APPENDIX H

GILROY SPORTS PARK COMPLEX MASTER PLAN UPDATE
TRAFFIC IMPACT ANALYSIS

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Gilroy Sports Park Complex Master Plan Update

Traffic Impact Analysis

Prepared for:

EMC Planning Group

December 5, 2019

Hexagon Transportation Consultants, Inc.
Hexagon Office: 8070 Santa Teresa Boulevard, Suite 230
Gilroy, CA 95020
Hexagon Job Number: 19GD06
Phone: 408.846.7410

San Jose · Gilroy · Pleasanton · Phoenix
www.hextrans.com
Areawide Circulation Plans Corridor Studies Pavement Delineation Plans Traffic Handling Plans Impact Fees Interchange Analysis Parking Transportation Planning Traffic Calming Traffic Control Plans Traffic Simulation Traffic Impact Analysis Traffic Signal Design Travel Demand Forecasting

Table of Contents

Executive Summary i
1. Introduction 1
2. Existing Conditions 16
3. Existing Plus Project Conditions 26
4. Background Conditions 30
5. Background Plus Project Conditions 34
6. Cumulative Conditions 48
7. Other Transportation Issues 54
7. Conclusions 63

Appendices

Appendix A Traffic Count Data

Appendix B Volume Summary Tables

Appendix C Level of Service Calculations

Appendix D Signal Warrant Analysis

Appendix E Poisson Probability Queue Calculations

Appendix F Gilroy Sports Park Final Draft Master Plan – Phasing Plan

Appendix G City of Gilroy Approved and Pending Development List

List of Tables

Table ES 1 Intersection Level of Service Summary ix

Table ES 2 Intersection Vehicle Queue Analysis Summary x

Table 1 Signalized Intersection Level of Service Definitions Based on Control Delay 9

Table 2 Unsignalized Intersection Level of Service Definitions Based on Control Delay 10

Table 3 Roundabout Level of Service Definitions Based on Control Delay 11

Table 4 Freeway Segment Capacity Evaluation 13

Table 5 Level of Service Definitions Based on Volume-to-Capacity (V/C) Ratio 14

Table 6 Existing Intersection Levels of Service 25

Table 7 Existing Plus Project Intersection Level of Service Results 29

Table 8 Background Conditions Intersection Level of Service Results 33

Table 9 Project Trip Generation Estimates 38

Table 10 Background Plus Project Conditions Intersection Level of Service Results 43

Table 11 Intersection Vehicle Queue Analysis 45
Table 12 Cumulative Plus Project Intersection Level of Service Results 52
Table 13 Freeway Ramp Analysis Results 57
Table 14 VTP2040 Bicycle Improvement Projects in Gilroy 60

List of Figures

Figure 1 Site Location and Study Intersections 3
Figure 2 Project Site Plan 4
Figure 3 Sports Park Master Plan Site 5
Figure 4 Existing Bicycle Facilities 18
Figure 5 Existing Pedestrian Facilities 20
Figure 6 Existing Transit Facilities 22
Figure 7 Existing Lane Configurations 23
Figure 8 Existing Traffic Volumes 24
Figure 9 Existing Plus Project Traffic Volumes 28
Figure 10 Background Traffic Volumes 32
Figure 11 Project Trip Distributions 39
Figure 12 Project Trip Assignment 40
Figure 13 Background Plus Project Traffic Volumes 41
Figure 14 Cumulative Traffic Volumes 49
Figure 15 Cumulative Plus Project Traffic Volumes 50
Figure 16 Projected Traffic Volumes at the Sports Park Master Plan Site Entrance (Project Conditions) 59

Executive Summary

This report presents the results of the Traffic Impact Analysis conducted for the evaluation of development of Phase III of the proposed Gilroy Sports Park Complex Master Plan. Phase III of the Master Plan includes the construction of an up to 100,000 square-foot indoor recreational facility that includes ice rinks, concession area, locker rooms, restaurant, retail, and small reception areas. The Gilroy Sports Park Complex Master Plan site is located in the south part of Gilroy, near the US 101 interchange at Monterey Road.

Scope of Study

The traffic impact analysis documents the potential traffic impacts to the surrounding transportation network associated with the proposed project. The purpose of the traffic analysis is to satisfy the requirements of the City of Gilroy, the Congestion Management Program (CMP) of the Santa Clara Valley Transportation Authority (VTA), Caltrans, and the California Environmental Quality Act (CEQA).

The study includes the analysis of 11 intersections, 4 which are under the jurisdiction of Caltrans (denoted with a CT superscript). The potential impacts of the project on intersections were evaluated in accordance with the applicable City of Gilroy and Caltrans level of service standards and based on City of Gilroy impact criteria.

Study Intersections

1. Monterey Road and Tenth Street (signalized)
2. Monterey Road and Luchessa Avenue (signalized)
3. Monterey Road and Monterey Frontage Road (unsignalized)
4. US 101 Southbound Ramps and Monterey Road (signalized) [CT]
5. Monterey Road/Bolsa Road and US 101 Northbound Ramps/Travel Park Circle (signalized) [CT]
6. Thomas Road and Luchessa Avenue (roundabout)
7. Princevalle Street and Luchessa Avenue (signalized)
8. Church Street and Luchessa Avenue (unsignalized)
9. Chestnut Street/Automall Parkway and Tenth Street (signalized) (Sat only)
10. US 101 Southbound Ramps and Tenth Street (signalized) [CT] (Sat only)
11. US 101 Northbound Ramps and Pacheco Pass Highway (SR 152) (signalized) [CT] (Sat only)

Study Time Periods

Peak usage of the facility is anticipated to occur after 5:00 PM Monday through Friday and all day on weekends. Thus, the proposed study facilities (listed above) were evaluated during the standard weekday PM peak-hour (an hour between 4:00 and 6:00 PM) and the Saturday peak-hour (identified to be between 12:00-1:00 PM at most study locations).

Study Scenarios

Scenario 1: *Existing Conditions.* Existing conditions were represented by existing peak-hour traffic volumes on the existing roadway network.

Scenario 2: *Existing Plus Project Conditions.* Existing plus Project conditions represent existing peak-hour traffic volumes on the existing roadway network with the addition of traffic generated by the proposed project if the project was open and operating today.

Scenario 3: *Background Conditions*. Background traffic volumes were estimated by adding to existing peak-hour volumes the projected trips from approved but not yet constructed developments in the City of Gilroy.

Scenario 4: *Background Plus Project Conditions.* Background plus project conditions were estimated by adding to background traffic volumes the trips associated with the proposed project (or *project traffic volumes*). Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Scenario 5: *Cumulative Conditions.* Cumulative conditions represent future traffic volumes on the future transportation network that would result from traffic growth projected to occur due to proposed but-not-yet-approved (pending) development projects.

Project Trip Generation

Based on the trip generation rates derived from driveway counts conducted at the existing Solar4America Ice facility in San Jose and the proposed project size, it is estimated that the proposed indoor recreational facility would generate approximately 149 trips (67 inbound and 82 outbound trips) during the PM peak-hour. The peak-hour trip generation was assumed to be consistent, independent of the day of the week, since it is based on the full utilization of the proposed facility (i.e. the project's peak trip generation would occur when both of the proposed rinks are being used). For this reason, it was assumed that the peak-hour trip generation for the proposed project would be similar during the PM and Saturday peak hours. However, it is expected that the peak-hour trip generation would occur throughout the day on weekends, as opposed to the evening hours during the week.

Background Plus Project Conditions Analysis

The results of the intersection level of service analysis under background plus project conditions are discussed below and summarized in Table ES 1.

Signalized Intersections

The results of the level of service analysis indicate that all signalized study intersections would continue to operate at acceptable levels of service during both the PM and Saturday peak hours under background plus project conditions, based on the applicable level of service standard.

Unsignalized Intersections

The unsignalized intersection analysis results indicate that both of the unsignalized study intersections are projected to operate with average delays corresponding to LOS F on its stop-controlled approach with the highest delay during at least one of the peak hours analyzed. However, only the intersection

below would have traffic volumes high enough to satisfy the peak-hour volume traffic signal warrant during both the PM and Saturday peak hours under background plus project conditions:

3. Monterey Road and Monterey Frontage Road (**Impact:** PM and Saturday peak hours)

Based on the unsignalized intersection level of service impact criteria, intersections where both the average delay on the stop-controlled approach with the highest delay operates at LOS E or F and the addition of project traffic causes the traffic volumes at the intersection to satisfy the peak-hour volume traffic signal warrant, are considered to be impacted by the project. Therefore, this is considered a significant project impact.

Roundabout Intersection

The results of the level of service analysis indicate that the study roundabout intersection of Thomas Road and Luchessa Avenue (#6) would continue to operate at an acceptable LOS A during the PM and Saturday peak hours under background plus project conditions.

Freeway Segment Analysis

According to CMP Traffic Impact Analysis Guidelines, a freeway level of service analysis is required if the number of project trips added to any freeway segment equals or exceeds one percent of the capacity of the segment. The key freeway segments in the study area were analyzed to determine if the project traffic on each segment would exceed this threshold.

A review of the project trip assignment indicates that the greatest number of project trips in any direction on the subject freeway segments would be no more than 31 trips (northbound US 101 freeway segments between Monterey Road and Pacheco Pass Highway) during the Saturday peak-hour. Since the number of project trips on the freeway segments are less than the one-percent threshold, the project would not cause a significant increase in traffic on the freeway segments in the study area, and a freeway level of service analysis is not required.

Intersection Operations Analysis

The operations analysis results are summarized in Tables ES 2.

The existing maximum queue length for all of the study intersection movements is estimated to be able to accommodate within the available queue storage capacity for each of the movements during the peak hours analyzed. The following intersection, however, is projected to experience long queues and wait times with the existing intersection control type:

3. Monterey Road and Monterey Frontage Road

Under the existing lane configuration and intersection control type (stop-controlled on the east-west approaches of the intersection), the queue analysis shows that the intersection of Monterey Road/Monterey Frontage Road would provide adequate queue storage capacity to serve the projected maximum queue length for the northbound left-turn movement and the eastbound approach (Monterey Frontage Road). However, the vehicular queue on the eastbound approach is estimated to extend for approximately 450 to 500 feet (18 to 20 vehicles) during the peak hours. Vehicles on the eastbound queue at this location would experience wait times of approximately 5 and 3 minutes during the PM and Saturday peak hours, respectively.

The intersection of Monterey Road and Monterey Frontage Road also was evaluated assuming the installation of a traffic signal. If the intersection is controlled by a traffic signal, and assuming a single lane would continue to be provided on the eastbound direction, the maximum queue length for the eastbound approach is estimated to be approximately 175 and 300 feet long during the PM and

Saturday peak hours, respectively. If in addition to the traffic signal, separate eastbound left- and right-turn lanes are provided, the eastbound left-turn maximum queue length is estimated to be approximately 125 and 200 feet long during the PM and Saturday peak hours, respectively. The queue length for the northbound left-turn movement is estimated to be approximately 125 feet (5 vehicles) with implementation of a traffic signal, and would continue to be able to accommodate within the exiting queue storage capacity for the movement.

Therefore, if signalization of the intersection is implemented with the project, the intersection should be designed to provide at a minimum the queue storage capacity required to accommodate the estimated queue lengths.

Parking Analysis

The City of Gilroy parking code does not include parking rates for an ice rink facility such as the proposed project. The closest category to the proposed project would be skating rinks/commercial recreational facilities.

Based on the City of Gilroy adopted parking rates for skating rinks/commercial recreational facilities, the proposed project is estimated to require a total of 390 parking spaces to meet the City's parking requirements for skating rinks/commercial recreational areas. The project is proposing to provide a total of 387 parking spaces on site, which is three spaces less than the number of parking spaces required based on the above City of Gilroy parking rates. However, the above City parking rates do not accurately represent the proposed project, which consists of an ice rink facility with other supporting land uses.

It is recommended that parking demand for the proposed project be estimated based on other sources, such as project specific information (anticipated number of employees and visitors during the facilities peak demand, for example) and information from the existing Solar4America Ice facility, which is anticipated to have the same trip generation characteristics as the proposed project. Additionally, a shared-parking evaluation could be completed to investigate the possibility of providing additional overflow parking spaces within the Sports Park parking area.

Americans with Disabilities Act Requirements

Based on the proposed number of parking spaces, the project is required to provide a total of 8 accessible parking spaces on site.

Recommended Mitigation Measures under Background Plus Project Conditions

Described below are the recommended mitigation measures necessary to maintain the level of service standard and intersection operations under background plus project conditions.

3. Monterey Road and Monterey Frontage Road (City of Gilroy Intersection)

Impact: This unsignalized intersection is projected to operate with averages delays on the highest-delay approach corresponding to an unacceptable LOS F and the traffic volume levels at the intersection would be high enough to satisfy the peak-hour volume traffic signal warrant during the PM and Saturday peak hours under background plus project conditions. Based on City of Gilroy level of service impact criteria for unsignalized intersections, this constitutes a significant project impact.

Mitigation: The project impact to this intersection could be mitigated with the installation of a traffic signal. With implementation of a traffic signal, the intersection level of service would improve to LOS C during the PM and Saturday peak hours under background plus project conditions, mitigating the project impact to less-than-significant.

Cumulative Plus Project Conditions Analyses

The results of the intersection level of service analysis under cumulative plus project conditions are discussed below and summarized in Table ES 1.

Signalized Intersections

The results of the level of service analysis indicate that all signalized study intersections would continue to operate at acceptable levels of service during both peak hours under cumulative and cumulative plus project conditions.

Unsignalized Intersections

The results of the level of service analysis of the unsignalized intersections under cumulative plus project conditions indicate that the unsignalized study intersection below is projected to operate with overall average intersection delays corresponding to an unacceptable LOS F during both the PM and Saturday peak hours under cumulative conditions and the addition of project traffic would cause the overall intersection delay to increase by at least one second during both peak hours under cumulative plus project conditions:

3. Monterey Road and Monterey Frontage Road (**Impact**: PM and Saturday peak hours)

Based on City of Gilroy unsignalized intersection level of service impact criteria, this is considered a cumulative project impact.

The unsignalized intersection analysis results also indicate that both of the unsignalized study intersections are projected to operate with average delays corresponding to LOS F on their stop-controlled approach with the highest delay and their traffic volume are high enough to satisfy the peak-hour volume traffic signal warrant during at least one of the peak hours under cumulative plus project conditions:

3. Monterey Road and Monterey Frontage Road (**Impact:** PM and Saturday peak hours)
8. Church Street and Luchessa Avenue (**Impact:** PM peak hour)

Based on the unsignalized intersection level of service impact criteria, intersections where both the average delay on the stop-controlled approach with the highest delay operates at LOS E or F and the addition of project traffic causes the traffic volumes at the intersection to satisfy the peak-hour volume traffic signal warrant, are considered to be impacted by the project. Therefore, these are considered cumulative project impacts.

Roundabout Intersection

The results of the level of service analysis indicate that the study roundabout intersection of Thomas Road and Luchessa Avenue (#6) would continue to operate at an acceptable LOS B and A during the PM and Saturday peak hours, respectively, under cumulative plus project conditions.

Recommended Mitigation Measures under Cumulative Plus Project Conditions

Described below are the recommended mitigation measures necessary to maintain the level of service standard and intersection operations under cumulative plus project conditions.

3. Monterey Road and Monterey Frontage Road (City of Gilroy Intersection)

Impact: This unsignalized intersection is projected to operate at unacceptable LOS F under cumulative conditions and the addition of project traffic would cause the overall intersection delay to increase by at least one second during the PM and Saturday peak

hours under cumulative plus project conditions. Additionally, the projected level of service on the highest-delay approach of the intersection would be LOS F and the traffic volume levels at the intersection would be high enough to satisfy the peak-hour volume traffic signal warrant during both the PM and Saturday peak hours under cumulative plus project conditions. Based on City of Gilroy level of service impact criteria for unsignalized intersections, this constitutes a cumulative project impact.

Mitigation: The project impact to this intersection could be mitigated with the installation of a traffic signal. With implementation of a traffic signal, the intersection level of service would improve to LOS C and D during the PM and Saturday peak hours, respectively, under cumulative plus project conditions, mitigating the project impact to less-than-significant.

8. Church Street and Luchessa Avenue (City of Gilroy Intersection)

Impact: This unsignalized intersection is projected to operate with average delays on the highest-delay approach corresponding to an unacceptable LOS F and the traffic volume levels at the intersection would be high enough to satisfy the peak-hour volume traffic signal warrant during the PM peak-hour under cumulative plus project conditions. Based on City of Gilroy level of service impact criteria for unsignalized intersections, this constitutes a cumulative project impact.

Mitigation: The project impact to this intersection could be mitigated with the installation of a traffic signal. With implementation of a traffic signal, the intersection level of service would improve to LOS C during both the PM and Saturday peak hours under cumulative plus project conditions, mitigating the project impact to less-than-significant.

Other Transportation Issues

Freeway Ramp Evaluation

A review of the freeway ramps providing access to and from US 101 and the project site was performed to identify the effect of the addition of project traffic on operations and queue lengths at the ramps. The US 101 interchange at Monterey Road provides the main access to and from the freeway to the project site. Both on- and off-ramps at the US 101 Monterey Road interchange were evaluated.

Freeway Ramp Analysis Results

The calculated volume-to-capacity ratios show that the study freeway on-ramps are projected to operate at acceptable levels during the PM and Saturday peak hours with the project.

The vehicle queue lengths are projected to increase by no more than one vehicle from background conditions during the peak hours due to the addition of project traffic. The projected increase could be stored within the available queue storage capacity at the study ramps. Study ramps that would remain uncontrolled would continue to experience no measurable queue lengths.

Therefore, the study freeway ramps are projected to operate at acceptable levels and provide adequate queue storage capacity during the peak hours under with implementation of the proposed project.

Site Access Evaluation

Access to the project site area is provided via the existing Sports Park entrance (Master Plan site's entrance) on Monterey Frontage Road, via an existing access roadway that also provides access to the Sports Park.

With implementation of the proposed project, access to the project site would be provided by the existing access roadway, with a main project driveway located at the roadway's current dead end (northwest corner of the project site/southwest corner of the Sports Park). With further development of the Master Plan area, the project's main access driveway would become a four-legged intersection providing access to the rest of the Master Plan site, in addition to the proposed project. With the buildout of the Master Plan, the intersection likely will require stop-control on all four legs of the intersection. An alternative to the four-way stop-control intersection is a traffic circle, which would improve traffic flow through the intersection, however, would require a larger footprint than the typical intersection.

A second access point to the project site would be provided at the northeast corner of the project site, just west of the Sports Park driveway. It is recommended that this second project driveway be aligned with the Sports Park driveway. Alternatively, this project driveway could provide right-turn out only access, eliminating conflict with Sports Park traffic.

Operations at the Master Plan Site Entrance

Operations at the Master Plan site entrance on Monterey Frontage Road were evaluated to verify adequate access would be provided by the existing entrance.

Inbound vehicular queues are anticipated to store within the long access roadway without affecting operations along Monterey Frontage Road.

In the outbound direction, it was estimated that due to the relatively low traffic volumes along Monterey Frontage Road, a queue length of no more than two vehicles could form in the outbound direction along the access roadway during the peak hours. Assuming that the majority of the outbound peak-hour traffic leaves the site within a half-hour period (i.e. within half-an-hour after a game ends, for example), the maximum vehicle queue in the outbound direction at the Master Plan site entrance would be no more than 5 vehicles.

Therefore, the driveways providing access to the proposed project are projected to operate adequately and no operational deficiencies are anticipated.

Bicycle Circulation

Various bicycle facilities exist in the vicinity of the project site, including the Uvas Creek Trail (Class III bikeway) and bike lanes (Class II bikeways) along Luchessa Avenue, Thomas Road, and Santa Teresa Boulevard. In addition, the Bicycle Transportation Plan contained in the City of Gilroy General Plan, the City of Gilroy Bicycle/Pedestrian Transportation Plan, and the City of Gilroy Trails Master Plan indicate that a variety of bicycle facilities are planned in the City of Gilroy, some of which would serve the study area (South Santa Teresa Trail and Uvas Creek Trail Extension).

Project's Effect on Bicycle Facilities

The proposed project would increase the demand on bicycle facilities in the vicinity of the project site. The potential demand can be served today by the direct connection of the Master Plan area to the neighborhoods to the north via the Uvas Creek Trail, as well as other existing bicycle facilities. With the existing bicycle facilities currently serving the project area, in addition to the planned facilities, adequate bicycle access would be provided to the project site.

Recommended Bicycle Facility Improvements

The following recommendations are made to promote non-auto modes of transportation in the City and to accommodate bicycle travel near the project site:

Install Bicycle Parking Facilities. It is recommended that the proposed project provide adequate bicycle parking supply on site, based on VTA's recommends bicycle-parking rates, to serve the potential demand of the project. Based on VTA's bicycle parking supply recommendations, the proposed project should provide four Class I bicycle parking spaces for the employees of the facility plus the additional Class II bicycle parking spaces required based on the number of visitors to the facility (one space for every 9 visitors).

Pedestrian Circulation

Pedestrian access to the project site is provided by the existing Uvas Creek Trail. A trailhead is located at the northwest corner of the Sports Park site and provides access to Luchessa Avenue, near its intersection with Princevalle Street. Sidewalks are located along both sides of Luchessa Avenue, as well as all residential streets north of the Master Plan site. The trail provides connections to Tenth Street, Miller Avenue, Wren Avenue, and Santa Teresa Boulevard, near Third Street, connecting to the adjacent neighborhoods via existing sidewalks and crosswalks at intersections.

Project's Effect on Pedestrian Facilities

It can be expected that new pedestrian traffic would be generated by the proposed project. The potential pedestrian demand can be accommodated today by the direct connection of the Master Plan area to the neighborhoods to the north via the Uvas Creek Trail.

Although no sidewalks are provided along most of Monterey Road, there are limited pedestrian traffic generators along Monterey Road near the project site. Pedestrian traffic accessing the project site would be generated from the neighborhoods to the north, and would utilize the existing sidewalks, crosswalks, and shared bike-pedestrian trail to access the project site. Therefore, it can be concluded that adequate pedestrian facilities will be available providing access between the project site and the surrounding residential neighborhoods.

Recommended Pedestrian Circulation Improvements

The following recommendations are made to promote pedestrian travel within the Master Plan site:

Planned Pedestrian Facilities within the Master Plan Site. As the Master Plan site develops, it is recommended that pedestrian facilities (sidewalks, crosswalks) be planned to connect to all future parcels within the site, providing a clear and continuous pedestrian network within the Master Plan site once the Master Plan is completed.

Transit Service

Currently, the project site is not served directly by any of the existing bus routes in Gilroy. The nearest bus stops to the project site are located near the intersection of Monterey Road/Tenth Street, less than a mile north of the project site. Additionally, the Gilroy Transit Station is located along Monterey Road, approximately 1.5 miles north of the project site.

Recommended Transit Service Improvements

The following recommendations are made to promote the use of public transit service to and from the project site:

Expansion of Service. With the development of the proposed project and implementation of the remaining phases of the Sports Park Master Plan, there will be an opportunity for VTA to expand the existing service area to the south part of Gilroy, and by providing a bus stop in the project area, to serve the project site directly.

Table ES 1
Intersection Level of Service Summary

Study Int. Number	Intersection	Intersection Control	LOS Standard	TIF Int.[1]	Peak Hour	Count Date	Existing			Existing Plus Project			Background			Background Plus Project				Cumulative No Project			Cumulative Plus Project			
							Avg. Delay	LOS	Warrant Met?[2]	Avg. Delay	LOS	Warrant Met?[2]	Avg. Delay	LOS	Warrant Met?[2]	Avg. Delay	LOS	Delay Change[3]	Warrant Met?[2]	Avg. Delay	LOS	Warrant Met?[2]	Avg. Delay	LOS	Delay Change[3]	Warrant Met?[2]
1	Monterey Road and Tenth Street	Signal	D		PM	9/5/19	27.4	C	--	27.5	C	--	27.8	C	--	27.9	C	+0.1	--	41.4	D	--	42.0	D	+0.6	--
					SAT	9/7/19	29.5	C	--	29.6	C	--	28.8	C	--	28.9	C	+0.1	--	36.6	D	--	36.8	D	+0.2	--
2	Monterey Road and Luchessa Avenue	Signal	D	Yes	PM	9/5/19	30.9	C	--	31.1	C	--	33.5	C	--	34.0	C	+0.5	--	39.4	D	--	40.9	D	+1.5	--
					SAT	9/7/19	20.7	C	--	20.6	C	--	21.8	C	--	21.8	C	+0.0	--	24.6	C	--	24.8	C	+0.2	--
3	Monterey Road and Monterey Frontage Road	Two-Way Stop (Average Delay)	D	Yes	PM	9/5/19	1.9	A+	--	14.4	B-	--	2.2	A+	--	20.0	C	+17.8	--	**183.8**	**F**	--	**382.3**	**F**	**+198.5**	--
					SAT	9/5/19	6.6	A	--	21.7	C	--	8.3	A-	--	29.7	D	+21.4	--	**302.6**	**F**	--	**489.2**	**F**	**+186.6**	--
		Two-Way Stop (Worst Approach)	D		PM		**49.2**	**E-**	No	**199.5**	**F**	**Yes**	**65.7**	**F**	No	**307.2**	**F**	**+241.5**	**Yes**	**1984.5**	**F**	**Yes**	**3264.7**	**F**	**+1280.2**	**Yes**
					SAT		**42.6**	**E**	No	**113.6**	**F**	**Yes**	**60.3**	**F**	**Yes**	**173.3**	**F**	**+113.0**	**Yes**	**1479.4**	**F**	**Yes**	**2166.4**	**F**	**+687.0**	**Yes**
4	US 101 Southbound Ramps and Monterey Road	Signal	D	Yes	PM	9/5/19	21.7	C	--	21.7	C	--	22.4	C	--	22.4	C	+0.0	--	22.8	C	--	22.8	C	+0.0	--
					SAT	9/7/19	17.8	B	--	18.1	B	--	17.5	B	--	17.9	B	+0.4	--	19.2	B	--	19.5	B	+0.3	--
5	Monterey Road/Bolsa Road and US 101 Northbound Ramps/Travel Park Circle	Signal	D		PM	9/5/19	24.0	C	--	24.2	C	--	25.9	C	--	26.0	C	+0.1	--	26.8	C	--	26.9	C	+0.1	--
					SAT	9/7/19	25.8	C	--	25.7	C	--	25.8	C	--	25.7	C	-0.1	--	25.8	C	--	25.7	C	-0.1	--
6	Thomas Road and Luchessa Avenue	Roundabout	C	Yes	PM	9/5/19	6.0	A	--	6.2	A	--	9.3	A	--	9.5	A	+0.2	--	11.0	B	--	11.4	B	+0.4	--
					SAT	9/7/19	4.7	A	--	4.7	A	--	6.1	A	--	6.2	A	+0.1	--	7.3	A	--	7.4	A	+0.1	--
7	Princevalle Street and Luchessa Avenue	Signal	C	Yes	PM	9/5/19	12.7	B	--	12.8	B	--	16.3	B	--	16.5	B	+0.2	--	18.8	B	--	19.2	B	+0.4	--
					SAT	9/7/19	10.1	B	--	10.2	B	--	11.2	B	--	11.3	B	+0.1	--	13.4	B	--	13.6	B	+0.2	--
8	Church Street and Luchessa Avenue	Two-Way Stop (Average Delay)	C		PM	9/5/19	2.8	A+	--	3.0	A+	--	4.6	A	--	5.2	A	+0.6	--	17.3	C+	--	20.7	C	+3.4	--
					SAT	9/5/19	2.1	A+	--	2.2	A+	--	2.5	A+	--	2.6	A+	+0.1	--	5.9	A	--	6.5	A	+0.6	--
		Two-Way Stop (Worst Approach)	D		PM		21.8	C-	No	23.8	C-	No	**44.0**	**E**	No	**51.9**	**F**	**+7.9**	No	**111.4**	**F**	**Yes**	**222.9**	**F**	**+111.5**	**Yes**
					SAT		14.8	B-	No	15.3	C+	No	20.9	C	No	22.0	C-	+1.1	No	**58.1**	**F**	No	**65.1**	**F**	**+7.0**	No
9	Chestnut Street/Automall Parkway and Tenth Street	Signal	D		SAT	9/7/19	32.1	C	--	32.1	C	--	32.1	C	--	32.1	C	+0.0	--	35.9	D	--	35.9	D	+0.0	--
10	US 101 Southbound Ramps and Tenth Street	Signal	D	Yes	SAT	9/7/19	27.3	C	--	27.3	C	--	28.2	C	--	28.2	C	+0.0	--	31.1	C	--	31.1	C	+0.0	--
11	US 101 Northbound Ramps and Pacheco Pass Highway (SR 152)	Signal	D	Yes	SAT	9/7/19	10.7	B	--	10.7	B	--	11.1	B	--	11.1	B	+0.0	--	13.9	B	--	13.9	B	+0.0	--

Notes:
[1] TIF Int. = City of Gilroy Traffic Impact Fee intersection.
[2] Signal warrant analysis based on the Peak Hour Signal Warrant #3, Figure 4C Caltrans MUTCD, 2014. Signal warrant analysis is not applicable to signalized intersections.
[3] Change in delay, expressed in seconds, for background plus project conditions is measured relative to background conditions.
Change in delay, expressed in seconds, for cumulative plus project conditions is measured relative to cumulative no project conditions.
Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.
☐ - Denotes significant impact based on City of Gilroy criteria.

Table ES 2
Intersection Vehicle Queue Analysis Summary

Measurement	2. Monterey/ Luchessa		3. Monterey/Monterey Frontage (unsignalized)				3. Monterey/Monterey Frontage (signalized)			
	NBL PM	NBL SAT	EBL/T/R PM	EBL/T/R SAT	NBL PM	NBL SAT	EBL/T/R PM	EBL/T/R SAT	NBL PM	NBL SAT
Existing Conditions										
Cycle/Delay[1] (sec)	100	80	49.2	42.6	11.0	8.7				
Lanes	1	1	1	1	1	1				
Volume (vph)	365	318	57	194	46	49				
Volume (vphpl)	365	318	57	194	46	49				
Avg. Queue (veh/ln.)	10	7	1	2	0	0				
Avg. Queue[2] (ft./ln)	253	177	19	57	4	3				
95th %. Queue (veh/ln.)	16	12	2	5	1	1				
95th %. Queue (ft./ln)	400	300	50	125	25	25				
Storage (ft./ ln.)	550	550	600	600	225	225				
Adequate (Y/N)	YES	YES	YES	YES	YES	YES				
Existing Plus Project Conditions										
Cycle/Delay[1] (sec)	100	80	199.5	113.6	11.5	9.0	100	100	100	100
Lanes	1	1	1	1	1	1	1	1	1	1
Volume (vph)	391	333	139	276	80	94	139	276	80	94
Volume (vphpl)	391	333	139	276	80	94	139	276	80	94
Avg. Queue (veh/ln.)	11	7	8	9	0	0	4	8	2	3
Avg. Queue[2] (ft./ln)	272	185	193	218	6	6	97	192	56	65
95th %. Queue (veh/ln.)	17	12	13	14	1	1	7	12	5	5
95th %. Queue (ft./ln)	425	300	325	350	25	25	175	300	125	125
Storage (ft./ ln.)	550	550	600	600	225	225	600	600	225	225
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Background Conditions										
Cycle/Delay[1] (sec)	100	80	65.7	60.3	11.2	8.8				
Lanes	1	1	1	1	1	1				
Volume (vph)	497	426	57	194	46	49				
Volume (vphpl)	497	426	57	194	46	49				
Avg. Queue (veh/ln.)	14	9	1	3	0	0				
Avg. Queue[2] (ft./ln)	345	237	26	81	4	3				
95th %. Queue (veh/ln.)	20	15	3	6	1	1				
95th %. Queue (ft./ln)	500	375	75	150	25	25				
Storage (ft./ ln.)	550	550	600	600	225	225				
Adequate (Y/N)	YES	YES	YES	YES	YES	YES				
Background Plus Project Conditions										
Cycle/Delay[1] (sec)	100	80	307.2	173.3	11.9	9.1	100	100	100	100
Lanes	1	1	1	1	1	1	1	1	1	1
Volume (vph)	523	441	139	276	80	94	139	276	80	94
Volume (vphpl)	523	441	139	276	80	94	139	276	80	94
Avg. Queue (veh/ln.)	15	10	12	13	0	0	4	8	2	3
Avg. Queue[2] (ft./ln)	363	245	297	332	7	6	97	192	56	65
95th %. Queue (veh/ln.)	21	15	18	20	1	1	7	12	5	5
95th %. Queue (ft./ln)	525	375	450	500	25	25	175	300	125	125
Storage (ft./ ln.)	550	550	600	600	225	225	600	600	225	225
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.

1. Introduction

This report presents the results of the Traffic Impact Analysis conducted for the evaluation of development of Phase III of the proposed Gilroy Sports Park Complex Master Plan. Phase III of the Master Plan includes the construction of an up to 100,000 square-foot indoor recreational facility that includes ice rinks, concession area, locker rooms, restaurant, retail, and small reception areas. The Gilroy Sports Park Complex Master Plan site is located in the south part of Gilroy, near the US 101 interchange at Monterey Road.

Gilroy Sports Park Master Plan

The Gilroy Sports Park Master Plan site comprises of three City-owned parcels (APN 808-21-026, -028, and -030) totaling approximately 78.53 acres in size. The site is located on the west side of Monterey Road, south of Luchessa Avenue, and is bounded on the west and south by Uvas Creek and on the north by a residential neighborhood. A traffic impact analysis for the Sport Park Master Plan was previously completed in 1999 by Fehr and Peers Associates, Inc. and evaluated the impacts to the surrounding roadway network due to the development of the proposed Master Plan. The Sports Park Master Plan was adopted by the City of Gilroy in June 1999.

The adopted Master Plan consists of nine development phases, with the first two phases already implemented (existing Sports Park). The existing partially developed Sports Park (approximately 11 acres) includes three Little League fields/soccer fields, two playground/picnic areas, and an approximately 250-space parking lot. Vehicular access to the Sports Park is provided via one full access driveway along Monterey Frontage Road, which intersects with Monterey Road approximately 600 feet north of the Sports Park entrance driveway. The remaining 67 acres of the Sports Park Master Plan site are currently vacant and utilized for agricultural purposes.

The Sports Park Master Plan includes the complete development of the site with additional sports fields, commercial space, bike/pedestrian trails, and other recreation and parking areas. Based on information contained in the Gilroy Sports Park Final Draft Master Plan phasing plan (dated April 1999 and included in Appendix G), the nine development phases include the following:

I. Utility infrastructure, entrance improvements, and rough grading (parking) - **Completed**
II. Premier little league field area, parking, and Uvas Creek Trail extension to Thomas Road – **Completed**
III. Commercial recreational facilities, multi-use ball field (1), and parking
IV. North multi-use field (4) area and parking
V. South multi-use field (4) area and parking
VI. Premier softball/baseball field (1) area and complete bike trail paving
VII. Informal recreational area
VIII. Monterey Road and Frontage Road improvements

IX. Uvas Creek Trail extension to Gavilan College

Phase III of the Sports Park Master Plan

Implementation of Phase III of the Master Plan (hereafter also referred to as the project) is being proposed. The proposed recreational facility under Phase III would consist of an up to 100,000 square-foot indoor facility and would include ice rinks, concession area, locker rooms, restaurant, retail, and small reception areas such as party rooms. Parking for the proposed project would be provided on site, with shared access to the project site via the existing Sports Park entrance on Monterey Frontage Road.

Because traffic conditions, the adjacent roadway network, and travel patterns in the general project area have changed since the original evaluation and adoption of the Master Plan, in addition to a defined project description now being available, a traffic impact analysis for the evaluation of Phase III must be completed.

The project study area and study intersections are shown on Figure 1. The project site plan is shown on Figure 2.

Definition of Terms

Throughout this document, the flowing terms will be utilized and are defined here and illustrated on Figure 3 for ease of reference:

Sports Park Master Plan (Master Plan) – refers to the entire 78.53-acre site and includes both existing and future land uses, as adopted in 1999.

Gilroy Sports Park Complex (Sports Park) – refers to the existing components (Phases I and II) of the Sports Park Master Plan.

Phase III of the Sports Park Master Plan (project) – refers to the project site (located immediately south of the Sports Park) and proposed commercial recreational facility being evaluated in this report.

Scope of Study

The traffic impact analysis documents the potential impacts to the surrounding transportation system associated with the increase in traffic due to the proposed project. The purpose of the traffic analysis is to satisfy the requirements of the City of Gilroy, the Congestion Management Program (CMP) of the Santa Clara Valley Transportation Authority (VTA), Caltrans, and the California Environmental Quality Act (CEQA). The traffic analysis consists of an evaluation of levels of service at key study intersections. A freeway level of service analysis was not completed since it is not anticipated that the proposed project would add sufficient traffic to US 101 to trigger a project impact. However, per CMP guidelines, an analysis to document the determination that a freeway level of service analysis is not required is included within the following sections.

Traffic conditions with development of Phase III (project) of the Sports Park Master Plan were evaluated. The study includes the evaluation of 11 intersections, 9 freeway segments, and one freeway interchange. The potential impacts of the project on intersections were evaluated in accordance with the applicable City of Gilroy and Caltrans level of service standards and based on City of Gilroy impact criteria. Potential project impacts to the study freeway segments were evaluated based on CMP guidelines and impact thresholds. Potential project impacts to the freeway ramps were evaluated based on Caltrans level of service standards and impact thresholds.

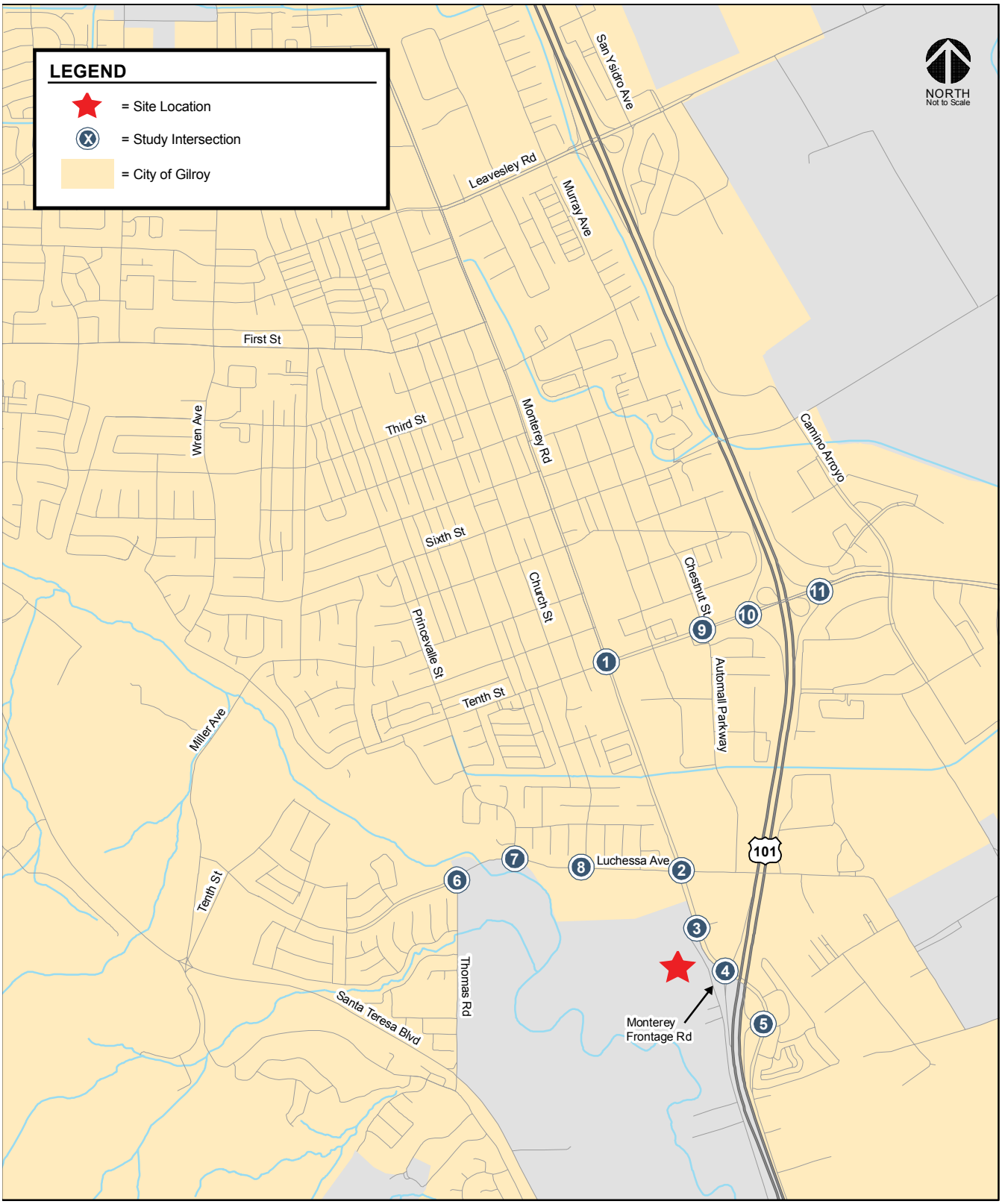


Figure 1
Site Location and Study Intersections

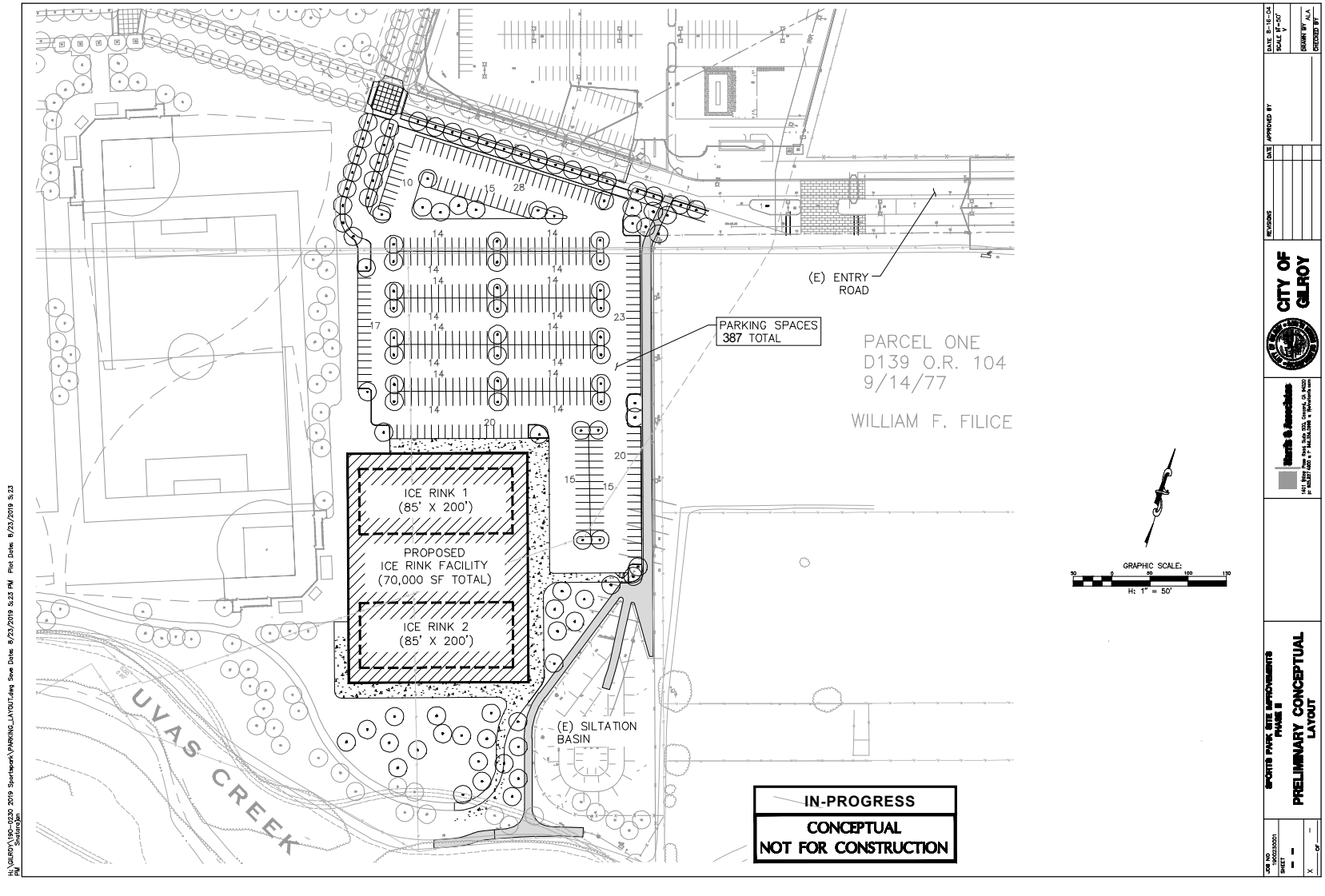


Figure 2
Project Site Plan

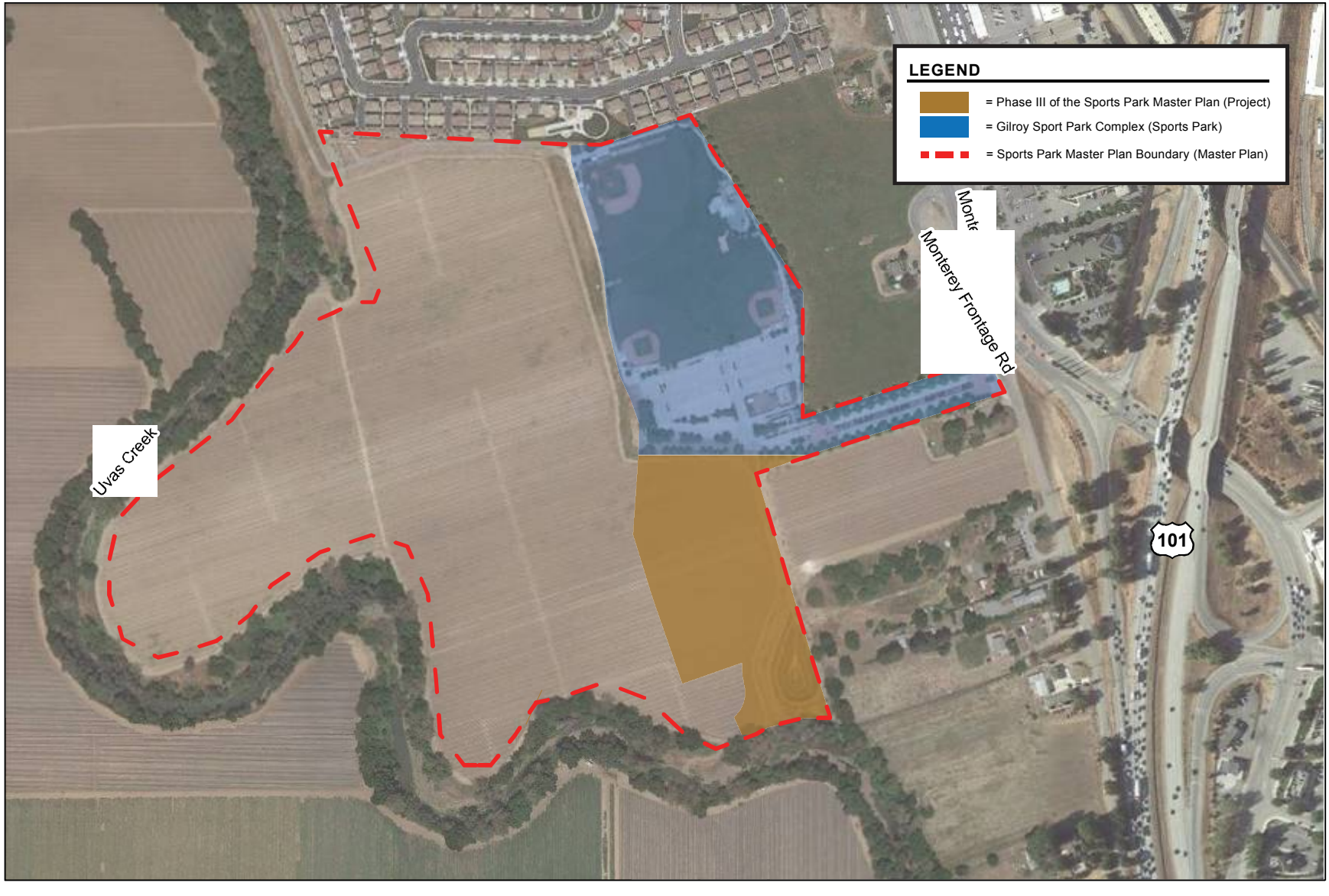


Figure 3
Sports Park Master Plan Site

It is anticipated that once completed, the proposed project would attract both local and regional traffic to the site on a daily basis. The majority of traffic generated by the proposed project during the weekday would be local traffic and traffic from nearby communities, while a large amount of the Saturday traffic presumably would originate from farther distances. Because of the different origins and destinations of weekday and Saturday project traffic, the effect of project traffic on surrounding transportation facilities also would differ between a weekday and a weekend day. This was taken into consideration when identifying the study facilities and evaluation time periods.

The study facilities are identified below and shown on Figure 1.

Study Intersections

The study includes the evaluation of traffic conditions at 8 signalized intersections, 2 unsignalized intersections, and one roundabout intersection. All of the study intersections are located within the City of Gilroy. Additionally, 4 of the study intersections are under the jurisdiction of Caltrans (denoted with a CT superscript).

Since the project would have different origin/destination characteristics during the week and on weekends, only eight of the study intersections were evaluated during the weekday PM peak-hour while all eleven study intersections were evaluated during the Saturday peak-hour. The following key intersections were evaluated:

1. Monterey Road and Tenth Street (signalized)
2. Monterey Road and Luchessa Avenue (signalized)
3. Monterey Road and Monterey Frontage Road (unsignalized)
4. US 101 Southbound Ramps and Monterey Road (signalized) ^{CT}
5. Monterey Road/Bolsa Road and US 101 Northbound Ramps/Travel Park Circle (signalized) ^{CT}
6. Thomas Road and Luchessa Avenue (roundabout)
7. Princevalle Street and Luchessa Avenue (signalized)
8. Church Street and Luchessa Avenue (unsignalized)
9. Chestnut Street/Automall Parkway and Tenth Street (signalized) (Sat only)
10. US 101 Southbound Ramps and Tenth Street (signalized) ^{CT} (Sat only)
11. US 101 Northbound Ramps and Pacheco Pass Highway (SR 152) (signalized) ^{CT} (Sat only)

Study Freeway Segments

The following study freeway segments were included in the analysis of the project:

1. US 101, Cochrane Road to Dunne Avenue
2. US 101, Dunne Avenue to Tennant Avenue
3. US 101, Tennant Avenue to San Martin Avenue
4. US 101, San Martin Avenue to Masten Avenue
5. US 101, Masten Avenue to Buena Vista Avenue
6. US 101, Buena Vista Avenue to Leavesley Road
7. US 101, Leavesley Road to Pacheco Pass Highway
8. US 101, Pacheco Pass Highway to Monterey Road
9. US 101, Monterey Road to SR 25

Study Freeway Ramps

The US 101 interchange at Monterey Road, located approximately 1,000 feet south of the project site, provides the main access to and from the freeway to the project site. Thus, the following freeway ramps were evaluated with the project:

1. US 101 Southbound Off-Ramp at Monterey Road
2. US 101 Southbound On-Ramp at Monterey Road
3. US 101 Northbound Off-Ramp at Monterey Road/Bolsa Road
4. US 101 Northbound On-Ramp at Monterey Road/Bolsa Road

Study Time Periods

Peak usage of the facility is anticipated to occur after 5:00 PM Monday through Friday and all day on weekends. Thus, the proposed study facilities (listed above) were evaluated during the standard weekday PM peak-hour (an hour between 4:00 and 6:00 PM) and the Saturday peak-hour (identified to be between 12:00-1:00 PM at most study locations).

Study Scenarios

Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing conditions are represented by existing peak-hour traffic volumes on the existing roadway network. Existing intersection traffic volumes were obtained from new turn-movement traffic counts conducted in September 2019.

Scenario 2: *Existing Plus Project Conditions.* Existing plus Project conditions represent existing peak-hour traffic volumes on the existing roadway network with the addition of traffic generated by the proposed project if the project was completed and operating today. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential project deficiencies on the existing transportation network attributable to the project only.

Scenario 3: *Background Conditions*. Background traffic conditions represent future traffic volumes on the future transportation network. Background traffic volumes were estimated by adding to existing peak-hour volumes the projected trips from approved but not yet constructed developments in the study area. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of determining project impacts.

Scenario 4: *Background Plus Project Conditions.* Background plus project conditions, or simply referred to as *Project Conditions*, represent future traffic volumes with the proposed project. Background plus project conditions were estimated by adding to background traffic volumes the trips associated with the proposed project (or *project traffic volumes*). Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Scenario 5: *Cumulative Conditions.* Cumulative conditions represent future traffic volumes on the future transportation network that would result from traffic growth projected to occur due to proposed but not yet approved (pending) development projects. Traffic volumes from proposed but not yet approved developments were added to background conditions peak-hour volumes to obtain volumes for cumulative without project conditions. Cumulative conditions were evaluated for two scenarios: (1) without the proposed project and (2) with project-generated traffic. The change between these two scenarios illustrates the relative impact the proposed project could have on cumulative conditions.

Methodology

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

Data Requirements

The data required for the analysis were obtained from new traffic counts, previous traffic studies, the City of Gilroy, and field observations. The following data were collected from these sources:

- existing traffic volumes
- existing lane configurations
- signal timing and phasing (signalized intersections)
- approved and pending developments information (size, use, and location)

Analysis Methodologies and Level of Service Standards

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

The various analysis methods and level of service standards are described below.

Intersection Analyses

All of the study intersections are located in the City of Gilroy and are therefore subject to the City of Gilroy Level of Service standards and impact criteria. Additionally, four of the study intersection are also under the jurisdiction of Caltrans and also were evaluated based on Caltrans level of service standards.

City of Gilroy Signalized Intersections

The City of Gilroy uses the Santa Clara County CMP level of service analysis procedure, TRAFFIX, for evaluation of signalized intersections. TRAFFIX is based on the *2000 Highway Capacity Manual* (2000 HCM) methodology for signalized intersections. TRAFFIX evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. *Control delay* is the amount of delay that is attributed to the particular traffic control device at the intersection, and includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. The correlation between average delay and level of service is shown in Table 1.

The City of Gilroy level of service standard for most signalized intersections located west of US 101 is LOS C or better. For signalized intersections located east of US 101 and those in the commercial area designated in the City of Gilroy General Plan (LOS D Area), the City standard is LOS D or better. The level of service D area includes all areas east of US 101, the Tenth Street corridor from Monterey Street to US 101, the Luchessa corridor east of Monterey Street, and the Monterey Street corridor from Luchessa Avenue to the Monterey Street/US 101 interchange.

Eight of the study intersections are located within the designated LOS D Area, and therefore, have a level of service standard of LOS D or better. The remaining three study intersections have a LOS C or better level of service standard.

City of Gilroy Unsignalized Intersections

For unsignalized intersections in the City of Gilroy, an assessment of traffic operations at the intersection is based on two methodologies: (1) peak-hour levels of service are calculated for the entire

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

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

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

intersection (intersection average level of service) and for the stop-controlled approach with the highest delay (worst approach level of service) and (2) an assessment is made of the need for signalization of the intersection based on traffic volume levels.

The procedure used to determine the level of service for unsignalized intersections is TRAFFIX and the *2000 Highway Capacity Manual* methodology for unsignalized intersection analysis. This method is applicable for both two-way and all-way stop-controlled intersections. For the analysis of stop-controlled intersections, the *2000 HCM* methodology evaluates intersection operations on the basis of average control delay time for all vehicles on the stop-controlled approaches.

For the purpose of reporting level of service for stop-controlled intersections, two levels of service are reported. The first is the “overall intersection average” delay and corresponding level of service, which is a measure of the average delay incurred by all motorists at the intersection, including those on the approaches that are not subject to stop control. The second level of service reported is the delay and corresponding level of service for the “highest delay approach”, which is a measure of the delay incurred by motorists only on the stop-controlled approach which is most impacted by traffic conditions at the intersection. The correlation between average control delay and level of service for unsignalized intersections is shown in Table 2.

The level of service analysis at unsignalized intersections is supplemented with an assessment of the need for signalization of the intersection. This assessment is made on the basis of signal warrant criteria adopted by Caltrans. For this study, the need for signalization is assessed on the basis of the operating conditions at the intersection (i.e., level of service) and on the peak-hour traffic signal

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

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

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

warrant, Warrant #3, described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways*, Part 4, Highway Traffic Signals, 2014. This method provides an indication of whether traffic conditions and peak-hour traffic levels are, or would be, sufficient to justify installation of a traffic signal. Other traffic signal warrants are available; however, they cannot be checked under future conditions (background, project, and cumulative) because they rely on data for which forecasts are not available (such as accidents, pedestrian volume, and four- or eight-hour vehicle volumes).

The City of Gilroy level of service standard for unsignalized intersections has two parts:

- The first part indicates that all stop-controlled intersections must operate with an overall intersection average delay of LOS C or better for those intersections located within the LOS C area, and LOS D or better for those intersections located within the LOS D area.
- The second part indicates that a one-way/two-way stop controlled intersection is considered to exceed the City's standard if the stop-controlled approach with the highest delay operates at LOS E or F and the peak-hour traffic volume level at the intersection is high enough to satisfy the peak-hour volume signal warrant.

One of the unsignalized study intersections is located within the LOS C area and, therefore, has an overall intersection level of service standard of C and a level of service standard of D for the stop-controlled approach with the highest delay. The second unsignalized intersection is located within the LOS D area, and therefore is evaluated based on level of service standard of D for both the overall intersection delay and the stop-controlled approach with the highest delay.

City of Gilroy Roundabout Intersection

The City of Gilroy does not have an adopted methodology for evaluating level of service at roundabouts. For this analysis, the *Highway Capacity Manual (HCM) 6th Edition* methodology (latest available), with the use of the Synchro software, was utilized to evaluate the study roundabout intersection. The HCM 6th Edition methodology is capable of evaluating multilane roundabouts and will calculate delays on the entry approaches as well as an overall average delay and level of service grade for the roundabout. The HCM 6th Edition roundabout level of service methodology evaluates operations on the basis of average control delay time for all vehicles at the intersection or on a particular approach, as the case may be.

According to information contained in the HCM 6th Edition, Chapter 22 (Roundabouts), roundabouts share the same basic control delay formulation with two-way and all-way stop-controlled intersections, adjusting for the effect of yield control (drivers do not need to come to a complete stop when there is no conflicting traffic). However, at the time of the publication of the latest HCM, no research was available on travel perception of quality of service at roundabouts. Therefore, in the absence of such research, and based on the judgment of the Transportation Research Board Committee on Highway Capacity and Quality of Service, the service measure and thresholds for the evaluation of roundabouts have been made consistent with those for other unsignalized intersections, primarily on the basis of the similar control delay formulations.

For the purpose of reporting level of service at a roundabout, the overall intersection average delay and corresponding level of service are reported. This is a measure of the average delay incurred by all motorists at the intersection. The roundabout intersection was evaluated based on a level of service standard of LOS C. The correlation between average delay at a roundabout and level of service is shown in Table 3.

Table 3
Roundabout Level of Service Definitions Based on Control Delay

Average Control Delay per Vehicle (sec.)	LOS by Volume-to-Capacity Ratio [1]	
	v/c up to 1.0	v/c greater than 1.0
up to 10.0	A	F
10.1 to 15.0	B	F
15.1 to 25.0	C	F
25.1 to 35.0	D	F
35.1 to 50.0	E	F
Greater than 50.0	F	F

[1] For approaches and intersectionwide assessment, LOS is defined solely by control delay.
Source: Transportation Research Board, Highway Capacity Manual 6th Edition, (Washington, D.C., 2016).

State (Caltrans) Intersections

Intersections under the State (Caltrans) jurisdiction also were evaluated based on the HCM methodology for signalized intersections, as recommended in the Caltrans *Guide for the Preparation of Traffic Impact Studies,* December 2002. Since Caltrans does not have an adopted level of service analysis procedure, the study Caltrans intersections were evaluated based on the Santa Clara County CMP procedures, TRAFFIX. The Caltrans study intersections were evaluated based on the average delay for the intersection and applying the Caltrans level of service standards and impact thresholds.

The Caltrans level of service standard for intersections is LOS C or better. However, Caltrans acknowledges that a LOS C standard may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing Caltrans facility is operating at less than the appropriate target level of service, the existing level of service should be maintained.

For the purposed of this study, and for consistency with previous traffic studies, all study Caltrans intersections also were evaluated based on a LOS C standard.

Freeway Segment Analysis

An analysis of freeway levels of service was not conducted since the project would not add enough traffic to the freeway segments near the site to warrant a freeway analysis.

