.1	19.1	16.3	23.3	23.3
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:	45.0	38.6	38.6	31.3	25.5	25.5	16.1	19.1	19.1	16.3	23.3	23.3
LOS by Move:	D	D+	D+	C	C	C	B	B-	B-	B	C	C
HCM2kAvgQ:	1	6	6	8	12	12	1	6	6	1	13	13
Note: Queue reported is the number of cars per lane.												

**APPENDIX D:
SIGNAL WARRANT ANALYSIS**

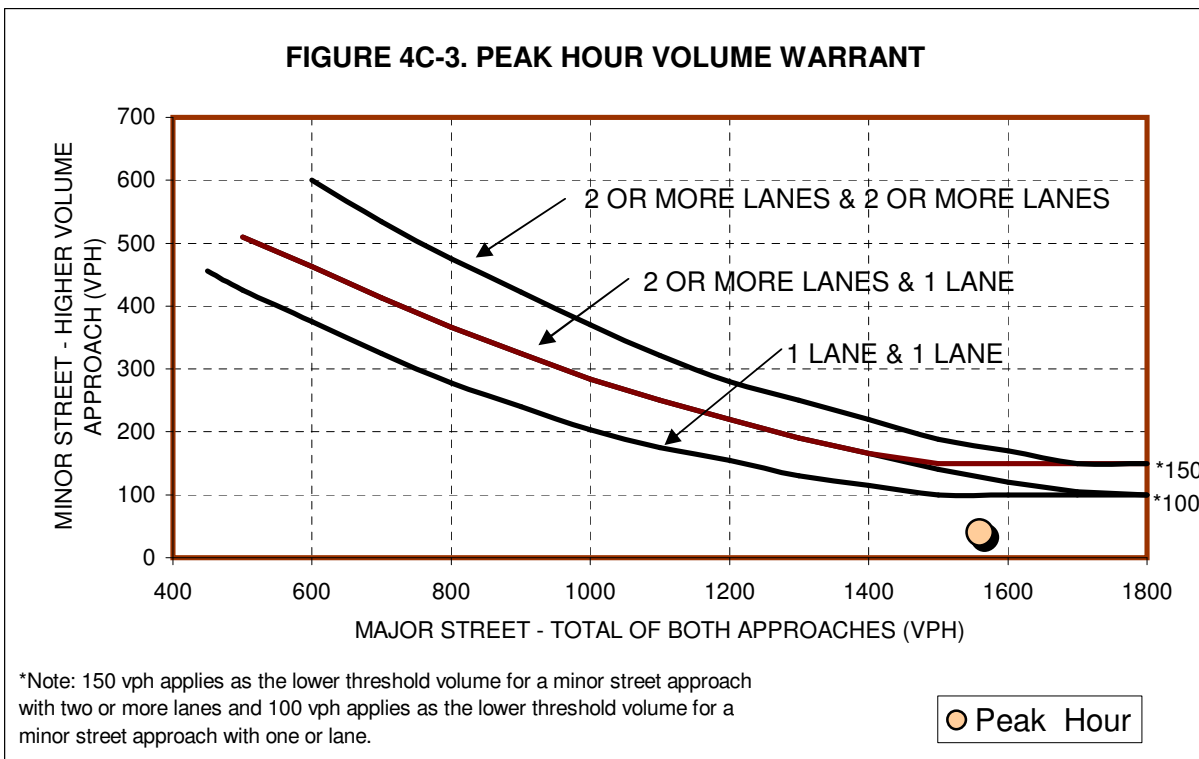
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

		No of lanes
Major Street		2
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	1,560	40

**Warrant****Not Met**

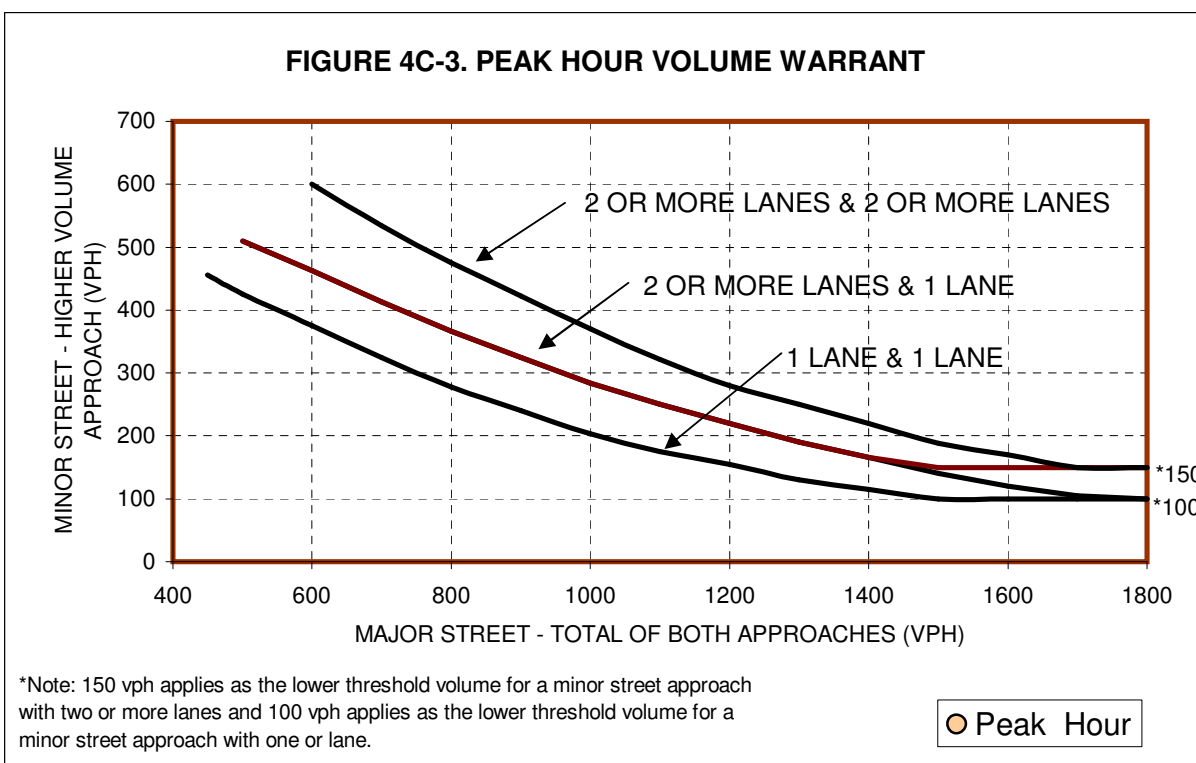
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		2
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	1,870	40



Warrant	Not Met

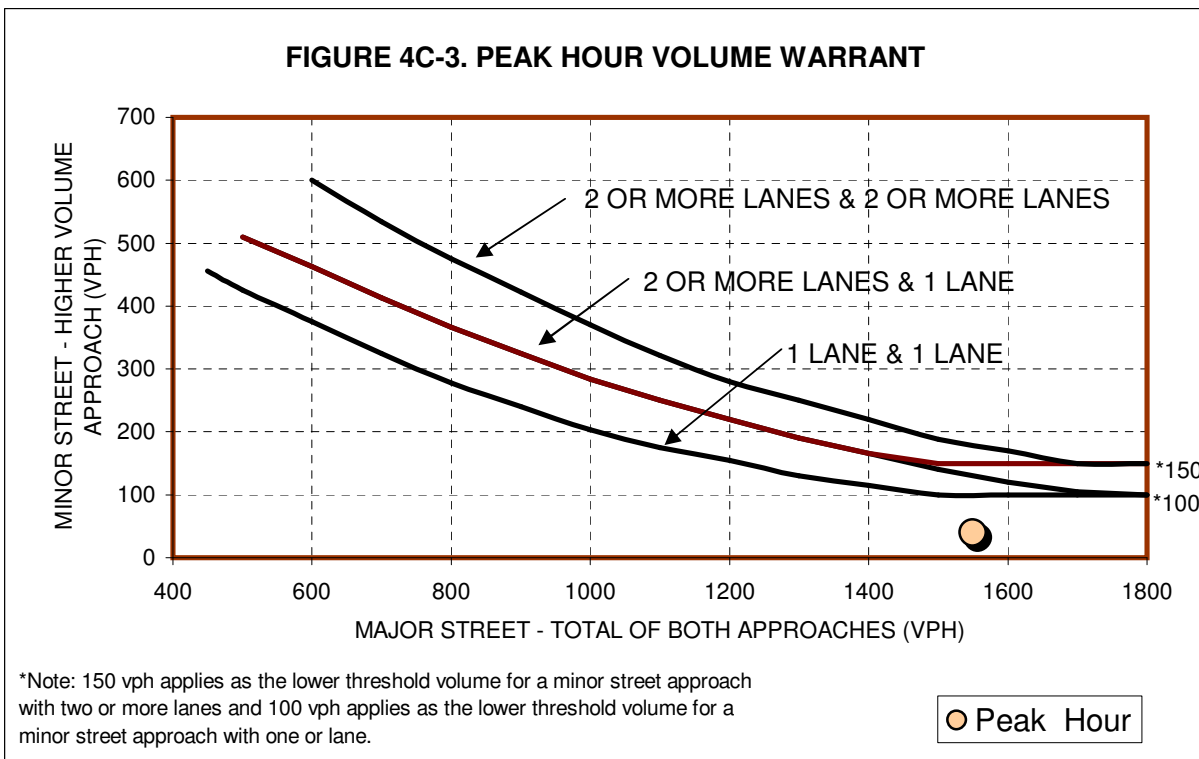
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

		No of lanes
Major Street		2
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	1,550	40



Warrant	Not Met

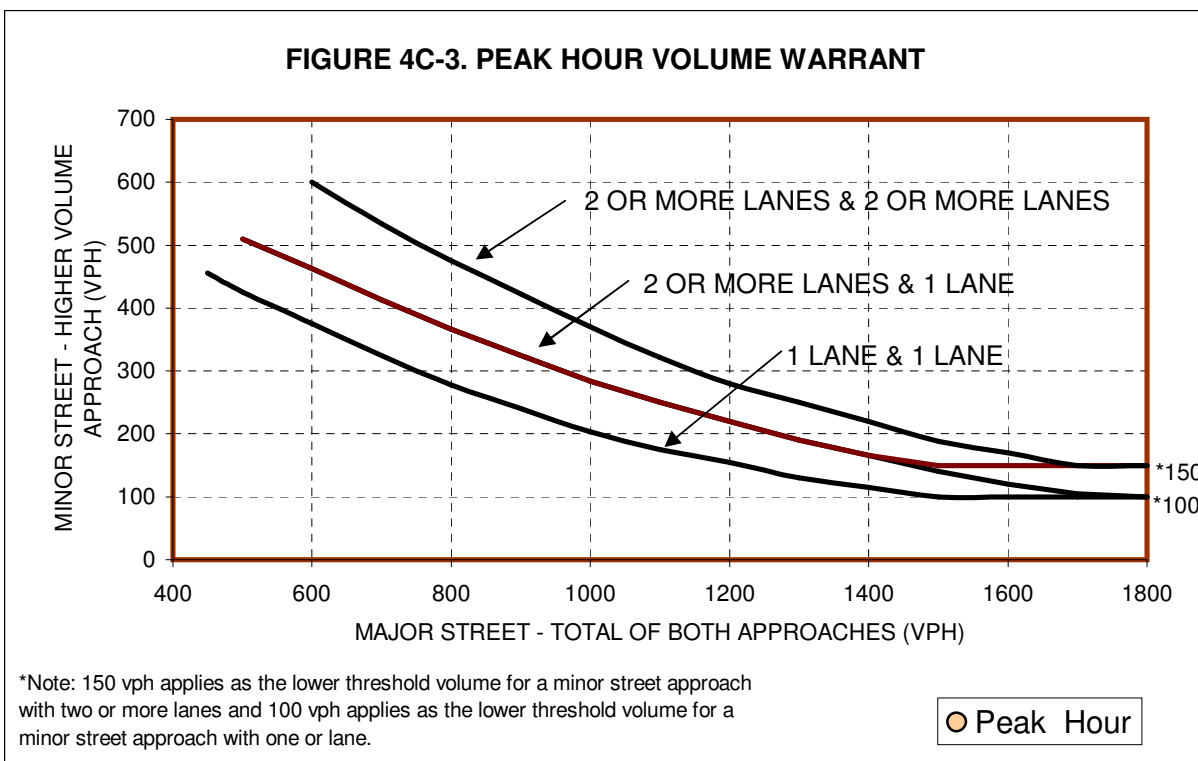
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

	No of lanes	
Major Street		2
Minor Street		1

Peak Hour		
	Vehicles Per Hour	
Time	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	1,820	50



Warrant	Not Met

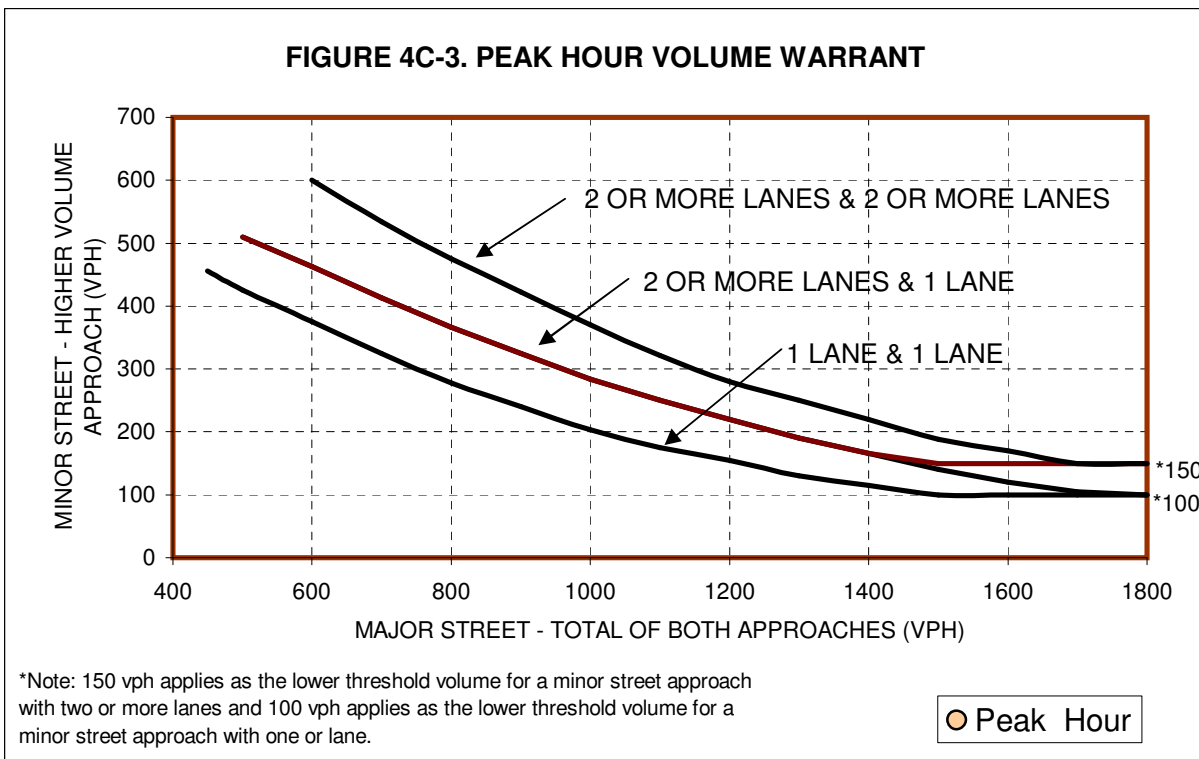
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street	2	
Minor Street	1	

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	1,910	70

**Warrant****Not Met**

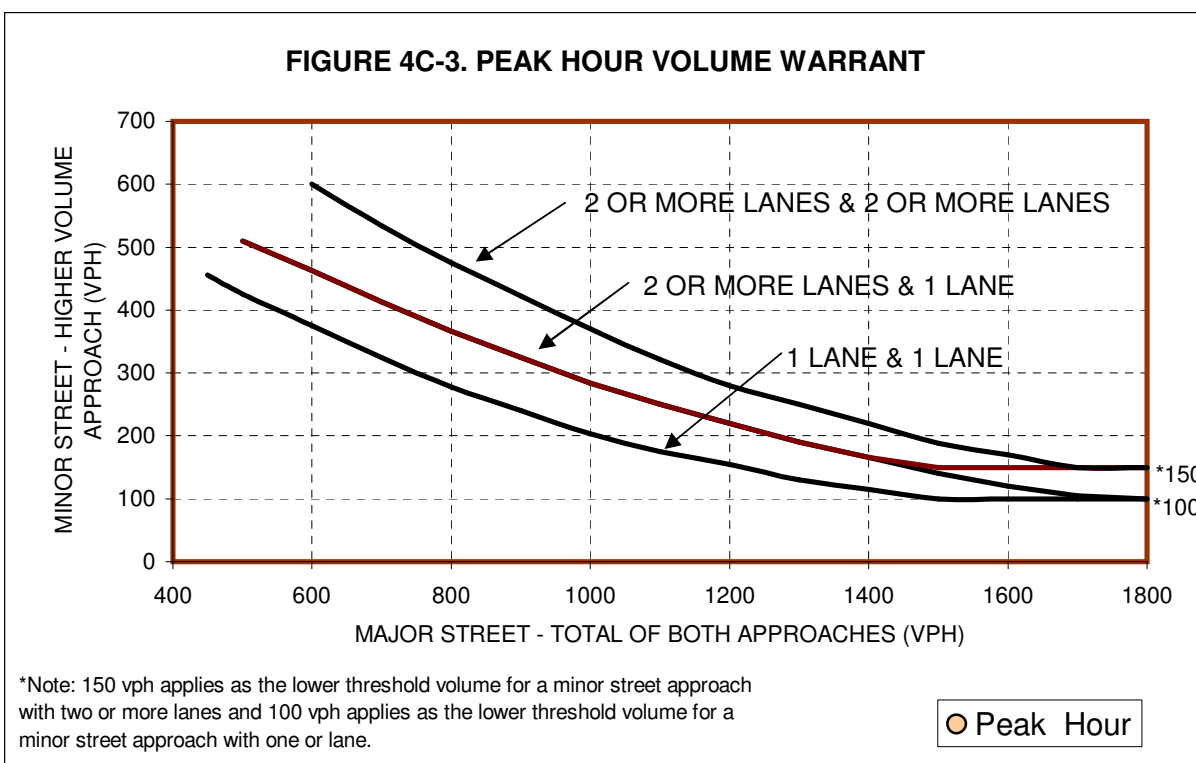
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

	No of lanes
Major Street	2
Minor Street	1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	2,180	90



Warrant	Not Met

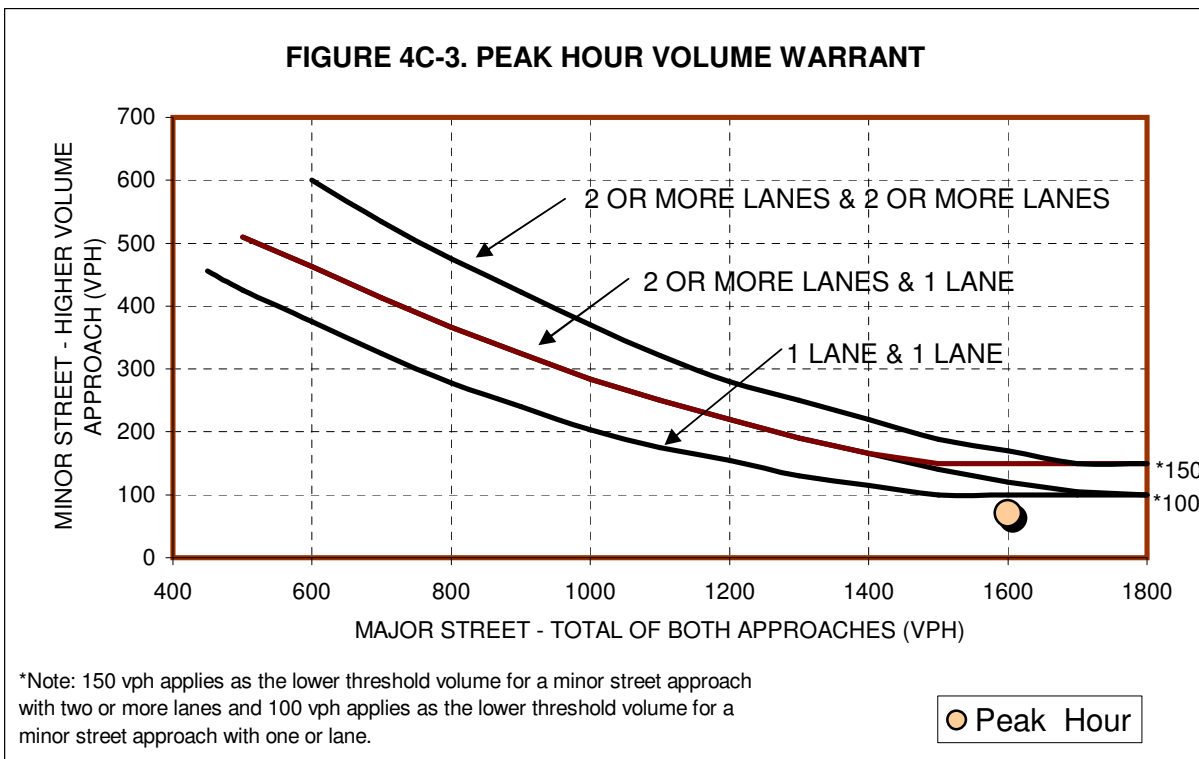
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

	No of lanes	
Major Street		2
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	1,600	70



Warrant	Not Met

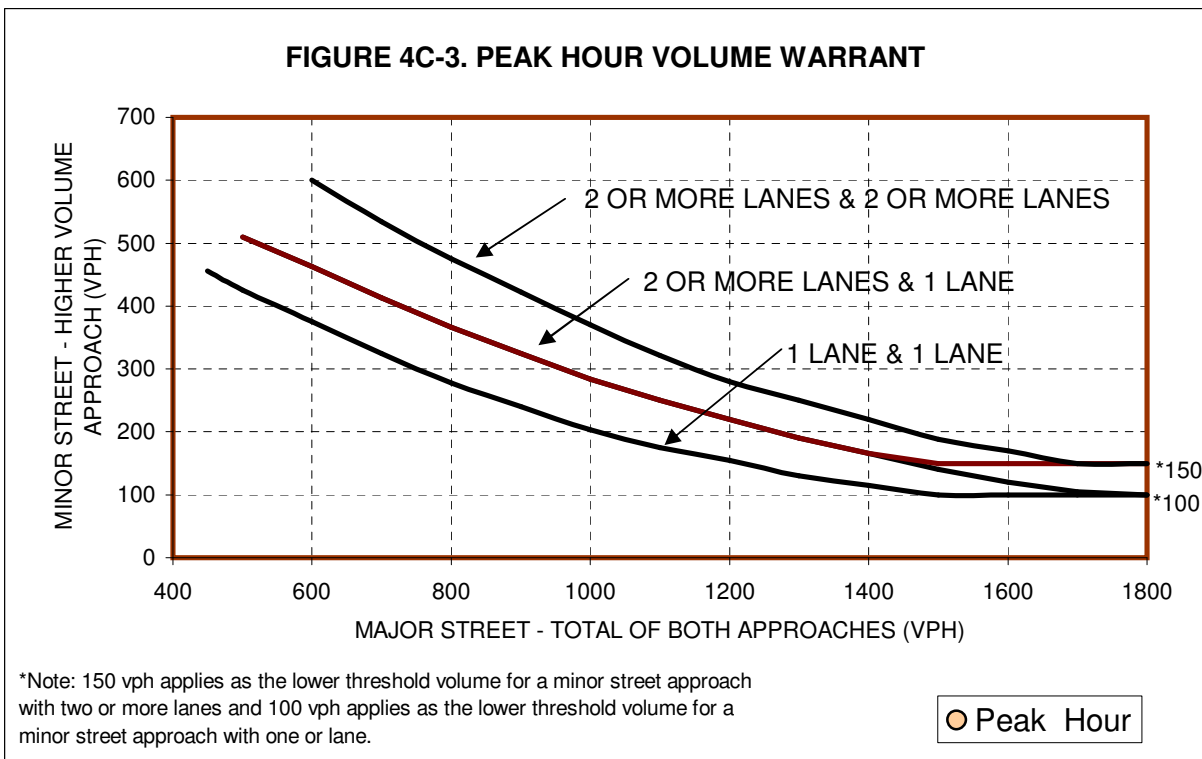
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street	2	
Minor Street	1	

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	2,040	100



Warrant	Not Met

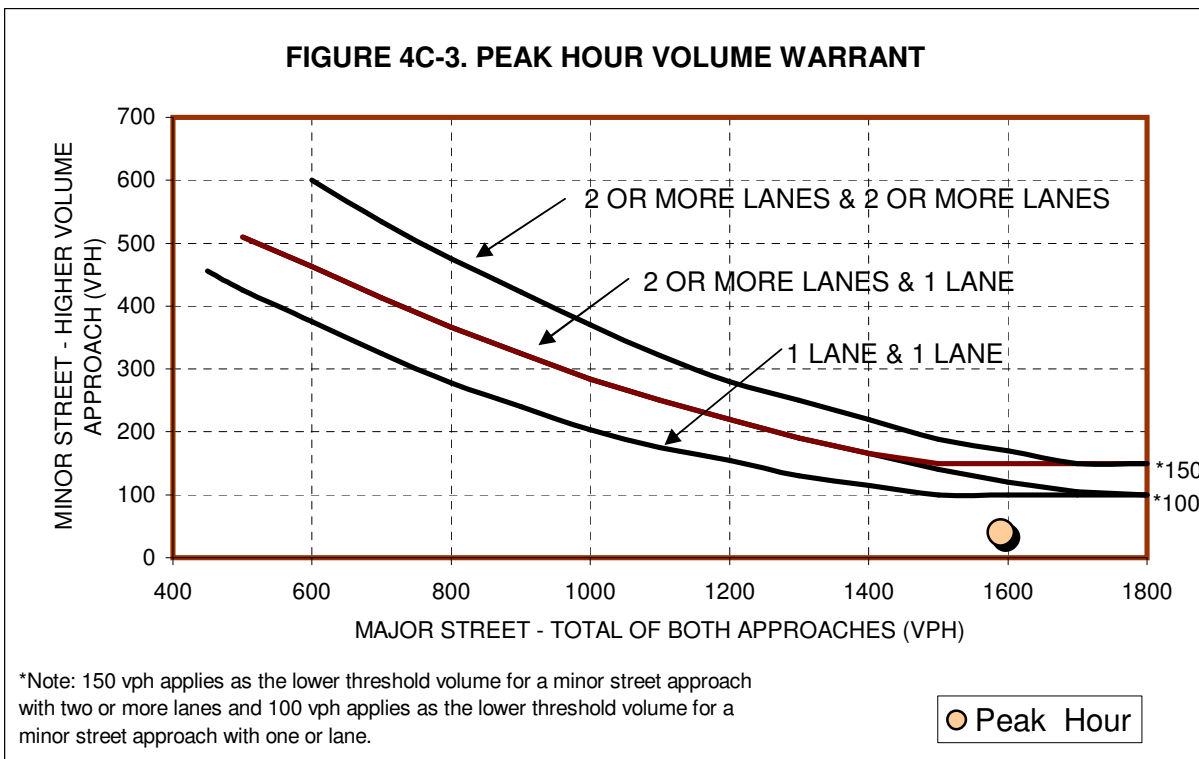
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

