Project Garlic Delivery Station Development TA

Technical Appendices

June 16, 2021

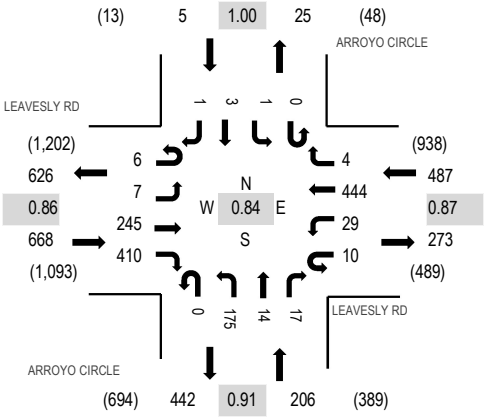
Appendix A
Traffic Count Data

All Traffic Data Services Inc.

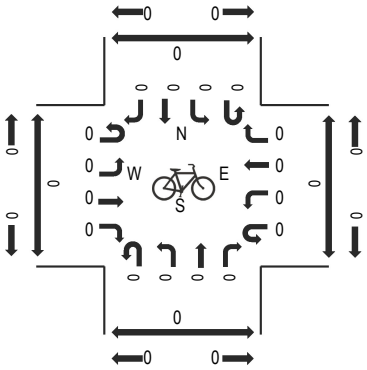
(303) 216-2439
www.alltrafficdata.net

Location: 16 ARROYO CIRCLE & LEAVESLY RD AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

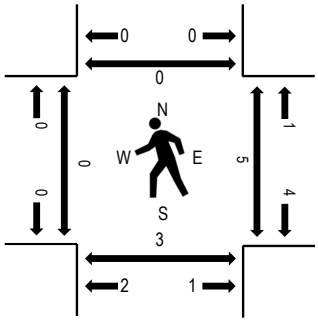
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LEAVESLY RD Eastbound				LEAVESLY RD Westbound				ARROYO CIRCLE Northbound				ARROYO CIRCLE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	35	37	4	5	89	3	0	41	0	4	0	0	0	2	220	1,160	0	0	1	0
7:15 AM	0	1	49	40	2	3	123	2	0	39	3	3	0	2	0	0	267	1,276	0	0	1	0
7:30 AM	0	0	52	56	4	2	116	1	0	31	2	2	0	1	1	0	268	1,323	0	0	0	0
7:45 AM	1	2	58	134	4	14	138	0	0	44	4	4	0	1	1	0	405	1,366	0	1	1	0
8:00 AM	0	0	58	95	1	8	121	2	0	41	4	5	0	0	1	0	336	1,273	0	3	2	0
8:15 AM	2	4	59	101	0	0	97	0	0	45	2	3	0	0	1	0	314		0	1	0	0
8:30 AM	3	1	70	80	5	7	88	2	0	45	4	5	0	0	0	1	311		0	0	0	0
8:45 AM	0	5	50	100	3	8	85	1	0	50	5	3	0	2	0	0	312		0	0	0	0

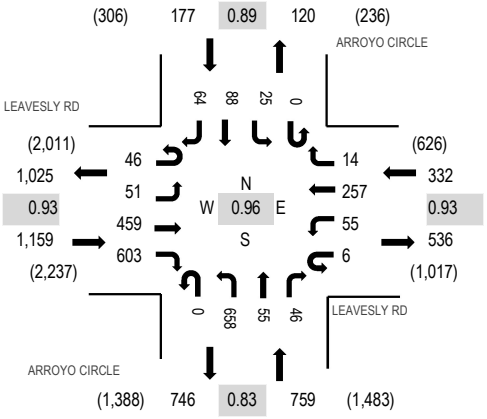
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	9	0	0	0	4	0	0	1	0	1	0	0	0	0	15
Lights	6	7	228	401	10	28	431	4	0	170	13	15	0	1	2	1	1,317
Mediums	0	0	8	9	0	1	9	0	0	4	1	1	0	0	1	0	34
Total	6	7	245	410	10	29	444	4	0	175	14	17	0	1	3	1	1,366

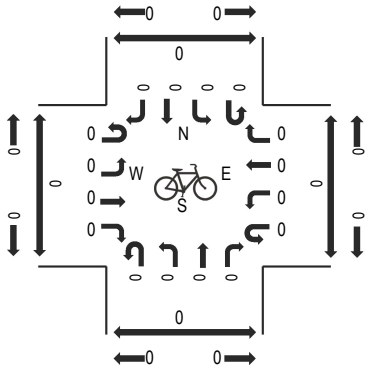
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 16 ARROYO CIRCLE & LEAVESLY RD PM
Date: Wednesday, November 20, 2019
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

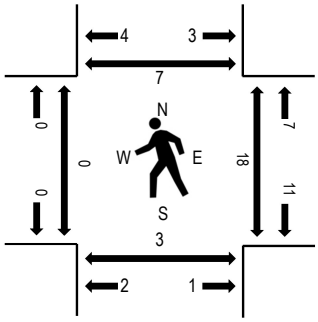
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LEAVESLY RD Eastbound				LEAVESLY RD Westbound				ARROYO CIRCLE Northbound				ARROYO CIRCLE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	15	11	129	143	0	7	63	6	0	169	22	8	0	3	6	21	603	2,398	0	1	0	0
4:15 PM	16	18	145	140	1	9	58	3	0	150	10	8	0	4	22	16	600	2,427	0	4	0	3
4:30 PM	12	10	95	154	2	15	69	4	0	162	18	10	0	6	17	14	588	2,383	0	3	2	1
4:45 PM	7	9	113	173	2	21	61	5	0	145	11	10	0	10	22	18	607	2,321	0	4	0	0
5:00 PM	11	14	106	136	1	10	69	2	0	201	16	18	0	5	27	16	632	2,254	0	7	1	3
5:15 PM	10	9	91	145	0	8	62	4	0	162	21	10	0	2	17	15	556		0	7	0	2
5:30 PM	9	5	113	128	2	8	45	2	0	161	12	10	0	4	9	18	526		0	3	2	2
5:45 PM	15	13	97	145	0	10	73	4	0	134	7	8	0	4	16	14	540		0	0	1	0

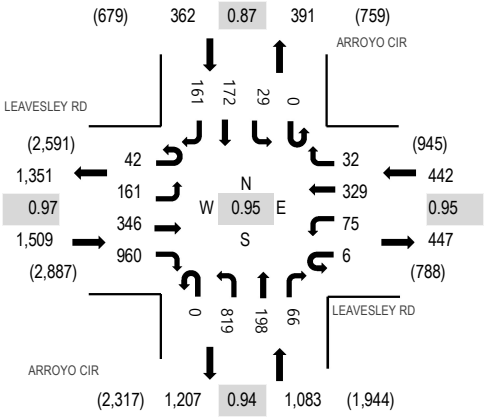
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Lights	45	51	449	598	6	54	253	13	0	655	55	45	0	25	88	63	2,400
Mediums	0	0	7	5	0	1	4	1	0	3	0	1	0	0	0	1	23
Total	46	51	459	603	6	55	257	14	0	658	55	46	0	25	88	64	2,427

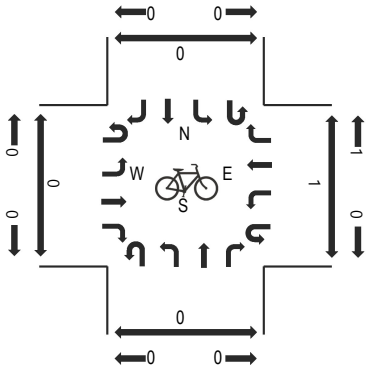
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 1 ARROYO CIR & LEAVESLEY RD Noon
Date: Saturday, November 7, 2020
Peak Hour: 01:00 PM - 02:00 PM
Peak 15-Minutes: 01:30 PM - 01:45 PM

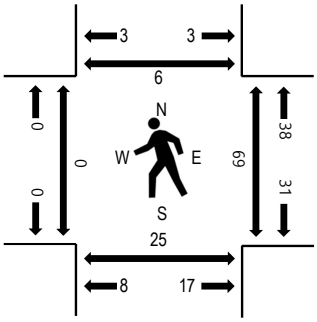
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LEAVESLEY RD Eastbound				LEAVESLEY RD Westbound				ARROYO CIR Northbound				ARROYO CIR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	15	33	79	213	1	15	105	11	0	165	39	8	0	5	28	42	759	3,059	0	10	9	3
12:15 PM	13	33	77	204	0	12	90	6	1	167	43	12	0	7	34	33	732	3,129	0	10	6	0
12:30 PM	17	44	60	232	1	28	91	13	0	147	36	5	0	4	46	35	759	3,227	0	14	4	8
12:45 PM	4	47	69	238	1	19	97	13	0	178	50	10	0	2	40	41	809	3,361	0	15	5	1
1:00 PM	14	42	95	236	1	22	76	9	0	191	43	16	0	8	34	42	829	3,396	0	25	7	5
1:15 PM	11	41	78	237	0	20	65	10	0	199	64	17	0	6	45	37	830		0	13	6	0
1:30 PM	5	40	78	247	1	22	98	10	0	223	46	19	0	8	48	48	893		0	25	6	1
1:45 PM	12	38	95	240	4	11	90	3	0	206	45	14	0	7	45	34	844		0	6	6	0

Peak Rolling Hour Flow Rates

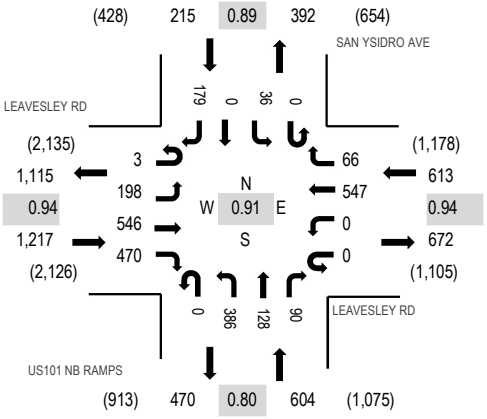
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4
Bikes on Road	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3
Lights	42	161	341	956	6	74	324	32	0	813	198	65	0	28	172	161	3,373
Mediums	0	0	3	2	0	1	3	0	0	6	0	0	0	1	0	0	16
Total	42	161	346	960	6	75	329	32	0	819	198	66	0	29	172	161	3,396

All Traffic Data Services Inc.

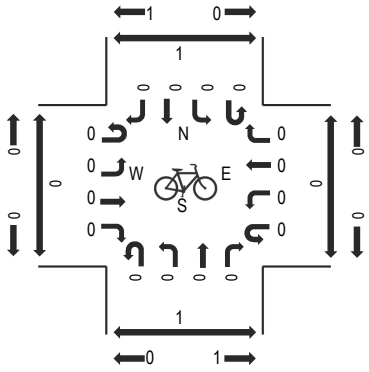
(303) 216-2439
www.alltrafficdata.net

Location: 15 US101 NB RAMPS & LEAVESLEY RD AM
Date: Thursday, October 17, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

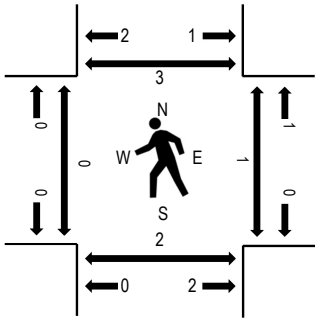
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LEAVESLEY RD Eastbound				LEAVESLEY RD Westbound				US101 NB RAMPS Northbound				SAN YSIDRO AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	21	65	95	0	0	106	4	0	63	14	9	0	6	0	29	412	2,265	0	1	0	0
7:15 AM	0	28	71	123	0	0	119	9	0	74	16	13	0	10	0	41	504	2,510	1	1	1	0
7:30 AM	0	30	81	139	0	0	159	10	0	108	20	14	0	11	0	52	624	2,634	0	0	2	0
7:45 AM	1	45	161	118	0	0	141	16	0	126	37	28	0	9	0	43	725	2,649	0	0	1	1
8:00 AM	1	43	122	136	0	0	151	14	0	90	30	23	0	7	0	40	657	2,542	0	0	0	0
8:15 AM	1	48	136	110	0	0	129	18	0	85	31	16	0	10	0	44	628		0	1	0	2
8:30 AM	0	62	127	106	0	0	126	18	0	85	30	23	0	10	0	52	639		0	0	1	0
8:45 AM	1	59	110	86	0	0	140	18	0	76	33	31	0	12	0	52	618		0	0	0	0

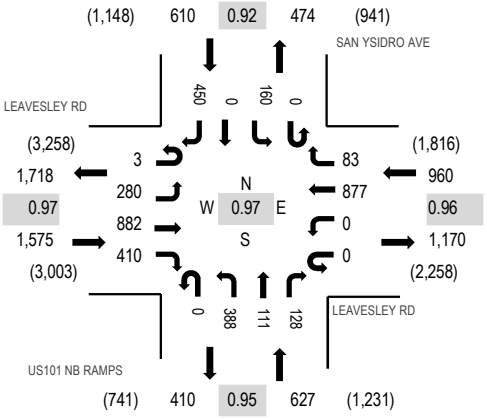
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	3	2	0	0	0	0	0	5	1	1	0	0	0	0	13
Lights	3	192	532	455	0	0	529	63	0	369	122	87	0	34	0	172	2,558
Mediums	0	5	11	13	0	0	18	3	0	12	5	2	0	2	0	7	78
Total	3	198	546	470	0	0	547	66	0	386	128	90	0	36	0	179	2,649

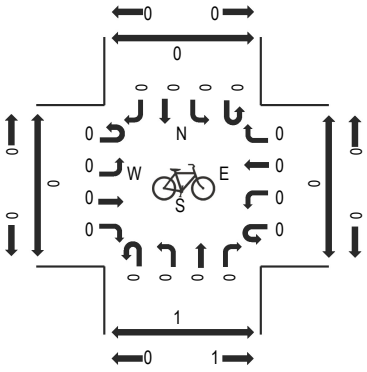
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 15 US101 NB RAMPS & LEAVESLEY RD PM
Date: Thursday, October 17, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

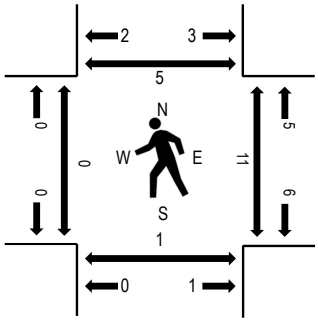
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LEAVESLEY RD Eastbound				LEAVESLEY RD Westbound				US101 NB RAMPS Northbound				SAN YSIDRO AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	4	69	227	84	0	0	211	28	0	76	35	27	0	46	0	99	906	3,644	0	1	0	4
4:15 PM	4	69	209	88	0	0	202	24	0	86	34	23	0	33	0	96	868	3,714	0	2	1	3
4:30 PM	1	70	217	89	0	0	216	19	0	89	26	41	0	42	0	93	903	3,772	0	2	0	0
4:45 PM	1	71	244	89	0	0	214	25	0	91	33	34	0	46	0	119	967	3,715	0	0	0	1
5:00 PM	0	73	212	120	0	0	234	15	0	101	28	27	0	42	0	124	976	3,554	0	7	1	4
5:15 PM	1	66	209	112	0	0	213	24	0	107	24	26	0	30	0	114	926		0	2	0	0
5:30 PM	0	66	186	90	0	0	181	20	0	104	28	36	0	32	0	103	846		0	0	3	1
5:45 PM	1	49	213	69	0	0	168	22	0	104	23	28	0	28	0	101	806		0	0	2	0

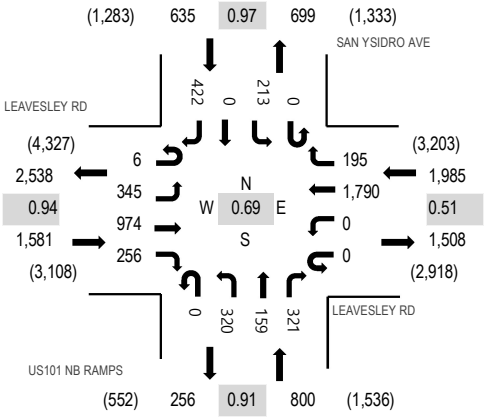
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	3	0	0	1	0	0	6	0	0	0	0	0	2	14
Lights	3	277	871	401	0	0	861	78	0	376	110	124	0	159	0	439	3,699
Mediums	0	3	9	6	0	0	15	5	0	6	1	4	0	1	0	9	59
Total	3	280	882	410	0	0	877	83	0	388	111	128	0	160	0	450	3,772

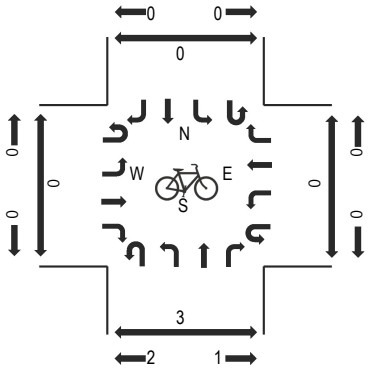
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 2 US101 NB RAMPS & LEAVESLEY RD Noon
Date: Saturday, November 7, 2020
Peak Hour: 01:00 PM - 02:00 PM
Peak 15-Minutes: 01:45 PM - 02:00 PM

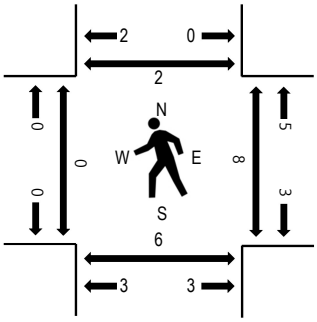
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LEAVESLEY RD Eastbound				LEAVESLEY RD Westbound				US101 NB RAMPS Northbound				SAN YSIDRO AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	2	98	228	78	0	0	273	45	0	58	46	65	0	50	0	117	1,060	4,129	0	3	0	6
12:15 PM	1	84	212	71	0	0	271	42	0	78	40	75	0	45	0	114	1,033	4,131	0	2	3	0
12:30 PM	2	63	241	62	0	0	251	38	0	64	37	82	0	43	0	124	1,007	4,096	0	0	1	0
12:45 PM	1	70	229	85	0	0	258	40	0	74	31	86	0	54	0	101	1,029	4,227	0	2	2	0
1:00 PM	3	81	237	68	0	0	281	41	0	76	44	81	0	52	0	98	1,062	5,001	0	0	1	0
1:15 PM	1	82	223	54	0	0	249	51	0	76	32	77	0	58	0	95	998		0	5	1	0
1:30 PM	1	95	265	52	0	0	341	49	0	79	39	77	0	50	0	90	1,138		0	2	0	2
1:45 PM	1	87	249	82	0	0	919	54	0	89	44	86	0	53	0	139	1,803		0	1	4	0

Peak Rolling Hour Flow Rates

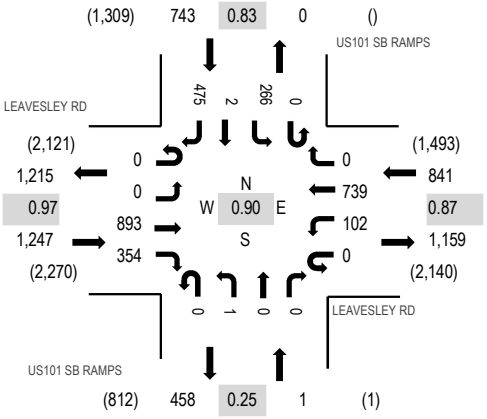
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	1	0	0	0	0	0	3	1	1	0	0	0	0	7
Bikes on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Lights	6	344	968	250	0	0	1,781	195	0	313	157	320	0	212	0	418	4,964
Mediums	0	1	5	5	0	0	9	0	0	4	1	0	0	1	0	2	28
Total	6	345	974	256	0	0	1,790	195	0	320	159	321	0	213	0	422	5,001

All Traffic Data Services Inc.

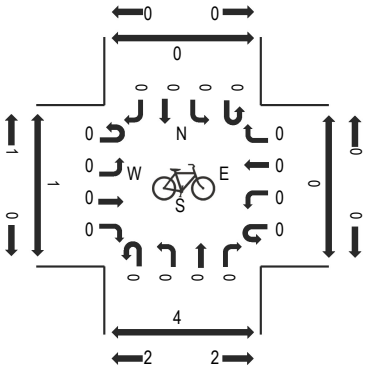
(303) 216-2439
www.alltrafficdata.net

Location: 14 US101 SB RAMPS & LEAVESLEY RD AM
Date: Thursday, October 17, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

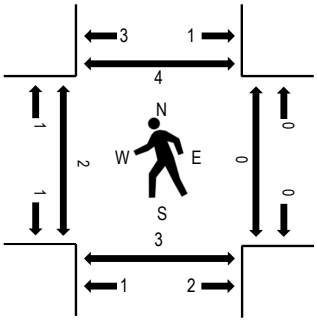
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LEAVESLEY RD Eastbound				LEAVESLEY RD Westbound				US101 SB RAMPS Northbound				US101 SB RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	145	74	0	12	112	0	0	0	0	0	0	45	1	63	452	2,444	1	0	2	1
7:15 AM	0	0	181	75	0	18	136	0	0	0	0	0	0	49	0	71	530	2,712	0	0	0	0
7:30 AM	0	0	207	98	0	31	198	0	0	0	0	0	0	46	0	92	672	2,832	0	0	1	2
7:45 AM	0	0	224	93	0	27	214	0	0	0	0	0	0	89	0	143	790	2,789	1	0	1	1
8:00 AM	0	0	235	86	0	25	171	0	0	1	0	0	0	70	1	131	720	2,629	0	0	0	0
8:15 AM	0	0	227	77	0	19	156	0	0	0	0	0	0	61	1	109	650		1	0	1	1
8:30 AM	0	0	222	56	0	19	169	0	0	0	0	0	0	72	1	90	629		0	0	2	0
8:45 AM	0	0	205	65	0	31	155	0	0	0	0	0	0	62	2	110	630		0	0	1	1

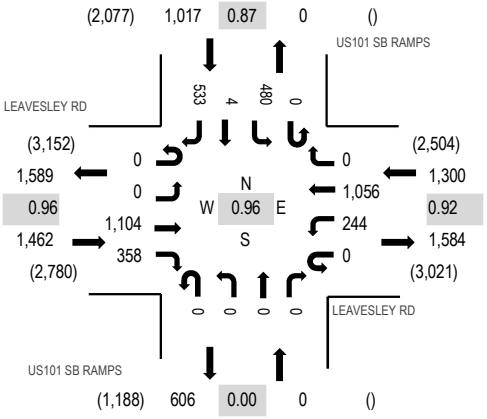
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	6	6	0	1	10	0	0	0	0	0	0	3	0	8	34
Lights	0	0	870	326	0	97	707	0	0	1	0	0	0	257	2	453	2,713
Mediums	0	0	17	22	0	4	22	0	0	0	0	0	0	6	0	14	85
Total	0	0	893	354	0	102	739	0	0	1	0	0	0	266	2	475	2,832

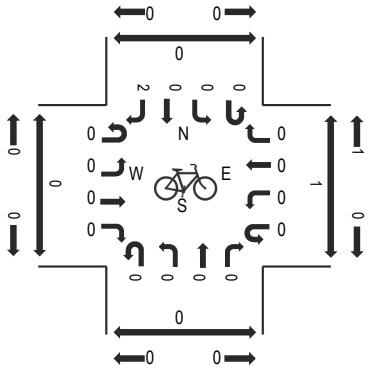
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 14 US101 SB RAMPS & LEAVESLEY RD PM
Date: Thursday, October 17, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

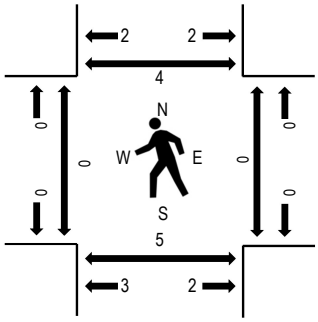
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LEAVESLEY RD Eastbound				LEAVESLEY RD Westbound				US101 SB RAMPS Northbound				US101 SB RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	238	83	0	66	234	0	0	0	0	0	0	151	1	147	920	3,645	0	0	1	2
4:15 PM	0	0	262	94	0	51	255	0	0	0	0	0	0	109	2	150	923	3,714	0	0	0	1
4:30 PM	0	0	251	83	0	68	224	0	0	0	0	0	0	126	3	117	872	3,779	0	0	4	0
4:45 PM	0	0	287	94	0	53	260	0	0	0	0	0	0	121	1	114	930	3,769	0	0	0	4
5:00 PM	0	0	291	91	0	73	266	0	0	0	0	0	0	118	0	150	989	3,716	0	0	1	0
5:15 PM	0	0	275	90	0	50	306	0	0	0	0	0	0	115	0	152	988		0	0	0	0
5:30 PM	0	0	224	82	0	66	243	0	0	0	0	0	0	120	0	127	862		0	0	2	1
5:45 PM	0	0	240	95	0	42	247	0	0	0	0	0	0	93	0	160	877		0	0	1	2

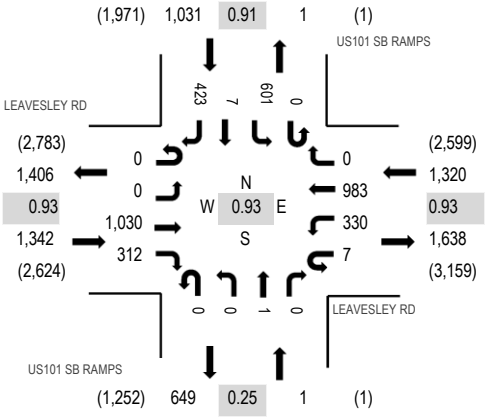
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	3	0	3	6	0	0	0	0	0	0	2	0	3	20
Lights	0	0	1,093	349	0	240	1,037	0	0	0	0	0	0	472	4	519	3,714
Mediums	0	0	8	6	0	1	13	0	0	0	0	0	0	6	0	11	45
Total	0	0	1,104	358	0	244	1,056	0	0	0	0	0	0	480	4	533	3,779

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

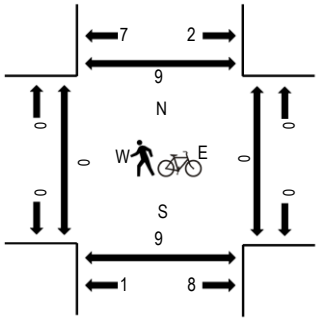
Location: 16 US101 SB RAMPS & LEAVESLEY RD Noon
Date and Start Time: Saturday, July 22, 2017
Peak Hour: 01:00 PM - 02:00 PM
Peak 15-Minutes: 01:45 PM - 02:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	LEAVESLEY RD Eastbound				LEAVESLEY RD Westbound				US101 SB RAMPS Northbound				US101 SB RAMPS Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	267	78	1	74	247	0	0	0	0	0	0	125	0	94	886	3,501	0	0	3	3
12:15 PM	0	0	235	53	1	74	258	0	0	0	0	0	0	141	5	106	873	3,538	0	0	2	1
12:30 PM	0	0	234	81	2	82	227	0	0	0	0	0	0	132	4	104	866	3,559	0	0	1	0
12:45 PM	0	0	250	84	1	64	248	0	0	0	0	0	0	132	4	93	876	3,574	0	0	4	0
1:00 PM	0	0	274	77	3	80	231	0	0	0	0	0	0	149	4	105	923	3,694	0	0	1	1
1:15 PM	0	0	241	86	0	85	247	0	0	0	1	0	0	146	0	88	894		0	0	1	2
1:30 PM	0	0	236	68	3	76	241	0	0	0	0	0	0	145	2	110	881		0	0	7	2
1:45 PM	0	0	279	81	1	89	264	0	0	0	0	0	0	161	1	120	996		0	0	0	2

Peak Rolling Hour Flow Rates

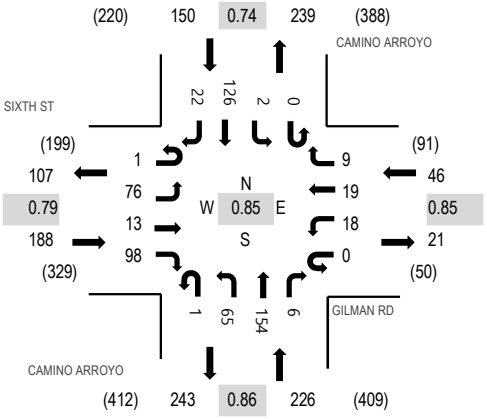
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	4	0	1	4	0	0	0	0	0	0	1	0	5	18
Lights	0	0	1,018	301	7	325	970	0	0	0	1	0	0	593	7	412	3,634
Mediums	0	0	9	7	0	4	9	0	0	0	0	0	0	7	0	6	42
Total	0	0	1,030	312	7	330	983	0	0	0	1	0	0	601	7	423	3,694

All Traffic Data Services Inc.

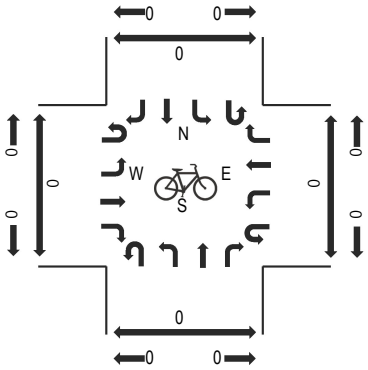
(303) 216-2439
www.alltrafficdata.net

Location: 3 CAMINO ARROYO & GILMAN RD AM
Date: Thursday, November 5, 2020
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

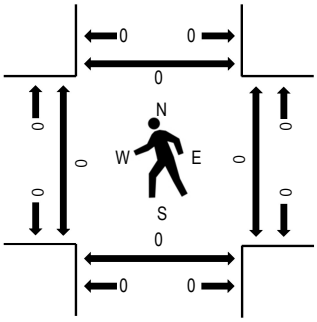
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SIXTH ST Eastbound				GILMAN RD Westbound				CAMINO ARROYO Northbound				CAMINO ARROYO Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	2	21	0	1	4	3	0	15	16	4	0	0	9	2	78	439	0	0	0	0
7:15 AM	0	6	6	15	0	5	3	3	0	15	23	1	0	1	17	0	95	504	0	0	0	0
7:30 AM	0	6	2	17	0	5	6	0	0	19	29	6	0	0	20	3	113	537	0	0	0	0
7:45 AM	0	27	3	35	0	9	6	0	0	16	35	4	0	0	15	3	153	583	2	0	0	0
8:00 AM	0	21	4	21	0	8	4	2	1	14	35	0	0	1	29	3	143	610	0	0	0	0
8:15 AM	0	17	2	22	0	2	5	3	0	15	35	1	0	0	25	1	128		0	0	0	0
8:30 AM	1	16	5	31	0	2	3	2	0	15	40	4	0	0	33	7	159		0	0	0	0
8:45 AM	0	22	2	24	0	6	7	2	0	21	44	1	0	1	39	11	180		0	0	0	0

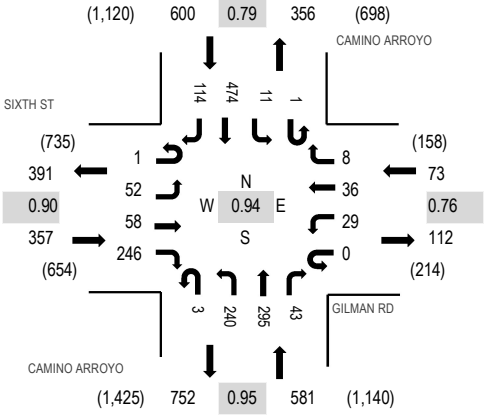
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bikes on Road	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
Lights	1	76	13	96	0	18	18	9	1	62	148	6	0	2	124	22	596
Mediums	0	0	0	1	0	0	1	0	0	2	6	0	0	0	2	0	12
Total	1	76	13	98	0	18	19	9	1	65	154	6	0	2	126	22	610

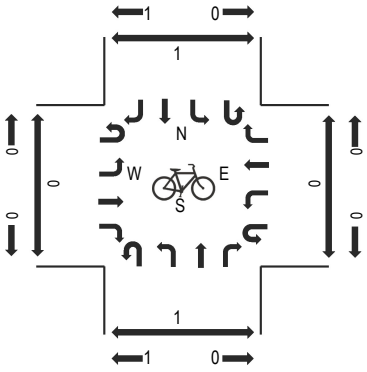
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 CAMINO ARROYO & GILMAN RD PM
Date: Thursday, November 5, 2020
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

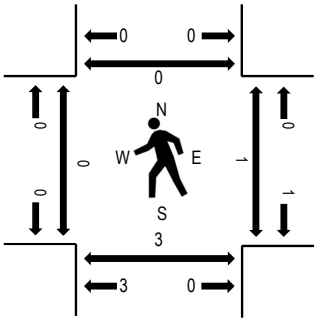
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SIXTH ST Eastbound				GILMAN RD Westbound				CAMINO ARROYO Northbound				CAMINO ARROYO Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	14	15	50	0	7	10	3	1	59	79	15	0	3	111	22	389	1,572	2	0	0	0
4:15 PM	0	16	13	70	0	10	9	2	1	61	70	13	0	2	113	18	398	1,611	0	0	1	0
4:30 PM	0	14	14	53	0	9	9	3	1	58	75	12	0	0	123	29	400	1,589	0	0	0	0
4:45 PM	1	12	13	62	0	4	7	3	1	67	85	6	0	5	91	28	385	1,561	0	0	0	0
5:00 PM	0	10	18	61	0	6	11	0	0	54	65	12	1	4	147	39	428	1,500	0	1	2	0
5:15 PM	0	14	5	57	0	9	10	2	1	55	79	7	0	4	110	23	376		0	0	0	0
5:30 PM	0	10	20	47	0	12	11	4	2	65	58	7	0	3	116	17	372		0	0	0	0
5:45 PM	0	7	6	52	0	4	12	1	1	45	71	14	0	3	93	15	324		0	0	0	0

Peak Rolling Hour Flow Rates

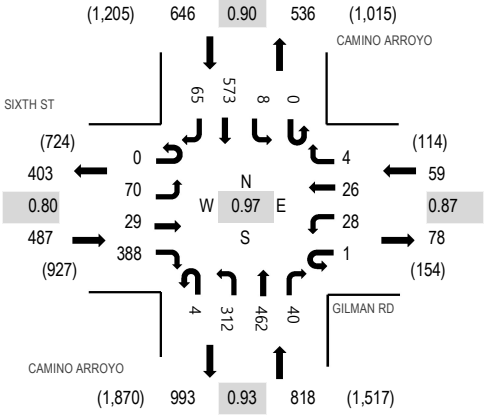
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	0	4
Bikes on Road	0	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	3
Lights	1	50	58	246	0	28	35	7	2	239	291	43	1	11	470	113	1,595
Mediums	0	2	0	0	0	1	0	0	0	0	3	0	0	0	2	1	9
Total	1	52	58	246	0	29	36	8	3	240	295	43	1	11	474	114	1,611

All Traffic Data Services Inc.

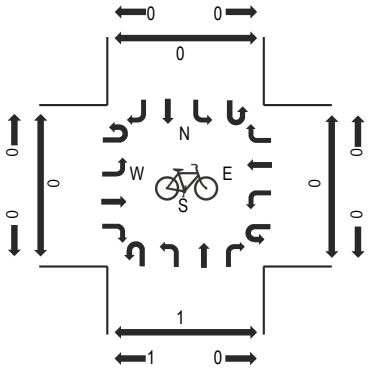
(303) 216-2439
www.alltrafficdata.net

Location: 3 CAMINO ARROYO & GILMAN RD Noon
Date: Saturday, November 7, 2020
Peak Hour: 01:00 PM - 02:00 PM
Peak 15-Minutes: 01:15 PM - 01:30 PM

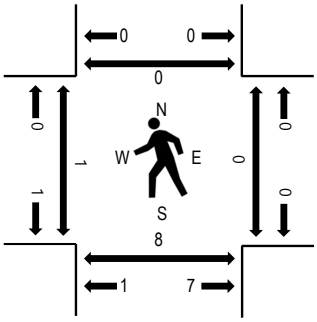
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SIXTH ST Eastbound				GILMAN RD Westbound				CAMINO ARROYO Northbound				CAMINO ARROYO Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	15	9	94	0	9	5	1	0	39	88	11	0	2	103	9	385	1,753	0	0	1	0
12:15 PM	0	15	12	73	0	1	7	2	0	62	116	9	0	2	133	6	438	1,871	0	0	0	0
12:30 PM	0	11	4	79	0	6	12	2	0	72	93	10	0	2	128	13	432	1,950	0	0	0	0
12:45 PM	0	21	7	100	0	4	4	2	2	76	113	8	0	0	145	16	498	1,993	0	0	0	0
1:00 PM	0	19	3	90	0	8	4	0	1	98	115	5	0	2	144	14	503	2,010	1	0	1	0
1:15 PM	0	22	6	130	0	6	5	3	3	65	115	7	0	3	139	13	517		0	0	3	0
1:30 PM	0	15	11	81	1	3	12	0	0	77	111	12	0	1	134	17	475		0	0	1	0
1:45 PM	0	14	9	87	0	11	5	1	0	72	121	16	0	2	156	21	515		0	0	3	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bikes on Road	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
Lights	0	69	29	385	1	28	26	4	4	312	458	40	0	8	573	65	2,002
Mediums	0	1	0	1	0	0	0	0	0	0	3	0	0	0	0	0	5
Total	0	70	29	388	1	28	26	4	4	312	462	40	0	8	573	65	2,010

Traffic Data Service

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

File Name : 3AM FINAL
Site Code : 00000003
Start Date : 1/23/2018
Page No : 1

Groups Printed- Vehicles

	Southbound					PACHECO PASS HWY Westbound					FRAZIER LAKE RD Northbound					PACHECO PASS HWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	112	1	0	113	5	0	59	0	64	8	58	0	0	66	243
07:15 AM	0	0	0	0	0	0	108	1	0	109	2	0	73	0	75	8	57	0	0	65	249
07:30 AM	0	0	0	0	0	0	114	0	0	114	6	0	91	0	97	21	71	0	0	92	303
07:45 AM	0	0	0	0	0	0	109	5	0	114	10	0	85	0	95	3	103	0	0	106	315
Total	0	0	0	0	0	0	443	7	0	450	23	0	308	0	331	40	289	0	0	329	1110
08:00 AM	0	0	0	0	0	0	133	4	0	137	8	0	67	0	75	12	87	0	0	99	311
08:15 AM	0	0	0	0	0	0	95	1	0	96	5	0	61	0	66	9	57	0	0	66	228
08:30 AM	0	0	0	0	0	0	89	2	0	91	5	0	53	0	58	9	59	0	0	68	217
08:45 AM	0	0	0	0	0	0	93	5	0	98	5	0	35	0	40	10	70	0	0	80	218
Total	0	0	0	0	0	0	410	12	0	422	23	0	216	0	239	40	273	0	0	313	974
Grand Total	0	0	0	0	0	0	853	19	0	872	46	0	524	0	570	80	562	0	0	642	2084
Apprch %	0	0	0	0		0	97.8	2.2	0		8.1	0	91.9	0		12.5	87.5	0	0		
Total %	0	0	0	0	0	0	40.9	0.9	0	41.8	2.2	0	25.1	0	27.4	3.8	27	0	0	30.8	

	Southbound				PACHECO PASS HWY Westbound				FRAZIER LAKE RD Northbound				PACHECO PASS HWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	108	1	109	2	0	73	75	8	57	0	65	249
07:30 AM	0	0	0	0	0	114	0	114	6	0	**91**	**97**	**21**	71	0	92	303
07:45 AM	0	0	0	0	0	109	**5**	114	**10**	0	85	95	3	**103**	0	**106**	**315**
08:00 AM	0	0	0	0	0	**133**	4	**137**	8	0	67	75	12	87	0	99	311
Total Volume	0	0	0	0	0	464	10	474	26	0	316	342	44	318	0	362	1178
% App. Total	0	0	0		0	97.9	2.1		7.6	0	92.4		12.2	87.8	0		
PHF	.000	.000	.000	.000	.000	.872	.500	.865	.650	.000	.868	.881	.524	.772	.000	.854	.935

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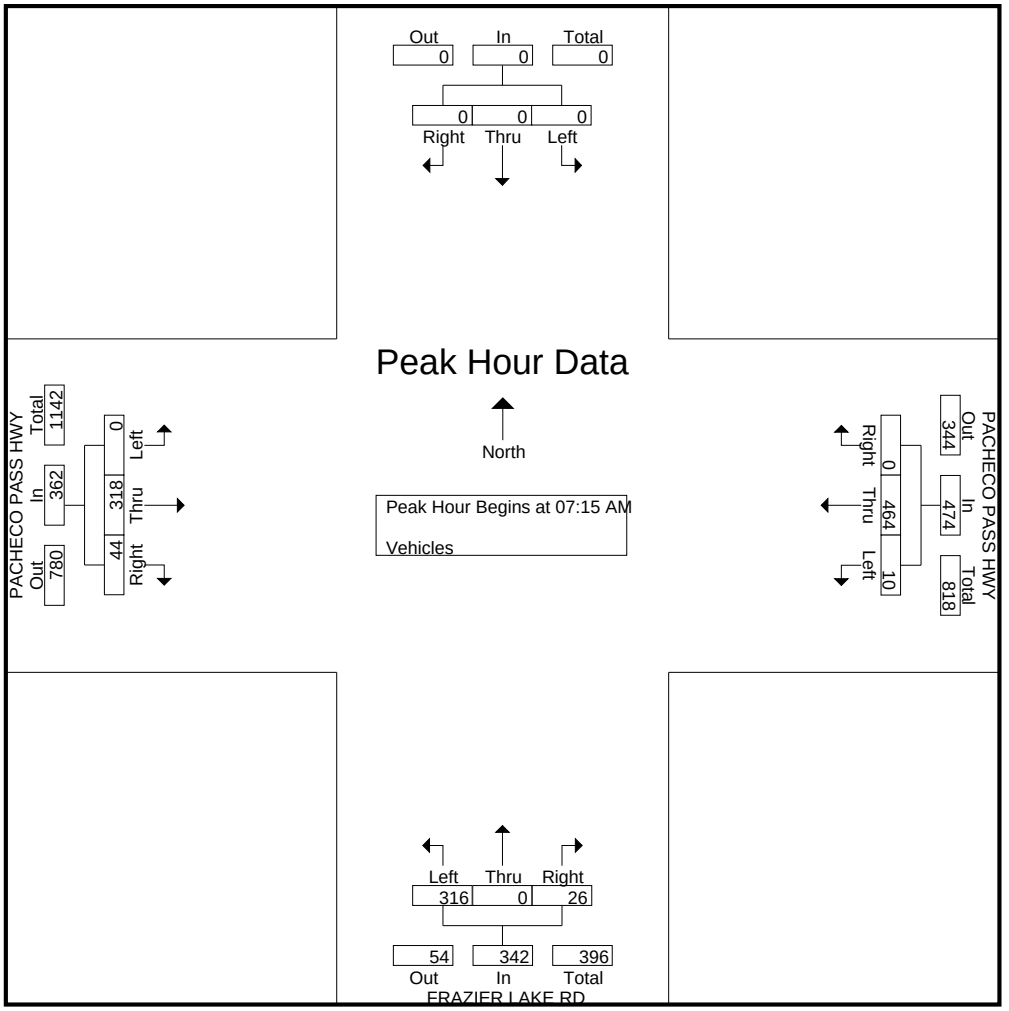

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Groups Printed- Vehicles

	Southbound					PACHECO PASS HWY Westbound					FRAZIER LAKE RD Northbound					PACHECO PASS HWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	92	7	0	99	4	0	16	0	20	95	178	0	0	273	392
04:15 PM	0	0	0	0	0	0	71	5	0	76	1	0	28	0	29	71	165	0	0	236	341
04:30 PM	0	0	0	0	0	0	84	5	0	89	0	0	24	0	24	115	156	0	0	271	384
04:45 PM	0	0	0	0	0	0	57	7	0	64	0	0	31	0	31	98	162	0	0	260	355
Total	0	0	0	0	0	0	304	24	0	328	5	0	99	0	104	379	661	0	0	1040	1472
05:00 PM	0	0	0	0	0	0	84	10	0	94	4	0	25	0	29	116	160	0	0	276	399
05:15 PM	0	0	0	0	0	0	70	7	0	77	3	0	15	0	18	111	149	0	0	260	355
05:30 PM	0	0	0	0	0	0	73	5	0	78	5	0	21	0	26	85	158	0	0	243	347
05:45 PM	0	0	0	0	0	0	74	7	0	81	2	0	21	0	23	112	155	0	0	267	371
Total	0	0	0	0	0	0	301	29	0	330	14	0	82	0	96	424	622	0	0	1046	1472
Grand Total	0	0	0	0	0	0	605	53	0	658	19	0	181	0	200	803	1283	0	0	2086	2944
Apprch %	0	0	0	0		0	91.9	8.1	0		9.5	0	90.5	0		38.5	61.5	0	0		
Total %	0	0	0	0	0	0	20.6	1.8	0	22.4	0.6	0	6.1	0	6.8	27.3	43.6	0	0	70.9	

	Southbound				PACHECO PASS HWY Westbound				FRAZIER LAKE RD Northbound				PACHECO PASS HWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**84**	5	89	0	0	24	24	115	156	0	271	384
04:45 PM	0	0	0	0	0	57	7	64	0	0	**31**	**31**	98	**162**	0	260	355
05:00 PM	0	0	0	0	0	84	**10**	**94**	**4**	0	25	29	**116**	160	0	**276**	**399**
05:15 PM	0	0	0	0	0	70	7	77	3	0	15	18	111	149	0	260	355
Total Volume	0	0	0	0	0	295	29	324	7	0	95	102	440	627	0	1067	1493
% App. Total	0	0	0		0	91	9		6.9	0	93.1		41.2	58.8	0		
PHF	.000	.000	.000	.000	.000	.878	.725	.862	.438	.000	.766	.823	.948	.968	.000	.966	.935

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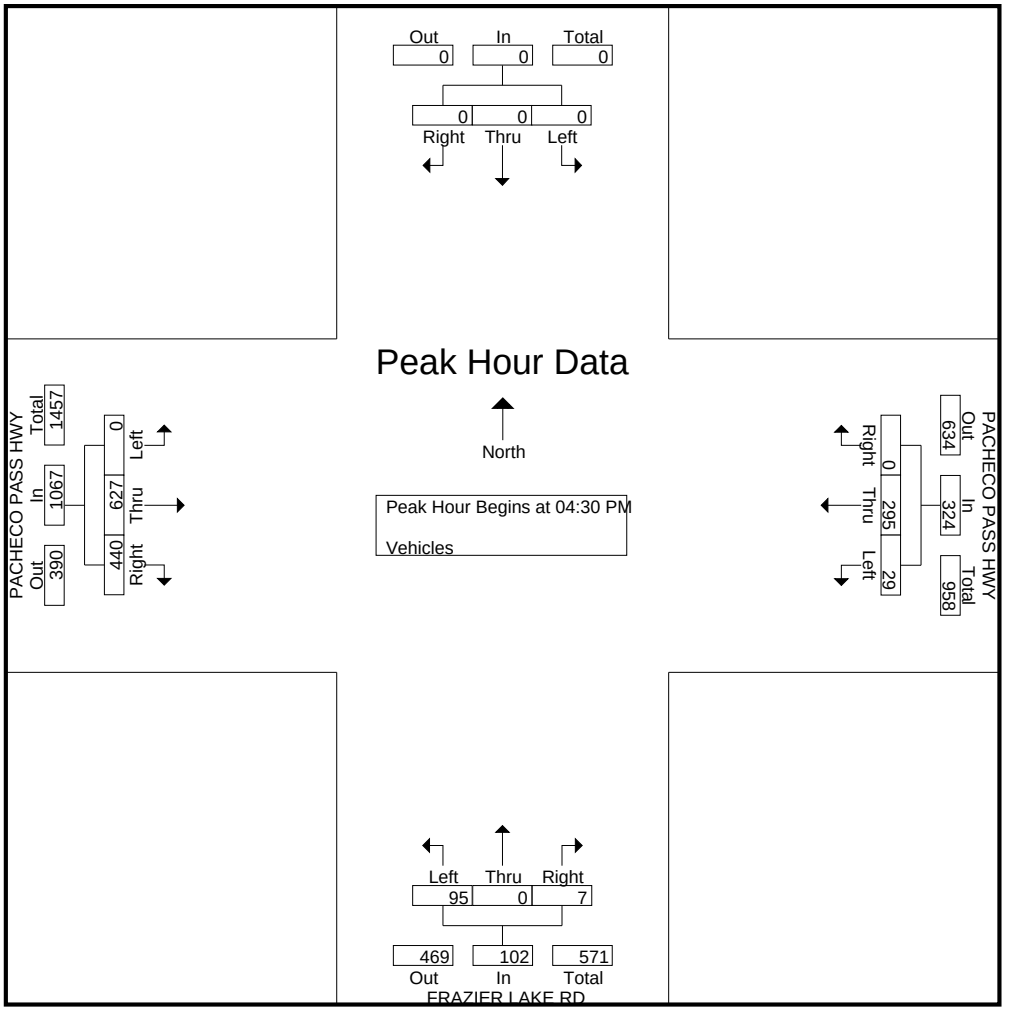

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Groups Printed- Vehicles

	Southbound					PACHECO PASS HWY Westbound					FRAZIER LAKE RD Northbound					PACHECO PASS HWY 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
12:00 PM	0	0	0	0	0	0	152	1	0	153	7	0	34	0	41	45	246	0	0	291	485
12:15 PM	0	0	0	0	0	0	167	3	0	170	1	0	37	0	38	57	256	0	0	313	521
12:30 PM	0	0	0	0	0	0	153	6	0	159	3	0	35	0	38	41	207	0	0	248	445
12:45 PM	0	0	0	0	0	0	158	1	0	159	2	0	45	0	47	47	230	0	0	277	483
Total	0	0	0	0	0	0	630	11	0	641	13	0	151	0	164	190	939	0	0	1129	1934
01:00 PM	0	0	0	0	0	0	156	3	0	159	2	0	43	0	45	51	182	0	0	233	437
01:15 PM	0	0	0	0	0	0	158	1	0	159	0	0	31	0	31	49	224	0	0	273	463
01:30 PM	0	0	0	0	0	0	113	1	0	114	2	0	43	0	45	60	211	0	0	271	430
01:45 PM	0	0	0	0	0	0	159	2	0	161	3	0	30	0	33	48	192	0	0	240	434
Total	0	0	0	0	0	0	586	7	0	593	7	0	147	0	154	208	809	0	0	1017	1764
Grand Total	0	0	0	0	0	0	1216	18	0	1234	20	0	298	0	318	398	1748	0	0	2146	3698
Apprch %	0	0	0	0		0	98.5	1.5	0		6.3	0	93.7	0		18.5	81.5	0	0		
Total %	0	0	0	0	0	0	32.9	0.5	0	33.4	0.5	0	8.1	0	8.6	10.8	47.3	0	0	58	

	Southbound				PACHECO PASS HWY Westbound				FRAZIER LAKE RD Northbound				PACHECO PASS HWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	152	1	153	**7**	0	34	41	45	246	0	291	485
12:15 PM	0	0	0	0	0	**167**	3	**170**	1	0	37	38	**57**	**256**	0	**313**	**521**
12:30 PM	0	0	0	0	0	153	**6**	159	3	0	35	38	41	207	0	248	445
12:45 PM	0	0	0	0	0	158	1	159	2	0	**45**	**47**	47	230	0	277	483
Total Volume	0	0	0	0	0	630	11	641	13	0	151	164	190	939	0	1129	1934
% App. Total	0	0	0		0	98.3	1.7		7.9	0	92.1		16.8	83.2	0		
PHF	.000	.000	.000	.000	.000	.943	.458	.943	.464	.000	.839	.872	.833	.917	.000	.902	.928

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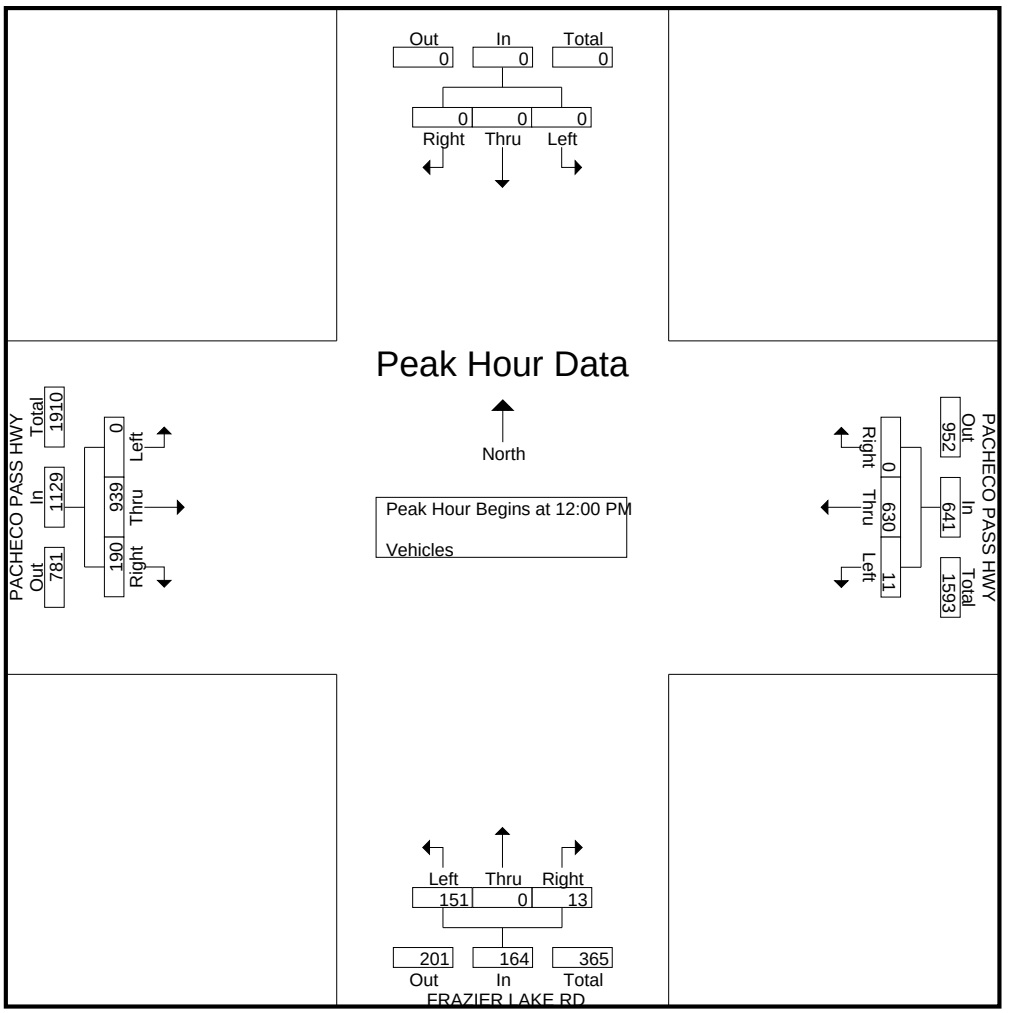

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Groups Printed- Vehicles

	HOLSCLAW RD Southbound					PACHECO PASS HWY Westbound					Northbound					PACHECO PASS HWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	0	0	1	2	170	0	0	172	0	0	0	0	0	0	67	1	0	68	241
07:15 AM	0	0	2	0	2	0	182	0	0	182	0	0	0	0	0	0	75	1	0	76	260
07:30 AM	3	0	0	0	3	3	203	0	0	206	0	0	0	0	0	0	91	2	0	93	302
07:45 AM	3	0	0	0	3	8	193	0	0	201	0	0	0	0	0	0	105	1	0	106	310
Total	7	0	2	0	9	13	748	0	0	761	0	0	0	0	0	0	338	5	0	343	1113
08:00 AM	0	0	1	0	1	3	189	0	0	192	0	0	0	0	0	0	97	3	0	100	293
08:15 AM	1	0	2	0	3	0	168	0	0	168	0	0	0	0	0	0	64	1	0	65	236
08:30 AM	3	0	0	0	3	3	144	0	0	147	0	0	0	0	0	0	72	0	0	72	222
08:45 AM	2	0	2	0	4	1	131	0	0	132	0	0	0	0	0	0	73	3	0	76	212
Total	6	0	5	0	11	7	632	0	0	639	0	0	0	0	0	0	306	7	0	313	963
Grand Total	13	0	7	0	20	20	1380	0	0	1400	0	0	0	0	0	0	644	12	0	656	2076
Apprch %	65	0	35	0		1.4	98.6	0	0		0	0	0	0		0	98.2	1.8	0		
Total %	0.6	0	0.3	0	1	1	66.5	0	0	67.4	0	0	0	0	0	0	31	0.6	0	31.6	

	HOLSCLAW RD Southbound				PACHECO PASS HWY Westbound				Northbound				PACHECO PASS HWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**2**	2	0	182	0	182	0	0	0	0	0	75	1	76	260
07:30 AM	**3**	0	0	**3**	3	**203**	0	**206**	0	0	0	0	0	91	2	93	302
07:45 AM	3	0	0	3	**8**	193	0	201	0	0	0	0	0	**105**	1	**106**	**310**
08:00 AM	0	0	1	1	3	189	0	192	0	0	0	0	0	97	**3**	100	293
Total Volume	6	0	3	9	14	767	0	781	0	0	0	0	0	368	7	375	1165
% App. Total	66.7	0	33.3		1.8	98.2	0		0	0	0		0	98.1	1.9		
PHF	.500	.000	.375	.750	.438	.945	.000	.948	.000	.000	.000	.000	.000	.876	.583	.884	.940

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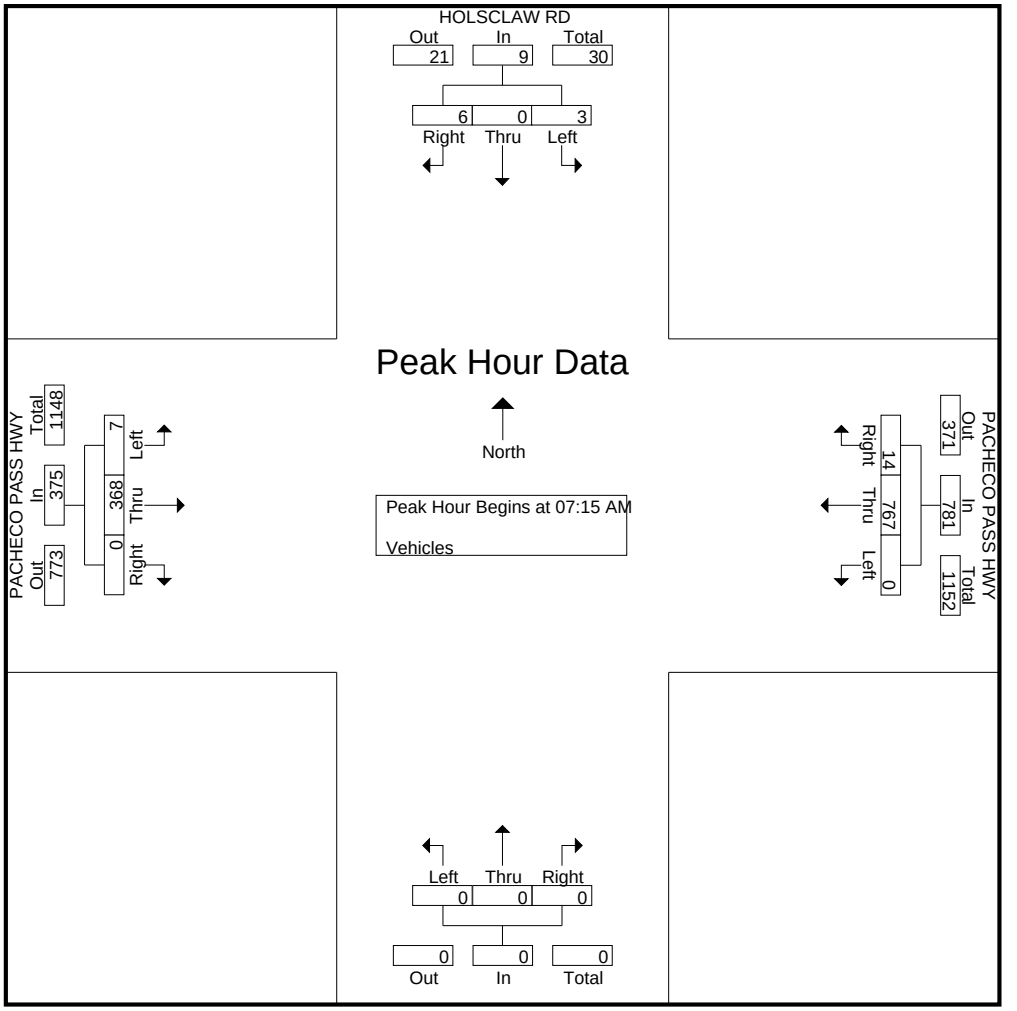

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Groups Printed- Vehicles

	HOLSCLAW RD Southbound					PACHECO PASS HWY Westbound					Northbound					PACHECO PASS HWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	0	3	0	4	2	109	0	0	111	0	0	0	0	0	0	261	2	0	263	378
04:15 PM	3	0	1	0	4	2	100	0	0	102	0	0	0	0	0	0	252	2	0	254	360
04:30 PM	2	0	2	0	4	1	104	0	0	105	0	0	0	0	0	0	265	1	0	266	375
04:45 PM	3	0	4	0	7	1	88	0	0	89	0	0	0	0	0	0	265	2	0	267	363
Total	9	0	10	0	19	6	401	0	0	407	0	0	0	0	0	0	1043	7	0	1050	1476
05:00 PM	3	0	6	0	9	0	108	0	0	108	0	0	0	0	0	0	269	4	0	273	390
05:15 PM	2	0	2	0	4	1	86	0	0	87	0	0	0	0	0	0	257	2	0	259	350
05:30 PM	1	0	1	0	2	1	102	0	0	103	0	0	0	0	0	0	252	1	0	253	358
05:45 PM	1	0	6	0	7	0	98	0	0	98	0	0	0	0	0	0	264	3	0	267	372
Total	7	0	15	0	22	2	394	0	0	396	0	0	0	0	0	0	1042	10	0	1052	1470
Grand Total	16	0	25	0	41	8	795	0	0	803	0	0	0	0	0	0	2085	17	0	2102	2946
Apprch %	39	0	61	0		1	99	0	0		0	0	0	0		0	99.2	0.8	0		
Total %	0.5	0	0.8	0	1.4	0.3	27	0	0	27.3	0	0	0	0	0	0	70.8	0.6	0	71.4	

	HOLSCLAW RD Southbound				PACHECO PASS HWY Westbound				Northbound				PACHECO PASS HWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	**3**	0	1	4	**2**	100	0	102	0	0	0	0	0	252	2	254	360
04:30 PM	2	0	2	4	1	104	0	105	0	0	0	0	0	265	1	266	375
04:45 PM	3	0	4	7	1	88	0	89	0	0	0	0	0	265	2	267	363
05:00 PM	3	0	**6**	**9**	0	**108**	0	**108**	0	0	0	0	0	**269**	**4**	**273**	**390**
Total Volume	11	0	13	24	4	400	0	404	0	0	0	0	0	1051	9	1060	1488
% App. Total	45.8	0	54.2		1	99	0		0	0	0		0	99.2	0.8		
PHF	.917	.000	.542	.667	.500	.926	.000	.935	.000	.000	.000	.000	.000	.977	.563	.971	.954

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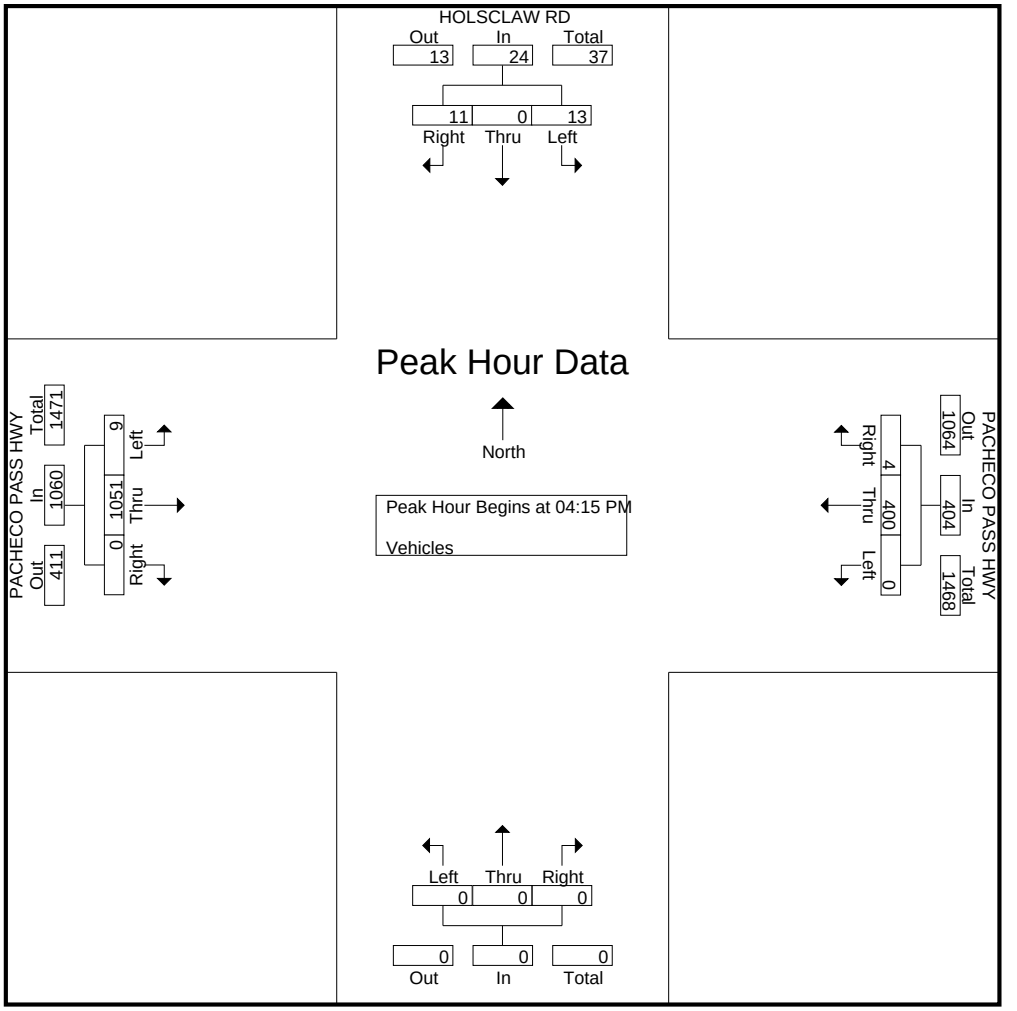

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Groups Printed- Vehicles

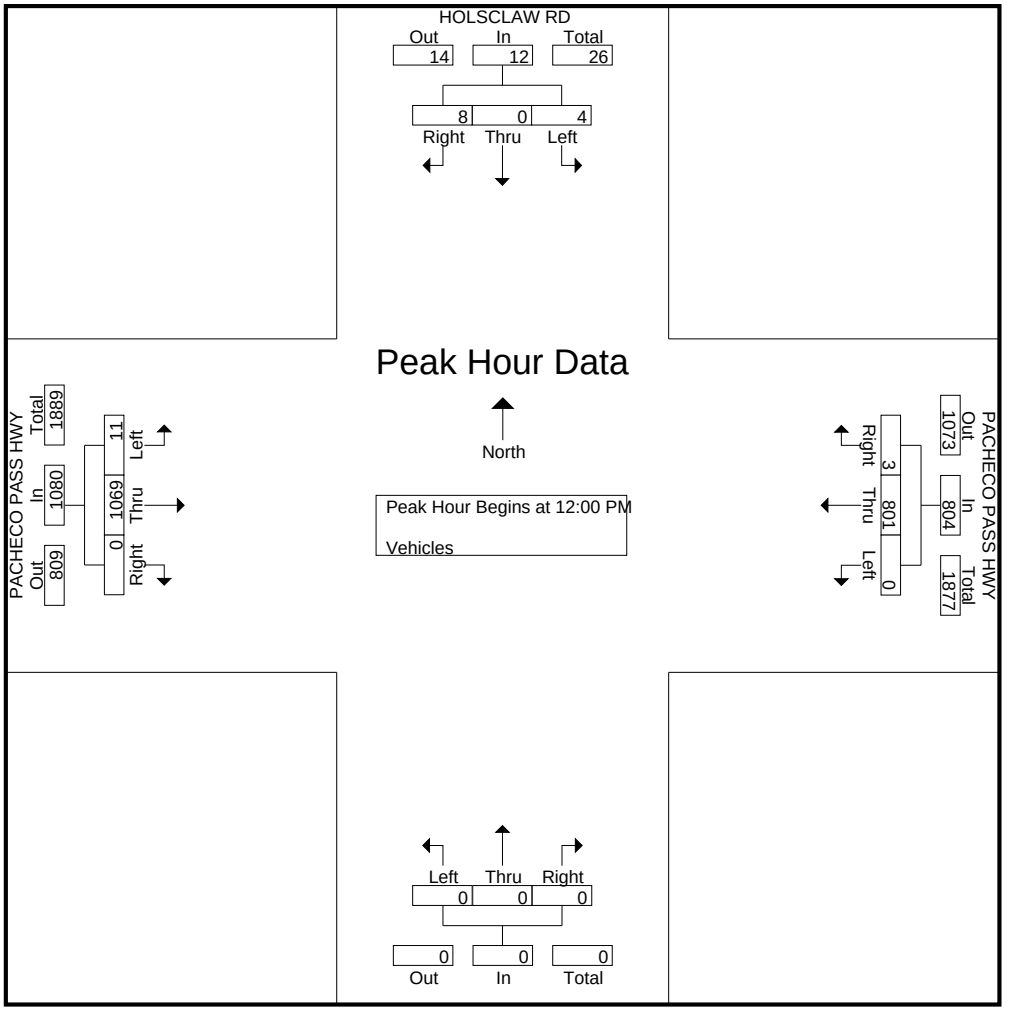
	HOLSCLAW RD Southbound					PACHECO PASS HWY Westbound					Northbound					PACHECO PASS HWY Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
12:00 PM	0	0	2	0	2	0	190	0	0	190	0	0	0	0	0	0	262	1	0	263	455
12:15 PM	4	0	0	0	4	2	213	0	0	215	0	0	0	0	0	0	289	2	0	291	510
12:30 PM	1	0	0	0	1	1	193	0	0	194	0	0	0	0	0	0	254	1	0	255	450
12:45 PM	3	0	2	0	5	0	205	0	0	205	0	0	0	0	0	0	264	7	0	271	481
Total	8	0	4	0	12	3	801	0	0	804	0	0	0	0	0	0	1069	11	0	1080	1896
01:00 PM	2	0	0	0	2	3	198	0	0	201	0	0	0	0	0	0	230	3	0	233	436
01:15 PM	3	0	0	0	3	0	193	0	0	193	0	0	0	0	0	0	289	2	0	291	487
01:30 PM	2	0	1	0	3	3	158	0	1	162	0	0	0	0	0	0	286	0	0	286	451
01:45 PM	0	0	1	0	1	1	189	0	0	190	0	0	0	0	0	0	230	2	0	232	423
Total	7	0	2	0	9	7	738	0	1	746	0	0	0	0	0	0	1035	7	0	1042	1797
Grand Total	15	0	6	0	21	10	1539	0	1	1550	0	0	0	0	0	0	2104	18	0	2122	3693
Apprch %	71.4	0	28.6	0		0.6	99.3	0	0.1		0	0	0	0		0	99.2	0.8	0		
Total %	0.4	0	0.2	0	0.6	0.3	41.7	0	0	42	0	0	0	0	0	0	57	0.5	0	57.5	

	HOLSCLAW RD Southbound				PACHECO PASS HWY Westbound				Northbound				PACHECO PASS HWY Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 01:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	**2**	2	0	190	0	190	0	0	0	0	0	262	1	263	455
12:15 PM	**4**	0	0	4	**2**	**213**	0	**215**	0	0	0	0	0	**289**	2	**291**	**510**
12:30 PM	1	0	0	1	1	193	0	194	0	0	0	0	0	254	1	255	450
12:45 PM	3	0	2	**5**	0	205	0	205	0	0	0	0	0	264	**7**	271	481
Total Volume	8	0	4	12	3	801	0	804	0	0	0	0	0	1069	11	1080	1896
% App. Total	66.7	0	33.3		0.4	99.6	0		0	0	0		0	99	1		
PHF	.500	.000	.500	.600	.375	.940	.000	.935	.000	.000	.000	.000	.000	.925	.393	.928	.929

Traffic Data Service

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

File Name : 2 FINAL
Site Code : 00000002
Start Date : 11/18/2017
Page No : 2

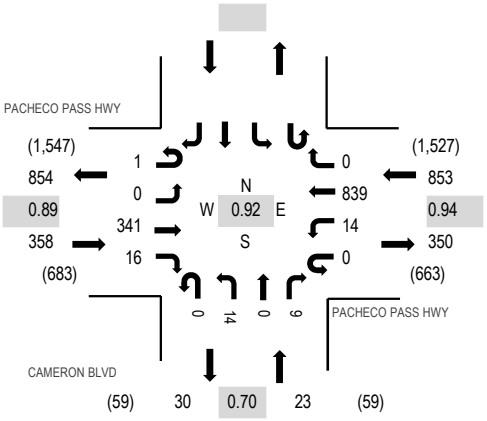


All Traffic Data Services Inc.

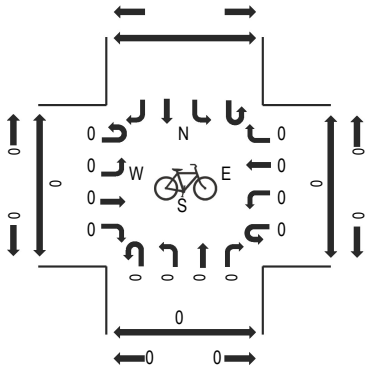
(303) 216-2439
www.alltrafficdata.net

Location: 25 CAMERON BLVD & PACHECO PASS HWY AM
Date: Wednesday, November 20, 2019
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

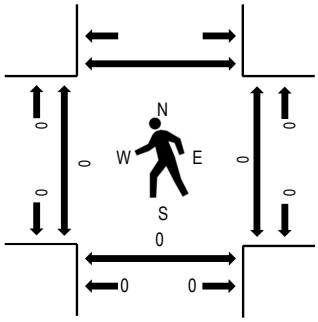
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PACHECO PASS HWY Eastbound				PACHECO PASS HWY Westbound				CAMERON BLVD Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	70	2	0	2	198	0	0	4	0	1					277	1,207	0	0	0	
7:15 AM	0	0	65	2	0	1	202	0	0	1	0	1					272	1,234	0	0	0	
7:30 AM	1	0	88	2	0	4	222	0	0	4	0	2					323	1,232	0	0	0	
7:45 AM	0	0	102	7	0	3	216	0	0	4	0	3					335	1,169	0	0	0	
8:00 AM	0	0	86	5	0	6	199	0	0	5	0	3					304	1,062	0	0	0	
8:15 AM	1	0	82	3	1	2	171	0	0	5	0	5					270		0	0	0	
8:30 AM	2	0	91	9	0	4	140	0	0	12	0	2					260		0	0	0	
8:45 AM	1	0	61	3	0	4	152	0	0	7	0	0					228		0	0	0	

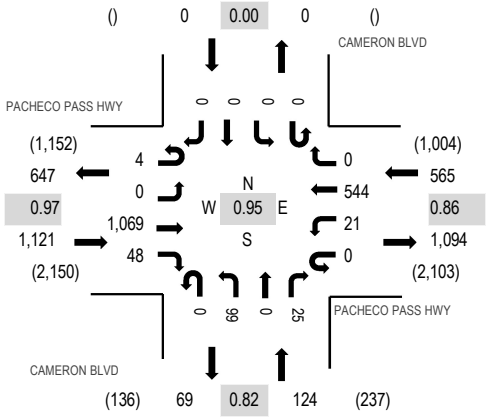
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	29	0	0	1	79	0	0	1	0	4					114
Lights	1	0	303	15	0	12	745	0	0	12	0	4					1,092
Mediums	0	0	9	1	0	1	15	0	0	1	0	1					28
Total	1	0	341	16	0	14	839	0	0	14	0	9					1,234

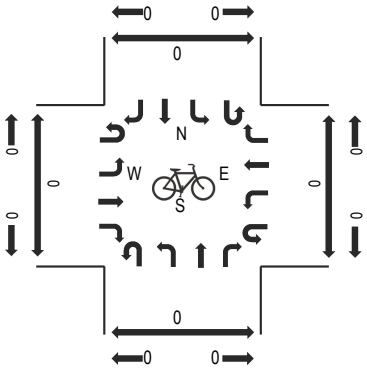
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 CAMERON BLVD & PACHECO PASS HWY PM
Date: Thursday, November 5, 2020
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

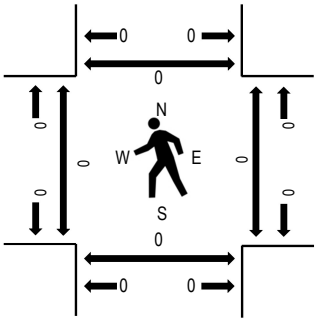
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PACHECO PASS HWY Eastbound				PACHECO PASS HWY Westbound				CAMERON BLVD Northbound				CAMERON BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	1	0	252	15	0	8	101	0	0	31	0	7	0	0	0	0	415	1,810	0	0	0	0
4:15 PM	0	0	277	10	0	2	163	0	0	21	0	4	0	0	0	0	477	1,803	0	0	0	0
4:30 PM	0	0	265	13	0	4	151	0	0	21	0	6	0	0	0	0	460	1,767	0	0	0	0
4:45 PM	3	0	275	10	0	7	129	0	0	26	0	8	0	0	0	0	458	1,700	0	0	0	0
5:00 PM	1	0	255	14	0	3	105	0	0	19	0	11	0	0	0	0	408	1,581	0	0	0	0
5:15 PM	1	0	254	15	0	3	138	0	0	23	0	7	0	0	0	0	441		0	0	0	0
5:30 PM	1	0	245	13	0	1	106	0	0	17	0	10	0	0	0	0	393		0	0	0	0
5:45 PM	1	0	219	10	0	8	75	0	0	18	0	8	0	0	0	0	339		0	0	0	0

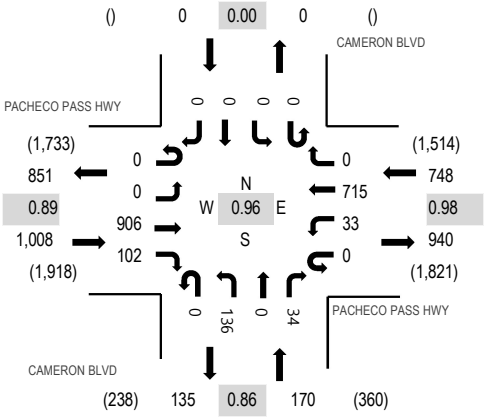
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	42	9	0	2	18	0	0	8	0	0	0	0	0	0	79
Bikes on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	4	0	1,016	37	0	17	517	0	0	90	0	23	0	0	0	0	1,704
Mediums	0	0	11	2	0	2	9	0	0	1	0	2	0	0	0	0	27
Total	4	0	1,069	48	0	21	544	0	0	99	0	25	0	0	0	0	1,810

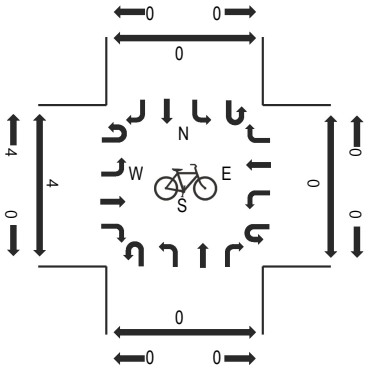
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 4 CAMERON BLVD & PACHECO PASS HWY Noon
Date: Saturday, November 7, 2020
Peak Hour: 01:00 PM - 02:00 PM
Peak 15-Minutes: 01:45 PM - 02:00 PM

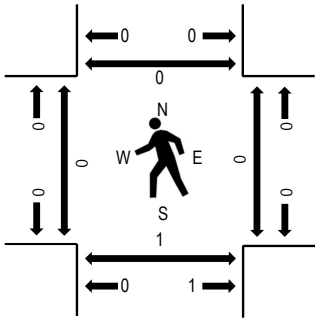
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PACHECO PASS HWY Eastbound				PACHECO PASS HWY Westbound				CAMERON BLVD Northbound				CAMERON BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	1	0	220	22	0	6	189	0	0	36	0	14	0	0	0	0	488	1,866	0	0	0	0
12:15 PM	0	0	206	19	0	4	186	0	0	34	0	11	0	0	0	0	460	1,827	0	0	0	0
12:30 PM	1	0	176	21	0	5	187	0	0	23	0	17	0	0	0	0	430	1,843	0	0	0	0
12:45 PM	0	0	225	19	0	7	182	0	0	43	0	12	0	0	0	0	488	1,910	0	0	0	0
1:00 PM	0	0	217	17	0	4	161	0	0	38	0	12	0	0	0	0	449	1,926	0	0	1	0
1:15 PM	0	0	195	34	0	7	206	0	0	29	0	5	0	0	0	0	476		0	0	0	0
1:30 PM	0	0	257	27	0	14	166	0	0	28	0	5	0	0	0	0	497		0	0	0	0
1:45 PM	0	0	237	24	0	8	182	0	0	41	0	12	0	0	0	0	504		0	0	0	0

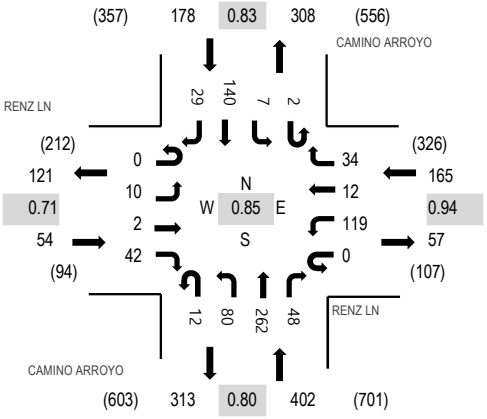
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	20	5	0	0	10	0	0	2	0	0	0	0	0	0	37
Bikes on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	879	97	0	33	698	0	0	133	0	34	0	0	0	0	1,874
Mediums	0	0	7	0	0	0	7	0	0	1	0	0	0	0	0	0	15
Total	0	0	906	102	0	33	715	0	0	136	0	34	0	0	0	0	1,926

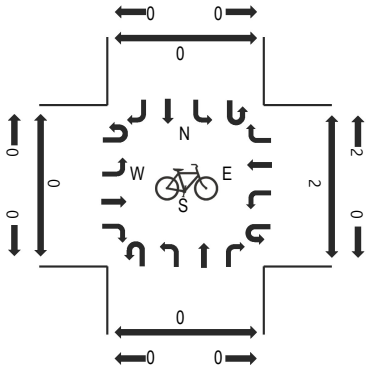
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 5 CAMINO ARROYO & RENZ LN AM
Date: Thursday, November 5, 2020
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

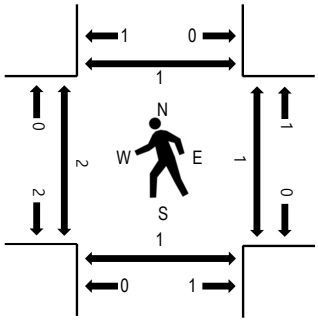
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	RENZ LN Eastbound				RENZ LN Westbound				CAMINO ARROYO Northbound				CAMINO ARROYO Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	2	1	6	0	28	1	8	1	16	41	4	1	3	22	4	138	679	0	0	0	0
7:15 AM	0	1	1	5	0	27	1	8	2	11	49	10	0	1	35	4	155	706	0	1	1	0
7:30 AM	0	3	1	9	0	27	2	13	3	14	59	12	1	7	42	8	201	742	0	0	0	1
7:45 AM	0	3	0	8	0	32	2	12	4	19	47	7	0	3	39	9	185	748	0	0	0	0
8:00 AM	0	0	0	10	0	30	3	8	1	15	54	6	1	1	29	7	165	799	0	0	0	0
8:15 AM	0	3	1	2	0	33	3	8	8	22	53	13	1	3	37	4	191		0	0	0	0
8:30 AM	0	6	0	13	0	34	3	4	2	16	76	11	0	2	33	7	207		1	0	0	1
8:45 AM	0	1	1	17	0	22	3	14	1	27	79	18	0	1	41	11	236		1	1	1	0

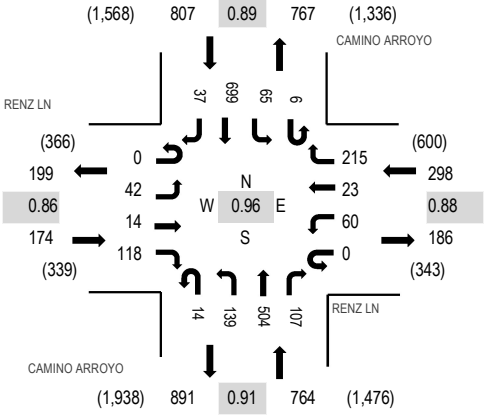
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	4	0	0	0	3	2	0	0	0	1	0	10
Bikes on Road	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Lights	0	10	2	42	0	108	12	34	12	77	251	47	2	7	134	29	767
Mediums	0	0	0	0	0	7	0	0	0	0	7	1	0	0	5	0	20
Total	0	10	2	42	0	119	12	34	12	80	262	48	2	7	140	29	799

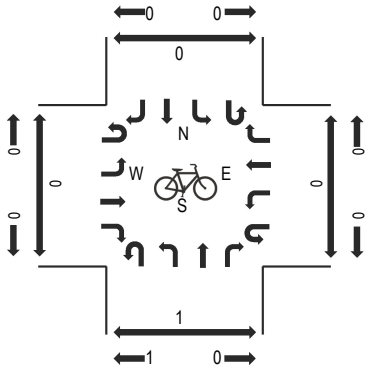
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 CAMINO ARROYO & RENZ LN PM
Date: Thursday, November 5, 2020
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

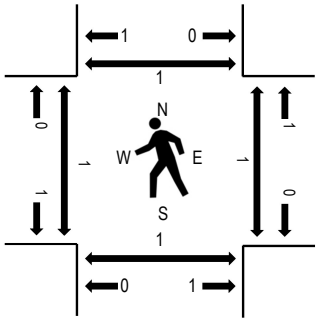
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	RENZ LN Eastbound				RENZ LN Westbound				CAMINO ARROYO Northbound				CAMINO ARROYO Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	6	4	27	0	19	6	48	7	37	120	29	1	20	196	10	530	2,043	0	0	0	0
4:15 PM	0	13	2	28	0	13	6	57	6	35	113	21	1	18	163	8	484	2,038	1	0	0	1
4:30 PM	0	13	2	40	0	18	5	51	0	27	138	22	3	14	187	6	526	2,012	0	0	0	0
4:45 PM	0	10	6	23	0	10	6	59	1	40	133	35	1	13	153	13	503	1,977	0	1	1	0
5:00 PM	0	7	0	33	0	77	4	10	1	32	133	22	2	12	183	9	525	1,940	0	1	1	0
5:15 PM	0	11	4	40	1	51	6	12	1	26	114	21	0	21	147	3	458		0	1	0	0
5:30 PM	0	5	0	27	0	67	2	15	3	33	109	24	3	14	184	5	491		0	0	1	0
5:45 PM	0	9	3	26	0	42	4	11	10	31	127	25	1	10	155	12	466		0	1	1	0

Peak Rolling Hour Flow Rates

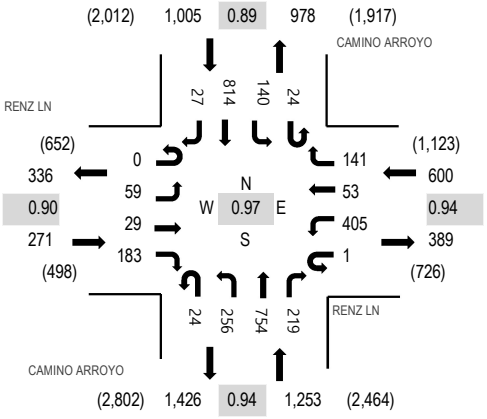
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	3	0	0	0	0	0	1	2	1	0	1	5	0	13
Bikes on Road	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Lights	0	42	14	114	0	60	23	214	14	134	500	105	6	62	690	36	2,014
Mediums	0	0	0	1	0	0	0	0	0	4	2	1	0	2	4	1	15
Total	0	42	14	118	0	60	23	215	14	139	504	107	6	65	699	37	2,043

All Traffic Data Services Inc.

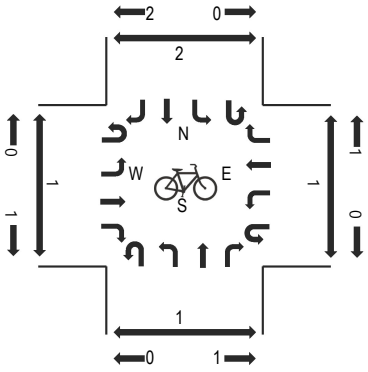
(303) 216-2439
www.alltrafficdata.net

Location: 5 CAMINO ARROYO & RENZ LN Noon
Date: Saturday, November 7, 2020
Peak Hour: 01:00 PM - 02:00 PM
Peak 15-Minutes: 01:45 PM - 02:00 PM

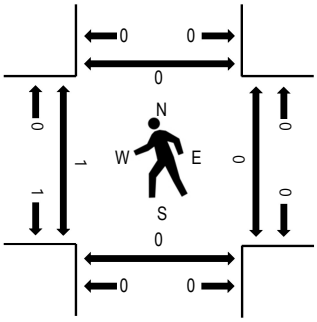
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	RENZ LN Eastbound				RENZ LN Westbound				CAMINO ARROYO Northbound				CAMINO ARROYO Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	15	3	42	0	100	15	23	6	63	165	43	0	31	177	9	692	2,968	0	0	0	0
12:15 PM	0	16	6	37	0	85	16	32	1	59	204	48	0	39	209	13	765	3,058	0	0	0	0
12:30 PM	0	9	5	44	0	89	7	36	7	44	188	43	0	32	200	5	709	3,089	0	0	0	0
12:45 PM	0	13	3	34	0	94	7	19	2	72	215	51	4	33	249	6	802	3,121	0	0	0	0
1:00 PM	0	13	8	46	1	104	9	42	7	76	169	60	10	38	191	8	782	3,129	0	0	0	0
1:15 PM	0	16	8	37	0	92	13	34	5	53	213	59	3	40	217	6	796		0	0	0	0
1:30 PM	0	13	8	54	0	109	19	31	7	60	174	49	7	29	178	3	741		0	0	0	0
1:45 PM	0	17	5	46	0	100	12	34	5	67	198	51	4	33	228	10	810		1	0	0	0

Peak Rolling Hour Flow Rates

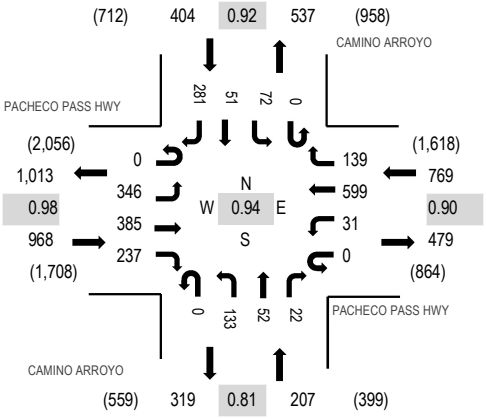
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	1	0	0	0	1	2	0	0	0	1	0	6
Bikes on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	59	29	182	1	404	53	141	24	255	749	219	24	140	811	27	3,118
Mediums	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	5
Total	0	59	29	183	1	405	53	141	24	256	754	219	24	140	814	27	3,129

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

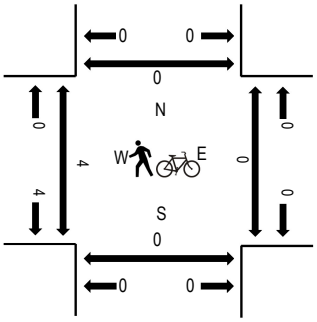
Location: 5 CAMINO ARROYO & PACHECO PASS HWY AM
Date: Tuesday, May 7, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	PACHECO PASS HWY Eastbound				PACHECO PASS HWY Westbound				CAMINO ARROYO Northbound				CAMINO ARROYO Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	44	76	45	0	10	219	28	0	24	5	7	0	8	4	52	522	2,125	0	0	0	0
7:15 AM	0	53	78	31	0	5	177	38	0	20	9	6	0	10	6	55	488	2,186	0	0	0	0
7:30 AM	0	44	86	34	0	2	177	35	0	41	6	3	0	11	5	48	492	2,284	1	0	0	0
7:45 AM	0	72	103	67	0	6	189	40	0	34	9	5	0	16	11	71	623	2,348	1	0	0	0
8:00 AM	0	79	104	54	0	13	156	34	0	38	11	10	0	10	11	63	583	2,312	0	0	0	0
8:15 AM	0	101	79	70	0	7	130	35	0	30	17	4	0	23	11	79	586		0	0	0	0
8:30 AM	0	94	99	46	0	5	124	30	0	31	15	3	0	23	18	68	556		0	0	0	0
8:45 AM	0	102	84	63	0	8	113	37	0	41	20	10	0	6	27	76	587		1	0	0	0

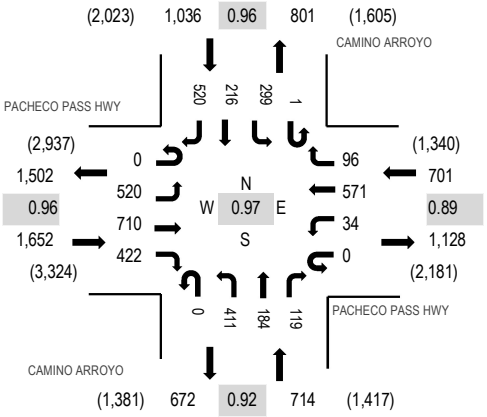
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	5	34	2	0	0	82	1	0	2	0	0	0	1	0	5	132
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	334	335	232	0	30	499	137	0	128	50	21	0	70	49	268	2,153
Mediums	0	7	16	3	0	1	18	1	0	3	2	1	0	1	2	8	63
Total	0	346	385	237	0	31	599	139	0	133	52	22	0	72	51	281	2,348

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

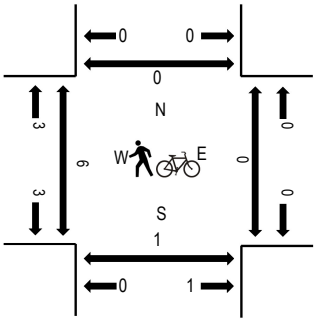
Location: 5 CAMINO ARROYO & PACHECO PASS HWY PM
Date: Tuesday, May 7, 2019
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	PACHECO PASS HWY Eastbound				PACHECO PASS HWY Westbound				CAMINO ARROYO Northbound				CAMINO ARROYO Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	145	163	117	0	8	134	32	0	94	54	35	0	49	57	131	1,019	4,084	0	0	0	0
4:15 PM	0	121	190	101	0	12	162	24	0	111	56	36	1	79	51	117	1,061	4,103	4	0	0	0
4:30 PM	0	114	199	96	0	8	124	19	0	107	42	33	0	65	54	132	993	4,025	0	0	0	0
4:45 PM	0	143	144	105	0	5	135	31	0	104	45	29	0	81	50	139	1,011	4,005	2	0	1	0
5:00 PM	0	142	177	120	0	9	150	22	0	89	41	21	0	74	61	132	1,038	4,020	0	0	0	0
5:15 PM	0	96	186	108	0	10	122	18	0	93	49	25	0	74	67	135	983		1	0	0	0
5:30 PM	0	136	166	122	0	1	129	23	0	103	39	26	1	70	39	118	973		3	1	1	0
5:45 PM	0	136	179	118	0	8	130	24	0	114	51	20	0	60	54	132	1,026		2	0	1	0

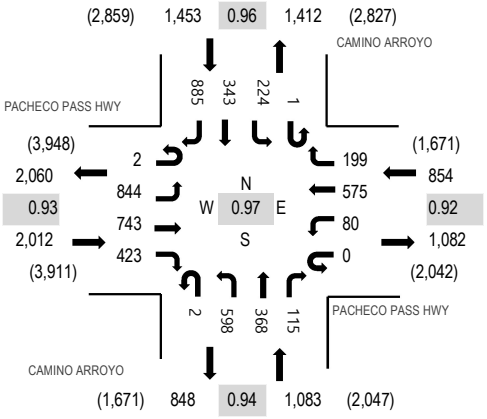
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	4	57	1	0	0	37	0	0	2	0	2	0	0	0	1	104
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	514	637	418	0	33	515	96	0	404	182	117	1	298	214	515	3,944
Mediums	0	2	16	3	0	1	19	0	0	5	2	0	0	1	2	4	55
Total	0	520	710	422	0	34	571	96	0	411	184	119	1	299	216	520	4,103

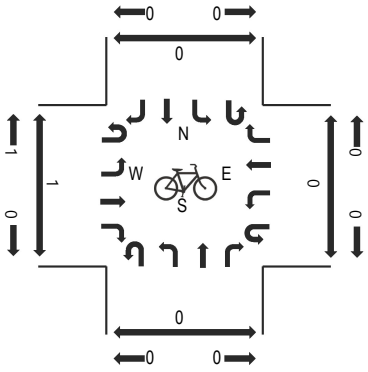
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 6 CAMINO ARROYO & PACHECO PASS HWY Noon
Date: Saturday, November 7, 2020
Peak Hour: 01:00 PM - 02:00 PM
Peak 15-Minutes: 01:45 PM - 02:00 PM

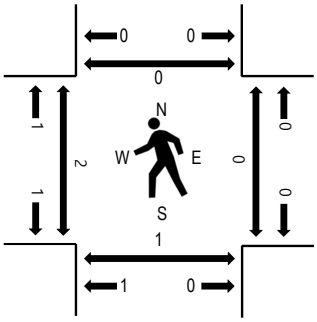
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PACHECO PASS HWY Eastbound				PACHECO PASS HWY Westbound				CAMINO ARROYO Northbound				CAMINO ARROYO Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	210	180	87	0	14	129	59	0	137	69	17	0	53	87	186	1,228	5,086	2	0	0	0
12:15 PM	1	229	169	102	0	26	153	45	0	130	86	30	1	50	79	190	1,291	5,243	0	0	0	0
12:30 PM	0	199	150	91	0	24	118	46	0	119	89	15	0	40	117	221	1,229	5,258	2	0	1	0
12:45 PM	1	227	157	96	0	12	124	67	0	153	88	31	0	68	88	226	1,338	5,353	1	0	1	0
1:00 PM	0	239	180	124	0	16	156	46	2	131	95	29	0	51	91	225	1,385	5,402	1	0	0	0
1:15 PM	2	218	187	93	0	25	132	46	0	162	76	24	1	42	90	208	1,306		1	0	1	0
1:30 PM	0	178	197	90	0	18	156	59	0	160	89	38	0	63	70	206	1,324		0	0	0	0
1:45 PM	0	209	179	116	0	21	131	48	0	145	108	24	0	68	92	246	1,387		0	0	0	0

Peak Rolling Hour Flow Rates

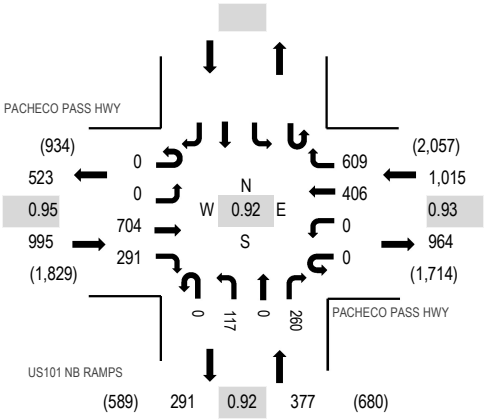
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	35	0	0	0	12	1	0	0	0	0	0	0	0	1	51
Bikes on Road	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	2	840	701	421	0	80	555	197	2	597	367	115	1	224	342	883	5,327
Mediums	0	1	7	2	0	0	8	1	0	1	1	0	0	0	1	1	23
Total	2	844	743	423	0	80	575	199	2	598	368	115	1	224	343	885	5,402

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

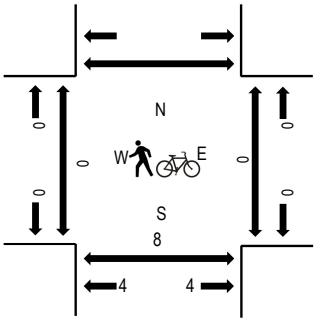
Location: 4 US101 NB RAMPS & PACHECO PASS HWY AM
Date: Tuesday, May 7, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	PACHECO PASS HWY Eastbound				PACHECO PASS HWY Westbound				US101 NB RAMPS Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	123	70	1	0	66	208	0	26	0	44					538	2,277	0	0	0	
7:15 AM	0	0	112	92	0	0	84	194	0	23	0	49					554	2,348	0	0	0	
7:30 AM	0	0	129	83	0	0	77	182	0	24	0	41					536	2,380	0	0	1	
7:45 AM	0	0	168	83	0	0	124	174	0	29	0	71					649	2,387	0	0	1	
8:00 AM	0	0	173	77	0	0	107	149	0	37	0	66					609	2,289	0	0	0	
8:15 AM	0	0	192	69	0	0	95	144	0	25	0	61					586		0	0	1	
8:30 AM	0	0	171	62	0	0	80	142	0	26	0	62					543		0	0	1	
8:45 AM	0	0	172	53	1	0	93	136	0	18	0	78					551		0	0	0	

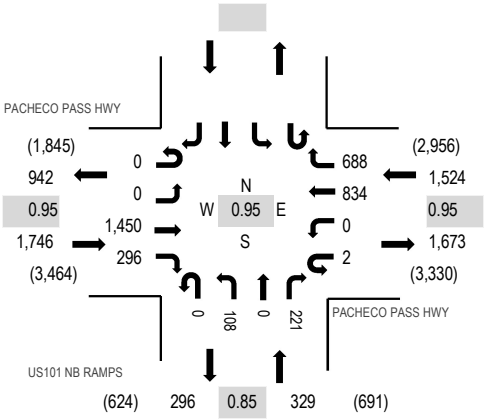
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	33	9	0	0	19	67	0	1	0	7					136
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0					0
Lights	0	0	652	263	0	0	372	527	0	111	0	245					2,170
Mediums	0	0	19	19	0	0	15	15	0	5	0	8					81
Total	0	0	704	291	0	0	406	609	0	117	0	260					2,387

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

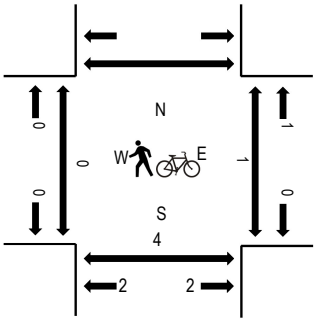
Location: 4 US101 NB RAMPS & PACHECO PASS HWY PM
Date: Tuesday, May 7, 2019
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	PACHECO PASS HWY Eastbound				PACHECO PASS HWY Westbound				US101 NB RAMPS Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	373	89	0	0	204	163	0	19	0	64					912	3,574	0	0	3	
4:15 PM	0	0	383	67	2	0	202	196	0	32	0	61					943	3,599	0	0	0	
4:30 PM	0	0	356	77	0	0	190	166	0	27	0	42					858	3,468	0	0	1	
4:45 PM	0	0	341	63	0	0	216	158	0	22	0	61					861	3,496	0	0	1	
5:00 PM	0	0	370	89	0	0	226	168	0	27	0	57					937	3,537	0	0	0	
5:15 PM	0	0	307	78	0	0	199	143	0	27	0	58					812		0	0	0	
5:30 PM	0	0	342	87	0	0	196	154	0	28	0	79					886		0	0	1	
5:45 PM	0	0	368	74	0	0	209	164	0	21	0	66					902		0	0	0	

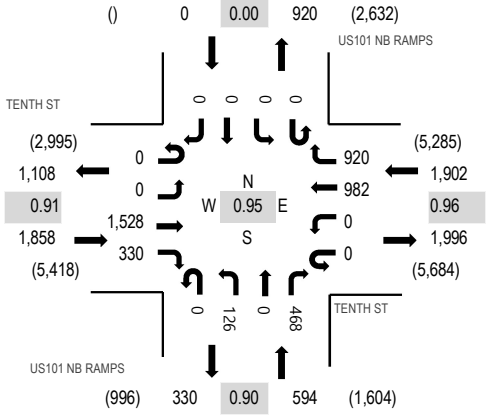
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	51	13	0	0	9	30	0	4	0	8					115
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0					0
Lights	0	0	1,378	272	2	0	816	639	0	101	0	210					3,418
Mediums	0	0	21	11	0	0	9	19	0	3	0	3					66
Total	0	0	1,450	296	2	0	834	688	0	108	0	221					3,599

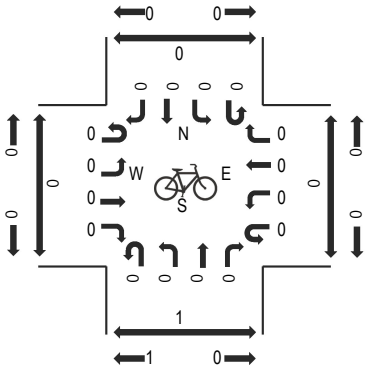
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 11 US101 NB RAMPS & TENTH ST Noon
Date: Saturday, September 7, 2019
Peak Hour: 12:15 PM - 01:15 PM
Peak 15-Minutes: 01:00 PM - 01:15 PM

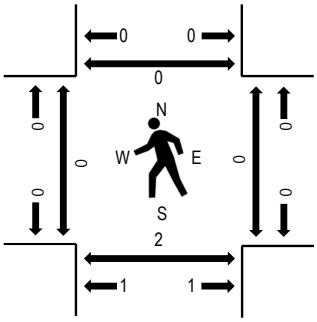
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TENTH ST Eastbound				TENTH ST Westbound				US101 NB RAMPS Northbound				US101 NB RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	347	65	0	0	177	186	0	28	0	97	0	0	0	0	900	3,827	0	0	0	0
11:15 AM	0	0	335	80	0	0	209	214	0	21	0	107	0	0	0	0	966	3,941	0	1	0	0
11:30 AM	0	0	354	81	0	0	198	192	0	26	0	101	0	0	0	0	952	4,074	0	0	2	0
11:45 AM	0	0	372	84	0	0	211	219	0	22	0	101	0	0	0	0	1,009	4,135	0	0	0	0
12:00 PM	0	0	363	91	0	0	188	229	0	35	0	108	0	0	0	0	1,014	4,218	0	0	1	0
12:15 PM	0	0	365	86	0	0	240	238	0	34	0	136	0	0	0	0	1,099	4,354	0	0	1	0
12:30 PM	0	0	340	82	0	0	220	223	0	24	0	124	0	0	0	0	1,013	4,249	0	0	0	0
12:45 PM	0	0	385	74	0	0	257	227	0	42	0	107	0	0	0	0	1,092	4,272	0	0	1	0
1:00 PM	0	0	438	88	0	0	265	232	0	26	0	101	0	0	0	0	1,150	4,262	0	0	0	0
1:15 PM	0	0	346	95	0	0	192	226	0	28	0	107	0	0	0	0	994		0	0	0	0
1:30 PM	0	0	374	86	0	0	263	205	0	27	0	81	0	0	0	0	1,036		0	0	1	0
1:45 PM	0	0	403	84	0	0	233	241	0	29	0	92	0	0	0	0	1,082		0	0	0	0

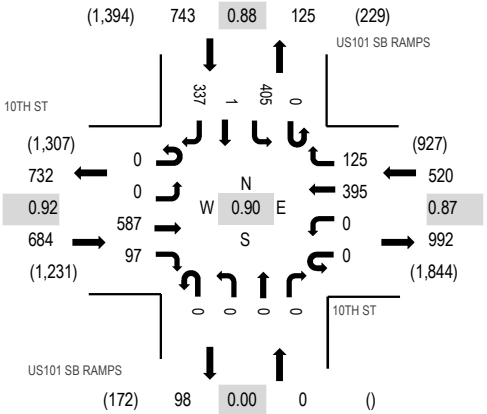
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	26	4	0	0	4	22	0	3	0	0	0	0	0	0	59
Lights	0	0	1,485	320	0	0	971	890	0	122	0	463	0	0	0	0	4,251
Mediums	0	0	17	6	0	0	7	8	0	1	0	5	0	0	0	0	44
Total	0	0	1,528	330	0	0	982	920	0	126	0	468	0	0	0	0	4,354

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

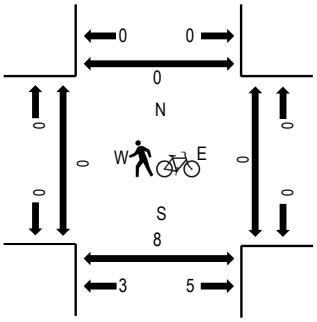
Location: 3 US101 SB RAMPS & 10TH ST AM
Date: Tuesday, May 7, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	10TH ST Eastbound				10TH ST Westbound				US101 SB RAMPS Northbound				US101 SB RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	103	23	0	0	65	24	0	0	0	0	0	90	0	58	363	1,714	0	0	0	0
7:15 AM	0	0	125	15	0	0	75	35	0	0	0	0	0	86	0	65	401	1,855	0	0	0	0
7:30 AM	0	0	118	21	0	0	78	18	0	0	0	0	0	103	0	72	410	1,927	0	0	0	0
7:45 AM	0	0	145	33	0	0	106	41	0	0	0	0	0	106	1	108	540	1,947	0	0	1	0
8:00 AM	0	0	147	15	0	0	118	31	0	0	0	0	0	101	0	92	504	1,838	0	0	0	0
8:15 AM	0	0	162	23	0	0	89	29	0	0	0	0	0	98	0	72	473		0	0	2	0
8:30 AM	0	0	133	26	0	0	82	24	0	0	0	0	0	100	0	65	430		0	0	1	0
8:45 AM	0	0	127	15	0	0	85	27	0	0	0	0	0	100	0	77	431		0	0	1	0

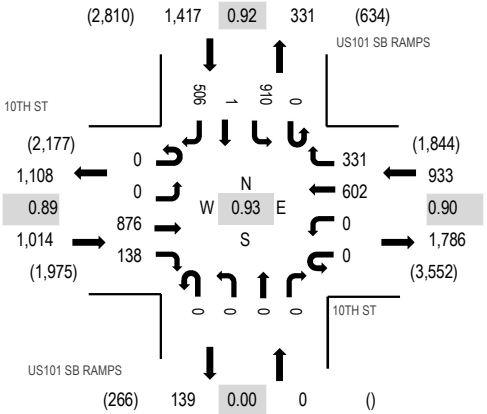
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	16	3	0	0	10	9	0	0	0	0	0	25	0	5	68
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	547	88	0	0	371	110	0	0	0	0	0	370	1	318	1,805
Mediums	0	0	24	6	0	0	14	6	0	0	0	0	0	10	0	14	74
Total	0	0	587	97	0	0	395	125	0	0	0	0	0	405	1	337	1,947

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

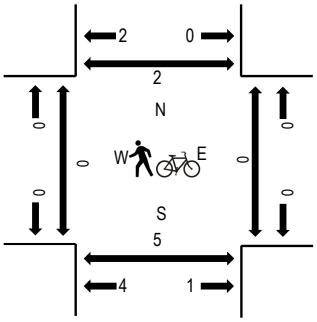
Location: 3 US101 SB RAMPS & 10TH ST PM
Date: Tuesday, May 7, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	10TH ST Eastbound				10TH ST Westbound				US101 SB RAMPS Northbound				US101 SB RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	233	30	0	0	154	66	0	0	0	0	0	230	1	114	828	3,265	0	0	1	0
4:15 PM	0	0	209	31	0	0	153	81	0	0	0	0	0	246	1	118	839	3,346	0	0	1	0
4:30 PM	0	0	204	37	0	0	159	65	0	0	0	0	0	237	0	114	816	3,289	0	0	2	0
4:45 PM	0	0	190	27	0	0	142	91	0	0	0	0	0	217	0	115	782	3,284	0	0	0	0
5:00 PM	0	0	241	44	0	0	187	79	0	0	0	0	0	235	1	122	909	3,364	0	0	0	0
5:15 PM	0	0	194	34	0	0	144	71	0	0	0	0	0	216	0	123	782		0	0	1	0
5:30 PM	0	0	224	26	0	0	139	89	0	0	0	0	0	217	0	116	811		0	0	1	0
5:45 PM	0	0	217	34	0	0	132	92	0	0	0	0	0	242	0	145	862		0	0	0	2

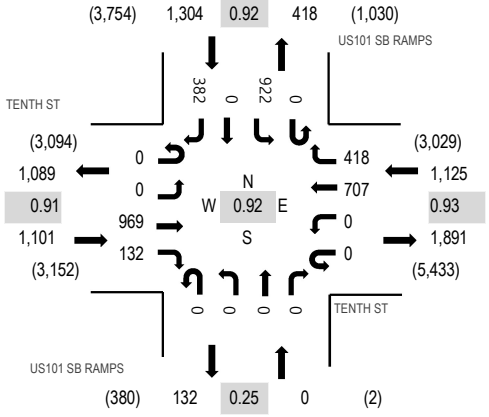
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	12	2	0	0	3	7	0	0	0	0	0	45	0	4	73
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	849	134	0	0	592	321	0	0	0	0	0	853	1	489	3,239
Mediums	0	0	15	2	0	0	7	3	0	0	0	0	0	12	0	13	52
Total	0	0	876	138	0	0	602	331	0	0	0	0	0	910	1	506	3,364

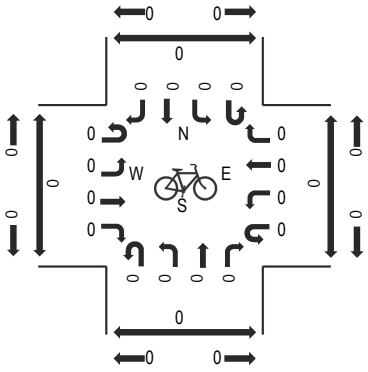
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 10 US101 SB RAMPS & TENTH ST Noon
Date: Saturday, September 7, 2019
Peak Hour: 12:45 PM - 01:45 PM
Peak 15-Minutes: 01:00 PM - 01:15 PM

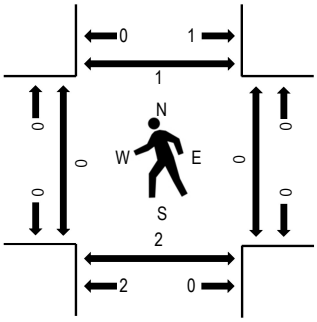
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TENTH ST Eastbound				TENTH ST Westbound				US101 SB RAMPS Northbound				US101 SB RAMPS Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	0	183	31	0	0	137	59	0	0	0	1	0	232	0	84	727	3,073	0	0	0	0
11:15 AM	0	0	210	24	0	0	166	77	0	0	0	0	0	212	1	76	766	3,170	0	0	1	0
11:30 AM	0	0	229	29	0	0	159	57	0	0	0	0	0	200	0	84	758	3,255	0	0	1	0
11:45 AM	0	0	251	27	0	0	151	87	0	0	0	0	0	209	0	97	822	3,285	0	0	3	0
12:00 PM	0	0	244	37	0	0	163	67	0	0	0	0	0	211	1	101	824	3,353	0	0	1	0
12:15 PM	0	0	240	33	0	0	182	82	0	0	0	0	0	214	0	100	851	3,489	0	0	2	0
12:30 PM	0	0	228	29	0	0	153	99	0	0	1	0	0	195	0	83	788	3,436	0	0	5	0
12:45 PM	0	0	235	32	0	0	200	101	0	0	0	0	0	231	0	91	890	3,530	0	0	1	0
1:00 PM	0	0	266	38	0	0	189	105	0	0	0	0	0	255	0	107	960	3,511	0	0	1	1
1:15 PM	0	0	223	29	0	0	142	91	0	0	0	0	0	216	0	97	798		0	0	0	0
1:30 PM	0	0	245	33	0	0	176	121	0	0	0	0	0	220	0	87	882		0	0	0	0
1:45 PM	0	0	221	35	0	0	182	83	0	0	0	0	0	262	1	87	871		0	0	1	0

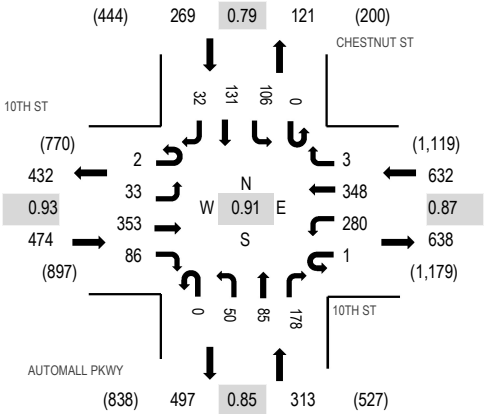
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	7	1	0	0	1	5	0	0	0	0	0	22	0	7	43
Lights	0	0	958	129	0	0	702	410	0	0	0	0	0	884	0	365	3,448
Mediums	0	0	4	2	0	0	4	3	0	0	0	0	0	16	0	10	39
Total	0	0	969	132	0	0	707	418	0	0	0	0	0	922	0	382	3,530

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

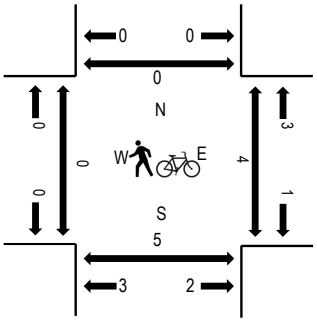
Location: 2 AUTOMALL PKWY & 10TH ST AM
Date: Tuesday, May 7, 2019
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	10TH ST Eastbound				10TH ST Westbound				AUTOMALL PKWY Northbound				CHESTNUT ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	4	76	11	0	39	66	0	0	12	5	16	0	32	17	4	282	1,413	1	0	1	0
7:15 AM	0	9	102	16	0	50	63	3	0	4	10	30	0	22	10	4	323	1,580	1	0	1	0
7:30 AM	0	6	86	23	0	52	73	0	0	8	12	33	0	19	26	8	346	1,672	0	1	1	0
7:45 AM	0	12	79	22	1	69	101	1	0	15	27	50	0	36	36	13	462	1,688	0	0	0	0
8:00 AM	1	10	93	22	0	78	103	0	0	8	18	44	0	24	38	10	449	1,574	0	0	3	0
8:15 AM	1	6	101	23	0	72	71	2	0	17	29	41	0	24	21	7	415		0	0	0	0
8:30 AM	0	5	80	19	0	61	73	0	0	10	11	43	0	22	36	2	362		0	1	0	0
8:45 AM	1	7	64	18	0	62	77	2	0	17	21	46	0	15	17	1	348		0	3	0	2

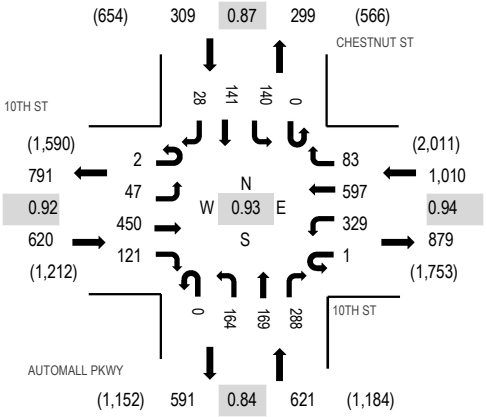
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	2	0	0	9	3	1	0	1	2	13	0	1	2	0	35
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	2	32	339	84	1	261	334	2	0	46	81	150	0	97	124	29	1,582
Mediums	0	0	12	2	0	10	11	0	0	3	2	15	0	8	5	3	71
Total	2	33	353	86	1	280	348	3	0	50	85	178	0	106	131	32	1,688

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

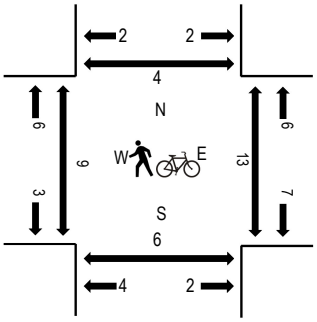
Location: 2 AUTOMALL PKWY & 10TH ST PM
Date: Tuesday, May 7, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	10TH ST Eastbound				10TH ST Westbound				AUTOMALL PKWY Northbound				CHESTNUT ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	1	14	110	21	0	72	152	44	0	51	41	83	0	40	37	7	673	2,534	4	4	2	0
4:15 PM	0	15	92	24	0	88	165	19	0	33	33	67	0	36	37	6	615	2,546	2	0	3	0
4:30 PM	0	13	115	27	1	76	139	27	0	49	54	85	0	31	29	4	650	2,560	0	2	0	4
4:45 PM	1	16	99	25	0	79	137	27	0	38	36	64	0	36	31	7	596	2,529	3	4	4	0
5:00 PM	0	12	133	29	0	89	154	23	0	37	49	75	0	39	39	6	685	2,527	2	3	0	0
5:15 PM	1	6	103	40	0	85	167	6	0	40	30	64	0	34	42	11	629		0	2	2	0
5:30 PM	0	15	122	27	0	85	133	5	0	39	35	56	0	47	46	9	619		0	0	0	0
5:45 PM	0	17	111	23	0	73	160	5	0	35	24	66	0	44	28	8	594		1	1	4	1

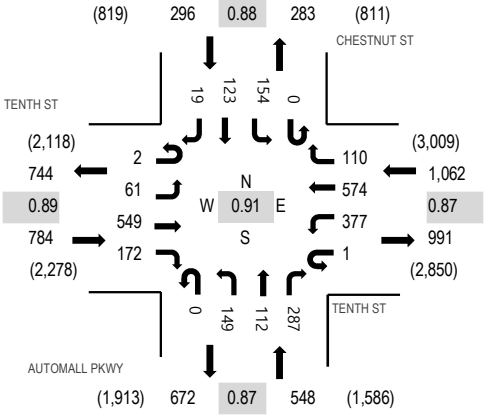
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	3	0	6	3	4	0	1	2	10	0	4	0	0	35
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	2	47	439	118	1	312	587	76	0	163	166	274	0	130	140	28	2,483
Mediums	0	0	9	0	0	11	7	3	0	0	1	4	0	6	1	0	42
Total	2	47	450	121	1	329	597	83	0	164	169	288	0	140	141	28	2,560

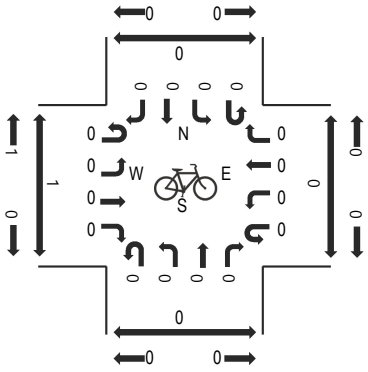
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 9 AUTOMALL PKWY & TENTH ST Noon
Date: Saturday, September 7, 2019
Peak Hour: 01:00 PM - 02:00 PM
Peak 15-Minutes: 01:00 PM - 01:15 PM

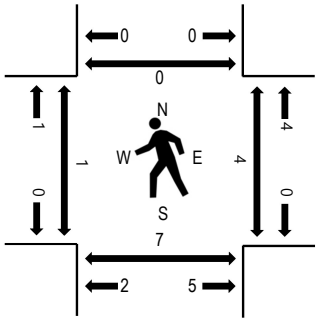
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TENTH ST Eastbound				TENTH ST Westbound				AUTOMALL PKWY Northbound				CHESTNUT ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	11	108	34	0	87	120	13	0	28	32	73	0	14	22	4	546	2,419	0	8	0	1
11:15 AM	2	12	109	41	0	89	134	29	0	32	19	73	0	28	27	1	596	2,536	1	1	2	0
11:30 AM	2	15	138	51	0	91	126	17	0	37	22	57	0	35	26	5	622	2,609	0	5	4	0
11:45 AM	0	8	167	53	0	86	129	27	0	26	23	70	0	30	30	6	655	2,598	0	5	3	0
12:00 PM	0	15	125	33	0	104	127	19	0	39	41	88	0	36	31	5	663	2,583	1	1	0	0
12:15 PM	2	17	141	47	0	75	143	32	0	45	24	65	0	44	33	1	669	2,658	0	2	0	0
12:30 PM	0	13	139	27	0	86	118	38	0	38	31	55	0	31	32	3	611	2,592	1	0	1	0
12:45 PM	0	19	130	35	0	68	166	23	0	31	28	61	0	42	33	4	640	2,674	0	2	0	0
1:00 PM	0	13	157	43	0	99	182	23	0	35	34	88	0	30	28	6	738	2,690	0	1	2	0
1:15 PM	0	18	125	44	1	87	121	18	0	37	21	64	0	40	27	0	603		1	1	2	0
1:30 PM	1	11	144	43	0	95	137	39	0	50	28	61	0	50	30	4	693		0	0	1	0
1:45 PM	1	19	123	42	0	96	134	30	0	27	29	74	0	34	38	9	656		0	2	2	0

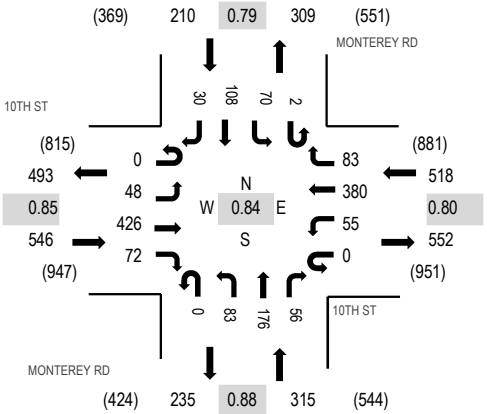
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	5	2	0	0	0	0	4	0	3	1	0	17
Lights	2	60	544	169	1	364	568	110	0	148	111	282	0	151	122	18	2,650
Mediums	0	1	3	3	0	8	4	0	0	1	1	1	0	0	0	1	23
Total	2	61	549	172	1	377	574	110	0	149	112	287	0	154	123	19	2,690

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

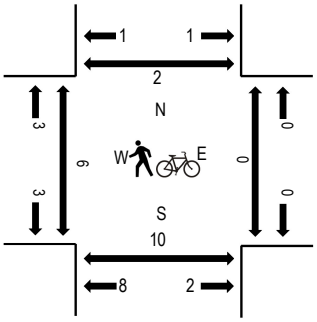
Location: 1 MONTEREY RD & 10TH ST AM
Date: Tuesday, May 7, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	10TH ST Eastbound				10TH ST Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	12	75	16	1	9	56	19	0	11	32	8	0	16	22	7	284	1,338	0	1	0	1
7:15 AM	0	9	94	12	0	12	65	14	0	9	36	8	0	10	18	3	290	1,529	1	0	6	0
7:30 AM	0	4	87	18	0	15	74	17	0	20	40	10	1	17	24	5	332	1,589	0	0	4	0
7:45 AM	0	14	98	25	0	13	113	28	0	22	55	12	0	14	26	12	432	1,551	3	0	4	0
8:00 AM	0	18	122	21	0	18	126	18	0	19	45	20	0	18	42	8	475	1,403	1	0	1	0
8:15 AM	0	12	119	8	0	9	67	20	0	22	36	14	1	21	16	5	350		1	0	1	1
8:30 AM	0	3	67	22	0	7	63	20	0	15	34	12	0	17	27	7	294		2	1	0	0
8:45 AM	0	7	69	15	0	13	66	18	0	14	36	14	2	8	16	6	284		1	2	2	3

Peak Rolling Hour Flow Rates

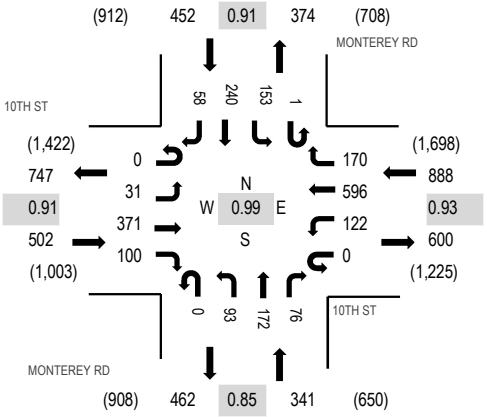
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	2	5	1	0	0	0	0	10
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	45	420	72	0	54	372	72	0	79	170	54	2	69	102	27	1,538
Mediums	0	3	5	0	0	1	7	11	0	2	1	1	0	1	6	3	41
Total	0	48	426	72	0	55	380	83	0	83	176	56	2	70	108	30	1,589

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

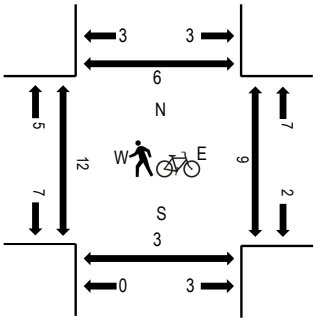
Location: 1 MONTEREY RD & 10TH ST PM
Date: Tuesday, May 7, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	10TH ST Eastbound				10TH ST Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	8	92	21	0	28	120	38	0	25	30	23	0	44	53	9	491	2,080	0	0	6	0
4:15 PM	0	7	99	36	0	31	141	47	0	22	47	17	0	39	61	17	564	2,142	0	0	5	1
4:30 PM	0	5	103	14	0	28	141	44	0	13	37	20	0	44	68	15	532	2,128	2	0	3	0
4:45 PM	0	5	94	17	0	28	132	32	0	23	33	19	1	31	61	17	493	2,139	0	2	6	0
5:00 PM	0	6	113	20	0	30	155	39	0	28	51	21	0	37	41	12	553	2,183	4	1	1	2
5:15 PM	0	8	98	27	0	35	155	48	0	22	46	20	1	28	49	13	550		2	0	2	1
5:30 PM	0	12	79	26	0	29	150	32	0	20	42	13	0	49	73	18	543		5	5	0	1
5:45 PM	0	5	81	27	0	28	136	51	0	23	33	22	0	39	77	15	537		1	1	0	0

Peak Rolling Hour Flow Rates

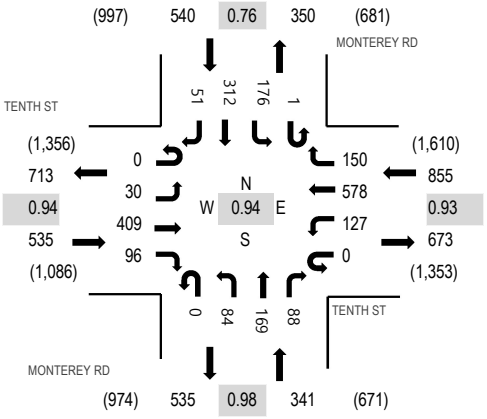
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	30	368	97	0	117	588	163	0	92	169	75	1	152	237	57	2,146
Mediums	0	1	3	3	0	5	8	5	0	1	3	1	0	1	3	1	35
Total	0	31	371	100	0	122	596	170	0	93	172	76	1	153	240	58	2,183

All Traffic Data Services Inc.

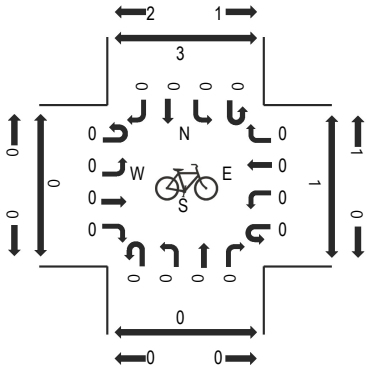
(303) 216-2439
www.alltrafficdata.net

Location: 1 MONTEREY RD & TENTH ST PM
Date: Thursday, September 5, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

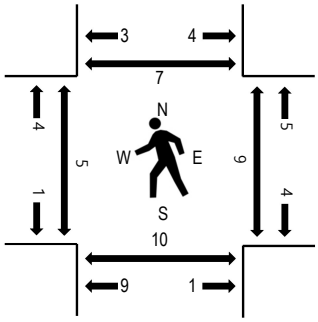
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TENTH ST Eastbound				TENTH ST Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	5	94	17	0	18	132	40	0	20	28	20	0	37	59	13	483	2,093	1	0	5	1
4:15 PM	0	4	122	20	0	33	112	40	0	25	43	19	0	43	55	14	530	2,192	0	0	3	0
4:30 PM	0	9	117	30	0	24	133	32	1	22	44	23	0	32	66	12	545	2,190	2	0	1	4
4:45 PM	0	9	101	23	0	24	123	44	0	24	33	28	0	44	69	13	535	2,248	0	1	3	0
5:00 PM	0	8	113	29	0	35	133	48	0	15	48	26	1	40	76	10	582	2,271	0	1	2	4
5:15 PM	0	5	96	18	0	30	146	33	0	23	45	18	0	45	57	12	528		0	2	3	2
5:30 PM	0	8	87	24	0	32	164	35	0	21	34	18	0	47	117	16	603		4	5	3	0
5:45 PM	0	9	113	25	0	30	135	34	0	25	42	26	0	44	62	13	558		1	1	2	1

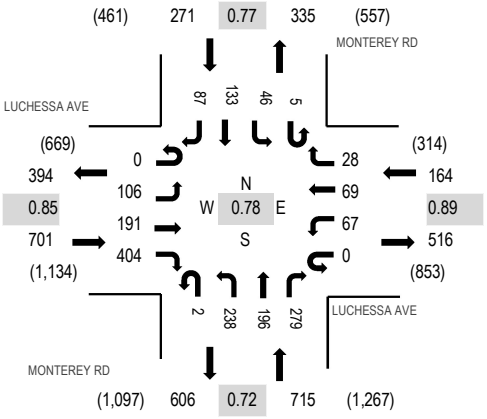
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	3
Lights	0	28	408	94	0	126	576	145	0	84	168	87	1	175	307	50	2,249
Mediums	0	2	1	1	0	1	1	5	0	0	1	0	0	1	5	1	19
Total	0	30	409	96	0	127	578	150	0	84	169	88	1	176	312	51	2,271

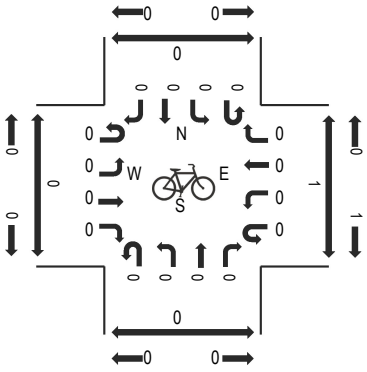
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 2 MONTEREY RD & LUCHESSA AVE AM
Date: Tuesday, November 5, 2019
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

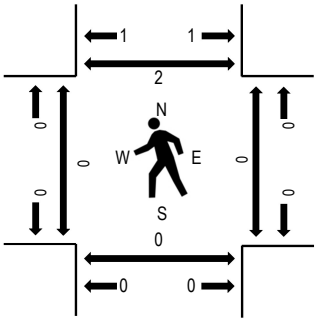
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LUCHESSA AVE Eastbound				LUCHESSA AVE Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	19	17	89	0	21	10	4	0	44	30	56	1	10	28	8	337	1,723	0	2	0	3
7:15 AM	0	13	13	98	0	20	10	6	1	58	32	51	1	6	43	15	367	1,831	1	0	0	1
7:30 AM	0	17	30	111	0	15	23	8	1	59	48	61	0	8	29	18	428	1,851	0	0	0	2
7:45 AM	0	39	57	110	0	15	19	9	0	94	62	95	1	18	34	38	591	1,727	0	0	0	0
8:00 AM	0	32	56	93	0	19	17	3	0	46	45	66	1	11	39	17	445	1,453	0	0	0	0
8:15 AM	0	18	48	90	0	18	10	8	1	39	41	57	3	9	31	14	387		0	0	0	0
8:30 AM	0	9	27	74	0	13	11	9	0	38	32	53	1	6	15	16	304		0	1	0	0
8:45 AM	0	7	21	46	0	24	16	6	0	43	48	66	4	11	19	6	317		0	1	0	1

Peak Rolling Hour Flow Rates

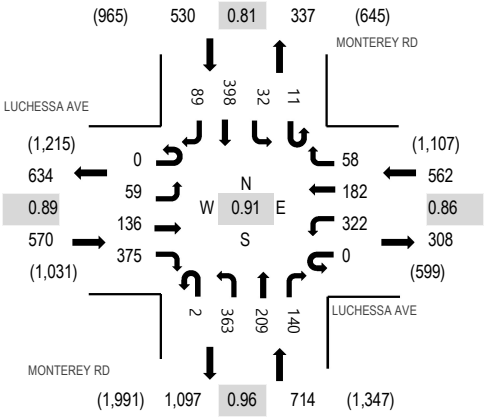
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	13	0	1	0	4	0	20	0	2	0	0	41
Lights	0	106	187	402	0	47	66	23	2	231	192	252	5	42	130	87	1,772
Mediums	0	0	4	1	0	7	3	4	0	3	4	7	0	2	3	0	38
Total	0	106	191	404	0	67	69	28	2	238	196	279	5	46	133	87	1,851

All Traffic Data Services Inc.

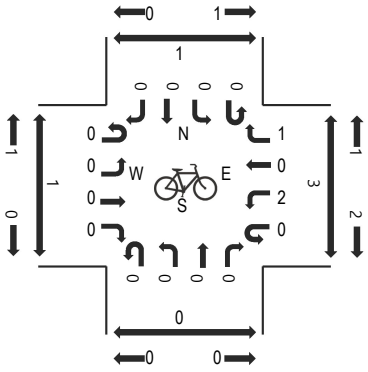
(303) 216-2439
www.alltrafficdata.net

Location: 2 MONTEREY RD & LUCHESSA AVE PM
Date: Thursday, September 5, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

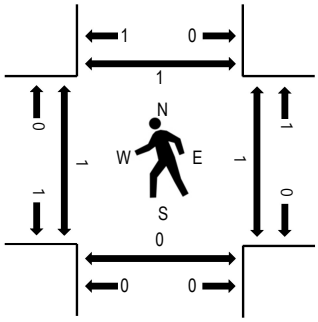
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LUCHESSA AVE Eastbound				LUCHESSA AVE Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	15	38	63	0	80	51	15	0	67	47	41	2	10	67	16	512	2,116	0	0	0	0
4:15 PM	0	16	22	57	0	71	38	15	1	66	37	39	0	12	59	22	455	2,256	0	0	0	0
4:30 PM	0	13	33	76	0	111	48	18	1	68	44	37	4	8	89	19	569	2,363	0	1	0	0
4:45 PM	0	17	24	102	0	85	40	13	0	75	61	40	1	10	91	21	580	2,376	1	0	0	0
5:00 PM	0	16	35	110	0	91	56	12	0	88	67	33	4	7	115	18	652	2,334	0	0	0	0
5:15 PM	0	14	43	91	0	74	46	12	1	105	38	39	5	11	69	14	562		0	0	0	0
5:30 PM	0	12	34	72	0	72	40	21	1	95	43	28	1	4	123	36	582		0	1	0	1
5:45 PM	0	29	29	70	0	52	41	5	0	121	47	17	1	5	97	24	538		0	0	0	0

Peak Rolling Hour Flow Rates

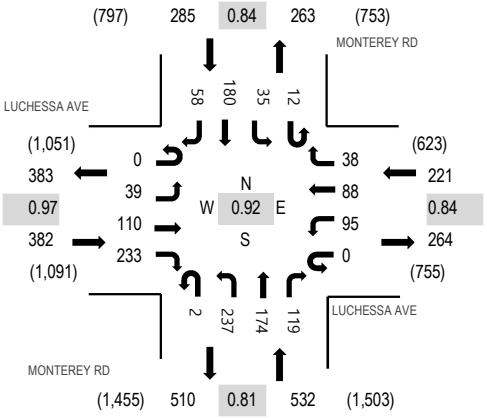
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	6	0	1	0	0	0	17	0	1	3	0	28
Lights	0	57	134	375	0	310	181	56	2	360	208	112	11	27	391	88	2,312
Mediums	0	2	2	0	0	6	1	1	0	3	1	11	0	4	4	1	36
Total	0	59	136	375	0	322	182	58	2	363	209	140	11	32	398	89	2,376

All Traffic Data Services Inc.

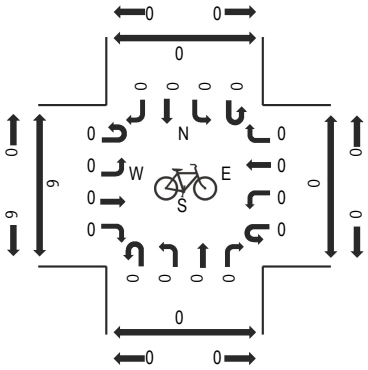
(303) 216-2439
www.alltrafficdata.net

Location: 2 MONTEREY RD & LUCHESSA AVE Noon
Date: Saturday, September 7, 2019
Peak Hour: 12:00 PM - 01:00 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

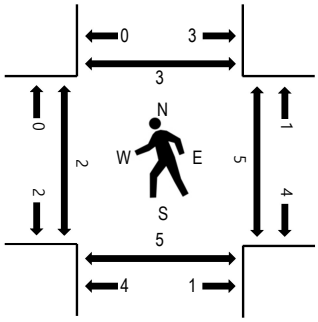
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LUCHESSA AVE Eastbound				LUCHESSA AVE Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
11:00 AM	0	11	22	49	0	22	21	10	0	54	39	38	4	8	30	11	319	1,283	0	0	0	1
11:15 AM	0	12	36	64	0	16	11	11	1	49	49	28	2	2	40	10	331	1,323	0	0	0	1
11:30 AM	0	14	23	49	0	26	20	4	3	49	44	34	4	5	40	12	327	1,345	0	0	0	1
11:45 AM	0	10	28	43	0	19	26	5	0	57	34	28	1	5	36	14	306	1,402	0	0	0	0
12:00 PM	0	12	25	59	0	17	25	9	1	49	46	36	4	7	54	15	359	1,420	0	0	0	0
12:15 PM	0	17	23	60	0	38	22	9	0	59	29	25	3	10	44	14	353	1,409	2	1	1	0
12:30 PM	0	7	27	63	0	17	20	14	1	66	67	31	3	10	42	16	384	1,385	0	0	0	0
12:45 PM	0	3	35	51	0	23	21	6	0	63	32	27	2	8	40	13	324	1,334	0	4	4	3
1:00 PM	0	17	27	56	0	26	26	10	1	59	42	27	3	3	40	11	348	1,311	4	0	0	0
1:15 PM	0	11	26	52	0	15	15	9	0	63	34	24	3	9	52	16	329		0	0	0	0
1:30 PM	0	10	29	42	0	25	19	8	0	49	37	28	1	5	63	17	333		0	0	0	0
1:45 PM	0	7	24	47	0	36	14	8	0	38	35	27	1	5	52	7	301		0	0	0	0

Peak Rolling Hour Flow Rates

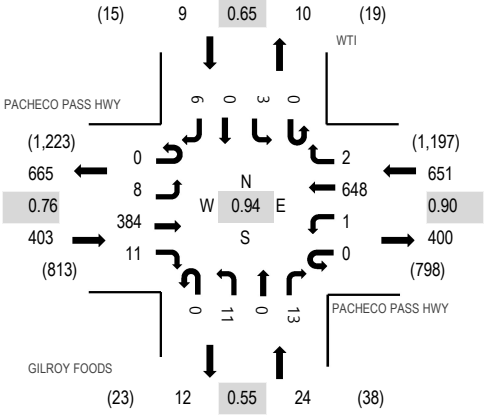
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	6	0	0	0	2	0	11	0	0	0	0	19
Lights	0	38	110	233	0	85	87	37	2	232	172	104	11	34	179	57	1,381
Mediums	0	1	0	0	0	4	1	1	0	3	2	4	1	1	1	1	20
Total	0	39	110	233	0	95	88	38	2	237	174	119	12	35	180	58	1,420

All Traffic Data Services Inc.

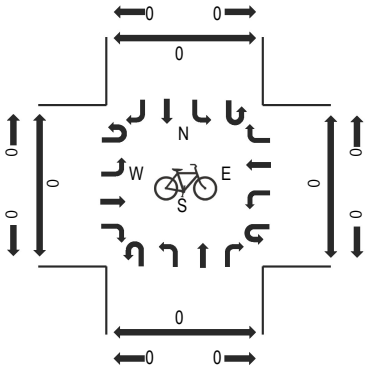
(303) 216-2439
www.alltrafficdata.net

Location: 9 GILROY FOODS & PACHECO PASS HWY AM
Date: Thursday, November 5, 2020
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

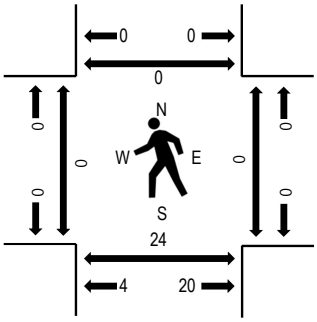
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PACHECO PASS HWY Eastbound				PACHECO PASS HWY Westbound				GILROY FOODS Northbound				WTI Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	3	81	1	0	3	151	0	0	9	0	2	0	0	0	0	250	1,057	0	0	4	0
7:15 AM	0	2	91	1	0	1	163	1	0	0	0	1	0	0	0	1	261	1,087	0	0	1	0
7:30 AM	0	3	85	1	0	0	148	1	0	6	0	9	0	1	0	2	256	1,065	0	0	12	0
7:45 AM	0	2	118	5	0	0	156	0	0	3	0	3	0	2	0	1	290	1,011	0	0	6	0
8:00 AM	0	1	90	4	0	0	181	0	0	2	0	0	0	0	0	2	280	1,006	0	0	5	0
8:15 AM	0	2	91	1	0	1	139	0	0	0	0	0	0	0	0	5	239		0	0	7	0
8:30 AM	0	2	88	2	0	0	109	0	0	1	0	0	0	0	0	0	202		0	0	4	0
8:45 AM	0	2	135	2	0	1	142	0	0	1	0	1	0	0	0	1	285		0	0	5	0

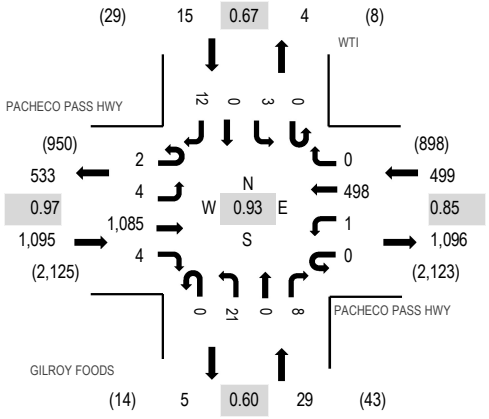
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	29	1	0	0	88	0	0	1	0	0	0	2	0	0	122
Bikes on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	6	347	10	0	1	545	2	0	10	0	13	0	0	0	5	939
Mediums	0	1	8	0	0	0	15	0	0	0	0	0	0	1	0	1	26
Total	0	8	384	11	0	1	648	2	0	11	0	13	0	3	0	6	1,087

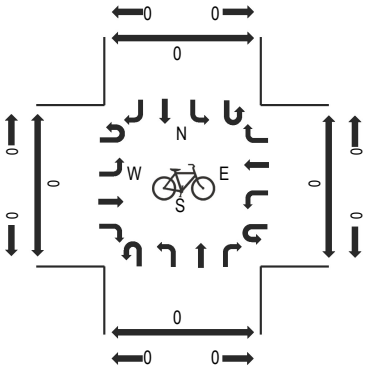
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 GILROY FOODS & PACHECO PASS HWY PM
Date: Thursday, November 5, 2020
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

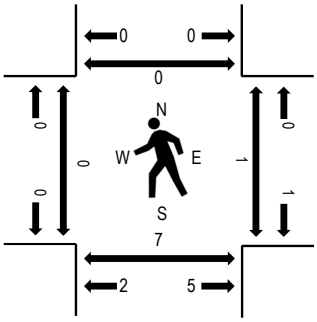
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PACHECO PASS HWY Eastbound				PACHECO PASS HWY Westbound				GILROY FOODS Northbound				WTI Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	2	258	1	0	0	107	0	0	1	0	0	0	0	0	3	372	1,622	0	0	5	0
4:15 PM	0	1	286	0	0	0	101	0	0	4	0	2	0	1	0	2	397	1,626	0	0	12	0
4:30 PM	2	2	270	0	0	0	146	0	0	7	0	5	0	1	0	5	438	1,638	0	0	3	0
4:45 PM	0	1	281	2	0	0	124	0	0	4	0	2	0	0	0	1	415	1,561	0	1	0	0
5:00 PM	0	1	268	1	0	0	95	0	0	4	0	1	0	2	0	4	376	1,473	0	0	1	0
5:15 PM	0	0	266	1	0	1	133	0	0	6	0	0	0	0	0	2	409		0	0	3	0
5:30 PM	3	0	247	2	0	2	99	0	0	2	0	2	0	0	0	4	361		0	0	0	0
5:45 PM	1	1	227	1	0	3	87	0	0	0	0	3	0	1	0	3	327		0	0	2	0

Peak Rolling Hour Flow Rates

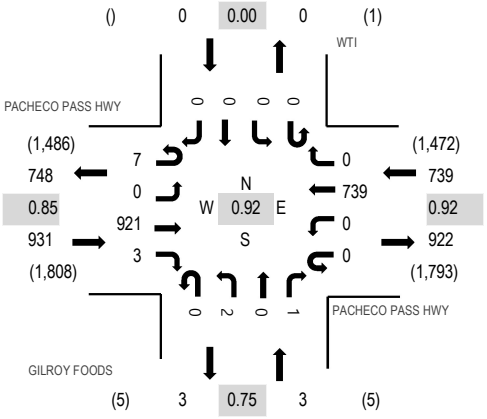
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	37	0	0	0	28	0	0	0	0	0	0	0	0	0	65
Bikes on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	2	2	1,033	4	0	1	459	0	0	21	0	8	0	3	0	12	1,545
Mediums	0	2	15	0	0	0	11	0	0	0	0	0	0	0	0	0	28
Total	2	4	1,085	4	0	1	498	0	0	21	0	8	0	3	0	12	1,638

All Traffic Data Services Inc.

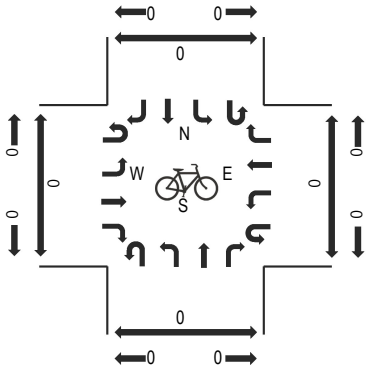
(303) 216-2439
www.alltrafficdata.net

Location: 9 GILROY FOODS & PACHECO PASS HWY Noon
Date: Saturday, November 7, 2020
Peak Hour: 01:00 PM - 02:00 PM
Peak 15-Minutes: 01:30 PM - 01:45 PM

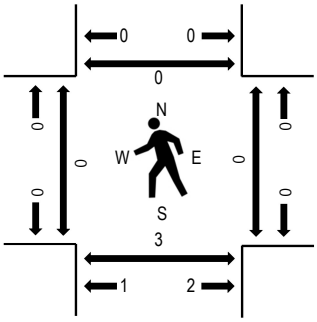
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PACHECO PASS HWY Eastbound				PACHECO PASS HWY Westbound				GILROY FOODS Northbound				WTI Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	237	1	0	1	185	0	0	1	0	0	0	0	0	0	425	1,612	0	0	0	0
12:15 PM	3	1	211	0	0	0	189	0	0	0	0	1	0	0	0	0	405	1,582	0	0	0	1
12:30 PM	0	0	195	0	0	0	192	0	0	0	0	0	0	0	0	0	387	1,555	0	0	0	0
12:45 PM	2	0	227	0	0	0	166	0	0	0	0	0	0	0	0	0	395	1,622	0	0	0	0
1:00 PM	1	0	221	0	0	0	172	0	0	0	0	1	0	0	0	0	395	1,673	0	0	2	0
1:15 PM	2	0	176	0	0	0	200	0	0	0	0	0	0	0	0	0	378		0	0	1	0
1:30 PM	2	0	271	2	0	0	178	0	0	1	0	0	0	0	0	0	454		0	0	0	0
1:45 PM	2	0	253	1	0	0	189	0	0	1	0	0	0	0	0	0	446		0	0	0	0

Peak Rolling Hour Flow Rates

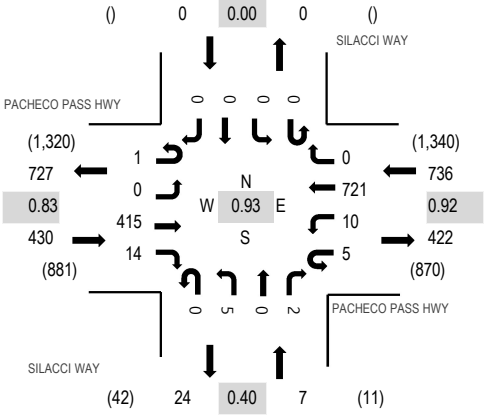
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	20	0	0	0	11	0	0	0	0	0	0	0	0	0	31
Bikes on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	7	0	893	3	0	0	720	0	0	2	0	1	0	0	0	0	1,626
Mediums	0	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	16
Total	7	0	921	3	0	0	739	0	0	2	0	1	0	0	0	0	1,673

All Traffic Data Services Inc.