According to CMP Traffic Impact Analysis Guidelines, a freeway level of service analysis is required if the number of project trips added to any freeway segment equals or exceeds one percent of the capacity of the segment. The key freeway segments in the study area were evaluated to determine if the project traffic on each segment would exceed this threshold. US 101 consists of three mixed flow lanes in each direction between Cochrane Road in Morgan Hill and Monterey Road in Gilroy. North of Cochrane Road and south of Monterey Road, US 101 consists of 4 (3 mixed-flow and 1 HOV) and 2 (both mixed-flow) lanes in each direction, respectively. The CMP specifies that a mixed-flow lane capacity of 2,300 vehicles per hour per lane (vphpl) be used for segments six lanes or wider in both directions and a capacity of 2,200 vphpl be used for segments with less than six lanes. Thus, the three lanes on US 101 near the project site have a capacity of 6,900 vehicles per hour (vph) while the two-lane segments have a capacity of 4,400 vph. Using the CMP's one-percent threshold, a freeway level of service analysis for US 101 would be needed if the project adds 44 or more peak-hour trips to the freeway segments near the site.

A review of the project trip assignment indicates that the greatest number of project trips in any direction on the subject freeway segments would be no more than 31 trips (northbound US 101 freeway segments between Monterey Road and Pacheco Pass Highway) during the Saturday peak-hour. Since the number of project trips on the freeway segments are less than the one-percent threshold, the project would not cause a significant increase in traffic on the freeway segments in the study area, and a freeway level of service analysis is not required. The freeway capacity analysis is summarized on Table 4.

Freeway Ramp Analysis

An analysis of four freeway ramps serving the project area was performed to identify the project's effect on queue lengths and ramp operations. The evaluation is based on ramp capacity (volume-to-capacity ratios) and projected queue lengths at the study freeway ramps. The correlation between volume-to-capacity (V/C) ratio and level of service for freeway ramps is shown in Table 5.

The study freeway ramps are subject to Caltrans' level of service standard (LOS C).

Table 4
Freeway Segment Capacity Evaluation

Freeway Segment	Direction	Peak Hour	# of Lanes[1]	Capacity[2] (vph)	1% of Capacity	Project Trips Added	LOS Analysis Required?
US 101 from Bloomfield Avenue (SR 25) to Monterey Road	NB	PM	2	4,400	44	13	No
	NB	SAT	2	4,400	44	20	No
US 101 from Monterey Road to Pacheco Pass Highway	NB	PM	3	6,900	69	25	No
	NB	SAT	3	6,900	69	31	No
US 101 from Pacheco Pass Highway to Leavesley Road	NB	PM	3	6,900	69	25	No
	NB	SAT	3	6,900	69	29	No
US 101 from Leavesley Road to Masten Avenue	NB	PM	3	6,900	69	25	No
	NB	SAT	3	6,900	69	29	No
US 101 from Masten Avenue to San Martin Avenue	NB	PM	3	6,900	69	25	No
	NB	SAT	3	6,900	69	29	No
US 101 from San Martin Avenue to Tennant Avenue	NB	PM	3	6,900	69	25	No
	NB	SAT	3	6,900	69	29	No
US 101 from Tennant Avenue to East Dunne Avenue	NB	PM	3	6,900	69	25	No
	NB	SAT	3	6,900	69	29	No
US 101 from East Dunne Avenue to Cochrane Road	NB	PM	3	6,900	69	25	No
	NB	SAT	3	6,900	69	29	No
US 101 from Cochrane Road to East Dunne Avenue	SB	PM	3	6,900	69	20	No
	SB	SAT	3	6,900	69	23	No
US 101 from East Dunne Avenue to Tennant Avenue	SB	PM	3	6,900	69	20	No
	SB	SAT	3	6,900	69	23	No
US 101 from Tennant Avenue to San Martin Avenue	SB	PM	3	6,900	69	20	No
	SB	SAT	3	6,900	69	23	No
US 101 from San Martin Avenue to Masten Avenue	SB	PM	3	6,900	69	20	No
	SB	SAT	3	6,900	69	23	No
US 101 from Masten Avenue to Leavesley Road	SB	PM	3	6,900	69	20	No
	SB	SAT	3	6,900	69	23	No
US 101 from Leavesley Road to Pacheco Pass Highway	SB	PM	3	6,900	69	20	No
	SB	SAT	3	6,900	69	23	No
US 101 from Pacheco Pass Highway to Monterey Road	SB	PM	3	6,900	69	21	No
	SB	SAT	3	6,900	69	25	No
US 101 from Monterey Road to Bloomfield Avenue (SR 25)	SB	PM	2	4,400	44	16	No
	SB	SAT	2	4,400	44	25	No

[1] Information obtained from the Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2018.
[2] Based on a capacity of 2,300 vehicles per hour per lane (vphpl) for freeway sections with six or more lanes, and 2,200 vphpl for freeway sections with four lanes.

Table 5
Level of Service Definitions Based on Volume-to-Capacity (V/C) Ratio

Level of Service	V/C Ratio
A	Less than 0.600
B	0.600-0.699
C	0.700-0.799
D	0.800-0.899
E	0.900-0.999
F	1.000 and Greater

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

Intersection Operations

The analysis of project intersection levels of service was supplemented with an analysis of intersection operations for selected locations. The intersection operations analysis is an important component of the process to evaluate traffic conditions at an intersection. Although calculated levels of service may appear adequate at some locations, traffic operations problems caused by inadequate storage space for vehicle queues could prevent the intersection from ever realizing the calculated level of service. When inadequate storage space becomes an issue, queues in one turn movement might spill into an adjacent lane and block traffic in that lane from proceeding through the intersection.

The operations analysis is based on vehicle queuing for high-demand movements at intersections. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles in the queue for a vehicle movement using the following formula:

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

Where:

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

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for identifying locations where potential problems may arise in the future and for estimating future storage requirements at intersections.

Report Organization

The remainder of this report is divided into seven chapters. Chapter 2 describes existing conditions in terms of the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 describes traffic conditions expected under existing plus project conditions. Chapter 4 presents the intersection levels of service under background conditions with the addition of traffic from approved development projects in the city. Chapter 5 describes the method used to estimate project traffic and the resulting traffic conditions, potential project impacts, and recommended mitigation measures under background plus project conditions. Chapter 6 presents the traffic conditions in the study area under cumulative conditions with the addition of traffic from development projects that are not yet approved. Chapter 7 contains an evaluation of other transportation-related issues than may not be considered environmental issues, and may not be evaluated in the environmental assessment, but have been included in the traffic study to meet the requirements of the local jurisdiction. Chapter 8 presents the summary and conclusions of the traffic study.

2. Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities. Also included are the existing levels of service of the key intersections in the study area.

Existing Roadway Network

Regional access to the project site is provided via US 101 and State Route (SR) 152. Local access to the project site is provided by Monterey Road, Luchessa Avenue, Tenth Street, Church Street, Princevalle Street, and Monterey Frontage Road. These facilities are shown on Figure 1 and described below.

US 101 is a six-lane freeway north of the Monterey Road interchange and transitions to a four-lane freeway south of that point. US 101 extends northward through San Jose and southward into Salinas. This freeway serves as the primary roadway connection between Gilroy and Morgan Hill and other Santa Clara County communities to the north and between Gilroy and Salinas to the south. US 101 includes full-access interchanges at Masten Avenue, Leavesley Road, Tenth Street, and Monterey Road in Gilroy. Access to the project site from US 101 is provided via the Monterey Road interchange.

SR 152 is a two- to four-lane east-west highway that extends east of Gilroy, where it is known as Pacheco Pass Highway, over the Pacheco Pass to Interstate 5 and through Los Banos. West of Gilroy, SR 152 is known as Hecker Pass Highway and extends westward over the Santa Cruz Mountains to Watsonville and Highway 1. Between Santa Teresa Boulevard and Monterey Street, SR 152 is designated as First Street. The SR 152 alignment through Gilroy also follows portions of Monterey Street, Leavesley Road and US 101. SR 152 connects the communities of Watsonville and Gilroy to the Central Valley via Interstate 5. Access to the project site from SR 152 is provided via US 101 and Monterey Road.

Monterey Road is a north-south arterial roadway that begins at its interchange with US 101 in the southern part of Gilroy, extending through Gilroy northward to San Jose. Within the City of Gilroy, Monterey Road changes designation between Monterey Road and Monterey Street. However, for the purpose of this study, it will be referred to as Monterey Road throughout the report. Monterey Road is a two-lane street between Eighth Street and Fourth Street (in the historic downtown district) and a four-lane street south of Eighth Street and north of Fourth Street. Monterey Road transitions to Bolsa Road, south of its intersection with the US-101 Northbound ramps and Travel Park Circle. Access to the project site is provided from Monterey Road, via Monterey Frontage Road.

Luchessa Avenue is a two- to four-lane east-west collector street that extends from Rossi Lane on the east side of town westward under US 101 and connects with Monterey Road and Thomas Road, then continues into the Glen Loma Ranch Specific Plan Area, where it currently terminates at Miller Avenue. Luchessa Avenue is planned to be extended westward through the Glen Loma Ranch development and connect to the existing roundabout intersection of Santa Teresa Boulevard/Ballybunion Drive as the east leg of the intersection.

Tenth Street is a two- to six-lane arterial that begins at Uvas Park Drive and extends eastward to US 101, where it changes designation to Pacheco Pass Highway (SR 152). Tenth Street has one lane in each direction with a two-way left-turn lane west of Church Street. Between Church Street and Monterey Road, Tenth Street consist of two lanes in each direction, then transitions to three westbound lanes and two eastbound lanes between Monterey Road and Alexander Street, three lanes in each direction with a landscape median between Alexander Street and Chestnut Street, and again to four lanes east of Chestnut Street. Tenth Street is one of six freeway crossings within Gilroy and it is planned to be extended from its current terminus point at Uvas Parkway westward over Llagas Creek to connect to Santa Teresa Boulevard at the current Miller Avenue/Santa Teresa Boulevard intersection.

Church Street is a two-lane north-south undivided roadway that traverses the entire City, beginning at its intersection with Luchessa Avenue and extending northward parallel to and west of Monterey Road to the north part of town where it currently terminates at Cohansey Avenue, south of Day Road.

Princevalle Street is a two-lane north-south undivided roadway that begins at its intersection with Luchessa Avenue and extends northward to First Street, where it terminates just east of Miller Avenue. Princevalle Avenue provides an alternate connection between Luchessa Avenue, Tenth Street, and First Street.

Monterey Frontage Road is a two-lane north-south undivided roadway that begins at its intersection with Monterey Road, approximately 750 feet south of Luchessa Avenue, and extends southward parallel to and west of Monterey Road to just north of Uvas Creek where it terminates as a dead-end. It is less than one mile long with undeveloped shoulders, no sidewalks, and a posted speed limit of 35 miles per hour (mph). Monterey Frontage Road provides direct access to various parcels and residences along its west side, as well as the existing Sports Park/project site. The project site access driveway on Monterey Frontage Road provides full access and is located approximately 600 feet south of the Monterey Road/Monterey Frontage Road intersection.

Existing Bicycle Facilities

Bicycle facilities are divided into three classes of relative significance:

- **Class I Bikeways (Bike Path)**. Class I bikeways are bike paths that are physically separated from motor vehicles and offer two-way bicycle travel on a separate path.
- **Class II Bikeways (Bike Lane)**. Class II bikeways are striped bike lanes on roadways that are marked by signage and pavement markings.
- **Class III Bikeways (Bike Route)**. Class III bikeways are bike routes and only have signs to help guide bicyclists on recommended routes to certain locations.

There are several bicycle facilities in the vicinity of the project site. These are listed below and shown on Figure 4:

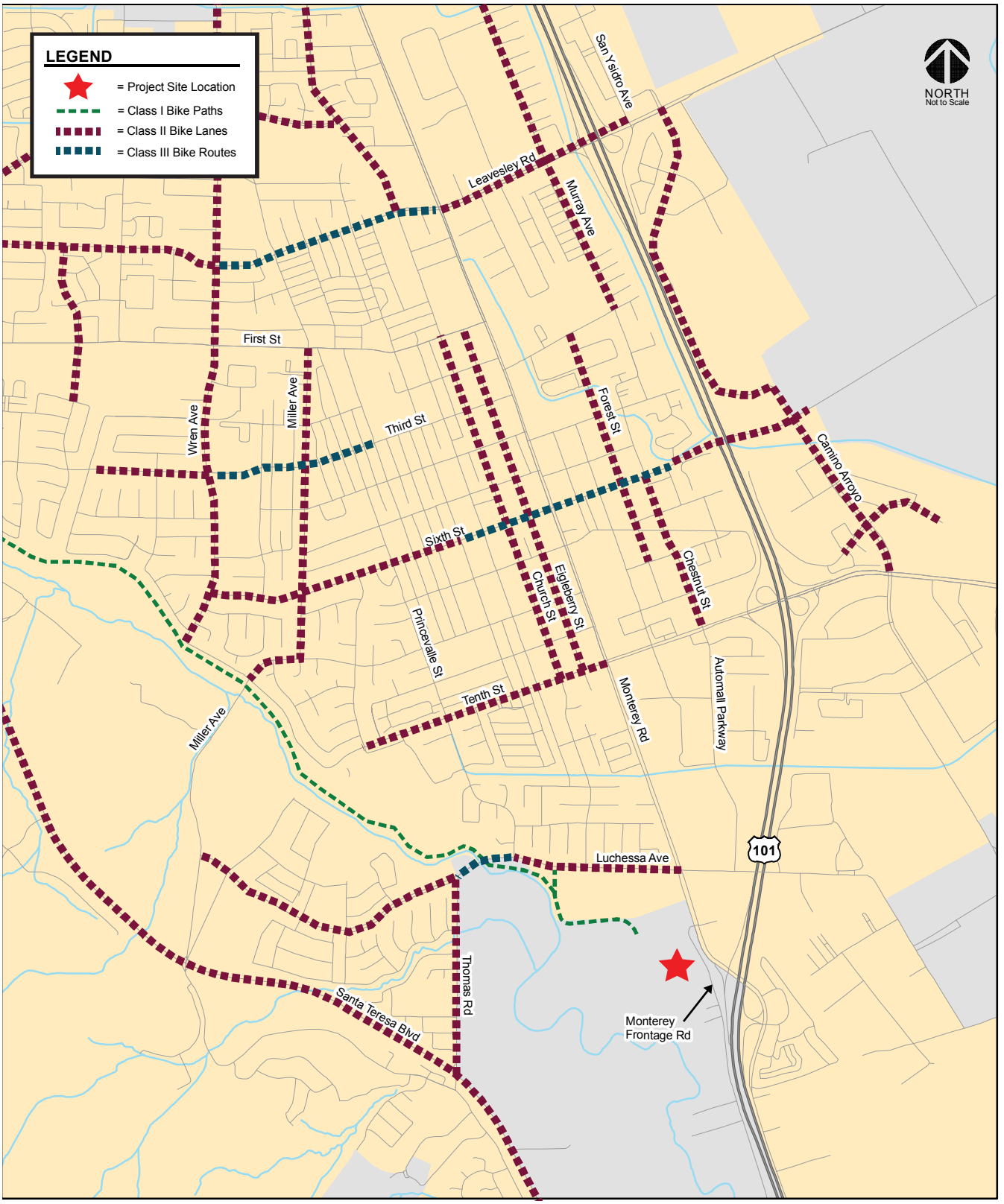


Figure 4
Existing Bicycle Facilities

Bike Paths

- Uvas Creek Trail, north side of Uvas Creek, extending from the Hecker Pass Specific Plan Area (south of Hecker Pass Highway and west of Santa Teresa Boulevard) to the Gilroy Sports Park. Trail access points are located at Santa Teresa Boulevard/Third Street, Wren Avenue, Miller Avenue, Tenth Street, Luchessa Avenue, and at the northwest corner of the Sport Park site.
- Uvas Creek Trail, south side of Uvas Creek, extending from Santa Teresa Boulevard and Third Street to Miller Avenue. Trail access points are located at Santa Teresa Boulevard, Club Drive, Grenache Way, and Miller Avenue.

Bike Lanes

- Luchessa Avenue, between Monterey Road and Princevalle Street; between Thomas Road and Miller Avenue
- Tenth Street, between Monterey Road and Orchard Drive (Gilroy High School)
- Thomas Road, between Luchessa Avenue and Santa Teresa Boulevard
- Santa Teresa Boulevard, along its entire length within the City of Gilroy
- Chestnut Street, between Tenth Street and Sixth Street
- Eigleberry Street, between Tenth Street and First Street
- Church Street, between Tenth Street and First Street

Bike Routes

- Luchessa Avenue, between Princevalle Street and Thomas Road
- Sixth Street, between Hanna Street and Rogers Lane

Existing Pedestrian Facilities

The project site is mostly surrounded by undeveloped areas along the west side of Monterey Road with limited pedestrian facilities. All pedestrian access to the project site/Master Plan area is provided via the Uvas Creek Trail. A trailhead is located at the northwest corner of the Sports Park site and provides access to Luchessa Avenue, near its intersection with Princevalle Street. Sidewalks are located along both sides of Luchessa Avenue, as well as all residential streets north of the Sports Park site. As described within the bicycle facilities section above, the trail continues north providing connections to Tenth Street, Miller Avenue, Wren Avenue, and Santa Teresa Boulevard, near Third Street. The trail connects to the adjacent neighborhoods via existing sidewalks and crosswalks at intersections.

Other pedestrian facilities in the project area include crosswalks and pedestrian push buttons along at least two of the legs at all signalized study intersections, with the exception of the US-101 Southbound Ramps and Monterey Road intersection, which only includes one crosswalk along its north leg.

Sidewalks are missing along most of Monterey Road in the vicinity of the project site, with the exception of a short segment on the east side of the street, between Monterey Frontage Road and Travel Park Circle. No pedestrian facilities are available along Monterey Frontage Road either, with the exception of a crosswalk at its intersection with Monterey Road (west leg of the intersection). The nearest east-west pedestrian crossing across Monterey Road to the project site is located at its intersection with Luchessa Avenue, approximately 750 feet north of the Monterey Road/Monterey Frontage Road intersection.

The existing pedestrian facilities in the study area are shown on Figure 5.



Figure 5
Existing Pedestrian Facilities

Existing Transit Service

Existing transit service in Gilroy is provided primarily by Santa Clara County VTA buses. Although the City of Gilroy is served by various local and express bus routes, none of the existing bus routes currently serve the project site area directly. The nearest bus stops to the project site are located near the intersection of Monterey Road/Tenth Street, less than a mile north of the project site. Additionally, the Gilroy Transit Station is located approximately 1.5 miles north of the project site along Monterey Road and provides access to VTA bus and Caltrain services.

Bus transit services at the Gilroy Transit Station include:

- Community Bus Routes 17 and 19, which provide service within Gilroy,
- Bus Route 68 and express Bus Routes 121, 168, and 185, which provide service between Gilroy and the San Jose Diridon Transit Center, Mountain View, or Sunnyvale,
- Monterey-Salinas Transit (MST) Express Bus Routes 55 and 86, which provide service between Monterey-San Jose and King City-San Jose, respectively, and
- County Express, which provides service between the Cities of Hollister, San Juan Bautista, and Gilroy.

Caltrain provides commuter rail service between Gilroy and San Francisco, with service at the Gilroy Caltrain Station (Transit Center) provided on weekdays.

The transit services serving the Gilroy area are shown on Figure 6.

Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 7.

Existing Traffic Volumes

Existing weekday PM and Saturday peak-hour traffic volumes were obtained from new peak-hour turning movement counts conducted in September 2019. The PM counts were collected during the 4:00-6:00 PM commute period while the Saturday counts were collected between 11:00 AM and 2:00 PM. It is during these time periods that traffic levels on the adjacent roadway network are the highest on a typical day.

The existing peak-hour intersection volumes are shown on Figure 8. The traffic count data are included in Appendix A. Peak-hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix B.

Existing Intersection Levels of Service

The results of the intersection level of service analysis under existing conditions are discussed below and summarized in Table 6. The level of service calculation sheets are included in Appendix C.

Signalized Intersections

The results of the level of service analysis indicate that all signalized study intersections currently operate at acceptable levels of service during both the PM and Saturday peak hours, based on their applicable level of service standard.

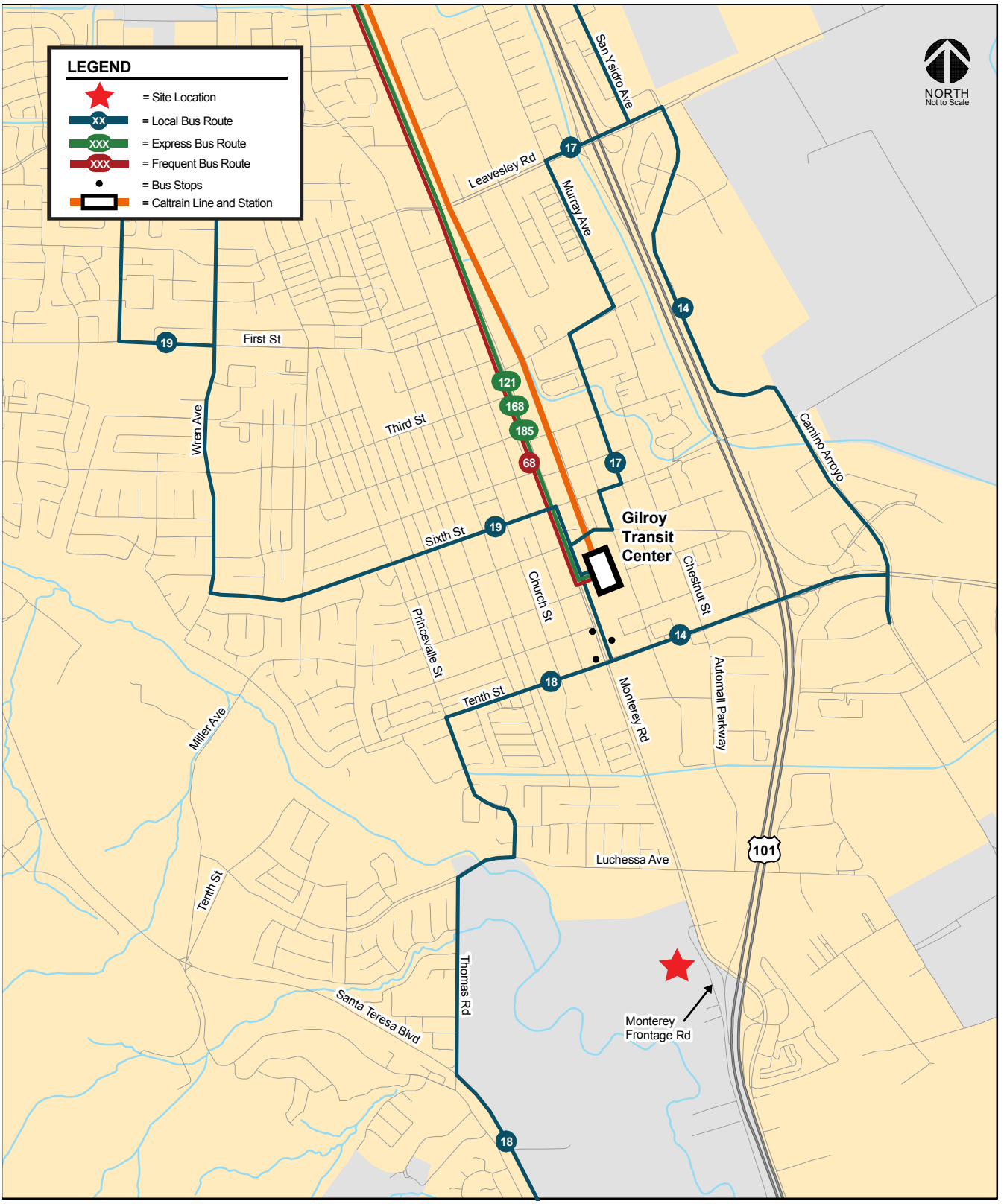


Figure 6
Existing Transit Facilities

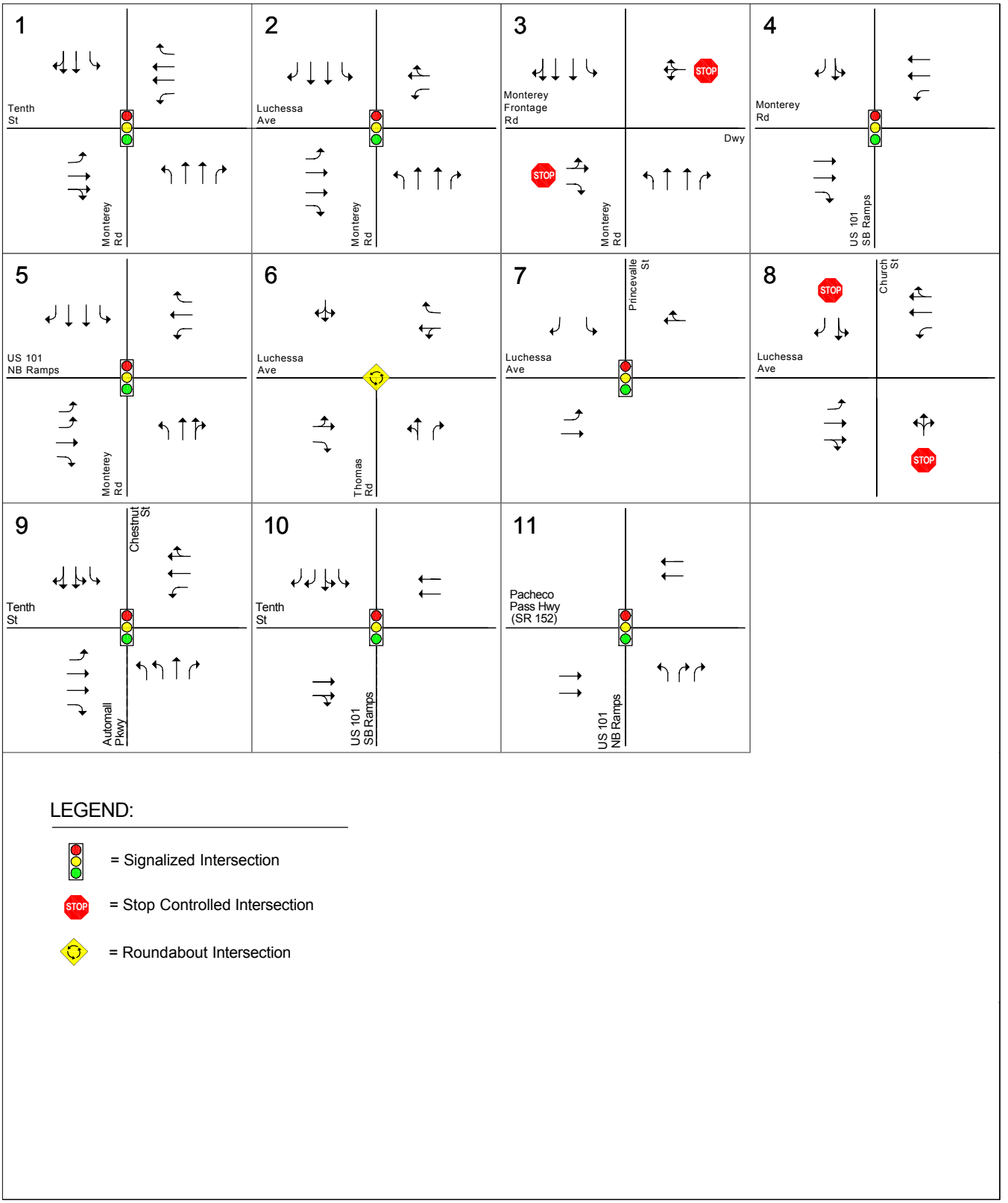
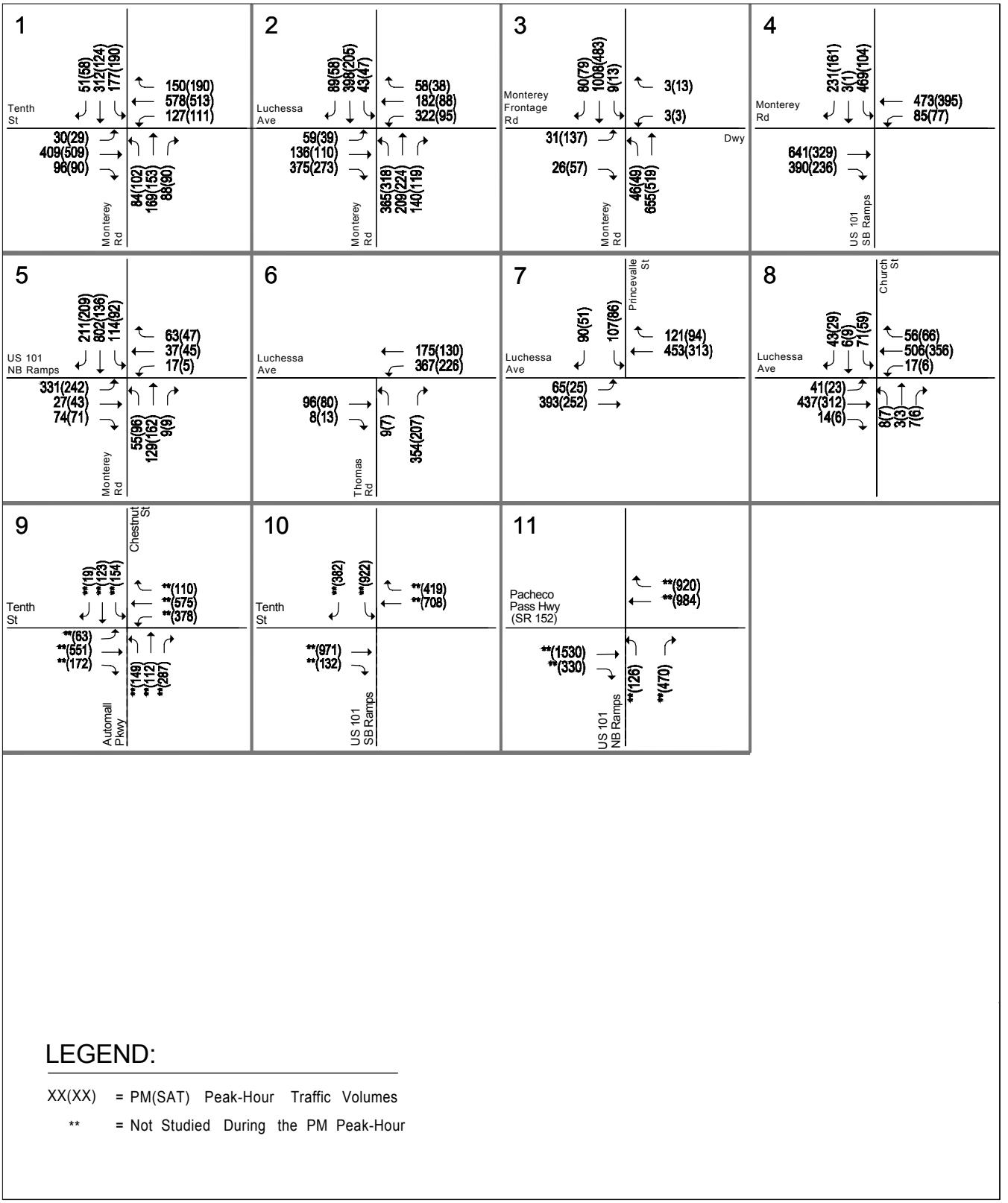


Figure 7
Existing Lane Configurations



LEGEND:

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

** = Not Studied During the PM Peak-Hour

Figure 8
Existing Traffic Volumes

Table 6
Existing Intersection Levels of Service

Int. Number	Intersection	Intersection Control	LOS Standard	TIF Int.[1]	Peak Hour	Count Date	Avg. Delay	LOS	Warrant Met?[2]
1	Monterey Road and Tenth Street	Signal	D		PM	9/5/19	27.4	C	--
					SAT	9/7/19	29.5	C	--
2	Monterey Road and Luchessa Avenue	Signal	D	Yes	PM	9/5/19	30.9	C	--
					SAT	9/7/19	20.7	C	--
3	Monterey Road and Monterey Frontage Road	Two-Way Stop (Average Delay)	D	Yes	PM	9/5/19	1.9	A+	--
					SAT	9/5/19	6.6	A	--
		Two-Way Stop (Worst Approach)	D		PM		**49.2**	**E-**	No
					SAT		**42.6**	**E**	No
4	US 101 Southbound Ramps and Monterey Road	Signal	D	Yes	PM	9/5/19	21.7	C	--
					SAT	9/7/19	17.8	B	--
5	Monterey Road/Bolsa Road and US 101 Northbound Ramps/Travel Park Circle	Signal	D		PM	9/5/19	24.0	C	--
					SAT	9/7/19	25.8	C	--
6	Thomas Road and Luchessa Avenue	Roundabout	C	Yes	PM	9/5/19	6.0	A	--
					SAT	9/7/19	4.7	A	--
7	Princevalle Street and Luchessa Avenue	Signal	C	Yes	PM	9/5/19	12.7	B	--
					SAT	9/7/19	10.1	B	--
8	Church Street and Luchessa Avenue	Two-Way Stop (Average Delay)	C		PM	9/5/19	2.8	A+	--
					SAT	9/5/19	2.1	A+	--
		Two-Way Stop (Worst Approach)	D		PM		21.8	C-	No
					SAT		14.8	B-	No
9	Chestnut Street/Automall Parkway and Tenth Street	Signal	D		SAT	9/7/19	32.1	C	--
10	US 101 Southbound Ramps and Tenth Street	Signal	D	Yes	SAT	9/7/19	27.3	C	--
11	US 101 Northbound Ramps and Pacheco Pass Highway (SR 152)	Signal	D	Yes	SAT	9/7/19	10.7	B	--

Notes:
[1] TIF Int. = City of Gilroy Traffic Impact Fee intersection.
[2] Signal warrant analysis based on the Peak Hour Signal Warrant #3, Figure 4C Caltrans MUTCD, 2014. Signal warrant analysis is not applicable to signalized intersections.
Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.

Unsignalized Intersections

The results of the level of service analysis indicate that the unsignalized study intersection of **Monterey Road and Monterey Frontage Road (#3)** currently operates with average delays corresponding to unacceptable LOS E on its stop-controlled approach with the highest delay during both the PM and Saturday peak hours. However, the intersection's peak-hour traffic volumes are not high enough to meet the thresholds that warrant installation of a traffic signal.

The remaining unsignalized study intersection (8. Church Street and Luchessa Avenue) does not have traffic volume and level of service conditions that exceed the City of Gilroy level of service standards under existing conditions. The peak-hour signal warrant sheets are contained in Appendix D.

Roundabout Intersection

The results of the level of service analysis indicate that the study roundabout intersection of Thomas Road and Luchessa Avenue (#6) currently operates at an acceptable LOS A during both the PM and Saturday peak hours.

3. Existing Plus Project Conditions

This chapter describes existing traffic conditions with the addition of the traffic that would be generated by the proposed project if the project was complete and operating today. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential project deficiencies on the existing transportation network attributable solely to the project. Existing plus project conditions are presented per CEQA requirements to disclose the project's effect on existing conditions.

Included within this chapter is a brief description of the procedure of estimating project-generated traffic and the resulting traffic conditions under existing plus project conditions.

Transportation Network under Existing Plus Project Conditions

It is assumed in this analysis that the transportation network under existing plus project conditions would be the same as the existing transportation network.

Project Description

The proposed project would consist of an up to 100,000 square-foot indoor recreational facility and would include ice rinks, concession area, locker rooms, restaurant, retail, and small reception areas such as party rooms. The proposed indoor facility would be open 365 days per year from 5:30 AM to 1:00 AM daily. The peak usage of the facility is anticipated to occur after 5:00 PM Monday through Friday and all day on weekends. Parking for the proposed project would be provided on site, with shared access to the project site via the existing Sports Park entrance on Monterey Frontage Road.

A detailed description of the project is presented in Chapter 5 (Background Plus Project Conditions).

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear are estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. This procedure is explained in more detail in Chapter 5 of this report.

Trip Generation

Based on the trip generation rates derived from driveway counts conducted at the existing Solar4America Ice facility in San Jose and the proposed project size, it is estimated that the proposed

indoor recreational facility would generate approximately 149 trips (67 inbound and 82 outbound trips) during the PM peak-hour. The peak-hour trip generation was assumed to be consistent, independent of the day of the week, since it is based on the full utilization of the proposed facility (i.e. the project's peak trip generation would occur when both of the proposed rinks are being used). For this reason, it was assumed that the peak-hour trip generation for the proposed project would be similar during the PM and Saturday peak hours. However, it is expected that the peak-hour trip generation would occur throughout the day on weekends, as opposed to the evening hours during the week.

The project trip generation estimates are presented in Table 9 in Chapter 5.

Trip Distribution and Assignment

The project trip distribution and assignment are discussed in Chapter 5.

Existing Plus Project Traffic Volumes

Project trips were added to existing traffic volumes to obtain existing plus project traffic volumes. The existing plus project traffic volumes are shown on Figure 9.

Existing Plus Project Intersection Levels of Service

The results of the intersection level of service analysis under existing plus project conditions are discussed below and summarized in Table 7. The level of service calculation sheets are included in Appendix C.

Signalized Intersections

The results of the level of service analysis indicate that all signalized study intersections are projected to operate at acceptable levels of service (LOS C or better) during both the PM and Saturday peak hours under existing plus project conditions, based on their applicable level of service standard.

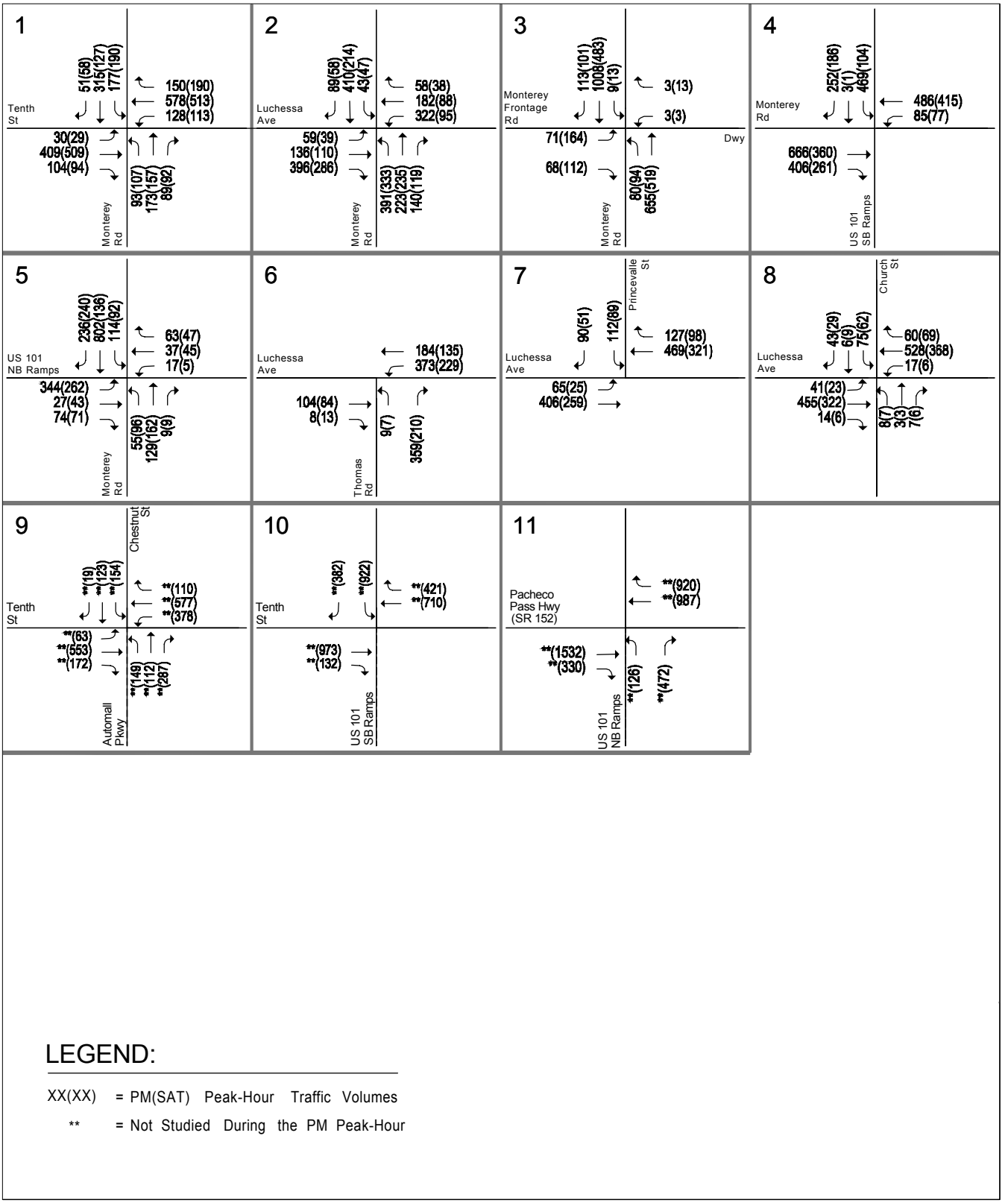
Unsignalized Intersections

The results of the level of service analysis indicate that the study intersection of **Monterey Road and Monterey Frontage Road (#3)** is projected to operate with average delays corresponding to LOS F on its stop-controlled approach with the highest delay and its peak-hour traffic volume would be high enough to meet the thresholds that warrant installation of a traffic signal during the PM and Saturday peak-hours under existing plus project conditions. Based on City of Gilroy level of service standards, the intersection would be deficient under existing plus project conditions.

The remaining unsignalized study intersection would not have traffic volume and level of service conditions that exceed the City of Gilroy level of service standards under existing plus project conditions. The peak-hour signal warrant sheets are contained in Appendix D.

Roundabout Intersection

The results of the level of service analysis indicate that the study roundabout intersection of Thomas Road and Luchessa Avenue (#6) is projected to operate at an acceptable LOS A during the PM and Saturday peak hours under existing plus project conditions.



LEGEND:

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

** = Not Studied During the PM Peak-Hour

Figure 9
Existing Plus Project Traffic Volumes

Table 7
Existing Plus Project Intersection Level of Service Results

Study Int. Number	Intersection	Intersection Control	LOS Standard	TIF Int.[1]	Peak Hour	Existing			Existing Plus Project		
						Avg. Delay	LOS	Warrant Met?[2]	Avg. Delay	LOS	Warrant Met?[2]
1	Monterey Road and Tenth Street	Signal	D		PM	27.4	C	--	27.5	C	--
					SAT	29.5	C	--	29.6	C	--
2	Monterey Road and Luchessa Avenue	Signal	D	Yes	PM	30.9	C	--	31.1	C	--
					SAT	20.7	C	--	20.6	C	--
3	Monterey Road and Monterey Frontage Road	Two-Way Stop (Average Delay)	D	Yes	PM	1.9	A+	--	14.4	B-	--
					SAT	6.6	A	--	21.7	C	--
		Two-Way Stop (Worst Approach)	D		PM	**49.2**	**E-**	No	**199.5**	**F**	**Yes**
					SAT	**42.6**	**E**	No	**113.6**	**F**	**Yes**
4	US 101 Southbound Ramps and Monterey Road	Signal	D	Yes	PM	21.7	C	--	21.7	C	--
					SAT	17.8	B	--	18.1	B	--
5	Monterey Road/Bolsa Road and US 101 Northbound Ramps/Travel Park Circle	Signal	D		PM	24.0	C	--	24.2	C	--
					SAT	25.8	C	--	25.7	C	--
6	Thomas Road and Luchessa Avenue	Roundabout	C	Yes	PM	6.0	A	--	6.2	A	--
					SAT	4.7	A	--	4.7	A	--
7	Princevalle Street and Luchessa Avenue	Signal	C	Yes	PM	12.7	B	--	12.8	B	--
					SAT	10.1	B	--	10.2	B	--
8	Church Street and Luchessa Avenue	Two-Way Stop (Average Delay)	C		PM	2.8	A+	--	3.0	A+	--
					SAT	2.1	A+	--	2.2	A+	--
		Two-Way Stop (Worst Approach)	D		PM	21.8	C-	No	23.8	C-	No
					SAT	14.8	B-	No	15.3	C+	No
9	Chestnut Street/Automall Parkway and Tenth Street	Signal	D		SAT	32.1	C	--	32.1	C	--
10	US 101 Southbound Ramps and Tenth Street	Signal	D	Yes	SAT	27.3	C	--	27.3	C	--
11	US 101 Northbound Ramps and Pacheco Pass Highway (SR 152)	Signal	D	Yes	SAT	10.7	B	--	10.7	B	--

Notes:
[1] TIF Int. = City of Gilroy Traffic Impact Fee intersection.
[2] Signal warrant analysis based on the Peak Hour Signal Warrant #3, Figure 4C Caltrans MUTCD, 2014.
Signal warrant analysis is not applicable to signalized intersections.
Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.

4. Background Conditions

This chapter describes background traffic conditions. Background conditions are defined as conditions just prior to completion of the proposed project. Traffic volumes for background conditions comprise volumes from the existing traffic counts plus traffic generated by approved developments in the vicinity of the project site. This chapter describes the procedure used to determine background traffic volumes and the resulting traffic conditions. Any planned and funded transportation improvements in the study area are included in background conditions.

Background Transportation Network

It is assumed in the analysis that the transportation network under background conditions would be the same as described under existing conditions.

Approved Developments

The latest list of approved but not-yet-completed developments in the City of Gilroy, dated September 2019, was obtained from City staff for the evaluation of the proposed project. The list, included in Appendix F, describes all projects (location, land use, and size) that have been approved and which would add traffic to the roadway network under background conditions. The traffic added to the roadway network from approved but not yet construct developments was estimated by distributing and assigning trips generated by these developments to the roadway network using the same procedure of trip generation, distribution, and assignment as described in the next chapter (Chapter 5 – Background Plus Project Conditions). Notable approved projects that would add traffic to the study intersections include the Glen Loma Ranch Specific Plan (GLRSP), the Hecker Pass Specific Plan (HPSP), the Gilroy Hampton Inn, and the McCarthy Business Park.

Since both the GLRSP and the HPSP are currently being constructed, and some of their residential neighborhoods have been completed and occupied, traffic associated with the occupied residential units is included in the existing counts. For this reason, the total development approved under the GLRSP and HPSP was adjusted to account for the number of units that were completed and occupied at the time the counts were conducted (September 2019). The built up to date information also was obtained from City staff. The remaining not yet built development within both specific plans was included as part of the approved projects, and their associated traffic assigned to the roadway network.

It should also be noted that the assignment of traffic associated with the GLRSP project assumes the construction of the Tenth Street Bridge, improvement which was identified as mitigation (and condition of approval) for traffic impacts associated with the GLRSP project. The Tenth Street Bridge would result

in changes to the existing travel patterns along Tenth Street and Luchessa Avenue, which are the two main thoroughfares that provide access between the GLRSP area and US 101.

Background Traffic Volumes

Background peak-hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved but not yet constructed developments.

Background traffic volumes are shown on Figure 10. Traffic volumes for all components of traffic are tabulated in Appendix B.

Background Intersection Levels of Service

The results of the intersection level of service analysis under background conditions are discussed below and summarized in Table 8. The level of service calculation sheets are included in Appendix C.

Signalized Intersections

The results of the level of service analysis indicate that all signalized study intersections are projected to continue to operate at acceptable levels of service (LOS C or better) during both the PM and Saturday peak hours under background conditions, based on their applicable level of service standard.

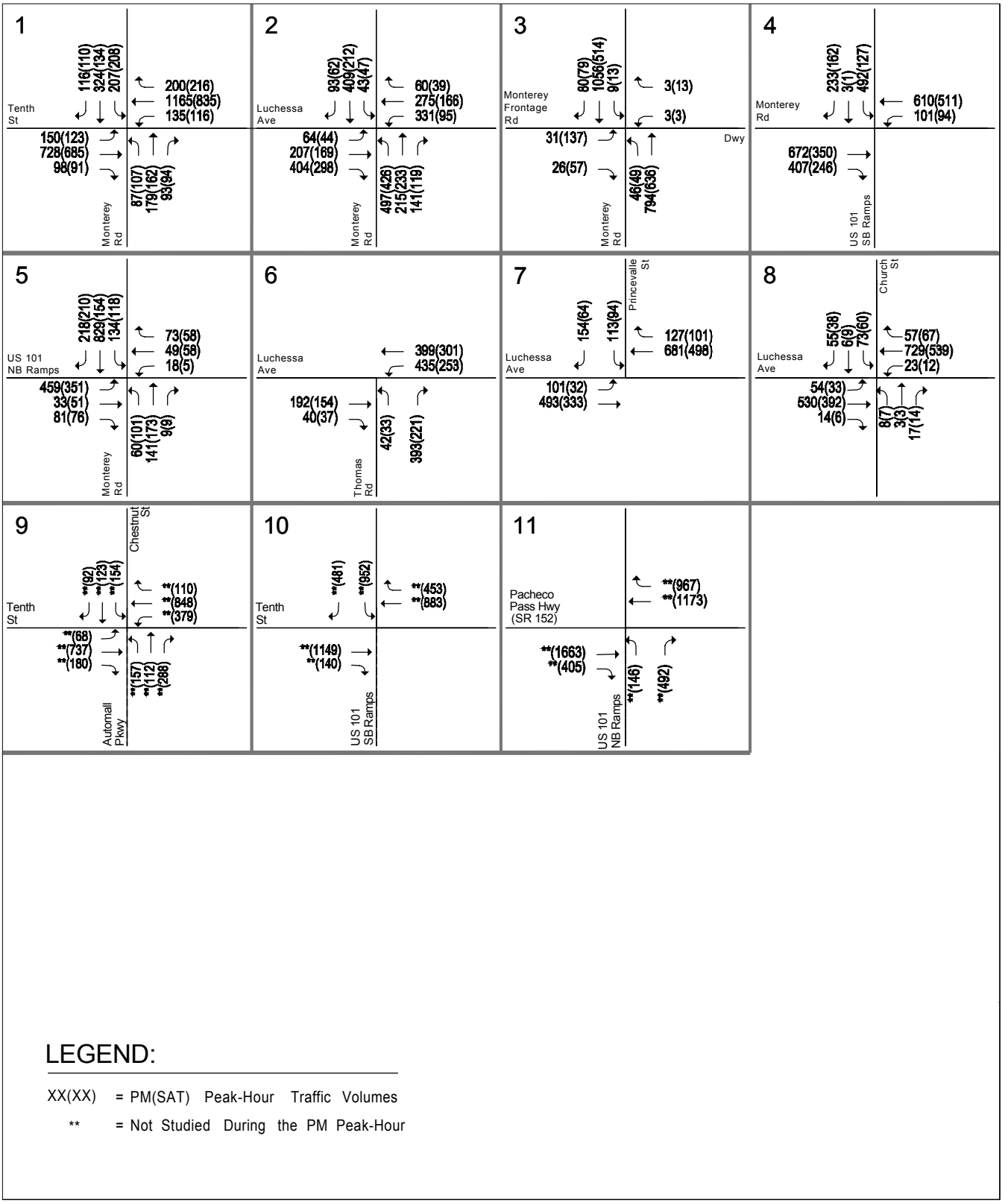
Unsignalized Intersections

The results of the level of service analysis indicate that both unsignalized study intersections are projected to operate with average delays corresponding to unacceptable LOS E and F on their stop-controlled approach with the highest delay during at least one of the peak hours analyzed. Additionally, peak-hour traffic volumes at the study intersection of **Monterey Road and Monterey Frontage Road (#3)** would be high enough to meet the thresholds that warrant installation of a traffic signal during the Saturday peak-hour under background conditions. Based on City of Gilroy level of service standards, the intersection would be deficient under background conditions.

The remaining unsignalized study intersection would not have peak-hour traffic volumes that would meet the thresholds that warrant signalization of the intersection under background conditions. The peak-hour signal warrant sheets are contained in Appendix D.

Roundabout Intersection

The results of the level of service analysis indicate that the study roundabout intersection of Thomas Road and Luchessa Avenue (#6) is projected to continue to operate at an acceptable LOS A during both the PM and Saturday peak hours under background conditions.



LEGEND:

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

** = Not Studied During the PM Peak-Hour

Figure 10
Background Traffic Volumes

Table 8
Background Conditions Intersection Level of Service Results

Study Int. Number	Intersection	Intersection Control	LOS Standard	TIF Int.[1]	Peak Hour	Existing Avg. Delay	Existing LOS	Existing Warrant Met?[2]	Background Avg. Delay	Background LOS	Background Warrant Met?[2]
1	Monterey Road and Tenth Street	Signal	D		PM	27.4	C	--	27.8	C	--
					SAT	29.5	C	--	28.8	C	--
2	Monterey Road and Luchessa Avenue	Signal	D	Yes	PM	30.9	C	--	33.5	C	--
					SAT	20.7	C	--	21.8	C	--
3	Monterey Road and Monterey Frontage Road	Two-Way Stop (Average Delay)	D	Yes	PM	1.9	A+	--	2.2	A+	--
					SAT	6.6	A	--	8.3	A-	--
		Two-Way Stop (Worst Approach)	D		PM	**49.2**	**E-**	No	**65.7**	**F**	No
					SAT	**42.6**	**E**	No	**60.3**	**F**	**Yes**
4	US 101 Southbound Ramps and Monterey Road	Signal	D	Yes	PM	21.7	C	--	22.4	C	--
					SAT	17.8	B	--	17.5	B	--
5	Monterey Road/Bolsa Road and US 101 Northbound Ramps/Travel Park Circle	Signal	D		PM	24.0	C	--	25.9	C	--
					SAT	25.8	C	--	25.8	C	--
6	Thomas Road and Luchessa Avenue	Roundabout	C	Yes	PM	6.0	A	--	9.3	A	--
					SAT	4.7	A	--	6.1	A	--
7	Princevalle Street and Luchessa Avenue	Signal	C	Yes	PM	12.7	B	--	16.3	B	--
					SAT	10.1	B	--	11.2	B	--
8	Church Street and Luchessa Avenue	Two-Way Stop (Average Delay)	C		PM	2.8	A+	--	4.6	A	--
					SAT	2.1	A+	--	2.5	A+	--
		Two-Way Stop (Worst Approach)	D		PM	21.8	C-	No	**44.0**	**E**	No
					SAT	14.8	B-	No	20.9	C	No
9	Chestnut Street/Automall Parkway and Tenth Street	Signal	D		SAT	32.1	C	--	32.1	C	--
10	US 101 Southbound Ramps and Tenth Street	Signal	D	Yes	SAT	27.3	C	--	28.2	C	--
11	US 101 Northbound Ramps and Pacheco Pass Highway (SR 152)	Signal	D	Yes	SAT	10.7	B	--	11.1	B	--

Notes:
[1] TIF Int. = City of Gilroy Traffic Impact Fee intersection.
[2] Signal warrant analysis based on the Peak Hour Signal Warrant #3, Figure 4C Caltrans MUTCD, 2014. Signal warrant analysis is not applicable to signalized intersections.
Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.

5.
Background Plus Project Conditions

This chapter describes background plus project traffic conditions, significant project impacts, and measures that are recommended to mitigate significant project impacts. Included are descriptions of the significance criteria that define a project impact, the method by which project traffic is estimated, identification of the impacts, and descriptions of the mitigation measures to address these impacts. Background plus project conditions are represented by background traffic conditions (existing plus approved traffic) with the addition of traffic generated by the proposed project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Although some of the information provided below has already been described in Chapter 3 – Existing Plus Project Conditions, it is presented again within this chapter for the reader's convenience.

Significant Impact Criteria

Significance criteria are used to define what constitutes an impact. For this analysis, impacts on intersections are based on the applicable (City of Gilroy and Caltrans) Level of Service standards and City of Gilroy impact criteria.

Since the City of Gilroy does not have adopted thresholds of significance for the evaluation of roundabout intersections, in this analysis, the study roundabout intersection was evaluated based on the significant impact criteria for unsignalized intersections since roundabouts share the same basic control delay formulation with two-way and all-way stop-controlled intersections.

City of Gilroy Definition of Significant Signalized Intersection Level of Service Impacts

The City of Gilroy uses two sets of impact criteria, one for intersections located west of US 101 and another set for intersections located in the LOS D commercial area designated in the City of Gilroy General Plan, primarily east of US 101.

Nine of the study intersections are located within the designated LOS D Area, and therefore, have a level of service standard of LOS D or better. The remaining three study intersections have a LOS C or better level of service standard.

LOS C Area

For intersections located west of US 101 in the LOS C areas, the project is said to create a significant adverse impact on traffic conditions at a signalized intersection if for any peak hour:

1. The level of service at the intersection degrades from an acceptable LOS C or better under background conditions to an unacceptable LOS D or worse under background plus project conditions, or
2. If the intersection is already operating at an unacceptable LOS D and the addition of project traffic causes the average delay to increase by two (2) second or more, or
3. If the intersection is already operating at an unacceptable LOS E or F and the addition of project traffic causes the average delay to increase by one (1) second or more.

LOS D Area

For intersections located in the LOS D area, primarily east of US 101 and in the Tenth Street corridor, the project is said to create a significant adverse impact on traffic conditions at a signalized intersection if for any peak hour:

1. The level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under background plus project conditions, or
2. If the intersection is already operating at an unacceptable LOS E or F and the addition of project traffic causes the average delay to increase by one (1) second or more.

A significant impact is said to be satisfactorily mitigated when measures are implemented that would restore intersection levels of service to background (no-project) conditions or better.

City of Gilroy Definition of Significant Unsignalized (and Roundabout) Intersection Impacts

One of the unsignalized study intersections, as well as the roundabout intersection, are located within the LOS C area, while the second unsignalized intersection is located within the LOS D area.

The project is said to create a significant adverse impact on traffic conditions at an unsignalized intersection if for any peak hour:

1. For intersections in the LOS C areas: The average overall level of service at the intersection degrades from an acceptable LOS C or better under background conditions to an unacceptable LOS D or worse under background plus project conditions, or

   If the average overall intersection level of service is already at an unacceptable LOS D and the addition of project traffic causes the average overall delay to increase by two (2) second or more, or
2. For intersections in the LOS D areas: The average overall intersection level of service at the intersection degrades from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under background plus project conditions, or

   If the average overall intersection level of service is already at an unacceptable LOS E or F and the addition of project traffic causes the overall average delay to increase by one (1) second or more, or
3. If the worst approach at a one- or two-way stop-controlled intersection is projected to operate at an unacceptable LOS E or F under background plus project conditions and the addition of project traffic causes the traffic volumes at the intersection to satisfy the peak-hour volume traffic signal warrant adopted by Caltrans.

A significant impact is said to be satisfactorily mitigated when measures are implemented that would restore intersection levels of service to background (no-project) conditions or better.

Definition of Significant Operations Impacts

The City of Gilroy considers a project to create a significant adverse impact on operations if:

1. The 95th percentile vehicle queue in a critical turn movement at a study intersection is projected to be less than the available or planned storage length for that movement under background conditions and the addition of projected traffic to that turn movement causes the projected 95th percentile vehicle queue to exceed the available or planned storage length, or
2. The 95th percentile vehicle queue in a critical turn movement at a study intersection is projected to exceed the available or planned storage length for that movement under background conditions and the addition of projected traffic to that turn movement causes the projected 95th percentile vehicle queue to grow by at least one vehicle.

Definition of Significant Parking Impacts

The City of Gilroy considers a project to create a significant adverse impact on parking conditions if:

1. The proposed on-site parking supply does not satisfy the parking requirement contained in the City of Gilroy Municipal Code.

Transportation Network Under Background Plus Project Conditions

It is assumed in the analysis that the transportation network under background plus conditions would be the same as described under background conditions.

Project Description

The proposed project would consist of an up to 100,000 square-foot indoor recreational facility and would include ice rinks, concession area, locker rooms, restaurant, retail, and small reception areas such as party rooms. The proposed indoor facility would be open 365 days per year from 5:30 AM to 1:00 AM daily. The peak usage of the facility is anticipated to occur after 5:00 PM Monday through Friday and all day on weekends. Parking for the proposed project would be provided on site, with shared access to the project site via the existing Sports Park entrance on Monterey Frontage Road.

The facility would have two levels, with the majority of the core infrastructures located on Level 1. The following amenities are proposed for each level:

Level 1 (70,000 square feet): Two (2) NHL sized ice rinks, 12-14 public locker rooms with restrooms and showers, a welcome/admin desk, other supporting amenities, such as skate rental area, public restrooms, food concession area, merchandise/retail space, event/administrative office, and arena support spaces (such as main electrical room, ice making equipment for rinks, boiler room, water entry room, fire pump room, main IT and storage).

Level 2 (30,000 square feet): bar/restaurant concept that overlooks the rinks below, a physical fitness/training space, viewing area for the ice rinks (approximately 150 seats per rink), small dance/multipurpose room, conference rooms for community use (i.e. birthday parties), arena support areas and storage.

It is anticipated that once completed, the proposed project would attract both local and regional traffic to the site on a daily basis. It is not anticipated that the project would generate a significant amount of traffic during the AM peak-hour.

Project Trip Generation, Distribution, and Assignments

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

Trip Generation

The magnitude of traffic produced by a new development is typically estimated by applying the size of the project to the applicable trip generation rates contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. However, trip generation rates provided in ITE's Trip Generation manual for a similar land use to the proposed project are based on limited data points/surveyed facilities and lack information as to the various uses within the surveyed facilities. ITE recommends that new trip rate data be collected at similar facilities to what is being evaluated when the ITE Trip Generation manual provides limited trip generation data.