		No of lanes
Major Street		2
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	1,590	40



Warrant	Not Met

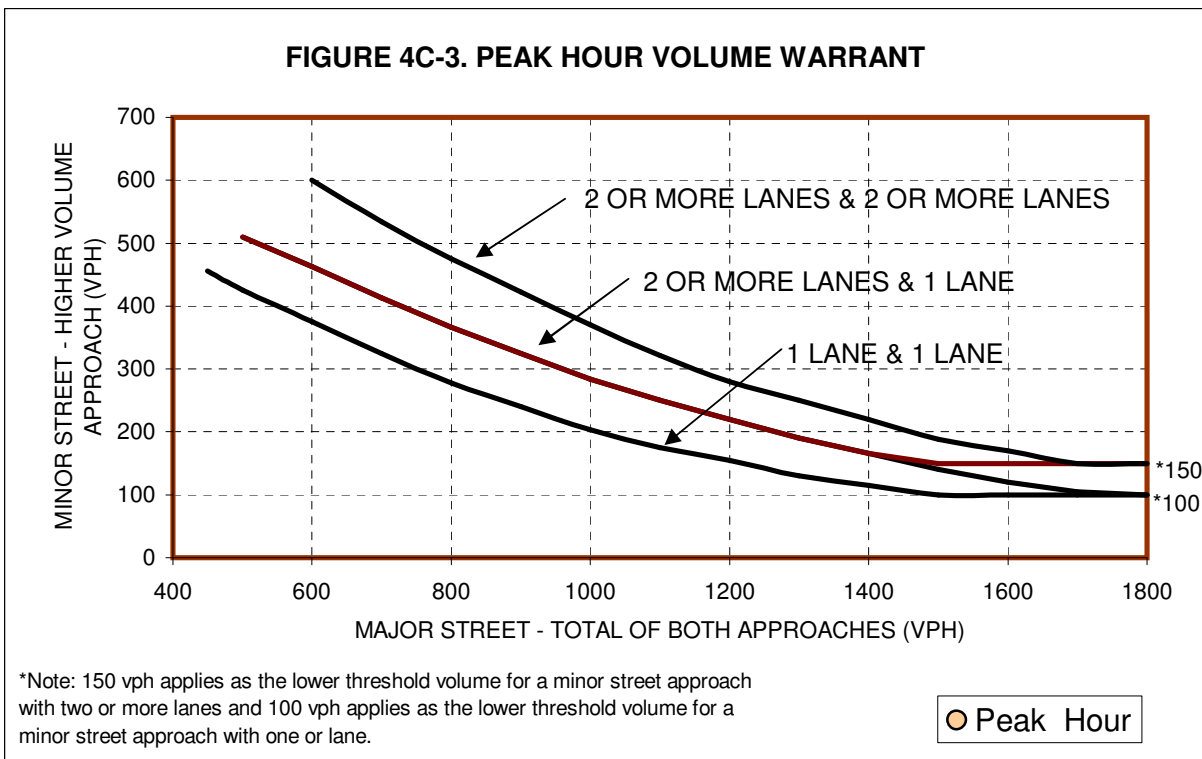
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street	2	
Minor Street	1	

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	1,960	50

**Warrant****Not Met**

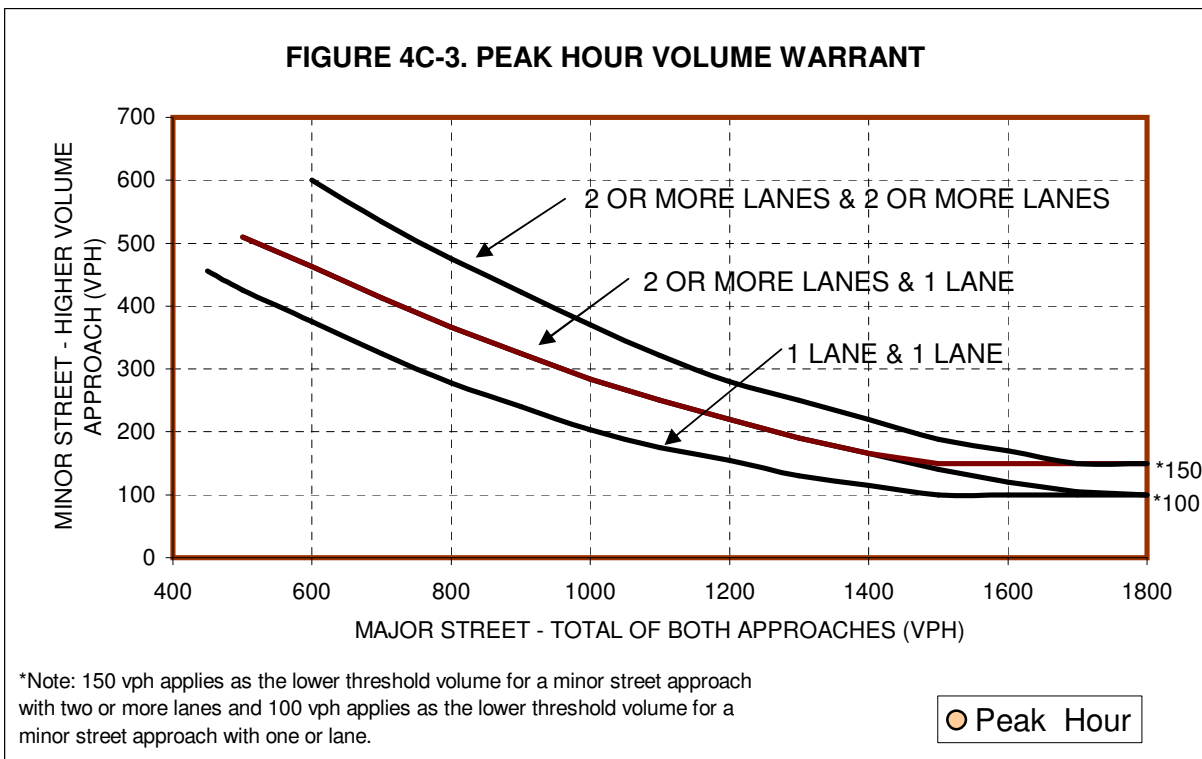
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

	No of lanes
Major Street	2
Minor Street	1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	1,970	70

**Warrant****Not Met**

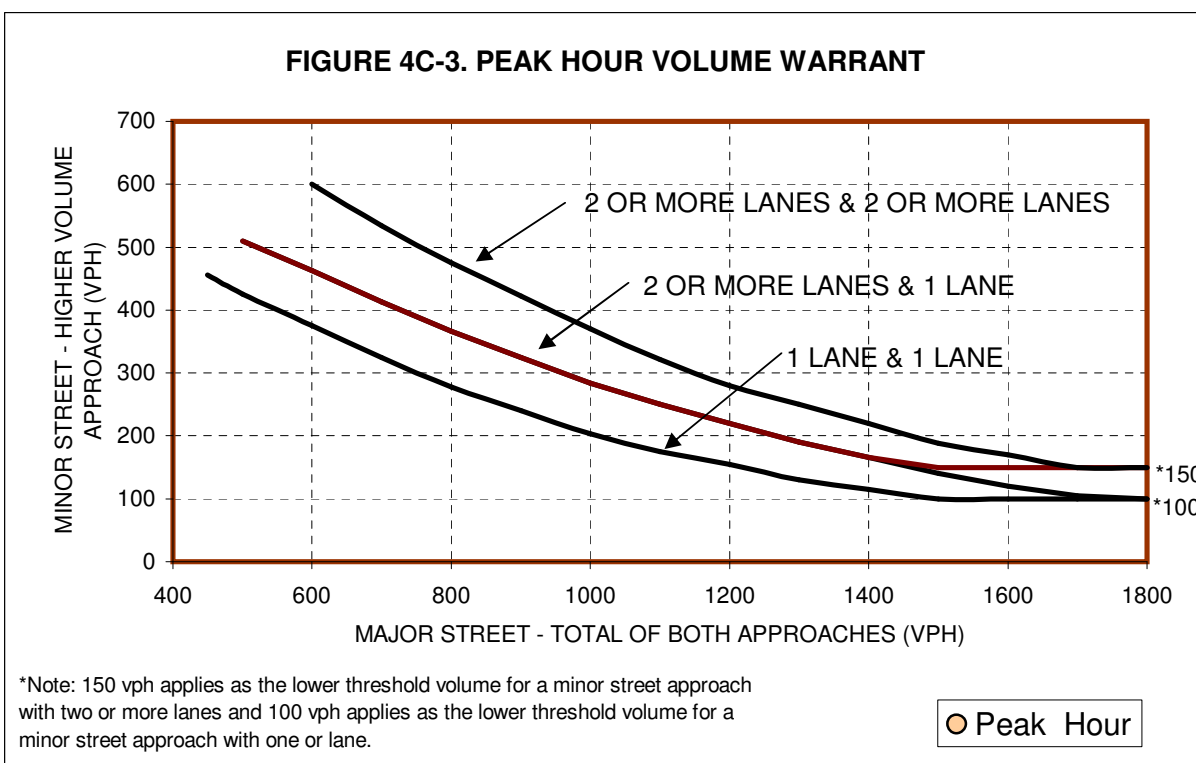
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street	2	
Minor Street	1	

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	2,240	90



Warrant	Not Met

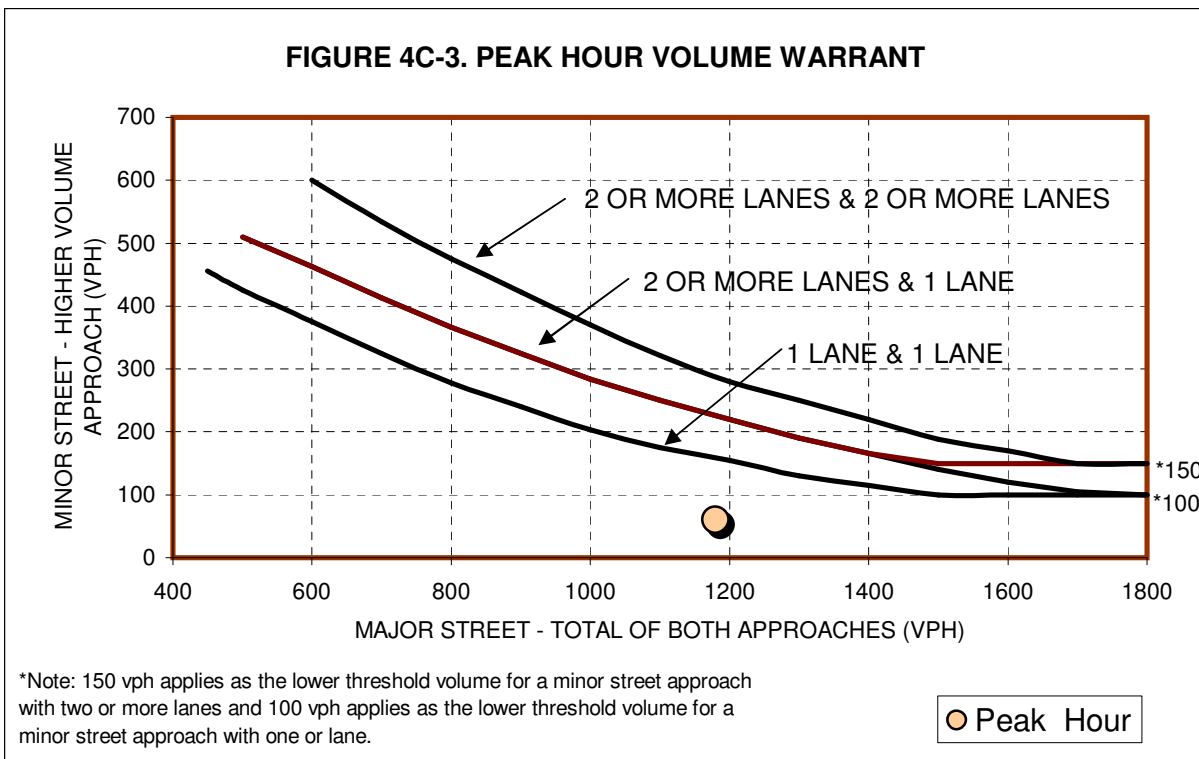
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	1,180	60



Warrant	Not Met

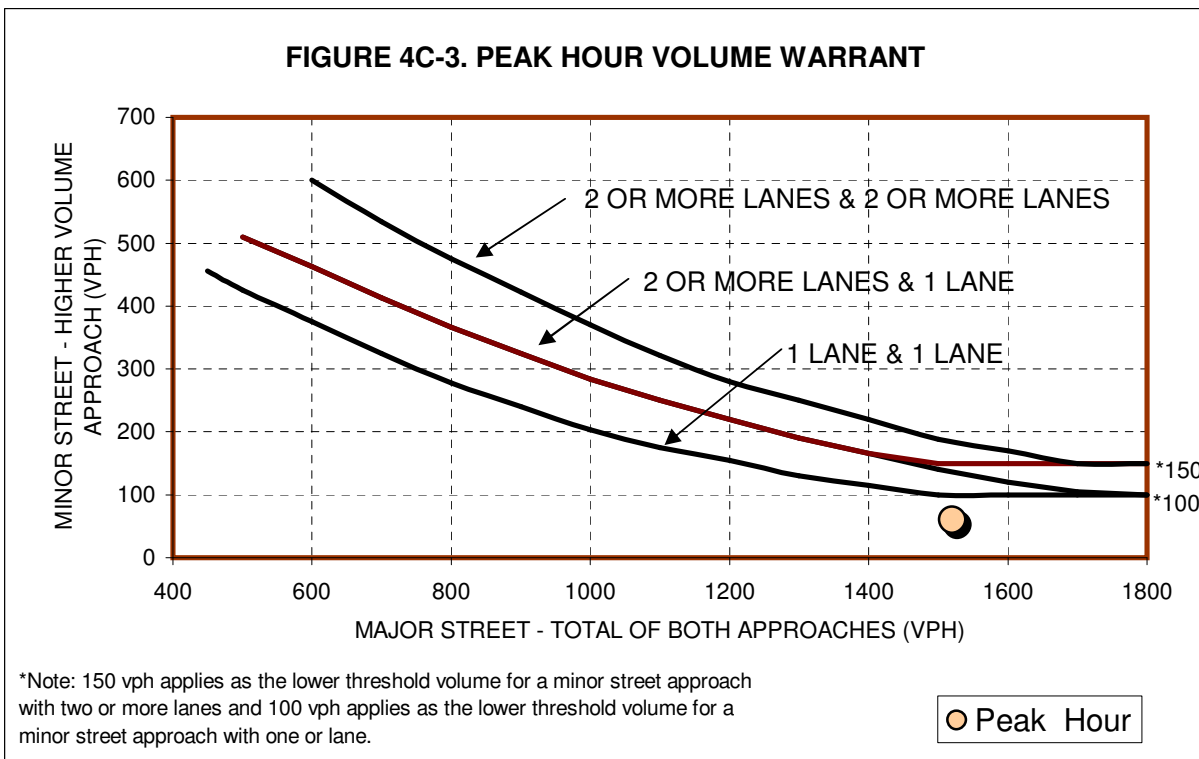
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	1,520	60



Warrant	Met

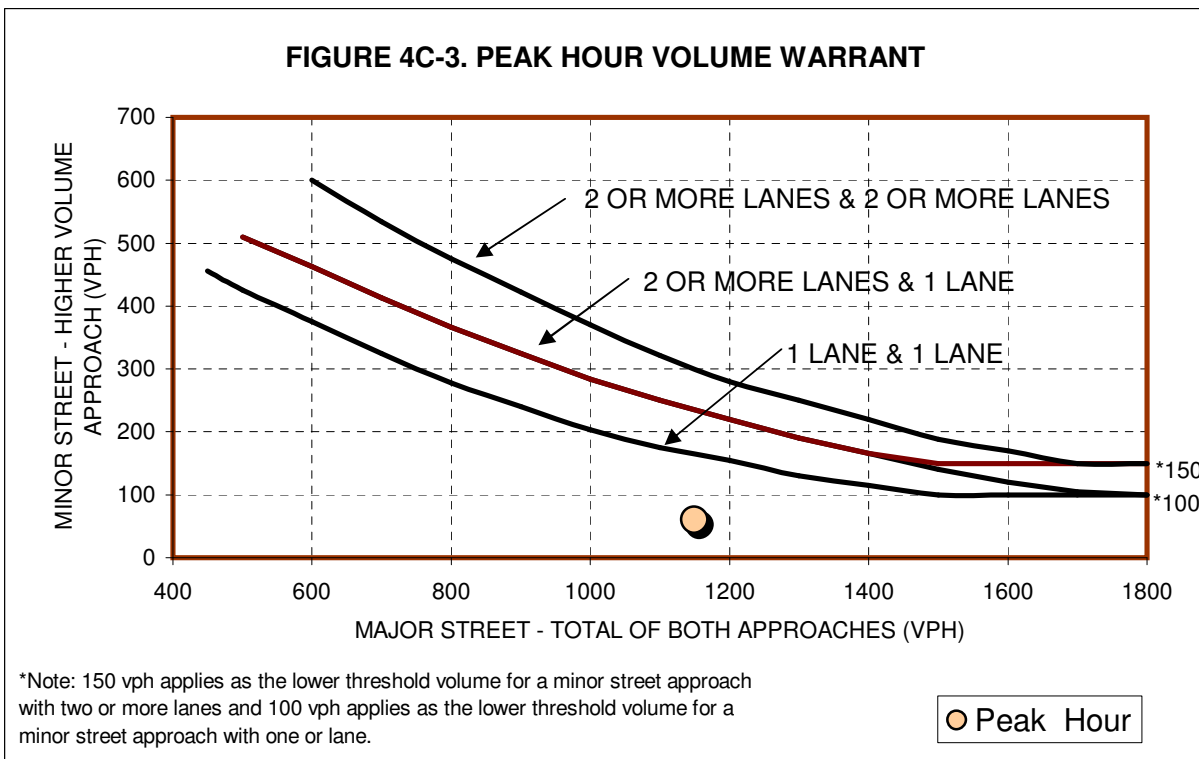
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

	No of lanes	
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	1,150	60



Warrant	Not Met

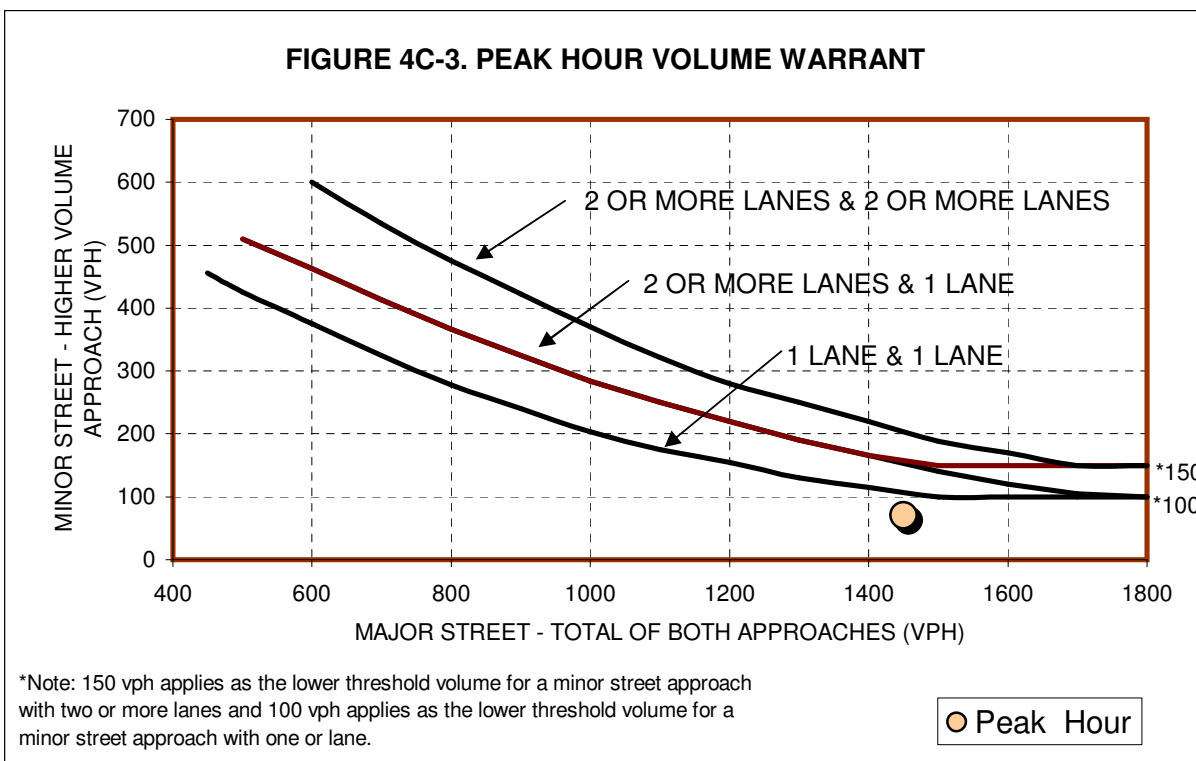
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	1,450	70



Warrant	Not Met

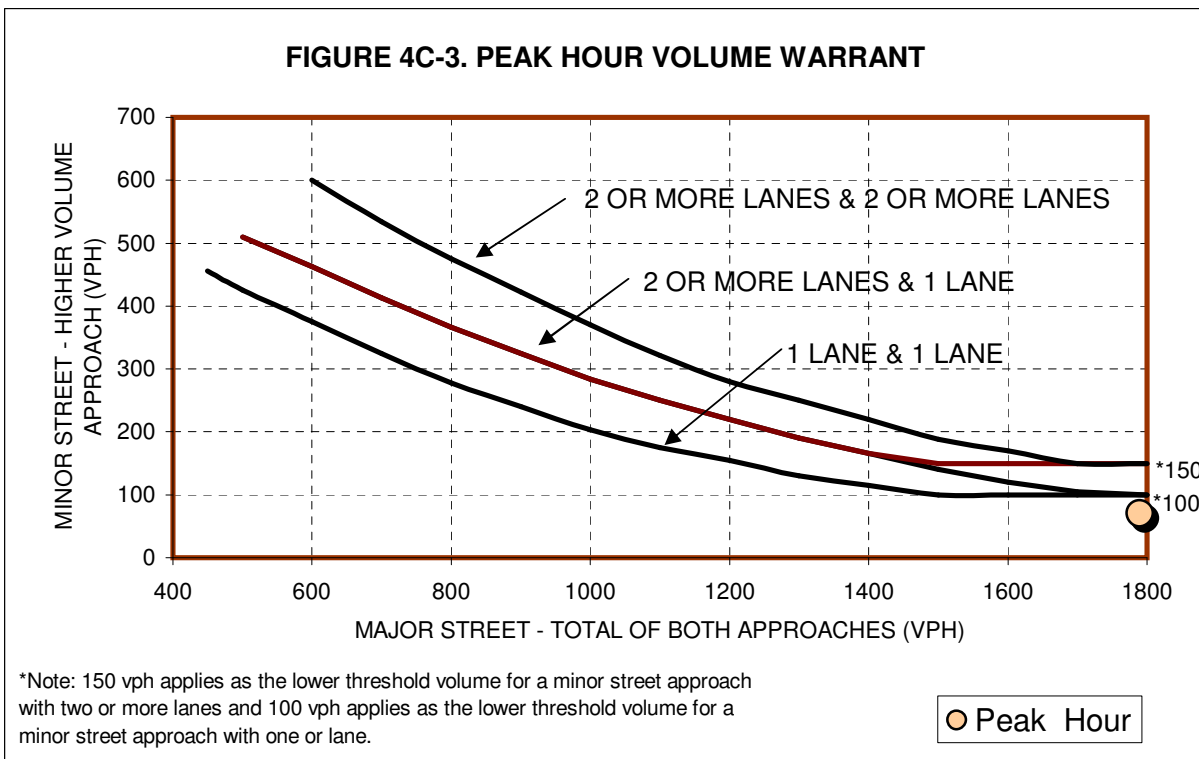
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street	2	
Minor Street	1	

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	1,790	70

**Warrant****Not Met**

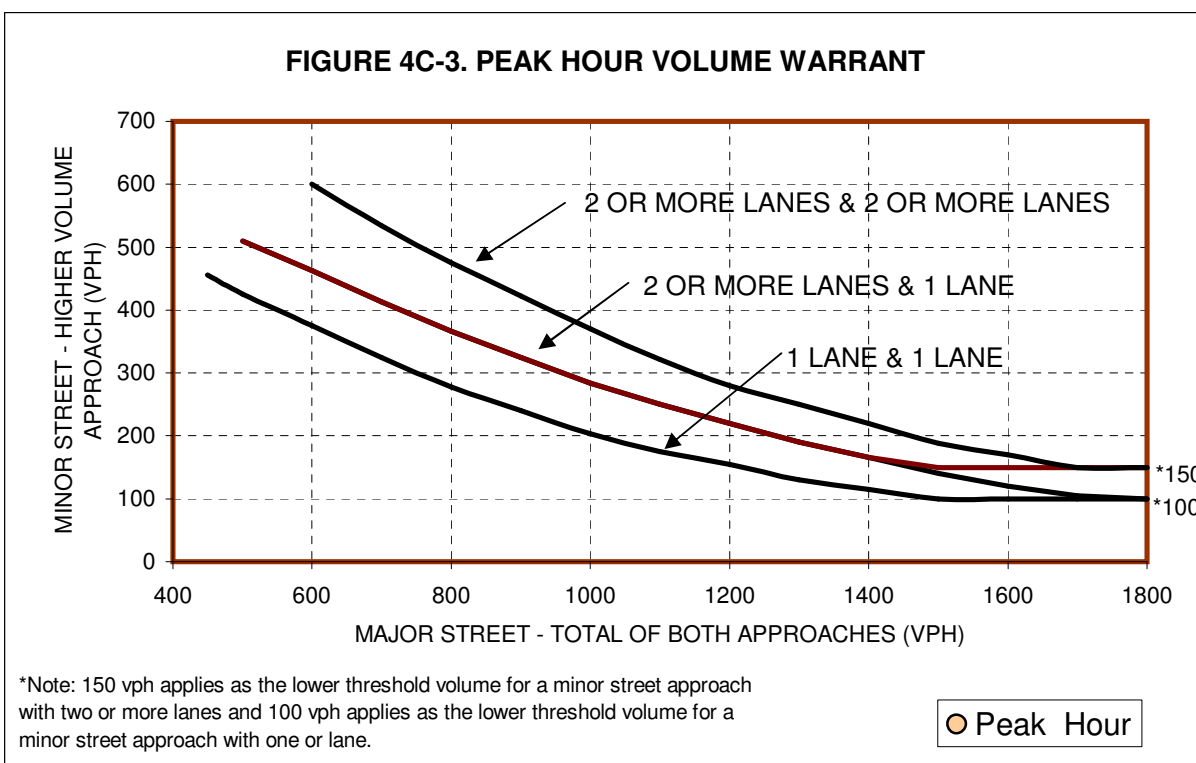
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		2
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	1,950	90