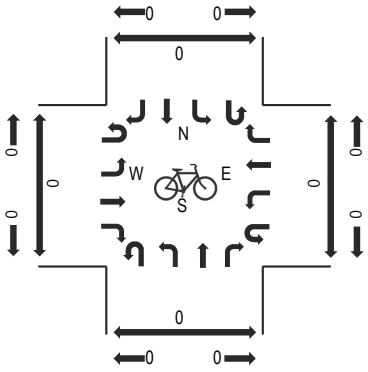
(303) 216-2439
www.alltrafficdata.net

Location: 7 SILACCI WAY & PACHECO PASS HWY AM
Date: Thursday, November 5, 2020
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

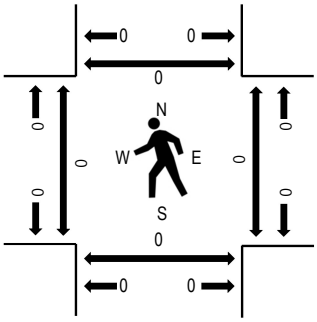
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PACHECO PASS HWY Eastbound				PACHECO PASS HWY Westbound				SILACCI WAY Northbound				SILACCI WAY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	101	2	0	1	185	0	0	1	0	0	0	0	0	0	290	1,147	0	0	0	0
7:15 AM	0	0	92	1	2	3	179	0	0	0	0	0	0	0	0	0	277	1,173	0	0	0	0
7:30 AM	1	0	99	5	1	1	164	0	0	0	0	1	0	0	0	0	272	1,146	0	0	0	0
7:45 AM	0	0	116	2	1	1	183	0	0	5	0	0	0	0	0	0	308	1,104	0	0	0	0
8:00 AM	0	0	108	6	1	5	195	0	0	0	0	1	0	0	0	0	316	1,085	0	0	0	0
8:15 AM	0	0	102	3	2	0	142	0	0	0	0	1	0	0	0	0	250		1	0	0	0
8:30 AM	0	0	100	3	0	4	123	0	0	0	0	0	0	0	0	0	230		0	0	0	0
8:45 AM	0	0	138	2	2	3	142	0	0	0	0	2	0	0	0	0	289		0	0	0	0

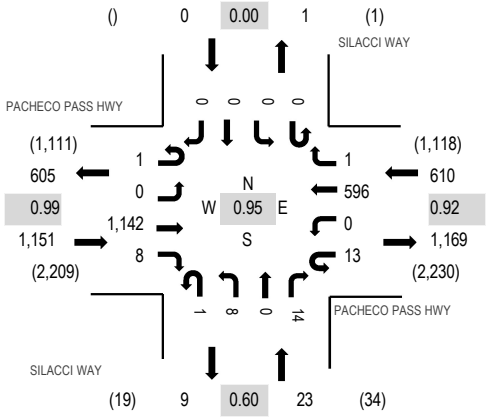
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	31	0	0	0	93	0	0	0	0	0	0	0	0	0	124
Bikes on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	0	371	14	5	9	616	0	0	5	0	2	0	0	0	0	1,023
Mediums	0	0	13	0	0	1	12	0	0	0	0	0	0	0	0	0	26
Total	1	0	415	14	5	10	721	0	0	5	0	2	0	0	0	0	1,173

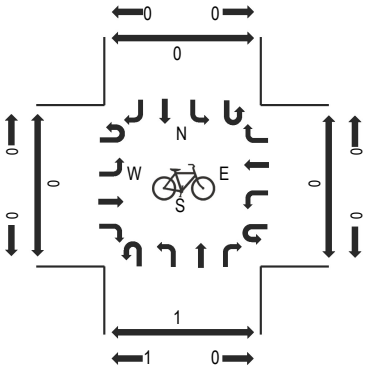
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 SILACCI WAY & PACHECO PASS HWY PM
Date: Thursday, November 5, 2020
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

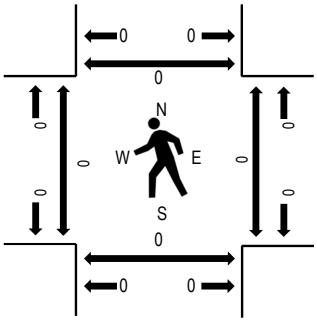
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PACHECO PASS HWY Eastbound				PACHECO PASS HWY Westbound				SILACCI WAY Northbound				SILACCI WAY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	1	0	274	6	2	0	124	0	0	1	0	3	0	0	0	0	411	1,768	0	0	0	0
4:15 PM	0	0	283	5	1	0	135	0	0	4	0	6	0	0	0	0	434	1,784	0	0	0	0
4:30 PM	0	0	292	0	3	0	167	0	1	3	0	4	0	0	0	0	470	1,780	0	0	0	0
4:45 PM	0	0	287	3	7	0	153	1	0	0	0	2	0	0	0	0	453	1,708	0	0	0	0
5:00 PM	1	0	280	0	2	0	141	0	0	1	0	2	0	0	0	0	427	1,593	0	0	0	0
5:15 PM	0	0	276	0	1	1	149	0	0	1	0	2	0	0	0	0	430		0	0	0	0
5:30 PM	0	0	265	1	1	0	129	0	0	0	0	2	0	0	0	0	398		0	0	0	0
5:45 PM	0	0	233	2	1	0	100	0	0	1	0	1	0	0	0	0	338		0	0	0	0

Peak Rolling Hour Flow Rates

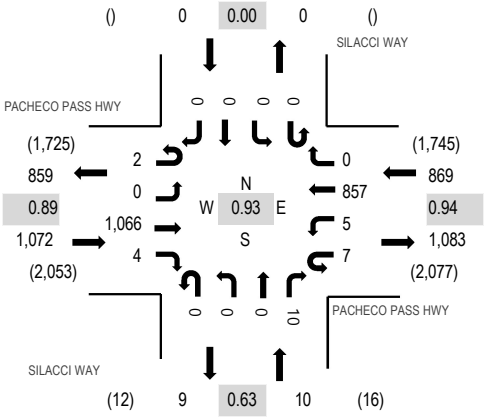
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	47	0	0	0	25	0	0	0	0	1	0	0	0	0	73
Bikes on Road	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Lights	1	0	1,083	5	13	0	564	0	1	8	0	13	0	0	0	0	1,688
Mediums	0	0	12	3	0	0	7	0	0	0	0	0	0	0	0	0	22
Total	1	0	1,142	8	13	0	596	1	1	8	0	14	0	0	0	0	1,784

All Traffic Data Services Inc.

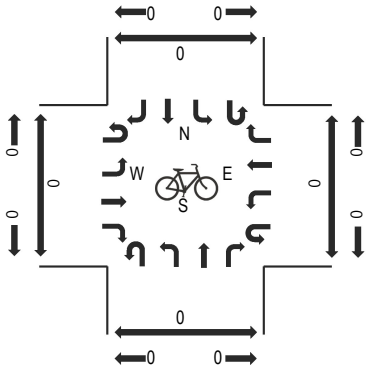
(303) 216-2439
www.alltrafficdata.net

Location: 7 SILACCI WAY & PACHECO PASS HWY Noon
Date: Saturday, November 7, 2020
Peak Hour: 01:00 PM - 02:00 PM
Peak 15-Minutes: 01:30 PM - 01:45 PM

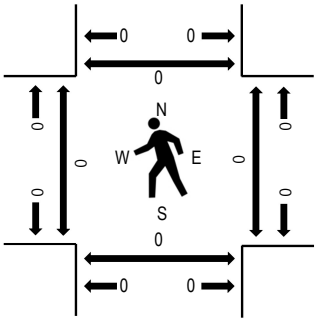
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PACHECO PASS HWY Eastbound				PACHECO PASS HWY Westbound				SILACCI WAY Northbound				SILACCI WAY Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	259	0	1	0	218	0	0	0	0	2	0	0	0	0	480	1,863	0	0	0	0
12:15 PM	1	0	249	0	3	0	230	0	0	0	0	0	0	0	0	0	483	1,840	0	0	0	0
12:30 PM	1	0	204	0	3	1	205	0	0	0	0	0	0	0	0	0	414	1,827	0	0	0	0
12:45 PM	0	0	267	0	2	2	211	0	0	0	0	4	0	0	0	0	486	1,935	0	0	1	0
1:00 PM	1	0	247	0	1	1	205	0	0	0	0	2	0	0	0	0	457	1,951	0	0	0	0
1:15 PM	0	0	246	2	4	2	216	0	0	0	0	0	0	0	0	0	470		0	0	0	0
1:30 PM	1	0	299	2	1	1	214	0	0	0	0	4	0	0	0	0	522		0	0	0	0
1:45 PM	0	0	274	0	1	1	222	0	0	0	0	4	0	0	0	0	502		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	30	0	0	0	13	0	0	0	0	0	0	0	0	0	43
Bikes on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	2	0	1,029	4	7	4	836	0	0	0	0	10	0	0	0	0	1,892
Mediums	0	0	7	0	0	1	8	0	0	0	0	0	0	0	0	0	16
Total	2	0	1,066	4	7	5	857	0	0	0	0	10	0	0	0	0	1,951

Appendix B
Approved Project Information

Approved Development Projects

#	Project Name/Applicant	Project Location/Address	Project Description
1	Eagle Ridge: Bellavista	Eagle Ridge Dr	16-lot single-family homes
2	Kroeger Eagle Ridge	SW of Santa Teresa Blvd, S of the Ballybunion Dr/Santa Teresa Blvd	Six SFR lots, three open space parcels, and a private street
3	Imwalle Properties (Santa Teresa Townhouses)	First St and Santa Teresa Blvd	217 townhouses
4	McCarthy Business Park (Wellington)	South side of Hwy. 152 East, east of Silacci Wy	145,715 sf Highway Commercial Shopping Center & 73.4 ac Industrial Park
5	Glen Loma Ranch Specific Plan	Santa Teresa Blvd, between Third St and Thomas Rd	1,690 residential units and 155,550 s.f. of commercial (433 units completed)
6	Hecker Pass Specific Plan	North and South of Hecker Pass Hwy, west of Santa Teresa Blvd	554 homes, 91.91 ksf agri-commercial, 3ksf convenience market, 29.19 ksf agriculture (337 units completed)
7	Kelton/1st Commercial	Northwest corner of First Street and Kelton Drive	12,000 s.f. commercial use
8	Larson Steel	5747 Obata Wy	10,500 s.f. industrial building with warehouse and steel fabrication shop
9	Greenfield Drive Subdivision	Thomas Ln	14 lots development on 8 acres
10	Lon Davis	Mayock Road (APN 841-76-031)	16,340 s.f. industrial warehouse
11	Wren/1st Retail - Walgreens	770 First Street	4,016 s.f. commerical building with drive-thru
12	James Vergara	8885 Forest Street	11,796 s.f. industrial building
13	Coffee Shop	7300 Monterey Road	40-seat coffee shop
14	Lonely Oak Brewery	7373 Monterey Road	Approximately 2,000 s.f. brewery
15	Single-Family Homes (Hillside)	In the vicinity of Mantelli Drive, north of Hecker Pass Road and west of Santa Teresa Boulevard	30 single-family hillside homes
16	First & Kern Apartments	First St and Kern Ave	120-unit apartments
17	Larissa Dickerson	7797 Monterey Road	Beer garden and brew house in a historic home
18	O'Reilly Auto Parts	303 East Tenth Street	7,000 s.f. O'Reilly Auto Parts store
19	Jose Montes	7533, 7530, 7539 Monterey Road	Miixed-use building with (3) restaurants and (3) residential units

Source: City of Gilroy Planning Department, September 202(

Pending Development Projects

#	Project Name/Applicant	Project Location/Address	Project Description
1	Downtown Specific Plan	Downtown Gilroy	560ksf retail, 312ksf office space, 1,276 residential units
2	Glen Loma Elementary School (GUSD)	N/e corner of Santa Teresa Blvd and Club Drive	800-student K-5 elementary school
3	Melia (Martin Industrial)	Southeast corner of Las Animas Ave and Monterey St.	9-lot industrial subdivision - 40,904 s.f. total
4	Wren Investor	Vickery Ln between Kern Ave and Wren Ave	137 low-density residential lots, 20 medium-density residential lots, 102 high-density townhome/apartments, and 0.40 acres of neighborhood commercial
5	Ohlone Garlic Center (Evergreen)	Northeast corner of Chestnut St and Tenth St	120 room hotel, gas station, car wash and 27ksf retail with drive-through restaurant uses
6	PUD Mixed Commercial	6970 Camino Arroyo	12ksf commercial/gas station, 137ksf hotel and 90ksf industrial development
7	5980 Travel Park Circle Gas Station	5980 Travel Park Circle	Gas Station with 10 fuel pumps, 3,800 s.f. convenience store, and car wash
8	7888 Monterey Mixed-Use	7888 Monterey Rd	Mixed use 3-story bld. 2 commercial "live/work" units + 16 residential units, ground level parking
9	Gilroy Nissan/Terra Ventures LLC	6807 Automall Parkway	23,948 s.f. car dealership for new and used automobile sales, automobile parts sales and automobile repair services onsite
10	Single-Family Homes (Hillside)	In the vicinity of Mantelli Drive, north of Hecker Pass Road and west of Santa Teresa Boulevard	2 single-family hillside homes
11	Gilroy Sports Park Complex (Phases 3 to 9)	Monterey Frontage Road, S. of West Luchessa Ave	Sports park with 7 multi-use ball fields, picnic areas, volley ball courts, bocce ball courts, skate facility, tot lot play area, bike/pedestrian trail, parking and offices
12	Camino Arroyo Distribution Facility	8000 Camino Arroyo	Phase 1: 218,000 sf data center building and 2,500 sf security building Phase 2: 218,000 sf data center building
13	Deepak Patankar	7880 Monterey Rd	3,200 sf dentist office
14	Jeffrey Krausse	6805 Silacci Way	42,218 sf of warehouse and office uses

Source: City of Gilroy Planning Department, September 2020

Appendix C
Traffic Volumes

Intersection Number: 1
Traffix Node Number: 7467
Intersection Name: Arroyo Circle and Leavesley Road
Peak Hour: AM
Count Date: 11/20/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	1	3	1	4	444	39	17	14	175	410	245	13	1366
Existing Conditions	**1**	**3**	**1**	**4**	**444**	**39**	**17**	**14**	**175**	**410**	**245**	**13**	**1366**
Proposed Project Trips (Scenario 1)	0	0	0	0	0	4	1	0	4	30	0	0	39
Proposed Project Trips (Scenario 2)	0	0	0	0	0	4	1	0	4	30	0	0	39
Existing Plus Project (Sc. 1)	**1**	**3**	**1**	**4**	**444**	**43**	**18**	**14**	**179**	**440**	**245**	**13**	**1405**
Existing Plus Project (Sc. 2)	**1**	**3**	**1**	**4**	**444**	**43**	**18**	**14**	**179**	**440**	**245**	**13**	**1405**
Traffix Approved	0	0	0	0	2	8	2	0	4	11	1	0	28
Glen Loma	0	0	0	0	0	0	0	0	0	0	0	0	0
Hecker Pass	0	0	0	0	6	6	8	0	0	0	8	0	28
Approved Project Trips	0	0	0	0	8	14	10	0	4	11	9	0	56
Background Conditions	**1**	**3**	**1**	**4**	**452**	**53**	**27**	**14**	**179**	**421**	**254**	**13**	**1422**
Background Plus Project (Sc. 1)	**1**	**3**	**1**	**4**	**452**	**57**	**28**	**14**	**183**	**451**	**254**	**13**	**1461**
Background Plus Project (Sc. 2)	**1**	**3**	**1**	**4**	**452**	**57**	**28**	**14**	**183**	**451**	**254**	**13**	**1461**
2040 General Plan Conditions	**1**	**4**	**1**	**15**	**497**	**46**	**19**	**22**	**130**	**259**	**165**	**13**	**1172**
2040 GP Plus Project (Sc. 1)	**1**	**5**	**1**	**12**	**495**	**46**	**19**	**22**	**130**	**263**	**162**	**13**	**1169**
2040 GP Plus Project (Sc. 2)	**1**	**5**	**1**	**12**	**495**	**46**	**19**	**22**	**130**	**263**	**162**	**13**	**1169**

Intersection Number: 2
Traffix Node Number: 7675
Intersection Name: US 101 NB Ramps/San Ysidro Ave and Leavesley Road
Peak Hour: AM
Count Date: 10/17/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	179	0	36	66	547	0	90	128	386	0	546	201	2179
Existing Conditions	**179**	**0**	**36**	**66**	**547**	**0**	**90**	**128**	**386**	**0**	**546**	**201**	**2179**
Proposed Project Trips (Scenario 1)	0	0	0	0	4	0	0	0	0	0	30	0	34
Proposed Project Trips (Scenario 2)	0	0	0	0	4	0	0	0	0	0	30	0	34
Existing Plus Project (Sc. 1)	**179**	**0**	**36**	**66**	**551**	**0**	**90**	**128**	**386**	**0**	**576**	**201**	**2213**
Existing Plus Project (Sc. 2)	**179**	**0**	**36**	**66**	**551**	**0**	**90**	**128**	**386**	**0**	**576**	**201**	**2213**
Traffix Approved	2	0	0	0	7	0	0	0	46	21	11	1	88
Glen Loma	0	0	0	0	0	0	0	0	0	0	0	0	0
Hecker Pass	0	0	0	0	6	0	0	0	0	15	8	0	29
Approved Project Trips	2	0	0	0	13	0	0	0	46	36	19	1	117
Background Conditions	**181**	**0**	**36**	**66**	**560**	**0**	**90**	**128**	**432**	**36**	**565**	**202**	**2296**
Background Plus Project (Sc. 1)	**181**	**0**	**36**	**66**	**564**	**0**	**90**	**128**	**432**	**36**	**595**	**202**	**2330**
Background Plus Project (Sc. 2)	**181**	**0**	**36**	**66**	**564**	**0**	**90**	**128**	**432**	**36**	**595**	**202**	**2330**
2040 General Plan Conditions	**197**	**0**	**38**	**67**	**568**	**0**	**90**	**322**	**353**	**0**	**367**	**201**	**2202**
2040 GP Plus Project (Sc. 1)	**199**	**0**	**40**	**69**	**561**	**0**	**90**	**320**	**355**	**0**	**367**	**201**	**2201**
2040 GP Plus Project (Sc. 2)	**199**	**0**	**40**	**69**	**561**	**0**	**90**	**320**	**355**	**0**	**367**	**201**	**2201**

Intersection Number: 3
Traffix Node Number: 7676
Intersection Name: US 101 SB Ramps and Leavesley Road
Peak Hour: AM
Count Date: 10/17/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	475	2	266	0	739	102	0	0	0	354	893	0	2831
Existing Conditions	**475**	**2**	**266**	**0**	**739**	**102**	**0**	**0**	**0**	**354**	**893**	**0**	**2831**
Proposed Project Trips (Scenario 1)	0	0	0	0	4	0	0	0	0	0	30	0	34
Proposed Project Trips (Scenario 2)	0	0	0	0	4	0	0	0	0	0	30	0	34
Existing Plus Project (Sc. 1)	**475**	**2**	**266**	**0**	**743**	**102**	**0**	**0**	**0**	**354**	**923**	**0**	**2865**
Existing Plus Project (Sc. 2)	**475**	**2**	**266**	**0**	**743**	**102**	**0**	**0**	**0**	**354**	**923**	**0**	**2865**
Traffix Approved	19	0	1	0	53	0	0	0	0	36	32	0	141
Glen Loma	0	0	0	0	0	0	0	0	0	0	0	0	0
Hecker Pass	13	0	0	0	6	0	0	0	0	0	23	0	42
Approved Project Trips	32	0	1	0	59	0	0	0	0	36	55	0	183
Background Conditions	**507**	**2**	**267**	**0**	**798**	**102**	**0**	**0**	**0**	**390**	**948**	**0**	**3014**
Background Plus Project (Sc. 1)	**507**	**2**	**267**	**0**	**802**	**102**	**0**	**0**	**0**	**390**	**978**	**0**	**3048**
Background Plus Project (Sc. 2)	**507**	**2**	**267**	**0**	**802**	**102**	**0**	**0**	**0**	**390**	**978**	**0**	**3048**
2040 General Plan Conditions	**426**	**2**	**270**	**0**	**569**	**130**	**0**	**0**	**0**	**584**	**341**	**0**	**2322**
2040 GP Plus Project (Sc. 1)	**426**	**2**	**269**	**0**	**577**	**131**	**0**	**0**	**0**	**615**	**329**	**0**	**2348**
2040 GP Plus Project (Sc. 2)	**426**	**2**	**269**	**0**	**577**	**131**	**0**	**0**	**0**	**615**	**329**	**0**	**2348**

Intersection Number: 4
Traffix Node Number: 7472
Intersection Name: Camino Arroyo and Sixth Street/Gilman Road
Peak Hour: AM
Count Date: 11/5/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	22	126	2	9	19	18	6	154	65	97	13	77	608
Existing Conditions	**26**	**151**	**2**	**11**	**23**	**22**	**7**	**185**	**78**	**116**	**16**	**92**	**730**
Proposed Project Trips (Scenario 1)	0	34	0	0	0	0	0	5	2	16	0	0	57
Proposed Project Trips (Scenario 2)	0	34	0	0	0	0	0	5	2	16	0	0	57
Existing Plus Project (Sc. 1)	**26**	**185**	**2**	**11**	**23**	**22**	**7**	**190**	**80**	**132**	**16**	**92**	**787**
Existing Plus Project (Sc. 2)	**26**	**185**	**2**	**11**	**23**	**22**	**7**	**190**	**80**	**132**	**16**	**92**	**787**
Traffix Approved	2	19	0	0	3	0	0	5	0	0	3	2	34
Glen Loma	0	0	0	0	3	15	14	0	0	0	13	0	45
Hecker Pass	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Project Trips	2	19	0	0	6	15	14	5	0	0	16	2	79
Background Conditions	**28**	**170**	**2**	**11**	**29**	**37**	**21**	**190**	**78**	**116**	**32**	**94**	**809**
Background Plus Project (Sc. 1)	**28**	**204**	**2**	**11**	**29**	**37**	**21**	**195**	**80**	**132**	**32**	**94**	**866**
Background Plus Project (Sc. 2)	**28**	**204**	**2**	**11**	**29**	**37**	**21**	**195**	**80**	**132**	**32**	**94**	**866**
2040 General Plan Conditions	**26**	**167**	**2**	**11**	**28**	**29**	**17**	**353**	**89**	**141**	**21**	**92**	**976**
2040 GP Plus Project (Sc. 1)	**26**	**174**	**2**	**11**	**28**	**54**	**21**	**353**	**91**	**150**	**20**	**92**	**1022**
2040 GP Plus Project (Sc. 2)	**26**	**174**	**2**	**11**	**28**	**54**	**21**	**353**	**91**	**150**	**20**	**92**	**1022**

Intersection Number: 5
Traffix Node Number: 7662
Intersection Name: Frazier Lake Road and Pacheco Pass Highway (SR 152)
Peak Hour: AM
Count Date: 1/23/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	0	464	10	26	0	316	44	318	0	1178
Existing Conditions	**0**	**0**	**0**	**0**	**552**	**12**	**31**	**0**	**376**	**52**	**378**	**0**	**1400**
Proposed Project Trips (Scenario 1)	0	0	0	0	27	0	0	0	2	0	4	0	33
Proposed Project Trips (Scenario 2)	0	0	0	0	27	0	0	0	2	0	4	0	33
Existing Plus Project (Sc. 1)	**0**	**0**	**0**	**0**	**579**	**12**	**31**	**0**	**378**	**52**	**382**	**0**	**1433**
Existing Plus Project (Sc. 2)	**0**	**0**	**0**	**0**	**579**	**12**	**31**	**0**	**378**	**52**	**382**	**0**	**1433**
Traffix Approved	0	0	0	0	69	0	0	0	0	0	19	0	88
Glen Loma	0	0	0	0	18	0	0	0	0	0	27	0	45
Hecker Pass	0	0	0	0	4	0	0	0	0	0	5	0	9
Approved Project Trips	0	0	0	0	91	0	0	0	0	0	51	0	142
Background Conditions	**0**	**0**	**0**	**0**	**643**	**12**	**31**	**0**	**376**	**52**	**429**	**0**	**1542**
Background Plus Project (Sc. 1)	**0**	**0**	**0**	**0**	**670**	**12**	**31**	**0**	**378**	**52**	**433**	**0**	**1575**
Background Plus Project (Sc. 2)	**0**	**0**	**0**	**0**	**670**	**12**	**31**	**0**	**378**	**52**	**433**	**0**	**1575**
2040 General Plan Conditions	**0**	**0**	**0**	**0**	**552**	**12**	**31**	**0**	**823**	**52**	**378**	**0**	**1848**
2040 GP Plus Project (Sc. 1)	**0**	**0**	**0**	**0**	**552**	**12**	**31**	**0**	**827**	**52**	**378**	**0**	**1852**
2040 GP Plus Project (Sc. 2)	**0**	**0**	**0**	**0**	**552**	**12**	**31**	**0**	**827**	**52**	**378**	**0**	**1852**

Intersection Number: 6
Traffix Node Number: 4132
Intersection Name: Holsclaw Road and Pacheco Pass Highway (SR 152)
Peak Hour: AM
Count Date: 1/23/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	6	0	3	14	767	0	0	0	0	0	368	7	1165
Existing Conditions	**7**	**0**	**4**	**17**	**912**	**0**	**0**	**0**	**0**	**0**	**438**	**8**	**1385**
Proposed Project Trips (Scenario 1)	0	0	0	0	29	0	0	0	0	0	4	0	33
Proposed Project Trips (Scenario 2)	0	0	0	0	29	0	0	0	0	0	4	0	33
Existing Plus Project (Sc. 1)	**7**	**0**	**4**	**17**	**941**	**0**	**0**	**0**	**0**	**0**	**442**	**8**	**1418**
Existing Plus Project (Sc. 2)	**7**	**0**	**4**	**17**	**941**	**0**	**0**	**0**	**0**	**0**	**442**	**8**	**1418**
Traffix Approved	0	0	0	0	69	0	0	0	0	0	19	0	88
Glen Loma	0	0	0	0	18	0	0	0	0	0	27	0	45
Hecker Pass	0	0	0	0	4	0	0	0	0	0	5	0	9
Approved Project Trips	0	0	0	0	91	0	0	0	0	0	51	0	142
Background Conditions	**7**	**0**	**4**	**17**	**1003**	**0**	**0**	**0**	**0**	**0**	**489**	**8**	**1527**
Background Plus Project (Sc. 1)	**7**	**0**	**4**	**17**	**1032**	**0**	**0**	**0**	**0**	**0**	**493**	**8**	**1560**
Background Plus Project (Sc. 2)	**7**	**0**	**4**	**17**	**1032**	**0**	**0**	**0**	**0**	**0**	**493**	**8**	**1560**
2040 General Plan Conditions	**7**	**0**	**4**	**18**	**1267**	**0**	**0**	**0**	**0**	**0**	**438**	**8**	**1742**
2040 GP Plus Project (Sc. 1)	**7**	**0**	**4**	**18**	**1280**	**0**	**0**	**0**	**0**	**0**	**438**	**8**	**1755**
2040 GP Plus Project (Sc. 2)	**7**	**0**	**4**	**18**	**1280**	**0**	**0**	**0**	**0**	**0**	**438**	**8**	**1755**

Intersection Number: 7
Traffix Node Number: 52068
Intersection Name: Cameron Boulevard/Project Driveway B and Pacheco Pass Highway (SR 152)
Peak Hour: AM
Count Date: 11/20/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	0	839	14	9	0	14	16	341	0	1233
Existing Conditions	**0**	**0**	**0**	**0**	**839**	**14**	**9**	**0**	**14**	**16**	**341**	**0**	**1233**
Proposed Project Trips (Scenario 1)	3	0	0	1	16	3	0	0	0	0	1	15	39
Proposed Project Trips (Scenario 2)	3	0	0	1	22	3	0	0	0	0	140	15	184
Existing Plus Project (Sc. 1)	**3**	**0**	**0**	**1**	**855**	**17**	**9**	**0**	**14**	**16**	**342**	**15**	**1272**
Existing Plus Project (Sc. 2)	**3**	**0**	**0**	**1**	**861**	**17**	**9**	**0**	**14**	**16**	**481**	**15**	**1417**
Traffix Approved	0	0	0	0	21	53	13	0	121	477	17	0	702
Glen Loma	0	0	0	0	18	0	0	0	0	0	27	0	45
Hecker Pass	0	0	0	0	4	0	0	0	0	0	5	0	9
Approved Project Trips	0	0	0	0	43	53	13	0	121	477	49	0	756
Background Conditions	**0**	**0**	**0**	**0**	**882**	**67**	**22**	**0**	**135**	**493**	**390**	**0**	**1989**
Background Plus Project (Sc. 1)	**3**	**0**	**0**	**1**	**898**	**70**	**22**	**0**	**135**	**493**	**391**	**15**	**2028**
Background Plus Project (Sc. 2)	**3**	**0**	**0**	**1**	**904**	**70**	**22**	**0**	**135**	**493**	**530**	**15**	**2173**
2040 General Plan Conditions	**19**	**27**	**5**	**10**	**1054**	**126**	**15**	**4**	**95**	**462**	**341**	**47**	**2205**
2040 GP Plus Project (Sc. 1)	**4**	**0**	**1**	**0**	**1064**	**130**	**15**	**1**	**98**	**369**	**341**	**16**	**2039**
2040 GP Plus Project (Sc. 2)	**4**	**0**	**1**	**0**	**1069**	**130**	**17**	**1**	**96**	**369**	**341**	**16**	**2044**

Intersection Number: 8
Traffix Node Number: 50855
Intersection Name: Camino Arroyo and Renz Lane
Peak Hour: AM
Count Date: 11/5/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	29	140	9	34	12	119	48	260	92	42	2	10	797
Existing Conditions	**35**	**168**	**11**	**41**	**14**	**143**	**58**	**312**	**110**	**50**	**2**	**12**	**956**
Proposed Project Trips (Scenario 1)	0	2	49	7	0	10	155	0	0	0	0	0	223
Proposed Project Trips (Scenario 2)	0	43	8	1	0	10	57	6	0	0	0	0	125
Existing Plus Project (Sc. 1)	**35**	**170**	**60**	**48**	**14**	**153**	**213**	**312**	**110**	**50**	**2**	**12**	**1179**
Existing Plus Project (Sc. 2)	**35**	**211**	**19**	**42**	**14**	**153**	**115**	**318**	**110**	**50**	**2**	**12**	**1081**
Traffix Approved	0	21	0	0	0	0	0	5	0	0	0	0	26
Glen Loma	0	15	0	0	0	0	0	14	0	0	0	0	29
Hecker Pass	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Project Trips	0	36	0	0	0	0	0	19	0	0	0	0	55
Background Conditions	**35**	**204**	**11**	**41**	**14**	**143**	**58**	**331**	**110**	**50**	**2**	**12**	**1011**
Background Plus Project (Sc. 1)	**35**	**206**	**60**	**48**	**14**	**153**	**213**	**331**	**110**	**50**	**2**	**12**	**1234**
Background Plus Project (Sc. 2)	**35**	**247**	**19**	**42**	**14**	**153**	**115**	**337**	**110**	**50**	**2**	**12**	**1136**
2040 General Plan Conditions	**35**	**238**	**61**	**63**	**26**	**175**	**260**	**537**	**111**	**50**	**16**	**12**	**1584**
2040 GP Plus Project (Sc. 1)	**35**	**273**	**59**	**60**	**22**	**169**	**357**	**543**	**113**	**50**	**9**	**12**	**1702**
2040 GP Plus Project (Sc. 2)	**35**	**295**	**37**	**55**	**22**	**169**	**229**	**548**	**113**	**50**	**9**	**12**	**1574**

Intersection Number: 9
Traffix Node Number: 10715
Intersection Name: Camino Arroyo and Pacheco Pass Highway (SR 152)
Peak Hour: AM
Count Date: 5/7/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	281	51	72	139	599	31	22	52	133	237	385	346	2348
Existing Conditions	**281**	**51**	**72**	**139**	**599**	**31**	**22**	**52**	**133**	**237**	**385**	**346**	**2348**
Proposed Project Trips (Scenario 1)	9	0	3	4	16	0	0	0	0	0	13	152	197
Proposed Project Trips (Scenario 2)	9	0	44	9	16	0	0	0	0	0	112	54	244
Existing Plus Project (Sc. 1)	**290**	**51**	**75**	**143**	**615**	**31**	**22**	**52**	**133**	**237**	**398**	**498**	**2545**
Existing Plus Project (Sc. 2)	**290**	**51**	**116**	**148**	**615**	**31**	**22**	**52**	**133**	**237**	**497**	**400**	**2592**
Traffix Approved	3	0	19	5	136	0	0	0	0	0	475	0	638
Glen Loma	15	0	0	0	18	0	0	0	0	0	27	14	74
Hecker Pass	0	0	0	0	4	0	0	0	4	5	5	0	18
Approved Project Trips	18	0	19	5	158	0	0	0	4	5	507	14	730
Background Conditions	**299**	**51**	**91**	**144**	**757**	**31**	**22**	**52**	**137**	**242**	**892**	**360**	**3078**
Background Plus Project (Sc. 1)	**308**	**51**	**94**	**148**	**773**	**31**	**22**	**52**	**137**	**242**	**905**	**512**	**3275**
Background Plus Project (Sc. 2)	**308**	**51**	**135**	**153**	**773**	**31**	**22**	**52**	**137**	**242**	**1004**	**414**	**3322**
2040 General Plan Conditions	**339**	**55**	**108**	**252**	**740**	**54**	**22**	**59**	**171**	**383**	**583**	**645**	**3411**
2040 GP Plus Project (Sc. 1)	**330**	**58**	**139**	**250**	**763**	**51**	**22**	**59**	**170**	**340**	**623**	**699**	**3504**
2040 GP Plus Project (Sc. 2)	**330**	**58**	**161**	**253**	**763**	**51**	**22**	**59**	**170**	**340**	**749**	**573**	**3529**

Intersection Number: 10
Traffix Node Number: 7671
Intersection Name: US 101 Northbound Ramps and Pacheco Pass Highway (SR 152)
Peak Hour: AM
Count Date: 5/7/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	609	406	0	260	0	117	291	704	0	2387
Existing Conditions	**0**	**0**	**0**	**609**	**406**	**0**	**260**	**0**	**117**	**291**	**704**	**0**	**2387**
Proposed Project Trips (Scenario 1)	0	0	0	14	11	0	37	0	0	0	129	0	191
Proposed Project Trips (Scenario 2)	0	0	0	14	11	0	37	0	0	0	129	0	191
Existing Plus Project (Sc. 1)	**0**	**0**	**0**	**623**	**417**	**0**	**297**	**0**	**117**	**291**	**833**	**0**	**2578**
Existing Plus Project (Sc. 2)	**0**	**0**	**0**	**623**	**417**	**0**	**297**	**0**	**117**	**291**	**833**	**0**	**2578**
Traffix Approved	0	0	0	44	96	0	114	0	13	3	362	0	632
Glen Loma	0	0	0	0	33	0	0	0	0	69	41	0	143
Hecker Pass	0	0	0	0	8	0	0	0	6	0	9	0	23
Approved Project Trips	0	0	0	44	137	0	114	0	19	72	412	0	798
Background Conditions	**0**	**0**	**0**	**653**	**543**	**0**	**374**	**0**	**136**	**363**	**1116**	**0**	**3185**
Background Plus Project (Sc. 1)	**0**	**0**	**0**	**667**	**554**	**0**	**411**	**0**	**136**	**363**	**1245**	**0**	**3376**
Background Plus Project (Sc. 2)	**0**	**0**	**0**	**667**	**554**	**0**	**411**	**0**	**136**	**363**	**1245**	**0**	**3376**
2040 General Plan Conditions	**0**	**0**	**0**	**0**	**498**	**0**	**544**	**0**	**134**	**0**	**1062**	**0**	**2238**
2040 GP Plus Project (Sc. 1)	**0**	**0**	**0**	**0**	**499**	**0**	**535**	**0**	**131**	**0**	**1123**	**0**	**2288**
2040 GP Plus Project (Sc. 2)	**0**	**0**	**0**	**0**	**499**	**0**	**535**	**0**	**131**	**0**	**1123**	**0**	**2288**

Intersection Number: 11
Traffix Node Number: 7665
Intersection Name: US 101 Southbound Ramps and Tenth Street
Peak Hour: AM
Count Date: 5/7/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	337	1	405	125	395	0	0	0	0	97	587	0	1947
Existing Conditions	**337**	**1**	**405**	**125**	**395**	**0**	**0**	**0**	**0**	**97**	**587**	**0**	**1947**
Proposed Project Trips (Scenario 1)	0	0	94	5	5	0	0	0	0	0	35	0	139
Proposed Project Trips (Scenario 2)	0	0	94	5	5	0	0	0	0	0	35	0	139
Existing Plus Project (Sc. 1)	**337**	**1**	**499**	**130**	**400**	**0**	**0**	**0**	**0**	**97**	**622**	**0**	**2086**
Existing Plus Project (Sc. 2)	**337**	**1**	**499**	**130**	**400**	**0**	**0**	**0**	**0**	**97**	**622**	**0**	**2086**
Traffix Approved	5	0	136	29	80	0	0	0	0	9	230	0	489
Glen Loma	48	0	0	0	33	0	0	0	0	0	110	0	191
Hecker Pass	0	0	0	0	14	0	0	0	0	0	9	0	23
Approved Project Trips	53	0	136	29	127	0	0	0	0	9	349	0	703
Background Conditions	**390**	**1**	**541**	**154**	**522**	**0**	**0**	**0**	**0**	**106**	**936**	**0**	**2650**
Background Plus Project (Sc. 1)	**390**	**1**	**635**	**159**	**527**	**0**	**0**	**0**	**0**	**106**	**971**	**0**	**2789**
Background Plus Project (Sc. 2)	**390**	**1**	**635**	**159**	**527**	**0**	**0**	**0**	**0**	**106**	**971**	**0**	**2789**
2040 General Plan Conditions	**432**	**1**	**650**	**0**	**431**	**0**	**0**	**0**	**0**	**129**	**587**	**0**	**2230**
2040 GP Plus Project (Sc. 1)	**389**	**1**	**719**	**0**	**434**	**0**	**0**	**0**	**0**	**121**	**599**	**0**	**2263**
2040 GP Plus Project (Sc. 2)	**389**	**1**	**719**	**0**	**434**	**0**	**0**	**0**	**0**	**121**	**599**	**0**	**2263**

Intersection Number: 12
Traffix Node Number: 7536
Intersection Name: Chestnut Street/Automall Parkway and Tenth Street
Peak Hour: AM
Count Date: 5/7/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	32	131	106	104	348	281	178	85	50	86	353	35	1789
Existing Conditions	**32**	**131**	**106**	**104**	**348**	**281**	**178**	**85**	**50**	**86**	**353**	**35**	**1789**
Proposed Project Trips (Scenario 1)	0	0	0	0	5	0	0	0	0	0	35	0	40
Proposed Project Trips (Scenario 2)	0	0	0	0	5	0	0	0	0	0	35	0	40
Existing Plus Project (Sc. 1)	**32**	**131**	**106**	**104**	**353**	**281**	**178**	**85**	**50**	**86**	**388**	**35**	**1829**
Existing Plus Project (Sc. 2)	**32**	**131**	**106**	**104**	**353**	**281**	**178**	**85**	**50**	**86**	**388**	**35**	**1829**
Traffix Approved	0	1	0	1	81	2	1	1	1	0	238	0	326
Glen Loma	32	0	0	0	81	0	0	0	0	0	110	0	223
Hecker Pass	0	0	0	0	14	0	0	0	5	6	9	0	34
Approved Project Trips	32	1	0	1	176	2	1	1	6	6	357	0	583
Background Conditions	**64**	**132**	**106**	**105**	**524**	**283**	**179**	**86**	**56**	**92**	**710**	**35**	**2372**
Background Plus Project (Sc. 1)	**64**	**132**	**106**	**105**	**529**	**283**	**179**	**86**	**56**	**92**	**745**	**35**	**2412**
Background Plus Project (Sc. 2)	**64**	**132**	**106**	**105**	**529**	**283**	**179**	**86**	**56**	**92**	**745**	**35**	**2412**
2040 General Plan Conditions	**41**	**140**	**106**	**116**	**421**	**349**	**178**	**89**	**50**	**86**	**364**	**49**	**1989**
2040 GP Plus Project (Sc. 1)	**40**	**139**	**111**	**112**	**422**	**348**	**178**	**89**	**50**	**86**	**394**	**43**	**2012**
2040 GP Plus Project (Sc. 2)	**40**	**139**	**111**	**112**	**422**	**348**	**178**	**89**	**50**	**86**	**394**	**43**	**2012**

Intersection Number: 13
Traffix Node Number: 7657
Intersection Name: Monterey Road and Tenth Street
Peak Hour: AM
Count Date: 5/7/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	30	108	72	83	380	55	56	176	83	72	426	48	1589
Existing Conditions	**30**	**108**	**72**	**83**	**380**	**55**	**56**	**176**	**83**	**72**	**426**	**48**	**1589**
Proposed Project Trips (Scenario 1)	0	0	2	0	3	3	16	0	0	0	16	0	40
Proposed Project Trips (Scenario 2)	0	0	2	0	3	3	16	0	0	0	16	0	40
Existing Plus Project (Sc. 1)	**30**	**108**	**74**	**83**	**383**	**58**	**72**	**176**	**83**	**72**	**442**	**48**	**1629**
Existing Plus Project (Sc. 2)	**30**	**108**	**74**	**83**	**383**	**58**	**72**	**176**	**83**	**72**	**442**	**48**	**1629**
Traffix Approved	3	3	37	18	50	1	2	4	0	1	191	3	313
Glen Loma	24	0	0	0	113	0	0	0	0	0	110	83	330
Hecker Pass	0	0	0	0	19	0	0	0	0	0	15	0	34
Approved Project Trips	27	3	37	18	182	1	2	4	0	1	316	86	677
Background Conditions	**57**	**111**	**109**	**101**	**562**	**56**	**58**	**180**	**83**	**73**	**742**	**134**	**2266**
Background Plus Project (Sc. 1)	**57**	**111**	**111**	**101**	**565**	**59**	**74**	**180**	**83**	**73**	**758**	**134**	**2306**
Background Plus Project (Sc. 2)	**57**	**111**	**111**	**101**	**565**	**59**	**74**	**180**	**83**	**73**	**758**	**134**	**2306**
2040 General Plan Conditions	**30**	**148**	**72**	**83**	**442**	**55**	**56**	**374**	**101**	**199**	**456**	**49**	**2065**
2040 GP Plus Project (Sc. 1)	**30**	**149**	**72**	**83**	**441**	**55**	**56**	**372**	**101**	**186**	**489**	**49**	**2083**
2040 GP Plus Project (Sc. 2)	**30**	**149**	**72**	**83**	**441**	**55**	**56**	**372**	**101**	**186**	**489**	**49**	**2083**

Intersection Number: 14
Traffix Node Number: 10570
Intersection Name: Monterey Road and Luchessa Avenue
Peak Hour: AM
Count Date: 11/5/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	87	133	51	28	69	67	279	196	240	404	191	106	1851
Existing Conditions	**87**	**133**	**51**	**28**	**69**	**67**	**279**	**196**	**240**	**404**	**191**	**106**	**1851**
Proposed Project Trips (Scenario 1)	3	0	0	0	0	0	0	0	0	0	0	16	19
Proposed Project Trips (Scenario 2)	3	0	0	0	0	0	0	0	0	0	0	16	19
Existing Plus Project (Sc. 1)	**90**	**133**	**51**	**28**	**69**	**67**	**279**	**196**	**240**	**404**	**191**	**122**	**1870**
Existing Plus Project (Sc. 2)	**90**	**133**	**51**	**28**	**69**	**67**	**279**	**196**	**240**	**404**	**191**	**122**	**1870**
Traffix Approved	3	1	1	0	1	1	9	1	1	1	3	4	26
Glen Loma	0	0	0	0	34	0	0	0	41	9	51	0	135
Hecker Pass	0	0	0	0	0	0	0	0	6	0	0	0	6
Approved Project Trips	3	1	1	0	35	1	9	1	48	10	54	4	167
Background Conditions	**90**	**134**	**52**	**28**	**104**	**68**	**288**	**197**	**288**	**414**	**245**	**110**	**2018**
Background Plus Project (Sc. 1)	**93**	**134**	**52**	**28**	**104**	**68**	**288**	**197**	**288**	**414**	**245**	**126**	**2037**
Background Plus Project (Sc. 2)	**93**	**134**	**52**	**28**	**104**	**68**	**288**	**197**	**288**	**414**	**245**	**126**	**2037**
2040 General Plan Conditions	**91**	**208**	**161**	**35**	**81**	**67**	**284**	**396**	**258**	**715**	**579**	**126**	**3001**
2040 GP Plus Project (Sc. 1)	**92**	**206**	**161**	**35**	**82**	**67**	**283**	**395**	**259**	**731**	**575**	**126**	**3012**
2040 GP Plus Project (Sc. 2)	**92**	**206**	**161**	**35**	**82**	**67**	**283**	**395**	**259**	**731**	**575**	**126**	**3012**

Intersection Number: 15
Traffix Node Number: 50822
Intersection Name: Gilroy Foods and Pacheco Pass Highway (SR 152)
Peak Hour: AM
Count Date: 11/5/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	6	0	3	2	648	1	13	0	11	11	384	8	1087
Existing Conditions	**7**	**0**	**4**	**2**	**778**	**1**	**16**	**0**	**13**	**13**	**461**	**10**	**1304**
Proposed Project Trips (Scenario 1)	0	0	0	0	29	0	0	0	0	0	4	0	33
Proposed Project Trips (Scenario 2)	0	0	0	0	29	0	0	0	0	0	4	0	33
Existing Plus Project (Sc. 1)	**7**	**0**	**4**	**2**	**807**	**1**	**16**	**0**	**13**	**13**	**465**	**10**	**1337**
Existing Plus Project (Sc. 2)	**7**	**0**	**4**	**2**	**807**	**1**	**16**	**0**	**13**	**13**	**465**	**10**	**1337**
Traffix Approved	4	0	0	1	70	0	0	0	0	0	20	10	105
Glen Loma	0	0	0	0	18	0	0	0	0	0	27	0	45
Hecker Pass	0	0	0	0	4	0	0	0	0	0	5	0	9
Approved Project Trips	4	0	0	1	92	0	0	0	0	0	52	10	159
Background Conditions	**11**	**0**	**4**	**3**	**870**	**1**	**16**	**0**	**13**	**13**	**513**	**20**	**1463**
Background Plus Project (Sc. 1)	**11**	**0**	**4**	**3**	**899**	**1**	**16**	**0**	**13**	**13**	**517**	**20**	**1496**
Background Plus Project (Sc. 2)	**11**	**0**	**4**	**3**	**899**	**1**	**16**	**0**	**13**	**13**	**517**	**20**	**1496**
2040 General Plan Conditions	**7**	**0**	**4**	**2**	**1115**	**1**	**16**	**0**	**13**	**13**	**461**	**10**	**1642**
2040 GP Plus Project (Sc. 1)	**7**	**0**	**4**	**2**	**1116**	**1**	**16**	**0**	**13**	**13**	**461**	**10**	**1643**
2040 GP Plus Project (Sc. 2)	**7**	**0**	**4**	**2**	**1116**	**1**	**16**	**0**	**13**	**13**	**461**	**10**	**1643**

Intersection Number: 16
Traffix Node Number: 50935
Intersection Name: Silacci Way and Pacheco Pass Highway (SR 152)
Peak Hour: AM
Count Date: 11/5/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	0	721	15	2	0	5	14	415	0	1172
Existing Conditions	**0**	**0**	**0**	**0**	**865**	**18**	**2**	**0**	**6**	**17**	**498**	**0**	**1406**
Proposed Project Trips (Scenario 1)	0	0	0	0	19	0	0	0	0	0	16	0	35
Proposed Project Trips (Scenario 2)	0	0	0	0	25	0	0	0	0	0	155	0	180
Existing Plus Project (Sc. 1)	**0**	**0**	**0**	**0**	**884**	**18**	**2**	**0**	**6**	**17**	**514**	**0**	**1441**
Existing Plus Project (Sc. 2)	**0**	**0**	**0**	**0**	**890**	**18**	**2**	**0**	**6**	**17**	**653**	**0**	**1586**
Traffix Approved	0	0	0	0	141	0	0	0	0	0	494	0	635
Glen Loma	0	0	0	0	18	0	0	0	0	0	27	0	45
Hecker Pass	0	0	0	0	4	0	0	0	0	0	5	0	9
Approved Project Trips	0	0	0	0	163	0	0	0	0	0	526	0	689
Background Conditions	**0**	**0**	**0**	**0**	**1028**	**18**	**2**	**0**	**6**	**17**	**1024**	**0**	**2095**
Background Plus Project (Sc. 1)	**0**	**0**	**0**	**0**	**1047**	**18**	**2**	**0**	**6**	**17**	**1040**	**0**	**2130**
Background Plus Project (Sc. 2)	**0**	**0**	**0**	**0**	**1053**	**18**	**2**	**0**	**6**	**17**	**1179**	**0**	**2275**
2040 General Plan Conditions	**0**	**0**	**0**	**0**	**1136**	**65**	**3**	**0**	**11**	**68**	**1024**	**0**	**2307**
2040 GP Plus Project (Sc. 1)	**0**	**0**	**0**	**0**	**1155**	**62**	**5**	**0**	**10**	**56**	**1040**	**0**	**2328**
2040 GP Plus Project (Sc. 2)	**0**	**0**	**0**	**0**	**1158**	**62**	**5**	**0**	**10**	**56**	**1179**	**0**	**2470**

Intersection Number: 1
Traffix Node Number: 7467
Intersection Name: Arroyo Circle and Leavesley Road
Peak Hour: PM
Count Date: 11/20/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	64	88	25	14	257	61	46	55	658	603	459	97	2427
Existing Conditions	**64**	**88**	**25**	**14**	**257**	**61**	**46**	**55**	**658**	**603**	**459**	**97**	**2427**
Proposed Project Trips (Scenario 1)	0	0	0	0	0	3	3	0	27	8	0	0	41
Proposed Project Trips (Scenario 2)	0	0	0	0	0	3	3	0	27	8	0	0	41
Existing Plus Project (Sc. 1)	**64**	**88**	**25**	**14**	**257**	**64**	**49**	**55**	**685**	**611**	**459**	**97**	**2468**
Existing Plus Project (Sc. 2)	**64**	**88**	**25**	**14**	**257**	**64**	**49**	**55**	**685**	**611**	**459**	**97**	**2468**
Traffix Approved	0	0	0	0	3	6	11	0	19	11	3	0	53
Glen Loma	0	0	0	0	0	0	0	0	0	0	0	0	0
Hecker Pass	0	0	0	0	13	13	12	0	0	0	12	0	50
Approved Project Trips	0	0	0	0	16	19	23	0	19	11	15	0	103
Background Conditions	**64**	**88**	**25**	**14**	**273**	**80**	**69**	**55**	**677**	**614**	**474**	**97**	**2530**
Background Plus Project (Sc. 1)	**64**	**88**	**25**	**14**	**273**	**83**	**72**	**55**	**704**	**622**	**474**	**97**	**2571**
Background Plus Project (Sc. 2)	**64**	**88**	**25**	**14**	**273**	**83**	**72**	**55**	**704**	**622**	**474**	**97**	**2571**
2040 General Plan Conditions	**64**	**127**	**46**	**22**	**436**	**61**	**57**	**77**	**505**	**431**	**191**	**97**	**2114**
2040 GP Plus Project (Sc. 1)	**64**	**131**	**42**	**17**	**436**	**61**	**54**	**81**	**505**	**451**	**183**	**97**	**2122**
2040 GP Plus Project (Sc. 2)	**64**	**131**	**42**	**17**	**436**	**61**	**54**	**81**	**505**	**451**	**183**	**97**	**2122**

Intersection Number: 2
Traffix Node Number: 7675
Intersection Name: US 101 NB Ramps/San Ysidro Ave and Leavesley Road
Peak Hour: PM
Count Date: 10/17/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	450	0	160	83	877	0	128	111	388	0	882	283	3362
Existing Conditions	**450**	**0**	**160**	**83**	**877**	**0**	**128**	**111**	**388**	**0**	**882**	**283**	**3362**
Proposed Project Trips (Scenario 1)	0	0	0	0	27	0	0	0	0	0	8	0	35
Proposed Project Trips (Scenario 2)	0	0	0	0	27	0	0	0	0	0	8	0	35
Existing Plus Project (Sc. 1)	**450**	**0**	**160**	**83**	**904**	**0**	**128**	**111**	**388**	**0**	**890**	**283**	**3397**
Existing Plus Project (Sc. 2)	**450**	**0**	**160**	**83**	**904**	**0**	**128**	**111**	**388**	**0**	**890**	**283**	**3397**
Traffix Approved	10	0	1	2	20	0	0	6	53	26	13	15	146
Glen Loma	0	0	0	0	0	0	0	0	0	0	0	0	0
Hecker Pass	0	0	0	0	13	0	0	0	0	25	12	0	50
Approved Project Trips	10	0	1	2	33	0	0	6	53	51	25	15	196
Background Conditions	**460**	**0**	**161**	**85**	**910**	**0**	**128**	**117**	**441**	**51**	**907**	**298**	**3558**
Background Plus Project (Sc. 1)	**460**	**0**	**161**	**85**	**937**	**0**	**128**	**117**	**441**	**51**	**915**	**298**	**3593**
Background Plus Project (Sc. 2)	**460**	**0**	**161**	**85**	**937**	**0**	**128**	**117**	**441**	**51**	**915**	**298**	**3593**
2040 General Plan Conditions	**543**	**0**	**226**	**88**	**842**	**0**	**131**	**263**	**225**	**0**	**391**	**188**	**2897**
2040 GP Plus Project (Sc. 1)	**545**	**0**	**234**	**88**	**842**	**0**	**128**	**257**	**240**	**0**	**391**	**186**	**2911**
2040 GP Plus Project (Sc. 2)	**545**	**0**	**234**	**88**	**842**	**0**	**128**	**257**	**240**	**0**	**391**	**186**	**2911**

Intersection Number: 3
Traffix Node Number: 7676
Intersection Name: US 101 SB Ramps and Leavesley Road
Peak Hour: PM
Count Date: 10/17/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	533	4	480	0	1056	244	0	0	0	358	1104	0	3779
Existing Conditions	**533**	**4**	**480**	**0**	**1056**	**244**	**0**	**0**	**0**	**358**	**1104**	**0**	**3779**
Proposed Project Trips (Scenario 1)	0	0	0	0	27	0	0	0	0	0	8	0	35
Proposed Project Trips (Scenario 2)	0	0	0	0	27	0	0	0	0	0	8	0	35
Existing Plus Project (Sc. 1)	**533**	**4**	**480**	**0**	**1083**	**244**	**0**	**0**	**0**	**358**	**1112**	**0**	**3814**
Existing Plus Project (Sc. 2)	**533**	**4**	**480**	**0**	**1083**	**244**	**0**	**0**	**0**	**358**	**1112**	**0**	**3814**
Traffix Approved	32	0	10	0	75	3	0	0	0	60	44	0	224
Glen Loma	0	0	0	0	0	0	0	0	0	0	0	0	0
Hecker Pass	26	0	0	0	13	0	0	0	0	0	37	0	76
Approved Project Trips	58	0	10	0	88	3	0	0	0	60	81	0	300
Background Conditions	**591**	**4**	**490**	**0**	**1144**	**247**	**0**	**0**	**0**	**418**	**1185**	**0**	**4079**
Background Plus Project (Sc. 1)	**591**	**4**	**490**	**0**	**1171**	**247**	**0**	**0**	**0**	**418**	**1193**	**0**	**4114**
Background Plus Project (Sc. 2)	**591**	**4**	**490**	**0**	**1171**	**247**	**0**	**0**	**0**	**418**	**1193**	**0**	**4114**
2040 General Plan Conditions	**219**	**4**	**116**	**0**	**688**	**244**	**0**	**0**	**0**	**325**	**529**	**0**	**2123**
2040 GP Plus Project (Sc. 1)	**219**	**4**	**113**	**0**	**691**	**244**	**0**	**0**	**0**	**326**	**526**	**0**	**2122**
2040 GP Plus Project (Sc. 2)	**219**	**4**	**113**	**0**	**691**	**244**	**0**	**0**	**0**	**326**	**526**	**0**	**2122**

Intersection Number: 4
Traffix Node Number: 7472
Intersection Name: Camino Arroyo and Sixth Street/Gilman Road
Peak Hour: PM
Count Date: 11/5/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	114	474	12	7	35	29	43	295	242	246	58	53	1608
Existing Conditions	**125**	**521**	**13**	**8**	**39**	**32**	**47**	**325**	**266**	**271**	**64**	**58**	**1769**
Proposed Project Trips (Scenario 1)	0	11	0	0	0	0	0	30	15	2	0	0	58
Proposed Project Trips (Scenario 2)	0	11	0	0	0	0	0	30	15	2	0	0	58
Existing Plus Project (Sc. 1)	**125**	**532**	**13**	**8**	**39**	**32**	**47**	**355**	**281**	**273**	**64**	**58**	**1827**
Existing Plus Project (Sc. 2)	**125**	**532**	**13**	**8**	**39**	**32**	**47**	**355**	**281**	**273**	**64**	**58**	**1827**
Traffix Approved	1	14	0	0	4	0	0	25	0	0	3	1	48
Glen Loma	0	0	0	0	7	38	18	0	0	0	17	0	80
Hecker Pass	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Project Trips	1	14	0	0	11	38	18	25	0	0	20	1	128
Background Conditions	**126**	**535**	**13**	**8**	**50**	**70**	**65**	**350**	**266**	**271**	**84**	**59**	**1897**
Background Plus Project (Sc. 1)	**126**	**546**	**13**	**8**	**50**	**70**	**65**	**380**	**281**	**273**	**84**	**59**	**1955**
Background Plus Project (Sc. 2)	**126**	**546**	**13**	**8**	**50**	**70**	**65**	**380**	**281**	**273**	**84**	**59**	**1955**
2040 General Plan Conditions	**125**	**686**	**13**	**8**	**43**	**69**	**67**	**417**	**288**	**271**	**68**	**58**	**2113**
2040 GP Plus Project (Sc. 1)	**125**	**713**	**13**	**8**	**43**	**125**	**96**	**417**	**300**	**271**	**68**	**58**	**2237**
2040 GP Plus Project (Sc. 2)	**125**	**713**	**13**	**8**	**43**	**125**	**96**	**417**	**300**	**271**	**68**	**58**	**2237**

Intersection Number: 5
Traffix Node Number: 7662
Intersection Name: Frazier Lake Road and Pacheco Pass Highway (SR 152)
Peak Hour: PM
Count Date: 1/23/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	0	295	29	7	0	95	440	627	0	1493
Existing Conditions	**0**	**0**	**0**	**0**	**295**	**29**	**7**	**0**	**95**	**440**	**627**	**0**	**1493**
Proposed Project Trips (Scenario 1)	0	0	0	0	5	0	0	0	1	1	24	0	31
Proposed Project Trips (Scenario 2)	0	0	0	0	5	0	0	0	1	1	24	0	31
Existing Plus Project (Sc. 1)	**0**	**0**	**0**	**0**	**300**	**29**	**7**	**0**	**96**	**441**	**651**	**0**	**1524**
Existing Plus Project (Sc. 2)	**0**	**0**	**0**	**0**	**300**	**29**	**7**	**0**	**96**	**441**	**651**	**0**	**1524**
Traffix Approved	0	0	0	0	48	0	0	0	0	0	87	0	135
Glen Loma	0	0	0	0	44	0	0	0	0	0	36	0	80
Hecker Pass	0	0	0	0	8	0	0	0	0	0	7	0	15
Approved Project Trips	0	0	0	0	100	0	0	0	0	0	130	0	230
Background Conditions	**0**	**0**	**0**	**0**	**395**	**29**	**7**	**0**	**95**	**440**	**757**	**0**	**1723**
Background Plus Project (Sc. 1)	**0**	**0**	**0**	**0**	**400**	**29**	**7**	**0**	**96**	**441**	**781**	**0**	**1754**
Background Plus Project (Sc. 2)	**0**	**0**	**0**	**0**	**400**	**29**	**7**	**0**	**96**	**441**	**781**	**0**	**1754**
2040 General Plan Conditions	**0**	**0**	**0**	**0**	**295**	**53**	**9**	**0**	**108**	**811**	**748**	**0**	**2024**
2040 GP Plus Project (Sc. 1)	**0**	**0**	**0**	**0**	**295**	**53**	**10**	**0**	**108**	**797**	**750**	**0**	**2013**
2040 GP Plus Project (Sc. 2)	**0**	**0**	**0**	**0**	**295**	**53**	**10**	**0**	**108**	**797**	**750**	**0**	**2013**

Intersection Number: 6
Traffix Node Number: 4132
Intersection Name: Holsclaw Road and Pacheco Pass Highway (SR 152)
Peak Hour: PM
Count Date: 1/23/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	11	0	13	4	400	0	0	0	0	0	1051	9	1488
Existing Conditions	**11**	**0**	**13**	**4**	**400**	**0**	**0**	**0**	**0**	**0**	**1051**	**9**	**1488**
Proposed Project Trips (Scenario 1)	0	0	0	0	6	0	0	0	0	0	25	0	31
Proposed Project Trips (Scenario 2)	0	0	0	0	6	0	0	0	0	0	25	0	31
Existing Plus Project (Sc. 1)	**11**	**0**	**13**	**4**	**406**	**0**	**0**	**0**	**0**	**0**	**1076**	**9**	**1519**
Existing Plus Project (Sc. 2)	**11**	**0**	**13**	**4**	**406**	**0**	**0**	**0**	**0**	**0**	**1076**	**9**	**1519**
Traffix Approved	0	0	0	0	48	0	0	0	0	0	87	0	135
Glen Loma	0	0	0	0	44	0	0	0	0	0	36	0	80
Hecker Pass	0	0	0	0	8	0	0	0	0	0	7	0	15
Approved Project Trips	0	0	0	0	100	0	0	0	0	0	130	0	230
Background Conditions	**11**	**0**	**13**	**4**	**500**	**0**	**0**	**0**	**0**	**0**	**1181**	**9**	**1718**
Background Plus Project (Sc. 1)	**11**	**0**	**13**	**4**	**506**	**0**	**0**	**0**	**0**	**0**	**1206**	**9**	**1749**
Background Plus Project (Sc. 2)	**11**	**0**	**13**	**4**	**506**	**0**	**0**	**0**	**0**	**0**	**1206**	**9**	**1749**
2040 General Plan Conditions	**11**	**0**	**14**	**4**	**400**	**0**	**0**	**0**	**0**	**0**	**1544**	**9**	**1982**
2040 GP Plus Project (Sc. 1)	**11**	**0**	**14**	**4**	**400**	**0**	**0**	**0**	**0**	**0**	**1531**	**9**	**1969**
2040 GP Plus Project (Sc. 2)	**11**	**0**	**14**	**4**	**400**	**0**	**0**	**0**	**0**	**0**	**1531**	**9**	**1969**

Intersection Number: 7
Traffix Node Number: 52068
Intersection Name: Cameron Boulevard/Project Driveway B and Pacheco Pass Highway (SR 152)
Peak Hour: PM
Count Date: 11/5/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	0	544	21	25	0	99	48	1069	0	1806
Existing Conditions	**0**	**0**	**0**	**0**	**598**	**23**	**28**	**0**	**109**	**53**	**1176**	**0**	**1987**
Proposed Project Trips (Scenario 1)	26	0	1	1	90	22	0	0	0	0	2	23	165
Proposed Project Trips (Scenario 2)	26	0	1	1	126	22	0	0	0	0	21	23	220
Existing Plus Project (Sc. 1)	**26**	**0**	**1**	**1**	**688**	**45**	**28**	**0**	**109**	**53**	**1178**	**23**	**2152**
Existing Plus Project (Sc. 2)	**26**	**0**	**1**	**1**	**724**	**45**	**28**	**0**	**109**	**53**	**1197**	**23**	**2207**
Traffix Approved	0	0	0	0	31	40	71	0	636	357	35	0	1170
Glen Loma	0	0	0	0	44	0	0	0	0	0	36	0	80
Hecker Pass	0	0	0	0	8	0	0	0	0	0	7	0	15
Approved Project Trips	0	0	0	0	83	40	71	0	636	357	78	0	1265
Background Conditions	**0**	**0**	**0**	**0**	**681**	**63**	**99**	**0**	**745**	**410**	**1254**	**0**	**3252**
Background Plus Project (Sc. 1)	**26**	**0**	**1**	**1**	**771**	**85**	**99**	**0**	**745**	**410**	**1256**	**23**	**3417**
Background Plus Project (Sc. 2)	**26**	**0**	**1**	**1**	**807**	**85**	**99**	**0**	**745**	**410**	**1275**	**23**	**3472**
2040 General Plan Conditions	**105**	**22**	**31**	**5**	**454**	**22**	**141**	**30**	**618**	**132**	**1338**	**22**	**2920**
2040 GP Plus Project (Sc. 1)	**29**	**0**	**0**	**0**	**454**	**36**	**147**	**4**	**638**	**145**	**1305**	**23**	**2781**
2040 GP Plus Project (Sc. 2)	**29**	**0**	**0**	**0**	**454**	**36**	**148**	**4**	**637**	**145**	**1324**	**23**	**2800**

Intersection Number: 8
Traffix Node Number: 50855
Intersection Name: Camino Arroyo and Renz Lane
Peak Hour: PM
Count Date: 11/5/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	37	699	71	214	23	60	107	504	153	118	14	42	2042
Existing Conditions	**41**	**769**	**78**	**235**	**25**	**66**	**118**	**554**	**168**	**130**	**15**	**46**	**2246**
Proposed Project Trips (Scenario 1)	0	3	10	42	0	37	47	3	0	0	0	0	142
Proposed Project Trips (Scenario 2)	0	8	5	5	0	37	34	40	0	0	0	0	129
Existing Plus Project (Sc. 1)	**41**	**772**	**88**	**277**	**25**	**103**	**165**	**557**	**168**	**130**	**15**	**46**	**2388**
Existing Plus Project (Sc. 2)	**41**	**777**	**83**	**240**	**25**	**103**	**152**	**594**	**168**	**130**	**15**	**46**	**2375**
Traffix Approved	0	14	0	0	0	0	0	27	0	0	0	0	41
Glen Loma	0	38	0	0	0	0	0	18	0	0	0	0	56
Hecker Pass	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Project Trips	0	52	0	0	0	0	0	45	0	0	0	0	97
Background Conditions	**41**	**821**	**78**	**235**	**25**	**66**	**118**	**599**	**168**	**130**	**15**	**46**	**2343**
Background Plus Project (Sc. 1)	**41**	**824**	**88**	**277**	**25**	**103**	**165**	**602**	**168**	**130**	**15**	**46**	**2485**
Background Plus Project (Sc. 2)	**41**	**829**	**83**	**240**	**25**	**103**	**152**	**639**	**168**	**130**	**15**	**46**	**2472**
2040 General Plan Conditions	**41**	**989**	**108**	**318**	**58**	**187**	**118**	**758**	**186**	**130**	**53**	**46**	**2992**
2040 GP Plus Project (Sc. 1)	**41**	**1078**	**89**	**306**	**45**	**139**	**125**	**808**	**177**	**130**	**37**	**46**	**3021**
2040 GP Plus Project (Sc. 2)	**41**	**1085**	**82**	**280**	**45**	**139**	**118**	**834**	**177**	**130**	**37**	**46**	**3014**

Intersection Number: 9
Traffix Node Number: 10715
Intersection Name: Camino Arroyo and Pacheco Pass Highway (SR 152)
Peak Hour: PM
Count Date: 5/7/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	520	216	300	96	571	34	119	184	411	422	710	520	4103
Existing Conditions	**520**	**216**	**300**	**96**	**571**	**34**	**119**	**184**	**411**	**422**	**710**	**520**	**4103**
Proposed Project Trips (Scenario 1)	35	0	5	5	110	0	0	0	0	0	20	45	220
Proposed Project Trips (Scenario 2)	35	0	11	42	110	0	0	0	0	0	34	32	264
Existing Plus Project (Sc. 1)	**555**	**216**	**305**	**101**	**681**	**34**	**119**	**184**	**411**	**422**	**730**	**565**	**4323**
Existing Plus Project (Sc. 2)	**555**	**216**	**311**	**138**	**681**	**34**	**119**	**184**	**411**	**422**	**744**	**552**	**4367**
Traffix Approved	0	0	14	25	643	0	0	0	1	0	378	3	1064
Glen Loma	38	0	0	0	44	0	0	0	0	0	36	18	136
Hecker Pass	0	0	0	0	8	0	0	0	8	7	7	0	30
Approved Project Trips	38	0	14	25	695	0	0	0	9	7	421	21	1230
Background Conditions	**558**	**216**	**314**	**121**	**1266**	**34**	**119**	**184**	**420**	**429**	**1131**	**541**	**5333**
Background Plus Project (Sc. 1)	**593**	**216**	**319**	**126**	**1376**	**34**	**119**	**184**	**420**	**429**	**1151**	**586**	**5553**
Background Plus Project (Sc. 2)	**593**	**216**	**325**	**163**	**1376**	**34**	**119**	**184**	**420**	**429**	**1165**	**573**	**5597**
2040 General Plan Conditions	**684**	**216**	**473**	**144**	**726**	**51**	**190**	**212**	**497**	**479**	**825**	**660**	**5157**
2040 GP Plus Project (Sc. 1)	**669**	**216**	**501**	**167**	**769**	**34**	**180**	**235**	**491**	**470**	**857**	**659**	**5248**
2040 GP Plus Project (Sc. 2)	**669**	**216**	**508**	**191**	**769**	**34**	**180**	**235**	**491**	**470**	**868**	**648**	**5279**

Intersection Number: 10
Traffix Node Number: 7671
Intersection Name: US 101 Northbound Ramps and Pacheco Pass Highway (SR 152)
Peak Hour: PM
Count Date: 5/7/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	688	834	0	221	0	108	296	1450	0	3597
Existing Conditions	**0**	**0**	**0**	**688**	**834**	**0**	**221**	**0**	**108**	**296**	**1450**	**0**	**3597**
Proposed Project Trips (Scenario 1)	0	0	0	82	63	0	8	0	0	0	58	0	211
Proposed Project Trips (Scenario 2)	0	0	0	82	63	0	8	0	0	0	58	0	211
Existing Plus Project (Sc. 1)	**0**	**0**	**0**	**770**	**897**	**0**	**229**	**0**	**108**	**296**	**1508**	**0**	**3808**
Existing Plus Project (Sc. 2)	**0**	**0**	**0**	**770**	**897**	**0**	**229**	**0**	**108**	**296**	**1508**	**0**	**3808**
Traffix Approved	0	0	0	183	461	0	88	0	10	5	293	0	1040
Glen Loma	0	0	0	0	82	0	0	0	0	89	54	0	225
Hecker Pass	0	0	0	0	15	0	0	0	13	0	15	0	43
Approved Project Trips	0	0	0	183	558	0	88	0	23	94	362	0	1308
Background Conditions	**0**	**0**	**0**	**871**	**1392**	**0**	**309**	**0**	**131**	**390**	**1812**	**0**	**4905**
Background Plus Project (Sc. 1)	**0**	**0**	**0**	**953**	**1455**	**0**	**317**	**0**	**131**	**390**	**1870**	**0**	**5116**
Background Plus Project (Sc. 2)	**0**	**0**	**0**	**953**	**1455**	**0**	**317**	**0**	**131**	**390**	**1870**	**0**	**5116**
2040 General Plan Conditions	**0**	**0**	**0**	**0**	**1097**	**0**	**525**	**0**	**113**	**0**	**1459**	**0**	**3194**
2040 GP Plus Project (Sc. 1)	**0**	**0**	**0**	**0**	**1118**	**0**	**528**	**0**	**113**	**0**	**1475**	**0**	**3234**
2040 GP Plus Project (Sc. 2)	**0**	**0**	**0**	**0**	**1118**	**0**	**528**	**0**	**113**	**0**	**1475**	**0**	**3234**

Intersection Number: 11
Traffix Node Number: 7665
Intersection Name: US 101 Southbound Ramps and Tenth Street
Peak Hour: PM
Count Date: 5/7/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	506	1	910	331	602	0	0	0	0	138	876	0	3364
Existing Conditions	**506**	**1**	**910**	**331**	**602**	**0**	**0**	**0**	**0**	**138**	**876**	**0**	**3364**
Proposed Project Trips (Scenario 1)	0	0	41	33	30	0	0	0	0	0	17	0	121
Proposed Project Trips (Scenario 2)	0	0	41	33	30	0	0	0	0	0	17	0	121
Existing Plus Project (Sc. 1)	**506**	**1**	**951**	**364**	**632**	**0**	**0**	**0**	**0**	**138**	**893**	**0**	**3485**
Existing Plus Project (Sc. 2)	**506**	**1**	**951**	**364**	**632**	**0**	**0**	**0**	**0**	**138**	**893**	**0**	**3485**
Traffix Approved	4	0	112	154	317	0	0	0	0	11	187	0	785
Glen Loma	117	0	0	0	82	0	0	0	0	0	143	0	342
Hecker Pass	0	0	0	0	28	0	0	0	0	0	15	0	43
Approved Project Trips	121	0	112	154	427	0	0	0	0	11	345	0	1170
Background Conditions	**627**	**1**	**1022**	**485**	**1029**	**0**	**0**	**0**	**0**	**149**	**1221**	**0**	**4534**
Background Plus Project (Sc. 1)	**627**	**1**	**1063**	**518**	**1059**	**0**	**0**	**0**	**0**	**149**	**1238**	**0**	**4655**
Background Plus Project (Sc. 2)	**627**	**1**	**1063**	**518**	**1059**	**0**	**0**	**0**	**0**	**149**	**1238**	**0**	**4655**
2040 General Plan Conditions	**506**	**1**	**910**	**0**	**675**	**0**	**0**	**0**	**0**	**170**	**876**	**0**	**3138**
2040 GP Plus Project (Sc. 1)	**506**	**1**	**910**	**0**	**704**	**0**	**0**	**0**	**0**	**170**	**876**	**0**	**3167**
2040 GP Plus Project (Sc. 2)	**506**	**1**	**910**	**0**	**704**	**0**	**0**	**0**	**0**	**170**	**876**	**0**	**3167**

Intersection Number: 12
Traffix Node Number: 7536
Intersection Name: Chestnut Street/Automall Parkway and Tenth Street
Peak Hour: PM
Count Date: 5/7/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	28	141	140	83	597	330	288	169	164	121	450	49	2560
Existing Conditions	**28**	**141**	**140**	**83**	**597**	**330**	**288**	**169**	**164**	**121**	**450**	**49**	**2560**
Proposed Project Trips (Scenario 1)	0	0	0	0	30	0	0	0	0	0	17	0	47
Proposed Project Trips (Scenario 2)	0	0	0	0	30	0	0	0	0	0	17	0	47
Existing Plus Project (Sc. 1)	**28**	**141**	**140**	**83**	**627**	**330**	**288**	**169**	**164**	**121**	**467**	**49**	**2607**
Existing Plus Project (Sc. 2)	**28**	**141**	**140**	**83**	**627**	**330**	**288**	**169**	**164**	**121**	**467**	**49**	**2607**
Traffix Approved	0	1	1	1	319	1	3	1	0	1	194	0	522
Glen Loma	79	0	0	0	198	0	0	0	0	0	143	0	420
Hecker Pass	0	0	0	0	28	0	0	0	10	10	15	0	63
Approved Project Trips	79	1	1	1	545	1	3	1	10	11	352	0	1005
Background Conditions	**107**	**142**	**141**	**84**	**1142**	**331**	**291**	**170**	**174**	**132**	**802**	**49**	**3565**
Background Plus Project (Sc. 1)	**107**	**142**	**141**	**84**	**1172**	**331**	**291**	**170**	**174**	**132**	**819**	**49**	**3612**
Background Plus Project (Sc. 2)	**107**	**142**	**141**	**84**	**1172**	**331**	**291**	**170**	**174**	**132**	**819**	**49**	**3612**
2040 General Plan Conditions	**34**	**148**	**140**	**83**	**628**	**387**	**291**	**197**	**164**	**121**	**463**	**52**	**2708**
2040 GP Plus Project (Sc. 1)	**34**	**148**	**140**	**83**	**662**	**381**	**292**	**197**	**164**	**121**	**471**	**51**	**2744**
2040 GP Plus Project (Sc. 2)	**34**	**148**	**140**	**83**	**662**	**381**	**292**	**197**	**164**	**121**	**471**	**51**	**2744**

Intersection Number: 13
Traffix Node Number: 7657
Intersection Name: Monterey Road and Tenth Street
Peak Hour: PM
Count Date: 9/5/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	51	312	177	150	578	127	88	169	84	96	409	30	2271
Existing Conditions	**51**	**312**	**177**	**150**	**578**	**127**	**88**	**169**	**84**	**96**	**409**	**30**	**2271**
Proposed Project Trips (Scenario 1)	0	0	2	2	14	14	7	0	0	0	7	0	46
Proposed Project Trips (Scenario 2)	0	0	2	2	14	14	7	0	0	0	7	0	46
Existing Plus Project (Sc. 1)	**51**	**312**	**179**	**152**	**592**	**141**	**95**	**169**	**84**	**96**	**416**	**30**	**2317**
Existing Plus Project (Sc. 2)	**51**	**312**	**179**	**152**	**592**	**141**	**95**	**169**	**84**	**96**	**416**	**30**	**2317**
Traffix Approved	3	8	30	50	254	5	2	6	1	0	144	5	508
Glen Loma	58	0	0	0	277	0	0	0	0	0	143	109	587
Hecker Pass	0	0	0	0	38	0	0	0	0	0	25	0	63
Approved Project Trips	61	8	30	50	569	5	2	6	1	0	312	114	1158
Background Conditions	**112**	**320**	**207**	**200**	**1147**	**132**	**90**	**175**	**85**	**96**	**721**	**144**	**3429**
Background Plus Project (Sc. 1)	**112**	**320**	**209**	**202**	**1161**	**146**	**97**	**175**	**85**	**96**	**728**	**144**	**3475**
Background Plus Project (Sc. 2)	**112**	**320**	**209**	**202**	**1161**	**146**	**97**	**175**	**85**	**96**	**728**	**144**	**3475**
2040 General Plan Conditions	**58**	**389**	**154**	**170**	**622**	**122**	**76**	**399**	**156**	**100**	**388**	**31**	**2665**
2040 GP Plus Project (Sc. 1)	**58**	**395**	**154**	**170**	**647**	**122**	**76**	**400**	**157**	**100**	**395**	**31**	**2705**
2040 GP Plus Project (Sc. 2)	**58**	**395**	**154**	**170**	**647**	**122**	**76**	**400**	**157**	**100**	**395**	**31**	**2705**

Intersection Number: 14
Traffix Node Number: 10570
Intersection Name: Monterey Road and Luchessa Avenue
Peak Hour: PM
Count Date: 9/5/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	89	398	43	58	182	322	140	209	365	375	136	59	2376
Existing Conditions	**89**	**398**	**43**	**58**	**182**	**322**	**140**	**209**	**365**	**375**	**136**	**59**	**2376**
Proposed Project Trips (Scenario 1)	14	0	0	0	0	0	0	0	0	0	0	7	21
Proposed Project Trips (Scenario 2)	14	0	0	0	0	0	0	0	0	0	0	7	21
Existing Plus Project (Sc. 1)	**103**	**398**	**43**	**58**	**182**	**322**	**140**	**209**	**365**	**375**	**136**	**66**	**2397**
Existing Plus Project (Sc. 2)	**103**	**398**	**43**	**58**	**182**	**322**	**140**	**209**	**365**	**375**	**136**	**66**	**2397**
Traffix Approved	4	10	0	1	4	9	1	5	6	10	1	4	55
Glen Loma	0	0	0	0	83	0	0	0	99	12	67	0	261
Hecker Pass	0	0	0	0	0	0	0	0	13	0	0	0	13
Approved Project Trips	4	10	0	1	87	9	1	5	118	22	68	4	329
Background Conditions	**93**	**408**	**43**	**59**	**269**	**331**	**141**	**214**	**483**	**397**	**204**	**63**	**2705**
Background Plus Project (Sc. 1)	**107**	**408**	**43**	**59**	**269**	**331**	**141**	**214**	**483**	**397**	**204**	**70**	**2726**
Background Plus Project (Sc. 2)	**107**	**408**	**43**	**59**	**269**	**331**	**141**	**214**	**483**	**397**	**204**	**70**	**2726**
2040 General Plan Conditions	**98**	**532**	**52**	**152**	**729**	**322**	**201**	**425**	**365**	**388**	**213**	**60**	**3537**
2040 GP Plus Project (Sc. 1)	**97**	**538**	**52**	**154**	**744**	**322**	**201**	**425**	**365**	**393**	**213**	**60**	**3564**
2040 GP Plus Project (Sc. 2)	**97**	**538**	**52**	**154**	**744**	**322**	**201**	**425**	**365**	**393**	**213**	**60**	**3564**

Intersection Number: 15
Traffix Node Number: 50822
Intersection Name: Gilroy Foods and Pacheco Pass Highway (SR 152)
Peak Hour: PM
Count Date: 11/5/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	12	0	3	0	498	1	8	0	21	4	1085	6	1638
Existing Conditions	**13**	**0**	**3**	**0**	**548**	**1**	**9**	**0**	**23**	**4**	**1194**	**7**	**1802**
Proposed Project Trips (Scenario 1)	0	0	0	0	6	0	0	0	0	0	25	0	31
Proposed Project Trips (Scenario 2)	0	0	0	0	6	0	0	0	0	0	25	0	31
Existing Plus Project (Sc. 1)	**13**	**0**	**3**	**0**	**554**	**1**	**9**	**0**	**23**	**4**	**1219**	**7**	**1833**
Existing Plus Project (Sc. 2)	**13**	**0**	**3**	**0**	**554**	**1**	**9**	**0**	**23**	**4**	**1219**	**7**	**1833**
Traffix Approved	23	0	1	1	48	0	0	0	0	0	87	18	178
Glen Loma	0	0	0	0	44	0	0	0	0	0	36	0	80
Hecker Pass	0	0	0	0	8	0	0	0	0	0	7	0	15
Approved Project Trips	23	0	1	1	100	0	0	0	0	0	130	18	273
Background Conditions	**36**	**0**	**4**	**1**	**648**	**1**	**9**	**0**	**23**	**4**	**1324**	**25**	**2075**
Background Plus Project (Sc. 1)	**36**	**0**	**4**	**1**	**654**	**1**	**9**	**0**	**23**	**4**	**1349**	**25**	**2106**
Background Plus Project (Sc. 2)	**36**	**0**	**4**	**1**	**654**	**1**	**9**	**0**	**23**	**4**	**1349**	**25**	**2106**
2040 General Plan Conditions	**13**	**0**	**3**	**0**	**548**	**1**	**9**	**0**	**23**	**4**	**1677**	**7**	**2285**
2040 GP Plus Project (Sc. 1)	**13**	**0**	**3**	**0**	**548**	**1**	**9**	**0**	**23**	**4**	**1631**	**7**	**2239**
2040 GP Plus Project (Sc. 2)	**13**	**0**	**3**	**0**	**548**	**1**	**9**	**0**	**23**	**4**	**1631**	**7**	**2239**

Intersection Number: 16
Traffix Node Number: 50935
Intersection Name: Silacci Way and Pacheco Pass Highway (SR 152)
Peak Hour: PM
Count Date: 11/5/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	0	596	13	14	0	9	8	1142	0	1782
Existing Conditions	**0**	**0**	**0**	**0**	**656**	**14**	**15**	**0**	**10**	**9**	**1256**	**0**	**1960**
Proposed Project Trips (Scenario 1)	0	0	0	0	115	0	0	0	0	0	25	0	140
Proposed Project Trips (Scenario 2)	0	0	0	0	152	0	0	0	0	0	44	0	196
Existing Plus Project (Sc. 1)	**0**	**0**	**0**	**0**	**771**	**14**	**15**	**0**	**10**	**9**	**1281**	**0**	**2100**
Existing Plus Project (Sc. 2)	**0**	**0**	**0**	**0**	**808**	**14**	**15**	**0**	**10**	**9**	**1300**	**0**	**2156**
Traffix Approved	0	0	0	0	668	0	0	0	0	0	392	0	1060
Glen Loma	0	0	0	0	44	0	0	0	0	0	36	0	80
Hecker Pass	0	0	0	0	8	0	0	0	0	0	7	0	15
Approved Project Trips	0	0	0	0	720	0	0	0	0	0	435	0	1155
Background Conditions	**0**	**0**	**0**	**0**	**1376**	**14**	**15**	**0**	**10**	**9**	**1691**	**0**	**3115**
Background Plus Project (Sc. 1)	**0**	**0**	**0**	**0**	**1491**	**14**	**15**	**0**	**10**	**9**	**1716**	**0**	**3255**
Background Plus Project (Sc. 2)	**0**	**0**	**0**	**0**	**1528**	**14**	**15**	**0**	**10**	**9**	**1735**	**0**	**3311**
2040 General Plan Conditions	**0**	**0**	**0**	**0**	**851**	**36**	**63**	**0**	**37**	**9**	**1659**	**0**	**2655**
2040 GP Plus Project (Sc. 1)	**0**	**0**	**0**	**0**	**875**	**46**	**60**	**0**	**39**	**9**	**1687**	**0**	**2716**
2040 GP Plus Project (Sc. 2)	**0**	**0**	**0**	**0**	**900**	**46**	**61**	**0**	**38**	**9**	**1705**	**0**	**2759**

Intersection Number: 1
Traffix Node Number: 7467
Intersection Name: Arroyo Circle and Leavesley Road
Peak Hour: SAT
Count Date: 11/7/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	161	172	29	32	329	81	65	198	819	958	346	203	3393
Existing Conditions	**161**	**172**	**29**	**32**	**329**	**81**	**65**	**198**	**819**	**958**	**346**	**203**	**3393**
Proposed Project Trips (Scenario 1)	0	0	0	0	0	4	5	0	7	5	0	0	21
Proposed Project Trips (Scenario 2)	0	0	0	0	0	4	5	0	7	5	0	0	21
Existing Plus Project (Sc. 1)	**161**	**172**	**29**	**32**	**329**	**85**	**70**	**198**	**826**	**963**	**346**	**203**	**3414**
Existing Plus Project (Sc. 2)	**161**	**172**	**29**	**32**	**329**	**85**	**70**	**198**	**826**	**963**	**346**	**203**	**3414**
Traffix Approved	0	0	0	0	5	1	2	0	32	24	4	0	68
Glen Loma	0	0	0	0	0	0	0	0	0	0	0	0	0
Hecker Pass	0	0	0	0	10	10	9	0	0	0	9	0	38
Approved Project Trips	0	0	0	0	15	11	11	0	32	24	13	0	106
Background Conditions	**161**	**172**	**29**	**32**	**344**	**92**	**76**	**198**	**851**	**982**	**359**	**203**	**3499**
Background Plus Project (Sc. 1)	**161**	**172**	**29**	**32**	**344**	**96**	**81**	**198**	**858**	**987**	**359**	**203**	**3520**
Background Plus Project (Sc. 2)	**161**	**172**	**29**	**32**	**344**	**96**	**81**	**198**	**858**	**987**	**359**	**203**	**3520**
2040 General Plan Conditions	**161**	**227**	**58**	**43**	**579**	**81**	**80**	**229**	**629**	**685**	**144**	**203**	**3119**
2040 GP Plus Project (Sc. 1)	**161**	**232**	**53**	**36**	**579**	**81**	**76**	**234**	**629**	**715**	**138**	**203**	**3138**
2040 GP Plus Project (Sc. 2)	**161**	**232**	**53**	**36**	**579**	**81**	**76**	**234**	**629**	**715**	**138**	**203**	**3138**

Intersection Number: 2
Traffix Node Number: 7675
Intersection Name: US 101 NB Ramps/San Ysidro Ave and Leavesley Road
Peak Hour: SAT
Count Date: 11/7/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	420	0	213	195	1790	0	321	159	320	256	974	351	4999
Existing Conditions	**420**	**0**	**213**	**195**	**1790**	**0**	**321**	**159**	**320**	**256**	**974**	**351**	**4999**
Proposed Project Trips (Scenario 1)	0	0	0	0	7	0	0	0	0	0	5	0	12
Proposed Project Trips (Scenario 2)	0	0	0	0	7	0	0	0	0	0	5	0	12
Existing Plus Project (Sc. 1)	**420**	**0**	**213**	**195**	**1797**	**0**	**321**	**159**	**320**	**256**	**979**	**351**	**5011**
Existing Plus Project (Sc. 2)	**420**	**0**	**213**	**195**	**1797**	**0**	**321**	**159**	**320**	**256**	**979**	**351**	**5011**
Traffix Approved	9	0	1	1	36	0	0	3	30	23	27	8	138
Glen Loma	0	0	0	0	0	0	0	0	0	0	0	0	0
Hecker Pass	0	0	0	0	10	0	0	0	0	19	9	0	38
Approved Project Trips	9	0	1	1	46	0	0	3	30	42	36	8	176
Background Conditions	**429**	**0**	**214**	**196**	**1836**	**0**	**321**	**162**	**350**	**298**	**1010**	**359**	**5175**
Background Plus Project (Sc. 1)	**429**	**0**	**214**	**196**	**1843**	**0**	**321**	**162**	**350**	**298**	**1015**	**359**	**5187**
Background Plus Project (Sc. 2)	**429**	**0**	**214**	**196**	**1843**	**0**	**321**	**162**	**350**	**298**	**1015**	**359**	**5187**
2040 General Plan Conditions	**558**	**0**	**311**	**202**	**1719**	**0**	**325**	**385**	**186**	**256**	**432**	**233**	**4608**
2040 GP Plus Project (Sc. 1)	**561**	**0**	**323**	**202**	**1718**	**0**	**321**	**376**	**189**	**256**	**432**	**231**	**4609**
2040 GP Plus Project (Sc. 2)	**561**	**0**	**323**	**202**	**1718**	**0**	**321**	**376**	**189**	**256**	**432**	**231**	**4609**

Intersection Number: 3
Traffix Node Number: 7676
Intersection Name: US 101 SB Ramps and Leavesley Road
Peak Hour: SAT
Count Date: 7/22/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	423	7	601	0	983	337	0	0	0	312	1030	0	3693
Existing Conditions	**471**	**8**	**670**	**0**	**1095**	**376**	**0**	**0**	**0**	**348**	**1148**	**0**	**4115**
Proposed Project Trips (Scenario 1)	0	0	0	0	7	0	0	0	0	0	5	0	12
Proposed Project Trips (Scenario 2)	0	0	0	0	7	0	0	0	0	0	5	0	12
Existing Plus Project (Sc. 1)	**471**	**8**	**670**	**0**	**1102**	**376**	**0**	**0**	**0**	**348**	**1153**	**0**	**4127**
Existing Plus Project (Sc. 2)	**471**	**8**	**670**	**0**	**1102**	**376**	**0**	**0**	**0**	**348**	**1153**	**0**	**4127**
Traffix Approved	33	0	5	0	68	3	0	0	0	26	55	0	190
Glen Loma	0	0	0	0	0	0	0	0	0	0	0	0	0
Hecker Pass	20	0	0	0	10	0	0	0	0	0	28	0	58
Approved Project Trips	53	0	5	0	78	3	0	0	0	26	83	0	248
Background Conditions	**524**	**8**	**675**	**0**	**1173**	**379**	**0**	**0**	**0**	**374**	**1231**	**0**	**4363**
Background Plus Project (Sc. 1)	**524**	**8**	**675**	**0**	**1180**	**379**	**0**	**0**	**0**	**374**	**1236**	**0**	**4375**
Background Plus Project (Sc. 2)	**524**	**8**	**675**	**0**	**1180**	**379**	**0**	**0**	**0**	**374**	**1236**	**0**	**4375**
2040 General Plan Conditions	**173**	**7**	**145**	**0**	**640**	**337**	**0**	**0**	**0**	**283**	**493**	**0**	**2078**
2040 GP Plus Project (Sc. 1)	**173**	**7**	**141**	**0**	**636**	**337**	**0**	**0**	**0**	**284**	**490**	**0**	**2069**
2040 GP Plus Project (Sc. 2)	**173**	**7**	**141**	**0**	**636**	**337**	**0**	**0**	**0**	**284**	**490**	**0**	**2069**

Intersection Number: 4
Traffix Node Number: 7472
Intersection Name: Camino Arroyo and Sixth Street/Gilman Road
Peak Hour: SAT
Count Date: 11/7/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	65	573	8	4	26	29	40	461	316	386	29	70	2007
Existing Conditions	**65**	**573**	**8**	**4**	**26**	**29**	**40**	**461**	**316**	**386**	**29**	**70**	**2007**
Proposed Project Trips (Scenario 1)	0	9	0	0	0	0	0	12	0	0	0	0	21
Proposed Project Trips (Scenario 2)	0	9	0	0	0	0	0	12	0	0	0	0	21
Existing Plus Project (Sc. 1)	**65**	**582**	**8**	**4**	**26**	**29**	**40**	**473**	**316**	**386**	**29**	**70**	**2028**
Existing Plus Project (Sc. 2)	**65**	**582**	**8**	**4**	**26**	**29**	**40**	**473**	**316**	**386**	**29**	**70**	**2028**
Traffix Approved	2	4	0	0	4	0	0	7	2	1	3	2	25
Glen Loma	0	0	0	0	5	29	14	0	0	0	13	0	61
Hecker Pass	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Project Trips	2	4	0	0	9	29	14	7	2	1	16	2	86
Background Conditions	**67**	**577**	**8**	**4**	**35**	**58**	**54**	**468**	**318**	**387**	**45**	**72**	**2093**
Background Plus Project (Sc. 1)	**67**	**586**	**8**	**4**	**35**	**58**	**54**	**480**	**318**	**387**	**45**	**72**	**2114**
Background Plus Project (Sc. 2)	**67**	**586**	**8**	**4**	**35**	**58**	**54**	**480**	**318**	**387**	**45**	**72**	**2114**
2040 General Plan Conditions	**65**	**760**	**8**	**4**	**31**	**71**	**63**	**565**	**341**	**386**	**34**	**70**	**2397**
2040 GP Plus Project (Sc. 1)	**65**	**790**	**8**	**4**	**31**	**134**	**94**	**564**	**336**	**386**	**34**	**70**	**2516**
2040 GP Plus Project (Sc. 2)	**65**	**790**	**8**	**4**	**31**	**134**	**94**	**564**	**336**	**386**	**34**	**70**	**2516**

Intersection Number: 5
Traffix Node Number: 7662
Intersection Name: Frazier Lake Road and Pacheco Pass Highway (SR 152)
Peak Hour: SAT
Count Date: 11/18/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	0	630	11	13	0	151	190	939	0	1934
Existing Conditions	**0**	**0**	**0**	**0**	**642**	**11**	**13**	**0**	**154**	**194**	**957**	**0**	**1971**
Proposed Project Trips (Scenario 1)	0	0	0	0	2	0	0	0	1	2	3	0	8
Proposed Project Trips (Scenario 2)	0	0	0	0	2	0	0	0	1	2	3	0	8
Existing Plus Project (Sc. 1)	**0**	**0**	**0**	**0**	**644**	**11**	**13**	**0**	**155**	**196**	**960**	**0**	**1979**
Existing Plus Project (Sc. 2)	**0**	**0**	**0**	**0**	**644**	**11**	**13**	**0**	**155**	**196**	**960**	**0**	**1979**
Traffix Approved	0	0	0	0	18	0	0	0	0	0	22	0	40
Glen Loma	0	0	0	0	34	0	0	0	0	0	27	0	61
Hecker Pass	0	0	0	0	6	0	0	0	0	0	6	0	12
Approved Project Trips	0	0	0	0	58	0	0	0	0	0	55	0	113
Background Conditions	**0**	**0**	**0**	**0**	**700**	**11**	**13**	**0**	**154**	**194**	**1012**	**0**	**2084**
Background Plus Project (Sc. 1)	**0**	**0**	**0**	**0**	**702**	**11**	**13**	**0**	**155**	**196**	**1015**	**0**	**2092**
Background Plus Project (Sc. 2)	**0**	**0**	**0**	**0**	**702**	**11**	**13**	**0**	**155**	**196**	**1015**	**0**	**2092**
2040 General Plan Conditions	**0**	**0**	**0**	**0**	**630**	**42**	**16**	**0**	**168**	**671**	**1096**	**0**	**2622**
2040 GP Plus Project (Sc. 1)	**0**	**0**	**0**	**0**	**630**	**42**	**17**	**0**	**168**	**646**	**1095**	**0**	**2598**
2040 GP Plus Project (Sc. 2)	**0**	**0**	**0**	**0**	**630**	**42**	**17**	**0**	**168**	**646**	**1095**	**0**	**2598**

Intersection Number: 6
Traffix Node Number: 4132
Intersection Name: Holsclaw Road and Pacheco Pass Highway (SR 152)
Peak Hour: SAT
Count Date: 11/18/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	8	0	4	3	801	0	0	0	0	0	1069	11	1896
Existing Conditions	**8**	**0**	**4**	**3**	**816**	**0**	**0**	**0**	**0**	**0**	**1090**	**11**	**1932**
Proposed Project Trips (Scenario 1)	0	0	0	0	4	0	0	0	0	0	5	0	9
Proposed Project Trips (Scenario 2)	0	0	0	0	4	0	0	0	0	0	5	0	9
Existing Plus Project (Sc. 1)	**8**	**0**	**4**	**3**	**820**	**0**	**0**	**0**	**0**	**0**	**1095**	**11**	**1941**
Existing Plus Project (Sc. 2)	**8**	**0**	**4**	**3**	**820**	**0**	**0**	**0**	**0**	**0**	**1095**	**11**	**1941**
Traffix Approved	0	0	0	0	18	0	0	0	0	0	22	0	40
Glen Loma	0	0	0	0	34	0	0	0	0	0	27	0	61
Hecker Pass	0	0	0	0	6	0	0	0	0	0	6	0	12
Approved Project Trips	0	0	0	0	58	0	0	0	0	0	55	0	113
Background Conditions	**8**	**0**	**4**	**3**	**874**	**0**	**0**	**0**	**0**	**0**	**1145**	**11**	**2045**
Background Plus Project (Sc. 1)	**8**	**0**	**4**	**3**	**878**	**0**	**0**	**0**	**0**	**0**	**1150**	**11**	**2054**
Background Plus Project (Sc. 2)	**8**	**0**	**4**	**3**	**878**	**0**	**0**	**0**	**0**	**0**	**1150**	**11**	**2054**
2040 General Plan Conditions	**8**	**0**	**5**	**3**	**801**	**0**	**0**	**0**	**0**	**0**	**1697**	**11**	**2525**
2040 GP Plus Project (Sc. 1)	**8**	**0**	**5**	**3**	**801**	**0**	**0**	**0**	**0**	**0**	**1671**	**11**	**2500**
2040 GP Plus Project (Sc. 2)	**8**	**0**	**5**	**3**	**801**	**0**	**0**	**0**	**0**	**0**	**1671**	**11**	**2500**

Intersection Number: 7
Traffix Node Number: 52068
Intersection Name: Cameron Boulevard/Project Driveway B and Pacheco Pass Highway (SR 152)
Peak Hour: SAT
Count Date: 11/7/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	0	715	33	34	0	136	102	906	0	1926
Existing Conditions	**0**	**0**	**0**	**0**	**715**	**33**	**34**	**0**	**136**	**102**	**906**	**0**	**1926**
Proposed Project Trips (Scenario 1)	61	0	3	2	1	0	0	0	0	0	2	42	111
Proposed Project Trips (Scenario 2)	61	0	3	2	1	0	0	0	0	0	2	42	111
Existing Plus Project (Sc. 1)	**61**	**0**	**3**	**2**	**716**	**33**	**34**	**0**	**136**	**102**	**908**	**42**	**2037**
Existing Plus Project (Sc. 2)	**61**	**0**	**3**	**2**	**716**	**33**	**34**	**0**	**136**	**102**	**908**	**42**	**2037**
Traffix Approved	0	0	0	0	33	8	14	0	127	71	31	0	284
Glen Loma	0	0	0	0	34	0	0	0	0	0	27	0	61
Hecker Pass	0	0	0	0	6	0	0	0	0	0	6	0	12
Approved Project Trips	0	0	0	0	73	8	14	0	127	71	64	0	357
Background Conditions	**0**	**0**	**0**	**0**	**788**	**41**	**48**	**0**	**263**	**173**	**970**	**0**	**2283**
Background Plus Project (Sc. 1)	**61**	**0**	**3**	**2**	**789**	**41**	**48**	**0**	**263**	**173**	**972**	**42**	**2394**
Background Plus Project (Sc. 2)	**61**	**0**	**3**	**2**	**789**	**41**	**48**	**0**	**263**	**173**	**972**	**42**	**2394**
2040 General Plan Conditions	**125**	**26**	**37**	**6**	**715**	**39**	**181**	**36**	**780**	**218**	**1299**	**26**	**3489**
2040 GP Plus Project (Sc. 1)	**62**	**0**	**4**	**1**	**715**	**41**	**188**	**4**	**803**	**233**	**1260**	**41**	**3353**
2040 GP Plus Project (Sc. 2)	**62**	**0**	**4**	**1**	**715**	**41**	**188**	**4**	**803**	**233**	**1260**	**41**	**3353**

Intersection Number: 8
Traffix Node Number: 50855
Intersection Name: Camino Arroyo and Renz Lane
Peak Hour: SAT
Count Date: 11/7/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	27	814	164	141	53	406	219	754	280	183	29	59	3129
Existing Conditions	**27**	**814**	**164**	**141**	**53**	**406**	**219**	**754**	**280**	**183**	**29**	**59**	**3129**
Proposed Project Trips (Scenario 1)	0	5	3	5	0	33	23	8	0	0	0	0	77
Proposed Project Trips (Scenario 2)	0	5	3	5	0	33	23	8	0	0	0	0	77
Existing Plus Project (Sc. 1)	**27**	**819**	**167**	**146**	**53**	**439**	**242**	**762**	**280**	**183**	**29**	**59**	**3206**
Existing Plus Project (Sc. 2)	**27**	**819**	**167**	**146**	**53**	**439**	**242**	**762**	**280**	**183**	**29**	**59**	**3206**
Traffix Approved	0	3	0	0	0	0	0	5	0	0	0	0	8
Glen Loma	0	29	0	0	0	0	0	14	0	0	0	0	43
Hecker Pass	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Project Trips	0	32	0	0	0	0	0	19	0	0	0	0	51
Background Conditions	**27**	**846**	**164**	**141**	**53**	**406**	**219**	**773**	**280**	**183**	**29**	**59**	**3180**
Background Plus Project (Sc. 1)	**27**	**851**	**167**	**146**	**53**	**439**	**242**	**781**	**280**	**183**	**29**	**59**	**3257**
Background Plus Project (Sc. 2)	**27**	**851**	**167**	**146**	**53**	**439**	**242**	**781**	**280**	**183**	**29**	**59**	**3257**
2040 General Plan Conditions	**27**	**1121**	**206**	**257**	**99**	**575**	**219**	**1038**	**305**	**183**	**82**	**59**	**4170**
2040 GP Plus Project (Sc. 1)	**27**	**1247**	**168**	**203**	**81**	**486**	**219**	**1114**	**293**	**183**	**60**	**59**	**4139**
2040 GP Plus Project (Sc. 2)	**27**	**1247**	**168**	**203**	**81**	**486**	**219**	**1114**	**293**	**183**	**60**	**59**	**4139**

Intersection Number: 9
Traffix Node Number: 10715
Intersection Name: Camino Arroyo and Pacheco Pass Highway (SR 152)
Peak Hour: SAT
Count Date: 11/7/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	885	343	225	199	575	80	115	368	600	423	743	845	5401
Existing Conditions	**885**	**343**	**225**	**199**	**575**	**80**	**115**	**368**	**600**	**423**	**743**	**845**	**5401**
Proposed Project Trips (Scenario 1)	31	0	7	9	53	0	0	0	0	0	37	22	159
Proposed Project Trips (Scenario 2)	31	0	7	9	53	0	0	0	0	0	37	22	159
Existing Plus Project (Sc. 1)	**916**	**343**	**232**	**208**	**628**	**80**	**115**	**368**	**600**	**423**	**780**	**867**	**5560**
Existing Plus Project (Sc. 2)	**916**	**343**	**232**	**208**	**628**	**80**	**115**	**368**	**600**	**423**	**780**	**867**	**5560**
Traffix Approved	0	0	3	5	155	0	0	0	0	0	99	0	262
Glen Loma	29	0	0	0	34	0	0	0	0	0	27	14	104
Hecker Pass	0	0	0	0	6	0	0	0	6	6	6	0	24
Approved Project Trips	29	0	3	5	195	0	0	0	6	6	132	14	390
Background Conditions	**914**	**343**	**228**	**204**	**770**	**80**	**115**	**368**	**606**	**429**	**875**	**859**	**5791**
Background Plus Project (Sc. 1)	**945**	**343**	**235**	**213**	**823**	**80**	**115**	**368**	**606**	**429**	**912**	**881**	**5950**
Background Plus Project (Sc. 2)	**945**	**343**	**235**	**213**	**823**	**80**	**115**	**368**	**606**	**429**	**912**	**881**	**5950**
2040 General Plan Conditions	**1101**	**343**	**453**	**262**	**779**	**102**	**208**	**405**	**713**	**498**	**894**	**1029**	**6788**
2040 GP Plus Project (Sc. 1)	**1128**	**343**	**494**	**296**	**826**	**80**	**195**	**435**	**705**	**486**	**943**	**1048**	**6981**
2040 GP Plus Project (Sc. 2)	**1128**	**343**	**494**	**296**	**826**	**80**	**195**	**435**	**705**	**486**	**943**	**1048**	**6981**

Intersection Number: 10
Traffix Node Number: 7671
Intersection Name: US 101 Northbound Ramps and Pacheco Pass Highway (SR 152)
Peak Hour: SAT
Count Date: 9/7/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	920	982	0	468	0	126	330	1528	0	4354
Existing Conditions	**0**	**0**	**0**	**920**	**982**	**0**	**468**	**0**	**126**	**330**	**1528**	**0**	**4354**
Proposed Project Trips (Scenario 1)	0	0	0	56	29	0	4	0	0	0	55	0	144
Proposed Project Trips (Scenario 2)	0	0	0	56	29	0	4	0	0	0	55	0	144
Existing Plus Project (Sc. 1)	**0**	**0**	**0**	**976**	**1011**	**0**	**472**	**0**	**126**	**330**	**1583**	**0**	**4498**
Existing Plus Project (Sc. 2)	**0**	**0**	**0**	**976**	**1011**	**0**	**472**	**0**	**126**	**330**	**1583**	**0**	**4498**
Traffix Approved	0	0	0	47	109	0	22	0	10	2	78	0	268
Glen Loma	0	0	0	0	63	0	0	0	0	69	42	0	174
Hecker Pass	0	0	0	0	12	0	0	0	10	0	11	0	33
Approved Project Trips	0	0	0	47	184	0	22	0	20	71	131	0	475
Background Conditions	**0**	**0**	**0**	**967**	**1166**	**0**	**490**	**0**	**146**	**401**	**1659**	**0**	**4829**
Background Plus Project (Sc. 1)	**0**	**0**	**0**	**1023**	**1195**	**0**	**494**	**0**	**146**	**401**	**1714**	**0**	**4973**
Background Plus Project (Sc. 2)	**0**	**0**	**0**	**1023**	**1195**	**0**	**494**	**0**	**146**	**401**	**1714**	**0**	**4973**
2040 General Plan Conditions	**0**	**0**	**0**	**920**	**1420**	**0**	**975**	**0**	**134**	**330**	**1543**	**0**	**5322**
				0						**0**			
2040 GP Plus Project (Sc. 1)	**0**	**0**	**0**	**920**	**1376**	**0**	**965**	**0**	**134**	**330**	**1538**	**0**	**5263**
				0						**0**			
2040 GP Plus Project (Sc. 2)	**0**	**0**	**0**	**920**	**1376**	**0**	**965**	**0**	**134**	**330**	**1538**	**0**	**5263**
				0						**0**			

Intersection Number: 11
Traffix Node Number: 7665
Intersection Name: US 101 Southbound Ramps and Tenth Street
Peak Hour: SAT
Count Date: 9/7/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	382	0	922	418	707	0	0	0	0	132	969	0	3530
Existing Conditions	**382**	**0**	**922**	**418**	**707**	**0**	**0**	**0**	**0**	**132**	**969**	**0**	**3530**
Proposed Project Trips (Scenario 1)	0	0	39	5	23	0	0	0	0	0	16	0	83
Proposed Project Trips (Scenario 2)	0	0	39	5	23	0	0	0	0	0	16	0	83
Existing Plus Project (Sc. 1)	**382**	**0**	**961**	**423**	**730**	**0**	**0**	**0**	**0**	**132**	**985**	**0**	**3613**
Existing Plus Project (Sc. 2)	**382**	**0**	**961**	**423**	**730**	**0**	**0**	**0**	**0**	**132**	**985**	**0**	**3613**
Traffix Approved	2	0	30	34	85	0	0	0	0	8	50	0	209
Glen Loma	90	0	0	0	63	0	0	0	0	0	110	0	263
Hecker Pass	0	0	0	0	22	0	0	0	0	0	11	0	33
Approved Project Trips	92	0	30	34	170	0	0	0	0	8	171	0	505
Background Conditions	**474**	**0**	**952**	**452**	**877**	**0**	**0**	**0**	**0**	**140**	**1140**	**0**	**4035**
Background Plus Project (Sc. 1)	**474**	**0**	**991**	**457**	**900**	**0**	**0**	**0**	**0**	**140**	**1156**	**0**	**4118**
Background Plus Project (Sc. 2)	**474**	**0**	**991**	**457**	**900**	**0**	**0**	**0**	**0**	**140**	**1156**	**0**	**4118**
2040 General Plan Conditions	**382**	**0**	**922**	**418**	**792**	**0**	**0**	**0**	**0**	**169**	**969**	**0**	**3652**
2040 GP Plus Project (Sc. 1)	**382**	**0**	**922**	**418**	**792**	**0**	**0**	**0**	**0**	**169**	**969**	**0**	**3652**
2040 GP Plus Project (Sc. 2)	**382**	**0**	**922**	**418**	**792**	**0**	**0**	**0**	**0**	**169**	**969**	**0**	**3652**

Intersection Number: 12
Traffix Node Number: 7536
Intersection Name: Chestnut Street/Automall Parkway and Tenth Street
Peak Hour: SAT
Count Date: 9/7/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	19	123	154	110	574	378	287	112	149	172	549	63	2690
Existing Conditions	**19**	**123**	**154**	**110**	**574**	**378**	**287**	**112**	**149**	**172**	**549**	**63**	**2690**
Proposed Project Trips (Scenario 1)	0	0	0	0	23	0	0	0	0	0	16	0	39
Proposed Project Trips (Scenario 2)	0	0	0	0	23	0	0	0	0	0	16	0	39
Existing Plus Project (Sc. 1)	**19**	**123**	**154**	**110**	**597**	**378**	**287**	**112**	**149**	**172**	**565**	**63**	**2729**
Existing Plus Project (Sc. 2)	**19**	**123**	**154**	**110**	**597**	**378**	**287**	**112**	**149**	**172**	**565**	**63**	**2729**
Traffix Approved	8	0	0	0	86	1	1	0	0	0	58	5	159
Glen Loma	61	0	0	0	153	0	0	0	0	0	110	0	324
Hecker Pass	0	0	0	0	22	0	0	0	8	8	11	0	49
Approved Project Trips	69	0	0	0	261	1	1	0	8	8	179	5	532
Background Conditions	**88**	**123**	**154**	**110**	**835**	**379**	**288**	**112**	**157**	**180**	**728**	**68**	**3222**
Background Plus Project (Sc. 1)	**88**	**123**	**154**	**110**	**858**	**379**	**288**	**112**	**157**	**180**	**744**	**68**	**3261**
Background Plus Project (Sc. 2)	**88**	**123**	**154**	**110**	**858**	**379**	**288**	**112**	**157**	**180**	**744**	**68**	**3261**
2040 General Plan Conditions	**25**	**130**	**154**	**110**	**607**	**438**	**290**	**141**	**149**	**172**	**563**	**66**	**2846**
2040 GP Plus Project (Sc. 1)	**25**	**130**	**154**	**110**	**616**	**432**	**291**	**141**	**149**	**172**	**570**	**65**	**2856**
2040 GP Plus Project (Sc. 2)	**25**	**130**	**154**	**110**	**616**	**432**	**291**	**141**	**149**	**172**	**570**	**65**	**2856**

Intersection Number: 13
Traffix Node Number: 7657
Intersection Name: Monterey Road and Tenth Street
Peak Hour: SAT
Count Date: 9/7/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	58	115	190	190	513	110	88	136	72	74	509	29	2084
Existing Conditions	**58**	**115**	**190**	**190**	**513**	**110**	**88**	**136**	**72**	**74**	**509**	**29**	**2084**
Proposed Project Trips (Scenario 1)	0	0	2	3	10	10	7	0	0	0	7	0	39
Proposed Project Trips (Scenario 2)	0	0	2	3	10	10	7	0	0	0	7	0	39
Existing Plus Project (Sc. 1)	**58**	**115**	**192**	**193**	**523**	**120**	**95**	**136**	**72**	**74**	**516**	**29**	**2123**
Existing Plus Project (Sc. 2)	**58**	**115**	**192**	**193**	**523**	**120**	**95**	**136**	**72**	**74**	**516**	**29**	**2123**
Traffix Approved	4	10	18	26	62	5	4	9	5	1	40	5	189
Glen Loma	45	0	0	0	214	0	0	0	0	0	110	84	453
Hecker Pass	0	0	0	0	30	0	0	0	0	0	19	0	49
Approved Project Trips	49	10	18	26	306	5	4	9	5	1	169	89	691
Background Conditions	**107**	**125**	**208**	**216**	**819**	**115**	**92**	**145**	**77**	**75**	**678**	**118**	**2775**
Background Plus Project (Sc. 1)	**107**	**125**	**210**	**219**	**829**	**125**	**99**	**145**	**77**	**75**	**685**	**118**	**2814**
Background Plus Project (Sc. 2)	**107**	**125**	**210**	**219**	**829**	**125**	**99**	**145**	**77**	**75**	**685**	**118**	**2814**
2040 General Plan Conditions	**58**	**257**	**190**	**190**	**538**	**110**	**88**	**353**	**132**	**74**	**525**	**29**	**2544**
2040 GP Plus Project (Sc. 1)	**58**	**263**	**190**	**190**	**541**	**110**	**88**	**354**	**133**	**74**	**531**	**29**	**2561**
2040 GP Plus Project (Sc. 2)	**58**	**263**	**190**	**190**	**541**	**110**	**88**	**354**	**133**	**74**	**531**	**29**	**2561**

Intersection Number: 14
Traffix Node Number: 10570
Intersection Name: Monterey Road and Luchessa Avenue
Peak Hour: SAT
Count Date: 9/7/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	58	180	47	38	88	95	119	174	239	233	110	39	1420
Existing Conditions	**58**	**180**	**47**	**38**	**88**	**95**	**119**	**174**	**239**	**233**	**110**	**39**	**1420**
Proposed Project Trips (Scenario 1)	10	0	0	0	0	0	0	0	0	0	0	7	17
Proposed Project Trips (Scenario 2)	10	0	0	0	0	0	0	0	0	0	0	7	17
Existing Plus Project (Sc. 1)	**68**	**180**	**47**	**38**	**88**	**95**	**119**	**174**	**239**	**233**	**110**	**46**	**1437**
Existing Plus Project (Sc. 2)	**68**	**180**	**47**	**38**	**88**	**95**	**119**	**174**	**239**	**233**	**110**	**46**	**1437**
Traffix Approved	4	7	0	1	9	0	0	9	16	15	5	5	71
Glen Loma	0	0	0	0	64	0	0	0	77	9	51	0	201
Hecker Pass	0	0	0	0	0	0	0	0	10	0	0	0	10
Approved Project Trips	4	7	0	1	73	0	0	9	103	24	56	5	282
Background Conditions	**62**	**187**	**47**	**39**	**161**	**95**	**119**	**183**	**342**	**257**	**166**	**44**	**1702**
Background Plus Project (Sc. 1)	**72**	**187**	**47**	**39**	**161**	**95**	**119**	**183**	**342**	**257**	**166**	**51**	**1719**
Background Plus Project (Sc. 2)	**72**	**187**	**47**	**39**	**161**	**95**	**119**	**183**	**342**	**257**	**166**	**51**	**1719**
2040 General Plan Conditions	**63**	**260**	**52**	**94**	**415**	**95**	**155**	**303**	**239**	**241**	**156**	**40**	**2114**
2040 GP Plus Project (Sc. 1)	**63**	**264**	**52**	**95**	**423**	**95**	**155**	**303**	**239**	**245**	**156**	**40**	**2130**
2040 GP Plus Project (Sc. 2)	**63**	**264**	**52**	**95**	**423**	**95**	**155**	**303**	**239**	**245**	**156**	**40**	**2130**

Intersection Number: 15
Traffix Node Number: 50822
Intersection Name: Gilroy Foods and Pacheco Pass Highway (SR 152)
Peak Hour: SAT
Count Date: 11/7/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	0	739	0	1	0	2	3	921	7	1673
Existing Conditions	**0**	**0**	**0**	**0**	**739**	**0**	**1**	**0**	**2**	**3**	**921**	**7**	**1673**
Proposed Project Trips (Scenario 1)	0	0	0	0	4	0	0	0	0	0	5	0	9
Proposed Project Trips (Scenario 2)	0	0	0	0	4	0	0	0	0	0	5	0	9
Existing Plus Project (Sc. 1)	**0**	**0**	**0**	**0**	**743**	**0**	**1**	**0**	**2**	**3**	**926**	**7**	**1682**
Existing Plus Project (Sc. 2)	**0**	**0**	**0**	**0**	**743**	**0**	**1**	**0**	**2**	**3**	**926**	**7**	**1682**
Traffix Approved	21	0	1	1	20	0	0	0	0	0	23	22	88
Glen Loma	0	0	0	0	34	0	0	0	0	0	27	0	61
Hecker Pass	0	0	0	0	6	0	0	0	0	0	6	0	12
Approved Project Trips	21	0	1	1	60	0	0	0	0	0	56	22	161
Background Conditions	**21**	**0**	**1**	**1**	**799**	**0**	**1**	**0**	**2**	**3**	**977**	**29**	**1834**
Background Plus Project (Sc. 1)	**21**	**0**	**1**	**1**	**803**	**0**	**1**	**0**	**2**	**3**	**982**	**29**	**1843**
Background Plus Project (Sc. 2)	**21**	**0**	**1**	**1**	**803**	**0**	**1**	**0**	**2**	**3**	**982**	**29**	**1843**
2040 General Plan Conditions	**0**	**0**	**0**	**0**	**739**	**0**	**1**	**0**	**2**	**3**	**1369**	**7**	**2121**
2040 GP Plus Project (Sc. 1)	**0**	**0**	**0**	**0**	**739**	**0**	**1**	**0**	**2**	**3**	**1321**	**7**	**2073**
2040 GP Plus Project (Sc. 2)	**0**	**0**	**0**	**0**	**739**	**0**	**1**	**0**	**2**	**3**	**1321**	**7**	**2073**

Intersection Number: 16
Traffix Node Number: 50935
Intersection Name: Silacci Way and Pacheco Pass Highway (SR 152)
Peak Hour: SAT
Count Date: 11/7/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Counts	0	0	0	0	857	12	10	0	0	4	1066	0	1949
Existing Conditions	**0**	**0**	**0**	**0**	**857**	**12**	**10**	**0**	**0**	**4**	**1066**	**0**	**1949**
Proposed Project Trips (Scenario 1)	0	0	0	0	62	0	0	0	0	0	44	0	106
Proposed Project Trips (Scenario 2)	0	0	0	0	62	0	0	0	0	0	44	0	106
Existing Plus Project (Sc. 1)	**0**	**0**	**0**	**0**	**919**	**12**	**10**	**0**	**0**	**4**	**1110**	**0**	**2055**
Existing Plus Project (Sc. 2)	**0**	**0**	**0**	**0**	**919**	**12**	**10**	**0**	**0**	**4**	**1110**	**0**	**2055**
Traffix Approved	0	0	0	0	160	0	0	0	0	0	102	0	262
Glen Loma	0	0	0	0	34	0	0	0	0	0	27	0	61
Hecker Pass	0	0	0	0	6	0	0	0	0	0	6	0	12
Approved Project Trips	0	0	0	0	200	0	0	0	0	0	135	0	335
Background Conditions	**0**	**0**	**0**	**0**	**1057**	**12**	**10**	**0**	**0**	**4**	**1201**	**0**	**2284**
Background Plus Project (Sc. 1)	**0**	**0**	**0**	**0**	**1119**	**12**	**10**	**0**	**0**	**4**	**1245**	**0**	**2390**
Background Plus Project (Sc. 2)	**0**	**0**	**0**	**0**	**1119**	**12**	**10**	**0**	**0**	**4**	**1245**	**0**	**2390**
2040 General Plan Conditions	**0**	**0**	**0**	**0**	**1051**	**34**	**58**	**0**	**27**	**4**	**1467**	**0**	**2640**
2040 GP Plus Project (Sc. 1)	**0**	**0**	**0**	**0**	**1008**	**36**	**55**	**0**	**28**	**4**	**1514**	**0**	**2645**
2040 GP Plus Project (Sc. 2)	**0**	**0**	**0**	**0**	**1008**	**36**	**55**	**0**	**28**	**4**	**1514**	**0**	**2645**

Appendix D
Trip Generation Study

DELIVERY STATION

California Trip Generation Study

White Paper

February 2021

NV5

CALIFORNIA: DELIVERY STATION TRIP GENERATION STUDY WHITE PAPER

BY: JOHN KARNOWSKI, P.E., PTOE, AICP

Executive Summary

There is a national trend towards on-line shopping and delivery of goods in North America. None of the current ITE Trip Generation land uses represent the trips of delivery stations with a 24-hour schedule. This study presents data from four California delivery stations. Rates were based on 7-day averages for daily, AM/PM of the commuter peak hour, and AM/PM of the generator peak hour trip ends. Trip generation rates were calculated trip per 1,000 square foot of operational area.

The data confirms that 24-hour Delivery Stations exhibit trip generation characteristics that are significantly different from other potentially comparable land uses included in ITE's Trip Generation Manual, specifically land use codes (LU) 150, 154, 155, and 156. The results of the study support the need for a delivery station land use category.

The evaluation of four sites across the state of California yielded operational area (excluding all interior loading, queuing, and parking areas) as a functional metric. Total daily, AM and PM peaks of the adjacent street (typical commuting hours) and AM and PM peak of the generator average trip rates and best fit equations were developed and are documented within the report. Graphs similar to those included in ITE's Trip Generation Manual are included in the Appendix. The recommended weighted average trip rates are shown below.

Land Use	Independent Variable	Daily	Peak Hour of the Adjacent Street		Peak Hour of the Generator	
			AM	PM	AM	PM
Delivery Station	1,000 SF of Operational Area	9.66	0.31	0.55	1.21	0.81

Since Delivery Stations often designate driveways for specific purposes, such as delivery vehicle exits, the typical mix of vehicle types throughout the day and during peak periods are also provided.

Vehicle	Independent Variable	Daily	Peak Hour of the Adjacent Street		Peak Hour of the Generator	
			AM	PM	AM	PM
Passenger Vehicles	1,000 SF of Operational Area	6.78	0.30	0.42	0.55	0.44
Delivery Vans		2.71	-	0.13	0.65	0.36
Line-Haul Trucks		0.17	0.01	-	0.01	0.01

Key Conclusions

- 24-Hour Delivery Stations exhibit trip generation characteristics that are significantly different from other potentially comparable land uses included in ITE's Trip Generation Manual.
- Operational Area, the minimal building size requirement to process packages and support onsite workers, provides potential trip generation rates.

CALIFORNIA: DELIVERY STATION TRIP GENERATION STUDY WHITE PAPER – DRAFT

BY: JOHN KARNOWSKI, P.E., PTOE, AICP

There is a national trend toward on-line shopping and delivery of goods in North America. The current ITE Trip Generation Land Use Codes do not represent the trips of delivery stations operating with 24-hour schedules. This study summarizes trip characteristics of four delivery stations in California, develops trip generation rates for an independent variable with the best possible correlation among the collected data, and compares the results to the existing trip rates for specific ITE Land Use Codes.

INTRODUCTION AND BACKGROUND

ITE does not have a standard for e-commerce delivery station operations. Traffic studies for these facilities frequently use warehousing, high-cube transload warehousing, fulfillment center, high-cube parcel hub warehousing (land use codes 154-156), or possibly another land use category to estimate trips for the stations. Consultants and local traffic agencies do not universally apply the land use codes for delivery stations. The inconsistent use of trip rates can result in confusion on the part of reviewing agencies, a distrust of the numbers provided by developers, delays in preparing traffic studies, and possibly unnecessary mitigation measures.

The purpose of this paper is to present delivery station trip characteristics, evaluate trip generation rates using independent variables, and develop a standard metric for delivery stations in California.

STUDY DESIGN

This trip generation study was designed to establish a method to generate delivery station trip ends based on actual trip counts from multiple delivery stations of various sizes in California.

- Sites were selected where trips into and out of a facility could be isolated from other trip generators, provided all necessary parking onsite (no off-site parking), were located where there were minimal or no multi-modal transportation options, and had been in operation long enough to establish routine schedules (30 days minimum).
- Trip counts were collected for 24-hour periods for seven consecutive days.
- Site operators provided employee numbers (onsite workers, not including delivery drivers).
- Site operators provided site plans, including the interior layouts for buildings.

Data Collection Methodology

Trip data was collected by National Data & Surveying Services (NDS) for all sites to ensure consistency. Data for three of the sites was collected Thursday, November 5 through Wednesday, November 11, 2020. Data for the fourth site was collected Thursday January 14 through Wednesday January 20, 2021. Data was recorded by video and tabulated as entering or exiting trips for each discrete driveway by vehicle type: automobiles (cars and pickup trucks), vans (26' cargo vans), box trucks, tractor-trailers, and others (motorcycles, garbage pickup vehicles, etc.). A 24-hour bi-directional tube count was also taken at each site on an adjacent roadway with the highest daily traffic volume to establish the adjacent street AM and PM peak hours. Raw data is provided in a separate technical appendix, available upon request.

The data was collected during the COVID-19 pandemic and may be conservatively high due to an increase in on-line shopping due to stay-at-home orders issued to reduce the spread of the virus.

Raw data was summarized combining counts from all driveways to obtain total trip volumes and total trip volumes by vehicle type for each site. The peak hours of the adjacent street were determined by the highest volumes between 7:00 – 9:00 am and 4:00 – 6:00 pm from the 24-hour tube counts. The peak hours of the generator (the delivery station's highest volume in the morning and afternoon or evening) was determined by the highest volume between midnight and noon and between noon and midnight from the total trip counts at each site.

Trip data was summarized into vehicle types for passenger vehicle, delivery van and trucks (line-haul) for this study. Other unidentified vehicle types were added to the passenger vehicle type since they would be using the same driveways and there was insufficient data to categorize them otherwise. Box trucks were manually assigned as either delivery vans or line-haul trucks depending on their individual trip characters (e.g., Entering and exiting at the same times as vans vs. arriving and departing like line-haul trucks). Depending on the site, some packages are delivered to the station with box trucks when a line-haul truck is not necessary. At other locations, box trucks are used for some special delivery routes. A separate rate for heavy vehicles was not calculated since the presence of box trucks are atypical and the raw data did not specify if any of the other vehicle types were heavy vehicles.

Site	Address	Average Daily Trips	Average Employees	Building Size (SF)	Operational Area (S.F.)
A	1757 Tapo Canyon, Simi Valley, CA 93063	385	25	204,680	96,200
B	400 Littlefield Ave S. San Francisco CA 94080	850	124	166,640	56,970
C	600 W Technology Dr Palmdale, CA 93551	1,545	134	128,192	128,192
D	Vantage Point Poway, CA 92064	1,609	220	533,950	173,170

Independent Variables

A comparison of site plans for delivery stations (not just these four sites) exposes a wide variety of layouts, including site sizes, building sizes, and numbers of parking spaces. A preliminary assessment of daily trips to employees and total building size revealed very poor correlation of data among the sites. While the poor correlation between number of employees and total trip ends could not be explained, the differences between the sites in terms of total building size and how the buildings were being used was apparent. Delivery stations frequently occupy buildings that are larger than necessary for sorting packages for delivery routes. At many sites, vans are loaded inside the building. Others also have enough interior space for the next wave of delivery vehicles to queue before moving into the loading area. Still others have enough excess interior space to park delivery vehicles overnight, and in rare cases employees and delivery drivers also park inside buildings. Other sites do not have sufficient space to accommodate all parking needs.

Each delivery station has a minimal building size requirement to process packages and support onsite workers. This is termed "operational area" and is the initial requirement for site selection for new delivery stations. Existing and proposed buildings available for lease are often larger than this

operational area but are still leased for the delivery station and excess internal space is used for other functions as mentioned above. Operational areas for the four sites were estimated from site plans and then compared to the total daily trip ends. An explanation of how to determine operational area and the operational areas of the sites included in this study are included in the Appendix.

STUDY RESULTS

Weighted average trip rates, Standard Deviations (SD), best-fit curve equations (where applicable), equation coefficients of determination (R^2) (where applicable), percentages of entering and exiting trips, and vehicle mixes were calculated for the sites for the following time periods to mirror the types of rates documented in the ITE Trip Generation Manual. Trip ends per 1,000 square feet of operational area are presented below with graphed data summary sheets in the Appendix.

1. Total Daily Trips (7-Day Average)
2. AM Peak Hour of Adjacent Street Traffic (the delivery station's volume during rush hour)
3. PM Peak Hour of Adjacent Street Traffic (the delivery station's volume during rush hour)
4. AM Peak Hour of Generator (the delivery station's highest volume in the morning)
5. PM Peak Hour of Generator (the delivery station's highest volume in the afternoon or evening)

Total Daily Trips

Total daily trips for each site were summarized for all vehicle types at all driveways and averaged for the seven-day collection period. The data reflects the range of trip generation characteristics for the selected delivery stations. As expected, daily trips are evenly split between entering and exiting.

Passenger vehicles make up an average of 70% of the daily trip ends, delivery vans account for 28%, and tractor-trailer trucks comprise 2% of the daily trip ends. Trip rates by vehicle type are summarized on page 6.

Daily Trip Rate
(7-Day Weighted Average)

Site	Trips	Operational Area (S.F.)	Rate/ 1,000 SF
A	385	96,200	4.00
B	850	56,658	15.00
C	1,545	128,192	12.05
D	1,609	173,170	9.29
Average Rate:			9.66
SD:			4.68
Equation:			T = 8.6894x + 110.52
R^2:			0.54

AM Peak Hour of Adjacent Street Traffic

The AM peak hour of the adjacent street was determined for each site based on the 24-hour tube counts for the hours between 7:00 am and 9:00 am. The majority of morning peak trips are entering (85%) versus exiting (15%). Passenger vehicles make up the bulk (97%) of AM peak hour of the adjacent street trip ends. Delivery vans, and tractor-trailer trucks account for the remaining trip ends (1% and 2% respectively).

Adjacent Street AM Peak Hour Trip Rate
(7-Day Weighted Average)

Site	Trips	Operational Area (S.F.)	Rate/ 1,000 SF
A	9	96,200	0.09
B	20	56,658	0.35
C	86	128,192	0.67
D	27	173,170	0.16
Average Rate:			0.31
SD:			0.26
R^2:			<0.50

The data shows that all the delivery stations generate fewer than 90 peak hour trips with three of the sites generating fewer than 30 trips during the typical AM commuting peak hour.

PM Peak Hour of Adjacent Street Traffic

The PM peak hour of the adjacent street was determined for each site based on the 24-hour tube counts for the hours between 4:00 pm and 6:00 pm. Evening peak hour traffic is almost evenly split between entering (48%) and exiting (52%). The vehicle breakdown during this period is very similar to the daily mix with 76% passenger vehicles, 24% delivery vans and on average no tractor-trailer trip ends.

Adjacent Street PM Peak Hour Trip Rate
(7-Day Weighted Average)

Site	Trips	Operational Area (S.F.)	Rate/ 1,000 SF
A	36	96,200	0.37
B	30	56,658	0.53
C	119	128,192	0.93
D	66	173,170	0.38
Average Rate:		0.55	
SD:		0.26	
$R^{2:}$		<0.50	

The data shows that all the delivery stations generate fewer than 120 peak hour trips with three of the sites generating fewer than 70 trips during the typical PM commuting peak hour.

AM Peak Hour of Generator

The AM peak hour of the generator was determined for each site based on the highest hourly total driveway volumes between midnight and noon as delivery stations operate 24-hours a day and schedule employees as well as deliveries off peak to the extent feasible in any given market. For all sites, the morning peak hour of the generator occurred between 10:00 am and 11:00 am. During this hour 41% of the trips are entering and 59% are exiting. During the morning peak hour of the generator passenger vehicles account for 46% of the trip ends. Delivery vans make up another 54% and on average there are no tractor-trailer trip ends during this peak.

Delivery Station AM Peak Hour Trip Rate
(7-Day Weighted Average)

Site	Trips	Operational Area (S.F.)	Rate/ 1,000 SF
A	74	96,200	0.77
B	99	56,658	1.75
C	157	128,192	1.22
D	220	173,170	1.27
Average Rate:		1.21	
SD:		0.40	
Equation:		T = 1.1628X + 5.4573	
$R^{2:}$		0.78	

The data confirms delivery stations generate more trips during a different morning hour than the typical peak hour of the adjacent street. An examination of the PM peak hour of the generator also confirms this is the highest peak hour of the day.

PM Peak Hour of Generator

The PM Peak hour of the generator was determined for each site based on the highest hourly total driveway volumes between the hours of noon and midnight similar to the morning peak hour of the generator. The evening peak hour of the generator occurred after 6:00 pm and typically occurred between 8:00 and 9:00 pm. During this hour traffic is almost evenly split between entering (52%) and exiting (48%). The mix of vehicles during this peak PM hour of the generator are 54% passenger vehicles, 45% delivery van, and 1% tractor-trailer trucks

Delivery Station PM Peak Hour Trip Rate
(7-Day Weighted Average)

Site	Trips	Operational Area (S.F.)	Rate/ 1,000 SF
A	37	96,200	0.38
B	56	56,658	0.99
C	124	128,192	0.97
D	151	173,170	0.87
Average Rate:		0.81	
SD:		0.28	
Equation:		T = 0.9565x – 16.61	
$R^{2:}$		0.76	

The data confirms delivery stations generate more trips during a different evening hour than the typical peak hour of the adjacent street.

Trip Rates by Vehicle Type

Trip Rates by Vehicle Type (7-Day Weighted Average)			
Time of Day	Passenger Vehicles	Delivery Vans	Line-Haul Trucks
Daily	6.78	2.71	0.17
AM Peak Hour of the Adjacent Street	0.30	-	0.01
AM Peak Hour of the Generator	0.55	0.65	0.01
PM Peak Hour of the Adjacent Street	0.42	0.13	-
PM Peak Hour of the Generator	0.44	0.36	0.01

Comparison to ITE Rates

The ITE Trip Generation land use descriptions for Warehousing (LU 150), High-Cube Transload and Short-Term Storage Warehouse (LU 154), High-Cube Fulfillment Center Warehouse (LU 155 non-sort), and High-Cube Parcel Hub Warehouse (LU 156) are the most comparable to the description of a delivery station. The sort version of the High-Cube Fulfillment Center Warehouse (LU 155) is not comparable but is included in these comparisons to so demonstrate.

Comparison 1: Published Trip Rates vs. This Study

The table below summarizes trip rates for square-footage-based size for these land uses and this study. Since the studies use different size types, this comparison is of little use, other than possibly to note that the standard deviation in the rates from this study are generally within the range of the standard deviations from the studies used in the Trip Generation Manual.

Trip Generation Rate Comparison[1]										
Source	Average Day		Peak Hour of the Adjacent Street				Peak Hour of the Generator			
	Rate	SD	AM	SD	PM	SD	AM	SD	PM	SD
ITE 150 - Warehousing	1.74	1.55	0.17	0.20	0.19	0.18	0.22	0.28	0.24	0.24
ITE 154 – High-Cube Transload & Short-Term Storage Warehouse	1.40	0.86	0.08	0.05	0.10	0.06	0.12	0.06	0.16	0.06
ITE 155 – High Cube Fulfillment Center Warehouse (Non-Sort)	1.81	0.76	0.15	0.15	0.16	0.15	0.22[2]	NA	0.27[2]	NA
ITE 155 – High Cube Fulfillment Center Warehouse (Sort)	6.44[3]	****	0.87[4]	0.51	1.20[4]	0.77	NA	-	NA	-
ITE 156 – High-Cube Parcel Hub Warehouse	4.63[5]	5.06	0.70[6]	0.21	0.64[6]	0.27	0.88[3]	NA	0.71[3]	NA
This Study[7]	**9.66**	**4.68**	**0.3**	**0.26**	**0.55**	**0.26**	**1.21**	**0.40**	**0.81**	**0.28**

[1]Gross floor area/1,000 used for ITE rates. This study uses operational area/1,000
[2]Based on a single study
[3]Based on two studies
[4]Based on three studies
[5]Based on eight studies
[6]Based on four studies
[7]Per 1,000 SF of operational area. Based on four studies

Comparison 2: Studies Used in Published ITE Rates vs. This Study

A comparison using the average sizes of the buildings included in the trip generation studies for the ITE published land uses demonstrates the variability of results using these rates. The average size of the buildings included in the ITE land uses are much larger than the average operational size of the delivery stations yet depending on the type of activity the buildings house, the typical delivery station may produce much less or much more traffic than a particular comparable land use.

Trips Generated using Average Size of Sites Included in Various Studies[1]						
Trip Rate Source	Average Size or Area[1]	Trip Ends				
		Average Day	Peak Hour of the Adjacent Street		Peak Hour of the Generator	
			AM	PM	AM	PM
ITE 150 - Warehousing	285,000	496	48	54	63	68
ITE 154 – High-Cube Transload & Short-Term Storage Warehouse	798,000	1,117	64	80	96	128
ITE 155 – High Cube Fulfillment Center Warehouse (Non-Sort)	886,000	1,604	133	142	197	241
ITE 155 – High Cube Fulfillment Center Warehouse (Sort)	1,360,000	8,758	1,183	1,632	-	-
ITE 156 – High-Cube Parcel Hub Warehouse	543,000	2,516	382	350	481	388
This Study	**113,555**	**1,097**	**36**	**63**	**138**	**92**

[1]Gross floor area/1,000 used for published ITE Land Uses. This study uses operational area/1,000

Comparison 3: Published ITE Rates Applied to This Study's Average Building Size vs. This Study

An additional comparison was developed based on the average building size (258,366 SF) and the average operational area (100,110 SF) from this study. ITE land uses were applied to generate the trip ends and compared to trip ends from this study. The results using the trip rates developed in this study are quite different from the results using the ITE rates.

Trips Generated using Average Size of Sites Included in this Study[1]						
Trip Rate Source	Average Size or Area[1]	Trip Ends				
		Average Day	Peak Hour of the Adjacent Street		Peak Hour of the Generator	
			AM	PM	AM	PM
ITE 150 - Warehousing	214,456	373	36	41	47	51
ITE 154 – High-Cube Transload & Short-Term Storage Warehouse	214,456	300	17	21	26	34
ITE 155 – High Cube Fulfillment Center Warehouse (Non-Sort)	214,456	388	32	34	48	58
ITE 155 – High Cube Fulfillment Center Warehouse (Sort)	214,456	1,381	187	257	-	-
ITE 156 – High-Cube Parcel Hub Warehouse	214,456	994	151	138	190	153
This Study	**113,555**	**1,097**	**36**	**63**	**138**	**92**

[1]Gross floor area/1,000 of this study used for published ITE land uses. This study uses operational area/1,000

These comparisons confirms that delivery station trip characteristics are different from other industrial land uses currently included in the ITE Trip Generation Manual.

Special Circumstances

All four sites in this study had on-site parking only. In situations where off-site parking is required, it is typically limited to delivery vans and employee parking remains on-site. When van parking is off-site, drivers park at the off-site location and drive the vans to the site. There is no reduction in trips to the site as it is a one-for-one swap of trips.

Trips are reduced when employees or delivery drivers use transit, ride sharing, or other non-single occupant vehicle transportation options are available. Employee and delivery driver trips can be reduced, but delivery vehicle trips cannot.

Conclusions and Recommendations

The data confirms that 24-hour Delivery Station trip generation characteristics are significantly different from those documented in the ITE Trip Generation for comparable land uses (land use codes 150, 154, 155 non-sort, 155 sort, and 156).

Key Conclusions:

- 24-Hour Delivery Stations exhibit trip generation characteristics that are significantly different from other potentially comparable land uses included in ITE's Trip Generation Manual.
- Operational area, as defined by that interior area necessary to the parcel sorting and delivery preparation activities (excluding all interior loading, queuing, and parking areas), provides promising trip generation rates. While operational area is not a conventional trip rate metric, ITE does include trip rates based on atypical metrics, such as fueling spots for gasoline stations and full-time doctors for medical clinics, when such metrics provide the best relationships between trip data.

The authors note that the goal of this study is to improve the traffic engineer's ability to select the proper land use trip generation rates specific to a project when working with delivery stations that operate off-peak hour employee and delivery schedules. The results are not intended to replace current trip generation rates or their application where operational characteristics are unknown.

APPENDIX

APPENDIX A

AVERAGE VEHICLE TRIP ENDS VS:

OPERATIONAL AREA

LAST MILE DELIVERY STATION

Description

Delivery Stations are package handling facilities that support the “last mile” of a fulfillment logistics network operating 24-hours a day with off-peak commuter peak periods.

Additional Data

Truck trips account for 2% of the typical daily traffic of the sites surveyed. No vehicle occupancy data were available specifically for delivery station, but the average is assumed to be 1.0 person per automobile for all industrial uses as this was observed during the COVID-19 pandemic.

The peak hour of the generator does not coincide with the peak hour of the adjacent street traffic.

Facilities with employees on shift work schedules are 24-hour.

Three sites were surveyed in the California for 7-consecutive days.

A 24-hour bi-directional tube count was taken at each site on an adjacent roadway with the highest daily traffic volume to establish the adjacent street AM and PM peak hours.