For this reason, trip generation rates derived based on driveway counts collected at the existing Solar4America Ice Rink facility in San Jose were utilized for the evaluation of the project. The existing Solar4America Ice facility consists of an ice rink facility that includes the same type of uses and operations as are being proposed for the project. In addition, trip rates based on driveway counts at the Solar4America Ice facility also are more reflective of the expected mode of travel of visitors and patrons associated with the proposed project. Therefore, the trip generation of the proposed project was estimated utilizing trip generation rates developed for the Solar4America Ice facility site.

Trip Generation Counts

Like the proposed project, Solar4America Ice is an indoor recreational facility that includes ice rinks, concessions area, restaurants, retail, and reception areas for parties. It attracts both local and regional traffic as not many of these facilities are available in the Bay Area.

Trip generation (driveway) counts were conducted at the Solar4America facility on two consecutive weekdays in April, 2019, between the hours of 4:00 PM and 7:00 PM on days when the facility was considered to be fully utilized (all ice rinks were being used). The trip generation counts revealed that the Solar4America Ice facility currently generates 74.5 trips per ice rink during the PM peak-hour. The driveway counts also showed that the number of trips was consistent throughout the 3-hour count period.

Proposed Project Trips

Based on the trip generation rates developed from driveway counts at the existing Solar4America Ice San Jose facility and the proposed project size, it is estimated that the proposed indoor recreational facility would generate approximately 149 trips (67 inbound and 82 outbound trips) during the weekday PM peak-hour.

As mentioned previously, peak usage of the facility is anticipated to occur after 5:00 PM Monday through Friday and all day on weekends. It is likely that during these peak-usage time periods, the hourly trip generation would be very similar to the peak-hour trip generation, as indicated by the driveway counts at the existing facility. The peak trip generation is also assumed to be consistent, independent of the day of the week, since it is based on the full utilization of the proposed facility (i.e. the project's peak trip generation would occur when both of the proposed rinks are being used). For this reason, it was assumed that the peak-hour trip generation for the proposed project would be similar

during the PM and Saturday peak hours. However, it is expected that the peak-hour trip generation would occur throughout the day on weekends, as opposed to the evening hours during the week.

The project trip generation estimates are presented in Table 9.

Table 9
Project Trip Generation Estimates

Land Use	Size	PM Peak-Hour Rate	PM Peak-Hour Split In	PM Peak-Hour Split Out	PM Peak-Hour Trips In	PM Peak-Hour Trips Out	PM Peak-Hour Trips Total	SAT Peak Hour[2] Trip In	SAT Peak Hour[2] Trip Out	SAT Peak Hour[2] Trip Total
Sports Park Master Plan Phase III										
Commercial Recreational Facility[1]	2 Rinks	74.5	45%	55%	67	82	149	67	82	149

[1] Trip generation for the proposed commercial recreational facility was estimated based on information on a similar existing facility located in the City of San Jose (Solar4America Ice).
[2] The proposed commercial recreational facility was assumed to generate the same amount of trips during both the PM and Saturday peak-hours.

Trip Distribution and Assignment

The trip distribution patterns for the project were estimated based on the anticipated service areas for the project, the existing travel patterns in the study area, and on the locations of complementary land uses. It is anticipated that the majority of traffic generated by the proposed project during the weekday would be local (Gilroy) traffic and traffic from nearby communities (such as Morgan Hill, Hollister, Monterey, and Salinas), while a larger amount of the Saturday traffic presumably would originate from farther distances. Because of the different origins and destinations of weekday and Saturday project traffic, the effect of project traffic on surrounding transportation facilities also would differ between a weekday and a weekend day. For this reason, two directional distributions were identified: one that describes the projected weekday PM peak-hour origins and destinations and the second one describing the Saturday (weekend) origins and destinations. Both trip distributions assume project trips originating from within Gilroy (project trips on local roadways) and from outside of Gilroy (project trips on the freeway). However, the Saturday peak-hour trip distribution anticipates a larger percentage of project traffic would originate from outside of Gilroy than that anticipated during the week. The larger percentage of traffic originating from outside of Gilroy on the weekends represents the anticipate regional tournaments that would take place at the proposed facility on weekends, attracting visitors from farther distances, such as San Jose, Santa Rosa, and Lake Tahoe, to name a few. The project trip distribution patterns are shown graphically on Figure 11.

The peak-hour trips generated by the proposed development were assigned to the roadway system in accordance with the trip distribution patterns discussed above. The project trip assignment under the future roadway network is presented graphically on Figure 12.

Background Plus Project Traffic Volumes

Project trips, as described in the above project trip assignment, were added to background traffic volumes to obtain background plus project traffic volumes. The background plus project traffic volumes are shown graphically on Figure 13. Traffic volumes for all components of traffic are tabulated in Appendix B.

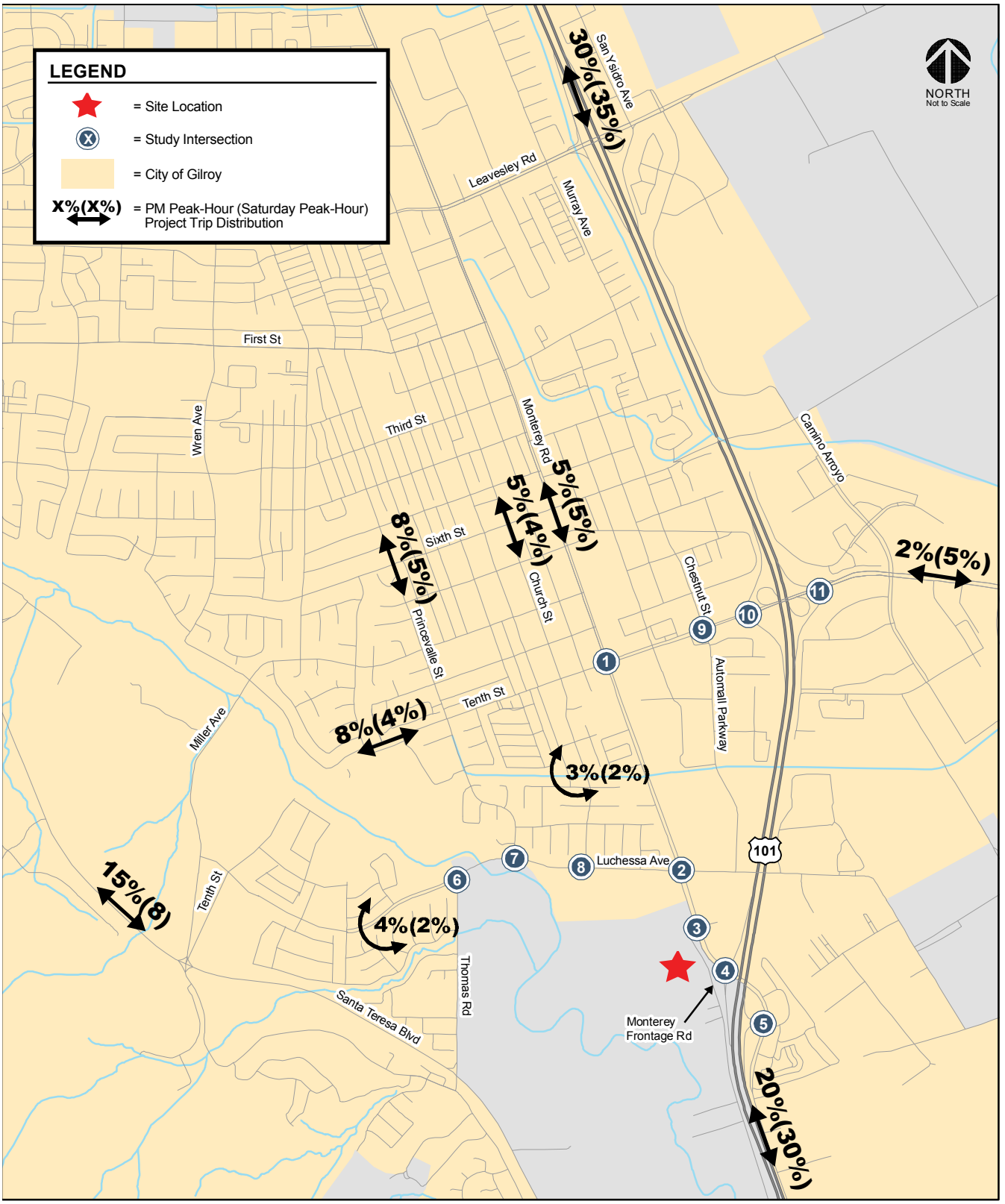


Figure 11
Project Trip Distributions

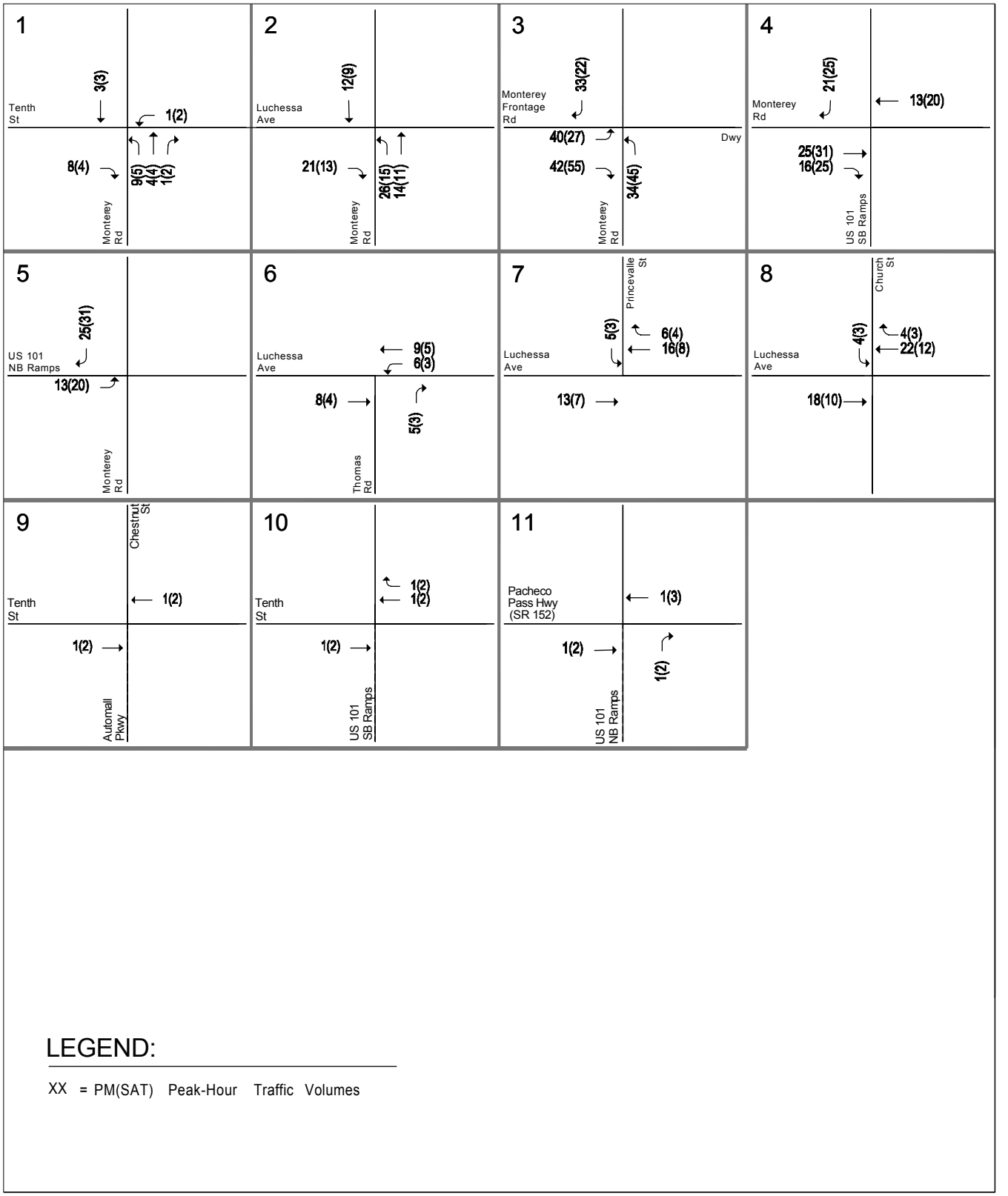
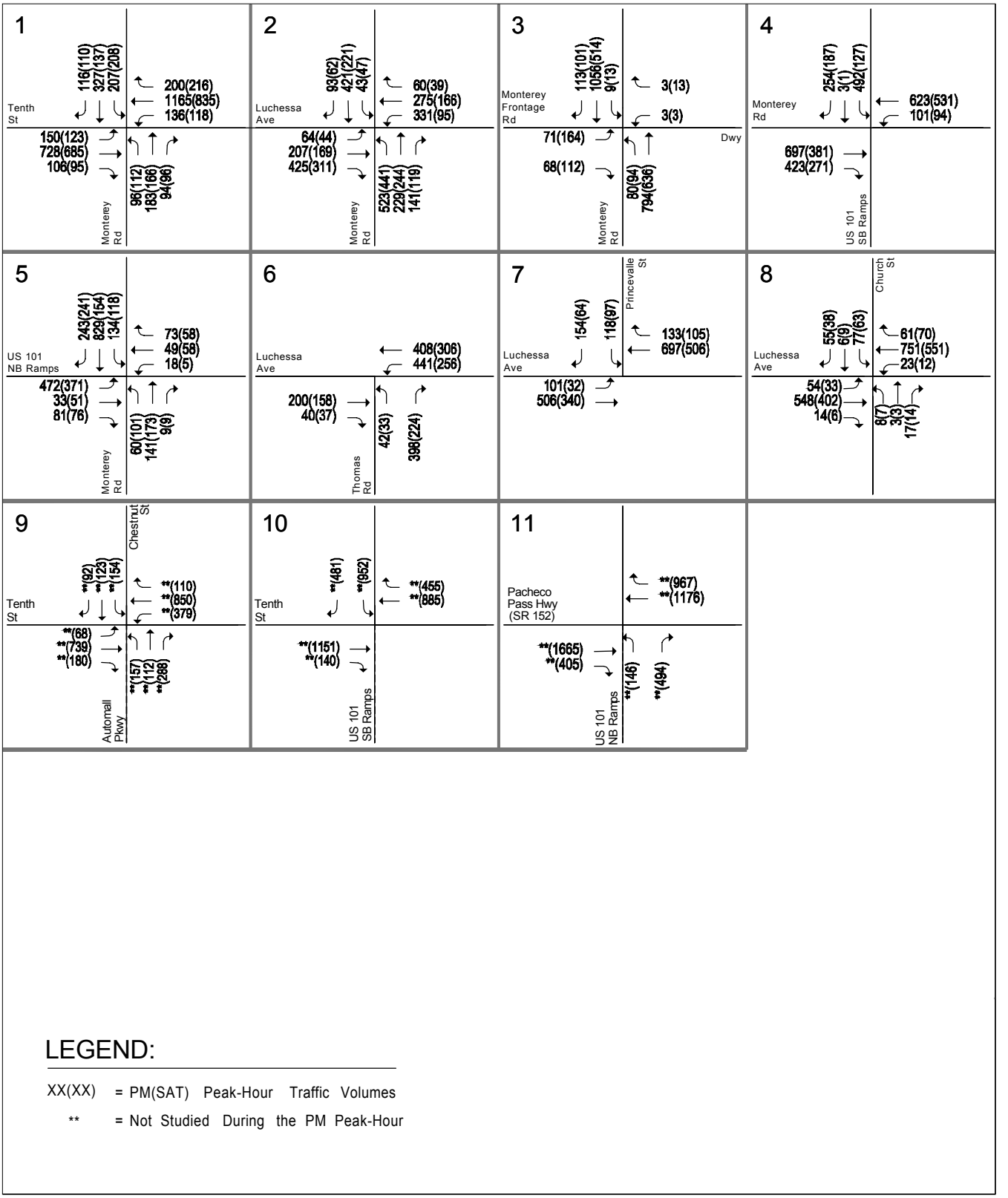


Figure 12
Project Trip Assignment



LEGEND:

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

** = Not Studied During the PM Peak-Hour

Figure 13
Background Plus Project Traffic Volumes

Background Plus Project Intersection Levels of Service

The results of the intersection level of service analysis under background plus project conditions are discussed below and summarized in Table 10. The analysis results are presented for all study intersections based on the applicable City of Gilroy and Caltrans level of service standards, and the City of Gilroy impact criteria.

The level of service calculation sheets are included in Appendix C.

Signalized Intersections

The results of the level of service analysis indicate that all signalized study intersections would continue to operate at acceptable levels of service during both the PM and Saturday peak hours under background plus project conditions, based on the applicable level of service standard.

Unsignalized Intersections

The unsignalized intersection analysis results indicate that both of the unsignalized study intersections are projected to operate with average delays corresponding to LOS F on its stop-controlled approach with the highest delay during at least one of the peak hours analyzed. However, only the intersection below would have traffic volumes high enough to satisfy the peak-hour volume traffic signal warrant during both the PM and Saturday peak hours under background plus project conditions:

3. Monterey Road and Monterey Frontage Road (**Impact:** PM and Saturday peak-hours)

Based on the unsignalized intersection level of service impact criteria, intersections where both the average delay on the stop-controlled approach with the highest delay operates at LOS E or F and the addition of project traffic causes the traffic volumes at the intersection to satisfy the peak-hour volume traffic signal warrant, are considered to be impacted by the project. Therefore, this is considered a significant project impact.

The peak-hour signal warrant sheets are contained in Appendix D.

Roundabout Intersection

The results of the level of service analysis indicate that the study roundabout intersection of Thomas Road and Luchessa Avenue (#6) would continue to operate at an acceptable LOS A during the PM and Saturday peak hours under background plus project conditions.

Freeway Segment Analysis

As discussed in Chapter 1 of this report, a freeway level of service analysis was not conducted since the number of project trips added to the freeway segments near the site would be minimal (less than the one percent capacity threshold). Based on CMP Traffic Impact Analysis Guidelines, a freeway level of service analysis is not required.

Intersection Operations Analysis

The analysis of the intersection levels of service was supplemented with an analysis of intersection operations for selected intersections. The intersection operations analysis is an important component of the process to evaluate traffic conditions at an intersection. Although calculated levels of service may appear adequate at some locations, traffic operations problems caused by inadequate storage space for vehicle queues could prevent the intersection from ever realizing the calculated level of service.

Table 10
Background Plus Project Conditions Intersection Level of Service Results

Study Int. Number	Intersection	Intersection Control	LOS Standard	TIF Int.[1]	Peak Hour	Background Avg. Delay	Background LOS	Background Warrant Met?[2]	Background Plus Project Avg. Delay	Background Plus Project LOS	Delay Change[3]	Warrant Met?[2]
1	Monterey Road and Tenth Street	Signal	D		PM	27.8	C	--	27.9	C	+0.1	--
					SAT	28.8	C	--	28.9	C	+0.1	--
2	Monterey Road and Luchessa Avenue	Signal	D	Yes	PM	33.5	C	--	34.0	C	+0.5	--
					SAT	21.8	C	--	21.8	C	+0.0	--
3	Monterey Road and Monterey Frontage Road	Two-Way Stop (Average Delay)	D	Yes	PM	2.2	A+	--	20.0	C	+17.8	--
					SAT	8.3	A-	--	29.7	D	+21.4	--
		Two-Way Stop (Worst Approach)	D		PM	**65.7**	**F**	No	**307.2**	**F**	**+241.5**	**Yes**
					SAT	**60.3**	**F**	**Yes**	**173.3**	**F**	**+113.0**	**Yes**
4	US 101 Southbound Ramps and Monterey Road	Signal	D	Yes	PM	22.4	C	--	22.4	C	+0.0	--
					SAT	17.5	B	--	17.9	B	+0.4	--
5	Monterey Road/Bolsa Road and US 101 Northbound Ramps/Travel Park Circle	Signal	D		PM	25.9	C	--	26.0	C	+0.1	--
					SAT	25.8	C	--	25.7	C	-0.1	--
6	Thomas Road and Luchessa Avenue	Roundabout	C	Yes	PM	9.3	A	--	9.5	A	+0.2	--
					SAT	6.1	A	--	6.2	A	+0.1	--
7	Princevalle Street and Luchessa Avenue	Signal	C	Yes	PM	16.3	B	--	16.5	B	+0.2	--
					SAT	11.2	B	--	11.3	B	+0.1	--
8	Church Street and Luchessa Avenue	Two-Way Stop (Average Delay)	C		PM	4.6	A	--	5.2	A	+0.6	--
					SAT	2.5	A+	--	2.6	A+	+0.1	--
		Two-Way Stop (Worst Approach)	D		PM	**44.0**	**E**	No	**51.9**	**F**	**+7.9**	No
					SAT	20.9	C	No	22.0	C-	+1.1	No
9	Chestnut Street/Automall Parkway and Tenth Street	Signal	D		SAT	32.1	C	--	32.1	C	+0.0	--
10	US 101 Southbound Ramps and Tenth Street	Signal	D	Yes	SAT	28.2	C	--	28.2	C	+0.0	--
11	US 101 Northbound Ramps and Pacheco Pass Highway (SR 152)	Signal	D	Yes	SAT	11.1	B	--	11.1	B	+0.0	--

Notes:
[1] TIF Int. = City of Gilroy Traffic Impact Fee intersection.
[2] Signal warrant analysis based on the Peak Hour Signal Warrant #3, Figure 4C Caltrans MUTCD, 2014.
Signal warrant analysis is not applicable to signalized intersections.
[3] Change in delay, expressed in seconds, for background plus project conditions is measured relative to background conditions.
Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.
☐ - Denotes significant impact based on City of Gilroy criteria.

When inadequate storage space becomes an issue, queues in one turn movement might spill into an adjacent lane and block traffic in that lane from proceeding through the intersection.

Analysis Procedures and Assumptions

The operations analysis is based on vehicle queuing for high-demand movements at intersections. Vehicle queues were estimated using a Poisson probability distribution. For this analysis, the average length of a vehicle in a queue is assumed to be 25 feet (20 feet vehicle length plus 5-foot headway space). This is a value typically used in traffic engineering practice (including most jurisdictions in the Santa Clara County) for the evaluation of vehicle queues.

Key intersections where the project is anticipated to add more than 10 peak-hour trips per lane to the left-turn movement were selected for evaluation. The adequacy of the queue storage capacity for the following intersection movements was evaluated in this analysis:

2. Monterey Road and Luchessa Avenue – Northbound left-turn movement
3. Monterey Road and Monterey Frontage Road – Eastbound approach and northbound left-turn movement

The operations analysis results under background plus project are summarized in Table 11. The intersection queue calculation sheets are included in Appendix E.

Operations Analysis Results

The existing maximum queue length for all of the above movements is estimated to be able to accommodate within the available queue storage capacity for each of the movements during the peak hours analyzed (see Table 11). The following intersection, however, is projected to experience long queues and wait times with the existing intersection control type:

3. Monterey Road and Monterey Frontage Road

Under the existing lane configuration and intersection control type (stop-controlled on the east-west approaches of the intersection), the queue analysis shows that the intersection of Monterey Road/Monterey Frontage Road would provide adequate queue storage capacity to serve the projected maximum queue length for the northbound left-turn movement and the eastbound approach (Monterey Frontage Road). However, the vehicular queue on the eastbound approach is estimated to extend for approximately 450 to 500 feet (18 to 20 vehicles) during the peak hours. Vehicles on the eastbound queue at this location would experience wait times of approximately 5 and 3 minutes during the PM and Saturday peak hours, respectively, as shown on the level of service analysis under background plus project conditions, as they wait for a gap in traffic along Monterey Road to proceed through the intersection.

The intersection of Monterey Road and Monterey Frontage Road also was evaluated assuming the installation of a traffic signal. If the intersection is controlled by a traffic signal, and assuming a single lane would continue to be provided on the eastbound direction, the maximum queue length for the eastbound approach is estimated to be approximately 175 and 300 feet long during the PM and Saturday peak hours, respectively. If in addition to the traffic signal, separate eastbound left- and right-turn lanes are provided, the eastbound left-turn maximum queue length is estimated to be approximately 125 and 200 feet long during the PM and Saturday peak hours, respectively. The queue length for the northbound left-turn movement is estimated to be approximately 125 feet (5 vehicles) with implementation of a traffic signal, and would continue to be able to accommodate within the exiting queue storage capacity for the movement.

Therefore, if signalization of the intersection is implemented with the project, the intersection should be designed to provide at a minimum the queue storage capacity required to accommodate the estimated queue lengths.

Parking Analysis

The projected parking demand for the proposed project was estimated based on the City of Gilroy parking requirements contained within the City of Gilroy Zoning Ordinance (Section 30, Off-street parking requirements) and on information obtained from the existing Solar4America Ice facility in San Jose.

City of Gilroy Parking Requirements

The proposed project consists of a 100,000 square-foot indoor recreational facility with up to 700 seats. The proposed ice rinks would total 34,000 square feet (17,000 square feet each). Based on information provided by the project applicant, the proposed project anticipates to include 7 to 8 full time employees and approximately 100 to 125 part time employees, including coaches, custodial, ice guards, ice techs, cashiers, shift supervisors, and others.

Table 11
Intersection Vehicle Queue Analysis

Measurement	2. Monterey/ Luchessa		3. Monterey/Monterey Frontage (unsignalized)				3. Monterey/Monterey Frontage (signalized)			
	NBL PM	NBL SAT	EBL/T/R PM	EBL/T/R SAT	NBL PM	NBL SAT	EBL/T/R PM	EBL/T/R SAT	NBL PM	NBL SAT
Existing Conditions										
Cycle/Delay[1] (sec)	100	80	49.2	42.6	11.0	8.7				
Lanes	1	1	1	1	1	1				
Volume (vph)	365	318	57	194	46	49				
Volume (vphpl)	365	318	57	194	46	49				
Avg. Queue (veh/ln.)	10	7	1	2	0	0				
Avg. Queue[2] (ft./ln)	253	177	19	57	4	3				
95th %. Queue (veh/ln.)	16	12	2	5	1	1				
95th %. Queue (ft./ln)	400	300	50	125	25	25				
Storage (ft./ ln.)	550	550	600	600	225	225				
Adequate (Y/N)	YES	YES	YES	YES	YES	YES				
Existing Plus Project Conditions										
Cycle/Delay[1] (sec)	100	80	199.5	113.6	11.5	9.0	100	100	100	100
Lanes	1	1	1	1	1	1	1	1	1	1
Volume (vph)	391	333	139	276	80	94	139	276	80	94
Volume (vphpl)	391	333	139	276	80	94	139	276	80	94
Avg. Queue (veh/ln.)	11	7	8	9	0	0	4	8	2	3
Avg. Queue[2] (ft./ln)	272	185	193	218	6	6	97	192	56	65
95th %. Queue (veh/ln.)	17	12	13	14	1	1	7	12	5	5
95th %. Queue (ft./ln)	425	300	325	350	25	25	175	300	125	125
Storage (ft./ ln.)	550	550	600	600	225	225	600	600	225	225
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES
Background Conditions										
Cycle/Delay[1] (sec)	100	80	65.7	60.3	11.2	8.8				
Lanes	1	1	1	1	1	1				
Volume (vph)	497	426	57	194	46	49				
Volume (vphpl)	497	426	57	194	46	49				
Avg. Queue (veh/ln.)	14	9	1	3	0	0				
Avg. Queue[2] (ft./ln)	345	237	26	81	4	3				
95th %. Queue (veh/ln.)	20	15	3	6	1	1				
95th %. Queue (ft./ln)	500	375	75	150	25	25				
Storage (ft./ ln.)	550	550	600	600	225	225				
Adequate (Y/N)	YES	YES	YES	YES	YES	YES				
Background Plus Project Conditions										
Cycle/Delay[1] (sec)	100	80	307.2	173.3	11.9	9.1	100	100	100	100
Lanes	1	1	1	1	1	1	1	1	1	1
Volume (vph)	523	441	139	276	80	94	139	276	80	94
Volume (vphpl)	523	441	139	276	80	94	139	276	80	94
Avg. Queue (veh/ln.)	15	10	12	13	0	0	4	8	2	3
Avg. Queue[2] (ft./ln)	363	245	297	332	7	6	97	192	56	65
95th %. Queue (veh/ln.)	21	15	18	20	1	1	7	12	5	5
95th %. Queue (ft./ln)	525	375	450	500	25	25	175	300	125	125
Storage (ft./ ln.)	550	550	600	600	225	225	600	600	225	225
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES

[1] Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.
[2] Assumes 25 feet per vehicle in the queue.
NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.

The City of Gilroy parking code does not include parking rates for an ice rink facility such as the proposed project. The closest category to the proposed project would be skating rinks/commercial recreational facilities. The City of Gilroy parking code states that skating rinks and commercial recreational facilities are required to provide one parking stall for every 100 s.f. of skating rink or recreational area (e.g., waterslides) plus one stall for each shift employee.

Assuming only one-third of the part-time employees and all 8 full-time employees would be at the site during the same work shift, and based on the size of the proposed ice rinks, the proposed project is estimated to require a total of 390 parking spaces to meet the City's parking requirements for skating rinks/commercial recreational areas.

The project is proposing to provide a total of 387 parking spaces on-site, which is three spaces less than the number of parking spaces required based on the above City of Gilroy parking rates. However, the above City parking rates do not accurately represent the proposed project, which consists of an ice rink facility with other supporting land uses.

It is recommended that parking demand for the proposed project be estimated based on other sources, such as project specific information (anticipated number of employees and visitors during the facilities peak demand, for example) and information from the existing Solar4America Ice facility, which is anticipated to have the same trip generation characteristics as the proposed project. Additionally, a shared-parking evaluation could be completed to investigate the possibility of providing additional overflow parking spaces within the Sports Park parking area.

Americans with Disabilities Act Requirements

The Americans with Disabilities Act (ADA) requires developments to provide four accessible parking spaces for the first 100 parking spaces, 6 parking spaces for up to 200 total parking spaces, and one additional parking space for every one hundred additional spaces between 201 and 500 spaces. Accessible parking spaces shall be at least 96 inches (8 feet) wide and shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In addition, one in every 8 accessible spaces, but no less than one, shall be served by an access aisle at least 96 inches wide and shall be designated as "van accessible". It should be noted that the accessible parking spaces are not additional parking spaces, but are part of the minimum parking spaces required.

Based on the proposed number of parking spaces, the project is required to provide a total of 8 accessible parking spaces on site.

Recommended Mitigation Measures under Background Plus Project Conditions

Described below are the intersection impacts under background plus project conditions and recommended mitigation measures necessary to maintain the level of service standard and acceptable intersection operations under background plus project conditions.

3. Monterey Road and Monterey Frontage Road (City of Gilroy Intersection)

Impact: This unsignalized intersection is projected to operate with averages delays on the highest-delay approach corresponding to an unacceptable LOS F and the traffic volume levels at the intersection would be high enough to satisfy the peak-hour volume traffic signal warrant during the PM and Saturday peak-hours under background plus project conditions. Based on City of Gilroy level of service impact criteria for unsignalized intersections, this constitutes a significant project impact.

Mitigation: The project impact to this intersection could be mitigated with the installation of a traffic signal. With implementation of a traffic signal, the intersection level of service would improve to LOS C during the PM and Saturday peak hours under background plus project conditions, mitigating the project impact to less-than-significant.

6. Cumulative Conditions

This chapter presents a summary of the traffic conditions that would occur under cumulative conditions with the proposed project. Cumulative conditions are defined as conditions shortly after completion of the proposed project. Traffic volumes for cumulative conditions comprise volumes from existing traffic counts plus traffic generated by other approved developments in the vicinity of the site, trips generated by the proposed project, and traffic from proposed but not yet approved developments. This chapter describes the procedure used to determine cumulative traffic volumes and the resulting traffic conditions.

Cumulative Transportation Network

It is assumed in this analysis that the transportation network under cumulative conditions would be the same as described under background conditions.

Proposed Developments

The latest list of proposed but not yet approved (pending) developments in the City of Gilroy was provided by City staff in September 2019 (included in Appendix F). The pending developments in the City of Gilroy are assumed to add traffic to the roadway network under cumulative conditions. Traffic associated with proposed developments is discussed below.

Cumulative Conditions Traffic Volumes

Baseline cumulative peak-hour traffic volumes (without project traffic) were calculated by adding to background volumes the estimated traffic from proposed but not yet approved (pending) development projects. The added traffic from proposed developments was estimated based on the location, size, and use of each proposed development, and applying the process of trip generation, distribution, and assignment described in Chapter 5. The same assumptions utilized to estimate approved project traffic, as discussed in Chapter 4 (Background Conditions), were applied to estimate pending project traffic. Notable pending projects that would add traffic to the study intersections include the Downtown Specific Plan, the Evergreen Development, the Travel Park Circle gas station, and the buildout of the Sports Park Master Plan. The baseline cumulative conditions traffic volumes are presented graphically on Figure 14.

Cumulative plus project traffic volumes were calculated by adding project-generated trips to baseline cumulative volumes. The cumulative plus project peak-hour traffic volumes are shown on Figure 15.

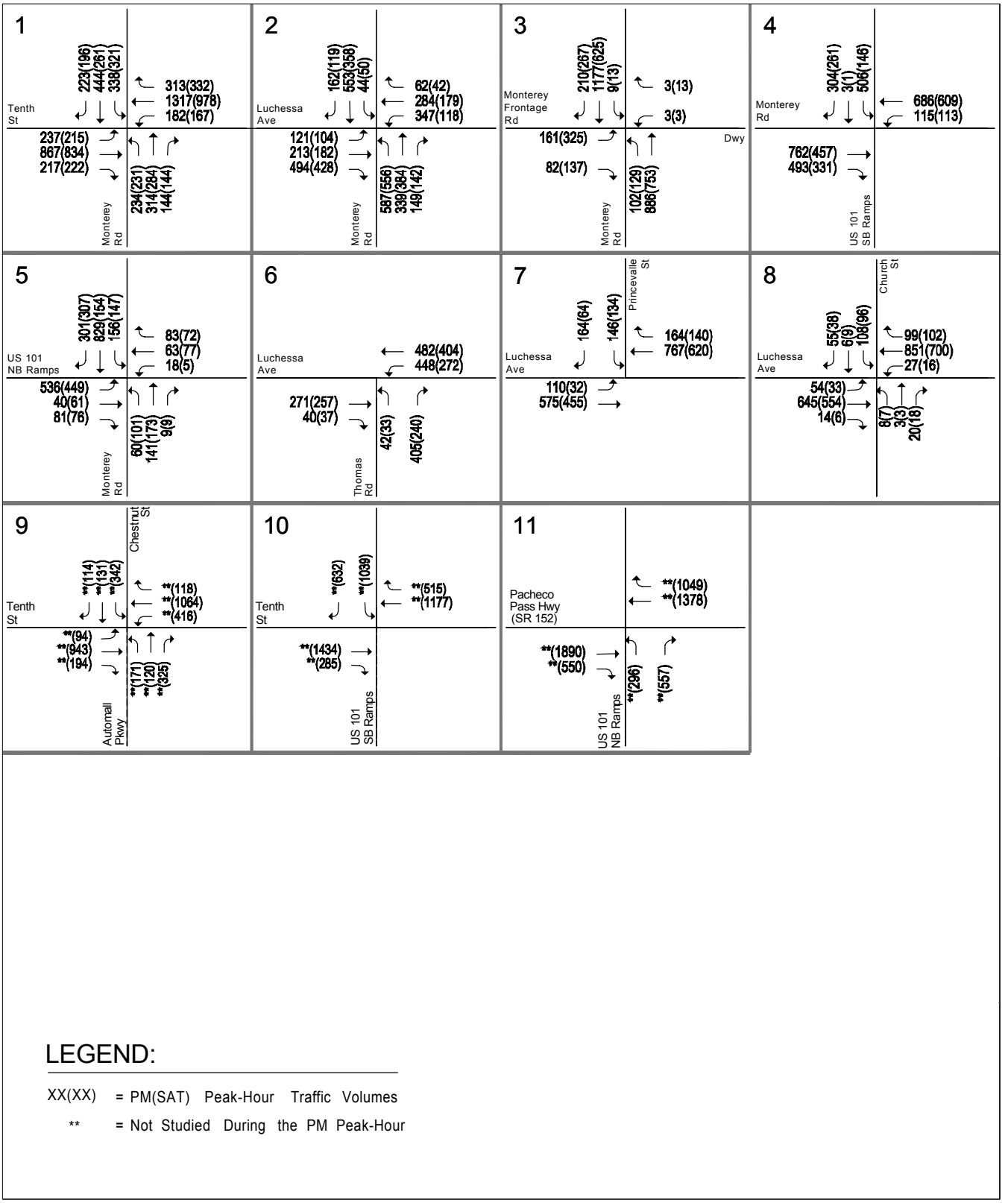


Figure 14
Cumulative Traffic Volumes

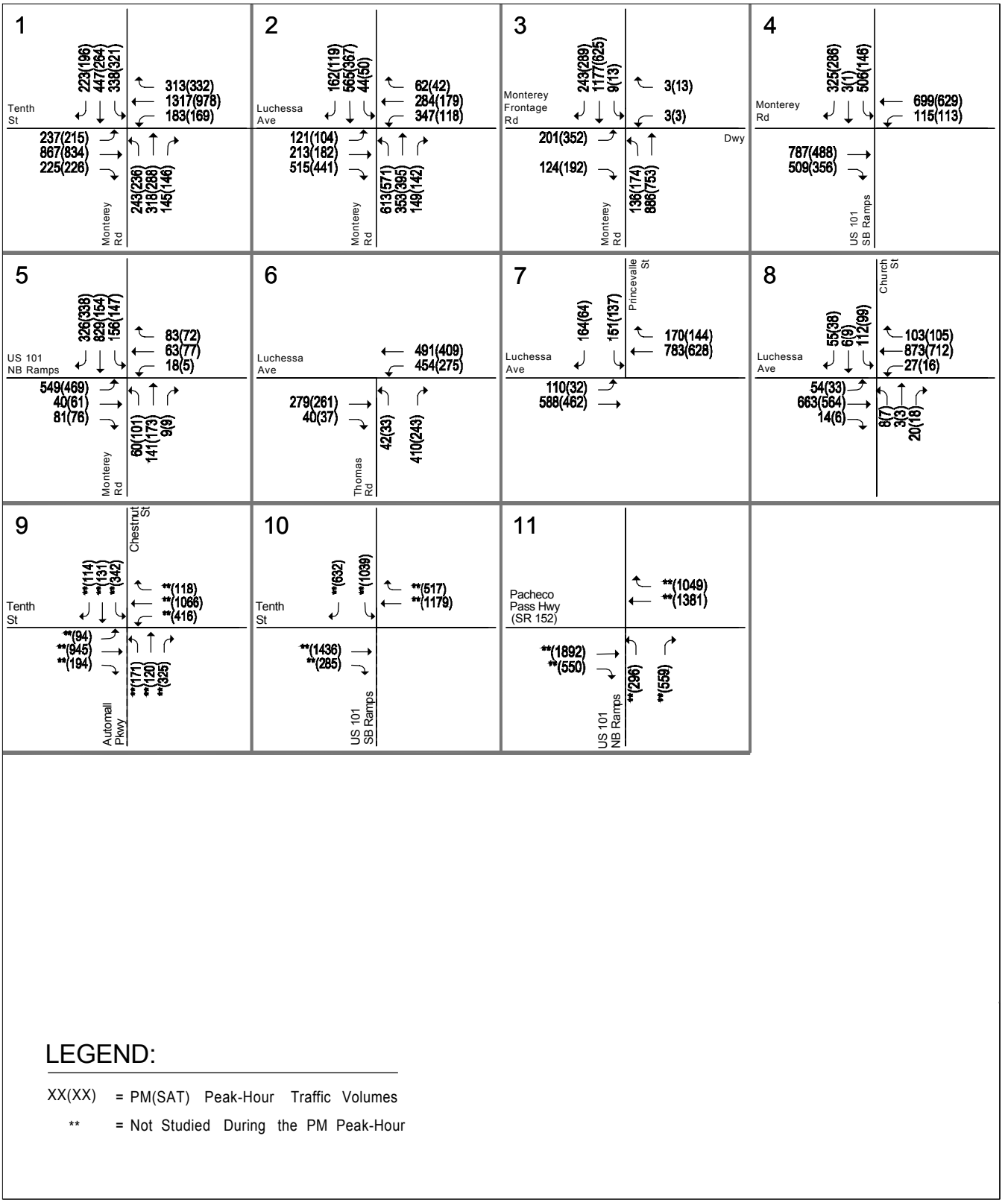


Figure 15
Cumulative Plus Project Traffic Volumes

Peak-hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix B.

Cumulative Conditions Intersection Levels of Service

The results of the intersection level of service analysis under cumulative plus project conditions are discussed below and summarized in Table 12. The analysis results are presented for all study intersections based on the applicable City of Gilroy and Caltrans level of service standards, and the City of Gilroy impact criteria.

The level of service calculation sheets are included in Appendix C.

Signalized Intersections

The results of the level of service analysis indicate that all signalized study intersections would continue to operate at acceptable levels of service during both peak hours under cumulative and cumulative plus project conditions.

Unsignalized Intersections

The results of the level of service analysis of the unsignalized intersections under cumulative plus project conditions indicate that the unsignalized study intersection below is projected to operate with overall average intersection delays corresponding to an unacceptable LOS F during both the PM and Saturday peak hours under cumulative conditions and the addition of project traffic would cause the overall intersection delay to increase by at least one second during both peak hours under cumulative plus project conditions:

3. Monterey Road and Monterey Frontage Road (**Impact**: PM and Saturday peak hours)

Based on City of Gilroy unsignalized intersection level of service impact criteria, this is considered a cumulative project impact.

The unsignalized intersection analysis results also indicate that both of the unsignalized study intersections are projected to operate with average delays corresponding to LOS F on their stop-controlled approach with the highest delay and their traffic volume are high enough to satisfy the peak-hour volume traffic signal warrant during at least one of the peak hours under cumulative plus project conditions:

3. Monterey Road and Monterey Frontage Road (**Impact:** PM and Saturday peak hours)
8. Church Street and Luchessa Avenue (**Impact:** PM peak hour)

Based on the unsignalized intersection level of service impact criteria, intersections where both the average delay on the stop-controlled approach with the highest delay operates at LOS E or F and the addition of project traffic causes the traffic volumes at the intersection to satisfy the peak-hour volume traffic signal warrant, are considered to be impacted by the project. Therefore, these are considered cumulative project impacts.

The peak-hour signal warrant sheets are contained in Appendix D.

Roundabout Intersection

The results of the level of service analysis indicate that the study roundabout intersection of Thomas Road and Luchessa Avenue (#6) would continue to operate at an acceptable LOS B and A during the PM and Saturday peak hours, respectively, under cumulative plus project conditions.

Table 12
Cumulative Plus Project Intersection Level of Service Results

Study Int. Number	Intersection	Intersection Control	LOS Standard	TIF Int.[1]	Peak Hour	Cumulative No Project Avg. Delay	Cumulative No Project LOS	Cumulative No Project Warrant Met?[2]	Cumulative Plus Project Avg. Delay	Cumulative Plus Project LOS	Cumulative Plus Project Delay Change[3]	Cumulative Plus Project Warrant Met?[2]
1	Monterey Road and Tenth Street	Signal	D		PM	41.4	D	–	42.0	D	+0.6	–
					SAT	36.6	D	–	36.8	D	+0.2	–
2	Monterey Road and Luchessa Avenue	Signal	D	Yes	PM	39.4	D	–	40.9	D	+1.5	–
					SAT	24.6	C	–	24.8	C	+0.2	–
3	Monterey Road and Monterey Frontage Road	Two-Way Stop (Average Delay)	D	Yes	PM	183.8	F	–	**382.3**	**F**	**+198.5**	–
					SAT	302.6	F	–	**489.2**	**F**	**+186.6**	–
		Two-Way Stop (Worst Approach)	D		PM	**1984.5**	**F**	**Yes**	**3264.7**	**F**	**+1280.2**	**Yes**
					SAT	**1479.4**	**F**	**Yes**	**2166.4**	**F**	**+687.0**	**Yes**
4	US 101 Southbound Ramps and Monterey Road	Signal	D	Yes	PM	22.8	C	–	22.8	C	+0.0	–
					SAT	19.2	B	–	19.5	B	+0.3	–
5	Monterey Road/Bolsa Road and US 101 Northbound Ramps/Travel Park Circle	Signal	D		PM	26.8	C	–	26.9	C	+0.1	–
					SAT	25.8	C	–	25.7	C	-0.1	–
6	Thomas Road and Luchessa Avenue	Roundabout	C	Yes	PM	11.0	B	–	11.4	B	+0.4	–
					SAT	7.3	A	–	7.4	A	+0.1	–
7	Princevalle Street and Luchessa Avenue	Signal	C	Yes	PM	18.8	B	–	19.2	B	+0.4	–
					SAT	13.4	B	–	13.6	B	+0.2	–
8	Church Street and Luchessa Avenue	Two-Way Stop (Average Delay)	C		PM	17.3	C+	–	20.7	C	+3.4	–
					SAT	5.9	A	–	6.5	A	+0.6	–
		Two-Way Stop (Worst Approach)	D		PM	**111.4**	**F**	**Yes**	**222.9**	**F**	**+111.5**	**Yes**
					SAT	**58.1**	**F**	No	**65.1**	**F**	**+7.0**	No
9	Chestnut Street/Automall Parkway and Tenth Street	Signal	D		SAT	35.9	D	–	35.9	D	+0.0	–
10	US 101 Southbound Ramps and Tenth Street	Signal	D	Yes	SAT	31.1	C	–	31.1	C	+0.0	–
11	US 101 Northbound Ramps and Pacheco Pass Highway (SR 152)	Signal	D	Yes	SAT	13.9	B	–	13.9	B	+0.0	–

Notes:
[1] TIF Int. = City of Gilroy Traffic Impact Fee intersection.
[2] Signal warrant analysis based on the Peak Hour Signal Warrant #3, Figure 4C Caltrans MUTCD, 2014. Signal warrant analysis is not applicable to signalized intersections.
[3] Change in delay, expressed in seconds, for cumulative plus project conditions is measured relative to cumulative no project conditions.
Entries denoted in **bold** indicate conditions that exceed the City's current level of service standard.
☐ - Denotes significant impact based on City of Gilroy criteria.

Recommended Mitigation Measures under Cumulative Plus Project Conditions

Described below are the intersection impacts under cumulative plus project conditions and recommended mitigation measures necessary to maintain the City's level of service standard and acceptable intersection operations.

3. Monterey Road and Monterey Frontage Road (City of Gilroy Intersection)

Impact: This unsignalized intersection is projected to operate at unacceptable LOS F under cumulative conditions and the addition of project traffic would cause the overall intersection delay to increase by at least one second during the PM and Saturday peak-hours under cumulative plus project conditions. Additionally, the projected level of service on the highest-delay approach of the intersection would be LOS F and the traffic volume levels at the intersection would be high enough to satisfy the peak-hour volume traffic signal warrant during both the PM and Saturday peak hours under cumulative plus project conditions. Based on City of Gilroy level of service impact criteria for unsignalized intersections, this constitutes a cumulative project impact.

Mitigation: The project impact to this intersection could be mitigated with the installation of a traffic signal. With implementation of a traffic signal, the intersection level of service would improve to LOS C and D during the PM and Saturday peak hours, respectively, under cumulative plus project conditions, mitigating the project impact to less-than-significant.

8. Church Street and Luchessa Avenue (City of Gilroy Intersection)

Impact: This unsignalized intersection is projected to operate with average delays on the highest-delay approach corresponding to an unacceptable LOS F and the traffic volume levels at the intersection would be high enough to satisfy the peak-hour volume traffic signal warrant during the PM peak-hour under cumulative plus project conditions. Based on City of Gilroy level of service impact criteria for unsignalized intersections, this constitutes a cumulative project impact.

Mitigation: The project impact to this intersection could be mitigated with the installation of a traffic signal. With implementation of a traffic signal, the intersection level of service would improve to LOS C during both the PM and Saturday peak hours, under cumulative plus project conditions, mitigating the project impact to less-than-significant.

7. Other Transportation Issues

Other issues related to transportation were evaluated to determine if any deficiencies would exist under project conditions that are not specifically linked to environmental impact reporting. These are not considered environmental issues, and may not be evaluated in an environmental assessment, but have been included in the traffic study to meet the requirements of the local jurisdiction and Caltrans. The other transportation issues considered in this chapter include:

- Freeway ramps operations
- Site access evaluation
- Potential impacts to bicycle, pedestrian, transit facilities

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

Freeway Ramp Evaluation

A review of the freeway ramps providing access to and from US 101 and the project site was performed to identify the effect of the addition of project traffic on operations and queue lengths at the ramps. The US 101 interchange at Monterey Road provides the main access to and from the freeway to the project site. Both on- and off-ramps at the US 101 Monterey Road interchange were evaluated.

It should be noted that the evaluation of freeway ramps is not required based on the City's transportation impact analysis guidelines. Nor are there adopted methodologies and impact criteria for the analysis of freeway ramps. The study freeway ramps are under the jurisdiction of Caltrans and have a LOS C standard.

Freeway Ramp Methodology

The evaluation is based on ramp capacity (volume-to-capacity ratios) and projected queue lengths at study freeway ramps. The volume-to-capacity (V/C) method was utilized to evaluate all on-ramps. However, the operating conditions at off-ramps is dictated by the operations at ramp terminus, or the intersection of the ramp with the cross-street, which is evaluated in the intersection level of service analysis. Queue length projections were estimated for all study freeway ramps with the exception of uncontrolled freeway on-ramps which typically do not experience measurable queue lengths.

Freeway Ramp Volumes

All freeway ramp traffic volumes were interpolated from the turn-movement volumes at the adjacent

ramp intersections.

For existing metered on-ramps that include a separate high occupancy vehicle (HOV) lane, a split of HOV traffic volumes compared to mixed-flow traffic volumes was estimated based on the percentage of HOV traffic on US 101, north of Gilroy, which is the nearest freeway segment that includes HOV lanes.

Freeway Ramp Capacities

Typical capacity for uncontrolled diagonal and loop freeway on-ramps is 1,800 and 1,600 vehicles per hour per lane (vphpl), respectively. For metered on-ramps, the capacity depends on the ramp meter rate. Based on previous correspondence with Caltrans as well as observation of existing ramp meters, it was determined that approximately 900 vph is the maximum meter rate output used for District 4 (San Francisco Bay Area). This rate is applicable to both mixed-flow and HOV traffic volumes, regardless of the number of lanes.

Capacities and operating conditions for the study freeway off-ramps are dictated at the off-ramp terminus, which is evaluated in the intersection level of service analysis.

The available queue storage capacity for the ramps was measured for all lanes for the ramp from the ramp's diverging/merging point from/to the freeway mainline to the ramp's (terminus) intersection.

Freeway Ramp V/C Ratios

The V/C ratios for uncontrolled on-ramps were calculated based on the total volume on the ramp divided by the ramp's capacity. The projected HOV traffic volumes on the freeway on-ramps would be relatively low, compared to the mixed-flow volume. Therefore, the volume-to-capacity analysis for metered on-ramps is based on the mixed-flow traffic volumes and mixed-flow lane capacities associated with the ramp only. The on-ramp HOV lanes are anticipated to operate at acceptable conditions.

Freeway Ramp Queue Lengths

Existing queue lengths at the study freeway ramps were obtained from observations in the field. No vehicular queues were observed at on-ramps without active ramp meters.

At metered on-ramps with HOV lanes, the queue analysis is based on the mixed-flow traffic volumes and mixed-flow lane ramp meter rate only.

Queue length projections for future conditions were estimated by factoring the existing observed queue length by the relationship between existing traffic volumes and future traffic volumes at each ramp (i.e. queue length at the study ramps was assumed to increase proportionally to the traffic volumes).

Study Freeway Ramp Configurations and Existing Queue Lengths

US 101 Northbound Off-Ramp at Monterey Road – this diagonal off-ramp is controlled by a traffic signal, and therefore, its operations are dictated by the ramp terminus intersection. A maximum of 7 vehicles within the eastbound left-turn lanes of the ramp were observed during the PM peak-hour (5 vehicles during the Saturday peak-hour).

US 101 Northbound Loop On-Ramp at Monterey Road – this loop on-ramp includes two mixed-flow lanes and narrows down to a single lane prior to merging with the freeway mainline. Although a ramp meter is installed, field observations revealed that the ramp meter is continuously green during the PM peak-hour (off during the Saturday peak-hour), allowing the ramp to function as an uncontrolled ramp. Therefore, this ramp has a total capacity of 1,800 vehicles per hour (vph). No vehicular queues were observed within this ramp during the PM and Saturday peak hours.

US 101 Southbound Off-Ramp at Monterey Road – this diagonal off-ramp is controlled by a traffic signal, and therefore, its operations are dictated by the ramp terminus intersection. A maximum of 21 vehicles within the eastbound left-turn lanes of the ramp were observed during the PM peak-hour (10 vehicles during the Saturday peak-hour). The existing queue length could accommodate within the left-turn lane, which is approximately 1,075 feet long.

US 101 Southbound On-Ramp at Monterey Road – this diagonal on-ramp includes one mixed-flow lane and one HOV lane at the ramp meter location and narrows down to a single lane prior to merging with the freeway mainline. Field observations revealed that this ramp meter is operating during the PM peak-hour only (direction of commute traffic). Therefore, the capacity for this ramp is 900 vph during the PM peak-hour and 1,800 vph during the Saturday peak-hour, when the meter is off. A maximum of 4 vehicles were observed within this on-ramp during the PM peak-hour (none during the Saturday peak-hour).

Freeway Ramp Analysis Results

The results of the freeway ramp analysis are described below and summarized in Table 13.

The calculated volume-to-capacity ratios show that the study freeway on-ramps are projected to operate at acceptable levels during the PM and Saturday peak hours with the project.

The vehicle queue lengths are projected to increase by no more than one vehicle from background conditions during the peak hours due to the addition of project traffic. The projected increase could be stored within the available queue storage capacity at the study ramps. Study ramps that would remain uncontrolled would continue to experience no measurable queue lengths.

Therefore, the study freeway ramps are projected to operate at acceptable levels and provide adequate queue storage capacity during the peak hours under with implementation of the proposed project.

Site Access Evaluation

Access to the project site area is provided via the existing Sports Park entrance (Master Plan site's entrance) on Monterey Frontage Road. An approximately 750 feet long two-lane divided access roadway extends from the entrance at Monterey Frontage Road to the internal driveway that provides direct access to the Sports Park parking area. Beyond the Sports Park's driveway, the access road continues westbound as a two-lane undivided roadway for approximately 350 feet between the Sports Park and the project site's northern boundary, terminating at a dead end at the northwest corner of the project site (southwest corner of the Sports Park).

With implementation of the proposed project, access to the project site would be provided by the existing access roadway, with a main project driveway located at the roadway's current dead end. Under project conditions, the western end of the access roadway would provide access to the proposed project site only. However, with further development of the Master Plan area, the project's main access driveway (current access road dead end) would become a four-legged intersection providing access to the rest of the Master Plan site, in addition to the proposed project. With the buildout of the Master Plan, the intersection likely will require stop-control on all four legs of the intersection. An alternative to the four-way stop-control intersection is a traffic circle, which would improve traffic flow through the intersection, however, would require a larger footprint than the typical intersection.

A second access point to the project site would be provided at the northeast corner of the project site, just west of the Sports Park driveway. It is recommended that this second project driveway be aligned with the Sports Park driveway. Alternatively, this project driveway could provide right-turn out only access, eliminating conflict with Sports Park traffic.

Table 13
Freeway Ramp Analysis Results

Interchange/Ramp	Existing Control Type[1]	Peak Hour	Number of Lanes: Mixed-Flow	Number of Lanes: HOV	Number of Lanes: Constraint Point[2]	Ramp Capacity[4]	Available Queue Storage (ft)[3]	Background: Volume[6]: Total	Background: Volume[6]: Mixed-Flow	Background: Volume[6]: HOV	Background: V/C[7]	Background: LOS[8]	Background: Max Queue (ft)[9]	Project Trips	Backgrund Plus Project: Volume[6]: Total	Backgrund Plus Project: Volume[6]: Mixed-Flow	Backgrund Plus Project: Volume[6]: HOV	Backgrund Plus Project: V/C[7]	Backgrund Plus Project: LOS[8]	Backgrund Plus Project: Max Queue (ft)[9]
US 101 at Monterey Road																				
Northbound Off-Ramp	Signal	PM	4		4	[5]	1,550	573	573		[5]	[5]	300	13	586	586		[5]	[5]	325
		SAT				[5]		478	478		[5]	[5]	250	20	498	498		[5]	[5]	275
Northbound On-Ramp	Meter - off	PM	2		1	1,600	650	327	327		0.204	A	N/A	25	352	327		0.204	A	N/A
	Meter - off	SAT				1,600		369	369		0.231	A	N/A	31	400	400		0.250	A	N/A
Southbound Off-Ramp	Signal	PM	2		2	[5]	1,350	728	728		[5]	[5]	550	21	749	749		[5]	[5]	575
		SAT				[5]		290	290		[5]	[5]	275	25	315	315		[5]	[5]	300
Southbound On-Ramp	Meter - on	PM	1	1	1	900	1,050	511	323	188	0.359	A	125	16	527	333	194	0.370	A	150
	Meter - off	SAT				1,800		341	215	126	0.119	A	N/A	25	366	231	135	0.128	A	N/A

Notes:

[1] Although the northbound on-ramp at Monterey Road currently has ramp meters installed, field observations revealed that the meters are constantly green during the PM peak-hour (reverse commute), allowing the ramp to function as an uncontrolled ramp.

[2] The ramp's constraint point is the location on the ramp that dictates how much traffic enters/exits the freeway. The constraint point determines the ramp's capacity. This represents the freeway merging point for uncontrolled freeway on-ramps, the ramp meter for metered on-ramps, and the ramp's terminus, or intersection with the cross street, for the freeway off-ramps.

[3] Total available queue storage per ramp, measured for all lanes of the ramp from the ramps' merging/diverging point on the freeway to the cross-street intersection.

[4] Assumes typical ramp capacity of 1,800 vehicles per hour per lane (vphpl) for diagonal ramps, 1,600 vphpl for loop ramps, and 900 vphpl for stop/yield controlled ramps. For metered on-ramps, the maximum meter rate output for Caltrans District 4 is 900 vehicles for the mixed-flow volume (regardless of the number of lanes). Capacities shown on the table for metered on-ramps are for the mixed-flow lane(s) only.

[5] For off-ramps controlled by a stop sign or traffic signal, the capacity is dictacted by the intersection's operating conditions and is evaluated in the intersection's level of service analysis.

[6] Ramp volumes were obtained from peak-hour turn-movement counts at the ramp intersections. HOV traffic volumes at the on-ramps with HOV lanes and operating meters were estimated based on the percentage of HOV traffic on US 101, north of Gilroy (Source: VTA Congestion Management Program 2018).

[7] The calculated volume-to-capacity (V/C) ratio corresponds to both mixed-flow and HOV traffic volume for non-metered ramps and to mixed-flow traffic volumes only for metered on-ramps.

[8] Ramp level of service based on the calculated ramp volume-to-capacity (V/C) ratio.

[9] Future queue lengths at metered freeway on-ramps were estimated by factoring the existing observed queue length by the relationship between existing traffic volumes and future traffic volumes at ramps where existing queues were observed. Uncontrolled on-ramps are not anticipated to experience measurable queues at the freeway merging point.

Operations at the Master Plan Site Entrance

Operations at the Master Plan site entrance on Monterey Frontage Road were evaluated to verify adequate access would be provided by the existing entrance. Figure 16 illustrates the projected traffic volumes at the Master Plan site entrance, which include existing traffic volumes along Monterey Frontage Road, existing Sports Park traffic, and estimated proposed project traffic.

Inbound vehicular queues are anticipated to store within the long access roadway without affecting operations along Monterey Frontage Road. Assuming the average length of a vehicle to be 25 feet, approximately 30 vehicles could store within the access roadway prior to reaching the existing Sports Park driveway.

In the outbound direction, it was estimated that due to the relatively low traffic volumes along Monterey Frontage Road, a queue length of no more than two vehicles could form in the outbound direction along the access roadway during the peak hours. Assuming that the majority of the outbound peak-hour traffic leaves the site within a half-hour period (i.e. within half-an-hour after a game ends, for example), the maximum vehicle queue in the outbound direction at the Master Plan site entrance would be no more than 5 vehicles.

Therefore, the driveways providing access to the proposed project are projected to operate adequately and no operational deficiencies are anticipated.

Bicycle Circulation

Various bicycle facilities exist in the vicinity of the project site, including the Uvas Creek Trail (Class III bikeway) and bike lanes (Class II bikeways) along Luchessa Avenue, Thomas Road, and Santa Teresa Boulevard.