Warrant	Not Met

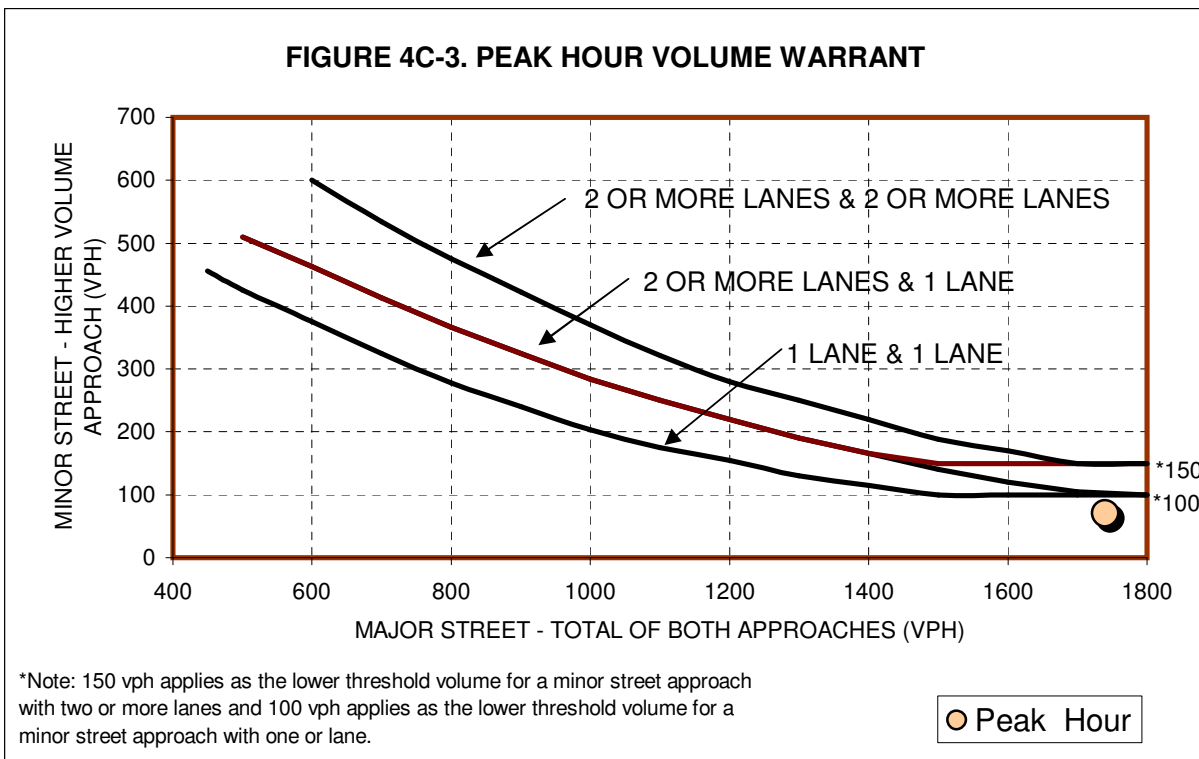
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		2
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	1,740	70



Warrant	Not Met

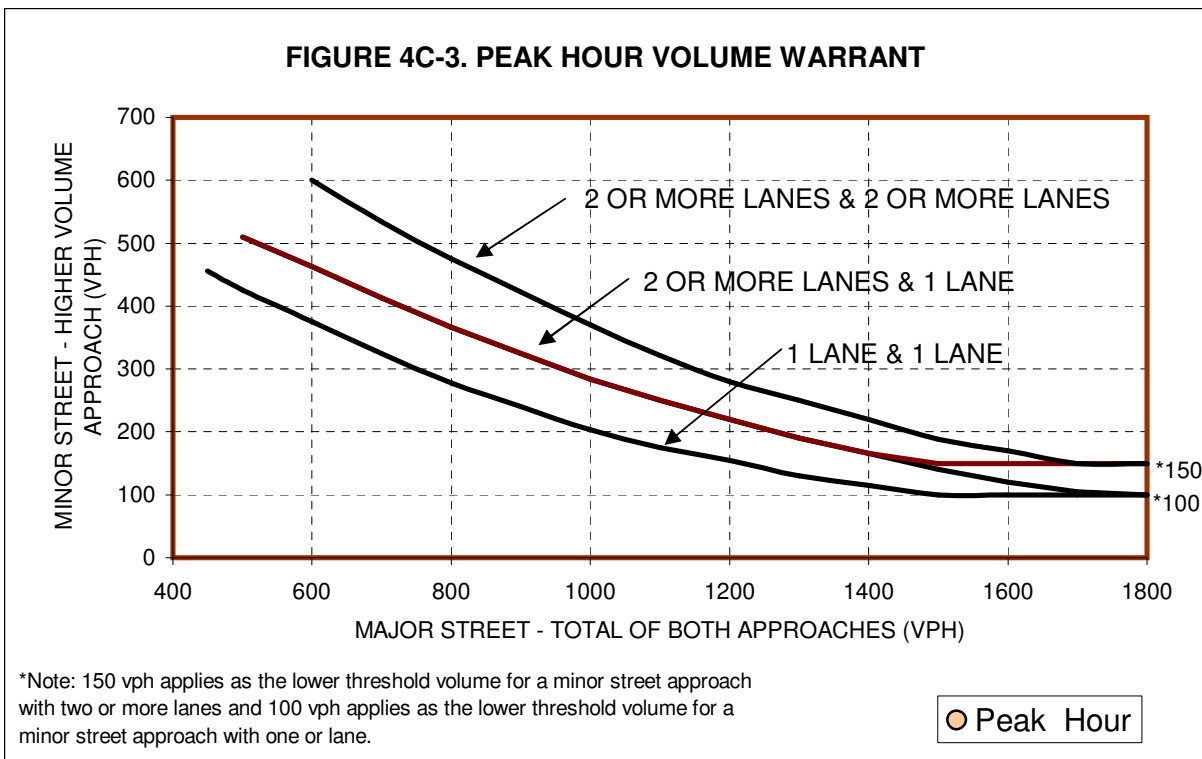
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

	No of lanes	
Major Street		2
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	2,080	50

**Warrant****Not Met**

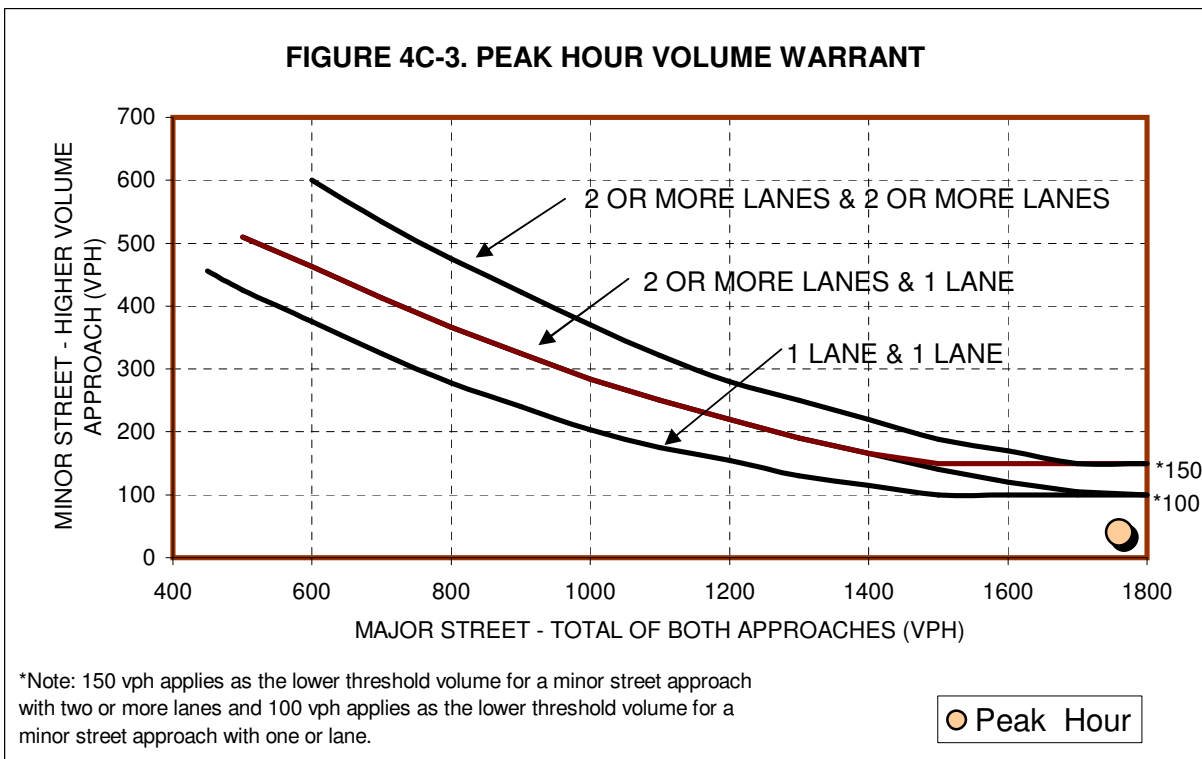
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

	No of lanes	
Major Street		2
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	1,760	40



Warrant	Not Met

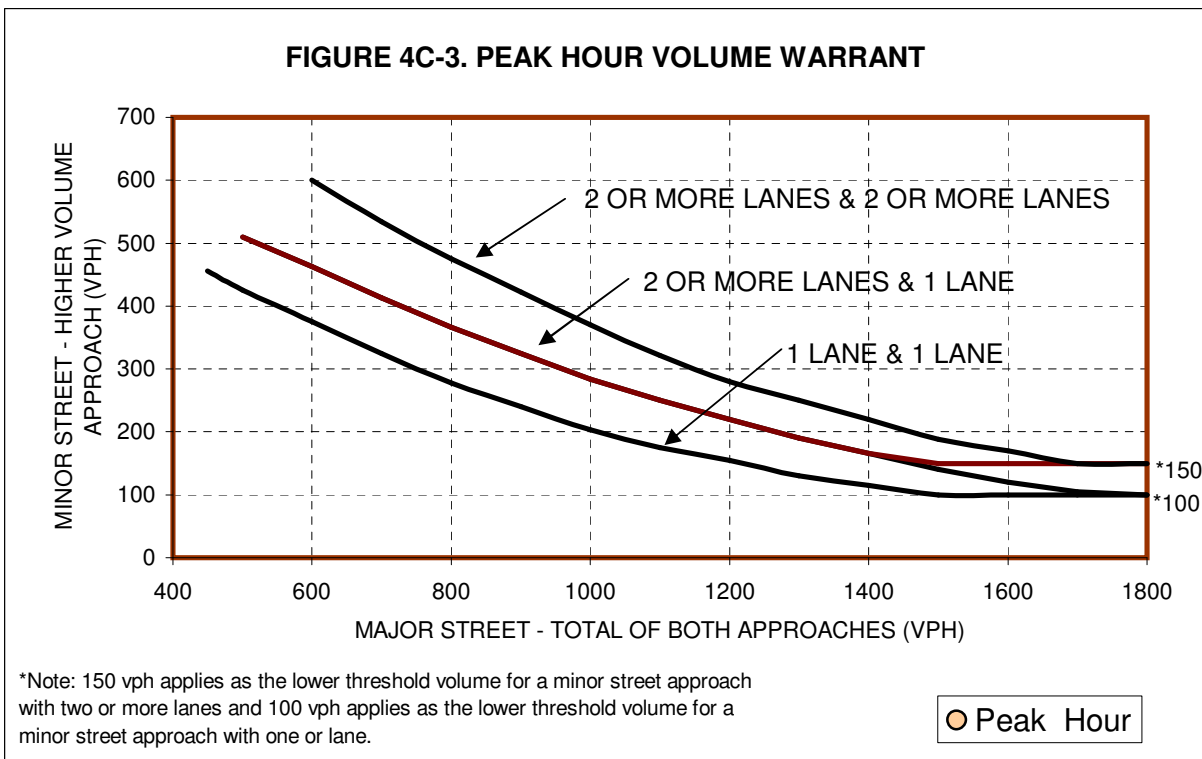
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

	No of lanes
Major Street	2
Minor Street	1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	2,040	50

**Warrant****Not Met**

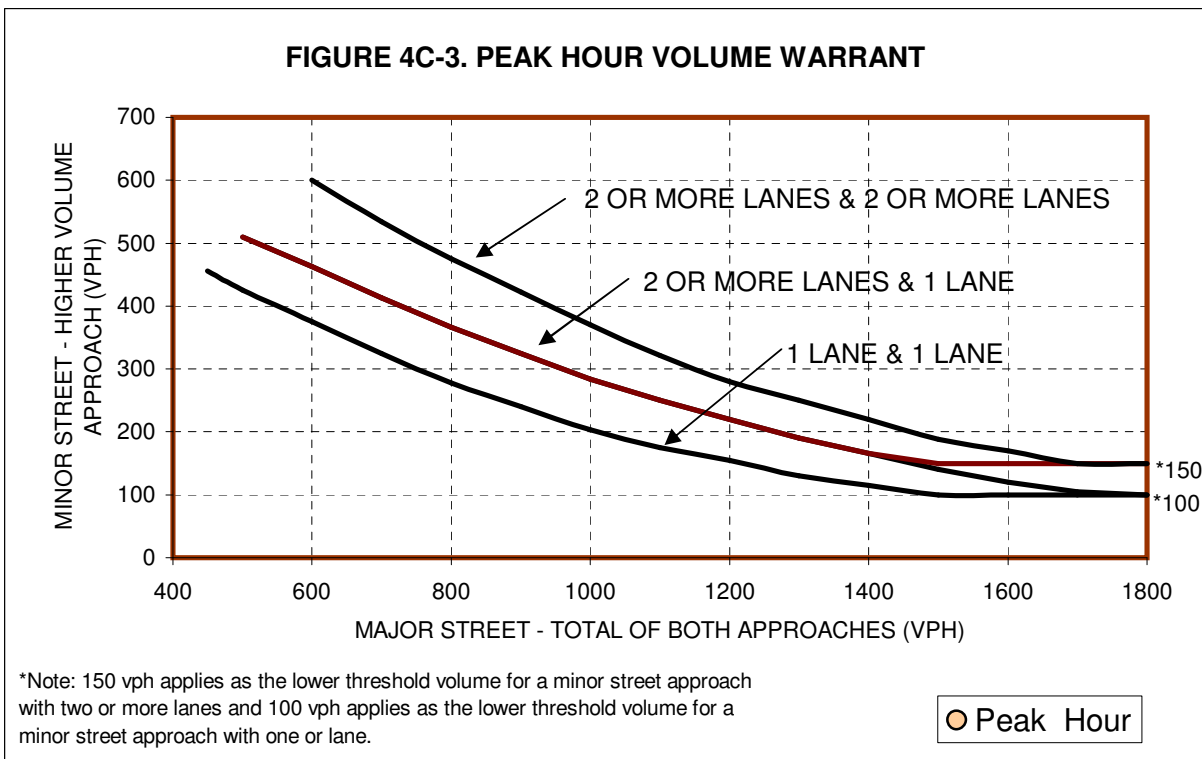
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

	No of lanes
Major Street	2
Minor Street	1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	2,080	80

**Warrant****Not Met**

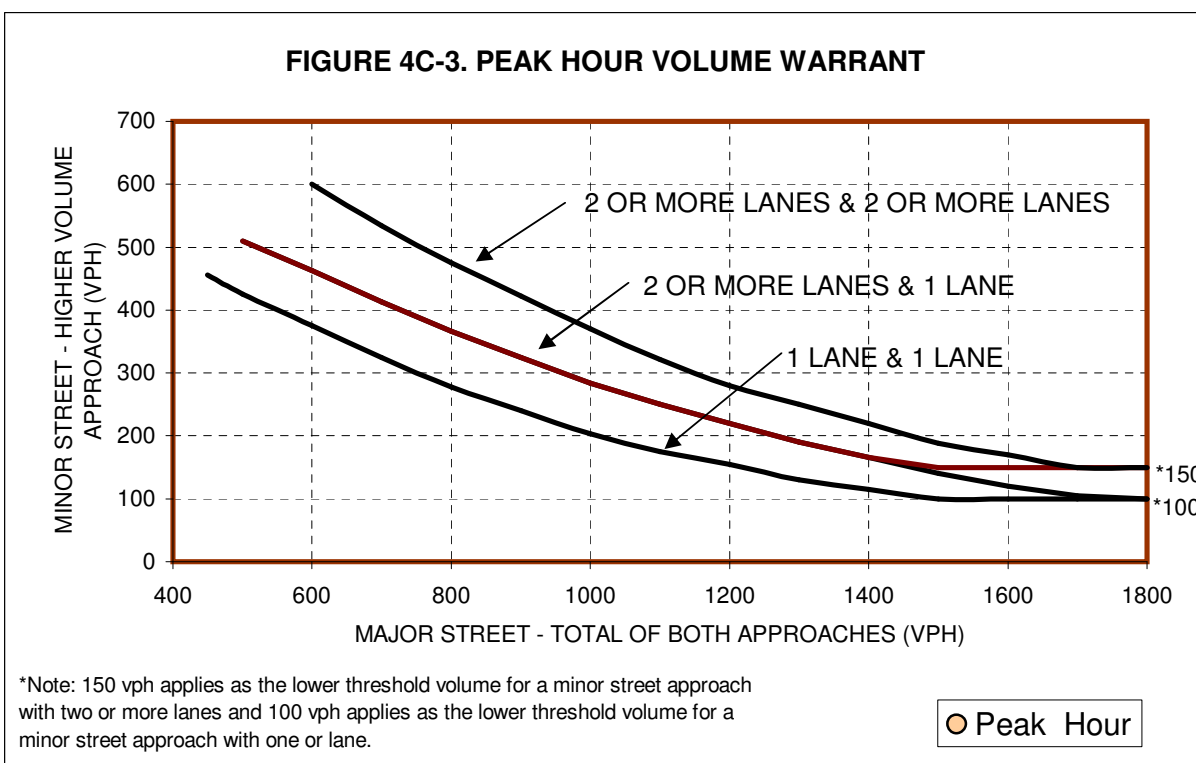
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street	2	
Minor Street	1	

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	2,260	100



Warrant	Not Met

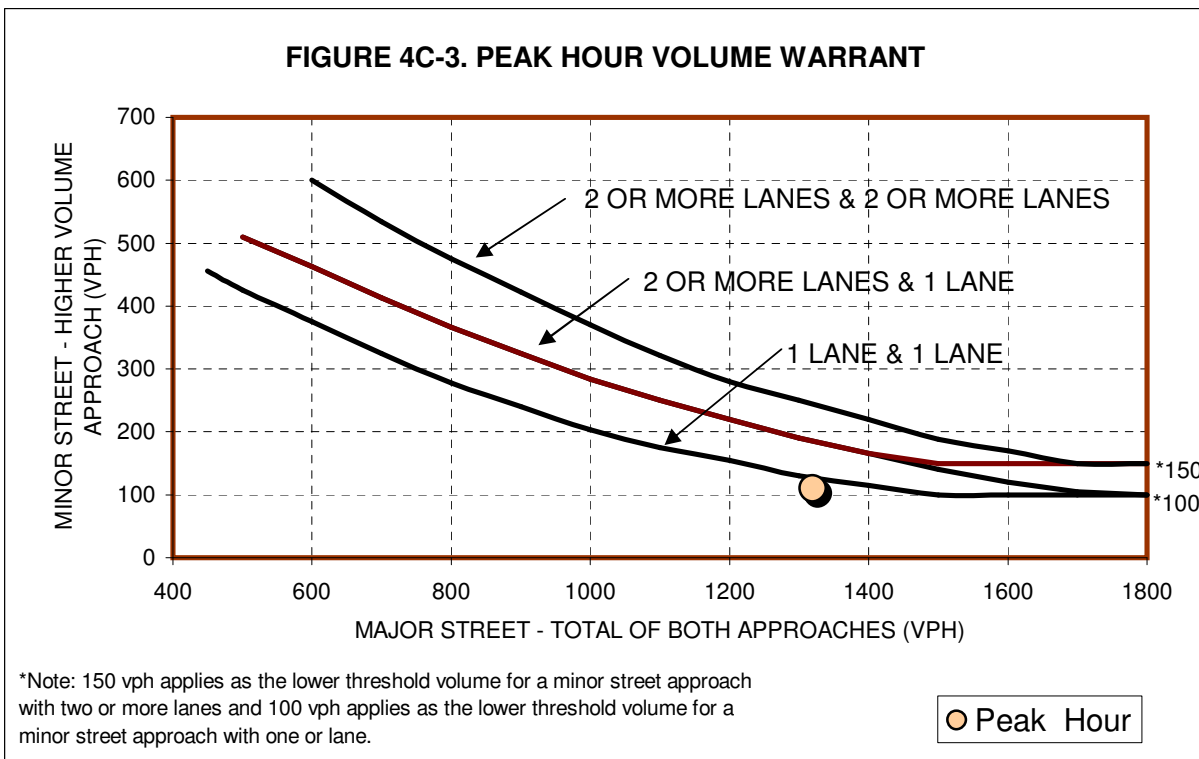
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	1,320	110



Warrant	Not Met

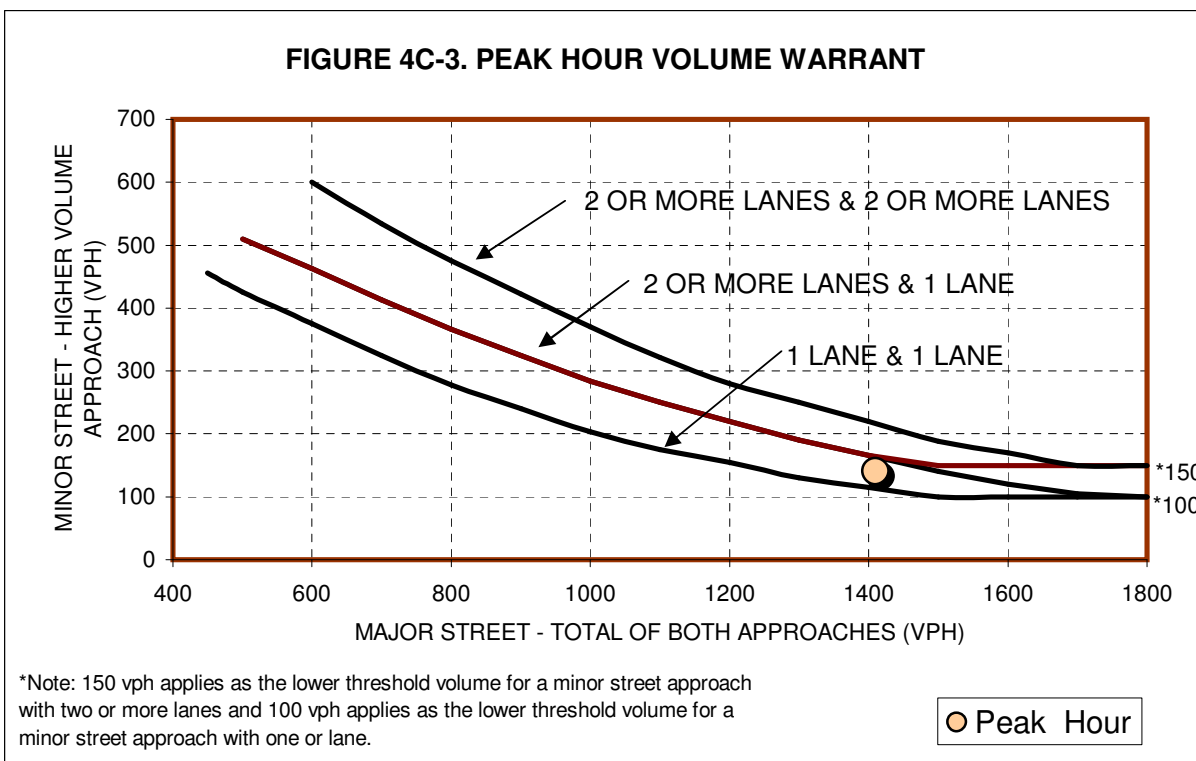
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	1,410	140



Warrant	Met

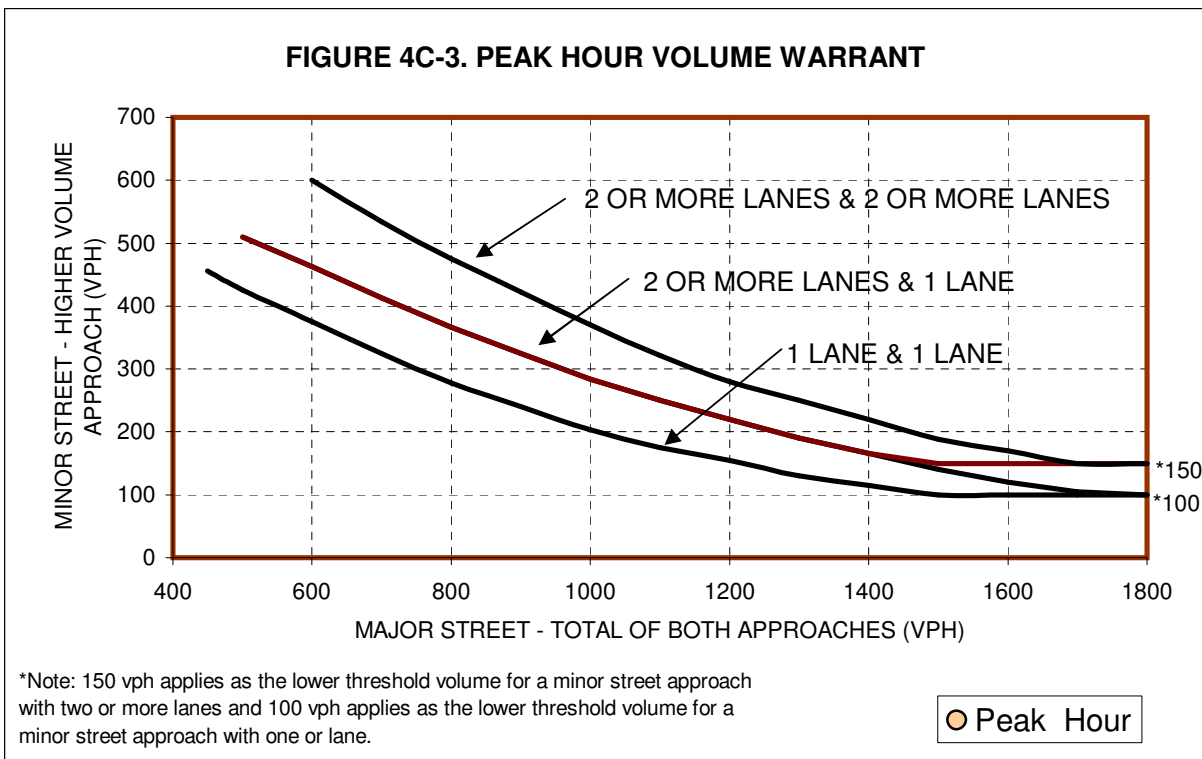
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street	2	
Minor Street	1	