Vehicle Mix

Time Period	Passenger Vehicles	Delivery Vans	Line-Haul Trucks
Daily	70%	28%	2%
AM Peak of the Adjacent Street	97%	1%	2%
PM Peak of the Adjacent Street	76%	24%	0%
AM Peak of the Generator	46%	54%	0%
PM Peak of the Generator	54%	45%	1%

LAST MILE DELIVERY STATION

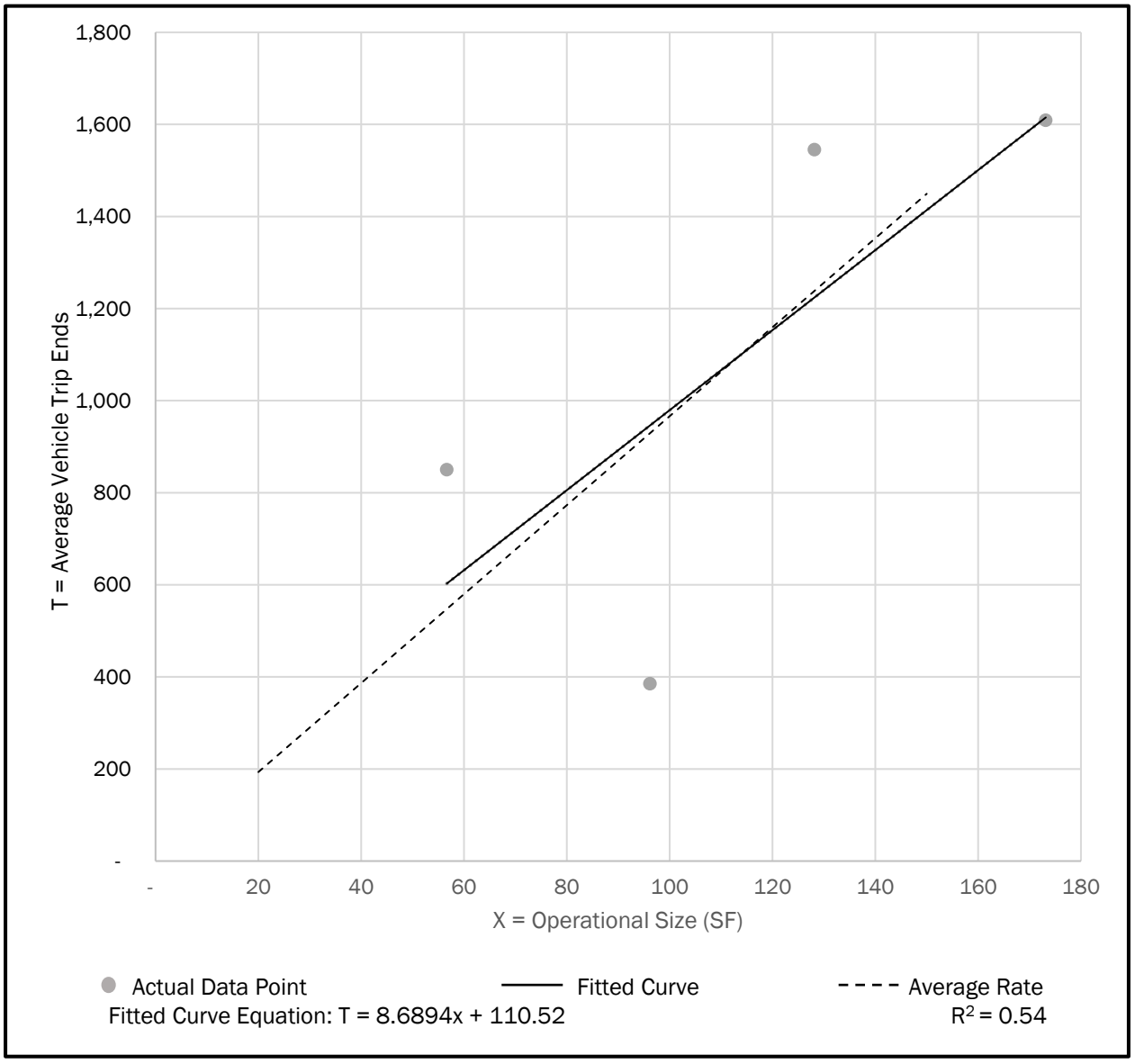
Average Vehicle Trip Ends vs: **Operational Area (SF) / 1,000 SF**
On a: **Average Day**

Number of Studies: 4 in California
Average Operational Area: 113,555 SF
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
9.66	4.00 – 15.00	4.68

Data Plot and Equation



LAST MILE DELIVERY STATION

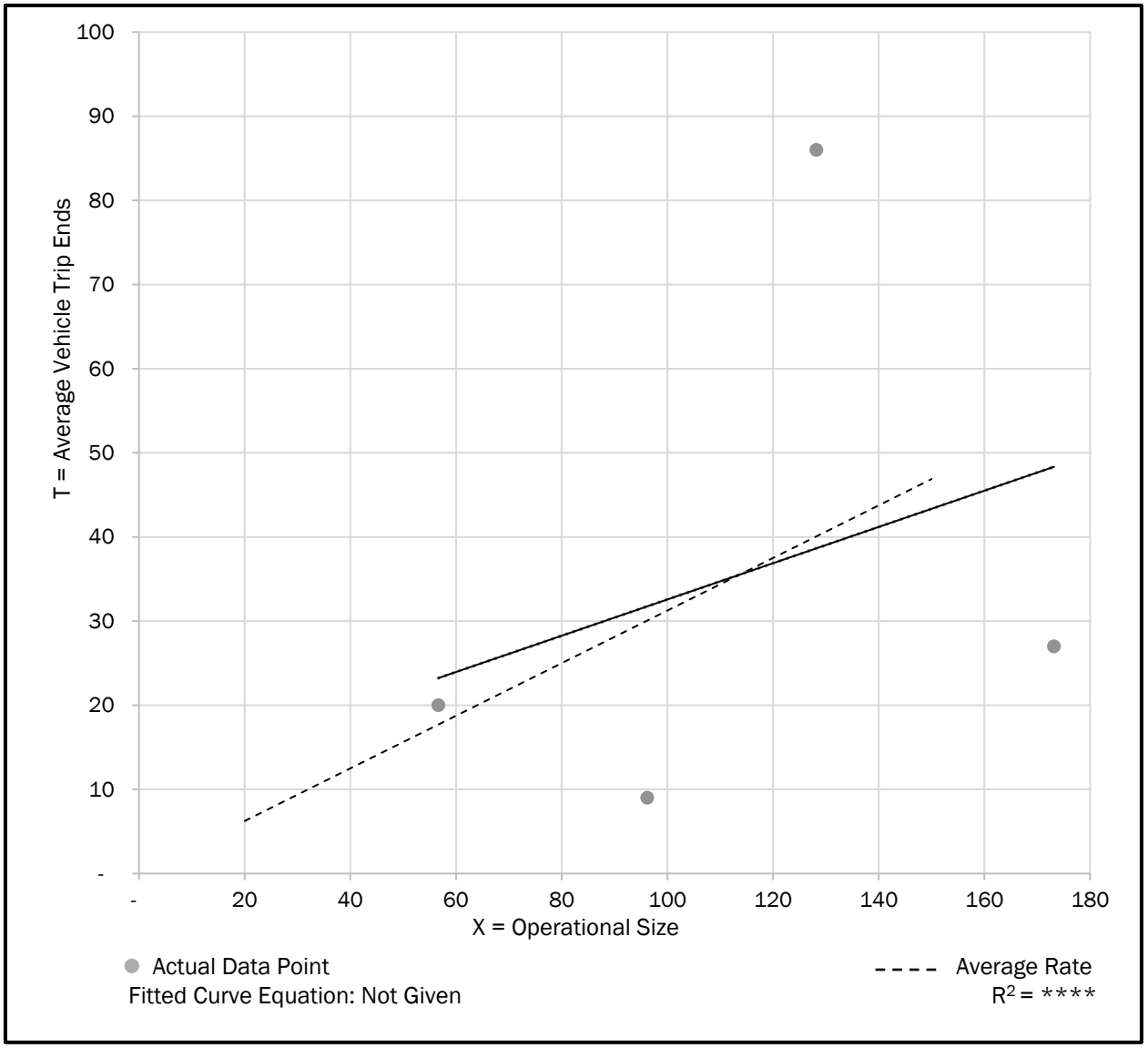
Average Vehicle Trip Ends vs: Operational Area (SF) / 1,000 SF
On a: Average Day,
AM Peak Hour of the Adjacent Street

Number of Studies: 4 in California
Average Net Occupied Space: 113,555 SF
Directional Distribution: 85% entering, 15% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.31	0.09 – 0.67	0.26

Data Plot and Equation



LAST MILE DELIVERY STATION

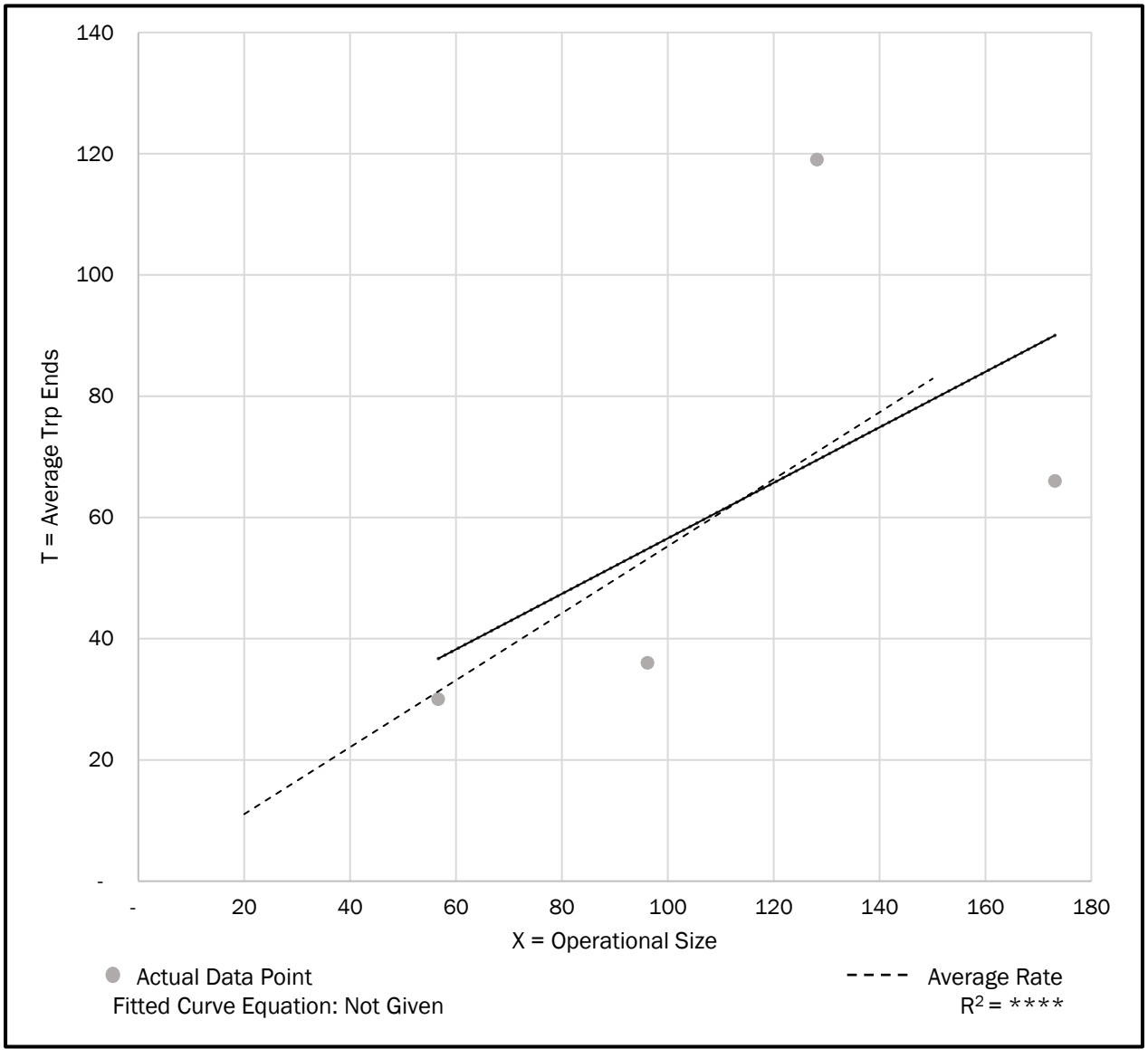
Average Vehicle Trip Ends vs: Operational Area (SF) / 1,000 SF
On a: Average Day,
PM Peak Hour of the Adjacent Street

Number of Studies: 4 in California
Average Net Occupied Space: 113,555 SF
Directional Distribution: 48% entering, 52% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.55	0.37 – 0.93	0.26

Data Plot and Equation



LAST MILE DELIVERY STATION

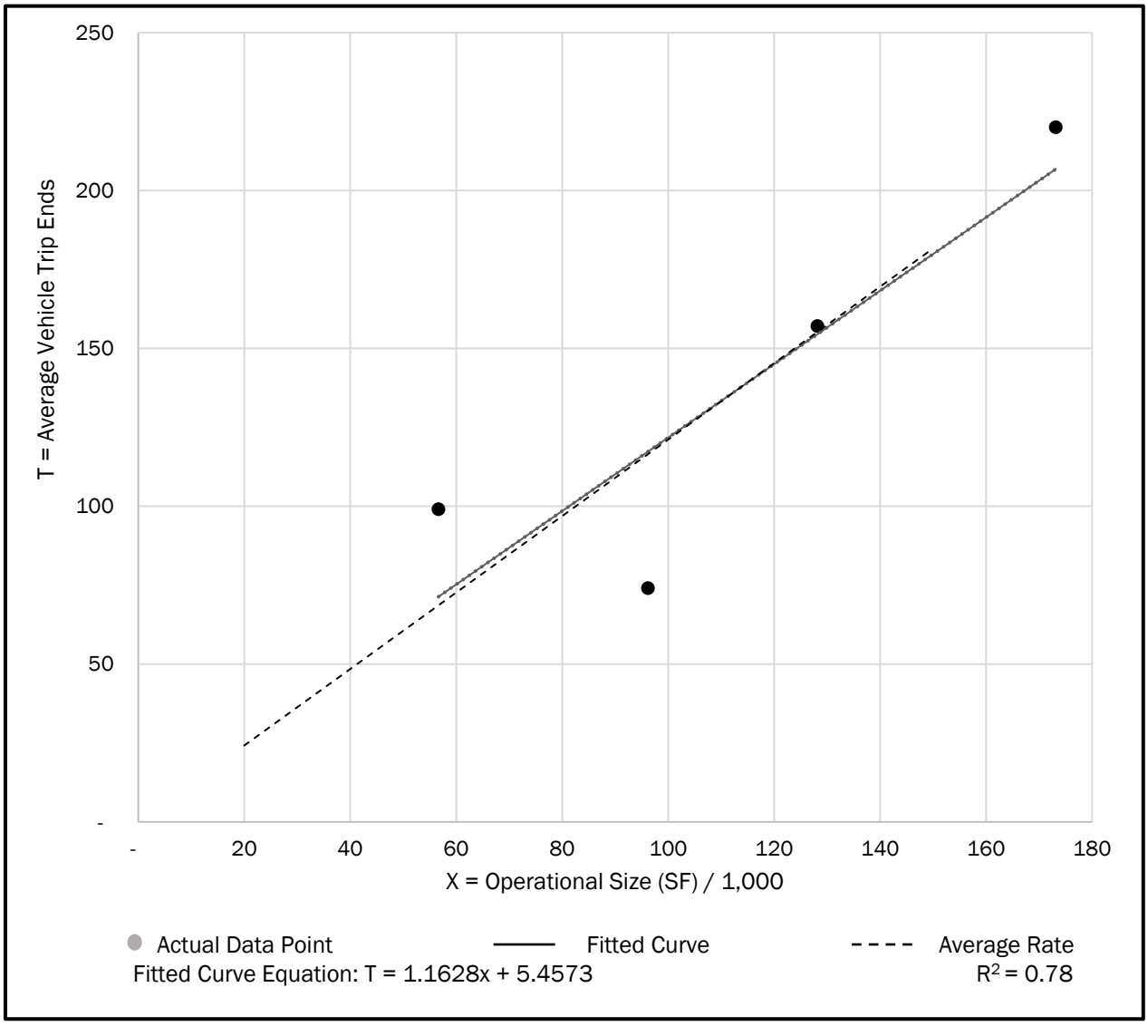
Average Vehicle Trip Ends vs: **Operational Area (SF) / 1,000 SF**
On a: **Average Day,**
AM Peak Hour of the Generator

Number of Studies: 4 in California
Average Net Occupied Space: 113,555 SF
Directional Distribution: 41% entering, 59% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.21	0.77 – 1.75	0.40

Data Plot and Equation



LAST MILE DELIVERY STATION

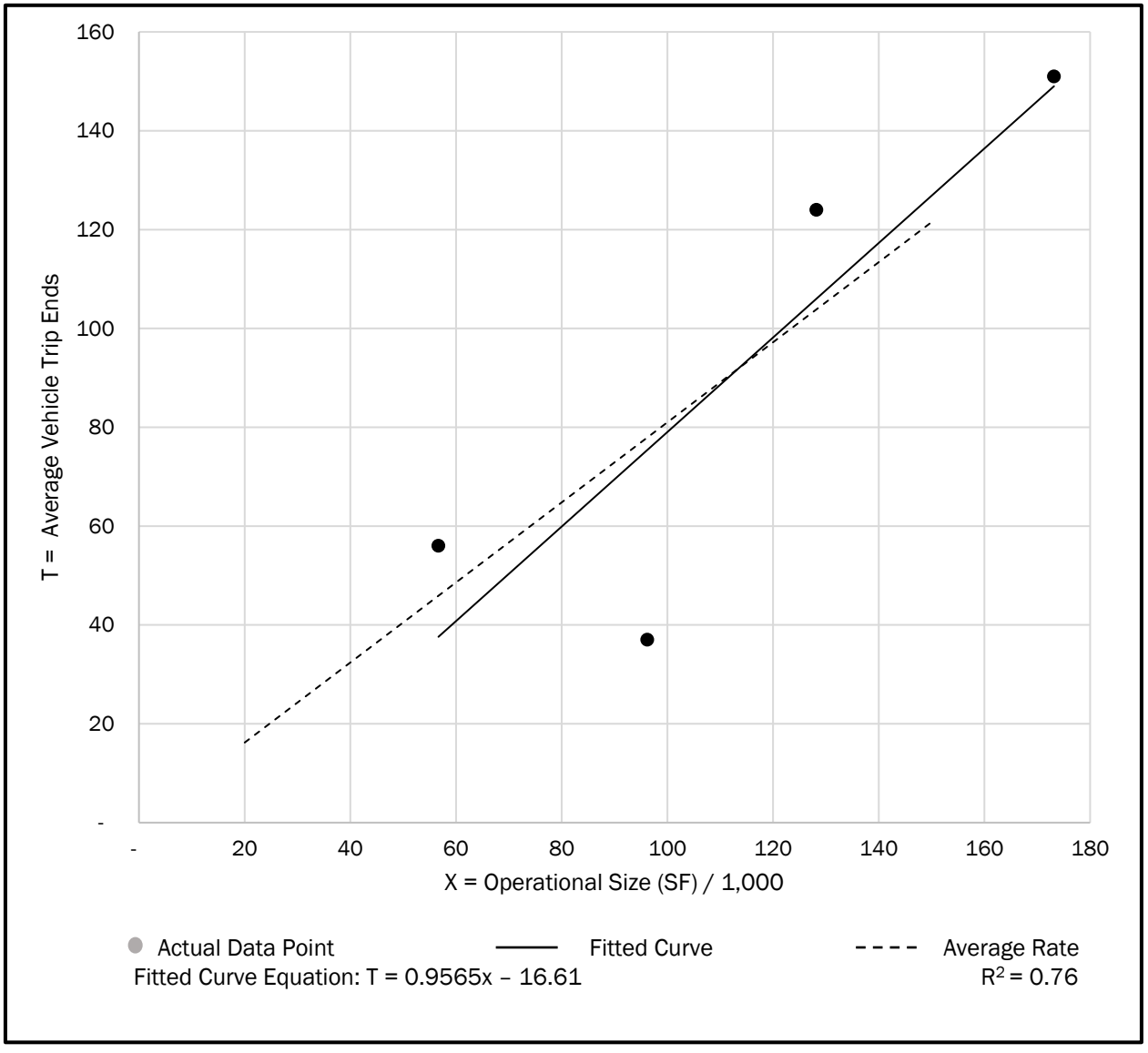
Average Vehicle Trip Ends vs: Operational Area (SF) / 1000 SF
On a: Average Day,
PM Peak Hour of the Generator

Number of Studies: 4 in California
Average Net Occupied Space: 113,555 SF
Directional Distribution: 52% entering, 48% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.81	0.38 – 0.99	0.28

Data Plot and Equation



APPENDIX B

SITE OPERATIONAL AREAS

OPERATIONAL AREA DETERMINATION

Operational area is defined as that interior area necessary to the parcel sorting and delivery preparation activities and excludes all interior loading, queuing, and parking areas. The following pages illustrate the operational areas for those sites included in this study.

Site A

The total building size is known, and the site plan is scalable. The interior layout of the building shows van queueing areas, van loading areas, van travel paths, and a delineation between van activities and the operational area. The operational area can be scaled from the plan and is highlighted in turquoise. 96,200 SF.

Site B

The total building size is known, and the site plan is scalable. The interior layout of the building shows a van queueing area, a van loading area, and parking areas. The operational area can be scaled from the plan and is highlighted in turquoise. 56.970 SF.

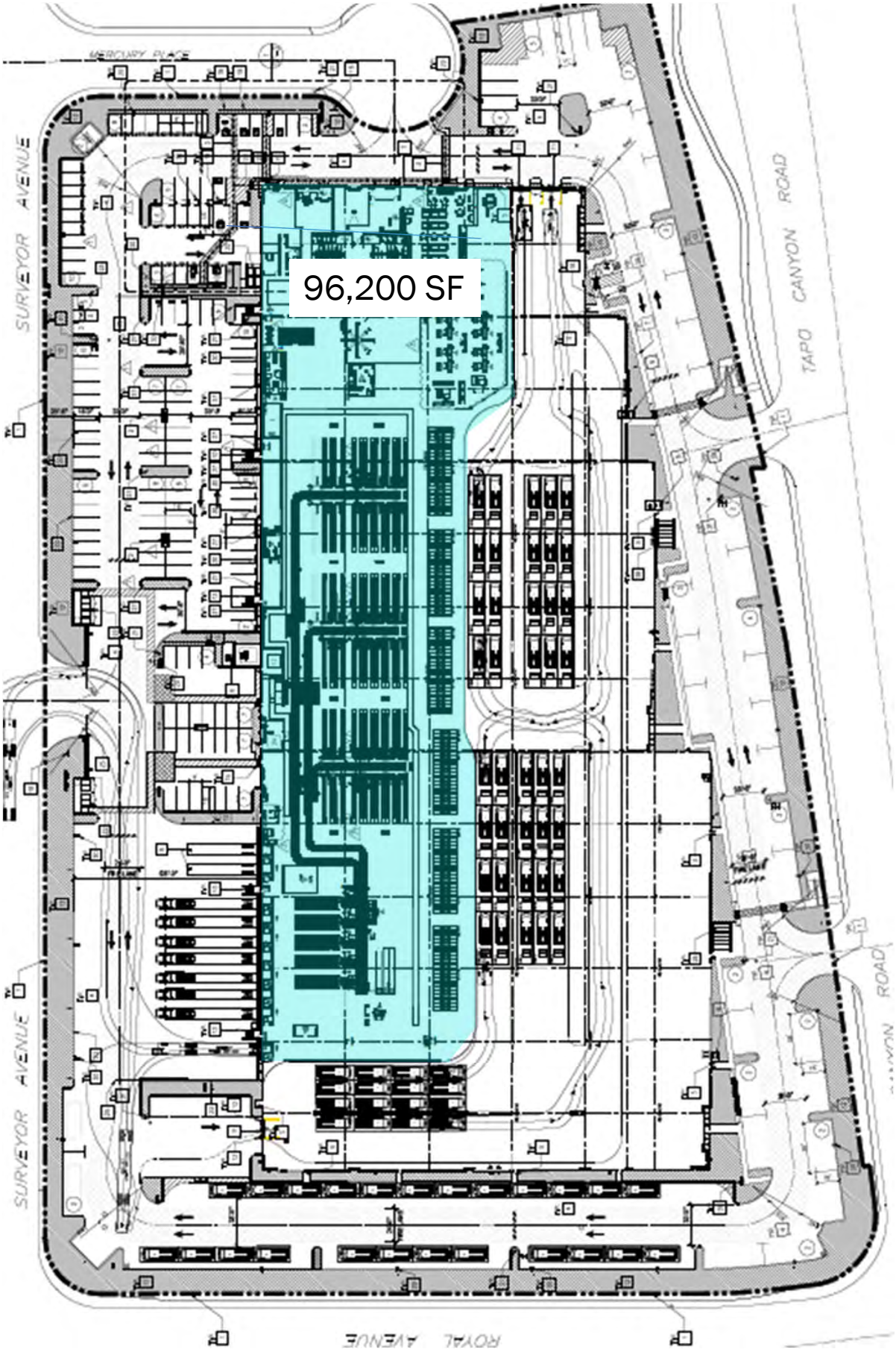
Site C

The total building size is known. The interior layout of the building does not include any parking, van queuing or loading areas. The entire building is devoted to operational activities. The operational area is highlighted in turquoise. 128,192 SF.

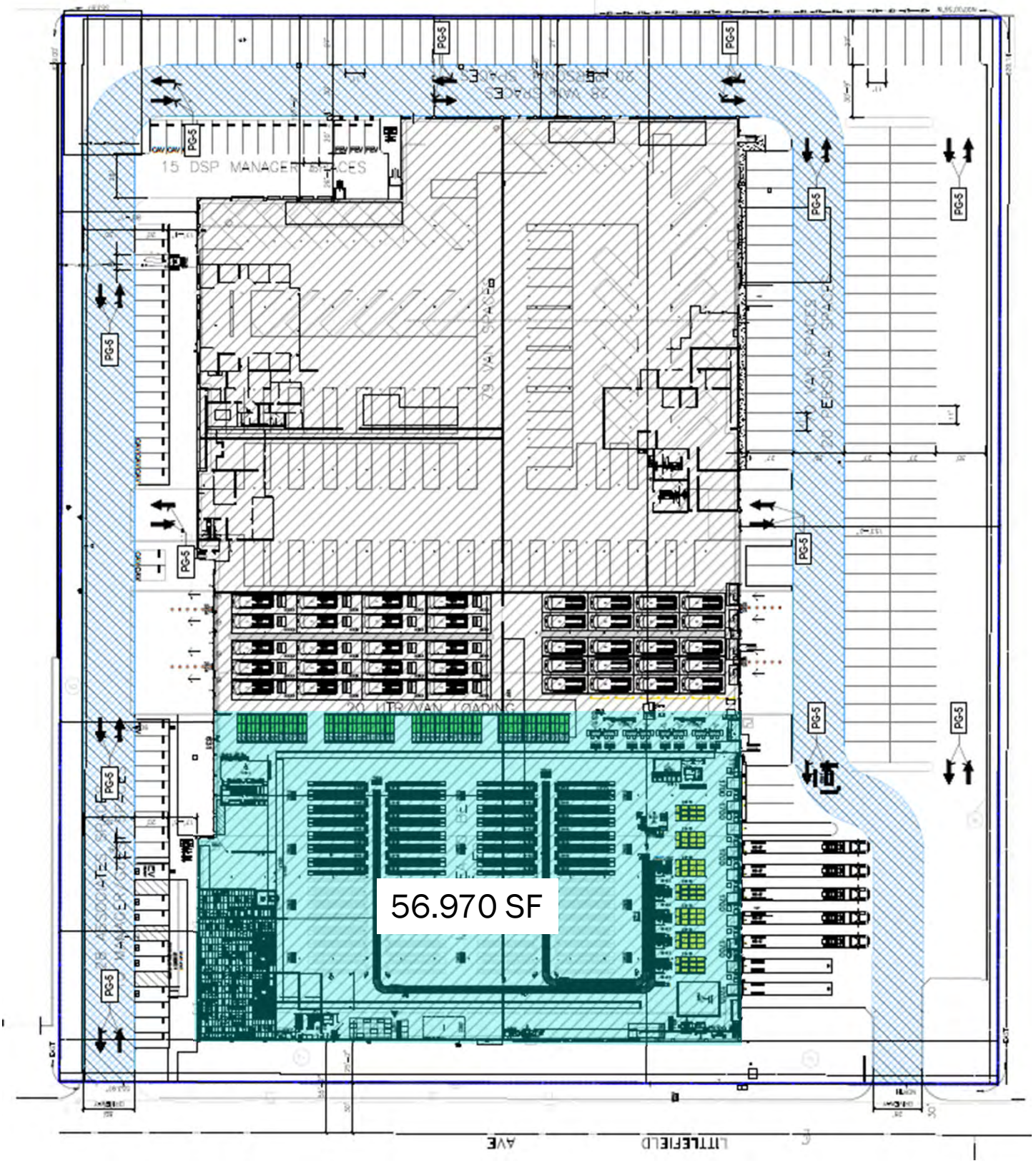
Site D

The site plan has a table indicating the area of the building that is “occupied” for the purpose of site plan trip generation and notes this does not include parking or van activity areas. Interior parking is indicated by striping while van staging areas are indicated via purple rectangles and van loading areas are indicted by green rectangles. The operational area is highlighted in turquoise. The site plan is also scalable, and the operational area size was verified. 173,170 SF.

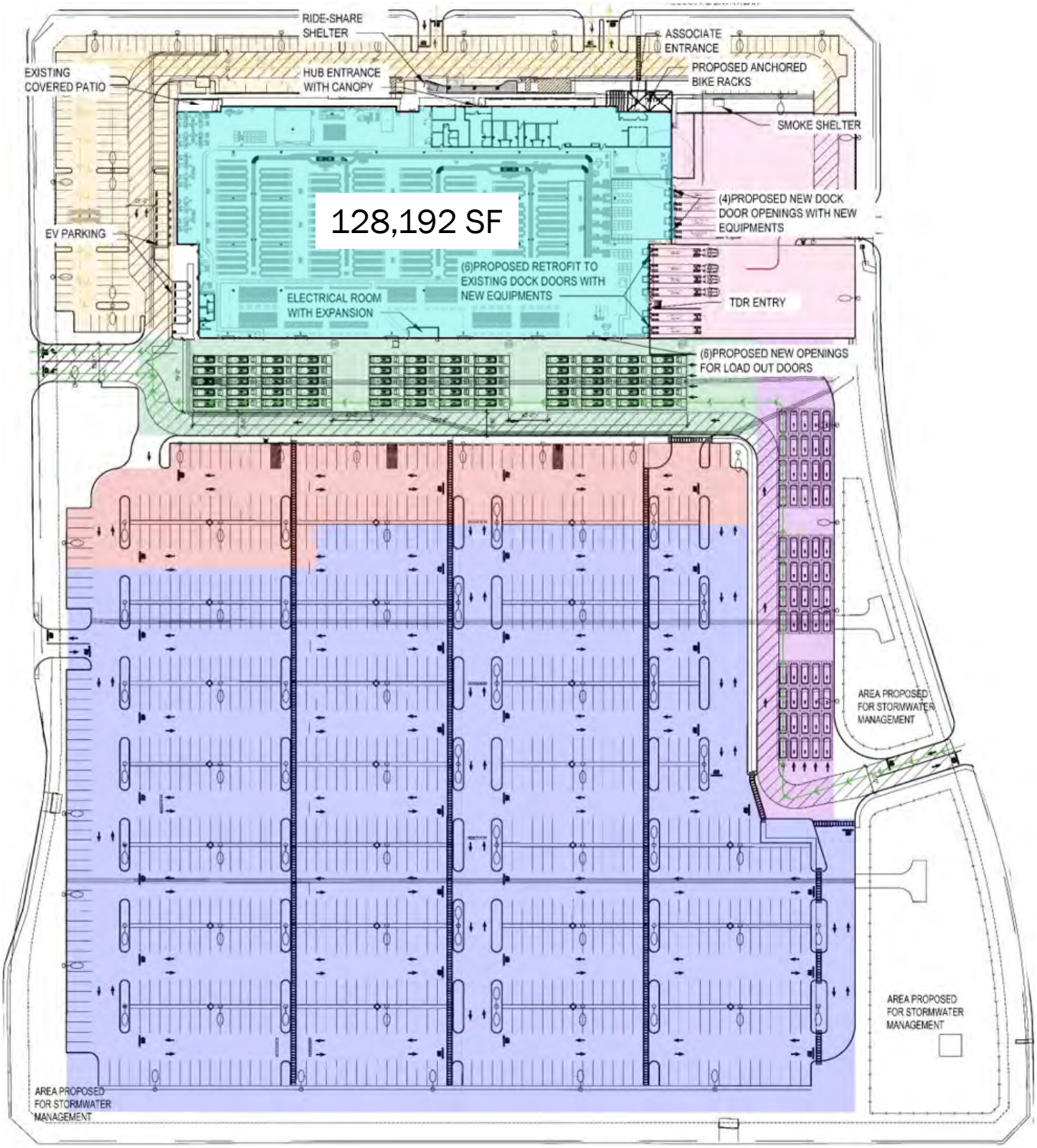
Site A Operational Area



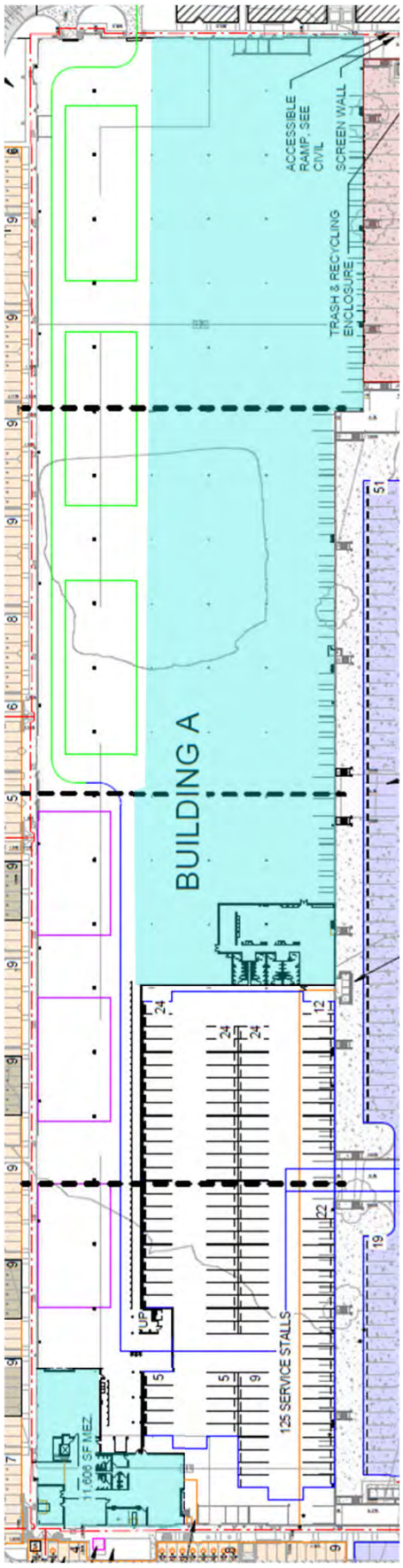
Site B Operational Area



Site C Operational Area



Site D Operational Area



173,170 SF

CURRENTLY PROPOSED PROJECT LAND USE	Portion of Total Floor Area Designated to Use (% of GSF)	Floor Area (X 1,000)	Daily Trip Rate	AM Trip %	PM Peak Hour Trip %	AM Trips	PM Peak Hour Trips
Office Park	4.92%	12.27	12	13%	13%	19	19
Warehouse	95.08%	160.91	5	13%	15%	105	121
PROJECT TOTAL		**173.17**				**124**	**140**

Notes:

1) Office area within warehouse is applied office park rate for conservatism.

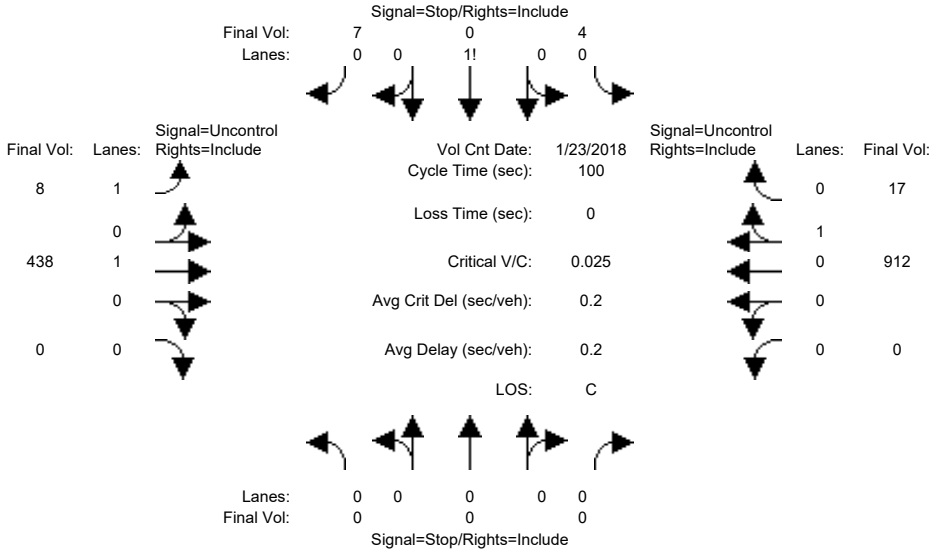
2) Van parking and staging areas are not included in warehouse floor area since these activities are normally performed outside the building.

Appendix E
Level of Service Calculations

Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4132: Holsclaw Road and Pacheco Pass Highway (SR 152)



Street Name:	Holsclaw Road					Pacheco Pass Highway (SR 152)					
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: 23 Jan 2018 <<												
Base Vol:	0	0	0	4	0	7	8	438	0	0	912	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	4	0	7	8	438	0	0	912	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	4	0	7	8	438	0	0	912	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	4	0	7	8	438	0	0	912	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	4	0	7	8	438	0	0	912	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1375	1375	921	929	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	162	147	331	744	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	161	145	331	744	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR		RT	LT - LTR		RT	LT - LTR		RT	LT - LTR		RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	239	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	20.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			20.8			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4132 Holsclaw Road and Pacheco Pass Highway (SR 152)

****

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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 1!	0 0		1 0 1	0 0		0 0 0	1 0	
Initial Vol:	0	0	0	4	0	7	8	438	0	0	912	17
ApproachDel:	xxxxxx			20.8			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=11]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1386]
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 #4132 Holsclaw Road and Pacheco Pass Highway (SR 152)

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 1!	0 0		1 0 1	0 0		0 0 0	1 0	
Initial Vol:	0	0	0	4	0	7	8	438	0	0	912	17

Major Street Volume: 1375
Minor Approach Volume: 11
Minor Approach Volume Threshold: 175

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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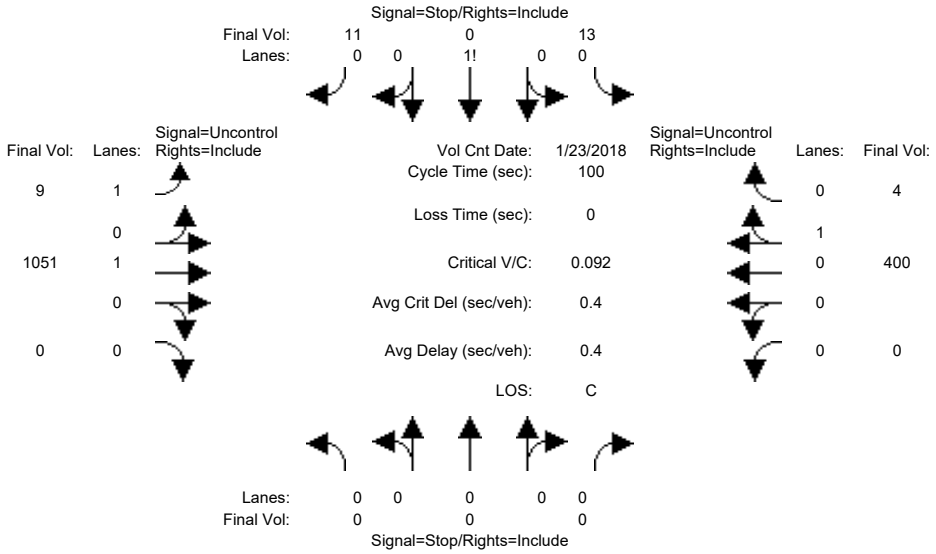
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4132: Holsclaw Road and Pacheco Pass Highway (SR 152)



Street Name:	Holsclaw Road						Pacheco Pass Highway (SR 152)					
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: 23 Jan 2018 <<												
Base Vol:	0	0	0	13	0	11	9	1051	0	0	400	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:	0	0	0	13	0	11	9	1051	0	0	400	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	13	0	11	9	1051	0	0	400	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:	0	0	0	13	0	11	9	1051	0	0	400	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	13	0	11	9	1051	0	0	400	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1471	1471	402	404	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	141	128	653	1166	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	141	127	653	1166	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.09	0.00	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	220	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	23.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			23.4			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4132 Holsclaw Road and Pacheco Pass Highway (SR 152)

****

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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	1 0	1 0	0	0 0	0 1	0
Initial Vol:	0	0	0	13	0	11	9	1051	0	0	400	4
ApproachDel:	xxxxxx			23.4			xxxxxx			xxxxxx		

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=24]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1488]
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 #4132 Holsclaw Road and Pacheco Pass Highway (SR 152)

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0	0	0 0	1! 0	0	1 0	1 0	0	0 0	0 1	0
Initial Vol:	0	0	0	13	0	11	9	1051	0	0	400	4

Major Street Volume: 1464
Minor Approach Volume: 24
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).

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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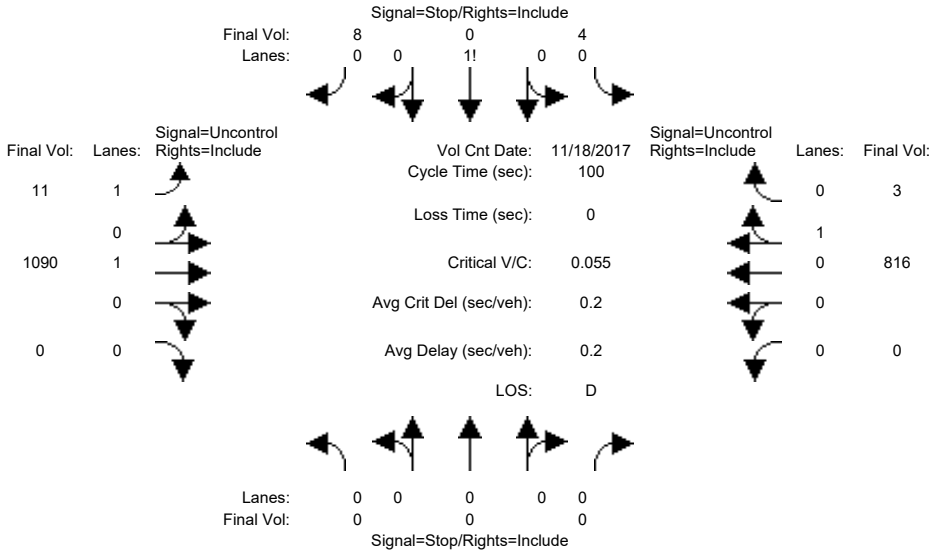
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4132: Holsclaw Road and Pacheco Pass Highway (SR 152)



Street Name:	Holsclaw Road						Pacheco Pass Highway (SR 152)					
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: 18 Nov 2017 <<												
Base Vol:	0	0	0	4	0	8	11	1090	0	0	816	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	4	0	8	11	1090	0	0	816	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	4	0	8	11	1090	0	0	816	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	4	0	8	11	1090	0	0	816	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	4	0	8	11	1090	0	0	816	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1930	1930	818	819	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	74	67	379	818	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	73	66	379	818	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	0.00	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	158	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	29.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			29.6			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4132 Holsclaw Road and Pacheco Pass Highway (SR 152)

****

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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0	1! 0 0		1 0	1 0 0		0 0	0 1 0	
Initial Vol:	0	0	0	4	0	8	11	1090	0	0	816	3
ApproachDel:	xxxxxx			29.6			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=12]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1932]
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 #4132 Holsclaw Road and Pacheco Pass Highway (SR 152)

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0	1! 0 0		1 0	1 0 0		0 0	0 1 0	
Initial Vol:	0	0	0	4	0	8	11	1090	0	0	816	3

Major Street Volume: 1920
Minor Approach Volume: 12
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.

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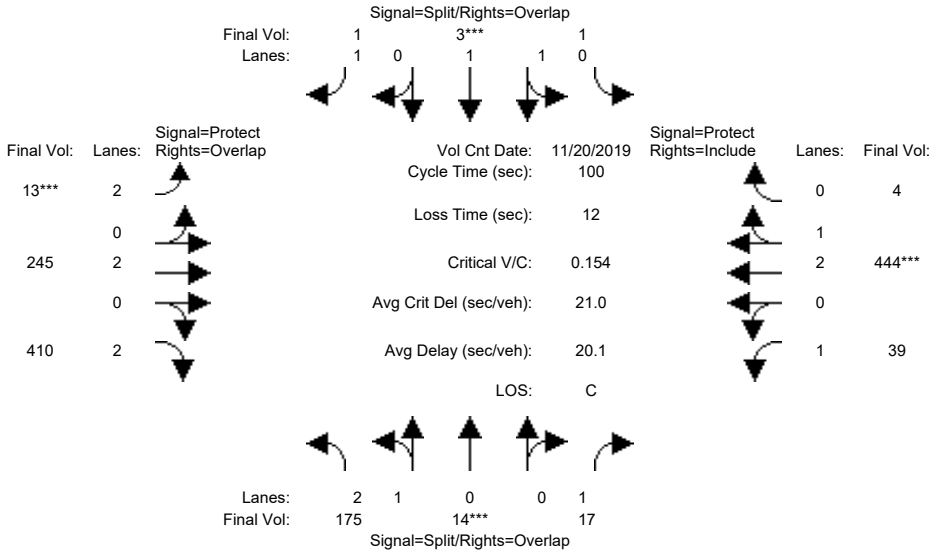
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7467: Arroyo Circle and Leavesley Road



Street Name:	Arroyo Circle						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	175	14	17	1	3	1	13	245	410	39	444	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:	175	14	17	1	3	1	13	245	410	39	444	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	14	17	1	3	1	13	245	410	39	444	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:	175	14	17	1	3	1	13	245	410	39	444	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	14	17	1	3	1	13	245	410	39	444	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	14	17	1	3	1	13	245	410	39	444	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.95	0.92	0.95	0.98	0.92	0.83	1.00	0.62	0.92	0.98	0.95
Lanes:	2.84	0.16	1.00	0.51	1.49	1.00	2.00	2.00	2.00	1.00	2.97	0.03
Final Sat.:	3495	280	1750	925	2774	1750	3150	3800	2362	1750	5550	50
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.00	0.00	0.00	0.00	0.06	0.17	0.02	0.08	0.08
Crit Moves:		****			****		****				****	
Green Time:	27.3	27.3	45.7	10.0	10.0	17.0	7.0	32.3	51.0	18.3	43.7	43.7
Volume/Cap:	0.18	0.18	0.02	0.01	0.01	0.00	0.06	0.20	0.34	0.12	0.18	0.18
Delay/Veh:	27.9	27.9	14.9	40.6	40.6	34.5	43.5	24.6	14.7	34.3	17.3	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	27.9	14.9	40.6	40.6	34.5	43.5	24.6	14.7	34.3	17.3	17.3
LOS by Move:	C	C	B	D	D	C	D	C	B	C	B	B
HCM2k95thQ:	3	4	1	0	0	0	0	5	9	2	6	6

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

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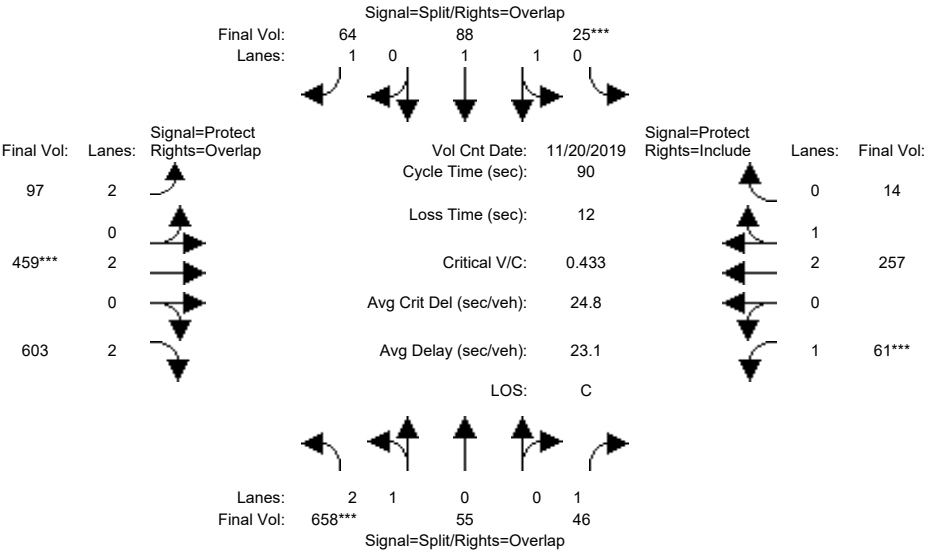
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7467: Arroyo Circle and Leavesley Road



Street Name:	Arroyo Circle						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	658	55	46	25	88	64	97	459	603	61	257	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	658	55	46	25	88	64	97	459	603	61	257	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	658	55	46	25	88	64	97	459	603	61	257	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	658	55	46	25	88	64	97	459	603	61	257	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	658	55	46	25	88	64	97	459	603	61	257	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	658	55	46	25	88	64	97	459	603	61	257	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.95	0.92	0.95	0.98	0.92	0.83	1.00	0.62	0.92	0.98	0.95
Lanes:	2.84	0.16	1.00	0.45	1.55	1.00	2.00	2.00	2.00	1.00	2.84	0.16
Final Sat.:	3486	291	1750	818	2881	1750	3150	3800	2362	1750	5310	289
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.03	0.03	0.03	0.04	0.03	0.12	0.26	0.03	0.05	0.05
Crit Moves:	****			****				****		****		
Green Time:	37.2	37.2	44.2	10.0	10.0	22.7	12.7	23.8	45.9	7.0	18.1	18.1
Volume/Cap:	0.46	0.46	0.05	0.27	0.27	0.15	0.22	0.46	0.50	0.45	0.24	0.24
Delay/Veh:	19.3	19.3	12.0	37.0	37.0	26.3	34.5	28.0	14.8	42.0	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:	19.3	19.3	12.0	37.0	37.0	26.3	34.5	28.0	14.8	42.0	30.3	30.3
LOS by Move:	B	B	B	D	D	C	C	C	B	D	C	C
HCM2k95thQ:	10	13	1	3	3	3	3	10	12	5	5	5

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

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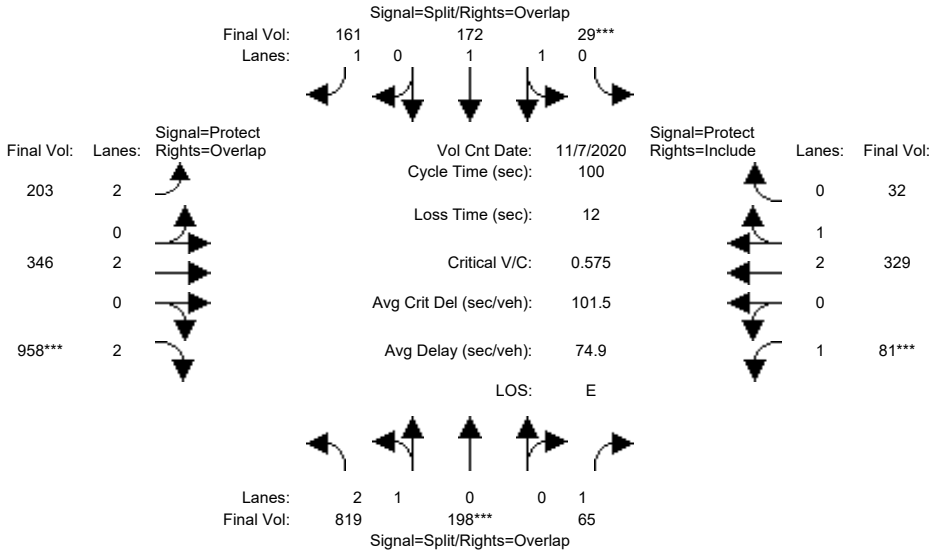
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7467: Arroyo Circle and Leavesley Road



Street Name:	Arroyo Circle						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2020 <<												
Base Vol:	819	198	65	29	172	161	203	346	958	81	329	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:	819	198	65	29	172	161	203	346	958	81	329	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	819	198	65	29	172	161	203	346	958	81	329	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:	819	198	65	29	172	161	203	346	958	81	329	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	819	198	65	29	172	161	203	346	958	81	329	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:	819	198	65	29	172	161	203	346	958	81	329	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.95	0.92	0.95	0.98	0.92	0.83	1.00	0.62	0.92	0.99	0.95
Lanes:	2.58	0.42	1.00	0.30	1.70	1.00	2.00	2.00	2.00	1.00	2.72	0.28
Final Sat.:	3123	755	1750	534	3166	1750	3150	3800	2362	1750	5103	496
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.04	0.05	0.05	0.09	0.06	0.09	0.41	0.05	0.06	0.06
Crit Moves:		****		****					****	****		
Green Time:	20.0	20.0	27.0	10.0	10.0	33.9	23.9	51.0	51.0	7.0	34.1	34.1
Volume/Cap:	1.31	1.31	0.14	0.54	0.54	0.27	0.27	0.18	0.80	0.66	0.19	0.19
Delay/Veh:	189.2	189	27.8	44.5	44.5	24.3	31.2	13.3	23.9	58.0	23.2	23.2
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:	189.2	189	27.8	44.5	44.5	24.3	31.2	13.3	23.9	58.0	23.2	23.2
LOS by Move:	F	F	C	D	D	C	C	B	C	E	C	C
HCM2k95thQ:	38	48	3	8	8	8	6	6	27	8	5	5

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

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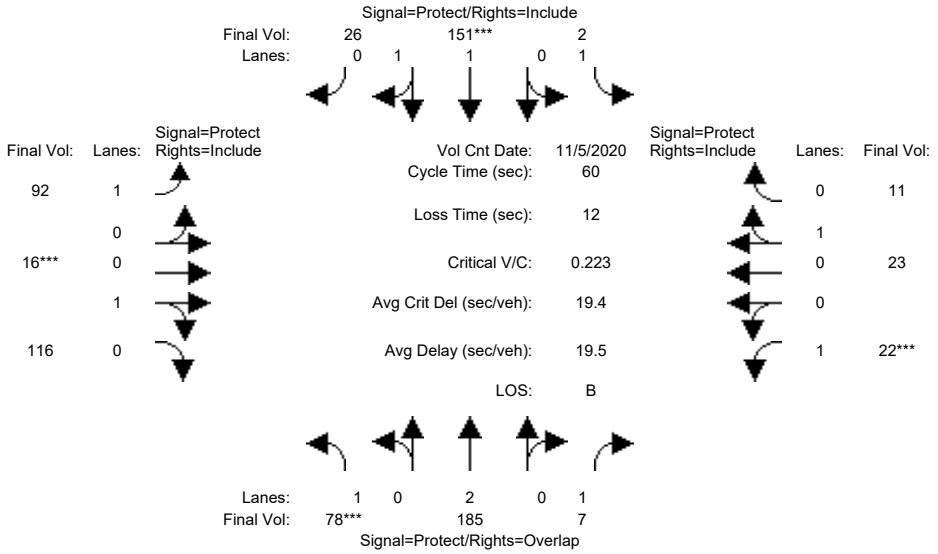
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7472: Camino Arroyo and Sixth St/Gilman Rd



Street Name:	Camino Arroyo						Sixth St/Gilman Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	78	185	7	2	151	26	92	16	116	22	23	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:	78	185	7	2	151	26	92	16	116	22	23	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	185	7	2	151	26	92	16	116	22	23	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:	78	185	7	2	151	26	92	16	116	22	23	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	185	7	2	151	26	92	16	116	22	23	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:	78	185	7	2	151	26	92	16	116	22	23	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.70	0.30	1.00	0.12	0.88	1.00	0.68	0.32
Final Sat.:	1750	3800	1750	1750	3156	543	1750	218	1582	1750	1218	582
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.00	0.00	0.05	0.05	0.05	0.07	0.07	0.01	0.02	0.02
Crit Moves:	****				****			****		****		
Green Time:	11.0	13.4	20.4	9.4	11.8	11.8	10.4	18.1	18.1	7.0	14.8	14.8
Volume/Cap:	0.24	0.22	0.01	0.01	0.24	0.24	0.30	0.24	0.24	0.11	0.08	0.08
Delay/Veh:	21.3	19.1	13.1	21.4	20.5	20.5	22.3	16.0	16.0	23.9	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	19.1	13.1	21.4	20.5	20.5	22.3	16.0	16.0	23.9	17.4	17.4
LOS by Move:	C	B	B	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	3	3	0	0	3	3	4	4	4	1	1	1

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

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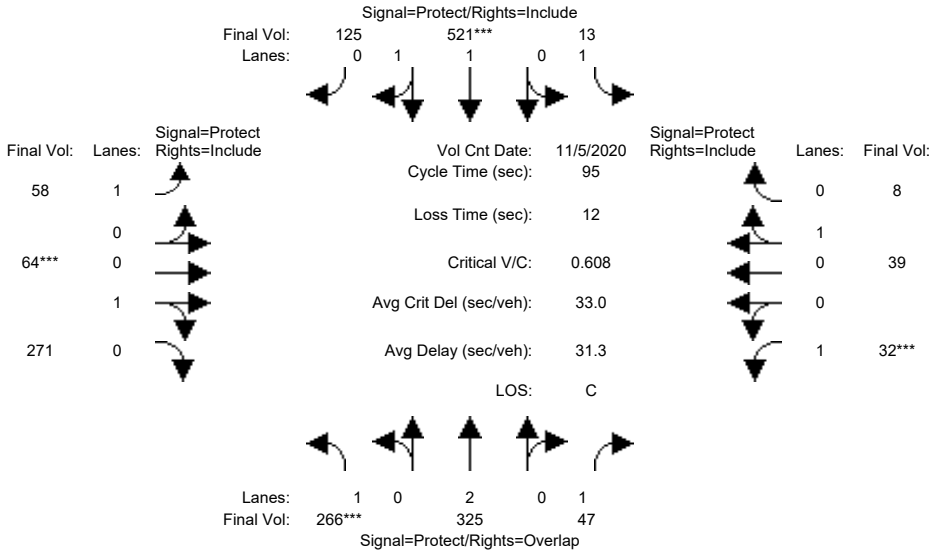
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7472: Camino Arroyo and Sixth St/Gilman Rd



Street Name:	Camino Arroyo						Sixth St/Gilman Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	266	325	47	13	521	125	58	64	271	32	39	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:	266	325	47	13	521	125	58	64	271	32	39	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	325	47	13	521	125	58	64	271	32	39	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:	266	325	47	13	521	125	58	64	271	32	39	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	325	47	13	521	125	58	64	271	32	39	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	325	47	13	521	125	58	64	271	32	39	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.60	0.40	1.00	0.19	0.81	1.00	0.83	0.17
Final Sat.:	1750	3800	1750	1750	2984	716	1750	344	1456	1750	1494	306
Capacity Analysis Module:												
Vol/Sat:	0.15	0.09	0.03	0.01	0.17	0.17	0.03	0.19	0.19	0.02	0.03	0.03
Crit Moves:	****				****			****		****		
Green Time:	22.5	28.5	35.5	19.9	25.9	25.9	14.2	27.6	27.6	7.0	20.3	20.3
Volume/Cap:	0.64	0.29	0.07	0.04	0.64	0.64	0.22	0.64	0.64	0.25	0.12	0.12
Delay/Veh:	36.0	25.6	19.2	29.9	31.9	31.9	35.9	32.1	32.1	42.5	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:	36.0	25.6	19.2	29.9	31.9	31.9	35.9	32.1	32.1	42.5	30.3	30.3
LOS by Move:	D	C	B	C	C	C	D	C	C	D	C	C
HCM2k95thQ:	14	7	2	1	16	16	4	18	18	2	2	2

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

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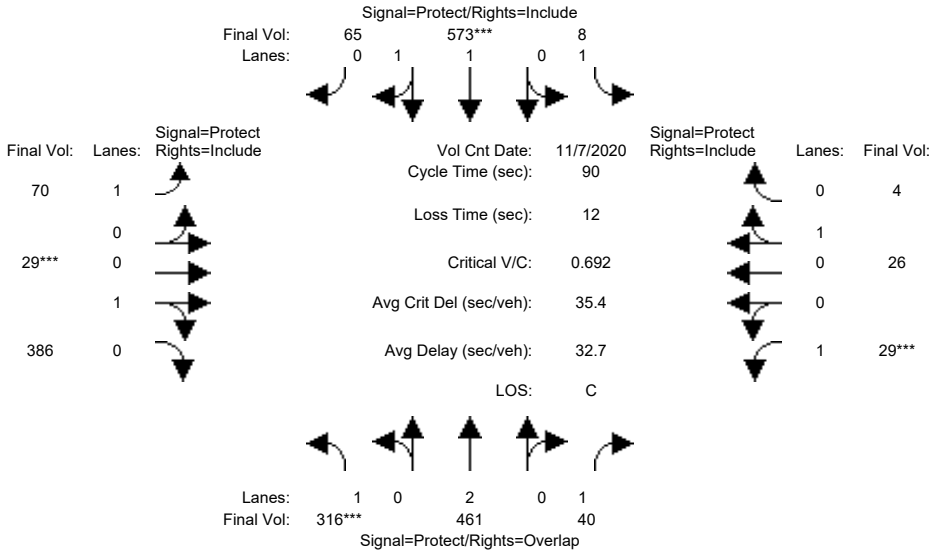
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7472: Camino Arroyo and Sixth St/Gilman Rd



Street Name:	Camino Arroyo						Sixth St/Gilman Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2020 <<												
Base Vol:	316	461	40	8	573	65	70	29	386	29	26	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:	316	461	40	8	573	65	70	29	386	29	26	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	316	461	40	8	573	65	70	29	386	29	26	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:	316	461	40	8	573	65	70	29	386	29	26	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	461	40	8	573	65	70	29	386	29	26	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	316	461	40	8	573	65	70	29	386	29	26	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.79	0.21	1.00	0.07	0.93	1.00	0.87	0.13
Final Sat.:	1750	3800	1750	1750	3323	377	1750	126	1674	1750	1560	240
Capacity Analysis Module:												
Vol/Sat:	0.18	0.12	0.02	0.00	0.17	0.17	0.04	0.23	0.23	0.02	0.02	0.02
Crit Moves:	****				****			****		****		
Green Time:	22.0	26.2	33.2	16.8	21.0	21.0	14.4	28.1	28.1	7.0	20.6	20.6
Volume/Cap:	0.74	0.42	0.06	0.02	0.74	0.74	0.25	0.74	0.74	0.21	0.07	0.07
Delay/Veh:	38.1	26.0	18.4	30.0	35.4	35.4	33.5	32.9	32.9	39.7	27.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	26.0	18.4	30.0	35.4	35.4	33.5	32.9	32.9	39.7	27.3	27.3
LOS by Move:	D	C	B	C	D	D	C	C	C	D	C	C
HCM2k95thQ:	17	10	2	0	16	16	4	22	22	2	1	1

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

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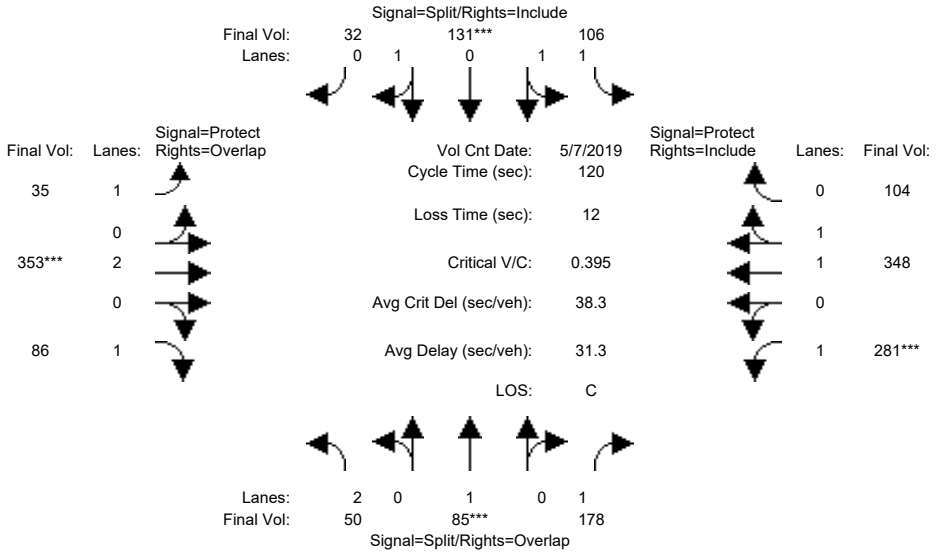
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7536: Chestnut Street and Tenth Street



Street Name:	Chestnut Street						Tenth 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	50	85	178	106	131	32	35	353	86	281	348	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	85	178	106	131	32	35	353	86	281	348	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	85	178	106	131	32	35	353	86	281	348	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	85	178	106	131	32	35	353	86	281	348	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	85	178	106	131	32	35	353	86	281	348	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	85	178	106	131	32	35	353	86	281	348	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.89	0.92	0.95	0.95	0.92	0.98	0.92	0.89	0.96	0.94
Lanes:	2.00	1.00	1.00	1.21	1.44	0.35	1.00	2.00	1.00	1.00	1.53	0.47
Final Sat.:	3150	1900	1698	2099	2595	634	1750	3724	1750	1698	2798	836
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.10	0.05	0.05	0.05	0.02	0.09	0.05	0.17	0.12	0.12
Crit Moves:		****			****			****		****		
Green Time:	13.6	13.6	63.9	15.3	15.3	15.3	25.2	28.8	42.4	50.3	53.8	53.8
Volume/Cap:	0.14	0.40	0.20	0.40	0.40	0.40	0.10	0.40	0.14	0.40	0.28	0.28
Delay/Veh:	48.1	50.6	14.8	48.4	48.4	48.4	38.3	38.6	26.5	24.6	20.9	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.1	50.6	14.8	48.4	48.4	48.4	38.3	38.6	26.5	24.6	20.9	20.9
LOS by Move:	D	D	B	D	D	D	D	D	C	C	C	C
HCM2k95thQ:	2	7	7	7	7	7	2	10	5	14	10	10

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

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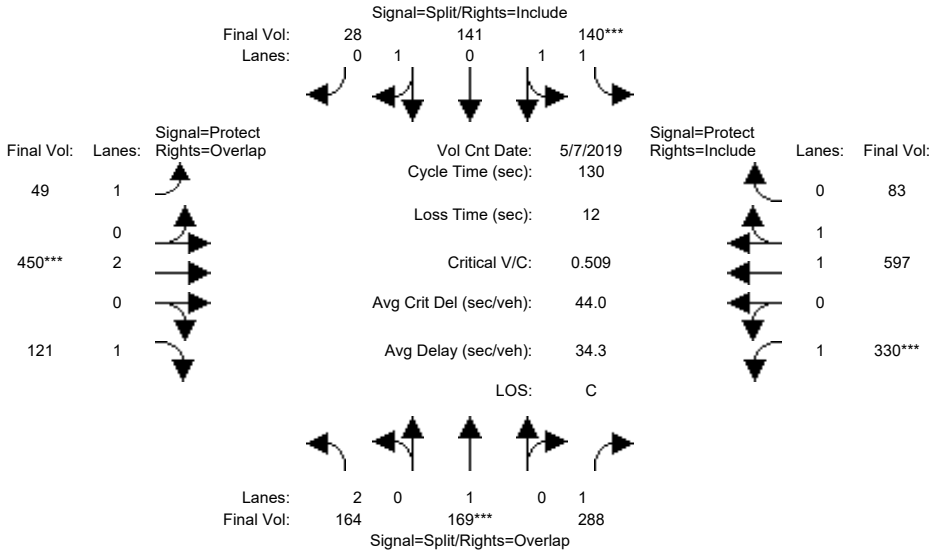
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7536: Chestnut Street and Tenth Street



Street Name:	Chestnut Street						Tenth 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	164	169	288	140	141	28	49	450	121	330	597	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:	164	169	288	140	141	28	49	450	121	330	597	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	169	288	140	141	28	49	450	121	330	597	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:	164	169	288	140	141	28	49	450	121	330	597	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	169	288	140	141	28	49	450	121	330	597	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:	164	169	288	140	141	28	49	450	121	330	597	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.89	0.92	0.95	0.95	0.92	0.98	0.92	0.89	0.96	0.94
Lanes:	2.00	1.00	1.00	1.38	1.35	0.27	1.00	2.00	1.00	1.00	1.75	0.25
Final Sat.:	3150	1900	1698	2413	2430	483	1750	3724	1750	1698	3187	443
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.17	0.06	0.06	0.06	0.03	0.12	0.07	0.19	0.19	0.19
Crit Moves:		****		****				****		****		
Green Time:	22.7	22.7	72.3	14.8	14.8	14.8	18.0	30.8	53.6	49.6	62.5	62.5
Volume/Cap:	0.30	0.51	0.30	0.51	0.51	0.51	0.20	0.51	0.17	0.51	0.39	0.39
Delay/Veh:	47.0	49.9	15.6	54.9	54.9	54.9	50.1	43.5	24.3	31.5	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	49.9	15.6	54.9	54.9	54.9	50.1	43.5	24.3	31.5	21.7	21.7
LOS by Move:	D	D	B	D	D	D	D	D	C	C	C	C
HCM2k95thQ:	7	12	12	9	9	9	4	14	6	19	16	16

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

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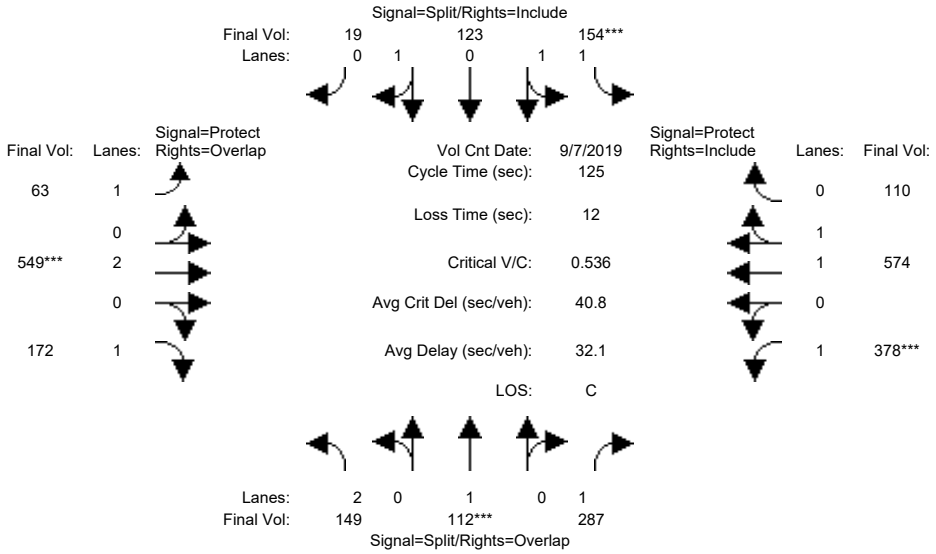
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7536: Chestnut Street and Tenth Street



Street Name:	Chestnut Street						Tenth 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Sep 2019 <<												
Base Vol:	149	112	287	154	123	19	63	549	172	378	574	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:	149	112	287	154	123	19	63	549	172	378	574	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	112	287	154	123	19	63	549	172	378	574	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:	149	112	287	154	123	19	63	549	172	378	574	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	112	287	154	123	19	63	549	172	378	574	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:	149	112	287	154	123	19	63	549	172	378	574	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.89	0.92	0.95	0.95	0.92	0.98	0.92	0.89	0.96	0.94
Lanes:	2.00	1.00	1.00	1.58	1.23	0.19	1.00	2.00	1.00	1.00	1.67	0.33
Final Sat.:	3150	1900	1698	2769	2211	342	1750	3724	1750	1698	3048	584
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.17	0.06	0.06	0.06	0.04	0.15	0.10	0.22	0.19	0.19
Crit Moves:		****		****				****		****		
Green Time:	13.7	13.7	65.7	13.0	13.0	13.0	19.8	34.4	48.1	51.9	66.5	66.5
Volume/Cap:	0.43	0.54	0.32	0.54	0.54	0.54	0.23	0.54	0.26	0.54	0.35	0.35
Delay/Veh:	52.8	55.3	17.2	54.2	54.2	54.2	46.4	39.1	26.4	28.3	17.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	55.3	17.2	54.2	54.2	54.2	46.4	39.1	26.4	28.3	17.0	17.0
LOS by Move:	D	E	B	D	D	D	D	D	C	C	B	B
HCM2k95thQ:	7	9	13	9	9	9	4	16	9	21	14	14

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

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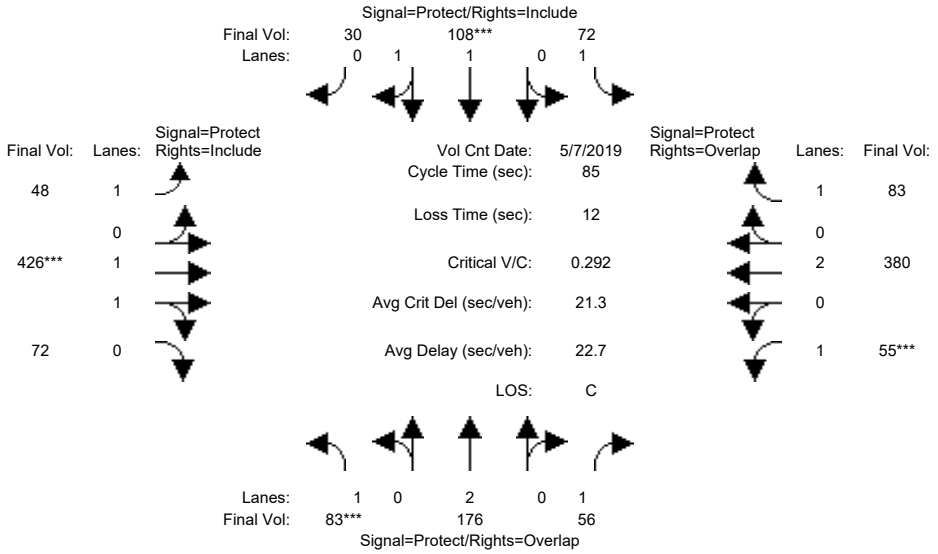
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7657: Monterey Street and Tenth Street



Street Name:	Monterey Street						Tenth 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	83	176	56	72	108	30	48	426	72	55	380	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:	83	176	56	72	108	30	48	426	72	55	380	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	176	56	72	108	30	48	426	72	55	380	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:	83	176	56	72	108	30	48	426	72	55	380	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	176	56	72	108	30	48	426	72	55	380	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:	83	176	56	72	108	30	48	426	72	55	380	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	1.00	1.70	0.30	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2895	804	1750	3165	535	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.03	0.04	0.04	0.04	0.03	0.13	0.13	0.03	0.10	0.05
Crit Moves:	****				****			****			****	
Green Time:	13.8	14.5	23.7	10.2	10.9	10.9	19.9	39.2	39.2	9.1	28.4	38.6
Volume/Cap:	0.29	0.27	0.11	0.34	0.29	0.29	0.12	0.29	0.29	0.29	0.30	0.10
Delay/Veh:	31.9	30.9	23.0	35.4	33.9	33.9	25.8	14.4	14.4	35.8	21.0	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	30.9	23.0	35.4	33.9	33.9	25.8	14.4	14.4	35.8	21.0	13.4
LOS by Move:	C	C	C	D	C	C	C	B	B	D	C	B
HCM2k95thQ:	4	4	2	4	4	4	2	8	8	3	7	3

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

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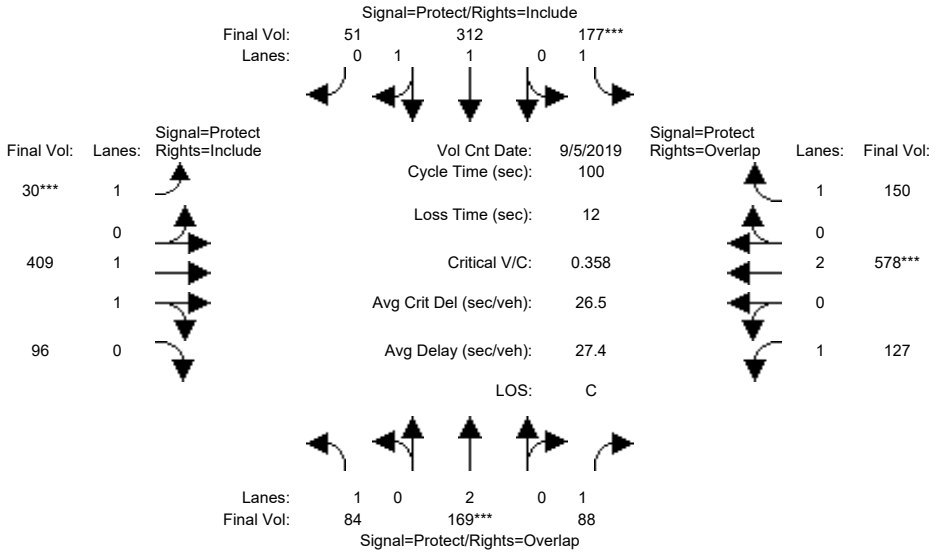
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7657: Monterey Street and Tenth Street



Street Name:	Monterey Street						Tenth 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	84	169	88	177	312	51	30	409	96	127	578	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:	84	169	88	177	312	51	30	409	96	127	578	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	169	88	177	312	51	30	409	96	127	578	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:	84	169	88	177	312	51	30	409	96	127	578	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	169	88	177	312	51	30	409	96	127	578	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:	84	169	88	177	312	51	30	409	96	127	578	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.71	0.29	1.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3180	520	1750	2996	703	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.04	0.05	0.10	0.10	0.10	0.02	0.14	0.14	0.07	0.15	0.09
Crit Moves:		****		****			****				****	
Green Time:	16.3	12.1	28.9	27.5	23.3	23.3	7.0	31.6	31.6	16.8	41.4	68.9
Volume/Cap:	0.29	0.37	0.17	0.37	0.42	0.42	0.24	0.43	0.43	0.43	0.37	0.12
Delay/Veh:	37.4	40.9	26.8	29.7	32.9	32.9	45.0	27.4	27.4	38.3	20.4	5.3
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	40.9	26.8	29.7	32.9	32.9	45.0	27.4	27.4	38.3	20.4	5.3
LOS by Move:	D	D	C	C	C	C	D	C	C	D	C	A
HCM2k95thQ:	5	5	4	10	10	10	2	12	12	7	11	3

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

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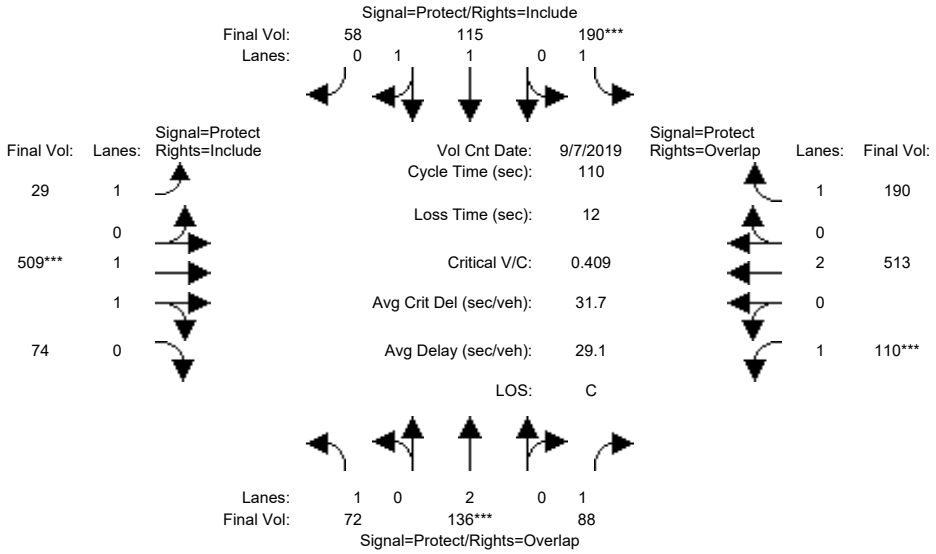
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7657: Monterey Street and Tenth Street



Street Name:	Monterey Street						Tenth 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Sep 2019 <<												
Base Vol:	72	136	88	190	115	58	29	509	74	110	513	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:	72	136	88	190	115	58	29	509	74	110	513	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	136	88	190	115	58	29	509	74	110	513	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:	72	136	88	190	115	58	29	509	74	110	513	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	136	88	190	115	58	29	509	74	110	513	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:	72	136	88	190	115	58	29	509	74	110	513	190
Saturation 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	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.31	0.69	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2459	1240	1750	3230	470	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.05	0.11	0.05	0.05	0.02	0.16	0.16	0.06	0.14	0.11
Crit Moves:		****		****				****		****		
Green Time:	16.1	10.0	26.8	29.0	23.0	23.0	18.9	42.1	42.1	16.8	40.1	69.1
Volume/Cap:	0.28	0.39	0.21	0.41	0.22	0.22	0.10	0.41	0.41	0.41	0.37	0.17
Delay/Veh:	42.4	47.9	33.4	34.0	36.3	36.3	38.5	25.0	25.0	43.2	25.9	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	47.9	33.4	34.0	36.3	36.3	38.5	25.0	25.0	43.2	25.9	8.6
LOS by Move:	D	D	C	C	D	D	D	C	C	D	C	A
HCM2k95thQ:	5	4	5	11	5	5	2	14	14	7	12	6

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

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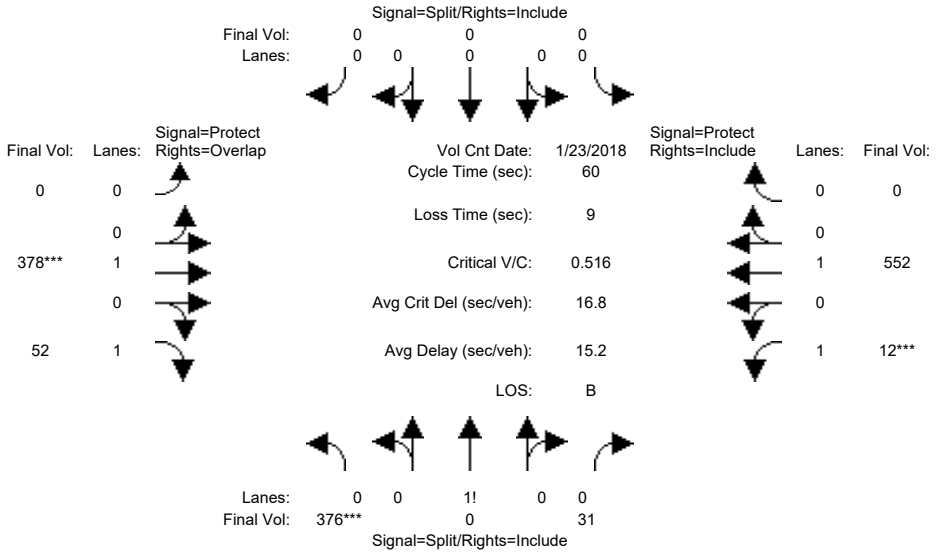
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7662: Frazier Lake Rd and Pacheco Pass Hwy (SR 152)



Street Name:	Frazier Lake Rd						Pacheco Pass Hwy (SR 152)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 <<												
Base Vol:	376	0	31	0	0	0	0	378	52	12	552	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:	376	0	31	0	0	0	0	378	52	12	552	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	376	0	31	0	0	0	0	378	52	12	552	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:	376	0	31	0	0	0	0	378	52	12	552	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	376	0	31	0	0	0	0	378	52	12	552	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:	376	0	31	0	0	0	0	378	52	12	552	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.92	0.00	0.08	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1617	0	133	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.20	0.03	0.01	0.29	0.00
Crit Moves:	****							****		****		
Green Time:	23.7	0.0	23.7	0.0	0.0	0.0	0.0	20.3	44.0	7.0	27.3	0.0
Volume/Cap:	0.59	0.00	0.59	0.00	0.00	0.00	0.00	0.59	0.04	0.06	0.64	0.00
Delay/Veh:	15.6	0.0	15.6	0.0	0.0	0.0	0.0	17.8	2.2	23.7	14.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.6	0.0	15.6	0.0	0.0	0.0	0.0	17.8	2.2	23.7	14.2	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	C	B	A
HCM2k95thQ:	14	0	14	0	0	0	0	11	1	1	16	0

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

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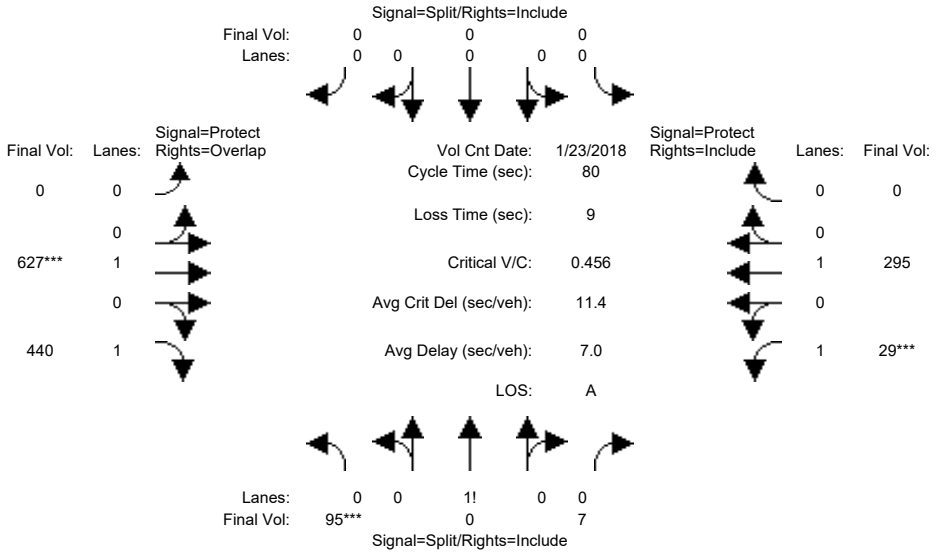
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7662: Frazier Lake Rd and Pacheco Pass Hwy (SR 152)



Street Name:	Frazier Lake Rd						Pacheco Pass Hwy (SR 152)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 <<												
Base Vol:	95	0	7	0	0	0	0	627	440	29	295	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:	95	0	7	0	0	0	0	627	440	29	295	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	0	7	0	0	0	0	627	440	29	295	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:	95	0	7	0	0	0	0	627	440	29	295	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	0	7	0	0	0	0	627	440	29	295	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:	95	0	7	0	0	0	0	627	440	29	295	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.93	0.00	0.07	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1630	0	120	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.33	0.25	0.02	0.16	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	54.0	64.0	7.0	61.0	0.0
Volume/Cap:	0.47	0.00	0.47	0.00	0.00	0.00	0.00	0.49	0.31	0.19	0.20	0.00
Delay/Veh:	34.1	0.0	34.1	0.0	0.0	0.0	0.0	6.6	2.3	34.5	2.7	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:	34.1	0.0	34.1	0.0	0.0	0.0	0.0	6.6	2.3	34.5	2.7	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	C	A	A
HCM2k95thQ:	6	0	6	0	0	0	0	14	6	2	4	0

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

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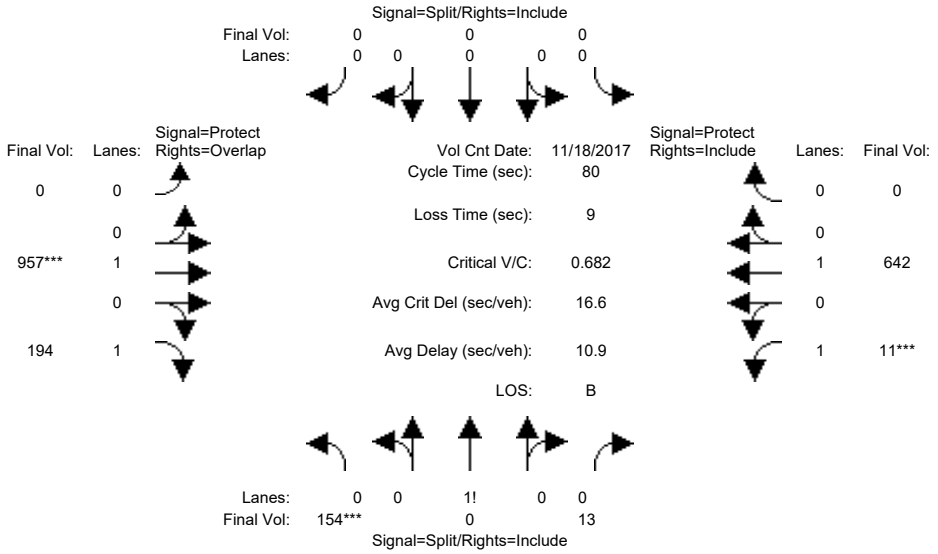
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7662: Frazier Lake Rd and Pacheco Pass Hwy (SR 152)



Street Name:	Frazier Lake Rd						Pacheco Pass Hwy (SR 152)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2017 <<												
Base Vol:	154	0	13	0	0	0	0	957	194	11	642	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:	154	0	13	0	0	0	0	957	194	11	642	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	0	13	0	0	0	0	957	194	11	642	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:	154	0	13	0	0	0	0	957	194	11	642	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	0	13	0	0	0	0	957	194	11	642	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:	154	0	13	0	0	0	0	957	194	11	642	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.92	0.00	0.08	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1614	0	136	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.50	0.11	0.01	0.34	0.00
Crit Moves:	****							****		****		
Green Time:	10.2	0.0	10.2	0.0	0.0	0.0	0.0	53.8	64.0	7.0	60.8	0.0
Volume/Cap:	0.75	0.00	0.75	0.00	0.00	0.00	0.00	0.75	0.14	0.07	0.44	0.00
Delay/Veh:	46.8	0.0	46.8	0.0	0.0	0.0	0.0	11.1	1.8	33.7	3.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	0.0	46.8	0.0	0.0	0.0	0.0	11.1	1.8	33.7	3.7	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	C	A	A
HCM2k95thQ:	12	0	12	0	0	0	0	28	2	1	12	0

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

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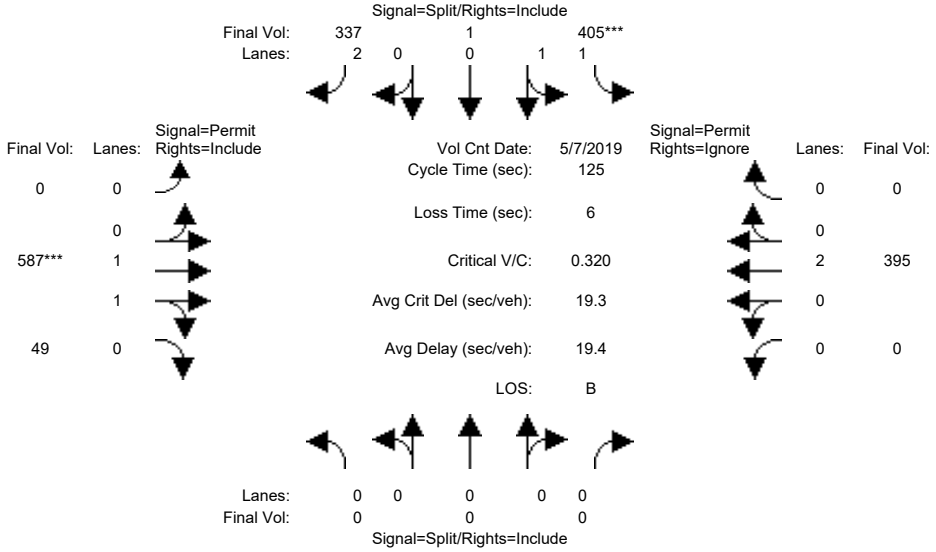
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7665: US 101 SB Ramps and Tenth Street



Street Name:	US 101 SB Ramps						Tenth 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:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	0	0	0	405	1	337	0	587	97	0	395	125
Growth Adj:	1.00	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	405	1	337	0	587	97	0	395	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	405	1	337	0	587	97	0	395	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.50	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:	0	0	0	405	1	337	0	587	49	0	395	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	405	1	337	0	587	49	0	395	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:	0	0	0	405	1	337	0	587	49	0	395	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	0.88	0.95	0.78	0.92	0.92	0.89	0.92	0.92	0.87
Lanes:	0.00	0.00	0.00	1.99	0.01	2.00	0.00	1.84	0.16	0.00	2.00	0.00
Final Sat.:	0	0	0	3329	8	2961	0	3212	265	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.12	0.11	0.00	0.18	0.18	0.00	0.11	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	47.6	47.6	47.6	0.0	71.4	71.4	0.0	71.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.32	0.32	0.30	0.00	0.32	0.32	0.00	0.20	0.00
Delay/Veh:	0.0	0.0	0.0	27.5	27.5	27.2	0.0	14.1	14.1	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:	0.0	0.0	0.0	27.5	27.5	27.2	0.0	14.1	14.1	0.0	13.0	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	A	B	A
HCM2k95thQ:	0	0	0	11	12	10	0	12	12	0	7	0

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

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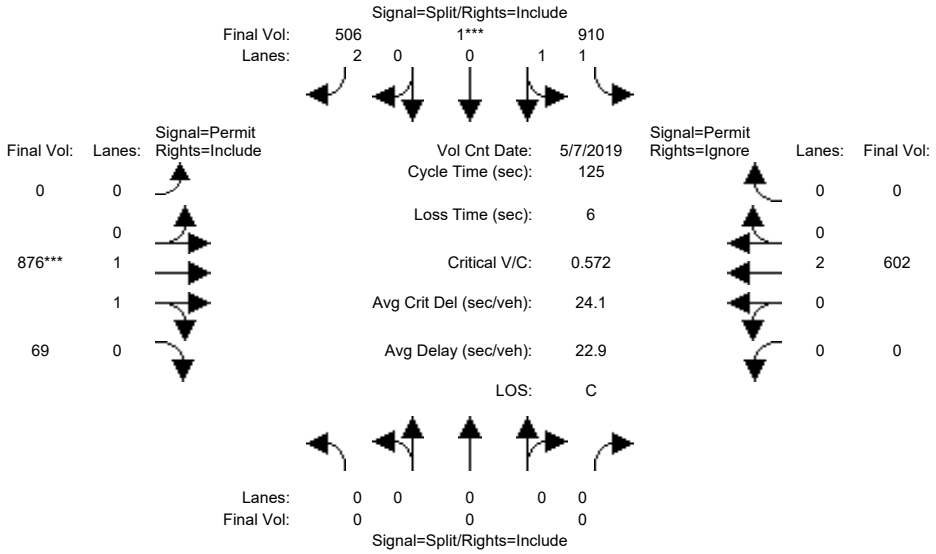
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7665: US 101 SB Ramps and Tenth Street



Street Name:	US 101 SB Ramps						Tenth 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:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	0	0	0	910	1	506	0	876	138	0	602	331
Growth Adj:	1.00	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	910	1	506	0	876	138	0	602	331
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	910	1	506	0	876	138	0	602	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.50	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:	0	0	0	910	1	506	0	876	69	0	602	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	910	1	506	0	876	69	0	602	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:	0	0	0	910	1	506	0	876	69	0	602	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.88	0.95	0.78	0.92	0.92	0.89	0.92	0.92	0.87
Lanes:	0.00	0.00	0.00	1.99	0.01	2.00	0.00	1.85	0.15	0.00	2.00	0.00
Final Sat.:	0	0	0	3334	4	2961	0	3224	254	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.17	0.00	0.27	0.27	0.00	0.17	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	59.6	59.6	59.6	0.0	59.4	59.4	0.0	59.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.57	0.57	0.36	0.00	0.57	0.57	0.00	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	24.0	24.0	20.8	0.0	24.2	24.2	0.0	21.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.0	24.0	20.8	0.0	24.2	24.2	0.0	21.0	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	A	C	A
HCM2k95thQ:	0	0	0	24	25	14	0	23	23	0	14	0

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

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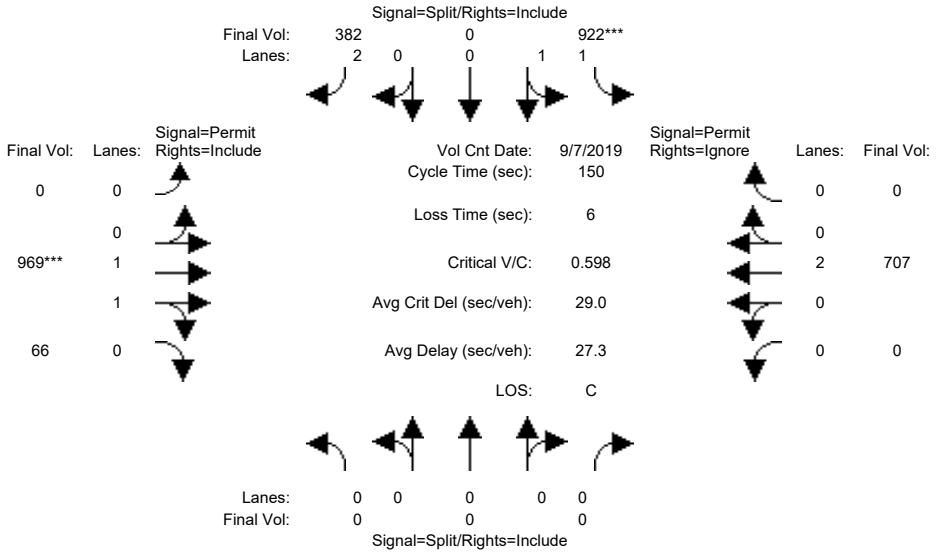
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7665: US 101 SB Ramps and Tenth Street



Street Name:	US 101 SB Ramps						Tenth 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:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Sep 2019 <<												
Base Vol:	0	0	0	922	0	382	0	969	132	0	707	418
Growth Adj:	1.00	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	922	0	382	0	969	132	0	707	418
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	922	0	382	0	969	132	0	707	418
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.50	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:	0	0	0	922	0	382	0	969	66	0	707	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	922	0	382	0	969	66	0	707	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:	0	0	0	922	0	382	0	969	66	0	707	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	0.88	1.00	0.78	0.92	0.92	0.89	0.92	0.92	0.87
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	1.87	0.13	0.00	2.00	0.00
Final Sat.:	0	0	0	3337	0	2961	0	3256	222	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.13	0.00	0.30	0.30	0.00	0.20	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	69.3	0.0	69.3	0.0	74.7	74.7	0.0	74.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.28	0.00	0.60	0.60	0.00	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	30.6	0.0	25.0	0.0	27.5	27.5	0.0	23.9	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	30.6	0.0	25.0	0.0	27.5	27.5	0.0	23.9	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	A	C	A
HCM2k95thQ:	0	0	0	29	0	12	0	29	29	0	19	0

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

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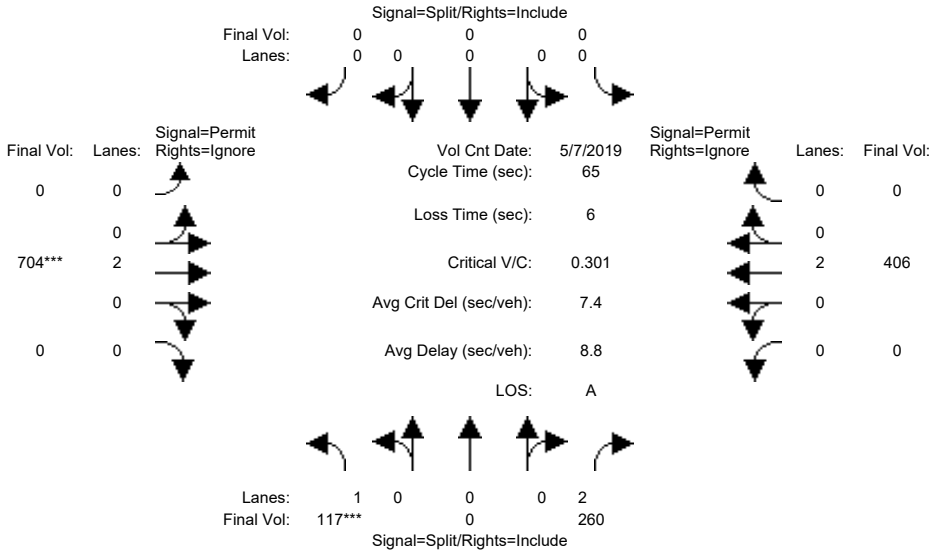
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7671: US 101 NB Ramps and Pacheco Pass Highway (SR 152)



Street Name:	US 101 NB Ramps						Pacheco Pass Highway (SR 152)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	117	0	260	0	0	0	0	704	291	0	406	609
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	0	260	0	0	0	0	704	291	0	406	609
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	0	260	0	0	0	0	704	291	0	406	609
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:	117	0	260	0	0	0	0	704	0	0	406	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	260	0	0	0	0	704	0	0	406	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:	117	0	260	0	0	0	0	704	0	0	406	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.92	0.87	0.92	0.92	0.87
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1645	0	2961	0	0	0	0	3478	0	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.20	0.00	0.00	0.12	0.00
Crit Moves:	****							****				
Green Time:	17.9	0.0	17.9	0.0	0.0	0.0	0.0	41.1	0.0	0.0	41.1	0.0
Volume/Cap:	0.26	0.00	0.32	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.18	0.00
Delay/Veh:	18.7	0.0	19.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.7	0.0	19.0	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.0	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	4	0	5	0	0	0	0	7	0	0	3	0

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

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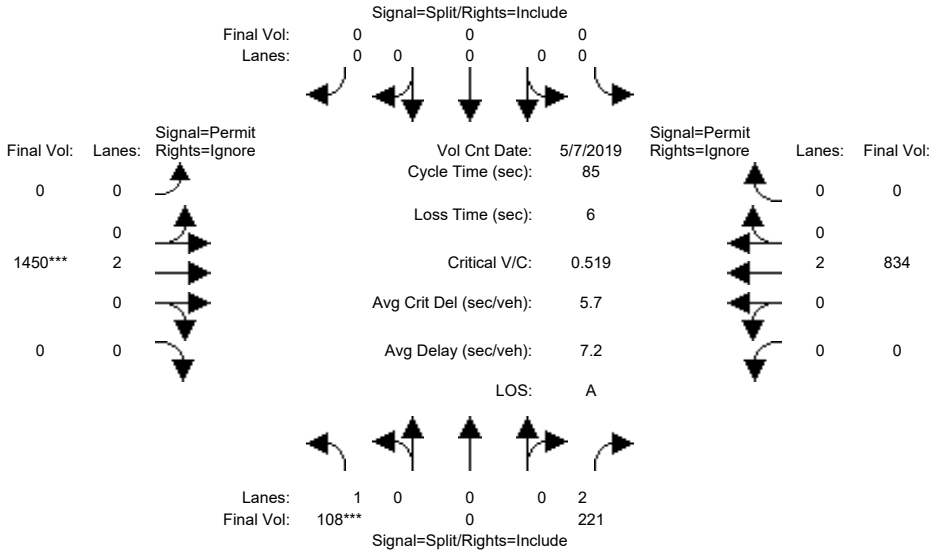
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7671: US 101 NB Ramps and Pacheco Pass Highway (SR 152)



Street Name:	US 101 NB Ramps						Pacheco Pass Highway (SR 152)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	108	0	221	0	0	0	0	1450	296	0	834	688
Growth Adj:	1.00	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	0	221	0	0	0	0	1450	296	0	834	688
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	0	221	0	0	0	0	1450	296	0	834	688
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:	108	0	221	0	0	0	0	1450	0	0	834	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	0	221	0	0	0	0	1450	0	0	834	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:	108	0	221	0	0	0	0	1450	0	0	834	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.92	0.87	0.92	0.92	0.87
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1645	0	2961	0	0	0	0	3478	0	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.24	0.00
Crit Moves:	****							****				
Green Time:	12.0	0.0	12.0	0.0	0.0	0.0	0.0	67.0	0.0	0.0	67.0	0.0
Volume/Cap:	0.47	0.00	0.53	0.00	0.00	0.00	0.00	0.53	0.00	0.00	0.30	0.00
Delay/Veh:	35.0	0.0	35.2	0.0	0.0	0.0	0.0	3.5	0.0	0.0	2.6	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:	35.0	0.0	35.2	0.0	0.0	0.0	0.0	3.5	0.0	0.0	2.6	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	7	0	8	0	0	0	0	14	0	0	6	0

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

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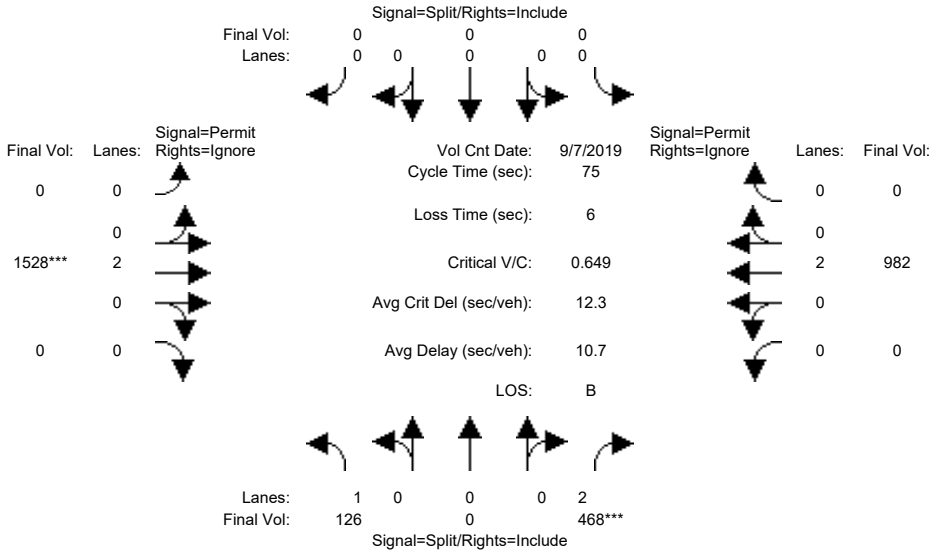
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7671: US 101 NB Ramps and Pacheco Pass Highway (SR 152)



Street Name:	US 101 NB Ramps						Pacheco Pass Highway (SR 152)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Sep 2019 <<												
Base Vol:	126	0	468	0	0	0	0	1528	330	0	982	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	0	468	0	0	0	0	1528	330	0	982	920
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	0	468	0	0	0	0	1528	330	0	982	920
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:	126	0	468	0	0	0	0	1528	0	0	982	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	0	468	0	0	0	0	1528	0	0	982	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:	126	0	468	0	0	0	0	1528	0	0	982	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.92	0.87	0.92	0.92	0.87
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1645	0	2961	0	0	0	0	3478	0	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.16	0.00	0.00	0.00	0.00	0.44	0.00	0.00	0.28	0.00
Crit Moves:			****					****				
Green Time:	18.3	0.0	18.3	0.0	0.0	0.0	0.0	50.7	0.0	0.0	50.7	0.0
Volume/Cap:	0.31	0.00	0.65	0.00	0.00	0.00	0.00	0.65	0.00	0.00	0.42	0.00
Delay/Veh:	23.7	0.0	27.6	0.0	0.0	0.0	0.0	7.6	0.0	0.0	5.6	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:	23.7	0.0	27.6	0.0	0.0	0.0	0.0	7.6	0.0	0.0	5.6	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	6	0	13	0	0	0	0	19	0	0	10	0

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

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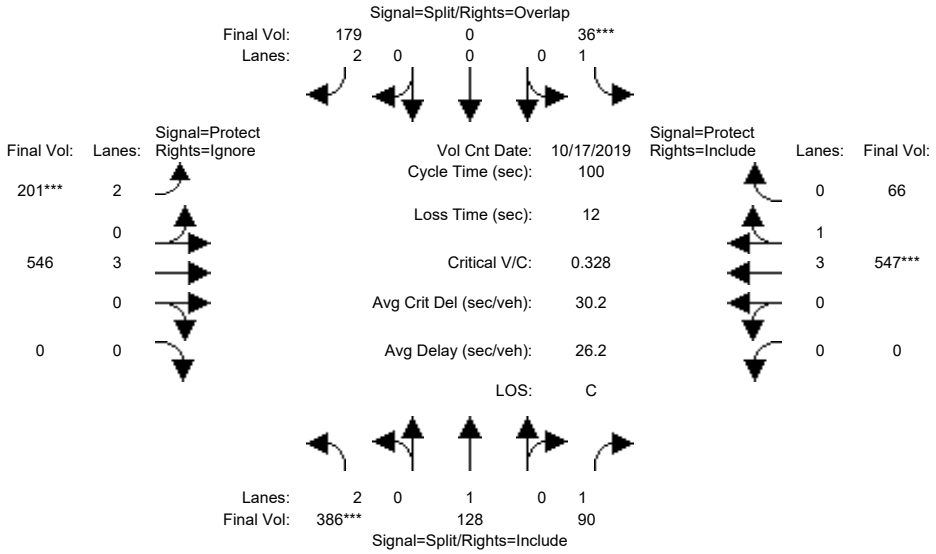
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7675: US 101 NB Ramps/San Ysidro Avenue and Leavesley Road



Street Name:	US 101 NB Ramps/San Ysidro Avenue						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	386	128	90	36	0	179	201	546	0	0	547	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	386	128	90	36	0	179	201	546	0	0	547	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	386	128	90	36	0	179	201	546	0	0	547	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	386	128	90	36	0	179	201	546	0	0	547	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	386	128	90	36	0	179	201	546	0	0	547	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	386	128	90	36	0	179	201	546	0	0	547	66
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	0.83	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	0.00	2.00	2.00	3.00	0.00	0.00	3.55	0.45
Final Sat.:	3150	1900	1750	1750	0	3150	3150	5700	0	0	6691	807
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.05	0.02	0.00	0.06	0.06	0.10	0.00	0.00	0.08	0.08
Crit Moves:	****			****			****				****	
Green Time:	35.7	35.7	35.7	10.0	0.0	28.6	18.6	42.3	0.0	0.0	23.8	23.8
Volume/Cap:	0.34	0.19	0.14	0.21	0.00	0.20	0.34	0.23	0.00	0.00	0.34	0.34
Delay/Veh:	23.8	22.3	21.9	41.9	0.0	27.2	35.8	18.4	0.0	0.0	31.7	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	22.3	21.9	41.9	0.0	27.2	35.8	18.4	0.0	0.0	31.7	31.7
LOS by Move:	C	C	C	D	A	C	D	B	A	A	C	C
HCM2k95thQ:	10	5	4	3	0	5	7	7	0	0	8	8

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

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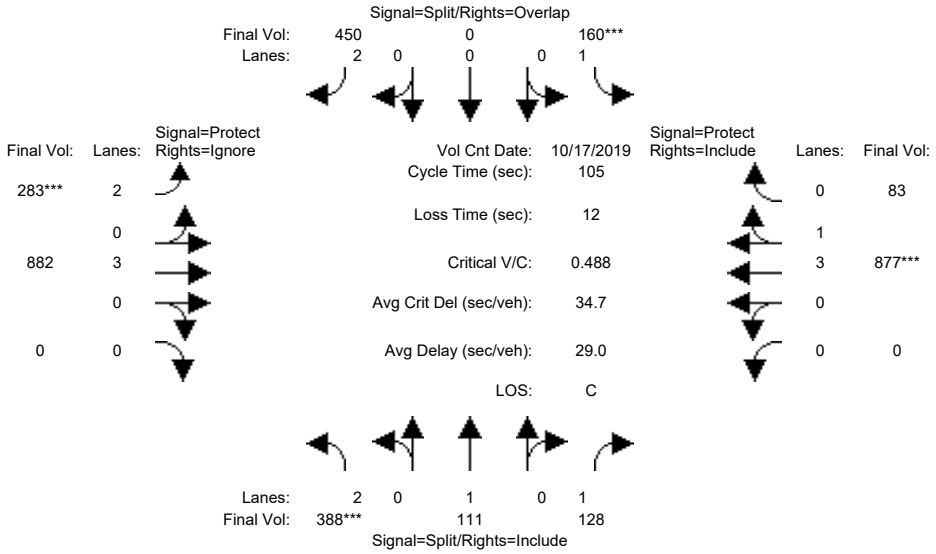
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7675: US 101 NB Ramps/San Ysidro Avenue and Leavesley Road



Street Name:	US 101 NB Ramps/San Ysidro Avenue						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	388	111	128	160	0	450	283	882	0	0	877	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:	388	111	128	160	0	450	283	882	0	0	877	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	388	111	128	160	0	450	283	882	0	0	877	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	388	111	128	160	0	450	283	882	0	0	877	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	111	128	160	0	450	283	882	0	0	877	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	388	111	128	160	0	450	283	882	0	0	877	83
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	0.83	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	0.00	2.00	2.00	3.00	0.00	0.00	3.64	0.36
Final Sat.:	3150	1900	1750	1750	0	3150	3150	5700	0	0	6850	648
Capacity Analysis Module:												
Vol/Sat:	0.12	0.06	0.07	0.09	0.00	0.14	0.09	0.15	0.00	0.00	0.13	0.13
Crit Moves:	****			****			****				****	
Green Time:	26.5	26.5	26.5	19.7	0.0	39.0	19.3	46.9	0.0	0.0	27.5	27.5
Volume/Cap:	0.49	0.23	0.29	0.49	0.00	0.38	0.49	0.35	0.00	0.00	0.49	0.49
Delay/Veh:	34.0	31.4	32.0	39.3	0.0	24.4	39.1	19.1	0.0	0.0	33.0	33.0
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:	34.0	31.4	32.0	39.3	0.0	24.4	39.1	19.1	0.0	0.0	33.0	33.0
LOS by Move:	C	C	C	D	A	C	D	B	A	A	C	C
HCM2k95thQ:	13	6	7	11	0	12	10	12	0	0	12	12

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

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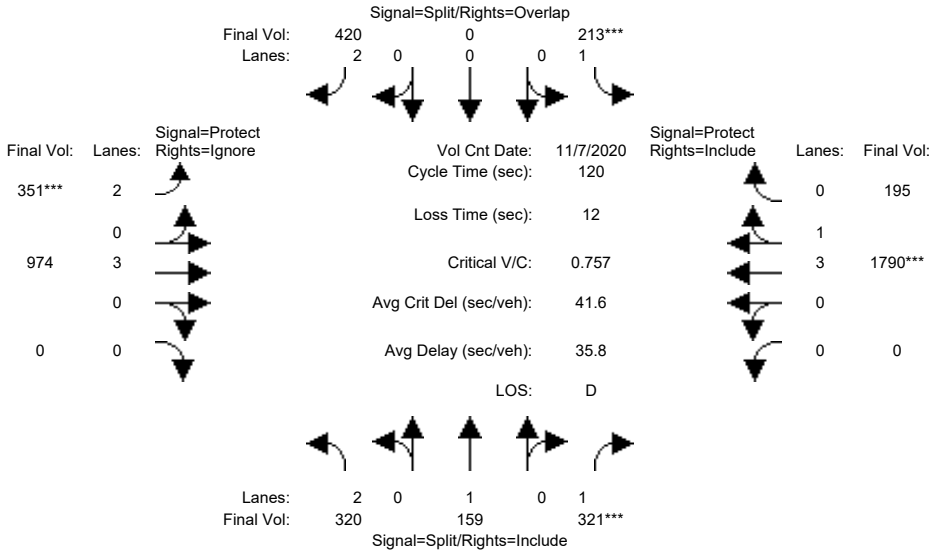
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7675: US 101 NB Ramps/San Ysidro Avenue and Leavesley Road



Street Name:	US 101 NB Ramps/San Ysidro Avenue						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2020 <<												
Base Vol:	320	159	321	213	0	420	351	974	256	0	1790	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	159	321	213	0	420	351	974	256	0	1790	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	159	321	213	0	420	351	974	256	0	1790	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	320	159	321	213	0	420	351	974	0	0	1790	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	159	321	213	0	420	351	974	0	0	1790	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	320	159	321	213	0	420	351	974	0	0	1790	195
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	0.83	0.83	0.98	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	0.00	2.00	2.00	3.00	0.00	0.00	3.59	0.41
Final Sat.:	3150	1900	1750	1750	0	3150	3150	5600	0	0	6762	737
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.18	0.12	0.00	0.13	0.11	0.17	0.00	0.00	0.26	0.26
Crit Moves:			****	****			****				****	
Green Time:	29.1	29.1	29.1	19.3	0.0	37.0	17.7	59.6	0.0	0.0	42.0	42.0
Volume/Cap:	0.42	0.35	0.76	0.76	0.00	0.43	0.76	0.35	0.00	0.00	0.76	0.76
Delay/Veh:	38.7	38.0	49.8	59.3	0.0	33.5	56.1	18.5	0.0	0.0	35.8	35.8
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:	38.7	38.0	49.8	59.3	0.0	33.5	56.1	18.5	0.0	0.0	35.8	35.8
LOS by Move:	D	D	D	E	A	C	E	B	A	A	D	D
HCM2k95thQ:	12	10	24	18	0	14	17	14	0	0	29	29

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

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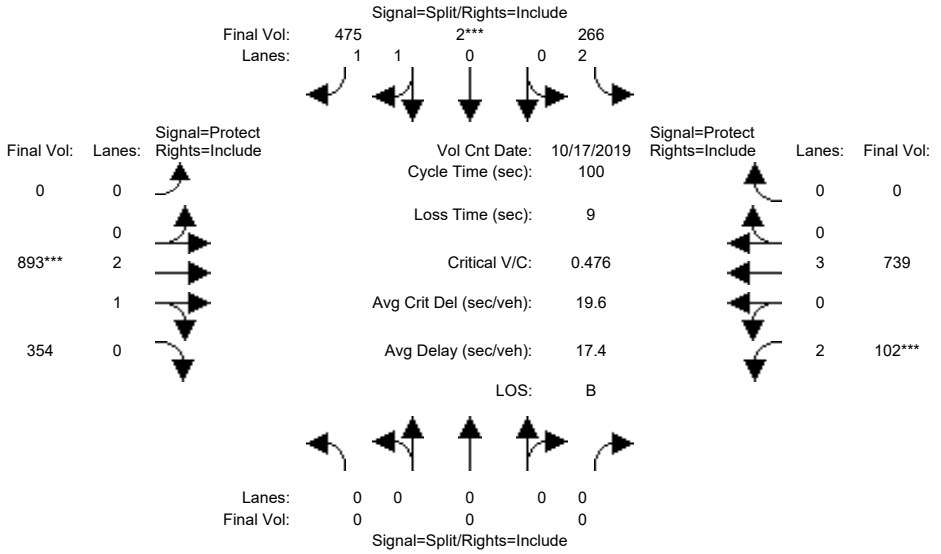
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7676: US 101 SB Ramps and Leavesley Road



Street Name:	US 101 SB Ramps						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	0	0	0	266	2	475	0	893	354	102	739	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	266	2	475	0	893	354	102	739	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	266	2	475	0	893	354	102	739	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	266	2	475	0	893	354	102	739	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	266	2	475	0	893	354	102	739	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	266	2	475	0	893	354	102	739	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.83	0.79	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.01	1.99	0.00	2.12	0.88	2.00	3.00	0.00
Final Sat.:	0	0	0	3150	15	3585	0	3327	1319	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.13	0.13	0.00	0.27	0.27	0.03	0.13	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	27.8	27.8	27.8	0.0	56.2	56.2	7.0	63.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.48	0.48	0.00	0.48	0.48	0.46	0.21	0.00
Delay/Veh:	0.0	0.0	0.0	28.7	30.4	30.4	0.0	13.2	13.2	46.2	7.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.7	30.4	30.4	0.0	13.2	13.2	46.2	7.8	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	D	A	A
HCM2k95thQ:	0	0	0	8	13	13	0	14	14	5	6	0

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

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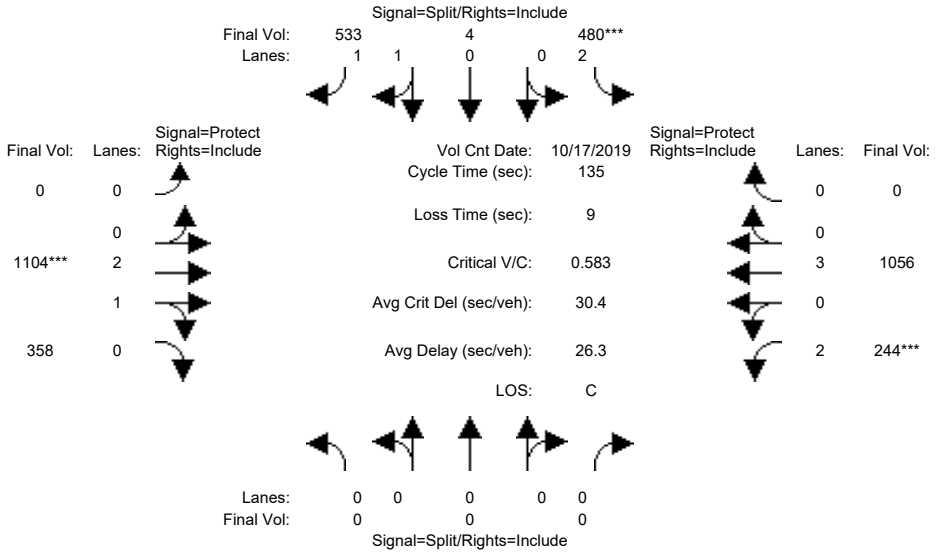
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7676: US 101 SB Ramps and Leavesley Road



Street Name:	US 101 SB Ramps						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	0	0	0	480	4	533	0	1104	358	244	1056	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	480	4	533	0	1104	358	244	1056	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	480	4	533	0	1104	358	244	1056	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	480	4	533	0	1104	358	244	1056	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	480	4	533	0	1104	358	244	1056	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	480	4	533	0	1104	358	244	1056	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	0.95	0.95	0.92	0.82	0.79	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.01	1.99	0.00	2.24	0.76	2.00	3.00	0.00
Final Sat.:	0	0	0	3150	27	3573	0	3508	1138	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.15	0.00	0.31	0.31	0.08	0.19	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	35.3	35.3	35.3	0.0	72.8	72.8	17.9	90.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.58	0.57	0.57	0.00	0.58	0.58	0.58	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	44.5	44.2	44.2	0.0	21.3	21.3	57.1	8.9	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	44.5	44.2	44.2	0.0	21.3	21.3	57.1	8.9	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	E	A	A
HCM2k95thQ:	0	0	0	20	19	19	0	24	24	12	11	0

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

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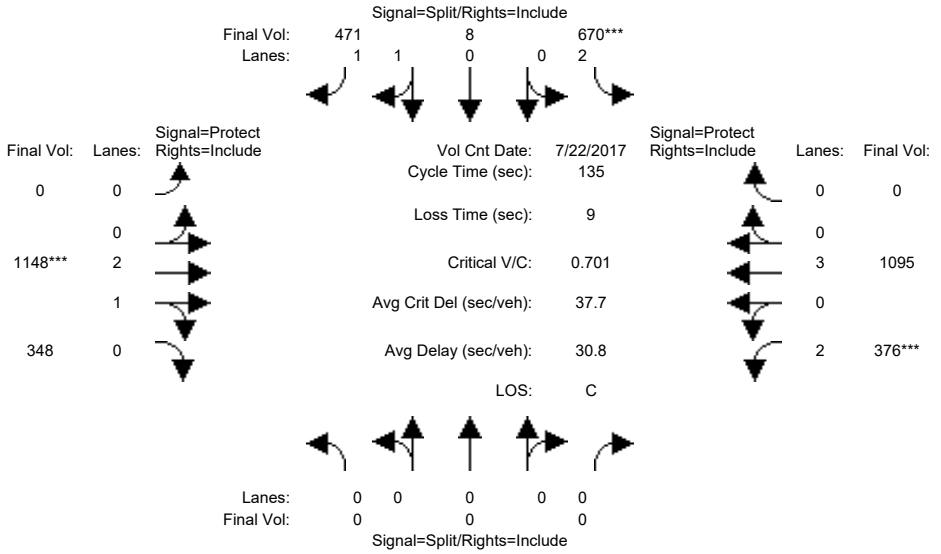
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7676: US 101 SB Ramps and Leavesley Road



Street Name:	US 101 SB Ramps						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Jul 2017 <<												
Base Vol:	0	0	0	670	8	471	0	1148	348	376	1095	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	670	8	471	0	1148	348	376	1095	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	670	8	471	0	1148	348	376	1095	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	670	8	471	0	1148	348	376	1095	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	670	8	471	0	1148	348	376	1095	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	670	8	471	0	1148	348	376	1095	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	0.95	0.95	0.92	0.82	0.79	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.03	1.97	0.00	2.28	0.72	2.00	3.00	0.00
Final Sat.:	0	0	0	3150	60	3540	0	3565	1081	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.13	0.13	0.00	0.32	0.32	0.12	0.19	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	41.0	41.0	41.0	0.0	62.0	62.0	23.0	85.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.70	0.44	0.44	0.00	0.70	0.70	0.70	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	43.9	38.1	38.1	0.0	30.1	30.1	56.9	11.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	43.9	38.1	38.1	0.0	30.1	30.1	56.9	11.5	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	E	B	A
HCM2k95thQ:	0	0	0	27	16	16	0	29	29	18	13	0

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

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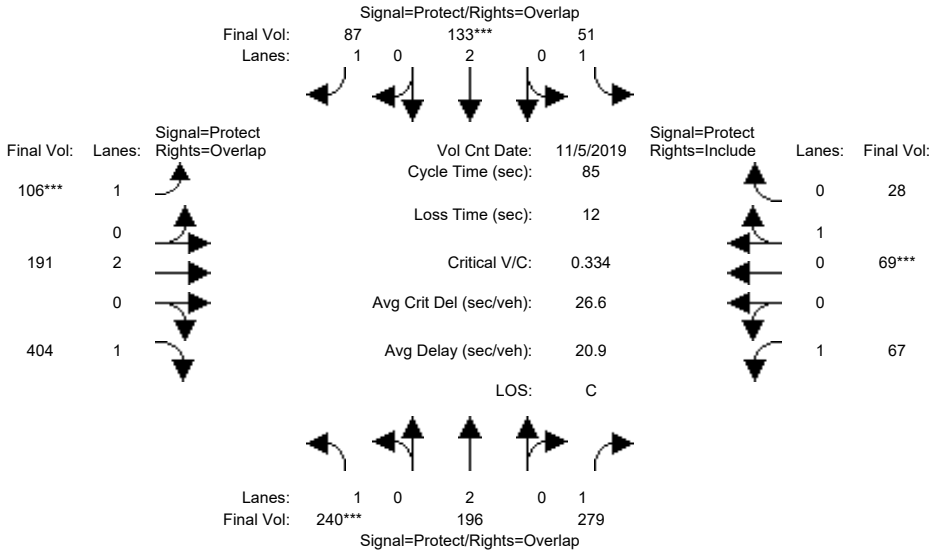
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #10570: Monterey Road and Luchessa Avenue



Street Name:	Monterey Road						Luchessa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2019 <<												
Base Vol:	240	196	279	51	133	87	106	191	404	67	69	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	196	279	51	133	87	106	191	404	67	69	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	196	279	51	133	87	106	191	404	67	69	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	196	279	51	133	87	106	191	404	67	69	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	196	279	51	133	87	106	191	404	67	69	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	196	279	51	133	87	106	191	404	67	69	28
Saturation 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	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.71	0.29
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	1280	520
Capacity Analysis Module:												
Vol/Sat:	0.14	0.05	0.16	0.03	0.04	0.05	0.06	0.05	0.23	0.04	0.05	0.05
Crit Moves:	****				****		****				****	
Green Time:	34.3	26.4	38.2	17.9	10.0	25.2	15.2	16.9	51.2	11.8	13.5	13.5
Volume/Cap:	0.34	0.17	0.35	0.14	0.30	0.17	0.34	0.25	0.38	0.28	0.34	0.34
Delay/Veh:	17.8	21.4	15.6	27.4	34.7	22.3	31.2	28.9	9.0	33.4	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:	17.8	21.4	15.6	27.4	34.7	22.3	31.2	28.9	9.0	33.4	32.5	32.5
LOS by Move:	B	C	B	C	C	C	C	C	A	C	C	C
HCM2k95thQ:	9	4	10	2	3	4	6	5	12	4	5	5

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

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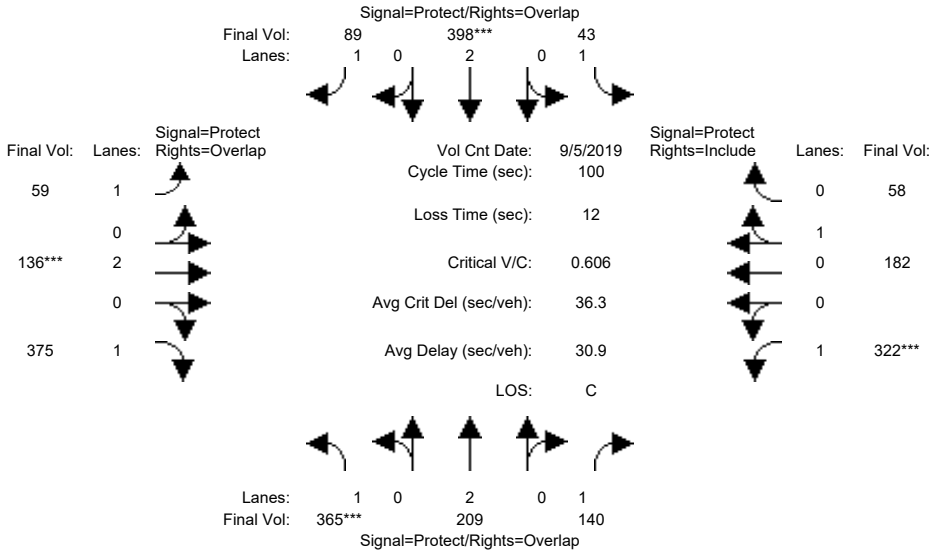
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #10570: Monterey Road and Luchessa Avenue



Street Name:	Monterey Road						Luchessa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	365	209	140	43	398	89	59	136	375	322	182	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	209	140	43	398	89	59	136	375	322	182	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	365	209	140	43	398	89	59	136	375	322	182	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	365	209	140	43	398	89	59	136	375	322	182	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	209	140	43	398	89	59	136	375	322	182	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	365	209	140	43	398	89	59	136	375	322	182	58
Saturation 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	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.76	0.24
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	1365	435
Capacity Analysis Module:												
Vol/Sat:	0.21	0.06	0.08	0.02	0.10	0.05	0.03	0.04	0.21	0.18	0.13	0.13
Crit Moves:	****				****			****		****		
Green Time:	32.7	28.9	57.8	20.2	16.4	29.8	13.4	10.0	42.7	28.9	25.5	25.5
Volume/Cap:	0.64	0.19	0.14	0.12	0.64	0.17	0.25	0.36	0.50	0.64	0.52	0.52
Delay/Veh:	31.0	26.8	9.8	32.8	41.2	26.1	39.4	42.6	21.4	33.7	33.1	33.1
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:	31.0	26.8	9.8	32.8	41.2	26.1	39.4	42.6	21.4	33.7	33.1	33.1
LOS by Move:	C	C	A	C	D	C	D	D	C	C	C	C
HCM2k95thQ:	20	5	4	2	11	4	3	4	17	19	14	14

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

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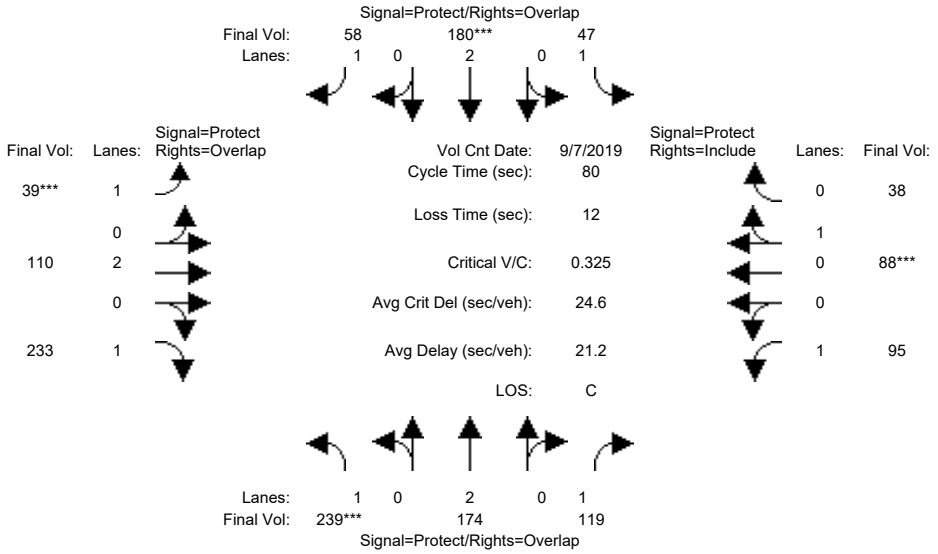
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #10570: Monterey Road and Luchessa Avenue



Street Name:	Monterey Road						Luchessa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Sep 2019 <<												
Base Vol:	239	174	119	47	180	58	39	110	233	95	88	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	174	119	47	180	58	39	110	233	95	88	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	174	119	47	180	58	39	110	233	95	88	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	174	119	47	180	58	39	110	233	95	88	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	174	119	47	180	58	39	110	233	95	88	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	239	174	119	47	180	58	39	110	233	95	88	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.70	0.30
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	1257	543
Capacity Analysis Module:												
Vol/Sat:	0.14	0.05	0.07	0.03	0.05	0.03	0.02	0.03	0.13	0.05	0.07	0.07
Crit Moves:	****				****		****				****	
Green Time:	32.8	26.0	35.8	18.2	11.4	18.4	7.0	14.0	46.8	9.8	16.8	16.8
Volume/Cap:	0.33	0.14	0.15	0.12	0.33	0.14	0.25	0.17	0.23	0.44	0.33	0.33
Delay/Veh:	16.4	19.2	13.2	24.7	31.3	24.7	34.9	28.1	8.1	34.0	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.4	19.2	13.2	24.7	31.3	24.7	34.9	28.1	8.1	34.0	27.4	27.4
LOS by Move:	B	B	B	C	C	C	C	C	A	C	C	C
HCM2k95thQ:	9	3	4	2	4	2	2	2	6	6	6	6

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

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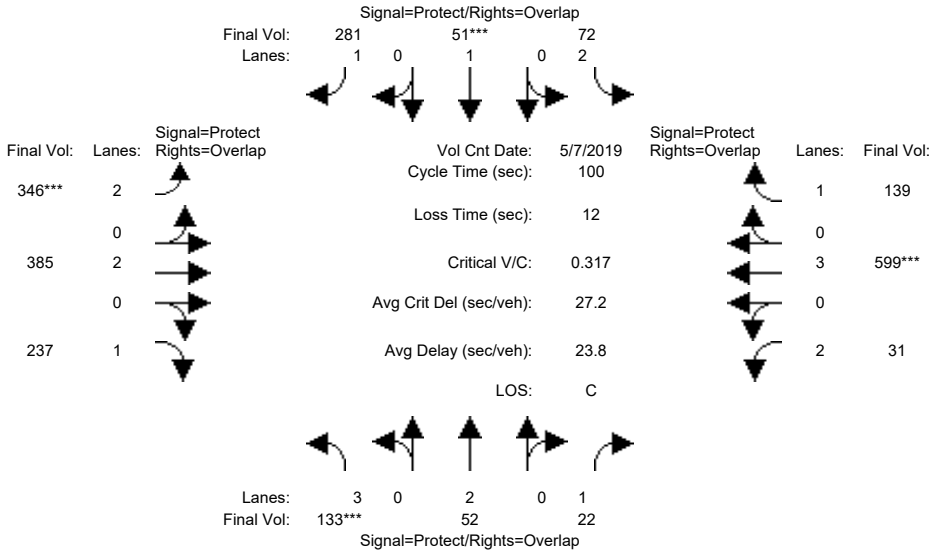
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #10715: Camino Arroyo and Pacheco Pass Highway



Street Name:	Camino Arroyo						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	133	52	22	72	51	281	346	385	237	31	599	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	52	22	72	51	281	346	385	237	31	599	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	52	22	72	51	281	346	385	237	31	599	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	52	22	72	51	281	346	385	237	31	599	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	52	22	72	51	281	346	385	237	31	599	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	52	22	72	51	281	346	385	237	31	599	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	1.00	0.92	0.83	0.94	0.92	0.83	0.93	0.92
Lanes:	3.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	4551	3800	1750	3150	1900	1750	3150	3587	1750	3150	5278	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.02	0.03	0.16	0.11	0.11	0.14	0.01	0.11	0.08
Crit Moves:	****				****		****				****	
Green Time:	9.0	11.2	38.4	7.8	10.0	43.9	33.9	41.7	50.8	27.2	35.0	42.9
Volume/Cap:	0.32	0.12	0.03	0.29	0.27	0.37	0.32	0.26	0.27	0.04	0.32	0.19
Delay/Veh:	43.1	40.1	19.2	44.1	42.4	19.0	24.7	19.1	14.2	26.8	23.9	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:	43.1	40.1	19.2	44.1	42.4	19.0	24.7	19.1	14.2	26.8	23.9	17.8
LOS by Move:	D	D	B	D	D	B	C	B	B	C	C	B
HCM2k95thQ:	4	2	1	3	3	12	9	7	9	1	9	6

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

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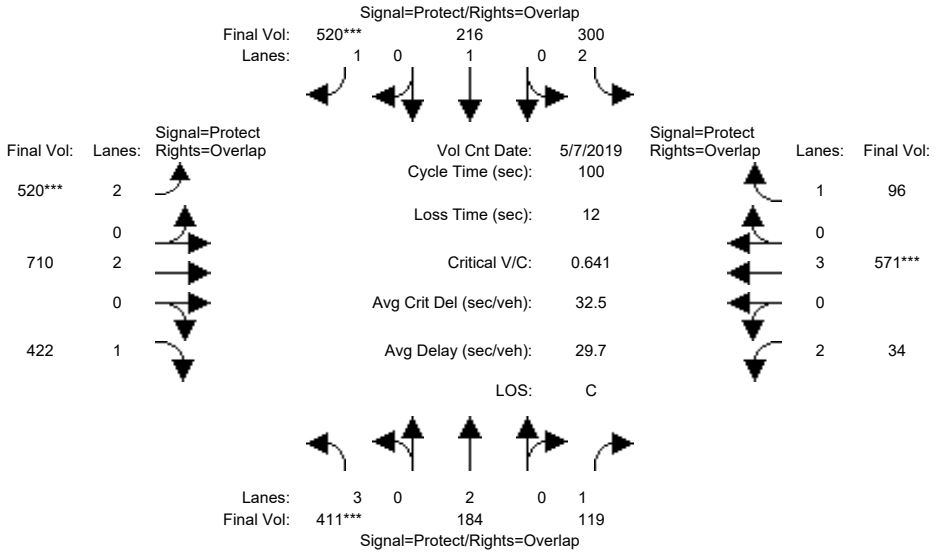
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #10715: Camino Arroyo and Pacheco Pass Highway



Street Name:	Camino Arroyo						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	411	184	119	300	216	520	520	710	422	34	571	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	411	184	119	300	216	520	520	710	422	34	571	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	411	184	119	300	216	520	520	710	422	34	571	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	411	184	119	300	216	520	520	710	422	34	571	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	411	184	119	300	216	520	520	710	422	34	571	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	411	184	119	300	216	520	520	710	422	34	571	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.92	0.83	1.00	0.78	0.70	0.94	0.92	0.83	0.93	0.92
Lanes:	3.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3868	3800	1750	3150	1900	1488	2677	3587	1750	3150	5278	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.07	0.10	0.11	0.35	0.19	0.20	0.24	0.01	0.11	0.05
Crit Moves:	****					****	****				****	
Green Time:	16.6	20.9	33.2	19.9	24.2	54.5	30.3	34.9	51.4	12.3	16.9	36.8
Volume/Cap:	0.64	0.23	0.20	0.48	0.47	0.64	0.64	0.57	0.47	0.09	0.64	0.15
Delay/Veh:	41.1	33.0	24.1	36.0	33.1	17.6	31.9	27.1	15.9	39.0	40.3	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	33.0	24.1	36.0	33.1	17.6	31.9	27.1	15.9	39.0	40.3	21.2
LOS by Move:	D	C	C	D	C	B	C	C	B	D	D	C
HCM2k95thQ:	12	5	6	9	11	21	15	16	16	1	11	4

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

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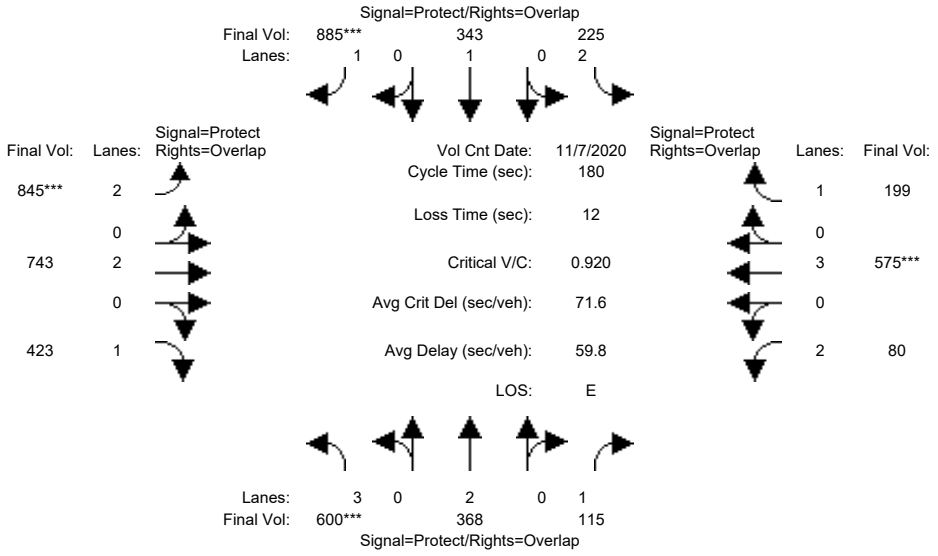
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #10715: Camino Arroyo and Pacheco Pass Highway



Street Name:	Camino Arroyo						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2020 <<												
Base Vol:	600	368	115	225	343	885	845	743	423	80	575	199
Growth Adj:	1.00	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	368	115	225	343	885	845	743	423	80	575	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	600	368	115	225	343	885	845	743	423	80	575	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	368	115	225	343	885	845	743	423	80	575	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	600	368	115	225	343	885	845	743	423	80	575	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	600	368	115	225	343	885	845	743	423	80	575	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.92	0.83	1.00	0.78	0.70	0.94	0.92	0.83	0.93	0.92
Lanes:	3.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3868	3800	1750	3150	1900	1488	2677	3587	1750	3150	5278	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.10	0.07	0.07	0.18	0.59	0.32	0.21	0.24	0.03	0.11	0.11
Crit Moves:	****					****	****				****	
Green Time:	30.3	48.9	62.0	36.1	54.6	116.4	61.7	69.9	100.2	13.1	21.3	57.4
Volume/Cap:	0.92	0.36	0.19	0.36	0.59	0.92	0.92	0.53	0.43	0.35	0.92	0.36
Delay/Veh:	92.0	53.1	41.5	62.3	55.0	41.4	70.9	42.9	23.6	80.3	97.5	47.5
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:	92.0	53.1	41.5	62.3	55.0	41.4	70.9	42.9	23.6	80.3	97.5	47.5
LOS by Move:	F	D	D	E	D	D	E	D	C	F	F	D
HCM2k95thQ:	29	15	9	12	27	73	46	26	25	5	21	16

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

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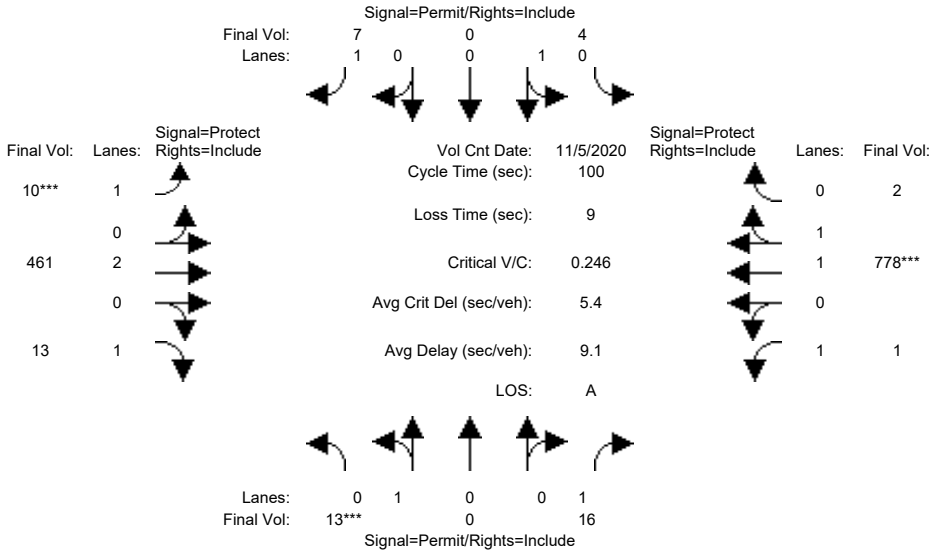
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #50822: Gilroy Foods Dwy and Pacheco Pass Hwy



Street Name:	Gilroy Foods Dwy						Pacheco Pass Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	13	0	16	4	0	7	10	461	13	1	778	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:	13	0	16	4	0	7	10	461	13	1	778	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	0	16	4	0	7	10	461	13	1	778	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:	13	0	16	4	0	7	10	461	13	1	778	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	16	4	0	7	10	461	13	1	778	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:	13	0	16	4	0	7	10	461	13	1	778	2
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	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3691	9
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.12	0.01	0.00	0.21	0.21
Crit Moves:	****						****				****	
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	7.0	51.4	51.4	29.6	74.0	74.0
Volume/Cap:	0.07	0.00	0.09	0.02	0.00	0.04	0.08	0.24	0.01	0.00	0.28	0.28
Delay/Veh:	41.0	0.0	41.1	40.6	0.0	40.8	43.8	13.5	11.9	24.8	4.3	4.3
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:	41.0	0.0	41.1	40.6	0.0	40.8	43.8	13.5	11.9	24.8	4.3	4.3
LOS by Move:	D	A	D	D	A	D	D	B	B	C	A	A
HCM2k95thQ:	1	0	1	0	0	0	1	8	0	0	8	8

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

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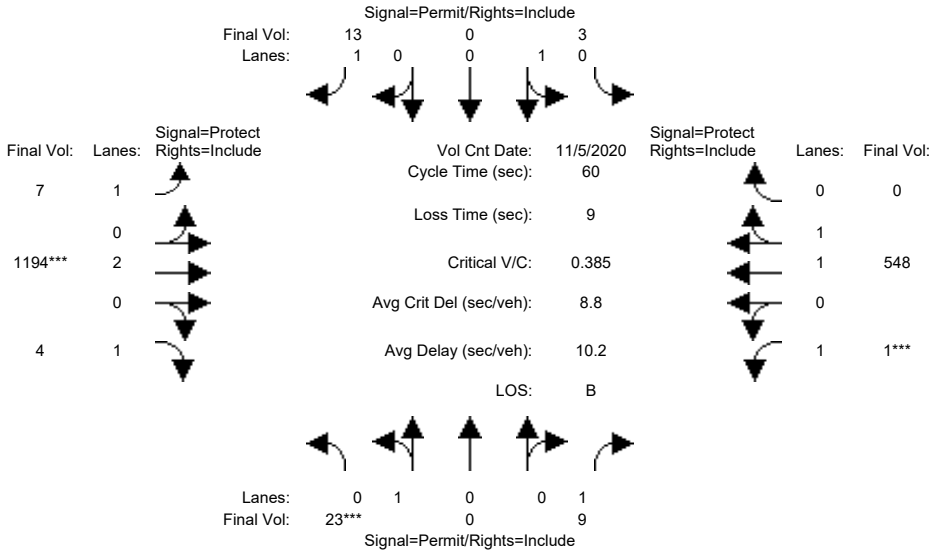
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #50822: Gilroy Foods Dwy and Pacheco Pass Hwy



Street Name:	Gilroy Foods Dwy						Pacheco Pass Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	23	0	9	3	0	13	7	1194	4	1	548	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	0	9	3	0	13	7	1194	4	1	548	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	0	9	3	0	13	7	1194	4	1	548	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	0	9	3	0	13	7	1194	4	1	548	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	0	9	3	0	13	7	1194	4	1	548	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:	23	0	9	3	0	13	7	1194	4	1	548	0
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	1.00	0.92	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3700	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.01	0.00	0.31	0.00	0.00	0.15	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	16.9	34.0	34.0	7.0	24.1	0.0
Volume/Cap:	0.08	0.00	0.03	0.01	0.00	0.04	0.01	0.55	0.00	0.00	0.37	0.00
Delay/Veh:	21.2	0.0	21.0	20.9	0.0	21.1	15.6	8.5	5.6	23.4	12.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	0.0	21.0	20.9	0.0	21.1	15.6	8.5	5.6	23.4	12.8	0.0
LOS by Move:	C	A	C	C	A	C	B	A	A	C	B	A
HCM2k95thQ:	1	0	0	0	0	1	0	14	0	0	7	0

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

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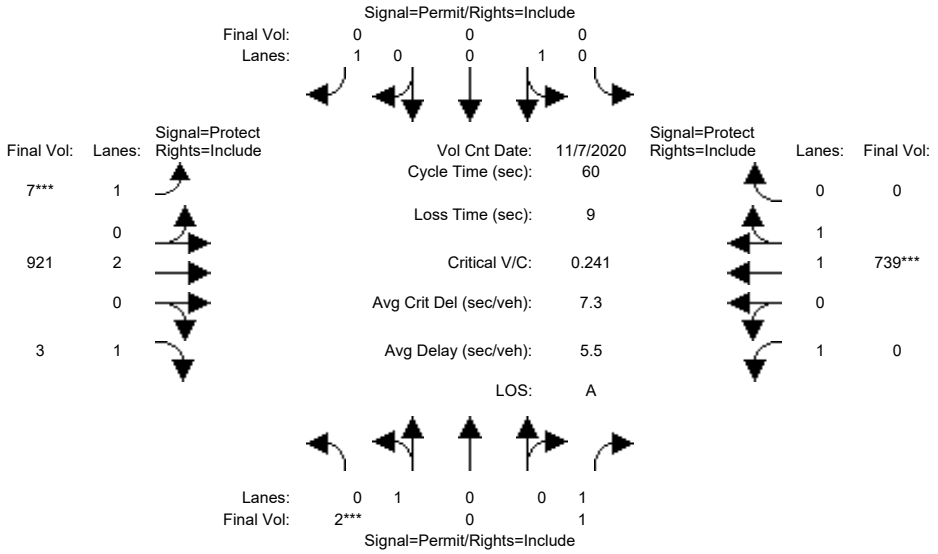
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #50822: Gilroy Foods Dwy and Pacheco Pass Hwy



Street Name:	Gilroy Foods Dwy						Pacheco Pass Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2020 <<												
Base Vol:	2	0	1	0	0	0	7	921	3	0	739	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	1	0	0	0	7	921	3	0	739	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	1	0	0	0	7	921	3	0	739	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	1	0	0	0	7	921	3	0	739	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	1	0	0	0	7	921	3	0	739	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:	2	0	1	0	0	0	7	921	3	0	739	0
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	1.00	0.92	0.92	0.97	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1800	0	1750	0	1800	1750	1750	3800	1750	1750	3700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.00	0.00	0.20	0.00
Crit Moves:	****						****				****	
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	7.0	41.0	41.0	0.0	34.0	0.0
Volume/Cap:	0.01	0.00	0.00	0.00	0.00	0.00	0.03	0.35	0.00	0.00	0.35	0.00
Delay/Veh:	20.9	0.0	20.8	0.0	0.0	0.0	23.6	4.1	3.0	0.0	7.1	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:	20.9	0.0	20.8	0.0	0.0	0.0	23.6	4.1	3.0	0.0	7.1	0.0
LOS by Move:	C	A	C	A	A	A	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	7	0	0	7	0

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

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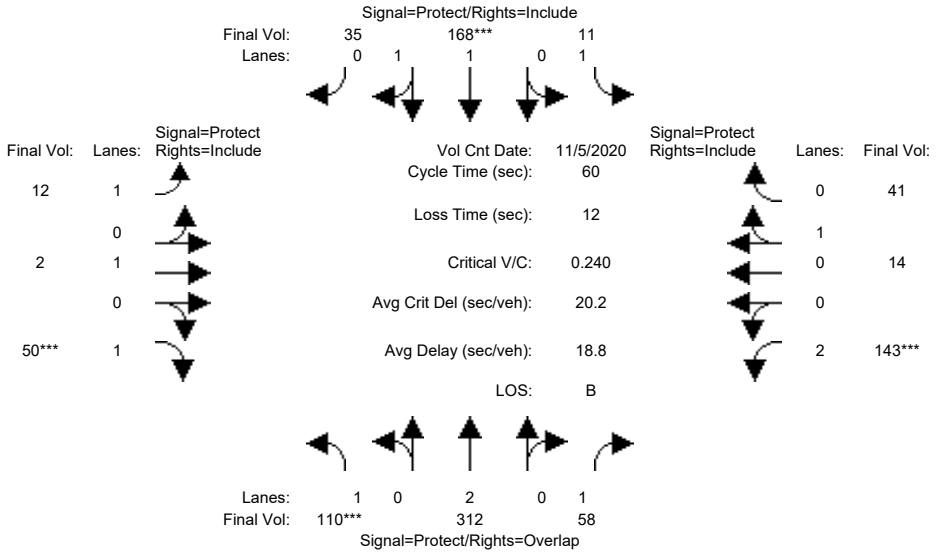
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #50855: Camino Arroyo and Renz Ln



Street Name:	Camino Arroyo						Renz Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	110	312	58	11	168	35	12	2	50	143	14	41
Growth Adj:	1.00	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	312	58	11	168	35	12	2	50	143	14	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	312	58	11	168	35	12	2	50	143	14	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	312	58	11	168	35	12	2	50	143	14	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	312	58	11	168	35	12	2	50	143	14	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	312	58	11	168	35	12	2	50	143	14	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.65	0.35	1.00	1.00	1.00	2.00	0.25	0.75
Final Sat.:	1750	3800	1750	1750	3062	638	1750	1900	1750	3150	458	1342
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.03	0.01	0.05	0.05	0.01	0.00	0.03	0.05	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	14.6	16.1	26.7	11.3	12.8	12.8	8.5	10.0	10.0	10.6	12.1	12.1
Volume/Cap:	0.26	0.31	0.07	0.03	0.26	0.26	0.05	0.01	0.17	0.26	0.15	0.15
Delay/Veh:	18.6	17.6	9.6	19.9	19.8	19.8	22.4	20.9	21.7	21.6	19.9	19.9
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:	18.6	17.6	9.6	19.9	19.8	19.8	22.4	20.9	21.7	21.6	19.9	19.9
LOS by Move:	B	B	A	B	B	B	C	C	C	C	B	B
HCM2k95thQ:	4	5	1	0	3	3	0	0	2	3	2	2

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

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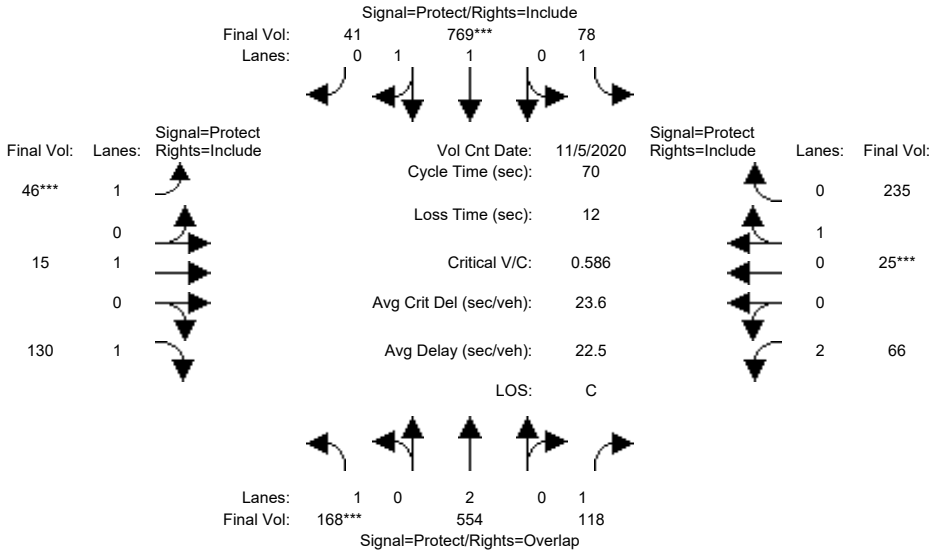
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #50855: Camino Arroyo and Renz Ln



Street Name:	Camino Arroyo						Renz Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	168	554	118	78	769	41	46	15	130	66	25	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	554	118	78	769	41	46	15	130	66	25	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	168	554	118	78	769	41	46	15	130	66	25	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	554	118	78	769	41	46	15	130	66	25	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	554	118	78	769	41	46	15	130	66	25	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	554	118	78	769	41	46	15	130	66	25	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.90	0.10	1.00	1.00	1.00	2.00	0.10	0.90
Final Sat.:	1750	3800	1750	1750	3513	187	1750	1900	1750	3150	173	1627
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.07	0.04	0.22	0.22	0.03	0.01	0.07	0.02	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	10.7	20.7	30.2	14.2	24.3	24.3	7.0	13.6	13.6	9.5	16.0	16.0
Volume/Cap:	0.63	0.49	0.16	0.22	0.63	0.63	0.26	0.04	0.38	0.15	0.63	0.63
Delay/Veh:	32.6	20.6	12.2	23.6	20.1	20.1	29.9	23.0	25.3	26.9	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	20.6	12.2	23.6	20.1	20.1	29.9	23.0	25.3	26.9	27.4	27.4
LOS by Move:	C	C	B	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	8	9	3	3	14	14	3	1	6	2	12	12

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

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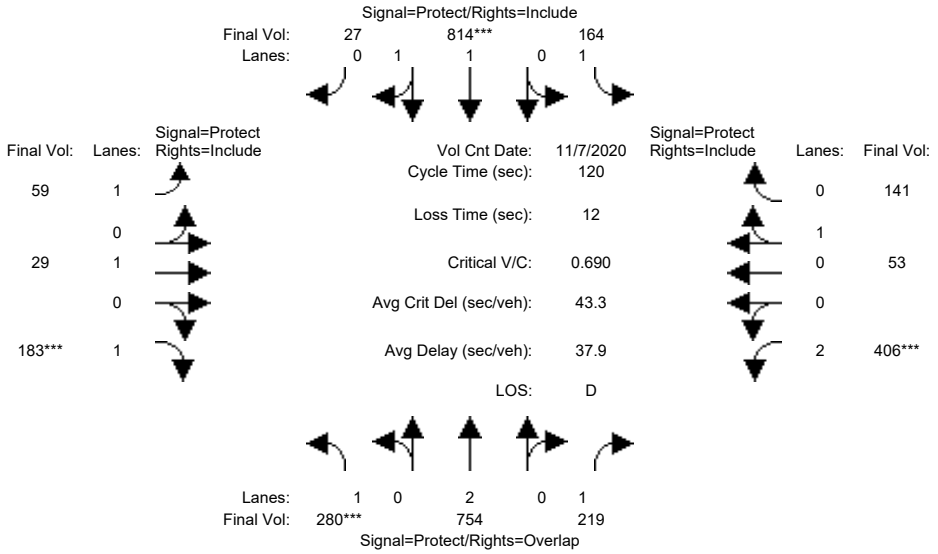
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #50855: Camino Arroyo and Renz Ln



Street Name:	Camino Arroyo						Renz Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2020 <<												
Base Vol:	280	754	219	164	814	27	59	29	183	406	53	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	754	219	164	814	27	59	29	183	406	53	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	754	219	164	814	27	59	29	183	406	53	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	754	219	164	814	27	59	29	183	406	53	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	754	219	164	814	27	59	29	183	406	53	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	754	219	164	814	27	59	29	183	406	53	141
Saturation 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	0.97	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.93	0.07	1.00	1.00	1.00	2.00	0.27	0.73
Final Sat.:	1750	3800	1750	1750	3581	119	1750	1900	1750	3150	492	1308
Capacity Analysis Module:												
Vol/Sat:	0.16	0.20	0.13	0.09	0.23	0.23	0.03	0.02	0.10	0.13	0.11	0.11
Crit Moves:	****				****				****	****		
Green Time:	27.8	45.8	68.2	21.6	39.5	39.5	14.3	18.2	18.2	22.4	26.4	26.4
Volume/Cap:	0.69	0.52	0.22	0.52	0.69	0.69	0.28	0.10	0.69	0.69	0.49	0.49
Delay/Veh:	47.1	29.0	12.9	46.1	36.6	36.6	49.0	44.0	55.7	49.0	41.9	41.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.1	29.0	12.9	46.1	36.6	36.6	49.0	44.0	55.7	49.0	41.9	41.9
LOS by Move:	D	C	B	D	D	D	D	D	E	D	D	D
HCM2k95thQ:	19	19	8	11	24	24	5	2	15	18	13	13

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

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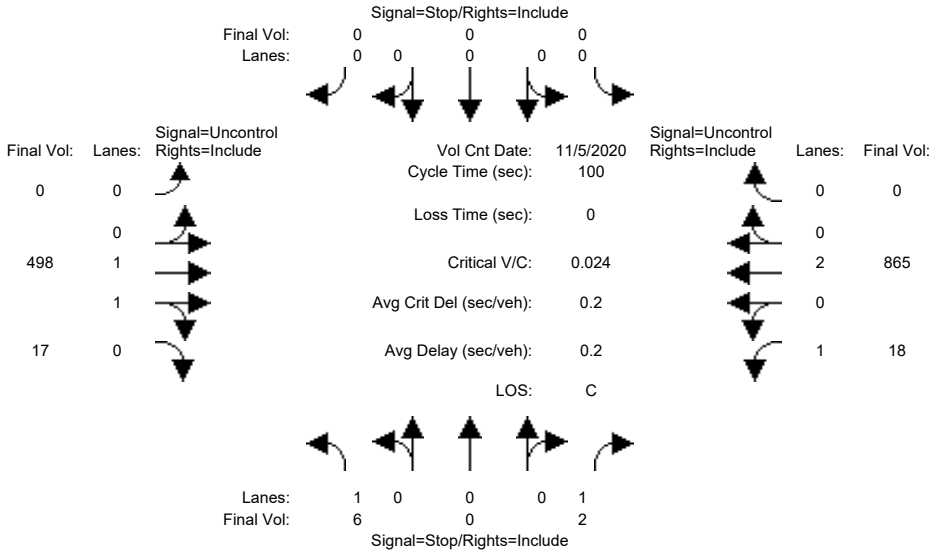
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #50935: Silacci Way and Pacheco Pass Hwy



Street Name:	Silacci Way						Pacheco Pass Hwy					
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: 5 Nov 2020 <<												
Base Vol:	6	0	2	0	0	0	0	498	17	18	865	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	2	0	0	0	0	498	17	18	865	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	2	0	0	0	0	498	17	18	865	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	2	0	0	0	0	498	17	18	865	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	2	0	0	0	0	498	17	18	865	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	975	xxxx	258	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	515	xxxx	xxxxx
Potent Cap.:	252	xxxx	748	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1061	xxxx	xxxxx
Move Cap.:	249	xxxx	748	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1061	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	19.8	xxxx	9.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.5	xxxx	xxxxx
LOS by Move:	C	*	A	*	*	*	*	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	17.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #50935 Silacci Way and Pacheco Pass Hwy

****

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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	6	0	2	0	0	0	0	498	17	18	865	0
ApproachDel:	17.3			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1406]
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 #50935 Silacci Way and Pacheco Pass Hwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	6	0	2	0	0	0	0	498	17	18	865	0

Major Street Volume: 1398
Minor Approach Volume: 8
Minor Approach Volume Threshold: 230

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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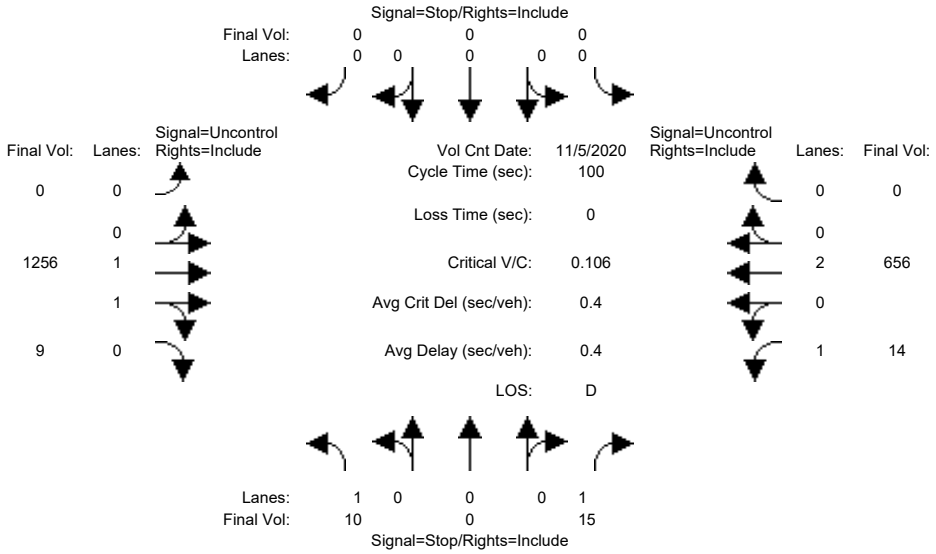
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #50935: Silacci Way and Pacheco Pass Hwy



Street Name:	Silacci Way						Pacheco Pass Hwy					
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: 5 Nov 2020 <<												
Base Vol:	10	0	15	0	0	0	0	1256	9	14	656	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:	10	0	15	0	0	0	0	1256	9	14	656	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	0	15	0	0	0	0	1256	9	14	656	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:	10	0	15	0	0	0	0	1256	9	14	656	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	15	0	0	0	0	1256	9	14	656	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1617	xxxx	633	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1265	xxxx	xxxxx
Potent Cap.:	96	xxxx	428	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	556	xxxx	xxxxx
Move Cap.:	94	xxxx	428	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	556	xxxx	xxxxx
Volume/Cap:	0.11	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	47.6	xxxx	13.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.6	xxxx	xxxxx
LOS by Move:	E	*	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:	27.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	D			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #50935 Silacci Way and Pacheco Pass Hwy

****

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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	10	0	15	0	0	0	0	1256	9	14	656	0
ApproachDel:	27.3			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1960]
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 #50935 Silacci Way and Pacheco Pass Hwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	10	0	15	0	0	0	0	1256	9	14	656	0

Major Street Volume: 1935
Minor Approach Volume: 25
Minor Approach Volume Threshold: 90 [less than minimum of 150]

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

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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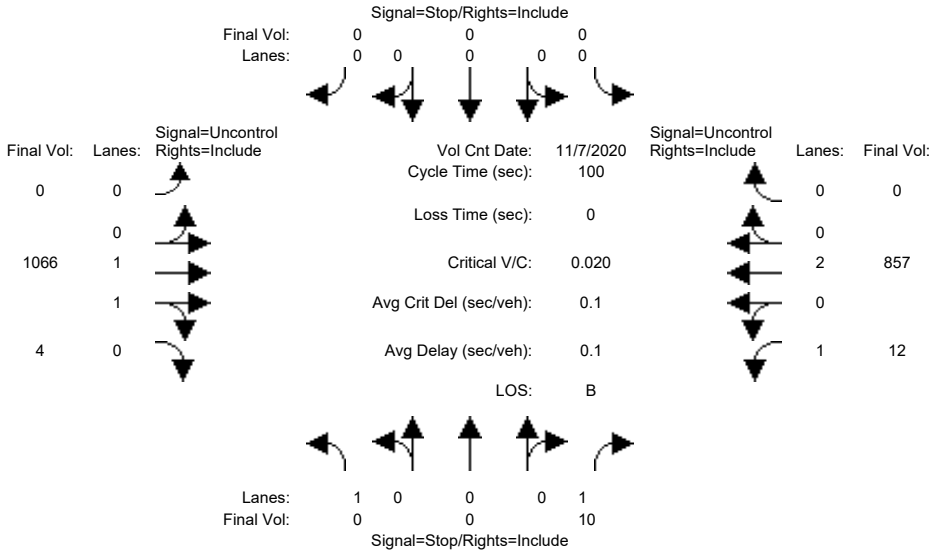
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #50935: Silacci Way and Pacheco Pass Hwy



Street Name:	Silacci Way						Pacheco Pass Hwy					
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: 7 Nov 2020 <<												
Base Vol:	0	0	10	0	0	0	0	1066	4	12	857	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	10	0	0	0	0	1066	4	12	857	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	10	0	0	0	0	1066	4	12	857	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	10	0	0	0	0	1066	4	12	857	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	10	0	0	0	0	1066	4	12	857	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1521	xxxx	535	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1070	xxxx	xxxxx
Potent Cap.:	111	xxxx	495	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	659	xxxx	xxxxx
Move Cap.:	110	xxxx	495	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	659	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.6	xxxx	xxxxx
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:	12.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #50935 Silacci Way and Pacheco Pass Hwy

****

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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	0	0	10	0	0	0	0	1066	4	12	857	0
ApproachDel:	12.4			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=10]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1949]
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 #50935 Silacci Way and Pacheco Pass Hwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	0	0	10	0	0	0	0	1066	4	12	857	0

Major Street Volume: 1939
Minor Approach Volume: 10
Minor Approach Volume Threshold: 89 [less than minimum of 150]

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

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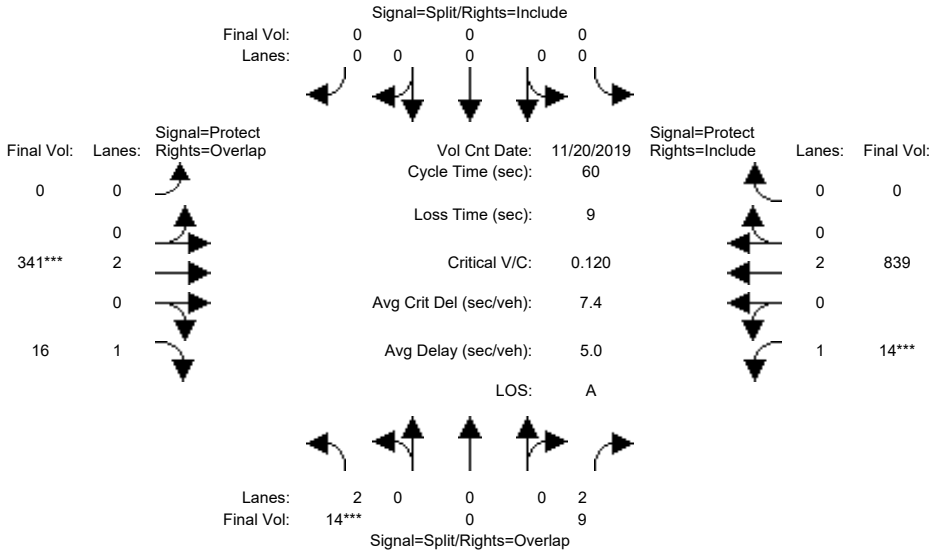
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #52068: Cameron Boulevard and Pacheco Pass Highway



Street Name:	Cameron Boulevard						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	14	0	9	0	0	0	0	341	16	14	839	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	9	0	0	0	0	341	16	14	839	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	9	0	0	0	0	341	16	14	839	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:	14	0	9	0	0	0	0	341	16	14	839	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	9	0	0	0	0	341	16	14	839	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:	14	0	9	0	0	0	0	341	16	14	839	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.01	0.01	0.22	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	17.0	0.0	0.0	0.0	0.0	34.0	44.0	7.0	41.0	0.0
Volume/Cap:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.16	0.01	0.07	0.32	0.00
Delay/Veh:	20.9	0.0	15.5	0.0	0.0	0.0	0.0	6.2	2.2	23.7	3.9	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:	20.9	0.0	15.5	0.0	0.0	0.0	0.0	6.2	2.2	23.7	3.9	0.0
LOS by Move:	C	A	B	A	A	A	A	A	A	C	A	A
HCM2k95thQ:	0	0	0	0	0	0	0	3	0	1	6	0

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

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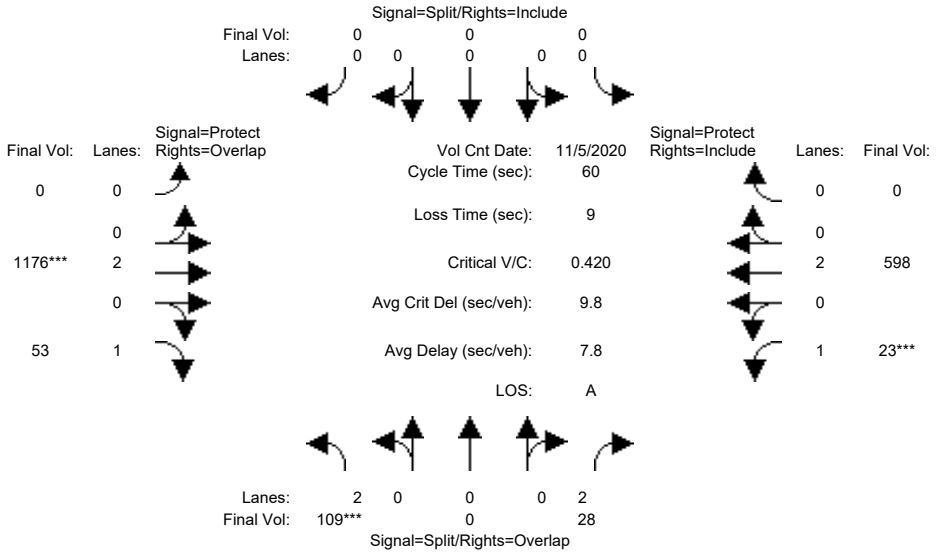
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #52068: Cameron Boulevard and Pacheco Pass Highway



Street Name:	Cameron Boulevard						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	109	0	28	0	0	0	0	1176	53	23	598	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:	109	0	28	0	0	0	0	1176	53	23	598	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	0	28	0	0	0	0	1176	53	23	598	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:	109	0	28	0	0	0	0	1176	53	23	598	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	0	28	0	0	0	0	1176	53	23	598	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:	109	0	28	0	0	0	0	1176	53	23	598	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.31	0.03	0.01	0.16	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	17.0	0.0	0.0	0.0	0.0	34.0	44.0	7.0	41.0	0.0
Volume/Cap:	0.21	0.00	0.03	0.00	0.00	0.00	0.00	0.55	0.04	0.11	0.23	0.00
Delay/Veh:	21.8	0.0	15.6	0.0	0.0	0.0	0.0	8.5	2.2	24.0	3.6	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:	21.8	0.0	15.6	0.0	0.0	0.0	0.0	8.5	2.2	24.0	3.6	0.0
LOS by Move:	C	A	B	A	A	A	A	A	A	C	A	A
HCM2k95thQ:	2	0	0	0	0	0	0	13	1	1	4	0

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

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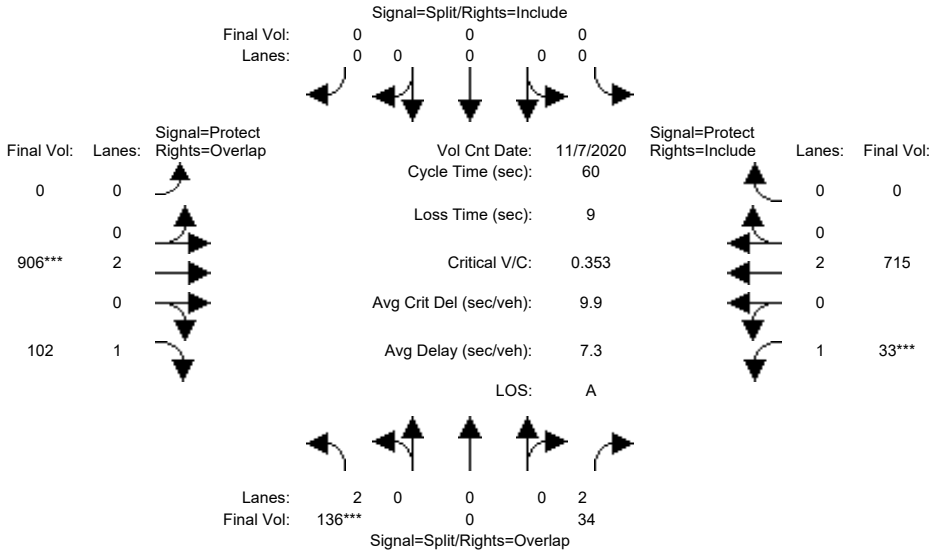
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #52068: Cameron Boulevard and Pacheco Pass Highway



Street Name:	Cameron Boulevard						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2020 <<												
Base Vol:	136	0	34	0	0	0	0	906	102	33	715	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:	136	0	34	0	0	0	0	906	102	33	715	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	0	34	0	0	0	0	906	102	33	715	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	0	34	0	0	0	0	906	102	33	715	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	0	34	0	0	0	0	906	102	33	715	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	0	34	0	0	0	0	906	102	33	715	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.01	0.00	0.00	0.00	0.00	0.24	0.06	0.02	0.19	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	17.0	0.0	0.0	0.0	0.0	34.0	44.0	7.0	41.0	0.0
Volume/Cap:	0.26	0.00	0.04	0.00	0.00	0.00	0.00	0.42	0.08	0.16	0.28	0.00
Delay/Veh:	22.0	0.0	15.6	0.0	0.0	0.0	0.0	7.5	2.3	24.2	3.8	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:	22.0	0.0	15.6	0.0	0.0	0.0	0.0	7.5	2.3	24.2	3.8	0.0
LOS by Move:	C	A	B	A	A	A	A	A	A	C	A	A
HCM2k95thQ:	3	0	1	0	0	0	0	9	1	1	5	0

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

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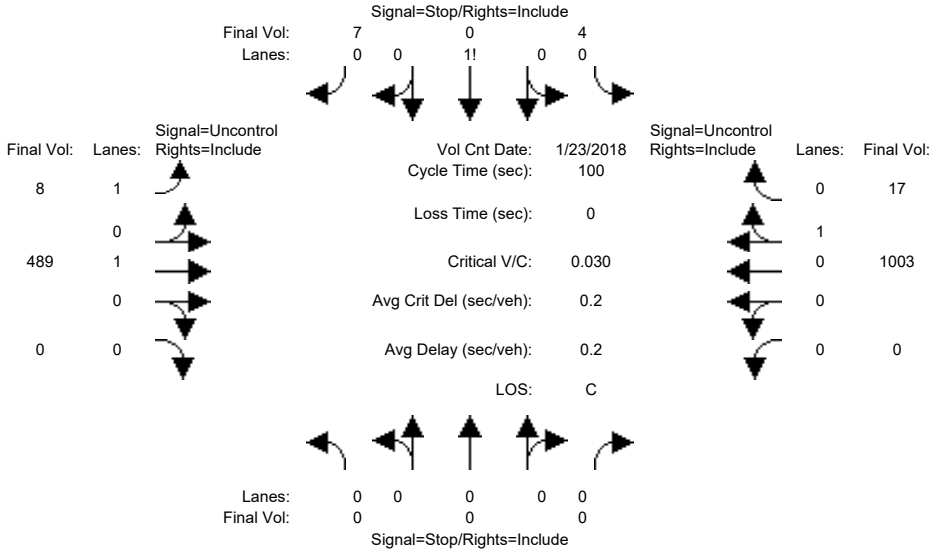
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4132: Holsclaw Road and Pacheco Pass Highway (SR 152)



Street Name:	Holsclaw Road						Pacheco Pass Highway (SR 152)					
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: 23 Jan 2018 <<												
Base Vol:	0	0	0	4	0	7	8	438	0	0	912	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	4	0	7	8	438	0	0	912	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	51	0	0	91	0
Initial Fut:	0	0	0	4	0	7	8	489	0	0	1003	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	4	0	7	8	489	0	0	1003	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	4	0	7	8	489	0	0	1003	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1517	1517	1012	1020	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	133	120	293	688	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	132	119	293	688	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR		RT	LT - LTR		RT	LT - LTR		RT	LT - LTR		RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	203	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	23.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			23.8			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4132 Holsclaw Road and Pacheco Pass Highway (SR 152)

****

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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0	1! 0	0	1 0	1 0	0	0 0	0 1	0
Initial Vol:	0	0	0	4	0	7	8	489	0	0	1003	17
ApproachDel:	xxxxxx			23.8			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=11]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1528]
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 #4132 Holsclaw Road and Pacheco Pass Highway (SR 152)

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0	1! 0	0	1 0	1 0	0	0 0	0 1	0
Initial Vol:	0	0	0	4	0	7	8	489	0	0	1003	17

Major Street Volume: 1517
Minor Approach Volume: 11
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.