The Bicycle Transportation Plan contained in the City of Gilroy General Plan, the City of Gilroy Bicycle/Pedestrian Transportation Plan, and the City of Gilroy Trails Master Plan indicate that a variety of bicycle facilities are planned in the City of Gilroy, some of which would serve the study area. Of the planned facilities, those relevant to the project include:

- South Santa Teresa Trail – along the east side of Santa Teresa Boulevard, between First Street and the Gavilan College parking lot entrance;
- Uvas Creek Trail Extension – extending the existing trail terminus point at the Sports Park through the Master Plan site to Gavilan College.

Additionally, the VTA *Valley Transportation Plan 2040* (VTP2040) identifies various bicycle projects in the Gilroy area, including those listed above. The VTP2040 is a long-range transportation planning document, which is the first step in the development and eventual construction of the projects. The bicycle projects identified in the VTP2040 located in the Gilroy area are summarized in Table 14.

Project's Effect on Bicycle Facilities

The proposed project would increase the demand on bicycle facilities in the vicinity of the project site. The potential demand can be served today by the direct connection of the Master Plan area to the neighborhoods to the north via the Uvas Creek Trail, as well as other existing bicycle facilities. With the existing bicycle facilities currently serving the project area, in addition to the planned facilities, adequate bicycle access would be provided to the project site.

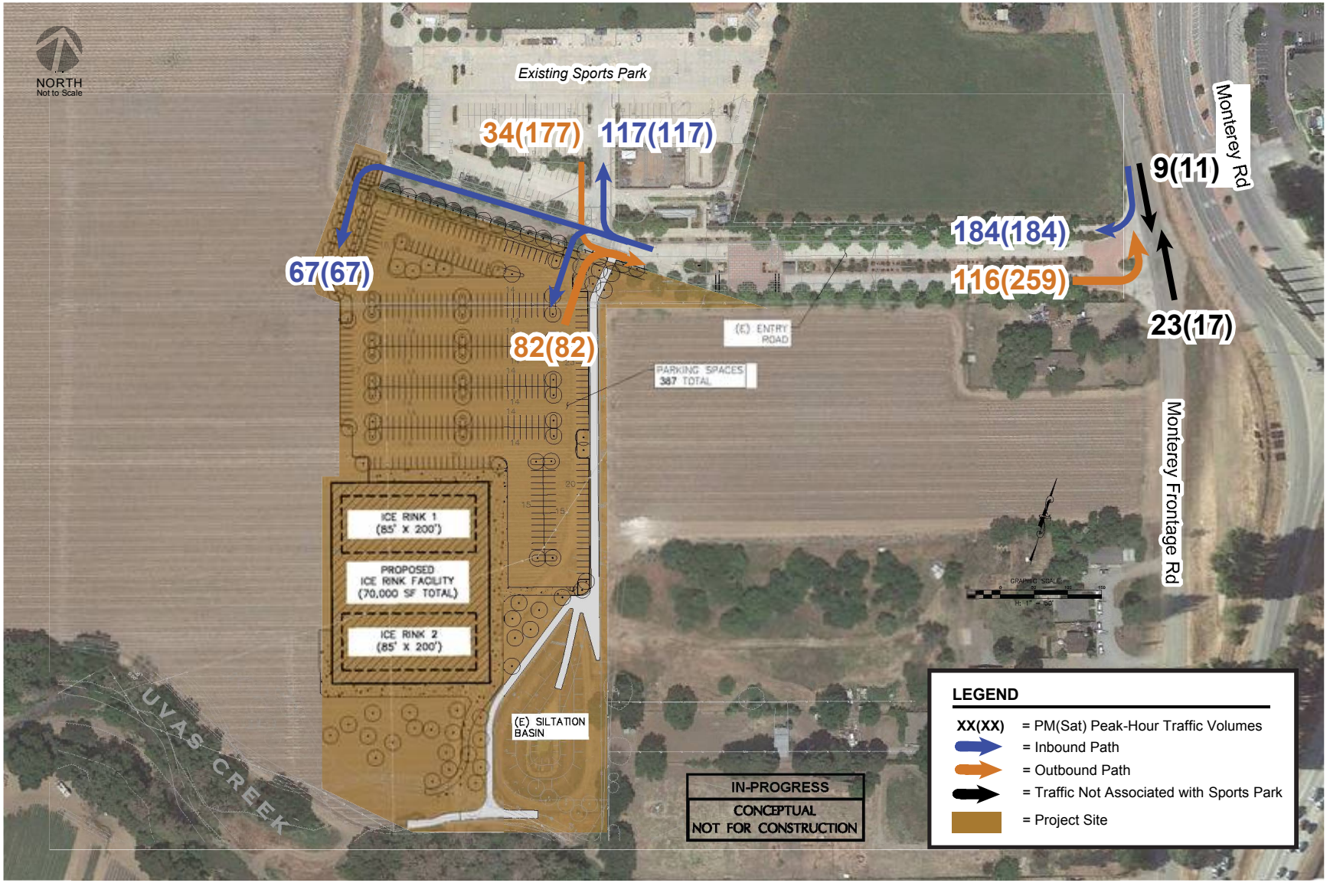


Figure 16
Projected Traffic Volumes at the Sports Park Master Plan Site Entrance (Project Conditions)

Table 14
VTP2040 Bicycle Improvement Projects in Gilroy

VTP ID	Project Title	Description
Bicycle Projects in Gilroy		
B4	Lions Creek Santa Clara Valley Water District (SCVWD) Service Rd. Trail: West of Kern Ave. between Kern and Day	Construct 12-foot-wide bicycle/pedestrian trail to follow the existing SCVWD service road elevation and alignment
B5	Lions Creek SCVWD Service Road Trail: West of Santa Teresa Blvd./Day Rd. East (between Tapestry and Day Rd. East)	Install 12-foot-wide bicycle/pedestrian trail segment, to connect Christopher High School to surrounding neighborhoods, on Santa Teresa Blvd. to the bicycle/pedestrian bridge across Lions Creek.
B6	Northern Uvas Creek SCVWD Service Road Trail (Gilroy Gardens Extension Trail)	Construct a 12-foot wide bicycle/pedestrian trail, to connect and expand the existing Uvas Creek trail system, on Santa Teresa Blvd. at Third St. to Burchell Creek Bridge.
B7	Western Ronan Channel SCVWD Service Road Trail	Convert an existing unpaved creek-side maintenance road that is closed to the public to a multi-use public trail for use by bicyclists and pedestrians.
B50	Santa Teresa Boulevard Bicycle Delineation and Shoulder Widening	Project provides bicycle delineation at eight intersections between SR-152 and Castro Valley Rd.; provides bike slots and shoulder widening as needed through intersections with acceleration/deceleration lanes and free running right-turn lanes allowing for safer transitions for through traveling bicyclists.
B77	Gilroy Sports Park Trail: Santa Teresa Boulevard/Mesa Road to Sports Park Ticket Booth	Construct a 12-foot-wide bicycle/pedestrian trail to connect Gavilan College and planned future residential development in Southern Gilroy to the Sports Park.
B78	Lions Creek Trail West: Gap Closure from Santa Teresa Blvd. at Day Road East to Just East of Kern Avenue Bridge	Construct a paved 4,100-foot-extension of an all-weather 12-foot wide bicycle trail on Lions Creek connecting existing Lions Creek Trail East to Santa Teresa Blvd., area schools, public transit, regional transit centers, and to existing on-street bicycle facilities.
B115	Fitzgerald Avenue Bicycle Shoulder widening from Santa Teresa Boulevard to Monterey Highway	Install shoulders on Fitzgerald Ave. to support safe operations for bicycles.
B116	Watsonville Road shoulders from Santa Teresa Boulevard to SR 152	Improve paved shoulder for bicycle use, add center lane and right-turn enhancements at select locations to accommodate vehicular turning such that shoulders remain unobstructed for bicyclists.

Source: VTA's Valley Transportation Plan 2040 (VTP 2040).

Although the City of Gilroy currently does not have requirements for bicycle parking, VTA recommends bicycle-parking rates for new developments in *Bicycle Technical Guidelines*, December 2007. According to VTA's recommended rates, parks/recreational fields should strive to supply one Class I (bike lockers) bike parking space for every 30 employees plus one Class II (bike racks) bike parking space for every 9 users during peak daylight times of peak season. Based on these rates and the projected number of employees at the proposed project facility, the proposed project should provide four Class I bicycle parking spaces for the employees of the facility plus the additional Class II bicycle parking spaces required based on the number of visitors to the facility.

Recommended Bicycle Facility Improvements

The following recommendations are made to promote non-auto modes of transportation in the City and to accommodate bicycle travel to and from the project site:

Install Bicycle Parking Facilities. It is recommended that the proposed project provide adequate bicycle parking supply on site, based on VTA's recommends bicycle-parking rates, to serve the potential demand of the project. Based on VTA's bicycle parking supply recommendations, the proposed project should provide four Class I bicycle parking spaces for the employees of the facility plus the additional Class II bicycle parking spaces required based on the number of visitors to the facility (one space for every 9 visitors).

Pedestrian Circulation

As discussed in Chapter 2 (Existing Conditions), pedestrian access to the project site is provided by the existing Uvas Creek Trail. A trailhead is located at the northwest corner of the Sports Park site and provides access to Luchessa Avenue, near its intersection with Princevalle Street. Sidewalks are located along both sides of Luchessa Avenue, as well as all residential streets north of the Master Plan site. The trail provides connections to Tenth Street, Miller Avenue, Wren Avenue, and Santa Teresa Boulevard, near Third Street, connecting to the adjacent neighborhoods via existing sidewalks and crosswalks at intersections.

Project's Effect on Pedestrian Facilities

It can be expected that new pedestrian traffic would be generated by the proposed project. The potential pedestrian demand can be accommodated today by the direct connection of the Master Plan area to the neighborhoods to the north via the Uvas Creek Trail.

Although no sidewalks are provided along most of Monterey Road, there are limited pedestrian traffic generators along Monterey Road near the project site. Pedestrian traffic accessing the project site would be generated from the neighborhoods to the north, and would utilize the existing sidewalks, crosswalks, and shared bike-pedestrian trail to access the project site. Therefore, it can be concluded that adequate pedestrian facilities will be available providing access between the project site and the surrounding residential neighborhoods.

Recommended Pedestrian Circulation Improvements

The following recommendations are made to promote pedestrian travel within the Master Plan site:

Planned Pedestrian Facilities within the Master Plan Site. As the Master Plan site develops, it is recommended that pedestrian facilities (sidewalks, crosswalks) be planned to connect to all future parcels within the site, providing a clear and continuous pedestrian network within the Master Plan site once the Master Plan is completed.

Transit Service

Currently, the project site is not served directly by any of the existing bus routes in Gilroy. The nearest bus stops to the project site are located near the intersection of Monterey Road/Tenth Street, less than a mile north of the project site. Additionally, the Gilroy Transit Station is located along Monterey Road, approximately 1.5 miles north of the project site.

Recommended Transit Service Improvements

The following recommendations are made to promote the use of public transit service to and from the project site:

Expansion of Service. With the development of the proposed project and implementation of the remaining phases of the Sports Park Master Plan, there will be an opportunity for VTA to expand the existing service area to the south part of Gilroy, and by providing a bus stop in the project area, to serve the project site directly.

7. Conclusions

The traffic impact analysis documents the potential traffic impacts to the surrounding transportation network associated with the proposed project. The purpose of the traffic analysis is to satisfy the requirements of the City of Gilroy, the Congestion Management Program (CMP) of the Santa Clara Valley Transportation Authority (VTA), Caltrans, and the California Environmental Quality Act (CEQA).

The study includes the analysis of 11 intersections. The potential impacts of the project on intersections were evaluated in accordance with the applicable City of Gilroy and Caltrans level of service standards and based on City of Gilroy impact criteria.

Background Plus Project Conditions Analysis

Signalized Intersections

The results of the level of service analysis indicate that all signalized study intersections would continue to operate at acceptable levels of service during both the PM and Saturday peak hours under background plus project conditions, based on the applicable level of service standard.

Unsignalized Intersections

The unsignalized study intersection listed below is projected to operate with average delays corresponding to LOS F on its stop-controlled approach with the highest delay and have traffic volumes high enough to satisfy the peak-hour volume traffic signal warrant during both the PM and Saturday peak hours under background plus project conditions:

3. Monterey Road and Monterey Frontage Road (**Impact:** PM and Saturday peak hours)

Based on the unsignalized intersection level of service impact criteria, this is considered a significant project impact.

Roundabout Intersection

The results of the level of service analysis indicate that the study roundabout intersection of Thomas Road and Luchessa Avenue (#6) would continue to operate at an acceptable LOS A during the PM and Saturday peak hours under background plus project conditions.

Freeway Segment Analysis

According to CMP Traffic Impact Analysis Guidelines, a freeway level of service analysis is required if the number of project trips added to any freeway segment equals or exceeds one percent of the capacity of the segment. Since the number of project trips on the freeway segments are less than the

one-percent threshold, the project would not cause a significant increase in traffic on the freeway segments in the study area, and a freeway level of service analysis is not required.

Intersection Operations Analysis

The existing maximum queue length for all of the study intersection movements is estimated to be able to accommodate within the available queue storage capacity for each of the movements during the peak hours analyzed. The following intersection, however, is projected to experience long queues and wait times with the existing intersection control type:

3. Monterey Road and Monterey Frontage Road

Under the existing lane configuration and intersection control type, the vehicular queue on the eastbound approach is estimated to extend for approximately 450 to 500 feet (18 to 20 vehicles) during the peak hours. Vehicles on the eastbound queue at this location would experience wait times of approximately 5 and 3 minutes during the PM and Saturday peak hours, respectively.

The intersection of Monterey Road and Monterey Frontage Road also was evaluated assuming the installation of a traffic signal. If the intersection is controlled by a traffic signal, and assuming a single lane would continue to be provided on the eastbound direction, the maximum queue length for the eastbound approach is estimated to be approximately 175 and 300 feet long during the PM and Saturday peak hours, respectively. If in addition to the traffic signal, separate eastbound left- and right-turn lanes are provided, the eastbound left-turn maximum queue length is estimated to be approximately 125 and 200 feet long during the PM and Saturday peak hours, respectively. The queue length for the northbound left-turn movement is estimated to be approximately 125 feet (5 vehicles) with implementation of a traffic signal, and would continue to be able to accommodate within the exiting queue storage capacity for the movement.

Therefore, if signalization of the intersection is implemented with the project, the intersection should be designed to provide at a minimum the queue storage capacity required to accommodate the estimated queue lengths.

Parking Analysis

Based on the City of Gilroy adopted parking rates for skating rinks/commercial recreational facilities, the proposed project is estimated to require a total of 390 parking spaces to meet the City's parking requirements for skating rinks/commercial recreational areas. The project is proposing to provide a total of 387 parking spaces on site, which is three spaces less than the number of parking spaces required based on the above City of Gilroy parking rates. However, the above City parking rates do not accurately represent the proposed project, which consists of an ice rink facility with other supporting land uses.

It is recommended that parking demand for the proposed project be estimated based on other sources, such as project specific information (anticipated number of employees and visitors during the facilities peak demand, for example) and information from the existing Solar4America Ice facility, which is anticipated to have the same trip generation characteristics as the proposed project. Additionally, a shared-parking evaluation could be completed to investigate the possibility of providing additional overflow parking spaces within the Sports Park parking area.

Americans with Disabilities Act Requirements

Based on the proposed number of parking spaces, the project is required to provide a total of 8 accessible parking spaces on site.

Recommended Mitigation Measures under Background Plus Project Conditions

3. Monterey Road and Monterey Frontage Road (City of Gilroy Intersection)

Mitigation: The project impact to this intersection could be mitigated with the installation of a traffic signal. With implementation of a traffic signal, the intersection level of service would improve to LOS C during the PM and Saturday peak hours under background plus project conditions, mitigating the project impact to less-than-significant.

Cumulative Plus Project Conditions Analyses

Signalized Intersections

The results of the level of service analysis indicate that all signalized study intersections would continue to operate at acceptable levels of service during both peak hours under cumulative and cumulative plus project conditions.

Unsignalized Intersections

The results of the level of service analysis of the unsignalized intersections under cumulative plus project conditions indicate that both unsignalized study intersection would be impacted by the proposed project, based on the unsignalized intersection level of service impact criteria, during the listed peak hours under cumulative plus project conditions:

3. Monterey Road and Monterey Frontage Road (**Impact**: PM and Saturday peak hours)
8. Church Street and Luchessa Avenue (**Impact:** PM peak hour)

Roundabout Intersection

The results of the level of service analysis indicate that the study roundabout intersection of Thomas Road and Luchessa Avenue (#6) would continue to operate at an acceptable LOS B and A during the PM and Saturday peak hours, respectively, under cumulative plus project conditions.

Recommended Mitigation Measures under Cumulative Plus Project Conditions

3. Monterey Road and Monterey Frontage Road (City of Gilroy Intersection)

Mitigation: The project impact to this intersection could be mitigated with the installation of a traffic signal. With implementation of a traffic signal, the intersection level of service would improve to LOS C and D during the PM and Saturday peak hours, respectively, under cumulative plus project conditions, mitigating the project impact to less-than-significant.

8. Church Street and Luchessa Avenue (City of Gilroy Intersection)

Mitigation: The project impact to this intersection could be mitigated with the installation of a traffic signal. With implementation of a traffic signal, the intersection level of service would improve to LOS C during both the PM and Saturday peak hours under cumulative plus project conditions, mitigating the project impact to less-than-significant.

Other Transportation Issues

Freeway Ramp Evaluation

Freeway Ramp Analysis Results

The calculated volume-to-capacity ratios show that the study freeway on-ramps are projected to operate at acceptable levels during the PM and Saturday peak hours with the project.

The vehicle queue lengths are projected to increase by no more than one vehicle from background conditions during the peak hours due to the addition of project traffic. The projected increase could be stored within the available queue storage capacity at the study ramps. Study ramps that would remain uncontrolled would continue to experience no measurable queue lengths.

Therefore, the study freeway ramps are projected to operate at acceptable levels and provide adequate queue storage capacity during the peak hours under with implementation of the proposed project.

Site Access Evaluation

A second access point to the project site would be provided at the northeast corner of the project site, just west of the Sports Park driveway. It is recommended that this second project driveway be aligned with the Sports Park driveway. Alternatively, this project driveway could provide right-turn out only access, eliminating conflict with Sports Park traffic.

Operations at the Master Plan Site Entrance

Inbound vehicular queues are anticipated to store within the long access roadway without affecting operations along Monterey Frontage Road.

In the outbound direction, it was estimated that due to the relatively low traffic volumes along Monterey Frontage Road, a queue length of no more than two vehicles could form in the outbound direction along the access roadway during the peak hours. Assuming that the majority of the outbound peak-hour traffic leaves the site within a half-hour period (i.e. within half-an-hour after a game ends, for example), the maximum vehicle queue in the outbound direction at the Master Plan site entrance would be no more than 5 vehicles.

Therefore, the driveways providing access to the proposed project are projected to operate adequately and no operational deficiencies are anticipated.

Bicycle Circulation

Project's Effect on Bicycle Facilities

The proposed project would increase the demand on bicycle facilities in the vicinity of the project site. The potential demand can be served today by the direct connection of the Master Plan area to the neighborhoods to the north via the Uvas Creek Trail, as well as other existing bicycle facilities. With the existing bicycle facilities currently serving the project area, in addition to the planned facilities, adequate bicycle access would be provided to the project site.

Recommended Bicycle Facility Improvements

Install Bicycle Parking Facilities. It is recommended that the proposed project provide adequate bicycle parking supply on site, based on VTA's recommends bicycle-parking rates, to serve the potential demand of the project. Based on VTA's bicycle parking supply recommendations, the proposed project should provide four Class I bicycle parking spaces for the employees of the facility plus the additional

Class II bicycle parking spaces required based on the number of visitors to the facility (one space for every 9 visitors).

Pedestrian Circulation

Project's Effect on Pedestrian Facilities

It can be expected that new pedestrian traffic would be generated by the proposed project. The potential pedestrian demand can be accommodated today by the direct connection of the Master Plan area to the neighborhoods to the north via the Uvas Creek Trail.

Although no sidewalks are provided along most of Monterey Road, there are limited pedestrian traffic generators along Monterey Road near the project site. Pedestrian traffic accessing the project site would be generated from the neighborhoods to the north, and would utilize the existing sidewalks, crosswalks, and shared bike-pedestrian trail to access the project site. Therefore, it can be concluded that adequate pedestrian facilities will be available providing access between the project site and the surrounding residential neighborhoods.

Recommended Pedestrian Circulation Improvements

Planned Pedestrian Facilities within the Master Plan Site. As the Master Plan site develops, it is recommended that pedestrian facilities (sidewalks, crosswalks) be planned to connect to all future parcels within the site, providing a clear and continuous pedestrian network within the Master Plan site once the Master Plan is completed.

Transit Service

Currently, the project site is not served directly by any of the existing bus routes in Gilroy. The nearest bus stops to the project site are located near the intersection of Monterey Road/Tenth Street, less than a mile north of the project site. Additionally, the Gilroy Transit Station is located along Monterey Road, approximately 1.5 miles north of the project site.

Recommended Transit Service Improvements

Expansion of Service. With the development of the proposed project and implementation of the remaining phases of the Sports Park Master Plan, there will be an opportunity for VTA to expand the existing service area to the south part of Gilroy, and by providing a bus stop in the project area, to serve the project site directly.

Gilroy Sports Park Complex Master Plan Update TIA

Technical Appendices

November 11, 2019

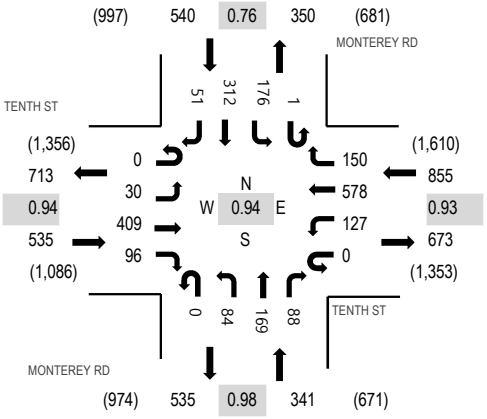
Appendix A
Traffic Count Data

All Traffic Data Services Inc.

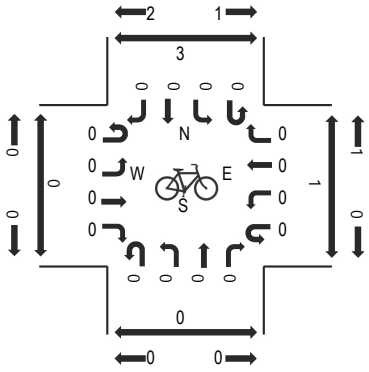
(303) 216-2439
www.alltrafficdata.net

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

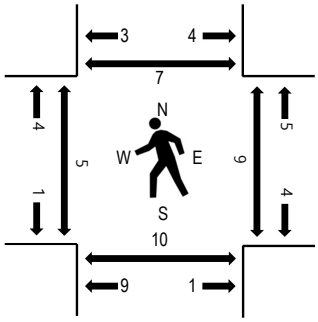
Peak Hour - Motorized Vehicles



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

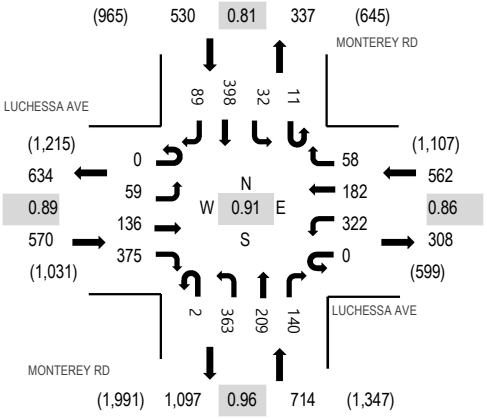
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	1	0	0	0	0	1	0	0	0	0	3
Lights	0	28	408	94	0	126	576	145	0	84	168	87	1	175	307	50	2,249
Mediums	0	2	1	1	0	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.

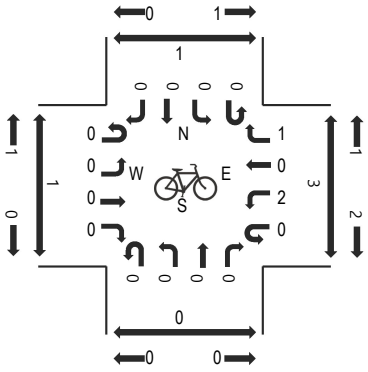
(303) 216-2439
www.alltrafficdata.net

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

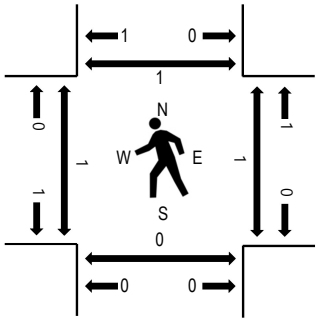
Peak Hour - Motorized Vehicles



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

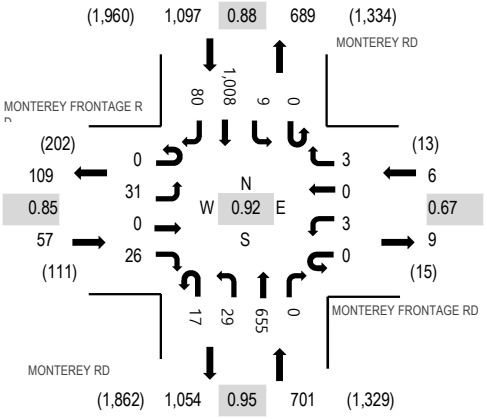
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	6	0	1	0	0	0	17	0	1	3	0	28
Lights	0	57	134	375	0	310	181	56	2	360	208	112	11	27	391	88	2,312
Mediums	0	2	2	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.

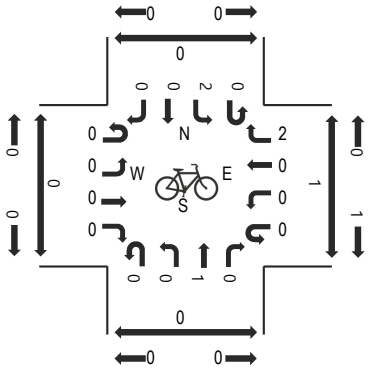
(303) 216-2439
www.alltrafficdata.net

Location: 3 MONTEREY RD & MONTEREY FRONTAGE RD PM
Date: Thursday, September 5, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

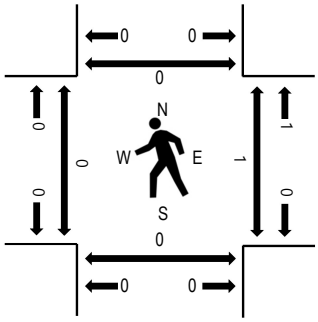
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MONTEREY FRONTAGE RD Eastbound				MONTEREY FRONTAGE RD 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	3	0	1	0	0	0	3	1	5	151	0	0	3	202	0	369	1,621	0	0	0	0
4:15 PM	0	5	0	0	0	0	0	1	4	1	129	0	0	0	185	6	331	1,758	0	0	0	0
4:30 PM	0	10	0	8	0	0	0	2	6	3	147	0	0	2	262	11	451	1,861	0	1	0	0
4:45 PM	0	3	0	3	0	1	0	1	1	7	179	0	0	4	255	16	470	1,856	0	0	0	0
5:00 PM	0	7	0	7	0	2	0	0	6	8	164	0	0	1	281	30	506	1,792	0	0	0	0
5:15 PM	0	11	0	8	0	0	0	0	4	11	165	0	0	2	210	23	434		0	0	0	0
5:30 PM	0	17	0	6	0	0	0	1	4	9	154	0	0	1	220	34	446		0	2	0	0
5:45 PM	0	19	0	3	0	0	0	2	2	8	160	0	0	2	180	30	406		0	0	0	0

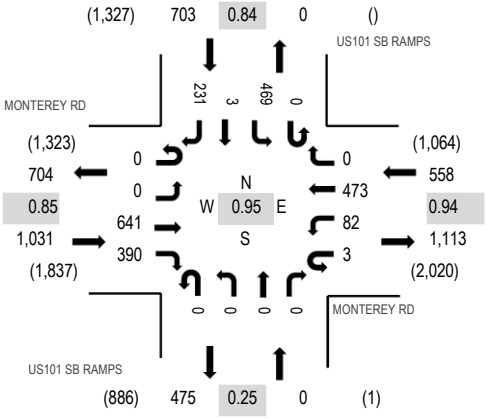
Peak Rolling Hour Flow Rates

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	20	0	0	1	11	0	32
Lights	0	31	0	26	0	3	0	3	17	29	619	0	0	8	984	80	1,800
Mediums	0	0	0	0	0	0	0	0	0	0	16	0	0	0	13	0	29
Total	0	31	0	26	0	3	0	3	17	29	655	0	0	9	1,008	80	1,861

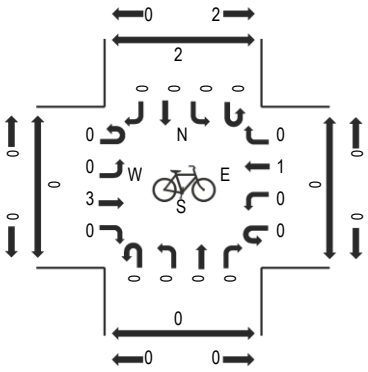
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 4 US101 SB RAMPS & MONTEREY RD PM
Date: Thursday, September 5, 2019
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

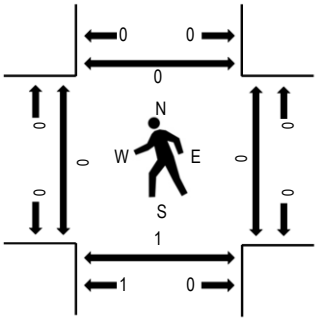
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MONTEREY RD Eastbound				MONTEREY 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	123	82	0	22	120	0	0	0	0	0	0	89	1	37	474	2,014	0	0	0	0
4:15 PM	0	0	106	76	0	17	92	0	0	0	0	1	0	114	0	39	445	2,144	0	0	0	0
4:30 PM	0	0	141	125	0	19	105	0	0	0	0	0	0	119	0	52	561	2,292	0	0	1	0
4:45 PM	0	0	155	79	1	17	128	0	0	0	0	0	0	102	1	51	534	2,260	0	0	0	0
5:00 PM	0	0	191	112	1	19	119	0	0	0	0	0	0	106	1	55	604	2,215	0	0	0	0
5:15 PM	0	0	154	74	1	27	121	0	0	0	0	0	0	142	1	73	593		0	0	0	0
5:30 PM	0	0	139	93	0	19	108	0	0	0	0	0	0	116	0	54	529		0	0	0	1
5:45 PM	0	0	107	80	0	20	108	0	0	0	0	0	0	112	1	61	489		0	0	0	1

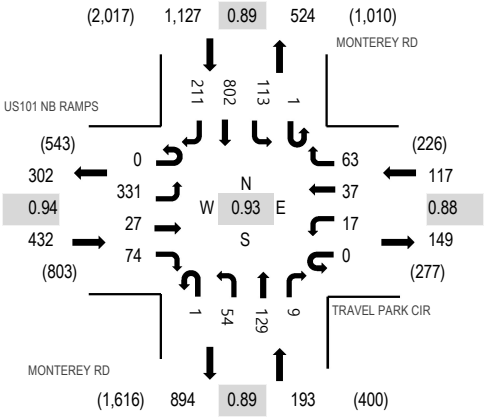
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	6	0	2	9	0	0	0	0	0	0	7	0	10	36
Lights	0	0	632	380	3	80	454	0	0	0	0	0	0	457	3	215	2,224
Mediums	0	0	7	4	0	0	10	0	0	0	0	0	0	5	0	6	32
Total	0	0	641	390	3	82	473	0	0	0	0	0	0	469	3	231	2,292

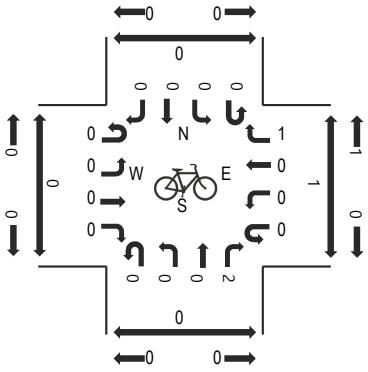
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 5 MONTEREY RD & TRAVEL PARK CIR PM
Date: Thursday, September 5, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

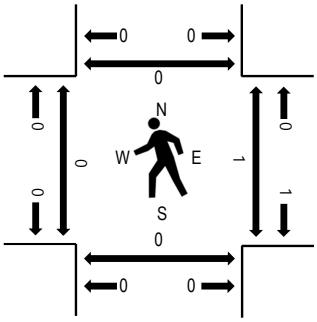
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US101 NB RAMPS Eastbound				TRAVEL PARK CIR 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	76	3	21	0	5	9	9	0	15	48	2	0	27	133	46	394	1,647	0	1	0	0
4:15 PM	0	65	4	17	0	6	8	17	0	8	24	2	0	22	176	35	384	1,720	0	0	0	0
4:30 PM	0	66	12	12	0	5	6	18	0	15	36	3	0	23	171	39	406	1,840	1	0	0	0
4:45 PM	0	87	7	17	0	5	12	17	0	12	36	2	0	27	193	48	463	1,869	0	0	0	0
5:00 PM	0	84	9	16	0	4	8	13	0	12	31	2	0	31	206	51	467	1,799	0	0	0	0
5:15 PM	0	76	5	16	0	4	9	19	1	17	38	2	1	27	224	65	504		0	0	0	0
5:30 PM	0	84	6	25	0	4	8	14	0	13	24	3	0	28	179	47	435		0	1	0	0
5:45 PM	0	75	6	14	0	2	11	13	0	13	39	2	0	22	160	36	393		0	0	0	0

Peak Rolling Hour Flow Rates

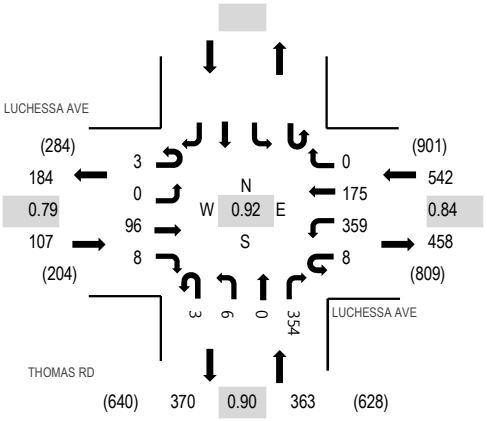
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	7	8	3	0	1	9	3	0	1	0	0	0	7	4	0	43
Lights	0	318	16	69	0	14	24	60	1	53	128	8	1	102	794	210	1,798
Mediums	0	6	3	2	0	2	4	0	0	0	1	1	0	4	4	1	28
Total	0	331	27	74	0	17	37	63	1	54	129	9	1	113	802	211	1,869

All Traffic Data Services Inc.

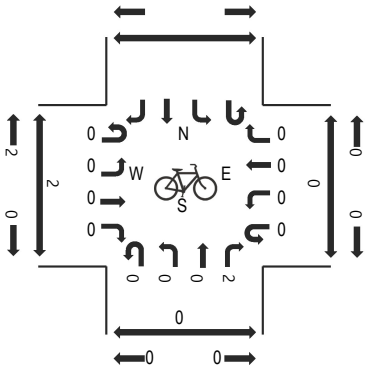
(303) 216-2439
www.alltrafficdata.net

Location: 6 THOMAS RD & LUCHESSA AVE PM
Date: Thursday, September 5, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - Motorized Vehicles



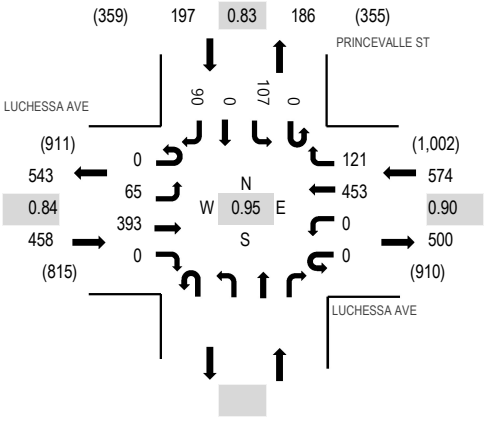
Peak Hour - Bicycles


N
W
E
S
0
0
0
0
2
2
0
0
0
0

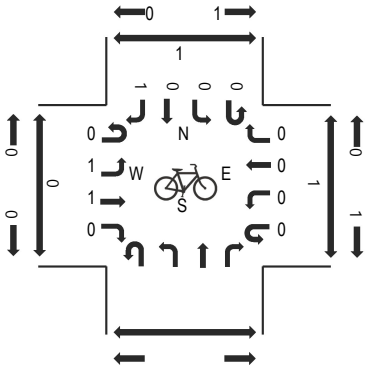
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 7 PRINCEVALLE ST & LUCHESSA AVE PM
Date: Thursday, September 5, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

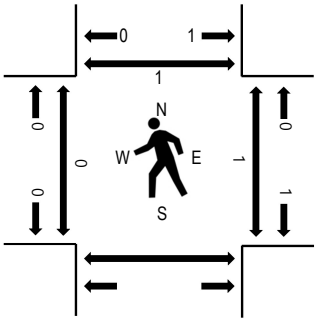
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LUCHESSA AVE Eastbound				LUCHESSA AVE Westbound				Northbound				PRINCEVALLE 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	0	18	79	0	0	0	77	32					0	22	0	13	241	947	0	0		0
4:15 PM	0	12	69	0	0	0	66	21					0	20	0	14	202	1,014	0	0		0
4:30 PM	0	12	68	0	0	0	86	32					0	23	0	11	232	1,119	0	2		3
4:45 PM	0	15	84	0	0	0	87	27					0	45	0	14	272	1,177	0	0		0
5:00 PM	0	15	110	0	0	0	90	38					0	32	0	23	308	1,229	0	0		0
5:15 PM	0	25	111	0	0	0	106	30					0	21	0	14	307		0	0		0
5:30 PM	0	12	79	0	0	0	125	26					0	25	0	23	290		0	0		0
5:45 PM	0	13	93	0	0	0	132	27					0	29	0	30	324		0	1		1

Peak Rolling Hour Flow Rates

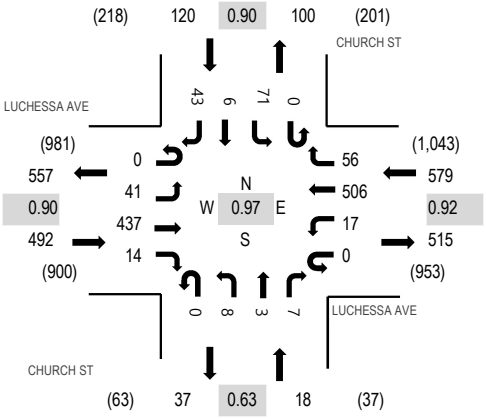
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0					0	1	0	0	1
Lights	0	64	392	0	0	0	451	121					0	106	0	89	1,223
Mediums	0	1	1	0	0	0	2	0					0	0	0	1	5
Total	0	65	393	0	0	0	453	121					0	107	0	90	1,229

All Traffic Data Services Inc.

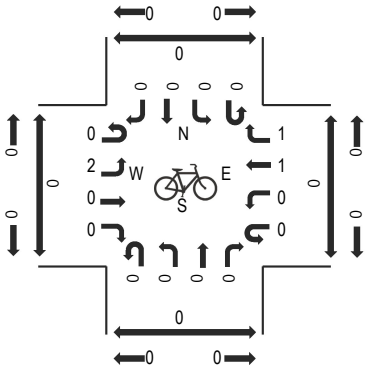
(303) 216-2439
www.alltrafficdata.net

Location: 8 CHURCH ST & LUCHESSA AVE PM
Date: Thursday, September 5, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

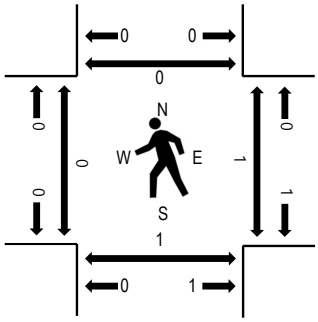
Peak Hour - Motorized Vehicles



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				CHURCH ST Northbound				CHURCH 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	0	7	92	1	0	4	105	19	0	1	0	3	0	8	2	8	250	989	0	0	1	1
4:15 PM	0	9	75	3	0	4	73	18	0	3	0	0	0	18	1	7	211	1,050	0	0	0	0
4:30 PM	0	5	86	1	0	4	104	15	0	0	1	3	0	14	1	11	245	1,139	0	0	1	2
4:45 PM	0	10	117	2	0	3	100	15	0	3	2	3	0	19	0	9	283	1,194	0	1	0	0
5:00 PM	0	12	126	2	0	2	121	15	0	0	2	2	0	21	1	7	311	1,209	0	0	0	0
5:15 PM	0	9	115	4	0	2	121	12	0	2	0	1	0	22	1	11	300		0	0	0	0
5:30 PM	0	10	95	1	0	4	136	17	0	3	1	1	0	15	2	15	300		0	0	0	0
5:45 PM	0	10	101	7	0	9	128	12	0	3	0	3	0	13	2	10	298		0	1	1	0

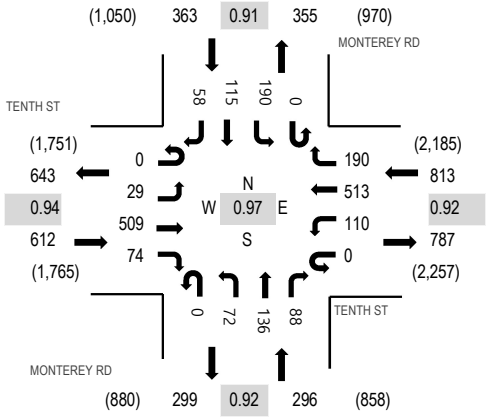
Peak Rolling Hour Flow Rates

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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	41	435	14	0	17	504	56	0	8	3	7	0	71	6	43	1,205
Mediums	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	3
Total	0	41	437	14	0	17	506	56	0	8	3	7	0	71	6	43	1,209

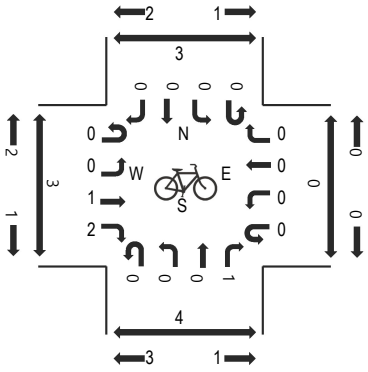
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 1 MONTEREY RD & 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

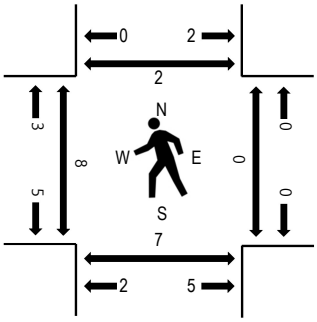
Peak Hour - Motorized Vehicles



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				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	3	93	15	0	14	98	29	0	22	29	16	0	35	33	12	399	1,883	0	0	3	0
11:15 AM	0	7	122	15	0	17	110	34	0	23	31	25	1	44	39	11	479	1,967	1	0	3	1
11:30 AM	0	8	145	12	0	28	120	40	0	17	29	20	0	54	27	11	511	2,026	1	0	0	10
11:45 AM	0	12	129	22	0	20	106	42	0	15	38	31	0	40	22	17	494	1,997	1	1	2	3
12:00 PM	0	6	113	26	0	29	121	42	1	16	36	26	0	38	25	4	483	2,028	1	0	2	0
12:15 PM	0	6	138	28	0	30	117	44	0	20	31	21	0	55	34	14	538	2,084	0	0	3	0
12:30 PM	0	7	108	14	0	27	111	43	0	18	48	22	0	43	28	13	482	2,001	4	0	1	2
12:45 PM	0	6	130	19	0	20	151	49	0	17	25	18	0	46	28	16	525	2,029	2	0	2	0
1:00 PM	0	10	133	13	0	33	134	54	0	17	32	27	0	46	25	15	539	1,947	2	0	1	0
1:15 PM	0	5	111	30	0	20	93	38	0	16	36	15	0	45	37	9	455		0	0	3	0
1:30 PM	0	5	113	21	0	28	124	53	0	19	25	21	0	57	38	6	510		2	0	0	5
1:45 PM	0	0	117	23	0	13	111	42	1	14	24	16	0	44	25	13	443		3	3	2	0

Peak Rolling Hour Flow Rates

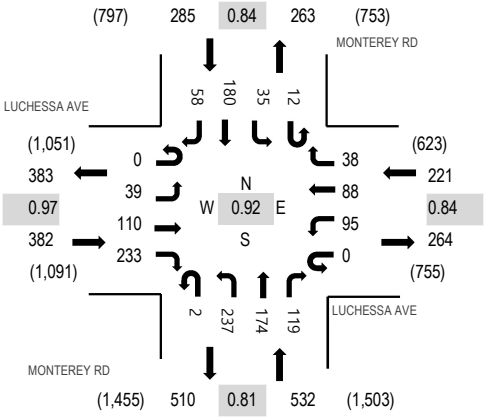
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	4
Lights	0	29	503	73	0	107	510	188	0	70	132	84	0	189	113	57	2,055
Mediums	0	0	6	1	0	1	3	2	0	2	4	2	0	1	2	1	25
Total	0	29	509	74	0	110	513	190	0	72	136	88	0	190	115	58	2,084

All Traffic Data Services Inc.

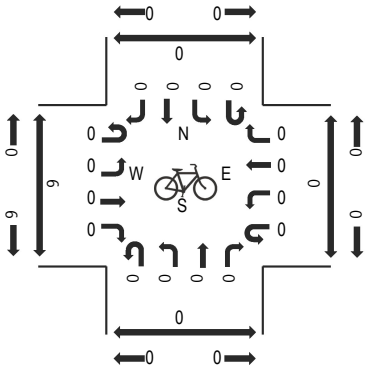
(303) 216-2439
www.alltrafficdata.net

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

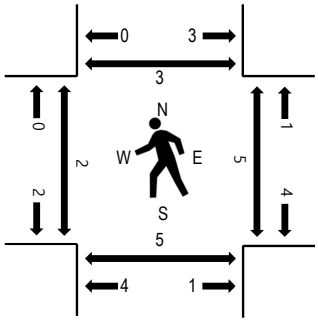
Peak Hour - Motorized Vehicles



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

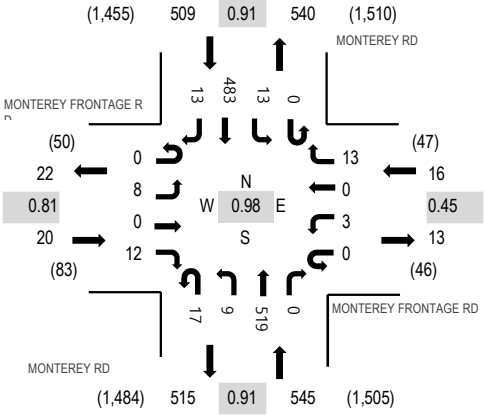
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	6	0	0	0	2	0	11	0	0	0	0	19
Lights	0	38	110	233	0	85	87	37	2	232	172	104	11	34	179	57	1,381
Mediums	0	1	0	0	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.

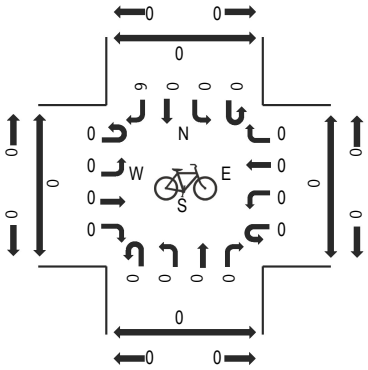
(303) 216-2439
www.alltrafficdata.net

Location: 3 MONTEREY RD & MONTEREY FRONTAGE RD Noon
Date: Saturday, September 7, 2019
Peak Hour: 12:00 PM - 01:00 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

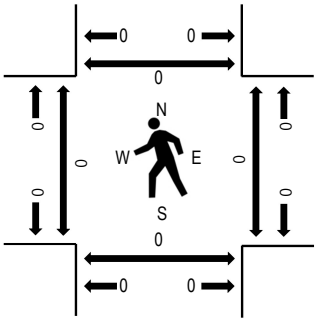
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MONTEREY FRONTAGE RD Eastbound				MONTEREY FRONTAGE RD 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	5	0	0	0	0	0	6	4	1	123	0	0	3	96	2	240	990	0	0	0	0
11:15 AM	0	9	0	4	0	1	0	1	4	0	114	1	0	6	117	1	258	1,026	0	0	0	0
11:30 AM	0	4	0	9	0	1	0	10	5	1	115	1	0	5	106	1	258	1,039	0	0	0	0
11:45 AM	0	3	0	6	0	1	0	0	5	1	116	1	0	4	92	5	234	1,058	0	0	0	0
12:00 PM	0	2	0	5	0	1	0	4	1	2	129	0	0	5	124	3	276	1,090	0	0	0	0
12:15 PM	0	2	0	3	0	1	0	2	3	5	115	0	0	2	132	6	271	1,065	0	0	0	0
12:30 PM	0	1	0	1	0	1	0	5	3	0	147	0	0	5	111	3	277	1,046	0	0	0	0
12:45 PM	0	3	0	3	0	0	0	2	10	2	128	0	0	1	116	1	266	1,016	0	0	0	0
1:00 PM	0	2	0	4	0	1	0	1	4	0	116	0	0	6	114	3	251	1,010	0	0	0	0
1:15 PM	0	1	0	2	0	2	1	3	1	3	111	0	0	0	125	3	252		0	0	0	0
1:30 PM	0	6	0	5	0	0	0	3	1	2	108	0	0	0	122	0	247		0	0	0	0
1:45 PM	0	1	0	2	0	0	0	0	7	3	112	0	0	6	128	1	260		0	0	0	0

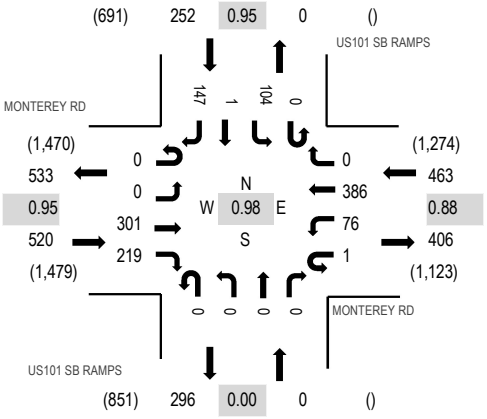
Peak Rolling Hour Flow Rates

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	1	11	0	0	0	7	0	20
Lights	0	6	0	12	0	3	0	13	16	8	500	0	0	13	471	12	1,054
Mediums	0	2	0	0	0	0	0	0	0	0	8	0	0	0	5	1	16
Total	0	8	0	12	0	3	0	13	17	9	519	0	0	13	483	13	1,090

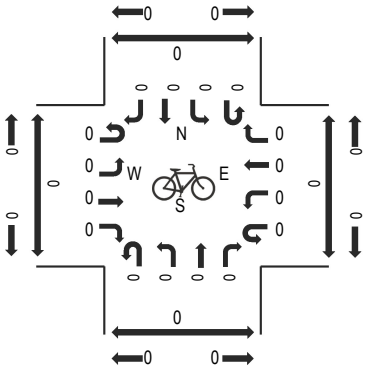
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 4 US101 SB RAMPS & MONTEREY RD Noon
Date: Saturday, September 7, 2019
Peak Hour: 12:00 PM - 01:00 PM
Peak 15-Minutes: 12:00 PM - 12:15 PM

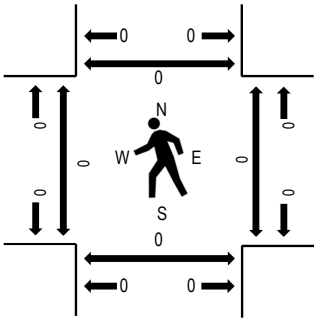
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MONTEREY RD Eastbound				MONTEREY 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
11:00 AM	0	0	63	33	0	19	93	0	0	0	0	0	0	21	1	30	260	1,068	0	0	0	0
11:15 AM	0	0	88	41	0	16	83	0	0	0	0	0	0	14	0	32	274	1,124	0	0	0	0
11:30 AM	0	0	82	43	0	15	85	0	0	0	0	0	0	17	0	31	273	1,159	0	0	0	0
11:45 AM	0	0	49	49	0	19	87	0	0	0	0	0	0	22	0	35	261	1,196	0	0	0	0
12:00 PM	0	0	75	62	0	17	96	0	0	0	0	0	0	30	1	35	316	1,235	0	0	0	0
12:15 PM	0	0	72	63	1	28	79	0	0	0	0	0	0	23	0	43	309	1,203	0	0	0	0
12:30 PM	0	0	74	44	0	18	113	0	0	0	0	0	0	29	0	32	310	1,177	0	0	0	0
12:45 PM	0	0	80	50	0	13	98	0	0	0	0	0	0	22	0	37	300	1,141	0	0	0	0
1:00 PM	0	0	70	51	0	17	84	0	0	0	0	0	0	26	0	36	284	1,141	0	0	0	0
1:15 PM	0	0	67	62	0	17	80	0	0	0	0	0	0	19	2	36	283		0	0	0	0
1:30 PM	0	0	60	65	0	17	74	0	0	0	0	0	0	24	1	33	274		0	0	0	0
1:45 PM	0	0	71	65	0	22	83	0	0	0	0	0	0	24	0	35	300		0	0	0	0

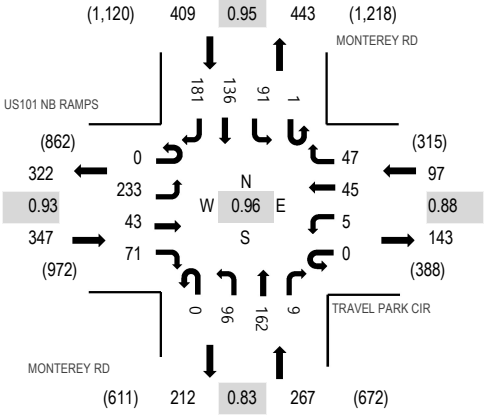
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	5	0	7	10	0	0	0	0	0	0	12	0	2	37
Lights	0	0	299	210	1	65	368	0	0	0	0	0	0	89	1	145	1,178
Mediums	0	0	1	4	0	4	8	0	0	0	0	0	0	3	0	0	20
Total	0	0	301	219	1	76	386	0	0	0	0	0	0	104	1	147	1,235

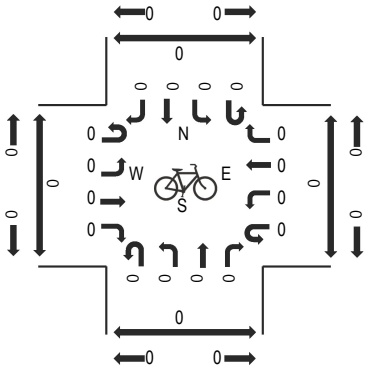
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 5 MONTEREY RD & TRAVEL PARK CIR Noon
Date: Saturday, September 7, 2019
Peak Hour: 12:00 PM - 01:00 PM
Peak 15-Minutes: 12:30 PM - 12:45 PM

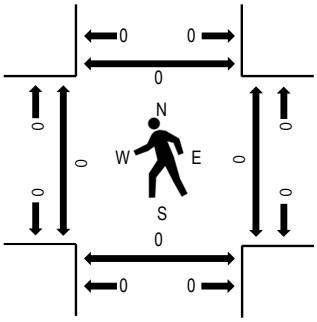
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	US101 NB RAMPS Eastbound				TRAVEL PARK CIR 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	58	12	18	0	0	9	19	0	14	30	0	0	19	22	40	241	1,010	0	0	0	0
11:15 AM	0	57	7	24	0	0	18	17	0	25	23	2	0	22	30	48	273	1,054	0	0	0	0
11:30 AM	0	54	11	23	0	1	10	7	0	19	33	4	0	21	39	34	256	1,059	0	0	0	0
11:45 AM	0	55	8	25	0	1	13	10	0	21	34	2	0	11	28	32	240	1,096	0	0	0	0
12:00 PM	0	69	9	19	0	1	5	8	0	28	35	3	0	17	39	52	285	1,120	0	0	0	0
12:15 PM	0	49	13	24	0	1	15	15	0	25	37	2	0	21	37	39	278	1,075	0	0	0	0
12:30 PM	0	64	11	12	0	2	15	9	0	25	53	3	0	29	33	37	293	1,020	0	0	0	0
12:45 PM	0	51	10	16	0	1	10	15	0	18	37	1	1	24	27	53	264	946	0	0	0	0
1:00 PM	0	41	11	12	0	1	13	19	0	9	35	0	0	21	37	41	240	949	0	0	0	0
1:15 PM	0	52	5	9	0	0	10	9	0	16	31	1	0	20	34	36	223		0	0	0	0
1:30 PM	0	46	7	20	0	0	11	15	0	17	24	2	0	25	21	31	219		0	0	0	0
1:45 PM	0	50	9	11	0	4	16	15	0	17	41	5	0	20	39	40	267		0	0	0	0

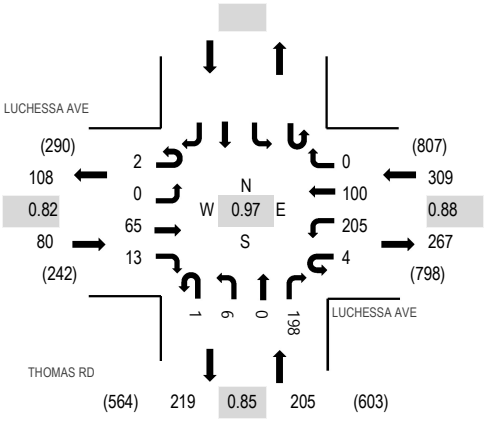
Peak Rolling Hour Flow Rates

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	8	5	1	0	0	3	2	0	1	1	1	0	7	4	0	33
Lights	0	221	36	65	0	5	40	43	0	93	158	6	1	82	131	180	1,061
Mediums	0	4	2	5	0	0	2	2	0	2	3	2	0	2	1	1	26
Total	0	233	43	71	0	5	45	47	0	96	162	9	1	91	136	181	1,120

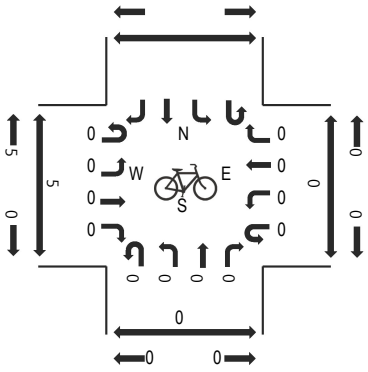
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 6 THOMAS RD & LUCHESSA AVE Noon
Date: Saturday, September 7, 2019
Peak Hour: 11:45 AM - 12:45 PM
Peak 15-Minutes: 12:00 PM - 12:15 PM

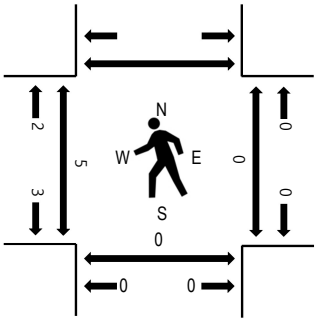
Peak Hour - Motorized Vehicles



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				THOMAS RD 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
11:00 AM	0	0	19	0	1	48	23	0	0	1	0	48					140	564	1	0	1	
11:15 AM	0	0	26	1	0	42	19	0	2	4	0	61					155	577	0	0	0	
11:30 AM	0	0	18	2	0	37	20	0	1	2	0	43					123	570	0	0	0	
11:45 AM	0	0	14	3	2	38	29	0	0	1	0	59					146	594	0	0	0	
12:00 PM	0	0	20	5	0	49	24	0	0	3	0	52					153	582	0	0	0	
12:15 PM	1	0	19	2	0	59	20	0	1	0	0	46					148	573	4	0	0	
12:30 PM	1	0	12	3	2	59	27	0	0	2	0	41					147	546	1	0	0	
12:45 PM	0	0	20	3	0	48	21	0	0	2	0	40					134	531	0	0	3	
1:00 PM	0	0	22	4	0	41	23	0	1	0	0	53					144	506	0	0	0	
1:15 PM	1	0	10	2	2	40	20	0	0	1	0	45					121		1	0	0	
1:30 PM	1	0	15	1	0	40	20	0	0	0	0	55					132		0	0	0	
1:45 PM	0	0	17	0	0	31	22	0	1	2	0	36					109		0	0	0	

Peak Rolling Hour Flow Rates

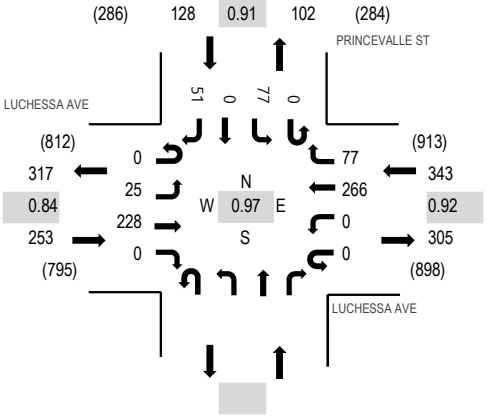
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	1	0	0	0	0	0	1					3
Lights	2	0	65	12	4	199	99	0	1	5	0	194					581
Mediums	0	0	0	0	0	5	1	0	0	1	0	3					10
Total	2	0	65	13	4	205	100	0	1	6	0	198					594

All Traffic Data Services Inc.