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	1,810	100



Warrant	Not Met

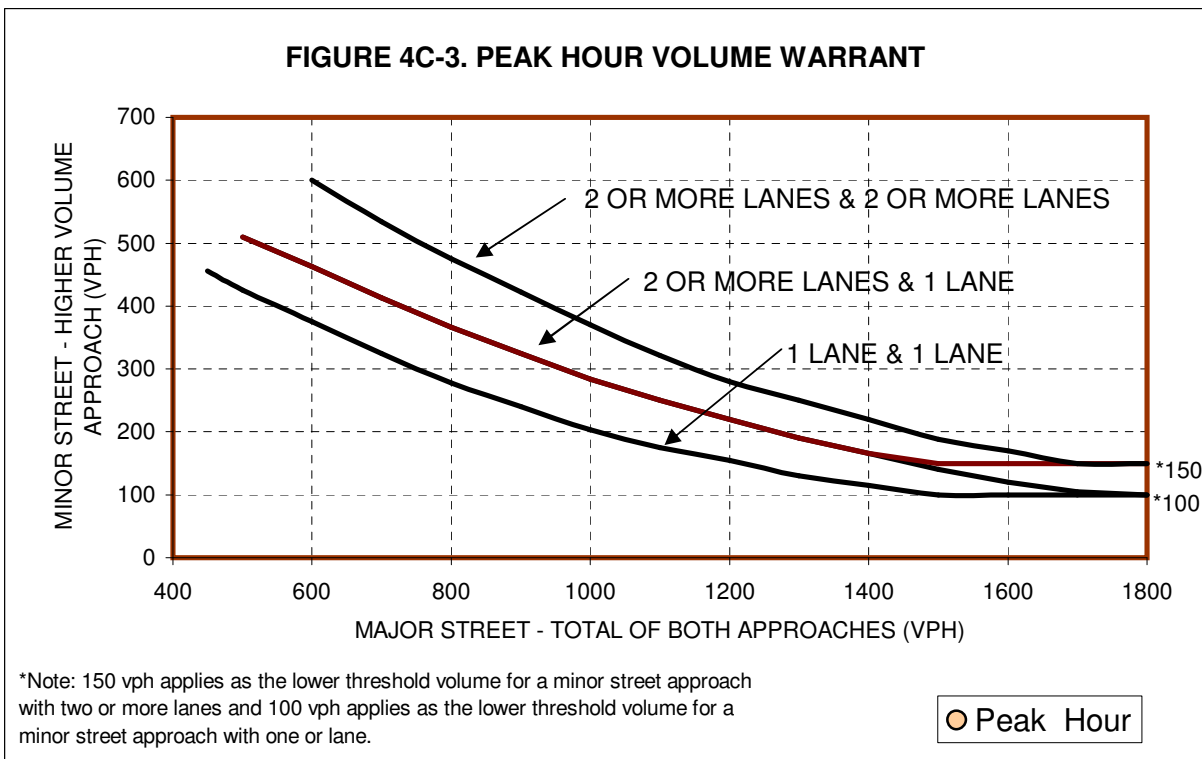
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

	No of lanes
Major Street	2
Minor Street	1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	2,330	100

**Warrant****Not Met**

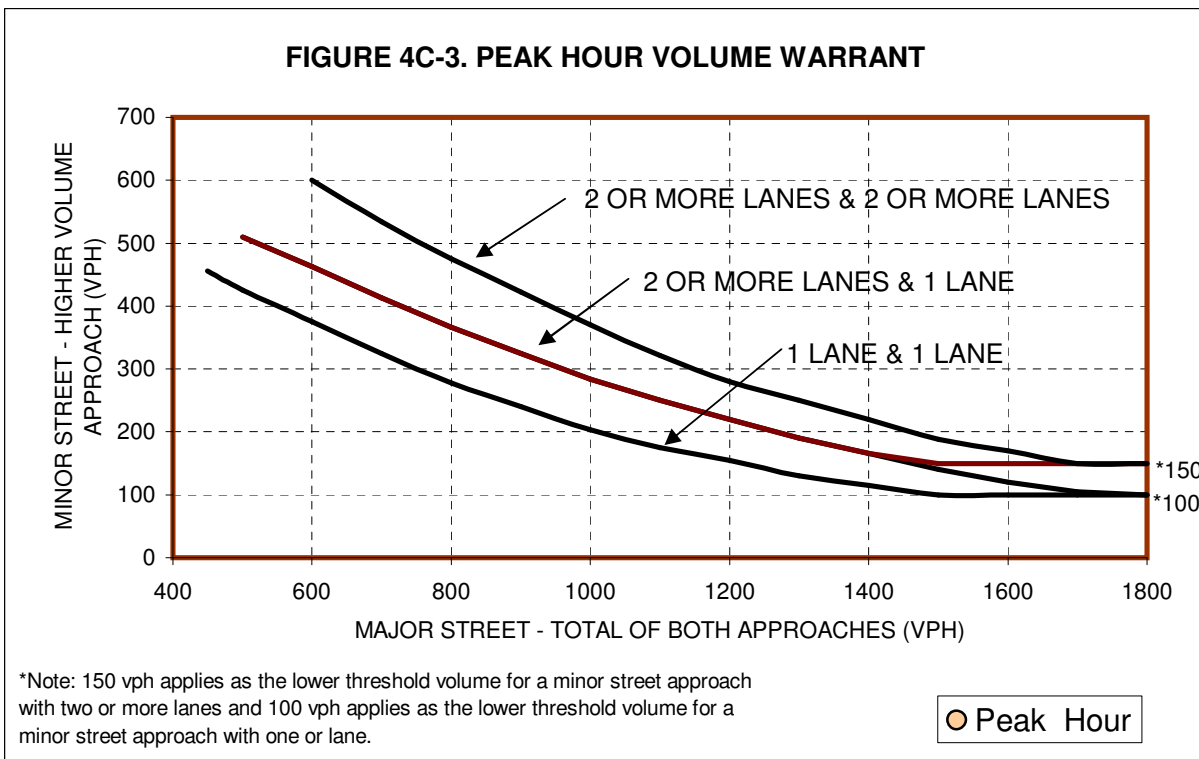
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		2
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	1,860	40



Warrant	Not Met

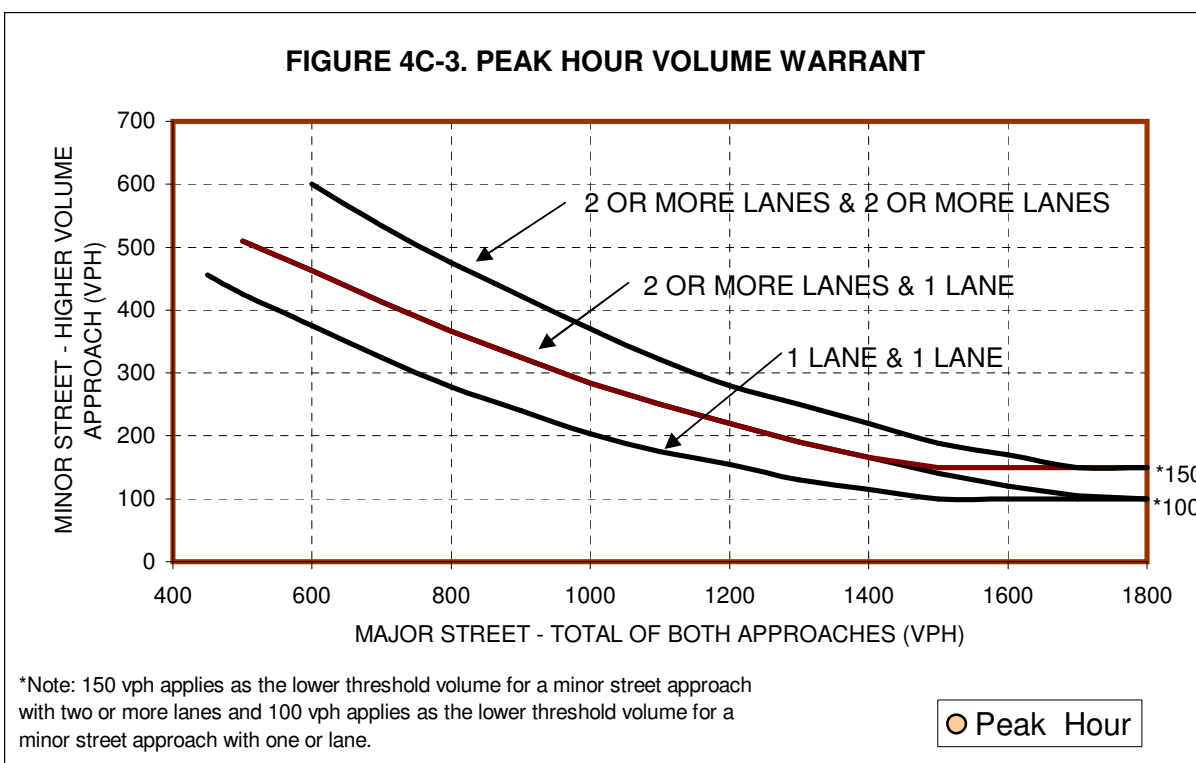
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street	2	
Minor Street	1	

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	2,270	50



Warrant	Not Met

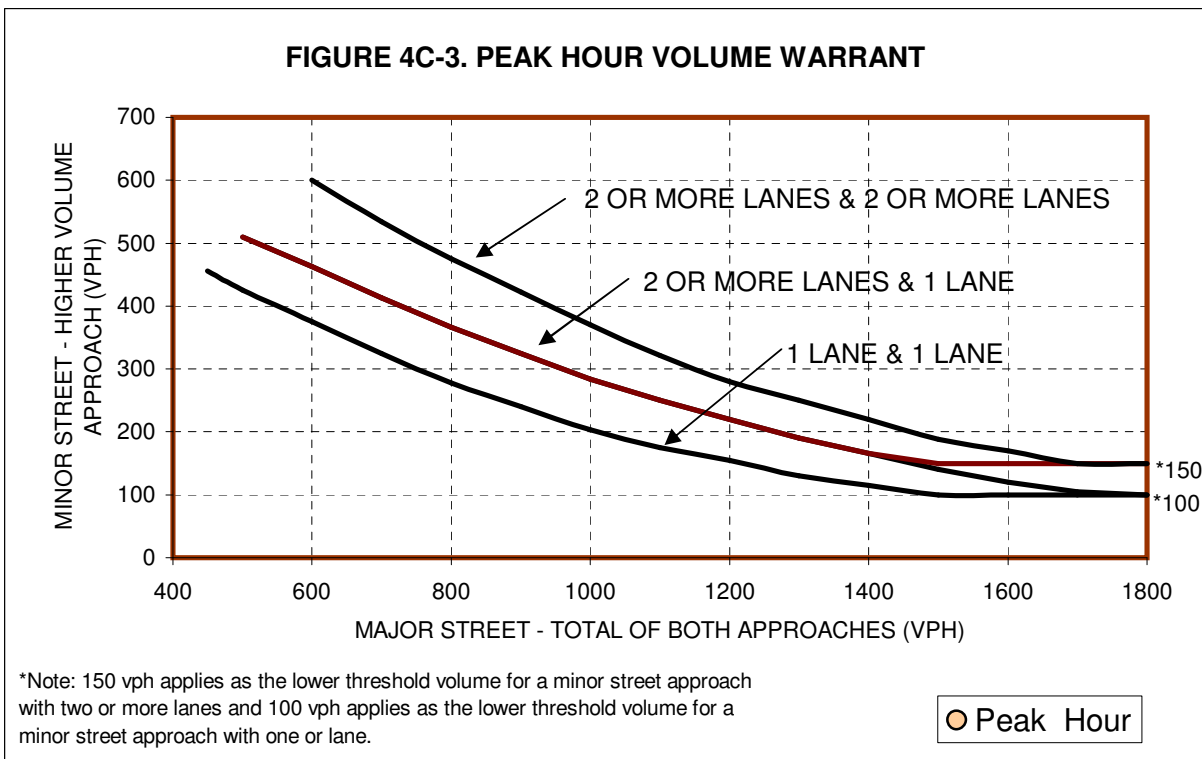
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

	No of lanes
Major Street	2
Minor Street	1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	2,160	80

**Warrant****Not Met**

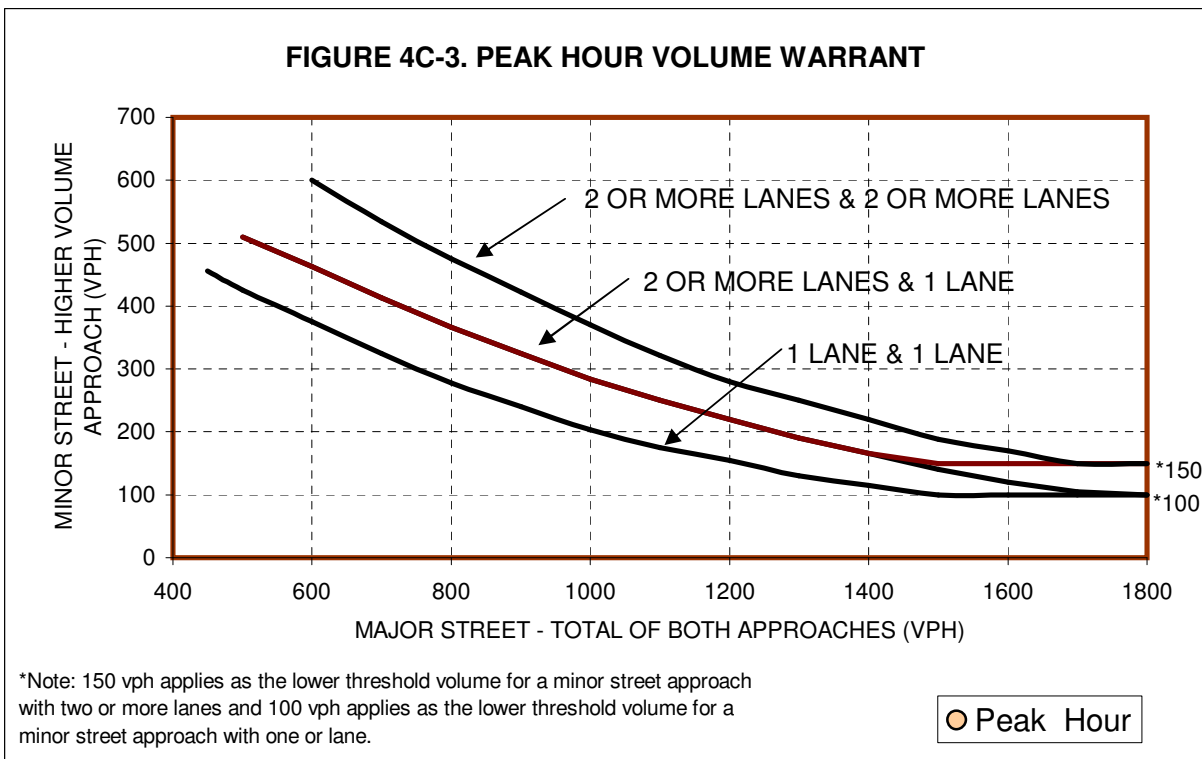
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

	No of lanes
Major Street	2
Minor Street	1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	2,330	100

**Warrant****Not Met**

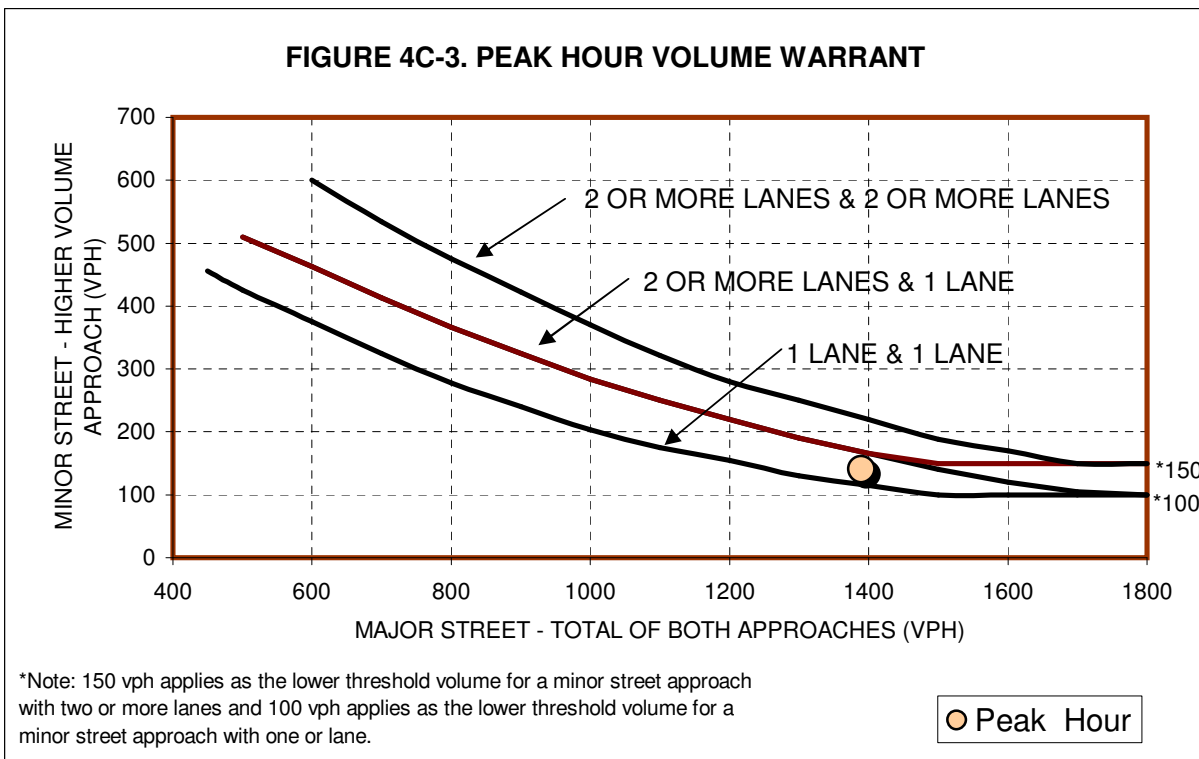
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	1,390	140



Warrant	Met

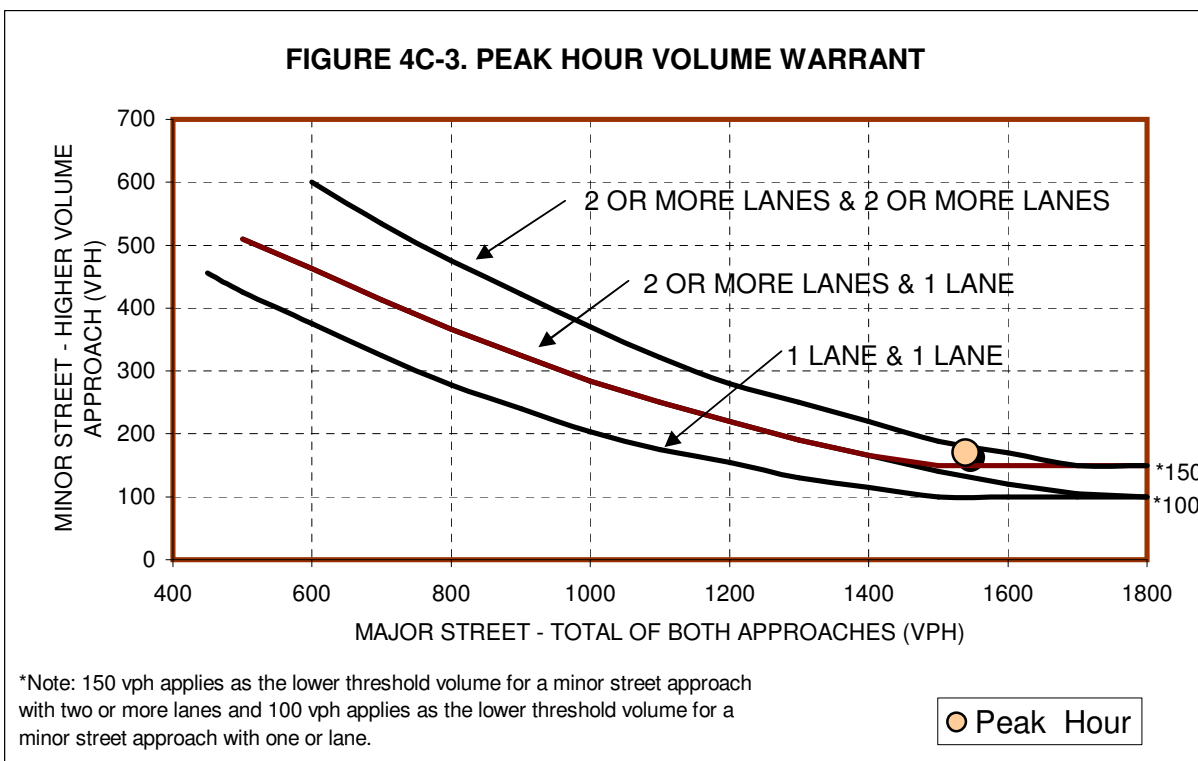
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	1,540	170



Warrant	Met

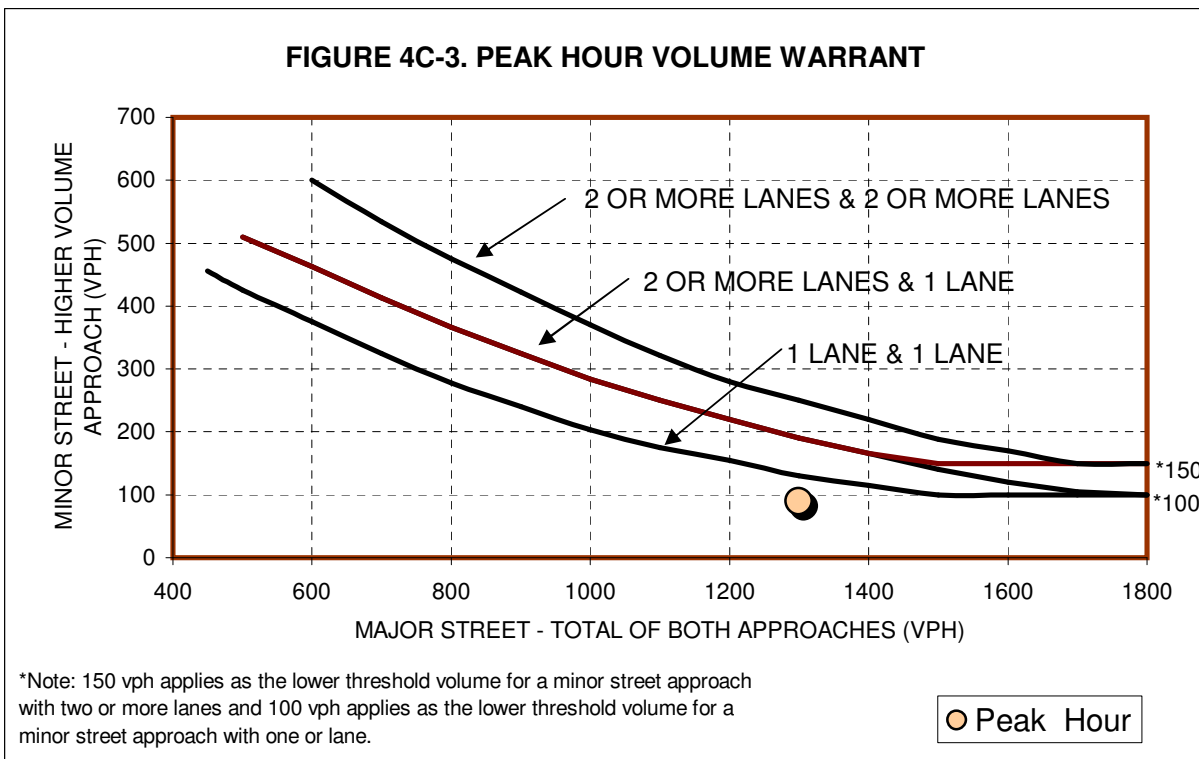
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	1,300	90



Warrant	Not Met

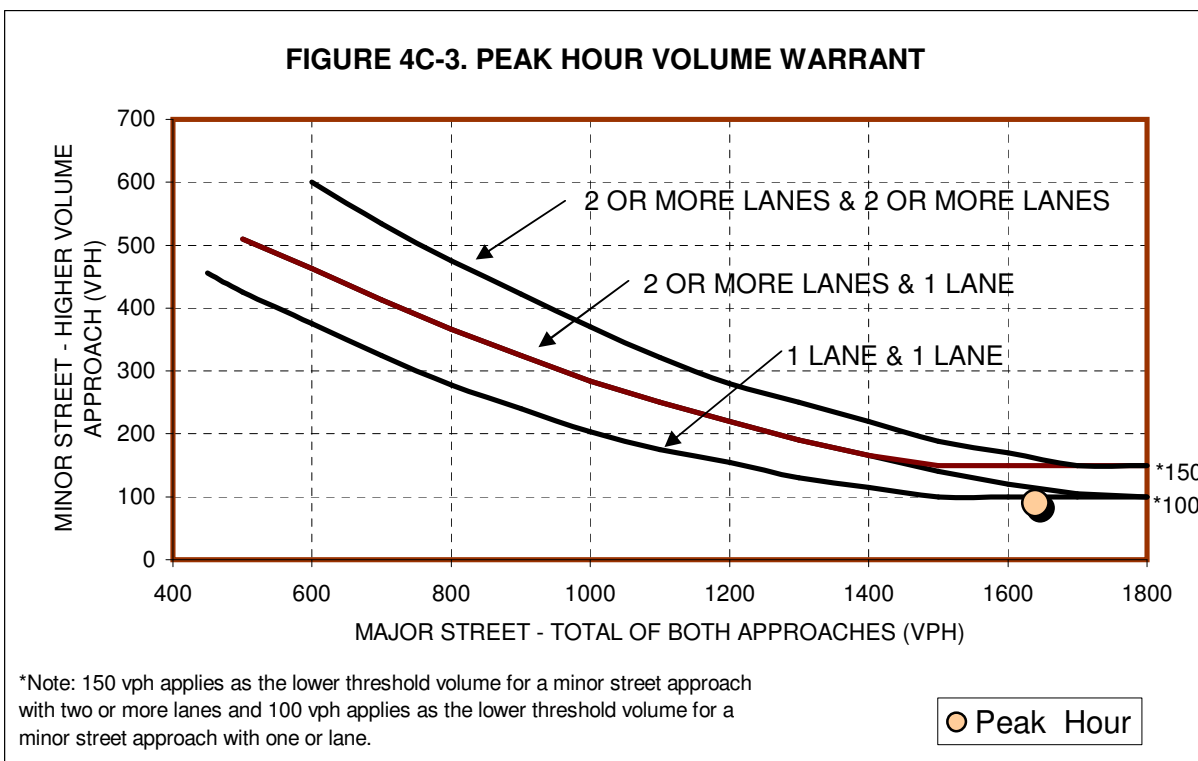
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	1,640	90