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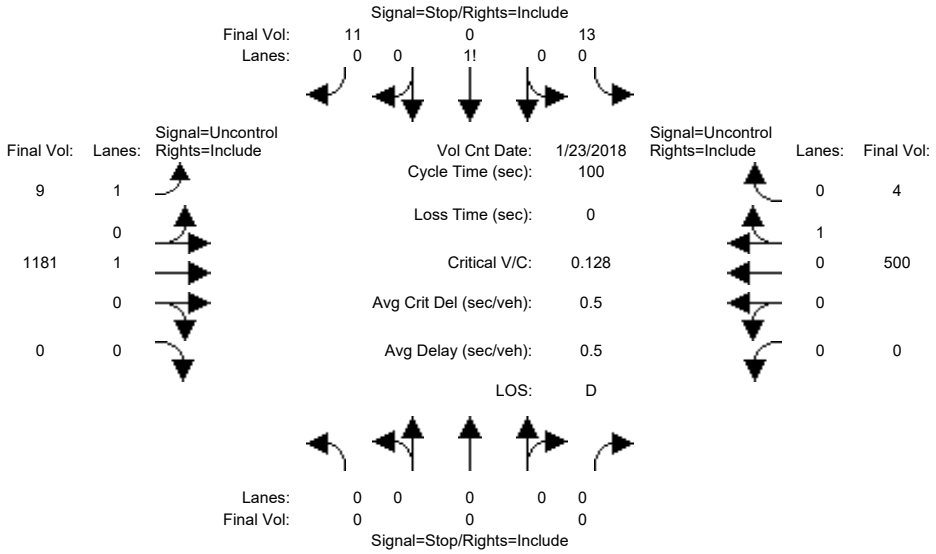
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4132: Holsclaw Road and Pacheco Pass Highway (SR 152)



Street Name:	Holsclaw Road						Pacheco Pass Highway (SR 152)					
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: 23 Jan 2018 <<												
Base Vol:	0	0	0	13	0	11	9	1051	0	0	400	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:	0	0	0	13	0	11	9	1051	0	0	400	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	130	0	0	100	0
Initial Fut:	0	0	0	13	0	11	9	1181	0	0	500	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:	0	0	0	13	0	11	9	1181	0	0	500	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	13	0	11	9	1181	0	0	500	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1701	1701	502	504	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	102	93	573	1071	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	102	92	573	1071	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.13	0.00	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	163	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	30.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			30.8			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4132 Holsclaw Road and Pacheco Pass Highway (SR 152)