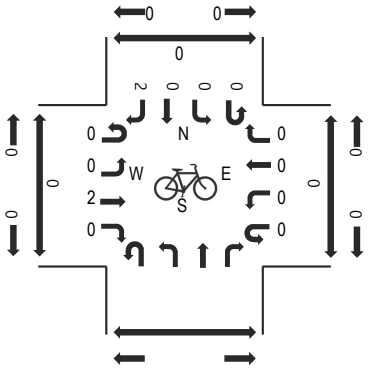
(303) 216-2439
www.alltrafficdata.net

Location: 7 PRINCEVALLE ST & 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

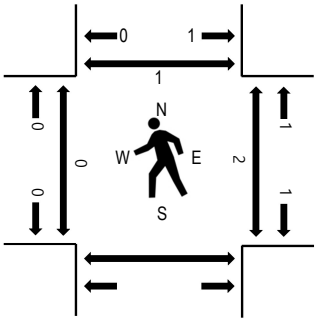
Peak Hour - Motorized Vehicles



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				Northbound				PRINCEVALLE 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	9	57	0	0	0	66	14					0	14	0	8	168	661	0	0		1
11:15 AM	0	10	77	0	0	0	52	14					0	19	0	8	180	679	0	1		0
11:30 AM	0	10	53	0	0	0	50	16					0	16	0	3	148	675	0	2		0
11:45 AM	0	13	59	0	0	0	64	19					0	6	0	4	165	714	0	0		0
12:00 PM	0	9	63	0	0	0	64	20					0	20	0	10	186	724	0	0		0
12:15 PM	0	4	59	0	0	0	65	13					0	19	0	16	176	699	0	0		1
12:30 PM	0	4	55	0	0	0	76	17					0	20	0	15	187	687	0	2		0
12:45 PM	0	8	51	0	0	0	61	27					0	18	0	10	175	657	0	0		0
1:00 PM	0	6	65	0	0	0	56	12					0	16	0	6	161	609	0	5		0
1:15 PM	0	5	53	0	0	0	58	20					0	23	0	5	164		0	1		0
1:30 PM	0	6	66	0	0	0	56	16					0	10	0	3	157		0	2		1
1:45 PM	0	5	48	0	0	0	50	7					0	11	0	6	127		0	0		0

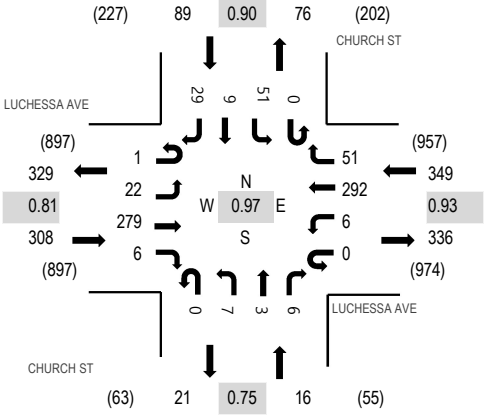
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0					0	0	0	0	2
Lights	0	25	226	0	0	0	259	75					0	77	0	49	711
Mediums	0	0	1	0	0	0	6	2					0	0	0	2	11
Total	0	25	228	0	0	0	266	77					0	77	0	51	724

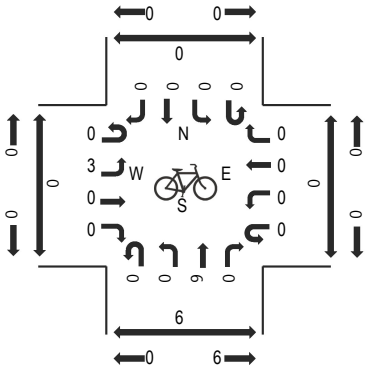
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 8 CHURCH ST & LUCHESSA AVE Noon
Date: Saturday, September 7, 2019
Peak Hour: 12:00 PM - 01:00 PM
Peak 15-Minutes: 12:00 PM - 12:15 PM

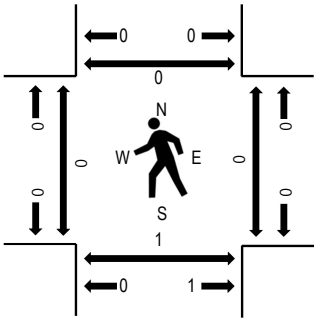
Peak Hour - Motorized Vehicles



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				CHURCH ST Northbound				CHURCH 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	5	66	0	0	3	65	10	0	0	0	3	0	8	3	10	173	697	0	0	0	0
11:15 AM	1	6	87	2	0	1	58	4	0	2	2	3	0	10	0	2	178	721	0	0	0	0
11:30 AM	0	7	60	3	0	1	59	12	0	2	3	3	0	13	1	5	169	728	0	0	0	0
11:45 AM	0	9	54	0	0	3	79	8	0	1	1	4	0	13	2	3	177	753	3	0	0	3
12:00 PM	1	7	72	3	0	0	75	12	0	1	0	1	0	14	2	9	197	762	0	0	0	0
12:15 PM	0	5	75	1	0	1	61	14	0	1	1	2	0	13	3	8	185	740	0	0	0	0
12:30 PM	0	5	66	2	0	2	80	12	0	2	0	2	0	14	1	8	194	735	0	0	0	0
12:45 PM	0	5	66	0	0	3	76	13	0	3	2	1	0	10	3	4	186	717	0	0	1	0
1:00 PM	0	2	74	1	0	5	70	6	0	1	1	1	0	12	0	2	175	677	0	0	0	2
1:15 PM	0	7	68	3	1	3	66	10	0	2	2	0	0	10	1	7	180		0	0	0	1
1:30 PM	0	5	71	1	0	1	65	11	0	0	1	2	0	10	2	7	176		0	0	0	0
1:45 PM	0	5	51	1	0	4	55	8	0	0	1	4	0	10	1	6	146		0	0	0	0

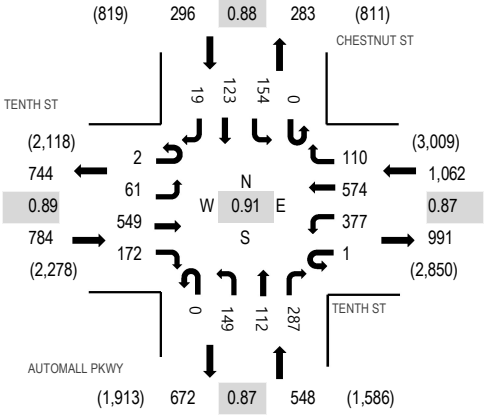
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	1	22	277	6	0	6	285	51	0	7	3	6	0	51	9	29	753
Mediums	0	0	1	0	0	0	7	0	0	0	0	0	0	0	0	0	8
Total	1	22	279	6	0	6	292	51	0	7	3	6	0	51	9	29	762

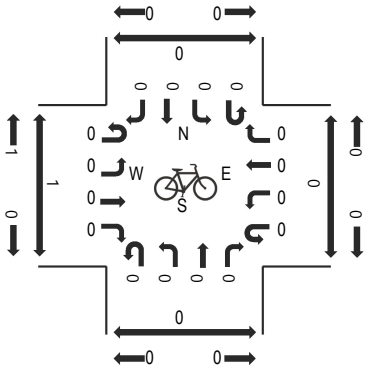
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

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

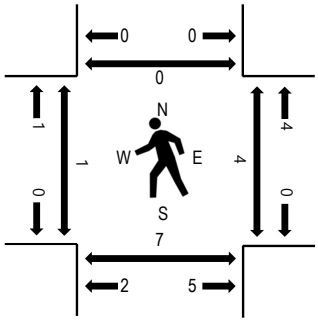
Peak Hour - Motorized Vehicles



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

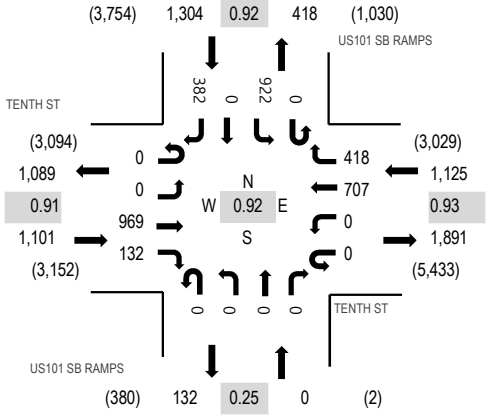
Peak Rolling Hour Flow Rates

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

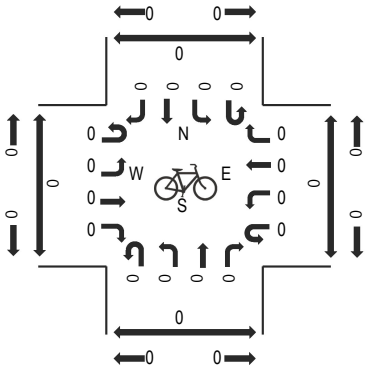
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 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

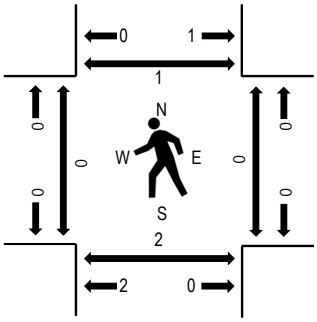
Peak Hour - Motorized Vehicles



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

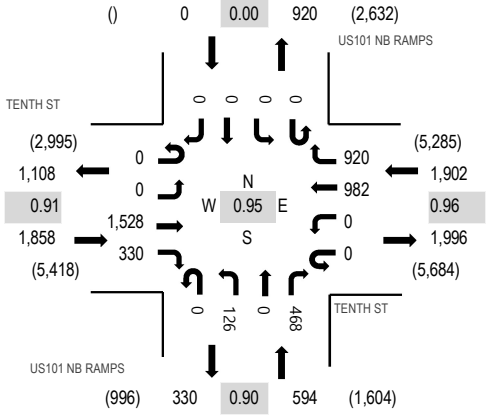
Peak Rolling Hour Flow Rates

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

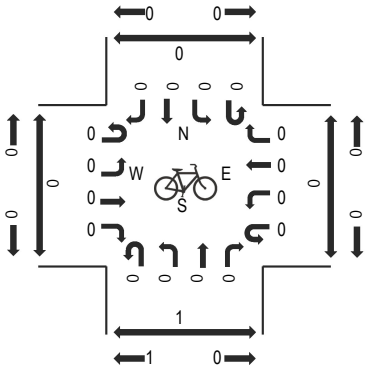
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 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

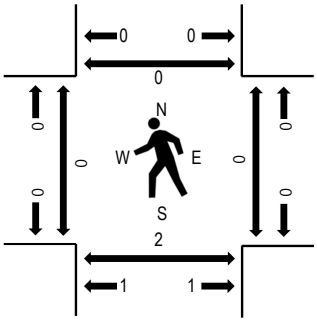
Peak Hour - Motorized Vehicles



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.

www.alltrafficdata.net

Site Code: 1
Station ID:
GILROY SPORTS PARK W.O MONTEREY FRONTAGE

Start	16-Sep-19		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT
12:00 AM	*	*	*	*	*	*	*	*	*	*	0	0	0	0	0	0
01:00	*	*	*	*	*	*	*	*	*	*	0	0	0	0	0	0
02:00	*	*	*	*	*	*	*	*	*	*	0	0	1	0	0	0
03:00	*	*	*	*	*	*	*	*	*	*	0	1	0	0	0	0
04:00	*	*	*	*	*	*	*	*	*	*	0	0	0	0	0	0
05:00	*	*	*	*	*	*	*	*	*	*	0	0	0	0	0	0
06:00	*	*	*	*	*	*	*	*	*	*	0	2	0	1	0	2
07:00	*	*	*	*	*	*	*	*	*	*	85	5	43	1	64	3
08:00	*	*	*	*	*	*	*	*	*	*	126	22	23	6	74	14
09:00	*	*	*	*	*	*	*	*	*	*	129	103	**68**	19	98	61
10:00	*	*	*	*	*	*	*	*	*	*	**143**	**142**	38	**37**	90	**90**
11:00	*	*	*	*	*	*	*	*	*	*	135	132	66	37	**100**	84
12:00 PM	*	*	*	*	*	*	*	*	*	*	**130**	139	**40**	59	**85**	99
01:00	*	*	*	*	*	*	*	*	*	*	84	**142**	40	36	62	89
02:00	*	*	*	*	*	*	*	*	*	*	25	136	25	**74**	25	**105**
03:00	*	*	*	*	*	*	*	*	*	*	15	39	10	38	12	38
04:00	*	*	*	*	*	*	*	*	*	*	62	19	14	50	38	34
05:00	*	*	*	*	*	*	*	*	*	*	54	19	20	13	37	16
06:00	*	*	*	*	*	*	*	*	*	*	24	47	7	15	16	31
07:00	*	*	*	*	*	*	*	*	*	*	9	56	7	12	8	34
08:00	*	*	*	*	*	*	*	*	*	*	5	21	4	5	4	13
09:00	*	*	*	*	*	*	*	*	*	*	2	4	3	3	2	4
10:00	*	*	*	*	*	*	*	*	*	*	2	4	0	0	1	2
11:00	*	*	*	*	*	*	*	*	*	*	1	4	0	4	0	4
Lane	0	0	0	0	0	0	0	0	0	0	1031	1037	409	410	716	723
Day	0		0		0		0		0		2068		819		1439	
AM Peak	-	-	-	-	-	-	-	-	-	-	10:00	10:00	09:00	10:00	11:00	10:00
Vol.	-	-	-	-	-	-	-	-	-	-	143	142	68	37	100	90
PM Peak	-	-	-	-	-	-	-	-	-	-	12:00	13:00	12:00	14:00	12:00	14:00
Vol.	-	-	-	-	-	-	-	-	-	-	130	142	40	74	85	105

All Traffic Data Services, Inc.

www.alltrafficdata.net

Site Code: 1
Station ID:
GILROY SPORTS PARK W.O MONTEREY FRONTAGE

Start	23-Sep-19		Tue		Wed		Thu		Fri		Sat		Sun		Week Average	
Time	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT	ENTER	EXIT
12:00 AM	1	0	1	0	0	0	0	0	1	0	1	0	0	0	1	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0
07:00	3	0	4	1	2	0	9	2	3	1	102	9	41	1	23	2
08:00	6	4	8	4	10	4	**16**	6	6	4	171	28	30	9	35	8
09:00	**19**	11	11	**10**	**11**	8	12	**15**	3	3	116	**153**	**75**	5	35	29
10:00	12	**12**	**13**	8	9	**16**	6	9	**14**	**10**	**189**	122	41	**57**	**41**	**33**
11:00	4	8	10	5	8	4	13	15	8	8	174	146	68	35	41	32
12:00 PM	6	5	10	10	12	13	9	7	7	12	**134**	**156**	**37**	**86**	31	41
01:00	8	11	11	14	7	8	11	17	10	6	72	150	24	31	20	34
02:00	1	4	6	12	7	8	7	5	18	15	19	145	24	74	12	38
03:00	8	2	13	11	8	8	10	6	5	10	17	77	25	42	12	22
04:00	16	12	14	4	9	3	25	15	18	11	34	8	12	20	18	10
05:00	**86**	24	**65**	33	**56**	19	**117**	34	**32**	16	40	13	8	12	**58**	22
06:00	53	52	55	45	50	**56**	80	88	24	28	15	46	22	22	43	48
07:00	16	**80**	28	**76**	24	56	31	**105**	15	**32**	8	35	6	14	18	**57**
08:00	7	12	11	17	5	13	3	20	7	9	4	3	7	7	6	12
09:00	1	4	0	6	8	11	1	3	4	5	2	5	2	1	3	5
10:00	2	2	2	3	1	1	1	0	0	3	1	3	0	5	1	2
11:00	0	2	0	0	1	1	0	1	0	0	0	0	0	0	0	1
Lane	249	245	262	259	228	230	351	349	175	174	1099	1101	423	421	398	396
Day	494		521		458		700		349		2200		844		794	
AM Peak	09:00	10:00	10:00	09:00	09:00	10:00	08:00	09:00	10:00	10:00	10:00	09:00	09:00	10:00	10:00	10:00
Vol.	19	12	13	10	11	16	16	15	14	10	189	153	75	57	41	33
PM Peak	17:00	19:00	17:00	19:00	17:00	18:00	17:00	19:00	17:00	19:00	12:00	12:00	12:00	12:00	17:00	19:00
Vol.	86	80	65	76	56	56	117	105	32	32	134	156	37	86	58	57

Comb. Total	494	521	458	700	349	4268	1663	2233

ADT ADT 939 AADT 939

Appendix B
Volume Summary Tables

Intersection Number: 1
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
Existing Conditions	**51**	**312**	**177**	**150**	**578**	**127**	**88**	**169**	**84**	**96**	**409**	**30**	**2271**
Proposed Project Trips	0	3	0	0	0	1	1	4	9	8	0	0	26
Existing Plus Project Conditions	**51**	**315**	**177**	**150**	**578**	**128**	**89**	**173**	**93**	**104**	**409**	**30**	**2297**
Approved Project Trips	65	12	30	50	587	8	5	10	3	2	319	120	1211
Background Conditions	**116**	**324**	**207**	**200**	**1165**	**135**	**93**	**179**	**87**	**98**	**728**	**150**	**3482**
Background Plus Project Conditions	**116**	**327**	**207**	**200**	**1165**	**136**	**94**	**183**	**96**	**106**	**728**	**150**	**3508**
Pending Project Trips	107	102	131	113	152	37	42	117	129	101	139	87	1257
Cumulative Conditions	**223**	**426**	**338**	**313**	**1317**	**172**	**135**	**296**	**216**	**199**	**867**	**237**	**4739**
Cumulative Plus Project Conditions	**223**	**429**	**338**	**313**	**1317**	**173**	**136**	**300**	**225**	**207**	**867**	**237**	**4765**

Intersection Number: 2
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
Existing Conditions	**89**	**398**	**43**	**58**	**182**	**322**	**140**	**209**	**365**	**375**	**136**	**59**	**2376**
Proposed Project Trips	0	12	0	0	0	0	0	14	26	21	0	0	73
Existing Plus Project Conditions	**89**	**410**	**43**	**58**	**182**	**322**	**140**	**223**	**391**	**396**	**136**	**59**	**2449**
Approved Project Trips	4	11	0	2	93	9	1	6	132	29	71	5	363
Background Conditions	**93**	**409**	**43**	**60**	**275**	**331**	**141**	**215**	**497**	**404**	**207**	**64**	**2739**
Background Plus Project Conditions	**93**	**421**	**43**	**60**	**275**	**331**	**141**	**229**	**523**	**425**	**207**	**64**	**2812**
Pending Project Trips	69	98	1	2	9	16	8	77	7	7	6	57	357
Cumulative Conditions	**162**	**507**	**44**	**62**	**284**	**347**	**149**	**292**	**504**	**411**	**213**	**121**	**3096**
Cumulative Plus Project Conditions	**162**	**519**	**44**	**62**	**284**	**347**	**149**	**306**	**530**	**432**	**213**	**121**	**3169**

Intersection Number: 3
Traffix Node Number: 50795
Intersection Name: Monterey Road and Monterey Frontage Road (unsignalized)
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
Existing Conditions	**80**	**1008**	**9**	**3**	**0**	**3**	**0**	**655**	**46**	**26**	**0**	**31**	**1861**
Proposed Project Trips	33	0	0	0	0	0	0	0	34	42	0	40	149
Existing Plus Project Conditions	**113**	**1008**	**9**	**3**	**0**	**3**	**0**	**655**	**80**	**68**	**0**	**71**	**2010**
Approved Project Trips	0	48	0	0	0	0	0	139	0	0	0	0	187
Background Conditions	**80**	**1056**	**9**	**3**	**0**	**3**	**0**	**794**	**46**	**26**	**0**	**31**	**2048**
Background Plus Project Conditions	**113**	**1056**	**9**	**3**	**0**	**3**	**0**	**794**	**80**	**68**	**0**	**71**	**2197**
Pending Project Trips	0	121	0	0	0	0	0	92	0	0	0	0	213
Cumulative Conditions	**80**	**1177**	**9**	**3**	**0**	**3**	**0**	**886**	**46**	**26**	**0**	**31**	**2261**
Cumulative Plus Project Conditions	**113**	**1177**	**9**	**3**	**0**	**3**	**0**	**886**	**80**	**68**	**0**	**71**	**2410**

Intersection Number: 4
Traffix Node Number: 8800
Intersection Name: US 101 Southbound Ramps and Monterey Road
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
Existing Conditions	**231**	**3**	**469**	**0**	**473**	**85**	**0**	**0**	**0**	**390**	**641**	**0**	**2292**
Proposed Project Trips	21	0	0	0	13	0	0	0	0	16	25	0	75
Existing Plus Project Conditions	**252**	**3**	**469**	**0**	**486**	**85**	**0**	**0**	**0**	**406**	**666**	**0**	**2367**
Approved Project Trips	2	0	23	0	137	16	0	0	0	17	31	0	226
Background Conditions	**233**	**3**	**492**	**0**	**610**	**101**	**0**	**0**	**0**	**407**	**672**	**0**	**2518**
Background Plus Project Conditions	**254**	**3**	**492**	**0**	**623**	**101**	**0**	**0**	**0**	**423**	**697**	**0**	**2593**
Pending Project Trips	34	0	14	0	58	14	0	0	0	68	53	0	241
Cumulative Conditions	**267**	**3**	**506**	**0**	**668**	**115**	**0**	**0**	**0**	**475**	**725**	**0**	**2759**
Cumulative Plus Project Conditions	**288**	**3**	**506**	**0**	**681**	**115**	**0**	**0**	**0**	**491**	**750**	**0**	**2834**

Intersection Number: 5
Traffix Node Number: 7668
Intersection Name: Monterey Road/Bolsa Road and US 101 Northbound Ramps/Travel Park Circle
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
Existing Conditions	**211**	**802**	**114**	**63**	**37**	**17**	**9**	**129**	**55**	**74**	**27**	**331**	**1869**
Proposed Project Trips	25	0	0	0	0	0	0	0	0	0	0	13	38
Existing Plus Project Conditions	**236**	**802**	**114**	**63**	**37**	**17**	**9**	**129**	**55**	**74**	**27**	**344**	**1907**
Approved Project Trips	7	27	20	10	12	1	0	12	5	7	6	128	235
Background Conditions	**218**	**829**	**134**	**73**	**49**	**18**	**9**	**141**	**60**	**81**	**33**	**459**	**2104**
Background Plus Project Conditions	**243**	**829**	**134**	**73**	**49**	**18**	**9**	**141**	**60**	**81**	**33**	**472**	**2142**
Pending Project Trips	46	0	22	10	14	0	0	0	0	0	7	58	157
Cumulative Conditions	**264**	**829**	**156**	**83**	**63**	**18**	**9**	**141**	**60**	**81**	**40**	**517**	**2261**
Cumulative Plus Project Conditions	**289**	**829**	**156**	**83**	**63**	**18**	**9**	**141**	**60**	**81**	**40**	**530**	**2299**

Intersection Number: 6
Traffix Node Number: 50691
Intersection Name: Thomas Road and Luchessa Avenue (roundabout)
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
Existing Conditions	**0**	**0**	**0**	**0**	**175**	**367**	**354**	**0**	**9**	**8**	**96**	**0**	**1009**
Proposed Project Trips	0	0	0	0	9	6	5	0	0	0	8	0	28
Existing Plus Project Conditions	**0**	**0**	**0**	**0**	**184**	**373**	**359**	**0**	**9**	**8**	**104**	**0**	**1037**
Approved Project Trips	0	0	0	0	224	68	39	0	33	32	96	0	492
Background Conditions	**0**	**0**	**0**	**0**	**399**	**435**	**393**	**0**	**42**	**40**	**192**	**0**	**1501**
Background Plus Project Conditions	**0**	**0**	**0**	**0**	**408**	**441**	**398**	**0**	**42**	**40**	**200**	**0**	**1529**
Pending Project Trips	0	0	0	0	18	4	3	0	0	0	15	0	40
Cumulative Conditions	**0**	**0**	**0**	**0**	**417**	**439**	**396**	**0**	**42**	**40**	**207**	**0**	**1541**
Cumulative Plus Project Conditions	**0**	**0**	**0**	**0**	**426**	**445**	**401**	**0**	**42**	**40**	**215**	**0**	**1569**

Intersection Number: 7
Traffix Node Number: 50758
Intersection Name: Princevalle Street 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
Existing Conditions	**90**	**0**	**107**	**121**	**453**	**0**	**0**	**0**	**0**	**0**	**393**	**65**	**1229**
Proposed Project Trips	0	0	5	6	16	0	0	0	0	0	13	0	40
Existing Plus Project Conditions	**90**	**0**	**112**	**127**	**469**	**0**	**0**	**0**	**0**	**0**	**406**	**65**	**1269**
Approved Project Trips	64	0	6	6	228	0	0	0	0	0	100	36	440
Background Conditions	**154**	**0**	**113**	**127**	**681**	**0**	**0**	**0**	**0**	**0**	**493**	**101**	**1669**
Background Plus Project Conditions	**154**	**0**	**118**	**133**	**697**	**0**	**0**	**0**	**0**	**0**	**506**	**101**	**1709**
Pending Project Trips	10	0	24	28	12	0	0	0	0	0	8	9	91
Cumulative Conditions	**164**	**0**	**137**	**155**	**693**	**0**	**0**	**0**	**0**	**0**	**501**	**110**	**1760**
Cumulative Plus Project Conditions	**164**	**0**	**142**	**161**	**709**	**0**	**0**	**0**	**0**	**0**	**514**	**110**	**1800**

Intersection Number: 8
Traffix Node Number: 179
Intersection Name: Church Street and Luchessa Avenue (unsignalized)
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
Existing Conditions	**43**	**6**	**71**	**56**	**506**	**17**	**7**	**3**	**8**	**14**	**437**	**41**	**1209**
Proposed Project Trips	0	0	4	4	22	0	0	0	0	0	18	0	48
Existing Plus Project Conditions	**43**	**6**	**75**	**60**	**528**	**17**	**7**	**3**	**8**	**14**	**455**	**41**	**1257**
Approved Project Trips	12	0	2	1	223	6	10	0	0	0	93	13	360
Background Conditions	**55**	**6**	**73**	**57**	**729**	**23**	**17**	**3**	**8**	**14**	**530**	**54**	**1569**
Background Plus Project Conditions	**55**	**6**	**77**	**61**	**751**	**23**	**17**	**3**	**8**	**14**	**548**	**54**	**1617**
Pending Project Trips	0	0	35	42	39	4	3	0	0	0	32	0	155
Cumulative Conditions	**55**	**6**	**108**	**99**	**768**	**27**	**20**	**3**	**8**	**14**	**562**	**54**	**1724**
Cumulative Plus Project Conditions	**55**	**6**	**112**	**103**	**790**	**27**	**20**	**3**	**8**	**14**	**580**	**54**	**1772**

Intersection Number: 1
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
Existing Conditions	**58**	**124**	**190**	**190**	**513**	**111**	**90**	**153**	**102**	**90**	**509**	**29**	**2159**
Proposed Project Trips	0	3	0	0	0	2	2	4	5	4	0	0	20
Existing Plus Project Conditions	**58**	**127**	**190**	**190**	**513**	**113**	**92**	**157**	**107**	**94**	**509**	**29**	**2179**
Approved Project Trips	52	10	18	26	322	5	4	9	5	1	176	94	722
Background Conditions	**110**	**134**	**208**	**216**	**835**	**116**	**94**	**162**	**107**	**91**	**685**	**123**	**2881**
Background Plus Project Conditions	**110**	**137**	**208**	**216**	**835**	**118**	**96**	**166**	**112**	**95**	**685**	**123**	**2901**
Pending Project Trips	86	100	113	116	143	38	37	96	97	104	149	92	1171
Cumulative Conditions	**196**	**234**	**321**	**332**	**978**	**154**	**131**	**258**	**204**	**195**	**834**	**215**	**4052**
Cumulative Plus Project Conditions	**196**	**237**	**321**	**332**	**978**	**156**	**133**	**262**	**209**	**199**	**834**	**215**	**4072**

Intersection Number: 2
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
Existing Conditions	**58**	**205**	**47**	**38**	**88**	**95**	**119**	**224**	**318**	**273**	**110**	**39**	**1614**
Proposed Project Trips	0	9	0	0	0	0	0	11	15	13	0	0	48
Existing Plus Project Conditions	**58**	**214**	**47**	**38**	**88**	**95**	**119**	**235**	**333**	**286**	**110**	**39**	**1662**
Approved Project Trips	4	7	0	1	78	0	0	9	108	25	59	5	296
Background Conditions	**62**	**212**	**47**	**39**	**166**	**95**	**119**	**233**	**426**	**298**	**169**	**44**	**1910**
Background Plus Project Conditions	**62**	**221**	**47**	**39**	**166**	**95**	**119**	**244**	**441**	**311**	**169**	**44**	**1958**
Pending Project Trips	57	79	3	3	13	23	23	84	10	10	13	60	378
Cumulative Conditions	**119**	**291**	**50**	**42**	**179**	**118**	**142**	**317**	**436**	**308**	**182**	**104**	**2288**
Cumulative Plus Project Conditions	**119**	**300**	**50**	**42**	**179**	**118**	**142**	**328**	**451**	**321**	**182**	**104**	**2336**

Intersection Number: 3
Traffix Node Number: 50795
Intersection Name: Monterey Road and Monterey Frontage Road (unsignalized)
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
Existing Conditions	**79**	**483**	**13**	**13**	**0**	**3**	**0**	**519**	**49**	**57**	**0**	**137**	**1353**
Proposed Project Trips	22	0	0	0	0	0	0	0	45	55	0	27	149
Existing Plus Project Conditions	**101**	**483**	**13**	**13**	**0**	**3**	**0**	**519**	**94**	**112**	**0**	**164**	**1502**
Approved Project Trips	0	31	0	0	0	0	0	117	0	0	0	0	148
Background Conditions	**79**	**514**	**13**	**13**	**0**	**3**	**0**	**636**	**49**	**57**	**0**	**137**	**1501**
Background Plus Project Conditions	**101**	**514**	**13**	**13**	**0**	**3**	**0**	**636**	**94**	**112**	**0**	**164**	**1650**
Pending Project Trips	0	111	0	0	0	0	0	117	0	0	0	0	228
Cumulative Conditions	**79**	**625**	**13**	**13**	**0**	**3**	**0**	**753**	**49**	**57**	**0**	**137**	**1729**
Cumulative Plus Project Conditions	**101**	**625**	**13**	**13**	**0**	**3**	**0**	**753**	**94**	**112**	**0**	**164**	**1878**

Intersection Number: 4
Traffix Node Number: 8800
Intersection Name: US 101 Southbound Ramps and Monterey Road
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
Existing Conditions	**161**	**1**	**104**	**0**	**395**	**77**	**0**	**0**	**0**	**236**	**329**	**0**	**1303**
Proposed Project Trips	25	0	0	0	20	0	0	0	0	25	31	0	101
Existing Plus Project Conditions	**186**	**1**	**104**	**0**	**415**	**77**	**0**	**0**	**0**	**261**	**360**	**0**	**1404**
Approved Project Trips	1	0	23	0	116	17	0	0	0	10	21	0	188
Background Conditions	**162**	**1**	**127**	**0**	**511**	**94**	**0**	**0**	**0**	**246**	**350**	**0**	**1491**
Background Plus Project Conditions	**187**	**1**	**127**	**0**	**531**	**94**	**0**	**0**	**0**	**271**	**381**	**0**	**1592**
Pending Project Trips	46	0	19	0	71	19	0	0	0	58	53	0	266
Cumulative Conditions	**208**	**1**	**146**	**0**	**582**	**113**	**0**	**0**	**0**	**304**	**403**	**0**	**1757**
Cumulative Plus Project Conditions	**233**	**1**	**146**	**0**	**602**	**113**	**0**	**0**	**0**	**329**	**434**	**0**	**1858**

Intersection Number: 5
Traffix Node Number: 7668
Intersection Name: Monterey Road/Bolsa Road and US 101 Northbound Ramps/Travel Park Circle
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
Existing Conditions	**209**	**136**	**92**	**47**	**45**	**5**	**9**	**162**	**96**	**71**	**43**	**242**	**1157**
Proposed Project Trips	31	0	0	0	0	0	0	0	0	0	0	20	51
Existing Plus Project Conditions	**240**	**136**	**92**	**47**	**45**	**5**	**9**	**162**	**96**	**71**	**43**	**262**	**1208**
Approved Project Trips	1	18	26	11	13	0	0	11	5	5	8	109	207
Background Conditions	**210**	**154**	**118**	**58**	**58**	**5**	**9**	**173**	**101**	**76**	**51**	**351**	**1364**
Background Plus Project Conditions	**241**	**154**	**118**	**58**	**58**	**5**	**9**	**173**	**101**	**76**	**51**	**371**	**1415**
Pending Project Trips	44	0	29	14	19	0	0	0	0	0	10	71	187
Cumulative Conditions	**254**	**154**	**147**	**72**	**77**	**5**	**9**	**173**	**101**	**76**	**61**	**422**	**1551**
Cumulative Plus Project Conditions	**285**	**154**	**147**	**72**	**77**	**5**	**9**	**173**	**101**	**76**	**61**	**442**	**1602**

Intersection Number: 6
Traffix Node Number: 50691
Intersection Name: Thomas Road and Luchessa Avenue (roundabout)
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
Existing Conditions	**0**	**0**	**0**	**0**	**130**	**226**	**207**	**0**	**7**	**13**	**80**	**0**	**663**
Proposed Project Trips	0	0	0	0	5	3	3	0	0	0	4	0	15
Existing Plus Project Conditions	**0**	**0**	**0**	**0**	**135**	**229**	**210**	**0**	**7**	**13**	**84**	**0**	**678**
Approved Project Trips	0	0	0	0	171	27	14	0	26	24	74	0	336
Background Conditions	**0**	**0**	**0**	**0**	**301**	**253**	**221**	**0**	**33**	**37**	**154**	**0**	**999**
Background Plus Project Conditions	**0**	**0**	**0**	**0**	**306**	**256**	**224**	**0**	**33**	**37**	**158**	**0**	**1014**
Pending Project Trips	0	0	0	0	9	6	6	0	0	0	9	0	30
Cumulative Conditions	**0**	**0**	**0**	**0**	**310**	**259**	**227**	**0**	**33**	**37**	**163**	**0**	**1029**
Cumulative Plus Project Conditions	**0**	**0**	**0**	**0**	**315**	**262**	**230**	**0**	**33**	**37**	**167**	**0**	**1044**

Intersection Number: 7
Traffix Node Number: 50758
Intersection Name: Princevalle Street 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
Existing Conditions	**51**	**0**	**86**	**94**	**313**	**0**	**0**	**0**	**0**	**0**	**252**	**25**	**821**
Proposed Project Trips	0	0	3	4	8	0	0	0	0	0	7	0	22
Existing Plus Project Conditions	**51**	**0**	**89**	**98**	**321**	**0**	**0**	**0**	**0**	**0**	**259**	**25**	**843**
Approved Project Trips	13	0	8	7	185	0	0	0	0	0	81	7	301
Background Conditions	**64**	**0**	**94**	**101**	**498**	**0**	**0**	**0**	**0**	**0**	**333**	**32**	**1122**
Background Plus Project Conditions	**64**	**0**	**97**	**105**	**506**	**0**	**0**	**0**	**0**	**0**	**340**	**32**	**1144**
Pending Project Trips	0	0	27	26	15	0	0	0	0	0	15	0	83
Cumulative Conditions	**64**	**0**	**121**	**127**	**513**	**0**	**0**	**0**	**0**	**0**	**348**	**32**	**1205**
Cumulative Plus Project Conditions	**64**	**0**	**124**	**131**	**521**	**0**	**0**	**0**	**0**	**0**	**355**	**32**	**1227**

Intersection Number: 8
Traffix Node Number: 179
Intersection Name: Church Street and Luchessa Avenue (unsignalized)
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
Existing Conditions	**29**	**9**	**59**	**66**	**356**	**6**	**6**	**3**	**7**	**6**	**312**	**23**	**882**
Proposed Project Trips	0	0	3	3	12	0	0	0	0	0	10	0	28
Existing Plus Project Conditions	**29**	**9**	**62**	**69**	**368**	**6**	**6**	**3**	**7**	**6**	**322**	**23**	**910**
Approved Project Trips	9	0	1	1	183	6	8	0	0	0	80	10	298
Background Conditions	**38**	**9**	**60**	**67**	**539**	**12**	**14**	**3**	**7**	**6**	**392**	**33**	**1180**
Background Plus Project Conditions	**38**	**9**	**63**	**70**	**551**	**12**	**14**	**3**	**7**	**6**	**402**	**33**	**1208**
Pending Project Trips	0	0	36	35	40	4	4	0	0	0	41	0	160
Cumulative Conditions	**38**	**9**	**96**	**102**	**579**	**16**	**18**	**3**	**7**	**6**	**433**	**33**	**1340**
Cumulative Plus Project Conditions	**38**	**9**	**99**	**105**	**591**	**16**	**18**	**3**	**7**	**6**	**443**	**33**	**1368**

Intersection Number: 9
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
Existing Conditions	**19**	**123**	**154**	**110**	**575**	**378**	**287**	**112**	**149**	**172**	**551**	**63**	**2693**
Proposed Project Trips	0	0	0	0	2	0	0	0	0	0	2	0	4
Existing Plus Project Conditions	**19**	**123**	**154**	**110**	**577**	**378**	**287**	**112**	**149**	**172**	**553**	**63**	**2697**
Approved Project Trips	73	0	0	0	273	1	1	0	8	8	186	5	555
Background Conditions	**92**	**123**	**154**	**110**	**848**	**379**	**288**	**112**	**157**	**180**	**737**	**68**	**3248**
Background Plus Project Conditions	**92**	**123**	**154**	**110**	**850**	**379**	**288**	**112**	**157**	**180**	**739**	**68**	**3252**
Pending Project Trips	22	8	188	8	203	37	37	8	14	14	192	26	757
Cumulative Conditions	**114**	**131**	**342**	**118**	**1051**	**416**	**325**	**120**	**171**	**194**	**929**	**94**	**4005**
Cumulative Plus Project Conditions	**114**	**131**	**342**	**118**	**1053**	**416**	**325**	**120**	**171**	**194**	**931**	**94**	**4009**

Intersection Number: 10
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
Existing Conditions	**382**	**0**	**922**	**419**	**708**	**0**	**0**	**0**	**0**	**132**	**971**	**0**	**3534**
Proposed Project Trips	0	0	0	2	2	0	0	0	0	0	2	0	6
Existing Plus Project Conditions	**382**	**0**	**922**	**421**	**710**	**0**	**0**	**0**	**0**	**132**	**973**	**0**	**3540**
Approved Project Trips	99	0	30	34	175	0	0	0	0	8	178	0	524
Background Conditions	**481**	**0**	**952**	**453**	**883**	**0**	**0**	**0**	**0**	**140**	**1149**	**0**	**4058**
Background Plus Project Conditions	**481**	**0**	**952**	**455**	**885**	**0**	**0**	**0**	**0**	**140**	**1151**	**0**	**4064**
Pending Project Trips	151	0	87	62	281	0	0	0	0	145	272	0	998
Cumulative Conditions	**632**	**0**	**1039**	**515**	**1164**	**0**	**0**	**0**	**0**	**285**	**1421**	**0**	**5056**
Cumulative Plus Project Conditions	**632**	**0**	**1039**	**517**	**1166**	**0**	**0**	**0**	**0**	**285**	**1423**	**0**	**5062**

Intersection Number: 11
Traffix Node Number: 7671
Intersection Name: US 101 Northbound Ramps and Pacheco Pass Highway (SR 152)
Peak Hour: SAT
Count Date: 9/7/19

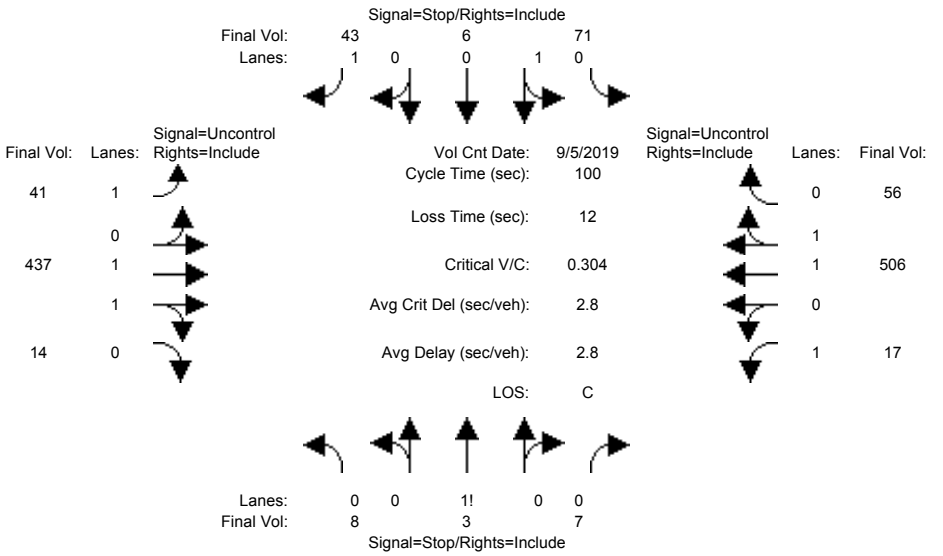
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**920**	**984**	**0**	**470**	**0**	**126**	**330**	**1530**	**0**	**4360**
Proposed Project Trips	0	0	0	0	3	0	2	0	0	0	2	0	7
Existing Plus Project Conditions	**0**	**0**	**0**	**920**	**987**	**0**	**472**	**0**	**126**	**330**	**1532**	**0**	**4367**
Approved Project Trips	0	0	0	47	189	0	22	0	20	75	133	0	486
Background Conditions	**0**	**0**	**0**	**967**	**1173**	**0**	**492**	**0**	**146**	**405**	**1663**	**0**	**4846**
Background Plus Project Conditions	**0**	**0**	**0**	**967**	**1176**	**0**	**494**	**0**	**146**	**405**	**1665**	**0**	**4853**
Pending Project Trips	0	0	0	82	192	0	65	0	150	145	213	0	847
Cumulative Conditions	**0**	**0**	**0**	**1049**	**1365**	**0**	**557**	**0**	**296**	**550**	**1876**	**0**	**5693**
Cumulative Plus Project Conditions	**0**	**0**	**0**	**1049**	**1368**	**0**	**559**	**0**	**296**	**550**	**1878**	**0**	**5700**

Appendix C
Level of Service Calculations

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #179: Church Street and Luchessa Avenue



Street Name:	Church 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
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	8	3	7	71	6	43	41	437	14	17	506	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	3	7	71	6	43	41	437	14	17	506	56
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:	8	3	7	71	6	43	41	437	14	17	506	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	3	7	71	6	43	41	437	14	17	506	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	3	7	71	6	43	41	437	14	17	506	56
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	816	1122	226	870	1101	281	562	xxxx	xxxxx	451	xxxx	xxxxx
Potent Cap.:	272	208	784	249	214	722	1019	xxxx	xxxxx	1120	xxxx	xxxxx
Move Cap.:	240	196	784	234	202	722	1019	xxxx	xxxxx	1120	xxxx	xxxxx
Volume/Cap:	0.03	0.02	0.01	0.30	0.03	0.06	0.04	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.3	8.7	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	313	xxxxx	231	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	1.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	17.2	xxxxx	28.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	D	*	*	*	*	*	*	*	*
ApproachDel:		17.2			21.8			xxxxxx			xxxxxx	
ApproachLOS:		C			C			*			*	

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

Peak Hour Delay Signal Warrant Report

****

Intersection #179 Church Street and Luchessa Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Initial Vol:	8	3	7	71	6	43	41	437	14	17	506	56
ApproachDel:	17.2			21.8			xxxxxx			xxxxxx		

Approach[northbound][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=18]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1209]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][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=120]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1209]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #179 Church Street and Luchessa Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Initial Vol:	8	3	7	71	6	43	41	437	14	17	506	56

Major Street Volume: 1071
Minor Approach Volume: 120
Minor Approach Volume Threshold: 345

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).

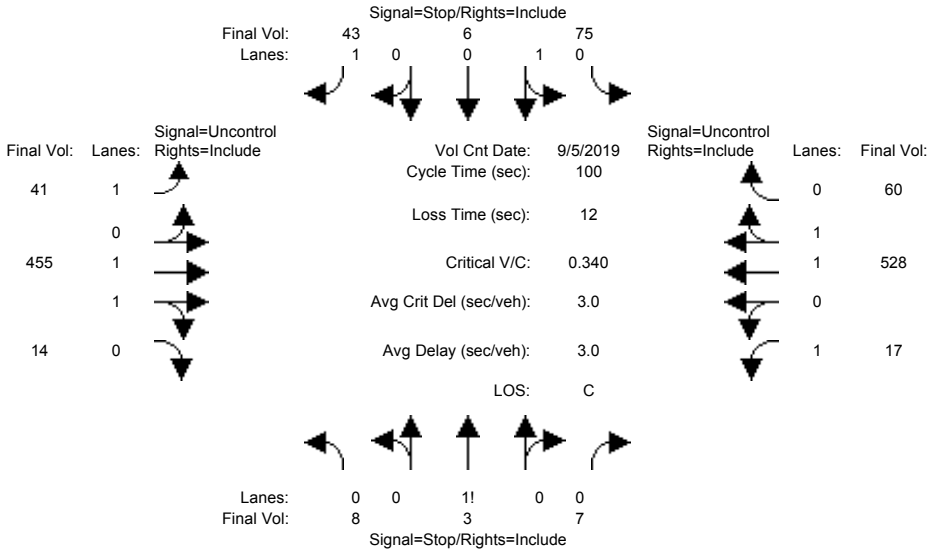
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex + P PM

Intersection #179: Church Street and Luchessa Avenue



Street Name:	Church 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
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	8	3	7	71	6	43	41	437	14	17	506	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	3	7	71	6	43	41	437	14	17	506	56
Added Vol:	0	0	0	4	0	0	0	18	0	0	22	4
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	3	7	75	6	43	41	455	14	17	528	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:	8	3	7	75	6	43	41	455	14	17	528	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	3	7	75	6	43	41	455	14	17	528	60
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	845	1166	235	903	1143	294	588	xxxx	xxxxx	469	xxxx	xxxxx
Potent Cap.:	259	196	773	236	202	708	997	xxxx	xxxxx	1103	xxxx	xxxxx
Move Cap.:	228	185	773	221	191	708	997	xxxx	xxxxx	1103	xxxx	xxxxx
Volume/Cap:	0.04	0.02	0.01	0.34	0.03	0.06	0.04	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.4	8.8	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	298	xxxxx	218	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	1.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	17.9	xxxxx	30.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	D	*	*	*	*	*	*	*	*
ApproachDel:		17.9			23.8			xxxxxx			xxxxxx	
ApproachLOS:		C			C			*			*	

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

Peak Hour Delay Signal Warrant Report

****

Intersection #179 Church Street and Luchessa Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 1	0	0 1	1 0	1	1 0	1 0	1	1 0
Initial Vol:	8	3	7	75	6	43	41	455	14	17	528	60
ApproachDel:	17.9			23.8			xxxxxx			xxxxxx		

Approach[northbound][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=18]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1257]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][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=124]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1257]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #179 Church Street and Luchessa Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 1	0	0 1	1 0	1	1 0	1 0	1	1 0
Initial Vol:	8	3	7	75	6	43	41	455	14	17	528	60

Major Street Volume: 1115
Minor Approach Volume: 124
Minor Approach Volume Threshold: 327

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).

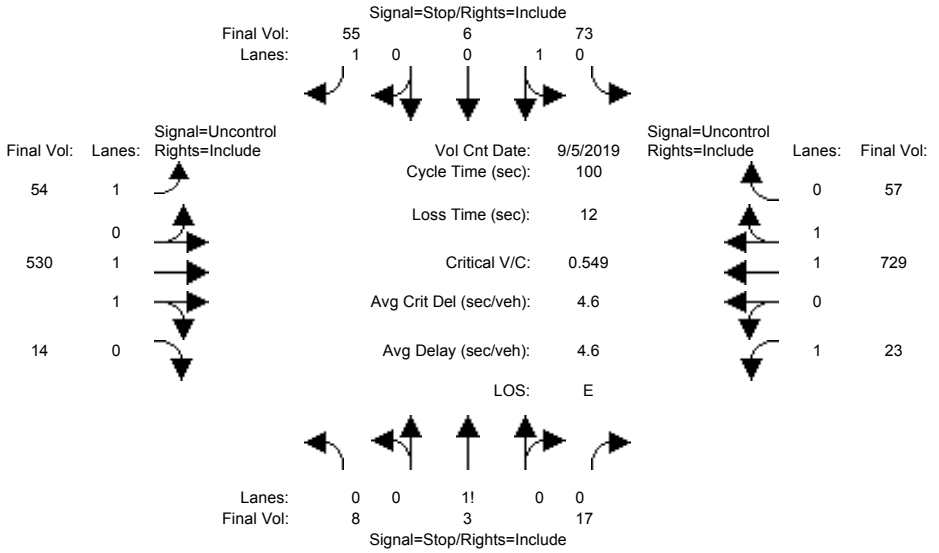
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #179: Church Street and Luchessa Avenue



Street Name:	Church 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
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	8	3	7	71	6	43	41	437	14	17	506	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	3	7	71	6	43	41	437	14	17	506	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	10	2	0	12	13	93	0	6	223	1
Initial Fut:	8	3	17	73	6	55	54	530	14	23	729	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	3	17	73	6	55	54	530	14	23	729	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	3	17	73	6	55	54	530	14	23	729	57
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1059	1477	272	1178	1456	393	786	xxxx	xxxxx	544	xxxx	xxxxx
Potent Cap.:	182	127	732	148	131	612	842	xxxx	xxxxx	1035	xxxx	xxxxx
Move Cap.:	149	116	732	133	120	612	842	xxxx	xxxxx	1035	xxxx	xxxxx
Volume/Cap:	0.05	0.03	0.02	0.55	0.05	0.09	0.06	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.5	9.6	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	272	xxxxx	132	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	3.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	19.7	xxxxx	66.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	F	*	*	*	*	*	*	*	*
ApproachDel:		19.7			44.0			xxxxxx			xxxxxx	
ApproachLOS:		C			E			*			*	

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

Peak Hour Delay Signal Warrant Report

****

Intersection #179 Church Street and Luchessa Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 1 0 0 1			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	8	3	17	73	6	55	54	530	14	23	729	57
ApproachDel:	19.7			44.0			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=28]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1569]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.6]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=134]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1569]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #179 Church Street and Luchessa Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 1 0 0 1			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	8	3	17	73	6	55	54	530	14	23	729	57

Major Street Volume: 1407
Minor Approach Volume: 134
Minor Approach Volume Threshold: 227

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).

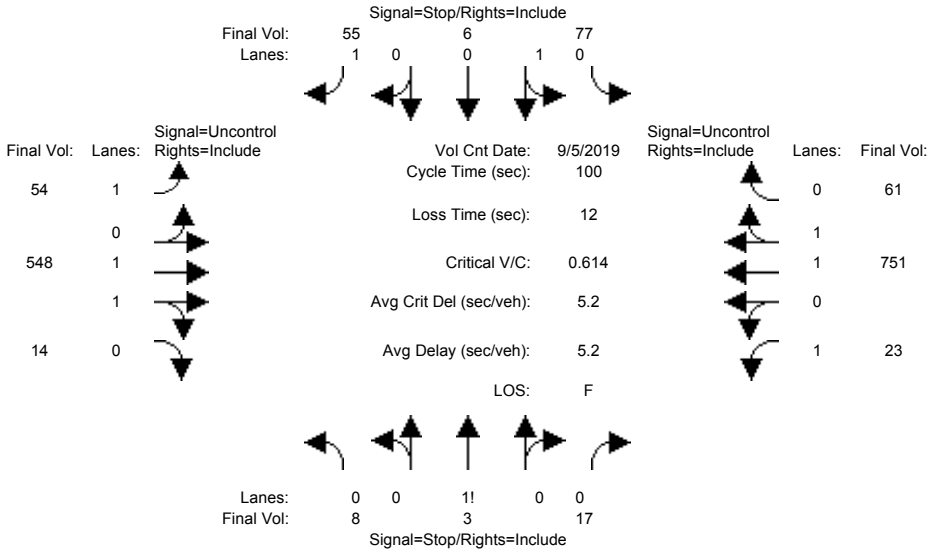
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #179: Church Street and Luchessa Avenue



Street Name:	Church 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
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	8	3	7	71	6	43	41	437	14	17	506	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	3	7	71	6	43	41	437	14	17	506	56
Added Vol:	0	0	0	4	0	0	0	18	0	0	22	4
ATI:	0	0	10	2	0	12	13	93	0	6	223	1
Initial Fut:	8	3	17	77	6	55	54	548	14	23	751	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	3	17	77	6	55	54	548	14	23	751	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	3	17	77	6	55	54	548	14	23	751	61
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1088	1521	281	1211	1498	406	812	xxxx	xxxxx	562	xxxx	xxxxx
Potent Cap.:	173	120	722	140	124	600	823	xxxx	xxxxx	1019	xxxx	xxxxx
Move Cap.:	141	109	722	125	113	600	823	xxxx	xxxxx	1019	xxxx	xxxxx
Volume/Cap:	0.06	0.03	0.02	0.61	0.05	0.09	0.07	xxxx	xxxx	0.02	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.6	9.7	xxxx	xxxxx	8.6	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	260	xxxxx	124	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	3.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	20.5	xxxxx	78.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	F	*	*	*	*	*	*	*	*
ApproachDel:		20.5			51.9			xxxxxx			xxxxxx	
ApproachLOS:		C			F			*			*	

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

Peak Hour Delay Signal Warrant Report

****

Intersection #179 Church Street and Luchessa Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 1 0 0 1			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	8	3	17	77	6	55	54	548	14	23	751	61
ApproachDel:	20.5			51.9			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=28]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1617]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.0]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=138]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1617]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #179 Church Street and Luchessa Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 1 0 0 1			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	8	3	17	77	6	55	54	548	14	23	751	61

Major Street Volume: 1451
Minor Approach Volume: 138
Minor Approach Volume Threshold: 214

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).