Warrant	Not Met

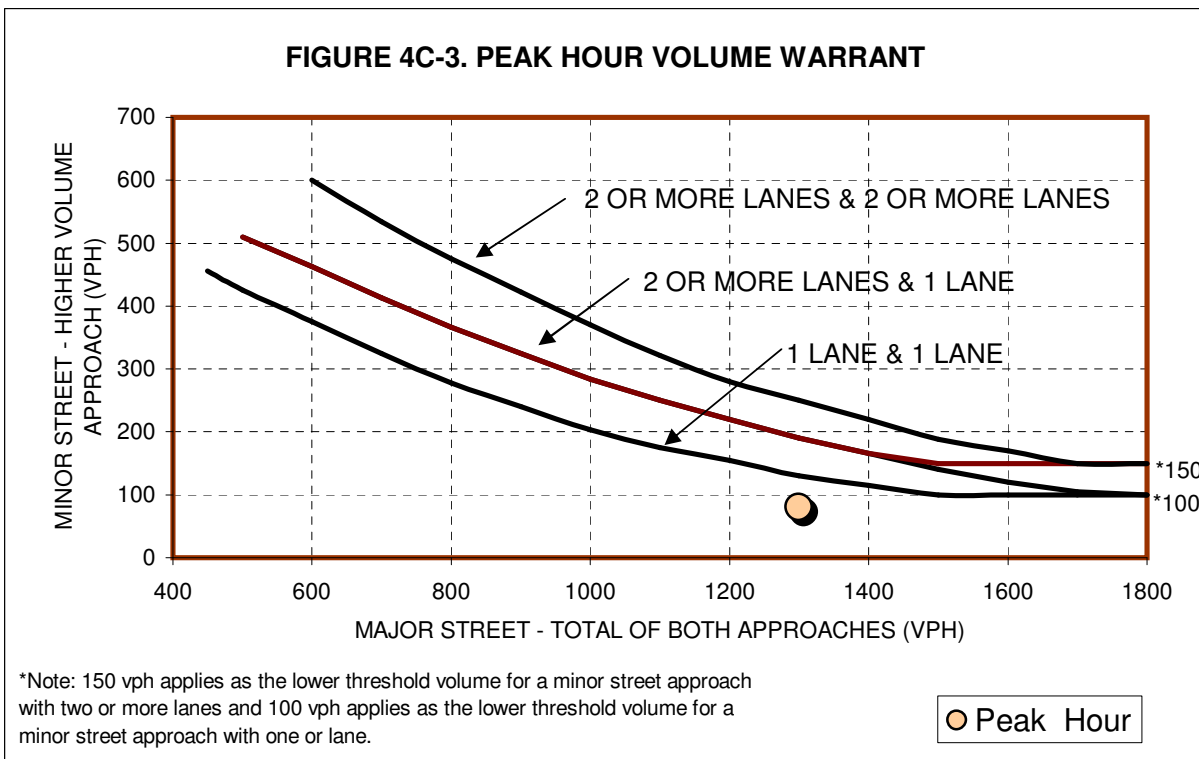
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	1,300	80



Warrant	Not Met

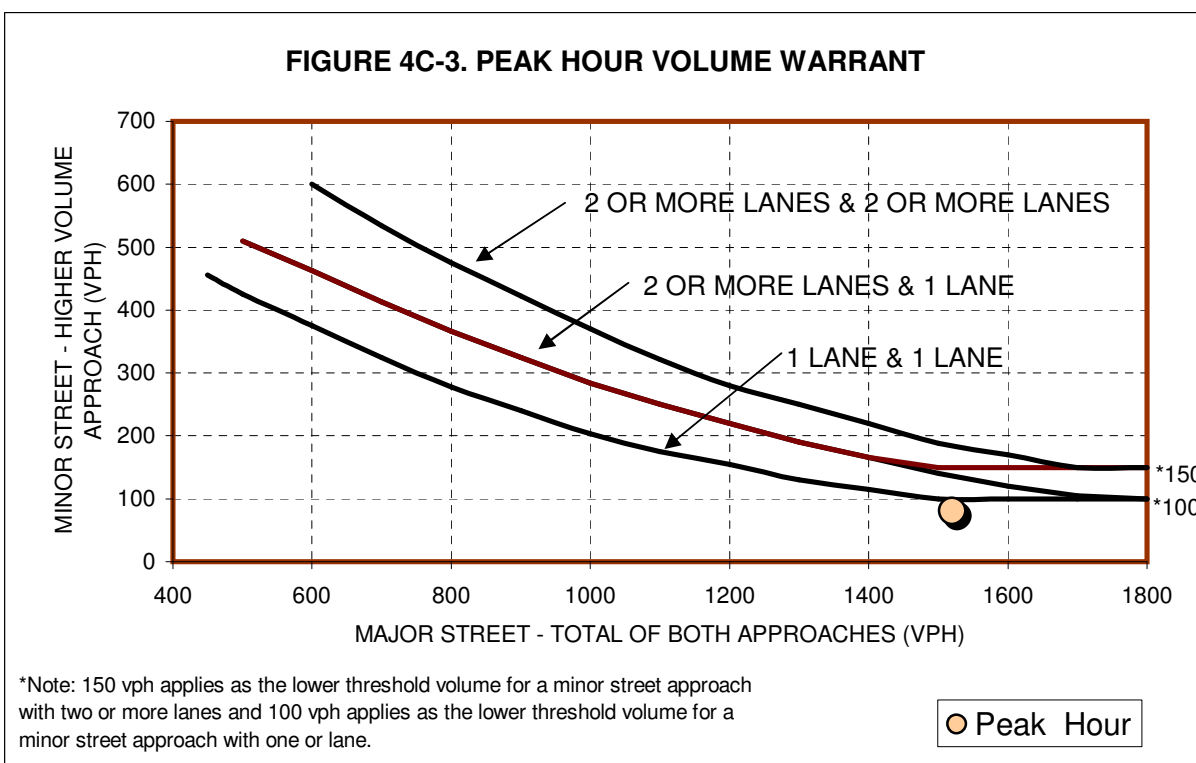
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	1,520	80



Warrant	Not Met

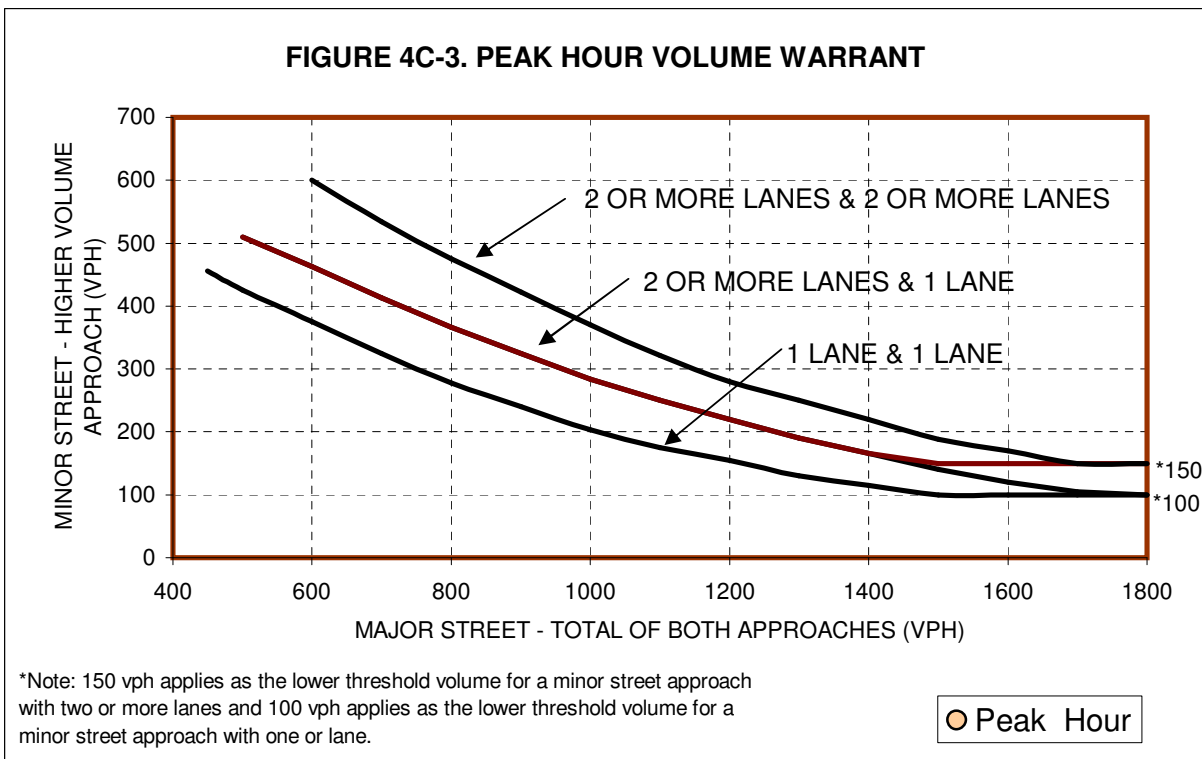
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

	No of lanes
Major Street	2
Minor Street	1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	1,970	80



Warrant	Not Met

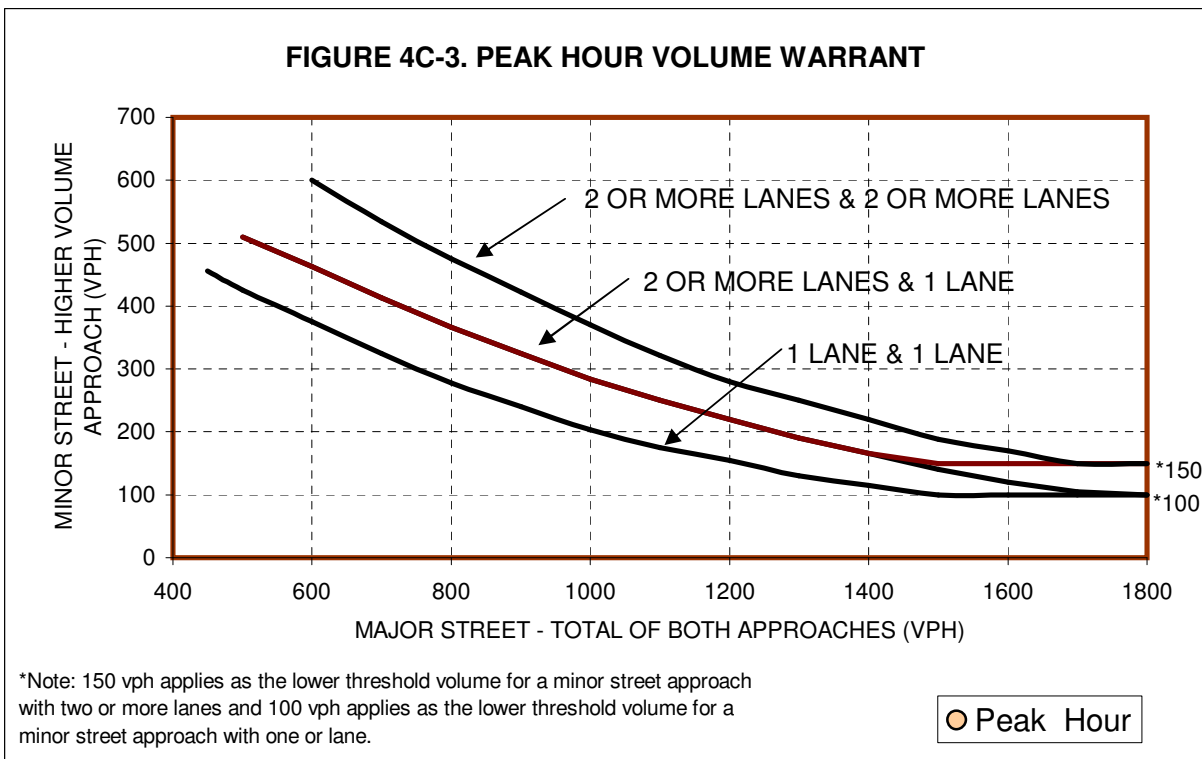
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

	No of lanes
Major Street	2
Minor Street	1

	Peak Hour	
	Vehicles Per Hour	
Time	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	2,070	100

**Warrant****Not Met**

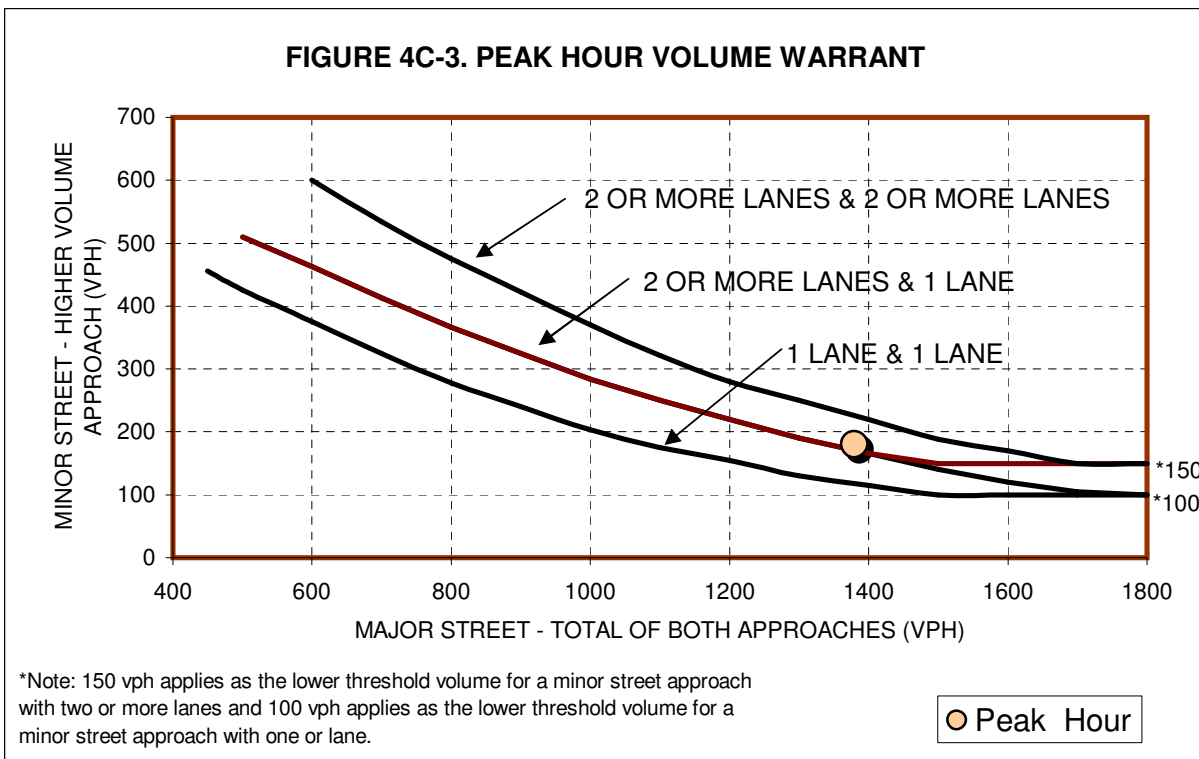
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	1,380	180



Warrant	Met

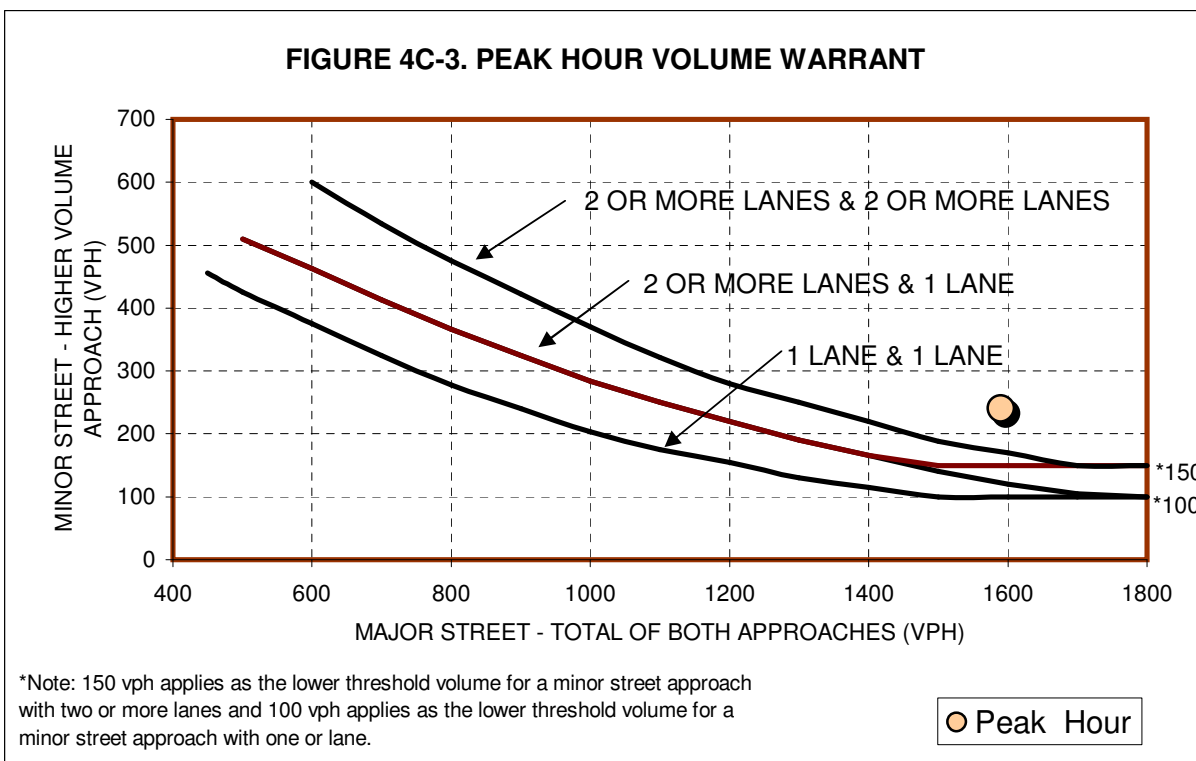
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	1,590	240



Warrant	Met

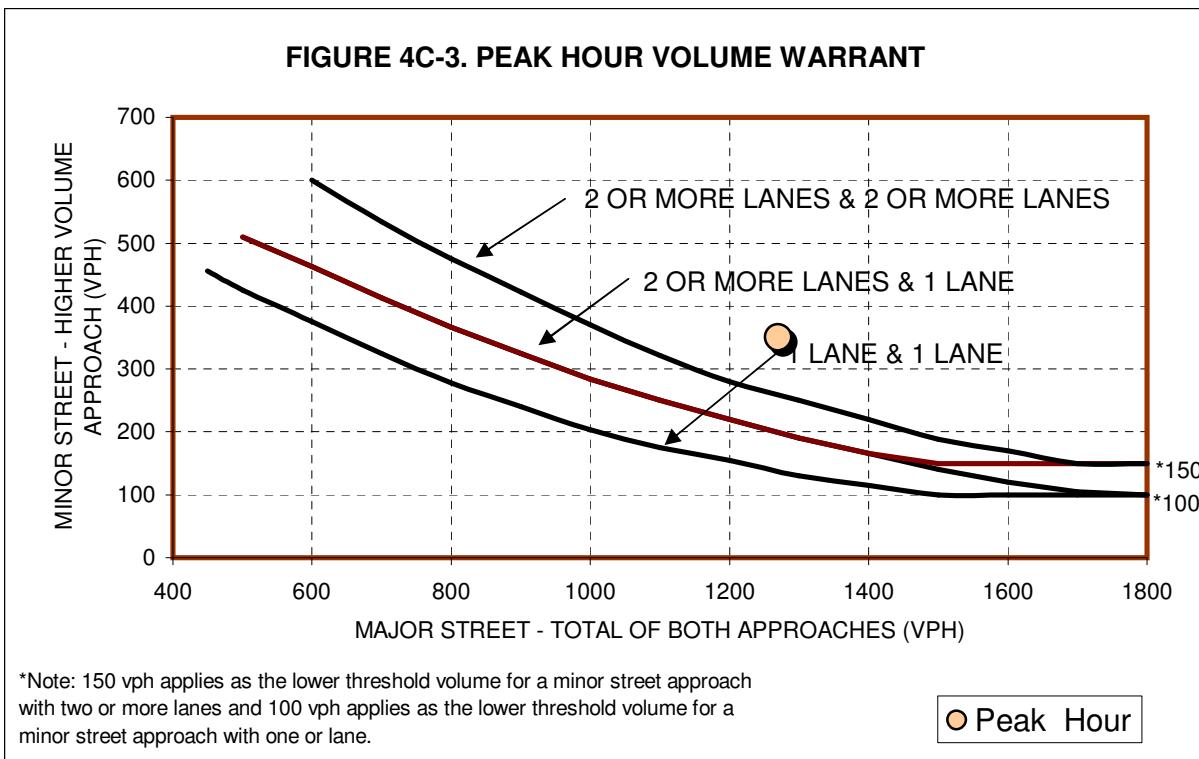
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street	2	
Minor Street	1	

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	1,270	350



Warrant	Met

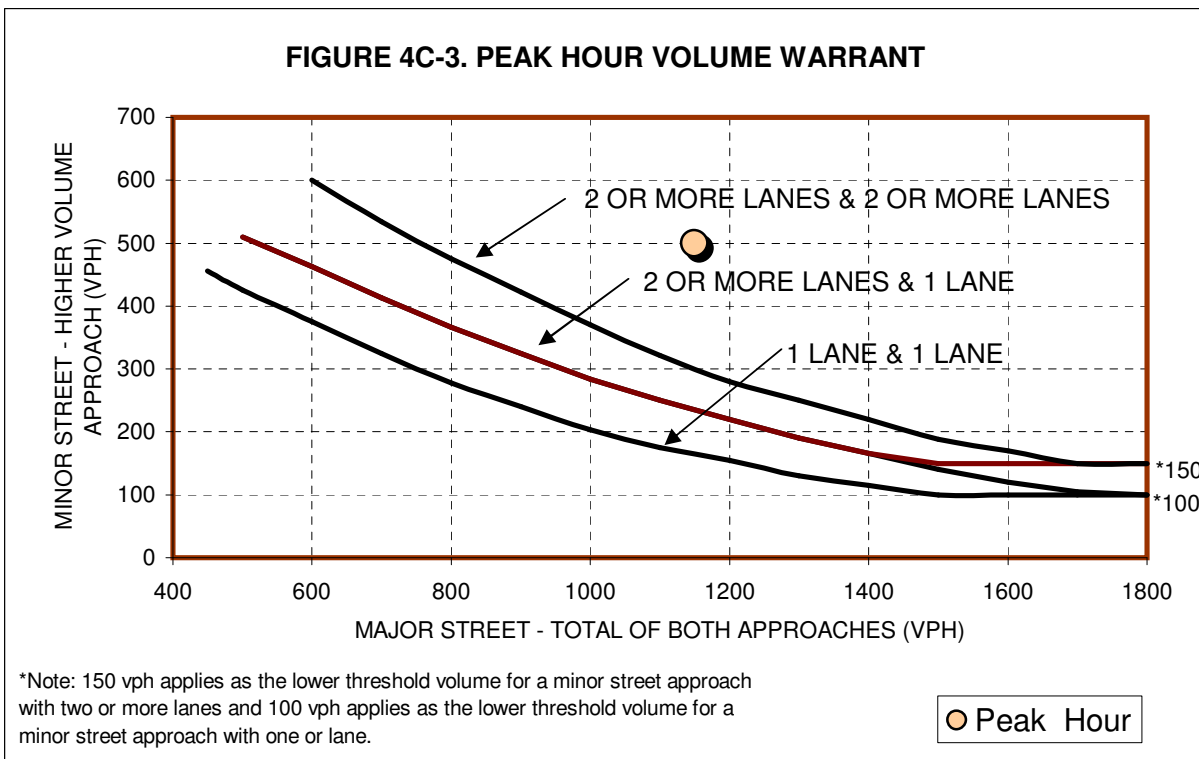
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

	No of lanes
Major Street	2
Minor Street	1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	1,150	500

**Warrant****Met**

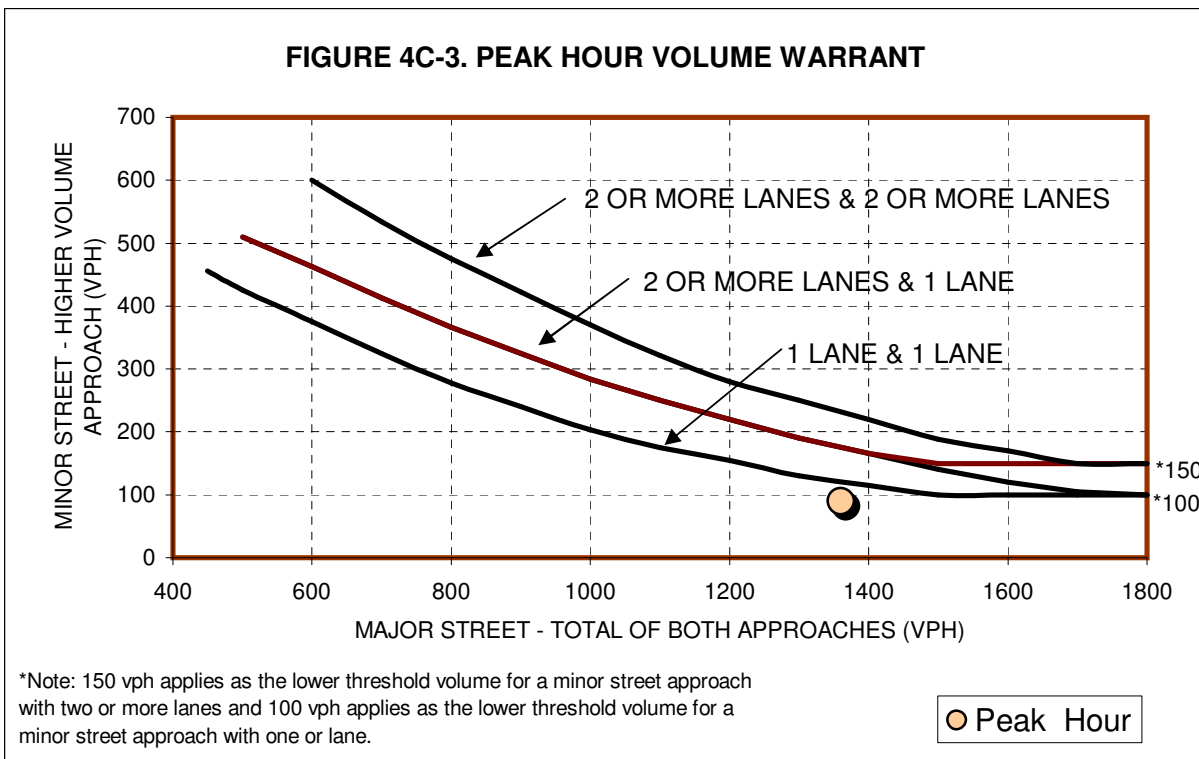
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	1,360	90



Warrant	Not Met

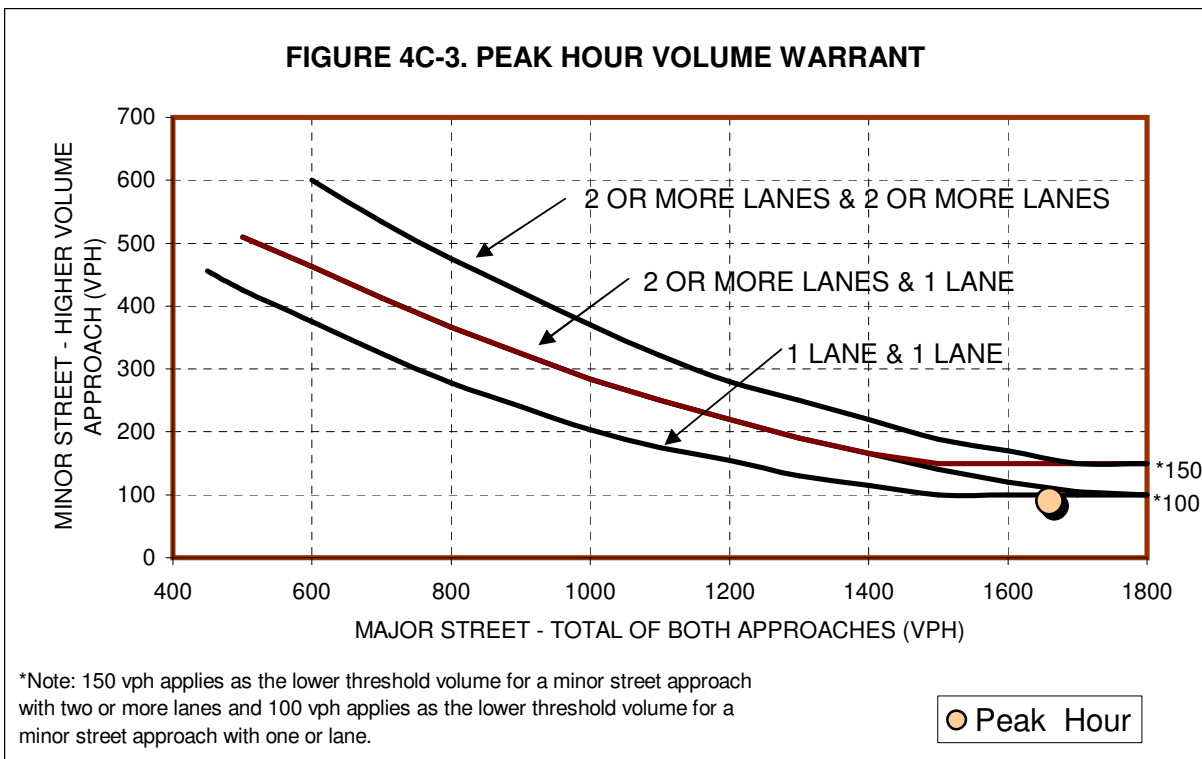
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	1,660	90