****

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:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    13    0    11     9 1181     0     0  500     4
ApproachDel:    xxxxxx             30.8           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
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=24]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1718]
   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 #4132 Holsclaw Road and Pacheco Pass Highway (SR 152)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    13    0    11     9 1181     0     0  500     4
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1694
Minor Approach Volume:           24
Minor Approach Volume Threshold: 103
--------------------------------------------------------------------------------
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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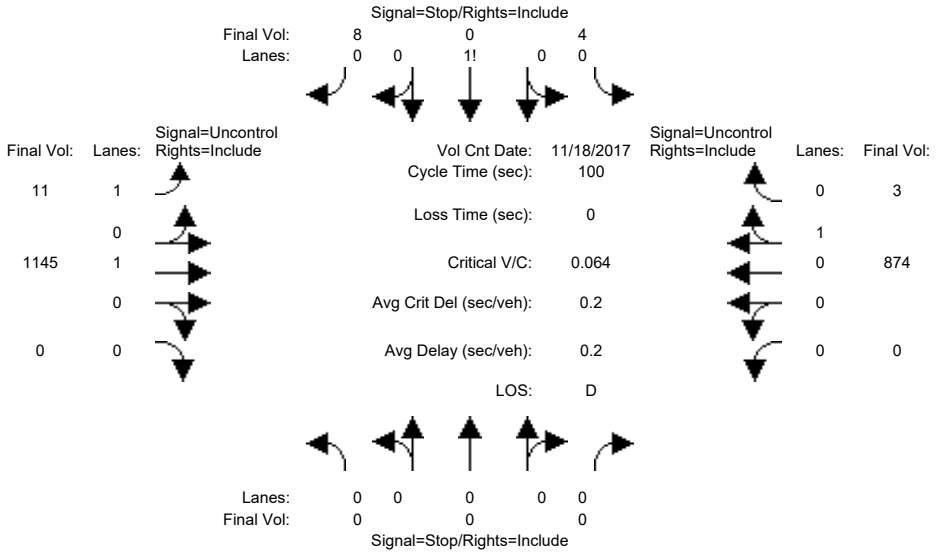
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4132: Holsclaw Road and Pacheco Pass Highway (SR 152)




```
Street Name:          Holsclaw Road              Pacheco Pass Highway (SR 152)
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: 18 Nov 2017 <<
Base Vol:       0     0     0     4     0     8    11  1090     0     0   816     3
Growth Adj:  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
Initial Bse:    0     0     0     4     0     8    11  1090     0     0   816     3
Added Vol:      0     0     0     0     0     0     0     0     0     0     0     0
ATI:            0     0     0     0     0     0     0    55     0     0    58     0
Initial Fut:    0     0     0     4     0     8    11  1145     0     0   874     3
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:     0     0     0     4     0     8    11  1145     0     0   874     3
Reduct Vol:     0     0     0     0     0     0     0     0     0     0     0     0
FinalVolume:    0     0     0     4     0     8    11  1145     0     0   874     3
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   6.4  6.5   6.2   4.1 xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  2043 2043   876   877 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx    63   57   351   779 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx    62   56   351   779 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.06 0.00  0.02  0.01 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   9.7 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *     *     *     *     *     *     A     *     *     *     *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  138 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 33.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *     *     *     *     D     *     *     *     *     *     *     *
ApproachDel:    xxxxxx              33.7           xxxxxx           xxxxxx
ApproachLOS:         *                 D                *                *
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
********************************************************************************
Intersection #4132 Holsclaw Road and Pacheco Pass Highway (SR 152)
********************************************************************************
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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 1 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	4	0	8	11	1145	0	0	874	3
ApproachDel:	xxxxxx			33.7			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=12]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2045]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

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

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #4132 Holsclaw Road and Pacheco Pass Highway (SR 152)

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 1! 0 0			1 0 1 0 0			0 0 0 1 0		
Initial Vol:	0	0	0	4	0	8	11	1145	0	0	874	3

Major Street Volume: 2033
Minor Approach Volume: 12
Minor Approach Volume Threshold: 40 [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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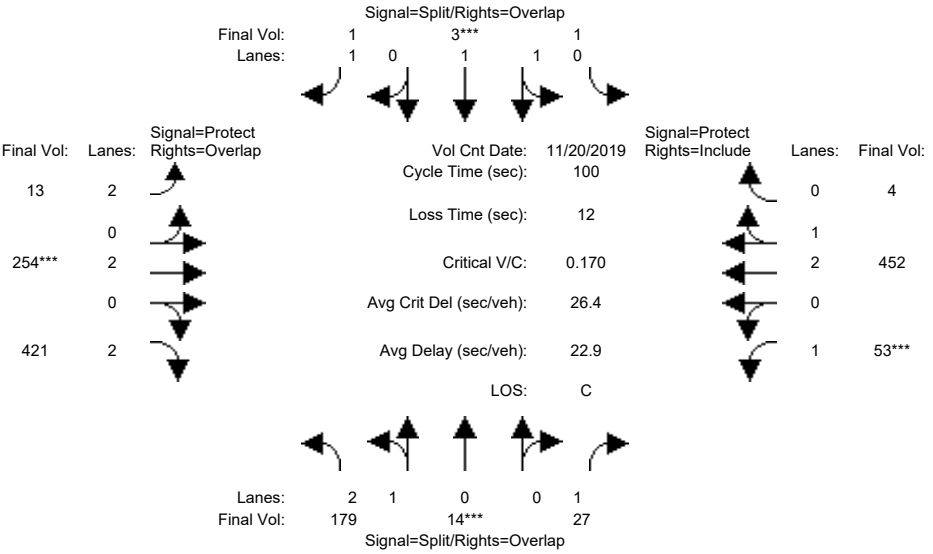
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7467: Arroyo Circle and Leavesley Road



Street Name:	Arroyo Circle						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	175	14	17	1	3	1	13	245	410	39	444	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:	175	14	17	1	3	1	13	245	410	39	444	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	0	10	0	0	0	0	9	11	14	8	0
Initial Fut:	179	14	27	1	3	1	13	254	421	53	452	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:	179	14	27	1	3	1	13	254	421	53	452	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	14	27	1	3	1	13	254	421	53	452	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	14	27	1	3	1	13	254	421	53	452	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.95	0.92	0.95	0.98	0.92	0.83	1.00	0.62	0.92	0.98	0.95
Lanes:	2.85	0.15	1.00	0.51	1.49	1.00	2.00	2.00	2.00	1.00	2.97	0.03
Final Sat.:	3499	274	1750	925	2774	1750	3150	3800	2362	1750	5551	49
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.02	0.00	0.00	0.00	0.00	0.07	0.18	0.03	0.08	0.08
Crit Moves:		****			****			****			****	
Green Time:	26.9	26.9	42.8	10.0	10.0	31.0	21.0	35.2	51.0	15.9	30.1	30.1
Volume/Cap:	0.19	0.19	0.04	0.01	0.01	0.00	0.02	0.19	0.35	0.19	0.27	0.27
Delay/Veh:	28.2	28.2	16.6	40.6	40.6	23.8	31.3	22.6	14.8	36.8	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	28.2	16.6	40.6	40.6	23.8	31.3	22.6	14.8	36.8	26.7	26.7
LOS by Move:	C	C	B	D	D	C	C	C	B	D	C	C
HCM2k95thQ:	3	4	1	0	0	0	0	5	9	3	7	7

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

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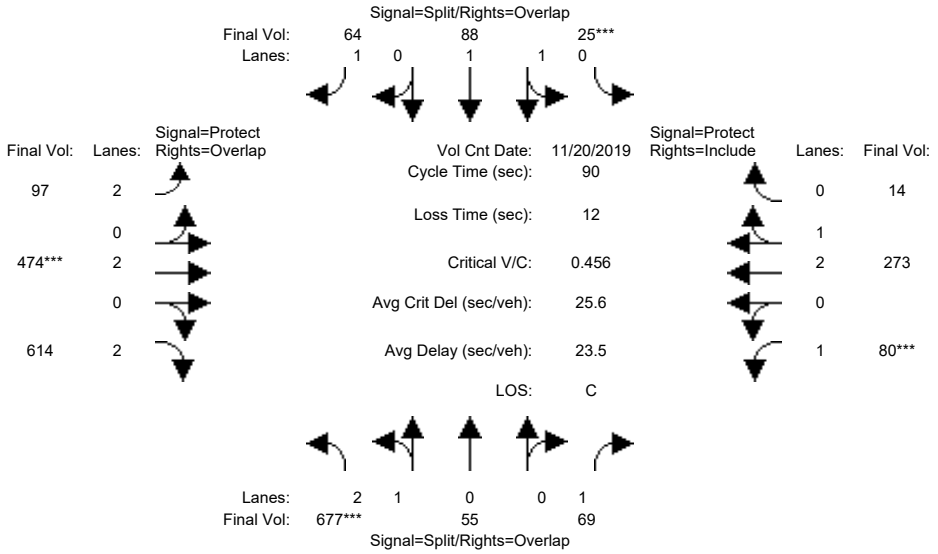
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7467: Arroyo Circle and Leavesley Road



Street Name:	Arroyo Circle						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	658	55	46	25	88	64	97	459	603	61	257	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	658	55	46	25	88	64	97	459	603	61	257	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	19	0	23	0	0	0	0	15	11	19	16	0
Initial Fut:	677	55	69	25	88	64	97	474	614	80	273	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	677	55	69	25	88	64	97	474	614	80	273	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	677	55	69	25	88	64	97	474	614	80	273	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	677	55	69	25	88	64	97	474	614	80	273	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.95	0.92	0.95	0.98	0.92	0.83	1.00	0.62	0.92	0.98	0.95
Lanes:	2.84	0.16	1.00	0.45	1.55	1.00	2.00	2.00	2.00	1.00	2.85	0.15
Final Sat.:	3492	284	1750	818	2881	1750	3150	3800	2362	1750	5326	273
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.04	0.03	0.03	0.04	0.03	0.12	0.26	0.05	0.05	0.05
Crit Moves:	****			****				****		****		
Green Time:	36.2	36.2	44.7	10.0	10.0	23.1	13.1	23.3	45.9	8.5	18.7	18.7
Volume/Cap:	0.48	0.48	0.08	0.27	0.27	0.14	0.21	0.48	0.51	0.48	0.25	0.25
Delay/Veh:	20.2	20.2	11.9	37.0	37.0	26.0	34.1	28.6	15.0	40.8	29.9	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:	20.2	20.2	11.9	37.0	37.0	26.0	34.1	28.6	15.0	40.8	29.9	29.9
LOS by Move:	C	C	B	D	D	C	C	C	B	D	C	C
HCM2k95thQ:	11	14	2	3	3	3	3	11	13	6	5	5

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

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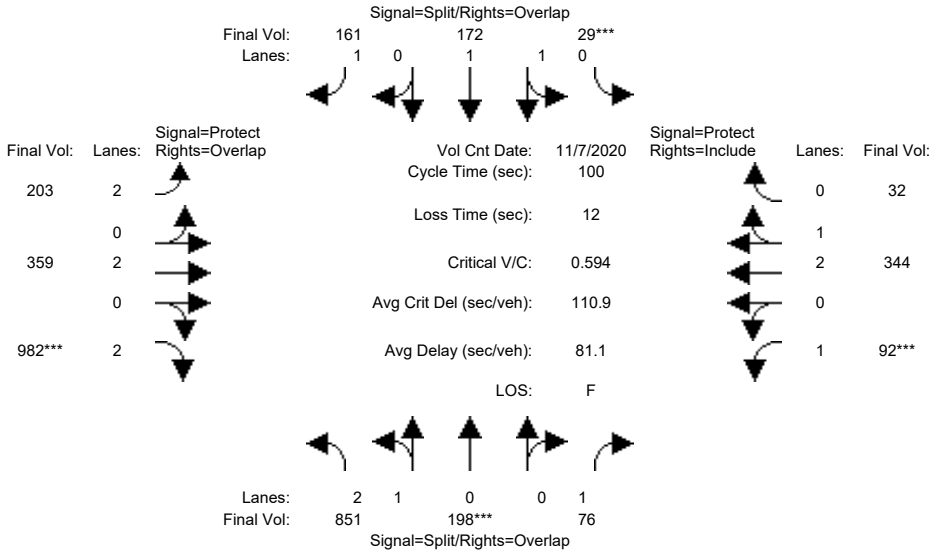
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7467: Arroyo Circle and Leavesley Road



Street Name:	Arroyo Circle						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2020 <<												
Base Vol:	819	198	65	29	172	161	203	346	958	81	329	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:	819	198	65	29	172	161	203	346	958	81	329	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	32	0	11	0	0	0	0	13	24	11	15	0
Initial Fut:	851	198	76	29	172	161	203	359	982	92	344	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:	851	198	76	29	172	161	203	359	982	92	344	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	851	198	76	29	172	161	203	359	982	92	344	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:	851	198	76	29	172	161	203	359	982	92	344	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.95	0.92	0.95	0.98	0.92	0.83	1.00	0.62	0.92	0.99	0.95
Lanes:	2.59	0.41	1.00	0.30	1.70	1.00	2.00	2.00	2.00	1.00	2.74	0.26
Final Sat.:	3142	731	1750	534	3166	1750	3150	3800	2362	1750	5123	477
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.04	0.05	0.05	0.09	0.06	0.09	0.42	0.05	0.07	0.07
Crit Moves:		****		****					****	****		
Green Time:	20.0	20.0	27.0	10.0	10.0	33.9	23.9	51.0	51.0	7.0	34.1	34.1
Volume/Cap:	1.35	1.35	0.16	0.54	0.54	0.27	0.27	0.19	0.82	0.75	0.20	0.20
Delay/Veh:	207.8	208	28.0	44.5	44.5	24.3	31.2	13.3	24.9	68.2	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:	207.8	208	28.0	44.5	44.5	24.3	31.2	13.3	24.9	68.2	23.3	23.3
LOS by Move:	F	F	C	D	D	C	C	B	C	E	C	C
HCM2k95thQ:	40	52	4	8	8	8	6	6	28	9	6	6

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

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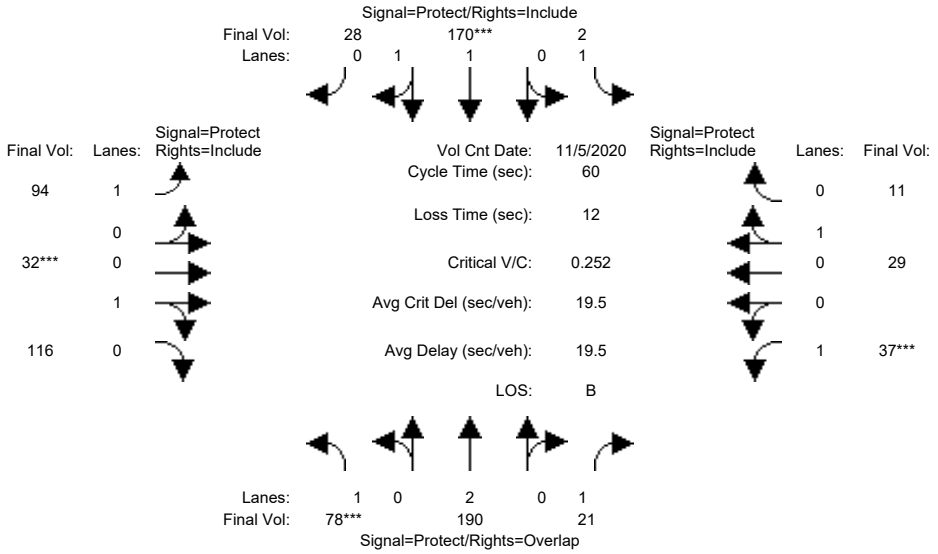
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7472: Camino Arroyo and Sixth St/Gilman Rd



Street Name:	Camino Arroyo						Sixth St/Gilman Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	78	185	7	2	151	26	92	16	116	22	23	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:	78	185	7	2	151	26	92	16	116	22	23	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	5	14	0	19	2	2	16	0	15	6	0
Initial Fut:	78	190	21	2	170	28	94	32	116	37	29	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:	78	190	21	2	170	28	94	32	116	37	29	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	190	21	2	170	28	94	32	116	37	29	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:	78	190	21	2	170	28	94	32	116	37	29	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.71	0.29	1.00	0.22	0.78	1.00	0.72	0.28
Final Sat.:	1750	3800	1750	1750	3176	523	1750	389	1411	1750	1305	495
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.01	0.00	0.05	0.05	0.05	0.08	0.08	0.02	0.02	0.02
Crit Moves:	****				****			****			****	
Green Time:	10.1	13.1	20.1	9.2	12.2	12.2	10.6	18.7	18.7	7.0	15.1	15.1
Volume/Cap:	0.26	0.23	0.04	0.01	0.26	0.26	0.30	0.26	0.26	0.18	0.09	0.09
Delay/Veh:	22.2	19.4	13.4	21.6	20.3	20.3	22.1	15.7	15.7	24.3	17.3	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	19.4	13.4	21.6	20.3	20.3	22.1	15.7	15.7	24.3	17.3	17.3
LOS by Move:	C	B	B	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	3	3	1	0	3	3	4	5	5	2	1	1

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

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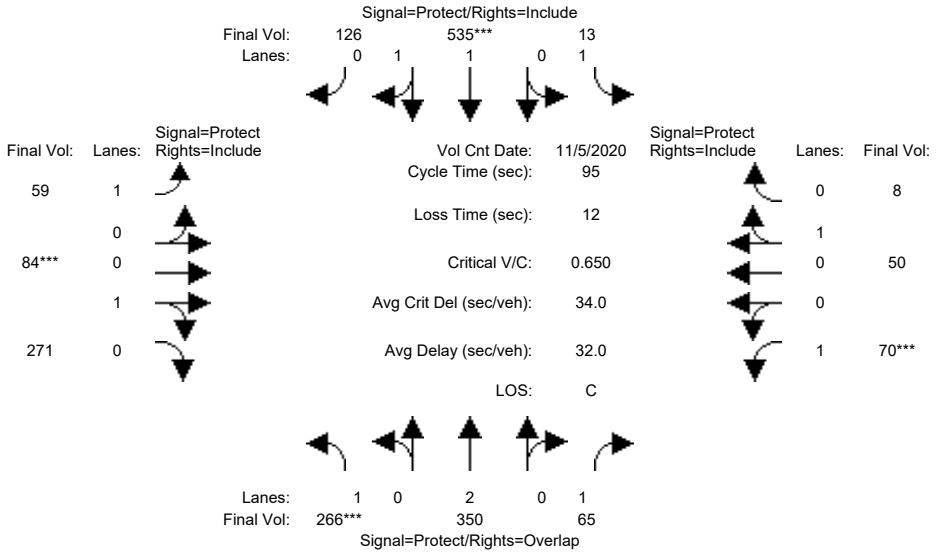
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7472: Camino Arroyo and Sixth St/Gilman Rd



Street Name:	Camino Arroyo						Sixth St/Gilman Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	266	325	47	13	521	125	58	64	271	32	39	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:	266	325	47	13	521	125	58	64	271	32	39	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	25	18	0	14	1	1	20	0	38	11	0
Initial Fut:	266	350	65	13	535	126	59	84	271	70	50	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:	266	350	65	13	535	126	59	84	271	70	50	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	350	65	13	535	126	59	84	271	70	50	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	350	65	13	535	126	59	84	271	70	50	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	1.00	0.24	0.76	1.00	0.86	0.14
Final Sat.:	1750	3800	1750	1750	2994	705	1750	426	1374	1750	1552	248
Capacity Analysis Module:												
Vol/Sat:	0.15	0.09	0.04	0.01	0.18	0.18	0.03	0.20	0.20	0.04	0.03	0.03
Crit Moves:	****				****			****		****		
Green Time:	21.9	28.0	35.0	19.6	25.7	25.7	14.6	28.4	28.4	7.0	20.8	20.8
Volume/Cap:	0.66	0.31	0.10	0.04	0.66	0.66	0.22	0.66	0.66	0.54	0.15	0.15
Delay/Veh:	37.2	26.2	19.7	30.2	32.4	32.4	35.6	32.1	32.1	47.1	30.1	30.1
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:	37.2	26.2	19.7	30.2	32.4	32.4	35.6	32.1	32.1	47.1	30.1	30.1
LOS by Move:	D	C	B	C	C	C	D	C	C	D	C	C
HCM2k95thQ:	14	8	3	1	16	16	4	19	19	6	3	3

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

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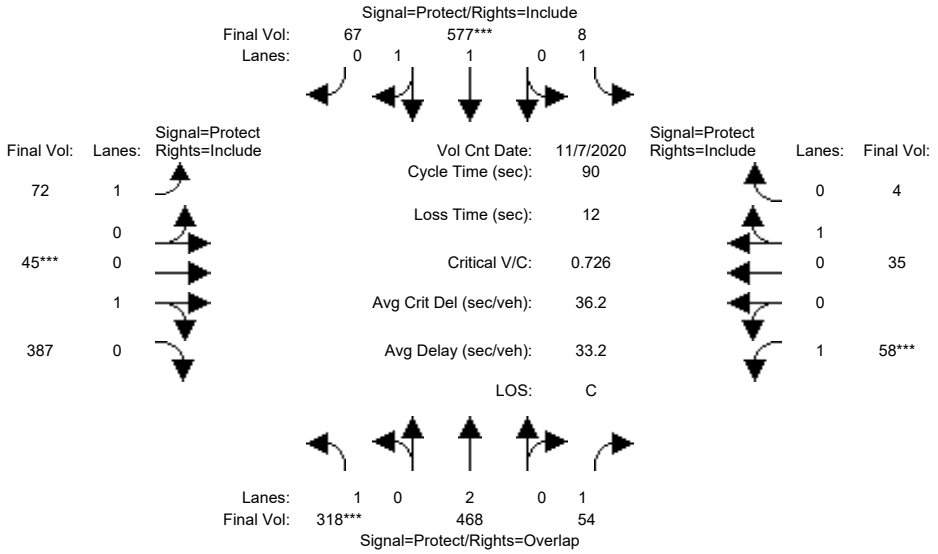
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7472: Camino Arroyo and Sixth St/Gilman Rd



Street Name:	Camino Arroyo						Sixth St/Gilman Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2020 <<												
Base Vol:	316	461	40	8	573	65	70	29	386	29	26	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:	316	461	40	8	573	65	70	29	386	29	26	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	7	14	0	4	2	2	16	1	29	9	0
Initial Fut:	318	468	54	8	577	67	72	45	387	58	35	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:	318	468	54	8	577	67	72	45	387	58	35	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	468	54	8	577	67	72	45	387	58	35	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	318	468	54	8	577	67	72	45	387	58	35	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.79	0.21	1.00	0.10	0.90	1.00	0.90	0.10
Final Sat.:	1750	3800	1750	1750	3315	385	1750	187	1612	1750	1615	185
Capacity Analysis Module:												
Vol/Sat:	0.18	0.12	0.03	0.00	0.17	0.17	0.04	0.24	0.24	0.03	0.02	0.02
Crit Moves:	****				****			****		****		
Green Time:	21.7	26.0	33.0	16.4	20.7	20.7	14.7	28.6	28.6	7.0	20.9	20.9
Volume/Cap:	0.76	0.43	0.08	0.03	0.76	0.76	0.25	0.76	0.76	0.43	0.09	0.09
Delay/Veh:	39.3	26.2	18.7	30.3	36.1	36.1	33.4	33.3	33.3	41.7	27.2	27.2
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:	39.3	26.2	18.7	30.3	36.1	36.1	33.4	33.3	33.3	41.7	27.2	27.2
LOS by Move:	D	C	B	C	D	D	C	C	C	D	C	C
HCM2k95thQ:	17	10	2	0	16	16	4	23	23	4	2	2

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

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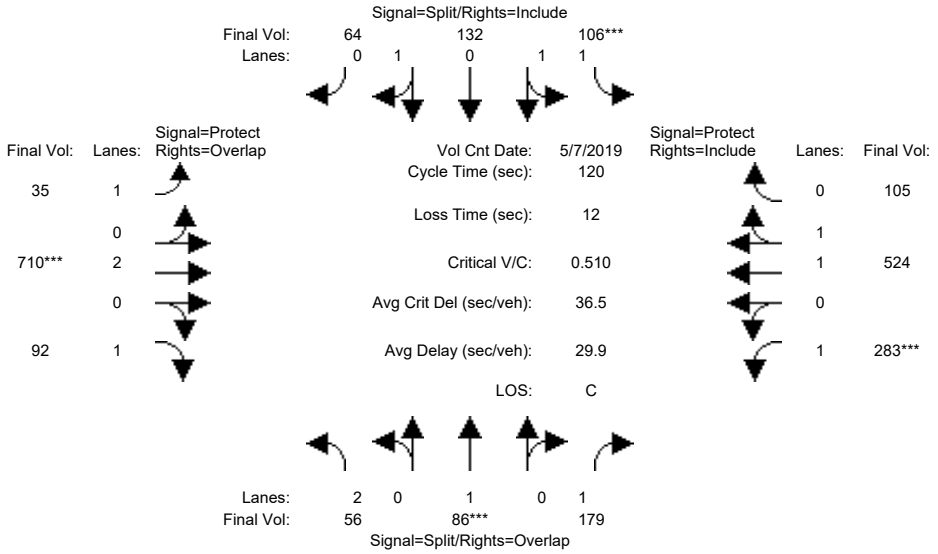
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7536: Chestnut Street and Tenth Street



Street Name:	Chestnut Street						Tenth 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	50	85	178	106	131	32	35	353	86	281	348	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	85	178	106	131	32	35	353	86	281	348	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	6	1	1	0	1	32	0	357	6	2	176	1
Initial Fut:	56	86	179	106	132	64	35	710	92	283	524	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:	56	86	179	106	132	64	35	710	92	283	524	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	86	179	106	132	64	35	710	92	283	524	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:	56	86	179	106	132	64	35	710	92	283	524	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.89	0.91	0.95	0.95	0.92	0.98	0.92	0.89	0.96	0.94
Lanes:	2.00	1.00	1.00	1.08	1.29	0.63	1.00	2.00	1.00	1.00	1.66	0.34
Final Sat.:	3150	1900	1698	1871	2330	1130	1750	3724	1750	1698	3025	606
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.11	0.06	0.06	0.06	0.02	0.19	0.05	0.17	0.17	0.17
Crit Moves:		****		****				****		****		
Green Time:	10.6	10.6	49.8	13.3	13.3	13.3	21.2	44.8	55.5	39.2	62.9	62.9
Volume/Cap:	0.20	0.51	0.25	0.51	0.51	0.51	0.11	0.51	0.11	0.51	0.33	0.33
Delay/Veh:	51.1	54.8	23.1	51.0	51.0	51.0	41.7	29.4	18.4	33.4	16.6	16.6
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:	51.1	54.8	23.1	51.0	51.0	51.0	41.7	29.4	18.4	33.4	16.6	16.6
LOS by Move:	D	D	C	D	D	D	D	C	B	C	B	B
HCM2k95thQ:	3	7	9	9	9	9	2	18	4	17	13	13

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

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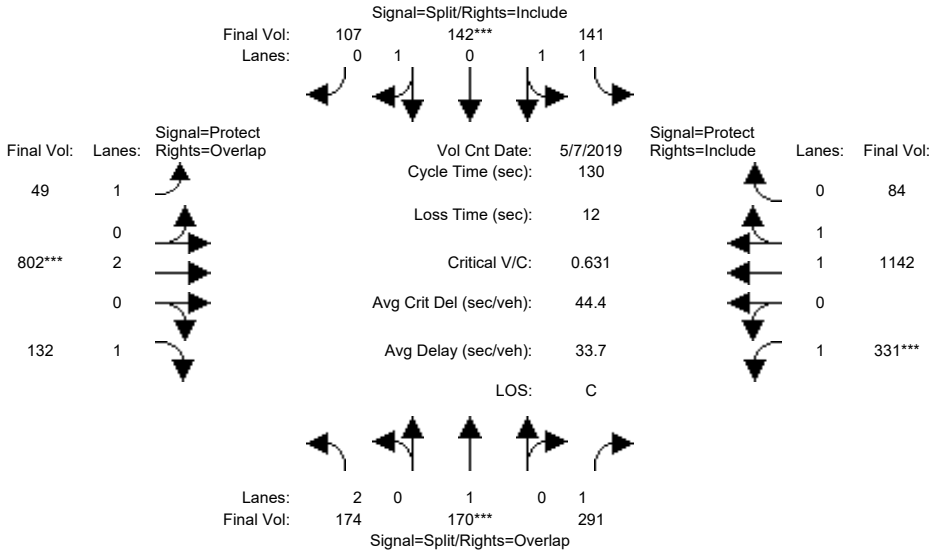
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7536: Chestnut Street and Tenth Street



Street Name:	Chestnut Street						Tenth 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	164	169	288	140	141	28	49	450	121	330	597	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:	164	169	288	140	141	28	49	450	121	330	597	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	10	1	3	1	1	79	0	352	11	1	545	1
Initial Fut:	174	170	291	141	142	107	49	802	132	331	1142	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	170	291	141	142	107	49	802	132	331	1142	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	170	291	141	142	107	49	802	132	331	1142	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	170	291	141	142	107	49	802	132	331	1142	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.89	0.91	0.95	0.95	0.92	0.98	0.92	0.89	0.96	0.94
Lanes:	2.00	1.00	1.00	1.11	1.08	0.81	1.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	3150	1900	1698	1927	1940	1462	1750	3724	1750	1698	3380	249
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.17	0.07	0.07	0.07	0.03	0.22	0.08	0.19	0.34	0.34
Crit Moves:		****			****			****			****	
Green Time:	18.4	18.4	58.6	15.1	15.1	15.1	11.6	44.3	62.8	40.2	72.9	72.9
Volume/Cap:	0.39	0.63	0.38	0.63	0.63	0.63	0.31	0.63	0.16	0.63	0.60	0.60
Delay/Veh:	51.2	57.4	24.0	56.9	56.9	56.9	56.6	37.0	18.9	41.1	19.5	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:	51.2	57.4	24.0	56.9	56.9	56.9	56.6	37.0	18.9	41.1	19.5	19.5
LOS by Move:	D	E	C	E	E	E	E	D	B	D	B	B
HCM2k95thQ:	8	14	15	12	12	12	4	23	6	22	28	28

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

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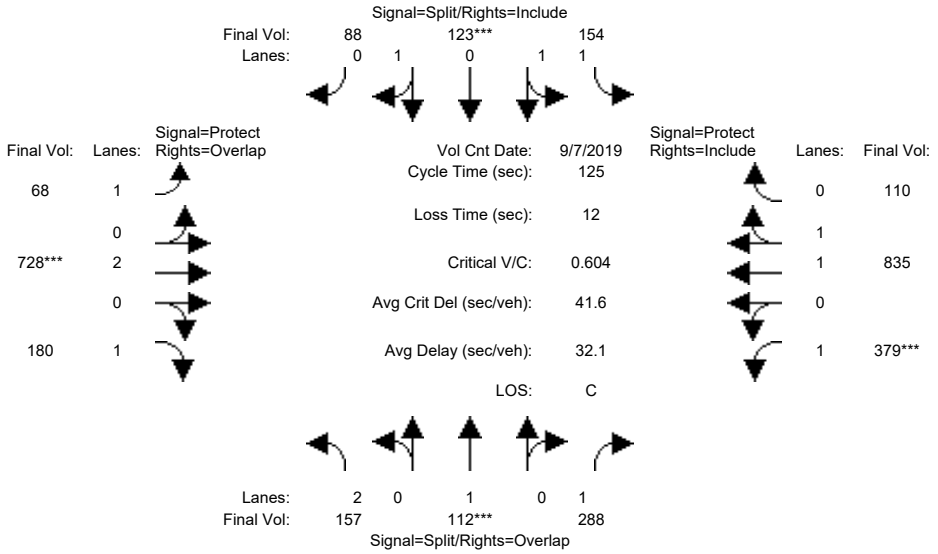
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7536: Chestnut Street and Tenth Street



Street Name:	Chestnut Street						Tenth 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Sep 2019 <<												
Base Vol:	149	112	287	154	123	19	63	549	172	378	574	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:	149	112	287	154	123	19	63	549	172	378	574	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	8	0	1	0	0	69	5	179	8	1	261	0
Initial Fut:	157	112	288	154	123	88	68	728	180	379	835	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:	157	112	288	154	123	88	68	728	180	379	835	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	112	288	154	123	88	68	728	180	379	835	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:	157	112	288	154	123	88	68	728	180	379	835	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.89	0.92	0.95	0.95	0.92	0.98	0.92	0.89	0.96	0.94
Lanes:	2.00	1.00	1.00	1.29	1.00	0.71	1.00	2.00	1.00	1.00	1.76	0.24
Final Sat.:	3150	1900	1698	2247	1795	1284	1750	3724	1750	1698	3207	423
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.17	0.07	0.07	0.07	0.04	0.20	0.10	0.22	0.26	0.26
Crit Moves:		****			****			****		****		
Green Time:	12.2	12.2	58.4	14.2	14.2	14.2	15.3	40.4	52.6	46.2	71.3	71.3
Volume/Cap:	0.51	0.60	0.36	0.60	0.60	0.60	0.32	0.60	0.24	0.60	0.46	0.46
Delay/Veh:	55.0	59.6	21.7	54.5	54.5	54.5	50.9	36.4	23.5	33.7	15.8	15.8
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:	55.0	59.6	21.7	54.5	54.5	54.5	50.9	36.4	23.5	33.7	15.8	15.8
LOS by Move:	E	E	C	D	D	D	D	D	C	C	B	B
HCM2k95thQ:	8	10	14	11	11	11	5	21	9	22	19	19

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

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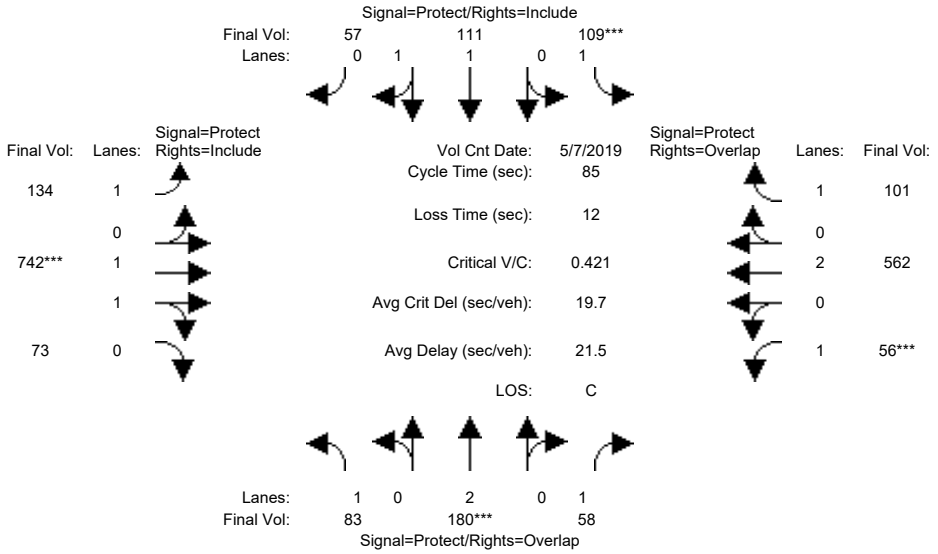
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7657: Monterey Street and Tenth Street



Street Name:	Monterey Street						Tenth 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	83	176	56	72	108	30	48	426	72	55	380	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:	83	176	56	72	108	30	48	426	72	55	380	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	4	2	37	3	27	86	316	1	1	182	18
Initial Fut:	83	180	58	109	111	57	134	742	73	56	562	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	180	58	109	111	57	134	742	73	56	562	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	180	58	109	111	57	134	742	73	56	562	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	180	58	109	111	57	134	742	73	56	562	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.30	0.70	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2444	1255	1750	3368	331	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.03	0.06	0.05	0.05	0.08	0.22	0.22	0.03	0.15	0.06
Crit Moves:		****		****				****		****		
Green Time:	9.2	10.0	17.0	12.3	13.1	13.1	18.1	43.7	43.7	7.0	32.5	44.9
Volume/Cap:	0.44	0.40	0.17	0.43	0.29	0.29	0.36	0.43	0.43	0.39	0.39	0.11
Delay/Veh:	37.1	35.3	28.4	34.3	32.1	32.1	29.1	13.1	13.1	38.7	19.2	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:	37.1	35.3	28.4	34.3	32.1	32.1	29.1	13.1	13.1	38.7	19.2	10.1
LOS by Move:	D	D	C	C	C	C	C	B	B	D	B	B
HCM2k95thQ:	4	4	3	7	4	4	6	13	13	3	10	3

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

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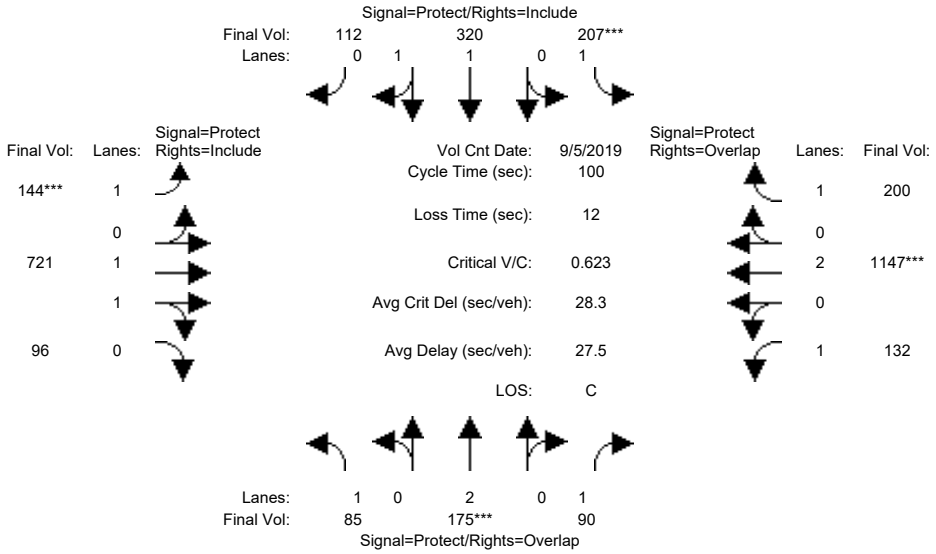
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7657: Monterey Street and Tenth Street



Street Name:	Monterey Street						Tenth 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	84	169	88	177	312	51	30	409	96	127	578	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:	84	169	88	177	312	51	30	409	96	127	578	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	6	2	30	8	61	114	312	0	5	569	50
Initial Fut:	85	175	90	207	320	112	144	721	96	132	1147	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:	85	175	90	207	320	112	144	721	96	132	1147	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	175	90	207	320	112	144	721	96	132	1147	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:	85	175	90	207	320	112	144	721	96	132	1147	200
Saturation 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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.47	0.53	1.00	1.76	0.24	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2740	959	1750	3265	435	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.12	0.12	0.12	0.08	0.22	0.22	0.08	0.30	0.11
Crit Moves:		****		****			****				****	
Green Time:	10.6	10.0	25.2	18.4	17.7	17.7	12.8	44.5	44.5	15.2	46.9	65.2
Volume/Cap:	0.46	0.46	0.20	0.64	0.66	0.66	0.64	0.50	0.50	0.50	0.64	0.18
Delay/Veh:	43.8	43.3	29.7	42.2	40.8	40.8	47.8	20.0	20.0	40.4	21.0	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	43.3	29.7	42.2	40.8	40.8	47.8	20.0	20.0	40.4	21.0	6.9
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	A
HCM2k95thQ:	5	5	5	14	14	14	9	17	17	8	23	5

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

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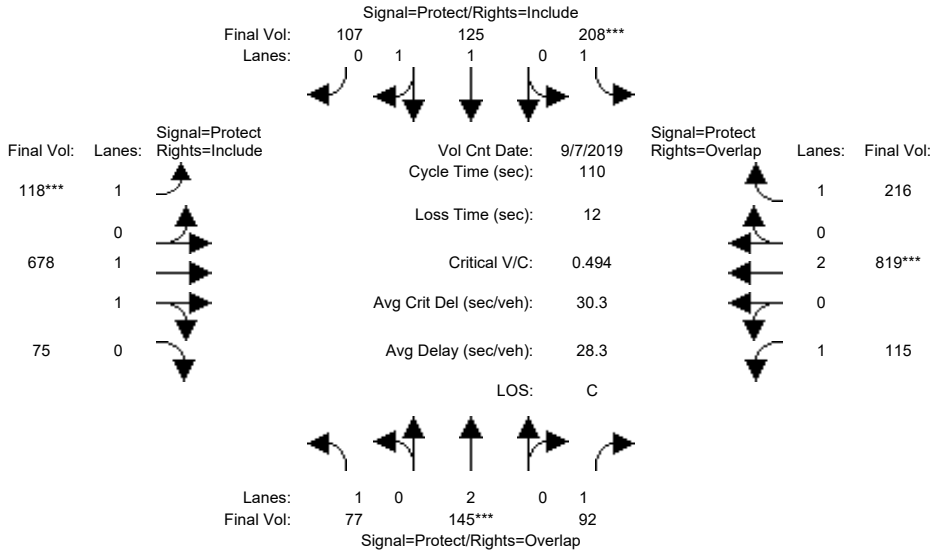
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7657: Monterey Street and Tenth Street



Street Name:	Monterey Street						Tenth 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Sep 2019 <<												
Base Vol:	72	136	88	190	115	58	29	509	74	110	513	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:	72	136	88	190	115	58	29	509	74	110	513	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	9	4	18	10	49	89	169	1	5	306	26
Initial Fut:	77	145	92	208	125	107	118	678	75	115	819	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	145	92	208	125	107	118	678	75	115	819	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	145	92	208	125	107	118	678	75	115	819	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	145	92	208	125	107	118	678	75	115	819	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.05	0.95	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1992	1705	1750	3331	368	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.05	0.12	0.06	0.06	0.07	0.20	0.20	0.07	0.22	0.12
Crit Moves:		****		****			****				****	
Green Time:	14.8	10.0	25.1	26.0	21.2	21.2	14.8	46.8	46.8	15.1	47.2	73.2
Volume/Cap:	0.33	0.42	0.23	0.50	0.33	0.33	0.50	0.48	0.48	0.48	0.50	0.19
Delay/Veh:	43.9	48.1	34.9	37.3	38.5	38.5	45.9	23.0	23.0	45.3	23.1	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	48.1	34.9	37.3	38.5	38.5	45.9	23.0	23.0	45.3	23.1	7.1
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	A
HCM2k95thQ:	5	5	5	13	7	7	8	17	17	8	18	6

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

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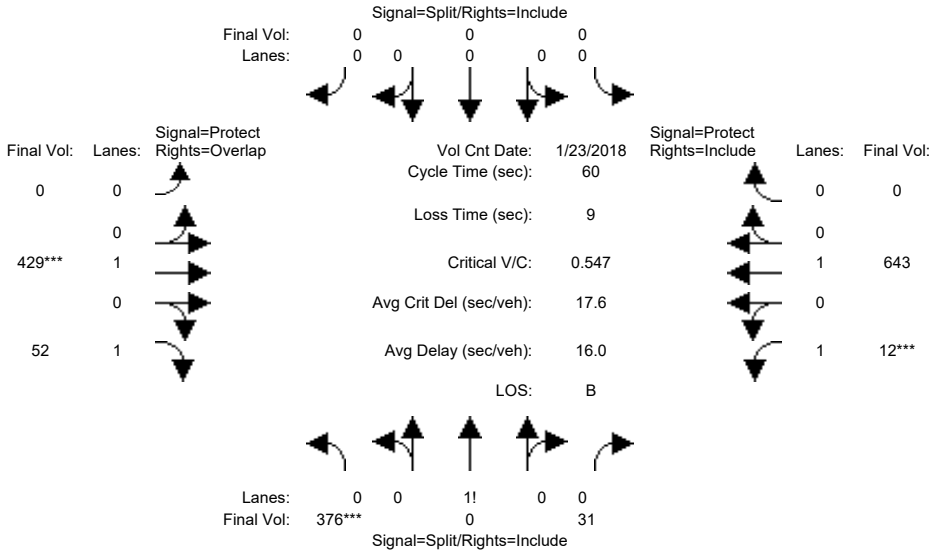
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7662: Frazier Lake Rd and Pacheco Pass Hwy (SR 152)



Street Name:	Frazier Lake Rd						Pacheco Pass Hwy (SR 152)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 <<												
Base Vol:	376	0	31	0	0	0	0	378	52	12	552	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:	376	0	31	0	0	0	0	378	52	12	552	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	51	0	0	91	0
Initial Fut:	376	0	31	0	0	0	0	429	52	12	643	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:	376	0	31	0	0	0	0	429	52	12	643	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	376	0	31	0	0	0	0	429	52	12	643	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:	376	0	31	0	0	0	0	429	52	12	643	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.92	0.00	0.08	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1617	0	133	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.23	0.03	0.01	0.34	0.00
Crit Moves:	****							****		****		
Green Time:	22.3	0.0	22.3	0.0	0.0	0.0	0.0	21.7	44.0	7.0	28.7	0.0
Volume/Cap:	0.63	0.00	0.63	0.00	0.00	0.00	0.00	0.63	0.04	0.06	0.71	0.00
Delay/Veh:	17.3	0.0	17.3	0.0	0.0	0.0	0.0	17.6	2.2	23.7	15.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	0.0	17.3	0.0	0.0	0.0	0.0	17.6	2.2	23.7	15.0	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	C	B	A
HCM2k95thQ:	14	0	14	0	0	0	0	13	1	1	20	0

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

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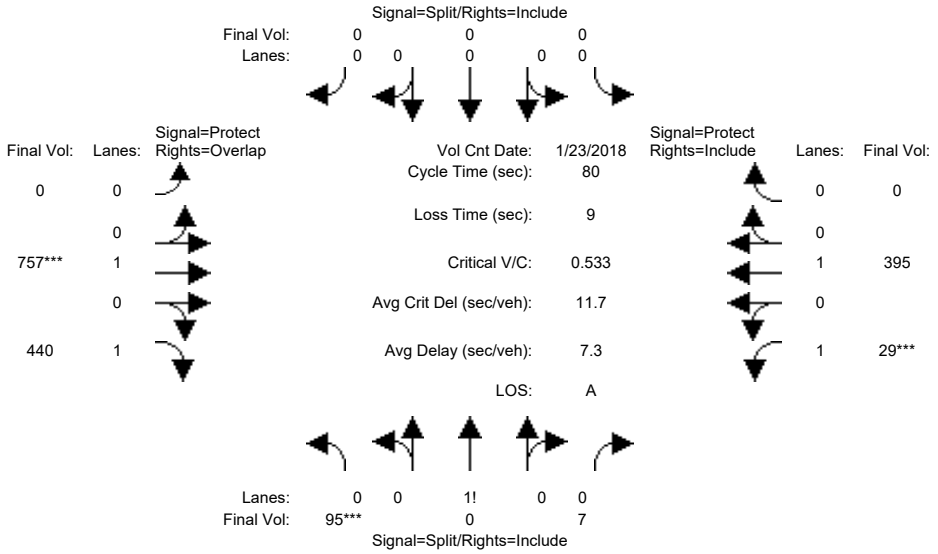
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7662: Frazier Lake Rd and Pacheco Pass Hwy (SR 152)



Street Name:	Frazier Lake Rd						Pacheco Pass Hwy (SR 152)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 <<												
Base Vol:	95	0	7	0	0	0	0	627	440	29	295	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:	95	0	7	0	0	0	0	627	440	29	295	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	130	0	0	100	0
Initial Fut:	95	0	7	0	0	0	0	757	440	29	395	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:	95	0	7	0	0	0	0	757	440	29	395	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	0	7	0	0	0	0	757	440	29	395	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:	95	0	7	0	0	0	0	757	440	29	395	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.93	0.00	0.07	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1630	0	120	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.40	0.25	0.02	0.21	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	54.0	64.0	7.0	61.0	0.0
Volume/Cap:	0.47	0.00	0.47	0.00	0.00	0.00	0.00	0.59	0.31	0.19	0.27	0.00
Delay/Veh:	34.1	0.0	34.1	0.0	0.0	0.0	0.0	7.8	2.3	34.5	3.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	0.0	34.1	0.0	0.0	0.0	0.0	7.8	2.3	34.5	3.0	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	C	A	A
HCM2k95thQ:	6	0	6	0	0	0	0	18	6	2	6	0

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

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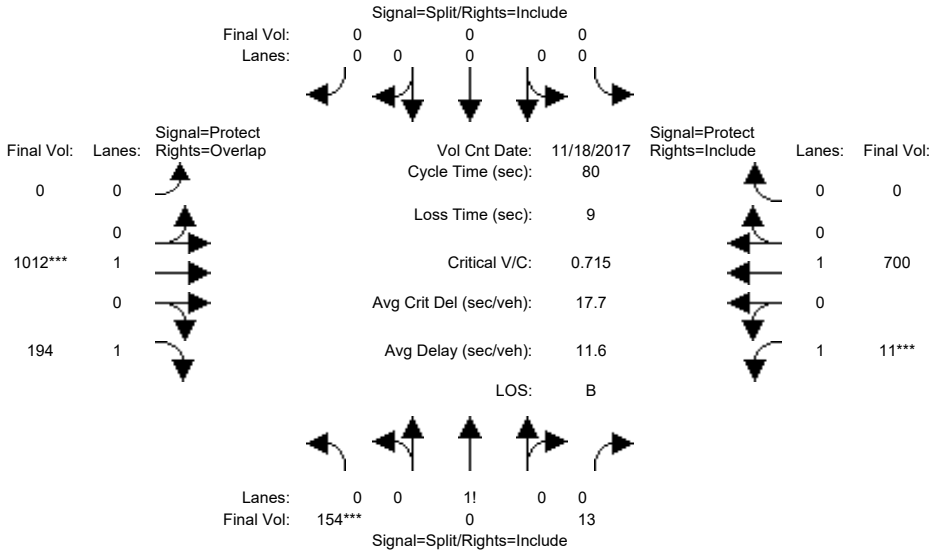
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7662: Frazier Lake Rd and Pacheco Pass Hwy (SR 152)



Street Name:	Frazier Lake Rd						Pacheco Pass Hwy (SR 152)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2017 <<												
Base Vol:	154	0	13	0	0	0	0	957	194	11	642	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:	154	0	13	0	0	0	0	957	194	11	642	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	55	0	0	58	0
Initial Fut:	154	0	13	0	0	0	0	1012	194	11	700	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:	154	0	13	0	0	0	0	1012	194	11	700	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	0	13	0	0	0	0	1012	194	11	700	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:	154	0	13	0	0	0	0	1012	194	11	700	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.92	0.00	0.08	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1614	0	136	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.53	0.11	0.01	0.37	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	54.0	64.0	7.0	61.0	0.0
Volume/Cap:	0.76	0.00	0.76	0.00	0.00	0.00	0.00	0.79	0.14	0.07	0.48	0.00
Delay/Veh:	48.5	0.0	48.5	0.0	0.0	0.0	0.0	12.4	1.8	33.7	3.8	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:	48.5	0.0	48.5	0.0	0.0	0.0	0.0	12.4	1.8	33.7	3.8	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	C	A	A
HCM2k95thQ:	12	0	12	0	0	0	0	31	2	1	13	0

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

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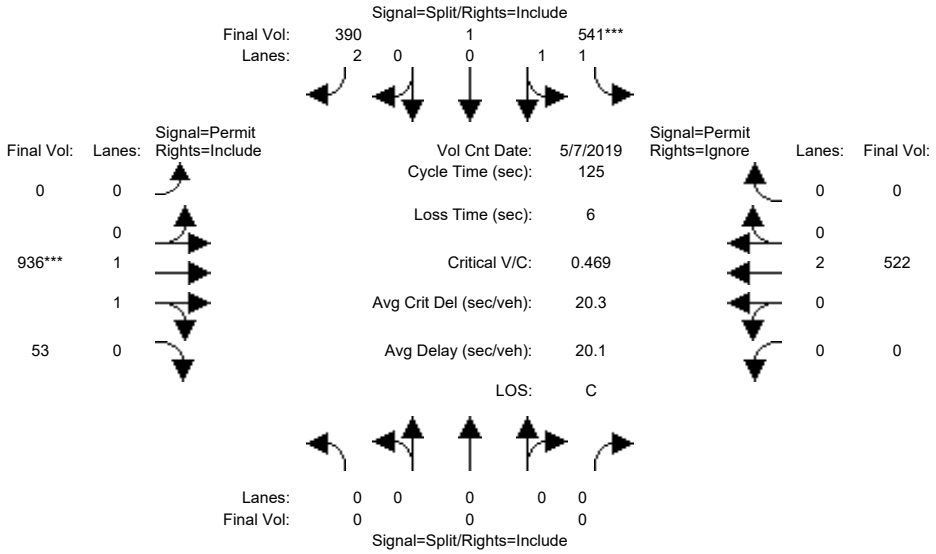
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7665: US 101 SB Ramps and Tenth Street



Street Name:	US 101 SB Ramps						Tenth 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:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	0	0	0	405	1	337	0	587	97	0	395	125
Growth Adj:	1.00	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	405	1	337	0	587	97	0	395	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	136	0	53	0	349	9	0	127	29
Initial Fut:	0	0	0	541	1	390	0	936	106	0	522	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.50	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:	0	0	0	541	1	390	0	936	53	0	522	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	541	1	390	0	936	53	0	522	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:	0	0	0	541	1	390	0	936	53	0	522	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	0.88	0.95	0.78	0.92	0.92	0.89	0.92	0.92	0.87
Lanes:	0.00	0.00	0.00	1.99	0.01	2.00	0.00	1.89	0.11	0.00	2.00	0.00
Final Sat.:	0	0	0	3331	6	2961	0	3291	186	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.13	0.00	0.28	0.28	0.00	0.15	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	43.3	43.3	43.3	0.0	75.7	75.7	0.0	75.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.47	0.47	0.38	0.00	0.47	0.47	0.00	0.25	0.00
Delay/Veh:	0.0	0.0	0.0	32.2	32.2	31.0	0.0	13.7	13.7	0.0	11.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	32.2	32.2	31.0	0.0	13.7	13.7	0.0	11.5	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	A	B	A
HCM2k95thQ:	0	0	0	16	17	13	0	19	19	0	9	0

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

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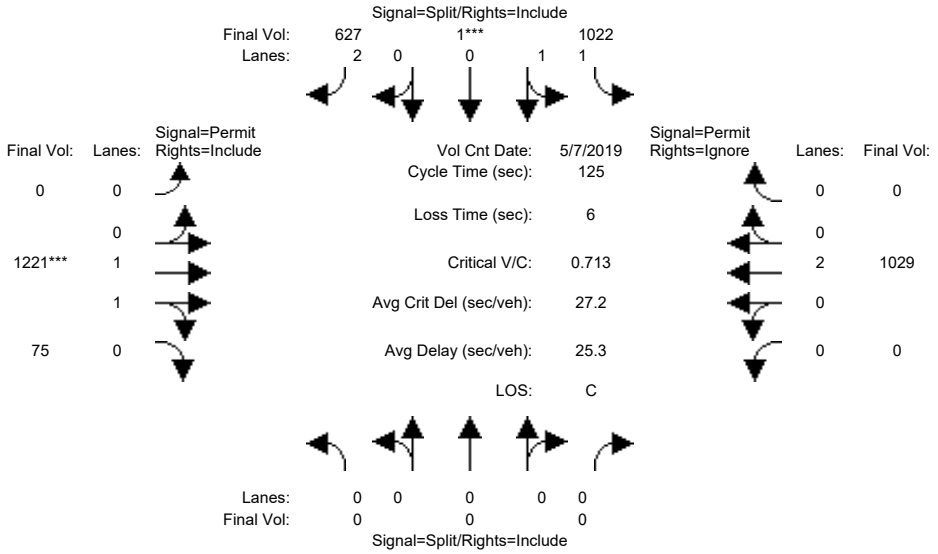
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7665: US 101 SB Ramps and Tenth Street



Street Name:	US 101 SB Ramps						Tenth 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:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	0	0	0	910	1	506	0	876	138	0	602	331
Growth Adj:	1.00	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	910	1	506	0	876	138	0	602	331
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	112	0	121	0	345	11	0	427	154
Initial Fut:	0	0	0	1022	1	627	0	1221	149	0	1029	485
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.50	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:	0	0	0	1022	1	627	0	1221	75	0	1029	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1022	1	627	0	1221	75	0	1029	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:	0	0	0	1022	1	627	0	1221	75	0	1029	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	0.88	0.95	0.78	0.92	0.92	0.89	0.92	0.92	0.87
Lanes:	0.00	0.00	0.00	1.99	0.01	2.00	0.00	1.88	0.12	0.00	2.00	0.00
Final Sat.:	0	0	0	3334	3	2961	0	3278	200	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.31	0.21	0.00	0.37	0.37	0.00	0.30	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	53.7	53.7	53.7	0.0	65.3	65.3	0.0	65.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.71	0.71	0.49	0.00	0.71	0.71	0.00	0.57	0.00
Delay/Veh:	0.0	0.0	0.0	31.0	31.0	26.1	0.0	24.1	24.1	0.0	20.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	31.0	31.0	26.1	0.0	24.1	24.1	0.0	20.7	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	A	C	A
HCM2k95thQ:	0	0	0	31	32	19	0	32	32	0	24	0

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

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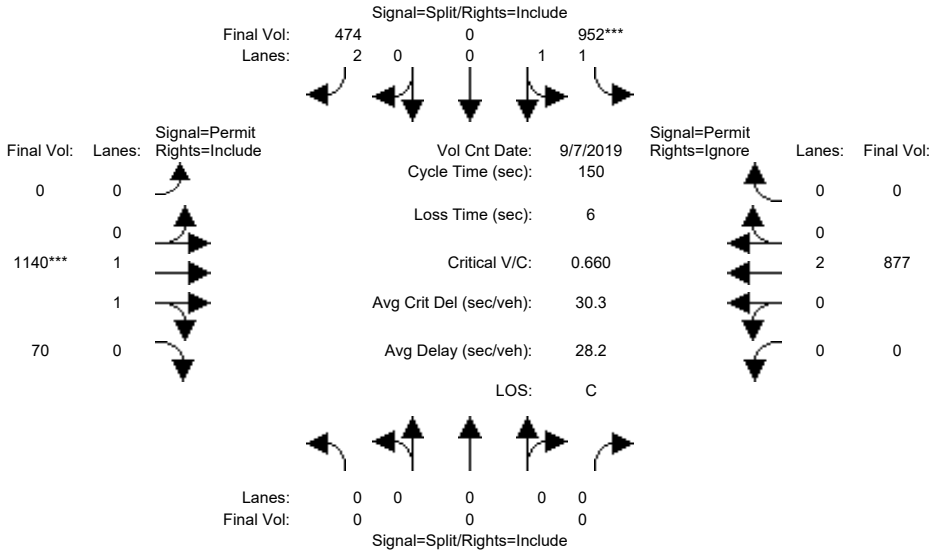
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7665: US 101 SB Ramps and Tenth Street



Street Name:	US 101 SB Ramps						Tenth 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:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Sep 2019 <<												
Base Vol:	0	0	0	922	0	382	0	969	132	0	707	418
Growth Adj:	1.00	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	922	0	382	0	969	132	0	707	418
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	30	0	92	0	171	8	0	170	34
Initial Fut:	0	0	0	952	0	474	0	1140	140	0	877	452
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.50	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:	0	0	0	952	0	474	0	1140	70	0	877	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	952	0	474	0	1140	70	0	877	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:	0	0	0	952	0	474	0	1140	70	0	877	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	0.88	1.00	0.78	0.92	0.92	0.89	0.92	0.92	0.87
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	1.88	0.12	0.00	2.00	0.00
Final Sat.:	0	0	0	3337	0	2961	0	3277	201	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.16	0.00	0.35	0.35	0.00	0.25	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	64.9	0.0	64.9	0.0	79.1	79.1	0.0	79.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.37	0.00	0.66	0.66	0.00	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	34.9	0.0	28.9	0.0	26.6	26.6	0.0	22.6	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	34.9	0.0	28.9	0.0	26.6	26.6	0.0	22.6	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	A	C	A
HCM2k95thQ:	0	0	0	32	0	16	0	34	34	0	23	0

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

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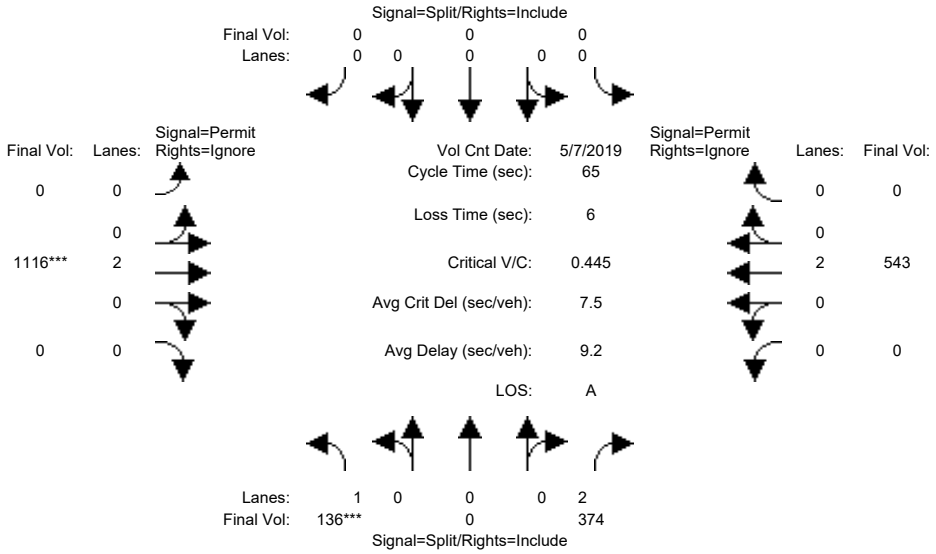
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7671: US 101 NB Ramps and Pacheco Pass Highway (SR 152)



Street Name:	US 101 NB Ramps						Pacheco Pass Highway (SR 152)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	117	0	260	0	0	0	0	704	291	0	406	609
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	0	260	0	0	0	0	704	291	0	406	609
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	19	0	114	0	0	0	0	412	72	0	137	44
Initial Fut:	136	0	374	0	0	0	0	1116	363	0	543	653
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:	136	0	374	0	0	0	0	1116	0	0	543	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	0	374	0	0	0	0	1116	0	0	543	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:	136	0	374	0	0	0	0	1116	0	0	543	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.92	0.87	0.92	0.92	0.87
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1645	0	2961	0	0	0	0	3478	0	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.13	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.16	0.00
Crit Moves:	****							****				
Green Time:	16.7	0.0	16.7	0.0	0.0	0.0	0.0	42.3	0.0	0.0	42.3	0.0
Volume/Cap:	0.32	0.00	0.49	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.24	0.00
Delay/Veh:	20.0	0.0	21.1	0.0	0.0	0.0	0.0	6.0	0.0	0.0	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.0	0.0	21.1	0.0	0.0	0.0	0.0	6.0	0.0	0.0	4.7	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	5	0	9	0	0	0	0	11	0	0	5	0

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

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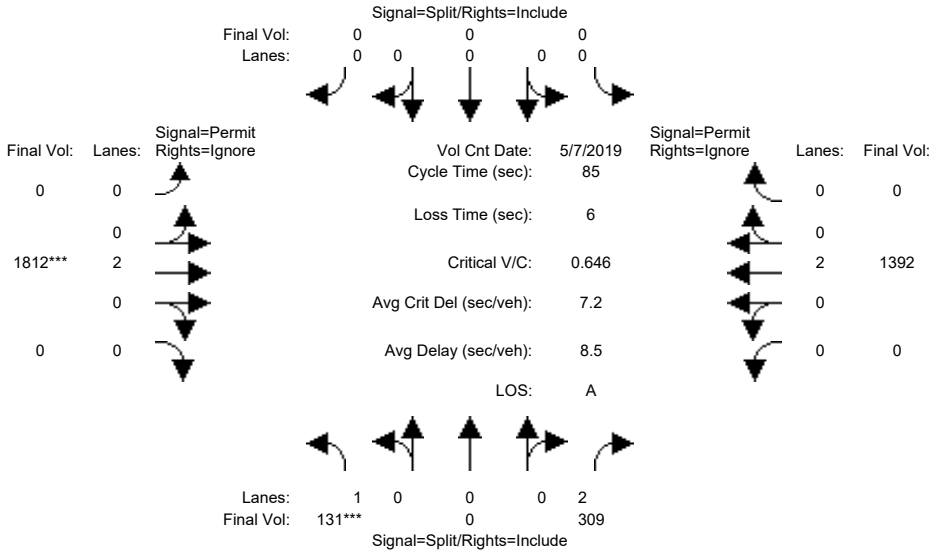
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7671: US 101 NB Ramps and Pacheco Pass Highway (SR 152)



Street Name:	US 101 NB Ramps						Pacheco Pass Highway (SR 152)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	108	0	221	0	0	0	0	1450	296	0	834	688
Growth Adj:	1.00	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	0	221	0	0	0	0	1450	296	0	834	688
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	23	0	88	0	0	0	0	362	94	0	558	183
Initial Fut:	131	0	309	0	0	0	0	1812	390	0	1392	871
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:	131	0	309	0	0	0	0	1812	0	0	1392	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	0	309	0	0	0	0	1812	0	0	1392	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:	131	0	309	0	0	0	0	1812	0	0	1392	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.92	0.87	0.92	0.92	0.87
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1645	0	2961	0	0	0	0	3478	0	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.10	0.00	0.00	0.00	0.00	0.52	0.00	0.00	0.40	0.00
Crit Moves:	****							****				
Green Time:	13.2	0.0	13.2	0.0	0.0	0.0	0.0	65.8	0.0	0.0	65.8	0.0
Volume/Cap:	0.51	0.00	0.67	0.00	0.00	0.00	0.00	0.67	0.00	0.00	0.52	0.00
Delay/Veh:	34.7	0.0	37.8	0.0	0.0	0.0	0.0	5.2	0.0	0.0	3.8	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:	34.7	0.0	37.8	0.0	0.0	0.0	0.0	5.2	0.0	0.0	3.8	0.0
LOS by Move:	C	A	D	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	8	0	11	0	0	0	0	21	0	0	13	0

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

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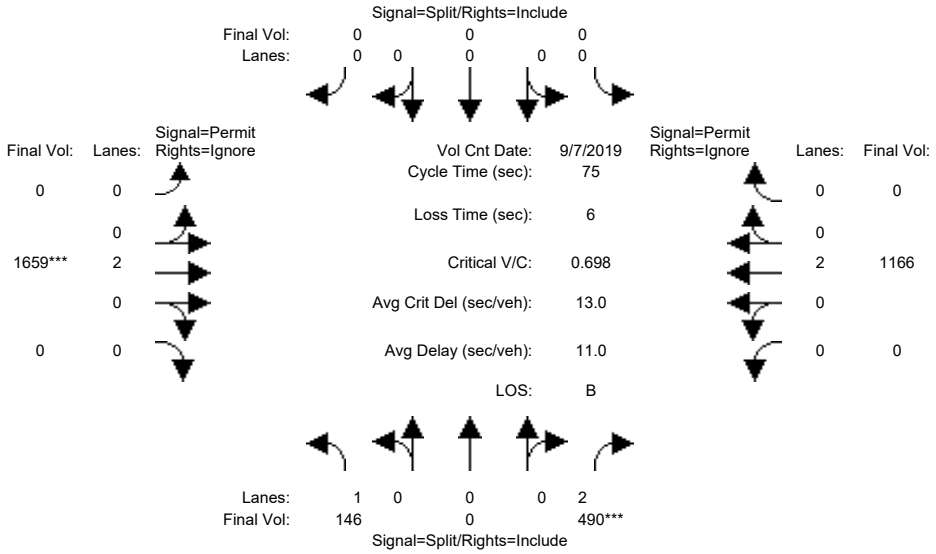
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7671: US 101 NB Ramps and Pacheco Pass Highway (SR 152)



Street Name:	US 101 NB Ramps						Pacheco Pass Highway (SR 152)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Sep 2019 <<												
Base Vol:	126	0	468	0	0	0	0	1528	330	0	982	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	0	468	0	0	0	0	1528	330	0	982	920
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	20	0	22	0	0	0	0	131	71	0	184	47
Initial Fut:	146	0	490	0	0	0	0	1659	401	0	1166	967
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:	146	0	490	0	0	0	0	1659	0	0	1166	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	0	490	0	0	0	0	1659	0	0	1166	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:	146	0	490	0	0	0	0	1659	0	0	1166	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.92	0.87	0.92	0.92	0.87
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1645	0	2961	0	0	0	0	3478	0	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.17	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.34	0.00
Crit Moves:			****					****				
Green Time:	17.8	0.0	17.8	0.0	0.0	0.0	0.0	51.2	0.0	0.0	51.2	0.0
Volume/Cap:	0.37	0.00	0.70	0.00	0.00	0.00	0.00	0.70	0.00	0.00	0.49	0.00
Delay/Veh:	24.6	0.0	29.3	0.0	0.0	0.0	0.0	8.1	0.0	0.0	5.8	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:	24.6	0.0	29.3	0.0	0.0	0.0	0.0	8.1	0.0	0.0	5.8	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	7	0	15	0	0	0	0	21	0	0	12	0

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

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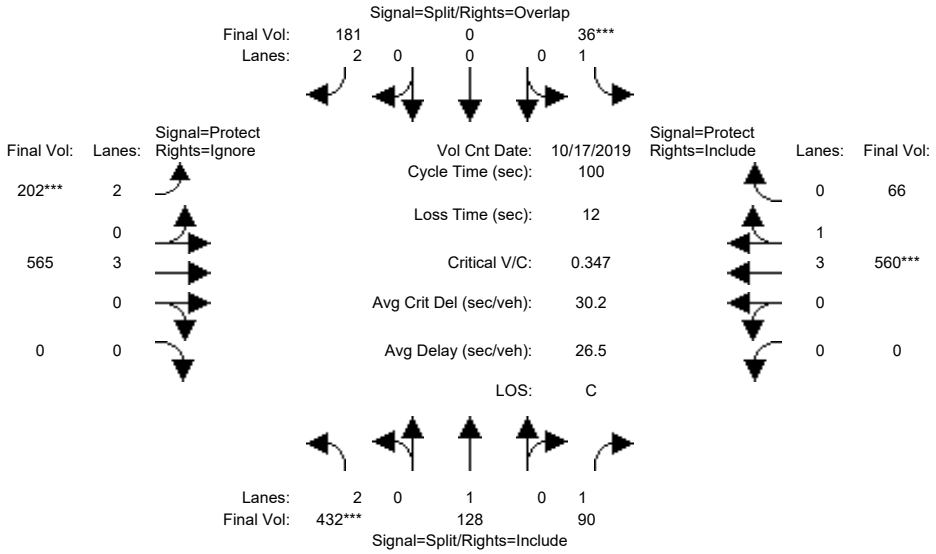
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7675: US 101 NB Ramps/San Ysidro Avenue and Leavesley Road



Street Name:	US 101 NB Ramps/San Ysidro Avenue						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	386	128	90	36	0	179	201	546	0	0	547	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	386	128	90	36	0	179	201	546	0	0	547	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	46	0	0	0	0	2	1	19	36	0	13	0
Initial Fut:	432	128	90	36	0	181	202	565	36	0	560	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	432	128	90	36	0	181	202	565	0	0	560	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	128	90	36	0	181	202	565	0	0	560	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	432	128	90	36	0	181	202	565	0	0	560	66
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	0.83	0.83	0.98	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	0.00	2.00	2.00	3.00	0.00	0.00	3.56	0.44
Final Sat.:	3150	1900	1750	1750	0	3150	3150	5600	0	0	6708	791
Capacity Analysis Module:												
Vol/Sat:	0.14	0.07	0.05	0.02	0.00	0.06	0.06	0.10	0.00	0.00	0.08	0.08
Crit Moves:	****			****			****				****	
Green Time:	37.6	37.6	37.6	10.0	0.0	27.6	17.6	40.4	0.0	0.0	22.9	22.9
Volume/Cap:	0.37	0.18	0.14	0.21	0.00	0.21	0.37	0.25	0.00	0.00	0.37	0.37
Delay/Veh:	22.8	21.0	20.6	41.9	0.0	28.0	36.7	19.8	0.0	0.0	32.6	32.6
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:	22.8	21.0	20.6	41.9	0.0	28.0	36.7	19.8	0.0	0.0	32.6	32.6
LOS by Move:	C	C	C	D	A	C	D	B	A	A	C	C
HCM2k95thQ:	11	5	4	3	0	5	7	8	0	0	8	8

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

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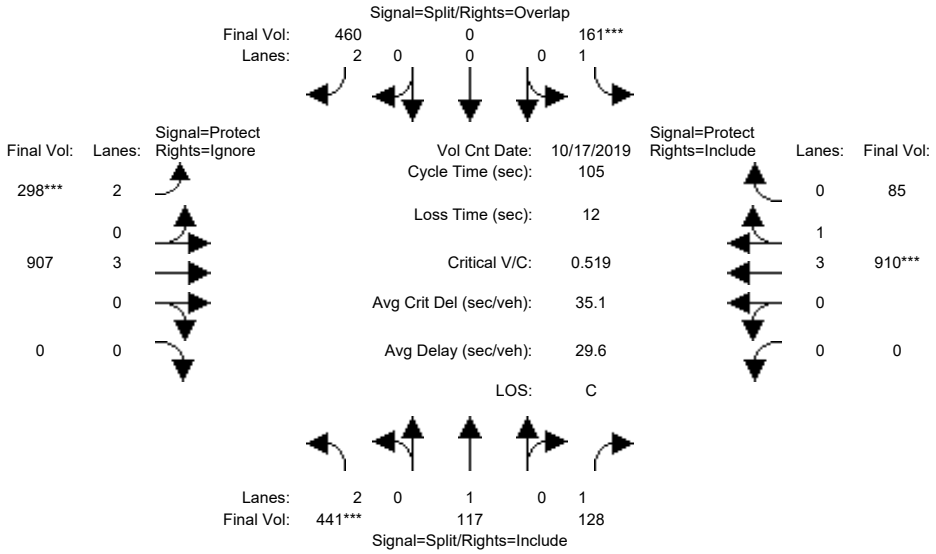
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7675: US 101 NB Ramps/San Ysidro Avenue and Leavesley Road



Street Name:	US 101 NB Ramps/San Ysidro Avenue						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	388	111	128	160	0	450	283	882	0	0	877	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:	388	111	128	160	0	450	283	882	0	0	877	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	53	6	0	1	0	10	15	25	51	0	33	2
Initial Fut:	441	117	128	161	0	460	298	907	51	0	910	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	441	117	128	161	0	460	298	907	0	0	910	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	117	128	161	0	460	298	907	0	0	910	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	441	117	128	161	0	460	298	907	0	0	910	85
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	0.83	0.83	0.98	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	0.00	2.00	2.00	3.00	0.00	0.00	3.64	0.36
Final Sat.:	3150	1900	1750	1750	0	3150	3150	5600	0	0	6858	641
Capacity Analysis Module:												
Vol/Sat:	0.14	0.06	0.07	0.09	0.00	0.15	0.09	0.16	0.00	0.00	0.13	0.13
Crit Moves:	****			****			****				****	
Green Time:	28.3	28.3	28.3	18.6	0.0	37.8	19.2	46.0	0.0	0.0	26.9	26.9
Volume/Cap:	0.52	0.23	0.27	0.52	0.00	0.41	0.52	0.37	0.00	0.00	0.52	0.52
Delay/Veh:	33.1	30.0	30.5	40.7	0.0	25.4	39.6	19.9	0.0	0.0	33.8	33.8
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:	33.1	30.0	30.5	40.7	0.0	25.4	39.6	19.9	0.0	0.0	33.8	33.8
LOS by Move:	C	C	C	D	A	C	D	B	A	A	C	C
HCM2k95thQ:	14	6	7	11	0	13	11	13	0	0	13	13

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

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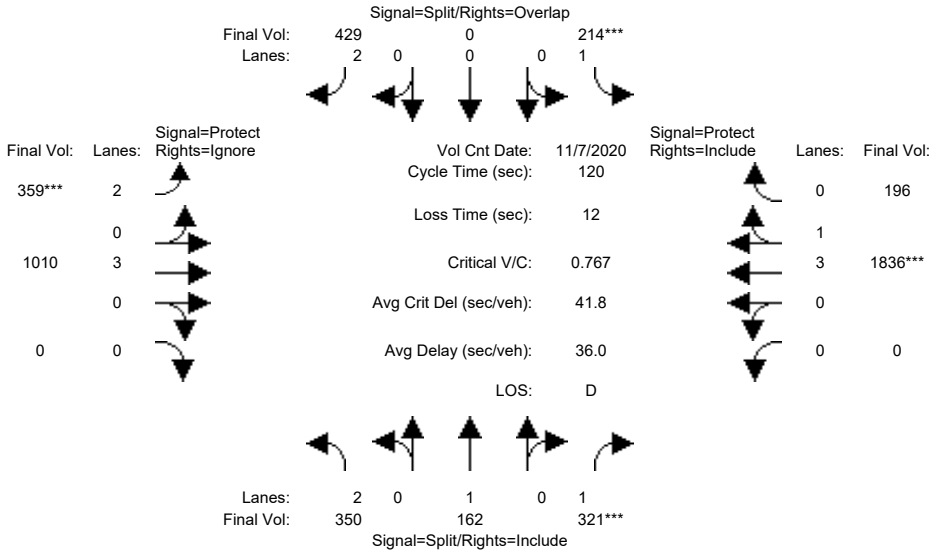
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7675: US 101 NB Ramps/San Ysidro Avenue and Leavesley Road



Street Name:	US 101 NB Ramps/San Ysidro Avenue						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2020 <<												
Base Vol:	320	159	321	213	0	420	351	974	256	0	1790	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	159	321	213	0	420	351	974	256	0	1790	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	30	3	0	1	0	9	8	36	42	0	46	1
Initial Fut:	350	162	321	214	0	429	359	1010	298	0	1836	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	350	162	321	214	0	429	359	1010	0	0	1836	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	162	321	214	0	429	359	1010	0	0	1836	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	350	162	321	214	0	429	359	1010	0	0	1836	196
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	0.83	0.83	0.98	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	0.00	2.00	2.00	3.00	0.00	0.00	3.60	0.40
Final Sat.:	3150	1900	1750	1750	0	3150	3150	5600	0	0	6775	723
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.18	0.12	0.00	0.14	0.11	0.18	0.00	0.00	0.27	0.27
Crit Moves:			****	****			****				****	
Green Time:	28.7	28.7	28.7	19.1	0.0	36.9	17.8	60.2	0.0	0.0	42.4	42.4
Volume/Cap:	0.46	0.36	0.77	0.77	0.00	0.44	0.77	0.36	0.00	0.00	0.77	0.77
Delay/Veh:	39.5	38.5	50.9	60.4	0.0	33.6	56.6	18.3	0.0	0.0	35.8	35.8
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:	39.5	38.5	50.9	60.4	0.0	33.6	56.6	18.3	0.0	0.0	35.8	35.8
LOS by Move:	D	D	D	E	A	C	E	B	A	A	D	D
HCM2k95thQ:	13	10	24	18	0	15	18	14	0	0	30	30

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

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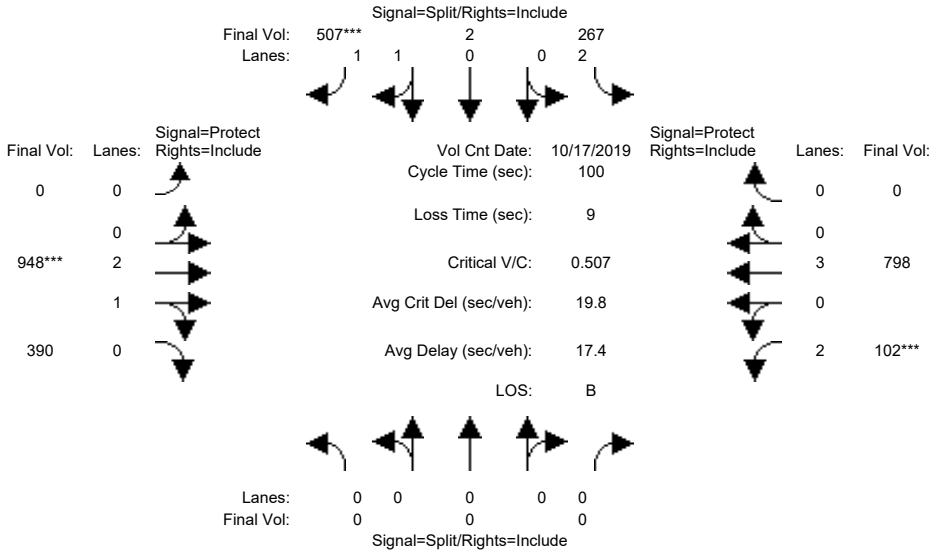
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7676: US 101 SB Ramps and Leavesley Road



Street Name:	US 101 SB Ramps						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	0	0	0	266	2	475	0	893	354	102	739	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	266	2	475	0	893	354	102	739	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	1	0	32	0	55	36	0	59	0
Initial Fut:	0	0	0	267	2	507	0	948	390	102	798	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	267	2	507	0	948	390	102	798	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	267	2	507	0	948	390	102	798	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	267	2	507	0	948	390	102	798	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	0.95	0.95	0.92	0.83	0.79	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.01	1.99	0.00	2.09	0.91	2.00	3.00	0.00
Final Sat.:	0	0	0	3150	14	3586	0	3291	1354	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.14	0.14	0.00	0.29	0.29	0.03	0.14	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	27.7	27.7	27.7	0.0	56.3	56.3	7.0	63.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.31	0.51	0.51	0.00	0.51	0.51	0.46	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	28.8	30.9	30.9	0.0	13.6	13.6	46.2	7.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	28.8	30.9	30.9	0.0	13.6	13.6	46.2	7.8	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	D	A	A
HCM2k95thQ:	0	0	0	8	14	14	0	16	16	5	7	0

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

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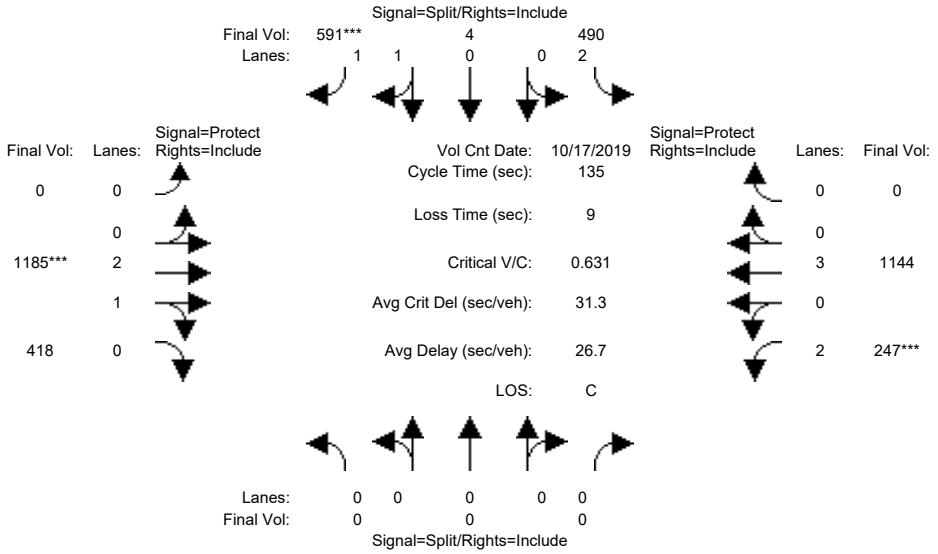
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7676: US 101 SB Ramps and Leavesley Road



Street Name:	US 101 SB Ramps						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	0	0	0	480	4	533	0	1104	358	244	1056	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	480	4	533	0	1104	358	244	1056	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	10	0	58	0	81	60	3	88	0
Initial Fut:	0	0	0	490	4	591	0	1185	418	247	1144	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	490	4	591	0	1185	418	247	1144	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	490	4	591	0	1185	418	247	1144	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	490	4	591	0	1185	418	247	1144	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	0.95	0.95	0.92	0.83	0.79	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.01	1.99	0.00	2.19	0.81	2.00	3.00	0.00
Final Sat.:	0	0	0	3150	24	3576	0	3434	1211	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.17	0.17	0.00	0.35	0.35	0.08	0.20	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	35.4	35.4	35.4	0.0	73.8	73.8	16.8	90.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.59	0.63	0.63	0.00	0.63	0.63	0.63	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	44.7	45.4	45.4	0.0	21.7	21.7	59.5	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	44.7	45.4	45.4	0.0	21.7	21.7	59.5	9.2	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	E	A	A
HCM2k95thQ:	0	0	0	20	22	22	0	27	27	13	12	0

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

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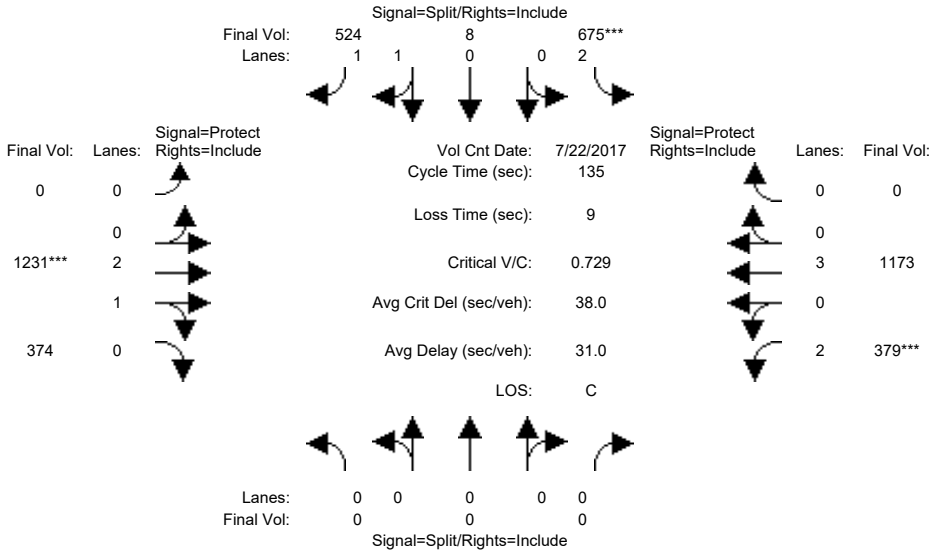
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #7676: US 101 SB Ramps and Leavesley Road



Street Name:	US 101 SB Ramps						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Jul 2017 <<												
Base Vol:	0	0	0	670	8	471	0	1148	348	376	1095	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	670	8	471	0	1148	348	376	1095	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	5	0	53	0	83	26	3	78	0
Initial Fut:	0	0	0	675	8	524	0	1231	374	379	1173	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	675	8	524	0	1231	374	379	1173	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	675	8	524	0	1231	374	379	1173	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	675	8	524	0	1231	374	379	1173	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	0.95	0.95	0.92	0.82	0.79	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.03	1.97	0.00	2.28	0.72	2.00	3.00	0.00
Final Sat.:	0	0	0	3150	54	3546	0	3563	1083	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.15	0.15	0.00	0.35	0.35	0.12	0.21	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	39.7	39.7	39.7	0.0	64.0	64.0	22.3	86.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.73	0.50	0.50	0.00	0.73	0.73	0.73	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	45.8	39.9	39.9	0.0	29.8	29.8	58.7	11.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	45.8	39.9	39.9	0.0	29.8	29.8	58.7	11.1	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	E	B	A
HCM2k95thQ:	0	0	0	28	18	18	0	31	31	19	14	0

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

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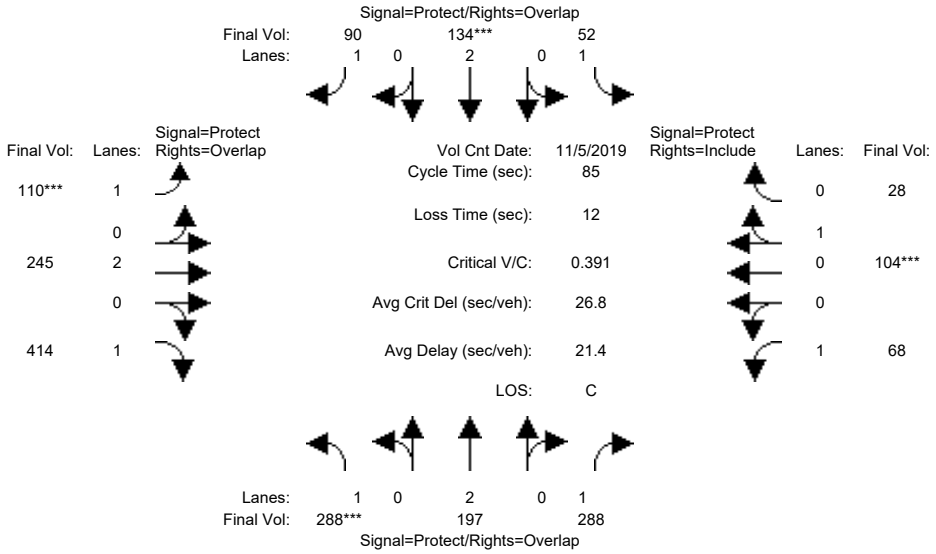
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #10570: Monterey Road and Luchessa Avenue



Street Name:	Monterey Road						Luchessa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2019 <<												
Base Vol:	240	196	279	51	133	87	106	191	404	67	69	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	196	279	51	133	87	106	191	404	67	69	28
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	48	1	9	1	1	3	4	54	10	1	35	0
Initial Fut:	288	197	288	52	134	90	110	245	414	68	104	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	197	288	52	134	90	110	245	414	68	104	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	197	288	52	134	90	110	245	414	68	104	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	197	288	52	134	90	110	245	414	68	104	28
Saturation 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	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.79	0.21
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	1418	382
Capacity Analysis Module:												
Vol/Sat:	0.16	0.05	0.16	0.03	0.04	0.05	0.06	0.06	0.24	0.04	0.07	0.07
Crit Moves:	****				****		****				****	
Green Time:	34.5	26.9	38.6	17.6	10.0	23.2	13.2	16.8	51.3	11.7	15.4	15.4
Volume/Cap:	0.41	0.16	0.36	0.14	0.30	0.19	0.41	0.33	0.39	0.28	0.41	0.41
Delay/Veh:	18.4	21.0	15.4	27.7	34.7	23.9	33.4	29.5	9.0	33.5	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:	18.4	21.0	15.4	27.7	34.7	23.9	33.4	29.5	9.0	33.5	31.6	31.6
LOS by Move:	B	C	B	C	C	C	C	C	A	C	C	C
HCM2k95thQ:	11	4	10	2	3	4	6	6	12	4	7	7

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

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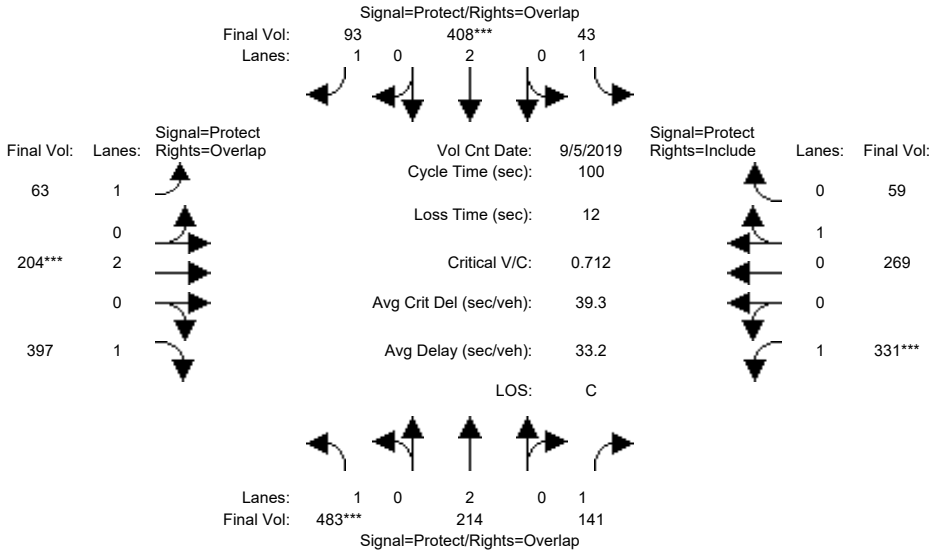
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #10570: Monterey Road and Luchessa Avenue



Street Name:	Monterey Road						Luchessa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	365	209	140	43	398	89	59	136	375	322	182	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	209	140	43	398	89	59	136	375	322	182	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	118	5	1	0	10	4	4	68	22	9	87	1
Initial Fut:	483	214	141	43	408	93	63	204	397	331	269	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	483	214	141	43	408	93	63	204	397	331	269	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	483	214	141	43	408	93	63	204	397	331	269	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	483	214	141	43	408	93	63	204	397	331	269	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.82	0.18
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	1476	324
Capacity Analysis Module:												
Vol/Sat:	0.28	0.06	0.08	0.02	0.11	0.05	0.04	0.05	0.23	0.19	0.18	0.18
Crit Moves:	****				****			****		****		
Green Time:	37.6	30.7	56.5	21.5	14.6	24.6	9.9	10.0	47.6	25.8	25.8	25.8
Volume/Cap:	0.73	0.18	0.14	0.11	0.73	0.22	0.36	0.54	0.48	0.73	0.71	0.71
Delay/Veh:	31.2	25.5	10.4	31.7	45.9	30.3	43.4	44.3	18.2	40.1	38.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	25.5	10.4	31.7	45.9	30.3	43.4	44.3	18.2	40.1	38.5	38.5
LOS by Move:	C	C	B	C	D	C	D	D	B	D	D	D
HCM2k95thQ:	26	5	4	2	12	5	5	7	17	21	20	20

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

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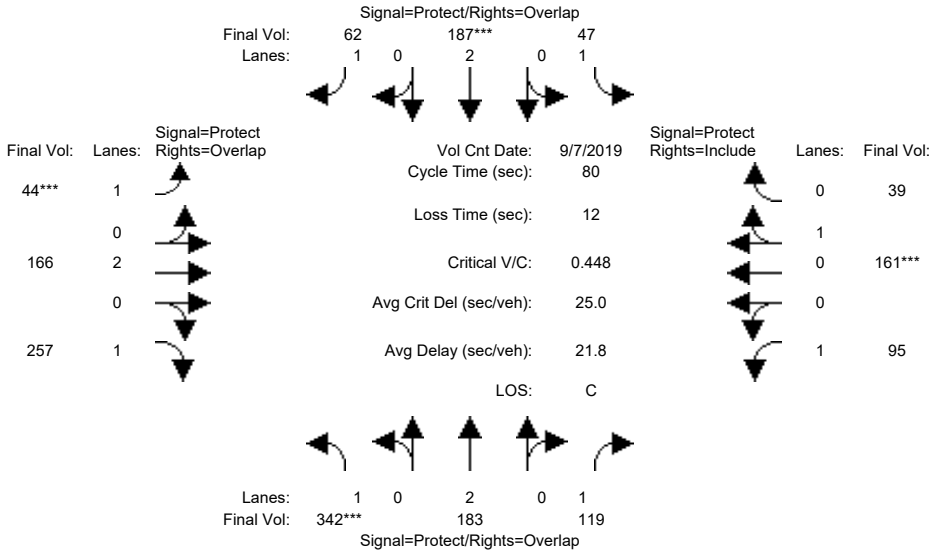
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #10570: Monterey Road and Luchessa Avenue



Street Name:	Monterey Road						Luchessa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Sep 2019 <<												
Base Vol:	239	174	119	47	180	58	39	110	233	95	88	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	174	119	47	180	58	39	110	233	95	88	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	103	9	0	0	7	4	5	56	24	0	73	1
Initial Fut:	342	183	119	47	187	62	44	166	257	95	161	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:	342	183	119	47	187	62	44	166	257	95	161	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	183	119	47	187	62	44	166	257	95	161	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:	342	183	119	47	187	62	44	166	257	95	161	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.81	0.19
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	1449	351
Capacity Analysis Module:												
Vol/Sat:	0.20	0.05	0.07	0.03	0.05	0.04	0.03	0.04	0.15	0.05	0.11	0.11
Crit Moves:	****				****		****				****	
Green Time:	32.5	25.0	35.5	17.5	10.0	17.0	7.0	15.0	47.5	10.5	18.5	18.5
Volume/Cap:	0.48	0.15	0.15	0.12	0.39	0.17	0.29	0.23	0.25	0.41	0.48	0.48
Delay/Veh:	18.0	19.9	13.4	25.2	32.8	25.9	35.2	27.8	7.9	33.1	27.5	27.5
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:	18.0	19.9	13.4	25.2	32.8	25.9	35.2	27.8	7.9	33.1	27.5	27.5
LOS by Move:	B	B	B	C	C	C	D	C	A	C	C	C
HCM2k95thQ:	13	3	4	2	4	3	3	4	7	6	10	10

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

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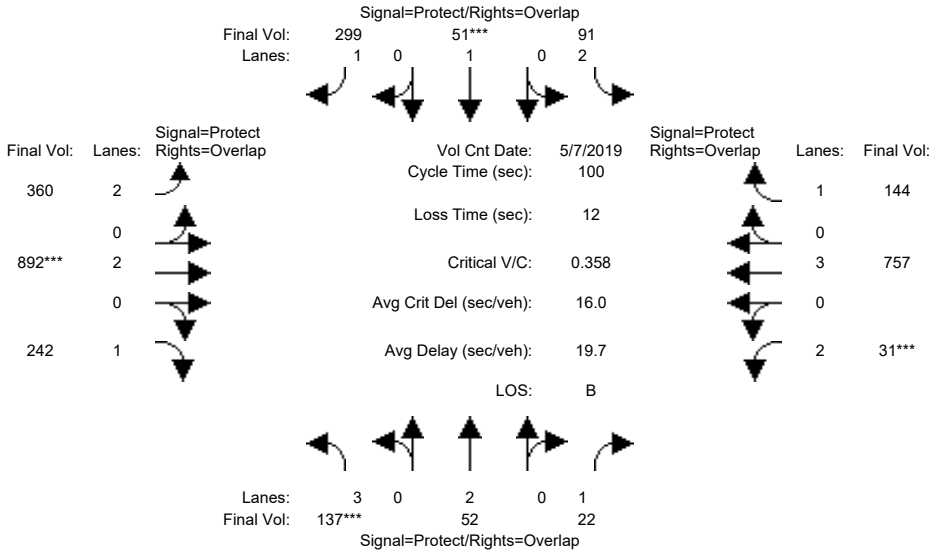
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #10715: Camino Arroyo and Pacheco Pass Highway



Street Name:	Camino Arroyo						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	133	52	22	72	51	281	346	385	237	31	599	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	52	22	72	51	281	346	385	237	31	599	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	0	0	19	0	18	14	507	5	0	158	5
Initial Fut:	137	52	22	91	51	299	360	892	242	31	757	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	52	22	91	51	299	360	892	242	31	757	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	52	22	91	51	299	360	892	242	31	757	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	52	22	91	51	299	360	892	242	31	757	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	1.00	0.92	0.83	0.94	0.92	0.83	0.93	0.92
Lanes:	3.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	4551	3800	1750	3150	1900	1750	3150	3587	1750	3150	5278	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.03	0.03	0.17	0.11	0.25	0.14	0.01	0.14	0.08
Crit Moves:	****				****			****			****	
Green Time:	7.7	10.4	17.4	7.3	10.0	41.2	31.2	63.3	71.0	7.0	39.1	46.4
Volume/Cap:	0.39	0.13	0.07	0.40	0.27	0.41	0.37	0.39	0.19	0.14	0.37	0.18
Delay/Veh:	44.7	40.9	34.7	45.4	42.4	21.2	27.0	9.1	5.0	44.0	21.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	40.9	34.7	45.4	42.4	21.2	27.0	9.1	5.0	44.0	21.7	15.7
LOS by Move:	D	D	C	D	D	C	C	A	A	D	C	B
HCM2k95thQ:	4	2	1	3	3	13	10	12	5	1	10	5

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

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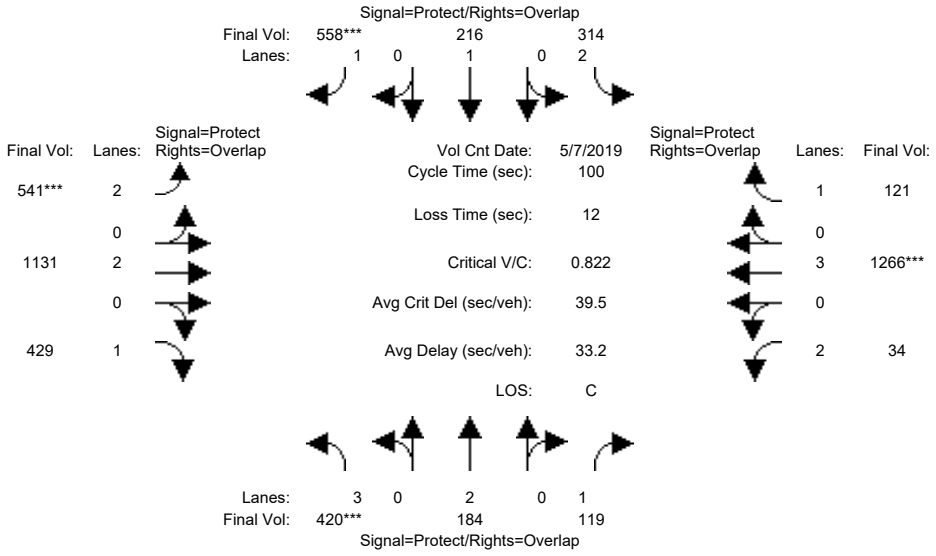
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #10715: Camino Arroyo and Pacheco Pass Highway



Street Name:	Camino Arroyo						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	411	184	119	300	216	520	520	710	422	34	571	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	411	184	119	300	216	520	520	710	422	34	571	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	9	0	0	14	0	38	21	421	7	0	695	25
Initial Fut:	420	184	119	314	216	558	541	1131	429	34	1266	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	420	184	119	314	216	558	541	1131	429	34	1266	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	184	119	314	216	558	541	1131	429	34	1266	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	420	184	119	314	216	558	541	1131	429	34	1266	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.92	0.83	1.00	0.78	0.70	0.94	0.92	0.83	0.93	0.92
Lanes:	3.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3868	3800	1750	3150	1900	1488	2677	3587	1750	3150	5278	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.07	0.10	0.11	0.38	0.20	0.32	0.25	0.01	0.24	0.07
Crit Moves:	****					****	****				****	
Green Time:	13.2	17.2	26.9	17.1	21.0	45.6	24.6	44.0	57.2	9.8	29.2	46.3
Volume/Cap:	0.82	0.28	0.25	0.58	0.54	0.82	0.82	0.72	0.43	0.11	0.82	0.15
Delay/Veh:	52.6	36.3	28.9	39.8	36.7	31.6	43.9	24.5	12.4	41.3	36.7	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	36.3	28.9	39.8	36.7	31.6	43.9	24.5	12.4	41.3	36.7	15.6
LOS by Move:	D	D	C	D	D	C	D	C	B	D	D	B
HCM2k95thQ:	14	5	6	10	11	29	18	25	15	1	23	5

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

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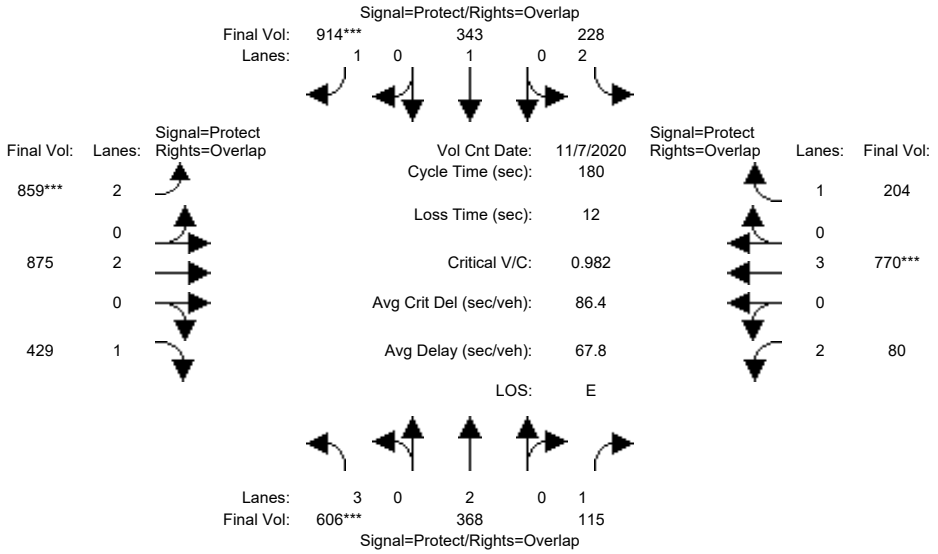
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #10715: Camino Arroyo and Pacheco Pass Highway



Street Name:	Camino Arroyo						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2020 <<												
Base Vol:	600	368	115	225	343	885	845	743	423	80	575	199
Growth Adj:	1.00	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	368	115	225	343	885	845	743	423	80	575	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	6	0	0	3	0	29	14	132	6	0	195	5
Initial Fut:	606	368	115	228	343	914	859	875	429	80	770	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	606	368	115	228	343	914	859	875	429	80	770	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	606	368	115	228	343	914	859	875	429	80	770	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	606	368	115	228	343	914	859	875	429	80	770	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.92	0.83	1.00	0.78	0.70	0.94	0.92	0.83	0.93	0.92
Lanes:	3.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3868	3800	1750	3150	1900	1488	2677	3587	1750	3150	5278	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.10	0.07	0.07	0.18	0.61	0.32	0.24	0.25	0.03	0.15	0.12
Crit Moves:	****					****	****				****	
Green Time:	28.7	47.2	59.0	35.3	53.8	112.6	58.8	73.7	102.4	11.8	26.7	62.0
Volume/Cap:	0.98	0.37	0.20	0.37	0.60	0.98	0.98	0.60	0.43	0.39	0.98	0.34
Delay/Veh:	107.1	54.5	43.7	63.1	55.8	57.9	86.2	42.1	22.4	81.9	104	44.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.1	54.5	43.7	63.1	55.8	57.9	86.2	42.1	22.4	81.9	104	44.1
LOS by Move:	F	D	D	E	E	E	F	D	C	F	F	D
HCM2k95thQ:	31	15	9	12	27	86	49	31	25	5	28	16

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

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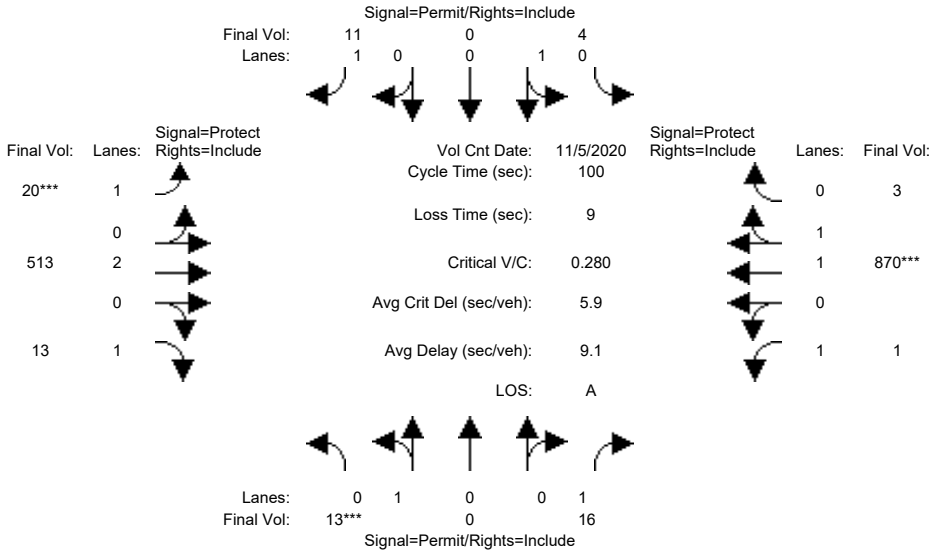
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #50822: Gilroy Foods Dwy and Pacheco Pass Hwy



Street Name:	Gilroy Foods Dwy						Pacheco Pass Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	13	0	16	4	0	7	10	461	13	1	778	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:	13	0	16	4	0	7	10	461	13	1	778	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	4	10	52	0	0	92	1
Initial Fut:	13	0	16	4	0	11	20	513	13	1	870	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:	13	0	16	4	0	11	20	513	13	1	870	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	16	4	0	11	20	513	13	1	870	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	0	16	4	0	11	20	513	13	1	870	3
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	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3687	13
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.01	0.01	0.14	0.01	0.00	0.24	0.24
Crit Moves:	****						****				****	
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	7.0	53.3	53.3	27.7	74.0	74.0
Volume/Cap:	0.07	0.00	0.09	0.02	0.00	0.06	0.16	0.25	0.01	0.00	0.32	0.32
Delay/Veh:	41.0	0.0	41.1	40.6	0.0	40.9	44.4	12.7	11.0	26.2	4.5	4.5
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	0.0	41.1	40.6	0.0	40.9	44.4	12.7	11.0	26.2	4.5	4.5
LOS by Move:	D	A	D	D	A	D	D	B	B	C	A	A
HCM2k95thQ:	1	0	1	0	0	1	2	8	0	0	9	9

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

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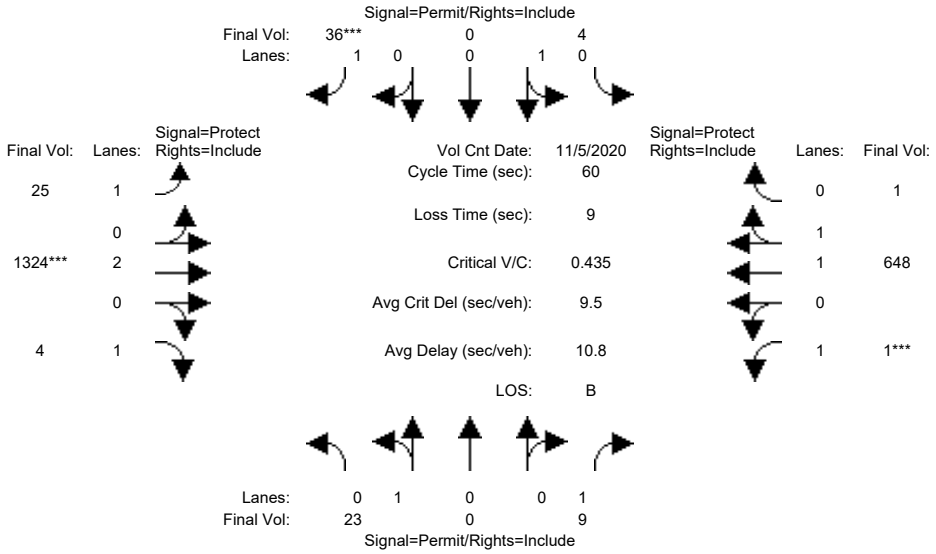
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #50822: Gilroy Foods Dwy and Pacheco Pass Hwy



Street Name:	Gilroy Foods Dwy						Pacheco Pass Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	23	0	9	3	0	13	7	1194	4	1	548	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	0	9	3	0	13	7	1194	4	1	548	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	1	0	23	18	130	0	0	100	1
Initial Fut:	23	0	9	4	0	36	25	1324	4	1	648	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	0	9	4	0	36	25	1324	4	1	648	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	0	9	4	0	36	25	1324	4	1	648	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	0	9	4	0	36	25	1324	4	1	648	1
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	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3694	6
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.02	0.01	0.35	0.00	0.00	0.18	0.18
Crit Moves:						****		****		****		
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	16.4	34.0	34.0	7.0	24.6	24.6
Volume/Cap:	0.08	0.00	0.03	0.01	0.00	0.12	0.05	0.61	0.00	0.00	0.43	0.43
Delay/Veh:	21.2	0.0	21.0	20.9	0.0	21.5	16.1	9.2	5.6	23.4	12.8	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	0.0	21.0	20.9	0.0	21.5	16.1	9.2	5.6	23.4	12.8	12.8
LOS by Move:	C	A	C	C	A	C	B	A	A	C	B	B
HCM2k95thQ:	1	0	0	0	0	1	1	17	0	0	8	8

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

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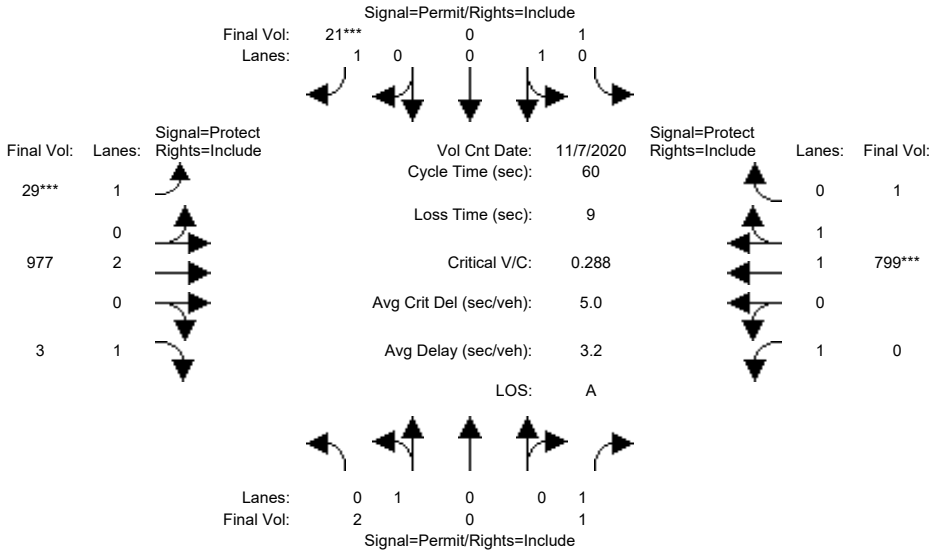
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #50822: Gilroy Foods Dwy and Pacheco Pass Hwy



Street Name:	Gilroy Foods Dwy						Pacheco Pass Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2020 <<												
Base Vol:	2	0	1	0	0	0	7	921	3	0	739	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	1	0	0	0	7	921	3	0	739	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	1	0	21	22	56	0	0	60	1
Initial Fut:	2	0	1	1	0	21	29	977	3	0	799	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	1	1	0	21	29	977	3	0	799	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	1	1	0	21	29	977	3	0	799	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	1	1	0	21	29	977	3	0	799	1
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	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3695	5
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.02	0.26	0.00	0.00	0.22	0.22
Crit Moves:						****	****				****	
Green Time:	2.3	0.0	2.3	2.3	0.0	2.3	7.0	48.7	48.7	0.0	41.7	41.7
Volume/Cap:	0.03	0.00	0.01	0.01	0.00	0.31	0.14	0.32	0.00	0.00	0.31	0.31
Delay/Veh:	27.9	0.0	27.8	27.8	0.0	30.7	24.1	1.5	1.1	0.0	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:	27.9	0.0	27.8	27.8	0.0	30.7	24.1	1.5	1.1	0.0	3.6	3.6
LOS by Move:	C	A	C	C	A	C	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	2	1	5	0	0	6	6

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

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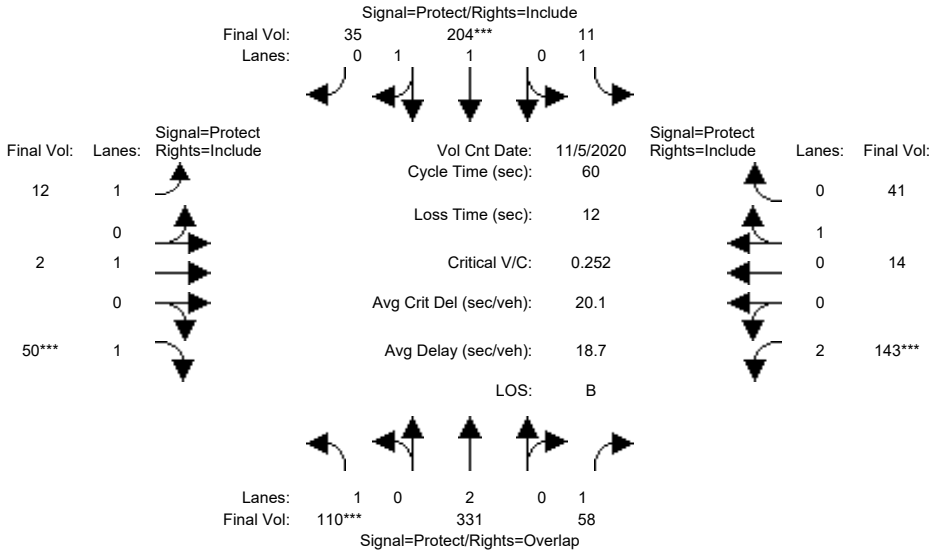
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #50855: Camino Arroyo and Renz Ln



Street Name:	Camino Arroyo						Renz Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	110	312	58	11	168	35	12	2	50	143	14	41
Growth Adj:	1.00	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	312	58	11	168	35	12	2	50	143	14	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	19	0	0	36	0	0	0	0	0	0	0
Initial Fut:	110	331	58	11	204	35	12	2	50	143	14	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	331	58	11	204	35	12	2	50	143	14	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	331	58	11	204	35	12	2	50	143	14	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	331	58	11	204	35	12	2	50	143	14	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.70	0.30	1.00	1.00	1.00	2.00	0.25	0.75
Final Sat.:	1750	3800	1750	1750	3158	542	1750	1900	1750	3150	458	1342
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.03	0.01	0.06	0.06	0.01	0.00	0.03	0.05	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	13.8	16.5	26.5	11.5	14.2	14.2	8.2	10.0	10.0	10.0	11.8	11.8
Volume/Cap:	0.27	0.32	0.08	0.03	0.27	0.27	0.05	0.01	0.17	0.27	0.16	0.16
Delay/Veh:	19.3	17.5	9.7	19.7	18.9	18.9	22.6	20.9	21.7	22.1	20.2	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:	19.3	17.5	9.7	19.7	18.9	18.9	22.6	20.9	21.7	22.1	20.2	20.2
LOS by Move:	B	B	A	B	B	B	C	C	C	C	C	C
HCM2k95thQ:	4	5	1	0	4	4	1	0	2	3	2	2

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

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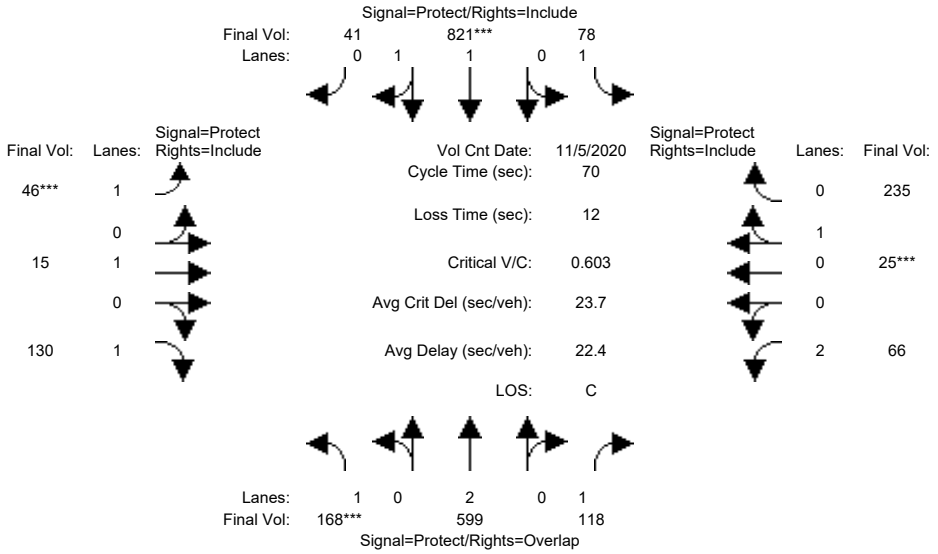
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #50855: Camino Arroyo and Renz Ln



Street Name:	Camino Arroyo						Renz Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	168	554	118	78	769	41	46	15	130	66	25	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	554	118	78	769	41	46	15	130	66	25	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	45	0	0	52	0	0	0	0	0	0	0
Initial Fut:	168	599	118	78	821	41	46	15	130	66	25	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	599	118	78	821	41	46	15	130	66	25	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	599	118	78	821	41	46	15	130	66	25	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	599	118	78	821	41	46	15	130	66	25	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.90	0.10	1.00	1.00	1.00	2.00	0.10	0.90
Final Sat.:	1750	3800	1750	1750	3524	176	1750	1900	1750	3150	173	1627
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.07	0.04	0.23	0.23	0.03	0.01	0.07	0.02	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	10.3	21.7	31.0	13.8	25.1	25.1	7.0	13.3	13.3	9.3	15.6	15.6
Volume/Cap:	0.65	0.51	0.15	0.23	0.65	0.65	0.26	0.04	0.39	0.16	0.65	0.65
Delay/Veh:	33.9	20.2	11.8	24.0	19.9	19.9	29.9	23.2	25.6	27.1	28.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.9	20.2	11.8	24.0	19.9	19.9	29.9	23.2	25.6	27.1	28.5	28.5
LOS by Move:	C	C	B	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	8	10	3	3	15	15	3	1	6	2	13	13

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

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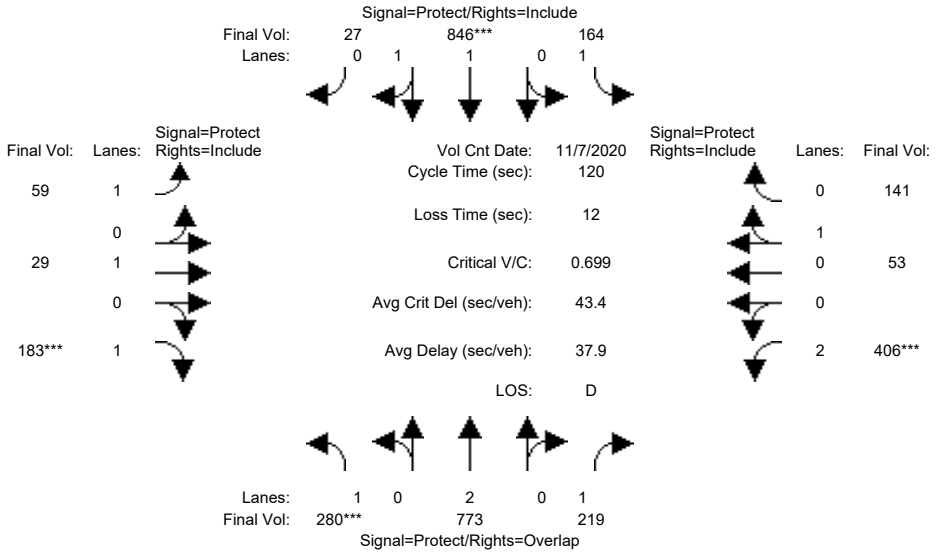
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #50855: Camino Arroyo and Renz Ln



Street Name:	Camino Arroyo						Renz Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2020 <<												
Base Vol:	280	754	219	164	814	27	59	29	183	406	53	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	754	219	164	814	27	59	29	183	406	53	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	19	0	0	32	0	0	0	0	0	0	0
Initial Fut:	280	773	219	164	846	27	59	29	183	406	53	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	773	219	164	846	27	59	29	183	406	53	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	773	219	164	846	27	59	29	183	406	53	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	773	219	164	846	27	59	29	183	406	53	141
Saturation 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	0.97	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.94	0.06	1.00	1.00	1.00	2.00	0.27	0.73
Final Sat.:	1750	3800	1750	1750	3585	114	1750	1900	1750	3150	492	1308
Capacity Analysis Module:												
Vol/Sat:	0.16	0.20	0.13	0.09	0.24	0.24	0.03	0.02	0.10	0.13	0.11	0.11
Crit Moves:	****				****				****	****		
Green Time:	27.5	46.5	68.6	21.4	40.5	40.5	14.1	17.9	17.9	22.1	26.0	26.0
Volume/Cap:	0.70	0.52	0.22	0.52	0.70	0.70	0.29	0.10	0.70	0.70	0.50	0.50
Delay/Veh:	47.9	28.6	12.7	46.3	36.3	36.3	49.2	44.2	56.6	49.6	42.3	42.3
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:	47.9	28.6	12.7	46.3	36.3	36.3	49.2	44.2	56.6	49.6	42.3	42.3
LOS by Move:	D	C	B	D	D	D	D	D	E	D	D	D
HCM2k95thQ:	19	19	8	11	24	24	5	2	16	18	13	13

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

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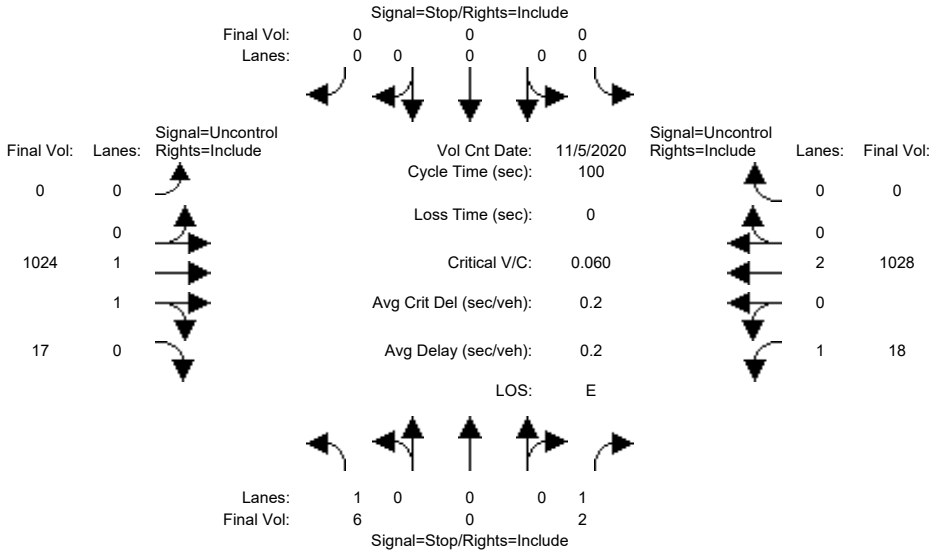
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #50935: Silacci Way and Pacheco Pass Hwy



Street Name:	Silacci Way						Pacheco Pass Hwy					
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: 5 Nov 2020 <<												
Base Vol:	6	0	2	0	0	0	0	498	17	18	865	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	2	0	0	0	0	498	17	18	865	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	526	0	0	163	0
Initial Fut:	6	0	2	0	0	0	0	1024	17	18	1028	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	2	0	0	0	0	1024	17	18	1028	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	2	0	0	0	0	1024	17	18	1028	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1583	xxxx	521	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1041	xxxx	xxxxx
Potent Cap.:	101	xxxx	506	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	676	xxxx	xxxxx
Move Cap.:	99	xxxx	506	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	676	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	43.5	xxxx	12.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.5	xxxx	xxxxx
LOS by Move:	E	*	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:	35.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	E			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #50935 Silacci Way and Pacheco Pass Hwy

****

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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	6	0	2	0	0	0	0	1024	17	18	1028	0
ApproachDel:	35.7			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2095]
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 #50935 Silacci Way and Pacheco Pass Hwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	6	0	2	0	0	0	0	1024	17	18	1028	0

Major Street Volume: 2087
Minor Approach Volume: 8
Minor Approach Volume Threshold: 58 [less than minimum of 150]

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

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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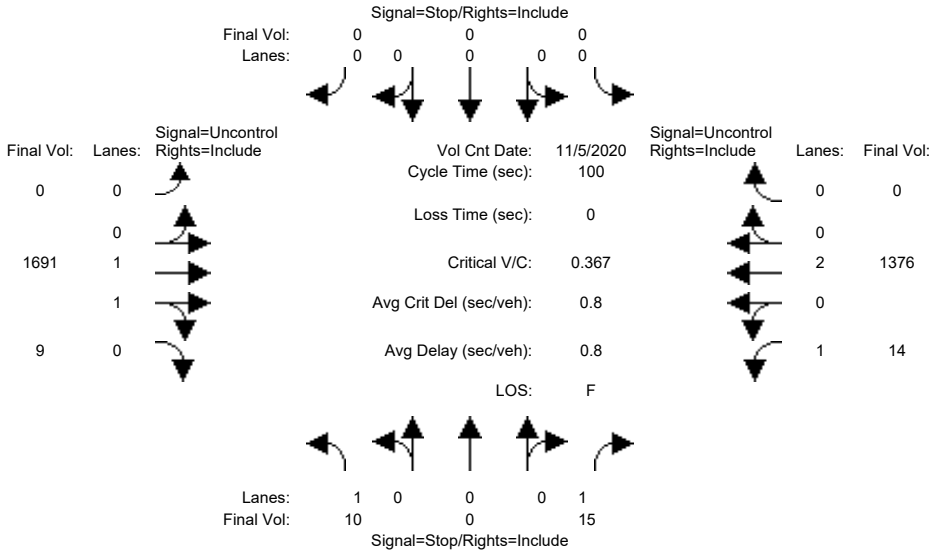
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #50935: Silacci Way and Pacheco Pass Hwy



Street Name:	Silacci Way						Pacheco Pass Hwy					
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: 5 Nov 2020 <<												
Base Vol:	10	0	15	0	0	0	0	1256	9	14	656	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:	10	0	15	0	0	0	0	1256	9	14	656	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	435	0	0	720	0
Initial Fut:	10	0	15	0	0	0	0	1691	9	14	1376	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:	10	0	15	0	0	0	0	1691	9	14	1376	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	15	0	0	0	0	1691	9	14	1376	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2412	xxxx	850	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1700	xxxx	xxxxx
Potent Cap.:	28	xxxx	308	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	380	xxxx	xxxxx
Move Cap.:	27	xxxx	308	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	380	xxxx	xxxxx
Volume/Cap:	0.37	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.1	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	199.8	xxxx	17.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.8	xxxx	xxxxx
LOS by Move:	F	*	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:	90.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #50935 Silacci Way and Pacheco Pass Hwy

****

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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	10	0	15	0	0	0	0	1691	9	14	1376	0
ApproachDel:	90.3			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3115]
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 #50935 Silacci Way and Pacheco Pass Hwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	10	0	15	0	0	0	0	1691	9	14	1376	0

Major Street Volume: 3090
Minor Approach Volume: 25
Minor Approach Volume Threshold: -111 [less than minimum of 150]

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

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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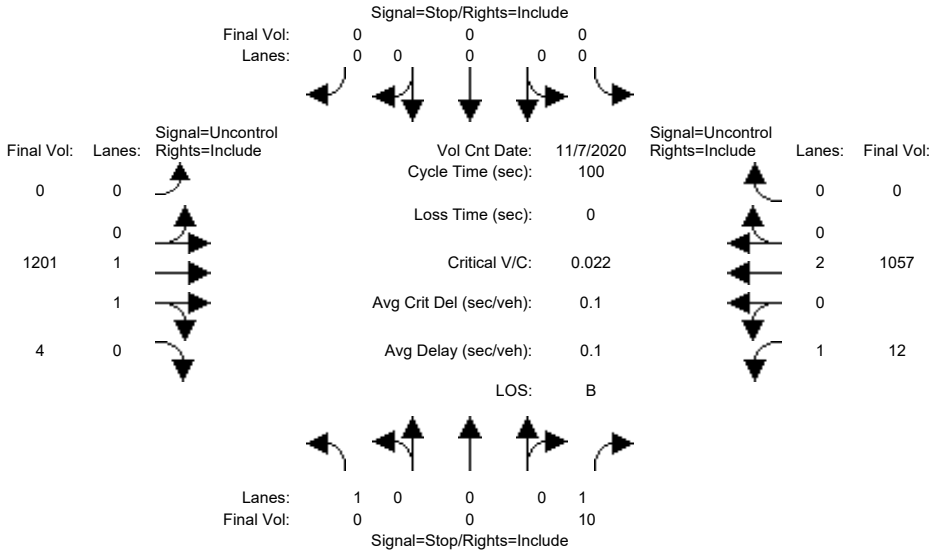
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #50935: Silacci Way and Pacheco Pass Hwy



Street Name:	Silacci Way						Pacheco Pass Hwy					
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: 7 Nov 2020 <<												
Base Vol:	0	0	10	0	0	0	0	1066	4	12	857	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	10	0	0	0	0	1066	4	12	857	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	135	0	0	200	0
Initial Fut:	0	0	10	0	0	0	0	1201	4	12	1057	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	10	0	0	0	0	1201	4	12	1057	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	10	0	0	0	0	1201	4	12	1057	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1756	xxxx	603	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1205	xxxx	xxxxx
Potent Cap.:	78	xxxx	447	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	586	xxxx	xxxxx
Move Cap.:	77	xxxx	447	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	586	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.3	xxxx	xxxxx
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:	13.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #50935 Silacci Way and Pacheco Pass Hwy

****

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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	0	0	10	0	0	0	0	1201	4	12	1057	0
ApproachDel:	13.2			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=10]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2284]
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 #50935 Silacci Way and Pacheco Pass Hwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	0	0	10	0	0	0	0	1201	4	12	1057	0

Major Street Volume: 2274
Minor Approach Volume: 10
Minor Approach Volume Threshold: 21 [less than minimum of 150]

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

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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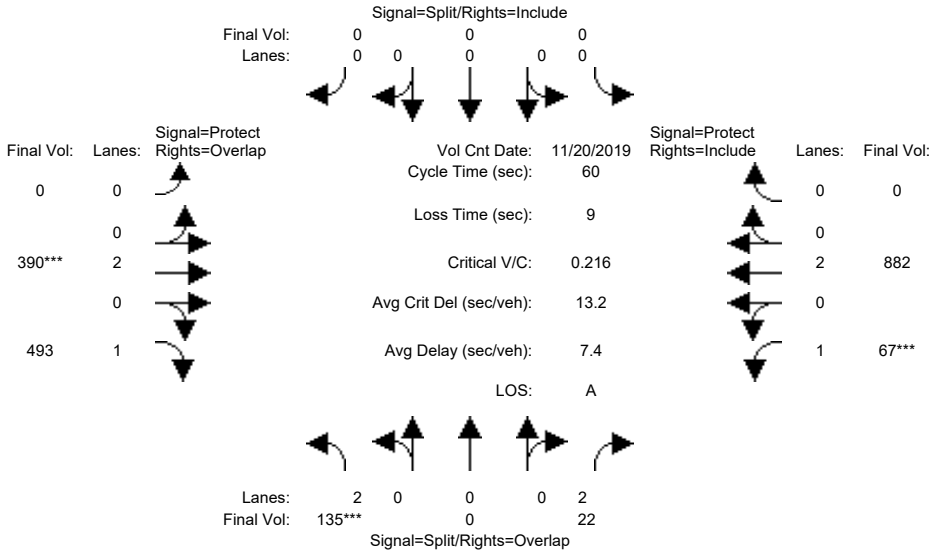
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #52068: Cameron Boulevard and Pacheco Pass Highway



Street Name:	Cameron Boulevard						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	14	0	9	0	0	0	0	341	16	14	839	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	9	0	0	0	0	341	16	14	839	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	121	0	13	0	0	0	0	49	477	53	43	0
Initial Fut:	135	0	22	0	0	0	0	390	493	67	882	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:	135	0	22	0	0	0	0	390	493	67	882	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	0	22	0	0	0	0	390	493	67	882	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:	135	0	22	0	0	0	0	390	493	67	882	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.01	0.00	0.00	0.00	0.00	0.10	0.28	0.04	0.23	0.00
Crit Moves:	****							****		****		
Green Time:	11.9	0.0	22.5	0.0	0.0	0.0	0.0	28.5	40.4	10.6	39.1	0.0
Volume/Cap:	0.22	0.00	0.02	0.00	0.00	0.00	0.00	0.22	0.42	0.22	0.36	0.00
Delay/Veh:	20.3	0.0	11.8	0.0	0.0	0.0	0.0	9.3	4.7	21.5	4.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	0.0	11.8	0.0	0.0	0.0	0.0	9.3	4.7	21.5	4.8	0.0
LOS by Move:	C	A	B	A	A	A	A	A	A	C	A	A
HCM2k95thQ:	3	0	0	0	0	0	0	4	9	2	7	0

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

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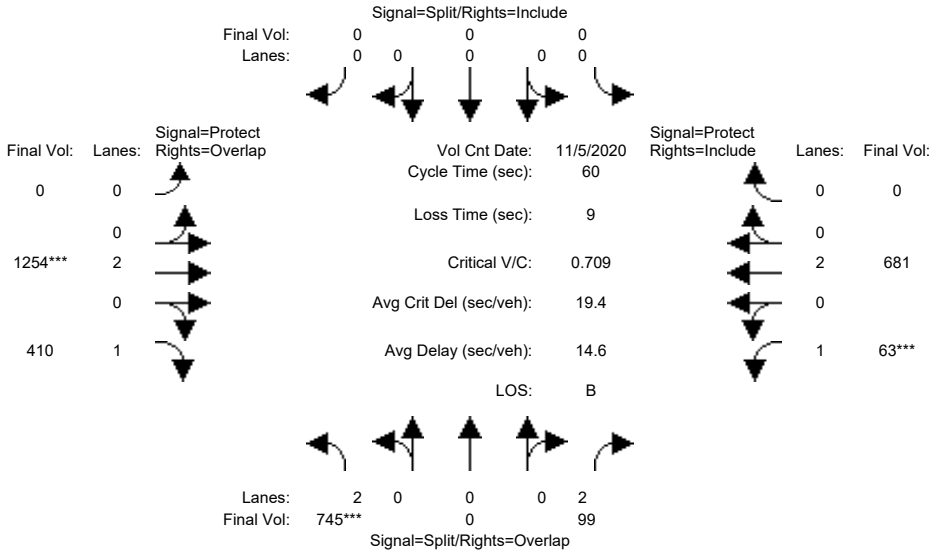
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #52068: Cameron Boulevard and Pacheco Pass Highway



Street Name:	Cameron Boulevard						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	109	0	28	0	0	0	0	1176	53	23	598	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:	109	0	28	0	0	0	0	1176	53	23	598	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	636	0	71	0	0	0	0	78	357	40	83	0
Initial Fut:	745	0	99	0	0	0	0	1254	410	63	681	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:	745	0	99	0	0	0	0	1254	410	63	681	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	745	0	99	0	0	0	0	1254	410	63	681	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:	745	0	99	0	0	0	0	1254	410	63	681	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.03	0.00	0.00	0.00	0.00	0.33	0.23	0.04	0.18	0.00
Crit Moves:	****							****		****		
Green Time:	18.4	0.0	25.4	0.0	0.0	0.0	0.0	25.6	44.0	7.0	32.6	0.0
Volume/Cap:	0.77	0.00	0.07	0.00	0.00	0.00	0.00	0.77	0.32	0.31	0.33	0.00
Delay/Veh:	22.8	0.0	10.3	0.0	0.0	0.0	0.0	17.1	2.9	25.1	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	0.0	10.3	0.0	0.0	0.0	0.0	17.1	2.9	25.1	7.7	0.0
LOS by Move:	C	A	B	A	A	A	A	B	A	C	A	A
HCM2k95thQ:	18	0	1	0	0	0	0	18	6	2	7	0

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

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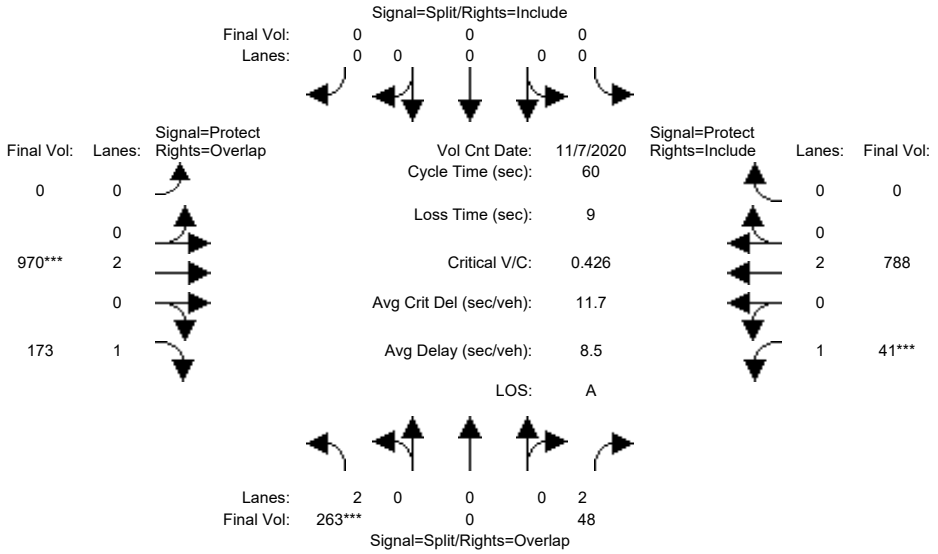
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #52068: Cameron Boulevard and Pacheco Pass Highway



Street Name:	Cameron Boulevard						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2020 <<												
Base Vol:	136	0	34	0	0	0	0	906	102	33	715	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:	136	0	34	0	0	0	0	906	102	33	715	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	127	0	14	0	0	0	0	64	71	8	73	0
Initial Fut:	263	0	48	0	0	0	0	970	173	41	788	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:	263	0	48	0	0	0	0	970	173	41	788	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	0	48	0	0	0	0	970	173	41	788	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:	263	0	48	0	0	0	0	970	173	41	788	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.02	0.00	0.00	0.00	0.00	0.26	0.10	0.02	0.21	0.00
Crit Moves:	****							****		****		
Green Time:	10.8	0.0	17.8	0.0	0.0	0.0	0.0	33.2	44.0	7.0	40.2	0.0
Volume/Cap:	0.46	0.00	0.05	0.00	0.00	0.00	0.00	0.46	0.13	0.20	0.31	0.00
Delay/Veh:	22.6	0.0	15.1	0.0	0.0	0.0	0.0	8.2	2.4	24.5	4.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	0.0	15.1	0.0	0.0	0.0	0.0	8.2	2.4	24.5	4.2	0.0
LOS by Move:	C	A	B	A	A	A	A	A	A	C	A	A
HCM2k95thQ:	6	0	1	0	0	0	0	10	2	2	6	0

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

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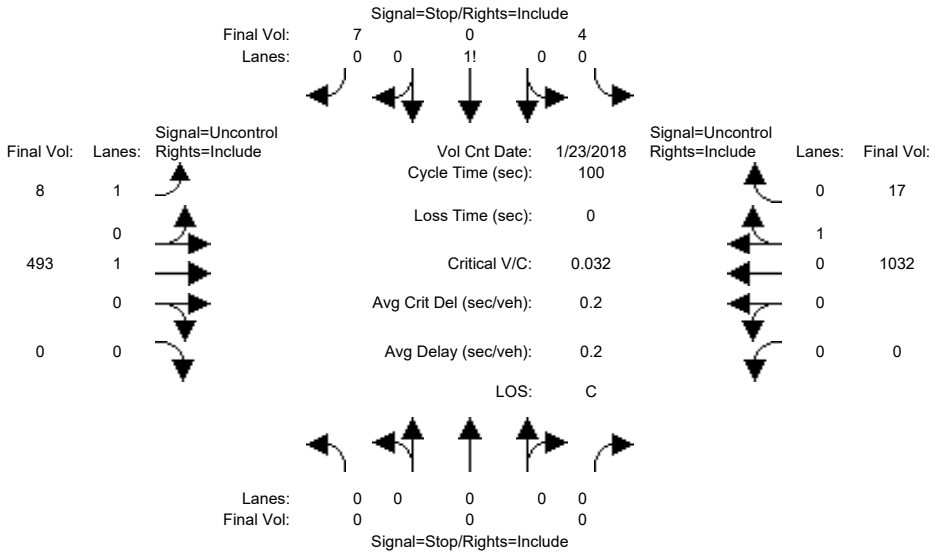
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P (AM)

Intersection #4132: Holsclaw Road and Pacheco Pass Highway (SR 152)



Street Name:	Holsclaw Road						Pacheco Pass Highway (SR 152)					
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: 23 Jan 2018 <<												
Base Vol:	0	0	0	4	0	7	8	438	0	0	912	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	4	0	7	8	438	0	0	912	17
Added Vol:	0	0	0	0	0	0	0	4	0	0	29	0
ATI:	0	0	0	0	0	0	0	51	0	0	91	0
Initial Fut:	0	0	0	4	0	7	8	493	0	0	1032	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	4	0	7	8	493	0	0	1032	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	4	0	7	8	493	0	0	1032	17
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1550	1550	1041	1049	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	127	115	282	671	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	126	114	282	671	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.03	0.00	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR		RT	LT - LTR		RT	LT - LTR		RT	LT - LTR		RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	194	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	24.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			24.7			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4132 Holsclaw Road and Pacheco Pass Highway (SR 152)

****

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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 1!	0 0		1 0 1	0 0		0 0 0	1 0	
Initial Vol:	0	0	0	4	0	7	8	493	0	0	1032	17
ApproachDel:	xxxxxx			24.7			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=11]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1561]
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 #4132 Holsclaw Road and Pacheco Pass Highway (SR 152)

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 1!	0 0		1 0 1	0 0		0 0 0	1 0	
Initial Vol:	0	0	0	4	0	7	8	493	0	0	1032	17

Major Street Volume: 1550
Minor Approach Volume: 11
Minor Approach Volume Threshold: 134

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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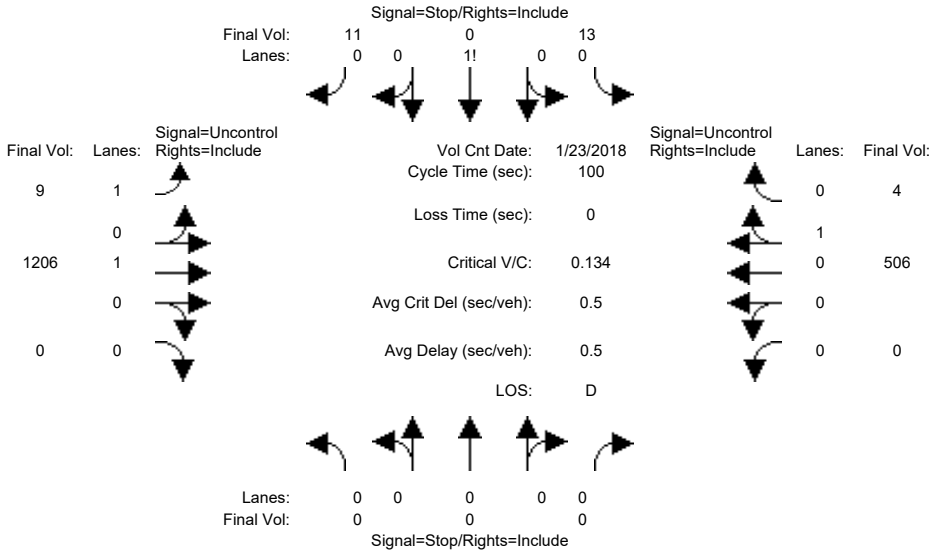
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P (PM)

Intersection #4132: Holsclaw Road and Pacheco Pass Highway (SR 152)



Street Name:	Holsclaw Road						Pacheco Pass Highway (SR 152)					
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: 23 Jan 2018 <<												
Base Vol:	0	0	0	13	0	11	9	1051	0	0	400	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:	0	0	0	13	0	11	9	1051	0	0	400	4
Added Vol:	0	0	0	0	0	0	0	25	0	0	6	0
ATI:	0	0	0	0	0	0	0	130	0	0	100	0
Initial Fut:	0	0	0	13	0	11	9	1206	0	0	506	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:	0	0	0	13	0	11	9	1206	0	0	506	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	13	0	11	9	1206	0	0	506	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1732	1732	508	510	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	98	89	569	1065	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	97	88	569	1065	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.13	0.00	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	157	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	32.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			32.1			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4132 Holsclaw Road and Pacheco Pass Highway (SR 152)

****

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:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    13    0    11     9 1206     0     0  506     4
ApproachDel:    xxxxxx             32.1           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
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=24]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1749]
   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 #4132 Holsclaw Road and Pacheco Pass Highway (SR 152)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0    13    0    11     9 1206     0     0  506     4
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             1725
Minor Approach Volume:           24
Minor Approach Volume Threshold: 97 [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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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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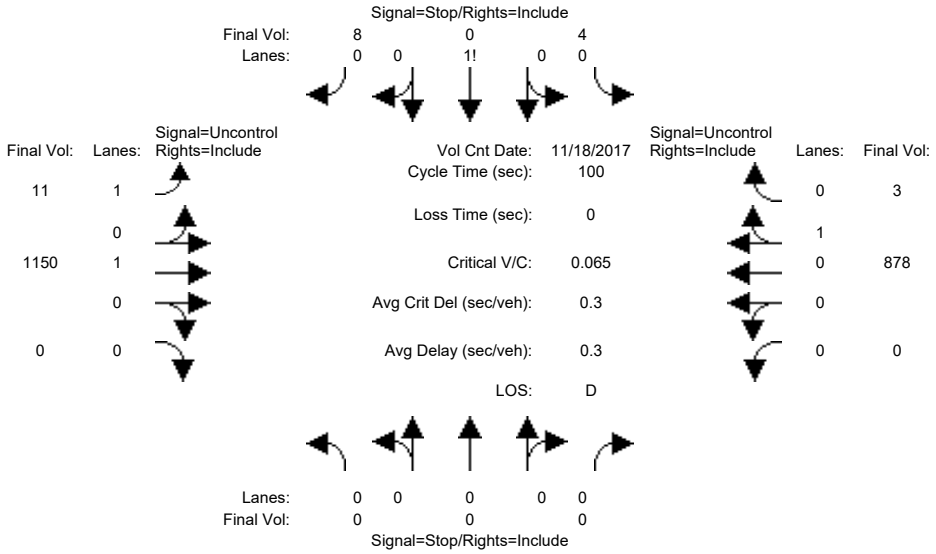
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P (Sat)

Intersection #4132: Holsclaw Road and Pacheco Pass Highway (SR 152)



Street Name:	Holsclaw Road						Pacheco Pass Highway (SR 152)					
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: 18 Nov 2017 <<												
Base Vol:	0	0	0	4	0	8	11	1090	0	0	816	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	4	0	8	11	1090	0	0	816	3
Added Vol:	0	0	0	0	0	0	0	5	0	0	4	0
ATI:	0	0	0	0	0	0	0	55	0	0	58	0
Initial Fut:	0	0	0	4	0	8	11	1150	0	0	878	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	4	0	8	11	1150	0	0	878	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	4	0	8	11	1150	0	0	878	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2052	2052	880	881	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	62	56	349	776	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	61	55	349	776	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.07	0.00	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	136	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	34.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			34.0			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #4132 Holsclaw Road and Pacheco Pass Highway (SR 152)

****

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:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0     4    0     8    11 1150     0     0  878     3
ApproachDel:    xxxxxx             34.0           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=12]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2054]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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"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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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 #4132 Holsclaw Road and Pacheco Pass Highway (SR 152)
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  0    0  0  1! 0  0    1  0  1  0  0    0  0  0  1  0
Initial Vol:    0    0     0     4    0     8    11 1150     0     0  878     3
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             2042
Minor Approach Volume:           12
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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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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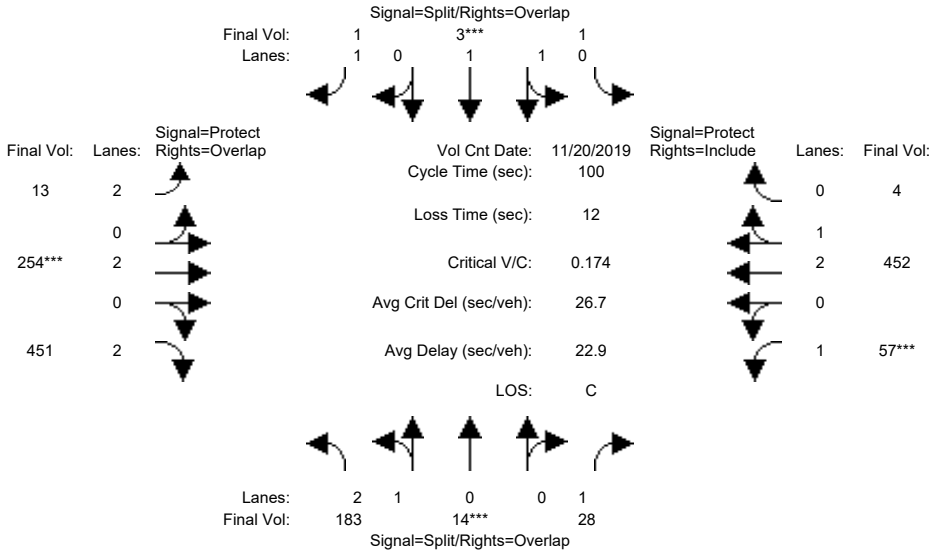
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (AM)

Intersection #7467: Arroyo Circle and Leavesley Road



Street Name:	Arroyo Circle						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	175	14	17	1	3	1	13	245	410	39	444	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:	175	14	17	1	3	1	13	245	410	39	444	4
Added Vol:	4	0	1	0	0	0	0	0	30	4	0	0
ATI:	4	0	10	0	0	0	0	9	11	14	8	0
Initial Fut:	183	14	28	1	3	1	13	254	451	57	452	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:	183	14	28	1	3	1	13	254	451	57	452	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	14	28	1	3	1	13	254	451	57	452	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	14	28	1	3	1	13	254	451	57	452	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.95	0.92	0.95	0.98	0.92	0.83	1.00	0.62	0.92	0.98	0.95
Lanes:	2.85	0.15	1.00	0.51	1.49	1.00	2.00	2.00	2.00	1.00	2.97	0.03
Final Sat.:	3504	268	1750	925	2774	1750	3150	3800	2362	1750	5551	49
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.02	0.00	0.00	0.00	0.00	0.07	0.19	0.03	0.08	0.08
Crit Moves:		****			****			****			****	
Green Time:	26.9	26.9	43.6	10.0	10.0	31.1	21.1	34.4	51.0	16.8	30.1	30.1
Volume/Cap:	0.19	0.19	0.04	0.01	0.01	0.00	0.02	0.19	0.37	0.19	0.27	0.27
Delay/Veh:	28.3	28.3	16.2	40.6	40.6	23.8	31.3	23.1	15.0	36.1	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.3	28.3	16.2	40.6	40.6	23.8	31.3	23.1	15.0	36.1	26.7	26.7
LOS by Move:	C	C	B	D	D	C	C	C	B	D	C	C
HCM2k95thQ:	3	5	1	0	0	0	0	5	10	4	7	7

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

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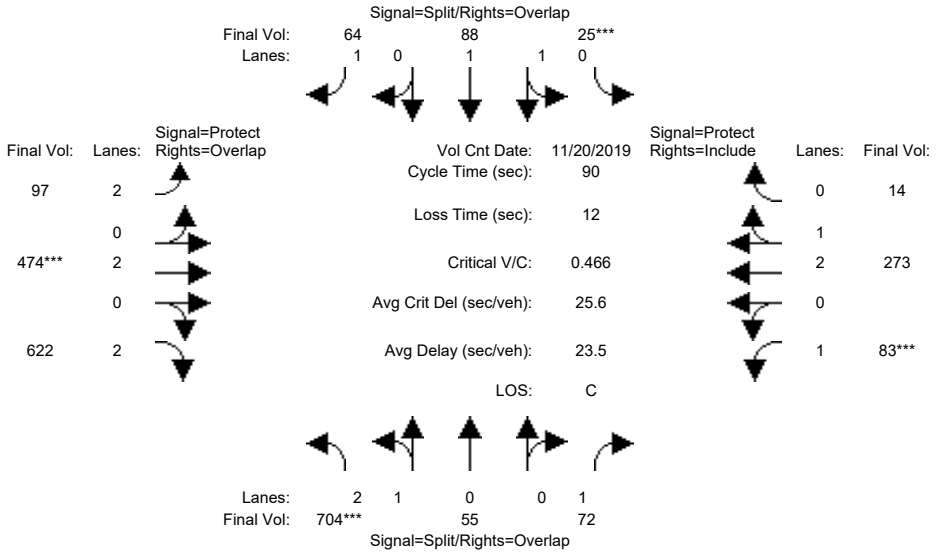
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #7467: Arroyo Circle and Leavesley Road



Street Name:	Arroyo Circle						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	658	55	46	25	88	64	97	459	603	61	257	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	658	55	46	25	88	64	97	459	603	61	257	14
Added Vol:	27	0	3	0	0	0	0	0	8	3	0	0
ATI:	19	0	23	0	0	0	0	15	11	19	16	0
Initial Fut:	704	55	72	25	88	64	97	474	622	83	273	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	704	55	72	25	88	64	97	474	622	83	273	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	704	55	72	25	88	64	97	474	622	83	273	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	704	55	72	25	88	64	97	474	622	83	273	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.65	0.95	0.92	0.95	0.98	0.92	0.83	1.00	0.62	0.92	0.98	0.95
Lanes:	2.85	0.15	1.00	0.45	1.55	1.00	2.00	2.00	2.00	1.00	2.85	0.15
Final Sat.:	3500	273	1750	818	2881	1750	3150	3800	2362	1750	5326	273
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.04	0.03	0.03	0.04	0.03	0.12	0.26	0.05	0.05	0.05
Crit Moves:	****			****				****		****		
Green Time:	36.6	36.6	45.3	10.0	10.0	22.9	12.9	22.7	45.9	8.6	18.4	18.4
Volume/Cap:	0.49	0.49	0.08	0.27	0.27	0.14	0.21	0.49	0.52	0.49	0.25	0.25
Delay/Veh:	20.1	20.1	11.6	37.0	37.0	26.1	34.3	29.1	15.1	40.9	30.1	30.1
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:	20.1	20.1	11.6	37.0	37.0	26.1	34.3	29.1	15.1	40.9	30.1	30.1
LOS by Move:	C	C	B	D	D	C	C	C	B	D	C	C
HCM2k95thQ:	11	14	2	3	3	3	3	11	13	6	5	5

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

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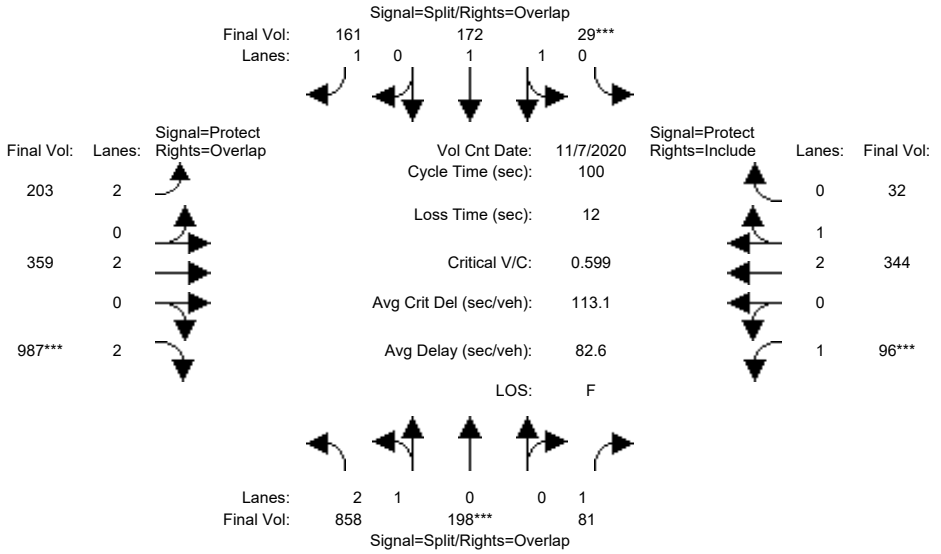
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (Sat)

Intersection #7467: Arroyo Circle and Leavesley Road



Street Name:	Arroyo Circle						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2020 <<												
Base Vol:	819	198	65	29	172	161	203	346	958	81	329	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:	819	198	65	29	172	161	203	346	958	81	329	32
Added Vol:	7	0	5	0	0	0	0	0	5	4	0	0
ATI:	32	0	11	0	0	0	0	13	24	11	15	0
Initial Fut:	858	198	81	29	172	161	203	359	987	96	344	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:	858	198	81	29	172	161	203	359	987	96	344	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	858	198	81	29	172	161	203	359	987	96	344	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:	858	198	81	29	172	161	203	359	987	96	344	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.95	0.92	0.95	0.98	0.92	0.83	1.00	0.62	0.92	0.99	0.95
Lanes:	2.60	0.40	1.00	0.30	1.70	1.00	2.00	2.00	2.00	1.00	2.74	0.26
Final Sat.:	3146	726	1750	534	3166	1750	3150	3800	2362	1750	5123	477
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.05	0.05	0.05	0.09	0.06	0.09	0.42	0.05	0.07	0.07
Crit Moves:		****		****					****	****		
Green Time:	20.0	20.0	27.0	10.0	10.0	33.9	23.9	51.0	51.0	7.0	34.1	34.1
Volume/Cap:	1.36	1.36	0.17	0.54	0.54	0.27	0.27	0.19	0.82	0.78	0.20	0.20
Delay/Veh:	211.9	212	28.1	44.5	44.5	24.3	31.2	13.3	25.2	73.1	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:	211.9	212	28.1	44.5	44.5	24.3	31.2	13.3	25.2	73.1	23.3	23.3
LOS by Move:	F	F	C	D	D	C	C	B	C	E	C	C
HCM2k95thQ:	41	53	4	8	8	8	6	6	28	10	6	6

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

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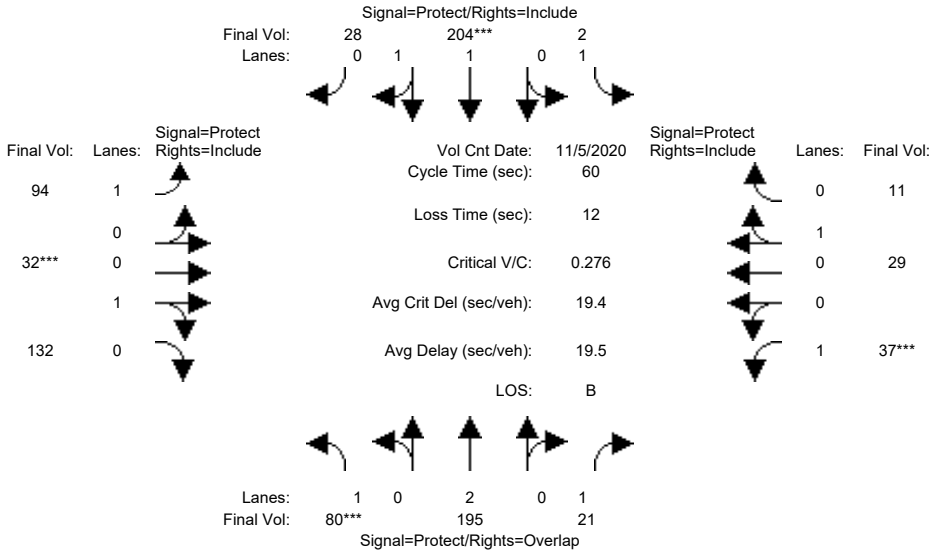
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (AM)

Intersection #7472: Camino Arroyo and Sixth St/Gilman Rd



Street Name:	Camino Arroyo						Sixth St/Gilman Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	78	185	7	2	151	26	92	16	116	22	23	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:	78	185	7	2	151	26	92	16	116	22	23	11
Added Vol:	2	5	0	0	34	0	0	0	16	0	0	0
ATI:	0	5	14	0	19	2	2	16	0	15	6	0
Initial Fut:	80	195	21	2	204	28	94	32	132	37	29	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:	80	195	21	2	204	28	94	32	132	37	29	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	195	21	2	204	28	94	32	132	37	29	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:	80	195	21	2	204	28	94	32	132	37	29	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.75	0.25	1.00	0.20	0.80	1.00	0.72	0.28
Final Sat.:	1750	3800	1750	1750	3253	447	1750	351	1449	1750	1305	495
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.00	0.06	0.06	0.05	0.09	0.09	0.02	0.02	0.02
Crit Moves:	****				****			****			****	
Green Time:	9.4	13.1	20.1	9.2	12.9	12.9	10.6	18.7	18.7	7.0	15.1	15.1
Volume/Cap:	0.29	0.23	0.04	0.01	0.29	0.29	0.30	0.29	0.29	0.18	0.09	0.09
Delay/Veh:	23.0	19.5	13.4	21.6	19.9	19.9	22.1	15.9	15.9	24.3	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.0	19.5	13.4	21.6	19.9	19.9	22.1	15.9	15.9	24.3	17.2	17.2
LOS by Move:	C	B	B	C	B	B	C	B	B	C	B	B
HCM2k95thQ:	3	3	1	0	4	4	4	5	5	2	1	1

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

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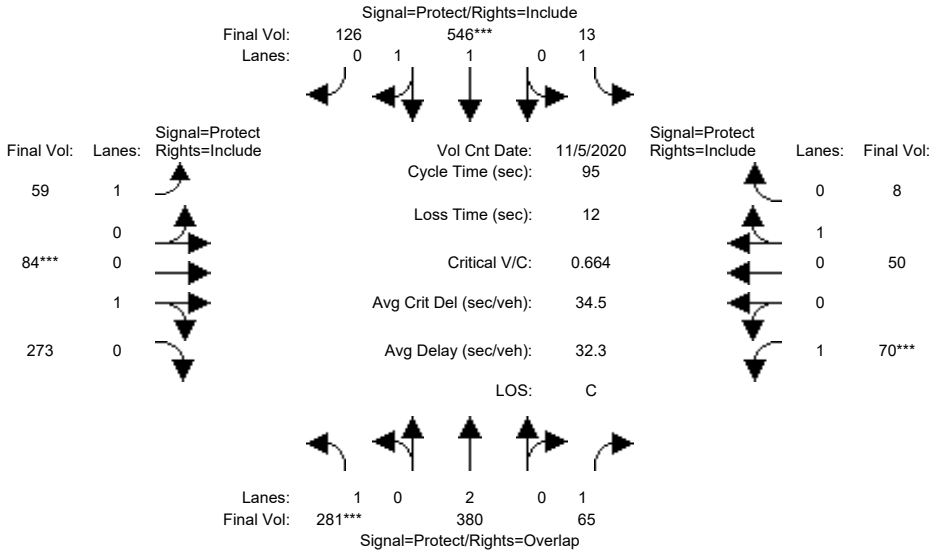
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #7472: Camino Arroyo and Sixth St/Gilman Rd



Street Name:	Camino Arroyo						Sixth St/Gilman Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	266	325	47	13	521	125	58	64	271	32	39	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:	266	325	47	13	521	125	58	64	271	32	39	8
Added Vol:	15	30	0	0	11	0	0	0	2	0	0	0
ATI:	0	25	18	0	14	1	1	20	0	38	11	0
Initial Fut:	281	380	65	13	546	126	59	84	273	70	50	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:	281	380	65	13	546	126	59	84	273	70	50	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	380	65	13	546	126	59	84	273	70	50	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	281	380	65	13	546	126	59	84	273	70	50	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	1.00	0.24	0.76	1.00	0.86	0.14
Final Sat.:	1750	3800	1750	1750	3006	694	1750	424	1376	1750	1552	248
Capacity Analysis Module:												
Vol/Sat:	0.16	0.10	0.04	0.01	0.18	0.18	0.03	0.20	0.20	0.04	0.03	0.03
Crit Moves:	****				****			****		****		
Green Time:	22.6	28.3	35.3	19.8	25.5	25.5	14.4	27.9	27.9	7.0	20.5	20.5
Volume/Cap:	0.68	0.34	0.10	0.04	0.68	0.68	0.22	0.68	0.68	0.54	0.15	0.15
Delay/Veh:	37.3	26.2	19.5	30.0	32.9	32.9	35.8	33.0	33.0	47.1	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:	37.3	26.2	19.5	30.0	32.9	32.9	35.8	33.0	33.0	47.1	30.3	30.3
LOS by Move:	D	C	B	C	C	C	D	C	C	D	C	C
HCM2k95thQ:	15	8	3	1	17	17	4	20	20	6	3	3

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

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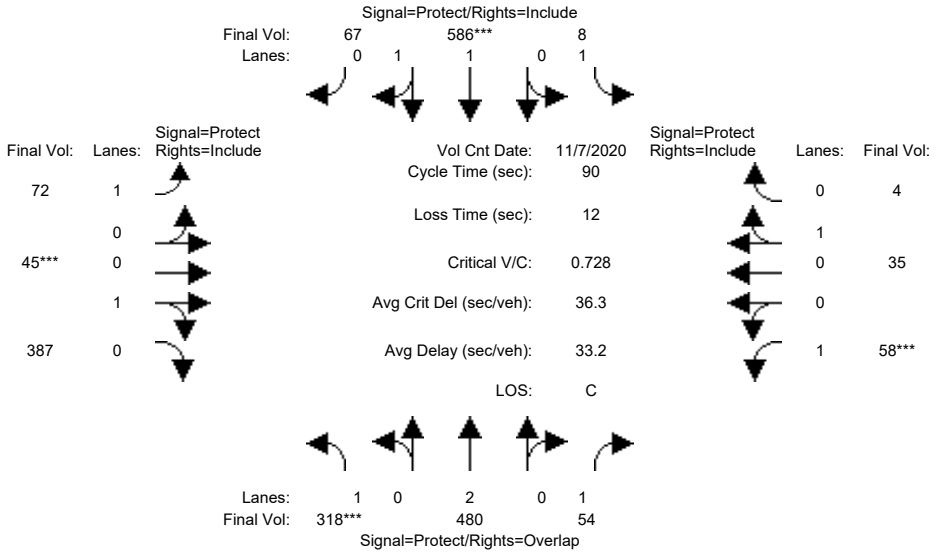
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (Sat)

Intersection #7472: Camino Arroyo and Sixth St/Gilman Rd



Street Name:	Camino Arroyo						Sixth St/Gilman Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2020 <<												
Base Vol:	316	461	40	8	573	65	70	29	386	29	26	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:	316	461	40	8	573	65	70	29	386	29	26	4
Added Vol:	0	12	0	0	9	0	0	0	0	0	0	0
ATI:	2	7	14	0	4	2	2	16	1	29	9	0
Initial Fut:	318	480	54	8	586	67	72	45	387	58	35	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:	318	480	54	8	586	67	72	45	387	58	35	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	480	54	8	586	67	72	45	387	58	35	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	318	480	54	8	586	67	72	45	387	58	35	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.79	0.21	1.00	0.10	0.90	1.00	0.90	0.10
Final Sat.:	1750	3800	1750	1750	3320	380	1750	187	1612	1750	1615	185
Capacity Analysis Module:												
Vol/Sat:	0.18	0.13	0.03	0.00	0.18	0.18	0.04	0.24	0.24	0.03	0.02	0.02
Crit Moves:	****				****			****		****		
Green Time:	21.6	26.3	33.3	16.2	20.9	20.9	14.6	28.5	28.5	7.0	20.9	20.9
Volume/Cap:	0.76	0.43	0.08	0.03	0.76	0.76	0.25	0.76	0.76	0.43	0.09	0.09
Delay/Veh:	39.6	26.1	18.5	30.4	36.1	36.1	33.4	33.5	33.5	41.7	27.2	27.2
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:	39.6	26.1	18.5	30.4	36.1	36.1	33.4	33.5	33.5	41.7	27.2	27.2
LOS by Move:	D	C	B	C	D	D	C	C	C	D	C	C
HCM2k95thQ:	17	10	2	0	16	16	4	23	23	4	2	2

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

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Camino Arroyo/Renz Delivery Station
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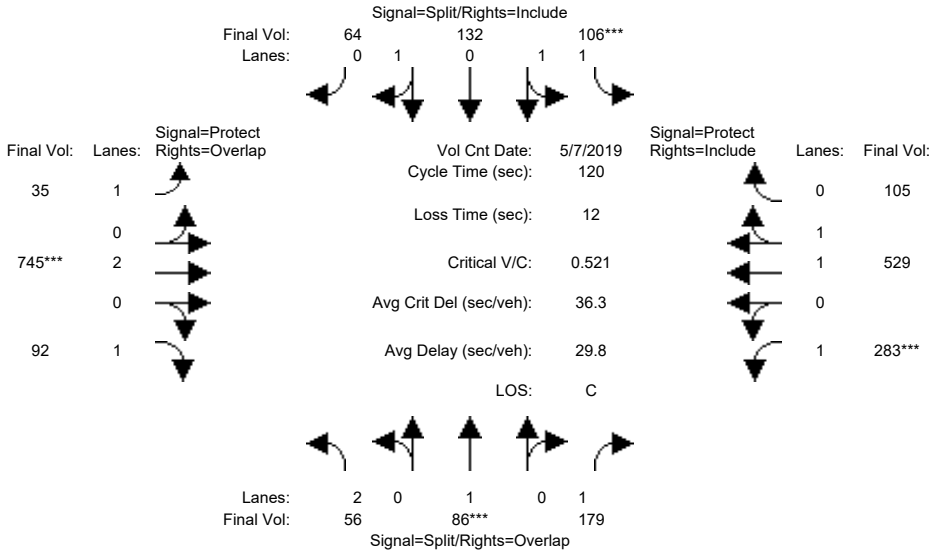
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (AM)

Intersection #7536: Chestnut Street and Tenth Street



Street Name:	Chestnut Street						Tenth 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	50	85	178	106	131	32	35	353	86	281	348	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	85	178	106	131	32	35	353	86	281	348	104
Added Vol:	0	0	0	0	0	0	0	35	0	0	5	0
ATI:	6	1	1	0	1	32	0	357	6	2	176	1
Initial Fut:	56	86	179	106	132	64	35	745	92	283	529	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:	56	86	179	106	132	64	35	745	92	283	529	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	86	179	106	132	64	35	745	92	283	529	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:	56	86	179	106	132	64	35	745	92	283	529	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.89	0.91	0.95	0.95	0.92	0.98	0.92	0.89	0.96	0.94
Lanes:	2.00	1.00	1.00	1.08	1.29	0.63	1.00	2.00	1.00	1.00	1.66	0.34
Final Sat.:	3150	1900	1698	1871	2330	1130	1750	3724	1750	1698	3030	601
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.11	0.06	0.06	0.06	0.02	0.20	0.05	0.17	0.17	0.17
Crit Moves:		****		****				****		****		
Green Time:	10.4	10.4	48.8	13.1	13.1	13.1	21.2	46.1	56.5	38.4	63.3	63.3
Volume/Cap:	0.20	0.52	0.26	0.52	0.52	0.52	0.11	0.52	0.11	0.52	0.33	0.33
Delay/Veh:	51.3	55.4	23.8	51.4	51.4	51.4	41.7	28.8	17.8	34.2	16.3	16.3
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:	51.3	55.4	23.8	51.4	51.4	51.4	41.7	28.8	17.8	34.2	16.3	16.3
LOS by Move:	D	E	C	D	D	D	D	C	B	C	B	B
HCM2k95thQ:	3	7	9	9	9	9	2	18	4	17	13	13

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

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Camino Arroyo/Renz Delivery Station
Gilroy, CA
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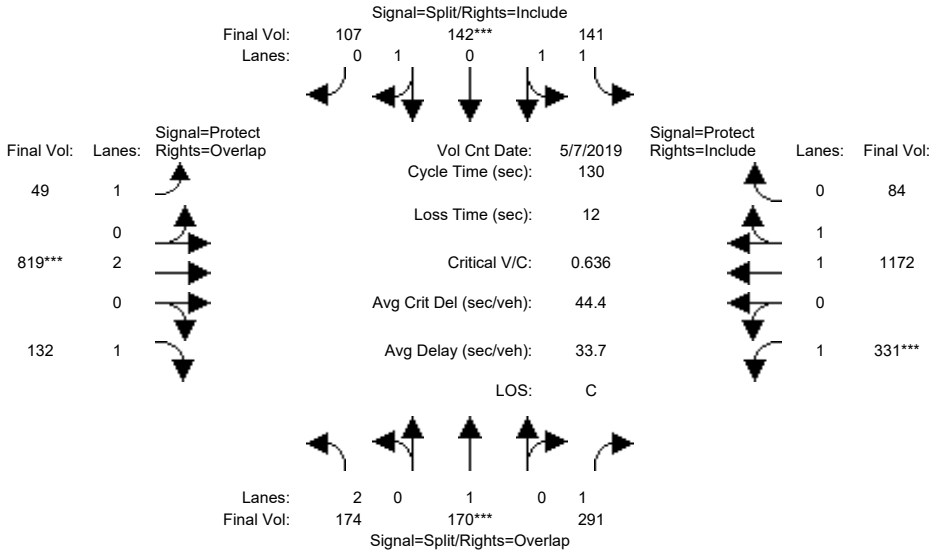
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #7536: Chestnut Street and Tenth Street



Street Name:	Chestnut Street						Tenth 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	164	169	288	140	141	28	49	450	121	330	597	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:	164	169	288	140	141	28	49	450	121	330	597	83
Added Vol:	0	0	0	0	0	0	0	17	0	0	30	0
ATI:	10	1	3	1	1	79	0	352	11	1	545	1
Initial Fut:	174	170	291	141	142	107	49	819	132	331	1172	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	170	291	141	142	107	49	819	132	331	1172	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	170	291	141	142	107	49	819	132	331	1172	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	170	291	141	142	107	49	819	132	331	1172	84
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.89	0.91	0.95	0.95	0.92	0.98	0.92	0.89	0.96	0.94
Lanes:	2.00	1.00	1.00	1.11	1.08	0.81	1.00	2.00	1.00	1.00	1.86	0.14
Final Sat.:	3150	1900	1698	1927	1940	1462	1750	3724	1750	1698	3386	243
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.17	0.07	0.07	0.07	0.03	0.22	0.08	0.19	0.35	0.35
Crit Moves:		****			****			****		****		
Green Time:	18.3	18.3	58.1	15.0	15.0	15.0	11.4	44.9	63.2	39.8	73.4	73.4
Volume/Cap:	0.39	0.64	0.38	0.64	0.64	0.64	0.32	0.64	0.16	0.64	0.61	0.61
Delay/Veh:	51.4	57.7	24.3	57.1	57.1	57.1	56.9	36.7	18.6	41.5	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.4	57.7	24.3	57.1	57.1	57.1	56.9	36.7	18.6	41.5	19.4	19.4
LOS by Move:	D	E	C	E	E	E	E	D	B	D	B	B
HCM2k95thQ:	8	14	15	12	12	12	4	23	6	22	29	29

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

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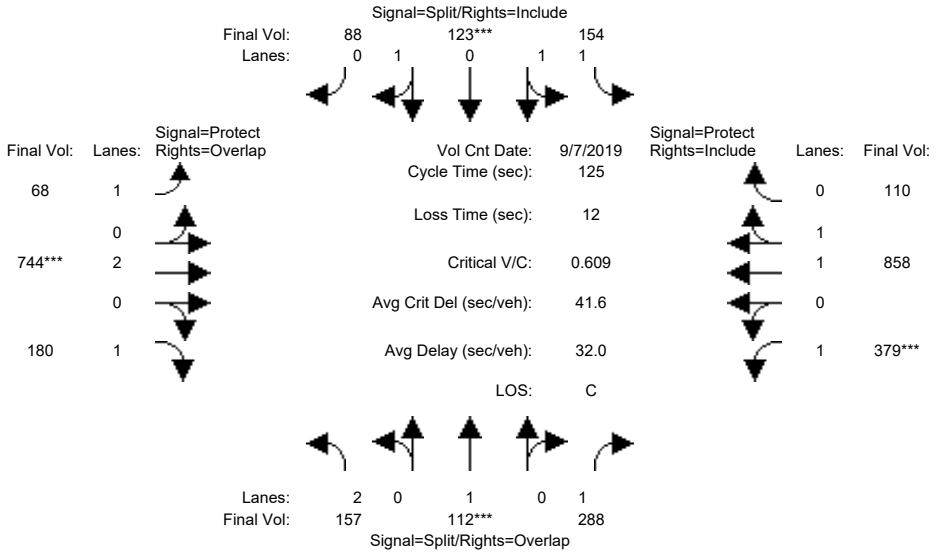
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (Sat)

Intersection #7536: Chestnut Street and Tenth Street



Street Name:	Chestnut Street						Tenth 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Sep 2019 <<												
Base Vol:	149	112	287	154	123	19	63	549	172	378	574	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:	149	112	287	154	123	19	63	549	172	378	574	110
Added Vol:	0	0	0	0	0	0	0	16	0	0	23	0
ATI:	8	0	1	0	0	69	5	179	8	1	261	0
Initial Fut:	157	112	288	154	123	88	68	744	180	379	858	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:	157	112	288	154	123	88	68	744	180	379	858	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	112	288	154	123	88	68	744	180	379	858	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:	157	112	288	154	123	88	68	744	180	379	858	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.89	0.92	0.95	0.95	0.92	0.98	0.92	0.89	0.96	0.94
Lanes:	2.00	1.00	1.00	1.29	1.00	0.71	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	3150	1900	1698	2247	1795	1284	1750	3724	1750	1698	3217	412
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.17	0.07	0.07	0.07	0.04	0.20	0.10	0.22	0.27	0.27
Crit Moves:		****			****			****		****		
Green Time:	12.1	12.1	57.9	14.1	14.1	14.1	15.1	41.0	53.1	45.8	71.8	71.8
Volume/Cap:	0.51	0.61	0.37	0.61	0.61	0.61	0.32	0.61	0.24	0.61	0.46	0.46
Delay/Veh:	55.2	60.0	22.0	54.7	54.7	54.7	51.2	36.2	23.2	34.0	15.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	60.0	22.0	54.7	54.7	54.7	51.2	36.2	23.2	34.0	15.6	15.6
LOS by Move:	E	E	C	D	D	D	D	D	C	C	B	B
HCM2k95thQ:	8	10	14	11	11	11	5	20	9	23	20	20

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

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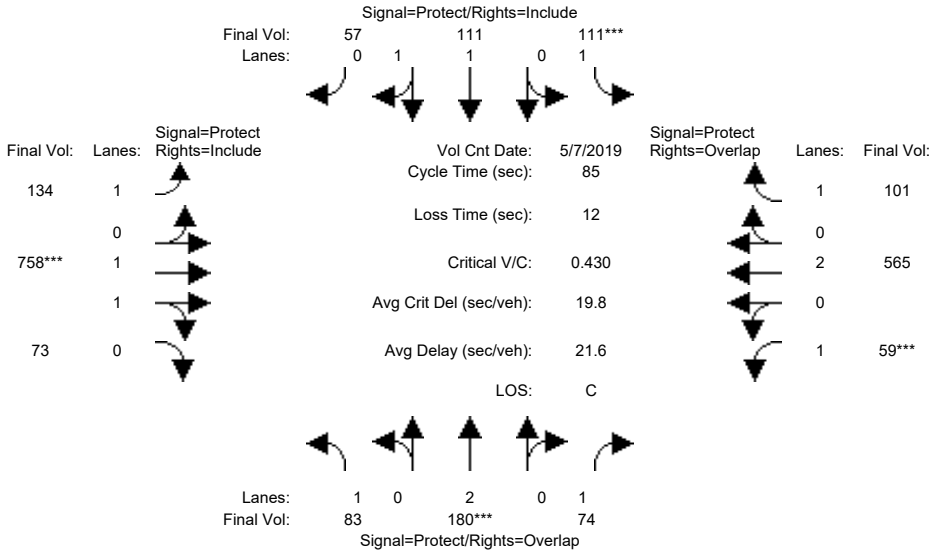
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (AM)

Intersection #7657: Monterey Street and Tenth Street



Street Name:	Monterey Street						Tenth 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	83	176	56	72	108	30	48	426	72	55	380	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:	83	176	56	72	108	30	48	426	72	55	380	83
Added Vol:	0	0	16	2	0	0	0	16	0	3	3	0
ATI:	0	4	2	37	3	27	86	316	1	1	182	18
Initial Fut:	83	180	74	111	111	57	134	758	73	59	565	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	180	74	111	111	57	134	758	73	59	565	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	180	74	111	111	57	134	758	73	59	565	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	180	74	111	111	57	134	758	73	59	565	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.30	0.70	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2444	1255	1750	3375	325	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.04	0.06	0.05	0.05	0.08	0.22	0.22	0.03	0.15	0.06
Crit Moves:		****		****				****		****		
Green Time:	9.2	10.0	17.0	12.3	13.1	13.1	18.1	43.7	43.7	7.0	32.6	44.9
Volume/Cap:	0.44	0.40	0.21	0.44	0.29	0.29	0.36	0.44	0.44	0.41	0.39	0.11
Delay/Veh:	37.1	35.3	28.7	34.4	32.1	32.1	29.1	13.1	13.1	38.9	19.1	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:	37.1	35.3	28.7	34.4	32.1	32.1	29.1	13.1	13.1	38.9	19.1	10.1
LOS by Move:	D	D	C	C	C	C	C	B	B	D	B	B
HCM2k95thQ:	4	4	3	7	4	4	6	12	12	3	10	3

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

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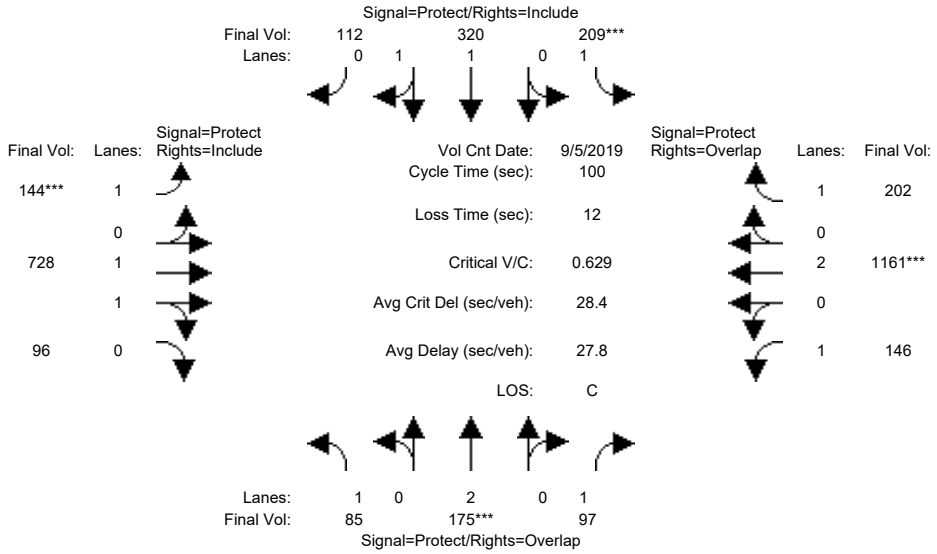
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #7657: Monterey Street and Tenth Street



Street Name:	Monterey Street						Tenth 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	84	169	88	177	312	51	30	409	96	127	578	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:	84	169	88	177	312	51	30	409	96	127	578	150
Added Vol:	0	0	7	2	0	0	0	7	0	14	14	2
ATI:	1	6	2	30	8	61	114	312	0	5	569	50
Initial Fut:	85	175	97	209	320	112	144	728	96	146	1161	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	175	97	209	320	112	144	728	96	146	1161	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	175	97	209	320	112	144	728	96	146	1161	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	175	97	209	320	112	144	728	96	146	1161	202
Saturation 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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.47	0.53	1.00	1.76	0.24	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2740	959	1750	3269	431	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.06	0.12	0.12	0.12	0.08	0.22	0.22	0.08	0.31	0.12
Crit Moves:		****		****			****				****	
Green Time:	10.6	10.0	26.3	18.4	17.7	17.7	12.7	43.4	43.4	16.3	47.0	65.3
Volume/Cap:	0.46	0.46	0.21	0.65	0.66	0.66	0.65	0.51	0.51	0.51	0.65	0.18
Delay/Veh:	43.8	43.3	29.0	42.5	40.8	40.8	48.2	20.9	20.9	39.9	21.1	6.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	43.3	29.0	42.5	40.8	40.8	48.2	20.9	20.9	39.9	21.1	6.9
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	A
HCM2k95thQ:	5	5	5	14	14	14	8	16	16	8	22	5

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

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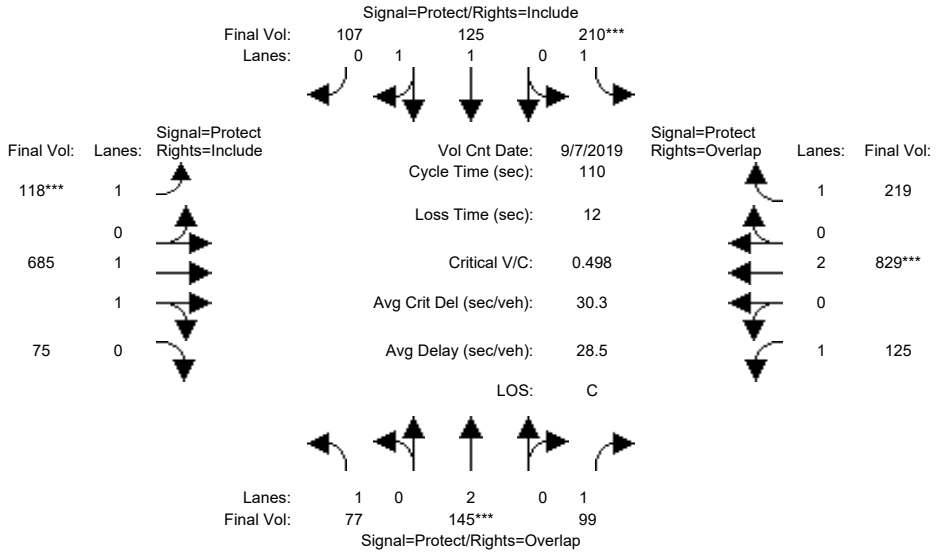
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (Sat)

Intersection #7657: Monterey Street and Tenth Street



Street Name:	Monterey Street						Tenth 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Sep 2019 <<												
Base Vol:	72	136	88	190	115	58	29	509	74	110	513	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:	72	136	88	190	115	58	29	509	74	110	513	190
Added Vol:	0	0	7	2	0	0	0	7	0	10	10	3
ATI:	5	9	4	18	10	49	89	169	1	5	306	26
Initial Fut:	77	145	99	210	125	107	118	685	75	125	829	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	145	99	210	125	107	118	685	75	125	829	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	145	99	210	125	107	118	685	75	125	829	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	145	99	210	125	107	118	685	75	125	829	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.05	0.95	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	1992	1705	1750	3335	365	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.06	0.12	0.06	0.06	0.07	0.21	0.21	0.07	0.22	0.13
Crit Moves:		****		****			****				****	
Green Time:	14.8	10.0	26.0	26.0	21.2	21.2	14.6	46.0	46.0	16.0	47.3	73.4
Volume/Cap:	0.33	0.42	0.24	0.51	0.33	0.33	0.51	0.49	0.49	0.49	0.51	0.19
Delay/Veh:	43.9	48.1	34.3	37.4	38.5	38.5	46.2	23.7	23.7	44.8	23.1	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	48.1	34.3	37.4	38.5	38.5	46.2	23.7	23.7	44.8	23.1	7.0
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	A
HCM2k95thQ:	5	5	6	13	7	7	7	16	16	8	17	6

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

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Camino Arroyo/Renz Delivery Station
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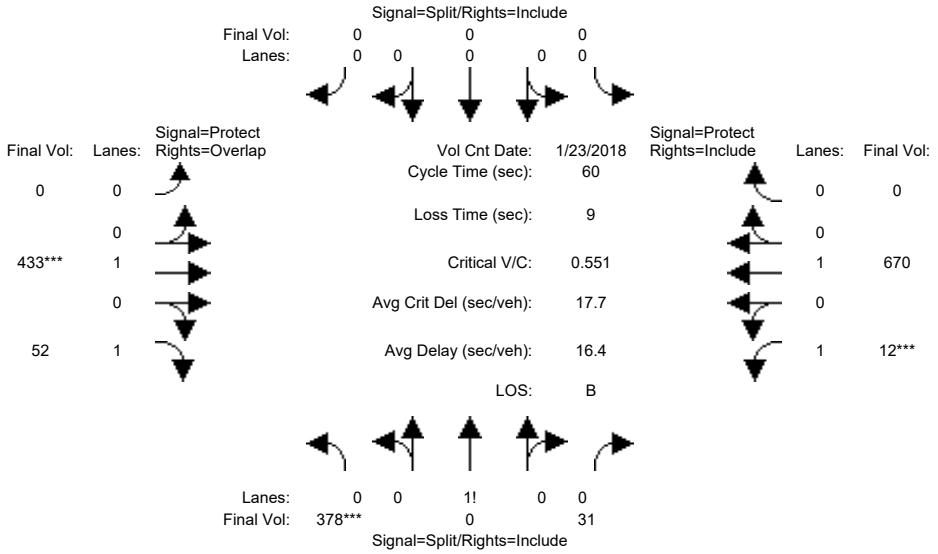
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (AM)

Intersection #7662: Frazier Lake Rd and Pacheco Pass Hwy (SR 152)



Street Name:	Frazier Lake Rd						Pacheco Pass Hwy (SR 152)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 <<												
Base Vol:	376	0	31	0	0	0	0	378	52	12	552	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:	376	0	31	0	0	0	0	378	52	12	552	0
Added Vol:	2	0	0	0	0	0	0	4	0	0	27	0
ATI:	0	0	0	0	0	0	0	51	0	0	91	0
Initial Fut:	378	0	31	0	0	0	0	433	52	12	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:	378	0	31	0	0	0	0	433	52	12	670	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	378	0	31	0	0	0	0	433	52	12	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:	378	0	31	0	0	0	0	433	52	12	670	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.92	0.00	0.08	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1617	0	133	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.23	0.00	0.00	0.00	0.00	0.23	0.03	0.01	0.35	0.00
Crit Moves:	****							****		****		
Green Time:	22.3	0.0	22.3	0.0	0.0	0.0	0.0	21.7	44.0	7.0	28.7	0.0
Volume/Cap:	0.63	0.00	0.63	0.00	0.00	0.00	0.00	0.63	0.04	0.06	0.74	0.00
Delay/Veh:	17.5	0.0	17.5	0.0	0.0	0.0	0.0	17.7	2.2	23.7	15.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	0.0	17.5	0.0	0.0	0.0	0.0	17.7	2.2	23.7	15.8	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	C	B	A
HCM2k95thQ:	15	0	15	0	0	0	0	13	1	1	21	0

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

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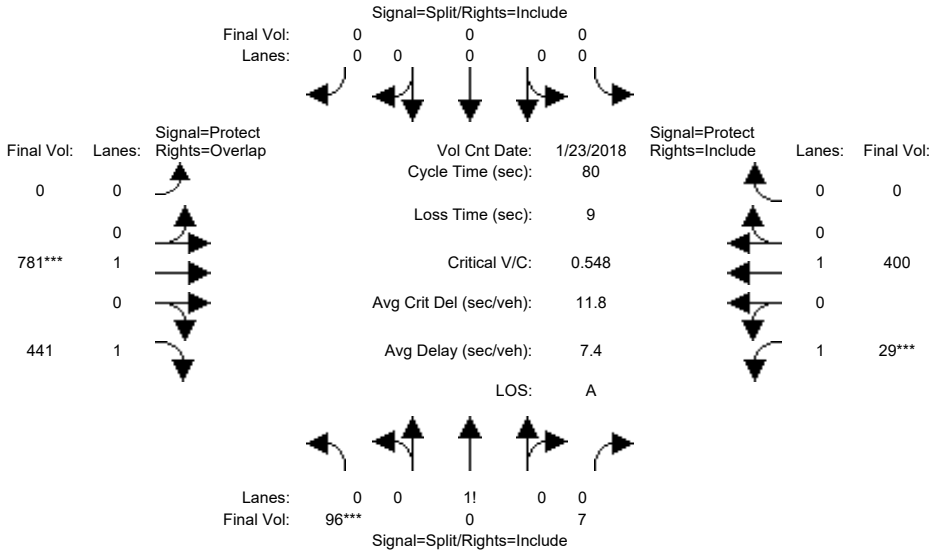
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #7662: Frazier Lake Rd and Pacheco Pass Hwy (SR 152)



Street Name:	Frazier Lake Rd						Pacheco Pass Hwy (SR 152)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 <<												
Base Vol:	95	0	7	0	0	0	0	627	440	29	295	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:	95	0	7	0	0	0	0	627	440	29	295	0
Added Vol:	1	0	0	0	0	0	0	24	1	0	5	0
ATI:	0	0	0	0	0	0	0	130	0	0	100	0
Initial Fut:	96	0	7	0	0	0	0	781	441	29	400	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:	96	0	7	0	0	0	0	781	441	29	400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	0	7	0	0	0	0	781	441	29	400	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:	96	0	7	0	0	0	0	781	441	29	400	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.93	0.00	0.07	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1631	0	119	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.06	0.00	0.00	0.00	0.00	0.41	0.25	0.02	0.21	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	54.0	64.0	7.0	61.0	0.0
Volume/Cap:	0.47	0.00	0.47	0.00	0.00	0.00	0.00	0.61	0.31	0.19	0.28	0.00
Delay/Veh:	34.1	0.0	34.1	0.0	0.0	0.0	0.0	8.0	2.3	34.5	3.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	0.0	34.1	0.0	0.0	0.0	0.0	8.0	2.3	34.5	3.0	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	C	A	A
HCM2k95thQ:	6	0	6	0	0	0	0	19	6	2	6	0

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

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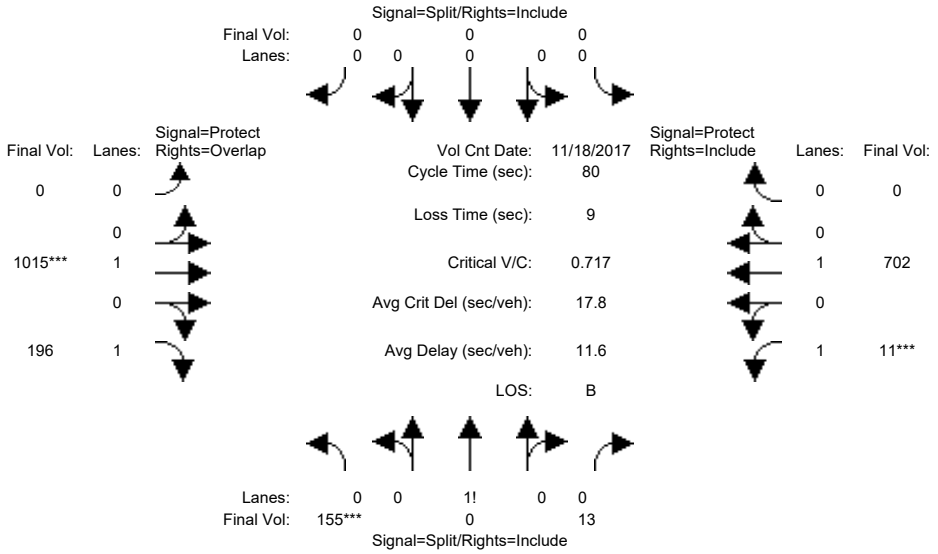
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (Sat)

Intersection #7662: Frazier Lake Rd and Pacheco Pass Hwy (SR 152)



Street Name:	Frazier Lake Rd						Pacheco Pass Hwy (SR 152)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 18 Nov 2017 <<												
Base Vol:	154	0	13	0	0	0	0	957	194	11	642	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:	154	0	13	0	0	0	0	957	194	11	642	0
Added Vol:	1	0	0	0	0	0	0	3	2	0	2	0
ATI:	0	0	0	0	0	0	0	55	0	0	58	0
Initial Fut:	155	0	13	0	0	0	0	1015	196	11	702	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:	155	0	13	0	0	0	0	1015	196	11	702	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	0	13	0	0	0	0	1015	196	11	702	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:	155	0	13	0	0	0	0	1015	196	11	702	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.92	0.00	0.08	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1615	0	135	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.53	0.11	0.01	0.37	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	54.0	64.0	7.0	61.0	0.0
Volume/Cap:	0.77	0.00	0.77	0.00	0.00	0.00	0.00	0.79	0.14	0.07	0.48	0.00
Delay/Veh:	49.0	0.0	49.0	0.0	0.0	0.0	0.0	12.5	1.8	33.7	3.8	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:	49.0	0.0	49.0	0.0	0.0	0.0	0.0	12.5	1.8	33.7	3.8	0.0
LOS by Move:	D	A	D	A	A	A	A	B	A	C	A	A
HCM2k95thQ:	12	0	12	0	0	0	0	31	2	1	13	0

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

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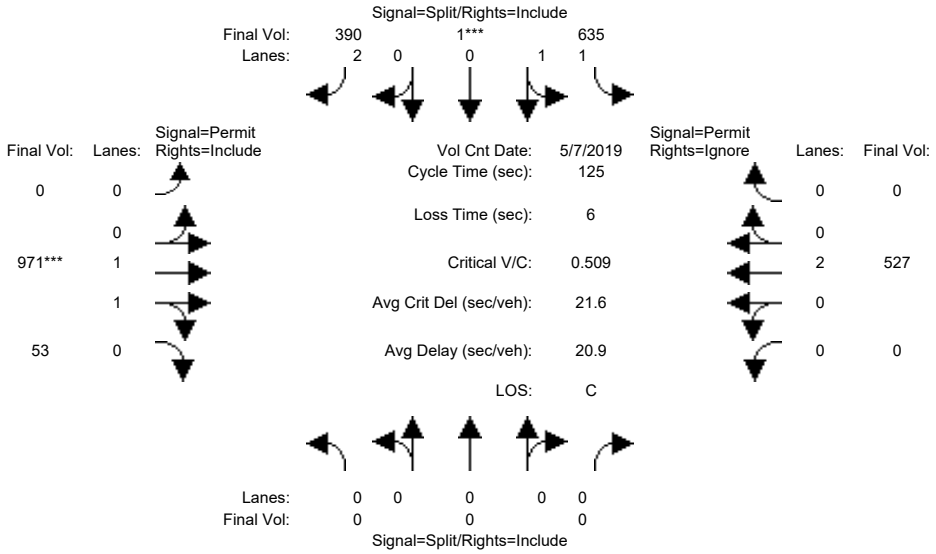
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (AM)

Intersection #7665: US 101 SB Ramps and Tenth Street



Street Name:	US 101 SB Ramps						Tenth 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:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	0	0	0	405	1	337	0	587	97	0	395	125
Growth Adj:	1.00	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	405	1	337	0	587	97	0	395	125
Added Vol:	0	0	0	94	0	0	0	35	0	0	5	5
ATI:	0	0	0	136	0	53	0	349	9	0	127	29
Initial Fut:	0	0	0	635	1	390	0	971	106	0	527	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.50	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:	0	0	0	635	1	390	0	971	53	0	527	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	635	1	390	0	971	53	0	527	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:	0	0	0	635	1	390	0	971	53	0	527	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	0.88	0.95	0.78	0.92	0.92	0.89	0.92	0.92	0.87
Lanes:	0.00	0.00	0.00	1.99	0.01	2.00	0.00	1.89	0.11	0.00	2.00	0.00
Final Sat.:	0	0	0	3332	5	2961	0	3298	180	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.13	0.00	0.29	0.29	0.00	0.15	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	46.8	46.8	46.8	0.0	72.2	72.2	0.0	72.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.51	0.35	0.00	0.51	0.51	0.00	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	30.6	30.6	28.4	0.0	16.0	16.0	0.0	13.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.6	30.6	28.4	0.0	16.0	16.0	0.0	13.2	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	A	B	A
HCM2k95thQ:	0	0	0	19	20	12	0	21	21	0	10	0

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

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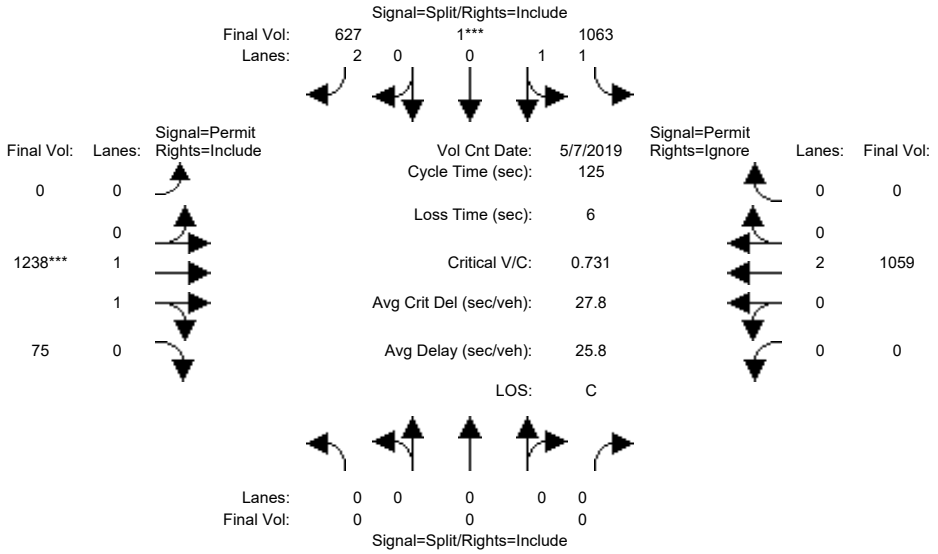
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #7665: US 101 SB Ramps and Tenth Street



Street Name:	US 101 SB Ramps						Tenth 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:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	0	0	0	910	1	506	0	876	138	0	602	331
Growth Adj:	1.00	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	910	1	506	0	876	138	0	602	331
Added Vol:	0	0	0	41	0	0	0	17	0	0	30	33
ATI:	0	0	0	112	0	121	0	345	11	0	427	154
Initial Fut:	0	0	0	1063	1	627	0	1238	149	0	1059	518
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.50	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:	0	0	0	1063	1	627	0	1238	75	0	1059	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1063	1	627	0	1238	75	0	1059	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:	0	0	0	1063	1	627	0	1238	75	0	1059	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	0.88	0.95	0.78	0.92	0.92	0.89	0.92	0.92	0.87
Lanes:	0.00	0.00	0.00	1.99	0.01	2.00	0.00	1.88	0.12	0.00	2.00	0.00
Final Sat.:	0	0	0	3334	3	2961	0	3280	197	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.32	0.21	0.00	0.38	0.38	0.00	0.30	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	54.5	54.5	54.5	0.0	64.5	64.5	0.0	64.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.73	0.73	0.49	0.00	0.73	0.73	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	31.1	31.1	25.5	0.0	25.1	25.1	0.0	21.6	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	31.1	31.1	25.5	0.0	25.1	25.1	0.0	21.6	0.0
LOS by Move:	A	A	A	C	C	C	A	C	C	A	C	A
HCM2k95thQ:	0	0	0	32	34	19	0	34	34	0	25	0

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

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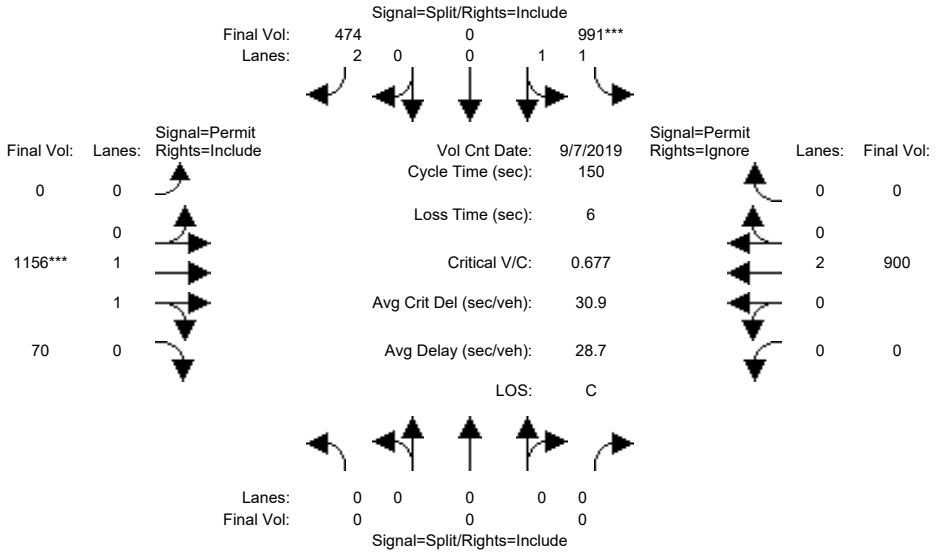
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (Sat)

Intersection #7665: US 101 SB Ramps and Tenth Street



Street Name:	US 101 SB Ramps						Tenth 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:	0	0	0	10	10	10	0	10	10	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Sep 2019 <<												
Base Vol:	0	0	0	922	0	382	0	969	132	0	707	418
Growth Adj:	1.00	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	922	0	382	0	969	132	0	707	418
Added Vol:	0	0	0	39	0	0	0	16	0	0	23	5
ATI:	0	0	0	30	0	92	0	171	8	0	170	34
Initial Fut:	0	0	0	991	0	474	0	1156	140	0	900	457
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.50	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:	0	0	0	991	0	474	0	1156	70	0	900	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	991	0	474	0	1156	70	0	900	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:	0	0	0	991	0	474	0	1156	70	0	900	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	0.88	1.00	0.78	0.92	0.92	0.89	0.92	0.92	0.87
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	1.88	0.12	0.00	2.00	0.00
Final Sat.:	0	0	0	3337	0	2961	0	3279	199	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.30	0.00	0.16	0.00	0.35	0.35	0.00	0.26	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	65.8	0.0	65.8	0.0	78.2	78.2	0.0	78.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.00	0.36	0.00	0.68	0.68	0.00	0.50	0.00
Delay/Veh:	0.0	0.0	0.0	34.9	0.0	28.3	0.0	27.6	27.6	0.0	23.4	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	34.9	0.0	28.3	0.0	27.6	27.6	0.0	23.4	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	A	C	A
HCM2k95thQ:	0	0	0	33	0	16	0	35	35	0	24	0

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

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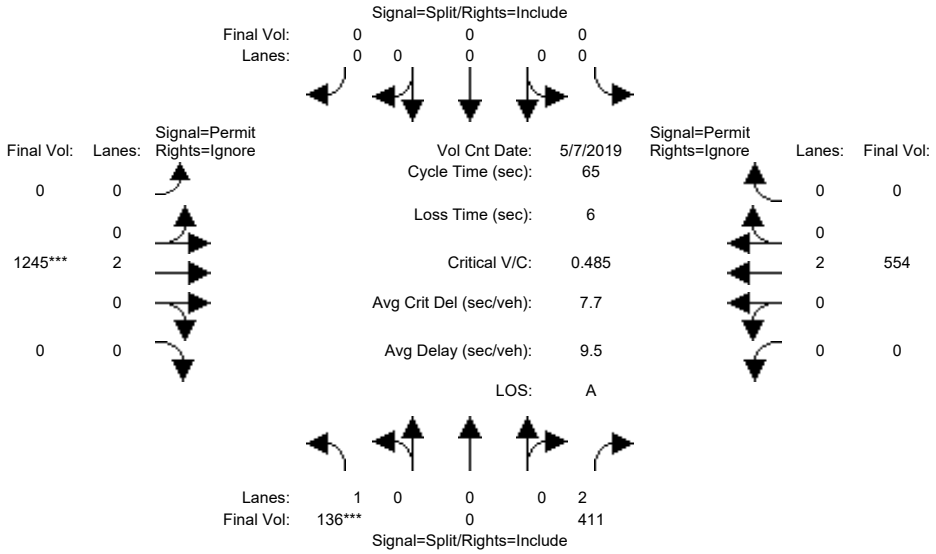
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (AM)

Intersection #7671: US 101 NB Ramps and Pacheco Pass Highway (SR 152)



Street Name:	US 101 NB Ramps						Pacheco Pass Highway (SR 152)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	117	0	260	0	0	0	0	704	291	0	406	609
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	0	260	0	0	0	0	704	291	0	406	609
Added Vol:	0	0	37	0	0	0	0	129	0	0	11	14
ATI:	19	0	114	0	0	0	0	412	72	0	137	44
Initial Fut:	136	0	411	0	0	0	0	1245	363	0	554	667
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:	136	0	411	0	0	0	0	1245	0	0	554	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	0	411	0	0	0	0	1245	0	0	554	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:	136	0	411	0	0	0	0	1245	0	0	554	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.92	0.87	0.92	0.92	0.87
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1645	0	2961	0	0	0	0	3478	0	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.14	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.16	0.00
Crit Moves:	****							****				
Green Time:	16.5	0.0	16.5	0.0	0.0	0.0	0.0	42.5	0.0	0.0	42.5	0.0
Volume/Cap:	0.33	0.00	0.55	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.24	0.00
Delay/Veh:	20.2	0.0	21.9	0.0	0.0	0.0	0.0	6.3	0.0	0.0	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.2	0.0	21.9	0.0	0.0	0.0	0.0	6.3	0.0	0.0	4.7	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	5	0	10	0	0	0	0	13	0	0	5	0

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

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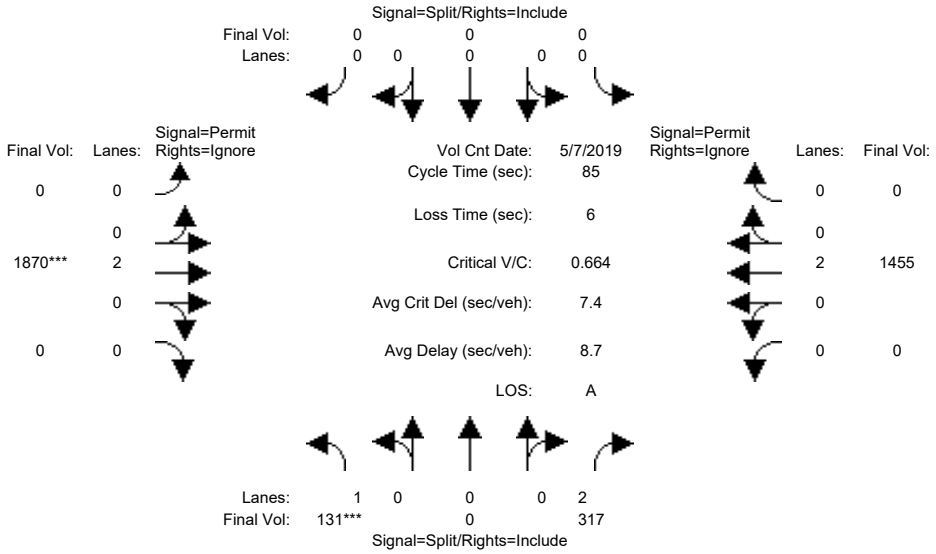
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #7671: US 101 NB Ramps and Pacheco Pass Highway (SR 152)



Street Name:	US 101 NB Ramps						Pacheco Pass Highway (SR 152)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	108	0	221	0	0	0	0	1450	296	0	834	688
Growth Adj:	1.00	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	0	221	0	0	0	0	1450	296	0	834	688
Added Vol:	0	0	8	0	0	0	0	58	0	0	63	82
ATI:	23	0	88	0	0	0	0	362	94	0	558	183
Initial Fut:	131	0	317	0	0	0	0	1870	390	0	1455	953
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:	131	0	317	0	0	0	0	1870	0	0	1455	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	0	317	0	0	0	0	1870	0	0	1455	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:	131	0	317	0	0	0	0	1870	0	0	1455	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.92	0.87	0.92	0.92	0.87
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1645	0	2961	0	0	0	0	3478	0	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.11	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.42	0.00
Crit Moves:	****							****				
Green Time:	13.1	0.0	13.1	0.0	0.0	0.0	0.0	65.9	0.0	0.0	65.9	0.0
Volume/Cap:	0.52	0.00	0.69	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.54	0.00
Delay/Veh:	34.9	0.0	38.6	0.0	0.0	0.0	0.0	5.4	0.0	0.0	3.9	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:	34.9	0.0	38.6	0.0	0.0	0.0	0.0	5.4	0.0	0.0	3.9	0.0
LOS by Move:	C	A	D	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	8	0	12	0	0	0	0	22	0	0	14	0

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

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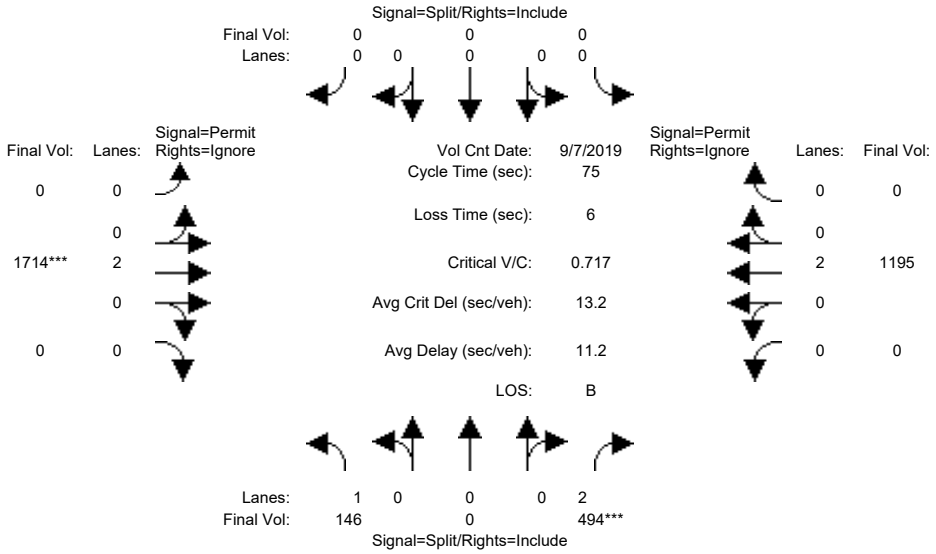
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (Sat)

Intersection #7671: US 101 NB Ramps and Pacheco Pass Highway (SR 152)



Street Name:	US 101 NB Ramps						Pacheco Pass Highway (SR 152)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Sep 2019 <<												
Base Vol:	126	0	468	0	0	0	0	1528	330	0	982	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	0	468	0	0	0	0	1528	330	0	982	920
Added Vol:	0	0	4	0	0	0	0	55	0	0	29	56
ATI:	20	0	22	0	0	0	0	131	71	0	184	47
Initial Fut:	146	0	494	0	0	0	0	1714	401	0	1195	1023
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:	146	0	494	0	0	0	0	1714	0	0	1195	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	0	494	0	0	0	0	1714	0	0	1195	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:	146	0	494	0	0	0	0	1714	0	0	1195	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.92	0.87	0.92	0.92	0.87
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	1645	0	2961	0	0	0	0	3478	0	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.17	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.34	0.00
Crit Moves:			****					****				
Green Time:	17.5	0.0	17.5	0.0	0.0	0.0	0.0	51.5	0.0	0.0	51.5	0.0
Volume/Cap:	0.38	0.00	0.72	0.00	0.00	0.00	0.00	0.72	0.00	0.00	0.50	0.00
Delay/Veh:	24.9	0.0	30.1	0.0	0.0	0.0	0.0	8.3	0.0	0.0	5.8	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:	24.9	0.0	30.1	0.0	0.0	0.0	0.0	8.3	0.0	0.0	5.8	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	7	0	15	0	0	0	0	22	0	0	12	0

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

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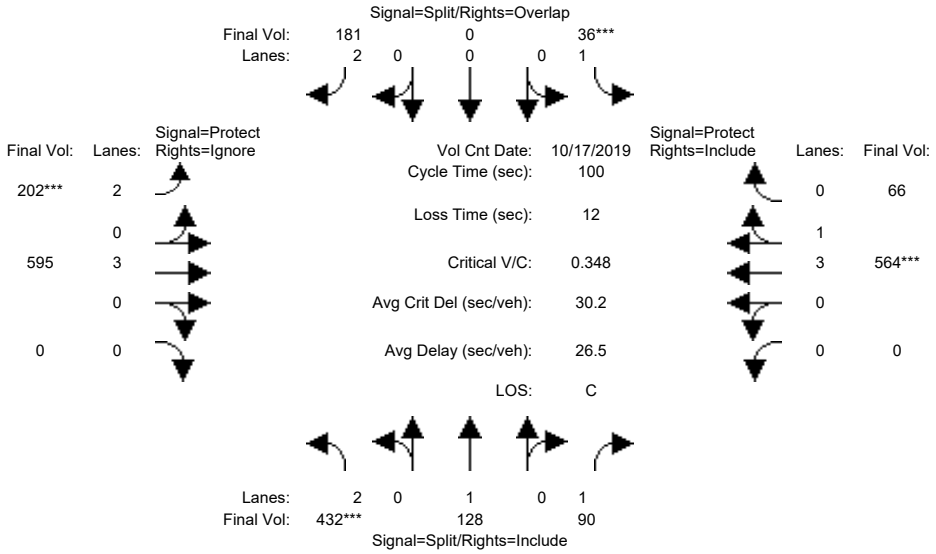
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (AM)

Intersection #7675: US 101 NB Ramps/San Ysidro Avenue and Leavesley Road



Street Name:	US 101 NB Ramps/San Ysidro Avenue						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	386	128	90	36	0	179	201	546	0	0	547	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	386	128	90	36	0	179	201	546	0	0	547	66
Added Vol:	0	0	0	0	0	0	0	30	0	0	4	0
ATI:	46	0	0	0	0	2	1	19	36	0	13	0
Initial Fut:	432	128	90	36	0	181	202	595	36	0	564	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	432	128	90	36	0	181	202	595	0	0	564	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	128	90	36	0	181	202	595	0	0	564	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	432	128	90	36	0	181	202	595	0	0	564	66
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	0.83	0.83	0.98	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	0.00	2.00	2.00	3.00	0.00	0.00	3.56	0.44
Final Sat.:	3150	1900	1750	1750	0	3150	3150	5600	0	0	6713	786
Capacity Analysis Module:												
Vol/Sat:	0.14	0.07	0.05	0.02	0.00	0.06	0.06	0.11	0.00	0.00	0.08	0.08
Crit Moves:	****			****			****				****	
Green Time:	37.5	37.5	37.5	10.0	0.0	27.5	17.5	40.5	0.0	0.0	23.0	23.0
Volume/Cap:	0.37	0.18	0.14	0.21	0.00	0.21	0.37	0.26	0.00	0.00	0.37	0.37
Delay/Veh:	22.8	21.1	20.7	41.9	0.0	28.0	36.7	19.9	0.0	0.0	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:	22.8	21.1	20.7	41.9	0.0	28.0	36.7	19.9	0.0	0.0	32.5	32.5
LOS by Move:	C	C	C	D	A	C	D	B	A	A	C	C
HCM2k95thQ:	11	5	4	3	0	5	7	8	0	0	8	8

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

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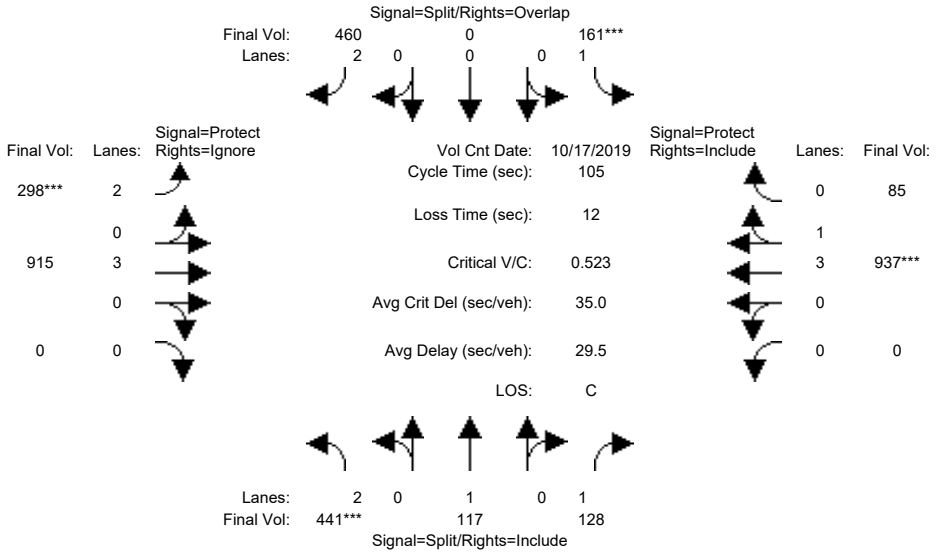
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #7675: US 101 NB Ramps/San Ysidro Avenue and Leavesley Road



Street Name:	US 101 NB Ramps/San Ysidro Avenue						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	388	111	128	160	0	450	283	882	0	0	877	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:	388	111	128	160	0	450	283	882	0	0	877	83
Added Vol:	0	0	0	0	0	0	0	8	0	0	27	0
ATI:	53	6	0	1	0	10	15	25	51	0	33	2
Initial Fut:	441	117	128	161	0	460	298	915	51	0	937	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	441	117	128	161	0	460	298	915	0	0	937	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	117	128	161	0	460	298	915	0	0	937	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	441	117	128	161	0	460	298	915	0	0	937	85
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	0.83	0.83	0.98	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	0.00	2.00	2.00	3.00	0.00	0.00	3.65	0.35
Final Sat.:	3150	1900	1750	1750	0	3150	3150	5600	0	0	6875	624
Capacity Analysis Module:												
Vol/Sat:	0.14	0.06	0.07	0.09	0.00	0.15	0.09	0.16	0.00	0.00	0.14	0.14
Crit Moves:	****			****			****				****	
Green Time:	28.1	28.1	28.1	18.5	0.0	37.5	19.0	46.4	0.0	0.0	27.4	27.4
Volume/Cap:	0.52	0.23	0.27	0.52	0.00	0.41	0.52	0.37	0.00	0.00	0.52	0.52
Delay/Veh:	33.3	30.2	30.7	40.9	0.0	25.7	39.8	19.6	0.0	0.0	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:	33.3	30.2	30.7	40.9	0.0	25.7	39.8	19.6	0.0	0.0	33.5	33.5
LOS by Move:	C	C	C	D	A	C	D	B	A	A	C	C
HCM2k95thQ:	14	6	7	11	0	13	11	13	0	0	13	13

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

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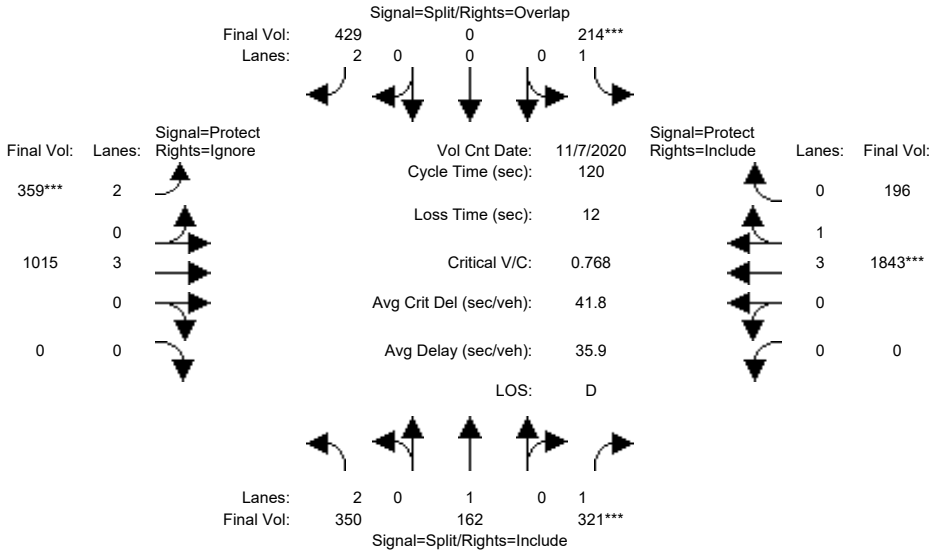
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (Sat)

Intersection #7675: US 101 NB Ramps/San Ysidro Avenue and Leavesley Road



Street Name:	US 101 NB Ramps/San Ysidro Avenue						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2020 <<												
Base Vol:	320	159	321	213	0	420	351	974	256	0	1790	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	159	321	213	0	420	351	974	256	0	1790	195
Added Vol:	0	0	0	0	0	0	0	5	0	0	7	0
ATI:	30	3	0	1	0	9	8	36	42	0	46	1
Initial Fut:	350	162	321	214	0	429	359	1015	298	0	1843	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	350	162	321	214	0	429	359	1015	0	0	1843	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	162	321	214	0	429	359	1015	0	0	1843	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	350	162	321	214	0	429	359	1015	0	0	1843	196
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	0.83	0.83	0.98	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	0.00	2.00	2.00	3.00	0.00	0.00	3.60	0.40
Final Sat.:	3150	1900	1750	1750	0	3150	3150	5600	0	0	6778	721
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.18	0.12	0.00	0.14	0.11	0.18	0.00	0.00	0.27	0.27
Crit Moves:			****	****			****				****	
Green Time:	28.6	28.6	28.6	19.1	0.0	36.9	17.8	60.3	0.0	0.0	42.5	42.5
Volume/Cap:	0.47	0.36	0.77	0.77	0.00	0.44	0.77	0.36	0.00	0.00	0.77	0.77
Delay/Veh:	39.6	38.5	51.0	60.5	0.0	33.6	56.7	18.2	0.0	0.0	35.8	35.8
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:	39.6	38.5	51.0	60.5	0.0	33.6	56.7	18.2	0.0	0.0	35.8	35.8
LOS by Move:	D	D	D	E	A	C	E	B	A	A	D	D
HCM2k95thQ:	13	10	24	18	0	15	18	14	0	0	30	30

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

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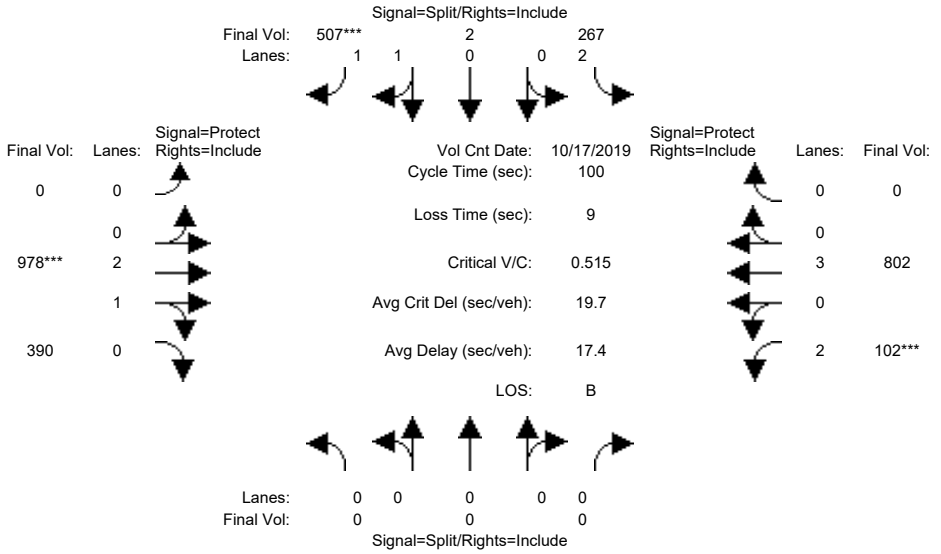
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (AM)

Intersection #7676: US 101 SB Ramps and Leavesley Road



Street Name:	US 101 SB Ramps						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	0	0	0	266	2	475	0	893	354	102	739	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	266	2	475	0	893	354	102	739	0
Added Vol:	0	0	0	0	0	0	0	30	0	0	4	0
ATI:	0	0	0	1	0	32	0	55	36	0	59	0
Initial Fut:	0	0	0	267	2	507	0	978	390	102	802	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	267	2	507	0	978	390	102	802	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	267	2	507	0	978	390	102	802	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	267	2	507	0	978	390	102	802	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	0.95	0.95	0.92	0.83	0.79	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.01	1.99	0.00	2.11	0.89	2.00	3.00	0.00
Final Sat.:	0	0	0	3150	14	3586	0	3321	1324	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.14	0.14	0.00	0.29	0.29	0.03	0.14	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	27.2	27.2	27.2	0.0	56.8	56.8	7.0	63.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.31	0.52	0.52	0.00	0.52	0.52	0.46	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	29.1	31.3	31.3	0.0	13.4	13.4	46.2	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	29.1	31.3	31.3	0.0	13.4	13.4	46.2	7.7	0.0
LOS by Move:	A	A	A	C	C	C	A	B	B	D	A	A
HCM2k95thQ:	0	0	0	8	14	14	0	16	16	5	7	0

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

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Camino Arroyo/Renz Delivery Station
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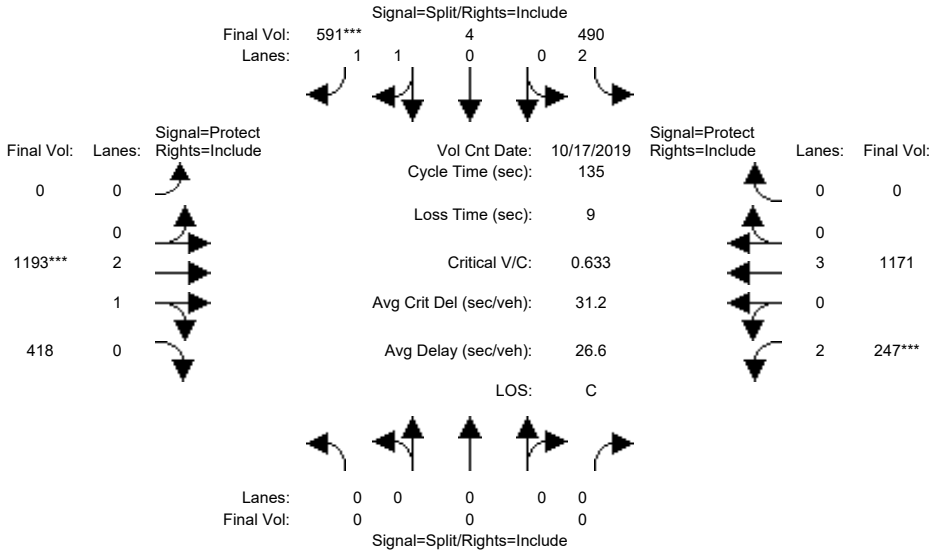
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #7676: US 101 SB Ramps and Leavesley Road



Street Name:	US 101 SB Ramps						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 17 Oct 2019 <<												
Base Vol:	0	0	0	480	4	533	0	1104	358	244	1056	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	480	4	533	0	1104	358	244	1056	0
Added Vol:	0	0	0	0	0	0	0	8	0	0	27	0
ATI:	0	0	0	10	0	58	0	81	60	3	88	0
Initial Fut:	0	0	0	490	4	591	0	1193	418	247	1171	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	490	4	591	0	1193	418	247	1171	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	490	4	591	0	1193	418	247	1171	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	490	4	591	0	1193	418	247	1171	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	0.95	0.95	0.92	0.83	0.79	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.01	1.99	0.00	2.19	0.81	2.00	3.00	0.00
Final Sat.:	0	0	0	3150	24	3576	0	3440	1205	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.17	0.17	0.00	0.35	0.35	0.08	0.21	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	35.3	35.3	35.3	0.0	74.0	74.0	16.7	90.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.60	0.63	0.63	0.00	0.63	0.63	0.63	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	44.8	45.5	45.5	0.0	21.6	21.6	59.6	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	44.8	45.5	45.5	0.0	21.6	21.6	59.6	9.2	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	E	A	A
HCM2k95thQ:	0	0	0	20	22	22	0	27	27	13	12	0

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

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Camino Arroyo/Renz Delivery Station
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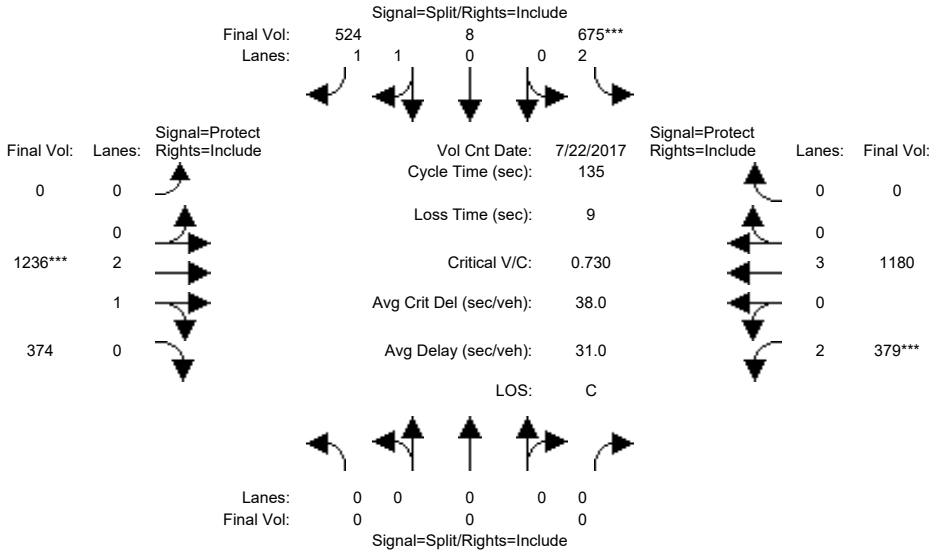
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (Sat)

Intersection #7676: US 101 SB Ramps and Leavesley Road



Street Name:	US 101 SB Ramps						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 22 Jul 2017 <<												
Base Vol:	0	0	0	670	8	471	0	1148	348	376	1095	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	670	8	471	0	1148	348	376	1095	0
Added Vol:	0	0	0	0	0	0	0	5	0	0	7	0
ATI:	0	0	0	5	0	53	0	83	26	3	78	0
Initial Fut:	0	0	0	675	8	524	0	1236	374	379	1180	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	675	8	524	0	1236	374	379	1180	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	675	8	524	0	1236	374	379	1180	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	675	8	524	0	1236	374	379	1180	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	0.95	0.95	0.92	0.82	0.79	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.03	1.97	0.00	2.28	0.72	2.00	3.00	0.00
Final Sat.:	0	0	0	3150	54	3546	0	3567	1079	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.15	0.15	0.00	0.35	0.35	0.12	0.21	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	39.6	39.6	39.6	0.0	64.1	64.1	22.3	86.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.73	0.50	0.50	0.00	0.73	0.73	0.73	0.32	0.00
Delay/Veh:	0.0	0.0	0.0	45.8	39.9	39.9	0.0	29.8	29.8	58.7	11.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	45.8	39.9	39.9	0.0	29.8	29.8	58.7	11.1	0.0
LOS by Move:	A	A	A	D	D	D	A	C	C	E	B	A
HCM2k95thQ:	0	0	0	28	18	18	0	31	31	19	14	0

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

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Camino Arroyo/Renz Delivery Station
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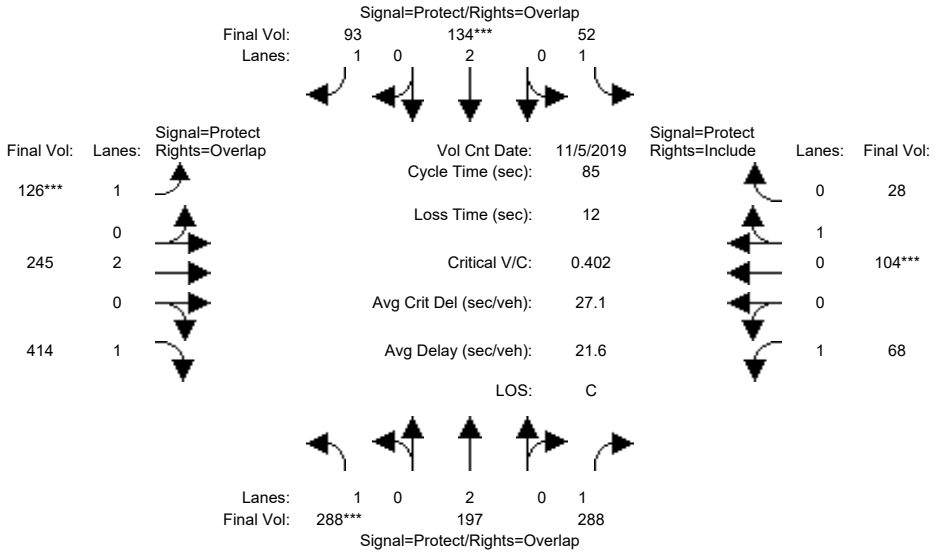
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (AM)

Intersection #10570: Monterey Road and Luchessa Avenue



Street Name:	Monterey Road						Luchessa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2019 <<												
Base Vol:	240	196	279	51	133	87	106	191	404	67	69	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	196	279	51	133	87	106	191	404	67	69	28
Added Vol:	0	0	0	0	0	3	16	0	0	0	0	0
ATI:	48	1	9	1	1	3	4	54	10	1	35	0
Initial Fut:	288	197	288	52	134	93	126	245	414	68	104	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	197	288	52	134	93	126	245	414	68	104	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	197	288	52	134	93	126	245	414	68	104	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	197	288	52	134	93	126	245	414	68	104	28
Saturation 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	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.79	0.21
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	1418	382
Capacity Analysis Module:												
Vol/Sat:	0.16	0.05	0.16	0.03	0.04	0.05	0.07	0.06	0.24	0.04	0.07	0.07
Crit Moves:	****				****		****				****	
Green Time:	33.5	26.3	38.4	17.2	10.0	24.6	14.6	17.4	50.8	12.2	14.9	14.9
Volume/Cap:	0.42	0.17	0.36	0.15	0.30	0.18	0.42	0.32	0.40	0.27	0.42	0.42
Delay/Veh:	19.1	21.5	15.6	28.1	34.7	22.8	32.3	29.0	9.2	33.1	32.1	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:	19.1	21.5	15.6	28.1	34.7	22.8	32.3	29.0	9.2	33.1	32.1	32.1
LOS by Move:	B	C	B	C	C	C	C	C	A	C	C	C
HCM2k95thQ:	12	4	11	2	3	4	7	6	12	4	7	7

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

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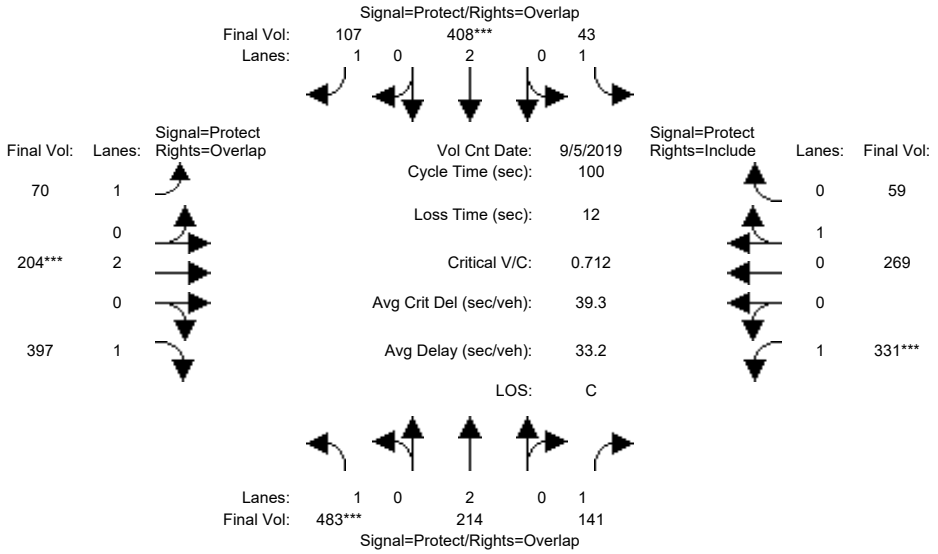
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #10570: Monterey Road and Luchessa Avenue



Street Name:	Monterey Road						Luchessa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	365	209	140	43	398	89	59	136	375	322	182	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	209	140	43	398	89	59	136	375	322	182	58
Added Vol:	0	0	0	0	0	14	7	0	0	0	0	0
ATI:	118	5	1	0	10	4	4	68	22	9	87	1
Initial Fut:	483	214	141	43	408	107	70	204	397	331	269	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	483	214	141	43	408	107	70	204	397	331	269	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	483	214	141	43	408	107	70	204	397	331	269	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	483	214	141	43	408	107	70	204	397	331	269	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.82	0.18
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	1476	324
Capacity Analysis Module:												
Vol/Sat:	0.28	0.06	0.08	0.02	0.11	0.06	0.04	0.05	0.23	0.19	0.18	0.18
Crit Moves:	****				****			****		****		
Green Time:	37.6	30.7	56.5	21.5	14.6	24.6	9.9	10.0	47.6	25.8	25.8	25.8
Volume/Cap:	0.73	0.18	0.14	0.11	0.73	0.25	0.40	0.54	0.48	0.73	0.71	0.71
Delay/Veh:	31.2	25.5	10.4	31.7	45.9	30.6	43.8	44.3	18.2	40.1	38.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	25.5	10.4	31.7	45.9	30.6	43.8	44.3	18.2	40.1	38.5	38.5
LOS by Move:	C	C	B	C	D	C	D	D	B	D	D	D
HCM2k95thQ:	26	5	4	2	12	5	5	7	17	21	20	20

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

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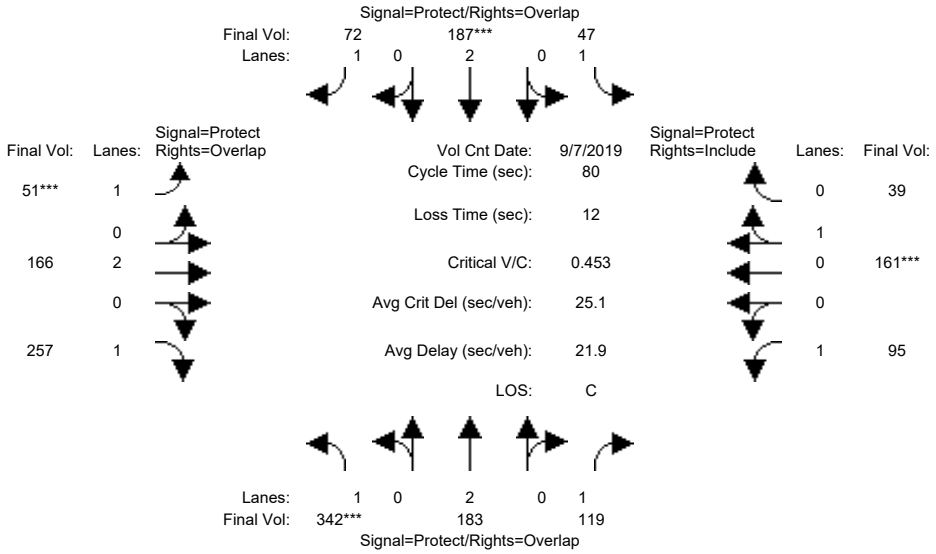
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (Sat)

Intersection #10570: Monterey Road and Luchessa Avenue



Street Name:	Monterey Road						Luchessa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Sep 2019 <<												
Base Vol:	239	174	119	47	180	58	39	110	233	95	88	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	174	119	47	180	58	39	110	233	95	88	38
Added Vol:	0	0	0	0	0	10	7	0	0	0	0	0
ATI:	103	9	0	0	7	4	5	56	24	0	73	1
Initial Fut:	342	183	119	47	187	72	51	166	257	95	161	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:	342	183	119	47	187	72	51	166	257	95	161	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	183	119	47	187	72	51	166	257	95	161	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:	342	183	119	47	187	72	51	166	257	95	161	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.81	0.19
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	1449	351
Capacity Analysis Module:												
Vol/Sat:	0.20	0.05	0.07	0.03	0.05	0.04	0.03	0.04	0.15	0.05	0.11	0.11
Crit Moves:	****				****		****				****	
Green Time:	32.5	25.0	35.5	17.5	10.0	17.0	7.0	15.0	47.5	10.5	18.5	18.5
Volume/Cap:	0.48	0.15	0.15	0.12	0.39	0.19	0.33	0.23	0.25	0.41	0.48	0.48
Delay/Veh:	18.0	19.9	13.4	25.2	32.8	26.1	35.6	27.8	7.9	33.1	27.5	27.5
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:	18.0	19.9	13.4	25.2	32.8	26.1	35.6	27.8	7.9	33.1	27.5	27.5
LOS by Move:	B	B	B	C	C	C	D	C	A	C	C	C
HCM2k95thQ:	13	3	4	2	4	3	3	4	7	6	10	10

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

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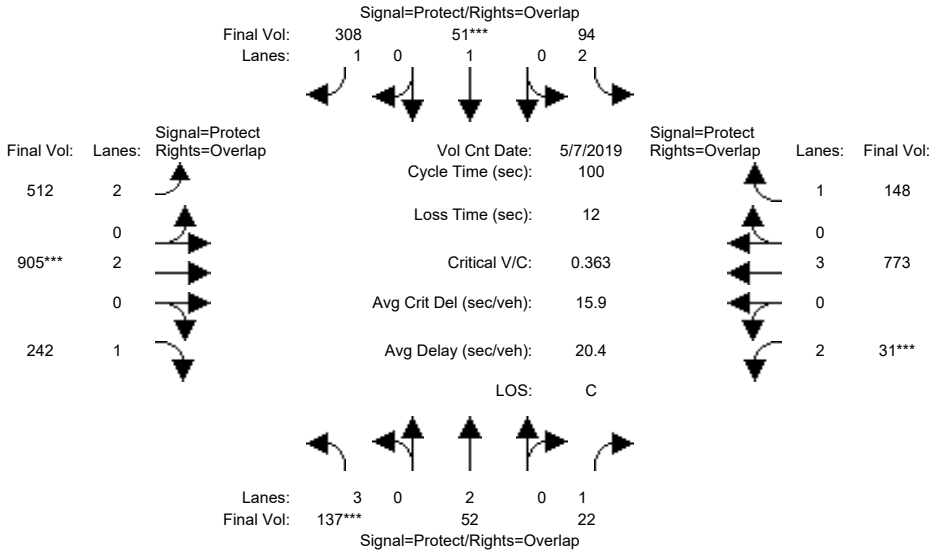
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (AM)

Intersection #10715: Camino Arroyo and Pacheco Pass Highway



Street Name:	Camino Arroyo						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	133	52	22	72	51	281	346	385	237	31	599	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	52	22	72	51	281	346	385	237	31	599	139
Added Vol:	0	0	0	3	0	9	152	13	0	0	16	4
ATI:	4	0	0	19	0	18	14	507	5	0	158	5
Initial Fut:	137	52	22	94	51	308	512	905	242	31	773	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:	137	52	22	94	51	308	512	905	242	31	773	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	52	22	94	51	308	512	905	242	31	773	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:	137	52	22	94	51	308	512	905	242	31	773	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	1.00	0.92	0.83	0.94	0.92	0.83	0.93	0.92
Lanes:	3.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	4551	3800	1750	3150	1900	1750	3150	3587	1750	3150	5278	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.03	0.03	0.18	0.16	0.25	0.14	0.01	0.15	0.08
Crit Moves:	****				****			****			****	
Green Time:	7.6	10.3	17.3	7.2	10.0	47.0	37.0	63.4	71.0	7.0	33.4	40.6
Volume/Cap:	0.40	0.13	0.07	0.41	0.27	0.37	0.44	0.40	0.19	0.14	0.44	0.21
Delay/Veh:	44.8	40.9	34.7	45.6	42.4	17.3	23.9	9.1	5.0	44.0	26.2	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	40.9	34.7	45.6	42.4	17.3	23.9	9.1	5.0	44.0	26.2	19.4
LOS by Move:	D	D	C	D	D	B	C	A	A	D	C	B
HCM2k95thQ:	4	2	1	3	3	12	13	13	5	1	11	6

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

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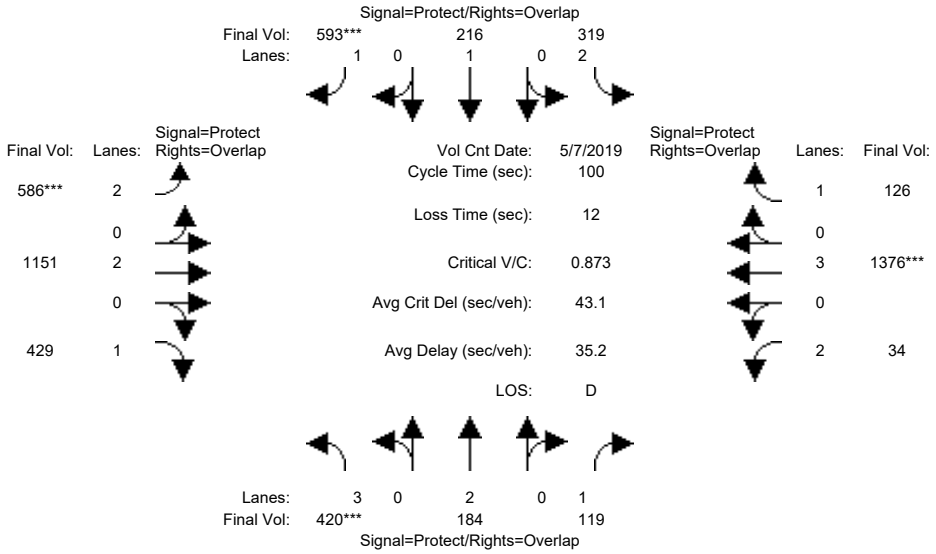
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #10715: Camino Arroyo and Pacheco Pass Highway



Street Name:	Camino Arroyo						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	411	184	119	300	216	520	520	710	422	34	571	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	411	184	119	300	216	520	520	710	422	34	571	96
Added Vol:	0	0	0	5	0	35	45	20	0	0	110	5
ATI:	9	0	0	14	0	38	21	421	7	0	695	25
Initial Fut:	420	184	119	319	216	593	586	1151	429	34	1376	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	420	184	119	319	216	593	586	1151	429	34	1376	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	184	119	319	216	593	586	1151	429	34	1376	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	420	184	119	319	216	593	586	1151	429	34	1376	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.92	0.83	1.00	0.78	0.70	0.94	0.92	0.83	0.93	0.92
Lanes:	3.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3868	3800	1750	3150	1900	1488	2677	3587	1750	3150	5278	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.07	0.10	0.11	0.40	0.22	0.32	0.25	0.01	0.26	0.07
Crit Moves:	****					****	****				****	
Green Time:	12.4	16.4	26.3	16.6	20.6	45.7	25.1	45.1	57.6	9.8	29.9	46.5
Volume/Cap:	0.87	0.29	0.26	0.61	0.55	0.87	0.87	0.71	0.43	0.11	0.87	0.15
Delay/Veh:	59.0	37.0	29.5	40.8	37.3	36.5	48.0	23.7	12.2	41.2	38.9	15.5
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:	59.0	37.0	29.5	40.8	37.3	36.5	48.0	23.7	12.2	41.2	38.9	15.5
LOS by Move:	E	D	C	D	D	D	D	C	B	D	D	B
HCM2k95thQ:	15	5	6	10	11	32	20	25	14	1	25	5

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

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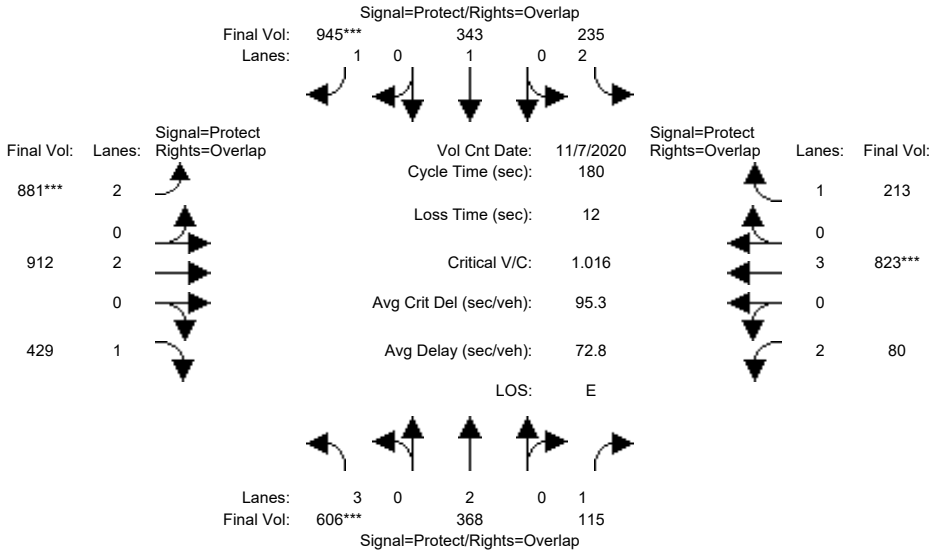
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (Sat)

Intersection #10715: Camino Arroyo and Pacheco Pass Highway



Street Name:	Camino Arroyo						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2020 <<												
Base Vol:	600	368	115	225	343	885	845	743	423	80	575	199
Growth Adj:	1.00	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	368	115	225	343	885	845	743	423	80	575	199
Added Vol:	0	0	0	7	0	31	22	37	0	0	53	9
ATI:	6	0	0	3	0	29	14	132	6	0	195	5
Initial Fut:	606	368	115	235	343	945	881	912	429	80	823	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	606	368	115	235	343	945	881	912	429	80	823	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	606	368	115	235	343	945	881	912	429	80	823	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	606	368	115	235	343	945	881	912	429	80	823	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.92	0.83	1.00	0.78	0.70	0.94	0.92	0.83	0.93	0.92
Lanes:	3.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3868	3800	1750	3150	1900	1488	2677	3587	1750	3150	5278	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.10	0.07	0.07	0.18	0.64	0.33	0.25	0.25	0.03	0.16	0.12
Crit Moves:	****					****	****				****	
Green Time:	27.8	46.3	57.7	35.7	54.3	112.6	58.3	74.6	102.3	11.4	27.6	63.3
Volume/Cap:	1.02	0.38	0.20	0.38	0.60	1.02	1.02	0.61	0.43	0.40	1.02	0.35
Delay/Veh:	116.9	55.2	44.6	62.9	55.3	67.1	95.3	42.2	22.5	82.3	112	43.4
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:	116.9	55.2	44.6	62.9	55.3	67.1	95.3	42.2	22.5	82.3	112	43.4
LOS by Move:	F	E	D	E	E	E	F	D	C	F	F	D
HCM2k95thQ:	32	15	9	12	27	94	52	32	25	5	31	17

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

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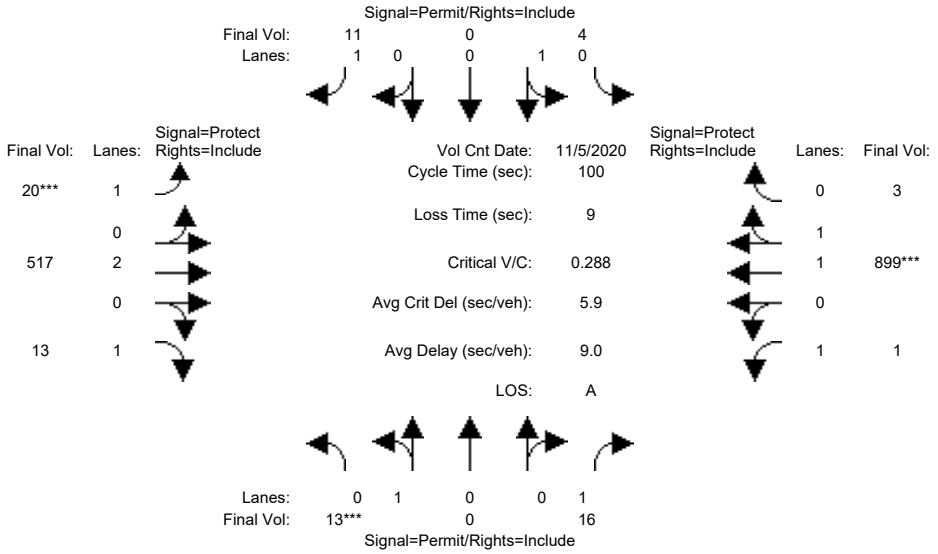
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (AM)

Intersection #50822: Gilroy Foods Dwy and Pacheco Pass Hwy



Street Name:	Gilroy Foods Dwy						Pacheco Pass Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	13	0	16	4	0	7	10	461	13	1	778	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:	13	0	16	4	0	7	10	461	13	1	778	2
Added Vol:	0	0	0	0	0	0	0	4	0	0	29	0
ATI:	0	0	0	0	0	4	10	52	0	0	92	1
Initial Fut:	13	0	16	4	0	11	20	517	13	1	899	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:	13	0	16	4	0	11	20	517	13	1	899	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	16	4	0	11	20	517	13	1	899	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	0	16	4	0	11	20	517	13	1	899	3
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	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3688	12
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.01	0.01	0.14	0.01	0.00	0.24	0.24
Crit Moves:	****						****				****	
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	7.0	53.5	53.5	27.5	74.0	74.0
Volume/Cap:	0.07	0.00	0.09	0.02	0.00	0.06	0.16	0.25	0.01	0.00	0.33	0.33
Delay/Veh:	41.0	0.0	41.1	40.6	0.0	40.9	44.4	12.6	10.9	26.3	4.5	4.5
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	0.0	41.1	40.6	0.0	40.9	44.4	12.6	10.9	26.3	4.5	4.5
LOS by Move:	D	A	D	D	A	D	D	B	B	C	A	A
HCM2k95thQ:	1	0	1	0	0	1	2	8	0	0	9	9

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

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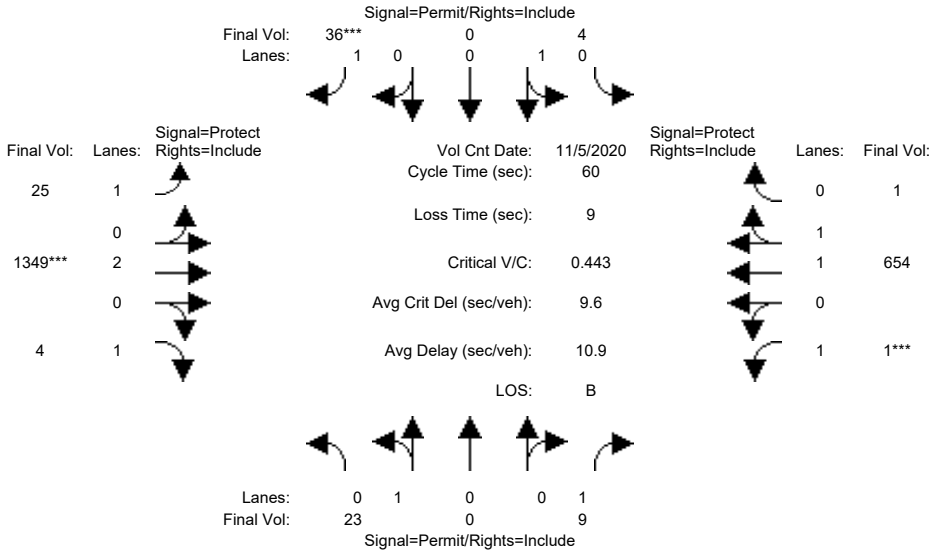
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #50822: Gilroy Foods Dwy and Pacheco Pass Hwy



Street Name:	Gilroy Foods Dwy						Pacheco Pass Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	23	0	9	3	0	13	7	1194	4	1	548	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	0	9	3	0	13	7	1194	4	1	548	0
Added Vol:	0	0	0	0	0	0	0	25	0	0	6	0
ATI:	0	0	0	1	0	23	18	130	0	0	100	1
Initial Fut:	23	0	9	4	0	36	25	1349	4	1	654	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	0	9	4	0	36	25	1349	4	1	654	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	0	9	4	0	36	25	1349	4	1	654	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	0	9	4	0	36	25	1349	4	1	654	1
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	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3694	6
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.02	0.01	0.36	0.00	0.00	0.18	0.18
Crit Moves:						****		****		****		
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	16.3	34.0	34.0	7.0	24.7	24.7
Volume/Cap:	0.08	0.00	0.03	0.01	0.00	0.12	0.05	0.63	0.00	0.00	0.43	0.43
Delay/Veh:	21.2	0.0	21.0	20.9	0.0	21.5	16.2	9.3	5.6	23.4	12.8	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	0.0	21.0	20.9	0.0	21.5	16.2	9.3	5.6	23.4	12.8	12.8
LOS by Move:	C	A	C	C	A	C	B	A	A	C	B	B
HCM2k95thQ:	1	0	0	0	0	1	1	17	0	0	9	9

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

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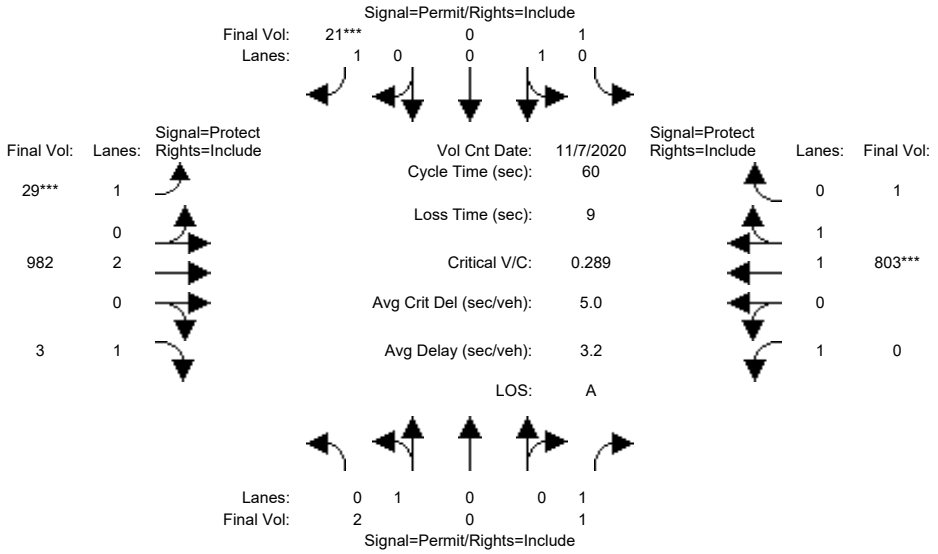
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (Sat)

Intersection #50822: Gilroy Foods Dwy and Pacheco Pass Hwy



Street Name:	Gilroy Foods Dwy						Pacheco Pass Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2020 <<												
Base Vol:	2	0	1	0	0	0	7	921	3	0	739	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	1	0	0	0	7	921	3	0	739	0
Added Vol:	0	0	0	0	0	0	0	5	0	0	4	0
ATI:	0	0	0	1	0	21	22	56	0	0	60	1
Initial Fut:	2	0	1	1	0	21	29	982	3	0	803	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	1	1	0	21	29	982	3	0	803	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	1	1	0	21	29	982	3	0	803	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	1	1	0	21	29	982	3	0	803	1
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	1.00	0.92	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1800	0	1750	1800	0	1750	1750	3800	1750	1750	3695	5
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.01	0.02	0.26	0.00	0.00	0.22	0.22
Crit Moves:						****	****				****	
Green Time:	2.3	0.0	2.3	2.3	0.0	2.3	7.0	48.7	48.7	0.0	41.7	41.7
Volume/Cap:	0.03	0.00	0.01	0.01	0.00	0.31	0.14	0.32	0.00	0.00	0.31	0.31
Delay/Veh:	27.9	0.0	27.8	27.8	0.0	30.7	24.1	1.5	1.1	0.0	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:	27.9	0.0	27.8	27.8	0.0	30.7	24.1	1.5	1.1	0.0	3.6	3.6
LOS by Move:	C	A	C	C	A	C	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	2	1	5	0	0	6	6

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

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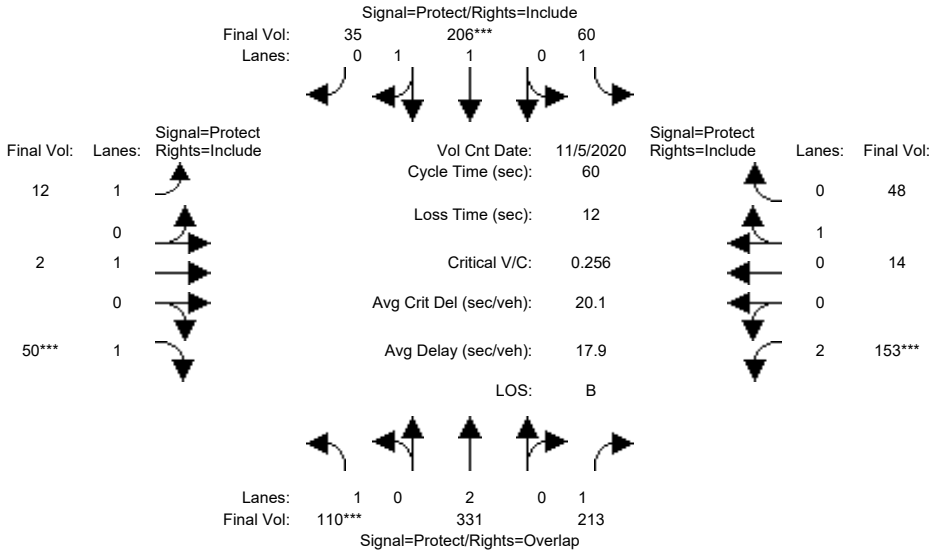
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (AM)

Intersection #50855: Camino Arroyo and Renz Ln



Street Name:	Camino Arroyo						Renz Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	110	312	58	11	168	35	12	2	50	143	14	41
Growth Adj:	1.00	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	312	58	11	168	35	12	2	50	143	14	41
Added Vol:	0	0	155	49	2	0	0	0	0	10	0	7
ATI:	0	19	0	0	36	0	0	0	0	0	0	0
Initial Fut:	110	331	213	60	206	35	12	2	50	153	14	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	331	213	60	206	35	12	2	50	153	14	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	331	213	60	206	35	12	2	50	153	14	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	331	213	60	206	35	12	2	50	153	14	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.70	0.30	1.00	1.00	1.00	2.00	0.23	0.77
Final Sat.:	1750	3800	1750	1750	3162	537	1750	1900	1750	3150	406	1394
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.12	0.03	0.07	0.07	0.01	0.00	0.03	0.05	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	13.5	16.2	26.7	11.3	14.0	14.0	8.4	10.0	10.0	10.5	12.0	12.0
Volume/Cap:	0.28	0.32	0.27	0.18	0.28	0.28	0.05	0.01	0.17	0.28	0.17	0.17
Delay/Veh:	19.6	17.7	10.7	20.7	19.0	19.0	22.4	20.9	21.7	21.8	20.1	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.6	17.7	10.7	20.7	19.0	19.0	22.4	20.9	21.7	21.8	20.1	20.1
LOS by Move:	B	B	B	C	B	B	C	C	C	C	C	C
HCM2k95thQ:	4	5	5	2	4	4	1	0	2	4	2	2

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

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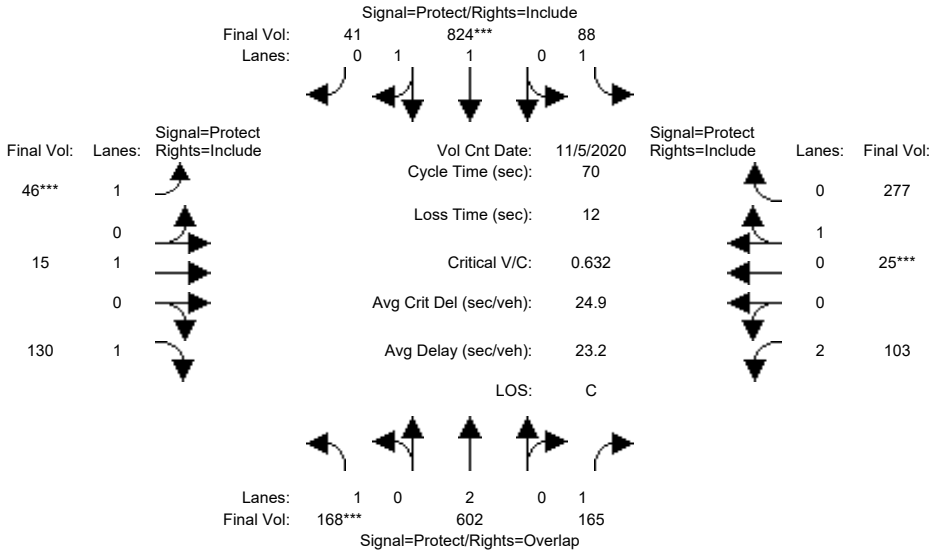
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #50855: Camino Arroyo and Renz Ln



Street Name:	Camino Arroyo						Renz Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	168	554	118	78	769	41	46	15	130	66	25	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	554	118	78	769	41	46	15	130	66	25	235
Added Vol:	0	3	47	10	3	0	0	0	0	37	0	42
ATI:	0	45	0	0	52	0	0	0	0	0	0	0
Initial Fut:	168	602	165	88	824	41	46	15	130	103	25	277
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	602	165	88	824	41	46	15	130	103	25	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	602	165	88	824	41	46	15	130	103	25	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	602	165	88	824	41	46	15	130	103	25	277
Saturation 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	0.97	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.90	0.10	1.00	1.00	1.00	2.00	0.08	0.92
Final Sat.:	1750	3800	1750	1750	3524	175	1750	1900	1750	3150	149	1651
Capacity Analysis Module:												
Vol/Sat:	0.10	0.16	0.09	0.05	0.23	0.23	0.03	0.01	0.07	0.03	0.17	0.17
Crit Moves:	****				****		****				****	
Green Time:	9.8	20.7	30.7	13.1	24.0	24.0	7.0	14.2	14.2	10.0	17.2	17.2
Volume/Cap:	0.68	0.54	0.22	0.27	0.68	0.68	0.26	0.04	0.37	0.23	0.68	0.68
Delay/Veh:	36.3	21.1	12.3	24.8	21.3	21.3	29.9	22.4	24.6	26.9	28.3	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	21.1	12.3	24.8	21.3	21.3	29.9	22.4	24.6	26.9	28.3	28.3
LOS by Move:	D	C	B	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	8	10	5	3	15	15	3	1	6	3	14	14

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

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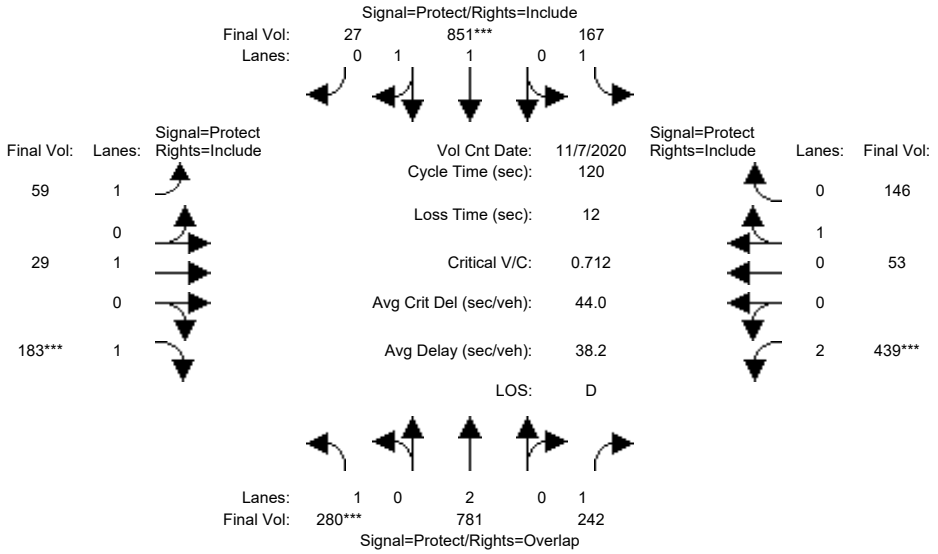
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (Sat)

Intersection #50855: Camino Arroyo and Renz Ln



Street Name:	Camino Arroyo						Renz Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2020 <<												
Base Vol:	280	754	219	164	814	27	59	29	183	406	53	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	754	219	164	814	27	59	29	183	406	53	141
Added Vol:	0	8	23	3	5	0	0	0	0	33	0	5
ATI:	0	19	0	0	32	0	0	0	0	0	0	0
Initial Fut:	280	781	242	167	851	27	59	29	183	439	53	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	781	242	167	851	27	59	29	183	439	53	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	781	242	167	851	27	59	29	183	439	53	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	781	242	167	851	27	59	29	183	439	53	146
Saturation 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	0.97	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.94	0.06	1.00	1.00	1.00	2.00	0.27	0.73
Final Sat.:	1750	3800	1750	1750	3586	114	1750	1900	1750	3150	479	1321
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.14	0.10	0.24	0.24	0.03	0.02	0.10	0.14	0.11	0.11
Crit Moves:	****				****				****	****		
Green Time:	26.9	45.7	69.2	21.2	40.0	40.0	14.2	17.6	17.6	23.5	26.9	26.9
Volume/Cap:	0.71	0.54	0.24	0.54	0.71	0.71	0.29	0.10	0.71	0.71	0.49	0.49
Delay/Veh:	49.0	29.4	12.6	46.9	37.0	37.0	49.0	44.5	57.8	49.0	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.0	29.4	12.6	46.9	37.0	37.0	49.0	44.5	57.8	49.0	41.6	41.6
LOS by Move:	D	C	B	D	D	D	D	D	E	D	D	D
HCM2k95thQ:	19	20	9	11	25	25	5	2	16	19	13	13

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

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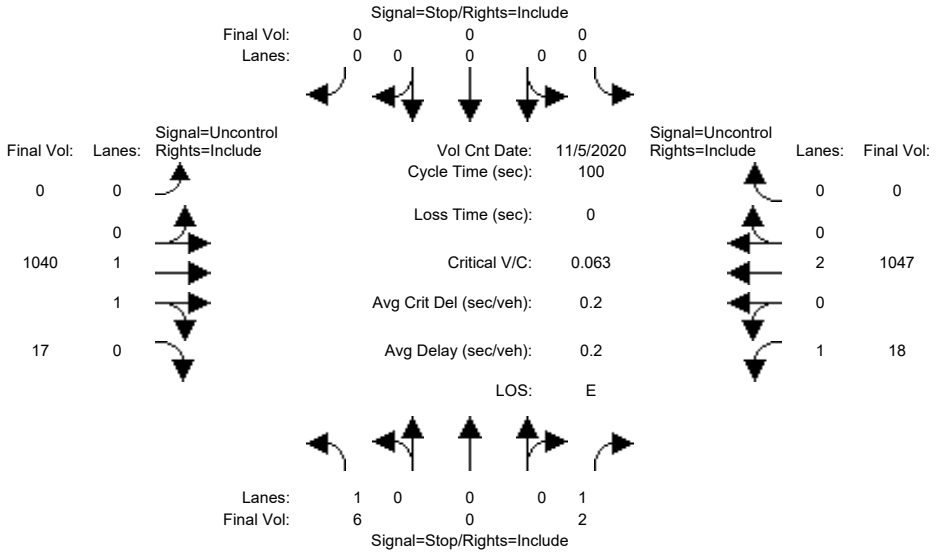
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P (AM)

Intersection #50935: Silacci Way and Pacheco Pass Hwy



Street Name:	Silacci Way						Pacheco Pass Hwy					
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: 5 Nov 2020 <<												
Base Vol:	6	0	2	0	0	0	0	498	17	18	865	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	2	0	0	0	0	498	17	18	865	0
Added Vol:	0	0	0	0	0	0	0	16	0	0	19	0
ATI:	0	0	0	0	0	0	0	526	0	0	163	0
Initial Fut:	6	0	2	0	0	0	0	1040	17	18	1047	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	2	0	0	0	0	1040	17	18	1047	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	2	0	0	0	0	1040	17	18	1047	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1608	xxxx	529	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1057	xxxx	xxxxx
Potent Cap.:	98	xxxx	500	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	667	xxxx	xxxxx
Move Cap.:	96	xxxx	500	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	667	xxxx	xxxxx
Volume/Cap:	0.06	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	45.2	xxxx	12.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	10.6	xxxx	xxxxx
LOS by Move:	E	*	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:	36.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	E			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #50935 Silacci Way and Pacheco Pass Hwy

****

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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	6	0	2	0	0	0	0	1040	17	18	1047	0
ApproachDel:	36.9			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2130]
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 #50935 Silacci Way and Pacheco Pass Hwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	6	0	2	0	0	0	0	1040	17	18	1047	0

Major Street Volume: 2122
Minor Approach Volume: 8
Minor Approach Volume Threshold: 51 [less than minimum of 150]

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

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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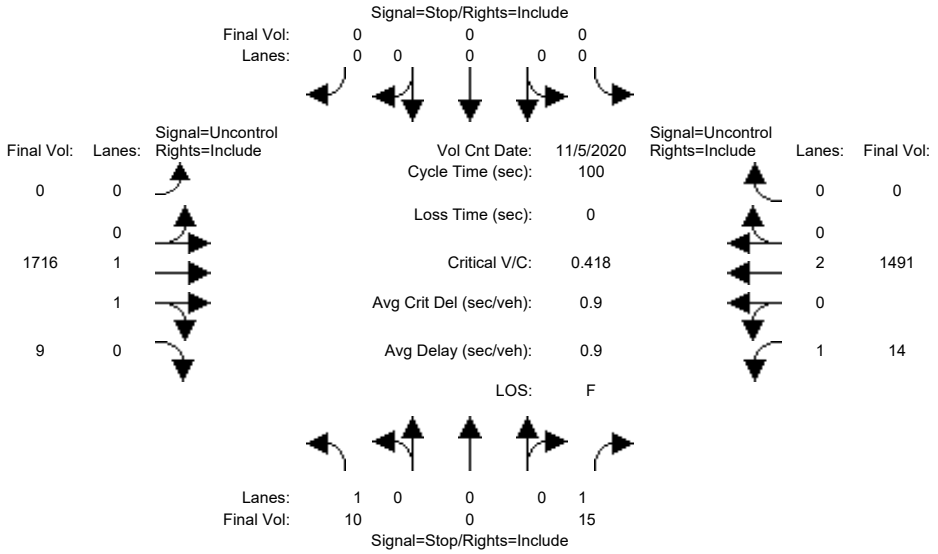
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P (PM)

Intersection #50935: Silacci Way and Pacheco Pass Hwy



Street Name:	Silacci Way						Pacheco Pass Hwy					
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: 5 Nov 2020 <<												
Base Vol:	10	0	15	0	0	0	0	1256	9	14	656	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:	10	0	15	0	0	0	0	1256	9	14	656	0
Added Vol:	0	0	0	0	0	0	0	25	0	0	115	0
ATI:	0	0	0	0	0	0	0	435	0	0	720	0
Initial Fut:	10	0	15	0	0	0	0	1716	9	14	1491	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:	10	0	15	0	0	0	0	1716	9	14	1491	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	15	0	0	0	0	1716	9	14	1491	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2494	xxxx	863	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1725	xxxx	xxxxx
Potent Cap.:	25	xxxx	302	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	371	xxxx	xxxxx
Move Cap.:	24	xxxx	302	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	371	xxxx	xxxxx
Volume/Cap:	0.42	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.3	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	237.9	xxxx	17.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.1	xxxx	xxxxx
LOS by Move:	F	*	C	*	*	*	*	*	*	C	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	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:	105.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #50935 Silacci Way and Pacheco Pass Hwy

****

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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	10	0	15	0	0	0	0	1716	9	14	1491	0
ApproachDel:	105.7			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.7]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3255]
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 #50935 Silacci Way and Pacheco Pass Hwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	10	0	15	0	0	0	0	1716	9	14	1491	0

Major Street Volume: 3230
Minor Approach Volume: 25
Minor Approach Volume Threshold: -130 [less than minimum of 150]

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

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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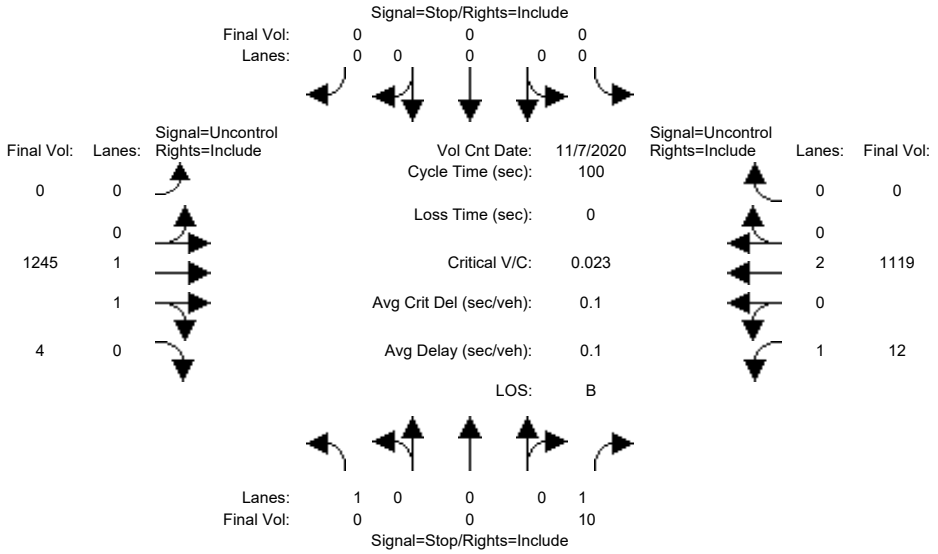
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + P (Sat)

Intersection #50935: Silacci Way and Pacheco Pass Hwy



Street Name:	Silacci Way						Pacheco Pass Hwy					
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: 7 Nov 2020 <<												
Base Vol:	0	0	10	0	0	0	0	1066	4	12	857	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	10	0	0	0	0	1066	4	12	857	0
Added Vol:	0	0	0	0	0	0	0	44	0	0	62	0
ATI:	0	0	0	0	0	0	0	135	0	0	200	0
Initial Fut:	0	0	10	0	0	0	0	1245	4	12	1119	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	10	0	0	0	0	1245	4	12	1119	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	10	0	0	0	0	1245	4	12	1119	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1831	xxxx	625	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1249	xxxx	xxxxx
Potent Cap.:	69	xxxx	433	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	564	xxxx	xxxxx
Move Cap.:	68	xxxx	433	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	564	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.5	xxxx	xxxxx
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:	13.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #50935 Silacci Way and Pacheco Pass Hwy

****

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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	0	0	10	0	0	0	0	1245	4	12	1119	0
ApproachDel:	13.5			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=10]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2390]
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 #50935 Silacci Way and Pacheco Pass Hwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	0	0	10	0	0	0	0	1245	4	12	1119	0

Major Street Volume: 2380
Minor Approach Volume: 10
Minor Approach Volume Threshold: 1 [less than minimum of 150]

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

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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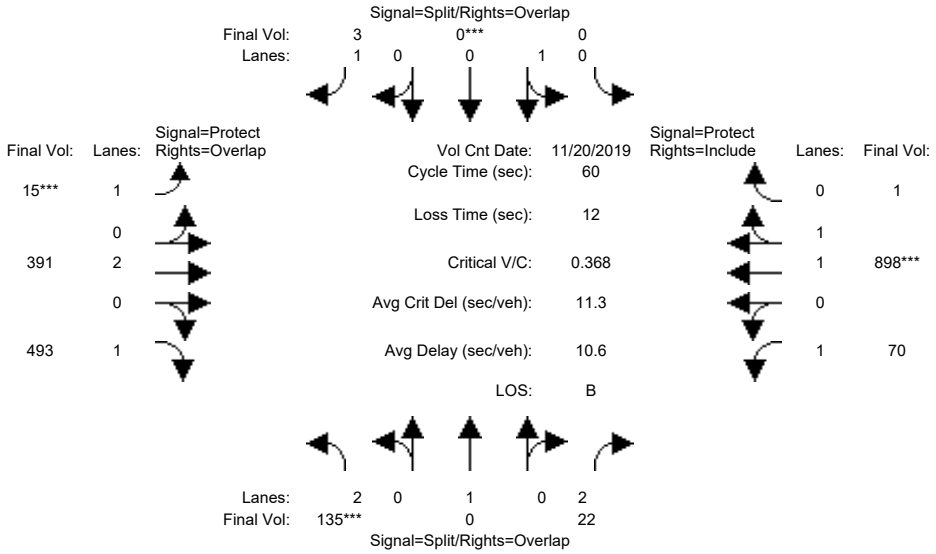
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (AM)

Intersection #52068: Cameron Boulevard and Pacheco Pass Highway



Street Name:	Cameron Boulevard						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	14	0	9	0	0	0	0	341	16	14	839	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	9	0	0	0	0	341	16	14	839	0
Added Vol:	0	0	0	0	0	3	15	1	0	3	16	1
ATI:	121	0	13	0	0	0	0	49	477	53	43	0
Initial Fut:	135	0	22	0	0	3	15	391	493	70	898	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	0	22	0	0	3	15	391	493	70	898	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	0	22	0	0	3	15	391	493	70	898	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	0	22	0	0	3	15	391	493	70	898	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	2.00	0.00	1.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3150	1900	3150	0	1800	1750	1750	3800	1750	1750	3696	4
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.01	0.00	0.00	0.00	0.01	0.10	0.28	0.04	0.24	0.24
Crit Moves:	****				****		****				****	
Green Time:	10.0	0.0	22.5	0.0	0.0	7.0	7.0	25.5	35.5	12.5	31.0	31.0
Volume/Cap:	0.26	0.00	0.02	0.00	0.00	0.01	0.07	0.24	0.48	0.19	0.47	0.47
Delay/Veh:	22.0	0.0	11.8	0.0	0.0	23.5	23.8	11.1	7.3	19.9	9.4	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	0.0	11.8	0.0	0.0	23.5	23.8	11.1	7.3	19.9	9.4	9.4
LOS by Move:	C	A	B	A	A	C	C	B	A	B	A	A
HCM2k95thQ:	3	0	0	0	0	0	1	5	11	2	10	10

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

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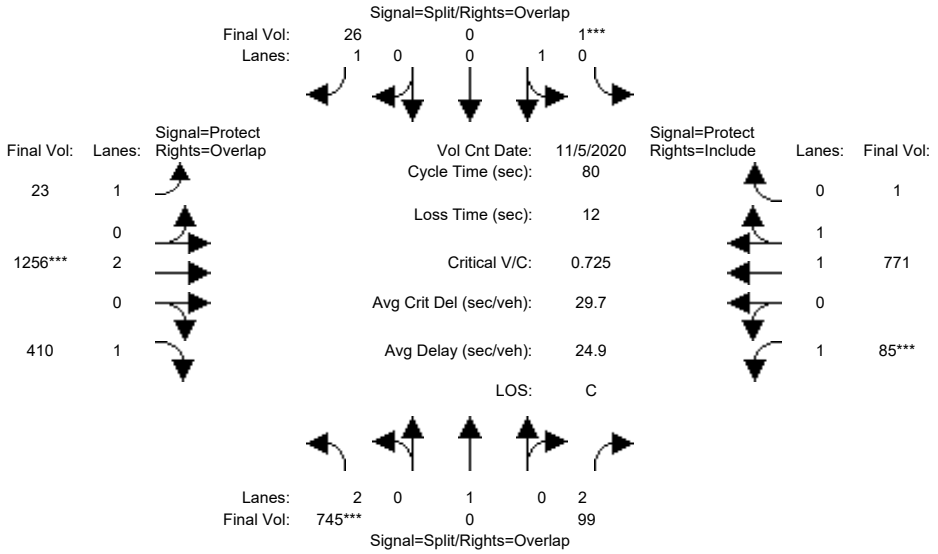
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (PM)

Intersection #52068: Cameron Boulevard and Pacheco Pass Highway



Street Name:	Cameron Boulevard						Pacheco Pass Highway					
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	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	109	0	28	0	0	0	0	1176	53	23	598	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:	109	0	28	0	0	0	0	1176	53	23	598	0
Added Vol:	0	0	0	1	0	26	23	2	0	22	90	1
ATI:	636	0	71	0	0	0	0	78	357	40	83	0
Initial Fut:	745	0	99	1	0	26	23	1256	410	85	771	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	745	0	99	1	0	26	23	1256	410	85	771	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	745	0	99	1	0	26	23	1256	410	85	771	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	745	0	99	1	0	26	23	1256	410	85	771	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	2.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3150	1900	3150	1800	0	1750	1750	3800	1750	1750	3695	5
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.03	0.00	0.00	0.01	0.01	0.33	0.23	0.05	0.21	0.21
Crit Moves:	****			****				****		****		
Green Time:	22.5	0.0	29.5	7.0	0.0	18.4	11.4	31.5	54.0	7.0	27.1	27.1
Volume/Cap:	0.84	0.00	0.09	0.01	0.00	0.06	0.09	0.84	0.35	0.56	0.62	0.62
Delay/Veh:	34.3	0.0	16.5	33.3	0.0	24.2	30.0	26.4	5.7	39.4	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	0.0	16.5	33.3	0.0	24.2	30.0	26.4	5.7	39.4	23.0	23.0
LOS by Move:	C	A	B	C	A	C	C	C	A	D	C	C
HCM2k95thQ:	24	0	2	0	0	1	1	25	9	4	15	15

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

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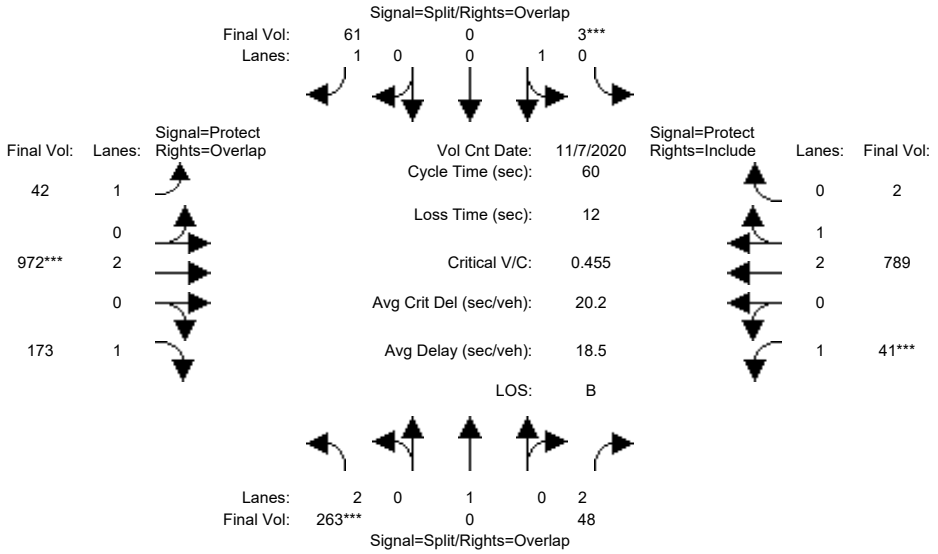
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + P (Sat)

Intersection #52068: Cameron Boulevard and Pacheco Pass Highway



Street Name:	Cameron Boulevard						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2020 <<												
Base Vol:	136	0	34	0	0	0	0	906	102	33	715	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:	136	0	34	0	0	0	0	906	102	33	715	0
Added Vol:	0	0	0	3	0	61	42	2	0	0	1	2
ATI:	127	0	14	0	0	0	0	64	71	8	73	0
Initial Fut:	263	0	48	3	0	61	42	972	173	41	789	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:	263	0	48	3	0	61	42	972	173	41	789	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	0	48	3	0	61	42	972	173	41	789	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:	263	0	48	3	0	61	42	972	173	41	789	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	1.00	2.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.99	0.01
Final Sat.:	3150	1900	3150	1800	0	1750	1750	3800	1750	1750	5586	14
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.02	0.00	0.00	0.03	0.02	0.26	0.10	0.02	0.14	0.14
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	17.0	10.0	0.0	21.5	11.5	21.0	31.0	7.0	16.5	16.5
Volume/Cap:	0.50	0.00	0.05	0.01	0.00	0.10	0.12	0.73	0.19	0.20	0.51	0.51
Delay/Veh:	23.5	0.0	15.7	20.9	0.0	12.8	20.2	19.1	7.9	24.5	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:	23.5	0.0	15.7	20.9	0.0	12.8	20.2	19.1	7.9	24.5	18.7	18.7
LOS by Move:	C	A	B	C	A	B	C	B	A	C	B	B
HCM2k95thQ:	7	0	1	0	0	2	1	15	4	2	8	8

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

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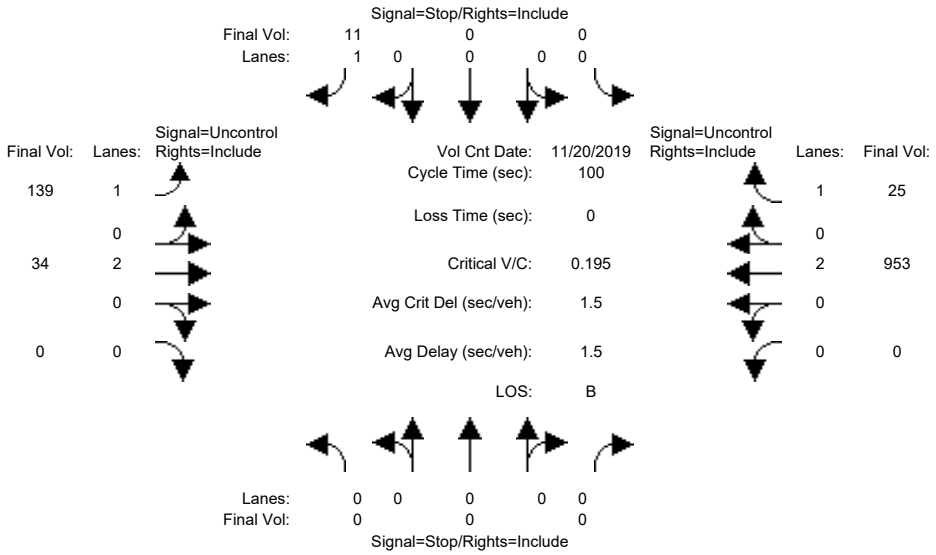
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Alt Background + P (AM)

Intersection #700: Project Driveway D and Pacheco Pass Hwy



Street Name:	Project Driveway D						Pacheco Pass Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	0	0	0	0	0	0	0	0	0	0	853	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	853	0
Added Vol:	0	0	0	0	0	11	139	2	0	0	4	25
ATI:	0	0	0	0	0	0	0	32	0	0	96	0
Initial Fut:	0	0	0	0	0	11	139	34	0	0	953	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	11	139	34	0	0	953	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	11	139	34	0	0	953	25
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	477	978	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	540	714	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	540	714	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.19	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.8	11.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
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			11.8			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #700 Project Driveway D and Pacheco Pass Hwy

****

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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 1		1 0 2	0 0		0 0 2	0 1	
Initial Vol:	0	0	0	0	0	11	139	34	0	0	953	25
ApproachDel:	xxxxxx			11.8			xxxxxx			xxxxxx		

Approach[southbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=11]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=1162]
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 #700 Project Driveway D and Pacheco Pass Hwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 1		1 0 2	0 0		0 0 2	0 1	
Initial Vol:	0	0	0	0	0	11	139	34	0	0	953	25

Major Street Volume: 1151
Minor Approach Volume: 11
Minor Approach Volume Threshold: 236

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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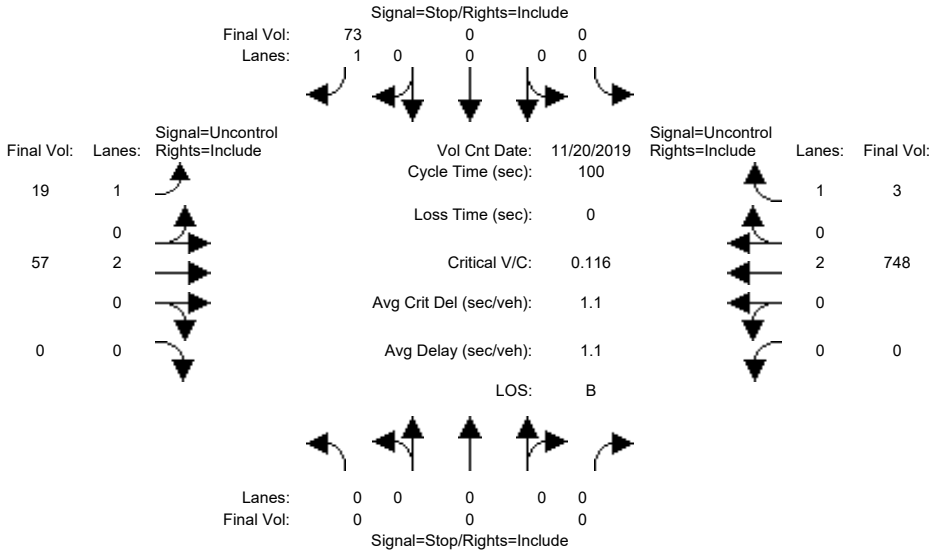
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Alt Background + P (PM)

Intersection #700: Project Driveway D and Pacheco Pass Hwy



Street Name:	Project Driveway D						Pacheco Pass Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	0	0	0	0	0	0	0	0	0	0	622	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	622	0
Added Vol:	0	0	0	0	0	73	19	14	0	0	3	3
ATI:	0	0	0	0	0	0	0	43	0	0	123	0
Initial Fut:	0	0	0	0	0	73	19	57	0	0	748	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	73	19	57	0	0	748	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	73	19	57	0	0	748	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	374	751	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	629	868	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	629	868	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.4	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.5	9.2	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	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #700 Project Driveway D and Pacheco Pass Hwy

****

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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 1		1 0 2	0 0		0 0 2	0 1	
Initial Vol:	0	0	0	0	0	73	19	57	0	0	748	3
ApproachDel:	xxxxxx			11.5			xxxxxx			xxxxxx		

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=73]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=900]
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 #700 Project Driveway D and Pacheco Pass Hwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0	0 0		0 0 0	0 1		1 0 2	0 0		0 0 2	0 1	
Initial Vol:	0	0	0	0	0	73	19	57	0	0	748	3

Major Street Volume: 827
Minor Approach Volume: 73
Minor Approach Volume Threshold: 350

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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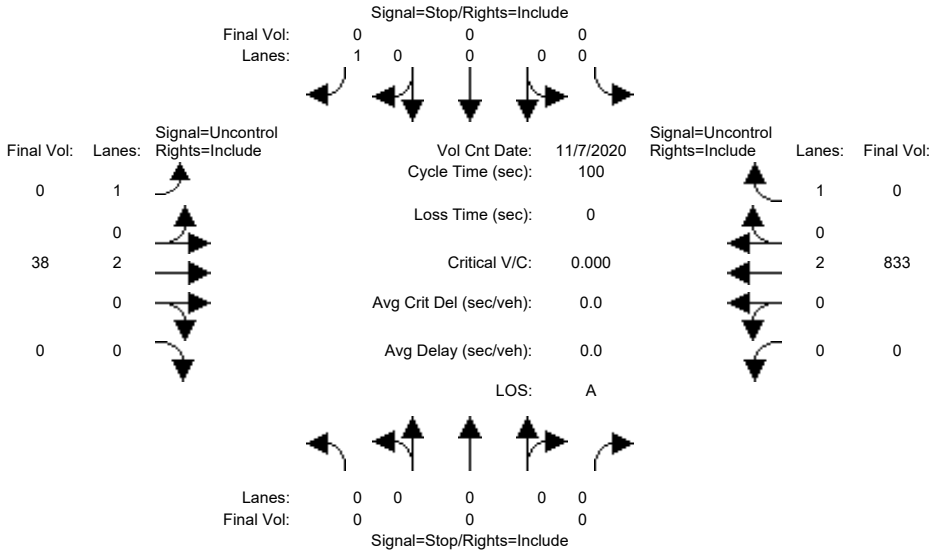
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Alt Background + P (SAT)

Intersection #700: Project Driveway D and Pacheco Pass Hwy



Street Name:	Project Driveway D						Pacheco Pass Hwy					
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: 7 Nov 2020 <<												
Base Vol:	0	0	0	0	0	0	0	0	0	0	748	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	748	0
Added Vol:	0	0	0	0	0	0	0	5	0	0	4	0
ATI:	0	0	0	0	0	0	0	33	0	0	81	0
Initial Fut:	0	0	0	0	0	0	0	38	0	0	833	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	38	0	0	833	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	0	0	0	0	38	0	0	833	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	xxxx	417	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	591	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	591	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #700 Project Driveway D and Pacheco Pass Hwy

****

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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			1 0 2 0 0			0 0 2 0 1		
Initial Vol:	0	0	0	0	0	0	0	38	0	0	833	0
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		

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

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 #700 Project Driveway D and Pacheco Pass Hwy

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 0			0 0 0 0 1			1 0 2 0 0			0 0 2 0 1		
Initial Vol:	0	0	0	0	0	0	0	38	0	0	833	0

Major Street Volume: 871
Minor Approach Volume: 0
Minor Approach Volume Threshold: 332

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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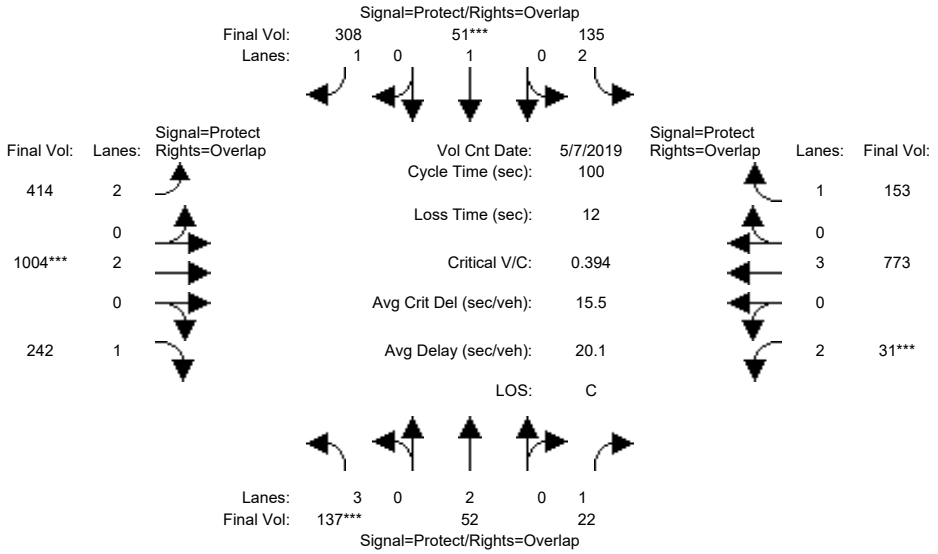
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Alt Background + P (AM)

Intersection #10715: Camino Arroyo and Pacheco Pass Highway



Street Name:	Camino Arroyo						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	133	52	22	72	51	281	346	385	237	31	599	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	52	22	72	51	281	346	385	237	31	599	139
Added Vol:	0	0	0	44	0	9	54	112	0	0	16	9
ATI:	4	0	0	19	0	18	14	507	5	0	158	5
Initial Fut:	137	52	22	135	51	308	414	1004	242	31	773	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	52	22	135	51	308	414	1004	242	31	773	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	52	22	135	51	308	414	1004	242	31	773	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	52	22	135	51	308	414	1004	242	31	773	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	1.00	0.92	0.83	0.94	0.92	0.83	0.93	0.92
Lanes:	3.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	4551	3800	1750	3150	1900	1750	3150	3587	1750	3150	5278	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.01	0.04	0.03	0.18	0.13	0.28	0.14	0.01	0.15	0.09
Crit Moves:	****				****			****			****	
Green Time:	7.0	10.0	17.0	7.0	10.0	43.6	33.6	64.0	71.0	7.0	37.4	44.4
Volume/Cap:	0.43	0.14	0.07	0.61	0.27	0.40	0.39	0.44	0.19	0.14	0.39	0.20
Delay/Veh:	45.5	41.2	35.0	50.2	42.4	19.7	25.6	9.1	5.0	44.0	23.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	41.2	35.0	50.2	42.4	19.7	25.6	9.1	5.0	44.0	23.1	17.1
LOS by Move:	D	D	C	D	D	B	C	A	A	D	C	B
HCM2k95thQ:	5	2	1	5	3	13	11	14	5	1	11	6

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

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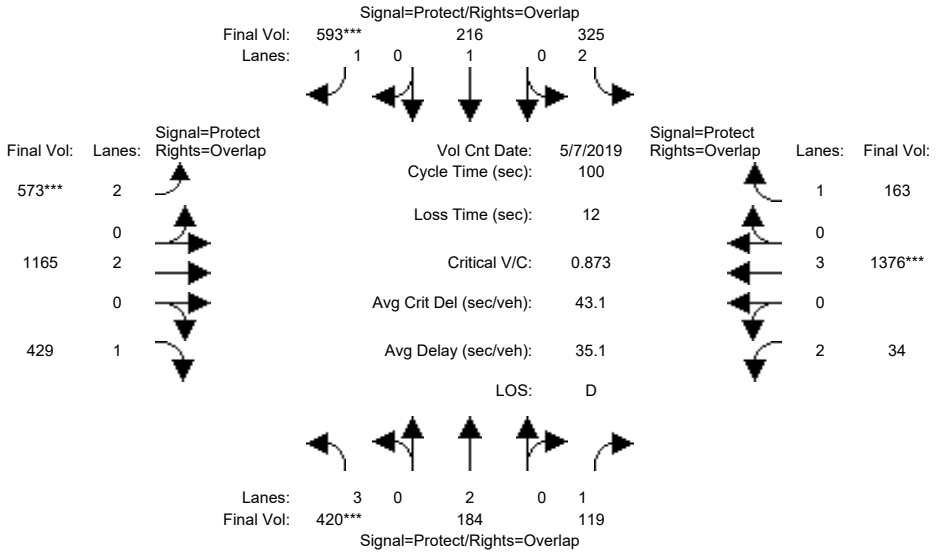
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Alt Background + P (PM)

Intersection #10715: Camino Arroyo and Pacheco Pass Highway



Street Name:	Camino Arroyo						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 May 2019 <<												
Base Vol:	411	184	119	300	216	520	520	710	422	34	571	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	411	184	119	300	216	520	520	710	422	34	571	96
Added Vol:	0	0	0	11	0	35	32	34	0	0	110	42
ATI:	9	0	0	14	0	38	21	421	7	0	695	25
Initial Fut:	420	184	119	325	216	593	573	1165	429	34	1376	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	420	184	119	325	216	593	573	1165	429	34	1376	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	184	119	325	216	593	573	1165	429	34	1376	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	420	184	119	325	216	593	573	1165	429	34	1376	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.92	0.83	1.00	0.78	0.70	0.94	0.92	0.83	0.93	0.92
Lanes:	3.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3868	3800	1750	3150	1900	1488	2677	3587	1750	3150	5278	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.07	0.10	0.11	0.40	0.21	0.32	0.25	0.01	0.26	0.09
Crit Moves:	****					****	****				****	
Green Time:	12.4	16.5	26.2	17.1	21.2	45.7	24.5	44.8	57.2	9.6	29.9	46.9
Volume/Cap:	0.87	0.29	0.26	0.60	0.54	0.87	0.87	0.73	0.43	0.11	0.87	0.20
Delay/Veh:	59.0	36.9	29.5	40.3	36.5	36.5	48.5	24.3	12.4	41.4	38.9	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.0	36.9	29.5	40.3	36.5	36.5	48.5	24.3	12.4	41.4	38.9	15.6
LOS by Move:	E	D	C	D	D	D	D	C	B	D	D	B
HCM2k95thQ:	15	5	6	11	11	32	20	25	15	1	25	6

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

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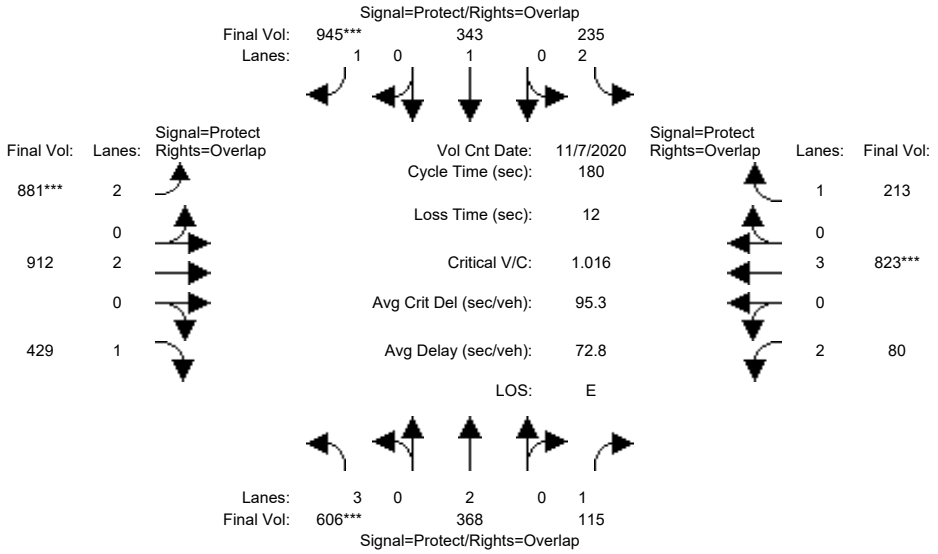
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Alt Background + P (SAT)

Intersection #10715: Camino Arroyo and Pacheco Pass Highway



Street Name:	Camino Arroyo						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2020 <<												
Base Vol:	600	368	115	225	343	885	845	743	423	80	575	199
Growth Adj:	1.00	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	368	115	225	343	885	845	743	423	80	575	199
Added Vol:	0	0	0	7	0	31	22	37	0	0	53	9
ATI:	6	0	0	3	0	29	14	132	6	0	195	5
Initial Fut:	606	368	115	235	343	945	881	912	429	80	823	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	606	368	115	235	343	945	881	912	429	80	823	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	606	368	115	235	343	945	881	912	429	80	823	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	606	368	115	235	343	945	881	912	429	80	823	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.92	0.83	1.00	0.78	0.70	0.94	0.92	0.83	0.93	0.92
Lanes:	3.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3868	3800	1750	3150	1900	1488	2677	3587	1750	3150	5278	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.10	0.07	0.07	0.18	0.64	0.33	0.25	0.25	0.03	0.16	0.12
Crit Moves:	****					****	****				****	
Green Time:	27.8	46.3	57.7	35.7	54.3	112.6	58.3	74.6	102.3	11.4	27.6	63.3
Volume/Cap:	1.02	0.38	0.20	0.38	0.60	1.02	1.02	0.61	0.43	0.40	1.02	0.35
Delay/Veh:	116.9	55.2	44.6	62.9	55.3	67.1	95.3	42.2	22.5	82.3	112	43.4
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:	116.9	55.2	44.6	62.9	55.3	67.1	95.3	42.2	22.5	82.3	112	43.4
LOS by Move:	F	E	D	E	E	E	F	D	C	F	F	D
HCM2k95thQ:	32	15	9	12	27	94	52	32	25	5	31	17

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

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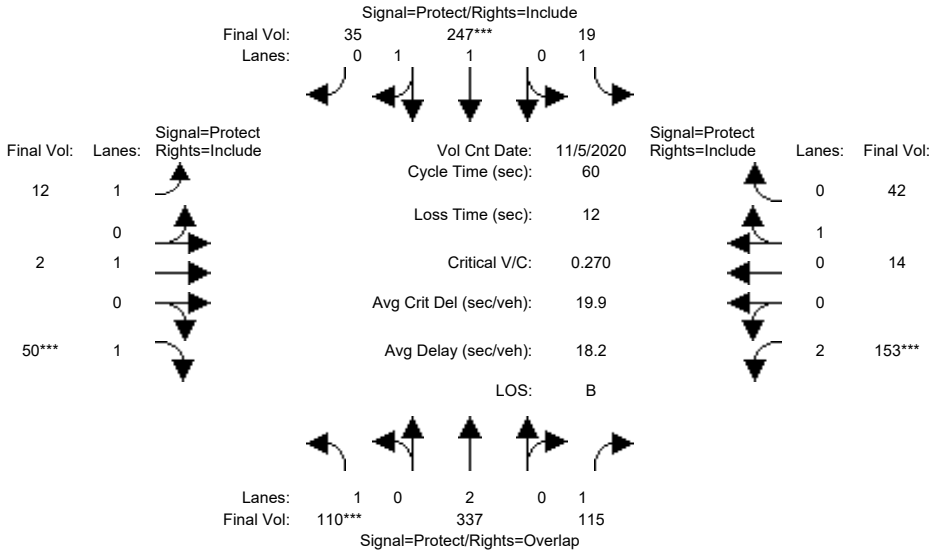
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Alt Background + P (AM)

Intersection #50855: Camino Arroyo and Renz Ln



Street Name:	Camino Arroyo						Renz Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	110	312	58	11	168	35	12	2	50	143	14	41
Growth Adj:	1.00	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	312	58	11	168	35	12	2	50	143	14	41
Added Vol:	0	6	57	8	43	0	0	0	0	10	0	1
ATI:	0	19	0	0	36	0	0	0	0	0	0	0
Initial Fut:	110	337	115	19	247	35	12	2	50	153	14	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	337	115	19	247	35	12	2	50	153	14	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	337	115	19	247	35	12	2	50	153	14	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	337	115	19	247	35	12	2	50	153	14	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.74	0.26	1.00	1.00	1.00	2.00	0.25	0.75
Final Sat.:	1750	3800	1750	1750	3240	459	1750	1900	1750	3150	450	1350
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.07	0.01	0.08	0.08	0.01	0.00	0.03	0.05	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	12.7	16.6	26.4	11.6	15.4	15.4	8.2	10.0	10.0	9.8	11.7	11.7
Volume/Cap:	0.30	0.32	0.15	0.06	0.30	0.30	0.05	0.01	0.17	0.30	0.16	0.16
Delay/Veh:	20.3	17.4	10.2	19.8	18.1	18.1	22.6	20.9	21.7	22.4	20.3	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.3	17.4	10.2	19.8	18.1	18.1	22.6	20.9	21.7	22.4	20.3	20.3
LOS by Move:	C	B	B	B	B	B	C	C	C	C	C	C
HCM2k95thQ:	4	5	3	1	4	4	1	0	2	4	2	2

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

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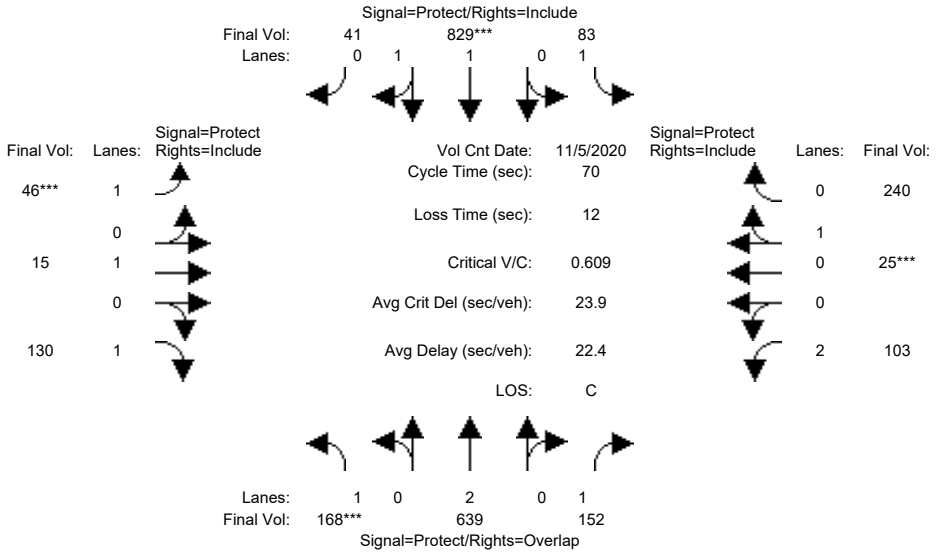
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Alt Background + P (PM)

Intersection #50855: Camino Arroyo and Renz Ln



Street Name:	Camino Arroyo						Renz Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	168	554	118	78	769	41	46	15	130	66	25	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	554	118	78	769	41	46	15	130	66	25	235
Added Vol:	0	40	34	5	8	0	0	0	0	37	0	5
ATI:	0	45	0	0	52	0	0	0	0	0	0	0
Initial Fut:	168	639	152	83	829	41	46	15	130	103	25	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	639	152	83	829	41	46	15	130	103	25	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	639	152	83	829	41	46	15	130	103	25	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	639	152	83	829	41	46	15	130	103	25	240
Saturation 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	0.97	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.90	0.10	1.00	1.00	1.00	2.00	0.09	0.91
Final Sat.:	1750	3800	1750	1750	3526	174	1750	1900	1750	3150	170	1630
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.09	0.05	0.24	0.24	0.03	0.01	0.07	0.03	0.15	0.15
Crit Moves:	****				****		****				****	
Green Time:	10.2	22.1	31.5	13.2	25.1	25.1	7.0	13.4	13.4	9.3	15.7	15.7
Volume/Cap:	0.66	0.53	0.19	0.25	0.66	0.66	0.26	0.04	0.39	0.24	0.66	0.66
Delay/Veh:	34.3	20.1	11.7	24.6	20.1	20.1	29.9	23.2	25.5	27.5	28.6	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	20.1	11.7	24.6	20.1	20.1	29.9	23.2	25.5	27.5	28.6	28.6
LOS by Move:	C	C	B	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	8	11	4	3	15	15	3	1	6	3	13	13

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

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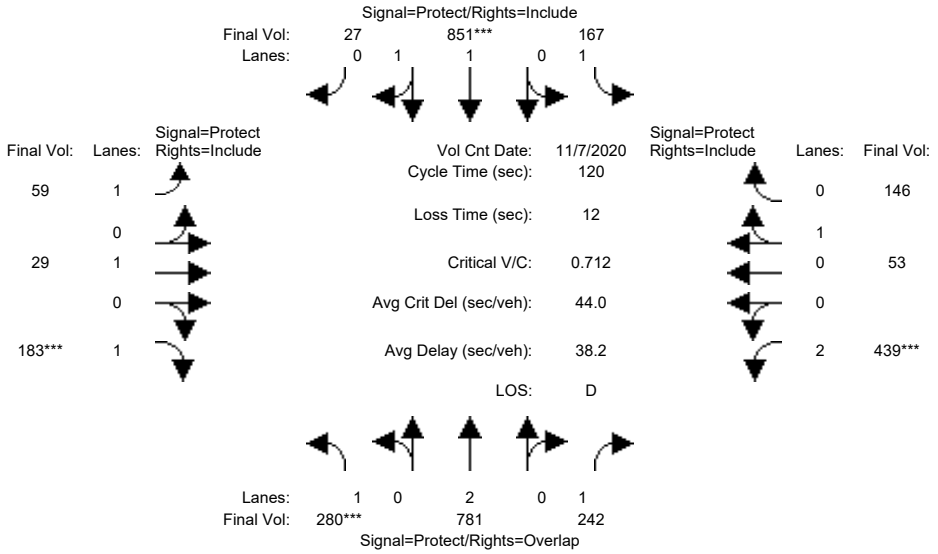
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Alt Background + P (SAT)

Intersection #50855: Camino Arroyo and Renz Ln



Street Name:	Camino Arroyo						Renz Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2020 <<												
Base Vol:	280	754	219	164	814	27	59	29	183	406	53	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	754	219	164	814	27	59	29	183	406	53	141
Added Vol:	0	8	23	3	5	0	0	0	0	33	0	5
ATI:	0	19	0	0	32	0	0	0	0	0	0	0
Initial Fut:	280	781	242	167	851	27	59	29	183	439	53	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	781	242	167	851	27	59	29	183	439	53	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	781	242	167	851	27	59	29	183	439	53	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	781	242	167	851	27	59	29	183	439	53	146
Saturation 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	0.97	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.94	0.06	1.00	1.00	1.00	2.00	0.27	0.73
Final Sat.:	1750	3800	1750	1750	3586	114	1750	1900	1750	3150	479	1321
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.14	0.10	0.24	0.24	0.03	0.02	0.10	0.14	0.11	0.11
Crit Moves:	****				****				****	****		
Green Time:	26.9	45.7	69.2	21.2	40.0	40.0	14.2	17.6	17.6	23.5	26.9	26.9
Volume/Cap:	0.71	0.54	0.24	0.54	0.71	0.71	0.29	0.10	0.71	0.71	0.49	0.49
Delay/Veh:	49.0	29.4	12.6	46.9	37.0	37.0	49.0	44.5	57.8	49.0	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.0	29.4	12.6	46.9	37.0	37.0	49.0	44.5	57.8	49.0	41.6	41.6
LOS by Move:	D	C	B	D	D	D	D	D	E	D	D	D
HCM2k95thQ:	19	20	9	11	25	25	5	2	16	19	13	13

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

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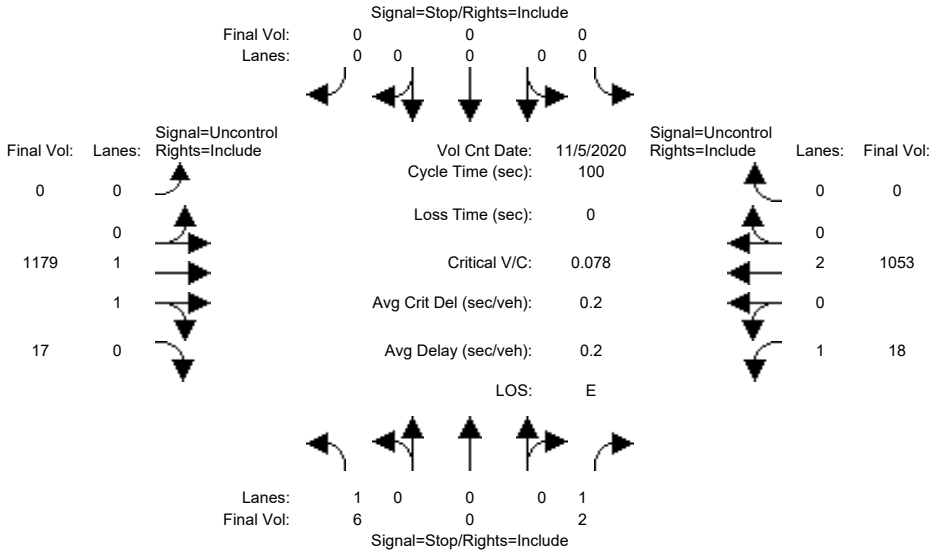
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Alt Background + P (AM)

Intersection #50935: Silacci Way and Pacheco Pass Hwy



Street Name:	Silacci Way						Pacheco Pass Hwy					
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: 5 Nov 2020 <<												
Base Vol:	6	0	2	0	0	0	0	498	17	18	865	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	2	0	0	0	0	498	17	18	865	0
Added Vol:	0	0	0	0	0	0	0	155	0	0	25	0
ATI:	0	0	0	0	0	0	0	526	0	0	163	0
Initial Fut:	6	0	2	0	0	0	0	1179	17	18	1053	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	2	0	0	0	0	1179	17	18	1053	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	0	2	0	0	0	0	1179	17	18	1053	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1750	xxxx	598	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1196	xxxx	xxxxx
Potent Cap.:	79	xxxx	450	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	591	xxxx	xxxxx
Move Cap.:	77	xxxx	450	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	591	xxxx	xxxxx
Volume/Cap:	0.08	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	55.9	xxxx	13.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.3	xxxx	xxxxx
LOS by Move:	F	*	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:	45.2			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	E			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #50935 Silacci Way and Pacheco Pass Hwy

****

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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	6	0	2	0	0	0	0	1179	17	18	1053	0
ApproachDel:	45.2			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=8]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2275]
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 #50935 Silacci Way and Pacheco Pass Hwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	6	0	2	0	0	0	0	1179	17	18	1053	0

Major Street Volume: 2267
Minor Approach Volume: 8
Minor Approach Volume Threshold: 22 [less than minimum of 150]

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

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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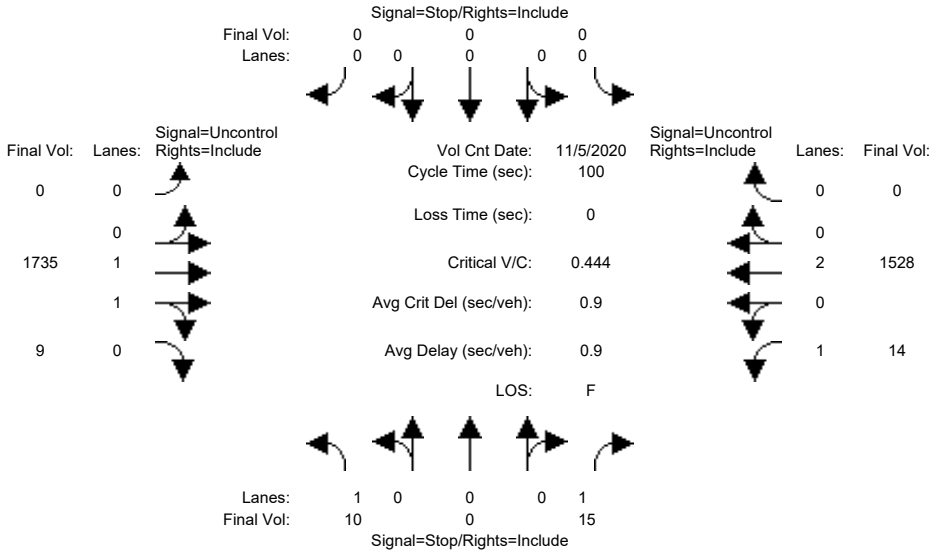
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Alt Background + P (PM)

Intersection #50935: Silacci Way and Pacheco Pass Hwy



Street Name:	Silacci Way						Pacheco Pass Hwy					
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: 5 Nov 2020 <<												
Base Vol:	10	0	15	0	0	0	0	1256	9	14	656	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:	10	0	15	0	0	0	0	1256	9	14	656	0
Added Vol:	0	0	0	0	0	0	0	44	0	0	152	0
ATI:	0	0	0	0	0	0	0	435	0	0	720	0
Initial Fut:	10	0	15	0	0	0	0	1735	9	14	1528	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:	10	0	15	0	0	0	0	1735	9	14	1528	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	0	15	0	0	0	0	1735	9	14	1528	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2532	xxxx	872	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1744	xxxx	xxxxx
Potent Cap.:	23	xxxx	298	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	365	xxxx	xxxxx
Move Cap.:	23	xxxx	298	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	365	xxxx	xxxxx
Volume/Cap:	0.44	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.3	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	258.0	xxxx	17.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.3	xxxx	xxxxx
LOS by Move:	F	*	C	*	*	*	*	*	*	C	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	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:	113.8			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #50935 Silacci Way and Pacheco Pass Hwy

****

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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	10	0	15	0	0	0	0	1735	9	14	1528	0
ApproachDel:	113.8			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=25]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3311]
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 #50935 Silacci Way and Pacheco Pass Hwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	10	0	15	0	0	0	0	1735	9	14	1528	0

Major Street Volume: 3286
Minor Approach Volume: 25
Minor Approach Volume Threshold: -138 [less than minimum of 150]

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

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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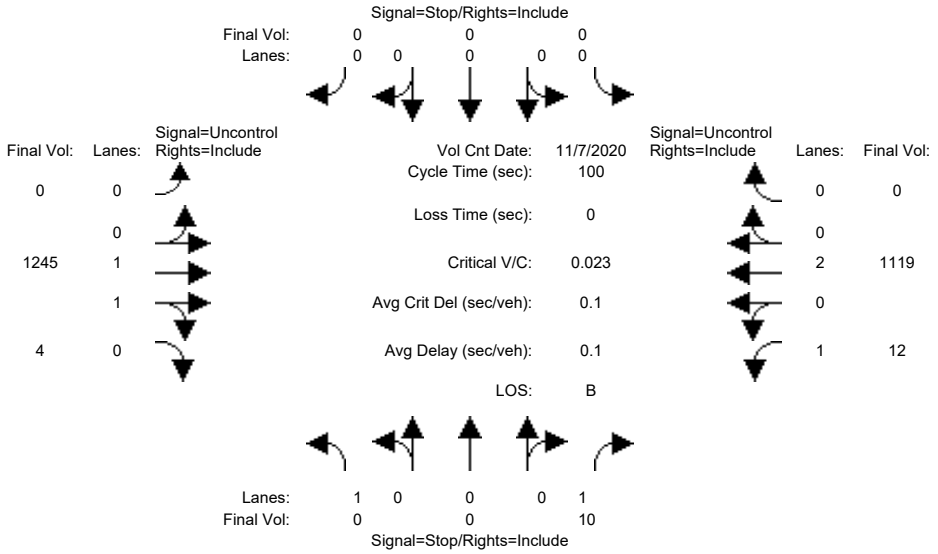
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Alt Background + P (SAT)

Intersection #50935: Silacci Way and Pacheco Pass Hwy



Street Name:	Silacci Way						Pacheco Pass Hwy					
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: 7 Nov 2020 <<												
Base Vol:	0	0	10	0	0	0	0	1066	4	12	857	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	10	0	0	0	0	1066	4	12	857	0
Added Vol:	0	0	0	0	0	0	0	44	0	0	62	0
ATI:	0	0	0	0	0	0	0	135	0	0	200	0
Initial Fut:	0	0	10	0	0	0	0	1245	4	12	1119	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	10	0	0	0	0	1245	4	12	1119	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	10	0	0	0	0	1245	4	12	1119	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1831	xxxx	625	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1249	xxxx	xxxxx
Potent Cap.:	69	xxxx	433	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	564	xxxx	xxxxx
Move Cap.:	68	xxxx	433	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	564	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.5	xxxx	xxxxx
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:	13.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #50935 Silacci Way and Pacheco Pass Hwy

****

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:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	0	0	10	0	0	0	0	1245	4	12	1119	0
ApproachDel:	13.5			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=10]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2390]
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 #50935 Silacci Way and Pacheco Pass Hwy

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	1 0 0 0 1			0 0 0 0 0			0 0 1 1 0			1 0 2 0 0		
Initial Vol:	0	0	10	0	0	0	0	1245	4	12	1119	0

Major Street Volume: 2380
Minor Approach Volume: 10
Minor Approach Volume Threshold: 1 [less than minimum of 150]

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

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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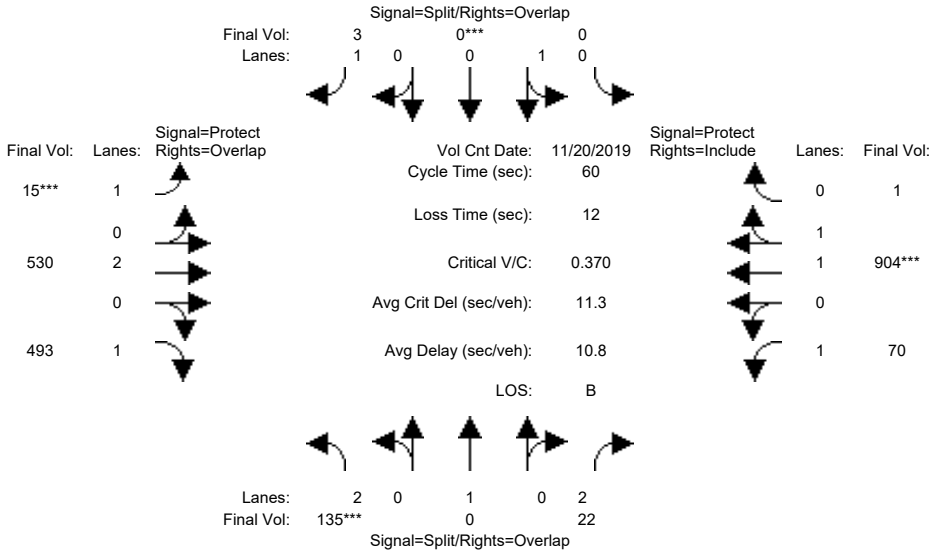
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Alt Background + P (AM)

Intersection #52068: Cameron Boulevard and Pacheco Pass Highway



Street Name:	Cameron Boulevard						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Nov 2019 <<												
Base Vol:	14	0	9	0	0	0	0	341	16	14	839	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	9	0	0	0	0	341	16	14	839	0
Added Vol:	0	0	0	0	0	3	15	140	0	3	22	1
ATI:	121	0	13	0	0	0	0	49	477	53	43	0
Initial Fut:	135	0	22	0	0	3	15	530	493	70	904	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	0	22	0	0	3	15	530	493	70	904	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	0	22	0	0	3	15	530	493	70	904	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	0	22	0	0	3	15	530	493	70	904	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	2.00	0.00	1.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3150	1900	3150	0	1800	1750	1750	3800	1750	1750	3696	4
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.01	0.00	0.00	0.00	0.01	0.14	0.28	0.04	0.24	0.24
Crit Moves:	****				****		****				****	
Green Time:	10.0	0.0	22.5	0.0	0.0	7.0	7.0	25.5	35.5	12.5	31.0	31.0
Volume/Cap:	0.26	0.00	0.02	0.00	0.00	0.01	0.07	0.33	0.48	0.19	0.47	0.47
Delay/Veh:	22.0	0.0	11.8	0.0	0.0	23.5	23.8	11.6	7.3	19.9	9.5	9.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	0.0	11.8	0.0	0.0	23.5	23.8	11.6	7.3	19.9	9.5	9.5
LOS by Move:	C	A	B	A	A	C	C	B	A	B	A	A
HCM2k95thQ:	3	0	0	0	0	0	1	6	11	2	11	11

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

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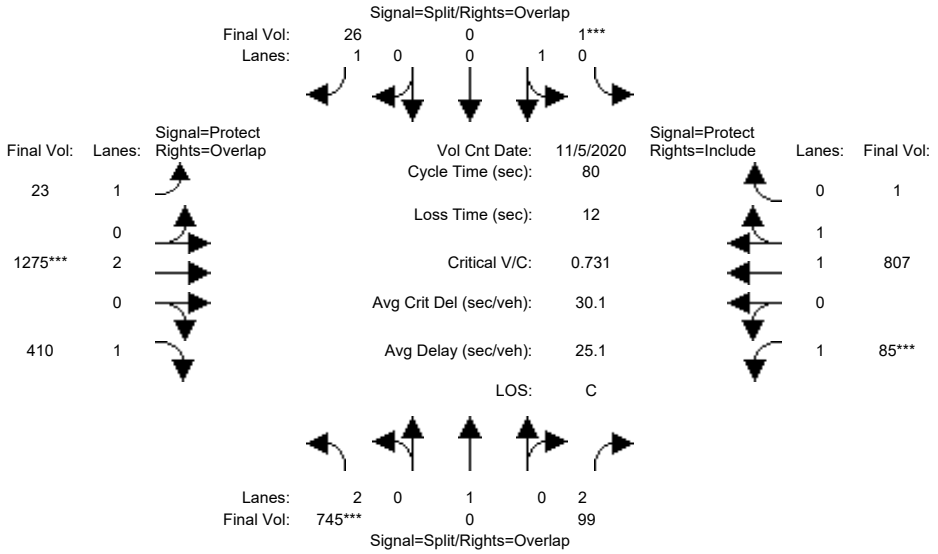
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Alt Background + P (PM)

Intersection #52068: Cameron Boulevard and Pacheco Pass Highway



Street Name:	Cameron Boulevard						Pacheco Pass Highway					
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	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	109	0	28	0	0	0	0	1176	53	23	598	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:	109	0	28	0	0	0	0	1176	53	23	598	0
Added Vol:	0	0	0	1	0	26	23	21	0	22	126	1
ATI:	636	0	71	0	0	0	0	78	357	40	83	0
Initial Fut:	745	0	99	1	0	26	23	1275	410	85	807	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	745	0	99	1	0	26	23	1275	410	85	807	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	745	0	99	1	0	26	23	1275	410	85	807	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	745	0	99	1	0	26	23	1275	410	85	807	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	1.00	2.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3150	1900	3150	1800	0	1750	1750	3800	1750	1750	3695	5
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.03	0.00	0.00	0.01	0.01	0.34	0.23	0.05	0.22	0.22
Crit Moves:	****			****				****		****		
Green Time:	22.3	0.0	29.3	7.0	0.0	18.1	11.1	31.7	54.0	7.0	27.6	27.6
Volume/Cap:	0.85	0.00	0.09	0.01	0.00	0.07	0.10	0.85	0.35	0.56	0.63	0.63
Delay/Veh:	35.0	0.0	16.6	33.3	0.0	24.4	30.3	26.7	5.7	39.4	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	0.0	16.6	33.3	0.0	24.4	30.3	26.7	5.7	39.4	23.0	23.0
LOS by Move:	C	A	B	C	A	C	C	C	A	D	C	C
HCM2k95thQ:	24	0	2	0	0	1	1	26	9	4	16	16

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

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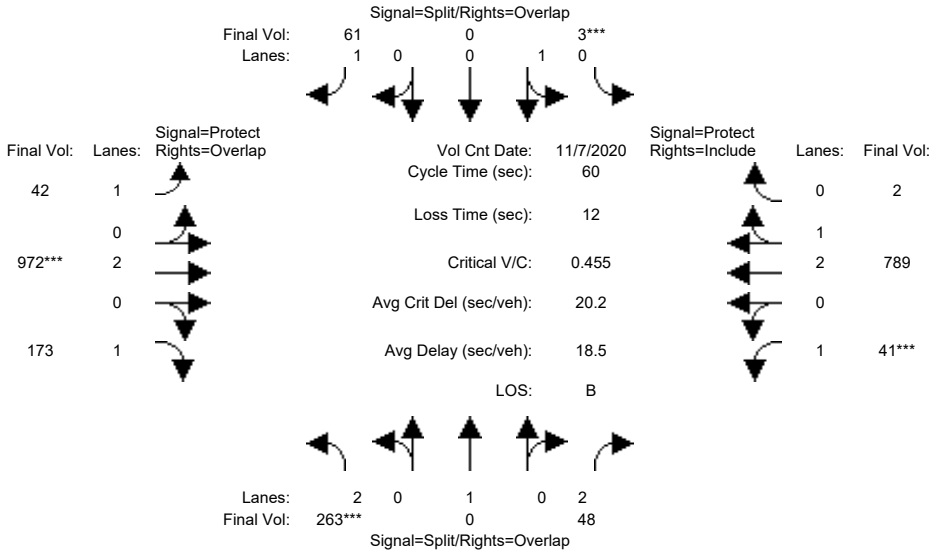
Camino Arroyo/Renz Delivery Station
Gilroy, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Alt Background + P (SAT)

Intersection #52068: Cameron Boulevard and Pacheco Pass Highway



Street Name:	Cameron Boulevard						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2020 <<												
Base Vol:	136	0	34	0	0	0	0	906	102	33	715	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:	136	0	34	0	0	0	0	906	102	33	715	0
Added Vol:	0	0	0	3	0	61	42	2	0	0	1	2
ATI:	127	0	14	0	0	0	0	64	71	8	73	0
Initial Fut:	263	0	48	3	0	61	42	972	173	41	789	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:	263	0	48	3	0	61	42	972	173	41	789	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	0	48	3	0	61	42	972	173	41	789	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:	263	0	48	3	0	61	42	972	173	41	789	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	1.00	2.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.99	0.01
Final Sat.:	3150	1900	3150	1800	0	1750	1750	3800	1750	1750	5586	14
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.02	0.00	0.00	0.03	0.02	0.26	0.10	0.02	0.14	0.14
Crit Moves:	****			****				****		****		
Green Time:	10.0	0.0	17.0	10.0	0.0	21.5	11.5	21.0	31.0	7.0	16.5	16.5
Volume/Cap:	0.50	0.00	0.05	0.01	0.00	0.10	0.12	0.73	0.19	0.20	0.51	0.51
Delay/Veh:	23.5	0.0	15.7	20.9	0.0	12.8	20.2	19.1	7.9	24.5	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:	23.5	0.0	15.7	20.9	0.0	12.8	20.2	19.1	7.9	24.5	18.7	18.7
LOS by Move:	C	A	B	C	A	B	C	B	A	C	B	B
HCM2k95thQ:	7	0	1	0	0	2	1	15	4	2	8	8

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

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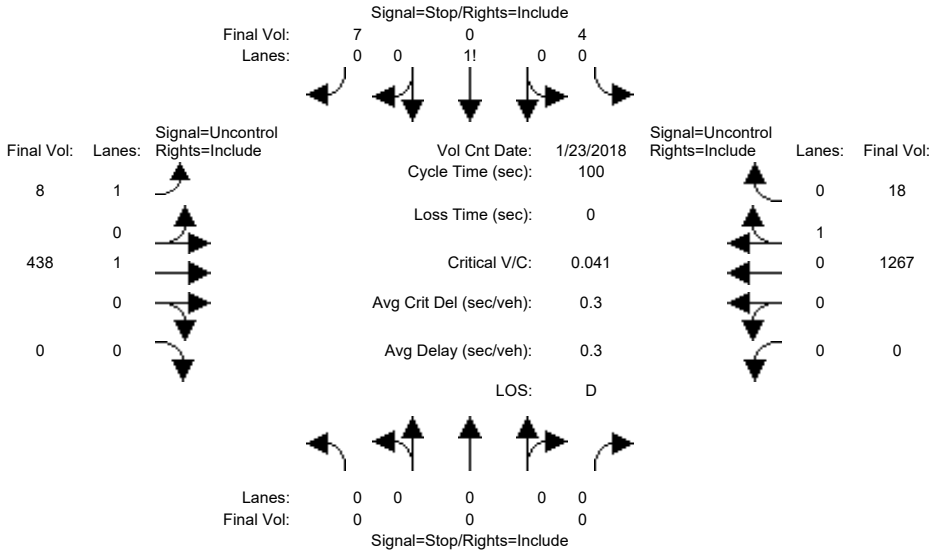
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan AM

Intersection #4132: Holsclaw Road and Pacheco Pass Highway (SR 152)



Street Name:	Holsclaw Road						Pacheco Pass Highway (SR 152)					
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: 23 Jan 2018 <<												
Base Vol:	0	0	0	4	0	7	8	438	0	0	1267	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	4	0	7	8	438	0	0	1267	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	4	0	7	8	438	0	0	1267	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	4	0	7	8	438	0	0	1267	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	4	0	7	8	438	0	0	1267	18
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1730	1730	1276	1285	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	98	89	206	547	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	97	88	206	547	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.03	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	146	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	31.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			31.6			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

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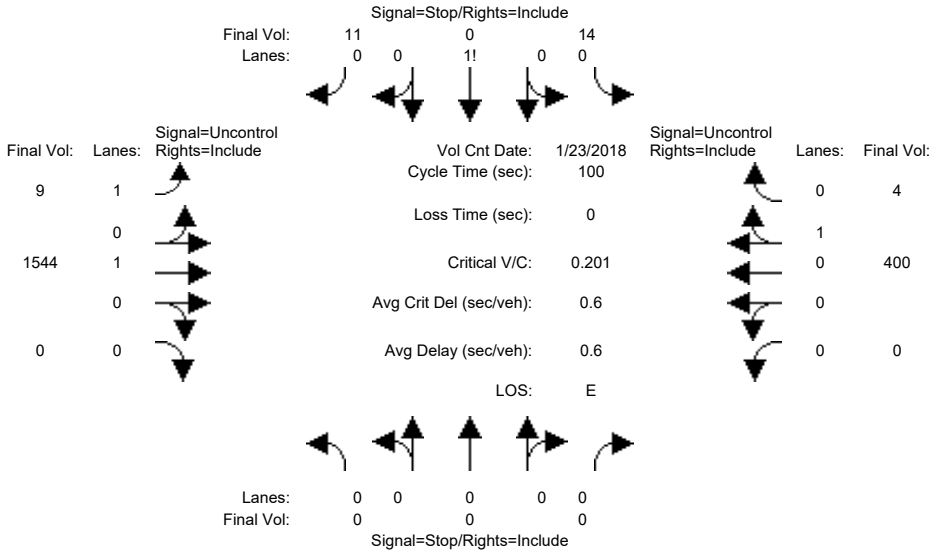
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan PM

Intersection #4132: Holsclaw Road and Pacheco Pass Highway (SR 152)



Street Name:	Holsclaw Road						Pacheco Pass Highway (SR 152)					
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: 23 Jan 2018 <<												
Base Vol:	0	0	0	14	0	11	9	1544	0	0	400	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:	0	0	0	14	0	11	9	1544	0	0	400	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:	0	0	0	14	0	11	9	1544	0	0	400	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:	0	0	0	14	0	11	9	1544	0	0	400	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	14	0	11	9	1544	0	0	400	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1964	1964	402	404	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	70	64	653	1166	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	70	63	653	1166	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.20	0.00	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	115	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	44.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			44.8			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

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

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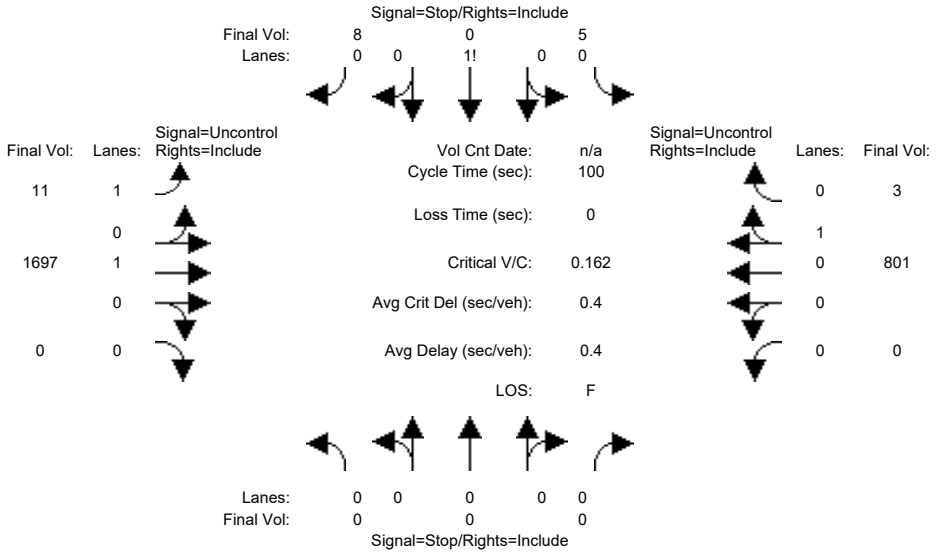
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan SAT

Intersection #4132: Holsclaw Road and Pacheco Pass Highway (SR 152)



Street Name:	Holsclaw Road						Pacheco Pass Highway (SR 152)					
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	0	0	5	0	8	11	1697	0	0	801	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	8	11	1697	0	0	801	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	8	11	1697	0	0	801	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	8	11	1697	0	0	801	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	8	11	1697	0	0	801	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2522	2522	803	804	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	31	28	387	829	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	31	28	387	829	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.16	0.00	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	71	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	66.5	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			66.5			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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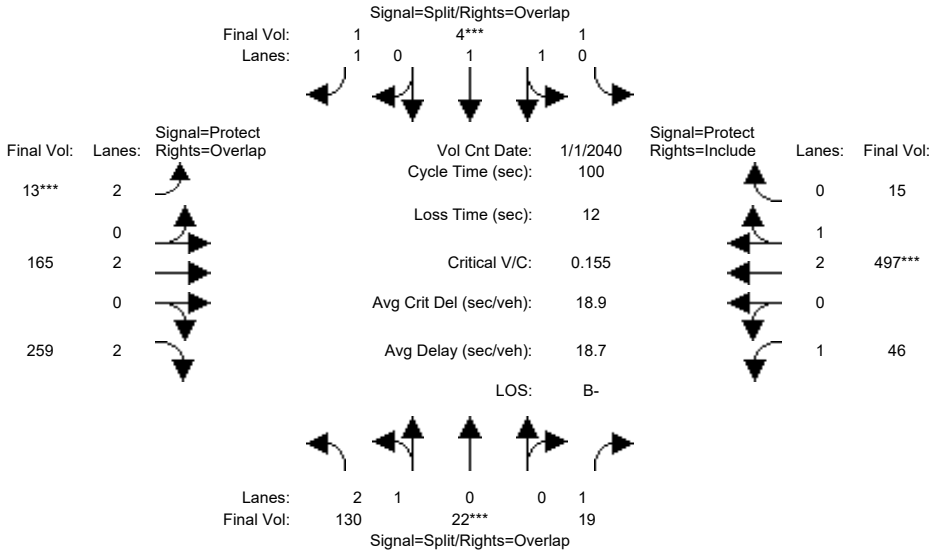
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7467: Arroyo Circle and Leavesley Road



Street Name:	Arroyo Circle						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	130	22	19	1	4	1	13	165	259	46	497	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:	130	22	19	1	4	1	13	165	259	46	497	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:	130	22	19	1	4	1	13	165	259	46	497	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:	130	22	19	1	4	1	13	165	259	46	497	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	22	19	1	4	1	13	165	259	46	497	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	22	19	1	4	1	13	165	259	46	497	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.95	0.92	0.95	0.98	0.92	0.83	1.00	0.62	0.92	0.98	0.95
Lanes:	2.69	0.31	1.00	0.41	1.59	1.00	2.00	2.00	2.00	1.00	2.91	0.09
Final Sat.:	3280	555	1750	740	2959	1750	3150	3800	2362	1750	5436	164
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.00	0.00	0.00	0.00	0.04	0.11	0.03	0.09	0.09
Crit Moves:		****			****		****				****	
Green Time:	21.5	21.5	44.7	10.0	10.0	17.0	7.0	33.3	51.0	23.3	49.5	49.5
Volume/Cap:	0.18	0.18	0.02	0.01	0.01	0.00	0.06	0.13	0.21	0.11	0.18	0.18
Delay/Veh:	32.2	32.2	15.4	40.6	40.6	34.5	43.5	23.3	13.6	30.4	14.1	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	32.2	15.4	40.6	40.6	34.5	43.5	23.3	13.6	30.4	14.1	14.1
LOS by Move:	C-	C-	B	D	D	C-	D	C	B	C	B	B
HCM2kAvgQ:	2	2	0	0	0	0	0	2	3	1	3	3

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

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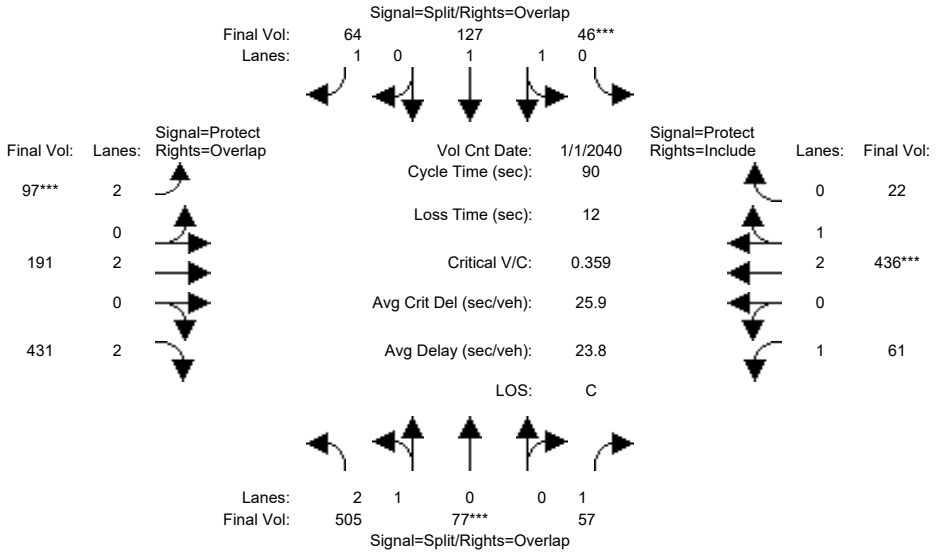
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7467: Arroyo Circle and Leavesley Road



Street Name:	Arroyo Circle						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	505	77	57	46	127	64	97	191	431	61	436	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	505	77	57	46	127	64	97	191	431	61	436	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	505	77	57	46	127	64	97	191	431	61	436	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	505	77	57	46	127	64	97	191	431	61	436	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	77	57	46	127	64	97	191	431	61	436	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	505	77	57	46	127	64	97	191	431	61	436	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.95	0.92	0.95	0.98	0.92	0.83	1.00	0.62	0.92	0.98	0.95
Lanes:	2.72	0.28	1.00	0.55	1.45	1.00	2.00	2.00	2.00	1.00	2.85	0.15
Final Sat.:	3318	506	1750	984	2715	1750	3150	3800	2362	1750	5331	269
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.03	0.05	0.05	0.04	0.03	0.05	0.18	0.03	0.08	0.08
Crit Moves:		****		****			****				****	
Green Time:	38.1	38.1	49.7	11.7	11.7	19.4	7.7	16.6	45.9	11.6	20.5	20.5
Volume/Cap:	0.36	0.36	0.06	0.36	0.36	0.17	0.36	0.27	0.36	0.27	0.36	0.36
Delay/Veh:	17.8	17.8	9.3	36.2	36.2	28.9	39.6	31.7	13.4	36.0	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:	17.8	17.8	9.3	36.2	36.2	28.9	39.6	31.7	13.4	36.0	29.4	29.4
LOS by Move:	B	B	A	D+	D+	C	D	C	B	D+	C	C
HCM2kAvgQ:	4	5	1	3	3	2	2	2	4	2	4	4

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

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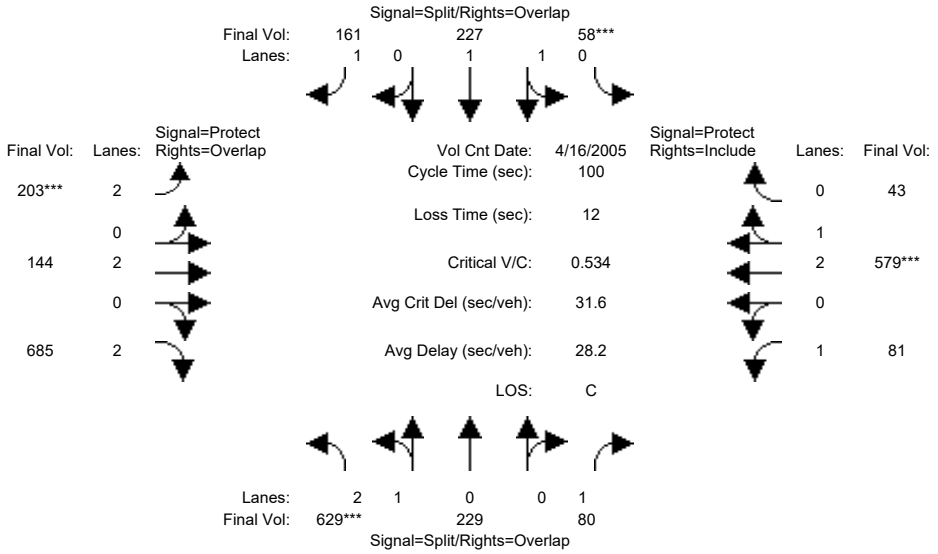
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan SAT

Intersection #7467: Arroyo Circle and Leavesley Road



Street Name:	Arroyo Circle						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Apr 2005 <<												
Base Vol:	629	229	80	58	227	161	203	144	685	81	579	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	629	229	80	58	227	161	203	144	685	81	579	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	629	229	80	58	227	161	203	144	685	81	579	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	629	229	80	58	227	161	203	144	685	81	579	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	629	229	80	58	227	161	203	144	685	81	579	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	629	229	80	58	227	161	203	144	685	81	579	43
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.63	0.95	0.92	0.95	0.98	0.92	0.83	1.00	0.62	0.92	0.99	0.95
Lanes:	2.42	0.58	1.00	0.42	1.58	1.00	2.00	2.00	2.00	1.00	2.78	0.22
Final Sat.:	2890	1052	1750	753	2946	1750	3150	3800	2362	1750	5212	387
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.05	0.08	0.08	0.09	0.06	0.04	0.29	0.05	0.11	0.11
Crit Moves:	****			****			****				****	
Green Time:	40.7	40.7	54.3	14.4	14.4	26.5	12.1	19.3	51.0	13.5	20.8	20.8
Volume/Cap:	0.53	0.53	0.08	0.53	0.53	0.35	0.53	0.20	0.57	0.34	0.53	0.53
Delay/Veh:	22.8	22.8	11.0	40.7	40.7	30.2	42.8	34.0	17.6	40.1	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	22.8	11.0	40.7	40.7	30.2	42.8	34.0	17.6	40.1	35.8	35.8
LOS by Move:	C+	C+	B+	D	D	C	D	C-	B	D	D+	D+
HCM2kAvgQ:	8	10	1	5	5	4	4	2	9	3	6	6

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

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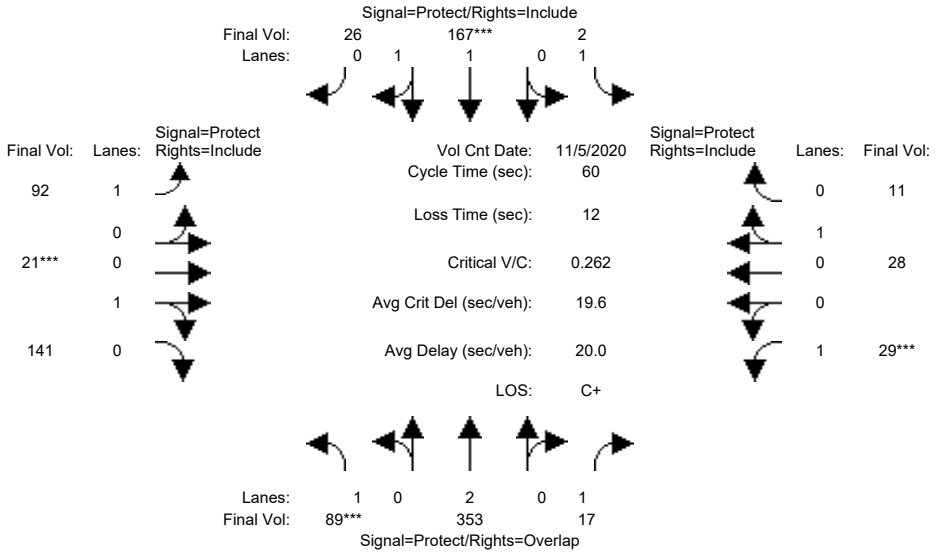
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7472: Camino Arroyo and Sixth St/Gilman Rd



Street Name:	Camino Arroyo						Sixth St/Gilman Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	89	353	17	2	167	26	92	21	141	29	28	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:	89	353	17	2	167	26	92	21	141	29	28	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:	89	353	17	2	167	26	92	21	141	29	28	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:	89	353	17	2	167	26	92	21	141	29	28	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	353	17	2	167	26	92	21	141	29	28	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:	89	353	17	2	167	26	92	21	141	29	28	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	1.00	0.13	0.87	1.00	0.72	0.28
Final Sat.:	1750	3800	1750	1750	3201	498	1750	233	1567	1750	1292	508
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.01	0.00	0.05	0.05	0.05	0.09	0.09	0.02	0.02	0.02
Crit Moves:	****				****			****			****	
Green Time:	10.8	12.9	19.9	9.0	11.1	11.1	10.8	19.1	19.1	7.0	15.4	15.4
Volume/Cap:	0.28	0.43	0.03	0.01	0.28	0.28	0.29	0.28	0.28	0.14	0.08	0.08
Delay/Veh:	21.7	20.8	13.6	21.7	21.3	21.3	21.9	15.6	15.6	24.1	17.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	20.8	13.6	21.7	21.3	21.3	21.9	15.6	15.6	24.1	17.1	17.1
LOS by Move:	C+	C+	B	C+	C+	C+	C+	B	B	C	B	B
HCM2kAvgQ:	2	3	0	0	2	2	2	3	3	1	1	1

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

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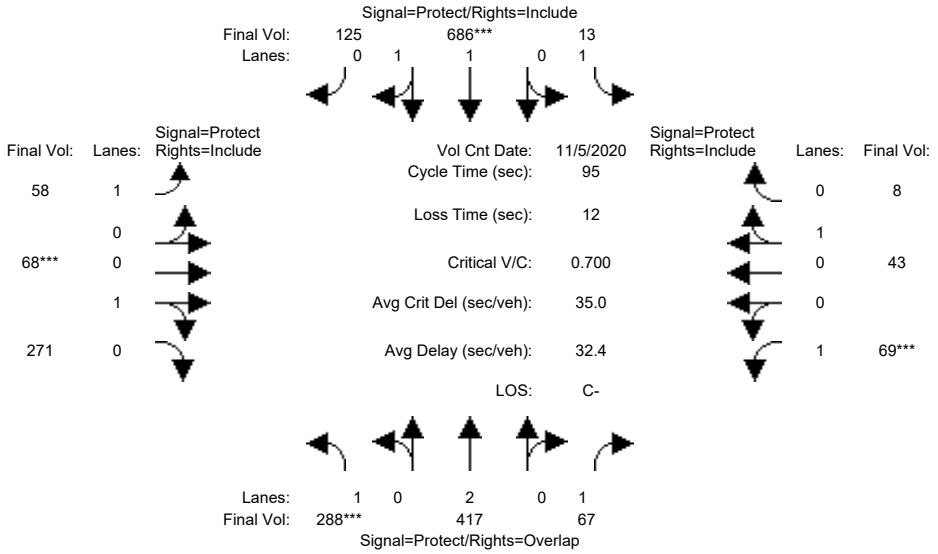
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7472: Camino Arroyo and Sixth St/Gilman Rd



Street Name:	Camino Arroyo						Sixth St/Gilman Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	288	417	67	13	686	125	58	68	271	69	43	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:	288	417	67	13	686	125	58	68	271	69	43	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:	288	417	67	13	686	125	58	68	271	69	43	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:	288	417	67	13	686	125	58	68	271	69	43	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	417	67	13	686	125	58	68	271	69	43	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	417	67	13	686	125	58	68	271	69	43	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	0.20	0.80	1.00	0.84	0.16
Final Sat.:	1750	3800	1750	1750	3129	570	1750	361	1439	1750	1518	282
Capacity Analysis Module:												
Vol/Sat:	0.16	0.11	0.04	0.01	0.22	0.22	0.03	0.19	0.19	0.04	0.03	0.03
Crit Moves:	****				****			****		****		
Green Time:	21.9	30.5	37.5	20.5	29.1	29.1	13.2	25.0	25.0	7.0	18.8	18.8
Volume/Cap:	0.72	0.34	0.10	0.03	0.72	0.72	0.24	0.72	0.72	0.54	0.14	0.14
Delay/Veh:	39.7	24.8	18.2	29.5	31.5	31.5	36.9	36.9	36.9	46.8	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:	39.7	24.8	18.2	29.5	31.5	31.5	36.9	36.9	36.9	46.8	31.6	31.6
LOS by Move:	D	C	B-	C	C	C	D+	D+	D+	D	C	C
HCM2kAvgQ:	10	5	1	0	12	12	2	11	11	3	1	1

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

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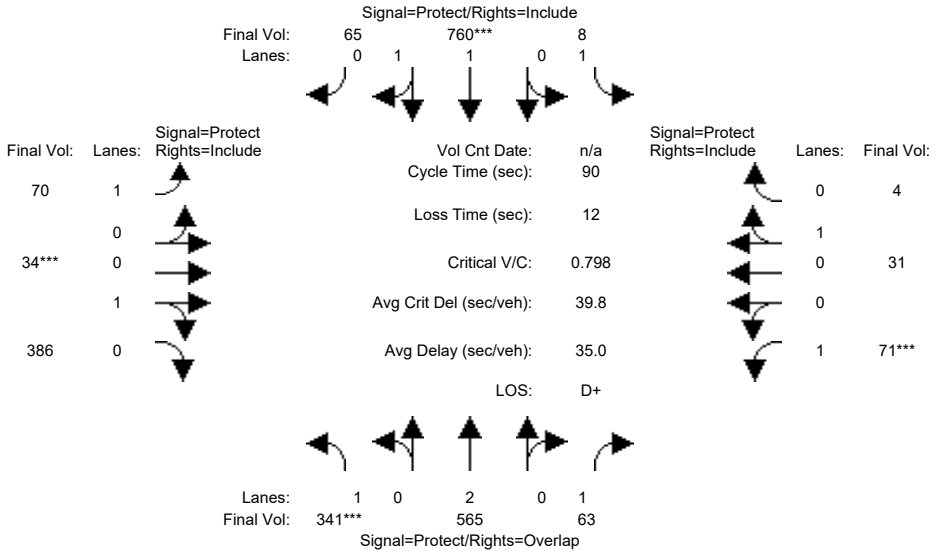
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan SAT

Intersection #7472: Camino Arroyo and Sixth St/Gilman Rd



Street Name:	Camino Arroyo						Sixth St/Gilman Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	341	565	63	8	760	65	70	34	386	71	31	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:	341	565	63	8	760	65	70	34	386	71	31	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:	341	565	63	8	760	65	70	34	386	71	31	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:	341	565	63	8	760	65	70	34	386	71	31	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	565	63	8	760	65	70	34	386	71	31	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	341	565	63	8	760	65	70	34	386	71	31	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.84	0.16	1.00	0.08	0.92	1.00	0.89	0.11
Final Sat.:	1750	3800	1750	1750	3408	291	1750	146	1654	1750	1594	206
Capacity Analysis Module:												
Vol/Sat:	0.19	0.15	0.04	0.00	0.22	0.22	0.04	0.23	0.23	0.04	0.02	0.02
Crit Moves:	****				****			****		****		
Green Time:	21.2	29.9	36.9	15.6	24.3	24.3	13.4	25.4	25.4	7.0	19.1	19.1
Volume/Cap:	0.83	0.45	0.09	0.03	0.83	0.83	0.27	0.83	0.83	0.52	0.09	0.09
Delay/Veh:	45.4	23.8	16.3	30.9	36.6	36.6	34.6	40.8	40.8	43.5	28.6	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	23.8	16.3	30.9	36.6	36.6	34.6	40.8	40.8	43.5	28.6	28.6
LOS by Move:	D	C	B	C	D+	D+	C-	D	D	D	C	C
HCM2kAvgQ:	12	6	1	0	14	14	2	14	14	3	1	1

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

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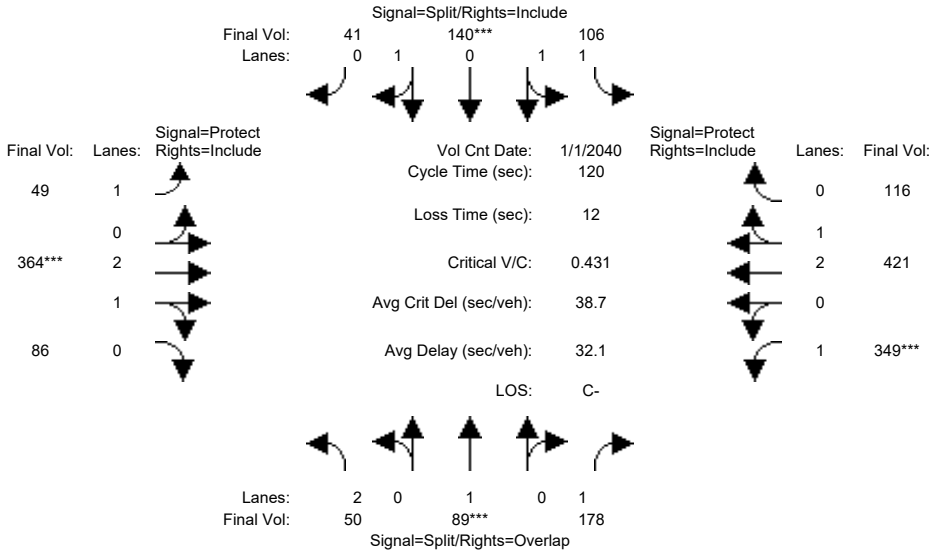
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7536: Chestnut Street and Tenth Street



Street Name:	Chestnut Street						Tenth 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	50	89	178	106	140	41	49	364	86	349	421	116
Growth Adj:	1.00	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	89	178	106	140	41	49	364	86	349	421	116
Added Vol:	0	0	0	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	89	178	106	140	41	49	364	86	349	421	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	89	178	106	140	41	49	364	86	349	421	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	89	178	106	140	41	49	364	86	349	421	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	89	178	106	140	41	49	364	86	349	421	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.89	0.91	0.95	0.95	0.92	0.97	0.95	0.89	0.97	0.94
Lanes:	2.00	1.00	1.00	1.13	1.45	0.42	1.00	2.42	0.58	1.00	2.33	0.67
Final Sat.:	3150	1900	1698	1968	2600	761	1750	4455	1053	1698	4311	1188
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.10	0.05	0.05	0.05	0.03	0.08	0.08	0.21	0.10	0.10
Crit Moves:		****			****			****		****		
Green Time:	13.0	13.0	70.3	15.0	15.0	15.0	29.9	22.7	22.7	57.2	50.1	50.1
Volume/Cap:	0.15	0.43	0.18	0.43	0.43	0.43	0.11	0.43	0.43	0.43	0.23	0.23
Delay/Veh:	48.6	51.5	11.6	49.0	49.0	49.0	34.9	43.2	43.2	21.0	22.6	22.6
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:	48.6	51.5	11.6	49.0	49.0	49.0	34.9	43.2	43.2	21.0	22.6	22.6
LOS by Move:	D	D-	B+	D	D	D	C-	D	D	C+	C+	C+
HCM2kAvgQ:	1	3	3	4	4	4	1	5	5	9	4	4

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

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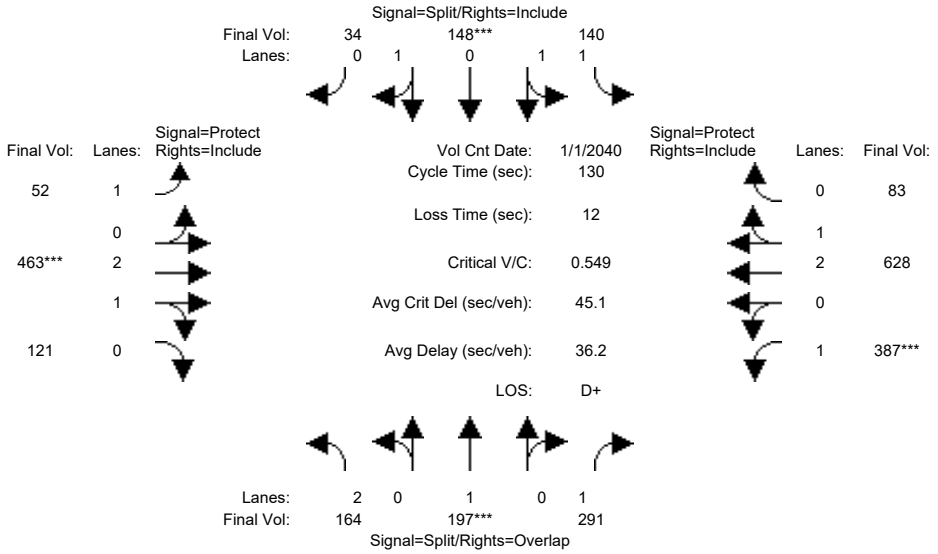
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7536: Chestnut Street and Tenth Street



Street Name:	Chestnut Street						Tenth 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	164	197	291	140	148	34	52	463	121	387	628	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:	164	197	291	140	148	34	52	463	121	387	628	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:	164	197	291	140	148	34	52	463	121	387	628	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:	164	197	291	140	148	34	52	463	121	387	628	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	197	291	140	148	34	52	463	121	387	628	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:	164	197	291	140	148	34	52	463	121	387	628	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.89	0.92	0.95	0.95	0.92	0.97	0.95	0.89	0.97	0.94
Lanes:	2.00	1.00	1.00	1.33	1.36	0.31	1.00	2.37	0.63	1.00	2.64	0.36
Final Sat.:	3150	1900	1698	2316	2448	562	1750	4368	1142	1698	4852	641
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.17	0.06	0.06	0.06	0.03	0.11	0.11	0.23	0.13	0.13
Crit Moves:		****			****			****		****		
Green Time:	24.6	24.6	78.6	14.3	14.3	14.3	23.2	25.1	25.1	54.0	55.9	55.9
Volume/Cap:	0.28	0.55	0.28	0.55	0.55	0.55	0.17	0.55	0.55	0.55	0.30	0.30
Delay/Veh:	45.4	49.5	12.4	55.9	55.9	55.9	45.4	47.9	47.9	29.7	24.3	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:	45.4	49.5	12.4	55.9	55.9	55.9	45.4	47.9	47.9	29.7	24.3	24.3
LOS by Move:	D	D	B	E+	E+	E+	D	D	D	C	C	C
HCM2kAvgQ:	3	8	6	5	5	5	2	8	8	13	6	6

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

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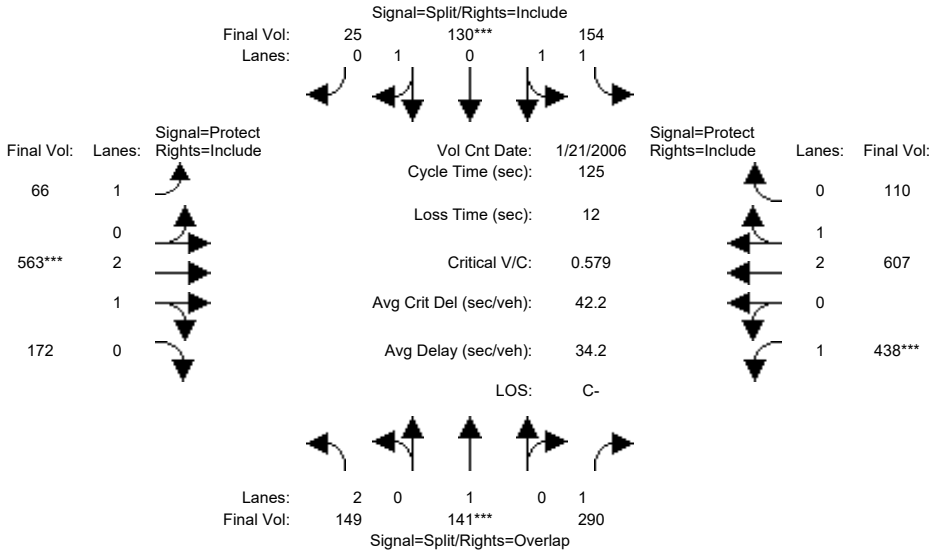
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan SAT

Intersection #7536: Chestnut Street and Tenth Street



Street Name:	Chestnut Street						Tenth 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Jan 2006 <<												
Base Vol:	149	141	290	154	130	25	66	563	172	438	607	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:	149	141	290	154	130	25	66	563	172	438	607	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:	149	141	290	154	130	25	66	563	172	438	607	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:	149	141	290	154	130	25	66	563	172	438	607	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	141	290	154	130	25	66	563	172	438	607	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:	149	141	290	154	130	25	66	563	172	438	607	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.89	0.92	0.95	0.95	0.92	0.97	0.95	0.89	0.97	0.94
Lanes:	2.00	1.00	1.00	1.52	1.24	0.24	1.00	2.28	0.72	1.00	2.53	0.47
Final Sat.:	3150	1900	1698	2653	2239	431	1750	4223	1290	1698	4652	843
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.17	0.06	0.06	0.06	0.04	0.13	0.13	0.26	0.13	0.13
Crit Moves:		****			****			****			****	
Green Time:	16.0	16.0	71.7	12.5	12.5	12.5	25.4	28.8	28.8	55.7	59.1	59.1
Volume/Cap:	0.37	0.58	0.30	0.58	0.58	0.58	0.19	0.58	0.58	0.58	0.28	0.28
Delay/Veh:	50.4	54.8	13.9	55.3	55.3	55.3	41.5	43.4	43.4	27.0	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:	50.4	54.8	13.9	55.3	55.3	55.3	41.5	43.4	43.4	27.0	20.0	20.0
LOS by Move:	D	D-	B	E+	E+	E+	D	D	D	C	C+	C+
HCM2kAvgQ:	3	6	6	5	5	5	2	9	9	14	5	6

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

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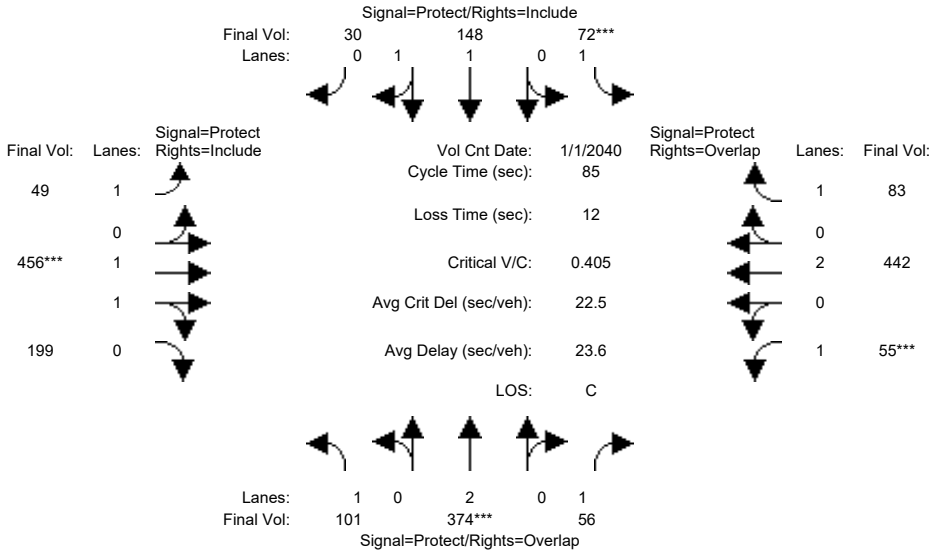
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7657: Monterey Street and Tenth Street



Street Name:	Monterey Street						Tenth 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	101	374	56	72	148	30	49	456	199	55	442	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:	101	374	56	72	148	30	49	456	199	55	442	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:	101	374	56	72	148	30	49	456	199	55	442	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:	101	374	56	72	148	30	49	456	199	55	442	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	374	56	72	148	30	49	456	199	55	442	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:	101	374	56	72	148	30	49	456	199	55	442	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.65	0.35	1.00	1.38	0.62	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3076	624	1750	2575	1124	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.03	0.04	0.05	0.05	0.03	0.18	0.18	0.03	0.12	0.05
Crit Moves:		****		****				****		****		
Green Time:	12.0	20.5	27.5	8.6	17.1	17.1	18.1	36.9	36.9	7.0	25.8	34.4
Volume/Cap:	0.41	0.41	0.10	0.41	0.24	0.24	0.13	0.41	0.41	0.38	0.38	0.12
Delay/Veh:	34.4	27.4	20.2	37.4	28.6	28.6	27.3	16.7	16.7	38.6	23.5	15.9
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:	34.4	27.4	20.2	37.4	28.6	28.6	27.3	16.7	16.7	38.6	23.5	15.9
LOS by Move:	C-	C	C+	D+	C	C	C	B	B	D+	C	B
HCM2kAvgQ:	3	4	1	2	2	2	1	6	6	2	5	1

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

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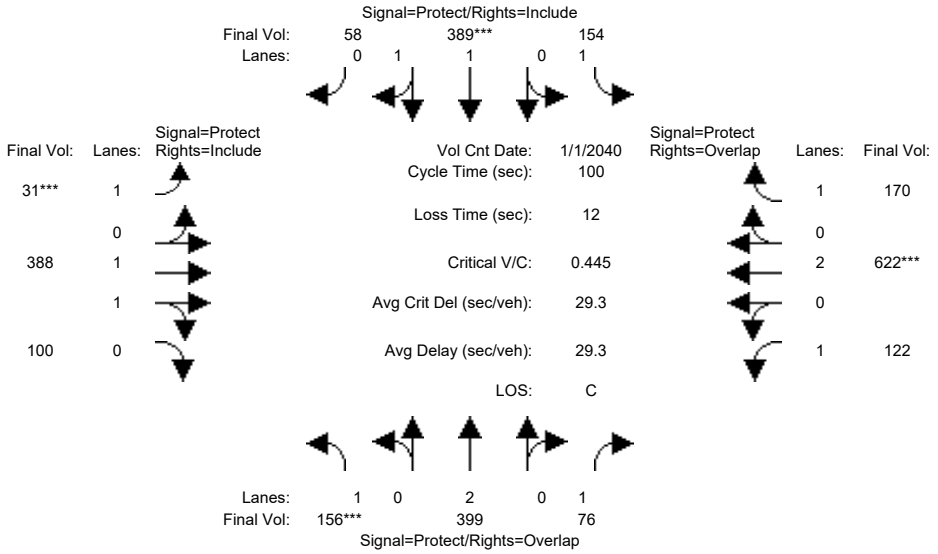
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7657: Monterey Street and Tenth Street



Street Name:	Monterey Street						Tenth 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	156	399	76	154	389	58	31	388	100	122	622	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	399	76	154	389	58	31	388	100	122	622	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	399	76	154	389	58	31	388	100	122	622	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	399	76	154	389	58	31	388	100	122	622	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	399	76	154	389	58	31	388	100	122	622	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	399	76	154	389	58	31	388	100	122	622	170
Saturation 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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.73	0.27	1.00	1.58	0.42	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3220	480	1750	2941	758	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.04	0.09	0.12	0.12	0.02	0.13	0.13	0.07	0.16	0.10
Crit Moves:	****				****		****				****	
Green Time:	19.3	24.8	39.5	20.8	26.2	26.2	7.0	27.8	27.8	14.7	35.5	56.2
Volume/Cap:	0.46	0.42	0.11	0.42	0.46	0.46	0.25	0.48	0.48	0.47	0.46	0.17
Delay/Veh:	36.7	31.9	19.2	35.2	31.3	31.3	45.1	30.4	30.4	40.5	25.1	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	31.9	19.2	35.2	31.3	31.3	45.1	30.4	30.4	40.5	25.1	10.7
LOS by Move:	D+	C	B-	D+	C	C	D	C	C	D	C	B+
HCM2kAvgQ:	5	5	2	5	6	6	1	7	7	4	8	3

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

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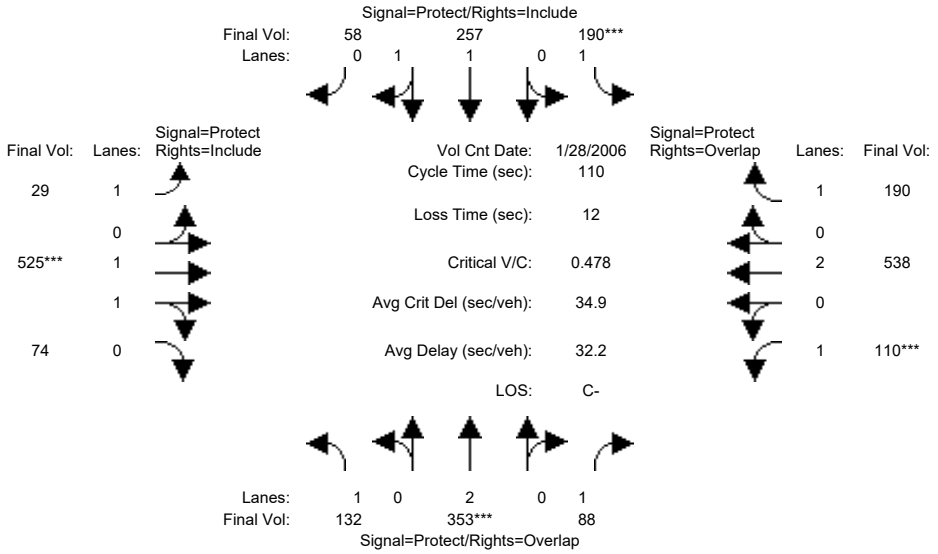
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan SAT

Intersection #7657: Monterey Street and Tenth Street



Street Name:	Monterey Street						Tenth 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2006 <<												
Base Vol:	132	353	88	190	257	58	29	525	74	110	538	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:	132	353	88	190	257	58	29	525	74	110	538	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:	132	353	88	190	257	58	29	525	74	110	538	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:	132	353	88	190	257	58	29	525	74	110	538	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	353	88	190	257	58	29	525	74	110	538	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:	132	353	88	190	257	58	29	525	74	110	538	190
Saturation 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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	1.00	1.75	0.25	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3018	681	1750	3243	457	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.05	0.11	0.09	0.09	0.02	0.16	0.16	0.06	0.14	0.11
Crit Moves:		****		****				****		****		
Green Time:	21.0	21.4	35.8	25.0	25.3	25.3	16.0	37.2	37.2	14.5	35.7	60.6
Volume/Cap:	0.40	0.48	0.15	0.48	0.37	0.37	0.11	0.48	0.48	0.48	0.44	0.20
Delay/Veh:	39.7	39.9	26.5	37.8	35.9	35.9	41.0	29.0	29.0	45.8	29.5	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	39.9	26.5	37.8	35.9	35.9	41.0	29.0	29.0	45.8	29.5	12.5
LOS by Move:	D	D	C	D+	D+	D+	D	C	C	D	C	B
HCM2kAvgQ:	4	6	2	6	5	5	1	8	8	4	7	3

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

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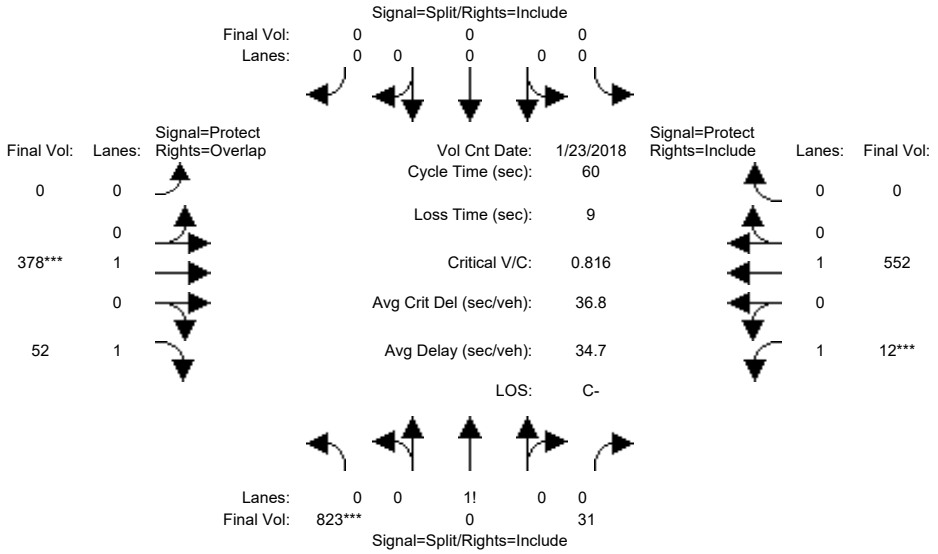
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7662: Frazier Lake Rd and Pacheco Pass Hwy (SR 152)



Street Name:	Frazier Lake Rd						Pacheco Pass Hwy (SR 152)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 <<												
Base Vol:	823	0	31	0	0	0	0	378	52	12	552	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:	823	0	31	0	0	0	0	378	52	12	552	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:	823	0	31	0	0	0	0	378	52	12	552	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:	823	0	31	0	0	0	0	378	52	12	552	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	823	0	31	0	0	0	0	378	52	12	552	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:	823	0	31	0	0	0	0	378	52	12	552	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.96	0.00	0.04	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1686	0	64	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.49	0.00	0.49	0.00	0.00	0.00	0.00	0.20	0.03	0.01	0.29	0.00
Crit Moves:	****							****		****		
Green Time:	31.3	0.0	31.3	0.0	0.0	0.0	0.0	12.7	44.0	7.0	19.7	0.0
Volume/Cap:	0.94	0.00	0.94	0.00	0.00	0.00	0.00	0.94	0.04	0.06	0.88	0.00
Delay/Veh:	30.0	0.0	30.0	0.0	0.0	0.0	0.0	52.5	2.2	23.7	33.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	0.0	30.0	0.0	0.0	0.0	0.0	52.5	2.2	23.7	33.0	0.0
LOS by Move:	C	A	C	A	A	A	A	D-	A	C	C-	A
HCM2kAvgQ:	22	0	22	0	0	0	0	12	0	0	14	0

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

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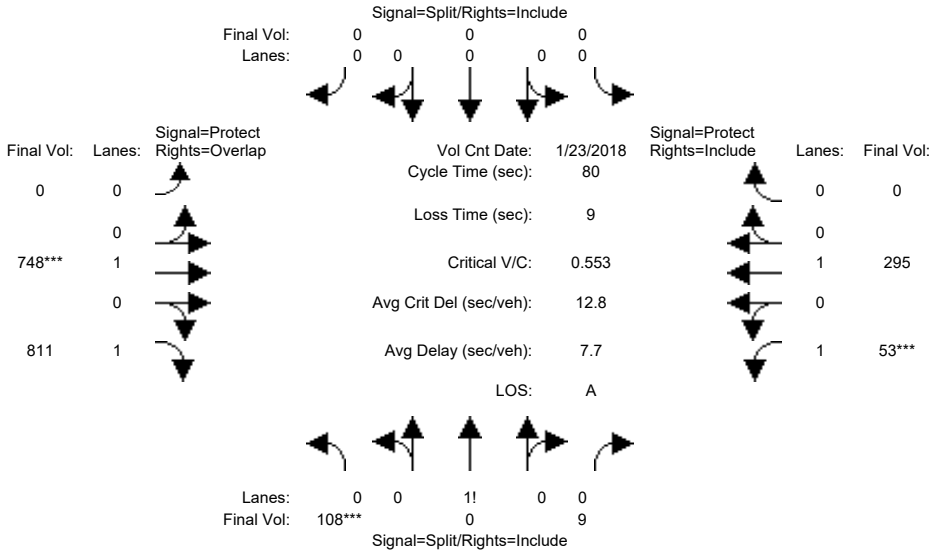
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7662: Frazier Lake Rd and Pacheco Pass Hwy (SR 152)



Street Name:	Frazier Lake Rd						Pacheco Pass Hwy (SR 152)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 <<												
Base Vol:	108	0	9	0	0	0	0	748	811	53	295	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:	108	0	9	0	0	0	0	748	811	53	295	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:	108	0	9	0	0	0	0	748	811	53	295	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:	108	0	9	0	0	0	0	748	811	53	295	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	0	9	0	0	0	0	748	811	53	295	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:	108	0	9	0	0	0	0	748	811	53	295	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.92	0.00	0.08	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1615	0	135	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.39	0.46	0.03	0.16	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	54.0	64.0	7.0	61.0	0.0
Volume/Cap:	0.53	0.00	0.53	0.00	0.00	0.00	0.00	0.58	0.58	0.35	0.20	0.00
Delay/Veh:	35.4	0.0	35.4	0.0	0.0	0.0	0.0	7.7	3.6	35.7	2.7	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:	35.4	0.0	35.4	0.0	0.0	0.0	0.0	7.7	3.6	35.7	2.7	0.0
LOS by Move:	D+	A	D+	A	A	A	A	A	A	D+	A	A
HCM2kAvgQ:	4	0	4	0	0	0	0	10	9	2	2	0

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

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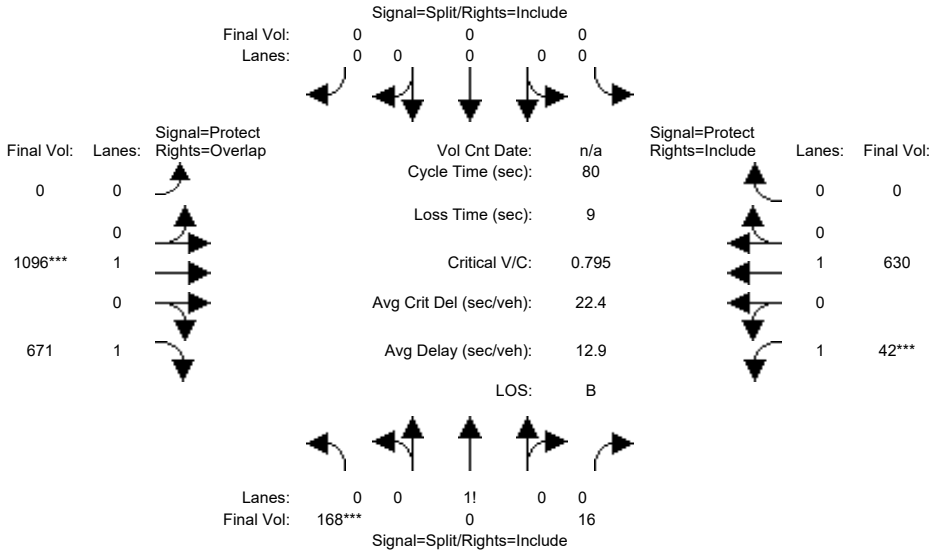
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan SAT

Intersection #7662: Frazier Lake Rd and Pacheco Pass Hwy (SR 152)



Street Name:	Frazier Lake Rd						Pacheco Pass Hwy (SR 152)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	168	0	16	0	0	0	0	1096	671	42	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:	168	0	16	0	0	0	0	1096	671	42	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:	168	0	16	0	0	0	0	1096	671	42	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:	168	0	16	0	0	0	0	1096	671	42	630	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	0	16	0	0	0	0	1096	671	42	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:	168	0	16	0	0	0	0	1096	671	42	630	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.91	0.00	0.09	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1598	0	152	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.58	0.38	0.02	0.33	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	54.0	64.0	7.0	61.0	0.0
Volume/Cap:	0.84	0.00	0.84	0.00	0.00	0.00	0.00	0.85	0.48	0.27	0.43	0.00
Delay/Veh:	58.5	0.0	58.5	0.0	0.0	0.0	0.0	15.8	2.9	35.1	3.6	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:	58.5	0.0	58.5	0.0	0.0	0.0	0.0	15.8	2.9	35.1	3.6	0.0
LOS by Move:	E+	A	E+	A	A	A	A	B	A	D+	A	A
HCM2kAvgQ:	8	0	8	0	0	0	0	24	6	1	6	0

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

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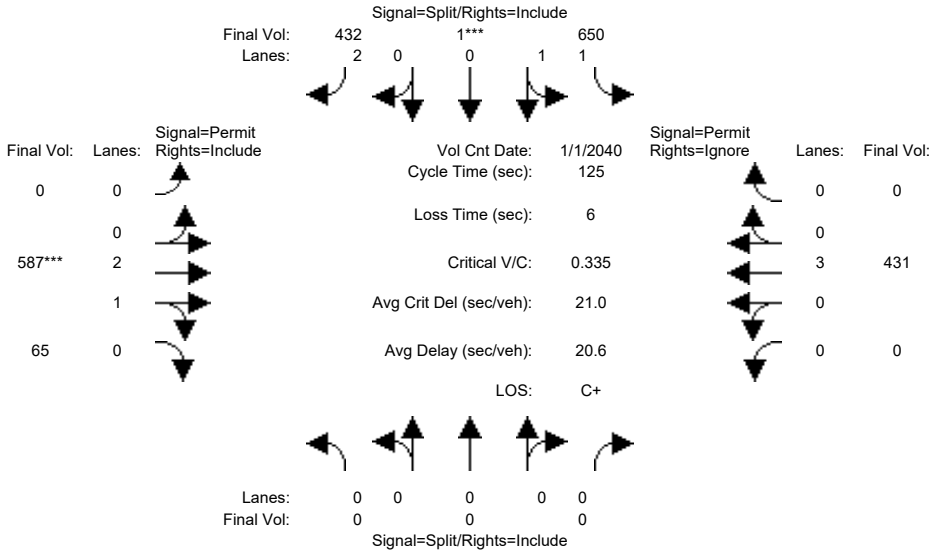
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7665: US 101 SB Ramps and Tenth Street



Street Name:	US 101 SB Ramps						Tenth 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:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	0	0	0	650	1	432	0	587	129	0	431	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	650	1	432	0	587	129	0	431	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	650	1	432	0	587	129	0	431	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.50	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:	0	0	0	650	1	432	0	587	65	0	431	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	650	1	432	0	587	65	0	431	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:	0	0	0	650	1	432	0	587	65	0	431	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	0.88	0.95	0.78	0.92	0.93	0.89	0.92	0.94	0.87
Lanes:	0.00	0.00	0.00	1.99	0.01	2.00	0.00	2.69	0.31	0.00	3.00	0.00
Final Sat.:	0	0	0	3332	5	2961	0	4742	521	0	5358	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.15	0.00	0.12	0.12	0.00	0.08	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	72.8	72.8	72.8	0.0	46.2	46.2	0.0	46.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.33	0.33	0.25	0.00	0.33	0.33	0.00	0.22	0.00
Delay/Veh:	0.0	0.0	0.0	13.6	13.6	12.8	0.0	28.5	28.5	0.0	27.1	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	13.6	13.6	12.8	0.0	28.5	28.5	0.0	27.1	0.0
LOS by Move:	A	A	A	B	B	B	A	C	C	A	C	A
HCM2kAvgQ:	0	0	0	7	7	5	0	6	6	0	4	0

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

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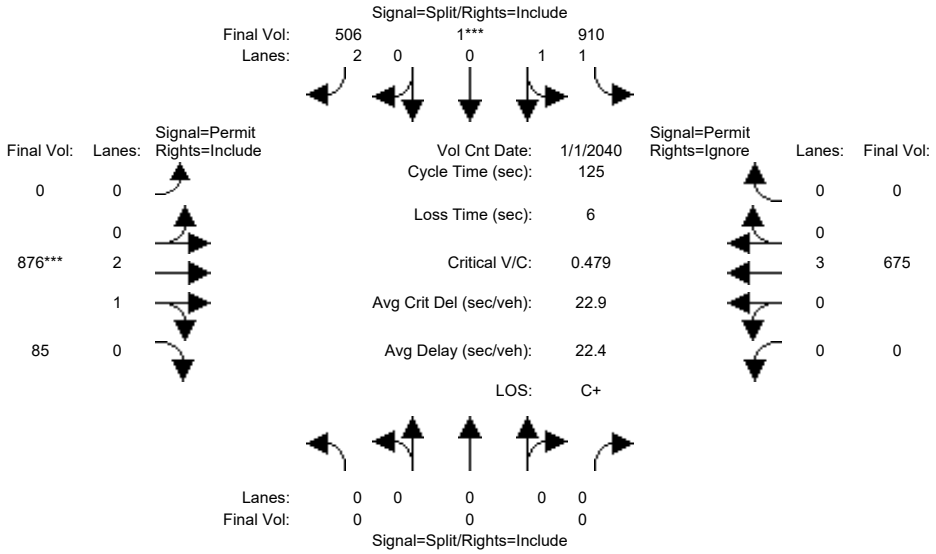
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7665: US 101 SB Ramps and Tenth Street



Street Name:	US 101 SB Ramps						Tenth 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:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	0	0	0	910	1	506	0	876	170	0	675	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	910	1	506	0	876	170	0	675	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	910	1	506	0	876	170	0	675	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.50	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:	0	0	0	910	1	506	0	876	85	0	675	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	910	1	506	0	876	85	0	675	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:	0	0	0	910	1	506	0	876	85	0	675	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	0.88	0.95	0.78	0.92	0.93	0.89	0.92	0.94	0.87
Lanes:	0.00	0.00	0.00	1.99	0.01	2.00	0.00	2.72	0.28	0.00	3.00	0.00
Final Sat.:	0	0	0	3334	4	2961	0	4798	466	0	5358	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.17	0.00	0.18	0.18	0.00	0.13	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	71.3	71.3	71.3	0.0	47.7	47.7	0.0	47.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.48	0.48	0.30	0.00	0.48	0.48	0.00	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	16.1	16.1	14.0	0.0	29.4	29.4	0.0	27.4	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	16.1	16.1	14.0	0.0	29.4	29.4	0.0	27.4	0.0
LOS by Move:	A	A	A	B	B	B	A	C	C	A	C	A
HCM2kAvgQ:	0	0	0	11	12	6	0	9	9	0	6	0

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

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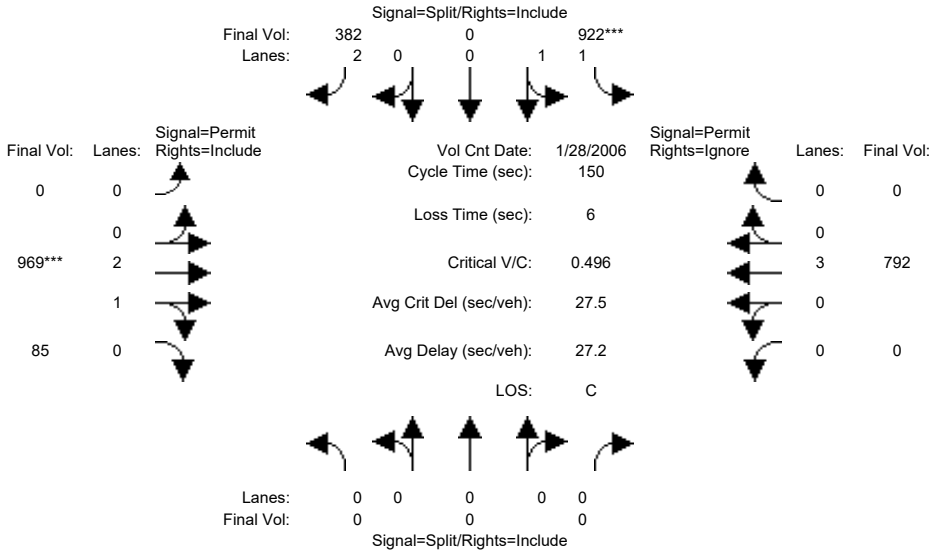
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan SAT

Intersection #7665: US 101 SB Ramps and Tenth Street



Street Name:	US 101 SB Ramps						Tenth 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:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2006 <<												
Base Vol:	0	0	0	922	0	382	0	969	169	0	792	418
Growth Adj:	1.00	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	922	0	382	0	969	169	0	792	418
Added Vol:	0	0	0	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	922	0	382	0	969	169	0	792	418
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.50	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:	0	0	0	922	0	382	0	969	85	0	792	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	922	0	382	0	969	85	0	792	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:	0	0	0	922	0	382	0	969	85	0	792	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	0.88	1.00	0.78	0.92	0.93	0.89	0.92	0.92	0.87
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	2.75	0.25	0.00	3.00	0.00
Final Sat.:	0	0	0	3337	0	2961	0	4841	422	0	5264	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.13	0.00	0.20	0.20	0.00	0.15	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	83.5	0.0	83.5	0.0	60.5	60.5	0.0	60.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.23	0.00	0.50	0.50	0.00	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	20.6	0.0	17.0	0.0	33.6	33.6	0.0	31.5	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	20.6	0.0	17.0	0.0	33.6	33.6	0.0	31.5	0.0
LOS by Move:	A	A	A	C+	A	B	A	C-	C-	A	C	A
HCM2kAvgQ:	0	0	0	14	0	5	0	12	12	0	8	0

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

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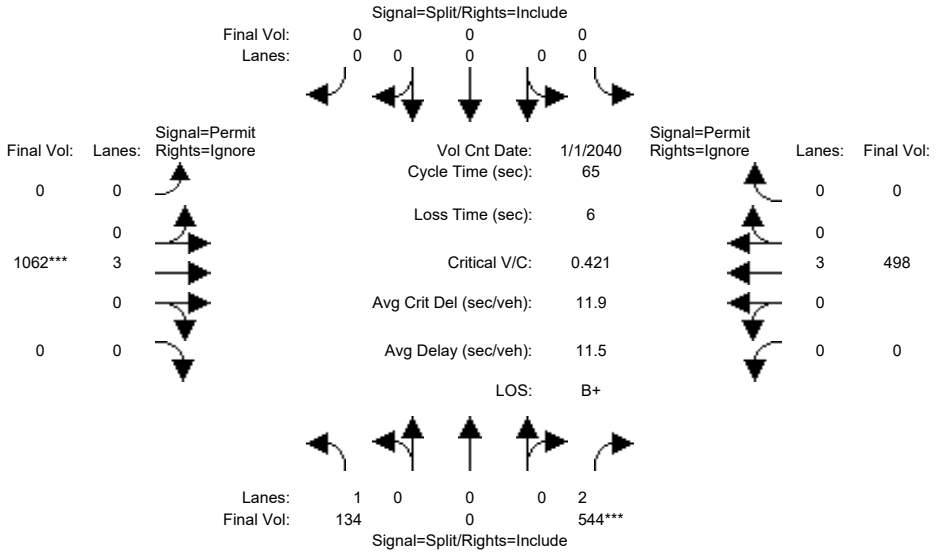
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7671: US 101 NB Off-Ramp and Pacheco Pass Highway



Street Name:	US 101 NB Off-Ramp						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	134	0	544	0	0	0	0	1062	0	0	498	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:	134	0	544	0	0	0	0	1062	0	0	498	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:	134	0	544	0	0	0	0	1062	0	0	498	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	134	0	544	0	0	0	0	1062	0	0	498	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	0	544	0	0	0	0	1062	0	0	498	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:	134	0	544	0	0	0	0	1062	0	0	498	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.94	0.87	0.92	0.94	0.87
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	1645	0	2961	0	0	0	0	5358	0	0	5358	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.18	0.00	0.00	0.00	0.00	0.20	0.00	0.00	0.09	0.00
Crit Moves:			****					****				
Green Time:	28.4	0.0	28.4	0.0	0.0	0.0	0.0	30.6	0.0	0.0	30.6	0.0
Volume/Cap:	0.19	0.00	0.42	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.20	0.00
Delay/Veh:	11.4	0.0	12.9	0.0	0.0	0.0	0.0	11.5	0.0	0.0	10.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	0.0	12.9	0.0	0.0	0.0	0.0	11.5	0.0	0.0	10.1	0.0
LOS by Move:	B+	A	B	A	A	A	A	B+	A	A	B+	A
HCM2kAvgQ:	2	0	5	0	0	0	0	5	0	0	2	0

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

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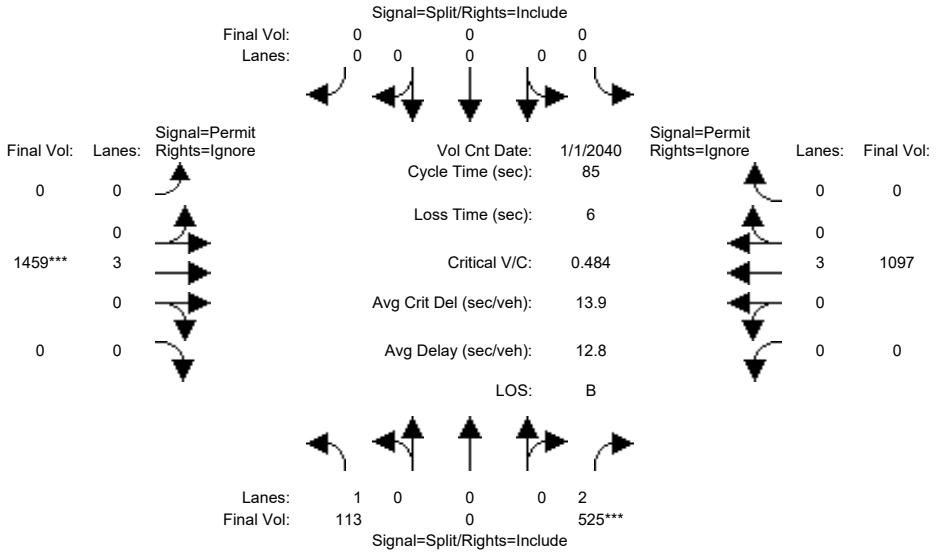
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7671: US 101 NB Off-Ramp and Pacheco Pass Highway



Street Name:	US 101 NB Off-Ramp						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	113	0	525	0	0	0	0	1459	0	0	1097	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:	113	0	525	0	0	0	0	1459	0	0	1097	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:	113	0	525	0	0	0	0	1459	0	0	1097	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	113	0	525	0	0	0	0	1459	0	0	1097	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	0	525	0	0	0	0	1459	0	0	1097	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:	113	0	525	0	0	0	0	1459	0	0	1097	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.94	0.87	0.92	0.94	0.87
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	1645	0	2961	0	0	0	0	5358	0	0	5358	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.18	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.20	0.00
Crit Moves:			****					****				
Green Time:	31.2	0.0	31.2	0.0	0.0	0.0	0.0	47.8	0.0	0.0	47.8	0.0
Volume/Cap:	0.19	0.00	0.48	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.36	0.00
Delay/Veh:	18.5	0.0	21.1	0.0	0.0	0.0	0.0	11.3	0.0	0.0	10.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.5	0.0	21.1	0.0	0.0	0.0	0.0	11.3	0.0	0.0	10.3	0.0
LOS by Move:	B-	A	C+	A	A	A	A	B+	A	A	B+	A
HCM2kAvgQ:	2	0	7	0	0	0	0	8	0	0	5	0

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

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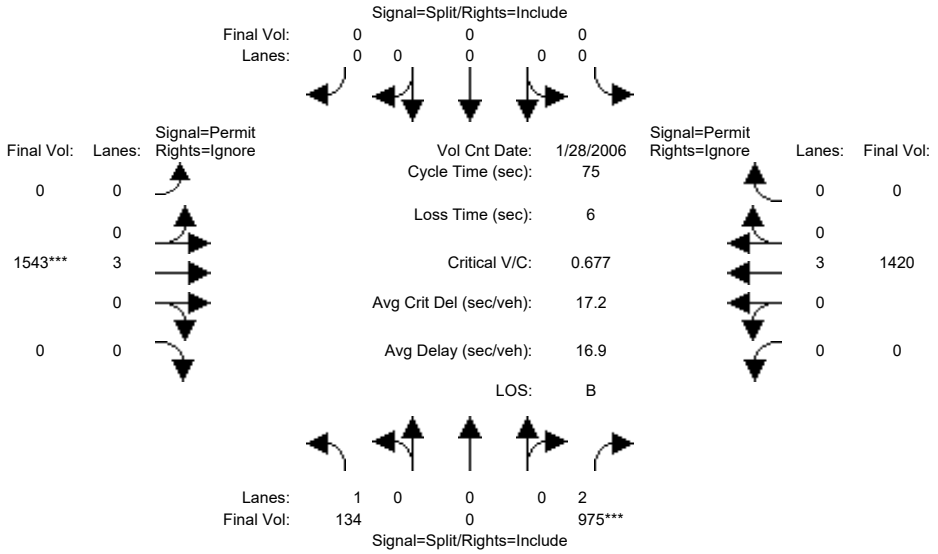
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan SAT

Intersection #7671: US 101 NB Off-Ramp and Pacheco Pass Highway



Street Name:	US 101 NB Off-Ramp						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2006 <<												
Base Vol:	134	0	975	0	0	0	0	1543	330	0	1420	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	0	975	0	0	0	0	1543	330	0	1420	920
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	0	975	0	0	0	0	1543	330	0	1420	920
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:	134	0	975	0	0	0	0	1543	0	0	1420	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	0	975	0	0	0	0	1543	0	0	1420	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:	134	0	975	0	0	0	0	1543	0	0	1420	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.92	0.87	0.92	0.92	0.87
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	1645	0	2961	0	0	0	0	5264	0	0	5264	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.33	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.27	0.00
Crit Moves:			****					****				
Green Time:	36.5	0.0	36.5	0.0	0.0	0.0	0.0	32.5	0.0	0.0	32.5	0.0
Volume/Cap:	0.17	0.00	0.68	0.00	0.00	0.00	0.00	0.68	0.00	0.00	0.62	0.00
Delay/Veh:	10.9	0.0	16.0	0.0	0.0	0.0	0.0	17.9	0.0	0.0	17.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.9	0.0	16.0	0.0	0.0	0.0	0.0	17.9	0.0	0.0	17.0	0.0
LOS by Move:	B+	A	B	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	2	0	11	0	0	0	0	11	0	0	9	0

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

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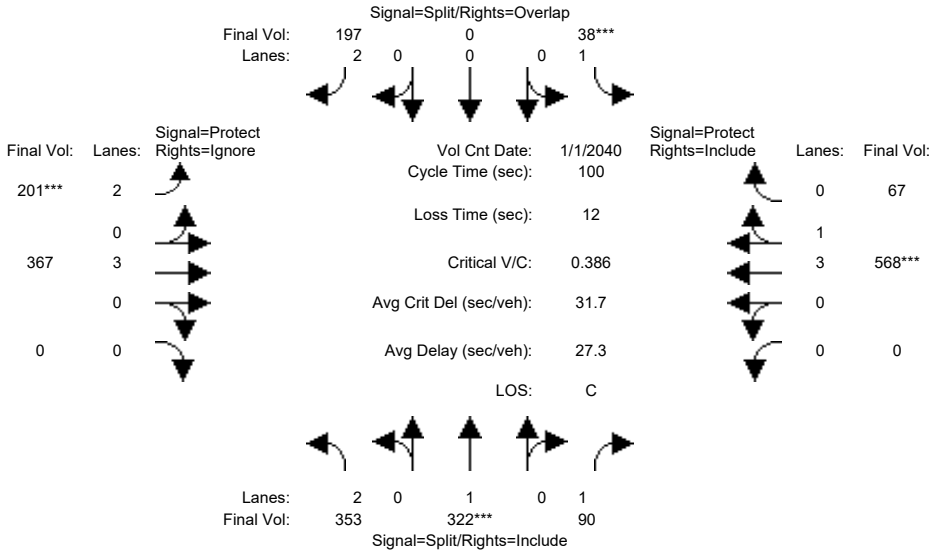
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7675: US 101 NB Ramps/San Ysidro Avenue and Leavesley Road



Street Name:	US 101 NB Ramps/San Ysidro Avenue						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	353	322	90	38	0	197	201	367	0	0	568	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	322	90	38	0	197	201	367	0	0	568	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	322	90	38	0	197	201	367	0	0	568	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	353	322	90	38	0	197	201	367	0	0	568	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	322	90	38	0	197	201	367	0	0	568	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	353	322	90	38	0	197	201	367	0	0	568	67
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	0.83	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	0.00	2.00	2.00	3.00	0.00	0.00	3.56	0.44
Final Sat.:	3150	1900	1750	1750	0	3150	3150	5700	0	0	6707	791
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.05	0.02	0.00	0.06	0.06	0.06	0.00	0.00	0.08	0.08
Crit Moves:		****		****			****				****	
Green Time:	41.6	41.6	41.6	10.0	0.0	25.7	15.7	36.4	0.0	0.0	20.8	20.8
Volume/Cap:	0.27	0.41	0.12	0.22	0.00	0.24	0.41	0.18	0.00	0.00	0.41	0.41
Delay/Veh:	19.3	20.9	18.1	42.0	0.0	29.6	38.5	21.6	0.0	0.0	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:	19.3	20.9	18.1	42.0	0.0	29.6	38.5	21.6	0.0	0.0	34.5	34.5
LOS by Move:	B-	C+	B-	D	A	C	D+	C+	A	A	C-	C-
HCM2kAvgQ:	4	7	2	1	0	3	4	3	0	0	5	5

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

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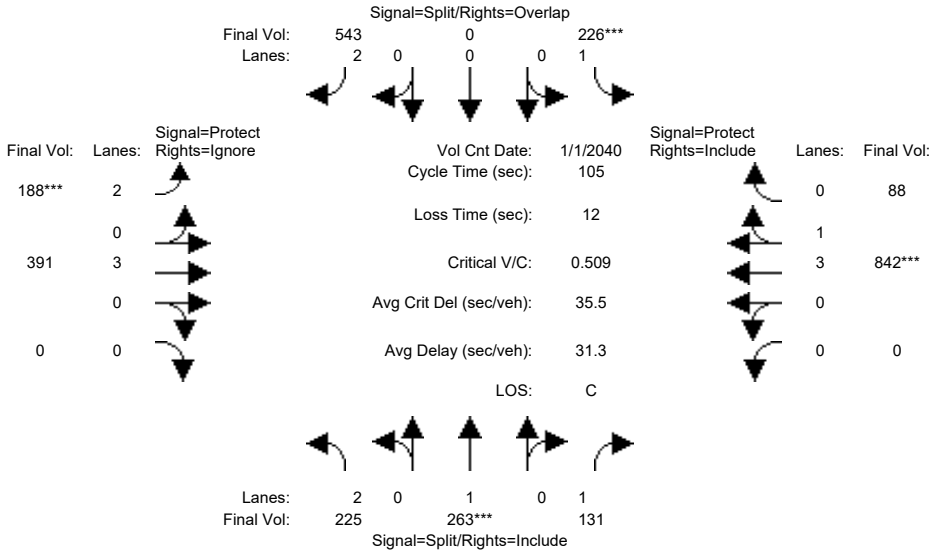
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7675: US 101 NB Ramps/San Ysidro Avenue and Leavesley Road



Street Name:	US 101 NB Ramps/San Ysidro Avenue						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	225	263	131	226	0	543	188	391	0	0	842	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	263	131	226	0	543	188	391	0	0	842	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	263	131	226	0	543	188	391	0	0	842	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	225	263	131	226	0	543	188	391	0	0	842	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	263	131	226	0	543	188	391	0	0	842	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	225	263	131	226	0	543	188	391	0	0	842	88
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	0.83	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	0.00	2.00	2.00	3.00	0.00	0.00	3.61	0.39
Final Sat.:	3150	1900	1750	1750	0	3150	3150	5700	0	0	6789	710
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.07	0.13	0.00	0.17	0.06	0.07	0.00	0.00	0.12	0.12
Crit Moves:		****		****			****				****	
Green Time:	28.5	28.5	28.5	26.6	0.0	38.9	12.3	37.9	0.0	0.0	25.6	25.6
Volume/Cap:	0.26	0.51	0.28	0.51	0.00	0.47	0.51	0.19	0.00	0.00	0.51	0.51
Delay/Veh:	30.2	33.2	30.4	34.6	0.0	25.4	44.7	23.1	0.0	0.0	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:	30.2	33.2	30.4	34.6	0.0	25.4	44.7	23.1	0.0	0.0	34.5	34.5
LOS by Move:	C	C-	C	C-	A	C	D	C	A	A	C-	C-
HCM2kAvgQ:	3	7	4	7	0	8	4	3	0	0	7	7

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

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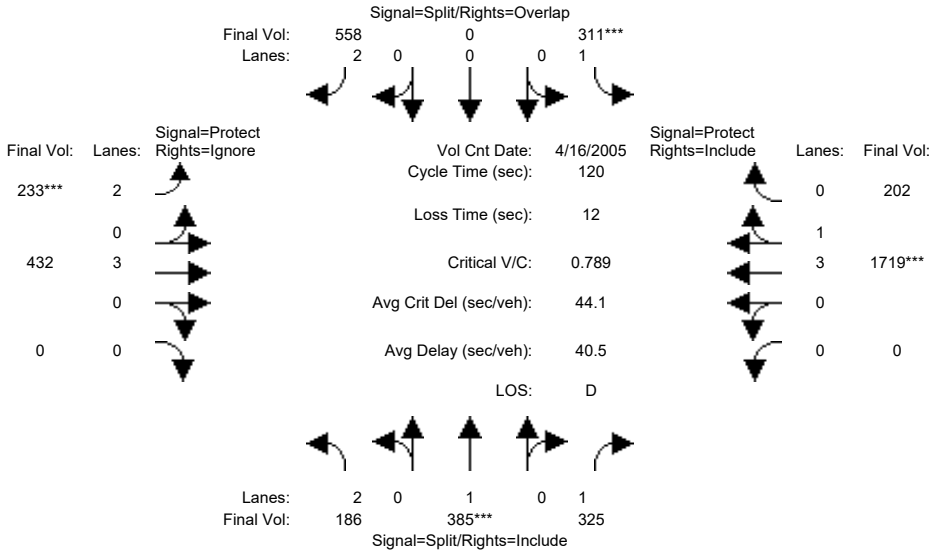
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan SAT

Intersection #7675: US 101 NB Ramps/San Ysidro Avenue and Leavesley Road