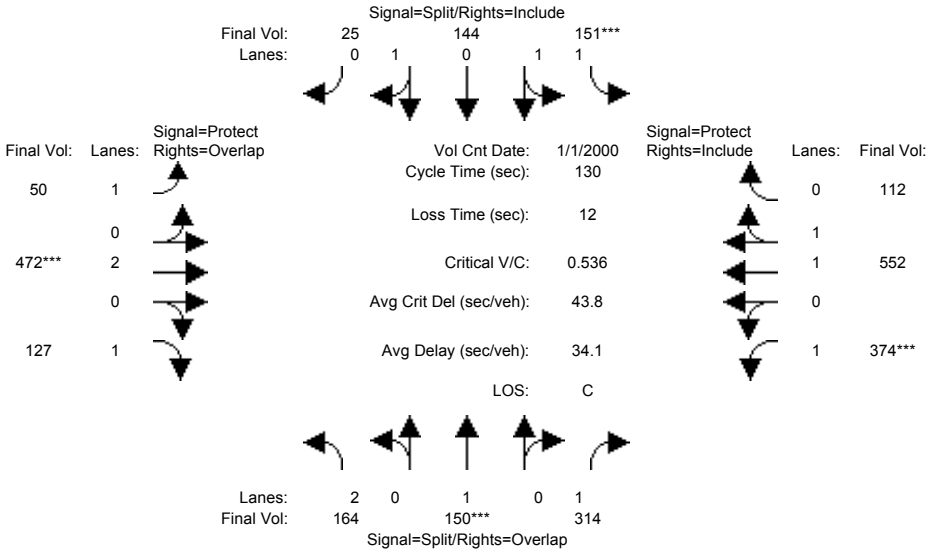
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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: 1 Jan 2000 <<												
Base Vol:	164	150	314	151	144	25	50	472	127	374	552	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:	164	150	314	151	144	25	50	472	127	374	552	112
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	150	314	151	144	25	50	472	127	374	552	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:	164	150	314	151	144	25	50	472	127	374	552	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	150	314	151	144	25	50	472	127	374	552	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:	164	150	314	151	144	25	50	472	127	374	552	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	0.98	0.92	0.89	0.96	0.94
Lanes:	2.00	1.00	1.00	1.44	1.33	0.23	1.00	2.00	1.00	1.00	1.66	0.34
Final Sat.:	3150	1900	1698	2512	2396	416	1750	3724	1750	1698	3019	613
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.18	0.06	0.06	0.06	0.03	0.13	0.07	0.22	0.18	0.18
Crit Moves:		****		****				****		****		
Green Time:	19.2	19.2	72.6	14.6	14.6	14.6	19.2	30.8	49.9	53.5	65.1	65.1
Volume/Cap:	0.35	0.54	0.33	0.54	0.54	0.54	0.19	0.54	0.19	0.54	0.37	0.37
Delay/Veh:	50.3	53.3	15.7	55.5	55.5	55.5	49.0	44.0	26.7	29.7	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:	50.3	53.3	15.7	55.5	55.5	55.5	49.0	44.0	26.7	29.7	20.0	20.0
LOS by Move:	D	D	B	E	E	E	D	D	C	C	B	B
HCM2kAvgQ:	4	6	7	5	5	5	2	8	3	12	8	8

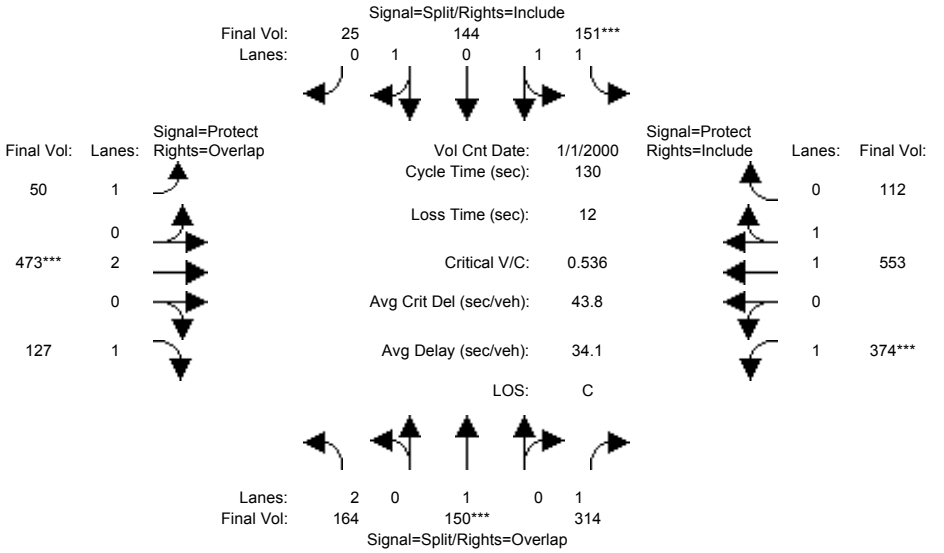
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + 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: 1 Jan 2000 <<												
Base Vol:	164	150	314	151	144	25	50	472	127	374	552	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:	164	150	314	151	144	25	50	472	127	374	552	112
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	150	314	151	144	25	50	473	127	374	553	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:	164	150	314	151	144	25	50	473	127	374	553	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	150	314	151	144	25	50	473	127	374	553	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:	164	150	314	151	144	25	50	473	127	374	553	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	0.98	0.92	0.89	0.96	0.94
Lanes:	2.00	1.00	1.00	1.44	1.33	0.23	1.00	2.00	1.00	1.00	1.66	0.34
Final Sat.:	3150	1900	1698	2512	2396	416	1750	3724	1750	1698	3020	612
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.18	0.06	0.06	0.06	0.03	0.13	0.07	0.22	0.18	0.18
Crit Moves:		****		****				****		****		
Green Time:	19.2	19.2	72.6	14.6	14.6	14.6	19.1	30.8	50.0	53.5	65.1	65.1
Volume/Cap:	0.35	0.54	0.33	0.54	0.54	0.54	0.19	0.54	0.19	0.54	0.37	0.37
Delay/Veh:	50.3	53.3	15.8	55.5	55.5	55.5	49.0	44.0	26.7	29.7	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:	50.3	53.3	15.8	55.5	55.5	55.5	49.0	44.0	26.7	29.7	19.9	19.9
LOS by Move:	D	D	B	E	E	E	D	D	C	C	B	B
HCM2kAvgQ:	4	6	7	5	5	5	2	8	3	12	8	8

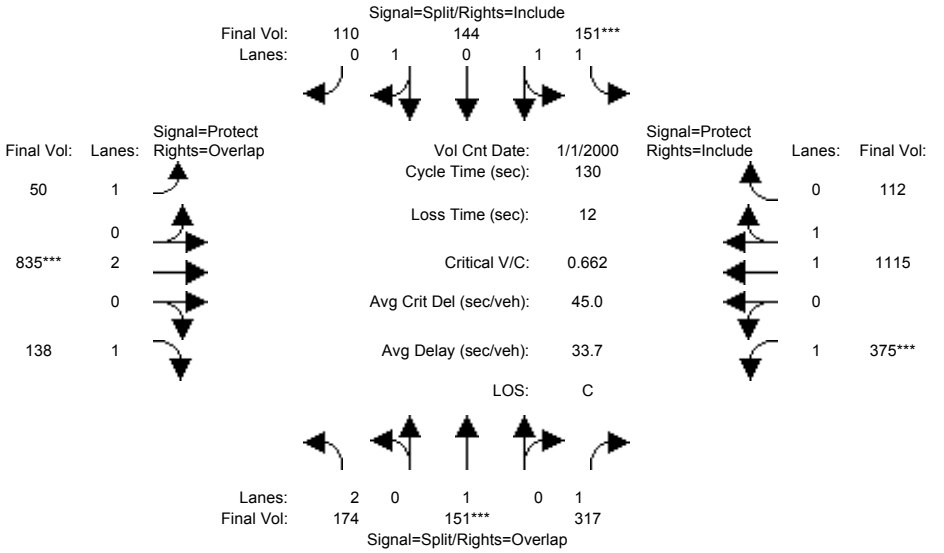
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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: 1 Jan 2000 <<												
Base Vol:	164	150	314	151	144	25	50	472	127	374	552	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:	164	150	314	151	144	25	50	472	127	374	552	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	10	1	3	0	0	85	0	363	11	1	563	0
Initial Fut:	174	151	317	151	144	110	50	835	138	375	1115	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:	174	151	317	151	144	110	50	835	138	375	1115	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	151	317	151	144	110	50	835	138	375	1115	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:	174	151	317	151	144	110	50	835	138	375	1115	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	0.91	0.95	0.95	0.92	0.98	0.92	0.89	0.96	0.94
Lanes:	2.00	1.00	1.00	1.15	1.05	0.80	1.00	2.00	1.00	1.00	1.81	0.19
Final Sat.:	3150	1900	1698	1987	1895	1447	1750	3724	1750	1698	3298	331
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.19	0.08	0.08	0.08	0.03	0.22	0.08	0.22	0.34	0.34
Crit Moves:		****		****				****		****		
Green Time:	15.6	15.6	59.0	14.9	14.9	14.9	12.0	44.1	59.7	43.4	75.4	75.4
Volume/Cap:	0.46	0.66	0.41	0.66	0.66	0.66	0.31	0.66	0.17	0.66	0.58	0.58
Delay/Veh:	54.2	61.7	24.2	57.8	57.8	57.8	56.2	37.9	20.8	39.9	17.7	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	61.7	24.2	57.8	57.8	57.8	56.2	37.9	20.8	39.9	17.7	17.7
LOS by Move:	D	E	C	E	E	E	E	D	C	D	B	B
HCM2kAvgQ:	4	7	9	7	7	7	2	14	3	14	15	16

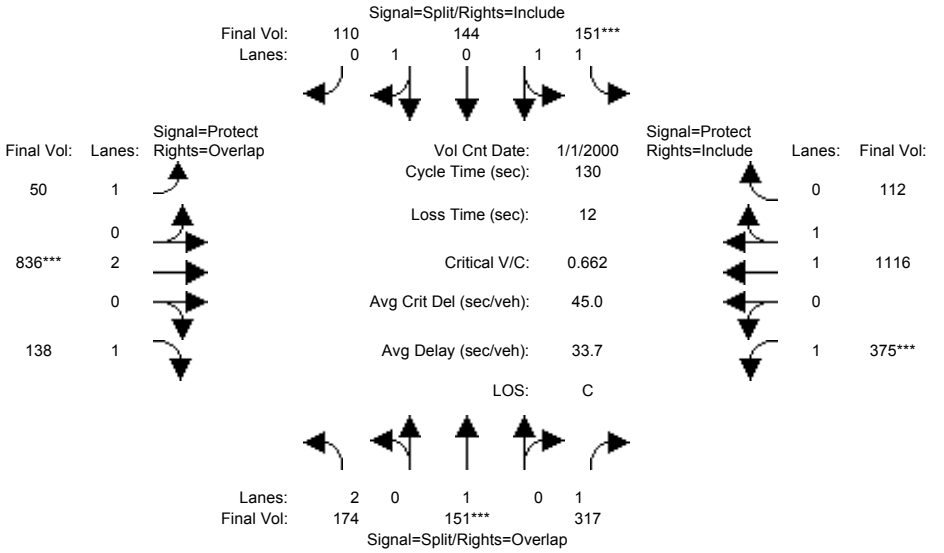
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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: 1 Jan 2000 <<												
Base Vol:	164	150	314	151	144	25	50	472	127	374	552	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:	164	150	314	151	144	25	50	472	127	374	552	112
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	0
ATI:	10	1	3	0	0	85	0	363	11	1	563	0
Initial Fut:	174	151	317	151	144	110	50	836	138	375	1116	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:	174	151	317	151	144	110	50	836	138	375	1116	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	151	317	151	144	110	50	836	138	375	1116	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:	174	151	317	151	144	110	50	836	138	375	1116	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	0.91	0.95	0.95	0.92	0.98	0.92	0.89	0.96	0.94
Lanes:	2.00	1.00	1.00	1.15	1.05	0.80	1.00	2.00	1.00	1.00	1.81	0.19
Final Sat.:	3150	1900	1698	1987	1895	1447	1750	3724	1750	1698	3298	331
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.19	0.08	0.08	0.08	0.03	0.22	0.08	0.22	0.34	0.34
Crit Moves:		****		****				****		****		
Green Time:	15.6	15.6	59.0	14.9	14.9	14.9	12.0	44.1	59.7	43.4	75.5	75.5
Volume/Cap:	0.46	0.66	0.41	0.66	0.66	0.66	0.31	0.66	0.17	0.66	0.58	0.58
Delay/Veh:	54.2	61.8	24.2	57.8	57.8	57.8	56.2	37.9	20.7	40.0	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:	54.2	61.8	24.2	57.8	57.8	57.8	56.2	37.9	20.7	40.0	17.7	17.7
LOS by Move:	D	E	C	E	E	E	E	D	C	D	B	B
HCM2kAvgQ:	4	7	9	7	7	7	2	14	3	14	15	16

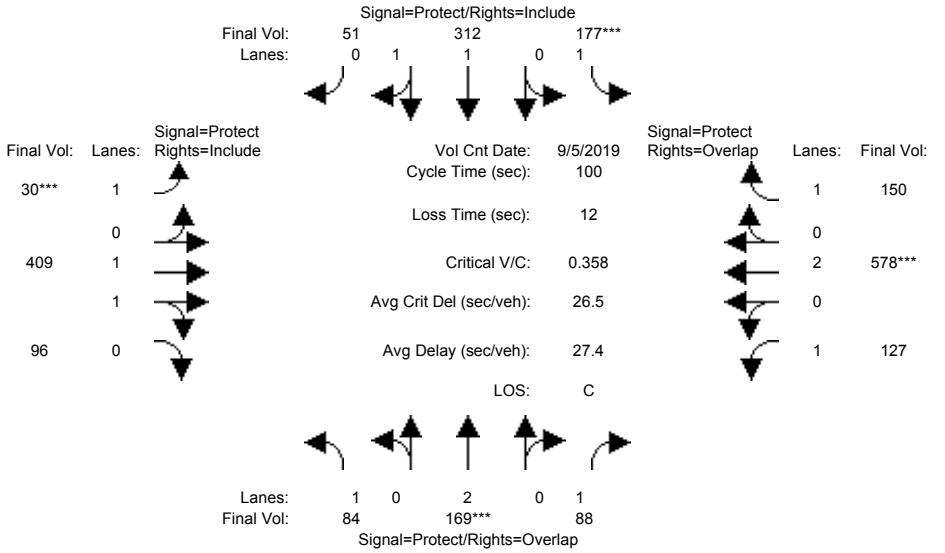
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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
HCM2kAvgQ:	2	2	2	5	5	5	1	6	6	4	6	2

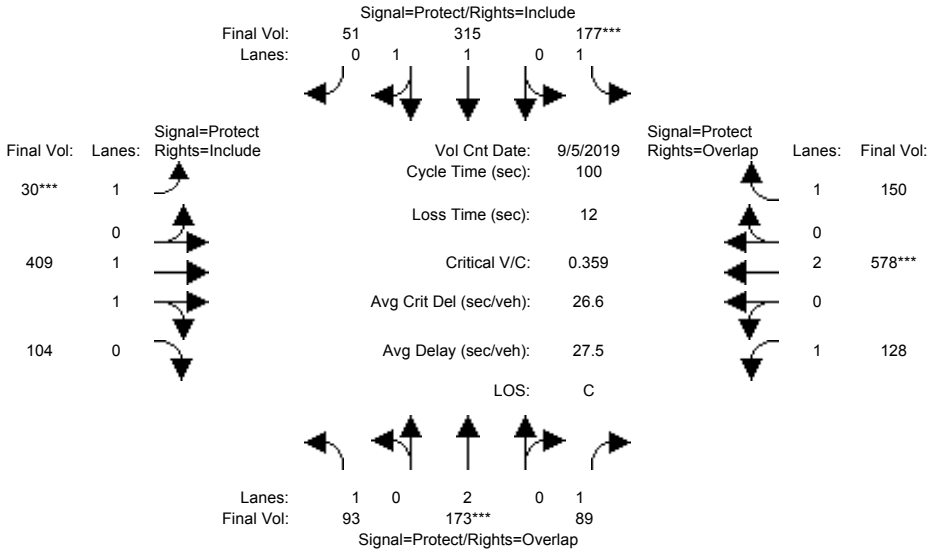
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + 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:	9	4	1	0	3	0	0	0	8	1	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	173	89	177	315	51	30	409	104	128	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:	93	173	89	177	315	51	30	409	104	128	578	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	173	89	177	315	51	30	409	104	128	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:	93	173	89	177	315	51	30	409	104	128	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	1.58	0.42	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3184	516	1750	2949	750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.10	0.10	0.10	0.02	0.14	0.14	0.07	0.15	0.09
Crit Moves:		****		****			****				****	
Green Time:	16.4	12.3	29.0	27.4	23.4	23.4	7.0	31.6	31.6	16.7	41.2	68.7
Volume/Cap:	0.32	0.37	0.18	0.37	0.42	0.42	0.24	0.44	0.44	0.44	0.37	0.12
Delay/Veh:	37.6	40.7	26.7	29.8	32.9	32.9	45.0	27.4	27.4	38.5	20.5	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	40.7	26.7	29.8	32.9	32.9	45.0	27.4	27.4	38.5	20.5	5.4
LOS by Move:	D	D	C	C	C	C	D	C	C	D	C	A
HCM2kAvgQ:	3	2	2	5	5	5	1	6	6	4	6	2

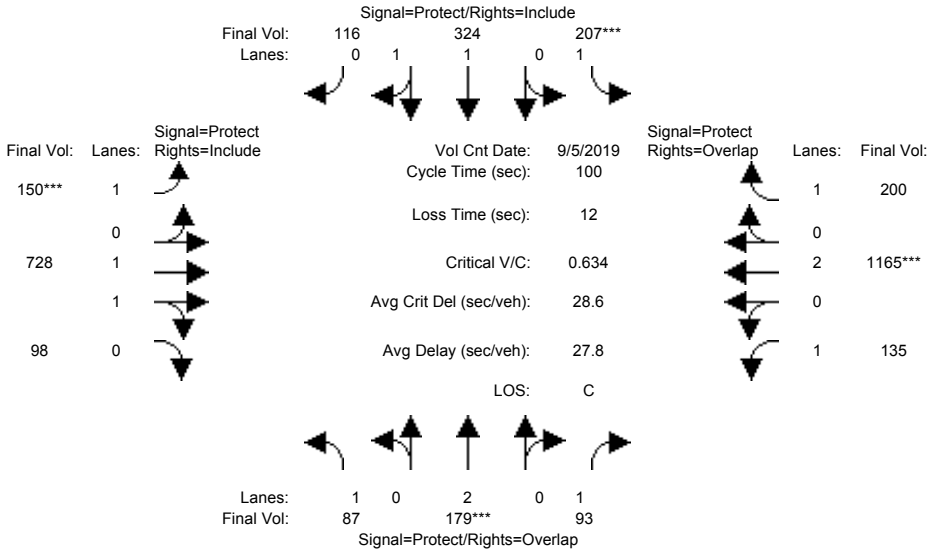
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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:	3	10	5	30	12	65	120	319	2	8	587	50
Initial Fut:	87	179	93	207	324	116	150	728	98	135	1165	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:	87	179	93	207	324	116	150	728	98	135	1165	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	179	93	207	324	116	150	728	98	135	1165	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:	87	179	93	207	324	116	150	728	98	135	1165	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	1.46	0.54	1.00	1.76	0.24	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2724	975	1750	3261	439	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.12	0.12	0.12	0.09	0.22	0.22	0.08	0.31	0.11
Crit Moves:		****		****			****				****	
Green Time:	10.4	10.0	25.4	18.1	17.7	17.7	13.1	44.5	44.5	15.4	46.8	64.9
Volume/Cap:	0.48	0.47	0.21	0.65	0.67	0.67	0.65	0.50	0.50	0.50	0.65	0.18
Delay/Veh:	44.2	43.4	29.6	43.0	41.2	41.2	48.0	20.0	20.0	40.3	21.3	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:	44.2	43.4	29.6	43.0	41.2	41.2	48.0	20.0	20.0	40.3	21.3	7.0
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	A
HCM2kAvgQ:	3	3	2	8	8	8	5	9	9	4	14	3

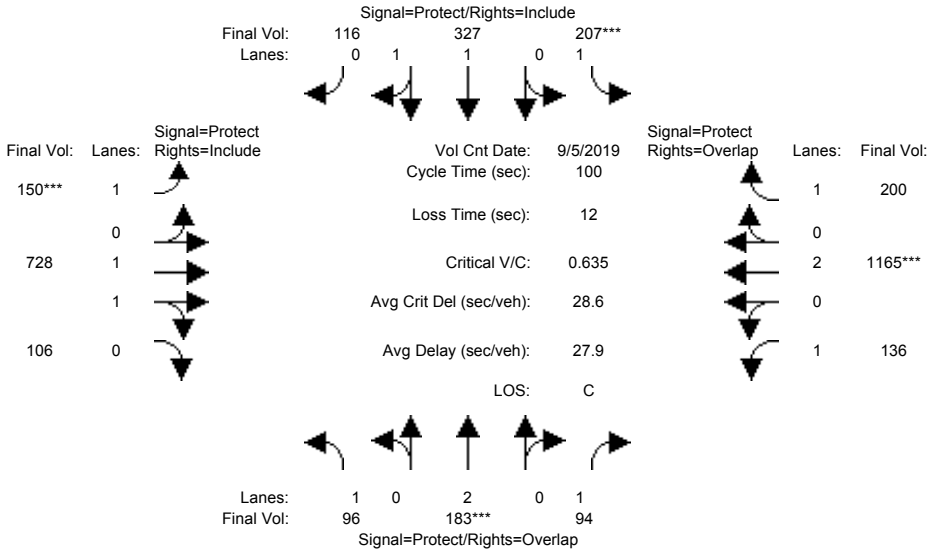
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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:	9	4	1	0	3	0	0	0	8	1	0	0
ATI:	3	10	5	30	12	65	120	319	2	8	587	50
Initial Fut:	96	183	94	207	327	116	150	728	106	136	1165	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:	96	183	94	207	327	116	150	728	106	136	1165	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	183	94	207	327	116	150	728	106	136	1165	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:	96	183	94	207	327	116	150	728	106	136	1165	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	1.46	0.54	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2730	969	1750	3229	470	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.12	0.12	0.12	0.09	0.23	0.23	0.08	0.31	0.11
Crit Moves:		****		****			****				****	
Green Time:	10.4	10.0	25.4	18.1	17.7	17.7	13.1	44.6	44.6	15.4	46.8	64.9
Volume/Cap:	0.53	0.48	0.21	0.65	0.68	0.68	0.65	0.51	0.51	0.51	0.65	0.18
Delay/Veh:	45.5	43.5	29.7	43.0	41.3	41.3	48.0	20.1	20.1	40.4	21.3	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:	45.5	43.5	29.7	43.0	41.3	41.3	48.0	20.1	20.1	40.4	21.3	7.0
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	A
HCM2kAvgQ:	3	3	2	8	8	8	5	9	9	4	14	3

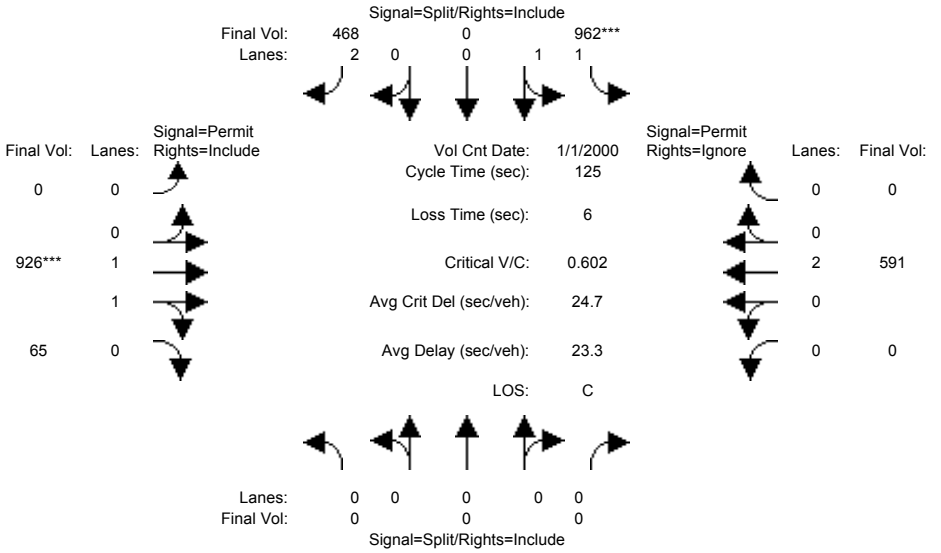
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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: 1 Jan 2000 <<												
Base Vol:	0	0	0	962	0	468	0	926	129	0	591	343
Growth Adj:	1.00	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	962	0	468	0	926	129	0	591	343
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	962	0	468	0	926	129	0	591	343
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	962	0	468	0	926	65	0	591	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	962	0	468	0	926	65	0	591	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	962	0	468	0	926	65	0	591	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	3251	226	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.16	0.00	0.28	0.28	0.00	0.17	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	59.9	0.0	59.9	0.0	59.1	59.1	0.0	59.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.33	0.00	0.60	0.60	0.00	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	24.5	0.0	20.3	0.0	24.9	24.9	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	24.5	0.0	20.3	0.0	24.9	24.9	0.0	21.0	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	A	C	A
HCM2kAvgQ:	0	0	0	15	0	7	0	14	14	0	7	0

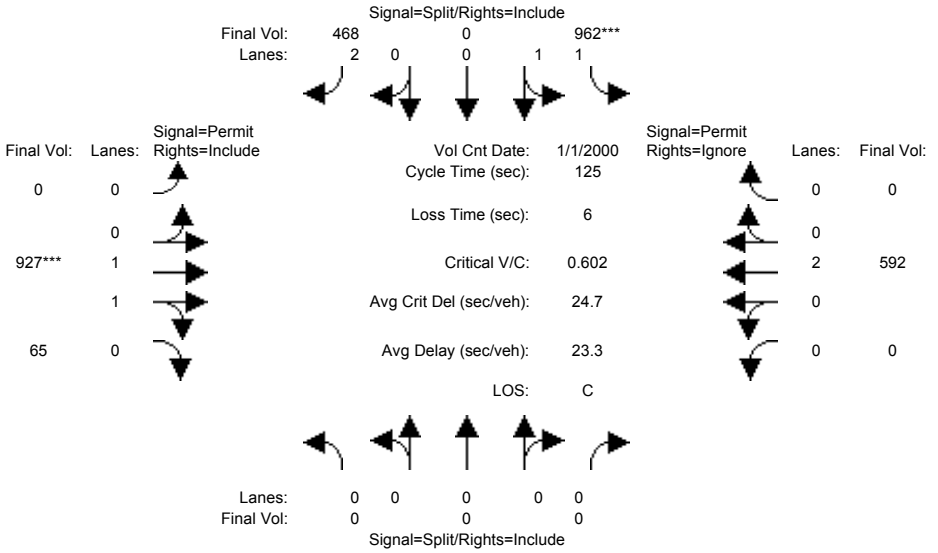
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + 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: 1 Jan 2000 <<												
Base Vol:	0	0	0	962	0	468	0	926	129	0	591	343
Growth Adj:	1.00	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	962	0	468	0	926	129	0	591	343
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	1
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	962	0	468	0	927	129	0	592	344
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	962	0	468	0	927	65	0	592	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	962	0	468	0	927	65	0	592	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	962	0	468	0	927	65	0	592	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	3252	226	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.16	0.00	0.29	0.29	0.00	0.17	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	59.8	0.0	59.8	0.0	59.2	59.2	0.0	59.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.33	0.00	0.60	0.60	0.00	0.36	0.00
Delay/Veh:	0.0	0.0	0.0	24.5	0.0	20.3	0.0	24.9	24.9	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	24.5	0.0	20.3	0.0	24.9	24.9	0.0	21.0	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	A	C	A
HCM2kAvgQ:	0	0	0	15	0	7	0	14	14	0	7	0

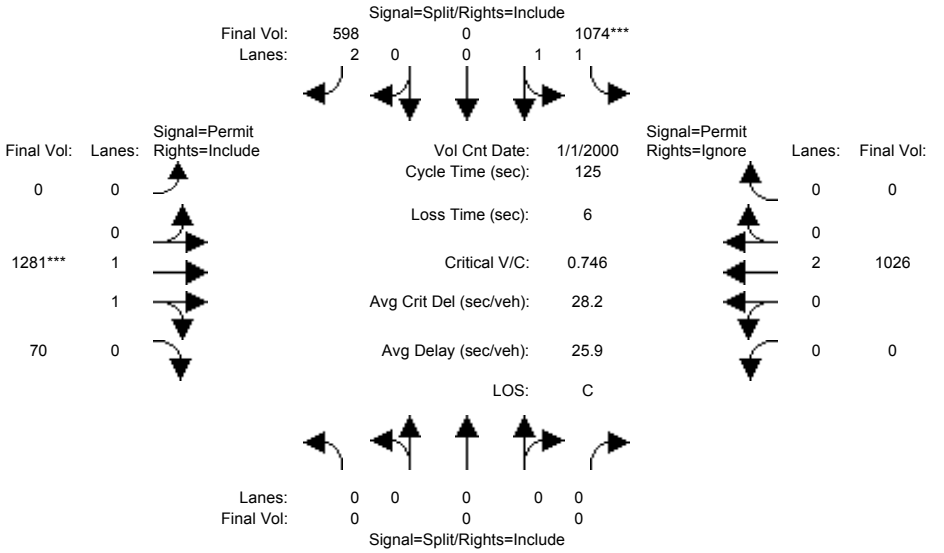
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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: 1 Jan 2000 <<												
Base Vol:	0	0	0	962	0	468	0	926	129	0	591	343
Growth Adj:	1.00	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	962	0	468	0	926	129	0	591	343
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	112	0	130	0	355	11	0	435	154
Initial Fut:	0	0	0	1074	0	598	0	1281	140	0	1026	497
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	1074	0	598	0	1281	70	0	1026	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1074	0	598	0	1281	70	0	1026	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	1074	0	598	0	1281	70	0	1026	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	1.89	0.11	0.00	2.00	0.00
Final Sat.:	0	0	0	3337	0	2961	0	3298	180	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.20	0.00	0.39	0.39	0.00	0.29	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	53.9	0.0	53.9	0.0	65.1	65.1	0.0	65.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.47	0.00	0.75	0.75	0.00	0.57	0.00
Delay/Veh:	0.0	0.0	0.0	32.0	0.0	25.6	0.0	25.2	25.2	0.0	20.8	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	32.0	0.0	25.6	0.0	25.2	25.2	0.0	20.8	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	A	C	A
HCM2kAvgQ:	0	0	0	19	0	10	0	20	20	0	13	0

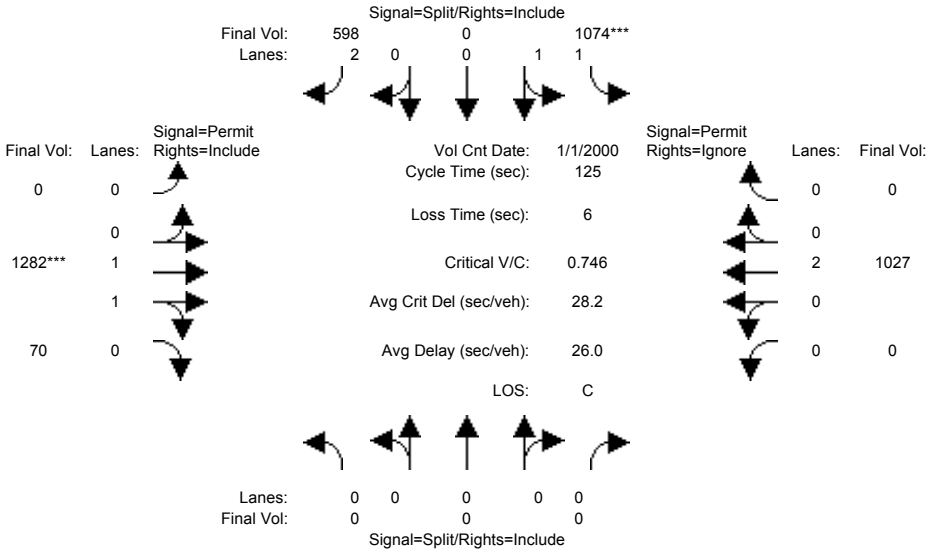
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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: 1 Jan 2000 <<												
Base Vol:	0	0	0	962	0	468	0	926	129	0	591	343
Growth Adj:	1.00	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	962	0	468	0	926	129	0	591	343
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	1
ATI:	0	0	0	112	0	130	0	355	11	0	435	154
Initial Fut:	0	0	0	1074	0	598	0	1282	140	0	1027	498
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	1074	0	598	0	1282	70	0	1027	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1074	0	598	0	1282	70	0	1027	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	1074	0	598	0	1282	70	0	1027	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	1.89	0.11	0.00	2.00	0.00
Final Sat.:	0	0	0	3337	0	2961	0	3298	180	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.20	0.00	0.39	0.39	0.00	0.30	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	53.9	0.0	53.9	0.0	65.1	65.1	0.0	65.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.47	0.00	0.75	0.75	0.00	0.57	0.00
Delay/Veh:	0.0	0.0	0.0	32.0	0.0	25.6	0.0	25.2	25.2	0.0	20.8	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	32.0	0.0	25.6	0.0	25.2	25.2	0.0	20.8	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	A	C	A
HCM2kAvgQ:	0	0	0	19	0	10	0	20	20	0	13	0

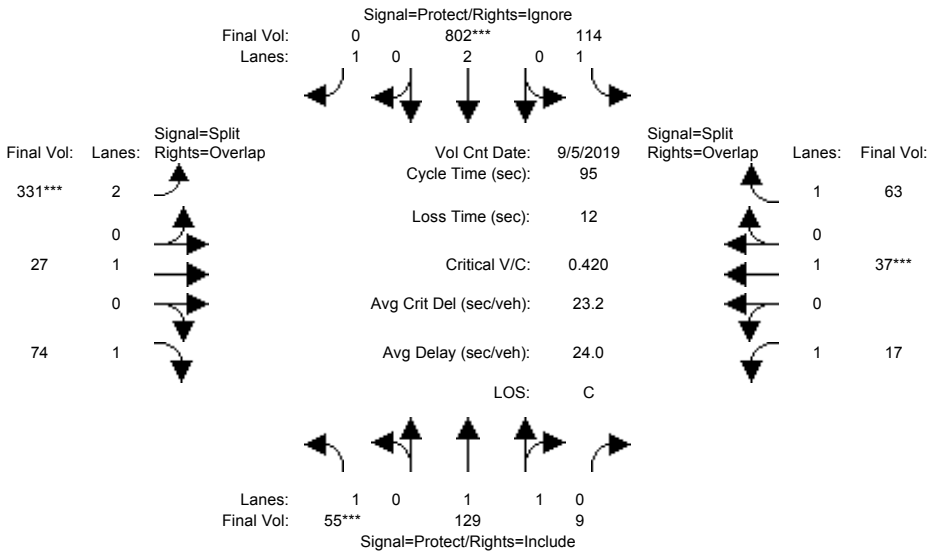
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #7668: Monterey Street and US 101 NB Ramps



Street Name:	Monterey Street						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	55	129	9	114	802	211	331	27	74	17	37	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:	55	129	9	114	802	211	331	27	74	17	37	63
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:	55	129	9	114	802	211	331	27	74	17	37	63
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	129	9	114	802	0	331	27	74	17	37	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	129	9	114	802	0	331	27	74	17	37	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	129	9	114	802	0	331	27	74	17	37	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3459	241	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.07	0.21	0.00	0.11	0.01	0.04	0.01	0.02	0.04
Crit Moves:	****				****		****				****	
Green Time:	7.0	30.0	30.0	21.0	44.1	0.0	21.9	21.9	28.9	10.0	10.0	31.0
Volume/Cap:	0.43	0.12	0.12	0.29	0.46	0.00	0.46	0.06	0.14	0.09	0.19	0.11
Delay/Veh:	44.3	23.1	23.1	31.2	17.5	0.0	31.8	28.6	24.1	38.6	39.2	22.4
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:	44.3	23.1	23.1	31.2	17.5	0.0	31.8	28.6	24.1	38.6	39.2	22.4
LOS by Move:	D	C	C	C	B	A	C	C	C	D	D	C
HCM2kAvgQ:	2	1	1	3	8	0	5	1	2	1	1	1

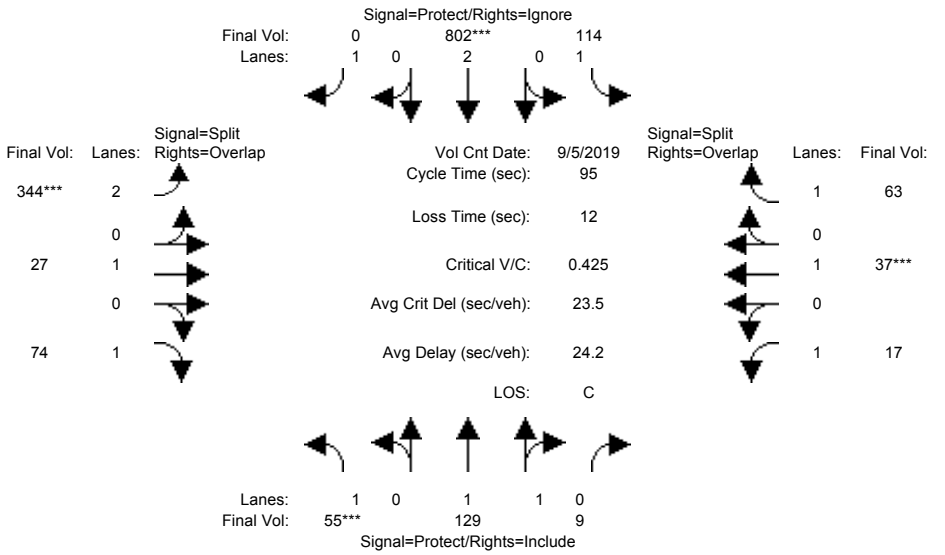
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #7668: Monterey Street and US 101 NB Ramps



Street Name:	Monterey Street						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	55	129	9	114	802	211	331	27	74	17	37	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:	55	129	9	114	802	211	331	27	74	17	37	63
Added Vol:	0	0	0	0	0	25	13	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	129	9	114	802	236	344	27	74	17	37	63
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	129	9	114	802	0	344	27	74	17	37	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	129	9	114	802	0	344	27	74	17	37	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	129	9	114	802	0	344	27	74	17	37	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3459	241	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.07	0.21	0.00	0.11	0.01	0.04	0.01	0.02	0.04
Crit Moves:	****				****		****				****	
Green Time:	7.0	29.7	29.7	20.8	43.5	0.0	22.5	22.5	29.5	10.0	10.0	30.8
Volume/Cap:	0.43	0.12	0.12	0.30	0.46	0.00	0.46	0.06	0.14	0.09	0.19	0.11
Delay/Veh:	44.3	23.4	23.4	31.4	17.9	0.0	31.5	28.1	23.7	38.6	39.2	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:	44.3	23.4	23.4	31.4	17.9	0.0	31.5	28.1	23.7	38.6	39.2	22.6
LOS by Move:	D	C	C	C	B	A	C	C	C	D	D	C
HCM2kAvgQ:	2	1	1	3	8	0	6	1	2	1	1	1

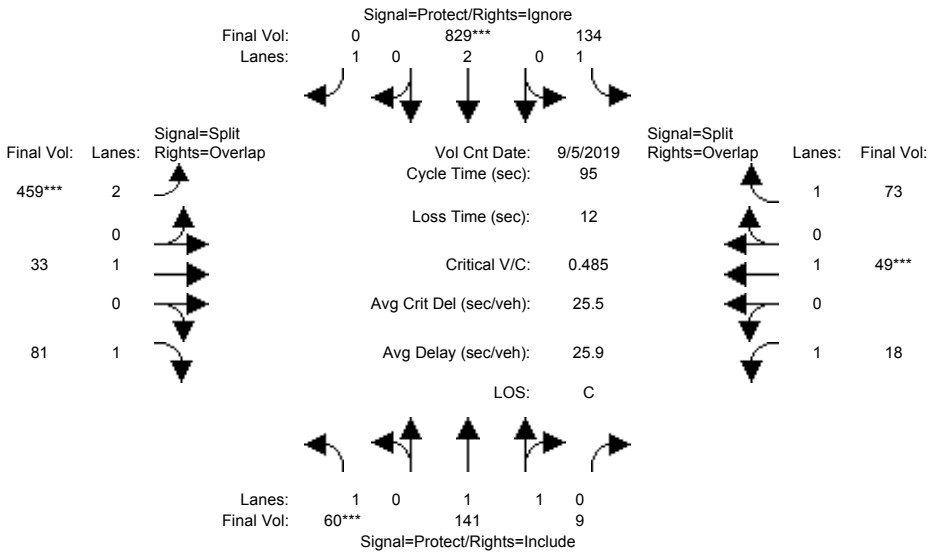
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #7668: Monterey Street and US 101 NB Ramps



Street Name:	Monterey Street						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	55	129	9	114	802	211	331	27	74	17	37	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:	55	129	9	114	802	211	331	27	74	17	37	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	12	0	20	27	7	128	6	7	1	12	10
Initial Fut:	60	141	9	134	829	218	459	33	81	18	49	73
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	141	9	134	829	0	459	33	81	18	49	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	141	9	134	829	0	459	33	81	18	49	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	141	9	134	829	0	459	33	81	18	49	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3478	222	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.08	0.22	0.00	0.15	0.02	0.05	0.01	0.03	0.04
Crit Moves:	****				****		****				****	
Green Time:	7.0	27.0	27.0	19.6	39.6	0.0	26.4	26.4	33.4	10.0	10.0	29.6
Volume/Cap:	0.47	0.14	0.14	0.37	0.52	0.00	0.52	0.06	0.13	0.10	0.25	0.13
Delay/Veh:	44.8	25.5	25.5	33.0	21.0	0.0	29.5	25.2	21.0	38.7	39.7	23.6
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:	44.8	25.5	25.5	33.0	21.0	0.0	29.5	25.2	21.0	38.7	39.7	23.6
LOS by Move:	D	C	C	C	C	A	C	C	C	D	D	C
HCM2kAvgQ:	2	2	2	3	9	0	7	1	2	1	2	2

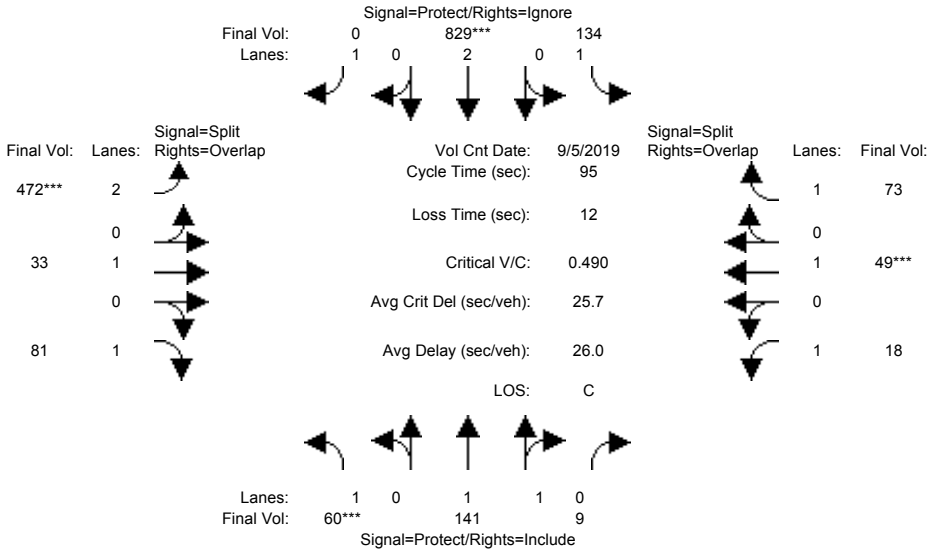
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #7668: Monterey Street and US 101 NB Ramps



Street Name:	Monterey Street						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	55	129	9	114	802	211	331	27	74	17	37	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:	55	129	9	114	802	211	331	27	74	17	37	63
Added Vol:	0	0	0	0	0	25	13	0	0	0	0	0
ATI:	5	12	0	20	27	7	128	6	7	1	12	10
Initial Fut:	60	141	9	134	829	243	472	33	81	18	49	73
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	141	9	134	829	0	472	33	81	18	49	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	141	9	134	829	0	472	33	81	18	49	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	141	9	134	829	0	472	33	81	18	49	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3478	222	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.08	0.22	0.00	0.15	0.02	0.05	0.01	0.03	0.04
Crit Moves:	****				****		****				****	
Green Time:	7.0	26.7	26.7	19.4	39.1	0.0	26.9	26.9	33.9	10.0	10.0	29.4
Volume/Cap:	0.47	0.14	0.14	0.37	0.53	0.00	0.53	0.06	0.13	0.10	0.25	0.13
Delay/Veh:	44.8	25.7	25.7	33.2	21.4	0.0	29.3	24.9	20.7	38.7	39.7	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	25.7	25.7	33.2	21.4	0.0	29.3	24.9	20.7	38.7	39.7	23.7
LOS by Move:	D	C	C	C	C	A	C	C	C	D	D	C
HCM2kAvgQ:	2	2	2	3	9	0	7	1	2	1	2	2

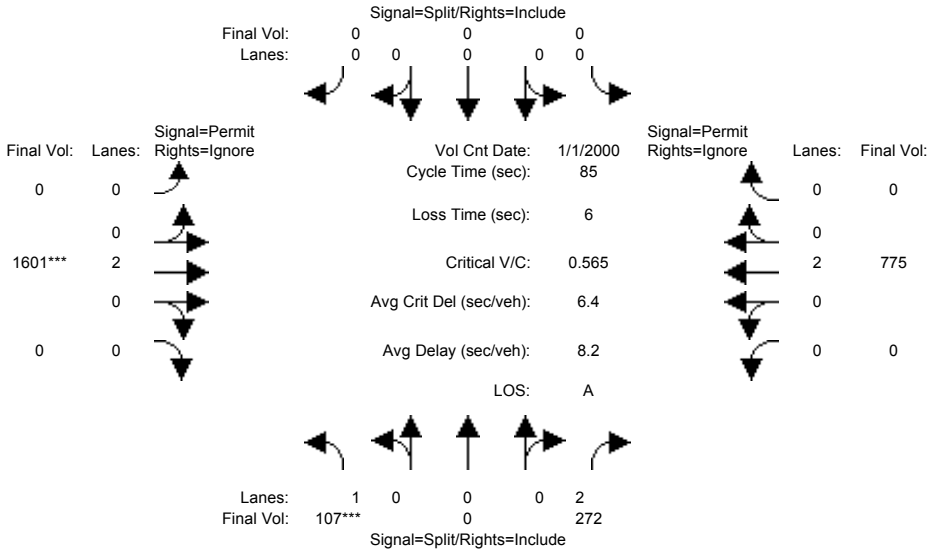
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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: 1 Jan 2000 <<												
Base Vol:	107	0	272	0	0	0	0	1601	368	0	775	773
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	0	272	0	0	0	0	1601	368	0	775	773
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:	107	0	272	0	0	0	0	1601	368	0	775	773
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:	107	0	272	0	0	0	0	1601	0	0	775	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	0	272	0	0	0	0	1601	0	0	775	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:	107	0	272	0	0	0	0	1601	0	0	775	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	0.46	0.00	0.00	0.22	0.00
Crit Moves:	****							****				
Green Time:	13.8	0.0	13.8	0.0	0.0	0.0	0.0	65.2	0.0	0.0	65.2	0.0
Volume/Cap:	0.40	0.00	0.57	0.00	0.00	0.00	0.00	0.60	0.00	0.00	0.29	0.00
Delay/Veh:	32.9	0.0	34.4	0.0	0.0	0.0	0.0	4.7	0.0	0.0	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:	32.9	0.0	34.4	0.0	0.0	0.0	0.0	4.7	0.0	0.0	3.0	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	5	0	0	0	0	9	0	0	3	0

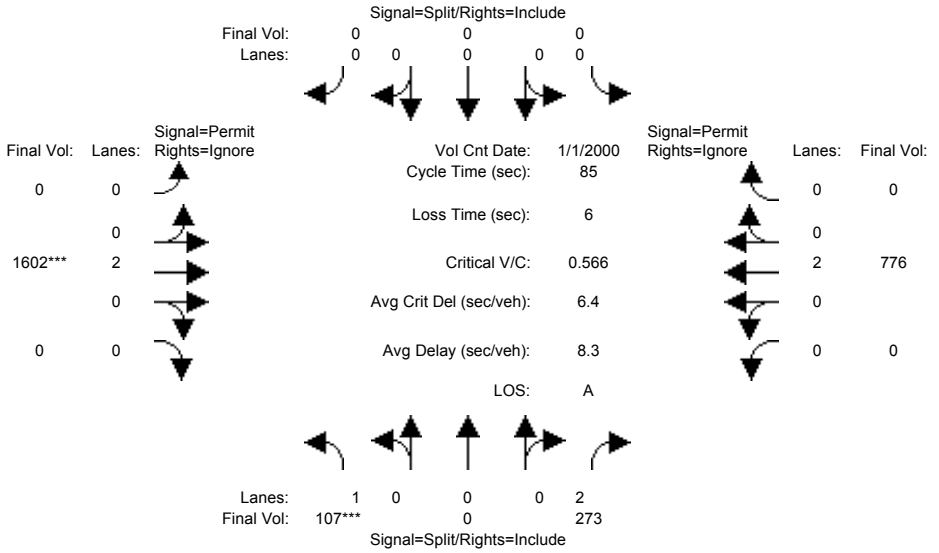
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + 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			
Movement:	L	T	R		L	T	R		L	T	R	
Min. Green:	10	0	10		0	0	0		0	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 1 Jan 2000 <<												
Base Vol:	107	0	272		0	0	0		0	1601	368	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	107	0	272		0	0	0		0	1601	368	
Added Vol:	0	0	1		0	0	0		0	1	0	
ATI:	0	0	0		0	0	0		0	0	0	
Initial Fut:	107	0	273		0	0	0		0	1602	368	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	107	0	273		0	0	0		0	1602	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	107	0	273		0	0	0		0	1602	0	
PCE Adj:	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	0.00	
FinalVolume:	107	0	273		0	0	0		0	1602	0	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	0.00	2.00		0.00	0.00	0.00		0.00	2.00	0.00	
Final Sat.:	1645	0	2961		0	0	0		0	3478	0	
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09		0.00	0.00	0.00		0.00	0.46	0.00	
Crit Moves:	****									****		
Green Time:	13.9	0.0	13.9		0.0	0.0	0.0		0.0	65.1	0.0	
Volume/Cap:	0.40	0.00	0.57		0.00	0.00	0.00		0.00	0.60	0.00	
Delay/Veh:	32.8	0.0	34.4		0.0	0.0	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	
AdjDel/Veh:	32.8	0.0	34.4		0.0	0.0	0.0		0.0	4.7	0.0	
LOS by Move:	C	A	C		A	A	A		A	A	A	
HCM2kAvgQ:	3	0	5		0	0	0		0	9	0	

Street Name:	US 101 NB Ramps				Pacheco Pass Highway (SR 152)							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Min. Green:	10	0	10		0	0	0		0	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 1 Jan 2000 <<												
Base Vol:	107	0	272		0	0	0		0	1601	368	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	107	0	272		0	0	0		0	1601	368	
Added Vol:	0	0	1		0	0	0		0	1	0	
ATI:	0	0	0		0	0	0		0	0	0	
Initial Fut:	107	0	273		0	0	0		0	1602	368	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	107	0	273		0	0	0		0	1602	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	107	0	273		0	0	0		0	1602	0	
PCE Adj:	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	0.00	
FinalVolume:	107	0	273		0	0	0		0	1602	0	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	0.00	2.00		0.00	0.00	0.00		0.00	2.00	0.00	
Final Sat.:	1645	0	2961		0	0	0		0	3478	0	
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09		0.00	0.00	0.00		0.00	0.46	0.00	
Crit Moves:	****									****		
Green Time:	13.9	0.0	13.9		0.0	0.0	0.0		0.0	65.1	0.0	
Volume/Cap:	0.40	0.00	0.57		0.00	0.00	0.00		0.00	0.60	0.00	
Delay/Veh:	32.8	0.0	34.4		0.0	0.0	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	
AdjDel/Veh:	32.8	0.0	34.4		0.0	0.0	0.0		0.0	4.7	0.0	
LOS by Move:	C	A	C		A	A	A		A	A	A	
HCM2kAvgQ:	3	0	5		0	0	0		0	9	0	

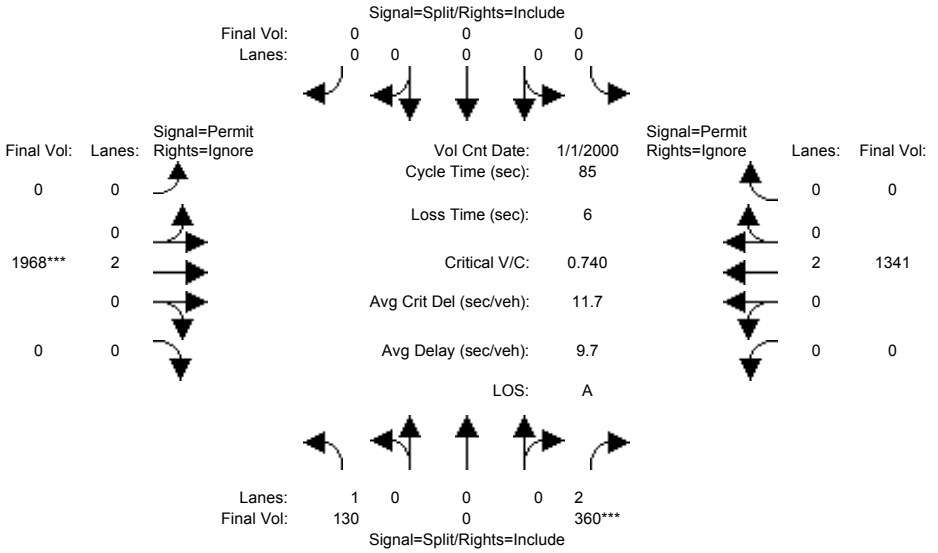
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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			
Movement:	L	T	R		L	T	R		L	T	R	
Min. Green:	10	0	10		0	0	0		0	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 1 Jan 2000 <<												
Base Vol:	107	0	272		0	0	0		0	1601	368	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	107	0	272		0	0	0		0	1601	368	
Added Vol:	0	0	0		0	0	0		0	0	0	
ATI:	23	0	88		0	0	0		0	367	100	
Initial Fut:	130	0	360		0	0	0		0	1968	468	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	130	0	360		0	0	0		0	1968	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	130	0	360		0	0	0		0	1968	0	
PCE Adj:	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	0.00	
FinalVolume:	130	0	360		0	0	0		0	1968	0	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	0.00	2.00		0.00	0.00	0.00		0.00	2.00	0.00	
Final Sat.:	1645	0	2961		0	0	0		0	3478	0	
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.12		0.00	0.00	0.00		0.00	0.57	0.00	
Crit Moves:			****							****		
Green Time:	14.0	0.0	14.0		0.0	0.0	0.0		0.0	65.0	0.0	
Volume/Cap:	0.48	0.00	0.74		0.00	0.00	0.00		0.00	0.74	0.00	
Delay/Veh:	33.6	0.0	39.7		0.0	0.0	0.0		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	
AdjDel/Veh:	33.6	0.0	39.7		0.0	0.0	0.0		0.0	6.5	0.0	
LOS by Move:	C	A	D		A	A	A		A	A	A	
HCM2kAvgQ:	4	0	7		0	0	0		0	14	0	

Street Name:	US 101 NB Ramps							Pacheco Pass Highway (SR 152)				
Approach:	North Bound				South Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Min. Green:	10	0	10		0	0	0		0	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 1 Jan 2000 <<												
Base Vol:	107	0	272		0	0	0		0	775	773	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	107	0	272		0	0	0		0	775	773	
Added Vol:	0	0	0		0	0	0		0	0	0	
ATI:	23	0	88		0	0	0		0	566	183	
Initial Fut:	130	0	360		0	0	0		0	1341	956	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	130	0	360		0	0	0		0	1341	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	130	0	360		0	0	0		0	1341	0	
PCE Adj:	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	0.00	
FinalVolume:	130	0	360		0	0	0		0	1341	0	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	0.00	2.00		0.00	0.00	0.00		0.00	2.00	0.00	
Final Sat.:	1645	0	2961		0	0	0		0	3478	0	
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.12		0.00	0.00	0.00		0.00	0.39	0.00	
Crit Moves:			****									
Green Time:	14.0	0.0	14.0		0.0	0.0	0.0		0.0	65.0	0.0	
Volume/Cap:	0.48	0.00	0.74		0.00	0.00	0.00		0.00	0.50	0.00	
Delay/Veh:	33.6	0.0	39.7		0.0	0.0	0.0		0.0	4.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	33.6	0.0	39.7		0.0	0.0	0.0		0.0	4.0	0.0	
LOS by Move:	C	A	D		A	A	A		A	A	A	
HCM2kAvgQ:	4	0	7		0	0	0		0	7	0	

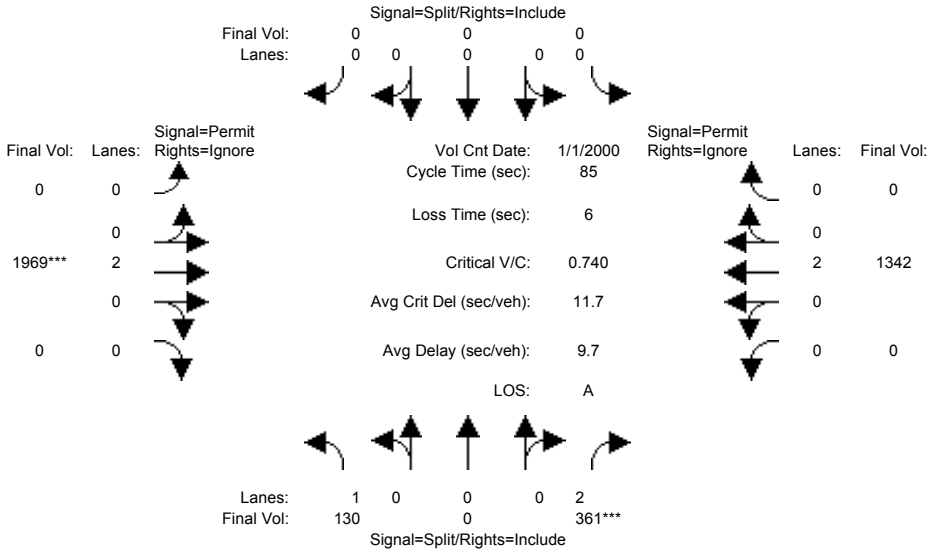
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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: 1 Jan 2000 <<												
Base Vol:	107	0	272	0	0	0	0	1601	368	0	775	773
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	0	272	0	0	0	0	1601	368	0	775	773
Added Vol:	0	0	1	0	0	0	0	1	0	0	1	0
ATI:	23	0	88	0	0	0	0	367	100	0	566	183
Initial Fut:	130	0	361	0	0	0	0	1969	468	0	1342	956
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:	130	0	361	0	0	0	0	1969	0	0	1342	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	361	0	0	0	0	1969	0	0	1342	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:	130	0	361	0	0	0	0	1969	0	0	1342	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	0.12	0.00	0.00	0.00	0.00	0.57	0.00	0.00	0.39	0.00
Crit Moves:			****					****				
Green Time:	14.0	0.0	14.0	0.0	0.0	0.0	0.0	65.0	0.0	0.0	65.0	0.0
Volume/Cap:	0.48	0.00	0.74	0.00	0.00	0.00	0.00	0.74	0.00	0.00	0.50	0.00
Delay/Veh:	33.5	0.0	39.7	0.0	0.0	0.0	0.0	6.6	0.0	0.0	4.0	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:	33.5	0.0	39.7	0.0	0.0	0.0	0.0	6.6	0.0	0.0	4.0	0.0
LOS by Move:	C	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	4	0	7	0	0	0	0	14	0	0	7	0

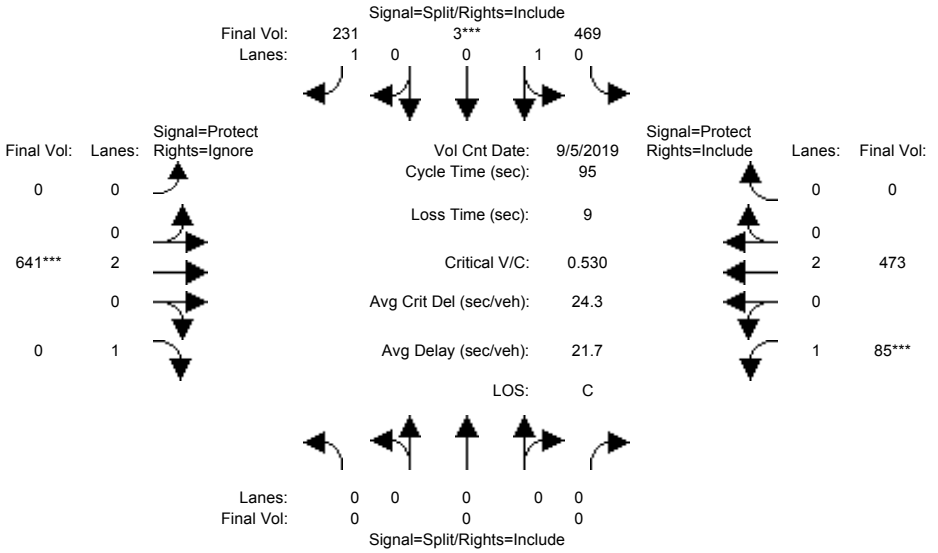
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #8800: US 101 SB Ramps and Monterey Street



Street Name:	US 101 SB Ramps						Monterey 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: 5 Sep 2019 <<												
Base Vol:	0	0	0	469	3	231	0	641	390	85	473	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	469	3	231	0	641	390	85	473	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	469	3	231	0	641	390	85	473	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	469	3	231	0	641	0	85	473	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	469	3	231	0	641	0	85	473	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	469	3	231	0	641	0	85	473	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1789	11	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.26	0.13	0.00	0.17	0.00	0.05	0.12	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	47.0	47.0	47.0	0.0	30.3	0.0	8.7	39.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.53	0.53	0.27	0.00	0.53	0.00	0.53	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	17.0	17.0	14.1	0.0	27.0	0.0	44.5	19.0	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	17.0	17.0	14.1	0.0	27.0	0.0	44.5	19.0	0.0
LOS by Move:	A	A	A	B	B	B	A	C	A	D	B	A
HCM2kAvgQ:	0	0	0	10	10	4	0	8	0	3	4	0

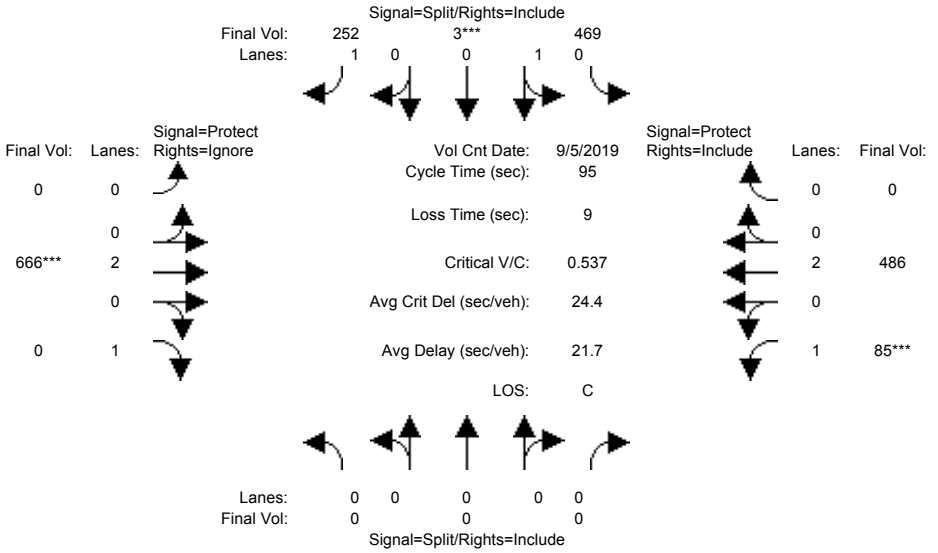
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #8800: US 101 SB Ramps and Monterey Street



Street Name:	US 101 SB Ramps						Monterey 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: 5 Sep 2019 <<												
Base Vol:	0	0	0	469	3	231	0	641	390	85	473	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	469	3	231	0	641	390	85	473	0
Added Vol:	0	0	0	0	0	21	0	25	16	0	13	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	469	3	252	0	666	406	85	486	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	469	3	252	0	666	0	85	486	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	469	3	252	0	666	0	85	486	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	469	3	252	0	666	0	85	486	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1789	11	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.26	0.14	0.00	0.18	0.00	0.05	0.13	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	46.4	46.4	46.4	0.0	31.0	0.0	8.6	39.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.54	0.54	0.29	0.00	0.54	0.00	0.54	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	17.5	17.5	14.7	0.0	26.6	0.0	44.9	18.6	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	17.5	17.5	14.7	0.0	26.6	0.0	44.9	18.6	0.0
LOS by Move:	A	A	A	B	B	B	A	C	A	D	B	A
HCM2kAvgQ:	0	0	0	10	10	5	0	8	0	3	5	0

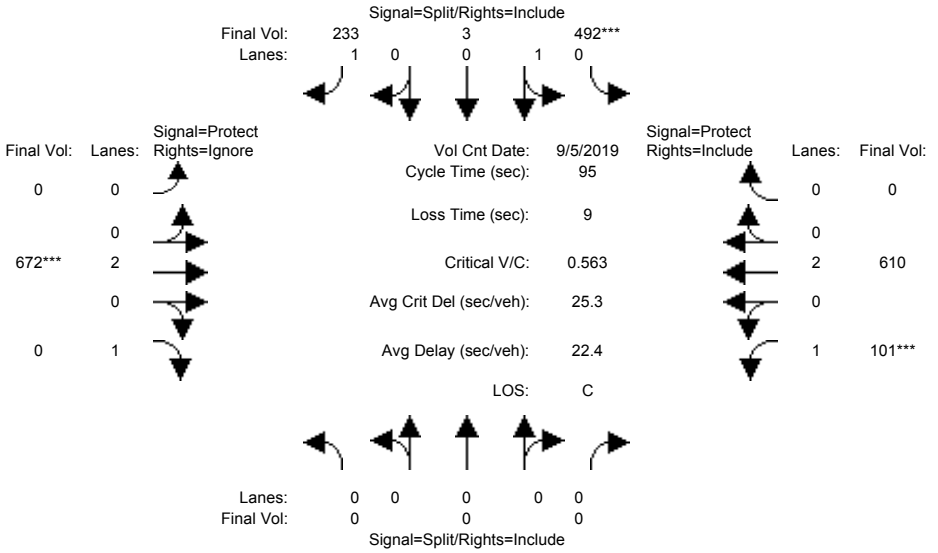
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #8800: US 101 SB Ramps and Monterey Street