Warrant	Not Met

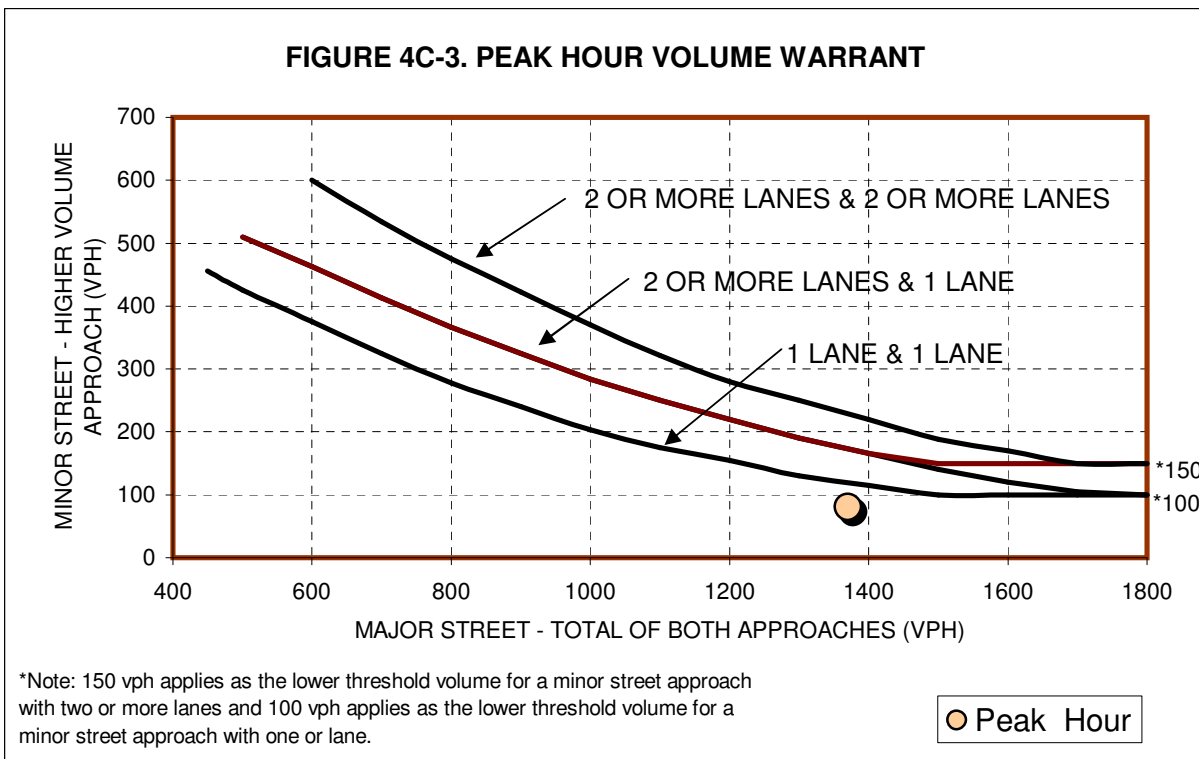
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	1,370	80



Warrant	Not Met

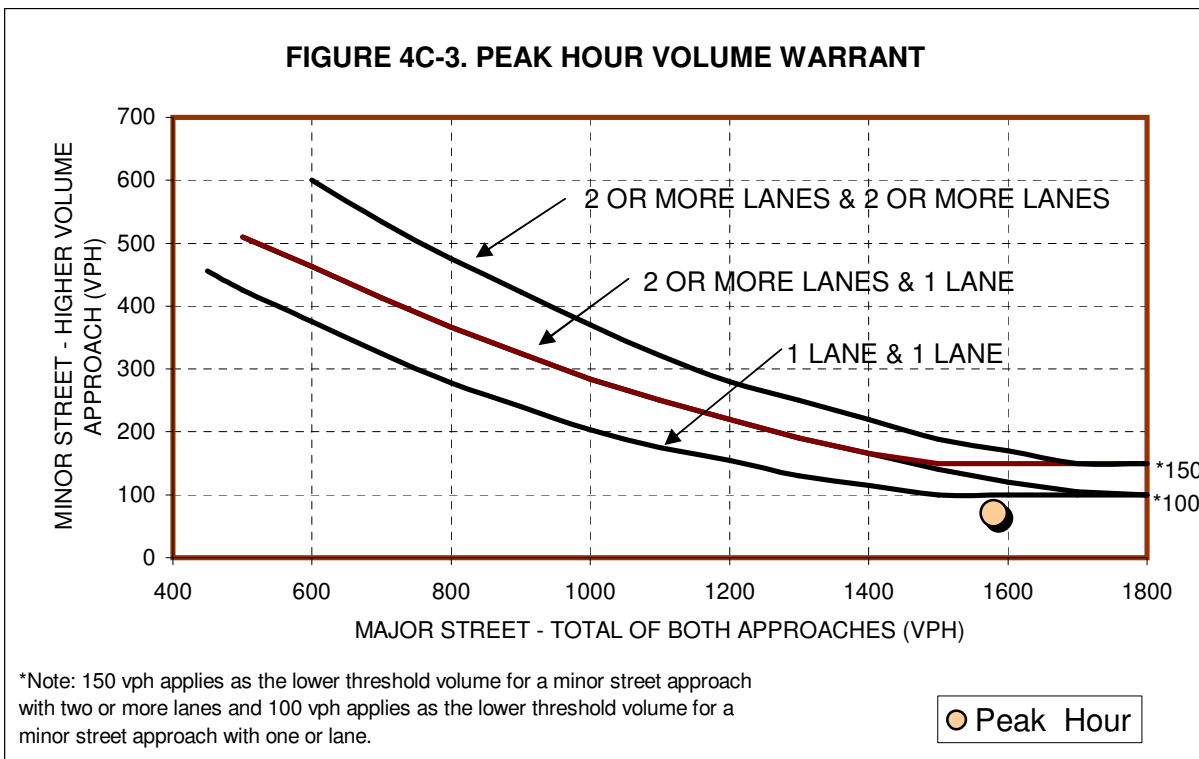
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

		No of lanes
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	1,580	70



Warrant	Not Met

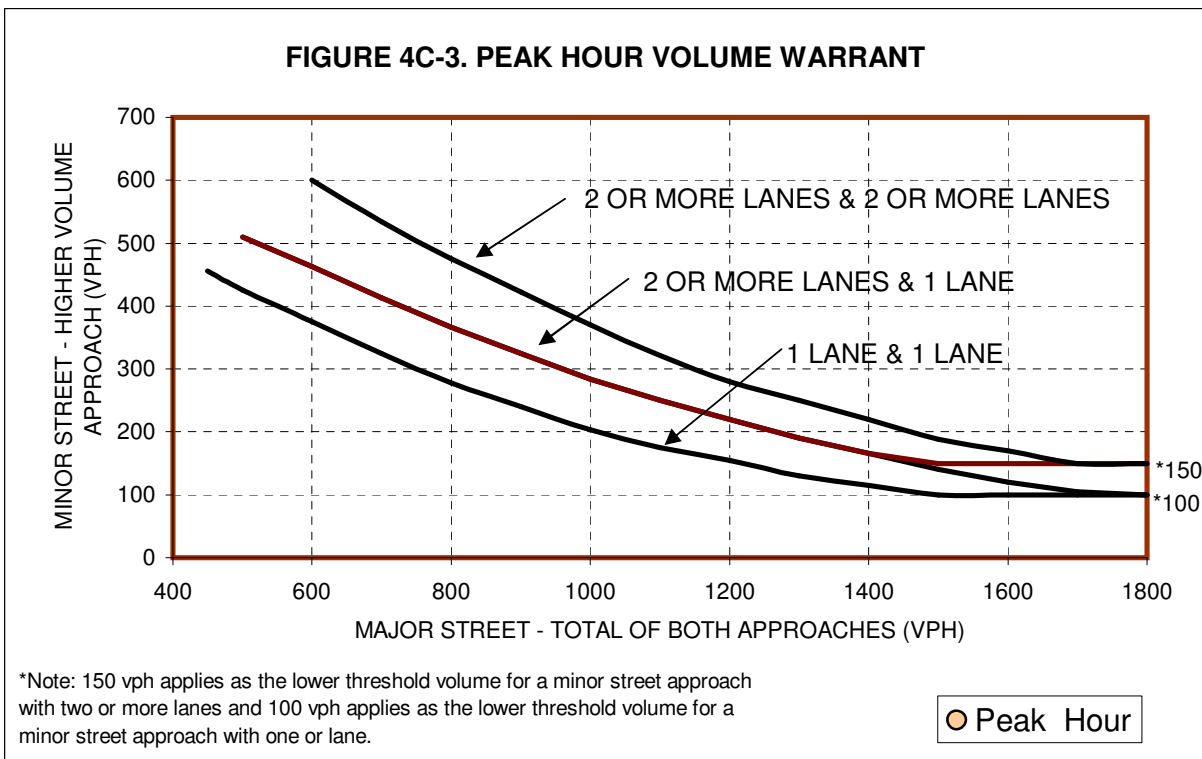
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		2
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	2,220	80

**Warrant****Not Met**

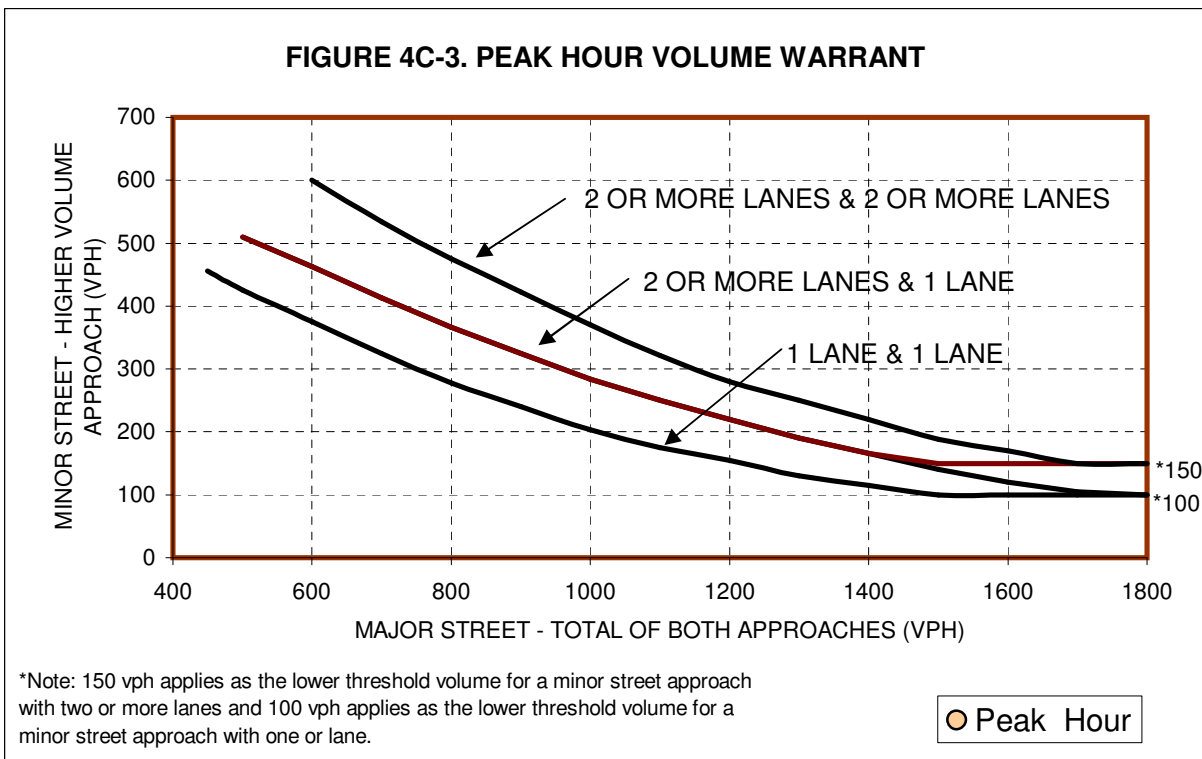
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street	2	
Minor Street	1	

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	2,270	90

**Warrant****Not Met**

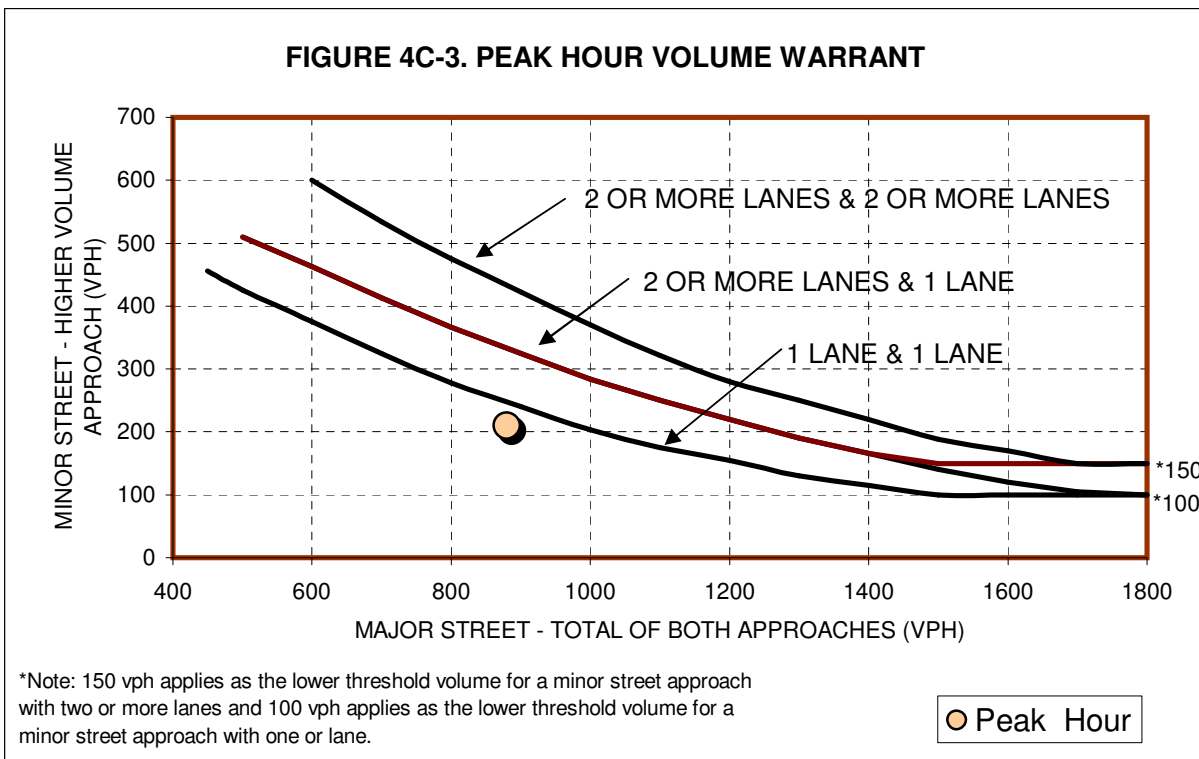
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes	
Major Street	1
Minor Street	1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	880	210



Warrant	Not Met

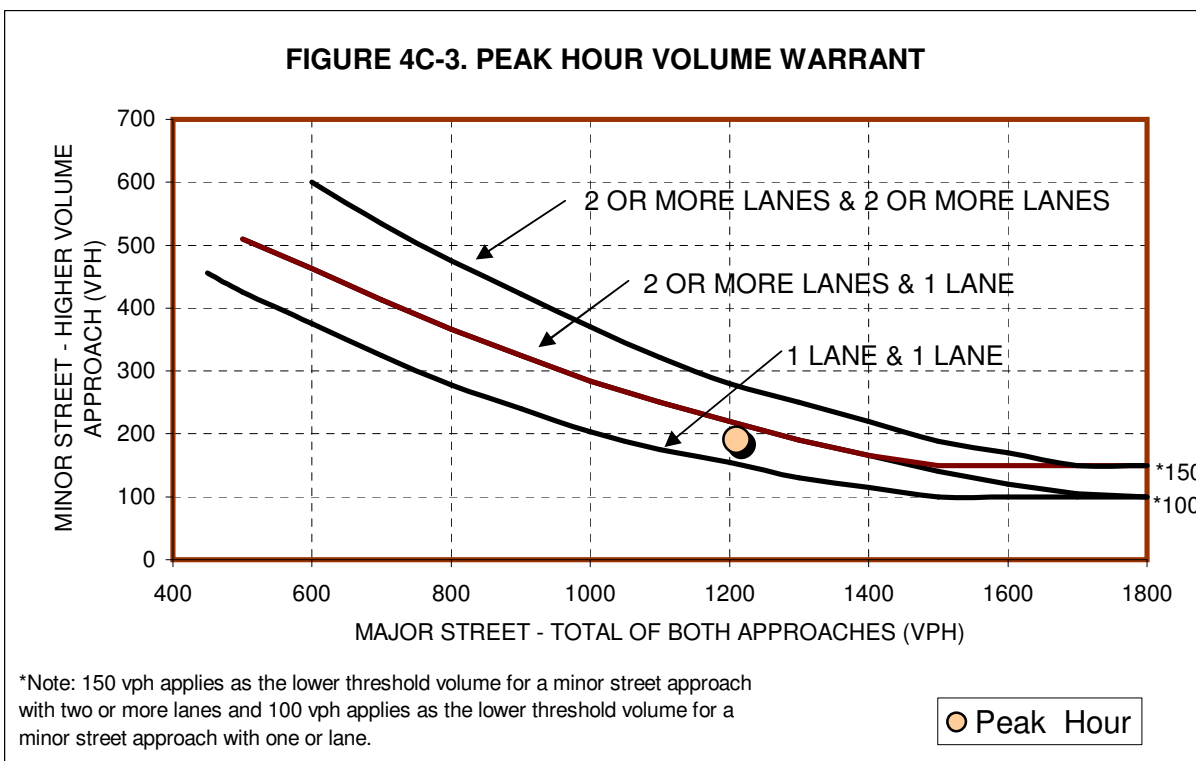
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	1,210	190



Warrant	Met

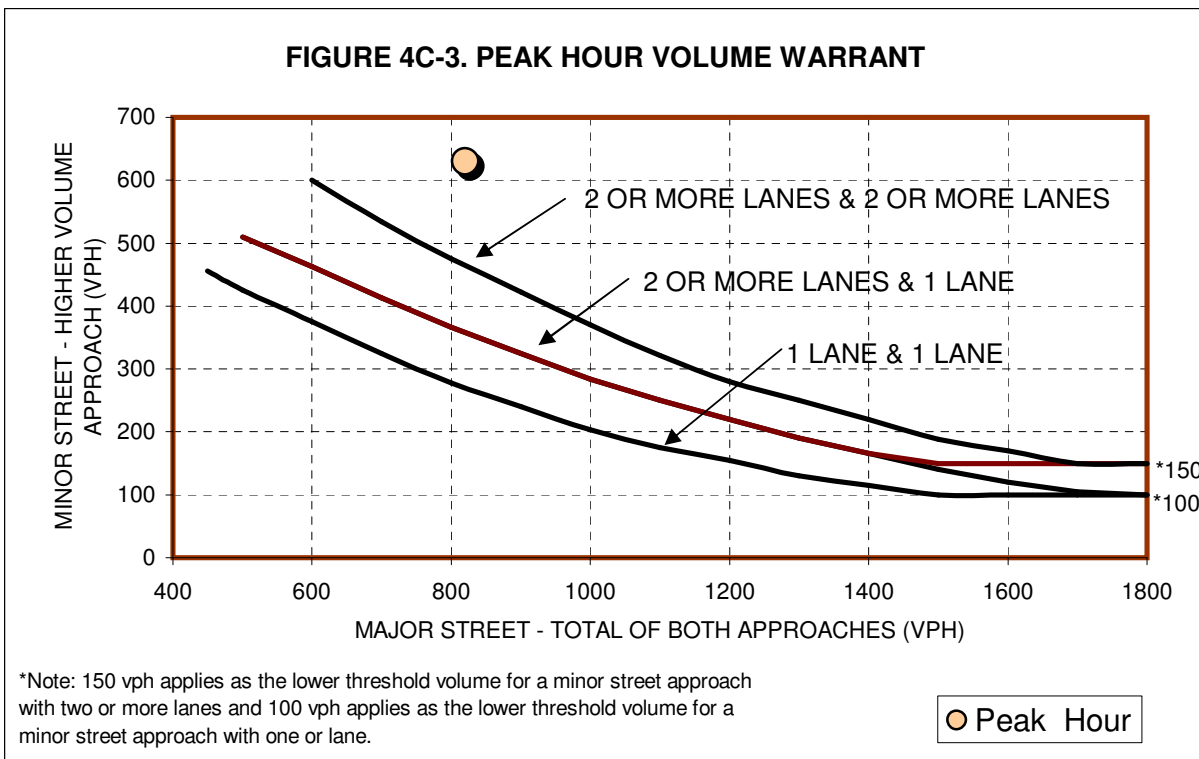
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	820	630

**Warrant****Met**

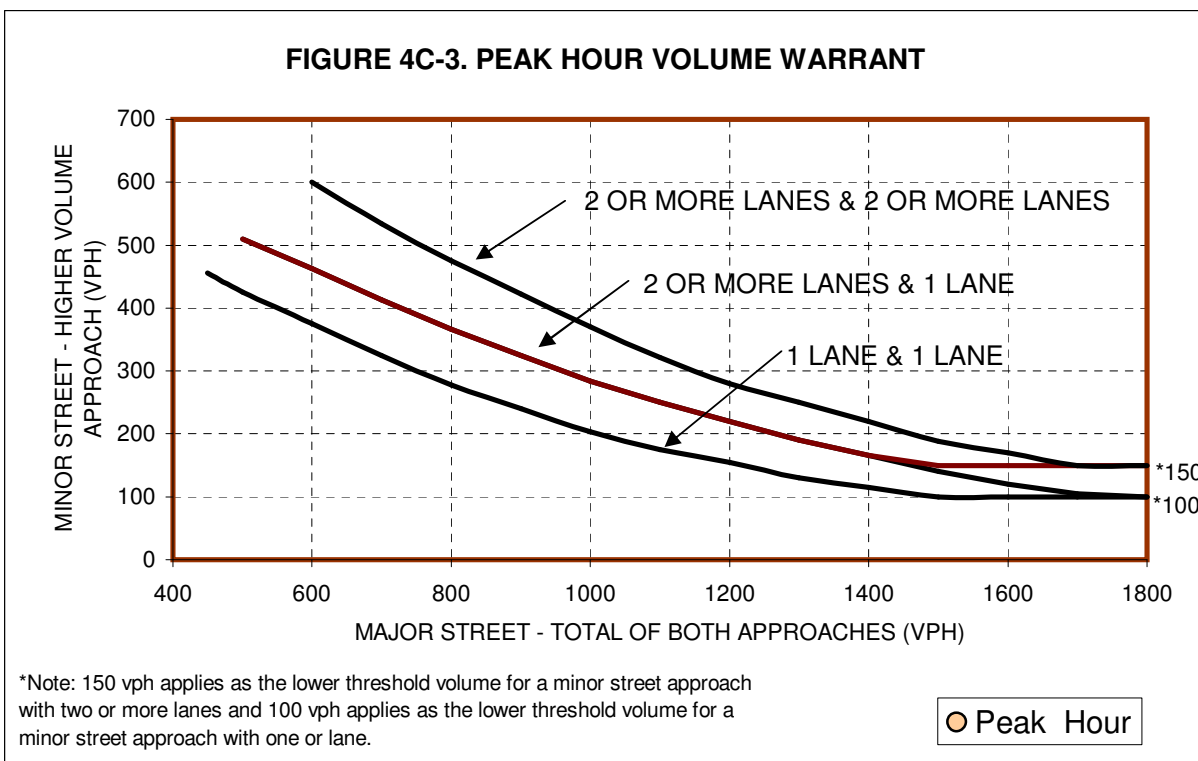
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	860	720



Warrant	Met

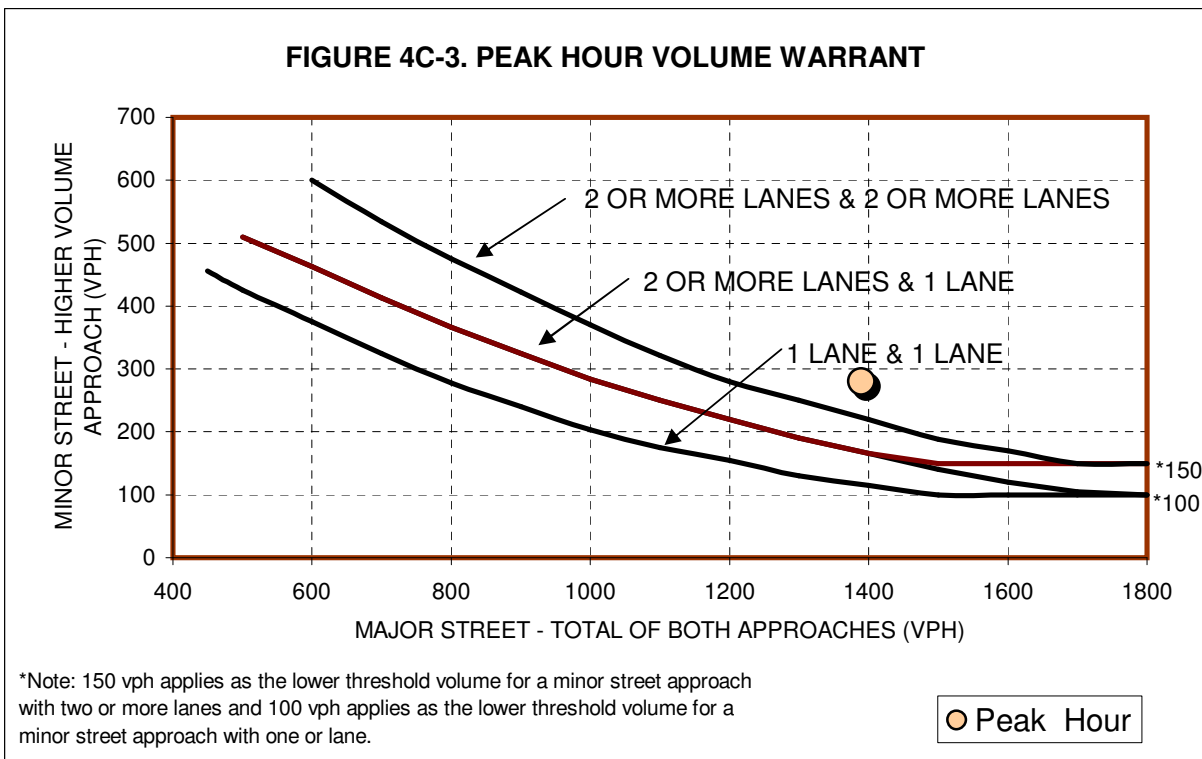
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	1,390	280