```
Street Name:US 101 NB Ramps/San Ysidro Avenue          Leavesley Road
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:    10   10    10    10    0    10     7   10     0     0   10    10
Y+R:          4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0   4.0  4.0   4.0
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 16 Apr 2005 <<
Base Vol:     186  385   325   311    0   558   233  432   256     0 1719   202
Growth Adj:  1.00 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  385   325   311    0   558   233  432   256     0 1719   202
Added Vol:      0    0     0     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  385   325   311    0   558   233  432   256     0 1719   202
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
PHF Volume:   186  385   325   311    0   558   233  432     0     0 1719   202
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:  186  385   325   311    0   558   233  432     0     0 1719   202
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  0.00  1.00 1.00  1.00
FinalVolume:  186  385   325   311    0   558   233  432     0     0 1719   202
------------|---------------||---------------||---------------||---------------|
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  0.83  0.83 0.98  0.92  0.92 0.99  0.95
Lanes:       2.00 1.00  1.00  1.00 0.00  2.00  2.00 3.00  0.00  0.00 3.56  0.44
Final Sat.:  3150 1900  1750  1750    0  3150  3150 5600     0     0 6710   788
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.06 0.20  0.19  0.18 0.00  0.18  0.07 0.08  0.00  0.00 0.26  0.26
Crit Moves:       ****        ****             ****                    ****
Green Time:  30.8 30.8  30.8  27.0  0.0  38.3  11.2 50.2   0.0   0.0 38.9  38.9
Volume/Cap:  0.23 0.79  0.72  0.79 0.00  0.56  0.79 0.18  0.00  0.00 0.79  0.79
Delay/Veh:   35.4 50.0  46.5  54.1  0.0  34.5  66.6 22.0   0.0   0.0 38.6  38.6
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:  35.4 50.0  46.5  54.1  0.0  34.5  66.6 22.0   0.0   0.0 38.6  38.6
LOS by Move:   D+    D     D    D-    A    C-    E   C+     A     A   D+    D+
HCM2kAvgQ:      3   15    13    14    0    10    7    3     0     0   18    18
Note: Queue reported is the number of cars per lane.
```

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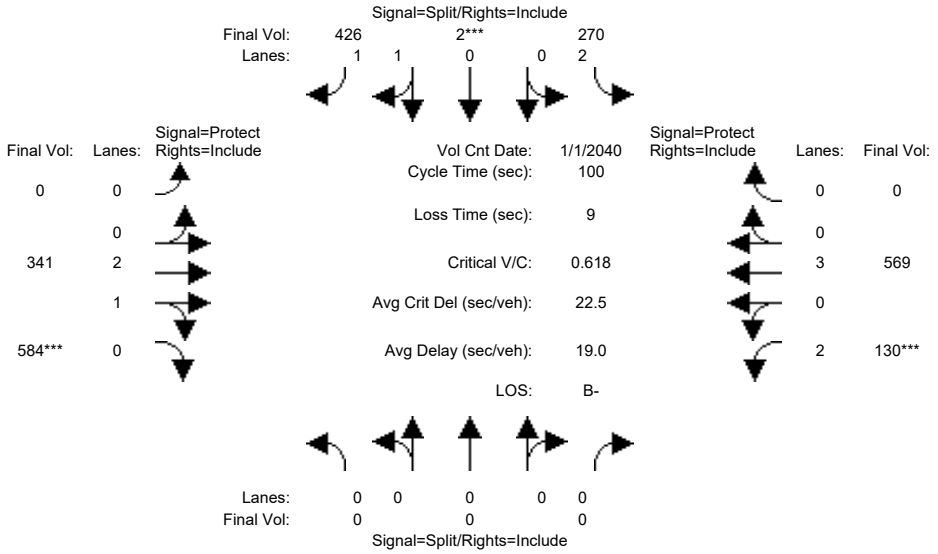
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #7676: US 101 SB Ramps and Leavesley Road



Street Name:	US 101 SB Ramps						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	0	0	0	270	2	426	0	341	584	130	569	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	270	2	426	0	341	584	130	569	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	270	2	426	0	341	584	130	569	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	270	2	426	0	341	584	130	569	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	270	2	426	0	341	584	130	569	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	270	2	426	0	341	584	130	569	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	0.95	0.95	0.92	0.83	0.76	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.01	1.99	0.00	2.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3150	17	3583	0	3154	1453	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.12	0.12	0.00	0.11	0.40	0.04	0.10	0.00
Crit Moves:					****				****	****		
Green Time:	0.0	0.0	0.0	19.2	19.2	19.2	0.0	64.8	64.8	7.0	71.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.45	0.62	0.62	0.00	0.17	0.62	0.59	0.14	0.00
Delay/Veh:	0.0	0.0	0.0	36.3	38.8	38.8	0.0	6.9	11.2	49.3	4.4	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	36.3	38.8	38.8	0.0	6.9	11.2	49.3	4.4	0.0
LOS by Move:	A	A	A	D+	D+	D+	A	A	B+	D	A	A
HCM2kAvgQ:	0	0	0	5	7	7	0	2	12	3	2	0

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

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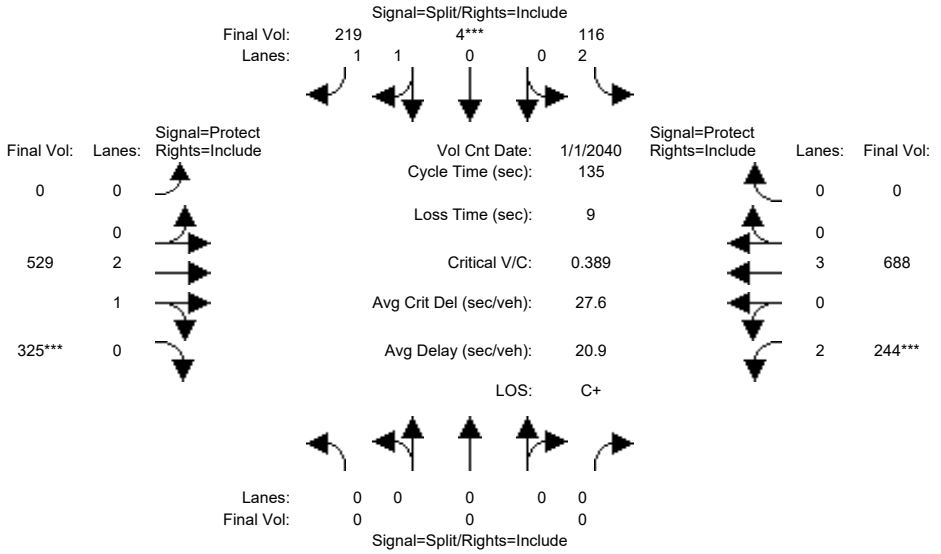
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #7676: US 101 SB Ramps and Leavesley Road



Street Name:	US 101 SB Ramps						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	0	0	0	116	4	219	0	529	325	244	688	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	116	4	219	0	529	325	244	688	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	116	4	219	0	529	325	244	688	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	116	4	219	0	529	325	244	688	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	116	4	219	0	529	325	244	688	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	116	4	219	0	529	325	244	688	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	0.95	0.95	0.92	0.83	0.76	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.04	1.96	0.00	2.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3150	65	3535	0	3154	1453	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.06	0.06	0.00	0.17	0.22	0.08	0.12	0.00
Crit Moves:					****				****	****		
Green Time:	0.0	0.0	0.0	21.5	21.5	21.5	0.0	77.6	77.6	26.9	105	0.0
Volume/Cap:	0.00	0.00	0.00	0.23	0.39	0.39	0.00	0.29	0.39	0.39	0.16	0.00
Delay/Veh:	0.0	0.0	0.0	49.8	51.3	51.3	0.0	14.7	15.8	47.3	3.9	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	49.8	51.3	51.3	0.0	14.7	15.8	47.3	3.9	0.0
LOS by Move:	A	A	A	D	D-	D-	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	3	5	5	0	5	8	5	2	0

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

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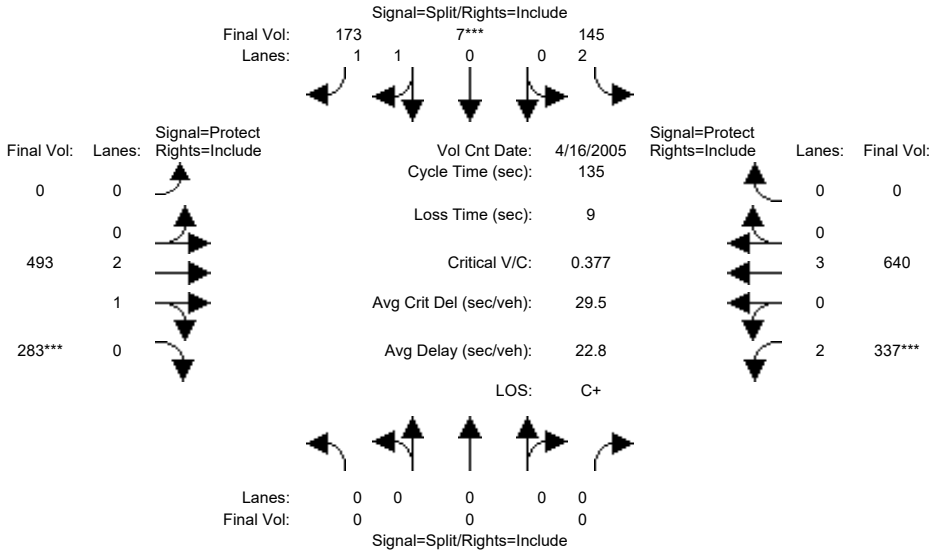
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan SAT

Intersection #7676: US 101 SB Ramps and Leavesley Road



Street Name:	US 101 SB Ramps						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Apr 2005 <<												
Base Vol:	0	0	0	145	7	173	0	493	283	337	640	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	145	7	173	0	493	283	337	640	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	145	7	173	0	493	283	337	640	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	145	7	173	0	493	283	337	640	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	145	7	173	0	493	283	337	640	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	145	7	173	0	493	283	337	640	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	0.95	0.95	0.92	0.83	0.76	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.08	1.92	0.00	2.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3150	140	3460	0	3154	1453	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.05	0.05	0.00	0.16	0.19	0.11	0.11	0.00
Crit Moves:					****				****	****		
Green Time:	0.0	0.0	0.0	17.9	17.9	17.9	0.0	69.8	69.8	38.3	108	0.0
Volume/Cap:	0.00	0.00	0.00	0.35	0.38	0.38	0.00	0.30	0.38	0.38	0.14	0.00
Delay/Veh:	0.0	0.0	0.0	53.7	54.0	54.0	0.0	18.7	19.7	39.0	3.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	53.7	54.0	54.0	0.0	18.7	19.7	39.0	3.0	0.0
LOS by Move:	A	A	A	D-	D-	D-	A	B-	B-	D	A	A
HCM2kAvgQ:	0	0	0	4	4	4	0	6	8	7	2	0

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

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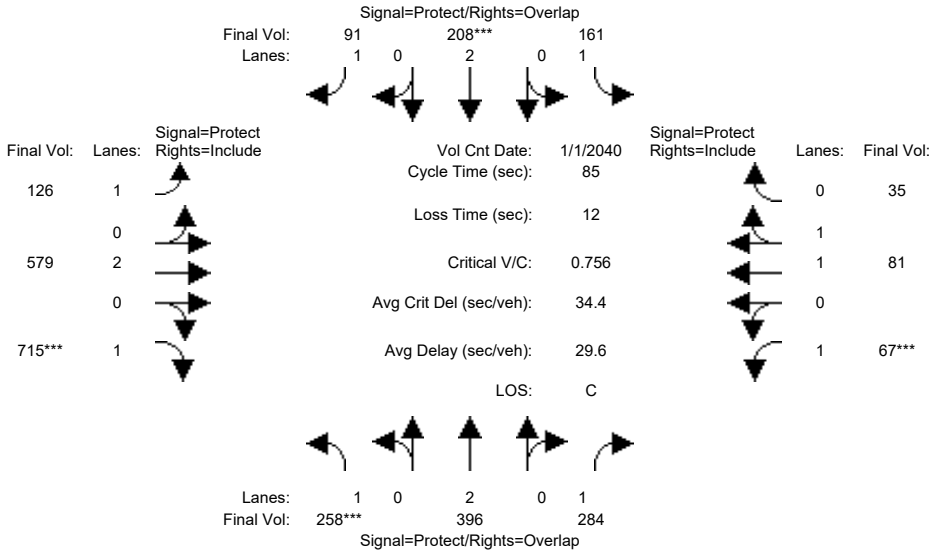
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #10570: Monterey Street and Luchessa Avenue



Street Name:	Monterey Street						Luchessa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	258	396	284	161	208	91	126	579	715	67	81	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	396	284	161	208	91	126	579	715	67	81	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	258	396	284	161	208	91	126	579	715	67	81	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	396	284	161	208	91	126	579	715	67	81	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	396	284	161	208	91	126	579	715	67	81	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	396	284	161	208	91	126	579	715	67	81	35
Saturation 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	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.38	0.62
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	2583	1116
Capacity Analysis Module:												
Vol/Sat:	0.15	0.10	0.16	0.09	0.05	0.05	0.07	0.15	0.41	0.04	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	14.8	14.3	21.3	10.6	10.0	29.8	19.8	41.2	41.2	7.0	28.3	28.3
Volume/Cap:	0.84	0.62	0.65	0.74	0.47	0.15	0.31	0.31	0.84	0.46	0.09	0.09
Delay/Veh:	52.8	34.7	31.9	48.4	35.8	19.0	27.4	13.4	26.9	39.6	19.5	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:	52.8	34.7	31.9	48.4	35.8	19.0	27.4	13.4	26.9	39.6	19.5	19.5
LOS by Move:	D-	C-	C	D	D+	B-	C	B	C	D	B-	B-
HCM2kAvgQ:	10	6	8	6	3	2	3	5	20	2	1	1

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

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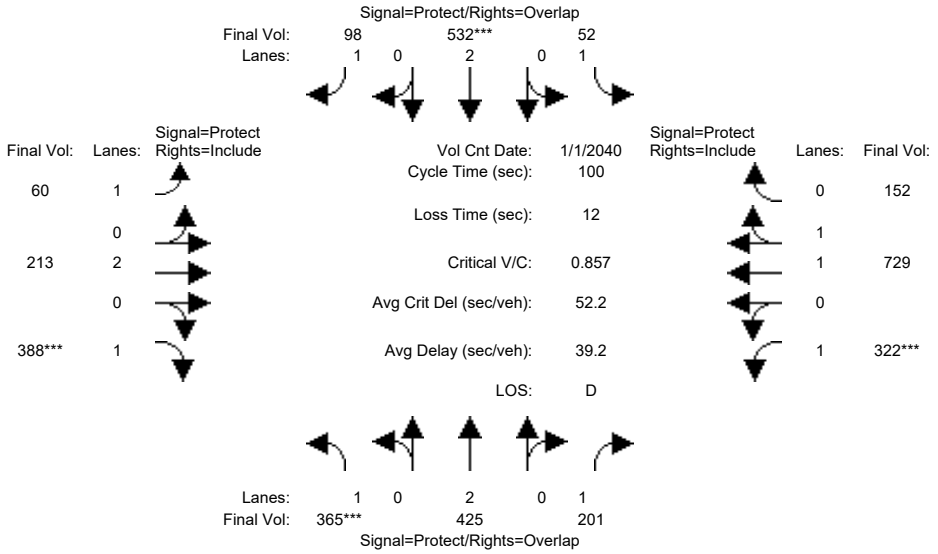
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #10570: Monterey Street and Luchessa Avenue



Street Name:	Monterey Street						Luchessa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	365	425	201	52	532	98	60	213	388	322	729	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	425	201	52	532	98	60	213	388	322	729	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	365	425	201	52	532	98	60	213	388	322	729	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	365	425	201	52	532	98	60	213	388	322	729	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	425	201	52	532	98	60	213	388	322	729	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	365	425	201	52	532	98	60	213	388	322	729	152
Saturation 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	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.65	0.35
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3061	638
Capacity Analysis Module:												
Vol/Sat:	0.21	0.11	0.11	0.03	0.14	0.06	0.03	0.06	0.22	0.18	0.24	0.24
Crit Moves:	****				****				****	****		
Green Time:	24.3	25.0	46.5	15.7	16.3	27.1	10.8	25.9	25.9	21.5	36.6	36.6
Volume/Cap:	0.86	0.45	0.25	0.19	0.86	0.21	0.32	0.22	0.86	0.86	0.65	0.65
Delay/Veh:	51.9	32.0	16.3	37.0	52.1	28.4	42.2	29.2	50.2	55.2	27.5	27.5
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:	51.9	32.0	16.3	37.0	52.1	28.4	42.2	29.2	50.2	55.2	27.5	27.5
LOS by Move:	D-	C	B	D+	D-	C	D	C	D	E+	C	C
HCM2kAvgQ:	15	6	4	2	11	3	2	3	15	13	12	12

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

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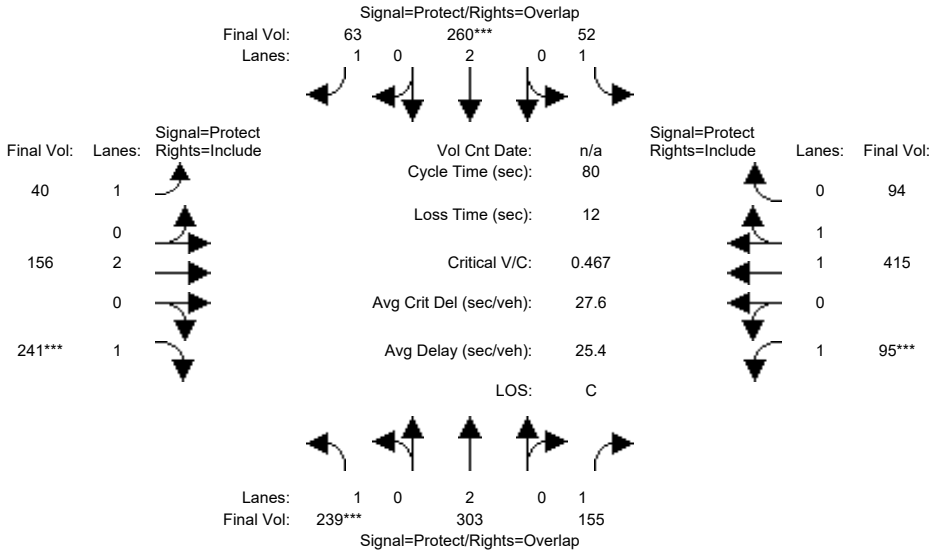
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan SAT

Intersection #10570: Monterey Street and Luchessa Avenue



Street Name:	Monterey Street						Luchessa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	239	303	155	52	260	63	40	156	241	95	415	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	303	155	52	260	63	40	156	241	95	415	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	303	155	52	260	63	40	156	241	95	415	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	303	155	52	260	63	40	156	241	95	415	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	303	155	52	260	63	40	156	241	95	415	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	239	303	155	52	260	63	40	156	241	95	415	94
Saturation 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	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3016	683
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.09	0.03	0.07	0.04	0.02	0.04	0.14	0.05	0.14	0.14
Crit Moves:	****				****				****	****		
Green Time:	23.4	20.7	30.0	14.5	11.7	24.5	12.8	23.6	23.6	9.3	20.1	20.1
Volume/Cap:	0.47	0.31	0.24	0.16	0.47	0.12	0.14	0.14	0.47	0.47	0.55	0.55
Delay/Veh:	23.9	24.1	17.4	27.9	31.9	20.1	29.1	20.8	23.7	34.7	26.7	26.7
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:	23.9	24.1	17.4	27.9	31.9	20.1	29.1	20.8	23.7	34.7	26.7	26.7
LOS by Move:	C	C	B	C	C	C+	C	C+	C	C-	C	C
HCM2kAvgQ:	6	3	3	1	3	1	1	1	6	3	6	6

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

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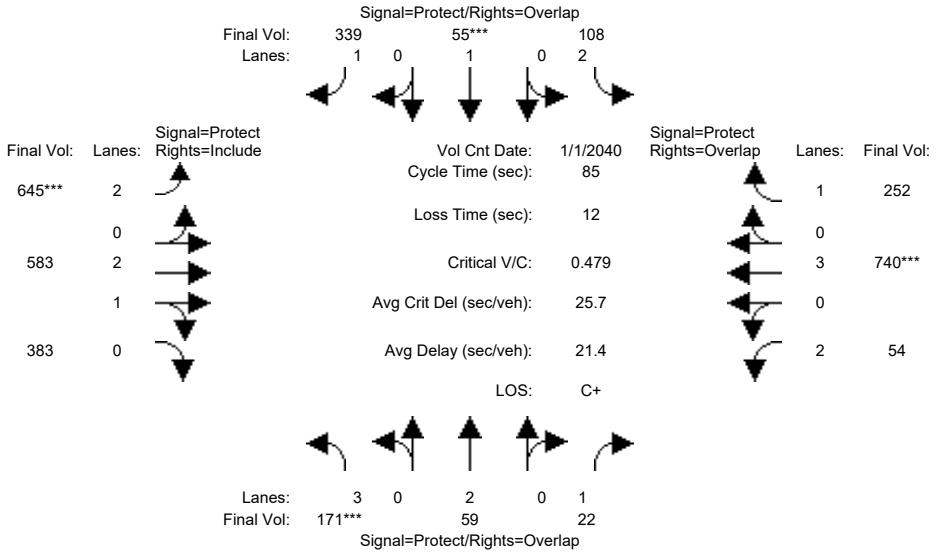
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #10715: Camino Arroyo and Pacheco Pass Highway



Street Name:	Camino Arroyo						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	171	59	22	108	55	339	645	583	383	54	740	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	59	22	108	55	339	645	583	383	54	740	252
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	59	22	108	55	339	645	583	383	54	740	252
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	59	22	108	55	339	645	583	383	54	740	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	59	22	108	55	339	645	583	383	54	740	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	59	22	108	55	339	645	583	383	54	740	252
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	1.00	0.92	0.83	0.94	0.92	0.83	0.93	0.92
Lanes:	3.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	4551	3800	1750	3150	1900	1750	3150	3587	1750	3150	5278	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.01	0.03	0.03	0.19	0.20	0.16	0.22	0.02	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	7.0	10.0	25.3	7.0	10.0	43.2	33.2	40.7	40.7	15.3	22.8	29.8
Volume/Cap:	0.46	0.13	0.04	0.42	0.25	0.38	0.52	0.34	0.46	0.10	0.52	0.41
Delay/Veh:	38.1	33.7	21.3	38.1	34.7	13.0	20.2	13.9	14.9	29.1	26.9	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	33.7	21.3	38.1	34.7	13.0	20.2	13.9	14.9	29.1	26.9	21.4
LOS by Move:	D+	C-	C+	D+	C-	B	C+	B	B	C	C	C+
HCM2kAvgQ:	2	1	0	2	2	6	8	5	7	1	6	6

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

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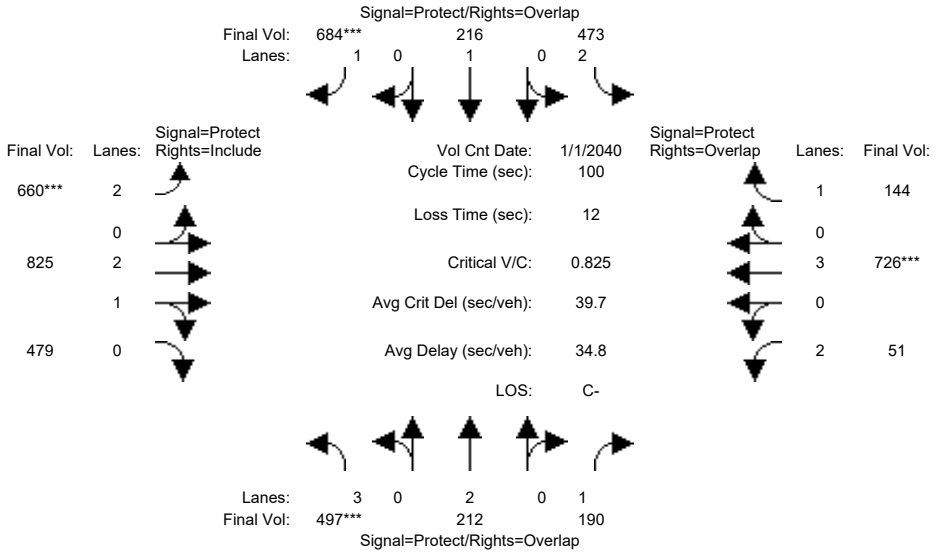
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #10715: Camino Arroyo and Pacheco Pass Highway



Street Name:	Camino Arroyo						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	497	212	190	473	216	684	660	825	479	51	726	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	497	212	190	473	216	684	660	825	479	51	726	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	497	212	190	473	216	684	660	825	479	51	726	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	497	212	190	473	216	684	660	825	479	51	726	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	497	212	190	473	216	684	660	825	479	51	726	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	497	212	190	473	216	684	660	825	479	51	726	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.92	0.83	1.00	0.78	0.70	0.94	0.92	0.83	0.93	0.92
Lanes:	3.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3868	3800	1750	3150	1900	1488	2677	3587	1750	3150	5278	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.11	0.15	0.11	0.46	0.25	0.23	0.27	0.02	0.14	0.08
Crit Moves:	****					****	****				****	
Green Time:	15.6	16.6	26.0	24.9	25.9	55.7	29.9	37.1	37.1	9.5	16.7	41.6
Volume/Cap:	0.82	0.34	0.42	0.60	0.44	0.82	0.82	0.62	0.74	0.17	0.82	0.20
Delay/Veh:	50.0	37.2	31.3	34.5	31.6	24.9	39.6	26.3	28.9	41.9	46.7	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:	50.0	37.2	31.3	34.5	31.6	24.9	39.6	26.3	28.9	41.9	46.7	18.7
LOS by Move:	D	D+	C	C-	C	C	D	C	C	D	D	B-
HCM2kAvgQ:	9	3	5	8	6	21	14	11	15	1	10	3

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

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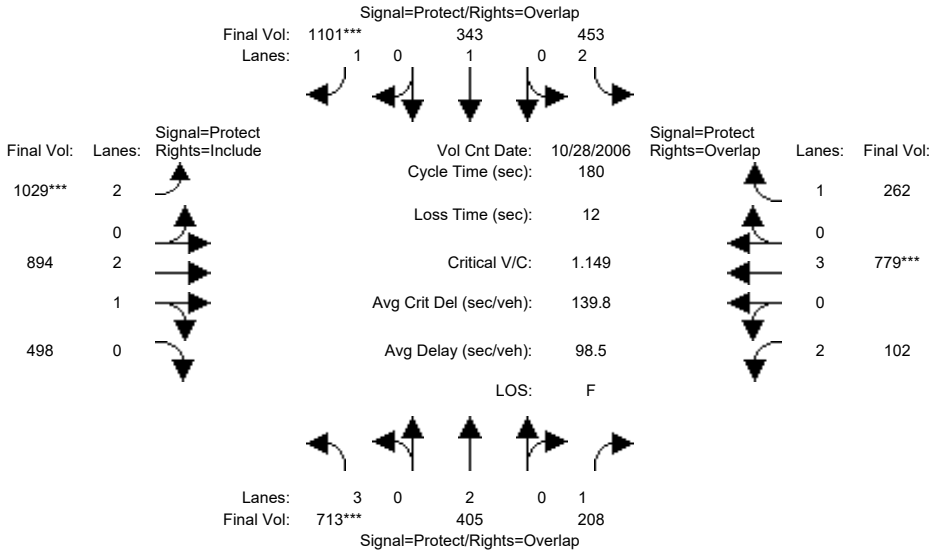
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan SAT

Intersection #10715: Camino Arroyo and Pacheco Pass Highway



Street Name:	Camino Arroyo						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2006 <<												
Base Vol:	713	405	208	453	343	1101	1029	894	498	102	779	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	713	405	208	453	343	1101	1029	894	498	102	779	262
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	713	405	208	453	343	1101	1029	894	498	102	779	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	713	405	208	453	343	1101	1029	894	498	102	779	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	713	405	208	453	343	1101	1029	894	498	102	779	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	713	405	208	453	343	1101	1029	894	498	102	779	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.92	0.83	1.00	0.78	0.70	0.94	0.92	0.83	0.93	0.92
Lanes:	3.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3868	3800	1750	3150	1900	1488	2677	3587	1750	3150	5278	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.11	0.12	0.14	0.18	0.74	0.38	0.25	0.28	0.03	0.15	0.15
Crit Moves:	****					****	****				****	
Green Time:	28.9	36.0	46.1	48.6	55.8	116.0	60.2	73.3	73.3	10.0	23.1	71.7
Volume/Cap:	1.15	0.53	0.46	0.53	0.58	1.15	1.15	0.61	0.70	0.58	1.15	0.38
Delay/Veh:	160.2	65.2	57.3	56.7	53.8	111.2	139.8	42.6	45.3	87.8	162	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	160.2	65.2	57.3	56.7	53.8	111.2	139.8	42.6	45.3	87.8	162	38.6
LOS by Move:	F	E	E+	E+	D-	F	F	D	D	F	F	D+
HCM2kAvgQ:	24	10	10	13	16	85	46	19	25	4	21	11

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

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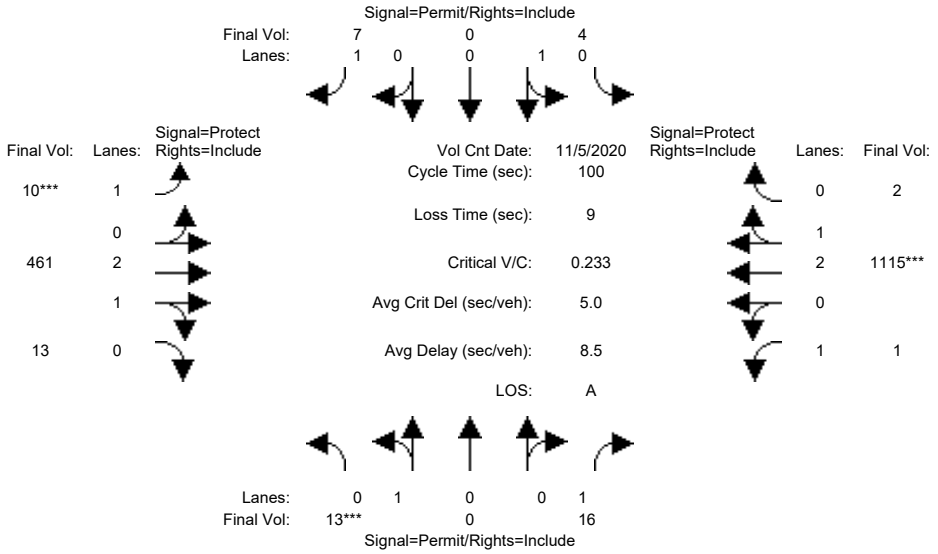
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #50822: Gilroy Foods Dwy and Pacheco Pass Hwy



Street Name:	Gilroy Foods Dwy						Pacheco Pass Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	13	0	16	4	0	7	10	461	13	1	1115	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:	13	0	16	4	0	7	10	461	13	1	1115	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:	13	0	16	4	0	7	10	461	13	1	1115	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:	13	0	16	4	0	7	10	461	13	1	1115	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	16	4	0	7	10	461	13	1	1115	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:	13	0	16	4	0	7	10	461	13	1	1115	2
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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.91	0.09	1.00	2.99	0.01
Final Sat.:	1800	0	1750	1800	0	1750	1750	5446	154	1750	5590	10
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.08	0.08	0.00	0.20	0.20
Crit Moves:	****						****				****	
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	7.0	47.6	47.6	33.4	74.0	74.0
Volume/Cap:	0.07	0.00	0.09	0.02	0.00	0.04	0.08	0.18	0.18	0.00	0.27	0.27
Delay/Veh:	41.0	0.0	41.1	40.6	0.0	40.8	43.8	15.0	15.0	22.2	4.3	4.3
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:	41.0	0.0	41.1	40.6	0.0	40.8	43.8	15.0	15.0	22.2	4.3	4.3
LOS by Move:	D	A	D	D	A	D	D	B	B	C+	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	3	3	0	4	4

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

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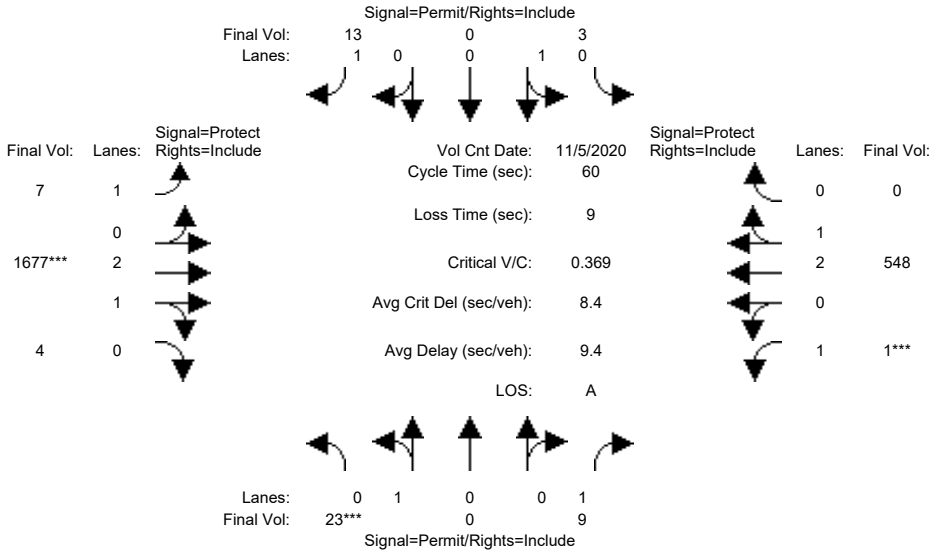
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #50822: Gilroy Foods Dwy and Pacheco Pass Hwy



Street Name:	Gilroy Foods Dwy						Pacheco Pass Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	23	0	9	3	0	13	7	1677	4	1	548	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	0	9	3	0	13	7	1677	4	1	548	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	0	9	3	0	13	7	1677	4	1	548	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	0	9	3	0	13	7	1677	4	1	548	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	0	9	3	0	13	7	1677	4	1	548	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:	23	0	9	3	0	13	7	1677	4	1	548	0
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	0.98	0.95	0.92	0.98	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.99	0.01	1.00	3.00	0.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	5587	13	1750	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.01	0.00	0.30	0.30	0.00	0.10	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	16.9	34.0	34.0	7.0	24.1	0.0
Volume/Cap:	0.08	0.00	0.03	0.01	0.00	0.04	0.01	0.53	0.53	0.00	0.24	0.00
Delay/Veh:	21.2	0.0	21.0	20.9	0.0	21.1	15.6	8.2	8.2	23.4	11.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	0.0	21.0	20.9	0.0	21.1	15.6	8.2	8.2	23.4	11.9	0.0
LOS by Move:	C+	A	C+	C+	A	C+	B	A	A	C	B+	A
HCM2kAvgQ:	0	0	0	0	0	0	0	7	7	0	2	0

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

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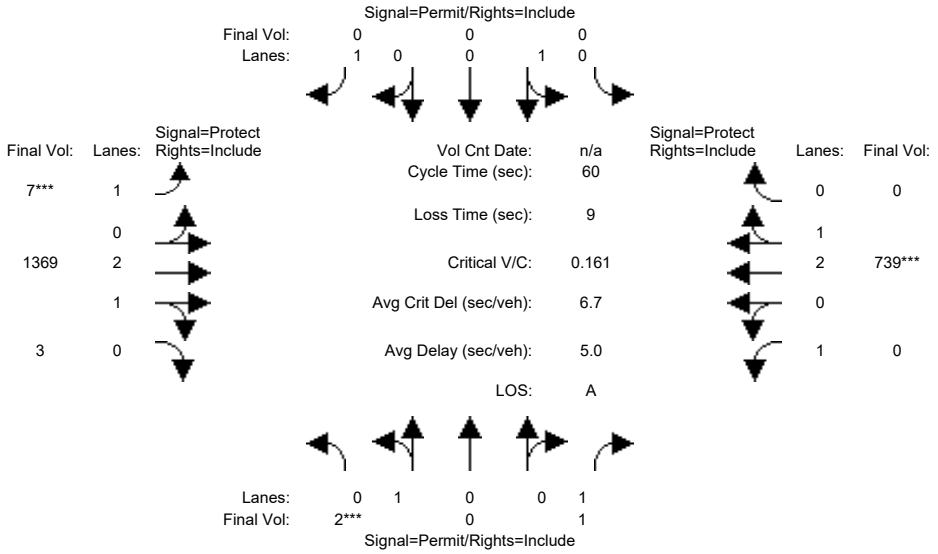
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan SAT

Intersection #50822: Gilroy Foods Dwy and Pacheco Pass Hwy



Street Name:	Gilroy Foods Dwy						Pacheco Pass Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	0	1	0	0	0	7	1369	3	0	739	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	1	0	0	0	7	1369	3	0	739	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	1	0	0	0	7	1369	3	0	739	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	1	0	0	0	7	1369	3	0	739	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	1	0	0	0	7	1369	3	0	739	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:	2	0	1	0	0	0	7	1369	3	0	739	0
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	0.98	0.95	0.92	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	1.00	1.00	2.99	0.01	1.00	3.00	0.00
Final Sat.:	1800	0	1750	0	1800	1750	1750	5588	12	1750	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.25	0.00	0.13	0.00
Crit Moves:	****						****				****	
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	7.0	41.0	41.0	0.0	34.0	0.0
Volume/Cap:	0.01	0.00	0.00	0.00	0.00	0.00	0.03	0.36	0.36	0.00	0.23	0.00
Delay/Veh:	20.9	0.0	20.8	0.0	0.0	0.0	23.6	4.0	4.0	0.0	6.5	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:	20.9	0.0	20.8	0.0	0.0	0.0	23.6	4.0	4.0	0.0	6.5	0.0
LOS by Move:	C+	A	C+	A	A	A	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	4	0	2	0

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

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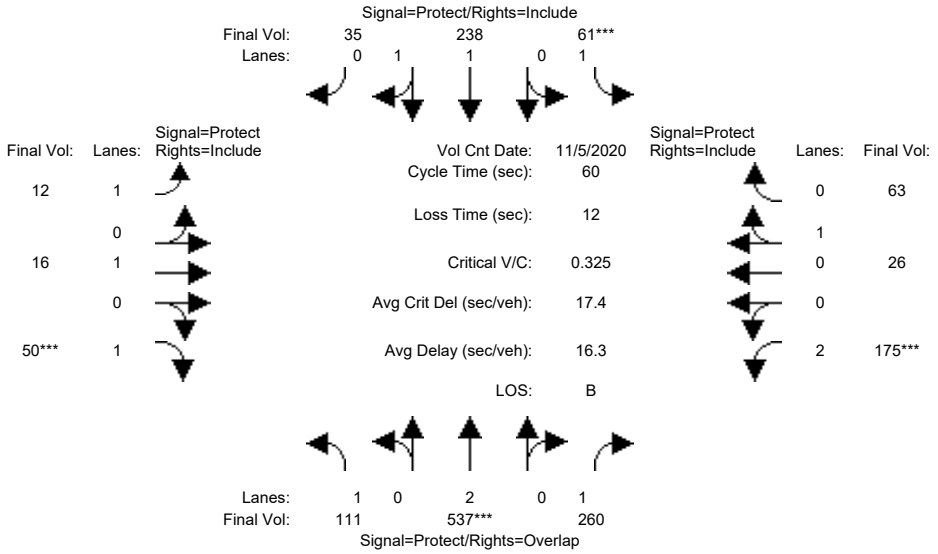
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #50855: Camino Arroyo and Renz Ln



Street Name:	Camino Arroyo						Renz Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	111	537	260	61	238	35	12	16	50	175	26	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	537	260	61	238	35	12	16	50	175	26	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	537	260	61	238	35	12	16	50	175	26	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	537	260	61	238	35	12	16	50	175	26	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	537	260	61	238	35	12	16	50	175	26	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	111	537	260	61	238	35	12	16	50	175	26	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.74	0.26	1.00	1.00	1.00	2.00	0.29	0.71
Final Sat.:	1750	3800	1750	1750	3225	474	1750	1900	1750	3150	526	1274
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.15	0.03	0.07	0.07	0.01	0.01	0.03	0.06	0.05	0.05
Crit Moves:		****		****					****	****		
Green Time:	12.0	22.3	31.0	7.0	17.2	17.2	7.7	10.0	10.0	8.7	11.0	11.0
Volume/Cap:	0.32	0.38	0.29	0.30	0.26	0.26	0.05	0.05	0.17	0.38	0.27	0.27
Delay/Veh:	21.0	14.0	8.4	25.1	16.6	16.6	23.0	21.1	21.7	23.7	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	14.0	8.4	25.1	16.6	16.6	23.0	21.1	21.7	23.7	21.5	21.5
LOS by Move:	C+	B	A	C	B	B	C	C+	C+	C	C+	C+
HCM2kAvgQ:	2	4	3	1	2	2	0	0	1	2	2	2

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

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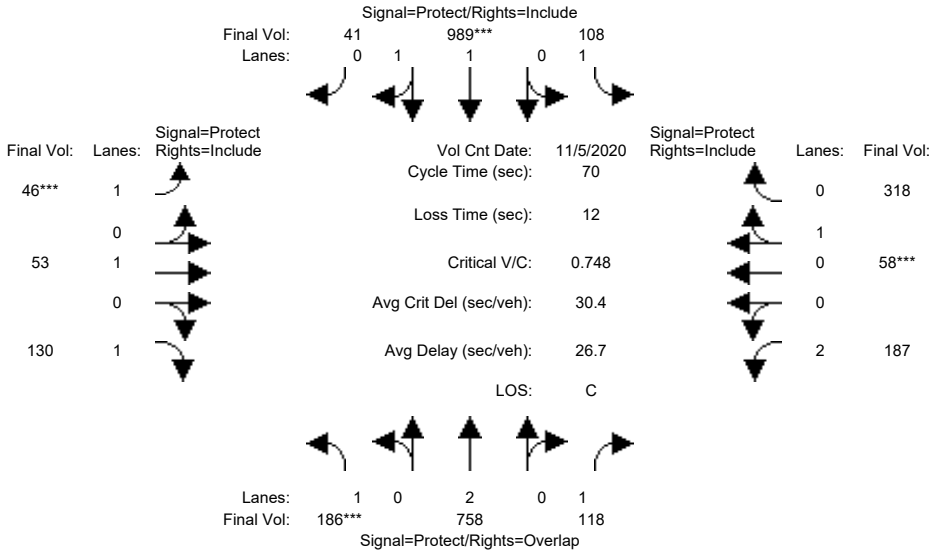
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #50855: Camino Arroyo and Renz Ln



Street Name:	Camino Arroyo						Renz Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	186	758	118	108	989	41	46	53	130	187	58	318
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	758	118	108	989	41	46	53	130	187	58	318
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	758	118	108	989	41	46	53	130	187	58	318
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	758	118	108	989	41	46	53	130	187	58	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	758	118	108	989	41	46	53	130	187	58	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	758	118	108	989	41	46	53	130	187	58	318
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.92	0.08	1.00	1.00	1.00	2.00	0.15	0.85
Final Sat.:	1750	3800	1750	1750	3553	147	1750	1900	1750	3150	278	1522
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.07	0.06	0.28	0.28	0.03	0.03	0.07	0.06	0.21	0.21
Crit Moves:	****				****		****				****	
Green Time:	9.1	22.0	32.3	11.0	23.9	23.9	7.0	14.7	14.7	10.3	17.9	17.9
Volume/Cap:	0.81	0.63	0.15	0.39	0.81	0.81	0.26	0.13	0.35	0.40	0.81	0.81
Delay/Veh:	49.3	21.7	11.0	27.4	25.2	25.2	29.9	22.6	24.2	27.7	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:	49.3	21.7	11.0	27.4	25.2	25.2	29.9	22.6	24.2	27.7	35.2	35.2
LOS by Move:	D	C+	B+	C	C	C	C	C+	C	C	D+	D+
HCM2kAvgQ:	7	8	2	3	13	13	1	1	3	3	11	11

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

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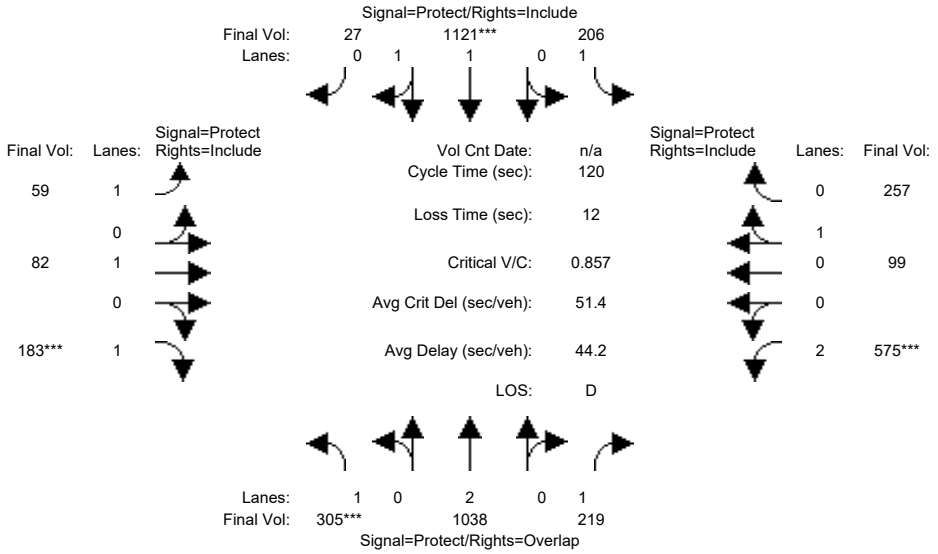
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan SAT

Intersection #50855: Camino Arroyo and Renz Ln



Street Name:	Camino Arroyo						Renz Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	305	1038	219	206	1121	27	59	82	183	575	99	257
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	1038	219	206	1121	27	59	82	183	575	99	257
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	1038	219	206	1121	27	59	82	183	575	99	257
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	305	1038	219	206	1121	27	59	82	183	575	99	257
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	1038	219	206	1121	27	59	82	183	575	99	257
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	305	1038	219	206	1121	27	59	82	183	575	99	257
Saturation 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	0.97	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.95	0.05	1.00	1.00	1.00	2.00	0.28	0.72
Final Sat.:	1750	3800	1750	1750	3613	87	1750	1900	1750	3150	501	1299
Capacity Analysis Module:												
Vol/Sat:	0.17	0.27	0.13	0.12	0.31	0.31	0.03	0.04	0.10	0.18	0.20	0.20
Crit Moves:	****				****				****	****		
Green Time:	24.4	47.4	72.9	20.4	43.4	43.4	9.2	14.6	14.6	25.5	31.0	31.0
Volume/Cap:	0.86	0.69	0.21	0.69	0.86	0.86	0.44	0.35	0.86	0.86	0.76	0.76
Delay/Veh:	64.4	31.6	10.6	53.6	41.2	41.2	55.3	49.3	79.1	56.2	48.5	48.5
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:	64.4	31.6	10.6	53.6	41.2	41.2	55.3	49.3	79.1	56.2	48.5	48.5
LOS by Move:	E	C	B+	D-	D	D	E+	D	E-	E+	D	D
HCM2kAvgQ:	15	16	4	9	23	23	3	3	10	15	14	14

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

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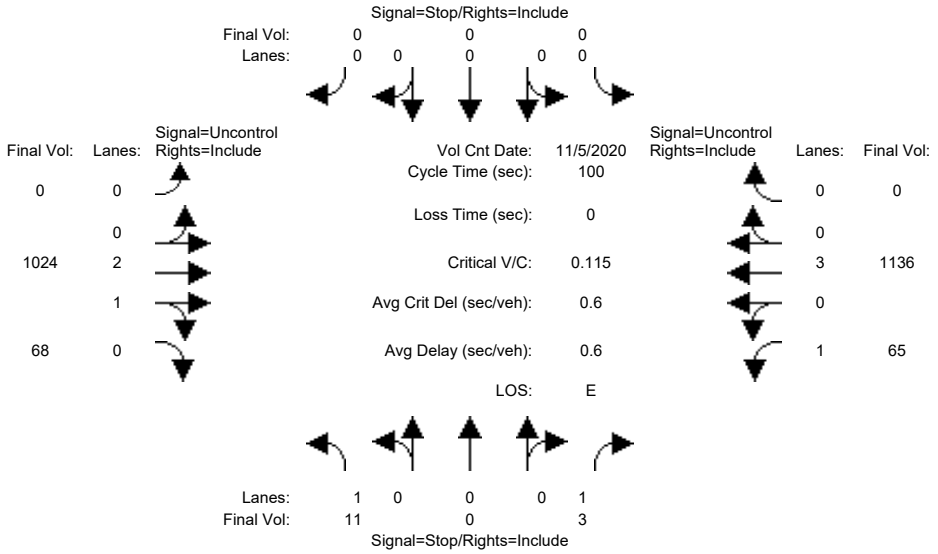
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan AM

Intersection #50935: Silacci Way and Pacheco Pass Hwy



Street Name:	Silacci Way						Pacheco Pass Hwy					
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: 5 Nov 2020 <<												
Base Vol:	11	0	3	0	0	0	0	1024	68	65	1136	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:	11	0	3	0	0	0	0	1024	68	65	1136	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:	11	0	3	0	0	0	0	1024	68	65	1136	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:	11	0	3	0	0	0	0	1024	68	65	1136	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	11	0	3	0	0	0	0	1024	68	65	1136	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1567	xxxx	375	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1092	xxxx	xxxxx
Potent Cap.:	104	xxxx	628	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	647	xxxx	xxxxx
Move Cap.:	96	xxxx	628	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	647	xxxx	xxxxx
Volume/Cap:	0.11	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.10	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	0.0	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	47.3	xxxx	10.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.2	xxxx	xxxxx
LOS by Move:	E	*	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:		39.5			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		E			*			*			*	

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

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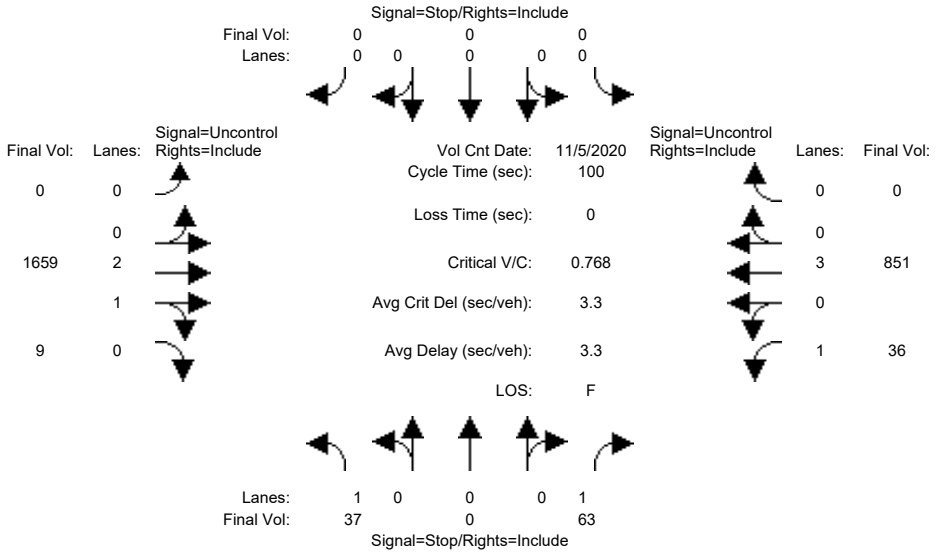
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan PM

Intersection #50935: Silacci Way and Pacheco Pass Hwy



Street Name:	Silacci Way						Pacheco Pass Hwy					
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: 5 Nov 2020 <<												
Base Vol:	37	0	63	0	0	0	0	1659	9	36	851	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:	37	0	63	0	0	0	0	1659	9	36	851	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:	37	0	63	0	0	0	0	1659	9	36	851	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:	37	0	63	0	0	0	0	1659	9	36	851	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	37	0	63	0	0	0	0	1659	9	36	851	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2019	xxxx	558	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1668	xxxx	xxxxx
Potent Cap.:	52	xxxx	479	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	390	xxxx	xxxxx
Move Cap.:	48	xxxx	479	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	390	xxxx	xxxxx
Volume/Cap:	0.77	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.09	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	3.1	xxxx	0.5	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	196.6	xxxx	13.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.2	xxxx	xxxxx
LOS by Move:	F	*	B	*	*	*	*	*	*	C	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	81.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

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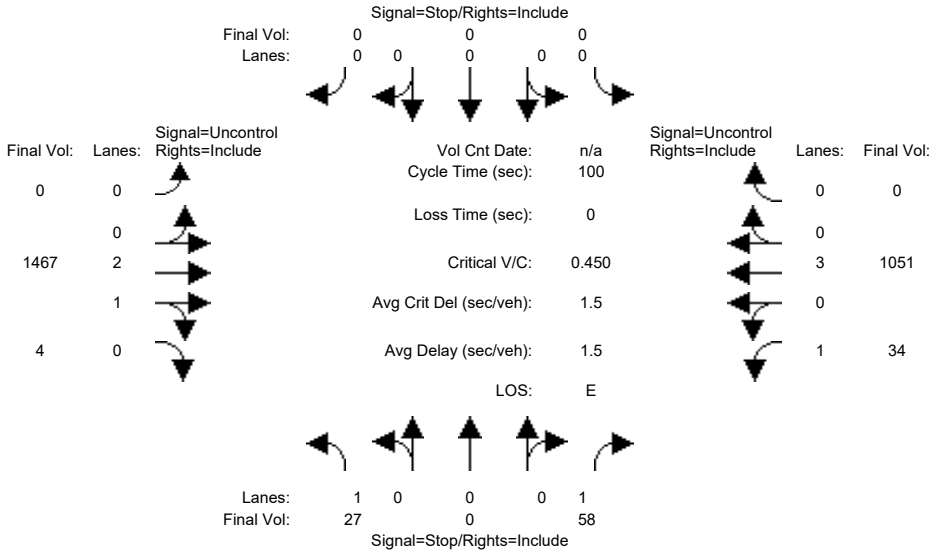
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 General Plan SAT

Intersection #50935: Silacci Way and Pacheco Pass Hwy