Street Name:	US 101 SB Ramps						Monterey 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: 5 Sep 2019 <<												
Base Vol:	0	0	0	469	3	231	0	641	390	85	473	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	469	3	231	0	641	390	85	473	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	23	0	2	0	31	17	16	137	0
Initial Fut:	0	0	0	492	3	233	0	672	407	101	610	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	492	3	233	0	672	0	101	610	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	492	3	233	0	672	0	101	610	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	492	3	233	0	672	0	101	610	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1789	11	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.28	0.13	0.00	0.18	0.00	0.06	0.16	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	46.4	46.4	46.4	0.0	29.8	0.0	9.7	39.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.56	0.56	0.27	0.00	0.56	0.00	0.56	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	18.0	18.0	14.5	0.0	27.8	0.0	44.7	19.4	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	18.0	18.0	14.5	0.0	27.8	0.0	44.7	19.4	0.0
LOS by Move:	A	A	A	B	B	B	A	C	A	D	B	A
HCM2kAvgQ:	0	0	0	11	11	4	0	9	0	3	6	0

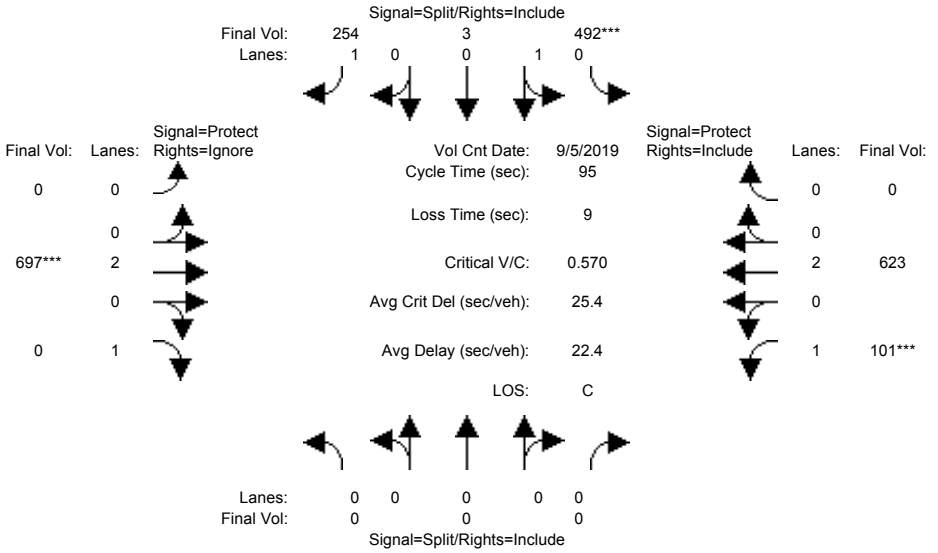
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #8800: US 101 SB Ramps and Monterey Street



Street Name:	US 101 SB Ramps						Monterey 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: 5 Sep 2019 <<												
Base Vol:	0	0	0	469	3	231	0	641	390	85	473	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	469	3	231	0	641	390	85	473	0
Added Vol:	0	0	0	0	0	21	0	25	16	0	13	0
ATI:	0	0	0	23	0	2	0	31	17	16	137	0
Initial Fut:	0	0	0	492	3	254	0	697	423	101	623	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	492	3	254	0	697	0	101	623	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	492	3	254	0	697	0	101	623	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	492	3	254	0	697	0	101	623	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1789	11	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.28	0.15	0.00	0.18	0.00	0.06	0.16	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	45.8	45.8	45.8	0.0	30.6	0.0	9.6	40.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.57	0.57	0.30	0.00	0.57	0.00	0.57	0.39	0.00
Delay/Veh:	0.0	0.0	0.0	18.5	18.5	15.1	0.0	27.4	0.0	45.1	19.1	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	18.5	18.5	15.1	0.0	27.4	0.0	45.1	19.1	0.0
LOS by Move:	A	A	A	B	B	B	A	C	A	D	B	A
HCM2kAvgQ:	0	0	0	11	11	5	0	9	0	3	6	0

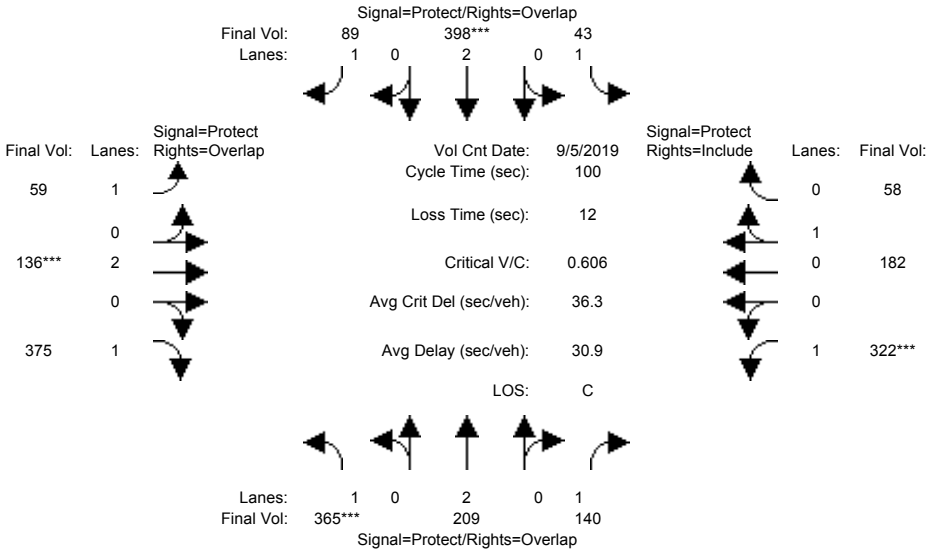
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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
HCM2kAvgQ:	11	2	2	1	6	2	2	2	9	10	7	7

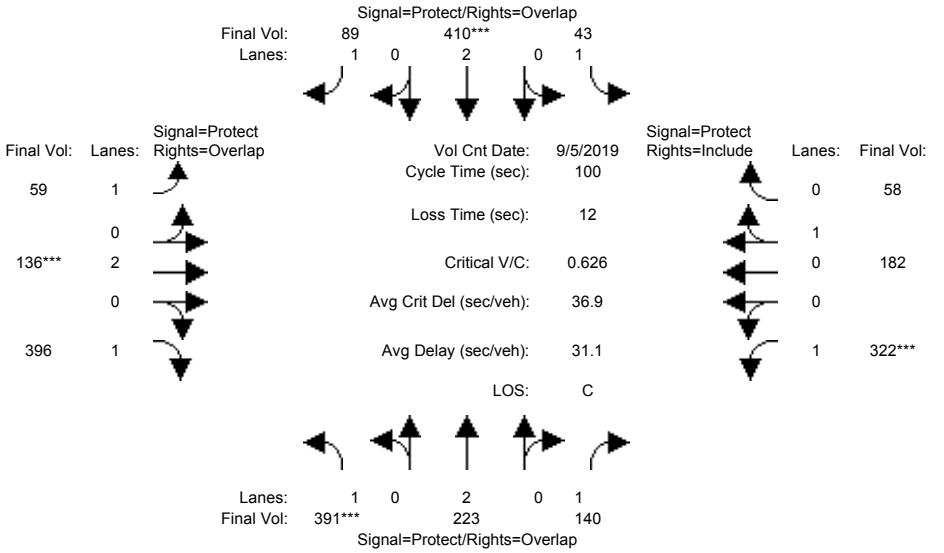
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + 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:	26	14	0	0	12	0	0	0	21	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	391	223	140	43	410	89	59	136	396	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:	391	223	140	43	410	89	59	136	396	322	182	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	223	140	43	410	89	59	136	396	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:	391	223	140	43	410	89	59	136	396	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:	0.22	0.06	0.08	0.02	0.11	0.05	0.03	0.04	0.23	0.18	0.13	0.13
Crit Moves:	****				****			****		****		
Green Time:	33.8	29.5	57.4	20.6	16.3	29.4	13.0	10.0	43.8	27.9	24.8	24.8
Volume/Cap:	0.66	0.20	0.14	0.12	0.66	0.17	0.26	0.36	0.52	0.66	0.54	0.54
Delay/Veh:	31.0	26.5	9.9	32.4	41.9	26.4	39.7	42.6	21.0	35.3	33.9	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.0	26.5	9.9	32.4	41.9	26.4	39.7	42.6	21.0	35.3	33.9	33.9
LOS by Move:	C	C	A	C	D	C	D	D	C	D	C	C
HCM2kAvgQ:	12	3	2	1	6	2	2	2	9	10	7	7

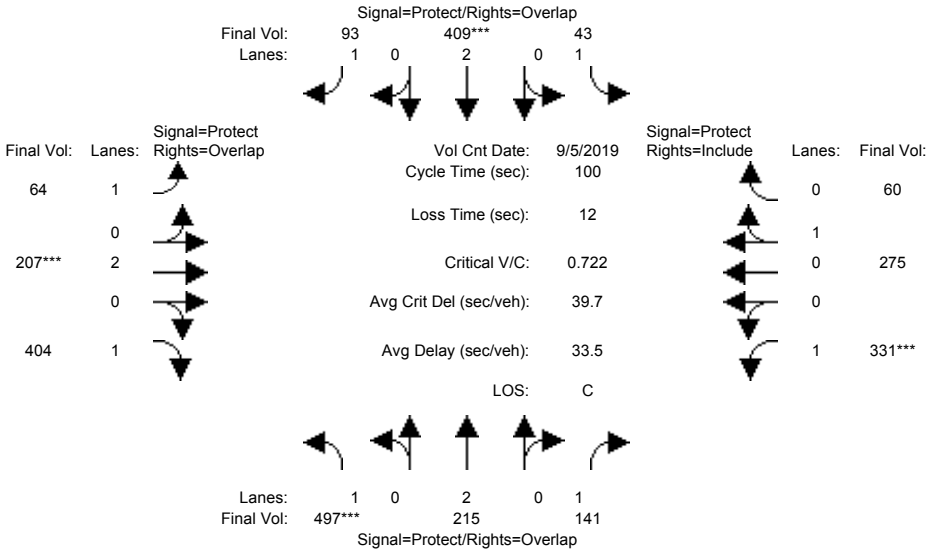
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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:	132	6	1	0	11	4	5	71	29	9	93	2
Initial Fut:	497	215	141	43	409	93	64	207	404	331	275	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:	497	215	141	43	409	93	64	207	404	331	275	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	497	215	141	43	409	93	64	207	404	331	275	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:	497	215	141	43	409	93	64	207	404	331	275	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	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	1478	322
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	0.19	0.19
Crit Moves:	****				****			****		****		
Green Time:	38.1	30.9	56.3	21.7	14.5	24.1	9.7	10.0	48.1	25.4	25.7	25.7
Volume/Cap:	0.74	0.18	0.14	0.11	0.74	0.22	0.38	0.54	0.48	0.74	0.72	0.72
Delay/Veh:	31.3	25.4	10.4	31.6	46.5	30.7	43.8	44.5	17.9	41.0	39.5	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	25.4	10.4	31.6	46.5	30.7	43.8	44.5	17.9	41.0	39.5	39.5
LOS by Move:	C	C	B	C	D	C	D	D	B	D	D	D
HCM2kAvgQ:	16	2	2	1	6	2	2	3	9	12	11	11

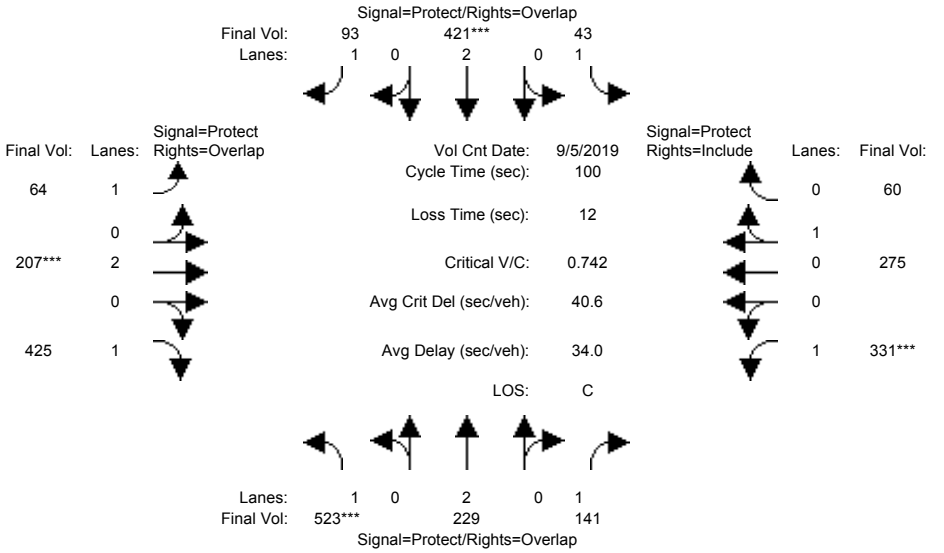
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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:	26	14	0	0	12	0	0	0	21	0	0	0
ATI:	132	6	1	0	11	4	5	71	29	9	93	2
Initial Fut:	523	229	141	43	421	93	64	207	425	331	275	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:	523	229	141	43	421	93	64	207	425	331	275	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	523	229	141	43	421	93	64	207	425	331	275	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:	523	229	141	43	421	93	64	207	425	331	275	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	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	1478	322
Capacity Analysis Module:												
Vol/Sat:	0.30	0.06	0.08	0.02	0.11	0.05	0.04	0.05	0.24	0.19	0.19	0.19
Crit Moves:	****				****			****		****		
Green Time:	38.9	31.4	56.0	22.0	14.4	23.9	9.5	10.0	48.9	24.6	25.2	25.2
Volume/Cap:	0.77	0.19	0.14	0.11	0.77	0.22	0.39	0.54	0.50	0.77	0.74	0.74
Delay/Veh:	31.9	25.1	10.6	31.3	47.7	30.9	44.0	44.5	17.7	43.1	40.8	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	25.1	10.6	31.3	47.7	30.9	44.0	44.5	17.7	43.1	40.8	40.8
LOS by Move:	C	C	B	C	D	C	D	D	B	D	D	D
HCM2kAvgQ:	17	3	2	1	6	2	2	3	9	12	11	11

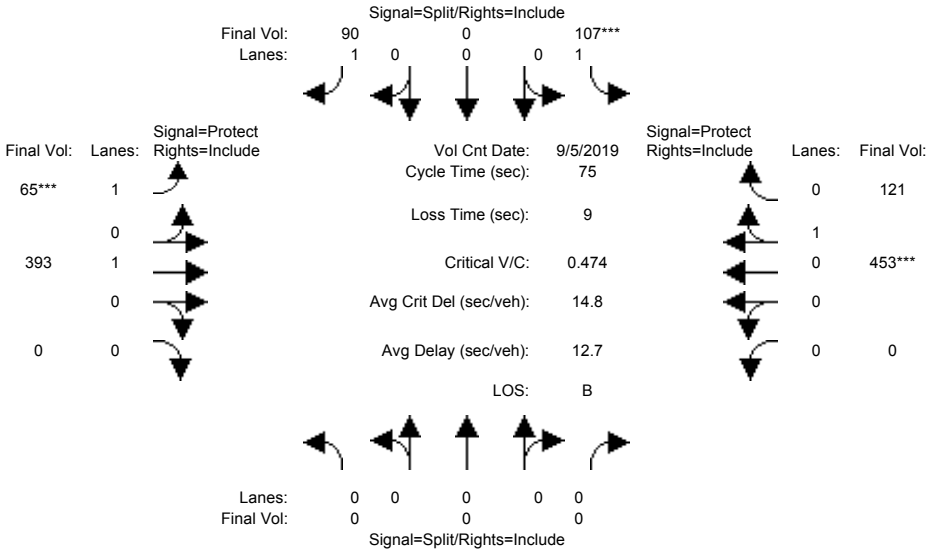
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #50758: Princevalle Street and Luchessa Avenue



Street Name:	Princevalle 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	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 Sep 2019 <<												
Base Vol:	0	0	0	107	0	90	65	393	0	0	453	121
Growth Adj:	1.00	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	107	0	90	65	393	0	0	453	121
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	107	0	90	65	393	0	0	453	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:	0	0	0	107	0	90	65	393	0	0	453	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	107	0	90	65	393	0	0	453	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:	0	0	0	107	0	90	65	393	0	0	453	121
Saturation 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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.79	0.21
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1421	379
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.05	0.04	0.21	0.00	0.00	0.32	0.32
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	56.0	0.0	0.0	49.0	49.0
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.39	0.40	0.28	0.00	0.00	0.49	0.49
Delay/Veh:	0.0	0.0	0.0	36.4	0.0	34.5	39.1	3.5	0.0	0.0	8.1	8.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.4	0.0	34.5	39.1	3.5	0.0	0.0	8.1	8.1
LOS by Move:	A	A	A	D	A	C	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	2	2	3	0	0	7	7

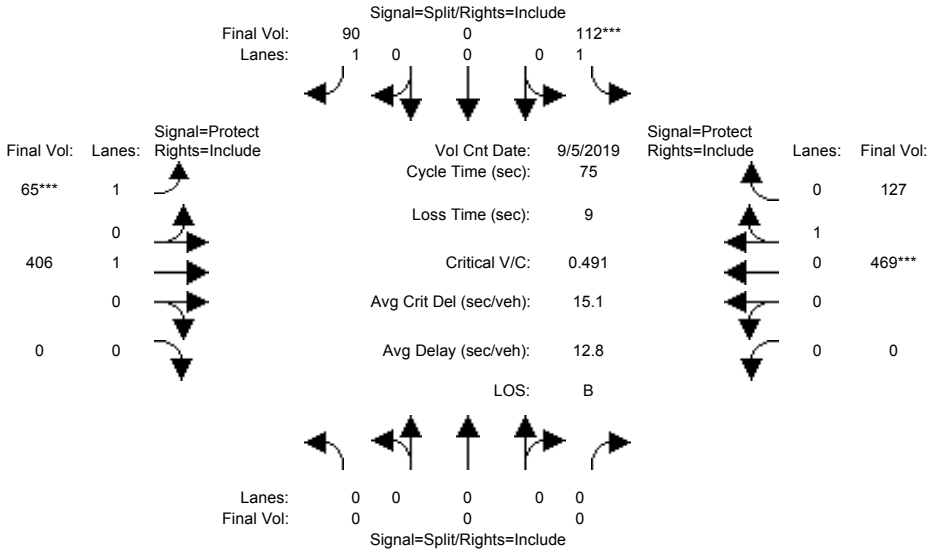
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P PM

Intersection #50758: Princevalle Street and Luchessa Avenue



Street Name:	Princevalle 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	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 Sep 2019 <<												
Base Vol:	0	0	0	107	0	90	65	393	0	0	453	121
Growth Adj:	1.00	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	107	0	90	65	393	0	0	453	121
Added Vol:	0	0	0	5	0	0	0	13	0	0	16	6
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	112	0	90	65	406	0	0	469	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	112	0	90	65	406	0	0	469	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	112	0	90	65	406	0	0	469	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	112	0	90	65	406	0	0	469	127
Saturation 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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.79	0.21
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1416	384
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.05	0.04	0.21	0.00	0.00	0.33	0.33
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	56.0	0.0	0.0	49.0	49.0
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.39	0.40	0.29	0.00	0.00	0.51	0.51
Delay/Veh:	0.0	0.0	0.0	37.0	0.0	34.5	39.1	3.6	0.0	0.0	8.3	8.3
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:	0.0	0.0	0.0	37.0	0.0	34.5	39.1	3.6	0.0	0.0	8.3	8.3
LOS by Move:	A	A	A	D	A	C	D	A	A	A	A	A
HCM2kAvgQ:	0	0	0	3	0	2	2	3	0	0	8	8

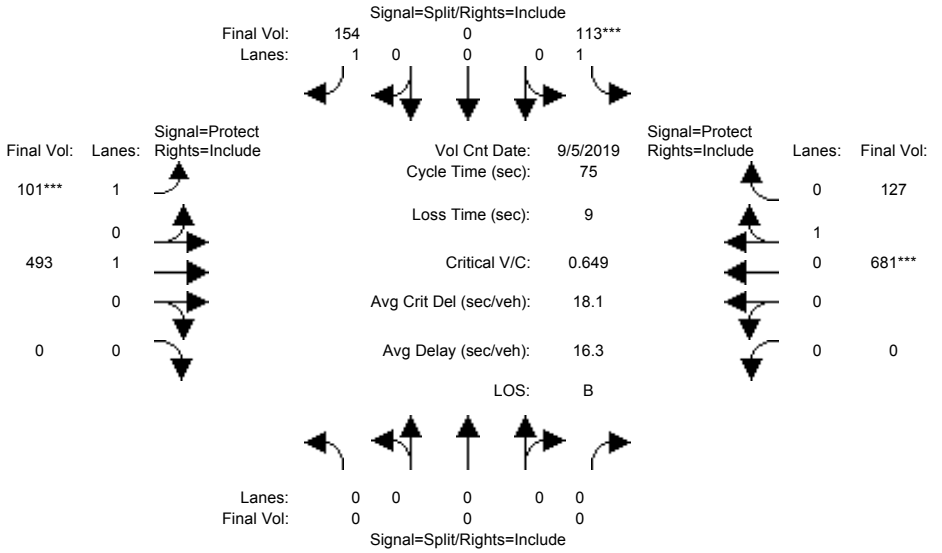
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #50758: Princevalle Street and Luchessa Avenue



Street Name:	Princevalle 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	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 Sep 2019 <<												
Base Vol:	0	0	0	107	0	90	65	393	0	0	453	121
Growth Adj:	1.00	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	107	0	90	65	393	0	0	453	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	6	0	64	36	100	0	0	228	6
Initial Fut:	0	0	0	113	0	154	101	493	0	0	681	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	154	101	493	0	0	681	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	113	0	154	101	493	0	0	681	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	154	101	493	0	0	681	127
Saturation 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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.84	0.16
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1517	283
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.09	0.06	0.26	0.00	0.00	0.45	0.45
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.2	0.0	10.2	7.0	55.8	0.0	0.0	48.8	48.8
Volume/Cap:	0.00	0.00	0.00	0.48	0.00	0.65	0.62	0.35	0.00	0.00	0.69	0.69
Delay/Veh:	0.0	0.0	0.0	36.7	0.0	43.7	49.0	4.0	0.0	0.0	11.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	36.7	0.0	43.7	49.0	4.0	0.0	0.0	11.6	11.6
LOS by Move:	A	A	A	D	A	D	D	A	A	A	B	B
HCM2kAvgQ:	0	0	0	3	0	5	4	4	0	0	13	13

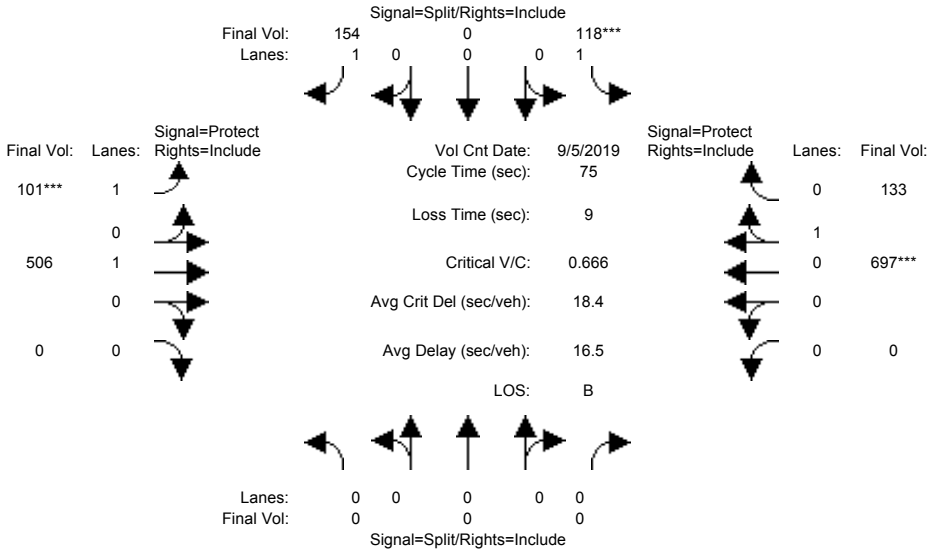
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #50758: Princevalle Street and Luchessa Avenue



Street Name:	Princevalle 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	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 Sep 2019 <<												
Base Vol:	0	0	0	107	0	90	65	393	0	0	453	121
Growth Adj:	1.00	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	107	0	90	65	393	0	0	453	121
Added Vol:	0	0	0	5	0	0	0	13	0	0	16	6
ATI:	0	0	0	6	0	64	36	100	0	0	228	6
Initial Fut:	0	0	0	118	0	154	101	506	0	0	697	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	118	0	154	101	506	0	0	697	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	118	0	154	101	506	0	0	697	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	118	0	154	101	506	0	0	697	133
Saturation 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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.84	0.16
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1512	288
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.09	0.06	0.27	0.00	0.00	0.46	0.46
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	56.0	0.0	0.0	49.0	49.0
Volume/Cap:	0.00	0.00	0.00	0.51	0.00	0.66	0.62	0.36	0.00	0.00	0.71	0.71
Delay/Veh:	0.0	0.0	0.0	37.8	0.0	44.6	49.0	4.0	0.0	0.0	11.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	37.8	0.0	44.6	49.0	4.0	0.0	0.0	11.9	11.9
LOS by Move:	A	A	A	D	A	D	D	A	A	A	B	B
HCM2kAvgQ:	0	0	0	3	0	5	4	4	0	0	13	13

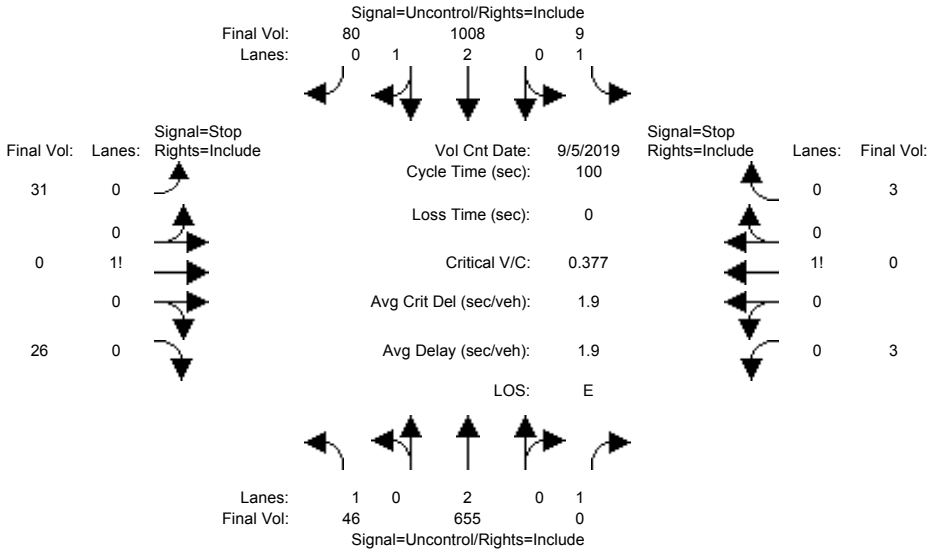
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #50795: Monterey Road and Monterey Frontage Road



Street Name:	Monterey Road						Monterey Frontage Road					
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 Sep 2019 <<												
Base Vol:	46	655	0	9	1008	80	31	0	26	3	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	655	0	9	1008	80	31	0	26	3	0	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:	46	655	0	9	1008	80	31	0	26	3	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	655	0	9	1008	80	31	0	26	3	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	46	655	0	9	1008	80	31	0	26	3	0	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1088	xxxx	xxxxx	655	xxxx	xxxxx	1486	1813	376	1101	1853	328
Potent Cap.:	649	xxxx	xxxxx	942	xxxx	xxxxx	88	79	627	169	75	674
Move Cap.:	649	xxxx	xxxxx	942	xxxx	xxxxx	82	73	627	152	69	674
Volume/Cap:	0.07	xxxx	xxxx	0.01	xxxx	xxxx	0.38	0.00	0.04	0.02	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	11.0	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	136	xxxxx	xxxx	248	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.8	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	49.2	xxxxx	xxxxx	19.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			49.2			19.9		
ApproachLOS:	*			*			E			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #50795 Monterey Road and Monterey Frontage Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0	2 0	1	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	46	655	0	9	1008	80	31	0	26	3	0	3
ApproachDel:	xxxxxx			xxxxxx			49.2			19.9		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.8]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=57]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1861]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=6]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1861]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #50795 Monterey Road and Monterey Frontage Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0	2 0	1	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	46	655	0	9	1008	80	31	0	26	3	0	3

Major Street Volume: 1798
Minor Approach Volume: 57
Minor Approach Volume Threshold: 83 [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).

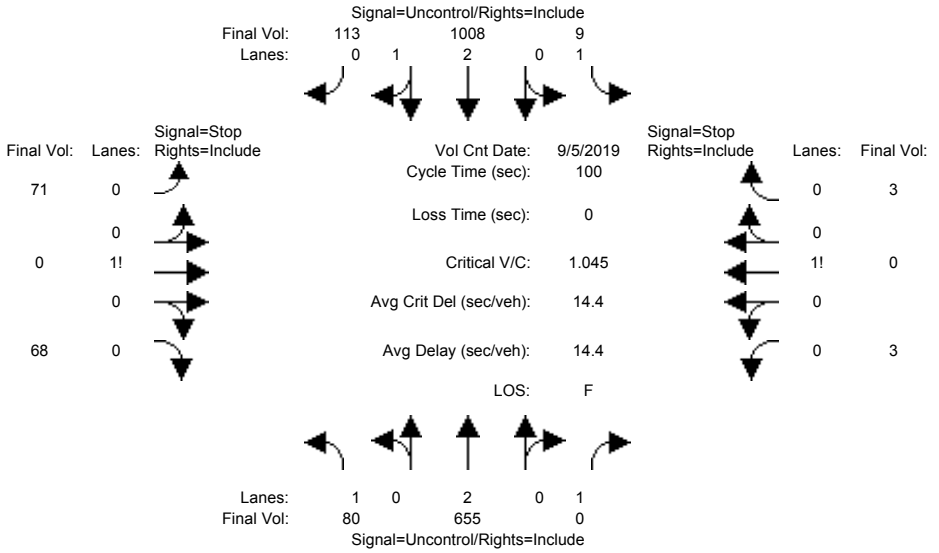
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex + P PM

Intersection #50795: Monterey Road and Monterey Frontage Road



Street Name:	Monterey Road						Monterey Frontage Road					
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 Sep 2019 <<												
Base Vol:	46	655	0	9	1008	80	31	0	26	3	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	655	0	9	1008	80	31	0	26	3	0	3
Added Vol:	34	0	0	0	0	33	40	0	42	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	655	0	9	1008	113	71	0	68	3	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	655	0	9	1008	113	71	0	68	3	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	80	655	0	9	1008	113	71	0	68	3	0	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1121	xxxx	xxxxx	655	xxxx	xxxxx	1570	1898	393	1169	1954	328
Potent Cap.:	631	xxxx	xxxxx	942	xxxx	xxxxx	76	70	612	151	65	674
Move Cap.:	631	xxxx	xxxxx	942	xxxx	xxxxx	68	61	612	120	56	674
Volume/Cap:	0.13	xxxx	xxxx	0.01	xxxx	xxxx	1.04	0.00	0.11	0.02	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	11.5	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	120	xxxxx	xxxx	204	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	8.5	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	200	xxxxx	xxxxx	23.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			199.5			23.2		
ApproachLOS:	*			*			F			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #50795 Monterey Road and Monterey Frontage Road

****

Future Volume Alternative: Peak Hour Warrant Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 2	0 1		1 0 2	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	80	655	0	9	1008	113	71	0	68	3	0	3
ApproachDel:	xxxxxx			xxxxxx			199.5			23.2		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=7.7]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=139]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2010]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=6]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2010]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #50795 Monterey Road and Monterey Frontage Road

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 2	0 1		1 0 2	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	80	655	0	9	1008	113	71	0	68	3	0	3

Major Street Volume: 1865
Minor Approach Volume: 139
Minor Approach Volume Threshold: 70 [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).

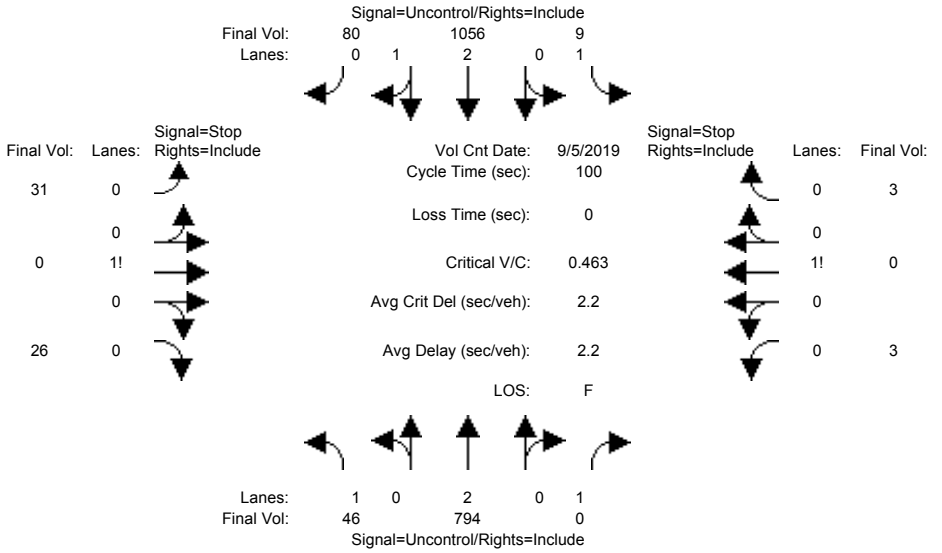
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #50795: Monterey Road and Monterey Frontage Road



Street Name:	Monterey Road						Monterey Frontage Road					
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 Sep 2019 <<												
Base Vol:	46	655	0	9	1008	80	31	0	26	3	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	655	0	9	1008	80	31	0	26	3	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	139	0	0	48	0	0	0	0	0	0	0
Initial Fut:	46	794	0	9	1056	80	31	0	26	3	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	794	0	9	1056	80	31	0	26	3	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	46	794	0	9	1056	80	31	0	26	3	0	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1136	xxxx	xxxxx	794	xxxx	xxxxx	1603	2000	392	1256	2040	397
Potent Cap.:	622	xxxx	xxxxx	836	xxxx	xxxxx	72	61	613	130	57	608
Move Cap.:	622	xxxx	xxxxx	836	xxxx	xxxxx	67	56	613	117	52	608
Volume/Cap:	0.07	xxxx	xxxx	0.01	xxxx	xxxx	0.46	0.00	0.04	0.03	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	11.2	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	113	xxxxx	xxxx	196	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.3	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	65.7	xxxxx	xxxxx	24.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			65.7			24.0		
ApproachLOS:	*			*			F			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #50795 Monterey Road and Monterey Frontage Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 2	0	1	1 0 2	1	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	46 794		0	9 1056		80	31		0	26		3
ApproachDel:	xxxxxx			xxxxxx			65.7			24.0		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=57]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2048]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=6]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2048]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #50795 Monterey Road and Monterey Frontage Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 2	0	1	1 0 2	1	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	46 794		0	9 1056		80	31		0	26		3

Major Street Volume: 1985
Minor Approach Volume: 57
Minor Approach Volume Threshold: 49 [less than minimum of 100]

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

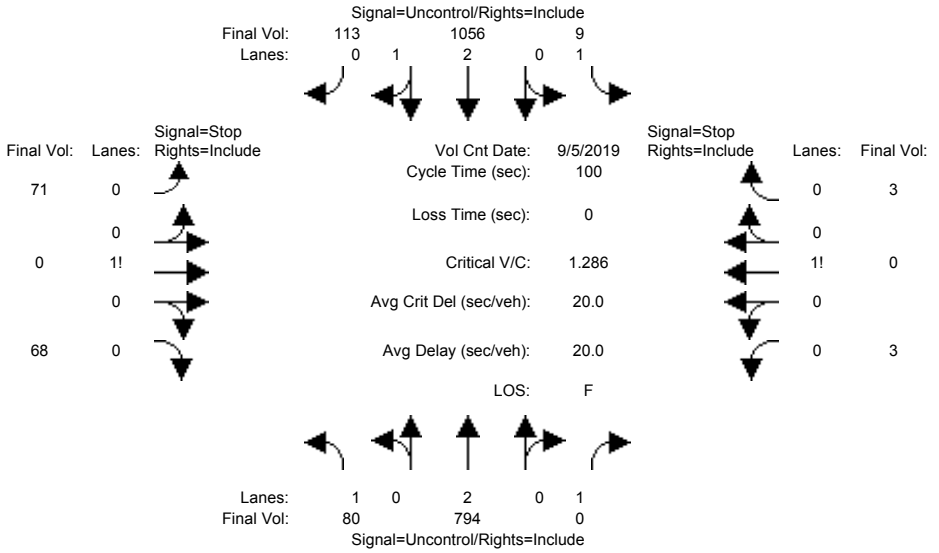
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #50795: Monterey Road and Monterey Frontage Road



Street Name:	Monterey Road						Monterey Frontage Road					
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 Sep 2019 <<												
Base Vol:	46	655	0	9	1008	80	31	0	26	3	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	655	0	9	1008	80	31	0	26	3	0	3
Added Vol:	34	0	0	0	0	33	40	0	42	0	0	0
ATI:	0	139	0	0	48	0	0	0	0	0	0	0
Initial Fut:	80	794	0	9	1056	113	71	0	68	3	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	794	0	9	1056	113	71	0	68	3	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	80	794	0	9	1056	113	71	0	68	3	0	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1169	xxxx	xxxxx	794	xxxx	xxxxx	1688	2085	409	1324	2141	397
Potent Cap.:	605	xxxx	xxxxx	836	xxxx	xxxxx	62	54	598	116	49	608
Move Cap.:	605	xxxx	xxxxx	836	xxxx	xxxxx	55	46	598	92	42	608
Volume/Cap:	0.13	xxxx	xxxx	0.01	xxxx	xxxx	1.29	0.00	0.11	0.03	0.00	0.00
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	11.9	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	99	xxxxx	xxxx	159	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	307	xxxxx	xxxxx	28.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			307.2			28.5		
ApproachLOS:	*			*			F			D		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #50795 Monterey Road and Monterey Frontage Road

****

Future Volume Alternative: Peak Hour Warrant Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 2	0 1		1 0 2	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	80	794	0	9	1056	113	71	0	68	3	0	3
ApproachDel:	xxxxxx			xxxxxx			307.2			28.5		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=11.9]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=139]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2197]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=6]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2197]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #50795 Monterey Road and Monterey Frontage Road

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 2	0 1		1 0 2	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	80	794	0	9	1056	113	71	0	68	3	0	3

Major Street Volume: 2052
Minor Approach Volume: 139
Minor Approach Volume Threshold: 37 [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.

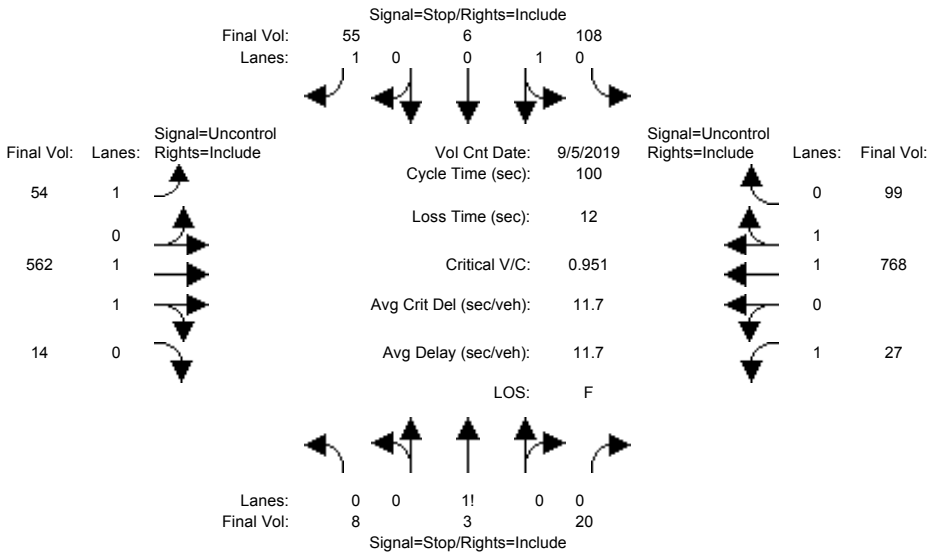
 Copyright (c) 2008 Dowling Associates, Inc.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #179: Church Street and Luchessa Avenue



Street Name:	Church 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
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	8	3	7	71	6	43	41	437	14	17	506	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	3	7	71	6	43	41	437	14	17	506	56
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	13	37	0	12	13	125	0	10	262	43
Initial Fut:	8	3	20	108	6	55	54	562	14	27	768	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	3	20	108	6	55	54	562	14	27	768	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	3	20	108	6	55	54	562	14	27	768	99
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1118	1598	288	1262	1556	434	867	xxxx	xxxxx	576	xxxx	xxxxx
Potent Cap.:	164	107	715	129	114	576	785	xxxx	xxxxx	1007	xxxx	xxxxx
Move Cap.:	132	97	715	114	103	576	785	xxxx	xxxxx	1007	xxxx	xxxxx
Volume/Cap:	0.06	0.03	0.03	0.95	0.06	0.10	0.07	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.9	9.9	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	260	xxxxx	113	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	6.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	20.7	xxxxx	159.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	F	*	*	*	*	*	*	*	*
ApproachDel:	20.7			111.4			xxxxxx			xxxxxx		
ApproachLOS:	C			F			*			*		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #179 Church Street and Luchessa Avenue

****

Future Volume Alternative: Peak Hour Warrant Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 1	0	0 1	1 0	1	1 0	1 0	1	1 0
Initial Vol:	8	3	20	108	6	55	54	562	14	27	768	99
ApproachDel:	20.7			111.4			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=31]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1724]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=5.2]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=169]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1724]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #179 Church Street and Luchessa Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 1	0	0 1	1 0	1	1 0	1 0	1	1 0
Initial Vol:	8	3	20	108	6	55	54	562	14	27	768	99

Major Street Volume: 1524
Minor Approach Volume: 169
Minor Approach Volume Threshold: 193

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).

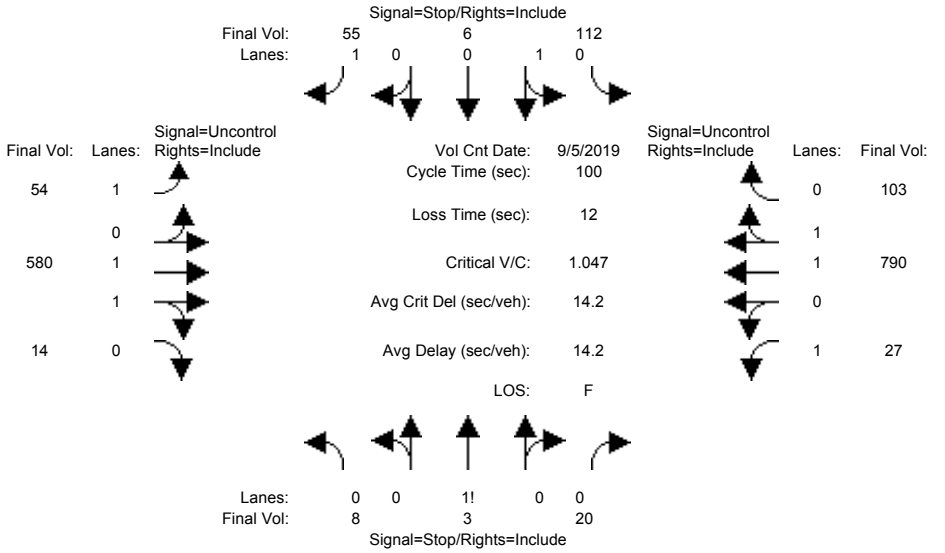
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative+P (PM)

Intersection #179: Church Street and Luchessa Avenue



Street Name:	Church 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
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	8	3	7	71	6	43	41	437	14	17	506	56
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	3	7	71	6	43	41	437	14	17	506	56
Added Vol:	0	0	0	4	0	0	0	18	0	0	22	4
ATI:	0	0	13	37	0	12	13	125	0	10	262	43
Initial Fut:	8	3	20	112	6	55	54	580	14	27	790	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	3	20	112	6	55	54	580	14	27	790	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	3	20	112	6	55	54	580	14	27	790	103
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	1147	1642	297	1295	1598	447	893	xxxx	xxxxx	594	xxxx	xxxxx
Potent Cap.:	156	101	705	122	108	565	768	xxxx	xxxxx	992	xxxx	xxxxx
Move Cap.:	125	91	705	107	97	565	768	xxxx	xxxxx	992	xxxx	xxxxx
Volume/Cap:	0.06	0.03	0.03	1.05	0.06	0.10	0.07	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.3	0.2	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.1	10.0	xxxx	xxxxx	8.7	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	B	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	247	xxxxx	106	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.4	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	21.6	xxxxx	195.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	C	*	F	*	*	*	*	*	*	*	*
ApproachDel:		21.6			137.2			xxxxxx			xxxxxx	
ApproachLOS:		C			F			*			*	

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

Peak Hour Delay Signal Warrant Report

****

Intersection #179 Church Street and Luchessa Avenue

****

Future Volume Alternative: Peak Hour Warrant Met

Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0	0	0 1	0	0 1	1 0	1	1 0	1 0	1	1 0
Initial Vol:	8	3	20	112	6	55	54	580	14	27	790	103
ApproachDel:	21.6			137.2			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=31]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1772]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=6.6]
SUCCEED - Vehicle-hours >= 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=173]
SUCCEED - Approach volume >= 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1772]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #179 Church Street and Luchessa Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0	0	0 1	0	0 1	1 0	1	1 0	1 0	1	1 0
Initial Vol:	8	3	20	112	6	55	54	580	14	27	790	103

Major Street Volume: 1568
Minor Approach Volume: 173
Minor Approach Volume Threshold: 181

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).

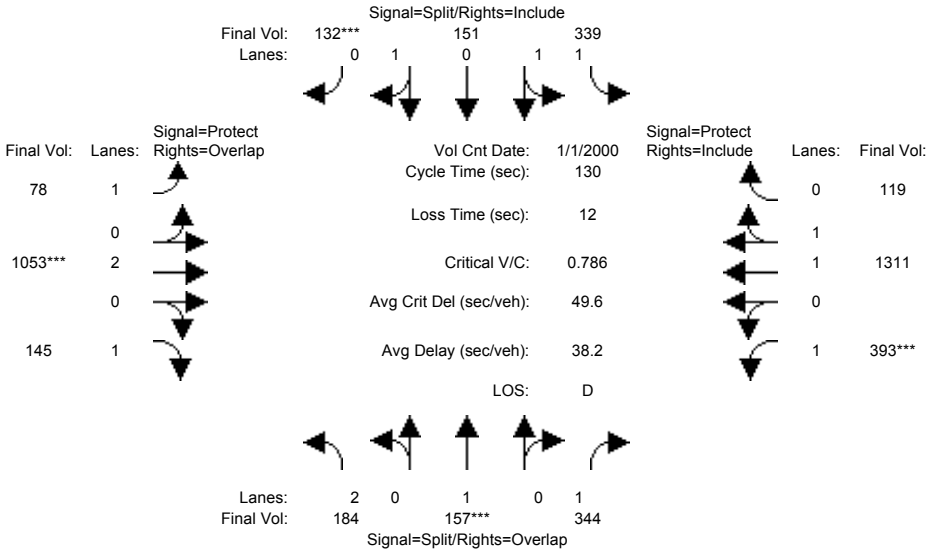
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (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 2000 <<												
Base Vol:	164	150	314	151	144	25	50	472	127	374	552	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:	164	150	314	151	144	25	50	472	127	374	552	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	20	7	30	188	7	107	28	581	18	19	759	7
Initial Fut:	184	157	344	339	151	132	78	1053	145	393	1311	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	157	344	339	151	132	78	1053	145	393	1311	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	157	344	339	151	132	78	1053	145	393	1311	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	157	344	339	151	132	78	1053	145	393	1311	119
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	1.65	0.72	0.63	1.00	2.00	1.00	1.00	1.83	0.17
Final Sat.:	3150	1900	1698	2900	1292	1129	1750	3724	1750	1698	3327	302
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.20	0.12	0.12	0.12	0.04	0.28	0.08	0.23	0.39	0.39
Crit Moves:		****				****		****		****		
Green Time:	13.7	13.7	51.9	19.3	19.3	19.3	10.2	46.7	60.4	38.3	74.8	74.8
Volume/Cap:	0.56	0.79	0.51	0.79	0.79	0.79	0.57	0.79	0.18	0.79	0.68	0.68
Delay/Veh:	57.4	75.2	30.0	58.6	58.6	58.6	63.2	40.3	20.4	50.2	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:	57.4	75.2	30.0	58.6	58.6	58.6	63.2	40.3	20.4	50.2	20.3	20.3
LOS by Move:	E	E	C	E	E	E	E	D	C	D	C	C
HCM2kAvgQ:	5	8	11	10	10	10	3	19	3	16	20	20

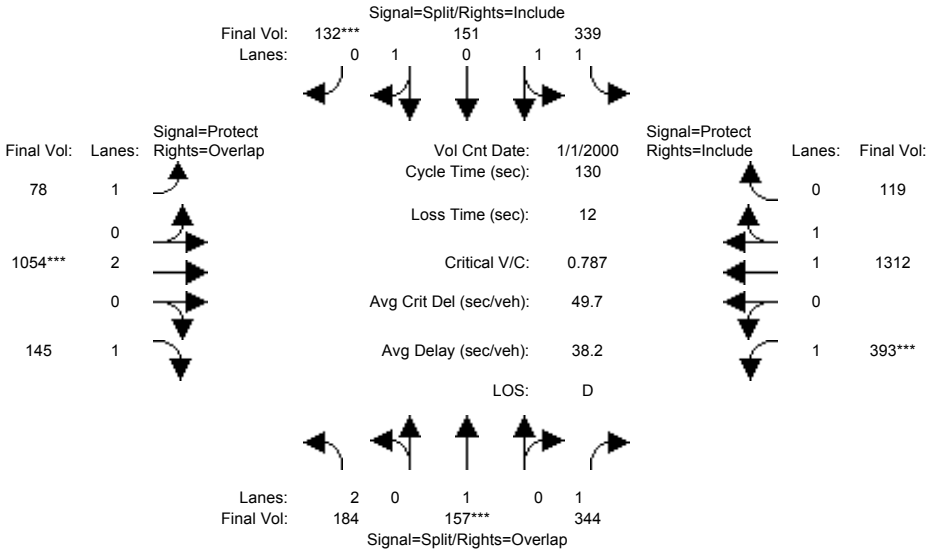
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+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: 1 Jan 2000 <<												
Base Vol:	164	150	314	151	144	25	50	472	127	374	552	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:	164	150	314	151	144	25	50	472	127	374	552	112
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	0
ATI:	20	7	30	188	7	107	28	581	18	19	759	7
Initial Fut:	184	157	344	339	151	132	78	1054	145	393	1312	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	157	344	339	151	132	78	1054	145	393	1312	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	157	344	339	151	132	78	1054	145	393	1312	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	157	344	339	151	132	78	1054	145	393	1312	119
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	1.65	0.72	0.63	1.00	2.00	1.00	1.00	1.83	0.17
Final Sat.:	3150	1900	1698	2900	1292	1129	1750	3724	1750	1698	3327	302
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.20	0.12	0.12	0.12	0.04	0.28	0.08	0.23	0.39	0.39
Crit Moves:		****				****		****		****		
Green Time:	13.7	13.7	51.9	19.3	19.3	19.3	10.2	46.8	60.4	38.3	74.8	74.8
Volume/Cap:	0.56	0.79	0.51	0.79	0.79	0.79	0.57	0.79	0.18	0.79	0.69	0.69
Delay/Veh:	57.4	75.2	30.0	58.6	58.6	58.6	63.2	40.3	20.4	50.2	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:	57.4	75.2	30.0	58.6	58.6	58.6	63.2	40.3	20.4	50.2	20.3	20.3
LOS by Move:	E	E	C	E	E	E	E	D	C	D	C	C
HCM2kAvgQ:	5	8	11	10	10	10	3	19	3	16	20	20

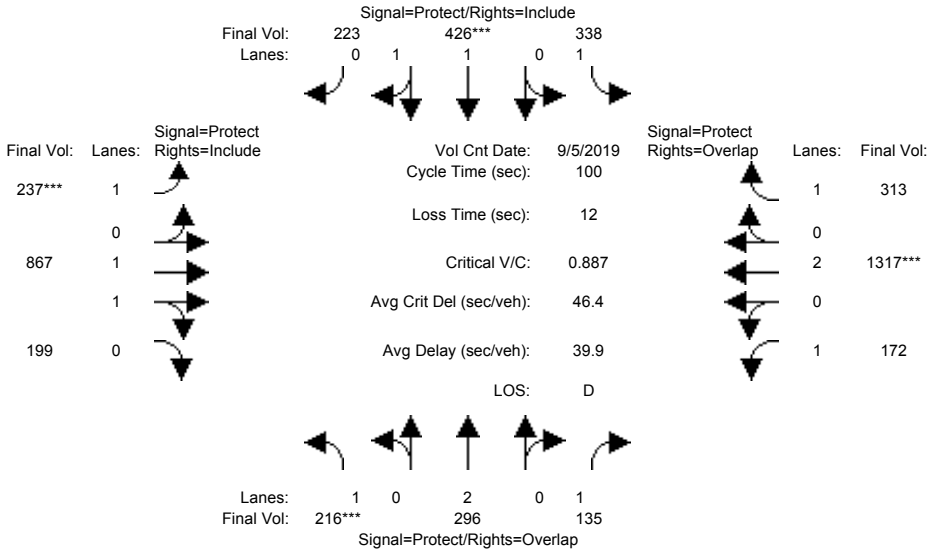
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (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:	132	127	47	161	114	172	207	458	103	45	739	163
Initial Fut:	216	296	135	338	426	223	237	867	199	172	1317	313
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	296	135	338	426	223	237	867	199	172	1317	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	296	135	338	426	223	237	867	199	172	1317	313
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	296	135	338	426	223	237	867	199	172	1317	313
Saturation 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	1.29	0.71	1.00	1.62	0.38	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2428	1271	1750	3009	691	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.08	0.08	0.19	0.18	0.18	0.14	0.29	0.29	0.10	0.35	0.18
Crit Moves:	****				****		****				****	
Green Time:	13.9	11.5	25.3	22.2	19.8	19.8	15.3	40.5	40.5	13.8	39.1	61.2
Volume/Cap:	0.89	0.68	0.30	0.87	0.89	0.89	0.89	0.71	0.71	0.71	0.89	0.29
Delay/Veh:	72.3	46.7	30.6	56.2	51.7	51.7	69.6	26.5	26.5	50.7	35.3	9.3
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:	72.3	46.7	30.6	56.2	51.7	51.7	69.6	26.5	26.5	50.7	35.3	9.3
LOS by Move:	E	D	C	E	D	D	E	C	C	D	D	A
HCM2kAvgQ:	8	5	3	14	13	13	9	14	14	6	21	5

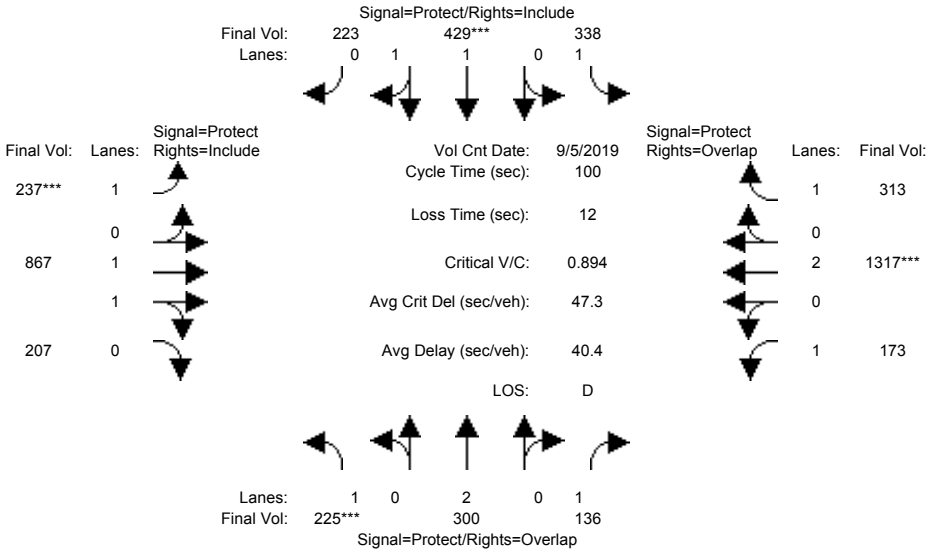
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+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:	9	4	1	0	3	0	0	0	8	1	0	0
ATI:	132	127	47	161	114	172	207	458	103	45	739	163
Initial Fut:	225	300	136	338	429	223	237	867	207	173	1317	313
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	225	300	136	338	429	223	237	867	207	173	1317	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	300	136	338	429	223	237	867	207	173	1317	313
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	225	300	136	338	429	223	237	867	207	173	1317	313
Saturation 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	1.60	0.40	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2434	1265	1750	2986	713	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.08	0.08	0.19	0.18	0.18	0.14	0.29	0.29	0.10	0.35	0.18
Crit Moves:	****				****		****				****	
Green Time:	14.4	11.6	25.3	22.5	19.7	19.7	15.1	40.2	40.2	13.7	38.8	61.2
Volume/Cap:	0.89	0.68	0.31	0.86	0.89	0.89	0.89	0.72	0.72	0.72	0.89	0.29
Delay/Veh:	72.6	46.6	30.6	54.4	52.6	52.6	71.1	27.0	27.0	51.6	36.1	9.3
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:	72.6	46.6	30.6	54.4	52.6	52.6	71.1	27.0	27.0	51.6	36.1	9.3
LOS by Move:	E	D	C	D	D	D	E	C	C	D	D	A
HCM2kAvgQ:	9	5	4	14	14	14	9	14	14	6	21	5

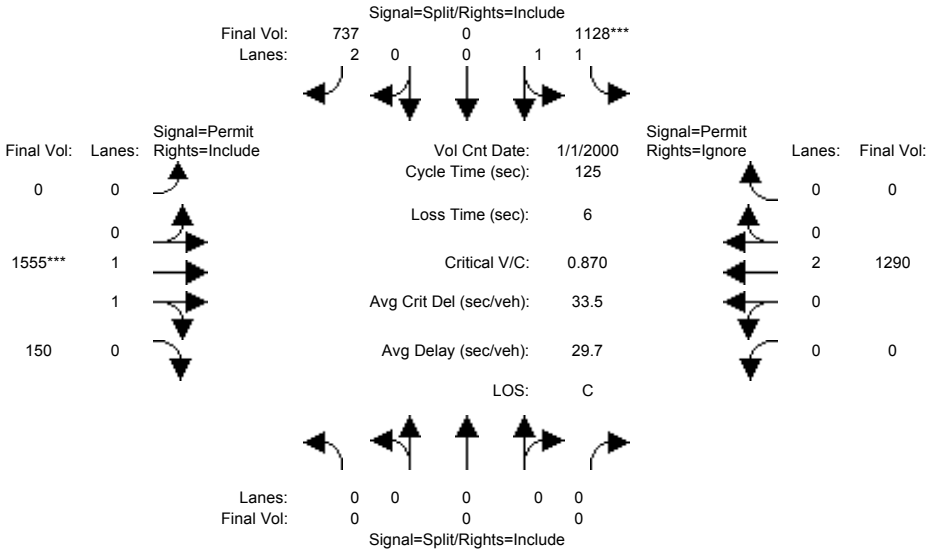
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (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: 1 Jan 2000 <<												
Base Vol:	0	0	0	962	0	468	0	926	129	0	591	343
Growth Adj:	1.00	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	962	0	468	0	926	129	0	591	343
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	166	0	269	0	629	170	0	699	205
Initial Fut:	0	0	0	1128	0	737	0	1555	299	0	1290	548
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	1128	0	737	0	1555	150	0	1290	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1128	0	737	0	1555	150	0	1290	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	1128	0	737	0	1555	150	0	1290	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	1.82	0.18	0.00	2.00	0.00
Final Sat.:	0	0	0	3337	0	2961	0	3173	305	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.00	0.25	0.00	0.49	0.49	0.00	0.37	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	48.6	0.0	48.6	0.0	70.4	70.4	0.0	70.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.87	0.00	0.64	0.00	0.87	0.87	0.00	0.66	0.00
Delay/Veh:	0.0	0.0	0.0	41.9	0.0	32.3	0.0	27.9	27.9	0.0	19.8	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	41.9	0.0	32.3	0.0	27.9	27.9	0.0	19.8	0.0
LOS by Move:	A	A	A	D	A	C	A	C	C	A	B	A
HCM2kAvgQ:	0	0	0	24	0	14	0	29	29	0	17	0