Warrant	Met

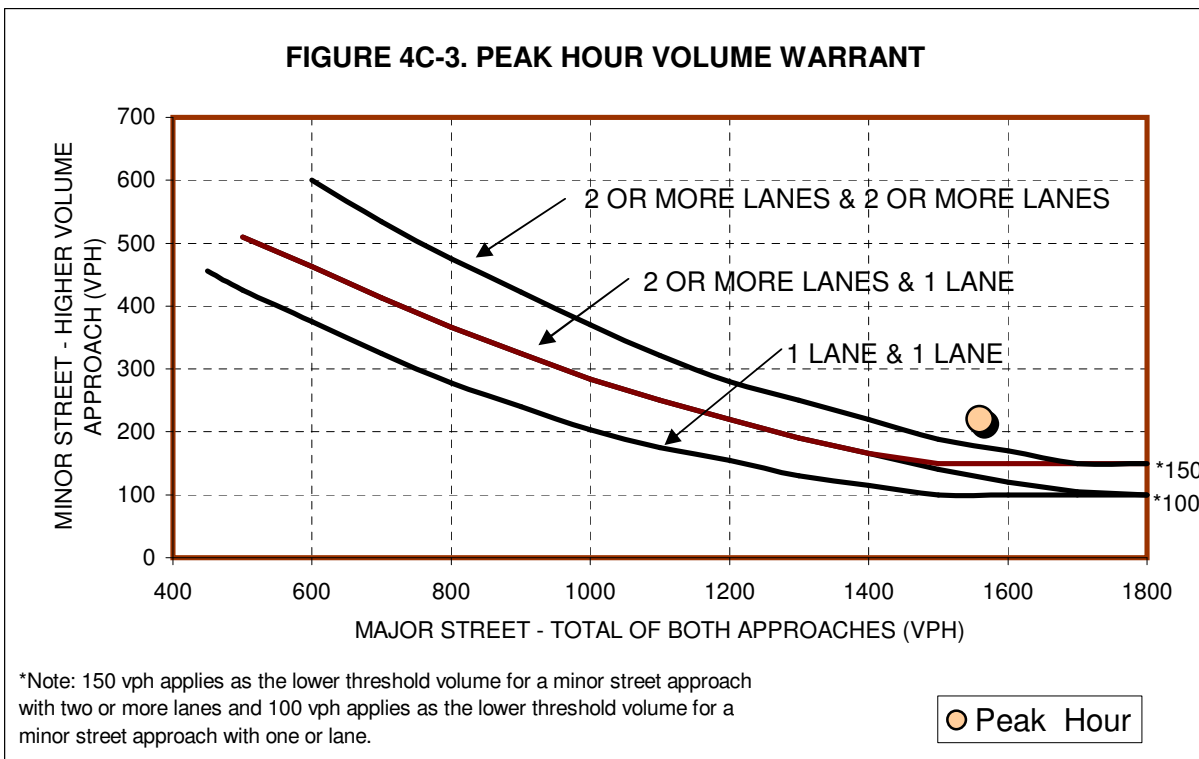
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	1,560	220



Warrant	Met

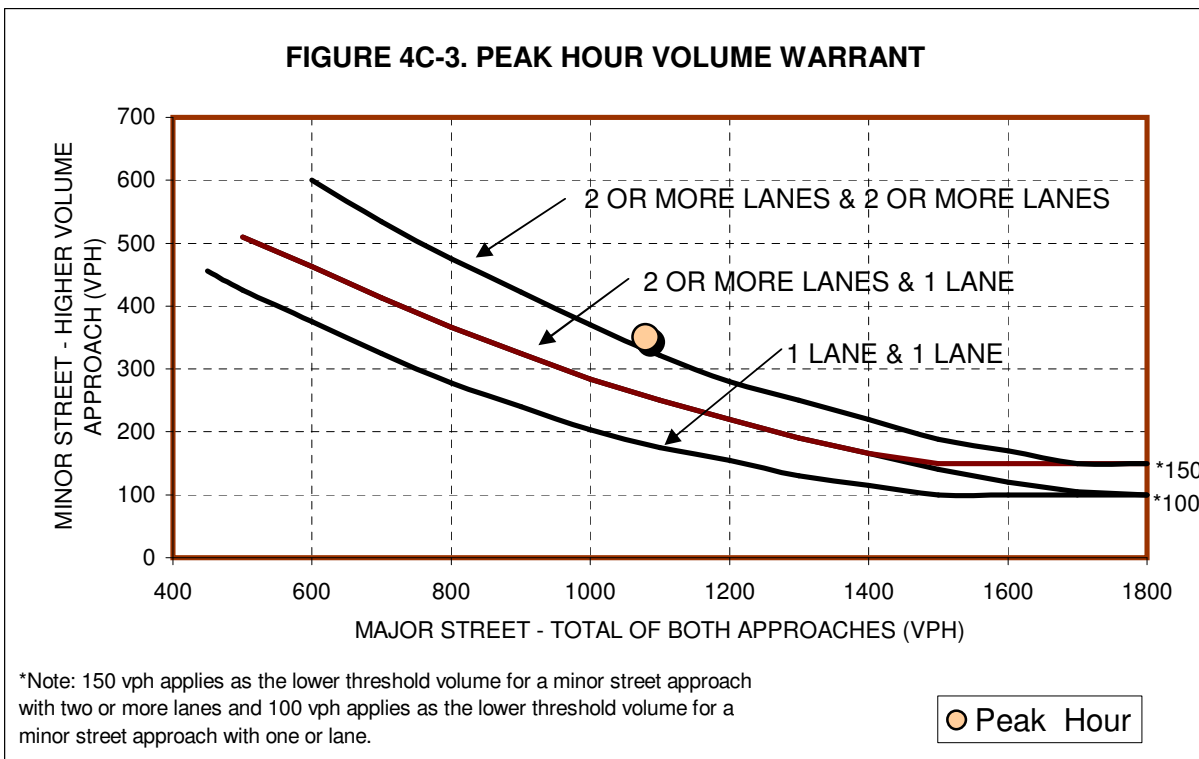
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
7:00 AM	1,080	350



Warrant	Met

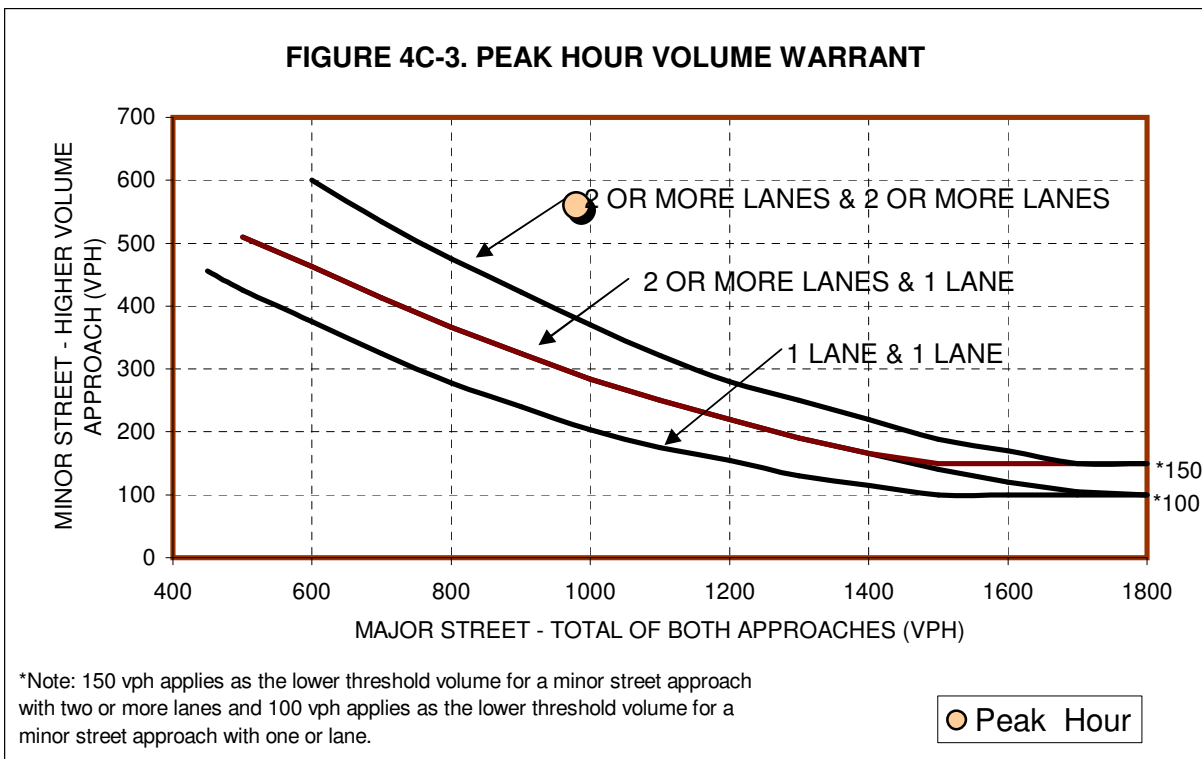
Warrant 3B: Peak Hour Volume

The peak hour volume warrant is satisfied when the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour of the higher volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the curve in Figure 4-5 for the existing combination of approach lanes.

Analysis

No of lanes		
Major Street		1
Minor Street		1

Peak Hour		
Time	Vehicles Per Hour	
	Major Street (Sum of both approaches)	Minor street (High volume approach)
5:00 PM	980	560

**Warrant****Met**

APPENDIX E:
MITIGATED LEVEL OF SERVICE CALCULATIONS

See 9

AM

- Convert E-W split to protected phase
- Convert EB to 1 left, 1 shared through/right
- Convert WB to 1 separate left, through & right

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Main Ave/Monterey Rd

Cycle (sec): 130 Critical Vol./Cap. (X): 0.676
Loss Time (sec): 12 (Y+R=4.0 sec) Average Crit Del (sec/veh): 40.4
Optimal Cycle: 59 Level Of Service: D

Aug Delay

37.5

D+

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
Control: Protected Protected Protected Protected
Rights: Include Include Include Ovl
Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0 1 0 1

Volume Module:

Base Vol: 60 970 50 260 390 30 60 200 90 50 170 340
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 60 970 50 260 390 30 60 200 90 50 170 340
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 60 970 50 260 390 30 60 200 90 50 170 340
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 60 970 50 260 390 30 60 200 90 50 170 340
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 60 970 50 260 390 30 60 200 90 50 170 340
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 60 970 50 260 390 30 60 200 90 50 170 340

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.98 0.95 0.92 0.98 0.95 0.92 0.95 0.95 0.92 1.00 0.92
Lanes: 1.00 1.90 0.10 1.00 1.85 0.15 1.00 0.69 0.31 1.00 1.00 1.00
Final Sat.: 1750 3518 181 1750 3436 264 1750 1241 559 1750 1900 1750

Capacity Analysis Module:

Vol/Sat: 0.03 0.28 0.28 0.15 0.11 0.11 0.03 0.16 0.16 0.03 0.09 0.19
Crit Moves: **** **** **** ****
Green Time: 25.9 52.3 52.3 28.2 54.6 54.6 14.1 30.6 30.6 7.0 23.4 51.6
Volume/Cap: 0.17 0.69 0.69 0.69 0.27 0.27 0.32 0.69 0.69 0.53 0.50 0.49
Delay/Veh: 43.4 33.4 33.4 52.0 24.8 24.8 54.5 50.0 50.0 65.6 49.1 29.9
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: 43.4 33.4 33.4 52.0 24.8 24.8 54.5 50.0 50.0 65.6 49.1 29.9
LOS by Move: D C- C- D- C C D- D D E D C
HCM2kAvgQ: 2 17 17 10 5 5 3 12 12 3 6 11

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

SCE 10
AM

- Convert E-W split phase to protected phase
- Convert EB to 1 left, 1 shared through/right
- Convert WB to 1 separate left, through & right
- Add 2nd SB left turn lane

MITIG8 - 2015 Project GP+AlThu Jul 2, 2009 10:10:47

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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Main Ave/Monterey Rd

Cycle (sec): 130 Critical Vol./Cap.(X): 0.756

Loss Time (sec): 12 (Y+R=4.0 sec) Average Crit Del (sec/veh): 44.9

Optimal Cycle: 73 Level Of Service: D

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
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0	1	0	1	1	0	0	1	0	1

Volume Module:

Base Vol:	50	640	50	280	290	50	150	190	90	50	180	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	640	50	280	290	50	150	190	90	50	180	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	640	50	280	290	50	150	190	90	50	180	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	640	50	280	290	50	150	190	90	50	180	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	640	50	280	290	50	150	190	90	50	180	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	50	640	50	280	290	50	150	190	90	50	180	380

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.93	0.07	2.00	1.00	1.00	1.00	0.68	0.32	1.00	1.00	1.00
Final Sat.:	1750	1670	130	3150	1900	1750	1750	1221	579	1750	1900	1750

Capacity Analysis Module:

Vol/Sat:	0.03	0.38	0.38	0.09	0.15	0.03	0.09	0.16	0.16	0.03	0.09	0.22
Crit Moves:	****			****			****			****		
Green Time:	21.2	65.9	65.9	15.3	60.0	60.0	14.7	27.3	27.3	9.5	22.1	37.3
Volume/Cap:	0.18	0.76	0.76	0.76	0.33	0.06	0.76	0.74	0.74	0.39	0.56	0.76
Delay/Veh:	47.2	29.3	29.3	64.2	22.4	19.4	71.1	55.6	55.6	59.5	51.7	48.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	29.3	29.3	64.2	22.4	19.4	71.1	55.6	55.6	59.5	51.7	48.7
LOS by Move:	D	C	C	E	C+	B-	E	E+	E+	E+	D-	D
HCM2kAvgQ:	2	23	23	7	7	1	8	12	12	2	7	16

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

see 10
PM

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #5 Main Ave/Monterey Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.709
Loss Time (sec): 12 (Y+R=4.0 sec) Average Crit Del (sec/veh): 37.8
Optimal Cycle: 63 Level Of Service: D+

AKG delay
35.8
D+

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
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	0	1	0	1	1	0	0	1	0	1

Volume Module:

Base Vol:	120	340	80	310	700	130	70	190	90	80	190	370
Growth Adj:	1.00	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	340	80	310	700	130	70	190	90	80	190	370
Added Vol:	0	0	0	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	340	80	310	700	130	70	190	90	80	190	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	340	80	310	700	130	70	190	90	80	190	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	340	80	310	700	130	70	190	90	80	190	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	120	340	80	310	700	130	70	190	90	80	190	370

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	0.81	0.19	2.00	1.00	1.00	1.00	0.68	0.32	1.00	1.00	1.00
Final Sat.:	1750	1457	343	3150	1900	1750	1750	1221	579	1750	1900	1750

Capacity Analysis Module:

Vol/Sat:	0.07	0.23	0.23	0.10	0.37	0.07	0.04	0.16	0.16	0.05	0.10	0.21
Crit Moves:	****			****			****			****		
Green Time:	11.6	52.0	52.0	21.9	62.3	62.3	11.6	26.3	26.3	7.7	22.5	44.4
Volume/Cap:	0.71	0.54	0.54	0.54	0.71	0.14	0.41	0.71	0.71	0.71	0.53	0.57
Delay/Veh:	65.6	25.9	25.9	45.5	24.3	15.0	52.7	49.2	49.2	73.8	45.6	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.6	25.9	25.9	45.5	24.3	15.0	52.7	49.2	49.2	73.8	45.6	31.4
LOS by Move:	E	C	C	D	C	B	D-	D	D	E	D	C
HCM2kAvgQ:	5	12	12	6	19	3	3	11	11	5	7	12

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

xe 10

PA

- Add SB through

- Add EB right overlap

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #14 Dunne Ave/Monterey Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 12 (Y+R=4.0 sec) Average Crit Del (sec/veh): 37.3
Optimal Cycle: 47 Level Of Service: D+

Aug Delay

36.1

D+

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
Control: Protected Protected Protected Protected
Rights: Include Include Ovl Include
Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10
Lanes: 2 0 1 0 1 1 0 1 0 2 0 1 0 1

Volume Module:

Base Vol:	300	450	290	180	620	50	50	290	290	300	280	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	450	290	180	620	50	50	290	290	300	280	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	450	290	180	620	50	50	290	290	300	280	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	450	290	180	620	50	50	290	290	300	280	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	450	290	180	620	50	50	290	290	300	280	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	300	450	290	180	620	50	50	290	290	300	280	110

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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.85	0.15	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	1900	1750	1750	3424	276	1750	3800	1750	3150	1900	1750

Capacity Analysis Module:

Vol/Sat:	0.10	0.24	0.17	0.10	0.18	0.18	0.03	0.08	0.17	0.10	0.15	0.06
Crit Moves:	****			****			****			****		
Green Time:	24.3	49.1	49.1	21.3	46.2	46.2	7.0	17.5	41.8	20.0	30.6	30.6
Volume/Cap:	0.47	0.58	0.40	0.58	0.47	0.47	0.49	0.52	0.48	0.57	0.58	0.25
Delay/Veh:	42.7	28.5	25.5	47.9	28.0	28.0	58.4	48.3	31.1	47.5	40.8	35.9
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:	42.7	28.5	25.5	47.9	28.0	28.0	58.4	48.3	31.1	47.5	40.8	35.9
LOS by Move:	D	C	C	D	C	C	E+	D	C	D	D	D+
HCM2kAvgQ:	6	13	8	6	9	9	3	5	9	6	9	3

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

See 11
AM

- Convert E/W Split to protected
- Convert E/B to 1 left, 1 share, through/right
- Convert WB to 1 left, through & right

MITIG8 - 2030 Project AM (1Thu Jul 2, 2009 13:59:08

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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Main Ave/Monterey Rd

Cycle (sec): 130 Critical Vol./Cap. (X): 0.769

Loss Time (sec): 12 (Y+R=4.0 sec) Average Crit Del (sec/veh): 46.4

Optimal Cycle: 76 Level Of Service: D

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
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	1	1	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	60	970	90	320	520	50	40	240	100	70	200	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	970	90	320	520	50	40	240	100	70	200	400
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	970	90	320	520	50	40	240	100	70	200	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	970	90	320	520	50	40	240	100	70	200	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	970	90	320	520	50	40	240	100	70	200	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	60	970	90	320	520	50	40	240	100	70	200	400

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.83	0.17	1.00	1.82	0.18	1.00	0.71	0.29	1.00	1.00	1.00
Final Sat.:	1750	3386	314	1750	3375	325	1750	1271	529	1750	1900	1750

Capacity Analysis Module:

Vol/Sat:	0.03	0.29	0.29	0.18	0.15	0.15	0.02	0.19	0.19	0.04	0.11	0.23
Crit Moves:	****			****			****			****		
Green Time:	20.5	48.3	48.3	30.8	58.6	58.6	13.1	31.9	31.9	7.0	25.7	56.5
Volume/Cap:	0.22	0.77	0.77	0.77	0.34	0.34	0.23	0.77	0.77	0.74	0.53	0.53
Delay/Veh:	48.2	38.7	38.7	54.9	23.3	23.3	54.4	53.8	53.8	87.5	48.2	27.6
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:	48.2	38.7	38.7	54.9	23.3	23.3	54.4	53.8	53.8	87.5	48.2	27.6
LOS by Move:	D	D+	D+	D-	C	C	D-	D-	D-	F	D	C
HCM2kAvgQ:	2	19	19	13	7	7	2	15	15	5	8	13

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

Avg Delay
39.9
1)

See 11

PM

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Main Ave/Monterey Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.708
Loss Time (sec): 12 (Y+R=4.0 sec) Average Crit Del (sec/veh): 37.2
Optimal Cycle: 63 Level Of Service: D+

Avg Delay
36.6
D+

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
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Lanes:	1	0	1	1	0	1	1	0	1	0	1	0

Volume Module:

Base Vol:	120	540	90	320	1110	40	80	230	100	130	240	400
Growth Adj:	1.00	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	540	90	320	1110	40	80	230	100	130	240	400
Added Vol:	0	0	0	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	540	90	320	1110	40	80	230	100	130	240	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	540	90	320	1110	40	80	230	100	130	240	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	540	90	320	1110	40	80	230	100	130	240	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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	540	90	320	1110	40	80	230	100	130	240	400

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	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.71	0.29	1.00	1.93	0.07	1.00	0.70	0.30	1.00	1.00	1.00
Final Sat.:	1750	3171	529	1750	3571	129	1750	1255	545	1750	1900	1750

Capacity Analysis Module:

Vol/Sat:	0.07	0.17	0.17	0.18	0.31	0.31	0.05	0.18	0.18	0.07	0.13	0.23
Crit Moves:	****			****			****			****		
Green Time:	11.6	31.0	31.0	33.3	52.7	52.7	13.8	31.1	31.1	12.6	29.9	63.2
Volume/Cap:	0.71	0.66	0.66	0.66	0.71	0.71	0.40	0.71	0.71	0.71	0.51	0.43
Delay/Veh:	65.4	41.5	41.5	41.6	28.8	28.8	50.5	45.3	45.3	63.9	39.6	17.8
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:	65.4	41.5	41.5	41.6	28.8	28.8	50.5	45.3	45.3	63.9	39.6	17.8
LOS by Move:	E	D	D	D	C	C	D	D	D	E	D	B
HCM2kAvgQ:	5	11	11	11	18	18	3	13	13	6	8	10

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

see 11
A-1

- Signalized Intersection

City of Morgan Hill Travel Demand Forecasting
SJ07-989

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

Intersection #208 Depot Street / Main Avenue [signalized]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.535
Loss Time (sec): 9 (Y+R=4.0 sec) Average Crit Del (sec/veh): 18.3
Optimal Cycle: 36 Level Of Service: B-

Aug Delay

IS-6

B

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
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 10 10 10 10 10 10 7 10 10 7 10 10
Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 0 1 0 0

Volume Module:

Base Vol: 20 0 120 10 0 10 10 620 20 90 640 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 20 0 120 10 0 10 10 620 20 90 640 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 20 0 120 10 0 10 10 620 20 90 640 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 20 0 120 10 0 10 10 620 20 90 640 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 20 0 120 10 0 10 10 620 20 90 640 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 20 0 120 10 0 10 10 620 20 90 640 10

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 0.95 0.95 0.92 0.95 0.95
Lanes: 0.14 0.00 0.86 0.50 0.00 0.50 1.00 0.97 0.03 1.00 0.98 0.02
Final Sat.: 250 0 1500 875 0 875 1750 1744 56 1750 1772 28

Capacity Analysis Module:

Vol/Sat: 0.08 0.00 0.08 0.01 0.00 0.01 0.01 0.36 0.36 0.05 0.36 0.36
Crit Moves: ****
Green Time: 14.9 0.0 14.9 14.9 0.0 14.9 12.3 66.4 66.4 9.6 63.7 63.7
Volume/Cap: 0.54 0.00 0.54 0.08 0.00 0.08 0.05 0.54 0.54 0.54 0.57 0.57
Delay/Veh: 41.5 0.0 41.5 36.7 0.0 36.7 38.7 9.2 9.2 46.4 11.0 11.0
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 41.5 0.0 41.5 36.7 0.0 36.7 38.7 9.2 9.2 46.4 11.0 11.0
LOS by Move: D A D D+ A D+ D+ A A D B+ B+
HCM2kAvgQ: 5 0 5 1 0 1 0 11 11 4 12 12

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

SEP 11

PM

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #208 Depot Street / Main Avenue [- signalized]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.610
Loss Time (sec): 9 (Y+R=4.0 sec) Average Crit Del (sec/veh): 23.1
Optimal Cycle: 42 Level Of Service: C

Arg Delay
15.7
13

Depot Street				Main Avenue											
North Bound				South Bound				East Bound				West Bound			
L - T - R				L - T - R				L - T - R				L - T - R			
Control: Permitted				Permitted				Protected				Protected			
Rights: Include				Include				Include				Include			
Min. Green: 10 10 10				10 10 10				7 10 10				7 10 10			
Lanes: 0 0 1! 0 0				0 0 1! 0 0				1 0 0 1 0				1 0 0 1 0			

Volume Module:

Base Vol:	20	0	150	0	0	0	0	580	90	150	710	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	150	0	0	0	0	580	90	150	710	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	0	150	0	0	0	0	580	90	150	710	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	0	150	0	0	0	0	580	90	150	710	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	0	150	0	0	0	0	580	90	150	710	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	0	150	0	0	0	0	580	90	150	710	10

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	0.95	0.95	0.92	0.95	0.95
Lanes:	0.12	0.00	0.88	0.00	1.00	0.00	1.00	0.87	0.13	1.00	0.99	0.01
Final Sat.:	206	0	1544	0	1750	0	1750	1558	242	1750	1775	25

Capacity Analysis Module:

Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.37	0.37	0.09	0.40	0.40
Crit Moves:	****							****		****		
Green Time:	15.9	0.0	15.9	0.0	0.0	0.0	0.0	61.0	61.0	14.1	75.1	75.1
Volume/Cap:	0.61	0.00	0.61	0.00	0.00	0.00	0.00	0.61	0.61	0.61	0.53	0.53
Delay/Veh:	43.1	0.0	43.1	0.0	0.0	0.0	0.0	13.1	13.1	44.8	5.6	5.6
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:	43.1	0.0	43.1	0.0	0.0	0.0	0.0	13.1	13.1	44.8	5.6	5.6
LOS by Move:	D	A	D	A	A	A	A	B	B	D	A	A
HCM2kAvgQ:	6	0	6	0	0	0	0	14	14	6	10	10

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

SCP 12
AM

- Convert E/W split to protected
- Convert E/B to 1 left, 1 share through/right
- Convert WB to 1 left, through & right
- Add second SBL
- Add NB through

MITIG8 - 2030 Proejct GP+AlThu Jul 2, 2009 12:09:12

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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #5 Main Ave/Monterey Rd

Cycle (sec): 130 Critical Vol./Cap. (X): 0.588
Loss Time (sec): 12 (Y+R=4.0 sec) Average Crit Del (sec/veh): 41.1
Optimal Cycle: 49 Level Of Service: D

Avg Delay
36.6
D+

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
Control: Protected Protected Protected Protected
Rights: Include Include Include Ovl
Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10
Lanes: 1 0 1 1 0 2 0 1 0 1 1 0 0 1 0 1 1 0 1 0 1

Volume Module:
Base Vol: 50 710 50 330 420 60 60 230 100 70 200 450
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 710 50 330 420 60 60 230 100 70 200 450
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 710 50 330 420 60 60 230 100 70 200 450
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 710 50 330 420 60 60 230 100 70 200 450
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 710 50 330 420 60 60 230 100 70 200 450
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 50 710 50 330 420 60 60 230 100 70 200 450

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.98 0.95 0.83 1.00 0.92 0.92 0.95 0.95 0.92 1.00 0.92
Lanes: 1.00 1.86 0.14 2.00 1.00 1.00 1.00 0.70 0.30 1.00 1.00 1.00
Final Sat.: 1750 3456 243 3150 1900 1750 1750 1255 545 1750 1900 1750