```
Street Name:            Silacci Way                    Pacheco Pass Hwy
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:      27    0    58     0    0     0     0 1467     4    34 1051     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:   27    0    58     0    0     0     0 1467     4    34 1051     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:   27    0    58     0    0     0     0 1467     4    34 1051     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:    27    0    58     0    0     0     0 1467     4    34 1051     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   27    0    58     0    0     0     0 1467     4    34 1051     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8 xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1887 xxxx   491  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1471 xxxx xxxxx
Potent Cap.:   64 xxxx   529  xxxx xxxx xxxxx  xxxx xxxx xxxxx   464 xxxx xxxxx
Move Cap.:     60 xxxx   529  xxxx xxxx xxxxx  xxxx xxxx xxxxx   464 xxxx xxxxx
Volume/Cap:  0.45 xxxx  0.11  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.07 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    1.7 xxxx   0.4  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.2 xxxx xxxxx
Control Del:107.0 xxxx  12.6 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  13.4 xxxx xxxxx
LOS by Move:    F    *     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:       42.6           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         E              *                *                *
Note: Queue reported is the number of cars per lane.
```

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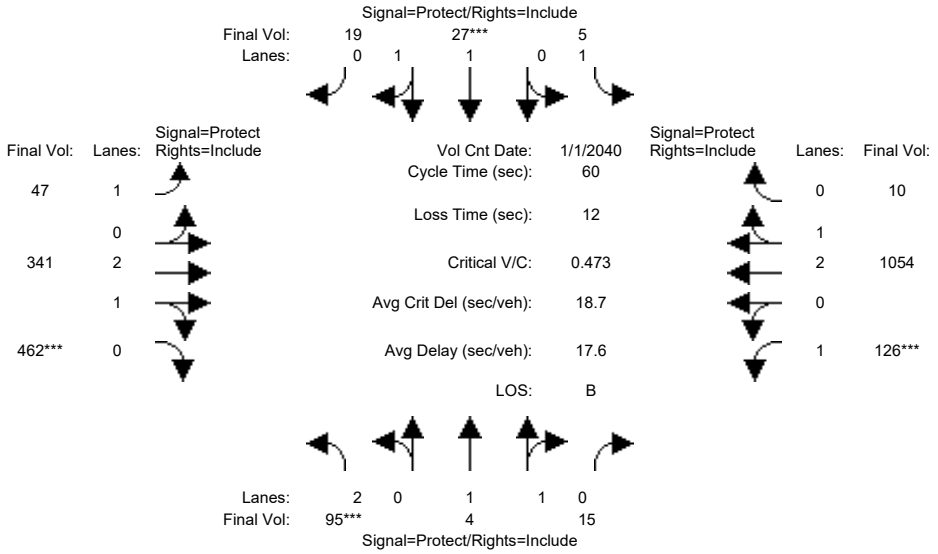
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan AM

Intersection #52068: Cameron Boulevard and Pacheco Pass Highway



Street Name:	Cameron Boulevard						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	95	4	15	5	27	19	47	341	462	126	1054	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:	95	4	15	5	27	19	47	341	462	126	1054	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:	95	4	15	5	27	19	47	341	462	126	1054	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:	95	4	15	5	27	19	47	341	462	126	1054	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	4	15	5	27	19	47	341	462	126	1054	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:	95	4	15	5	27	19	47	341	462	126	1054	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	0.99	0.95	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	1.00	1.00	1.00	1.15	0.85	1.00	2.00	1.00	1.00	2.97	0.03
Final Sat.:	3150	1900	1750	1750	2171	1527	1750	3800	1750	1750	5547	53
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.01	0.01	0.03	0.09	0.26	0.07	0.19	0.19
Crit Moves:	****				****				****	****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	11.8	24.0	24.0	7.0	19.2	19.2
Volume/Cap:	0.26	0.01	0.05	0.02	0.07	0.07	0.14	0.22	0.66	0.62	0.59	0.59
Delay/Veh:	24.5	20.9	21.1	23.5	21.1	21.1	20.1	11.9	16.0	30.8	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:	24.5	20.9	21.1	23.5	21.1	21.1	20.1	11.9	16.0	30.8	17.7	17.7
LOS by Move:	C	C+	C+	C	C+	C+	C+	B+	B	C	B	B
HCM2kAvgQ:	1	0	0	0	0	0	1	2	9	4	6	6

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

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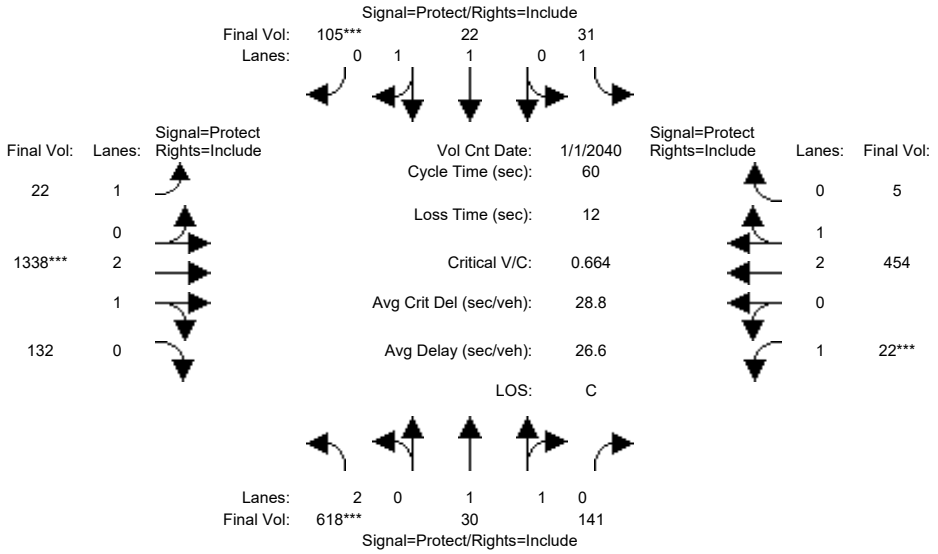
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan PM

Intersection #52068: Cameron Boulevard and Pacheco Pass Highway



Street Name:	Cameron Boulevard						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	618	30	141	31	22	105	22	1338	132	22	454	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:	618	30	141	31	22	105	22	1338	132	22	454	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:	618	30	141	31	22	105	22	1338	132	22	454	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:	618	30	141	31	22	105	22	1338	132	22	454	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	618	30	141	31	22	105	22	1338	132	22	454	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	618	30	141	31	22	105	22	1338	132	22	454	5
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	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.72	0.28	1.00	2.97	0.03
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	5096	503	1750	5539	61
Capacity Analysis Module:												
Vol/Sat:	0.20	0.02	0.08	0.02	0.01	0.06	0.01	0.26	0.26	0.01	0.08	0.08
Crit Moves:	****					****		****		****		
Green Time:	13.3	13.7	13.7	9.6	10.0	10.0	10.2	17.7	17.7	7.0	14.6	14.6
Volume/Cap:	0.89	0.07	0.35	0.11	0.07	0.36	0.07	0.89	0.89	0.11	0.34	0.34
Delay/Veh:	35.9	18.2	19.9	21.7	21.1	22.8	21.0	26.5	26.5	23.9	18.9	18.9
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:	35.9	18.2	19.9	21.7	21.1	22.8	21.0	26.5	26.5	23.9	18.9	18.9
LOS by Move:	D+	B-	B-	C+	C+	C+	C+	C	C	C	B-	B-
HCM2kAvgQ:	11	0	3	1	0	2	0	13	13	0	3	3

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

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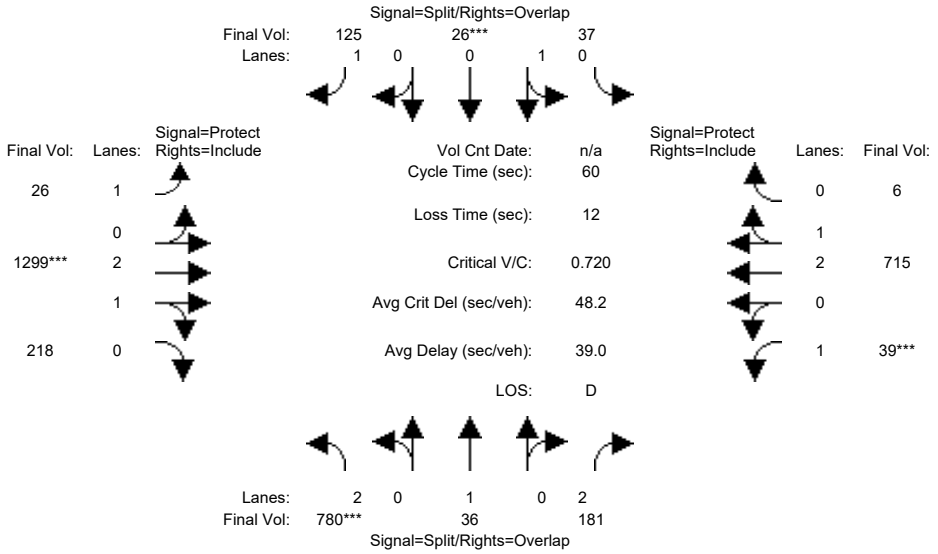
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 General Plan SAT

Intersection #52068: Cameron Boulevard and Pacheco Pass Highway



Street Name:	Cameron Boulevard						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	780	36	181	37	26	125	26	1299	218	39	715	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:	780	36	181	37	26	125	26	1299	218	39	715	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:	780	36	181	37	26	125	26	1299	218	39	715	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:	780	36	181	37	26	125	26	1299	218	39	715	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	780	36	181	37	26	125	26	1299	218	39	715	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	780	36	181	37	26	125	26	1299	218	39	715	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.95	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	1.00	2.00	0.59	0.41	1.00	1.00	2.55	0.45	1.00	2.97	0.03
Final Sat.:	3150	1900	3150	1057	743	1750	1750	4794	805	1750	5553	47
Capacity Analysis Module:												
Vol/Sat:	0.25	0.02	0.06	0.04	0.04	0.07	0.01	0.27	0.27	0.02	0.13	0.13
Crit Moves:	****				****			****			****	
Green Time:	14.8	14.8	21.8	10.0	10.0	19.6	9.6	16.2	16.2	7.0	13.6	13.6
Volume/Cap:	1.00	0.08	0.16	0.21	0.21	0.22	0.09	1.00	1.00	0.19	0.57	0.57
Delay/Veh:	55.8	17.4	13.0	21.9	21.9	14.9	21.7	45.9	45.9	24.4	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	17.4	13.0	21.9	21.9	14.9	21.7	45.9	45.9	24.4	21.2	21.2
LOS by Move:	E+	B	B	C+	C+	B	C+	D	D	C	C+	C+
HCM2kAvgQ:	16	1	1	1	1	2	1	17	17	1	5	5

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

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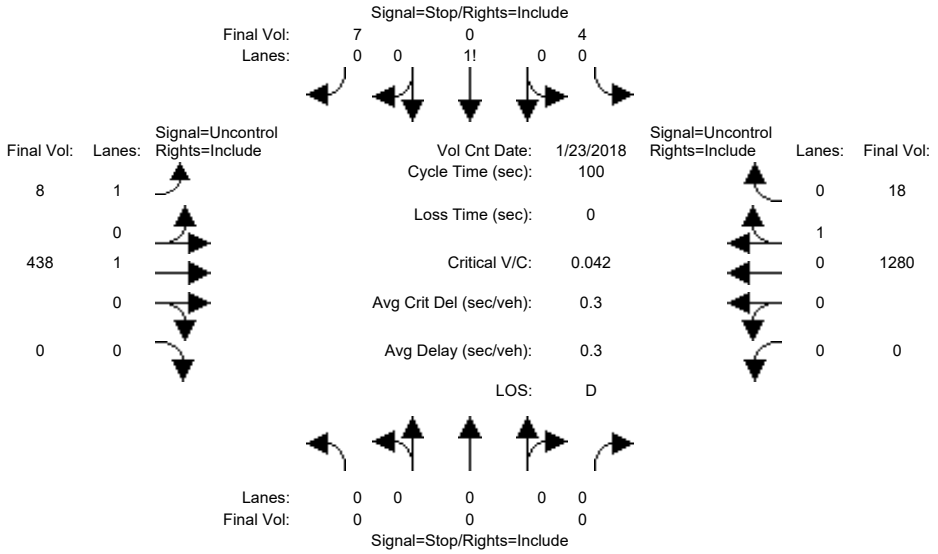
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 GP Proj Alt 1 AM

Intersection #4132: Holsclaw Road and Pacheco Pass Highway (SR 152)



Street Name:	Holsclaw Road						Pacheco Pass Highway (SR 152)					
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: 23 Jan 2018 <<												
Base Vol:	0	0	0	4	0	7	8	438	0	0	1280	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	4	0	7	8	438	0	0	1280	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	4	0	7	8	438	0	0	1280	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	4	0	7	8	438	0	0	1280	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	4	0	7	8	438	0	0	1280	18
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1743	1743	1289	1298	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	96	88	202	540	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	95	86	202	540	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	0.00	0.03	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	143	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	32.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	D	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			32.2			xxxxxx			xxxxxx		
ApproachLOS:	*			D			*			*		

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

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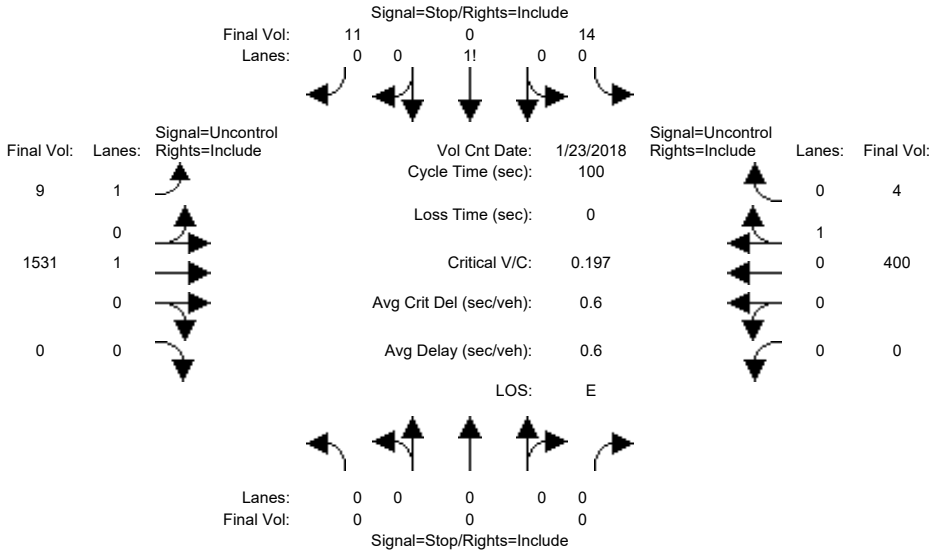
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 GP Proj Alt 1 PM

Intersection #4132: Holsclaw Road and Pacheco Pass Highway (SR 152)



Street Name:	Holsclaw Road						Pacheco Pass Highway (SR 152)					
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: 23 Jan 2018 <<												
Base Vol:	0	0	0	14	0	11	9	1531	0	0	400	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:	0	0	0	14	0	11	9	1531	0	0	400	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:	0	0	0	14	0	11	9	1531	0	0	400	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:	0	0	0	14	0	11	9	1531	0	0	400	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	14	0	11	9	1531	0	0	400	4
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1951	1951	402	404	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	72	65	653	1166	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	71	65	653	1166	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.20	0.00	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	117	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	44.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	E	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			44.0			xxxxxx			xxxxxx		
ApproachLOS:	*			E			*			*		

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

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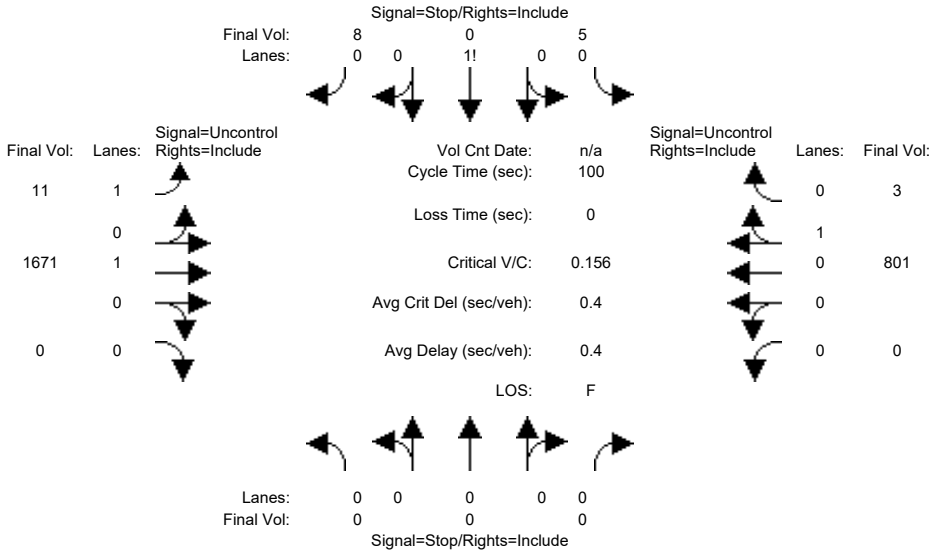
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 GP Proj Alt 1 SAT

Intersection #4132: Holsclaw Road and Pacheco Pass Highway (SR 152)



Street Name:	Holsclaw Road						Pacheco Pass Highway (SR 152)					
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	0	0	5	0	8	11	1671	0	0	801	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	5	0	8	11	1671	0	0	801	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	5	0	8	11	1671	0	0	801	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	5	0	8	11	1671	0	0	801	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	5	0	8	11	1671	0	0	801	3
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	2496	2496	803	804	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	32	29	387	829	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	32	29	387	829	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.16	0.00	0.02	0.01	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	74	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	64.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			64.1			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

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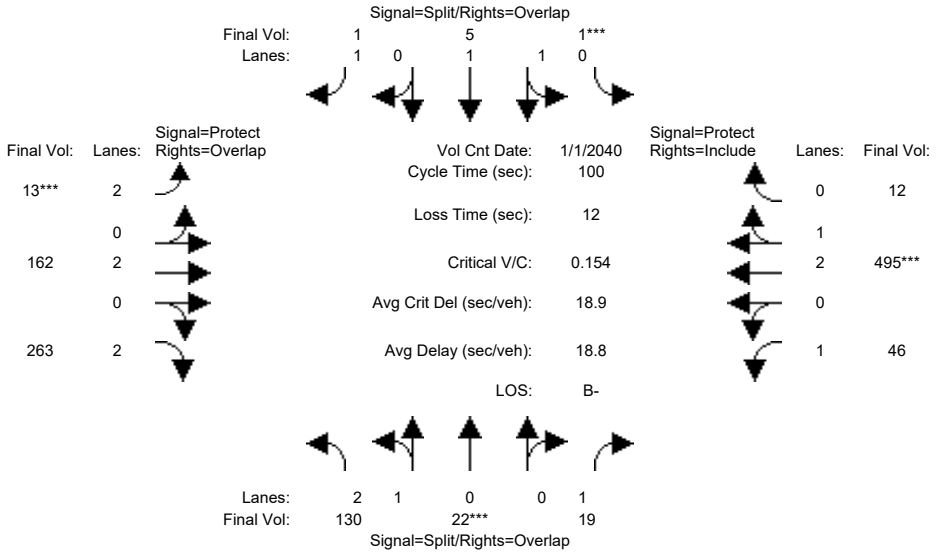
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 AM

Intersection #7467: Arroyo Circle and Leavesley Road



Street Name:	Arroyo Circle						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	130	22	19	1	5	1	13	162	263	46	495	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	22	19	1	5	1	13	162	263	46	495	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	22	19	1	5	1	13	162	263	46	495	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	22	19	1	5	1	13	162	263	46	495	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	22	19	1	5	1	13	162	263	46	495	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	22	19	1	5	1	13	162	263	46	495	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.95	0.92	0.95	0.98	0.92	0.83	1.00	0.62	0.92	0.98	0.95
Lanes:	2.69	0.31	1.00	0.34	1.66	1.00	2.00	2.00	2.00	1.00	2.93	0.07
Final Sat.:	3280	555	1750	617	3083	1750	3150	3800	2362	1750	5467	133
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.00	0.00	0.00	0.00	0.04	0.11	0.03	0.09	0.09
Crit Moves:		****		****			****				****	
Green Time:	21.6	21.6	44.8	10.0	10.0	17.0	7.0	33.2	51.0	23.2	49.4	49.4
Volume/Cap:	0.18	0.18	0.02	0.02	0.02	0.00	0.06	0.13	0.22	0.11	0.18	0.18
Delay/Veh:	32.1	32.1	15.4	40.6	40.6	34.5	43.5	23.4	13.6	30.4	14.1	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	32.1	15.4	40.6	40.6	34.5	43.5	23.4	13.6	30.4	14.1	14.1
LOS by Move:	C-	C-	B	D	D	C-	D	C	B	C	B	B
HCM2kAvgQ:	2	2	0	0	0	0	0	2	3	1	3	3

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

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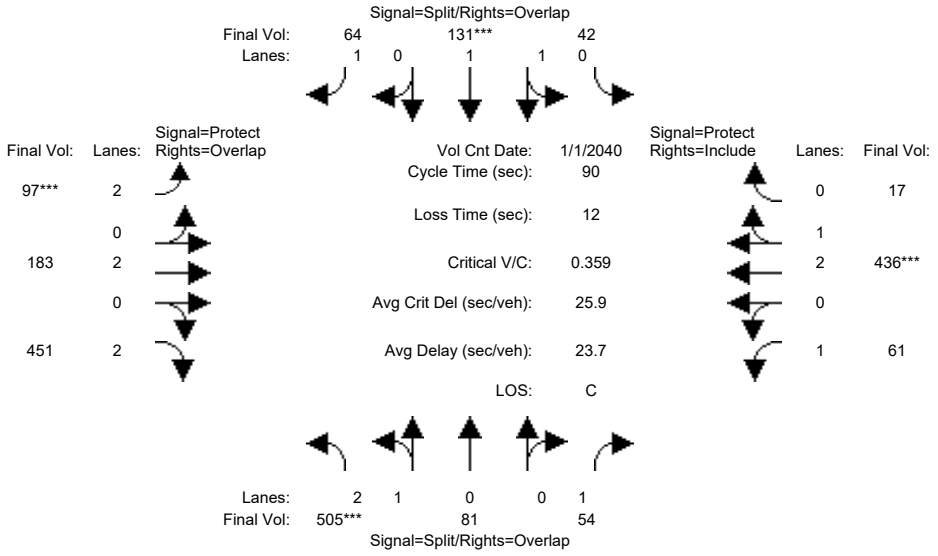
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 PM

Intersection #7467: Arroyo Circle and Leavesley Road



Street Name:	Arroyo Circle						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	505	81	54	42	131	64	97	183	451	61	436	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	505	81	54	42	131	64	97	183	451	61	436	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	505	81	54	42	131	64	97	183	451	61	436	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	505	81	54	42	131	64	97	183	451	61	436	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	81	54	42	131	64	97	183	451	61	436	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	505	81	54	42	131	64	97	183	451	61	436	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.64	0.95	0.92	0.95	0.98	0.92	0.83	1.00	0.62	0.92	0.98	0.95
Lanes:	2.71	0.29	1.00	0.50	1.50	1.00	2.00	2.00	2.00	1.00	2.88	0.12
Final Sat.:	3300	529	1750	898	2801	1750	3150	3800	2362	1750	5390	210
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.03	0.05	0.05	0.04	0.03	0.05	0.19	0.03	0.08	0.08
Crit Moves:	****				****		****				****	
Green Time:	38.3	38.3	49.8	11.7	11.7	19.4	7.7	16.5	45.9	11.5	20.3	20.3
Volume/Cap:	0.36	0.36	0.06	0.36	0.36	0.17	0.36	0.26	0.37	0.27	0.36	0.36
Delay/Veh:	17.7	17.7	9.3	36.2	36.2	28.9	39.6	31.8	13.6	36.1	29.6	29.6
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:	17.7	17.7	9.3	36.2	36.2	28.9	39.6	31.8	13.6	36.1	29.6	29.6
LOS by Move:	B	B	A	D+	D+	C	D	C	B	D+	C	C
HCM2kAvgQ:	4	5	1	3	3	2	2	2	5	2	4	4

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

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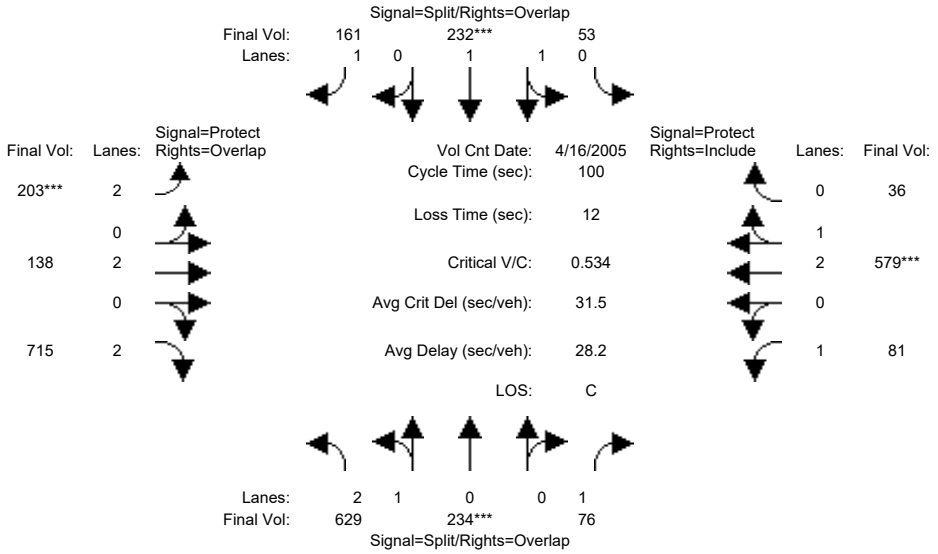
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 SAT

Intersection #7467: Arroyo Circle and Leavesley Road



Street Name:	Arroyo Circle						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Apr 2005 <<												
Base Vol:	629	234	76	53	232	161	203	138	715	81	579	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:	629	234	76	53	232	161	203	138	715	81	579	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:	629	234	76	53	232	161	203	138	715	81	579	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:	629	234	76	53	232	161	203	138	715	81	579	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	629	234	76	53	232	161	203	138	715	81	579	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	629	234	76	53	232	161	203	138	715	81	579	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.63	0.95	0.92	0.95	0.98	0.92	0.83	1.00	0.62	0.92	0.98	0.95
Lanes:	2.41	0.59	1.00	0.38	1.62	1.00	2.00	2.00	2.00	1.00	2.82	0.18
Final Sat.:	2876	1070	1750	688	3011	1750	3150	3800	2362	1750	5272	328
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.04	0.08	0.08	0.09	0.06	0.04	0.30	0.05	0.11	0.11
Crit Moves:		****			****		****				****	
Green Time:	40.9	40.9	54.4	14.4	14.4	26.5	12.1	19.2	51.0	13.4	20.6	20.6
Volume/Cap:	0.53	0.53	0.08	0.53	0.53	0.35	0.53	0.19	0.59	0.34	0.53	0.53
Delay/Veh:	22.7	22.7	10.9	40.7	40.7	30.2	42.8	34.0	18.0	40.2	35.9	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:	22.7	22.7	10.9	40.7	40.7	30.2	42.8	34.0	18.0	40.2	35.9	35.9
LOS by Move:	C+	C+	B+	D	D	C	D	C-	B-	D	D+	D+
HCM2kAvgQ:	8	10	1	5	5	4	4	2	10	3	6	6

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

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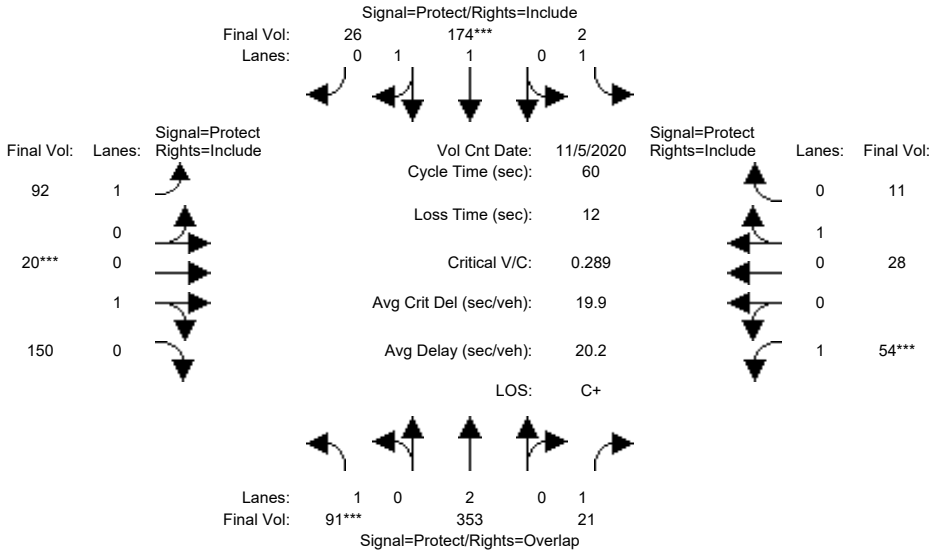
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 AM

Intersection #7472: Camino Arroyo and Sixth St/Gilman Rd



Street Name:	Camino Arroyo						Sixth St/Gilman Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	91	353	21	2	174	26	92	20	150	54	28	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:	91	353	21	2	174	26	92	20	150	54	28	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:	91	353	21	2	174	26	92	20	150	54	28	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:	91	353	21	2	174	26	92	20	150	54	28	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	353	21	2	174	26	92	20	150	54	28	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:	91	353	21	2	174	26	92	20	150	54	28	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.73	0.27	1.00	0.12	0.88	1.00	0.72	0.28
Final Sat.:	1750	3800	1750	1750	3219	481	1750	212	1588	1750	1292	508
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.01	0.00	0.05	0.05	0.05	0.09	0.09	0.03	0.02	0.02
Crit Moves:	****				****			****		****		
Green Time:	10.6	12.8	19.8	8.9	11.1	11.1	10.8	19.3	19.3	7.0	15.5	15.5
Volume/Cap:	0.29	0.44	0.04	0.01	0.29	0.29	0.29	0.29	0.29	0.26	0.08	0.08
Delay/Veh:	22.0	20.9	13.7	21.8	21.3	21.3	21.8	15.5	15.5	24.8	17.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	20.9	13.7	21.8	21.3	21.3	21.8	15.5	15.5	24.8	17.0	17.0
LOS by Move:	C+	C+	B	C+	C+	C+	C+	B	B	C	B	B
HCM2kAvgQ:	2	3	0	0	2	2	2	3	3	1	1	1

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

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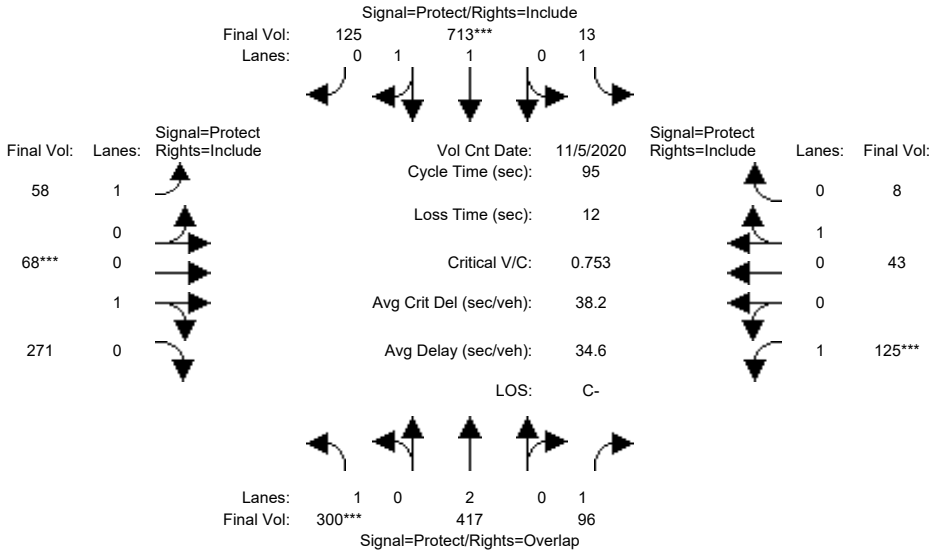
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 PM

Intersection #7472: Camino Arroyo and Sixth St/Gilman Rd



Street Name:	Camino Arroyo						Sixth St/Gilman Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	300	417	96	13	713	125	58	68	271	125	43	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:	300	417	96	13	713	125	58	68	271	125	43	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:	300	417	96	13	713	125	58	68	271	125	43	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:	300	417	96	13	713	125	58	68	271	125	43	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	417	96	13	713	125	58	68	271	125	43	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	417	96	13	713	125	58	68	271	125	43	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.69	0.31	1.00	0.20	0.80	1.00	0.84	0.16
Final Sat.:	1750	3800	1750	1750	3148	552	1750	361	1439	1750	1518	282
Capacity Analysis Module:												
Vol/Sat:	0.17	0.11	0.05	0.01	0.23	0.23	0.03	0.19	0.19	0.07	0.03	0.03
Crit Moves:	****				****			****		****		
Green Time:	21.6	30.0	39.1	20.2	28.6	28.6	13.5	23.8	23.8	9.0	19.3	19.3
Volume/Cap:	0.75	0.35	0.13	0.03	0.75	0.75	0.23	0.75	0.75	0.75	0.14	0.14
Delay/Veh:	42.1	25.1	17.5	29.7	33.0	33.0	36.6	39.9	39.9	59.4	31.2	31.2
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:	42.1	25.1	17.5	29.7	33.0	33.0	36.6	39.9	39.9	59.4	31.2	31.2
LOS by Move:	D	C	B	C	C-	C-	D+	D	D	E+	C	C
HCM2kAvgQ:	11	5	2	0	13	13	2	11	11	6	1	1

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

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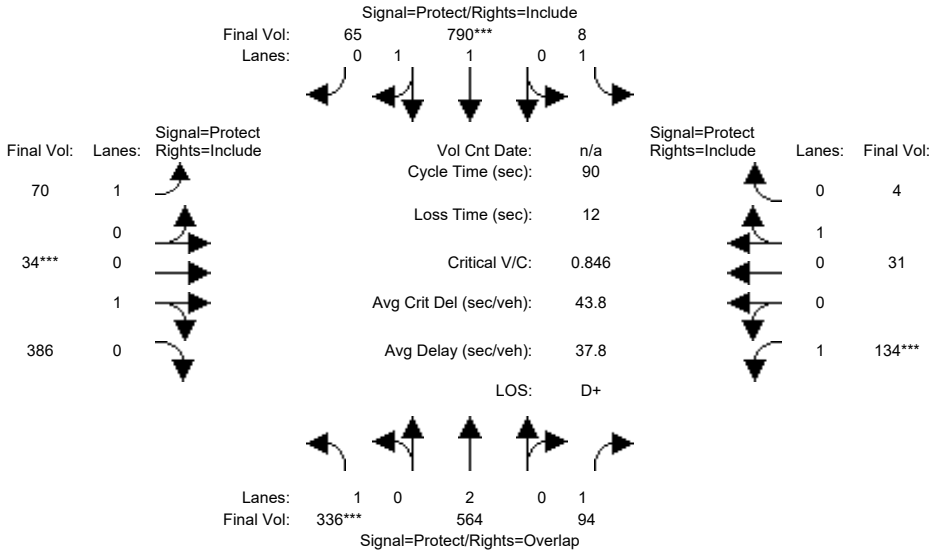
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 SAT

Intersection #7472: Camino Arroyo and Sixth St/Gilman Rd



Street Name:	Camino Arroyo						Sixth St/Gilman Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	336	564	94	8	790	65	70	34	386	134	31	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:	336	564	94	8	790	65	70	34	386	134	31	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:	336	564	94	8	790	65	70	34	386	134	31	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:	336	564	94	8	790	65	70	34	386	134	31	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	564	94	8	790	65	70	34	386	134	31	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	336	564	94	8	790	65	70	34	386	134	31	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.84	0.16	1.00	0.08	0.92	1.00	0.89	0.11
Final Sat.:	1750	3800	1750	1750	3419	281	1750	146	1654	1750	1594	206
Capacity Analysis Module:												
Vol/Sat:	0.19	0.15	0.05	0.00	0.23	0.23	0.04	0.23	0.23	0.08	0.02	0.02
Crit Moves:	****				****			****		****		
Green Time:	20.4	29.5	37.7	15.5	24.6	24.6	13.6	24.8	24.8	8.1	19.4	19.4
Volume/Cap:	0.85	0.45	0.13	0.03	0.85	0.85	0.27	0.85	0.85	0.85	0.09	0.09
Delay/Veh:	48.6	24.1	16.1	31.0	37.6	37.6	34.3	43.4	43.4	72.4	28.3	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	24.1	16.1	31.0	37.6	37.6	34.3	43.4	43.4	72.4	28.3	28.3
LOS by Move:	D	C	B	C	D+	D+	C-	D	D	E	C	C
HCM2kAvgQ:	12	6	2	0	14	14	2	14	14	6	1	1

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

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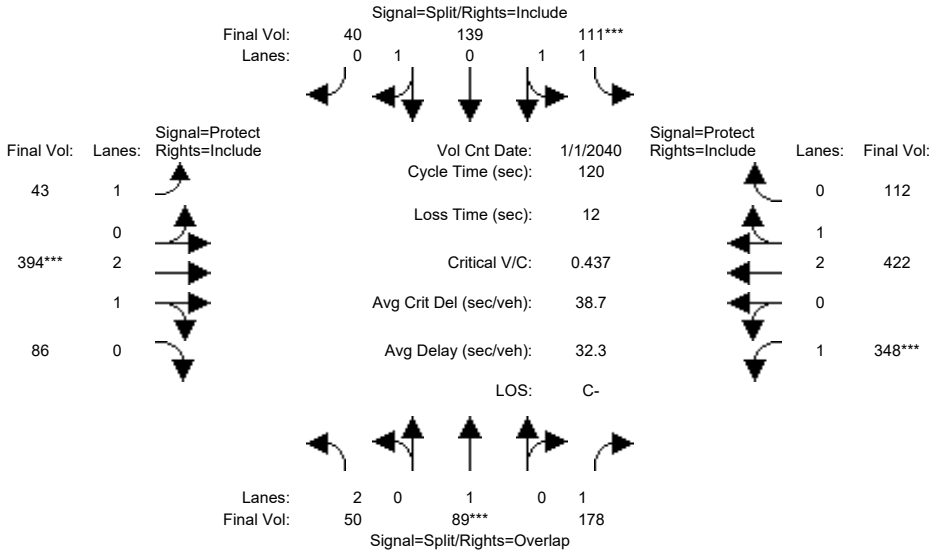
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 AM

Intersection #7536: Chestnut Street and Tenth Street



Street Name:	Chestnut Street						Tenth 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	50	89	178	111	139	40	43	394	86	348	422	112
Growth Adj:	1.00	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	89	178	111	139	40	43	394	86	348	422	112
Added Vol:	0	0	0	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	89	178	111	139	40	43	394	86	348	422	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	89	178	111	139	40	43	394	86	348	422	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	89	178	111	139	40	43	394	86	348	422	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	89	178	111	139	40	43	394	86	348	422	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.89	0.92	0.95	0.95	0.92	0.97	0.95	0.89	0.97	0.94
Lanes:	2.00	1.00	1.00	1.17	1.42	0.41	1.00	2.45	0.55	1.00	2.35	0.65
Final Sat.:	3150	1900	1698	2039	2554	735	1750	4520	987	1698	4345	1153
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.10	0.05	0.05	0.05	0.02	0.09	0.09	0.21	0.10	0.10
Crit Moves:		****		****				****		****		
Green Time:	12.9	12.9	69.1	14.9	14.9	14.9	30.1	23.9	23.9	56.3	50.1	50.1
Volume/Cap:	0.15	0.44	0.18	0.44	0.44	0.44	0.10	0.44	0.44	0.44	0.23	0.23
Delay/Veh:	48.8	51.7	12.1	49.1	49.1	49.1	34.6	42.4	42.4	21.7	22.6	22.6
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:	48.8	51.7	12.1	49.1	49.1	49.1	34.6	42.4	42.4	21.7	22.6	22.6
LOS by Move:	D	D-	B	D	D	D	C-	D	D	C+	C+	C+
HCM2kAvgQ:	1	4	3	4	4	4	1	5	6	9	4	4

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

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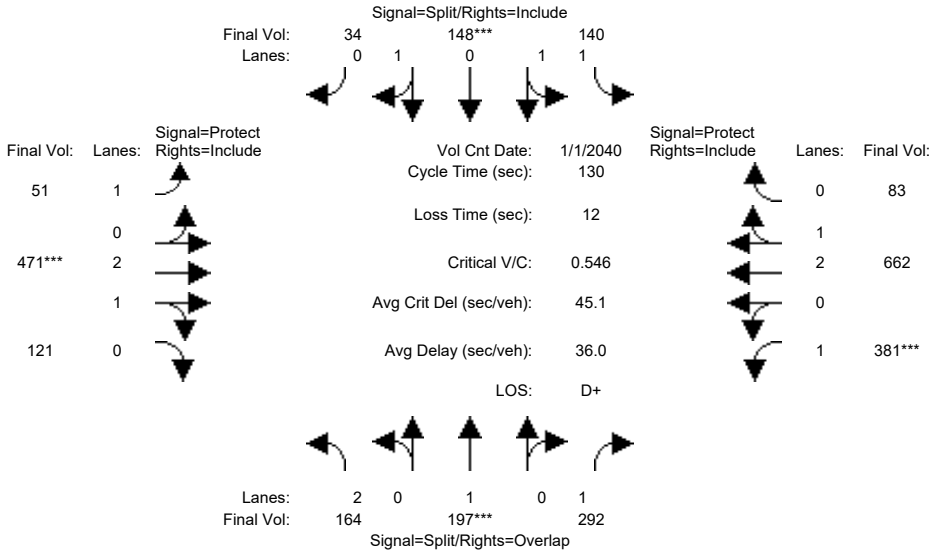
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 PM

Intersection #7536: Chestnut Street and Tenth Street



Street Name:	Chestnut Street						Tenth 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	164	197	292	140	148	34	51	471	121	381	662	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:	164	197	292	140	148	34	51	471	121	381	662	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:	164	197	292	140	148	34	51	471	121	381	662	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:	164	197	292	140	148	34	51	471	121	381	662	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	197	292	140	148	34	51	471	121	381	662	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:	164	197	292	140	148	34	51	471	121	381	662	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.89	0.92	0.95	0.95	0.92	0.97	0.95	0.89	0.97	0.94
Lanes:	2.00	1.00	1.00	1.33	1.36	0.31	1.00	2.37	0.63	1.00	2.66	0.34
Final Sat.:	3150	1900	1698	2316	2448	562	1750	4383	1126	1698	4881	612
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.17	0.06	0.06	0.06	0.03	0.11	0.11	0.22	0.14	0.14
Crit Moves:		****			****			****		****		
Green Time:	24.7	24.7	78.1	14.4	14.4	14.4	22.4	25.6	25.6	53.4	56.5	56.5
Volume/Cap:	0.27	0.55	0.29	0.55	0.55	0.55	0.17	0.55	0.55	0.55	0.31	0.31
Delay/Veh:	45.3	49.4	12.7	55.8	55.8	55.8	46.1	47.6	47.6	30.0	24.1	24.1
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:	45.3	49.4	12.7	55.8	55.8	55.8	46.1	47.6	47.6	30.0	24.1	24.1
LOS by Move:	D	D	B	E+	E+	E+	D	D	D	C	C	C
HCM2kAvgQ:	3	8	6	5	5	5	2	8	8	13	6	6

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

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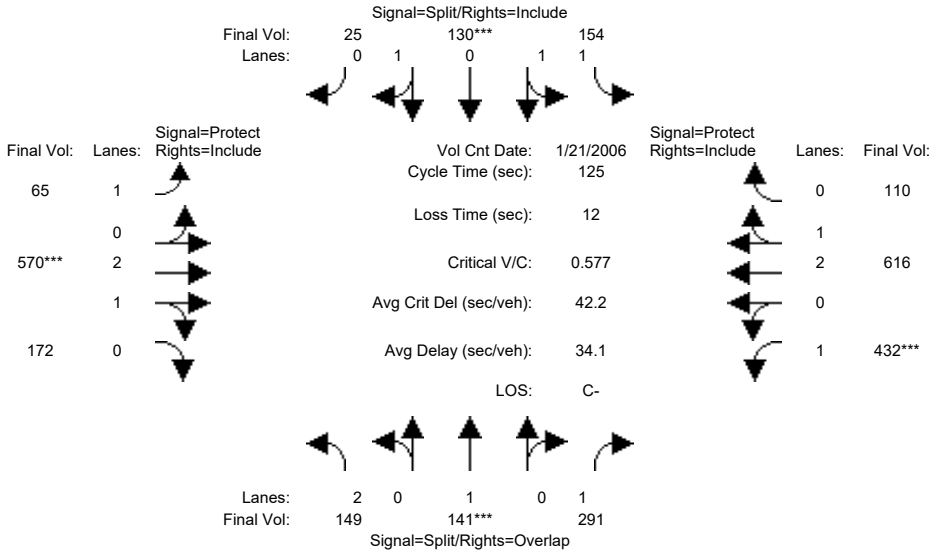
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 SAT

Intersection #7536: Chestnut Street and Tenth Street



Street Name:	Chestnut Street						Tenth 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:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 21 Jan 2006 <<												
Base Vol:	149	141	291	154	130	25	65	570	172	432	616	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:	149	141	291	154	130	25	65	570	172	432	616	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:	149	141	291	154	130	25	65	570	172	432	616	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:	149	141	291	154	130	25	65	570	172	432	616	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	141	291	154	130	25	65	570	172	432	616	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:	149	141	291	154	130	25	65	570	172	432	616	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.89	0.92	0.95	0.95	0.92	0.97	0.95	0.89	0.97	0.94
Lanes:	2.00	1.00	1.00	1.52	1.24	0.24	1.00	2.29	0.71	1.00	2.53	0.47
Final Sat.:	3150	1900	1698	2653	2239	431	1750	4235	1278	1698	4663	833
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.17	0.06	0.06	0.06	0.04	0.13	0.13	0.25	0.13	0.13
Crit Moves:		****			****			****			****	
Green Time:	16.1	16.1	71.2	12.6	12.6	12.6	25.1	29.2	29.2	55.2	59.2	59.2
Volume/Cap:	0.37	0.58	0.30	0.58	0.58	0.58	0.18	0.58	0.58	0.58	0.28	0.28
Delay/Veh:	50.4	54.6	14.1	55.2	55.2	55.2	41.7	43.1	43.1	27.3	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:	50.4	54.6	14.1	55.2	55.2	55.2	41.7	43.1	43.1	27.3	20.0	20.0
LOS by Move:	D	D-	B	E+	E+	E+	D	D	D	C	B-	B-
HCM2kAvgQ:	3	6	6	5	5	5	2	9	9	14	6	6

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

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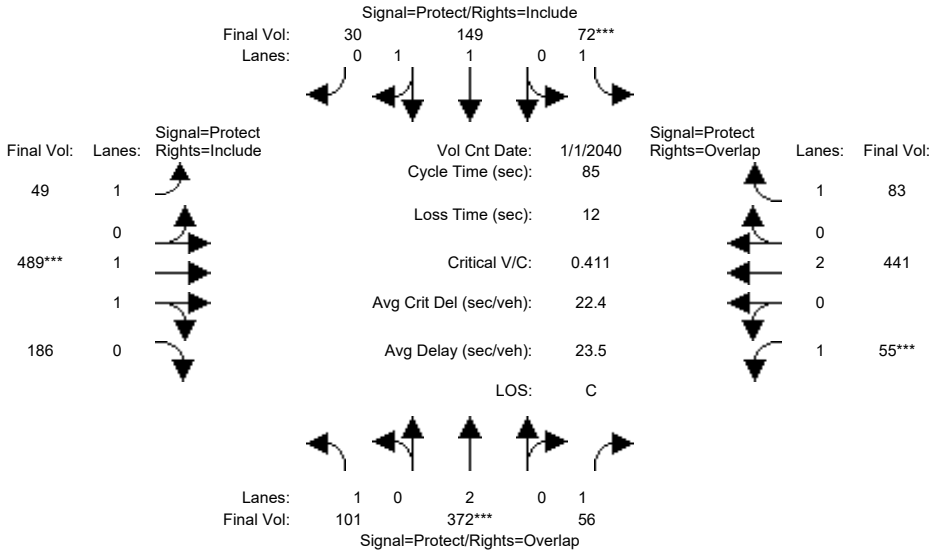
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 AM

Intersection #7657: Monterey Street and Tenth Street



Street Name:	Monterey Street						Tenth 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	101	372	56	72	149	30	49	489	186	55	441	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:	101	372	56	72	149	30	49	489	186	55	441	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:	101	372	56	72	149	30	49	489	186	55	441	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:	101	372	56	72	149	30	49	489	186	55	441	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	372	56	72	149	30	49	489	186	55	441	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:	101	372	56	72	149	30	49	489	186	55	441	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.66	0.34	1.00	1.43	0.57	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3079	620	1750	2680	1019	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.03	0.04	0.05	0.05	0.03	0.18	0.18	0.03	0.12	0.05
Crit Moves:		****		****				****		****		
Green Time:	11.8	20.1	27.1	8.4	16.8	16.8	18.3	37.5	37.5	7.0	26.2	34.6
Volume/Cap:	0.42	0.41	0.10	0.41	0.24	0.24	0.13	0.41	0.41	0.38	0.38	0.12
Delay/Veh:	34.7	27.8	20.5	37.6	28.9	28.9	27.1	16.4	16.4	38.6	23.3	15.8
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:	34.7	27.8	20.5	37.6	28.9	28.9	27.1	16.4	16.4	38.6	23.3	15.8
LOS by Move:	C-	C	C+	D+	C	C	C	B	B	D+	C	B
HCM2kAvgQ:	3	4	1	2	2	2	1	6	6	2	5	1

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

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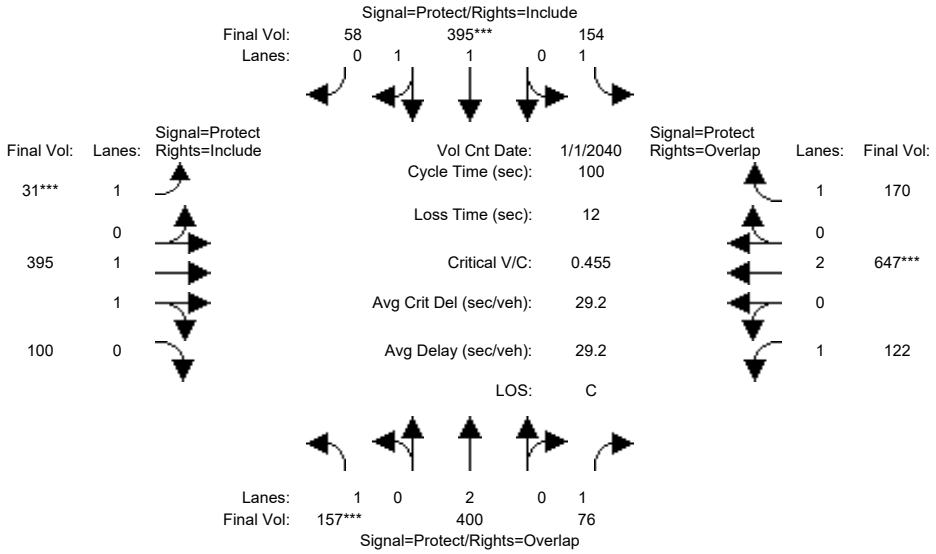
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 PM

Intersection #7657: Monterey Street and Tenth Street



Street Name:	Monterey Street						Tenth 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	157	400	76	154	395	58	31	395	100	122	647	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	400	76	154	395	58	31	395	100	122	647	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	400	76	154	395	58	31	395	100	122	647	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	400	76	154	395	58	31	395	100	122	647	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	400	76	154	395	58	31	395	100	122	647	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	400	76	154	395	58	31	395	100	122	647	170
Saturation 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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.74	0.26	1.00	1.58	0.42	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3226	474	1750	2952	747	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.04	0.09	0.12	0.12	0.02	0.13	0.13	0.07	0.17	0.10
Crit Moves:	****				****		****				****	
Green Time:	19.0	24.5	39.3	20.5	25.9	25.9	7.0	28.3	28.3	14.8	36.1	56.5
Volume/Cap:	0.47	0.43	0.11	0.43	0.47	0.47	0.25	0.47	0.47	0.47	0.47	0.17
Delay/Veh:	37.1	32.2	19.4	35.5	31.6	31.6	45.1	30.0	30.0	40.4	24.9	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.1	32.2	19.4	35.5	31.6	31.6	45.1	30.0	30.0	40.4	24.9	10.6
LOS by Move:	D+	C-	B-	D+	C	C	D	C	C	D	C	B+
HCM2kAvgQ:	5	5	2	5	6	6	1	7	7	4	8	3

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

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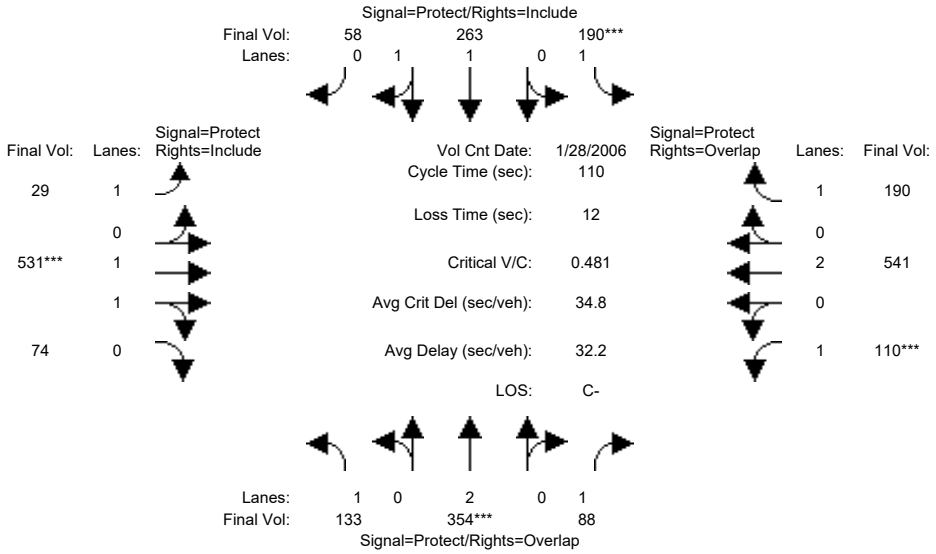
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 SAT

Intersection #7657: Monterey Street and Tenth Street



Street Name:	Monterey Street						Tenth 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2006 <<												
Base Vol:	133	354	88	190	263	58	29	531	74	110	541	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:	133	354	88	190	263	58	29	531	74	110	541	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:	133	354	88	190	263	58	29	531	74	110	541	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:	133	354	88	190	263	58	29	531	74	110	541	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	354	88	190	263	58	29	531	74	110	541	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:	133	354	88	190	263	58	29	531	74	110	541	190
Saturation 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	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.63	0.37	1.00	1.75	0.25	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3031	668	1750	3247	453	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.05	0.11	0.09	0.09	0.02	0.16	0.16	0.06	0.14	0.11
Crit Moves:		****		****				****		****		
Green Time:	21.0	21.3	35.7	24.9	25.2	25.2	16.0	37.4	37.4	14.4	35.8	60.7
Volume/Cap:	0.40	0.48	0.15	0.48	0.38	0.38	0.11	0.48	0.48	0.48	0.44	0.20
Delay/Veh:	39.7	39.9	26.5	37.9	36.1	36.1	41.0	28.9	28.9	45.9	29.4	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	39.9	26.5	37.9	36.1	36.1	41.0	28.9	28.9	45.9	29.4	12.5
LOS by Move:	D	D	C	D+	D+	D+	D	C	C	D	C	B
HCM2kAvgQ:	5	6	2	6	5	5	1	8	8	4	7	3

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

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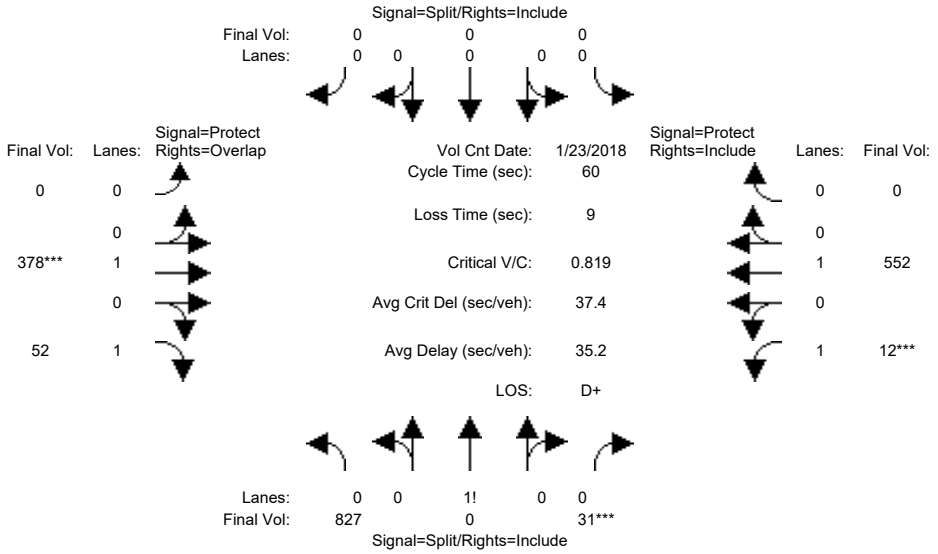
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 AM

Intersection #7662: Frazier Lake Rd and Pacheco Pass Hwy (SR 152)



Street Name:	Frazier Lake Rd						Pacheco Pass Hwy (SR 152)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 <<												
Base Vol:	827	0	31	0	0	0	0	378	52	12	552	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:	827	0	31	0	0	0	0	378	52	12	552	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:	827	0	31	0	0	0	0	378	52	12	552	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:	827	0	31	0	0	0	0	378	52	12	552	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	827	0	31	0	0	0	0	378	52	12	552	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:	827	0	31	0	0	0	0	378	52	12	552	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.96	0.00	0.04	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1687	0	63	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.49	0.00	0.49	0.00	0.00	0.00	0.00	0.20	0.03	0.01	0.29	0.00
Crit Moves:			****					****		****		
Green Time:	31.3	0.0	31.3	0.0	0.0	0.0	0.0	12.7	44.0	7.0	19.7	0.0
Volume/Cap:	0.94	0.00	0.94	0.00	0.00	0.00	0.00	0.94	0.04	0.06	0.88	0.00
Delay/Veh:	30.5	0.0	30.5	0.0	0.0	0.0	0.0	53.3	2.2	23.7	33.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	0.0	30.5	0.0	0.0	0.0	0.0	53.3	2.2	23.7	33.3	0.0
LOS by Move:	C	A	C	A	A	A	A	D-	A	C	C-	A
HCM2kAvgQ:	22	0	22	0	0	0	0	12	0	0	14	0

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

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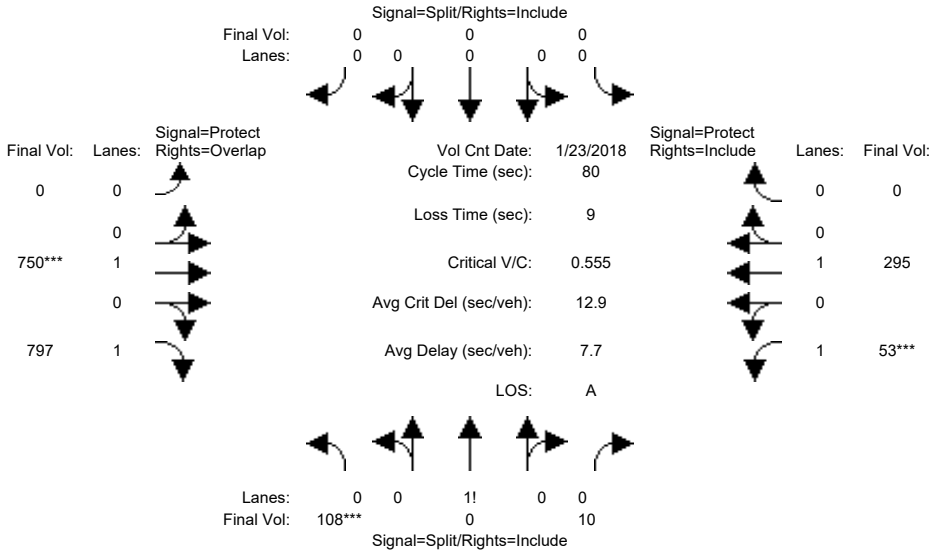
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 PM

Intersection #7662: Frazier Lake Rd and Pacheco Pass Hwy (SR 152)



Street Name:	Frazier Lake Rd						Pacheco Pass Hwy (SR 152)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Jan 2018 <<												
Base Vol:	108	0	10	0	0	0	0	750	797	53	295	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:	108	0	10	0	0	0	0	750	797	53	295	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:	108	0	10	0	0	0	0	750	797	53	295	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:	108	0	10	0	0	0	0	750	797	53	295	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	0	10	0	0	0	0	750	797	53	295	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:	108	0	10	0	0	0	0	750	797	53	295	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.92	0.00	0.08	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1602	0	148	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.07	0.00	0.00	0.00	0.00	0.39	0.46	0.03	0.16	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	54.0	64.0	7.0	61.0	0.0
Volume/Cap:	0.54	0.00	0.54	0.00	0.00	0.00	0.00	0.58	0.57	0.35	0.20	0.00
Delay/Veh:	35.5	0.0	35.5	0.0	0.0	0.0	0.0	7.7	3.5	35.7	2.7	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:	35.5	0.0	35.5	0.0	0.0	0.0	0.0	7.7	3.5	35.7	2.7	0.0
LOS by Move:	D+	A	D+	A	A	A	A	A	A	D+	A	A
HCM2kAvgQ:	4	0	4	0	0	0	0	10	8	2	2	0

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

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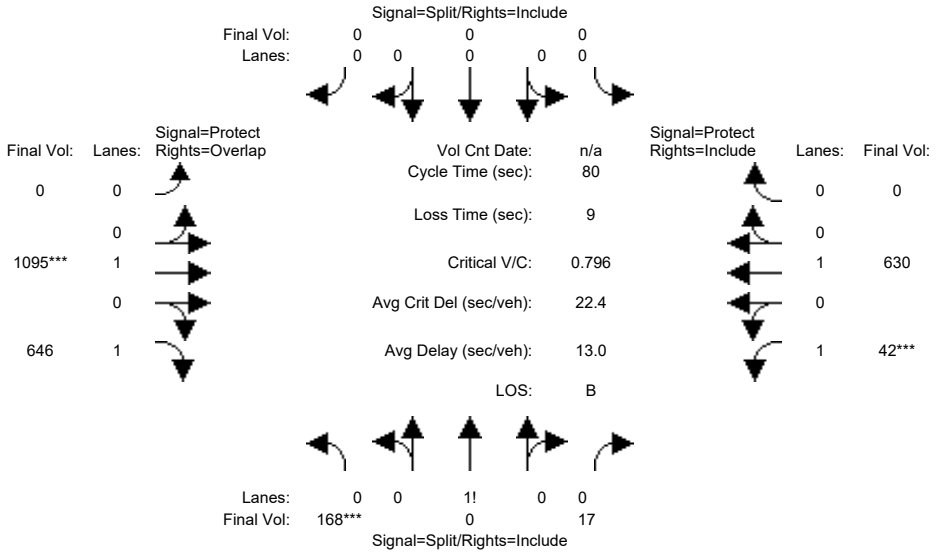
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 SAT

Intersection #7662: Frazier Lake Rd and Pacheco Pass Hwy (SR 152)



Street Name:	Frazier Lake Rd						Pacheco Pass Hwy (SR 152)					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	168	0	17	0	0	0	0	1095	646	42	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:	168	0	17	0	0	0	0	1095	646	42	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:	168	0	17	0	0	0	0	1095	646	42	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:	168	0	17	0	0	0	0	1095	646	42	630	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	0	17	0	0	0	0	1095	646	42	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:	168	0	17	0	0	0	0	1095	646	42	630	0
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.91	0.00	0.09	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	0.00
Final Sat.:	1589	0	161	0	0	0	0	1900	1750	1750	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.58	0.37	0.02	0.33	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	0.0	54.0	64.0	7.0	61.0	0.0
Volume/Cap:	0.85	0.00	0.85	0.00	0.00	0.00	0.00	0.85	0.46	0.27	0.43	0.00
Delay/Veh:	59.2	0.0	59.2	0.0	0.0	0.0	0.0	15.7	2.8	35.1	3.6	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:	59.2	0.0	59.2	0.0	0.0	0.0	0.0	15.7	2.8	35.1	3.6	0.0
LOS by Move:	E+	A	E+	A	A	A	A	B	A	D+	A	A
HCM2kAvgQ:	8	0	8	0	0	0	0	24	6	1	6	0

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

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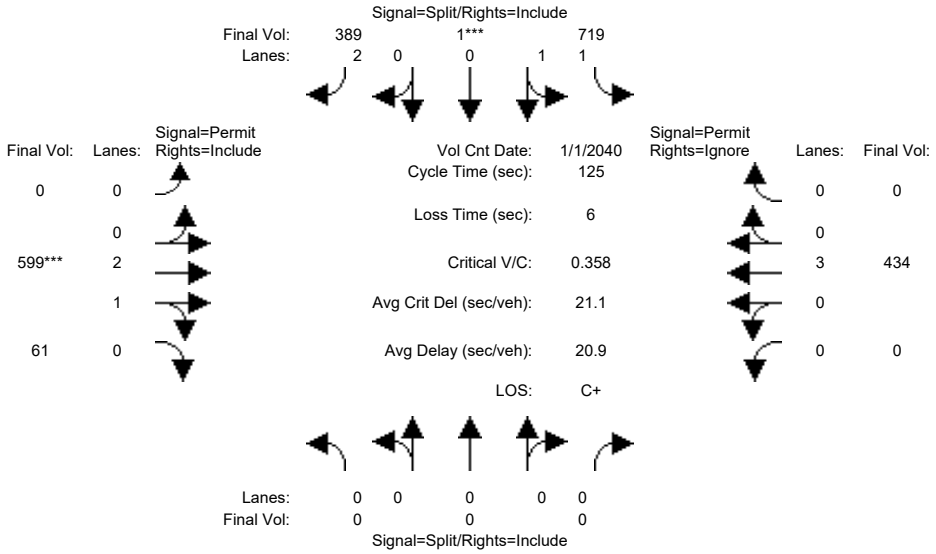
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 AM

Intersection #7665: US 101 SB Ramps and Tenth Street



Street Name:	US 101 SB Ramps						Tenth 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:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	0	0	0	719	1	389	0	599	121	0	434	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	719	1	389	0	599	121	0	434	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	719	1	389	0	599	121	0	434	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.50	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:	0	0	0	719	1	389	0	599	61	0	434	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	719	1	389	0	599	61	0	434	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:	0	0	0	719	1	389	0	599	61	0	434	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	0.88	0.95	0.78	0.92	0.93	0.89	0.92	0.94	0.87
Lanes:	0.00	0.00	0.00	1.99	0.01	2.00	0.00	2.71	0.29	0.00	3.00	0.00
Final Sat.:	0	0	0	3333	5	2961	0	4780	483	0	5358	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.13	0.00	0.13	0.13	0.00	0.08	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	75.3	75.3	75.3	0.0	43.7	43.7	0.0	43.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.36	0.36	0.22	0.00	0.36	0.36	0.00	0.23	0.00
Delay/Veh:	0.0	0.0	0.0	12.7	12.7	11.4	0.0	30.3	30.3	0.0	28.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	12.7	12.7	11.4	0.0	30.3	30.3	0.0	28.8	0.0
LOS by Move:	A	A	A	B	B	B+	A	C	C	A	C	A
HCM2kAvgQ:	0	0	0	7	8	4	0	6	6	0	4	0

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

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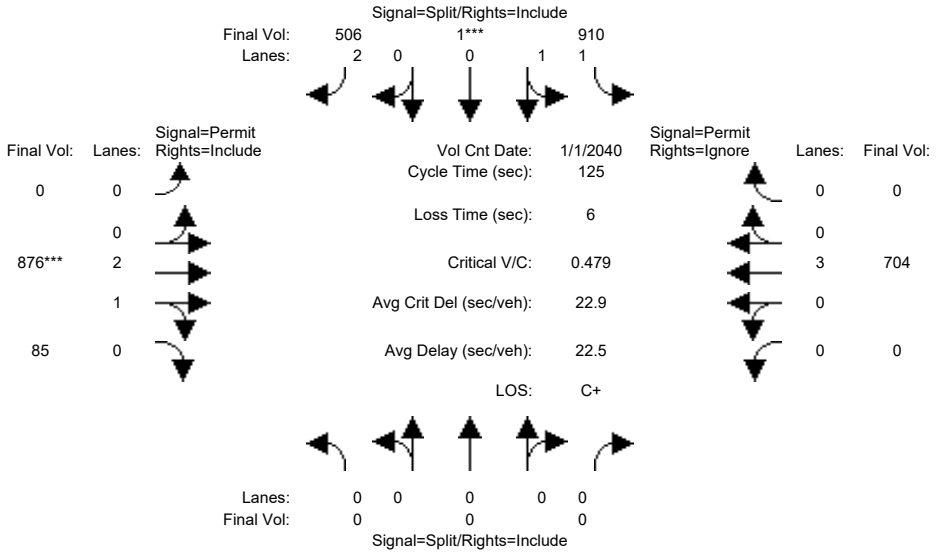
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 PM

Intersection #7665: US 101 SB Ramps and Tenth Street



Street Name:	US 101 SB Ramps						Tenth 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:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	0	0	0	910	1	506	0	876	170	0	704	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	910	1	506	0	876	170	0	704	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	910	1	506	0	876	170	0	704	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.50	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:	0	0	0	910	1	506	0	876	85	0	704	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	910	1	506	0	876	85	0	704	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	0	0	0	910	1	506	0	876	85	0	704	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.88	0.95	0.78	0.92	0.93	0.89	0.92	0.94	0.87
Lanes:	0.00	0.00	0.00	1.99	0.01	2.00	0.00	2.72	0.28	0.00	3.00	0.00
Final Sat.:	0	0	0	3334	4	2961	0	4798	466	0	5358	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.17	0.00	0.18	0.18	0.00	0.13	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	71.3	71.3	71.3	0.0	47.7	47.7	0.0	47.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.48	0.48	0.30	0.00	0.48	0.48	0.00	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	16.1	16.1	14.0	0.0	29.4	29.4	0.0	27.6	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	16.1	16.1	14.0	0.0	29.4	29.4	0.0	27.6	0.0
LOS by Move:	A	A	A	B	B	B	A	C	C	A	C	A
HCM2kAvgQ:	0	0	0	11	12	6	0	9	9	0	6	0

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

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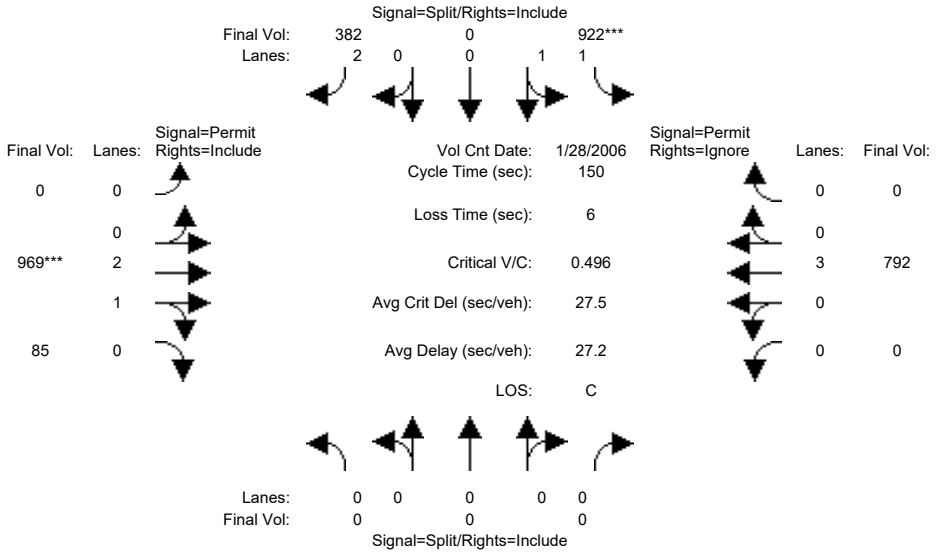
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 SAT

Intersection #7665: US 101 SB Ramps and Tenth Street



Street Name:	US 101 SB Ramps						Tenth 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:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2006 <<												
Base Vol:	0	0	0	922	0	382	0	969	169	0	792	418
Growth Adj:	1.00	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	922	0	382	0	969	169	0	792	418
Added Vol:	0	0	0	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	922	0	382	0	969	169	0	792	418
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.50	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:	0	0	0	922	0	382	0	969	85	0	792	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	922	0	382	0	969	85	0	792	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:	0	0	0	922	0	382	0	969	85	0	792	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	0.88	1.00	0.78	0.92	0.93	0.89	0.92	0.92	0.87
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	2.75	0.25	0.00	3.00	0.00
Final Sat.:	0	0	0	3337	0	2961	0	4841	422	0	5264	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.13	0.00	0.20	0.20	0.00	0.15	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	83.5	0.0	83.5	0.0	60.5	60.5	0.0	60.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.50	0.00	0.23	0.00	0.50	0.50	0.00	0.37	0.00
Delay/Veh:	0.0	0.0	0.0	20.6	0.0	17.0	0.0	33.6	33.6	0.0	31.5	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	20.6	0.0	17.0	0.0	33.6	33.6	0.0	31.5	0.0
LOS by Move:	A	A	A	C+	A	B	A	C-	C-	A	C	A
HCM2kAvgQ:	0	0	0	14	0	5	0	12	12	0	8	0

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

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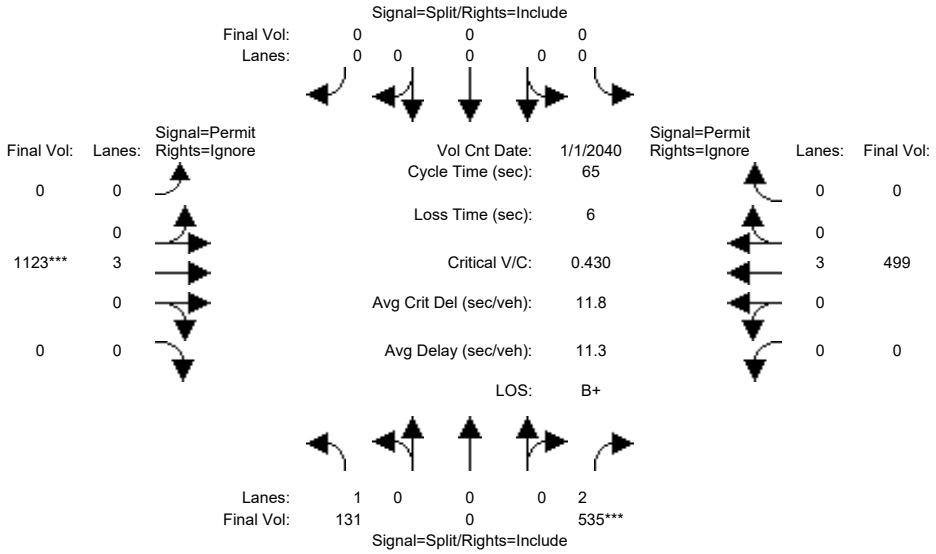
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 AM

Intersection #7671: US 101 NB Off-Ramp and Pacheco Pass Highway



Street Name:	US 101 NB Off-Ramp						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	131	0	535	0	0	0	0	1123	0	0	499	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:	131	0	535	0	0	0	0	1123	0	0	499	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:	131	0	535	0	0	0	0	1123	0	0	499	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	131	0	535	0	0	0	0	1123	0	0	499	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	0	535	0	0	0	0	1123	0	0	499	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:	131	0	535	0	0	0	0	1123	0	0	499	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.94	0.87	0.92	0.94	0.87
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	1645	0	2961	0	0	0	0	5358	0	0	5358	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.18	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.09	0.00
Crit Moves:			****					****				
Green Time:	27.3	0.0	27.3	0.0	0.0	0.0	0.0	31.7	0.0	0.0	31.7	0.0
Volume/Cap:	0.19	0.00	0.43	0.00	0.00	0.00	0.00	0.43	0.00	0.00	0.19	0.00
Delay/Veh:	12.0	0.0	13.6	0.0	0.0	0.0	0.0	10.9	0.0	0.0	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:	12.0	0.0	13.6	0.0	0.0	0.0	0.0	10.9	0.0	0.0	9.5	0.0
LOS by Move:	B	A	B	A	A	A	A	B+	A	A	A	A
HCM2kAvgQ:	2	0	5	0	0	0	0	5	0	0	2	0

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

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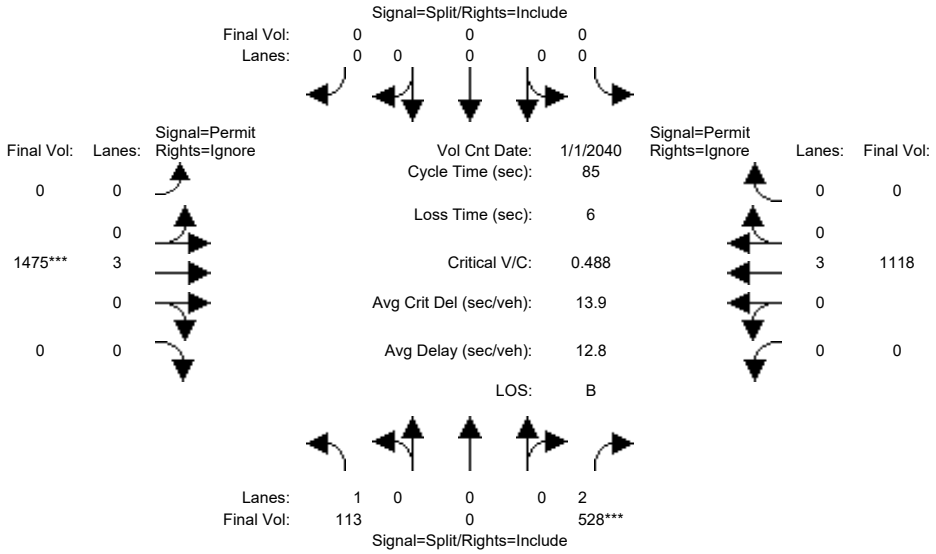
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 PM

Intersection #7671: US 101 NB Off-Ramp and Pacheco Pass Highway



Street Name:	US 101 NB Off-Ramp						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	113	0	528	0	0	0	0	1475	0	0	1118	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:	113	0	528	0	0	0	0	1475	0	0	1118	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:	113	0	528	0	0	0	0	1475	0	0	1118	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	113	0	528	0	0	0	0	1475	0	0	1118	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	0	528	0	0	0	0	1475	0	0	1118	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:	113	0	528	0	0	0	0	1475	0	0	1118	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.94	0.87	0.92	0.94	0.87
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	1645	0	2961	0	0	0	0	5358	0	0	5358	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.18	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.21	0.00
Crit Moves:			****					****				
Green Time:	31.1	0.0	31.1	0.0	0.0	0.0	0.0	47.9	0.0	0.0	47.9	0.0
Volume/Cap:	0.19	0.00	0.49	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.37	0.00
Delay/Veh:	18.5	0.0	21.2	0.0	0.0	0.0	0.0	11.3	0.0	0.0	10.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.5	0.0	21.2	0.0	0.0	0.0	0.0	11.3	0.0	0.0	10.3	0.0
LOS by Move:	B-	A	C+	A	A	A	A	B+	A	A	B+	A
HCM2kAvgQ:	2	0	7	0	0	0	0	8	0	0	5	0

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

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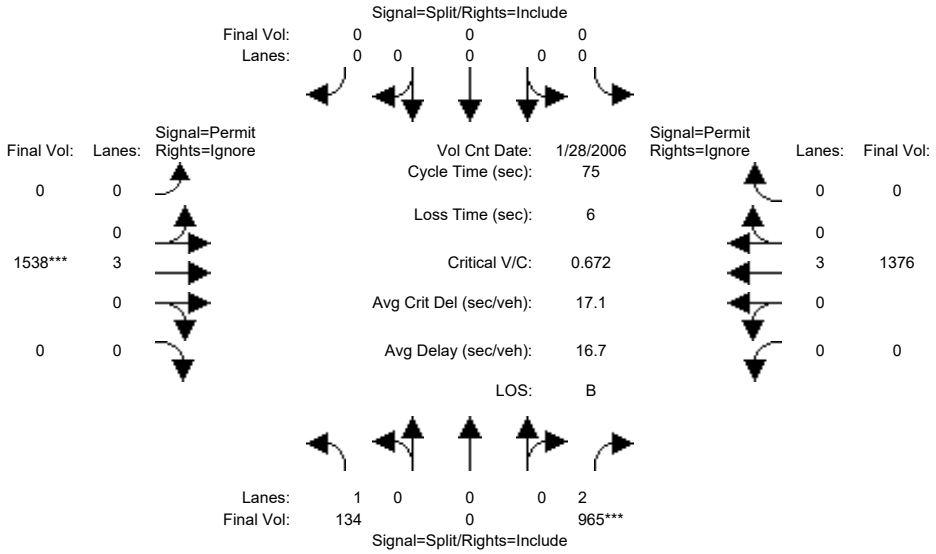
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 SAT

Intersection #7671: US 101 NB Off-Ramp and Pacheco Pass Highway



Street Name:	US 101 NB Off-Ramp						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	0	0	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Jan 2006 <<												
Base Vol:	134	0	965	0	0	0	0	1538	330	0	1376	920
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	0	965	0	0	0	0	1538	330	0	1376	920
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	0	965	0	0	0	0	1538	330	0	1376	920
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:	134	0	965	0	0	0	0	1538	0	0	1376	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	0	965	0	0	0	0	1538	0	0	1376	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:	134	0	965	0	0	0	0	1538	0	0	1376	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	1.00	0.78	0.92	1.00	0.92	0.92	0.92	0.87	0.92	0.92	0.87
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	0.00	0.00	3.00	0.00
Final Sat.:	1645	0	2961	0	0	0	0	5264	0	0	5264	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.33	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.26	0.00
Crit Moves:			****					****				
Green Time:	36.4	0.0	36.4	0.0	0.0	0.0	0.0	32.6	0.0	0.0	32.6	0.0
Volume/Cap:	0.17	0.00	0.67	0.00	0.00	0.00	0.00	0.67	0.00	0.00	0.60	0.00
Delay/Veh:	10.9	0.0	16.0	0.0	0.0	0.0	0.0	17.7	0.0	0.0	16.7	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:	10.9	0.0	16.0	0.0	0.0	0.0	0.0	17.7	0.0	0.0	16.7	0.0
LOS by Move:	B+	A	B	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	2	0	11	0	0	0	0	11	0	0	9	0

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

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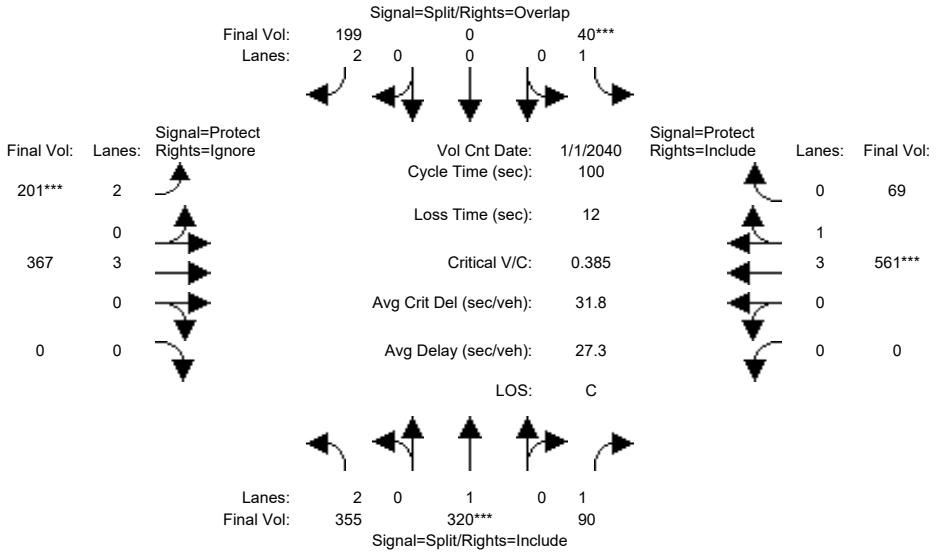
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 AM

Intersection #7675: US 101 NB Ramps/San Ysidro Avenue and Leavesley Road



Street Name:	US 101 NB Ramps/San Ysidro Avenue						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	355	320	90	40	0	199	201	367	0	0	561	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	355	320	90	40	0	199	201	367	0	0	561	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	355	320	90	40	0	199	201	367	0	0	561	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	355	320	90	40	0	199	201	367	0	0	561	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	320	90	40	0	199	201	367	0	0	561	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	355	320	90	40	0	199	201	367	0	0	561	69
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	0.83	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	0.00	2.00	2.00	3.00	0.00	0.00	3.54	0.46
Final Sat.:	3150	1900	1750	1750	0	3150	3150	5700	0	0	6677	821
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.05	0.02	0.00	0.06	0.06	0.06	0.00	0.00	0.08	0.08
Crit Moves:		****		****			****				****	
Green Time:	41.5	41.5	41.5	10.0	0.0	25.7	15.7	36.5	0.0	0.0	20.7	20.7
Volume/Cap:	0.27	0.41	0.12	0.23	0.00	0.25	0.41	0.18	0.00	0.00	0.41	0.41
Delay/Veh:	19.4	20.9	18.1	42.1	0.0	29.6	38.5	21.6	0.0	0.0	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:	19.4	20.9	18.1	42.1	0.0	29.6	38.5	21.6	0.0	0.0	34.5	34.5
LOS by Move:	B-	C+	B-	D	A	C	D+	C+	A	A	C-	C-
HCM2kAvgQ:	4	7	2	1	0	3	4	3	0	0	5	5

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

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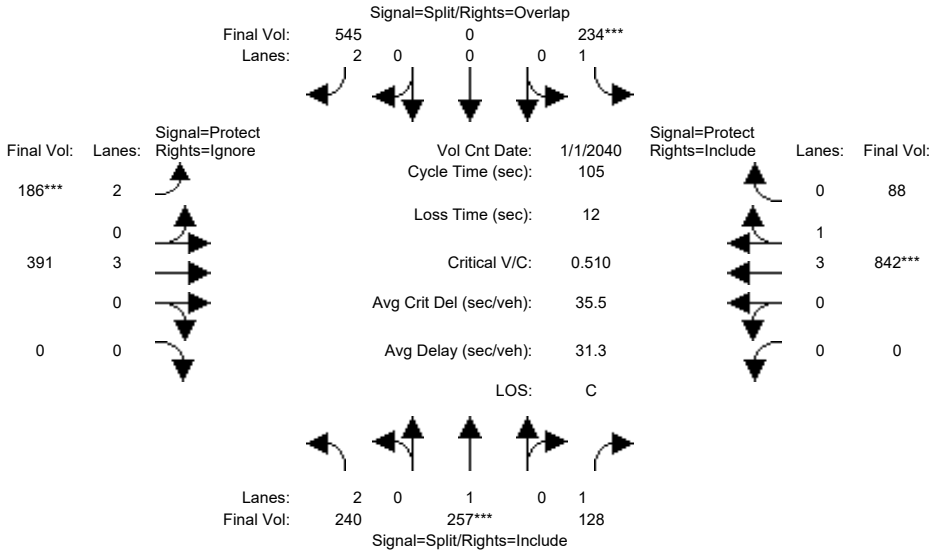
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 PM

Intersection #7675: US 101 NB Ramps/San Ysidro Avenue and Leavesley Road



Street Name:	US 101 NB Ramps/San Ysidro Avenue						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	240	257	128	234	0	545	186	391	0	0	842	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	257	128	234	0	545	186	391	0	0	842	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	257	128	234	0	545	186	391	0	0	842	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	240	257	128	234	0	545	186	391	0	0	842	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	257	128	234	0	545	186	391	0	0	842	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	240	257	128	234	0	545	186	391	0	0	842	88
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	0.83	0.83	1.00	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	0.00	2.00	2.00	3.00	0.00	0.00	3.61	0.39
Final Sat.:	3150	1900	1750	1750	0	3150	3150	5700	0	0	6789	710
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.07	0.13	0.00	0.17	0.06	0.07	0.00	0.00	0.12	0.12
Crit Moves:		****		****			****				****	
Green Time:	27.8	27.8	27.8	27.5	0.0	39.7	12.1	37.7	0.0	0.0	25.5	25.5
Volume/Cap:	0.29	0.51	0.28	0.51	0.00	0.46	0.51	0.19	0.00	0.00	0.51	0.51
Delay/Veh:	30.9	33.7	30.9	34.0	0.0	24.9	44.8	23.2	0.0	0.0	34.6	34.6
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:	30.9	33.7	30.9	34.0	0.0	24.9	44.8	23.2	0.0	0.0	34.6	34.6
LOS by Move:	C	C-	C	C-	A	C	D	C	A	A	C-	C-
HCM2kAvgQ:	4	7	4	7	0	8	4	3	0	0	7	7

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

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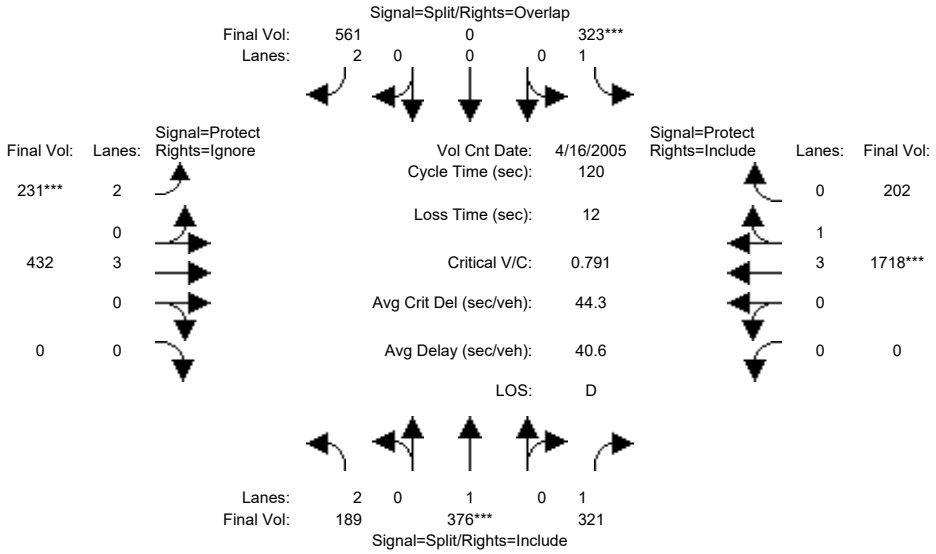
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 SAT

Intersection #7675: US 101 NB Ramps/San Ysidro Avenue and Leavesley Road



Street Name:	US 101 NB Ramps/San Ysidro Avenue						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	0	10	7	10	0	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Apr 2005 <<												
Base Vol:	189	376	321	323	0	561	231	432	256	0	1718	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	376	321	323	0	561	231	432	256	0	1718	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	376	321	323	0	561	231	432	256	0	1718	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	189	376	321	323	0	561	231	432	0	0	1718	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	376	321	323	0	561	231	432	0	0	1718	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	189	376	321	323	0	561	231	432	0	0	1718	202
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	0.83	0.83	0.98	0.92	0.92	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	0.00	2.00	2.00	3.00	0.00	0.00	3.56	0.44
Final Sat.:	3150	1900	1750	1750	0	3150	3150	5600	0	0	6710	789
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.18	0.18	0.00	0.18	0.07	0.08	0.00	0.00	0.26	0.26
Crit Moves:		****		****			****				****	
Green Time:	30.0	30.0	30.0	28.0	0.0	39.1	11.1	50.0	0.0	0.0	38.8	38.8
Volume/Cap:	0.24	0.79	0.73	0.79	0.00	0.55	0.79	0.19	0.00	0.00	0.79	0.79
Delay/Veh:	36.0	50.8	47.6	53.3	0.0	33.8	66.9	22.2	0.0	0.0	38.7	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:	36.0	50.8	47.6	53.3	0.0	33.8	66.9	22.2	0.0	0.0	38.7	38.7
LOS by Move:	D+	D	D	D-	A	C-	E	C+	A	A	D+	D+
HCM2kAvgQ:	3	15	13	14	0	10	7	3	0	0	18	18

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

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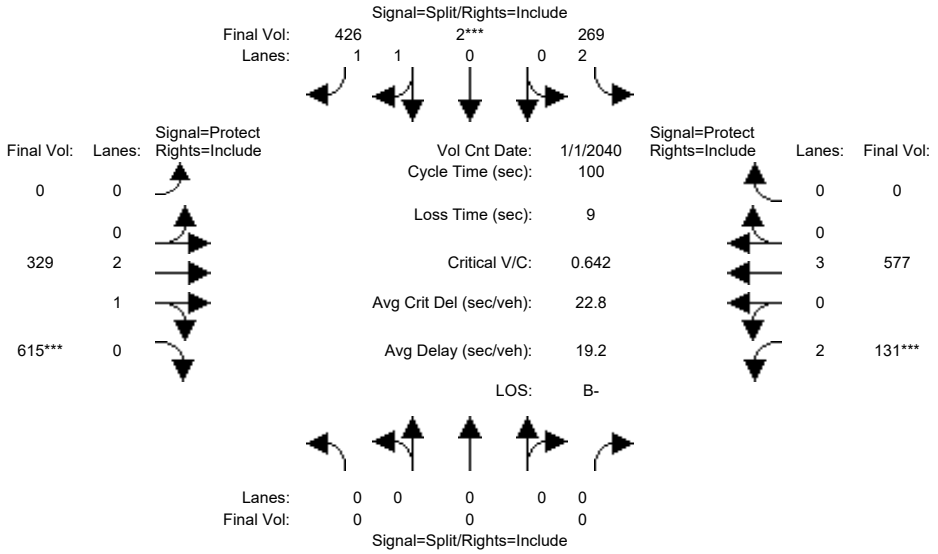
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 AM

Intersection #7676: US 101 SB Ramps and Leavesley Road



Street Name:	US 101 SB Ramps						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	0	0	0	269	2	426	0	329	615	131	577	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	269	2	426	0	329	615	131	577	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	269	2	426	0	329	615	131	577	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	269	2	426	0	329	615	131	577	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	269	2	426	0	329	615	131	577	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	269	2	426	0	329	615	131	577	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	0.95	0.95	0.92	0.83	0.76	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.01	1.99	0.00	2.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3150	17	3583	0	3154	1453	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.12	0.12	0.00	0.10	0.42	0.04	0.10	0.00
Crit Moves:					****				****	****		
Green Time:	0.0	0.0	0.0	18.4	18.4	18.4	0.0	65.6	65.6	7.0	72.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.46	0.65	0.65	0.00	0.16	0.65	0.59	0.14	0.00
Delay/Veh:	0.0	0.0	0.0	37.0	40.0	40.0	0.0	6.6	11.3	49.4	4.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.0	40.0	40.0	0.0	6.6	11.3	49.4	4.2	0.0
LOS by Move:	A	A	A	D+	D	D	A	A	B+	D	A	A
HCM2kAvgQ:	0	0	0	5	7	7	0	2	13	3	2	0

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

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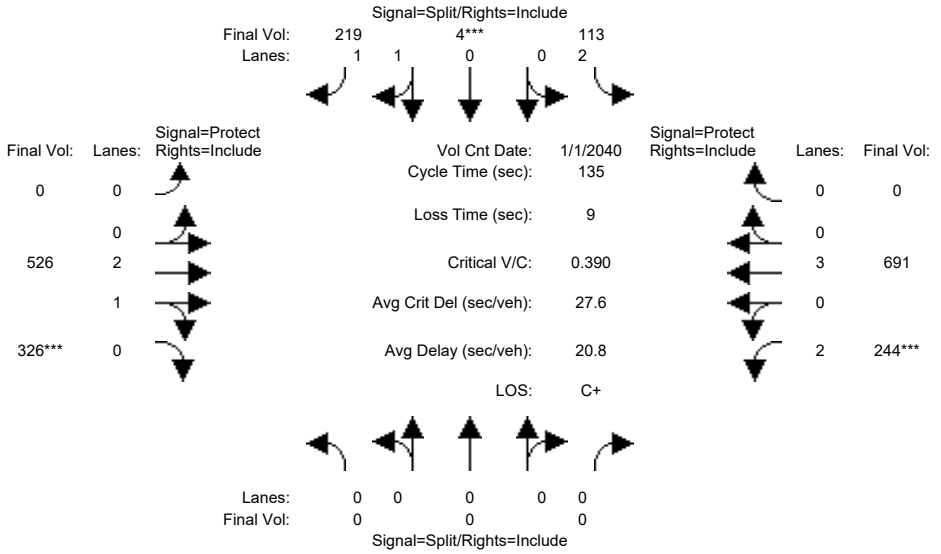
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 PM

Intersection #7676: US 101 SB Ramps and Leavesley Road



Street Name:	US 101 SB Ramps						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	0	0	0	113	4	219	0	526	326	244	691	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	113	4	219	0	526	326	244	691	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	113	4	219	0	526	326	244	691	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	113	4	219	0	526	326	244	691	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	113	4	219	0	526	326	244	691	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	113	4	219	0	526	326	244	691	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	0.95	0.95	0.92	0.83	0.76	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.04	1.96	0.00	2.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3150	65	3535	0	3154	1453	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.06	0.06	0.00	0.17	0.22	0.08	0.12	0.00
Crit Moves:					****				****	****		
Green Time:	0.0	0.0	0.0	21.5	21.5	21.5	0.0	77.7	77.7	26.8	105	0.0
Volume/Cap:	0.00	0.00	0.00	0.23	0.39	0.39	0.00	0.29	0.39	0.39	0.16	0.00
Delay/Veh:	0.0	0.0	0.0	49.8	51.3	51.3	0.0	14.6	15.8	47.4	3.9	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	49.8	51.3	51.3	0.0	14.6	15.8	47.4	3.9	0.0
LOS by Move:	A	A	A	D	D-	D-	A	B	B	D	A	A
HCM2kAvgQ:	0	0	0	3	5	5	0	5	8	5	2	0

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

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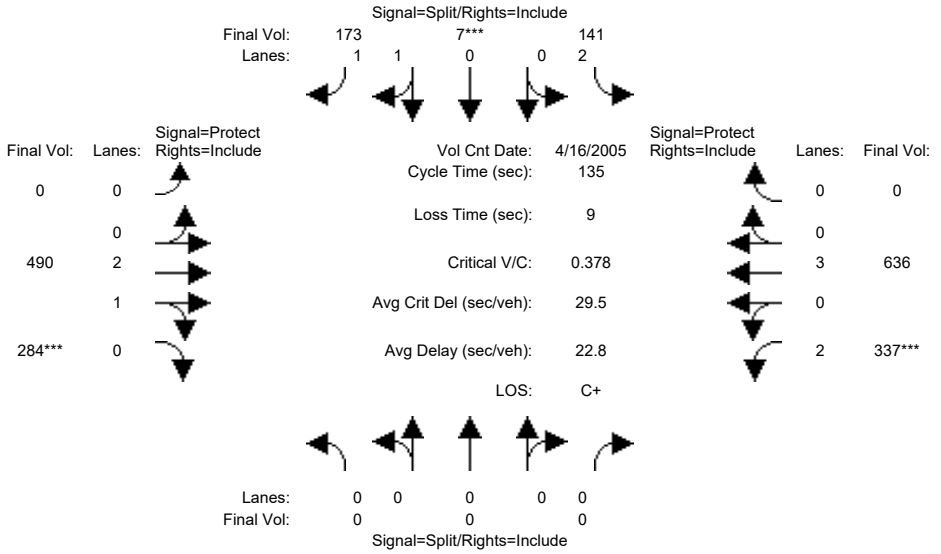
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 SAT

Intersection #7676: US 101 SB Ramps and Leavesley Road



Street Name:	US 101 SB Ramps						Leavesley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Apr 2005 <<												
Base Vol:	0	0	0	141	7	173	0	490	284	337	636	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	141	7	173	0	490	284	337	636	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	141	7	173	0	490	284	337	636	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	141	7	173	0	490	284	337	636	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	141	7	173	0	490	284	337	636	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	141	7	173	0	490	284	337	636	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	0.95	0.95	0.92	0.83	0.76	0.83	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.08	1.92	0.00	2.00	1.00	2.00	3.00	0.00
Final Sat.:	0	0	0	3150	140	3460	0	3154	1453	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.05	0.05	0.00	0.16	0.20	0.11	0.11	0.00
Crit Moves:					****				****	****		
Green Time:	0.0	0.0	0.0	17.9	17.9	17.9	0.0	69.9	69.9	38.2	108	0.0
Volume/Cap:	0.00	0.00	0.00	0.34	0.38	0.38	0.00	0.30	0.38	0.38	0.14	0.00
Delay/Veh:	0.0	0.0	0.0	53.7	54.0	54.0	0.0	18.7	19.6	39.1	3.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	53.7	54.0	54.0	0.0	18.7	19.6	39.1	3.0	0.0
LOS by Move:	A	A	A	D-	D-	D-	A	B-	B-	D	A	A
HCM2kAvgQ:	0	0	0	3	4	4	0	6	8	7	2	0

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

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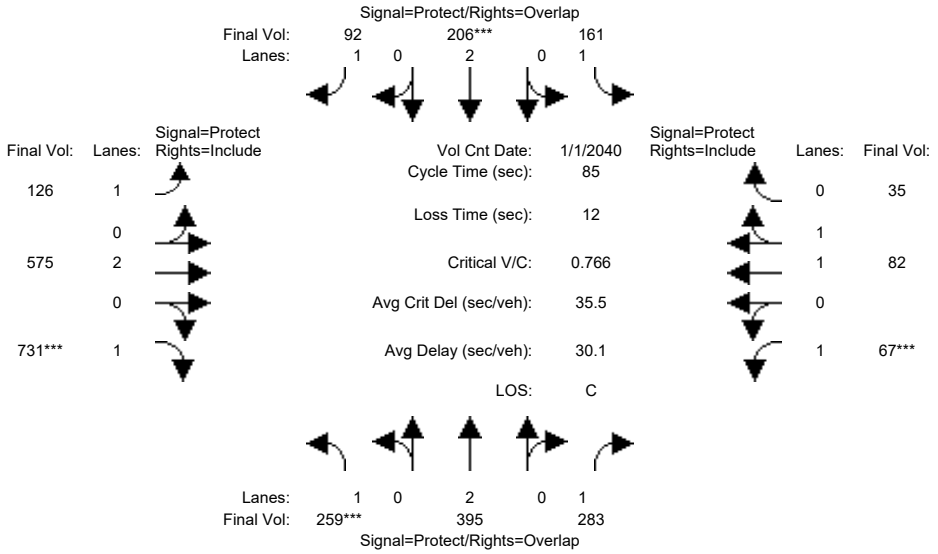
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 AM

Intersection #10570: Monterey Street and Luchessa Avenue



Street Name:	Monterey Street						Luchessa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	259	395	283	161	206	92	126	575	731	67	82	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	395	283	161	206	92	126	575	731	67	82	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	259	395	283	161	206	92	126	575	731	67	82	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	259	395	283	161	206	92	126	575	731	67	82	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	395	283	161	206	92	126	575	731	67	82	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	259	395	283	161	206	92	126	575	731	67	82	35
Saturation 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	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.39	0.61
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	2592	1106
Capacity Analysis Module:												
Vol/Sat:	0.15	0.10	0.16	0.09	0.05	0.05	0.07	0.15	0.42	0.04	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	14.7	14.1	21.1	10.5	10.0	29.9	19.9	41.3	41.3	7.0	28.4	28.4
Volume/Cap:	0.86	0.63	0.65	0.74	0.46	0.15	0.31	0.31	0.86	0.46	0.09	0.09
Delay/Veh:	55.2	35.0	32.1	48.9	35.7	19.0	27.3	13.3	28.0	39.6	19.5	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:	55.2	35.0	32.1	48.9	35.7	19.0	27.3	13.3	28.0	39.6	19.5	19.5
LOS by Move:	E+	C-	C-	D	D+	B-	C	B	C	D	B-	B-
HCM2kAvgQ:	10	6	8	6	3	2	3	5	21	2	1	1

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

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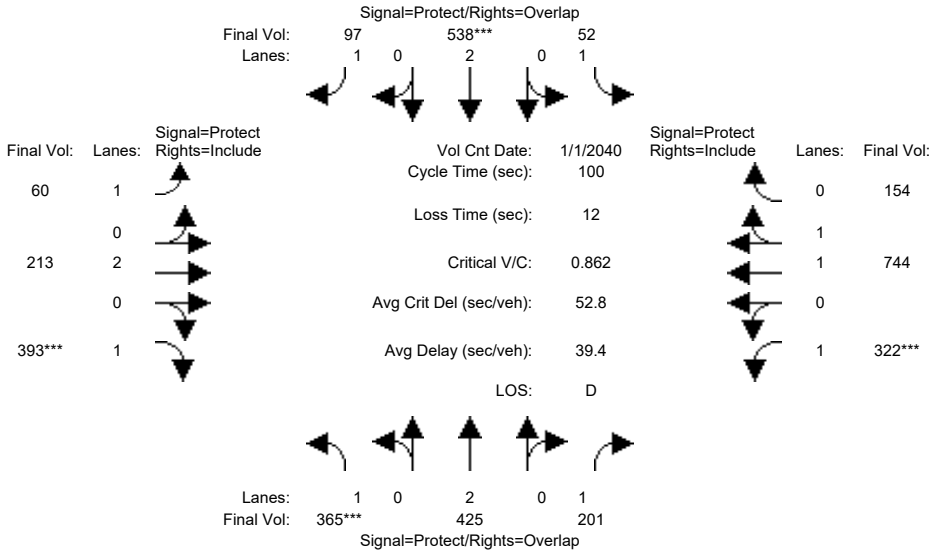
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 PM

Intersection #10570: Monterey Street and Luchessa Avenue



Street Name:	Monterey Street						Luchessa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	365	425	201	52	538	97	60	213	393	322	744	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	425	201	52	538	97	60	213	393	322	744	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	365	425	201	52	538	97	60	213	393	322	744	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	365	425	201	52	538	97	60	213	393	322	744	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	425	201	52	538	97	60	213	393	322	744	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	365	425	201	52	538	97	60	213	393	322	744	154
Saturation 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	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.65	0.35
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3065	634
Capacity Analysis Module:												
Vol/Sat:	0.21	0.11	0.11	0.03	0.14	0.06	0.03	0.06	0.22	0.18	0.24	0.24
Crit Moves:	****				****				****	****		
Green Time:	24.2	25.0	46.3	15.6	16.4	27.0	10.6	26.0	26.0	21.3	36.8	36.8
Volume/Cap:	0.86	0.45	0.25	0.19	0.86	0.21	0.32	0.22	0.86	0.86	0.66	0.66
Delay/Veh:	52.7	32.0	16.4	37.0	52.5	28.4	42.4	29.1	50.7	56.1	27.6	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:	52.7	32.0	16.4	37.0	52.5	28.4	42.4	29.1	50.7	56.1	27.6	27.6
LOS by Move:	D-	C-	B	D+	D-	C	D	C	D	E+	C	C
HCM2kAvgQ:	15	6	4	2	11	3	2	3	15	13	13	13

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

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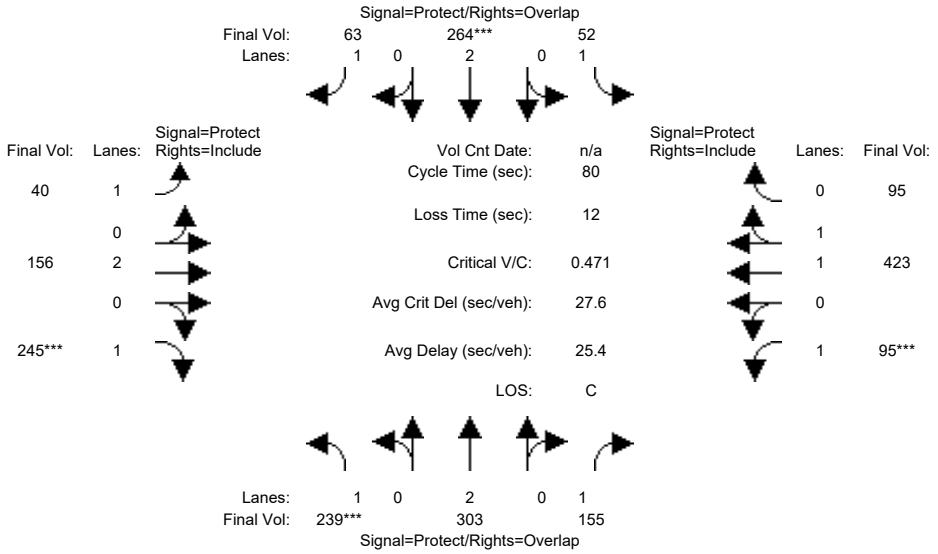
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 SAT

Intersection #10570: Monterey Street and Luchessa Avenue



Street Name:	Monterey Street						Luchessa Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	239	303	155	52	264	63	40	156	245	95	423	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	303	155	52	264	63	40	156	245	95	423	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	303	155	52	264	63	40	156	245	95	423	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	303	155	52	264	63	40	156	245	95	423	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	303	155	52	264	63	40	156	245	95	423	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	239	303	155	52	264	63	40	156	245	95	423	95
Saturation 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	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.62	0.38
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3021	678
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.09	0.03	0.07	0.04	0.02	0.04	0.14	0.05	0.14	0.14
Crit Moves:	****				****				****	****		
Green Time:	23.2	20.6	29.8	14.4	11.8	24.5	12.7	23.8	23.8	9.2	20.3	20.3
Volume/Cap:	0.47	0.31	0.24	0.16	0.47	0.12	0.14	0.14	0.47	0.47	0.55	0.55
Delay/Veh:	24.0	24.2	17.5	28.0	31.9	20.1	29.2	20.7	23.6	34.8	26.6	26.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	24.2	17.5	28.0	31.9	20.1	29.2	20.7	23.6	34.8	26.6	26.6
LOS by Move:	C	C	B	C	C	C+	C	C+	C	C-	C	C
HCM2kAvgQ:	6	3	3	1	4	1	1	1	6	3	6	6

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

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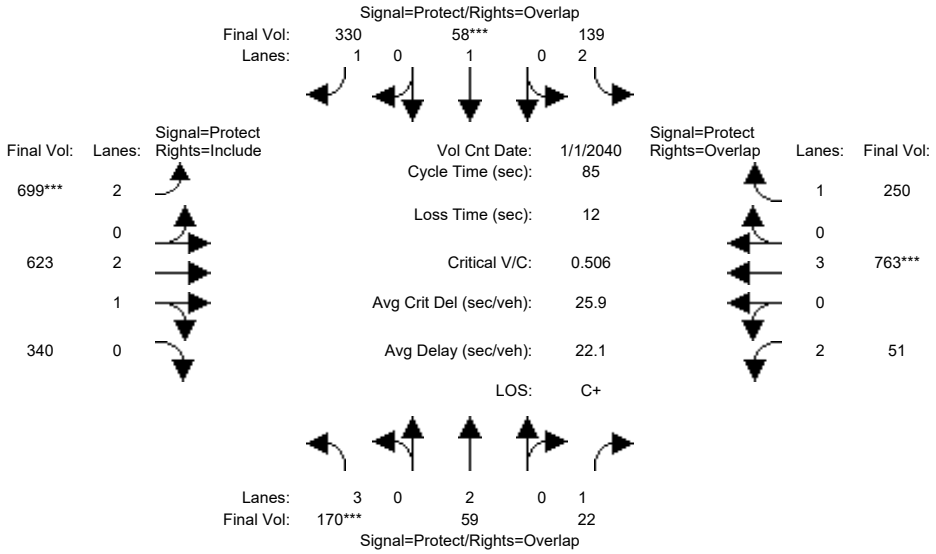
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 AM

Intersection #10715: Camino Arroyo and Pacheco Pass Highway



Street Name:	Camino Arroyo						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	170	59	22	139	58	330	699	623	340	51	763	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:	170	59	22	139	58	330	699	623	340	51	763	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:	170	59	22	139	58	330	699	623	340	51	763	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	59	22	139	58	330	699	623	340	51	763	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	59	22	139	58	330	699	623	340	51	763	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	59	22	139	58	330	699	623	340	51	763	250
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	1.00	0.92	0.83	0.94	0.92	0.83	0.93	0.92
Lanes:	3.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	4551	3800	1750	3150	1900	1750	3150	3587	1750	3150	5278	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.01	0.04	0.03	0.19	0.22	0.17	0.19	0.02	0.14	0.14
Crit Moves:	****				****		****				****	
Green Time:	7.0	10.0	26.7	7.0	10.0	43.9	33.9	39.3	39.3	16.7	22.1	29.1
Volume/Cap:	0.45	0.13	0.04	0.54	0.26	0.37	0.56	0.38	0.42	0.08	0.56	0.42
Delay/Veh:	38.1	33.7	20.3	39.6	34.7	12.5	20.3	14.9	15.4	28.0	27.7	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:	38.1	33.7	20.3	39.6	34.7	12.5	20.3	14.9	15.4	28.0	27.7	21.9
LOS by Move:	D+	C-	C+	D	C-	B	C+	B	B	C	C	C+
HCM2kAvgQ:	2	1	0	3	2	6	9	5	7	1	6	6

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

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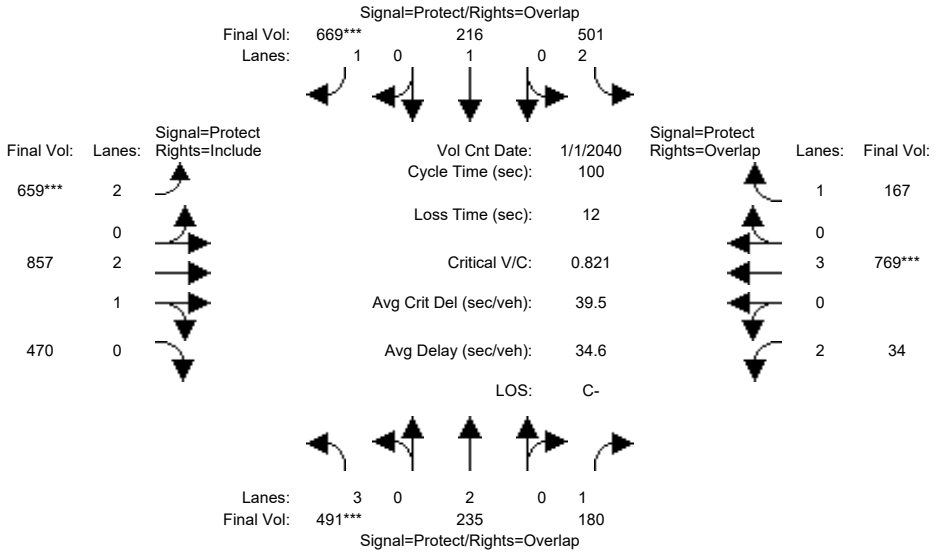
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 PM

Intersection #10715: Camino Arroyo and Pacheco Pass Highway



Street Name:	Camino Arroyo						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	491	235	180	501	216	669	659	857	470	34	769	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	491	235	180	501	216	669	659	857	470	34	769	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	491	235	180	501	216	669	659	857	470	34	769	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	491	235	180	501	216	669	659	857	470	34	769	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	491	235	180	501	216	669	659	857	470	34	769	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	491	235	180	501	216	669	659	857	470	34	769	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.92	0.83	1.00	0.78	0.70	0.94	0.92	0.83	0.93	0.92
Lanes:	3.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3868	3800	1750	3150	1900	1488	2677	3587	1750	3150	5278	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.06	0.10	0.16	0.11	0.45	0.25	0.24	0.27	0.01	0.15	0.10
Crit Moves:	****					****	****				****	
Green Time:	15.5	15.5	25.4	24.7	24.8	54.8	30.0	37.9	37.9	9.9	17.7	42.5
Volume/Cap:	0.82	0.40	0.40	0.64	0.46	0.82	0.82	0.63	0.71	0.11	0.82	0.22
Delay/Veh:	49.8	38.5	31.6	35.5	32.6	25.2	39.3	26.0	27.7	41.2	45.5	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	38.5	31.6	35.5	32.6	25.2	39.3	26.0	27.7	41.2	45.5	18.4
LOS by Move:	D	D+	C	D+	C-	C	D	C	C	D	D	B-
HCM2kAvgQ:	9	4	5	9	6	20	14	11	14	1	10	3

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

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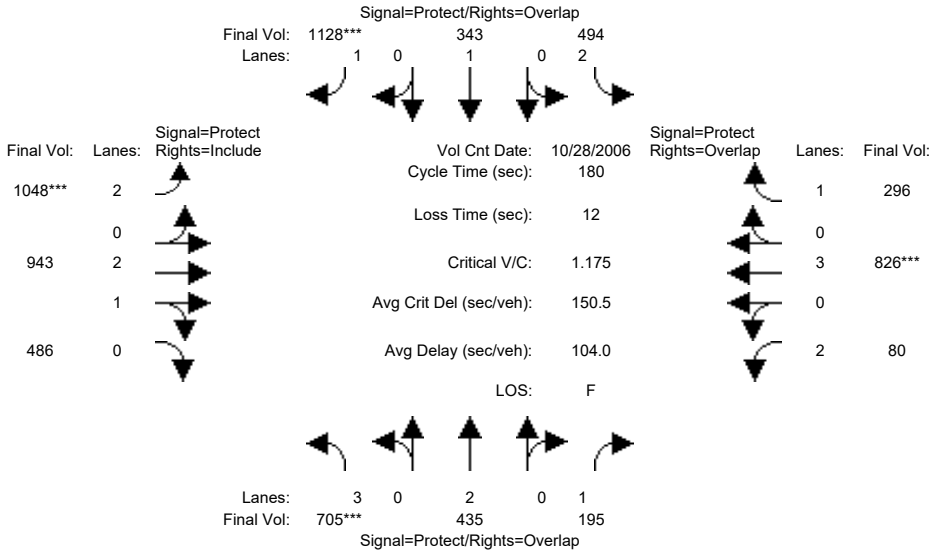
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 SAT

Intersection #10715: Camino Arroyo and Pacheco Pass Highway



Street Name:	Camino Arroyo						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2006 <<												
Base Vol:	705	435	195	494	343	1128	1048	943	486	80	826	296
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	705	435	195	494	343	1128	1048	943	486	80	826	296
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	705	435	195	494	343	1128	1048	943	486	80	826	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	705	435	195	494	343	1128	1048	943	486	80	826	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	705	435	195	494	343	1128	1048	943	486	80	826	296
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	705	435	195	494	343	1128	1048	943	486	80	826	296
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.68	1.00	0.92	0.83	1.00	0.78	0.70	0.94	0.92	0.83	0.93	0.92
Lanes:	3.00	2.00	1.00	2.00	1.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	3868	3800	1750	3150	1900	1488	2677	3587	1750	3150	5278	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.11	0.11	0.16	0.18	0.76	0.39	0.26	0.28	0.03	0.16	0.17
Crit Moves:	****					****	****				****	
Green Time:	27.9	35.5	45.8	48.6	56.2	116.1	59.9	73.6	73.6	10.3	24.0	72.6
Volume/Cap:	1.18	0.58	0.44	0.58	0.58	1.18	1.18	0.64	0.68	0.44	1.18	0.42
Delay/Veh:	171.6	66.7	57.0	57.9	53.4	121.9	150.7	43.3	44.5	83.8	171	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:	171.6	66.7	57.0	57.9	53.4	121.9	150.7	43.3	44.5	83.8	171	39.0
LOS by Move:	F	E	E+	E+	D-	F	F	D	D	F	F	D+
HCM2kAvgQ:	24	11	10	14	16	89	48	21	24	3	23	12

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

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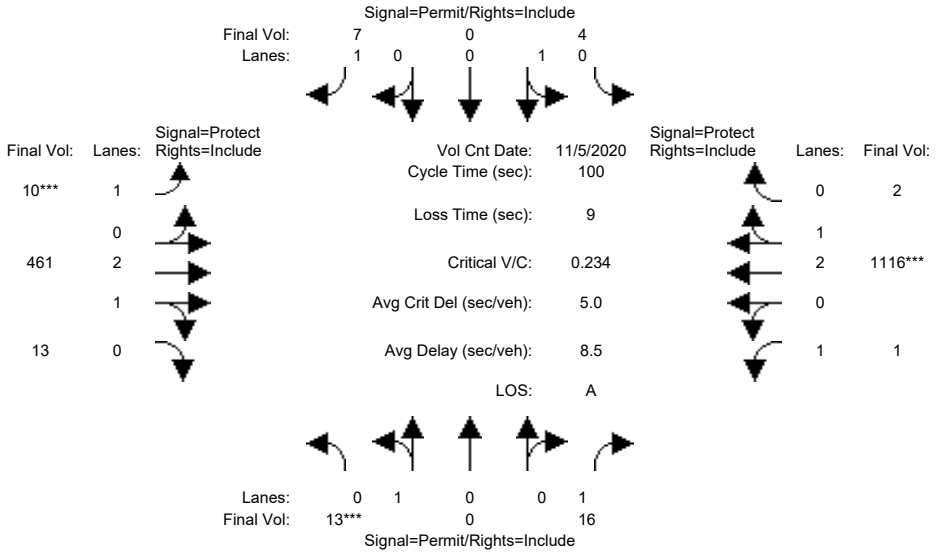
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 AM

Intersection #50822: Gilroy Foods Dwy and Pacheco Pass Hwy



Street Name:	Gilroy Foods Dwy						Pacheco Pass Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	13	0	16	4	0	7	10	461	13	1	1116	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:	13	0	16	4	0	7	10	461	13	1	1116	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:	13	0	16	4	0	7	10	461	13	1	1116	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:	13	0	16	4	0	7	10	461	13	1	1116	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	16	4	0	7	10	461	13	1	1116	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:	13	0	16	4	0	7	10	461	13	1	1116	2
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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.91	0.09	1.00	2.99	0.01
Final Sat.:	1800	0	1750	1800	0	1750	1750	5446	154	1750	5590	10
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.00	0.01	0.08	0.08	0.00	0.20	0.20
Crit Moves:	****						****				****	
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	7.0	47.6	47.6	33.4	74.0	74.0
Volume/Cap:	0.07	0.00	0.09	0.02	0.00	0.04	0.08	0.18	0.18	0.00	0.27	0.27
Delay/Veh:	41.0	0.0	41.1	40.6	0.0	40.8	43.8	15.0	15.0	22.2	4.3	4.3
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:	41.0	0.0	41.1	40.6	0.0	40.8	43.8	15.0	15.0	22.2	4.3	4.3
LOS by Move:	D	A	D	D	A	D	D	B	B	C+	A	A
HCM2kAvgQ:	0	0	1	0	0	0	0	3	3	0	4	4

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

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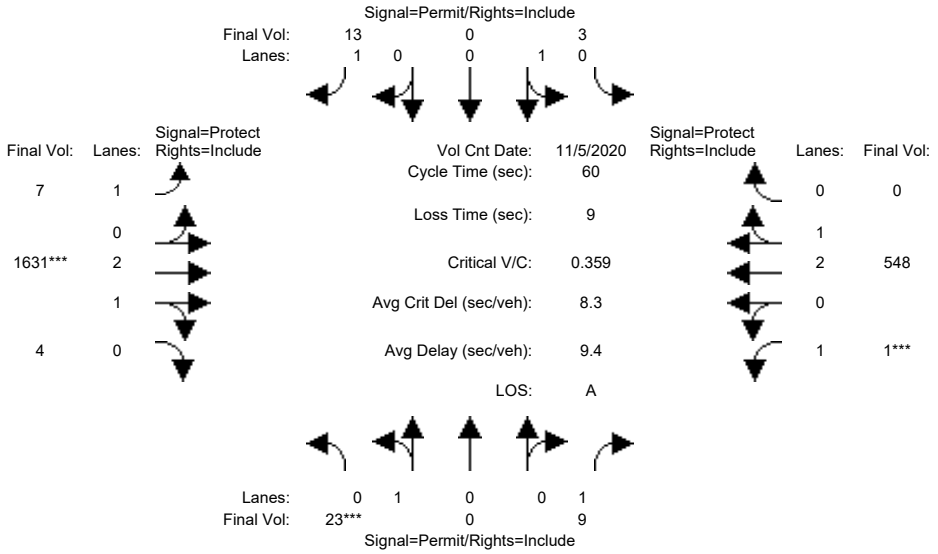
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 PM

Intersection #50822: Gilroy Foods Dwy and Pacheco Pass Hwy



Street Name:	Gilroy Foods Dwy						Pacheco Pass Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	23	0	9	3	0	13	7	1631	4	1	548	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	0	9	3	0	13	7	1631	4	1	548	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	0	9	3	0	13	7	1631	4	1	548	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	0	9	3	0	13	7	1631	4	1	548	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	0	9	3	0	13	7	1631	4	1	548	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:	23	0	9	3	0	13	7	1631	4	1	548	0
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	0.98	0.95	0.92	0.98	0.92
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.99	0.01	1.00	3.00	0.00
Final Sat.:	1800	0	1750	1800	0	1750	1750	5586	14	1750	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.00	0.00	0.01	0.00	0.29	0.29	0.00	0.10	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	10.0	10.0	0.0	10.0	16.9	34.0	34.0	7.0	24.1	0.0
Volume/Cap:	0.08	0.00	0.03	0.01	0.00	0.04	0.01	0.52	0.52	0.00	0.24	0.00
Delay/Veh:	21.2	0.0	21.0	20.9	0.0	21.1	15.6	8.1	8.1	23.4	11.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	0.0	21.0	20.9	0.0	21.1	15.6	8.1	8.1	23.4	11.9	0.0
LOS by Move:	C+	A	C+	C+	A	C+	B	A	A	C	B+	A
HCM2kAvgQ:	0	0	0	0	0	0	0	7	7	0	2	0

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

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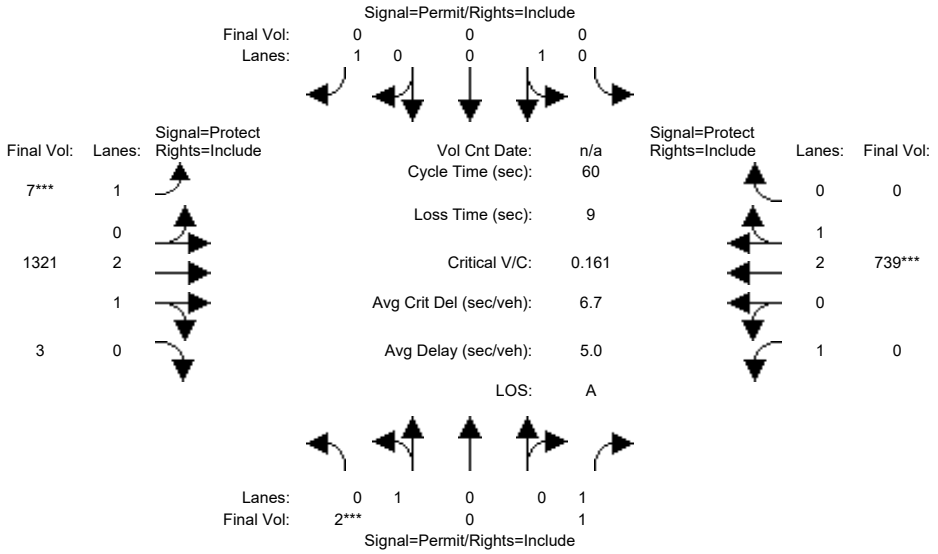
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 SAT

Intersection #50822: Gilroy Foods Dwy and Pacheco Pass Hwy



Street Name:	Gilroy Foods Dwy						Pacheco Pass Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	0	1	0	0	0	7	1321	3	0	739	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	1	0	0	0	7	1321	3	0	739	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	0	1	0	0	0	7	1321	3	0	739	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	1	0	0	0	7	1321	3	0	739	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	1	0	0	0	7	1321	3	0	739	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:	2	0	1	0	0	0	7	1321	3	0	739	0
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	0.98	0.95	0.92	0.98	0.92
Lanes:	1.00	0.00	1.00	0.00	1.00	1.00	1.00	2.99	0.01	1.00	3.00	0.00
Final Sat.:	1800	0	1750	0	1800	1750	1750	5587	13	1750	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.24	0.00	0.13	0.00
Crit Moves:	****						****				****	
Green Time:	10.0	0.0	10.0	0.0	0.0	0.0	7.0	41.0	41.0	0.0	34.0	0.0
Volume/Cap:	0.01	0.00	0.00	0.00	0.00	0.00	0.03	0.35	0.35	0.00	0.23	0.00
Delay/Veh:	20.9	0.0	20.8	0.0	0.0	0.0	23.6	4.0	4.0	0.0	6.5	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:	20.9	0.0	20.8	0.0	0.0	0.0	23.6	4.0	4.0	0.0	6.5	0.0
LOS by Move:	C+	A	C+	A	A	A	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	0	0	0	0	4	4	0	2	0

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

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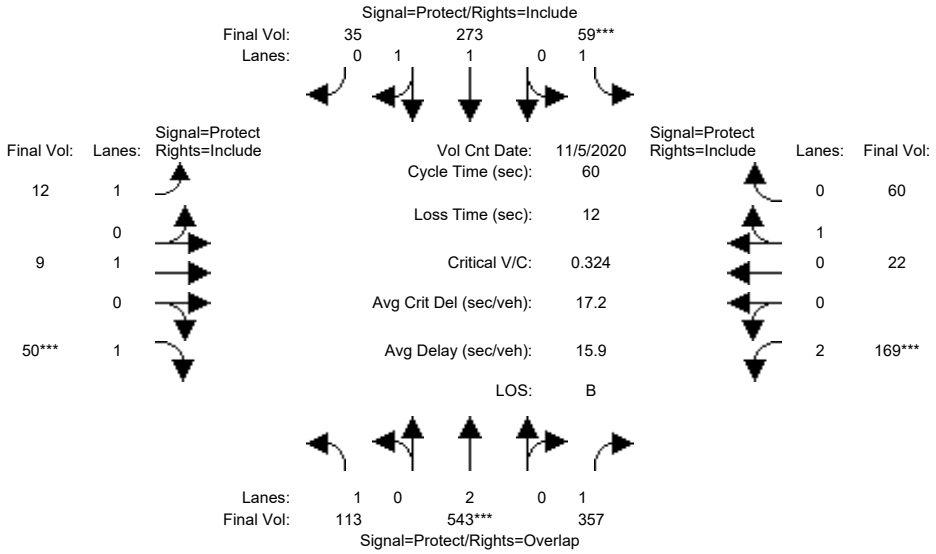
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 AM

Intersection #50855: Camino Arroyo and Renz Ln



Street Name:	Camino Arroyo						Renz Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	113	543	357	59	273	35	12	9	50	169	22	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:	113	543	357	59	273	35	12	9	50	169	22	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:	113	543	357	59	273	35	12	9	50	169	22	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:	113	543	357	59	273	35	12	9	50	169	22	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	543	357	59	273	35	12	9	50	169	22	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:	113	543	357	59	273	35	12	9	50	169	22	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	0.98	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	1.00	1.00	1.00	2.00	0.27	0.73
Final Sat.:	1750	3800	1750	1750	3279	420	1750	1900	1750	3150	483	1317
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.20	0.03	0.08	0.08	0.01	0.00	0.03	0.05	0.05	0.05
Crit Moves:		****		****					****	****		
Green Time:	12.2	22.5	31.0	7.0	17.4	17.4	7.6	10.0	10.0	8.5	10.9	10.9
Volume/Cap:	0.32	0.38	0.39	0.29	0.29	0.29	0.05	0.03	0.17	0.38	0.25	0.25
Delay/Veh:	20.9	13.8	9.1	25.0	16.7	16.7	23.1	21.0	21.7	23.9	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:	20.9	13.8	9.1	25.0	16.7	16.7	23.1	21.0	21.7	23.9	21.5	21.5
LOS by Move:	C+	B	A	C	B	B	C	C+	C+	C	C+	C+
HCM2kAvgQ:	2	4	5	1	2	2	0	0	1	2	2	2

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

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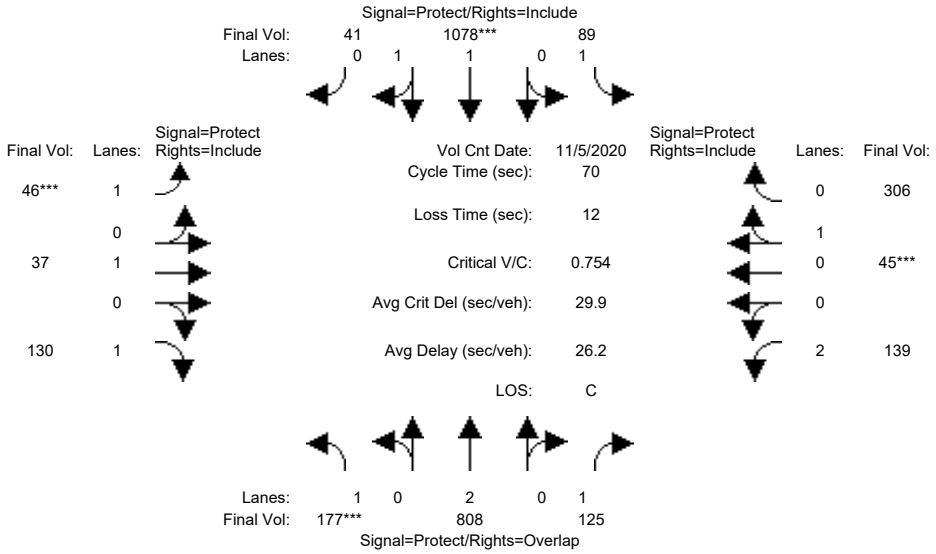
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 PM

Intersection #50855: Camino Arroyo and Renz Ln



Street Name:	Camino Arroyo						Renz Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Nov 2020 <<												
Base Vol:	177	808	125	89	1078	41	46	37	130	139	45	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	808	125	89	1078	41	46	37	130	139	45	306
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	808	125	89	1078	41	46	37	130	139	45	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	808	125	89	1078	41	46	37	130	139	45	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	808	125	89	1078	41	46	37	130	139	45	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	808	125	89	1078	41	46	37	130	139	45	306
Saturation 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	0.97	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.92	0.08	1.00	1.00	1.00	2.00	0.13	0.87
Final Sat.:	1750	3800	1750	1750	3564	136	1750	1900	1750	3150	231	1569
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.07	0.05	0.30	0.30	0.03	0.02	0.07	0.04	0.20	0.20
Crit Moves:	****				****		****				****	
Green Time:	8.6	23.4	33.1	11.0	25.8	25.8	7.0	13.9	13.9	9.7	16.6	16.6
Volume/Cap:	0.82	0.64	0.15	0.32	0.82	0.82	0.26	0.10	0.37	0.32	0.82	0.82
Delay/Veh:	51.6	20.8	10.6	26.9	24.2	24.2	29.9	23.0	25.0	27.6	37.3	37.3
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:	51.6	20.8	10.6	26.9	24.2	24.2	29.9	23.0	25.0	27.6	37.3	37.3
LOS by Move:	D-	C+	B+	C	C	C	C	C	C	C	D+	D+
HCM2kAvgQ:	7	8	2	2	14	14	1	1	3	2	10	10

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

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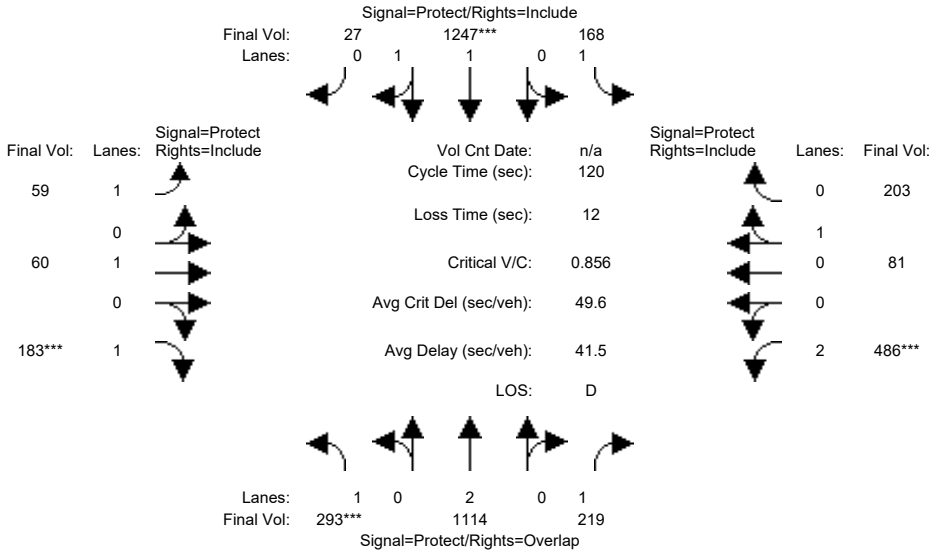
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 SAT

Intersection #50855: Camino Arroyo and Renz Ln



Street Name:	Camino Arroyo						Renz Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	293	1114	219	168	1247	27	59	60	183	486	81	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:	293	1114	219	168	1247	27	59	60	183	486	81	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:	293	1114	219	168	1247	27	59	60	183	486	81	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:	293	1114	219	168	1247	27	59	60	183	486	81	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	1114	219	168	1247	27	59	60	183	486	81	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:	293	1114	219	168	1247	27	59	60	183	486	81	203
Saturation 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	0.97	0.95	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	2.00	1.00	1.00	1.96	0.04	1.00	1.00	1.00	2.00	0.29	0.71
Final Sat.:	1750	3800	1750	1750	3622	78	1750	1900	1750	3150	513	1287
Capacity Analysis Module:												
Vol/Sat:	0.17	0.29	0.13	0.10	0.34	0.34	0.03	0.03	0.10	0.15	0.16	0.16
Crit Moves:	****				****				****	****		
Green Time:	23.5	54.0	75.7	17.7	48.3	48.3	9.8	14.7	14.7	21.6	26.5	26.5
Volume/Cap:	0.86	0.65	0.20	0.65	0.86	0.86	0.41	0.26	0.86	0.86	0.71	0.71
Delay/Veh:	65.3	26.6	9.5	54.0	37.8	37.8	54.3	48.3	78.8	59.9	49.3	49.3
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:	65.3	26.6	9.5	54.0	37.8	37.8	54.3	48.3	78.8	59.9	49.3	49.3
LOS by Move:	E	C	A	D-	D+	D+	D-	D	E-	E+	D	D
HCM2kAvgQ:	14	16	4	7	24	24	3	2	10	13	11	11

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

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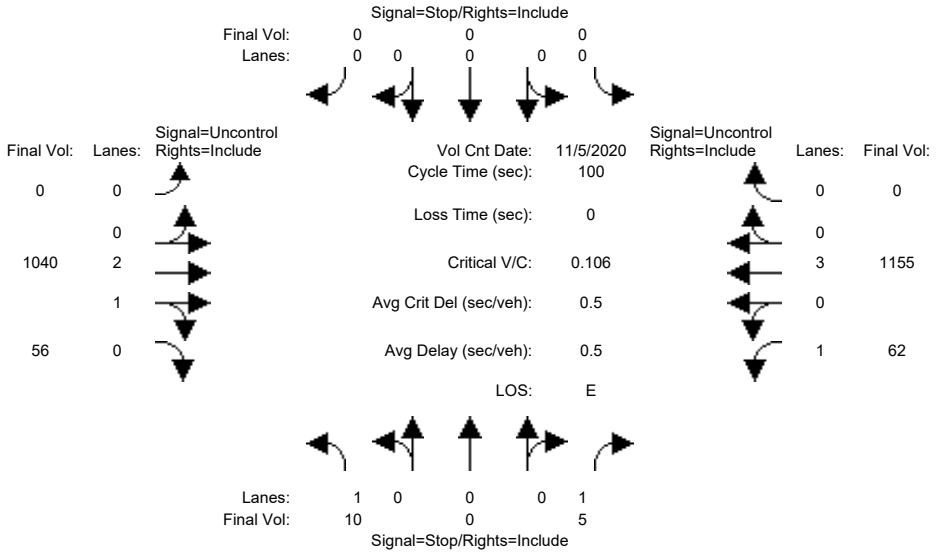
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 GP Proj Alt 1 AM

Intersection #50935: Silacci Way and Pacheco Pass Hwy