Capacity Analysis Module:
Vol/Sat: 0.03 0.21 0.21 0.10 0.22 0.03 0.03 0.18 0.18 0.04 0.11 0.26
Crit Moves: **** **** **** ****
Green Time: 13.4 45.4 45.4 23.2 55.2 55.2 12.9 40.5 40.5 8.8 36.5 59.7
Volume/Cap: 0.28 0.59 0.59 0.59 0.52 0.08 0.35 0.59 0.59 0.59 0.37 0.56
Delay/Veh: 54.6 35.3 35.3 50.7 28.3 22.4 55.8 39.3 39.3 66.3 38.0 26.5
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: 54.6 35.3 35.3 50.7 28.3 22.4 55.8 39.3 39.3 66.3 38.0 26.5
LOS by Move: D- D+ D+ D C C+ E+ D D E D+ C
HCM2kAvgQ: 2 12 12 7 12 1 3 12 12 4 6 14

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

See 12

PM

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #5 Main Ave/Monterey Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.793

Loss Time (sec): 12 (Y+R=4.0 sec) Average Crit Del (sec/veh): 43.2

Optimal Cycle: 80 Level Of Service: D

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

Control: Protected Protected Protected Protected

Rights: Include Include Include Ovl

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Lanes: 1 0 1 1 0 2 0 1 0 1 1 0 0 1 0 1 1 0 1 0 1

Volume Module:

Base Vol: 120 390 80 350 780 90 90 230 90 100 220 420

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 120 390 80 350 780 90 90 230 90 100 220 420

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 120 390 80 350 780 90 90 230 90 100 220 420

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 120 390 80 350 780 90 90 230 90 100 220 420

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 120 390 80 350 780 90 90 230 90 100 220 420

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 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: 120 390 80 350 780 90 90 230 90 100 220 420

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 0.98 0.95 0.83 1.00 0.92 0.92 0.95 0.95 0.92 1.00 0.92

Lanes: 1.00 1.65 0.35 2.00 1.00 1.00 1.00 0.72 0.28 1.00 1.00 1.00

Final Sat.: 1750 3070 630 3150 1900 1750 1750 1294 506 1750 1900 1750

Capacity Analysis Module:

Vol/Sat: 0.07 0.13 0.13 0.11 0.41 0.05 0.05 0.18 0.18 0.06 0.12 0.24

Crit Moves: **** **** **** ****

Green Time: 10.4 38.7 38.7 33.8 62.1 62.1 11.1 26.9 26.9 8.6 24.5 58.3

Volume/Cap: 0.79 0.39 0.39 0.39 0.79 0.10 0.56 0.79 0.79 0.79 0.57 0.49

Delay/Veh: 78.1 31.8 31.8 35.1 28.2 14.8 56.4 54.3 54.3 83.0 45.0 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: 78.1 31.8 31.8 35.1 28.2 14.8 56.4 54.3 54.3 83.0 45.0 21.3

LOS by Move: E- C C D+ C B E+ D- D- F D C+

HCM2kAvgQ: 5 7 7 6 24 2 4 14 14 6 8 11

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

Aug Delay
39.4
ID

SC 12

AM

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #207 Hale Avenue / Main Avenue [-signalized]

Cycle (sec): 90 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 12 (Y+R=4.0 sec) Average Crit Del (sec/veh): 26.2
Optimal Cycle: 47 Level Of Service: C

Agg Delay
27.2
C

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
Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10
Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0 0 1 0

Volume Module:

Base Vol:	40	780	180	90	120	60	150	180	20	100	150	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:	40	780	180	90	120	60	150	180	20	100	150	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:	40	780	180	90	120	60	150	180	20	100	150	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:	40	780	180	90	120	60	150	180	20	100	150	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	780	180	90	120	60	150	180	20	100	150	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	780	180	90	120	60	150	180	20	100	150	70

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.61	0.39	1.00	1.32	0.68	1.00	0.90	0.10	1.00	0.68	0.32
Final Sat.:	1750	3006	694	1750	2466	1233	1750	1620	180	1750	1227	573

Capacity Analysis Module:

Vol/Sat:	0.02	0.26	0.26	0.05	0.05	0.05	0.09	0.11	0.11	0.06	0.12	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.2	39.0	39.0	7.7	27.5	27.5	12.9	18.4	18.4	12.9	18.4	18.4
Volume/Cap:	0.11	0.60	0.60	0.60	0.16	0.16	0.60	0.54	0.54	0.40	0.60	0.60
Delay/Veh:	28.6	20.1	20.1	46.2	22.9	22.9	40.1	33.7	33.7	36.1	35.2	35.2
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:	28.6	20.1	20.1	46.2	22.9	22.9	40.1	33.7	33.7	36.1	35.2	35.2
LOS by Move:	C	C+	C+	D	C+	C+	D	C-	C-	D+	D+	D+
HCM2kAvgQ:	1	11	11	4	2	2	5	6	6	3	7	7

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

See 12

PM

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #207 Hale Avenue / Main Avenue [signalized]

Cycle (sec): 90 Critical Vol./Cap.(X): 0.540

Loss Time (sec): 12 (Y+R=4.0 sec) Average Crit Del (sec/veh): 28.8

Optimal Cycle: 46 Level Of Service: C

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

-----|-----|-----|-----|

Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Lanes: 1 0 1 1 0 1 0 1 1 0 1 0 0 1 0 1 0 0 1 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 50 200 90 140 550 120 50 200 60 200 210 90

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 50 200 90 140 550 120 50 200 60 200 210 90

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 50 200 90 140 550 120 50 200 60 200 210 90

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 50 200 90 140 550 120 50 200 60 200 210 90

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 50 200 90 140 550 120 50 200 60 200 210 90

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 50 200 90 140 550 120 50 200 60 200 210 90

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 0.92 0.99 0.95 0.92 0.98 0.95 0.92 0.95 0.95 0.92 0.95 0.95

Lanes: 1.00 1.36 0.64 1.00 1.63 0.37 1.00 0.77 0.23 1.00 0.70 0.30

Final Sat.: 1750 2551 1148 1750 3037 663 1750 1385 415 1750 1260 540

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat: 0.03 0.08 0.08 0.08 0.18 0.18 0.03 0.14 0.14 0.11 0.17 0.17

Crit Moves: **** **** **** ****

Green Time: 7.0 21.1 21.1 15.2 29.2 29.2 13.3 23.3 23.3 18.4 28.5 28.5

Volume/Cap: 0.37 0.33 0.33 0.47 0.56 0.56 0.19 0.56 0.56 0.56 0.53 0.53

Delay/Veh: 41.1 28.9 28.9 35.0 25.6 25.6 34.0 30.4 30.4 34.1 26.2 26.2

User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

AdjDel/Veh: 41.1 28.9 28.9 35.0 25.6 25.6 34.0 30.4 30.4 34.1 26.2 26.2

LOS by Move: D C C D+ C C C- C C C- C C

HCM2kAvgQ: 2 4 4 4 8 8 1 7 7 6 8 8

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

sc 12

AM

City of Morgan Hill Travel Demand Forecasting
SJ07-989

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

Intersection #208 Depot Street / Main Avenue [signalized]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 9 (Y+R=4.0 sec) Average Crit Del (sec/veh): 16.6
Optimal Cycle: 36 Level Of Service: B

Aug Delay
16.7
B

Depot Street						Main Avenue						
North Bound			South Bound			East Bound			West Bound			
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Lanes:	0	0	1! 0 0	0	0	1! 0 0	1	0	0 1 0	1	0	0 1 0

Volume Module:												
Base Vol:	40	0	140	10	0	10	10	570	40	90	660	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	0	140	10	0	10	10	570	40	90	660	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	0	140	10	0	10	10	570	40	90	660	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	0	140	10	0	10	10	570	40	90	660	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	0	140	10	0	10	10	570	40	90	660	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	0	140	10	0	10	10	570	40	90	660	10

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	0.95	0.95	0.92	0.95	0.95
Lanes:	0.22	0.00	0.78	0.50	0.00	0.50	1.00	0.93	0.07	1.00	0.99	0.01
Final Sat.:	389	0	1361	875	0	875	1750	1682	118	1750	1773	27

Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.10	0.01	0.00	0.01	0.01	0.34	0.34	0.05	0.37	0.37
Crit Moves:	****						****			****		
Green Time:	18.2	0.0	18.2	18.2	0.0	18.2	7.0	60.3	60.3	12.5	65.8	65.8
Volume/Cap:	0.57	0.00	0.57	0.06	0.00	0.06	0.08	0.56	0.56	0.41	0.57	0.57
Delay/Veh:	39.7	0.0	39.7	33.9	0.0	33.9	43.8	12.6	12.6	41.7	9.9	9.9
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:	39.7	0.0	39.7	33.9	0.0	33.9	43.8	12.6	12.6	41.7	9.9	9.9
LOS by Move:	D	A	D	C-	A	C-	D	B	B	D	A	A
HCM2kAvgQ:	6	0	6	1	0	1	0	12	12	3	12	12

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

SIC 12

PA

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #208 Depot Street / Main Avenue [- signalized]

Cycle (sec): 100 Critical Vol./Cap. (X): 0.684

Loss Time (sec): 9 (Y+R=4.0 sec) Average Crit Del (sec/veh): 26.6

Optimal Cycle: 49 Level Of Service: C

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

-----|-----|-----|-----|

Control: Permitted Permitted Protected Protected

Rights: Include Include Include Include

Min. Green: 10 10 10 10 10 10 7 10 10 7 10 10

Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 0 1 0

-----|-----|-----|-----|

Volume Module:

Base Vol: 50 0 190 0 0 0 0 590 130 150 710 10

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 50 0 190 0 0 0 0 590 130 150 710 10

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 50 0 190 0 0 0 0 590 130 150 710 10

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 50 0 190 0 0 0 0 590 130 150 710 10

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 50 0 190 0 0 0 0 590 130 150 710 10

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

FinalVolume: 50 0 190 0 0 0 0 590 130 150 710 10

-----|-----|-----|-----|

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 0.95 0.95 0.92 0.95 0.95

Lanes: 0.21 0.00 0.79 0.00 1.00 0.00 1.00 0.82 0.18 1.00 0.99 0.01

Final Sat.: 365 0 1385 0 1750 0 1750 1475 325 1750 1775 25

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Capacity Analysis Module:

Vol/Sat: 0.14 0.00 0.14 0.00 0.00 0.00 0.00 0.40 0.40 0.09 0.40 0.40

Crit Moves: **** **** ****

Green Time: 20.0 0.0 20.0 0.0 0.0 0.0 0.0 58.4 58.4 12.5 71.0 71.0

Volume/Cap: 0.68 0.00 0.68 0.00 0.00 0.00 0.00 0.68 0.68 0.68 0.56 0.56

Delay/Veh: 42.6 0.0 42.6 0.0 0.0 0.0 0.0 16.3 16.3 50.5 7.6 7.6

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: 42.6 0.0 42.6 0.0 0.0 0.0 0.0 16.3 16.3 50.5 7.6 7.6

LOS by Move: D A D A A A A B B D A A

HCM2kAvgQ: 9 0 9 0 0 0 0 17 17 6 11 11

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

AVG Delay
19.1
B-

SC 12

PM

- Add SB through

- Add EBR overlap

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #14 Dunne Ave/Monterey Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 12 (Y+R=4.0 sec) Average Crit Del (sec/veh): 38.6
Optimal Cycle: 50 Level Of Service: D+

Aug Delay
36.7
DT

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
Control: Protected Protected Protected Protected
Rights: Include Include Ovl Include
Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10
Lanes: 2 0 1 0 1 1 0 1 0 1 0 1 0 1

Volume Module:

Base Vol:	340	470	300	220	610	50	50	260	330	310	270	130
Growth Adj:	1.00	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	470	300	220	610	50	50	260	330	310	270	130
Added Vol:	0	0	0	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	470	300	220	610	50	50	260	330	310	270	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	470	300	220	610	50	50	260	330	310	270	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	470	300	220	610	50	50	260	330	310	270	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	340	470	300	220	610	50	50	260	330	310	270	130

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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.84	0.16	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	1900	1750	1750	3419	280	1750	3800	1750	3150	1900	1750

Capacity Analysis Module:

Vol/Sat:	0.11	0.25	0.17	0.13	0.18	0.18	0.03	0.07	0.19	0.10	0.14	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.6	48.5	48.5	24.6	45.6	45.6	7.0	16.0	43.6	18.9	27.9	27.9
Volume/Cap:	0.47	0.61	0.42	0.61	0.47	0.47	0.49	0.51	0.52	0.63	0.61	0.32
Delay/Veh:	40.4	29.8	26.1	46.4	28.3	28.3	58.4	49.3	30.8	49.8	43.8	38.7
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:	40.4	29.8	26.1	46.4	28.3	28.3	58.4	49.3	30.8	49.8	43.8	38.7
LOS by Move:	D	C	C	D	C	C	E+	D	C	D	D	D+
HCM2kAvgQ:	7	14	9	8	9	9	3	5	10	6	9	4

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

SEP 12

PM

- Add second NBL lane

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #22 Main Ave/Butterfield Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 12 (Y+R=4.0 sec) Average Crit Del (sec/veh): 37.4
Optimal Cycle: 46 Level Of Service: D+

Agg Delay
37.4
D+

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

Control: Protected Protected Protected Protected
Rights: Include Include Include Include
Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10
Lanes: 2 0 2 1 0 1 0 3 0 1 2 0 1 1 0 1 0 1 1 0

Volume Module:

Base Vol:	270	540	110	150	960	300	200	320	230	120	290	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	540	110	150	960	300	200	320	230	120	290	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	540	110	150	960	300	200	320	230	120	290	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	540	110	150	960	300	200	320	230	120	290	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	540	110	150	960	300	200	320	230	120	290	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	270	540	110	150	960	300	200	320	230	120	290	60

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	2.47	0.53	1.00	3.00	1.00	2.00	1.14	0.86	1.00	1.65	0.35
Final Sat.:	3150	4651	947	1750	5700	1750	3150	2152	1546	1750	3065	634

Capacity Analysis Module:

Vol/Sat:	0.09	0.12	0.12	0.09	0.17	0.17	0.06	0.15	0.15	0.07	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	19.6	33.5	33.5	24.7	38.6	38.6	20.0	34.1	34.1	15.7	29.8	29.8
Volume/Cap:	0.52	0.42	0.42	0.42	0.52	0.53	0.38	0.52	0.52	0.52	0.38	0.38
Delay/Veh:	46.9	35.5	35.5	42.1	33.5	34.3	45.0	36.6	36.6	50.9	37.7	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	35.5	35.5	42.1	33.5	34.3	45.0	36.6	36.6	50.9	37.7	37.7
LOS by Move:	D	D+	D+	D	C-	C-	D	D+	D+	D	D+	D+
HCM2kAvgQ:	6	7	7	5	10	10	4	9	9	5	6	6

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

See 8 AM

- Convert E/W split to protected
- Convert EB to left, through, right
- Convert WB to left, through, & right
- Add second SBL & convert right to through/right
- Add NB through

MITIG8 - 2030 Cum Recom'd GThu Jun 4, 2009 09:11:11

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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1013 Main Ave/Monterey Rd

Cycle (sec): 130 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 12 (Y+R=4.0 sec) Average Crit Del (sec/veh): 40.4
Optimal Cycle: 56 Level Of Service: D

Aug Delay
39.1

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
Control: Protected Protected Protected Protected
Rights: Include Include Include Ovl
Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10
Lanes: 1 0 1 1 0 2 0 1 1 0 1 0 0 1 0 1 0 1 0 1

Volume Module:

Base Vol: 50 770 40 340 420 50 140 230 90 70 200 510
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 50 770 40 340 420 50 140 230 90 70 200 510
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 50 770 40 340 420 50 140 230 90 70 200 510
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 50 770 40 340 420 50 140 230 90 70 200 510
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 50 770 40 340 420 50 140 230 90 70 200 510
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 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: 50 770 40 340 420 50 140 230 90 70 200 510

Saturation Flow Module:

Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.92 0.98 0.95 0.83 0.98 0.95 0.92 0.95 0.95 0.92 1.00 0.92
Lanes: 1.00 1.90 0.10 2.00 1.78 0.22 1.00 0.72 0.28 1.00 1.00 1.00
Final Sat.: 1750 3517 183 3150 3306 394 1750 1294 506 1750 1900 1750

Capacity Analysis Module:

Vol/Sat: 0.03 0.22 0.22 0.11 0.13 0.13 0.08 0.18 0.18 0.04 0.11 0.29
Crit Moves: **** **** ****
Green Time: 19.4 43.8 43.8 21.6 45.9 45.9 16.0 40.4 40.4 12.2 36.7 58.3
Volume/Cap: 0.19 0.65 0.65 0.65 0.36 0.36 0.65 0.57 0.57 0.42 0.37 0.65
Delay/Veh: 48.7 37.9 37.9 53.6 31.3 31.3 61.2 39.0 39.0 57.3 37.9 29.9
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: 48.7 37.9 37.9 53.6 31.3 31.3 61.2 39.0 39.0 57.3 37.9 29.9
LOS by Move: D D+ D+ D- C C E D+ D+ E+ D+ C
HCM2kAvgQ: 2 14 14 8 7 7 7 12 12 3 6 17

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

See 8 PM

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1013 Main Ave/Monterey Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.640
Loss Time (sec): 12 (Y+R=4.0 sec) Average Crit Del (sec/veh): 34.7
Optimal Cycle: 54 Level Of Service: C-

Aug Delay
34.0
C-

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
Control: Protected Protected Protected Protected
Rights: Include Include Include Ovl
Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10
Lanes: 1 0 1 1 0 2 0 1 1 0 1 0 0 1 0 1 0 1 0 1

Volume Module:

Base Vol:	110	410	80	360	860	170	90	230	90	100	210	430
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	410	80	360	860	170	90	230	90	100	210	430
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	410	80	360	860	170	90	230	90	100	210	430
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	410	80	360	860	170	90	230	90	100	210	430
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	410	80	360	860	170	90	230	90	100	210	430
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	110	410	80	360	860	170	90	230	90	100	210	430

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.92	0.95	0.95	0.92	1.00	0.92
Lanes:	1.00	1.66	0.34	2.00	1.66	0.34	1.00	0.72	0.28	1.00	1.00	1.00
Final Sat.:	1750	3095	604	3150	3089	611	1750	1294	506	1750	1900	1750

Capacity Analysis Module:

Vol/Sat:	0.06	0.13	0.13	0.11	0.28	0.28	0.05	0.18	0.18	0.06	0.11	0.25
Crit Moves:	****			****			****			****		
Green Time:	11.8	34.3	34.3	29.6	52.2	52.2	13.5	33.3	33.3	10.7	30.5	60.1
Volume/Cap:	0.64	0.46	0.46	0.46	0.64	0.64	0.46	0.64	0.64	0.64	0.43	0.49
Delay/Veh:	60.0	35.6	35.6	38.9	27.4	27.4	51.5	40.9	40.9	61.4	38.2	20.2
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:	60.0	35.6	35.6	38.9	27.4	27.4	51.5	40.9	40.9	61.4	38.2	20.2
LOS by Move:	E+	D+	D+	D+	C	C	D-	D	D	E	D+	C+
HCM2kAvgQ:	4	7	7	7	15	15	4	12	12	5	7	11

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

See 8 PM

- Add SB through lane

City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1024 Dunne Ave/Monterey Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 12 (Y+R=4.0 sec) Average Crit Del (sec/veh): 39.9
Optimal Cycle: 53 Level Of Service: D

Aug Delay
37.5
D+

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
Control: Protected Protected Protected Protected
Rights: Include Include Ovl Include
Min. Green: 7 10 10 7 10 10 7 10 10
Lanes: 2 0 1 0 1 1 0 1 1 0 1 0 1 0 1

Volume Module:

Base Vol:	330	480	280	240	680	50	50	300	320	310	290	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	480	280	240	680	50	50	300	320	310	290	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	480	280	240	680	50	50	300	320	310	290	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	480	280	240	680	50	50	300	320	310	290	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	480	280	240	680	50	50	300	320	310	290	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	330	480	280	240	680	50	50	300	320	310	290	130

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	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.86	0.14	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	1900	1750	1750	3446	253	1750	3800	1750	3150	1900	1750

Capacity Analysis Module:

Vol/Sat:	0.10	0.25	0.16	0.14	0.20	0.20	0.03	0.08	0.18	0.10	0.15	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	25.2	47.0	47.0	25.5	47.4	47.4	7.0	16.2	41.4	19.2	28.4	28.4
Volume/Cap:	0.50	0.64	0.41	0.64	0.50	0.50	0.49	0.58	0.53	0.62	0.64	0.31
Delay/Veh:	42.4	31.6	26.8	46.9	27.6	27.6	58.4	50.4	32.4	49.3	44.4	38.2
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:	42.4	31.6	26.8	46.9	27.6	27.6	58.4	50.4	32.4	49.3	44.4	38.2
LOS by Move:	D	C	C	D	C	C	E+	D	C-	D	D	D+
HCM2kAvgQ:	7	15	8	8	10	10	3	6	10	6	9	4

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

See 8 AM - Signalized Intersection

MITIG8 - 2030 Cum Recom'd GTue May 26, 2009 10:47:29

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City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #10023 Del Monte Street / Dunne Avenue [signalized]

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 9 (Y+R=4.0 sec) Average Delay (sec/veh): 20.6
Optimal Cycle: 36 Level Of Service: C+

Avg Crit Delay

20.1

C+

Street Name: Del Monte 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
-----|-----|-----|-----|
Control: Permitted Permitted Protected Protected
Rights: Include Include Include Include
Min. Green: 10 10 10 10 7 10 10 7 10 10
Lanes: 0 0 1! 0 0 0 0 1! 0 0 1 0 1 0 1 0
-----|-----|-----|-----|

Volume Module:

Base Vol: 60 60 90 10 10 20 40 310 30 60 430 10
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 60 60 90 10 10 20 40 310 30 60 430 10
Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 60 60 90 10 10 20 40 310 30 60 430 10
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 60 60 90 10 10 20 40 310 30 60 430 10
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 60 60 90 10 10 20 40 310 30 60 430 10
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 60 60 90 10 10 20 40 310 30 60 430 10
-----|-----|-----|-----|

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 0.95 0.95 0.92 0.95 0.95
Lanes: 0.28 0.29 0.43 0.25 0.25 0.50 1.00 0.91 0.09 1.00 0.98 0.02
Final Sat.: 500 500 750 438 438 875 1750 1641 159 1750 1759 41
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Capacity Analysis Module:

Vol/Sat: 0.12 0.12 0.12 0.02 0.02 0.02 0.02 0.19 0.19 0.03 0.24 0.24
Crit Moves: ****
Green Time: 27.7 27.7 27.7 27.7 27.7 27.7 7.0 46.2 46.2 17.1 56.3 56.3
Volume/Cap: 0.43 0.43 0.43 0.08 0.08 0.08 0.33 0.41 0.41 0.20 0.43 0.43
Delay/Veh: 30.4 30.4 30.4 26.9 26.9 26.9 45.8 18.2 18.2 35.9 12.9 12.9
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: 30.4 30.4 30.4 26.9 26.9 26.9 45.8 18.2 18.2 35.9 12.9 12.9
LOS by Move: C C C C C C D B- B- D+ B B
HCM2kAvgQ: 6 6 6 1 1 1 2 7 7 2 8 8

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

See 8 AM

- Add second NBL

MITIG8 - 2030 Cum Recom'd GTue May 26, 2009 10:38:33

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City of Morgan Hill Travel Demand Forecasting Model
SJ07-989

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

Intersection #1015 Main Ave/Butterfield Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.620
Loss Time (sec): 12 (Y+R=4.0 sec) Average Crit Del (sec/veh): 37.4
Optimal Cycle: 52 Level Of Service: D+

Avg Delay
38.4
DT

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	
Control:	Protected		Protected		Protected		Protected			
Rights:	Include		Include		Include		Include			
Min. Green:	7	10	10	7	10	10	7	10	10	
Lanes:	2	0	2	0	1	1	0	1	0	1

Volume Module:

Base Vol:	250	600	110	150	920	310	220	340	210	100	310	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	600	110	150	920	310	220	340	210	100	310	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	600	110	150	920	310	220	340	210	100	310	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	600	110	150	920	310	220	340	210	100	310	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	600	110	150	920	310	220	340	210	100	310	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	250	600	110	150	920	310	220	340	210	100	310	60

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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3150	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750

Capacity Analysis Module:

Vol/Sat:	0.08	0.16	0.06	0.09	0.24	0.18	0.07	0.18	0.12	0.06	0.16	0.03
Crit Moves:	****			****			****			****		
Green Time:	15.4	40.4	40.4	21.9	46.9	46.9	13.7	34.7	34.7	11.1	32.0	32.0
Volume/Cap:	0.62	0.47	0.19	0.47	0.62	0.45	0.61	0.62	0.42	0.62	0.61	0.13
Delay/Veh:	52.5	31.7	28.4	44.9	30.2	27.5	53.7	39.1	35.0	59.6	40.7	33.5
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:	52.5	31.7	28.4	44.9	30.2	27.5	53.7	39.1	35.0	59.6	40.7	33.5
LOS by Move:	D-	C	C	D	C	C	D-	D	D+	E+	D	C-
HCM2kAvgQ:	6	9	3	6	14	9	6	11	7	5	11	2

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

See 8 PM

City of Morgan Hill Travel Demand Forecasting
SJ07-989

Level Of Service Computation Report

2000 HCM Operations Method (Future Volume Alternative)

Intersection #1015 Main Ave/Butterfield Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.727

Loss Time (sec): 12 (Y+R=4.0 sec) Average Crit Del (sec/veh): 37.4

Optimal Cycle: 66 Level Of Service: D+

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

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Control: Protected Protected Protected Protected

Rights: Include Include Include Include

Min. Green: 7 10 10 7 10 10 7 10 10 7 10 10

Lanes: 2 0 2 0 1 1 0 2 0 1 2 0 1 0 1 1 0 1 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol: 290 1250 120 70 450 130 270 340 180 170 380 260

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

Initial Bse: 290 1250 120 70 450 130 270 340 180 170 380 260

Added Vol: 0 0 0 0 0 0 0 0 0 0 0 0

PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0

Initial Fut: 290 1250 120 70 450 130 270 340 180 170 380 260

User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Volume: 290 1250 120 70 450 130 270 340 180 170 380 260

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

Reduced Vol: 290 1250 120 70 450 130 270 340 180 170 380 260

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 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: 290 1250 120 70 450 130 270 340 180 170 380 260

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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 0.83 1.00 0.92 0.92 1.00 0.92

Lanes: 2.00 2.00 1.00 1.00 2.00 1.00 2.00 1.00 1.00 1.00 1.00 1.00

Final Sat.: 3150 3800 1750 1750 3800 1750 3150 1900 1750 1750 1900 1750

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Capacity Analysis Module:

Vol/Sat: 0.09 0.33 0.07 0.04 0.12 0.07 0.09 0.18 0.10 0.10 0.20 0.15

Crit Moves: **** **** **** ****

Green Time: 26.7 54.1 54.1 7.0 34.3 34.3 14.1 30.4 30.4 16.5 32.9 32.9

Volume/Cap: 0.41 0.73 0.15 0.69 0.41 0.26 0.73 0.71 0.41 0.71 0.73 0.54

Delay/Veh: 40.3 28.6 19.5 73.1 34.9 33.3 58.4 45.5 37.9 58.6 44.8 38.4

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: 40.3 28.6 19.5 73.1 34.9 33.3 58.4 45.5 37.9 58.6 44.8 38.4

LOS by Move: D C B- E C- C- E+ D D+ E+ D D+

HCM2kAvgQ: 6 20 3 4 7 4 7 12 6 8 14 9

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

Avg Delay
36.7
D+