```
Street Name:            Silacci Way                    Pacheco Pass Hwy
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: 5 Nov 2020 <<
Base Vol:      10    0     5     0    0     0     0 1040    56    62 1155     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:   10    0     5     0    0     0     0 1040    56    62 1155     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:   10    0     5     0    0     0     0 1040    56    62 1155     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:    10    0     5     0    0     0     0 1040    56    62 1155     0
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:   10    0     5     0    0     0     0 1040    56    62 1155     0
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  6.8 xxxx   6.9 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5 xxxx   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: 1577 xxxx   375  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1096 xxxx xxxxx
Potent Cap.:  102 xxxx   629  xxxx xxxx xxxxx  xxxx xxxx xxxxx   644 xxxx xxxxx
Move Cap.:     95 xxxx   629  xxxx xxxx xxxxx  xxxx xxxx xxxxx   644 xxxx xxxxx
Volume/Cap:  0.11 xxxx  0.01  xxxx xxxx  xxxx  xxxx xxxx  xxxx  0.10 xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.3 xxxx   0.0  xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx
Control Del: 47.4 xxxx  10.8 xxxxx xxxx xxxxx xxxxx xxxx xxxxx  11.2 xxxx xxxxx
LOS by Move:    E    *     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:      35.2           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         E              *                *                *
Note: Queue reported is the number of cars per lane.
```

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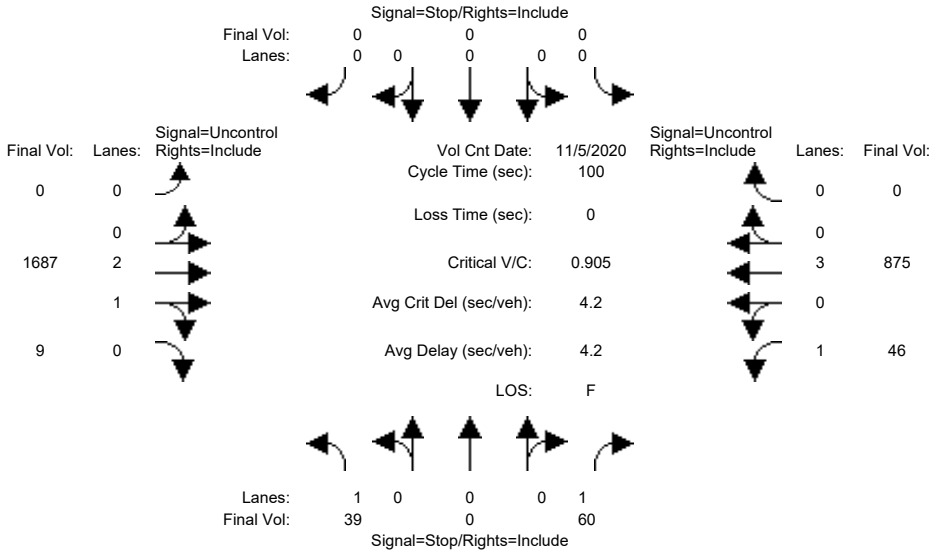
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 GP Proj Alt 1 PM

Intersection #50935: Silacci Way and Pacheco Pass Hwy



Street Name:	Silacci Way						Pacheco Pass Hwy					
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: 5 Nov 2020 <<												
Base Vol:	39	0	60	0	0	0	0	1687	9	46	875	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:	39	0	60	0	0	0	0	1687	9	46	875	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:	39	0	60	0	0	0	0	1687	9	46	875	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:	39	0	60	0	0	0	0	1687	9	46	875	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	39	0	60	0	0	0	0	1687	9	46	875	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	2075	xxxx	567	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1696	xxxx	xxxxx
Potent Cap.:	48	xxxx	472	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	381	xxxx	xxxxx
Move Cap.:	43	xxxx	472	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	381	xxxx	xxxxx
Volume/Cap:	0.90	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.12	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	3.6	xxxx	0.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	252.7	xxxx	13.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.7	xxxx	xxxxx
LOS by Move:	F	*	B	*	*	*	*	*	*	C	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	107.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	F			*			*			*		

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

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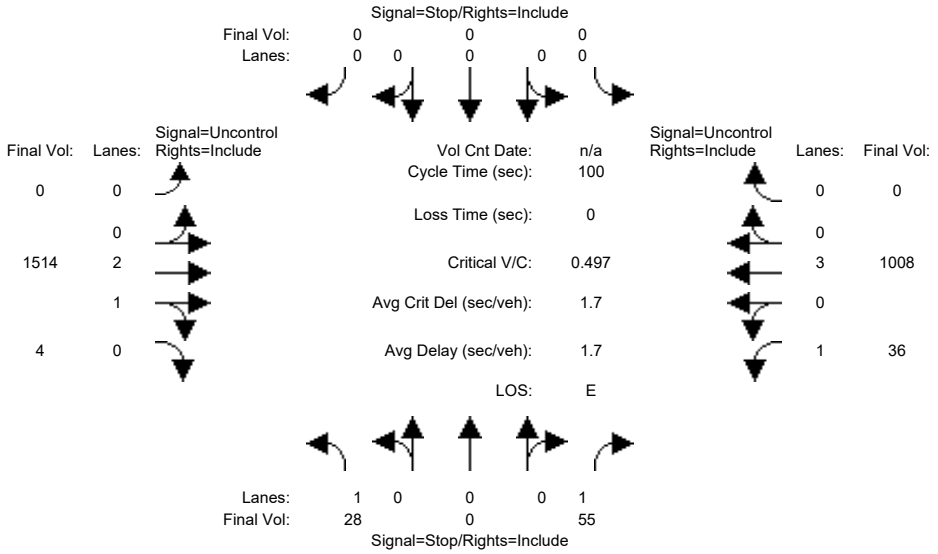
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 GP Proj Alt 1 SAT

Intersection #50935: Silacci Way and Pacheco Pass Hwy



Street Name:	Silacci Way						Pacheco Pass Hwy					
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:	28	0	55	0	0	0	0	1514	4	36	1008	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:	28	0	55	0	0	0	0	1514	4	36	1008	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:	28	0	55	0	0	0	0	1514	4	36	1008	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:	28	0	55	0	0	0	0	1514	4	36	1008	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	28	0	55	0	0	0	0	1514	4	36	1008	0
Critical Gap Module:												
Critical Gp:	6.8	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1924	xxxx	507	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1518	xxxx	xxxxx
Potent Cap.:	60	xxxx	516	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	446	xxxx	xxxxx
Move Cap.:	56	xxxx	516	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	446	xxxx	xxxxx
Volume/Cap:	0.50	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	1.9	xxxx	0.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx
Control Del:	120.3	xxxx	12.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.8	xxxx	xxxxx
LOS by Move:	F	*	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:		49.1			xxxxxx			xxxxxx			xxxxxx	
ApproachLOS:		E			*			*			*	

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

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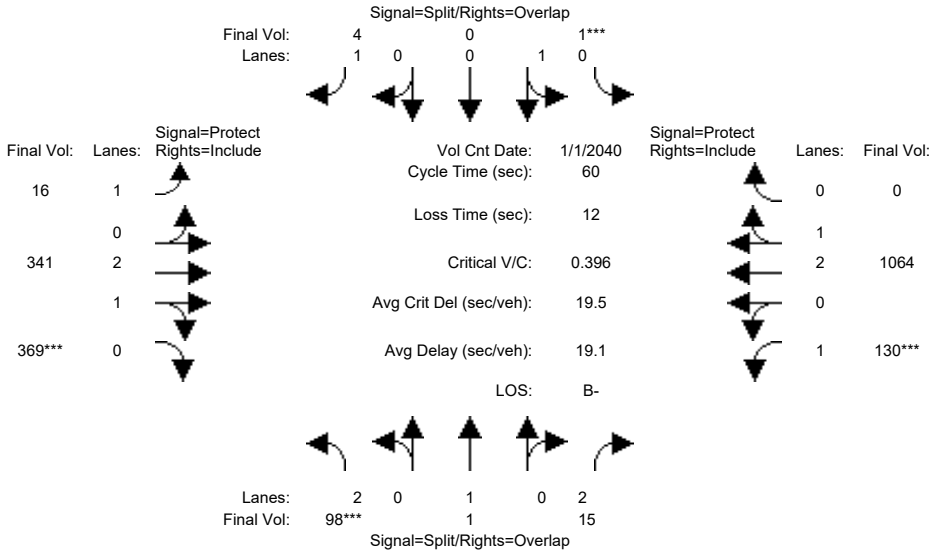
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 AM

Intersection #52068: Cameron Boulevard and Pacheco Pass Highway



Street Name:	Cameron Boulevard						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	98	1	15	1	0	4	16	341	369	130	1064	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:	98	1	15	1	0	4	16	341	369	130	1064	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:	98	1	15	1	0	4	16	341	369	130	1064	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:	98	1	15	1	0	4	16	341	369	130	1064	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1	15	1	0	4	16	341	369	130	1064	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:	98	1	15	1	0	4	16	341	369	130	1064	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.95	0.95	0.92	0.92	1.00	0.92	0.92	0.98	0.92
Lanes:	2.00	1.00	2.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	3.00	0.00
Final Sat.:	3150	1900	3150	1800	0	1750	1750	3800	1750	1750	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.01	0.09	0.21	0.07	0.19	0.00
Crit Moves:	****			****					****	****		
Green Time:	10.0	10.0	17.3	10.0	0.0	20.7	10.7	20.7	20.7	7.3	17.3	0.0
Volume/Cap:	0.19	0.00	0.02	0.00	0.00	0.01	0.05	0.26	0.61	0.61	0.66	0.00
Delay/Veh:	21.7	20.8	15.3	20.8	0.0	12.9	20.5	14.2	17.3	30.1	19.7	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:	21.7	20.8	15.3	20.8	0.0	12.9	20.5	14.2	17.3	30.1	19.7	0.0
LOS by Move:	C+	C+	B	C+	A	B	C+	B	B	C	B-	A
HCM2kAvgQ:	1	0	0	0	0	0	0	2	7	4	7	0

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

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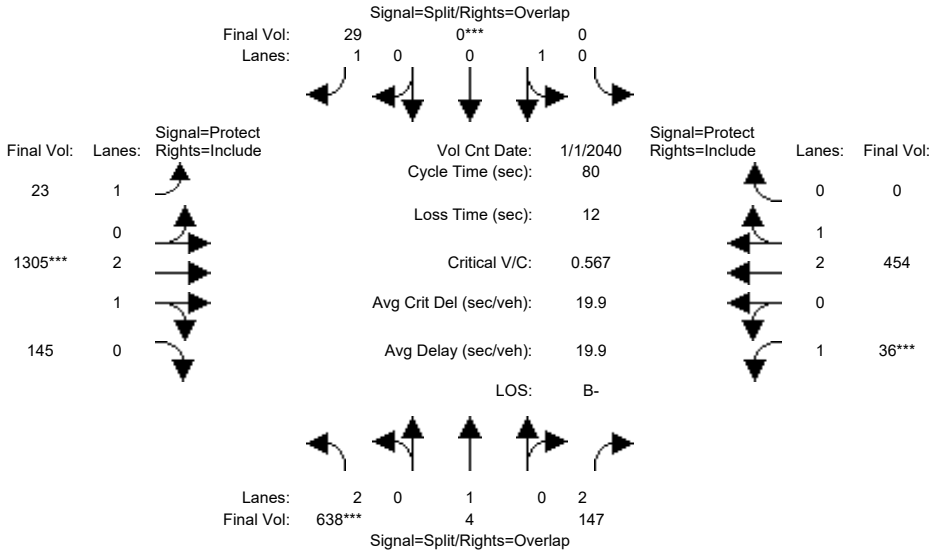
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 PM

Intersection #52068: Cameron Boulevard and Pacheco Pass Highway



Street Name:	Cameron Boulevard						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Jan 2040 <<												
Base Vol:	638	4	147	0	0	29	23	1305	145	36	454	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:	638	4	147	0	0	29	23	1305	145	36	454	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:	638	4	147	0	0	29	23	1305	145	36	454	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:	638	4	147	0	0	29	23	1305	145	36	454	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	638	4	147	0	0	29	23	1305	145	36	454	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:	638	4	147	0	0	29	23	1305	145	36	454	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.95	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.92
Lanes:	2.00	1.00	2.00	0.00	1.00	1.00	1.00	2.69	0.31	1.00	3.00	0.00
Final Sat.:	3150	1900	3150	0	1800	1750	1750	5039	560	1750	5600	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.05	0.00	0.00	0.02	0.01	0.26	0.26	0.02	0.08	0.00
Crit Moves:	****				****			****			****	
Green Time:	26.8	26.8	33.8	0.0	0.0	17.0	17.0	34.2	34.2	7.0	24.3	0.0
Volume/Cap:	0.61	0.01	0.11	0.00	0.00	0.08	0.06	0.61	0.61	0.24	0.27	0.00
Delay/Veh:	23.2	17.7	14.0	0.0	0.0	25.3	25.2	18.1	18.1	34.8	21.2	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:	23.2	17.7	14.0	0.0	0.0	25.3	25.2	18.1	18.1	34.8	21.2	0.0
LOS by Move:	C	B	B	A	A	C	C	B-	B-	C-	C+	A
HCM2kAvgQ:	9	0	1	0	0	1	1	10	10	1	3	0

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

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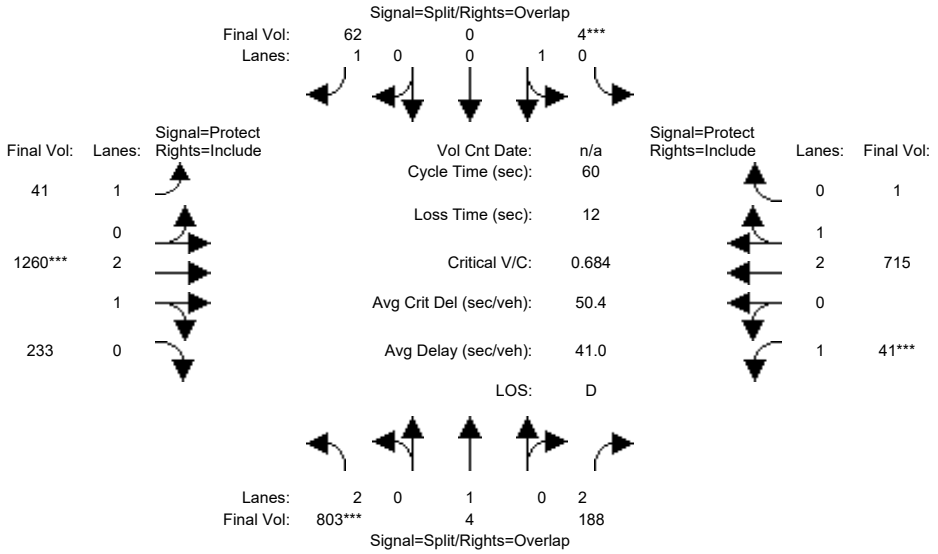
Gilroy 2040 General Plan

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 GP Proj Alt 1 SAT

Intersection #52068: Cameron Boulevard and Pacheco Pass Highway



Street Name:	Cameron Boulevard						Pacheco Pass Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	803	4	188	4	0	62	41	1260	233	41	715	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	803	4	188	4	0	62	41	1260	233	41	715	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	803	4	188	4	0	62	41	1260	233	41	715	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	803	4	188	4	0	62	41	1260	233	41	715	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	803	4	188	4	0	62	41	1260	233	41	715	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	803	4	188	4	0	62	41	1260	233	41	715	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.95	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	1.00	2.00	1.00	0.00	1.00	1.00	2.51	0.49	1.00	2.99	0.01
Final Sat.:	3150	1900	3150	1800	0	1750	1750	4725	874	1750	5592	8
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.06	0.00	0.00	0.04	0.02	0.27	0.27	0.02	0.13	0.13
Crit Moves:	****			****				****		****		
Green Time:	15.2	15.2	22.2	10.0	0.0	19.4	9.4	15.8	15.8	7.0	13.4	13.4
Volume/Cap:	1.01	0.01	0.16	0.01	0.00	0.11	0.15	1.01	1.01	0.20	0.57	0.57
Delay/Veh:	56.7	16.8	12.8	20.9	0.0	14.3	22.1	47.8	47.8	24.5	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	16.8	12.8	20.9	0.0	14.3	22.1	47.8	47.8	24.5	21.3	21.3
LOS by Move:	E+	B	B	C+	A	B	C+	D	D	C	C+	C+
HCM2kAvgQ:	16	0	1	0	0	1	1	17	17	1	5	5

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

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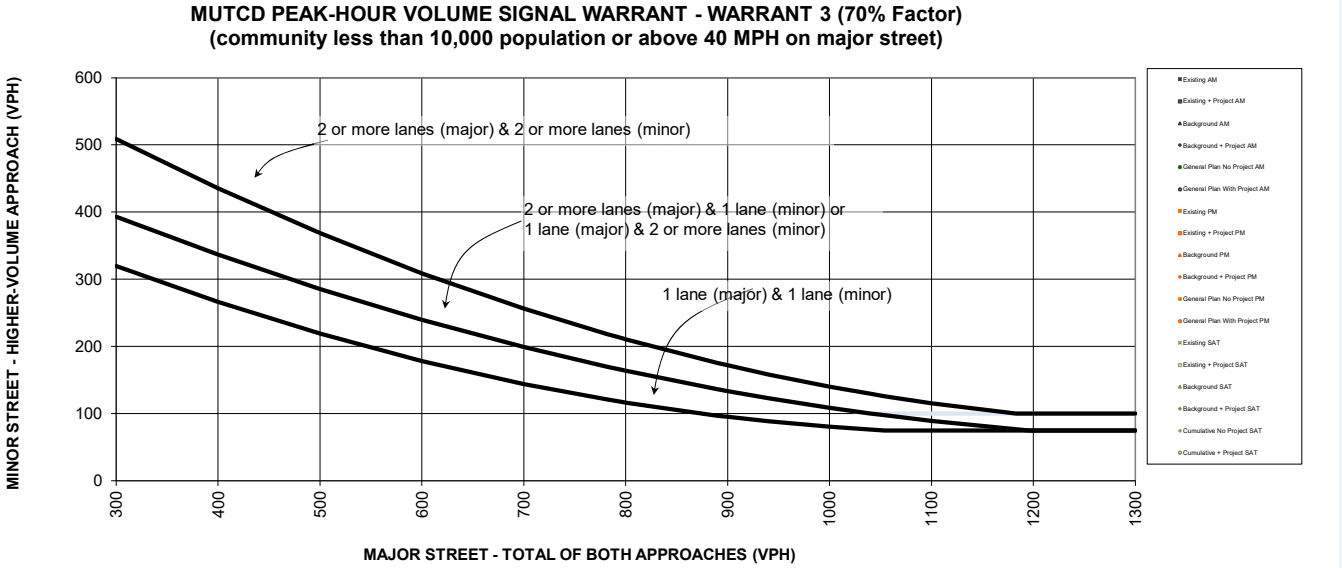
Appendix F
Signal Warrant Analysis

Camino Arroyo/152 Delivery Station

6 . Holsclaw Road & Pacheco Pass Highway (SR 152)



Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

AM Peak Hour

		Approach Lanes: One	Approach Lanes: 2 or More	Existing AM	Existing + Project AM	Existing + Project Alt AM	Background AM	Background + Project AM	Background + Project Alt AM	General Plan No Project AM	General Plan With Project AM	General Plan With Project AM
Major Street - Both Approaches	Pacheco Pass Highway (SR 152)	X		1374	1407	1407	1516	1549	1549	1731	1744	1744
Minor Street - Highest Approach	Holsclaw Road	X		11	11	11	11	11	11	11	11	11
Maximum warrant threshold for minor street volume				75	75	75	75	75	75	75	75	75
Difference between warrant threshold & minor street volume				64	64	64	64	64	64	64	64	64
		Warrant Met?		No	No	No	No	No	No	No	No	No

PM Peak Hour

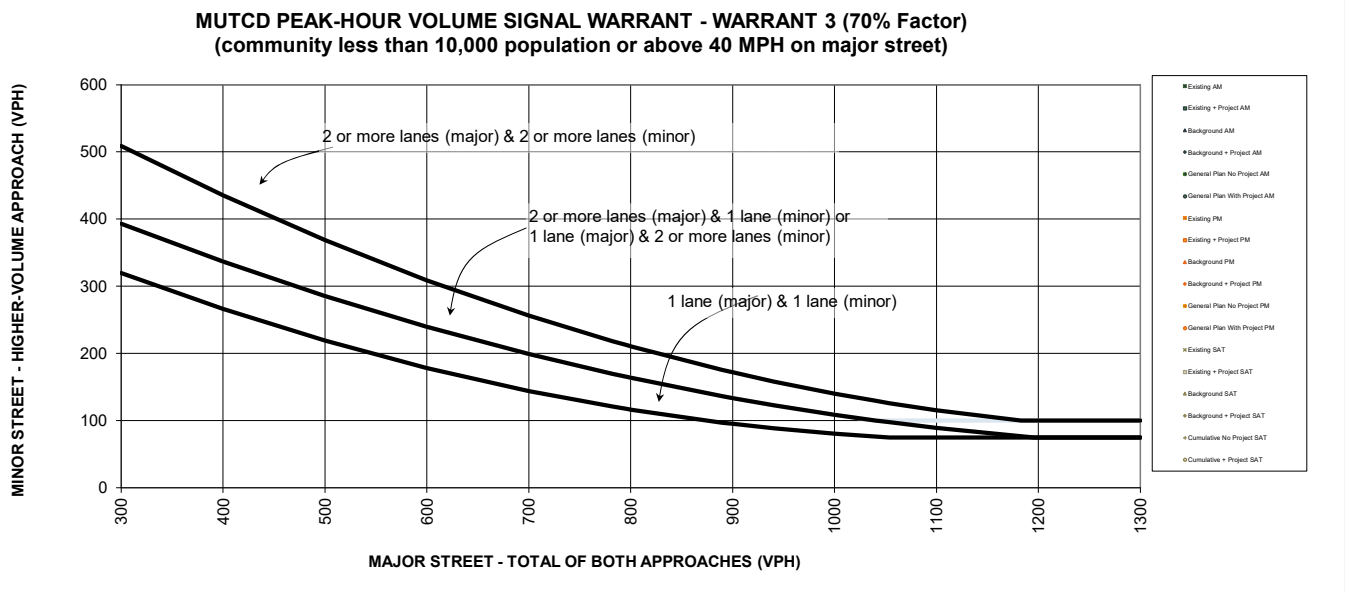
		Approach Lanes: One	Approach Lanes: 2 or More	Existing PM	Existing + Project PM	Existing + Project Alt PM	Background PM	Background + Project PM	Background + Project Alt PM	General Plan No Project PM	General Plan With Project PM	General Plan With Project PM
Major Street - Both Approaches	Pacheco Pass Highway (SR 152)	X		1464	1495	1495	1694	1725	1725	1957	1944	1944
Minor Street - Highest Approach	Holsclaw Road	X		24	24	24	24	24	24	25	25	25
Maximum warrant threshold for minor street volume				75	75	75	75	75	75	75	75	75
Difference between warrant threshold & minor street volume				51	51	51	51	51	51	50	50	50
		Warrant Met?		No	No	No	No	No	No	No	No	No

SAT Peak Hour

		Approach Lanes: One	Approach Lanes: 2 or More	Existing SAT	Existing + Project SAT	Existing + Project Alt SAT	Background SAT	Background + Project SAT	Background + Project Alt SAT	General Plan No Project SAT	General Plan With Project SAT	General Plan With Project SAT
Major Street - Both Approaches	Pacheco Pass Highway (SR 152)	X		1920	1929	1929	2033	2042	2042	2512	2486	2486
Minor Street - Highest Approach	Holsclaw Road	X		12	12	12	12	12	12	13	13	13
Maximum warrant threshold for minor street volume				75	75	75	75	75	75	75	75	75
Difference between warrant threshold & minor street volume				63	63	63	63	63	63	62	62	62
		Warrant Met?		No	No	No	No	No	No	No	No	No

Camino Arroyo/152 Delivery Station

16 . Silacci Way & Pacheco Pass Highway (SR 152)



Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

AM Peak Hour

		Approach Lanes: One	Approach Lanes: 2 or More	Existing AM	Existing + Project AM	Existing + Project Alt AM	Background AM	Background + Project AM	Background + Project Alt AM	General Plan No Project AM	General Plan With Project AM	General Plan With Project AM
Major Street - Both Approaches	Pacheco Pass Highway (SR 152)		X	1398	1433	1578	2087	2122	2267	2293	2313	2455
Minor Street - Highest Approach	Silacci Way	X		8	8	8	8	8	8	14	15	15
Maximum warrant threshold for minor street volume				75	75	75	75	75	75	75	75	75
Difference between warrant threshold & minor street volume				67	67	67	67	67	67	61	60	60
		Warrant Met?		No	No	No	No	No	No	No	No	No

PM Peak Hour

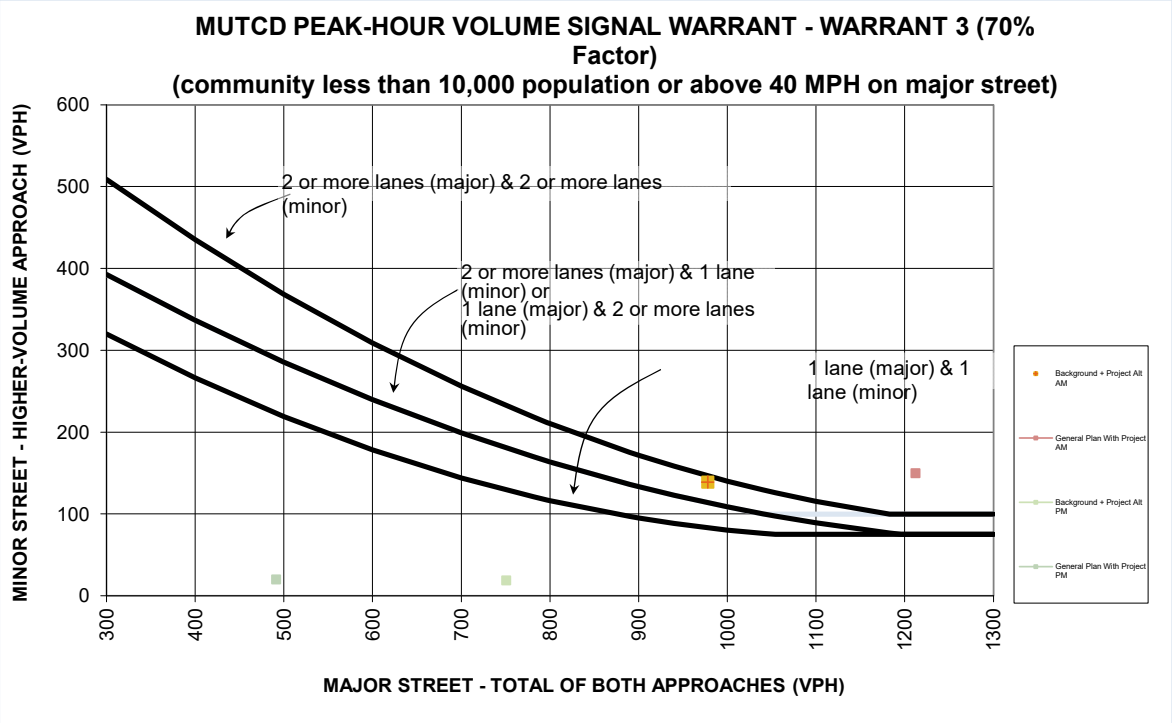
		Approach Lanes: One	Approach Lanes: 2 or More	Existing PM	Existing + Project PM	Existing + Project Alt PM	Background PM	Background + Project PM	Background + Project Alt PM	General Plan No Project PM	General Plan With Project PM	General Plan With Project PM
Major Street - Both Approaches	Pacheco Pass Highway (SR 152)		X	1935	2075	2131	3090	3230	3286	2555	2617	2660
Minor Street - Highest Approach	Silacci Way	X		25	25	25	25	25	25	100	99	99
Maximum warrant threshold for minor street volume				75	75	75	75	75	75	75	75	75
Difference between warrant threshold & minor street volume				50	50	50	50	50	50	25	24	24
		Warrant Met?		No	No	No	No	No	No	Yes	Yes	Yes

SAT Peak Hour

		Approach Lanes: One	Approach Lanes: 2 or More	Existing SAT	Existing + Project SAT	Existing + Project Alt SAT	Background SAT	Background + Project SAT	Background + Project Alt SAT	General Plan No Project SAT	General Plan With Project SAT	General Plan With Project SAT
Major Street - Both Approaches	Pacheco Pass Highway (SR 152)		X	1939	2045	2045	2274	2380	2380	2556	2562	2562
Minor Street - Highest Approach	Silacci Way	X		10	10	10	10	10	10	85	83	83
Maximum warrant threshold for minor street volume				75	75	75	75	75	75	75	75	75
Difference between warrant threshold & minor street volume				65	65	65	65	65	65	10	8	8
		Warrant Met?		No	No	No	No	No	No	Yes	Yes	Yes

Camino Arroyo/152 Delivery Station

19 . Project Driveway D & Pacheco Pass Highway (SR 152)



Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		AM Peak Hour	
		One	2 or More	Background + Project Alt AM	General Plan With Project AM
Major Street - Both Approaches	Pacheco Pass Highway (SR 152)		X	978	1212
Minor Street - Highest Approach	Project Driveway D	X		139	150
Maximum warrant threshold for minor street volume				114	75
Difference between warrant threshold & minor street volume				25	75
		Warrant Met?		Yes	Yes

		Approach Lanes		PM Peak Hour	
		One	2 or More	Background + Project Alt PM	General Plan With Project PM
Major Street - Both Approaches	Pacheco Pass Highway (SR 152)		X	751	491
Minor Street - Highest Approach	Project Driveway D	X		19	20
Maximum warrant threshold for minor street volume				180	290
Difference between warrant threshold & minor street volume				161	270
		Warrant Met?		No	No

Appendix G
Poisson Probability Queue Calculations

1. Arroyo Circle/Leavesley Rd
NBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.4
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0880	0.0880	0
0.2139	0.3018	1
0.2599	0.5617	2
0.2106	0.7723	3
0.1279	0.9003	4
0.0622	0.9625	5
0.0252	0.9877	6
0.0087	0.9964	7
0.0027	0.9991	8
0.0007	0.9998	9
0.0002	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Arroyo Circle/Leavesley Rd
NBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 2.5
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0832	0.0832	0
0.2069	0.2902	1
0.2572	0.5474	2
0.2132	0.7605	3
0.1325	0.8930	4
0.0659	0.9589	5
0.0273	0.9862	6
0.0097	0.9959	7
0.0030	0.9989	8
0.0008	0.9997	9
0.0002	0.9999	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Arroyo Circle/Leavesley Rd
NBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.5
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0787	0.0787	0
0.2001	0.2789	1
0.2543	0.5332	2
0.2155	0.7486	3
0.1369	0.8855	4
0.0696	0.9551	5
0.0295	0.9846	6
0.0107	0.9953	7
0.0034	0.9987	8
0.0010	0.9997	9
0.0002	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Arroyo Circle/Leavesley Rd
NBL
AM
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 2.5
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0787	0.0787	0
0.2001	0.2789	1
0.2543	0.5332	2
0.2155	0.7486	3
0.1369	0.8855	4
0.0696	0.9551	5
0.0295	0.9846	6
0.0107	0.9953	7
0.0034	0.9987	8
0.0010	0.9997	9
0.0002	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Arroyo Circle/Leavesley Rd
NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 8.2
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0003	0.0003	0
0.0022	0.0025	1
0.0091	0.0115	2
0.0248	0.0364	3
0.0511	0.0875	4
0.0840	0.1715	5
0.1152	0.2867	6
0.1353	0.4220	7
0.1392	0.5612	8
0.1272	0.6883	9
0.1046	0.7929	10
0.0782	0.8712	11
0.0536	0.9248	12
0.0339	0.9587	13
0.0199	0.9786	14
0.0109	0.9895	15
0.0056	0.9951	16
0.0027	0.9979	17
0.0012	0.9991	18
0.0005	0.9996	19
0.0002	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Arroyo Circle/Leavesley Rd
NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 8.5
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0018	0.0020	1
0.0076	0.0096	2
0.0213	0.0309	3
0.0451	0.0760	4
0.0764	0.1524	5
0.1078	0.2602	6
0.1303	0.3905	7
0.1378	0.5283	8
0.1296	0.6578	9
0.1096	0.7675	10
0.0844	0.8518	11
0.0595	0.9113	12
0.0387	0.9501	13
0.0234	0.9735	14
0.0132	0.9867	15
0.0070	0.9937	16
0.0035	0.9971	17
0.0016	0.9988	18
0.0007	0.9995	19
0.0003	0.9998	20
0.0001	0.9999	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Arroyo Circle/Leavesley Rd
NBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 8.8
Percentile = 0.95 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0013	0.0015	1
0.0058	0.0073	2
0.0171	0.0244	3
0.0377	0.0621	4
0.0663	0.1284	5
0.0972	0.2256	6
0.1222	0.3478	7
0.1344	0.4823	8
0.1315	0.6137	9
0.1157	0.7294	10
0.0925	0.8220	11
0.0679	0.8898	12
0.0459	0.9358	13
0.0289	0.9647	14
0.0169	0.9816	15
0.0093	0.9909	16
0.0048	0.9957	17
0.0024	0.9981	18
0.0011	0.9992	19
0.0005	0.9997	20
0.0002	0.9999	21
0.0001	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Arroyo Circle/Leavesley Rd
NBL
PM
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 8.8
Percentile = 0.95 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0013	0.0015	1
0.0058	0.0073	2
0.0171	0.0244	3
0.0377	0.0621	4
0.0663	0.1284	5
0.0972	0.2256	6
0.1222	0.3478	7
0.1344	0.4823	8
0.1315	0.6137	9
0.1157	0.7294	10
0.0925	0.8220	11
0.0679	0.8898	12
0.0459	0.9358	13
0.0289	0.9647	14
0.0169	0.9816	15
0.0093	0.9909	16
0.0048	0.9957	17
0.0024	0.9981	18
0.0011	0.9992	19
0.0005	0.9997	20
0.0002	0.9999	21
0.0001	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Arroyo Circle/Leavesley Rd
NBL
SAT
Existing Conditions
Avg. Queue Per Lane in Veh= 11.4
Percentile = 0.95 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0007	0.0009	2
0.0028	0.0037	3
0.0080	0.0117	4
0.0182	0.0299	5
0.0345	0.0645	6
0.0561	0.1206	7
0.0798	0.2004	8
0.1009	0.3012	9
0.1147	0.4160	10
0.1186	0.5346	11
0.1125	0.6470	12
0.0984	0.7454	13
0.0799	0.8254	14
0.0606	0.8860	15
0.0431	0.9291	16
0.0288	0.9580	17
0.0182	0.9762	18
0.0109	0.9871	19
0.0062	0.9933	20
0.0034	0.9967	21
0.0017	0.9984	22
0.0009	0.9993	23
0.0004	0.9997	24
0.0002	0.9999	25
0.0001	0.9999	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Arroyo Circle/Leavesley Rd
NBL
SAT
Background Conditions
Avg. Queue Per Lane in Veh= 11.8
Percentile = 0.95 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0005	0.0006	2
0.0020	0.0026	3
0.0060	0.0086	4
0.0141	0.0228	5
0.0279	0.0506	6
0.0471	0.0977	7
0.0695	0.1672	8
0.0913	0.2585	9
0.1079	0.3664	10
0.1160	0.4824	11
0.1142	0.5966	12
0.1038	0.7004	13
0.0877	0.7881	14
0.0691	0.8572	15
0.0510	0.9082	16
0.0355	0.9437	17
0.0233	0.9670	18
0.0145	0.9815	19
0.0086	0.9900	20
0.0048	0.9949	21
0.0026	0.9975	22
0.0013	0.9988	23
0.0007	0.9994	24
0.0003	0.9998	25
0.0001	0.9999	26
0.0001	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Arroyo Circle/Leavesley Rd
NBL
SAT
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 11.9
Percentile = 0.95 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0005	0.0006	2
0.0019	0.0024	3
0.0056	0.0081	4
0.0134	0.0214	5
0.0266	0.0480	6
0.0452	0.0932	7
0.0674	0.1606	8
0.0892	0.2497	9
0.1063	0.3560	10
0.1151	0.4712	11
0.1143	0.5855	12
0.1048	0.6903	13
0.0892	0.7795	14
0.0709	0.8504	15
0.0528	0.9032	16
0.0370	0.9402	17
0.0245	0.9647	18
0.0154	0.9800	19
0.0092	0.9892	20
0.0052	0.9944	21
0.0028	0.9972	22
0.0015	0.9987	23
0.0007	0.9994	24
0.0003	0.9997	25
0.0002	0.9999	26
0.0001	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

1. Arroyo Circle/Leavesley Rd
NBL
SAT
Background Plus Project Conditions (Alternative 2)
Avg. Queue Per Lane in Veh= 11.9
Percentile = 0.95 18

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0005	0.0006	2
0.0019	0.0024	3
0.0056	0.0081	4
0.0134	0.0214	5
0.0266	0.0480	6
0.0452	0.0932	7
0.0674	0.1606	8
0.0892	0.2497	9
0.1063	0.3560	10
0.1151	0.4712	11
0.1143	0.5855	12
0.1048	0.6903	13
0.0892	0.7795	14
0.0709	0.8504	15
0.0528	0.9032	16
0.0370	0.9402	17
0.0245	0.9647	18
0.0154	0.9800	19
0.0092	0.9892	20
0.0052	0.9944	21
0.0028	0.9972	22
0.0015	0.9987	23
0.0007	0.9994	24
0.0003	0.9997	25
0.0002	0.9999	26
0.0001	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Camino Arroyo/Sixth St (Gilman)
NBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2725	0.2725	0
0.3543	0.6268	1
0.2303	0.8571	2
0.0998	0.9569	3
0.0324	0.9893	4
0.0084	0.9978	5
0.0018	0.9996	6
0.0003	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Camino Arroyo/Sixth St (Gilman)
NBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2725	0.2725	0
0.3543	0.6268	1
0.2303	0.8571	2
0.0998	0.9569	3
0.0324	0.9893	4
0.0084	0.9978	5
0.0018	0.9996	6
0.0003	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Camino Arroyo/Sixth St (Gilman)
NBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2636	0.2636	0
0.3515	0.6151	1
0.2343	0.8494	2
0.1041	0.9535	3
0.0347	0.9882	4
0.0093	0.9975	5
0.0021	0.9995	6
0.0004	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Camino Arroyo/Sixth St (Gilman)
NBL
AM
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2636	0.2636	0
0.3515	0.6151	1
0.2343	0.8494	2
0.1041	0.9535	3
0.0347	0.9882	4
0.0093	0.9975	5
0.0021	0.9995	6
0.0004	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Camino Arroyo/Sixth St (Gilman)
NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 7.0
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0009	0.0009	0
0.0062	0.0071	1
0.0219	0.0291	2
0.0514	0.0805	3
0.0903	0.1707	4
0.1268	0.2976	5
0.1485	0.4460	6
0.1490	0.5950	7
0.1308	0.7259	8
0.1021	0.8280	9
0.0717	0.8997	10
0.0458	0.9455	11
0.0268	0.9723	12
0.0145	0.9868	13
0.0073	0.9941	14
0.0034	0.9975	15
0.0015	0.9990	16
0.0006	0.9996	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Camino Arroyo/Sixth St (Gilman)
NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 7.0
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0009	0.0009	0
0.0062	0.0071	1
0.0219	0.0291	2
0.0514	0.0805	3
0.0903	0.1707	4
0.1268	0.2976	5
0.1485	0.4460	6
0.1490	0.5950	7
0.1308	0.7259	8
0.1021	0.8280	9
0.0717	0.8997	10
0.0458	0.9455	11
0.0268	0.9723	12
0.0145	0.9868	13
0.0073	0.9941	14
0.0034	0.9975	15
0.0015	0.9990	16
0.0006	0.9996	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Camino Arroyo/Sixth St (Gilman)
NBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 7.4
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0006	0.0006	0
0.0044	0.0050	1
0.0165	0.0215	2
0.0408	0.0623	3
0.0757	0.1380	4
0.1123	0.2502	5
0.1389	0.3891	6
0.1472	0.5363	7
0.1365	0.6728	8
0.1126	0.7854	9
0.0835	0.8690	10
0.0564	0.9253	11
0.0348	0.9602	12
0.0199	0.9801	13
0.0105	0.9906	14
0.0052	0.9958	15
0.0024	0.9982	16
0.0011	0.9993	17
0.0004	0.9997	18
0.0002	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Camino Arroyo/Sixth St (Gilman)
NBL
PM
Background Plus Project Conditions (Alternative 2)
Avg. Queue Per Lane in Veh= 7.4
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0006	0.0006	0
0.0044	0.0050	1
0.0165	0.0215	2
0.0408	0.0623	3
0.0757	0.1380	4
0.1123	0.2502	5
0.1389	0.3891	6
0.1472	0.5363	7
0.1365	0.6728	8
0.1126	0.7854	9
0.0835	0.8690	10
0.0564	0.9253	11
0.0348	0.9602	12
0.0199	0.9801	13
0.0105	0.9906	14
0.0052	0.9958	15
0.0024	0.9982	16
0.0011	0.9993	17
0.0004	0.9997	18
0.0002	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Camino Arroyo/Sixth St (Gilman)
NBL
SAT
Existing Conditions
Avg. Queue Per Lane in Veh= 7.9
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0004	0.0004	0
0.0029	0.0033	1
0.0116	0.0149	2
0.0305	0.0453	3
0.0602	0.1055	4
0.0951	0.2006	5
0.1252	0.3257	6
0.1413	0.4670	7
0.1395	0.6065	8
0.1224	0.7290	9
0.0967	0.8257	10
0.0695	0.8952	11
0.0457	0.9409	12
0.0278	0.9687	13
0.0157	0.9844	14
0.0083	0.9926	15
0.0041	0.9967	16
0.0019	0.9986	17
0.0008	0.9994	18
0.0003	0.9998	19
0.0001	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Camino Arroyo/Sixth St (Gilman)
NBL
SAT
Background Conditions
Avg. Queue Per Lane in Veh= 8.0
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0004	0.0004	0
0.0028	0.0032	1
0.0111	0.0143	2
0.0295	0.0438	3
0.0587	0.1025	4
0.0933	0.1959	5
0.1237	0.3195	6
0.1404	0.4600	7
0.1396	0.5995	8
0.1233	0.7228	9
0.0980	0.8208	10
0.0708	0.8917	11
0.0469	0.9386	12
0.0287	0.9673	13
0.0163	0.9836	14
0.0086	0.9922	15
0.0043	0.9965	16
0.0020	0.9985	17
0.0009	0.9994	18
0.0004	0.9998	19
0.0001	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Camino Arroyo/Sixth St (Gilman)
NBL
SAT
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 8.0
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0004	0.0004	0
0.0028	0.0032	1
0.0111	0.0143	2
0.0295	0.0438	3
0.0587	0.1025	4
0.0933	0.1959	5
0.1237	0.3195	6
0.1404	0.4600	7
0.1396	0.5995	8
0.1233	0.7228	9
0.0980	0.8208	10
0.0708	0.8917	11
0.0469	0.9386	12
0.0287	0.9673	13
0.0163	0.9836	14
0.0086	0.9922	15
0.0043	0.9965	16
0.0020	0.9985	17
0.0009	0.9994	18
0.0004	0.9998	19
0.0001	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Camino Arroyo/Sixth St (Gilman)
NBL
SAT
Background Plus Project Conditions (Alternative 2)
Avg. Queue Per Lane in Veh= 8.0
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0004	0.0004	0
0.0028	0.0032	1
0.0111	0.0143	2
0.0295	0.0438	3
0.0587	0.1025	4
0.0933	0.1959	5
0.1237	0.3195	6
0.1404	0.4600	7
0.1396	0.5995	8
0.1233	0.7228	9
0.0980	0.8208	10
0.0708	0.8917	11
0.0469	0.9386	12
0.0287	0.9673	13
0.0163	0.9836	14
0.0086	0.9922	15
0.0043	0.9965	16
0.0020	0.9985	17
0.0009	0.9994	18
0.0004	0.9998	19
0.0001	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Camino Arroyo/Sixth St (Gilman)
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.0
Percentile = 0.95 171

Individual Probability	Cumulative Probability	Number of Queued Vehicles
#NUM!	#NUM!	0
0.0000	#NUM!	1
0.0000	#NUM!	2
0.0000	#NUM!	3
0.0000	#NUM!	4
0.0000	#NUM!	5
0.0000	#NUM!	6
0.0000	#NUM!	7
0.0000	#NUM!	8
0.0000	#NUM!	9
0.0000	#NUM!	10
0.0000	#NUM!	11
0.0000	#NUM!	12
0.0000	#NUM!	13
0.0000	#NUM!	14
0.0000	#NUM!	15
0.0000	#NUM!	16
0.0000	#NUM!	17
0.0000	#NUM!	18
0.0000	#NUM!	19
0.0000	#NUM!	20
0.0000	#NUM!	21
0.0000	#NUM!	22
0.0000	#NUM!	23
0.0000	#NUM!	24
0.0000	#NUM!	25
0.0000	#NUM!	26
0.0000	#NUM!	27
0.0000	#NUM!	28
0.0000	#NUM!	29
0.0000	#NUM!	30
0.0000	#NUM!	31
0.0000	#NUM!	32
0.0000	#NUM!	33
0.0000	#NUM!	34
0.0000	#NUM!	35
0.0000	#NUM!	36
0.0000	#NUM!	37
0.0000	#NUM!	38
0.0000	#NUM!	39
0.0000	#NUM!	40
0.0000	#NUM!	41
0.0000	#NUM!	42
0.0000	#NUM!	43
0.0000	#NUM!	44
0.0000	#NUM!	45

4. Camino Arroyo/Sixth St (Gilman)
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.0
Percentile = 0.95 171

Individual Probability	Cumulative Probability	Number of Queued Vehicles
#NUM!	#NUM!	0
0.0000	#NUM!	1
0.0000	#NUM!	2
0.0000	#NUM!	3
0.0000	#NUM!	4
0.0000	#NUM!	5
0.0000	#NUM!	6
0.0000	#NUM!	7
0.0000	#NUM!	8
0.0000	#NUM!	9
0.0000	#NUM!	10
0.0000	#NUM!	11
0.0000	#NUM!	12
0.0000	#NUM!	13
0.0000	#NUM!	14
0.0000	#NUM!	15
0.0000	#NUM!	16
0.0000	#NUM!	17
0.0000	#NUM!	18
0.0000	#NUM!	19
0.0000	#NUM!	20
0.0000	#NUM!	21
0.0000	#NUM!	22
0.0000	#NUM!	23
0.0000	#NUM!	24
0.0000	#NUM!	25
0.0000	#NUM!	26
0.0000	#NUM!	27
0.0000	#NUM!	28
0.0000	#NUM!	29
0.0000	#NUM!	30
0.0000	#NUM!	31
0.0000	#NUM!	32
0.0000	#NUM!	33
0.0000	#NUM!	34
0.0000	#NUM!	35
0.0000	#NUM!	36
0.0000	#NUM!	37
0.0000	#NUM!	38
0.0000	#NUM!	39
0.0000	#NUM!	40
0.0000	#NUM!	41
0.0000	#NUM!	42
0.0000	#NUM!	43
0.0000	#NUM!	44
0.0000	#NUM!	45

4. Camino Arroyo/Sixth St (Gilman)
EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9355	0.9355	0
0.0624	0.9979	1
0.0021	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Camino Arroyo/Sixth St (Gilman)
EBL
AM
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9355	0.9355	0
0.0624	0.9979	1
0.0021	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Camino Arroyo/Sixth St (Gilman)
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.0
Percentile = 0.95 171

Individual Probability	Cumulative Probability	Number of Queued Vehicles
#NUM!	#NUM!	0
0.0000	#NUM!	1
0.0000	#NUM!	2
0.0000	#NUM!	3
0.0000	#NUM!	4
0.0000	#NUM!	5
0.0000	#NUM!	6
0.0000	#NUM!	7
0.0000	#NUM!	8
0.0000	#NUM!	9
0.0000	#NUM!	10
0.0000	#NUM!	11
0.0000	#NUM!	12
0.0000	#NUM!	13
0.0000	#NUM!	14
0.0000	#NUM!	15
0.0000	#NUM!	16
0.0000	#NUM!	17
0.0000	#NUM!	18
0.0000	#NUM!	19
0.0000	#NUM!	20
0.0000	#NUM!	21
0.0000	#NUM!	22
0.0000	#NUM!	23
0.0000	#NUM!	24
0.0000	#NUM!	25
0.0000	#NUM!	26
0.0000	#NUM!	27
0.0000	#NUM!	28
0.0000	#NUM!	29
0.0000	#NUM!	30
0.0000	#NUM!	31
0.0000	#NUM!	32
0.0000	#NUM!	33
0.0000	#NUM!	34
0.0000	#NUM!	35
0.0000	#NUM!	36
0.0000	#NUM!	37
0.0000	#NUM!	38
0.0000	#NUM!	39
0.0000	#NUM!	40
0.0000	#NUM!	41
0.0000	#NUM!	42
0.0000	#NUM!	43
0.0000	#NUM!	44
0.0000	#NUM!	45

4. Camino Arroyo/Sixth St (Gilman)
EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.0
Percentile = 0.95 171

Individual Probability	Cumulative Probability	Number of Queued Vehicles
#NUM!	#NUM!	0
0.0000	#NUM!	1
0.0000	#NUM!	2
0.0000	#NUM!	3
0.0000	#NUM!	4
0.0000	#NUM!	5
0.0000	#NUM!	6
0.0000	#NUM!	7
0.0000	#NUM!	8
0.0000	#NUM!	9
0.0000	#NUM!	10
0.0000	#NUM!	11
0.0000	#NUM!	12
0.0000	#NUM!	13
0.0000	#NUM!	14
0.0000	#NUM!	15
0.0000	#NUM!	16
0.0000	#NUM!	17
0.0000	#NUM!	18
0.0000	#NUM!	19
0.0000	#NUM!	20
0.0000	#NUM!	21
0.0000	#NUM!	22
0.0000	#NUM!	23
0.0000	#NUM!	24
0.0000	#NUM!	25
0.0000	#NUM!	26
0.0000	#NUM!	27
0.0000	#NUM!	28
0.0000	#NUM!	29
0.0000	#NUM!	30
0.0000	#NUM!	31
0.0000	#NUM!	32
0.0000	#NUM!	33
0.0000	#NUM!	34
0.0000	#NUM!	35
0.0000	#NUM!	36
0.0000	#NUM!	37
0.0000	#NUM!	38
0.0000	#NUM!	39
0.0000	#NUM!	40
0.0000	#NUM!	41
0.0000	#NUM!	42
0.0000	#NUM!	43
0.0000	#NUM!	44
0.0000	#NUM!	45

4. Camino Arroyo/Sixth St (Gilman)
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.6
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5488	0.5488	0
0.3293	0.8781	1
0.0988	0.9769	2
0.0198	0.9966	3
0.0030	0.9996	4
0.0004	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Camino Arroyo/Sixth St (Gilman)
EBL
PM
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 0.6
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5488	0.5488	0
0.3293	0.8781	1
0.0988	0.9769	2
0.0198	0.9966	3
0.0030	0.9996	4
0.0004	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Camino Arroyo/Sixth St (Gilman)
EBL
SAT
Existing Conditions
Avg. Queue Per Lane in Veh= 0.0
Percentile = 0.95 171

Individual Probability	Cumulative Probability	Number of Queued Vehicles
#NUM!	#NUM!	0
0.0000	#NUM!	1
0.0000	#NUM!	2
0.0000	#NUM!	3
0.0000	#NUM!	4
0.0000	#NUM!	5
0.0000	#NUM!	6
0.0000	#NUM!	7
0.0000	#NUM!	8
0.0000	#NUM!	9
0.0000	#NUM!	10
0.0000	#NUM!	11
0.0000	#NUM!	12
0.0000	#NUM!	13
0.0000	#NUM!	14
0.0000	#NUM!	15
0.0000	#NUM!	16
0.0000	#NUM!	17
0.0000	#NUM!	18
0.0000	#NUM!	19
0.0000	#NUM!	20
0.0000	#NUM!	21
0.0000	#NUM!	22
0.0000	#NUM!	23
0.0000	#NUM!	24
0.0000	#NUM!	25
0.0000	#NUM!	26
0.0000	#NUM!	27
0.0000	#NUM!	28
0.0000	#NUM!	29
0.0000	#NUM!	30
0.0000	#NUM!	31
0.0000	#NUM!	32
0.0000	#NUM!	33
0.0000	#NUM!	34
0.0000	#NUM!	35
0.0000	#NUM!	36
0.0000	#NUM!	37
0.0000	#NUM!	38
0.0000	#NUM!	39
0.0000	#NUM!	40
0.0000	#NUM!	41
0.0000	#NUM!	42
0.0000	#NUM!	43
0.0000	#NUM!	44
0.0000	#NUM!	45

4. Camino Arroyo/Sixth St (Gilman)
EBL
SAT
Background Conditions
Avg. Queue Per Lane in Veh= 0.0
Percentile = 0.95 171

Individual Probability	Cumulative Probability	Number of Queued Vehicles
#NUM!	#NUM!	0
0.0000	#NUM!	1
0.0000	#NUM!	2
0.0000	#NUM!	3
0.0000	#NUM!	4
0.0000	#NUM!	5
0.0000	#NUM!	6
0.0000	#NUM!	7
0.0000	#NUM!	8
0.0000	#NUM!	9
0.0000	#NUM!	10
0.0000	#NUM!	11
0.0000	#NUM!	12
0.0000	#NUM!	13
0.0000	#NUM!	14
0.0000	#NUM!	15
0.0000	#NUM!	16
0.0000	#NUM!	17
0.0000	#NUM!	18
0.0000	#NUM!	19
0.0000	#NUM!	20
0.0000	#NUM!	21
0.0000	#NUM!	22
0.0000	#NUM!	23
0.0000	#NUM!	24
0.0000	#NUM!	25
0.0000	#NUM!	26
0.0000	#NUM!	27
0.0000	#NUM!	28
0.0000	#NUM!	29
0.0000	#NUM!	30
0.0000	#NUM!	31
0.0000	#NUM!	32
0.0000	#NUM!	33
0.0000	#NUM!	34
0.0000	#NUM!	35
0.0000	#NUM!	36
0.0000	#NUM!	37
0.0000	#NUM!	38
0.0000	#NUM!	39
0.0000	#NUM!	40
0.0000	#NUM!	41
0.0000	#NUM!	42
0.0000	#NUM!	43
0.0000	#NUM!	44
0.0000	#NUM!	45

4. Camino Arroyo/Sixth St (Gilman)
EBL
SAT
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.4
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2412	0.2412	0
0.3430	0.5842	1
0.2439	0.8281	2
0.1156	0.9437	3
0.0411	0.9849	4
0.0117	0.9965	5
0.0028	0.9993	6
0.0006	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

4. Camino Arroyo/Sixth St (Gilman)
EBL
SAT
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 1.4
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2412	0.2412	0
0.3430	0.5842	1
0.2439	0.8281	2
0.1156	0.9437	3
0.0411	0.9849	4
0.0117	0.9965	5
0.0028	0.9993	6
0.0006	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

7. Cameron Boulevard(Project Driveway)/SR 152
WBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7919	0.7919	0
0.1848	0.9767	1
0.0216	0.9982	2
0.0017	0.9999	3
0.0001	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

7. Cameron Boulevard(Project Driveway)/SR 152
WBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 1.1
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3274	0.3274	0
0.3656	0.6929	1
0.2041	0.8970	2
0.0760	0.9730	3
0.0212	0.9942	4
0.0047	0.9990	5
0.0009	0.9998	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

7. Cameron Boulevard(Project Driveway)/SR 152
WBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.2
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3114	0.3114	0
0.3633	0.6747	1
0.2119	0.8866	2
0.0824	0.9691	3
0.0240	0.9931	4
0.0056	0.9987	5
0.0011	0.9998	6
0.0002	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

7. Cameron Boulevard(Project Driveway)/SR 152
WBL
AM
Background Plus Project Conditions (Alternative 2)
Avg. Queue Per Lane in Veh= 1.2
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3114	0.3114	0
0.3633	0.6747	1
0.2119	0.8866	2
0.0824	0.9691	3
0.0240	0.9931	4
0.0056	0.9987	5
0.0011	0.9998	6
0.0002	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

7. Cameron Boulevard(Project Driveway)/SR 152
WBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.4
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6805	0.6805	0
0.2620	0.9424	1
0.0504	0.9929	2
0.0065	0.9993	3
0.0006	0.9999	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

7. Cameron Boulevard(Project Driveway)/SR 152
WBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 1.1
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3494	0.3494	0
0.3674	0.7168	1
0.1932	0.9100	2
0.0677	0.9777	3
0.0178	0.9955	4
0.0037	0.9992	5
0.0007	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

7. Cameron Boulevard(Project Driveway)/SR 152
WBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.4
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2421	0.2421	0
0.3434	0.5855	1
0.2435	0.8291	2
0.1151	0.9442	3
0.0408	0.9850	4
0.0116	0.9966	5
0.0027	0.9993	6
0.0006	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

7. Cameron Boulevard(Project Driveway)/SR 152
WBL
PM
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 1.4
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2421	0.2421	0
0.3434	0.5855	1
0.2435	0.8291	2
0.1151	0.9442	3
0.0408	0.9850	4
0.0116	0.9966	5
0.0027	0.9993	6
0.0006	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

7. Cameron Boulevard(Project Driveway)/SR 152
WBL
SAT
Existing Conditions
Avg. Queue Per Lane in Veh= 0.6
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5769	0.5769	0
0.3173	0.8943	1
0.0873	0.9815	2
0.0160	0.9975	3
0.0022	0.9997	4
0.0002	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

7. Cameron Boulevard(Project Driveway)/SR 152
WBL
SAT
Background Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5049	0.5049	0
0.3450	0.8500	1
0.1179	0.9679	2
0.0269	0.9947	3
0.0046	0.9993	4
0.0006	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

7. Cameron Boulevard(Project Driveway)/SR 152
WBL
SAT
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5049	0.5049	0
0.3450	0.8500	1
0.1179	0.9679	2
0.0269	0.9947	3
0.0046	0.9993	4
0.0006	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

7. Cameron Boulevard(Project Driveway)/SR 152
WBL
SAT
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 0.7
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5049	0.5049	0
0.3450	0.8500	1
0.1179	0.9679	2
0.0269	0.9947	3
0.0046	0.9993	4
0.0006	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
SBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8353	0.8353	0
0.1503	0.9856	1
0.0135	0.9992	2
0.0008	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
SBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8353	0.8353	0
0.1503	0.9856	1
0.0135	0.9992	2
0.0008	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
SBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.0
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3691	0.3691	0
0.3679	0.7370	1
0.1833	0.9203	2
0.0609	0.9812	3
0.0152	0.9964	4
0.0030	0.9994	5
0.0005	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
SBL
AM
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 0.3
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7310	0.7310	0
0.2290	0.9601	1
0.0359	0.9959	2
0.0037	0.9997	3
0.0003	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
SBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.5
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2190	0.2190	0
0.3326	0.5516	1
0.2525	0.8042	2
0.1278	0.9320	3
0.0485	0.9805	4
0.0147	0.9953	5
0.0037	0.9990	6
0.0008	0.9998	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
SBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 1.5
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2190	0.2190	0
0.3326	0.5516	1
0.2525	0.8042	2
0.1278	0.9320	3
0.0485	0.9805	4
0.0147	0.9953	5
0.0037	0.9990	6
0.0008	0.9998	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
SBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.7
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1803	0.1803	0
0.3089	0.4892	1
0.2646	0.7538	2
0.1511	0.9048	3
0.0647	0.9695	4
0.0222	0.9917	5
0.0063	0.9980	6
0.0015	0.9996	7
0.0003	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
SBL
PM
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 1.6
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1987	0.1987	0
0.3211	0.5198	1
0.2594	0.7793	2
0.1397	0.9190	3
0.0564	0.9754	4
0.0182	0.9937	5
0.0049	0.9986	6
0.0011	0.9997	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
SBL
SAT
Existing Conditions
Avg. Queue Per Lane in Veh= 5.5
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0042	0.0042	0
0.0231	0.0273	1
0.0631	0.0905	2
0.1150	0.2055	3
0.1572	0.3627	4
0.1719	0.5346	5
0.1566	0.6913	6
0.1223	0.8136	7
0.0836	0.8972	8
0.0508	0.9479	9
0.0278	0.9757	10
0.0138	0.9895	11
0.0063	0.9958	12
0.0026	0.9984	13
0.0010	0.9994	14
0.0004	0.9998	15
0.0001	0.9999	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
SBL
SAT
Background Conditions
Avg. Queue Per Lane in Veh= 5.5
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0042	0.0042	0
0.0231	0.0273	1
0.0631	0.0905	2
0.1150	0.2055	3
0.1572	0.3627	4
0.1719	0.5346	5
0.1566	0.6913	6
0.1223	0.8136	7
0.0836	0.8972	8
0.0508	0.9479	9
0.0278	0.9757	10
0.0138	0.9895	11
0.0063	0.9958	12
0.0026	0.9984	13
0.0010	0.9994	14
0.0004	0.9998	15
0.0001	0.9999	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
SBL
SAT
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 5.6
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0038	0.0038	0
0.0213	0.0251	1
0.0592	0.0843	2
0.1099	0.1943	3
0.1530	0.3472	4
0.1703	0.5175	5
0.1580	0.6755	6
0.1257	0.8012	7
0.0874	0.8886	8
0.0541	0.9427	9
0.0301	0.9728	10
0.0152	0.9880	11
0.0071	0.9951	12
0.0030	0.9981	13
0.0012	0.9993	14
0.0004	0.9998	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
SBL
SAT
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 5.6
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0038	0.0038	0
0.0213	0.0251	1
0.0592	0.0843	2
0.1099	0.1943	3
0.1530	0.3472	4
0.1703	0.5175	5
0.1580	0.6755	6
0.1257	0.8012	7
0.0874	0.8886	8
0.0541	0.9427	9
0.0301	0.9728	10
0.0152	0.9880	11
0.0071	0.9951	12
0.0030	0.9981	13
0.0012	0.9993	14
0.0004	0.9998	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
WBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.2
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3042	0.3042	0
0.3620	0.6662	1
0.2154	0.8816	2
0.0854	0.9671	3
0.0254	0.9925	4
0.0060	0.9986	5
0.0012	0.9998	6
0.0002	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
WBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 1.2
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3042	0.3042	0
0.3620	0.6662	1
0.2154	0.8816	2
0.0854	0.9671	3
0.0254	0.9925	4
0.0060	0.9986	5
0.0012	0.9998	6
0.0002	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
WBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2799	0.2799	0
0.3564	0.6363	1
0.2269	0.8632	2
0.0963	0.9595	3
0.0307	0.9902	4
0.0078	0.9980	5
0.0017	0.9996	6
0.0003	0.9999	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
WBL
AM
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2799	0.2799	0
0.3564	0.6363	1
0.2269	0.8632	2
0.0963	0.9595	3
0.0307	0.9902	4
0.0078	0.9980	5
0.0017	0.9996	6
0.0003	0.9999	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
WBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.6
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5264	0.5264	0
0.3378	0.8642	1
0.1084	0.9726	2
0.0232	0.9957	3
0.0037	0.9995	4
0.0005	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
WBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.6
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.5264	0.5264	0
0.3378	0.8642	1
0.1084	0.9726	2
0.0232	0.9957	3
0.0037	0.9995	4
0.0005	0.9999	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
WBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.0
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3674	0.3674	0
0.3679	0.7352	1
0.1842	0.9194	2
0.0615	0.9809	3
0.0154	0.9963	4
0.0031	0.9994	5
0.0005	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
WBL
PM
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 1.0
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3674	0.3674	0
0.3679	0.7352	1
0.1842	0.9194	2
0.0615	0.9809	3
0.0154	0.9963	4
0.0031	0.9994	5
0.0005	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
WBL
SAT
Existing Conditions
Avg. Queue Per Lane in Veh= 6.8
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0012	0.0012	0
0.0078	0.0089	1
0.0264	0.0353	2
0.0595	0.0948	3
0.1006	0.1954	4
0.1361	0.3315	5
0.1535	0.4850	6
0.1484	0.6334	7
0.1255	0.7590	8
0.0944	0.8533	9
0.0639	0.9172	10
0.0393	0.9565	11
0.0222	0.9787	12
0.0115	0.9902	13
0.0056	0.9958	14
0.0025	0.9983	15
0.0011	0.9993	16
0.0004	0.9998	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
WBL
SAT
Background Conditions
Avg. Queue Per Lane in Veh= 6.8
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0012	0.0012	0
0.0078	0.0089	1
0.0264	0.0353	2
0.0595	0.0948	3
0.1006	0.1954	4
0.1361	0.3315	5
0.1535	0.4850	6
0.1484	0.6334	7
0.1255	0.7590	8
0.0944	0.8533	9
0.0639	0.9172	10
0.0393	0.9565	11
0.0222	0.9787	12
0.0115	0.9902	13
0.0056	0.9958	14
0.0025	0.9983	15
0.0011	0.9993	16
0.0004	0.9998	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
WBL
SAT
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 7.3
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0007	0.0007	0
0.0049	0.0055	1
0.0178	0.0233	2
0.0434	0.0667	3
0.0793	0.1460	4
0.1161	0.2621	5
0.1416	0.4037	6
0.1480	0.5516	7
0.1353	0.6870	8
0.1100	0.7970	9
0.0805	0.8775	10
0.0535	0.9310	11
0.0326	0.9637	12
0.0184	0.9821	13
0.0096	0.9917	14
0.0047	0.9963	15
0.0021	0.9985	16
0.0009	0.9994	17
0.0004	0.9998	18
0.0001	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
WBL
SAT
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 7.3
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0007	0.0007	0
0.0049	0.0055	1
0.0178	0.0233	2
0.0434	0.0667	3
0.0793	0.1460	4
0.1161	0.2621	5
0.1416	0.4037	6
0.1480	0.5516	7
0.1353	0.6870	8
0.1100	0.7970	9
0.0805	0.8775	10
0.0535	0.9310	11
0.0326	0.9637	12
0.0184	0.9821	13
0.0096	0.9917	14
0.0047	0.9963	15
0.0021	0.9985	16
0.0009	0.9994	17
0.0004	0.9998	18
0.0001	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
NBR
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.5
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6188	0.6188	0
0.2970	0.9158	1
0.0713	0.9871	2
0.0114	0.9985	3
0.0014	0.9999	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
NBR
AM
Background Conditions
Avg. Queue Per Lane in Veh= 0.5
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6188	0.6188	0
0.2970	0.9158	1
0.0713	0.9871	2
0.0114	0.9985	3
0.0014	0.9999	4
0.0001	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
NBR
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.5
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0807	0.0807	0
0.2032	0.2839	1
0.2557	0.5395	2
0.2145	0.7540	3
0.1349	0.8889	4
0.0679	0.9569	5
0.0285	0.9853	6
0.0102	0.9956	7
0.0032	0.9988	8
0.0009	0.9997	9
0.0002	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
NBR
AM
Background Plus Project Conditions (Alternative 2)
Avg. Queue Per Lane in Veh= 0.9
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4162	0.4162	0
0.3648	0.7810	1
0.1599	0.9409	2
0.0467	0.9877	3
0.0102	0.9979	4
0.0018	0.9997	5
0.0003	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
NBR
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.8
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1671	0.1671	0
0.2990	0.4662	1
0.2674	0.7336	2
0.1595	0.8931	3
0.0713	0.9644	4
0.0255	0.9899	5
0.0076	0.9975	6
0.0019	0.9995	7
0.0004	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
NBR
PM
Background Conditions
Avg. Queue Per Lane in Veh= 1.8
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1671	0.1671	0
0.2990	0.4662	1
0.2674	0.7336	2
0.1595	0.8931	3
0.0713	0.9644	4
0.0255	0.9899	5
0.0076	0.9975	6
0.0019	0.9995	7
0.0004	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
NBR
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.4
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0915	0.0915	0
0.2188	0.3103	1
0.2616	0.5719	2
0.2086	0.7805	3
0.1247	0.9052	4
0.0597	0.9648	5
0.0238	0.9886	6
0.0081	0.9967	7
0.0024	0.9992	8
0.0006	0.9998	9
0.0002	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
NBR
PM
Background Plus Project Conditions (Alternative 2)
Avg. Queue Per Lane in Veh= 2.1
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1185	0.1185	0
0.2527	0.3712	1
0.2695	0.6407	2
0.1916	0.8324	3
0.1022	0.9345	4
0.0436	0.9781	5
0.0155	0.9936	6
0.0047	0.9984	7
0.0013	0.9996	8
0.0003	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
NBR
SAT
Existing Conditions
Avg. Queue Per Lane in Veh= 3.7
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0260	0.0260	0
0.0949	0.1209	1
0.1731	0.2940	2
0.2106	0.5046	3
0.1922	0.6969	4
0.1403	0.8372	5
0.0854	0.9225	6
0.0445	0.9670	7
0.0203	0.9873	8
0.0082	0.9956	9
0.0030	0.9986	10
0.0010	0.9996	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
NBR
SAT
Background Conditions
Avg. Queue Per Lane in Veh= 3.7
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0260	0.0260	0
0.0949	0.1209	1
0.1731	0.2940	2
0.2106	0.5046	3
0.1922	0.6969	4
0.1403	0.8372	5
0.0854	0.9225	6
0.0445	0.9670	7
0.0203	0.9873	8
0.0082	0.9956	9
0.0030	0.9986	10
0.0010	0.9996	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
NBR
SAT
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.0
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0177	0.0177	0
0.0715	0.0892	1
0.1441	0.2333	2
0.1937	0.4270	3
0.1953	0.6223	4
0.1576	0.7799	5
0.1059	0.8858	6
0.0610	0.9469	7
0.0308	0.9776	8
0.0138	0.9914	9
0.0056	0.9970	10
0.0020	0.9990	11
0.0007	0.9997	12
0.0002	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

8. Camino Arroyo/Renz Lane
NBR
SAT
Background Plus Project Conditions (Alternative 2)
Avg. Queue Per Lane in Veh= 4.0
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0177	0.0177	0
0.0715	0.0892	1
0.1441	0.2333	2
0.1937	0.4270	3
0.1953	0.6223	4
0.1576	0.7799	5
0.1059	0.8858	6
0.0610	0.9469	7
0.0308	0.9776	8
0.0138	0.9914	9
0.0056	0.9970	10
0.0020	0.9990	11
0.0007	0.9997	12
0.0002	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
SBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.0
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3679	0.3679	0
0.3679	0.7358	1
0.1839	0.9197	2
0.0613	0.9810	3
0.0153	0.9963	4
0.0031	0.9994	5
0.0005	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
SBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2826	0.2826	0
0.3571	0.6397	1
0.2257	0.8653	2
0.0951	0.9604	3
0.0300	0.9905	4
0.0076	0.9981	5
0.0016	0.9997	6
0.0003	0.9999	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
SBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2710	0.2710	0
0.3538	0.6249	1
0.2310	0.8558	2
0.1005	0.9563	3
0.0328	0.9892	4
0.0086	0.9977	5
0.0019	0.9996	6
0.0003	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
SBL
AM
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 1.9
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1534	0.1534	0
0.2875	0.4409	1
0.2696	0.7105	2
0.1685	0.8789	3
0.0790	0.9579	4
0.0296	0.9875	5
0.0093	0.9968	6
0.0025	0.9993	7
0.0006	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
SBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 4.2
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0155	0.0155	0
0.0646	0.0801	1
0.1346	0.2147	2
0.1869	0.4016	3
0.1947	0.5963	4
0.1623	0.7586	5
0.1127	0.8712	6
0.0671	0.9383	7
0.0349	0.9733	8
0.0162	0.9894	9
0.0067	0.9962	10
0.0026	0.9987	11
0.0009	0.9996	12
0.0003	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
SBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 4.4
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0128	0.0128	0
0.0557	0.0684	1
0.1214	0.1898	2
0.1765	0.3663	3
0.1924	0.5587	4
0.1678	0.7265	5
0.1220	0.8484	6
0.0760	0.9244	7
0.0414	0.9658	8
0.0201	0.9859	9
0.0088	0.9947	10
0.0035	0.9981	11
0.0013	0.9994	12
0.0004	0.9998	13
0.0001	0.9999	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
SBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.4
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0119	0.0119	0
0.0528	0.0647	1
0.1169	0.1815	2
0.1726	0.3541	3
0.1912	0.5453	4
0.1694	0.7147	5
0.1251	0.8398	6
0.0792	0.9190	7
0.0439	0.9629	8
0.0216	0.9845	9
0.0096	0.9940	10
0.0039	0.9979	11
0.0014	0.9993	12
0.0005	0.9998	13
0.0002	0.9999	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
SBL
PM
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 4.5
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0110	0.0110	0
0.0495	0.0604	1
0.1116	0.1720	2
0.1679	0.3400	3
0.1895	0.5295	4
0.1711	0.7006	5
0.1287	0.8293	6
0.0830	0.9123	7
0.0468	0.9591	8
0.0235	0.9826	9
0.0106	0.9932	10
0.0044	0.9975	11
0.0016	0.9992	12
0.0006	0.9997	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
SBL
SAT
Existing Conditions
Avg. Queue Per Lane in Veh= 5.6
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0036	0.0036	0
0.0203	0.0239	1
0.0571	0.0810	2
0.1070	0.1879	3
0.1504	0.3384	4
0.1692	0.5076	5
0.1587	0.6663	6
0.1275	0.7938	7
0.0897	0.8834	8
0.0560	0.9395	9
0.0315	0.9710	10
0.0161	0.9871	11
0.0076	0.9947	12
0.0033	0.9979	13
0.0013	0.9993	14
0.0005	0.9997	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
SBL
SAT
Background Conditions
Avg. Queue Per Lane in Veh= 5.7
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0033	0.0033	0
0.0191	0.0224	1
0.0544	0.0768	2
0.1033	0.1800	3
0.1472	0.3272	4
0.1678	0.4950	5
0.1594	0.6544	6
0.1298	0.7841	7
0.0925	0.8766	8
0.0586	0.9352	9
0.0334	0.9686	10
0.0173	0.9859	11
0.0082	0.9941	12
0.0036	0.9977	13
0.0015	0.9991	14
0.0006	0.9997	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
SBL
SAT
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 5.9
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0028	0.0028	0
0.0165	0.0193	1
0.0485	0.0678	2
0.0949	0.1627	3
0.1394	0.3021	4
0.1638	0.4660	5
0.1604	0.6264	6
0.1346	0.7610	7
0.0989	0.8599	8
0.0645	0.9244	9
0.0379	0.9623	10
0.0203	0.9826	11
0.0099	0.9925	12
0.0045	0.9970	13
0.0019	0.9989	14
0.0007	0.9996	15
0.0003	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
SBL
SAT
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 5.9
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0028	0.0028	0
0.0165	0.0193	1
0.0485	0.0678	2
0.0949	0.1627	3
0.1394	0.3021	4
0.1638	0.4660	5
0.1604	0.6264	6
0.1346	0.7610	7
0.0989	0.8599	8
0.0645	0.9244	9
0.0379	0.9623	10
0.0203	0.9826	11
0.0099	0.9925	12
0.0045	0.9970	13
0.0019	0.9989	14
0.0007	0.9996	15
0.0003	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
SBR
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 4.0
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0188	0.0188	0
0.0748	0.0936	1
0.1486	0.2422	2
0.1967	0.4389	3
0.1953	0.6343	4
0.1552	0.7895	5
0.1027	0.8922	6
0.0583	0.9505	7
0.0289	0.9795	8
0.0128	0.9922	9
0.0051	0.9973	10
0.0018	0.9991	11
0.0006	0.9997	12
0.0002	0.9999	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
SBR
AM
Background Conditions
Avg. Queue Per Lane in Veh= 4.3
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0135	0.0135	0
0.0581	0.0716	1
0.1251	0.1967	2
0.1795	0.3762	3
0.1932	0.5694	4
0.1664	0.7357	5
0.1194	0.8551	6
0.0734	0.9286	7
0.0395	0.9681	8
0.0189	0.9870	9
0.0081	0.9951	10
0.0032	0.9983	11
0.0011	0.9995	12
0.0004	0.9998	13
0.0001	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
SBR
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 4.6
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0105	0.0105	0
0.0479	0.0584	1
0.1090	0.1674	2
0.1656	0.3330	3
0.1886	0.5216	4
0.1718	0.6934	5
0.1305	0.8239	6
0.0849	0.9088	7
0.0483	0.9571	8
0.0245	0.9816	9
0.0111	0.9927	10
0.0046	0.9973	11
0.0018	0.9991	12
0.0006	0.9997	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
SBR
AM
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 4.6
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0105	0.0105	0
0.0479	0.0584	1
0.1090	0.1674	2
0.1656	0.3330	3
0.1886	0.5216	4
0.1718	0.6934	5
0.1305	0.8239	6
0.0849	0.9088	7
0.0483	0.9571	8
0.0245	0.9816	9
0.0111	0.9927	10
0.0046	0.9973	11
0.0018	0.9991	12
0.0006	0.9997	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
SBR
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 8.7
Percentile = 0.95 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0002	0.0002	0
0.0015	0.0017	1
0.0065	0.0081	2
0.0187	0.0268	3
0.0405	0.0673	4
0.0702	0.1375	5
0.1014	0.2388	6
0.1255	0.3644	7
0.1360	0.5003	8
0.1309	0.6312	9
0.1135	0.7447	10
0.0894	0.8341	11
0.0646	0.8987	12
0.0430	0.9417	13
0.0266	0.9684	14
0.0154	0.9838	15
0.0083	0.9921	16
0.0043	0.9963	17
0.0020	0.9984	18
0.0009	0.9993	19
0.0004	0.9997	20
0.0002	0.9999	21
0.0001	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
SBR
PM
Background Conditions
Avg. Queue Per Lane in Veh= 9.5
Percentile = 0.95 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0007	0.0008	1
0.0034	0.0042	2
0.0107	0.0149	3
0.0254	0.0403	4
0.0483	0.0885	5
0.0764	0.1649	6
0.1037	0.2687	7
0.1232	0.3918	8
0.1300	0.5218	9
0.1235	0.6453	10
0.1067	0.7520	11
0.0844	0.8364	12
0.0617	0.8981	13
0.0419	0.9400	14
0.0265	0.9665	15
0.0157	0.9823	16
0.0088	0.9911	17
0.0046	0.9957	18
0.0023	0.9980	19
0.0011	0.9991	20
0.0005	0.9996	21
0.0002	0.9999	22
0.0001	0.9999	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
SBR
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 11.4
Percentile = 0.95 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0007	0.0008	2
0.0027	0.0035	3
0.0077	0.0112	4
0.0175	0.0287	5
0.0334	0.0621	6
0.0546	0.1167	7
0.0782	0.1949	8
0.0994	0.2943	9
0.1137	0.4080	10
0.1183	0.5264	11
0.1129	0.6392	12
0.0994	0.7386	13
0.0812	0.8198	14
0.0620	0.8818	15
0.0443	0.9261	16
0.0298	0.9559	17
0.0190	0.9749	18
0.0114	0.9863	19
0.0065	0.9929	20
0.0036	0.9964	21
0.0019	0.9983	22
0.0009	0.9992	23
0.0004	0.9996	24
0.0002	0.9998	25
0.0001	0.9999	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
SBR
PM
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 11.4
Percentile = 0.95 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0001	0.0001	1
0.0007	0.0008	2
0.0027	0.0035	3
0.0077	0.0112	4
0.0175	0.0287	5
0.0334	0.0621	6
0.0546	0.1167	7
0.0782	0.1949	8
0.0994	0.2943	9
0.1137	0.4080	10
0.1183	0.5264	11
0.1129	0.6392	12
0.0994	0.7386	13
0.0812	0.8198	14
0.0620	0.8818	15
0.0443	0.9261	16
0.0298	0.9559	17
0.0190	0.9749	18
0.0114	0.9863	19
0.0065	0.9929	20
0.0036	0.9964	21
0.0019	0.9983	22
0.0009	0.9992	23
0.0004	0.9996	24
0.0002	0.9998	25
0.0001	0.9999	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
SBR
SAT
Existing Conditions
Avg. Queue Per Lane in Veh= 27.4
Percentile = 0.95 36

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0000	6
0.0000	0.0000	7
0.0000	0.0000	8
0.0000	0.0000	9
0.0001	0.0001	10
0.0002	0.0003	11
0.0005	0.0008	12
0.0010	0.0018	13
0.0020	0.0038	14
0.0036	0.0075	15
0.0062	0.0137	16
0.0100	0.0237	17
0.0152	0.0388	18
0.0218	0.0607	19
0.0299	0.0905	20
0.0389	0.1294	21
0.0483	0.1777	22
0.0575	0.2352	23
0.0655	0.3007	24
0.0717	0.3724	25
0.0754	0.4478	26
0.0764	0.5242	27
0.0746	0.5988	28
0.0704	0.6691	29
0.0641	0.7333	30
0.0566	0.7898	31
0.0484	0.8382	32
0.0401	0.8783	33
0.0322	0.9105	34
0.0252	0.9357	35
0.0191	0.9549	36
0.0141	0.9690	37
0.0102	0.9792	38
0.0071	0.9863	39
0.0049	0.9912	40
0.0033	0.9945	41
0.0021	0.9966	42
0.0013	0.9980	43
0.0008	0.9988	44
0.0005	0.9993	45

9. Camino Arroyo/SR 152
SBR
SAT
Background Conditions
Avg. Queue Per Lane in Veh= 28.5
Percentile = 0.95 38

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0000	6
0.0000	0.0000	7
0.0000	0.0000	8
0.0000	0.0000	9
0.0000	0.0001	10
0.0001	0.0002	11
0.0003	0.0004	12
0.0006	0.0010	13
0.0011	0.0021	14
0.0021	0.0042	15
0.0038	0.0080	16
0.0064	0.0144	17
0.0101	0.0245	18
0.0151	0.0396	19
0.0215	0.0611	20
0.0292	0.0904	21
0.0379	0.1283	22
0.0469	0.1752	23
0.0557	0.2309	24
0.0635	0.2945	25
0.0697	0.3641	26
0.0735	0.4377	27
0.0748	0.5125	28
0.0735	0.5861	29
0.0699	0.6559	30
0.0642	0.7202	31
0.0572	0.7774	32
0.0494	0.8268	33
0.0414	0.8682	34
0.0337	0.9019	35
0.0267	0.9286	36
0.0206	0.9492	37
0.0154	0.9646	38
0.0113	0.9759	39
0.0080	0.9839	40
0.0056	0.9895	41
0.0038	0.9933	42
0.0025	0.9958	43
0.0016	0.9974	44
0.0010	0.9984	45

9. Camino Arroyo/SR 152
SBR
SAT
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 31.6
Percentile = 0.95 41

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0000	6
0.0000	0.0000	7
0.0000	0.0000	8
0.0000	0.0000	9
0.0000	0.0000	10
0.0000	0.0000	11
0.0000	0.0001	12
0.0001	0.0002	13
0.0002	0.0004	14
0.0005	0.0008	15
0.0009	0.0017	16
0.0017	0.0034	17
0.0029	0.0063	18
0.0048	0.0111	19
0.0077	0.0188	20
0.0115	0.0303	21
0.0165	0.0468	22
0.0227	0.0696	23
0.0299	0.0995	24
0.0378	0.1373	25
0.0460	0.1833	26
0.0538	0.2371	27
0.0607	0.2979	28
0.0662	0.3640	29
0.0697	0.4337	30
0.0711	0.5048	31
0.0702	0.5749	32
0.0672	0.6421	33
0.0624	0.7046	34
0.0564	0.7609	35
0.0495	0.8104	36
0.0423	0.8527	37
0.0351	0.8878	38
0.0285	0.9163	39
0.0225	0.9388	40
0.0173	0.9562	41
0.0130	0.9692	42
0.0096	0.9788	43
0.0069	0.9857	44
0.0048	0.9905	45

9. Camino Arroyo/SR 152
SBR
SAT
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 31.6
Percentile = 0.95 41

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0000	6
0.0000	0.0000	7
0.0000	0.0000	8
0.0000	0.0000	9
0.0000	0.0000	10
0.0000	0.0000	11
0.0000	0.0001	12
0.0001	0.0002	13
0.0002	0.0004	14
0.0005	0.0008	15
0.0009	0.0017	16
0.0017	0.0034	17
0.0029	0.0063	18
0.0048	0.0111	19
0.0077	0.0188	20
0.0115	0.0303	21
0.0165	0.0468	22
0.0227	0.0696	23
0.0299	0.0995	24
0.0378	0.1373	25
0.0460	0.1833	26
0.0538	0.2371	27
0.0607	0.2979	28
0.0662	0.3640	29
0.0697	0.4337	30
0.0711	0.5048	31
0.0702	0.5749	32
0.0672	0.6421	33
0.0624	0.7046	34
0.0564	0.7609	35
0.0495	0.8104	36
0.0423	0.8527	37
0.0351	0.8878	38
0.0285	0.9163	39
0.0225	0.9388	40
0.0173	0.9562	41
0.0130	0.9692	42
0.0096	0.9788	43
0.0069	0.9857	44
0.0048	0.9905	45

0

EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 4.8
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0082	0.0082	0
0.0393	0.0475	1
0.0945	0.1420	2
0.1514	0.2934	3
0.1819	0.4752	4
0.1748	0.6500	5
0.1400	0.7900	6
0.0961	0.8861	7
0.0577	0.9439	8
0.0308	0.9747	9
0.0148	0.9895	10
0.0065	0.9960	11
0.0026	0.9986	12
0.0010	0.9995	13
0.0003	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

0

EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 5.0
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0067	0.0067	0
0.0337	0.0404	1
0.0842	0.1247	2
0.1404	0.2650	3
0.1755	0.4405	4
0.1755	0.6160	5
0.1462	0.7622	6
0.1044	0.8666	7
0.0653	0.9319	8
0.0363	0.9682	9
0.0181	0.9863	10
0.0082	0.9945	11
0.0034	0.9980	12
0.0013	0.9993	13
0.0005	0.9998	14
0.0002	0.9999	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

0

EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 7.1
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0008	0.0008	0
0.0058	0.0066	1
0.0206	0.0272	2
0.0489	0.0762	3
0.0869	0.1631	4
0.1236	0.2867	5
0.1465	0.4333	6
0.1489	0.5822	7
0.1323	0.7145	8
0.1046	0.8191	9
0.0744	0.8934	10
0.0481	0.9415	11
0.0285	0.9700	12
0.0156	0.9855	13
0.0079	0.9934	14
0.0038	0.9972	15
0.0017	0.9989	16
0.0007	0.9996	17
0.0003	0.9998	18
0.0001	0.9999	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

0

EBL
AM
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 5.8
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0032	0.0032	0
0.0183	0.0215	1
0.0526	0.0741	2
0.1008	0.1749	3
0.1450	0.3199	4
0.1667	0.4866	5
0.1598	0.6464	6
0.1312	0.7776	7
0.0943	0.8719	8
0.0603	0.9322	9
0.0347	0.9669	10
0.0181	0.9850	11
0.0087	0.9937	12
0.0038	0.9975	13
0.0016	0.9991	14
0.0006	0.9997	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

0

EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 7.2
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0007	0.0007	0
0.0053	0.0060	1
0.0190	0.0250	2
0.0458	0.0709	3
0.0828	0.1537	4
0.1196	0.2732	5
0.1439	0.4172	6
0.1485	0.5656	7
0.1341	0.6997	8
0.1076	0.8073	9
0.0777	0.8850	10
0.0510	0.9360	11
0.0307	0.9667	12
0.0171	0.9837	13
0.0088	0.9925	14
0.0042	0.9968	15
0.0019	0.9987	16
0.0008	0.9995	17
0.0003	0.9998	18
0.0001	0.9999	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

0

EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 7.5
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0005	0.0005	0
0.0041	0.0046	1
0.0154	0.0200	2
0.0386	0.0586	3
0.0724	0.1311	4
0.1089	0.2399	5
0.1363	0.3763	6
0.1463	0.5226	7
0.1375	0.6601	8
0.1148	0.7748	9
0.0862	0.8610	10
0.0589	0.9199	11
0.0369	0.9568	12
0.0213	0.9781	13
0.0114	0.9896	14
0.0057	0.9953	15
0.0027	0.9980	16
0.0012	0.9992	17
0.0005	0.9997	18
0.0002	0.9999	19
0.0001	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

0

EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 8.1
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0003	0.0003	0
0.0024	0.0027	1
0.0097	0.0123	2
0.0262	0.0386	3
0.0534	0.0920	4
0.0869	0.1788	5
0.1179	0.2967	6
0.1370	0.4337	7
0.1394	0.5732	8
0.1261	0.6992	9
0.1026	0.8019	10
0.0759	0.8778	11
0.0515	0.9293	12
0.0322	0.9615	13
0.0187	0.9803	14
0.0102	0.9904	15
0.0052	0.9956	16
0.0025	0.9981	17
0.0011	0.9992	18
0.0005	0.9997	19
0.0002	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

0

EBL
PM
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 8.0
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0003	0.0003	0
0.0028	0.0031	1
0.0111	0.0142	2
0.0294	0.0436	3
0.0585	0.1020	4
0.0930	0.1951	5
0.1234	0.3185	6
0.1403	0.4588	7
0.1396	0.5984	8
0.1234	0.7218	9
0.0982	0.8200	10
0.0711	0.8911	11
0.0471	0.9382	12
0.0289	0.9670	13
0.0164	0.9834	14
0.0087	0.9921	15
0.0043	0.9965	16
0.0020	0.9985	17
0.0009	0.9994	18
0.0004	0.9998	19
0.0001	0.9999	20
0.0001	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

0

EBL
SAT
Existing Conditions
Avg. Queue Per Lane in Veh= 21.1
Percentile = 0.95 29

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0001	0.0001	6
0.0002	0.0004	7
0.0007	0.0010	8
0.0015	0.0026	9
0.0033	0.0058	10
0.0063	0.0121	11
0.0110	0.0231	12
0.0179	0.0411	13
0.0271	0.0681	14
0.0381	0.1062	15
0.0503	0.1565	16
0.0625	0.2191	17
0.0734	0.2924	18
0.0816	0.3740	19
0.0862	0.4602	20
0.0867	0.5468	21
0.0832	0.6301	22
0.0764	0.7065	23
0.0673	0.7738	24
0.0569	0.8307	25
0.0462	0.8769	26
0.0361	0.9130	27
0.0273	0.9403	28
0.0199	0.9602	29
0.0140	0.9741	30
0.0095	0.9837	31
0.0063	0.9900	32
0.0040	0.9940	33
0.0025	0.9965	34
0.0015	0.9980	35
0.0009	0.9989	36
0.0005	0.9994	37
0.0003	0.9997	38
0.0002	0.9998	39
0.0001	0.9999	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

0

EBL
SAT
Background Conditions
Avg. Queue Per Lane in Veh= 21.5
Percentile = 0.95 29

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0001	0.0001	6
0.0002	0.0003	7
0.0005	0.0008	8
0.0013	0.0021	9
0.0027	0.0048	10
0.0053	0.0101	11
0.0095	0.0195	12
0.0156	0.0352	13
0.0240	0.0592	14
0.0344	0.0936	15
0.0461	0.1397	16
0.0583	0.1979	17
0.0695	0.2674	18
0.0786	0.3460	19
0.0843	0.4303	20
0.0863	0.5166	21
0.0842	0.6008	22
0.0786	0.6794	23
0.0703	0.7497	24
0.0604	0.8101	25
0.0499	0.8601	26
0.0397	0.8997	27
0.0304	0.9302	28
0.0225	0.9527	29
0.0161	0.9689	30
0.0112	0.9801	31
0.0075	0.9876	32
0.0049	0.9924	33
0.0031	0.9955	34
0.0019	0.9974	35
0.0011	0.9985	36
0.0007	0.9992	37
0.0004	0.9996	38
0.0002	0.9998	39
0.0001	0.9999	40
0.0001	0.9999	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

0

EBL
SAT
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 22.0
Percentile = 0.95 30

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0001	6
0.0001	0.0002	7
0.0004	0.0006	8
0.0009	0.0015	9
0.0020	0.0035	10
0.0040	0.0075	11
0.0074	0.0149	12
0.0125	0.0275	13
0.0197	0.0472	14
0.0290	0.0762	15
0.0399	0.1160	16
0.0517	0.1677	17
0.0632	0.2309	18
0.0733	0.3042	19
0.0807	0.3849	20
0.0846	0.4695	21
0.0847	0.5543	22
0.0811	0.6354	23
0.0745	0.7099	24
0.0656	0.7755	25
0.0556	0.8310	26
0.0453	0.8764	27
0.0357	0.9120	28
0.0271	0.9391	29
0.0199	0.9590	30
0.0141	0.9731	31
0.0097	0.9828	32
0.0065	0.9893	33
0.0042	0.9935	34
0.0026	0.9962	35
0.0016	0.9978	36
0.0010	0.9988	37
0.0006	0.9993	38
0.0003	0.9996	39
0.0002	0.9998	40
0.0001	0.9999	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

0

EBL
SAT
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 22.0
Percentile = 0.95 30

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0000	0.0001	6
0.0001	0.0002	7
0.0004	0.0006	8
0.0009	0.0015	9
0.0020	0.0035	10
0.0040	0.0075	11
0.0074	0.0149	12
0.0125	0.0275	13
0.0197	0.0472	14
0.0290	0.0762	15
0.0399	0.1160	16
0.0517	0.1677	17
0.0632	0.2309	18
0.0733	0.3042	19
0.0807	0.3849	20
0.0846	0.4695	21
0.0847	0.5543	22
0.0811	0.6354	23
0.0745	0.7099	24
0.0656	0.7755	25
0.0556	0.8310	26
0.0453	0.8764	27
0.0357	0.9120	28
0.0271	0.9391	29
0.0199	0.9590	30
0.0141	0.9731	31
0.0097	0.9828	32
0.0065	0.9893	33
0.0042	0.9935	34
0.0026	0.9962	35
0.0016	0.9978	36
0.0010	0.9988	37
0.0006	0.9993	38
0.0003	0.9996	39
0.0002	0.9998	40
0.0001	0.9999	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
WBR
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.1
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0471	0.0471	0
0.1439	0.1910	1
0.2199	0.4109	2
0.2239	0.6348	3
0.1711	0.8058	4
0.1045	0.9104	5
0.0532	0.9636	6
0.0232	0.9869	7
0.0089	0.9957	8
0.0030	0.9987	9
0.0009	0.9997	10
0.0003	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
WBR
AM
Background Conditions
Avg. Queue Per Lane in Veh= 3.0
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0498	0.0498	0
0.1494	0.1991	1
0.2240	0.4232	2
0.2240	0.6472	3
0.1680	0.8153	4
0.1008	0.9161	5
0.0504	0.9665	6
0.0216	0.9881	7
0.0081	0.9962	8
0.0027	0.9989	9
0.0008	0.9997	10
0.0002	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
WBR
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.2
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0399	0.0399	0
0.1285	0.1683	1
0.2070	0.3753	2
0.2223	0.5976	3
0.1791	0.7766	4
0.1154	0.8920	5
0.0620	0.9540	6
0.0285	0.9825	7
0.0115	0.9940	8
0.0041	0.9981	9
0.0013	0.9995	10
0.0004	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
WBR
AM
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 2.8
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0639	0.0639	0
0.1758	0.2397	1
0.2417	0.4815	2
0.2216	0.7030	3
0.1523	0.8554	4
0.0838	0.9392	5
0.0384	0.9776	6
0.0151	0.9927	7
0.0052	0.9978	8
0.0016	0.9994	9
0.0004	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
WBR
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2636	0.2636	0
0.3515	0.6151	1
0.2343	0.8494	2
0.1041	0.9535	3
0.0347	0.9882	4
0.0093	0.9975	5
0.0021	0.9995	6
0.0004	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
WBR
PM
Background Conditions
Avg. Queue Per Lane in Veh= 1.7
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1863	0.1863	0
0.3130	0.4993	1
0.2630	0.7623	2
0.1474	0.9097	3
0.0619	0.9716	4
0.0208	0.9924	5
0.0058	0.9982	6
0.0014	0.9996	7
0.0003	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
WBR
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.8
Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1738	0.1738	0
0.3041	0.4779	1
0.2661	0.7440	2
0.1552	0.8992	3
0.0679	0.9671	4
0.0238	0.9909	5
0.0069	0.9978	6
0.0017	0.9995	7
0.0004	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
WBR
PM
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 2.3
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1039	0.1039	0
0.2353	0.3393	1
0.2664	0.6056	2
0.2010	0.8066	3
0.1138	0.9204	4
0.0515	0.9719	5
0.0194	0.9914	6
0.0063	0.9976	7
0.0018	0.9994	8
0.0004	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
WBR
SAT
Existing Conditions
Avg. Queue Per Lane in Veh= 5.5
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0043	0.0043	0
0.0234	0.0277	1
0.0638	0.0915	2
0.1159	0.2074	3
0.1579	0.3654	4
0.1721	0.5375	5
0.1564	0.6939	6
0.1217	0.8156	7
0.0829	0.8986	8
0.0502	0.9488	9
0.0274	0.9761	10
0.0136	0.9897	11
0.0062	0.9959	12
0.0026	0.9984	13
0.0010	0.9995	14
0.0004	0.9998	15
0.0001	0.9999	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
WBR
SAT
Background Conditions
Avg. Queue Per Lane in Veh= 5.7
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0035	0.0035	0
0.0199	0.0234	1
0.0561	0.0795	2
0.1057	0.1853	3
0.1494	0.3346	4
0.1688	0.5034	5
0.1589	0.6623	6
0.1283	0.7906	7
0.0906	0.8812	8
0.0569	0.9381	9
0.0321	0.9702	10
0.0165	0.9867	11
0.0078	0.9945	12
0.0034	0.9979	13
0.0014	0.9992	14
0.0005	0.9997	15
0.0002	0.9999	16
0.0001	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
WBR
SAT
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 6.0
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0026	0.0026	0
0.0155	0.0181	1
0.0461	0.0642	2
0.0915	0.1557	3
0.1361	0.2918	4
0.1619	0.4537	5
0.1606	0.6143	6
0.1365	0.7508	7
0.1015	0.8524	8
0.0671	0.9195	9
0.0399	0.9594	10
0.0216	0.9810	11
0.0107	0.9917	12
0.0049	0.9966	13
0.0021	0.9987	14
0.0008	0.9995	15
0.0003	0.9998	16
0.0001	0.9999	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

9. Camino Arroyo/SR 152
WBR
SAT
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 6.0
Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0026	0.0026	0
0.0155	0.0181	1
0.0461	0.0642	2
0.0915	0.1557	3
0.1361	0.2918	4
0.1619	0.4537	5
0.1606	0.6143	6
0.1365	0.7508	7
0.1015	0.8524	8
0.0671	0.9195	9
0.0399	0.9594	10
0.0216	0.9810	11
0.0107	0.9917	12
0.0049	0.9966	13
0.0021	0.9987	14
0.0008	0.9995	15
0.0003	0.9998	16
0.0001	0.9999	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

10. US 101 NB Off-Ramp/SR 152
NBR
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.3
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0956	0.0956	0
0.2245	0.3201	1
0.2634	0.5836	2
0.2061	0.7897	3
0.1210	0.9106	4
0.0568	0.9674	5
0.0222	0.9896	6
0.0074	0.9971	7
0.0022	0.9993	8
0.0006	0.9998	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

10. US 101 NB Off-Ramp/SR 152
NBR
AM
Background Conditions
Avg. Queue Per Lane in Veh= 3.4
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0342	0.0342	0
0.1154	0.1495	1
0.1948	0.3443	2
0.2192	0.5635	3
0.1850	0.7486	4
0.1249	0.8735	5
0.0703	0.9438	6
0.0339	0.9777	7
0.0143	0.9921	8
0.0054	0.9974	9
0.0018	0.9992	10
0.0006	0.9998	11
0.0002	0.9999	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

10. US 101 NB Off-Ramp/SR 152
NBR
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.7
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0245	0.0245	0
0.0908	0.1153	1
0.1684	0.2837	2
0.2083	0.4920	3
0.1932	0.6852	4
0.1434	0.8286	5
0.0887	0.9173	6
0.0470	0.9643	7
0.0218	0.9861	8
0.0090	0.9951	9
0.0033	0.9984	10
0.0011	0.9995	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

10. US 101 NB Off-Ramp/SR 152
NBR
AM
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 3.7
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0245	0.0245	0
0.0908	0.1153	1
0.1684	0.2837	2
0.2083	0.4920	3
0.1932	0.6852	4
0.1434	0.8286	5
0.0887	0.9173	6
0.0470	0.9643	7
0.0218	0.9861	8
0.0090	0.9951	9
0.0033	0.9984	10
0.0011	0.9995	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

10. US 101 NB Off-Ramp/SR 152
NBR
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 2.6
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0736	0.0736	0
0.1920	0.2656	1
0.2505	0.5162	2
0.2179	0.7340	3
0.1421	0.8761	4
0.0742	0.9503	5
0.0322	0.9825	6
0.0120	0.9946	7
0.0039	0.9985	8
0.0011	0.9996	9
0.0003	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

10. US 101 NB Off-Ramp/SR 152
NBR
PM
Background Conditions
Avg. Queue Per Lane in Veh= 3.6
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0260	0.0260	0
0.0950	0.1211	1
0.1733	0.2944	2
0.2107	0.5051	3
0.1922	0.6973	4
0.1402	0.8375	5
0.0852	0.9227	6
0.0444	0.9671	7
0.0203	0.9874	8
0.0082	0.9956	9
0.0030	0.9986	10
0.0010	0.9996	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

10. US 101 NB Off-Ramp/SR 152
NBR
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.7
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0237	0.0237	0
0.0887	0.1124	1
0.1659	0.2783	2
0.2070	0.4853	3
0.1937	0.6790	4
0.1450	0.8240	5
0.0904	0.9144	6
0.0483	0.9627	7
0.0226	0.9854	8
0.0094	0.9948	9
0.0035	0.9983	10
0.0012	0.9995	11
0.0004	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

10. US 101 NB Off-Ramp/SR 152
NBR
PM
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 3.7
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0237	0.0237	0
0.0887	0.1124	1
0.1659	0.2783	2
0.2070	0.4853	3
0.1937	0.6790	4
0.1450	0.8240	5
0.0904	0.9144	6
0.0483	0.9627	7
0.0226	0.9854	8
0.0094	0.9948	9
0.0035	0.9983	10
0.0012	0.9995	11
0.0004	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

10. US 101 NB Off-Ramp/SR 152
NBR
SAT
Existing Conditions
Avg. Queue Per Lane in Veh= 4.9
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0076	0.0076	0
0.0372	0.0449	1
0.0907	0.1356	2
0.1474	0.2830	3
0.1797	0.4627	4
0.1752	0.6379	5
0.1423	0.7802	6
0.0991	0.8794	7
0.0604	0.9398	8
0.0327	0.9725	9
0.0160	0.9884	10
0.0071	0.9955	11
0.0029	0.9984	12
0.0011	0.9995	13
0.0004	0.9998	14
0.0001	0.9999	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

10. US 101 NB Off-Ramp/SR 152
NBR
SAT
Background Conditions
Avg. Queue Per Lane in Veh= 5.1
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0061	0.0061	0
0.0310	0.0371	1
0.0791	0.1161	2
0.1346	0.2507	3
0.1717	0.4224	4
0.1753	0.5977	5
0.1491	0.7468	6
0.1087	0.8555	7
0.0694	0.9249	8
0.0393	0.9642	9
0.0201	0.9843	10
0.0093	0.9936	11
0.0040	0.9976	12
0.0016	0.9992	13
0.0006	0.9997	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

10. US 101 NB Off-Ramp/SR 152
NBR
SAT
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 5.1
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0058	0.0058	0
0.0300	0.0358	1
0.0771	0.1129	2
0.1323	0.2451	3
0.1701	0.4153	4
0.1751	0.5904	5
0.1502	0.7406	6
0.1104	0.8510	7
0.0710	0.9220	8
0.0406	0.9626	9
0.0209	0.9835	10
0.0098	0.9932	11
0.0042	0.9974	12
0.0017	0.9991	13
0.0006	0.9997	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

10. US 101 NB Off-Ramp/SR 152
NBR
SAT
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 5.1
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0058	0.0058	0
0.0300	0.0358	1
0.0771	0.1129	2
0.1323	0.2451	3
0.1701	0.4153	4
0.1751	0.5904	5
0.1502	0.7406	6
0.1104	0.8510	7
0.0710	0.9220	8
0.0406	0.9626	9
0.0209	0.9835	10
0.0098	0.9932	11
0.0042	0.9974	12
0.0017	0.9991	13
0.0006	0.9997	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

11. US 101 SB Off-Ramp/Tenth
SBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 7.0
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0009	0.0009	0
0.0062	0.0071	1
0.0218	0.0289	2
0.0512	0.0802	3
0.0900	0.1702	4
0.1266	0.2967	5
0.1483	0.4451	6
0.1490	0.5941	7
0.1310	0.7250	8
0.1023	0.8273	9
0.0719	0.8992	10
0.0460	0.9452	11
0.0269	0.9722	12
0.0146	0.9867	13
0.0073	0.9941	14
0.0034	0.9975	15
0.0015	0.9990	16
0.0006	0.9996	17
0.0002	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

11. US 101 SB Off-Ramp/Tenth
SBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 9.4
Percentile = 0.95 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0008	0.0009	1
0.0037	0.0045	2
0.0115	0.0161	3
0.0270	0.0431	4
0.0508	0.0939	5
0.0795	0.1733	6
0.1066	0.2800	7
0.1252	0.4052	8
0.1307	0.5359	9
0.1227	0.6586	10
0.1048	0.7634	11
0.0820	0.8454	12
0.0593	0.9046	13
0.0398	0.9444	14
0.0249	0.9693	15
0.0146	0.9839	16
0.0081	0.9920	17
0.0042	0.9962	18
0.0021	0.9983	19
0.0010	0.9993	20
0.0004	0.9997	21
0.0002	0.9999	22
0.0001	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

11. US 101 SB Off-Ramp/Tenth
SBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 11.0
Percentile = 0.95 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0010	0.0012	2
0.0036	0.0048	3
0.0100	0.0149	4
0.0221	0.0370	5
0.0406	0.0776	6
0.0640	0.1416	7
0.0882	0.2298	8
0.1080	0.3379	9
0.1191	0.4570	10
0.1194	0.5764	11
0.1097	0.6860	12
0.0930	0.7790	13
0.0732	0.8523	14
0.0538	0.9061	15
0.0371	0.9432	16
0.0240	0.9672	17
0.0147	0.9820	18
0.0085	0.9905	19
0.0047	0.9952	20
0.0025	0.9977	21
0.0012	0.9989	22
0.0006	0.9995	23
0.0003	0.9998	24
0.0001	0.9999	25
0.0001	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

11. US 101 SB Off-Ramp/Tenth
SBL
AM
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 11.0
Percentile = 0.95 17

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0002	0.0002	1
0.0010	0.0012	2
0.0036	0.0048	3
0.0100	0.0149	4
0.0221	0.0370	5
0.0406	0.0776	6
0.0640	0.1416	7
0.0882	0.2298	8
0.1080	0.3379	9
0.1191	0.4570	10
0.1194	0.5764	11
0.1097	0.6860	12
0.0930	0.7790	13
0.0732	0.8523	14
0.0538	0.9061	15
0.0371	0.9432	16
0.0240	0.9672	17
0.0147	0.9820	18
0.0085	0.9905	19
0.0047	0.9952	20
0.0025	0.9977	21
0.0012	0.9989	22
0.0006	0.9995	23
0.0003	0.9998	24
0.0001	0.9999	25
0.0001	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

11. US 101 SB Off-Ramp/Tenth
SBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 15.8
Percentile = 0.95 23

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0001	0.0001	3
0.0004	0.0005	4
0.0011	0.0016	5
0.0030	0.0046	6
0.0067	0.0113	7
0.0132	0.0245	8
0.0233	0.0478	9
0.0367	0.0845	10
0.0528	0.1373	11
0.0695	0.2068	12
0.0844	0.2912	13
0.0953	0.3865	14
0.1004	0.4868	15
0.0991	0.5859	16
0.0921	0.6780	17
0.0808	0.7588	18
0.0672	0.8261	19
0.0531	0.8791	20
0.0399	0.9191	21
0.0287	0.9478	22
0.0197	0.9675	23
0.0130	0.9804	24
0.0082	0.9886	25
0.0050	0.9936	26
0.0029	0.9965	27
0.0016	0.9982	28
0.0009	0.9991	29
0.0005	0.9995	30
0.0002	0.9998	31
0.0001	0.9999	32
0.0001	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

11. US 101 SB Off-Ramp/Tenth
SBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 17.7
Percentile = 0.95 25

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0001	0.0001	4
0.0003	0.0004	5
0.0009	0.0012	6
0.0022	0.0034	7
0.0048	0.0082	8
0.0095	0.0177	9
0.0168	0.0344	10
0.0271	0.0615	11
0.0400	0.1015	12
0.0546	0.1562	13
0.0692	0.2254	14
0.0819	0.3073	15
0.0908	0.3981	16
0.0948	0.4929	17
0.0934	0.5863	18
0.0872	0.6735	19
0.0774	0.7509	20
0.0654	0.8163	21
0.0527	0.8691	22
0.0407	0.9097	23
0.0301	0.9398	24
0.0213	0.9612	25
0.0146	0.9757	26
0.0096	0.9853	27
0.0061	0.9914	28
0.0037	0.9951	29
0.0022	0.9973	30
0.0013	0.9985	31
0.0007	0.9992	32
0.0004	0.9996	33
0.0002	0.9998	34
0.0001	0.9999	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

11. US 101 SB Off-Ramp/Tenth
SBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 18.5
Percentile = 0.95 26

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0001	4
0.0002	0.0002	5
0.0005	0.0008	6
0.0014	0.0022	7
0.0032	0.0054	8
0.0066	0.0120	9
0.0122	0.0242	10
0.0205	0.0447	11
0.0315	0.0762	12
0.0447	0.1209	13
0.0589	0.1798	14
0.0725	0.2523	15
0.0836	0.3359	16
0.0908	0.4267	17
0.0931	0.5198	18
0.0904	0.6102	19
0.0834	0.6936	20
0.0733	0.7669	21
0.0615	0.8284	22
0.0493	0.8777	23
0.0379	0.9156	24
0.0280	0.9437	25
0.0199	0.9635	26
0.0136	0.9771	27
0.0090	0.9861	28
0.0057	0.9918	29
0.0035	0.9953	30
0.0021	0.9974	31
0.0012	0.9986	32
0.0007	0.9992	33
0.0004	0.9996	34
0.0002	0.9998	35
0.0001	0.9999	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

11. US 101 SB Off-Ramp/Tenth
SBL
PM
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 18.5
Percentile = 0.95 26

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0001	4
0.0002	0.0002	5
0.0005	0.0008	6
0.0014	0.0022	7
0.0032	0.0054	8
0.0066	0.0120	9
0.0122	0.0242	10
0.0205	0.0447	11
0.0315	0.0762	12
0.0447	0.1209	13
0.0589	0.1798	14
0.0725	0.2523	15
0.0836	0.3359	16
0.0908	0.4267	17
0.0931	0.5198	18
0.0904	0.6102	19
0.0834	0.6936	20
0.0733	0.7669	21
0.0615	0.8284	22
0.0493	0.8777	23
0.0379	0.9156	24
0.0280	0.9437	25
0.0199	0.9635	26
0.0136	0.9771	27
0.0090	0.9861	28
0.0057	0.9918	29
0.0035	0.9953	30
0.0021	0.9974	31
0.0012	0.9986	32
0.0007	0.9992	33
0.0004	0.9996	34
0.0002	0.9998	35
0.0001	0.9999	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

11. US 101 SB Off-Ramp/Tenth
SBL
SAT
Existing Conditions
Avg. Queue Per Lane in Veh= 19.2
Percentile = 0.95 27

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0001	0.0001	5
0.0003	0.0004	6
0.0009	0.0013	7
0.0021	0.0034	8
0.0045	0.0079	9
0.0086	0.0164	10
0.0150	0.0314	11
0.0240	0.0554	12
0.0354	0.0908	13
0.0486	0.1393	14
0.0622	0.2015	15
0.0747	0.2762	16
0.0844	0.3606	17
0.0900	0.4506	18
0.0910	0.5416	19
0.0874	0.6290	20
0.0800	0.7090	21
0.0698	0.7788	22
0.0583	0.8371	23
0.0467	0.8838	24
0.0359	0.9196	25
0.0265	0.9461	26
0.0188	0.9650	27
0.0129	0.9779	28
0.0086	0.9865	29
0.0055	0.9919	30
0.0034	0.9953	31
0.0020	0.9974	32
0.0012	0.9986	33
0.0007	0.9992	34
0.0004	0.9996	35
0.0002	0.9998	36
0.0001	0.9999	37
0.0001	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

11. US 101 SB Off-Ramp/Tenth
SBL
SAT
Background Conditions
Avg. Queue Per Lane in Veh= 19.8
Percentile = 0.95 27

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0001	0.0001	5
0.0002	0.0003	6
0.0006	0.0009	7
0.0014	0.0023	8
0.0032	0.0055	9
0.0063	0.0118	10
0.0114	0.0232	11
0.0188	0.0420	12
0.0287	0.0708	13
0.0407	0.1115	14
0.0538	0.1653	15
0.0667	0.2320	16
0.0778	0.3098	17
0.0858	0.3956	18
0.0895	0.4851	19
0.0888	0.5739	20
0.0838	0.6577	21
0.0756	0.7333	22
0.0652	0.7985	23
0.0539	0.8524	24
0.0427	0.8951	25
0.0326	0.9277	26
0.0239	0.9516	27
0.0170	0.9686	28
0.0116	0.9802	29
0.0077	0.9879	30
0.0049	0.9928	31
0.0030	0.9958	32
0.0018	0.9976	33
0.0011	0.9987	34
0.0006	0.9993	35
0.0003	0.9996	36
0.0002	0.9998	37
0.0001	0.9999	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

11. US 101 SB Off-Ramp/Tenth
SBL
SAT
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 20.6
Percentile = 0.95 28

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0001	0.0002	6
0.0003	0.0005	7
0.0009	0.0014	8
0.0020	0.0034	9
0.0042	0.0076	10
0.0079	0.0155	11
0.0135	0.0290	12
0.0215	0.0505	13
0.0317	0.0822	14
0.0436	0.1258	15
0.0563	0.1821	16
0.0683	0.2504	17
0.0784	0.3288	18
0.0852	0.4140	19
0.0879	0.5019	20
0.0865	0.5884	21
0.0811	0.6695	22
0.0728	0.7423	23
0.0626	0.8050	24
0.0517	0.8567	25
0.0411	0.8978	26
0.0314	0.9292	27
0.0232	0.9524	28
0.0165	0.9689	29
0.0113	0.9802	30
0.0076	0.9878	31
0.0049	0.9926	32
0.0031	0.9957	33
0.0019	0.9975	34
0.0011	0.9986	35
0.0006	0.9993	36
0.0003	0.9996	37
0.0002	0.9998	38
0.0001	0.9999	39
0.0001	0.9999	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

11. US 101 SB Off-Ramp/Tenth
SBL
SAT
Background Plus Project Conditions (Alternative 2
Avg. Queue Per Lane in Veh= 20.6
Percentile = 0.95 28

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0000	0.0000	2
0.0000	0.0000	3
0.0000	0.0000	4
0.0000	0.0000	5
0.0001	0.0002	6
0.0003	0.0005	7
0.0009	0.0014	8
0.0020	0.0034	9
0.0042	0.0076	10
0.0079	0.0155	11
0.0135	0.0290	12
0.0215	0.0505	13
0.0317	0.0822	14
0.0436	0.1258	15
0.0563	0.1821	16
0.0683	0.2504	17
0.0784	0.3288	18
0.0852	0.4140	19
0.0879	0.5019	20
0.0865	0.5884	21
0.0811	0.6695	22
0.0728	0.7423	23
0.0626	0.8050	24
0.0517	0.8567	25
0.0411	0.8978	26
0.0314	0.9292	27
0.0232	0.9524	28
0.0165	0.9689	29
0.0113	0.9802	30
0.0076	0.9878	31
0.0049	0.9926	32
0.0031	0.9957	33
0.0019	0.9975	34
0.0011	0.9986	35
0.0006	0.9993	36
0.0003	0.9996	37
0.0002	0.9998	38
0.0001	0.9999	39
0.0001	0.9999	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Appendix H
VMT and TDM Analysis Memo

MEMORANDUM

To: Steve Beauchamp, Panattoni Development

From: John Karnowski, PTOE, AICP (john.karnowski@NV5.com)

Date: May 14, 2021

Re: VMT and TMD Analysis
Camino Arroyo and Hwy 152/Pacheco Pass, Gilroy CA

The following is from the VMT analysis from the City of Gilroy"

> *Summary: For the purpose of this analysis, and for consistency with the City of Gilroy General Plan, the VMT analysis considers OPR's recommended 15 percent (%) below baseline conditions as the threshold to identify potential VMT impacts. This represents an impact threshold of 15% below the citywide average employment VMT of 20.14 miles per job. The results of the VMT evaluation indicate that the proposed project is projected to have an average employment VMT of 19.23 miles per job.*
>
> *The project's average VMT per job would exceed the established threshold of 17.12 miles per job. Therefore, the proposed project would result in a significant CEQA transportation impact, based on the established impact threshold. Under 2040 General Plan conditions, the proposed project is projected to have an average employment VMT of 19.27 miles per job. The project's average VMT per job would exceed the established threshold of 18.65 miles per job under 2040 General Plan conditions, resulting in a significant CEQA transportation impact. With the proposed project and the resulting changes to the adjacent roadway network, the citywide employment VMT under 2040 General Plan conditions is projected to be 21.88 miles per job, a reduction of approximately 0.06 miles per job from 2040 General Plan conditions without the project.*
>
> *Mitigation measure: Implement pedestrian/bicycle network improvements, including a new multi-use trail: Implement pedestrian improvements surrounding the project site, including new sidewalks along the project site frontages on Camino Arroyo and SR 152 that would connect to existing pedestrian facilities and improve the surrounding pedestrian network. In addition, construct a Class I multi-use trail along the south side of the Santa Clara Valley Water District channel (Miller Slough) that runs along the northern project site boundary. The new multi-use trail would extend from Sixth Street to the project site, providing a new bicycle/pedestrian connection between the project site and the Western Ronan Channel Trail, which currently terminates at Sixth Street. The implementation of this segment of multi-use trail would improve the existing bicycle network providing a direct connection between the neighborhoods and pedestrian/bicycle facilities on the west side of US 101 to the commercial areas located within the project area. Improving pedestrian and bicycle access to the project area promotes walking/biking as an alternative to driving and reduces VMT.*

VMT Review

I review the proposed VMT mitigation for this site and in my opinion, the improvement will results in almost no tangible change in driver behavior. Based on research reported in "Transportation Research Part D: Transport and Environment Volume 47, August 2016", the most that you might expect the addition of bike lanes to contribute to VMT reduction would be 0.13%. However, in the specific area around DXC1 which is highly commercial, it is very unlikely the trail would be used for commuting to the industrial site and even less so for the delivery station workforce given the shift times the delivery station will operate under. The multi-use trail would be an amenity to the area with little, if any, impact on VMT.

<u>TDM that will reduce VMT:</u>

The following Transportation Demand Management (TDM) measures are possible alternatives to consider:

- Guaranteed Ride Home services
    - **Estimated – 8% reduction in VMT**
    - Note: not available to non-employees such as delivery drivers
- Pre-Tax benefits for qualified commute services (transit passes, vanpools, & carpool programs)
    - Assume 20% of eligible employees take advantage of transit passes that offset 25% of transit cost
    - **1.3% reduction in VMT**
    - Not available to non-employees such as delivery drivers
    - *Source: Handy, Lovejoy, Boarnet, Spears. 2013. "Impacts of Transit Service Strategies on Passenger Vehicles Use and Greenhouse Gas Emission."*
- Carpool programs (511.org or Waze Carpool)
    - Assume 20% of eligible employees take advantage of program
    - **10.9% reduction in VMT**
    - Not available to non-employees such as delivery drivers
    - *Source: US EPA "Implementing Commuter Benefits as One of the Nation's Best Workplaces for Commuters", Nov. 2005*
- Compressed work week – 4 days shifts
    - Assume 80% of workforce
    - **12.0% reduction in VMT**
    - *Source: Handy, Lovejoy, Boarnet, Spears. 2013. "Impacts of Transit Service Strategies on Passenger Vehicles Use and Greenhouse Gas Emission."*

Other elements that are site related and easily incorporated include:

- Bike racks, Lockers
    - Assumes 10 bike racks provided in a secure area
    - **2.5% reduction in VMT**
    - *Source: "Determinants of bicycle commuting in the Washington, DC region: The role of bicycle parking, cyclist showers, and free car parking at work. Transportation Research Part D", Buehler, R. (2012).*
- Dedicated carpool / vanpool spaces
    - **Estimated – 1.0% reduction in VMT**

Please note: not all of these programs are additive. It would be overstating the effect of the TDM to say that implementation of all the measures would reduce VMT by 35.7%. However, by implementing them, they will collectively reduce the VMT enough to be well under the City's threshold.

Appendix I
VTA VMT Evaluation Tool Report

Santa Clara Countywide VMT Evaluation Tool Report

Project Details

Timestamp of Analysis: June 08, 2021, 03:12:24 PM

Project Name: Project Garlic

Project Description: 142,000 square feet delivery station and 266,220 sf industrial use

Project Location

Jurisdiction:
Gilroy

APN	TAZ
84118082	173

Inside Transit Priority Area (TPA)?
No (Fail)

Analysis Details

Santa Clara Countywide VMT Evaluation Tool Version: 1

Data Version: VTA Countywide Model December 2019

Analysis Methodology: Parcel Buffer Method

Baseline Year: 2019

Project Land Use

Residential:

Single Family DU:

Multifamily DU:

Total DUs: 0

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF: 611

Residential Affordability (percent of all units):

Extremely Low Income: 0 %

Very Low Income: 0 %

Low Income: 0 %

Parking:

Motor Vehicle Parking:

Bicycle Parking:

Industrial Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Industrial
VMT Without Project:	Home-based Work VMT per Worker
VMT Baseline Description 1:	City Average
VMT Baseline Value 1:	18.79
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	21.25	20.93	17
Low VMT Screening Analysis	No (Fail)	No (Fail)	No (Fail)

Tier 1 Project Characteristics

PC01 Increase Residential Density

Existing Residential Density:	2.02
With Project Residential Density:	2.02

PC02 Increase Residential Diversity

Existing Residential Diversity Index:	0.91
With Project Residential Diversity Index:	0.79

PC03 Affordable Housing

PC04 Increase Employment Density

Existing Employment Density:	13.37
With Project Employment Density:	20.07

Tier 2 Multimodal Infrastructure

Tier 3 Parking

Tier 4 TDM Programs

TP08 Telecommuting and Alternative Work Schedules

Telecommuting and Alternative Work Schedule Type:	4/40 schedule
Alternative Work Schedule Percent Participants:	80 %

TP11 Alternative Transportation Benefits

Percent of Employees Eligible for Alternative Transportation Benefits:	20 %

TP13 Ride-Sharing Programs

Expected Percent of Ride-Sharing Participants:	20 %