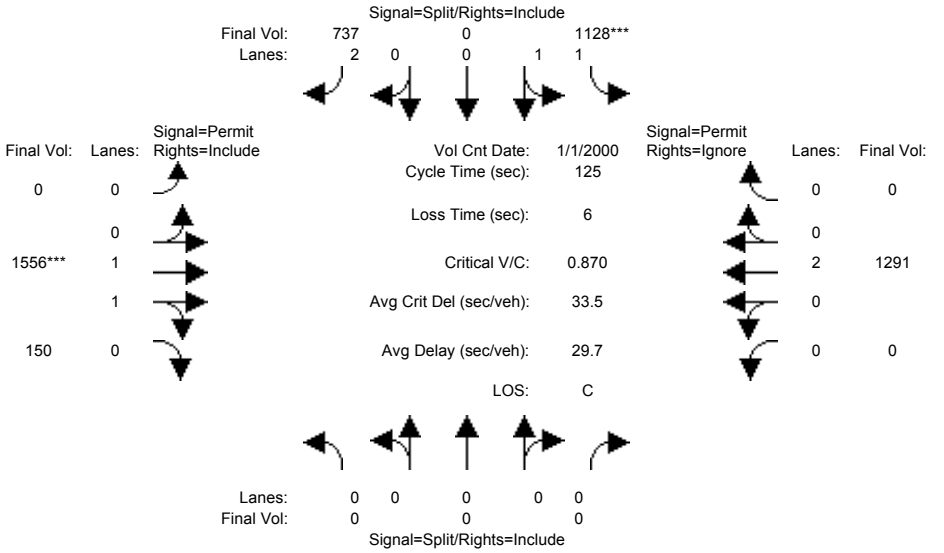
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+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: 1 Jan 2000 <<												
Base Vol:	0	0	0	962	0	468	0	926	129	0	591	343
Growth Adj:	1.00	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	962	0	468	0	926	129	0	591	343
Added Vol:	0	0	0	0	0	0	0	1	0	0	1	1
ATI:	0	0	0	166	0	269	0	629	170	0	699	205
Initial Fut:	0	0	0	1128	0	737	0	1556	299	0	1291	549
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	1128	0	737	0	1556	150	0	1291	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1128	0	737	0	1556	150	0	1291	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	1128	0	737	0	1556	150	0	1291	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	1.82	0.18	0.00	2.00	0.00
Final Sat.:	0	0	0	3337	0	2961	0	3173	305	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.00	0.25	0.00	0.49	0.49	0.00	0.37	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	48.6	0.0	48.6	0.0	70.4	70.4	0.0	70.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.87	0.00	0.64	0.00	0.87	0.87	0.00	0.66	0.00
Delay/Veh:	0.0	0.0	0.0	41.9	0.0	32.4	0.0	27.9	27.9	0.0	19.8	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	41.9	0.0	32.4	0.0	27.9	27.9	0.0	19.8	0.0
LOS by Move:	A	A	A	D	A	C	A	C	C	A	B	A
HCM2kAvgQ:	0	0	0	24	0	14	0	29	29	0	17	0

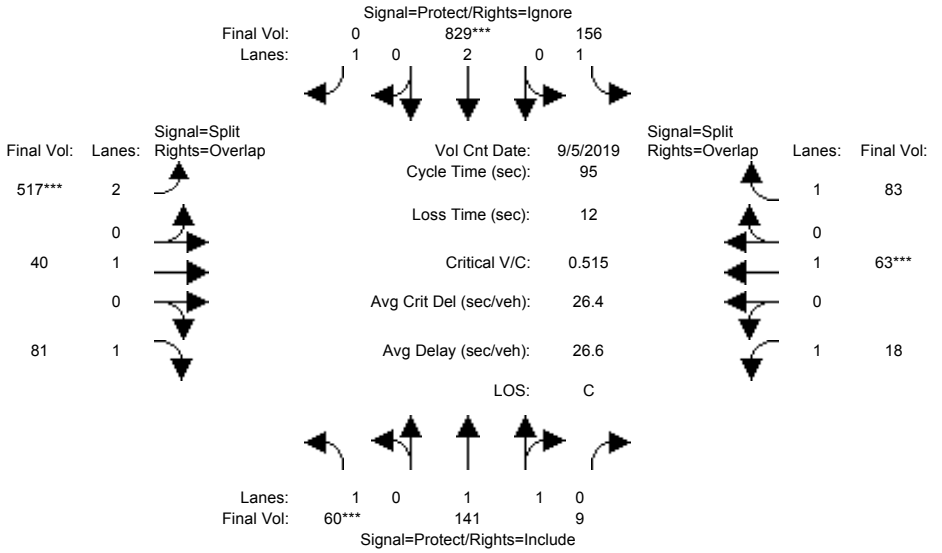
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #7668: Monterey Street and US 101 NB Ramps



Street Name:	Monterey Street						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	55	129	9	114	802	211	331	27	74	17	37	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:	55	129	9	114	802	211	331	27	74	17	37	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	12	0	42	27	53	186	13	7	1	26	20
Initial Fut:	60	141	9	156	829	264	517	40	81	18	63	83
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	141	9	156	829	0	517	40	81	18	63	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	141	9	156	829	0	517	40	81	18	63	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	141	9	156	829	0	517	40	81	18	63	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3478	222	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.09	0.22	0.00	0.16	0.02	0.05	0.01	0.03	0.05
Crit Moves:	****				****		****				****	
Green Time:	7.0	24.2	24.2	20.5	37.7	0.0	28.3	28.3	35.3	10.0	10.0	30.5
Volume/Cap:	0.47	0.16	0.16	0.41	0.55	0.00	0.55	0.07	0.12	0.10	0.32	0.15
Delay/Veh:	44.8	27.6	27.6	32.8	22.6	0.0	28.7	23.9	19.7	38.7	40.2	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	27.6	27.6	32.8	22.6	0.0	28.7	23.9	19.7	38.7	40.2	23.1
LOS by Move:	D	C	C	C	C	A	C	C	B	D	D	C
HCM2kAvgQ:	2	2	2	4	9	0	8	1	2	1	2	2

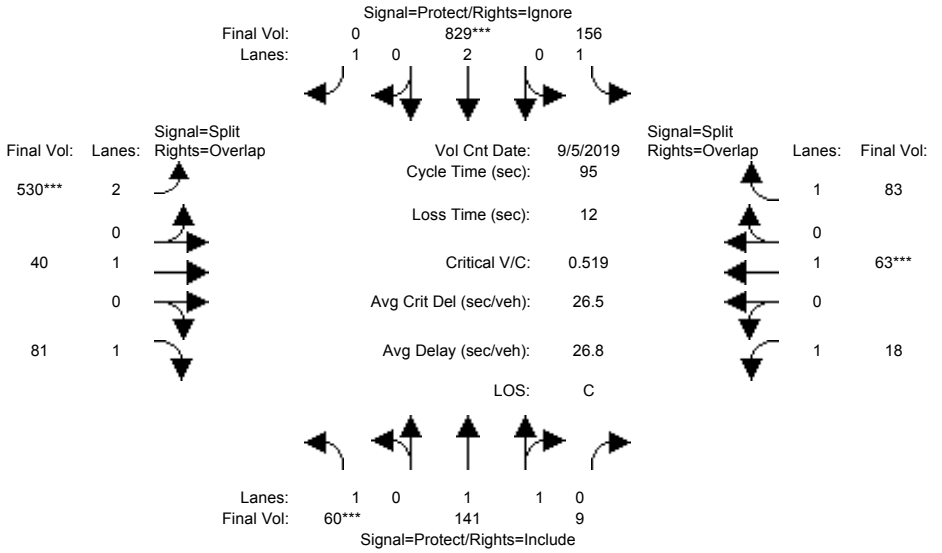
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+P (PM)

Intersection #7668: Monterey Street and US 101 NB Ramps



Street Name:	Monterey Street						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	55	129	9	114	802	211	331	27	74	17	37	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:	55	129	9	114	802	211	331	27	74	17	37	63
Added Vol:	0	0	0	0	0	25	13	0	0	0	0	0
ATI:	5	12	0	42	27	53	186	13	7	1	26	20
Initial Fut:	60	141	9	156	829	289	530	40	81	18	63	83
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	141	9	156	829	0	530	40	81	18	63	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	141	9	156	829	0	530	40	81	18	63	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	141	9	156	829	0	530	40	81	18	63	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3478	222	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.04	0.09	0.22	0.00	0.17	0.02	0.05	0.01	0.03	0.05
Crit Moves:	****				****		****				****	
Green Time:	7.0	24.0	24.0	20.3	37.3	0.0	28.7	28.7	35.7	10.0	10.0	30.3
Volume/Cap:	0.47	0.16	0.16	0.42	0.56	0.00	0.56	0.07	0.12	0.10	0.32	0.15
Delay/Veh:	44.8	27.8	27.8	33.0	22.9	0.0	28.5	23.7	19.5	38.7	40.2	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:	44.8	27.8	27.8	33.0	22.9	0.0	28.5	23.7	19.5	38.7	40.2	23.3
LOS by Move:	D	C	C	C	C	A	C	C	B	D	D	C
HCM2kAvgQ:	2	2	2	4	9	0	8	1	2	1	2	2

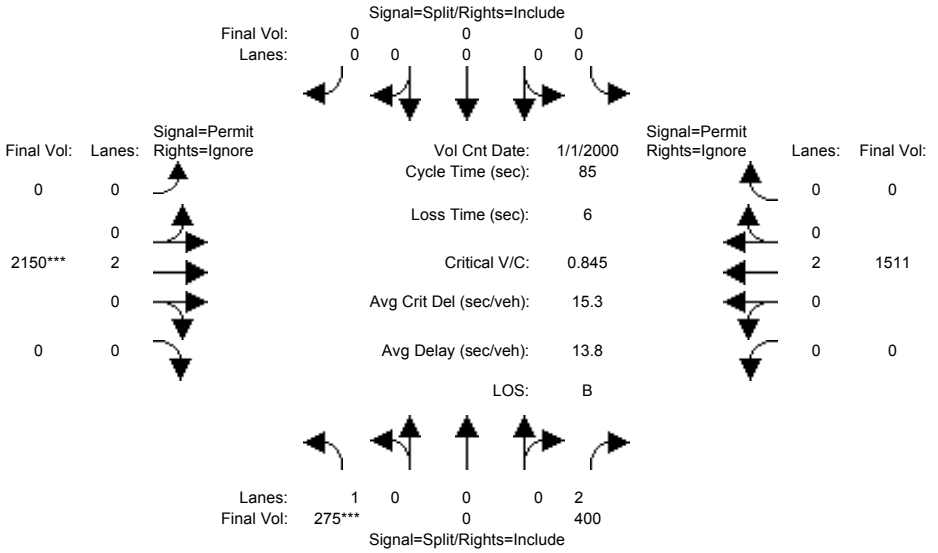
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (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			
Movement:	L	T	R		L	T	R		L	T	R	
Min. Green:	10	0	10		0	0	0		0	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 1 Jan 2000 <<												
Base Vol:	107	0	272		0	0	0		0	1601	368	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	107	0	272		0	0	0		0	1601	368	
Added Vol:	0	0	0		0	0	0		0	0	0	
ATI:	168	0	128		0	0	0		0	549	245	
Initial Fut:	275	0	400		0	0	0		0	2150	613	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	275	0	400		0	0	0		0	2150	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	275	0	400		0	0	0		0	2150	0	
PCE Adj:	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	0.00	
FinalVolume:	275	0	400		0	0	0		0	2150	0	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	0.00	2.00		0.00	0.00	0.00		0.00	2.00	0.00	
Final Sat.:	1645	0	2961		0	0	0		0	3478	0	
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.14		0.00	0.00	0.00		0.00	0.62	0.00	
Crit Moves:	****									****		
Green Time:	16.8	0.0	16.8		0.0	0.0	0.0		0.0	62.2	0.0	
Volume/Cap:	0.84	0.00	0.68		0.00	0.00	0.00		0.00	0.84	0.00	
Delay/Veh:	50.9	0.0	34.9		0.0	0.0	0.0		0.0	10.8	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.9	0.0	34.9		0.0	0.0	0.0		0.0	10.8	0.0	
LOS by Move:	D	A	C		A	A	A		A	B	A	
HCM2kAvgQ:	10	0	7		0	0	0		0	20	0	

Street Name:	Pacheco Pass Highway (SR 152)							
Approach:	West Bound							
Movement:	L	T	R					
Min. Green:	0	10	0					
Y+R:	4.0	4.0	4.0					
Volume Module: >> Count Date: 1 Jan 2000 <<								
Base Vol:	0	775	773					
Growth Adj:	1.00	1.00	1.00					
Initial Bse:	0	775	773					
Added Vol:	0	0	0					
ATI:	0	736	251					
Initial Fut:	0	1511	1024					
User Adj:	1.00	1.00	0.00					
PHF Adj:	1.00	1.00	0.00					
PHF Volume:	0	1511	0					
Reduct Vol:	0	0	0					
Reduced Vol:	0	1511	0					
PCE Adj:	1.00	1.00	0.00					
MLF Adj:	1.00	1.00	0.00					
FinalVolume:	0	1511	0					
Saturation Flow Module:								
Sat/Lane:	1900	1900	1900					
Adjustment:	0.92	0.92	0.87					
Lanes:	0.00	2.00	0.00					
Final Sat.:	0	3478	0					
Capacity Analysis Module:								
Vol/Sat:	0.00	0.43	0.00					
Crit Moves:								
Green Time:	0.0	62.2	0.0					
Volume/Cap:	0.00	0.59	0.00					
Delay/Veh:	0.0	5.8	0.0					
User DelAdj:	1.00	1.00	1.00					
AdjDel/Veh:	0.0	5.8	0.0					
LOS by Move:	A	A	A					
HCM2kAvgQ:	0	10	0					

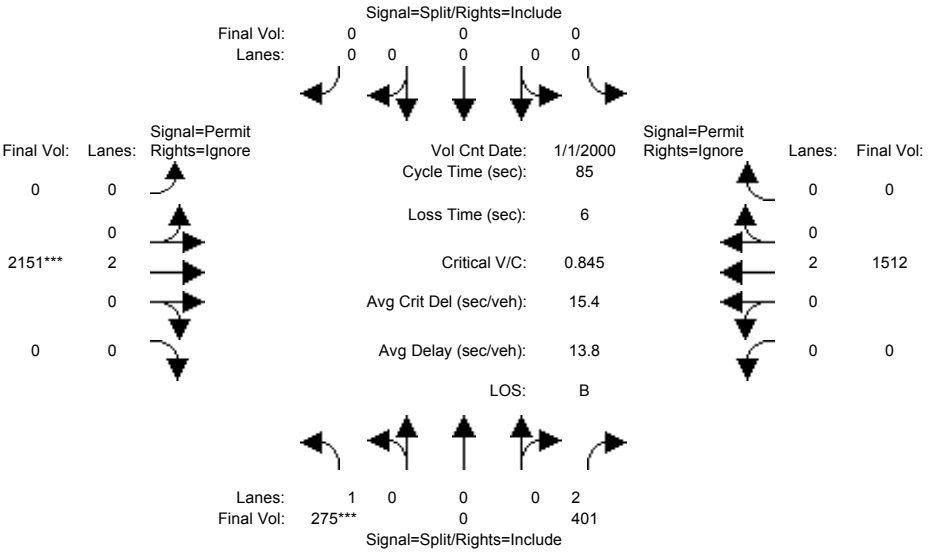
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+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			
Movement:	L	T	R		L	T	R		L	T	R	
Min. Green:	10	0	10		0	0	0		0	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 1 Jan 2000 <<												
Base Vol:	107	0	272		0	0	0		0	1601	368	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	107	0	272		0	0	0		0	1601	368	
Added Vol:	0	0	1		0	0	0		0	1	0	
ATI:	168	0	128		0	0	0		0	549	245	
Initial Fut:	275	0	401		0	0	0		0	2151	613	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	275	0	401		0	0	0		0	2151	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	275	0	401		0	0	0		0	2151	0	
PCE Adj:	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	0.00	
FinalVolume:	275	0	401		0	0	0		0	2151	0	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	0.00	2.00		0.00	0.00	0.00		0.00	2.00	0.00	
Final Sat.:	1645	0	2961		0	0	0		0	3478	0	
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.14		0.00	0.00	0.00		0.00	0.62	0.00	
Crit Moves:	****									****		
Green Time:	16.8	0.0	16.8		0.0	0.0	0.0		0.0	62.2	0.0	
Volume/Cap:	0.85	0.00	0.68		0.00	0.00	0.00		0.00	0.85	0.00	
Delay/Veh:	50.9	0.0	35.0		0.0	0.0	0.0		0.0	10.8	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	50.9	0.0	35.0		0.0	0.0	0.0		0.0	10.8	0.0	
LOS by Move:	D	A	C		A	A	A		A	B	A	
HCM2kAvgQ:	10	0	7		0	0	0		0	20	0	

Street Name:	Pacheco Pass Highway (SR 152)							
Approach:	West Bound							
Movement:	L	T	R					
Min. Green:	0	10	0					
Y+R:	4.0	4.0	4.0					
Volume Module: >> Count Date: 1 Jan 2000 <<								
Base Vol:	0	775	773					
Growth Adj:	1.00	1.00	1.00					
Initial Bse:	0	775	773					
Added Vol:	0	1	0					
ATI:	0	736	251					
Initial Fut:	0	1512	1024					
User Adj:	1.00	1.00	0.00					
PHF Adj:	1.00	1.00	0.00					
PHF Volume:	0	1512	0					
Reduct Vol:	0	0	0					
Reduced Vol:	0	1512	0					
PCE Adj:	1.00	1.00	0.00					
MLF Adj:	1.00	1.00	0.00					
FinalVolume:	0	1512	0					
Saturation Flow Module:								
Sat/Lane:	1900	1900	1900					
Adjustment:	0.92	0.92	0.87					
Lanes:	0.00	2.00	0.00					
Final Sat.:	0	3478	0					
Capacity Analysis Module:								
Vol/Sat:	0.00	0.43	0.00					
Crit Moves:								
Green Time:	0.0	62.2	0.0					
Volume/Cap:	0.00	0.59	0.00					
Delay/Veh:	0.0	5.8	0.0					
User DelAdj:	1.00	1.00	1.00					
AdjDel/Veh:	0.0	5.8	0.0					
LOS by Move:	A	A	A					
HCM2kAvgQ:	0	10	0					

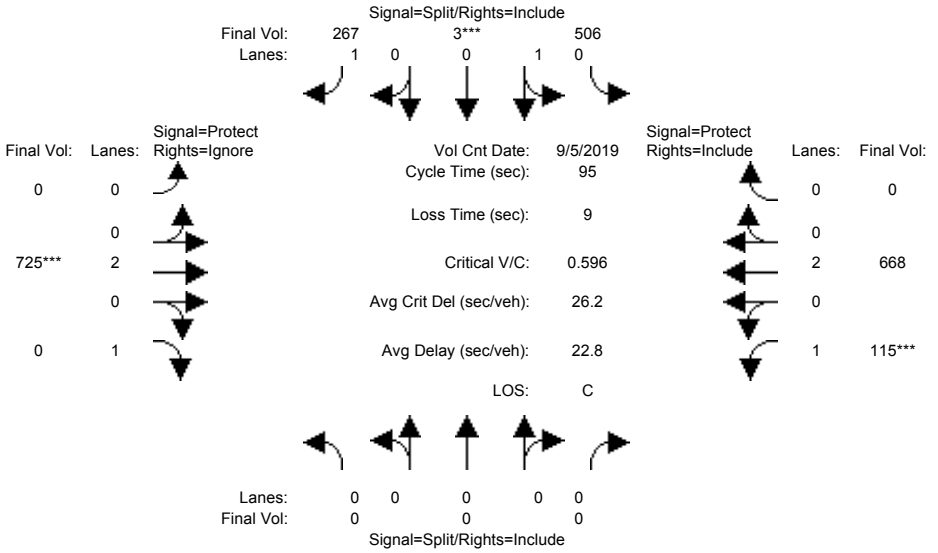
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #8800: US 101 SB Ramps and Monterey Street



Street Name:	US 101 SB Ramps						Monterey 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: 5 Sep 2019 <<												
Base Vol:	0	0	0	469	3	231	0	641	390	85	473	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	469	3	231	0	641	390	85	473	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	37	0	36	0	84	85	30	195	0
Initial Fut:	0	0	0	506	3	267	0	725	475	115	668	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	506	3	267	0	725	0	115	668	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	506	3	267	0	725	0	115	668	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	506	3	267	0	725	0	115	668	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1789	11	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.28	0.15	0.00	0.19	0.00	0.07	0.18	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	45.1	45.1	45.1	0.0	30.4	0.0	10.5	40.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.60	0.60	0.32	0.00	0.60	0.00	0.60	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	19.4	19.4	15.7	0.0	27.9	0.0	45.2	18.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.4	19.4	15.7	0.0	27.9	0.0	45.2	18.9	0.0
LOS by Move:	A	A	A	B	B	B	A	C	A	D	B	A
HCM2kAvgQ:	0	0	0	12	12	5	0	9	0	4	7	0

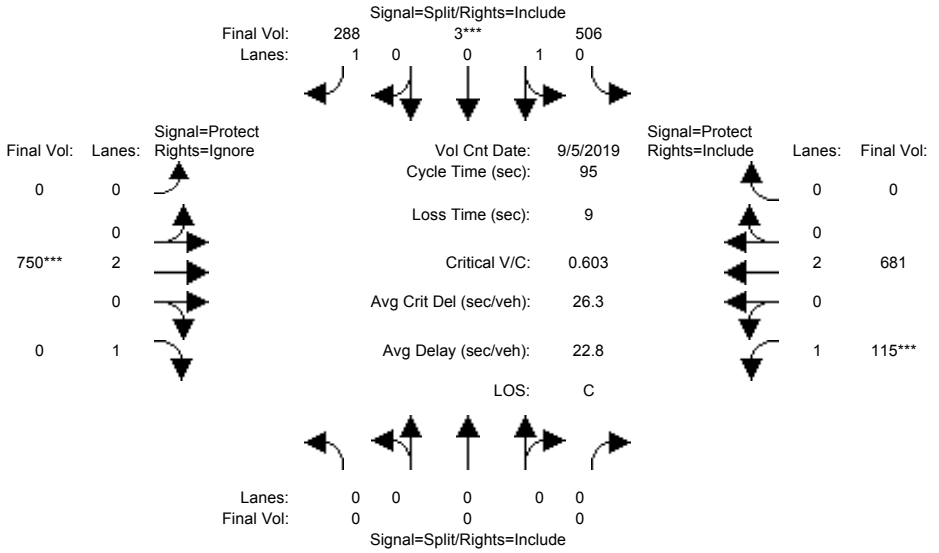
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+P (PM)

Intersection #8800: US 101 SB Ramps and Monterey Street



Street Name:	US 101 SB Ramps						Monterey 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: 5 Sep 2019 <<												
Base Vol:	0	0	0	469	3	231	0	641	390	85	473	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	469	3	231	0	641	390	85	473	0
Added Vol:	0	0	0	0	0	21	0	25	16	0	13	0
ATI:	0	0	0	37	0	36	0	84	85	30	195	0
Initial Fut:	0	0	0	506	3	288	0	750	491	115	681	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	506	3	288	0	750	0	115	681	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	506	3	288	0	750	0	115	681	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	506	3	288	0	750	0	115	681	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1789	11	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.28	0.16	0.00	0.20	0.00	0.07	0.18	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	44.6	44.6	44.6	0.0	31.1	0.0	10.4	41.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.60	0.60	0.35	0.00	0.60	0.00	0.60	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	19.9	19.9	16.3	0.0	27.6	0.0	45.7	18.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.9	19.9	16.3	0.0	27.6	0.0	45.7	18.6	0.0
LOS by Move:	A	A	A	B	B	B	A	C	A	D	B	A
HCM2kAvgQ:	0	0	0	12	12	6	0	10	0	4	7	0

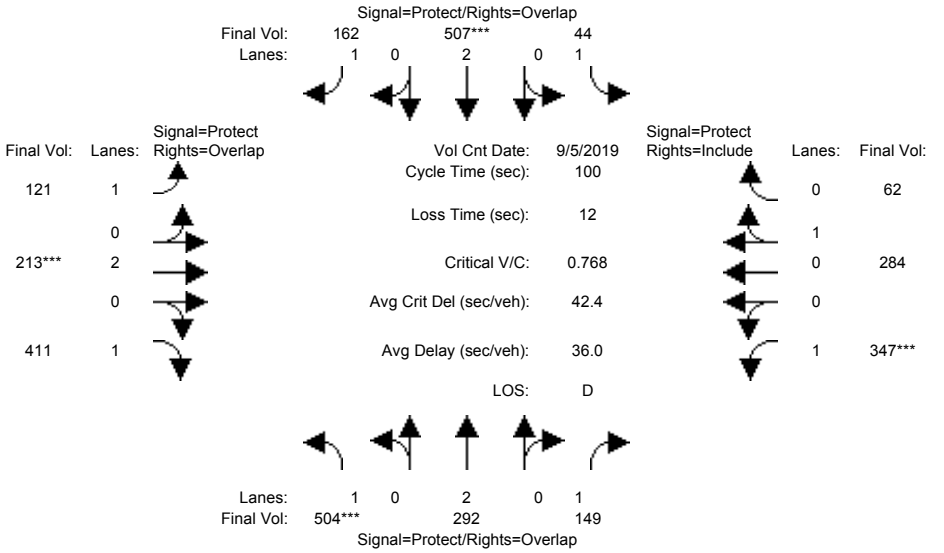
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (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:	139	83	9	1	109	73	62	77	36	25	102	4
Initial Fut:	504	292	149	44	507	162	121	213	411	347	284	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	504	292	149	44	507	162	121	213	411	347	284	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	504	292	149	44	507	162	121	213	411	347	284	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	504	292	149	44	507	162	121	213	411	347	284	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	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	1477	323
Capacity Analysis Module:												
Vol/Sat:	0.29	0.08	0.09	0.03	0.13	0.09	0.07	0.06	0.23	0.20	0.19	0.19
Crit Moves:	****				****			****		****		
Green Time:	36.2	31.2	56.2	21.8	16.8	26.1	9.3	10.0	46.2	25.0	25.6	25.6
Volume/Cap:	0.79	0.25	0.15	0.12	0.79	0.35	0.74	0.56	0.51	0.79	0.75	0.75
Delay/Veh:	35.4	25.7	10.6	31.5	46.8	30.5	60.7	44.8	19.4	44.8	41.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	25.7	10.6	31.5	46.8	30.5	60.7	44.8	19.4	44.8	41.0	41.0
LOS by Move:	D	C	B	C	D	C	E	D	B	D	D	D
HCM2kAvgQ:	17	3	2	1	7	4	4	3	9	13	12	12

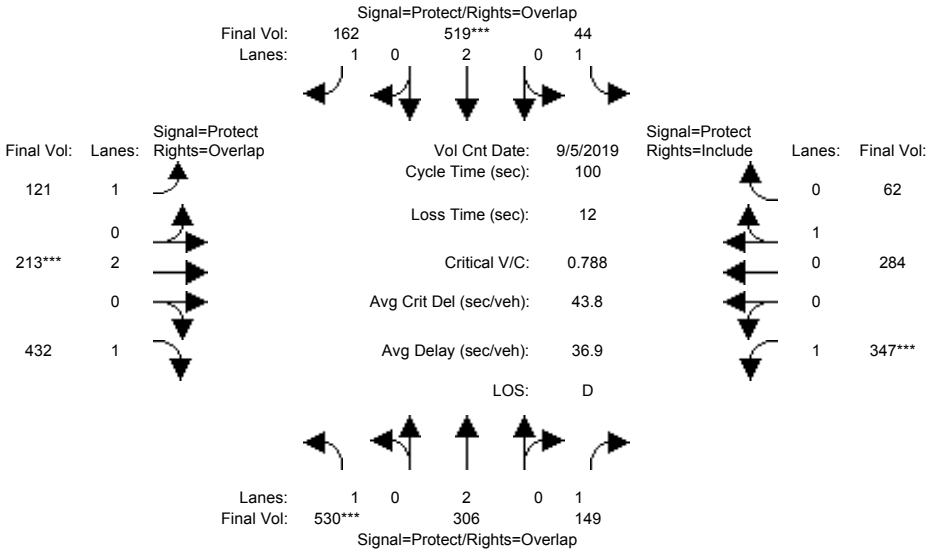
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+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:	26	14	0	0	12	0	0	0	21	0	0	0
ATI:	139	83	9	1	109	73	62	77	36	25	102	4
Initial Fut:	530	306	149	44	519	162	121	213	432	347	284	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	530	306	149	44	519	162	121	213	432	347	284	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	306	149	44	519	162	121	213	432	347	284	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	530	306	149	44	519	162	121	213	432	347	284	62
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	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	1477	323
Capacity Analysis Module:												
Vol/Sat:	0.30	0.08	0.09	0.03	0.14	0.09	0.07	0.06	0.25	0.20	0.19	0.19
Crit Moves:	****				****			****		****		
Green Time:	37.0	31.6	55.9	22.1	16.7	25.8	9.1	10.0	47.0	24.3	25.1	25.1
Volume/Cap:	0.82	0.25	0.15	0.11	0.82	0.36	0.76	0.56	0.52	0.82	0.77	0.77
Delay/Veh:	36.5	25.5	10.7	31.2	48.4	30.8	62.8	44.8	19.2	47.6	42.4	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.5	25.5	10.7	31.2	48.4	30.8	62.8	44.8	19.2	47.6	42.4	42.4
LOS by Move:	D	C	B	C	D	C	E	D	B	D	D	D
HCM2kAvgQ:	18	4	2	1	7	4	4	3	10	13	12	12

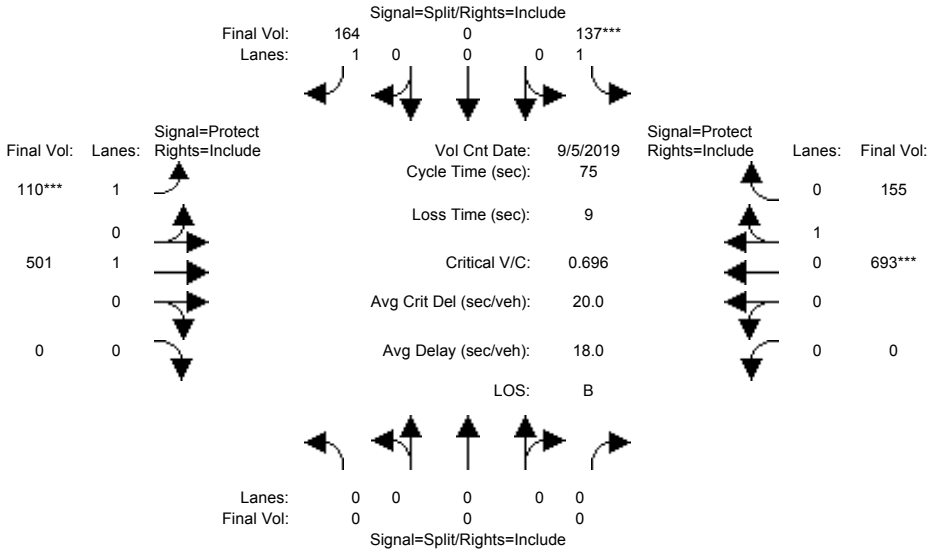
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #50758: Princevalle Street and Luchessa Avenue



Street Name:	Princevalle 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	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 Sep 2019 <<												
Base Vol:	0	0	0	107	0	90	65	393	0	0	453	121
Growth Adj:	1.00	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	107	0	90	65	393	0	0	453	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	30	0	74	45	108	0	0	240	34
Initial Fut:	0	0	0	137	0	164	110	501	0	0	693	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	137	0	164	110	501	0	0	693	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	137	0	164	110	501	0	0	693	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	137	0	164	110	501	0	0	693	155
Saturation 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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.82	0.18
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1471	329
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.09	0.06	0.26	0.00	0.00	0.47	0.47
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.1	0.0	10.1	7.0	55.9	0.0	0.0	48.9	48.9
Volume/Cap:	0.00	0.00	0.00	0.58	0.00	0.70	0.67	0.35	0.00	0.00	0.72	0.72
Delay/Veh:	0.0	0.0	0.0	40.5	0.0	46.7	52.9	4.0	0.0	0.0	12.5	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:	0.0	0.0	0.0	40.5	0.0	46.7	52.9	4.0	0.0	0.0	12.5	12.5
LOS by Move:	A	A	A	D	A	D	D	A	A	A	B	B
HCM2kAvgQ:	0	0	0	4	0	5	4	4	0	0	14	14

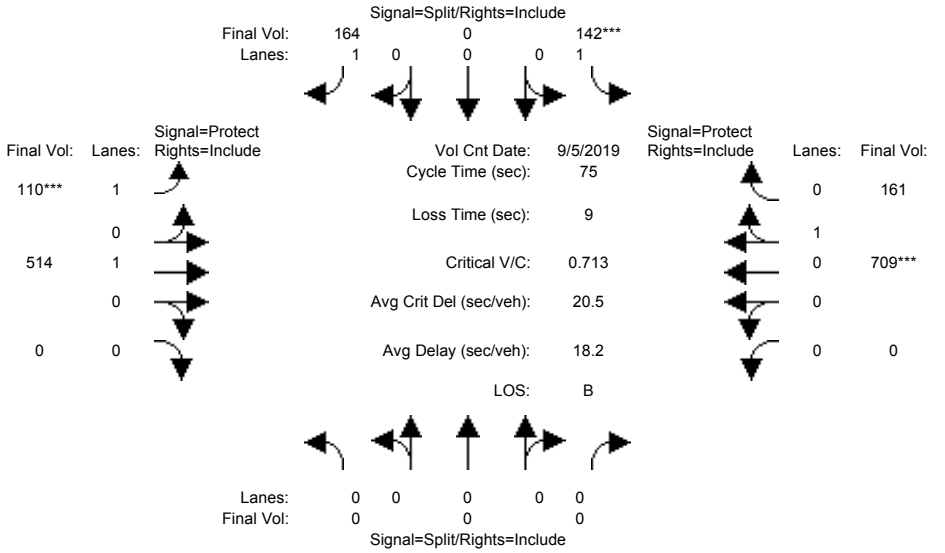
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+P (PM)

Intersection #50758: Princevalle Street and Luchessa Avenue



Street Name:	Princevalle 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	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 Sep 2019 <<												
Base Vol:	0	0	0	107	0	90	65	393	0	0	453	121
Growth Adj:	1.00	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	107	0	90	65	393	0	0	453	121
Added Vol:	0	0	0	5	0	0	0	13	0	0	16	6
ATI:	0	0	0	30	0	74	45	108	0	0	240	34
Initial Fut:	0	0	0	142	0	164	110	514	0	0	709	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	142	0	164	110	514	0	0	709	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	142	0	164	110	514	0	0	709	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	142	0	164	110	514	0	0	709	161
Saturation 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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.81	0.19
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1467	333
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.09	0.06	0.27	0.00	0.00	0.48	0.48
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	56.0	0.0	0.0	49.0	49.0
Volume/Cap:	0.00	0.00	0.00	0.61	0.00	0.70	0.67	0.36	0.00	0.00	0.74	0.74
Delay/Veh:	0.0	0.0	0.0	41.9	0.0	47.3	52.9	4.0	0.0	0.0	12.9	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.9	0.0	47.3	52.9	4.0	0.0	0.0	12.9	12.9
LOS by Move:	A	A	A	D	A	D	D	A	A	A	B	B
HCM2kAvgQ:	0	0	0	4	0	6	4	4	0	0	15	15

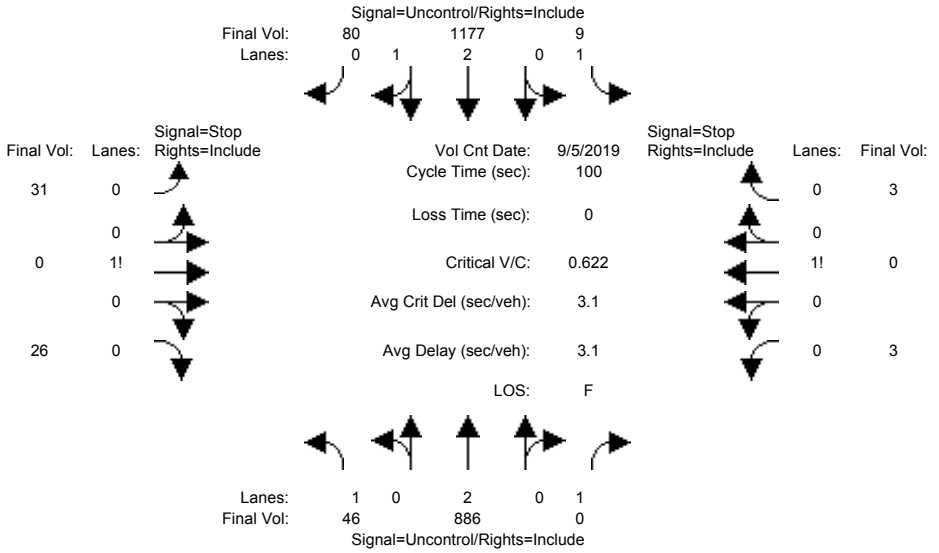
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #50795: Monterey Road and Monterey Frontage Road



Street Name:	Monterey Road						Monterey Frontage Road					
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 Sep 2019 <<												
Base Vol:	46	655	0	9	1008	80	31	0	26	3	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	655	0	9	1008	80	31	0	26	3	0	3
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	231	0	0	169	0	0	0	0	0	0	0
Initial Fut:	46	886	0	9	1177	80	31	0	26	3	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	886	0	9	1177	80	31	0	26	3	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	46	886	0	9	1177	80	31	0	26	3	0	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1257	xxxx	xxxxx	886	xxxx	xxxxx	1770	2213	432	1388	2253	443
Potent Cap.:	560	xxxx	xxxxx	773	xxxx	xxxxx	54	45	577	104	42	568
Move Cap.:	560	xxxx	xxxxx	773	xxxx	xxxxx	50	40	577	92	38	568
Volume/Cap:	0.08	xxxx	xxxx	0.01	xxxx	xxxx	0.62	0.00	0.05	0.03	0.00	0.01

Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	12.0	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	85	xxxxx	xxxx	159	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.2	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	107	xxxxx	xxxxx	28.6	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			107.2			28.6		
ApproachLOS:	*			*			F			D		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #50795 Monterey Road and Monterey Frontage Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 2	0	1	1 0 2	1	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	46 886		0	9 1177		80	31		0	26		3
ApproachDel:	xxxxxx			xxxxxx			107.2			28.6		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.7]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=57]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2261]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=6]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2261]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #50795 Monterey Road and Monterey Frontage Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 2	0	1	1 0 2	1	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	46 886		0	9 1177		80	31		0	26		3

Major Street Volume: 2198
Minor Approach Volume: 57
Minor Approach Volume Threshold: 14 [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).

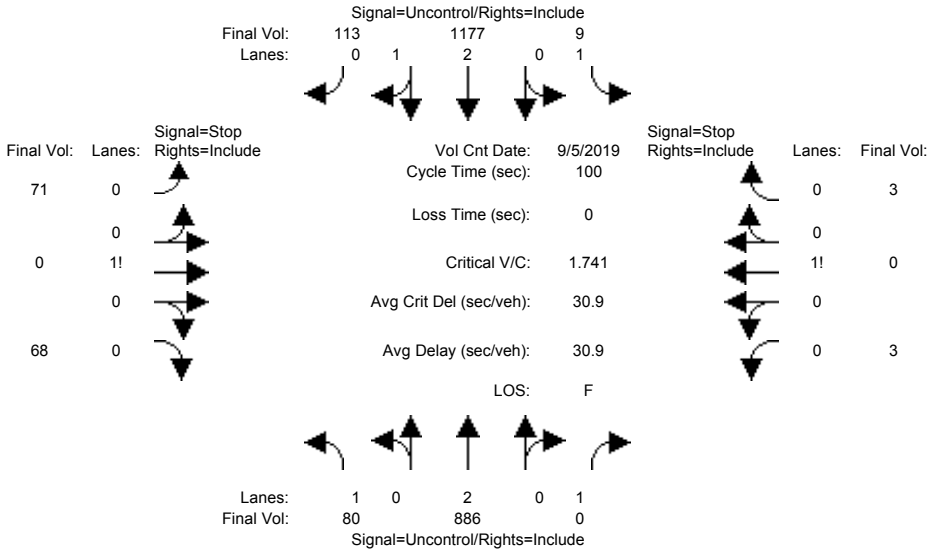
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative+P (PM)

Intersection #50795: Monterey Road and Monterey Frontage Road



Street Name:	Monterey Road						Monterey Frontage Road					
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 Sep 2019 <<												
Base Vol:	46	655	0	9	1008	80	31	0	26	3	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	655	0	9	1008	80	31	0	26	3	0	3
Added Vol:	34	0	0	0	0	33	40	0	42	0	0	0
ATI:	0	231	0	0	169	0	0	0	0	0	0	0
Initial Fut:	80	886	0	9	1177	113	71	0	68	3	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	886	0	9	1177	113	71	0	68	3	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	80	886	0	9	1177	113	71	0	68	3	0	3
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	1290	xxxx	xxxxx	886	xxxx	xxxxx	1855	2298	449	1456	2354	443
Potent Cap.:	544	xxxx	xxxxx	773	xxxx	xxxxx	47	39	563	93	36	568
Move Cap.:	544	xxxx	xxxxx	773	xxxx	xxxxx	41	33	563	72	31	568
Volume/Cap:	0.15	xxxx	xxxx	0.01	xxxx	xxxx	1.74	0.00	0.12	0.04	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.5	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	12.8	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	75	xxxxx	xxxx	127	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.3	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	526	xxxxx	xxxxx	34.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			526.4			34.7		
ApproachLOS:	*			*			F			D		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #50795 Monterey Road and Monterey Frontage Road

****

Future Volume Alternative: Peak Hour Warrant Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 2	0	1	1 0 2	1	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	80 886		0	9 1177		113	71		0	68		3
ApproachDel:	xxxxxx			xxxxxx			526.4			34.7		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=20.3]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=139]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2410]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=6]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=2410]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #50795 Monterey Road and Monterey Frontage Road

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 2	0	1	1 0 2	1	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	80 886		0	9 1177		113	71		0	68		3

Major Street Volume: 2265
Minor Approach Volume: 139
Minor Approach Volume Threshold: 3 [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.

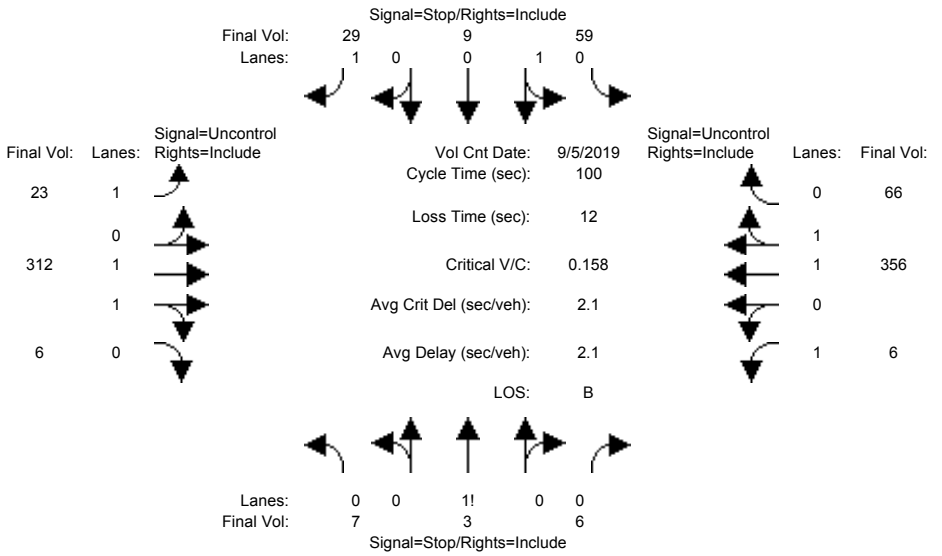
 Copyright (c) 2008 Dowling Associates, Inc.

 Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #179: Church Street and Luchessa Avenue



Street Name:	Church 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
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	7	3	6	51	9	29	23	279	6	6	292	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	3	6	51	9	29	23	279	6	6	292	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	8	0	0	0	33	0	0	64	15
Initial Fut:	7	3	6	59	9	29	23	312	6	6	356	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	3	6	59	9	29	23	312	6	6	356	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	3	6	59	9	29	23	312	6	6	356	66
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	556	795	159	605	765	211	422	xxxx	xxxxx	318	xxxx	xxxxx
Potent Cap.:	418	323	864	386	336	801	1148	xxxx	xxxxx	1253	xxxx	xxxxx
Move Cap.:	387	315	864	373	327	801	1148	xxxx	xxxxx	1253	xxxx	xxxxx
Volume/Cap:	0.02	0.01	0.01	0.16	0.03	0.04	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7	8.2	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	463	xxxxx	367	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.1	xxxxx	17.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	C	*	*	*	*	*	*	*	*
ApproachDel:		13.1			14.8			xxxxxx			xxxxxx	
ApproachLOS:		B			B			*			*	

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

Peak Hour Delay Signal Warrant Report

****

Intersection #179 Church Street and Luchessa Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Initial Vol:	7	3	6	59	9	29	23	312	6	6	356	66
ApproachDel:	13.1			14.8			xxxxxx			xxxxxx		

Approach[northbound][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=16]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=882]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=97]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=882]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #179 Church Street and Luchessa Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 1	0 0	1	1 0	1 1	0	1 0	1 1	0
Initial Vol:	7	3	6	59	9	29	23	312	6	6	356	66

Major Street Volume: 769
Minor Approach Volume: 97
Minor Approach Volume Threshold: 487

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).

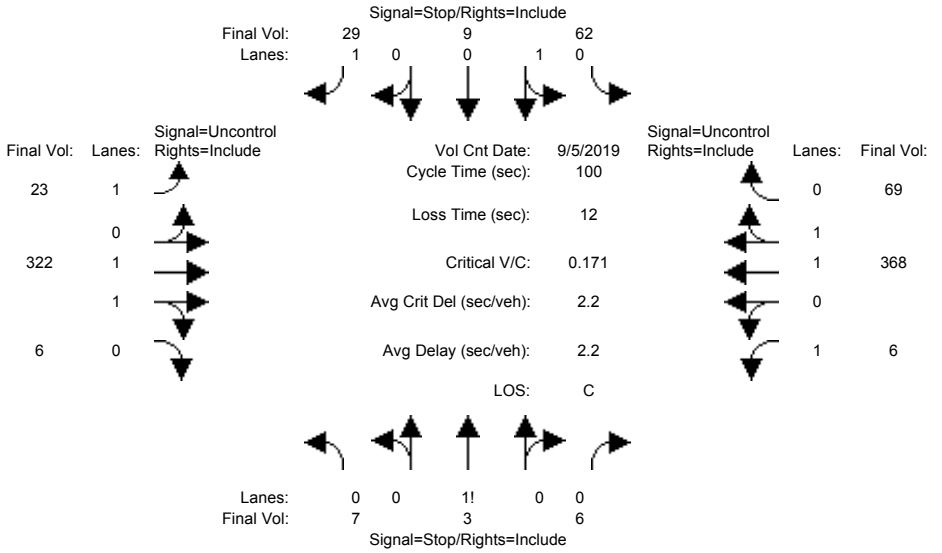
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex + P Sat

Intersection #179: Church Street and Luchessa Avenue



Street Name:	Church 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
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	7	3	6	51	9	29	23	279	6	6	292	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	3	6	51	9	29	23	279	6	6	292	51
Added Vol:	0	0	0	3	0	0	0	10	0	0	12	3
ATI:	0	0	0	8	0	0	0	33	0	0	64	15
Initial Fut:	7	3	6	62	9	29	23	322	6	6	368	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	3	6	62	9	29	23	322	6	6	368	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	3	6	62	9	29	23	322	6	6	368	69
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	572	820	164	623	789	219	437	xxxx	xxxxx	328	xxxx	xxxxx
Potent Cap.:	408	312	858	375	325	792	1134	xxxx	xxxxx	1243	xxxx	xxxxx
Move Cap.:	377	304	858	362	317	792	1134	xxxx	xxxxx	1243	xxxx	xxxxx
Volume/Cap:	0.02	0.01	0.01	0.17	0.03	0.04	0.02	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.1	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.7	8.2	xxxx	xxxxx	7.9	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	452	xxxxx	356	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	0.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	13.3	xxxxx	17.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	C	*	*	*	*	*	*	*	*
ApproachDel:		13.3			15.3			xxxxxx			xxxxxx	
ApproachLOS:		B			C			*			*	

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

Peak Hour Delay Signal Warrant Report

****

Intersection #179 Church Street and Luchessa Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 1	0	0 1	1 0	1	1 0	1 0	1	1 0
Initial Vol:	7	3	6	62	9	29	23	322	6	6	368	69
ApproachDel:	13.3			15.3			xxxxxx			xxxxxx		

Approach[northbound][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=16]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=910]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=100]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=910]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

SIGNAL WARRANT DISCLAIMER
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 #179 Church Street and Luchessa Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 1	0	0 1	1 0	1	1 0	1 0	1	1 0
Initial Vol:	7	3	6	62	9	29	23	322	6	6	368	69

Major Street Volume: 794
Minor Approach Volume: 100
Minor Approach Volume Threshold: 473

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).

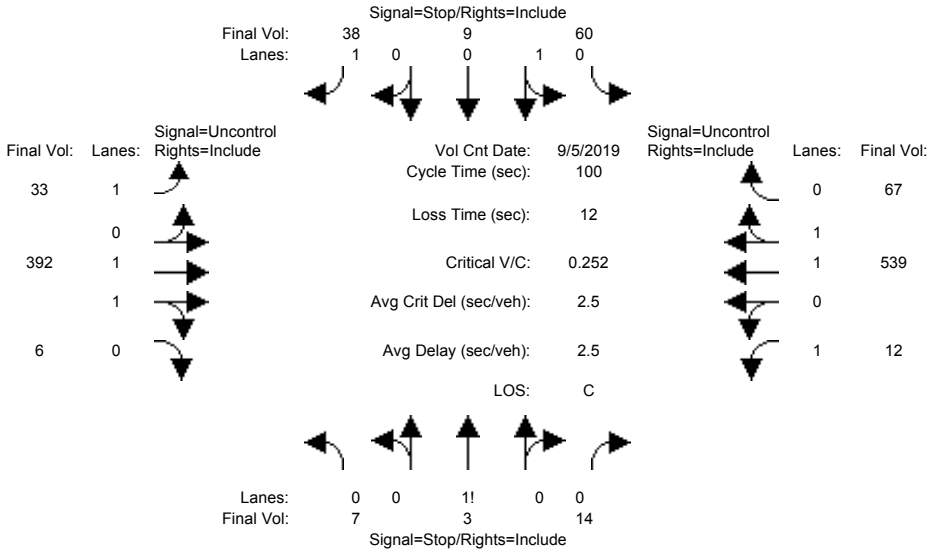
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #179: Church Street and Luchessa Avenue



Street Name:	Church 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
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	7	3	6	59	9	29	23	312	6	6	356	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:	7	3	6	59	9	29	23	312	6	6	356	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	8	1	0	9	10	80	0	6	183	1
Initial Fut:	7	3	14	60	9	38	33	392	6	12	539	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	3	14	60	9	38	33	392	6	12	539	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	3	14	60	9	38	33	392	6	12	539	67
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	759	1091	199	860	1061	303	606	xxxx	xxxxx	398	xxxx	xxxxx
Potent Cap.:	299	217	815	253	226	699	982	xxxx	xxxxx	1172	xxxx	xxxxx
Move Cap.:	265	207	815	238	216	699	982	xxxx	xxxxx	1172	xxxx	xxxxx
Volume/Cap:	0.03	0.01	0.02	0.25	0.04	0.05	0.03	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.4	8.8	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	413	xxxxx	235	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	1.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.2	xxxxx	26.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	D	*	*	*	*	*	*	*	*
ApproachDel:		14.2			20.9			xxxxxx			xxxxxx	
ApproachLOS:		B			C			*			*	

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

Peak Hour Delay Signal Warrant Report

****

Intersection #179 Church Street and Luchessa Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0	0	0 1	0	0 1	1 0	1	1 0	1 0	1	1 0
Initial Vol:	7	3	14	60	9	38	33	392	6	12	539	67
ApproachDel:	14.2			20.9			xxxxxx			xxxxxx		

Approach[northbound][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=24]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1180]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][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=107]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1180]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #179 Church Street and Luchessa Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0	0	0 1	0	0 1	1 0	1	1 0	1 0	1	1 0
Initial Vol:	7	3	14	60	9	38	33	392	6	12	539	67

Major Street Volume: 1049
Minor Approach Volume: 107
Minor Approach Volume Threshold: 354

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).

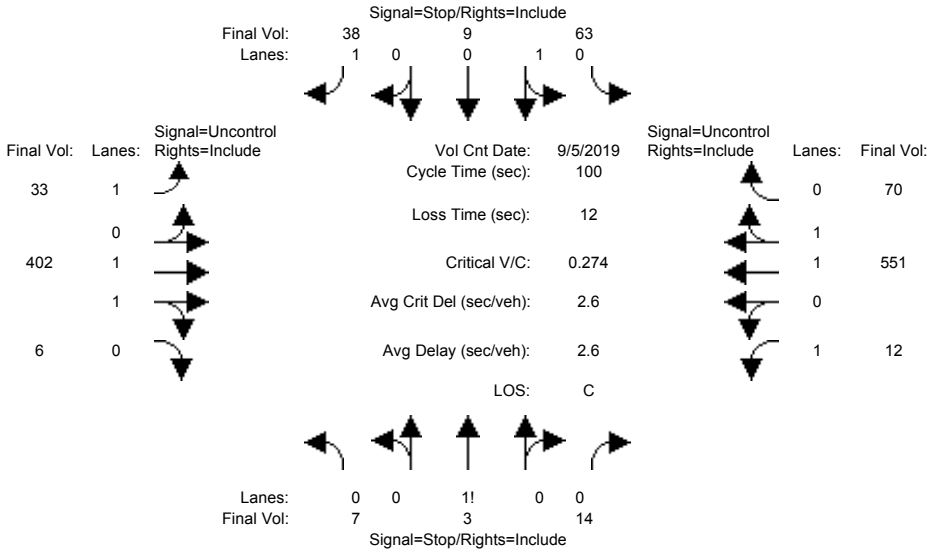
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #179: Church Street and Luchessa Avenue



Street Name:	Church 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
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	7	3	6	59	9	29	23	312	6	6	356	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:	7	3	6	59	9	29	23	312	6	6	356	66
Added Vol:	0	0	0	3	0	0	0	10	0	0	12	3
ATI:	0	0	8	1	0	9	10	80	0	6	183	1
Initial Fut:	7	3	14	63	9	38	33	402	6	12	551	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	3	14	63	9	38	33	402	6	12	551	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	3	14	63	9	38	33	402	6	12	551	70
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	775	1116	204	879	1084	311	621	xxxx	xxxxx	408	xxxx	xxxxx
Potent Cap.:	291	209	809	245	219	691	969	xxxx	xxxxx	1162	xxxx	xxxxx
Move Cap.:	257	200	809	230	209	691	969	xxxx	xxxxx	1162	xxxx	xxxxx
Volume/Cap:	0.03	0.01	0.02	0.27	0.04	0.05	0.03	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.5	8.8	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	403	xxxxx	227	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	1.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.5	xxxxx	28.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	D	*	*	*	*	*	*	*	*
ApproachDel:		14.5			22.0			xxxxxx			xxxxxx	
ApproachLOS:		B			C			*			*	

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

Peak Hour Delay Signal Warrant Report

****

Intersection #179 Church Street and Luchessa Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 1	0	0 1	1 0	1	1 0	1 0	1	1 0
Initial Vol:	7	3	14	63	9	38	33	402	6	12	551	70
ApproachDel:	14.5			22.0			xxxxxx			xxxxxx		

Approach[northbound][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=24]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1208]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][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=110]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1208]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #179 Church Street and Luchessa Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0	1! 0	0	0 1	0	0 1	1 0	1	1 0	1 0	1	1 0
Initial Vol:	7	3	14	63	9	38	33	402	6	12	551	70

Major Street Volume: 1074
Minor Approach Volume: 110
Minor Approach Volume Threshold: 343

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).

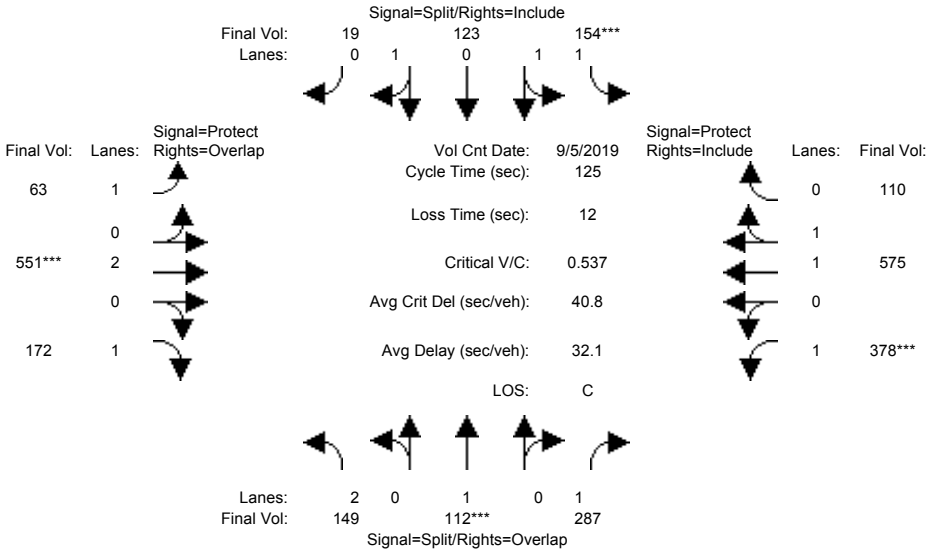
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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: 5 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	2	0	0	1	0
Initial Fut:	149	112	287	154	123	19	63	551	172	378	575	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	551	172	378	575	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	112	287	154	123	19	63	551	172	378	575	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	551	172	378	575	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	583
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	65.6	13.0	13.0	13.0	19.8	34.5	48.2	51.9	66.6	66.6
Volume/Cap:	0.43	0.54	0.32	0.54	0.54	0.54	0.23	0.54	0.25	0.54	0.35	0.35
Delay/Veh:	52.8	55.4	17.2	54.2	54.2	54.2	46.4	39.1	26.4	28.4	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	55.4	17.2	54.2	54.2	54.2	46.4	39.1	26.4	28.4	17.0	17.0
LOS by Move:	D	E	B	D	D	D	D	D	C	C	B	B
HCM2kAvgQ:	4	5	7	5	5	5	2	9	5	11	7	8

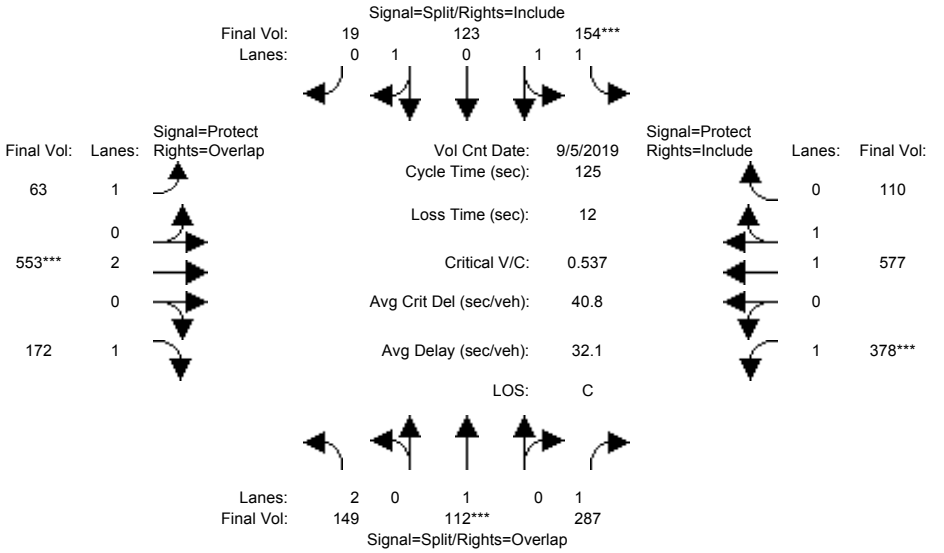
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + 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: 5 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	2	0	0	2	0
ATI:	0	0	0	0	0	0	0	2	0	0	1	0
Initial Fut:	149	112	287	154	123	19	63	553	172	378	577	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	553	172	378	577	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	112	287	154	123	19	63	553	172	378	577	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	553	172	378	577	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	3050	581
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	65.5	12.9	12.9	12.9	19.7	34.5	48.3	51.8	66.6	66.6
Volume/Cap:	0.43	0.54	0.32	0.54	0.54	0.54	0.23	0.54	0.25	0.54	0.35	0.35
Delay/Veh:	52.9	55.4	17.2	54.2	54.2	54.2	46.4	39.0	26.3	28.4	16.9	16.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	55.4	17.2	54.2	54.2	54.2	46.4	39.0	26.3	28.4	16.9	16.9
LOS by Move:	D	E	B	D	D	D	D	D	C	C	B	B
HCM2kAvgQ:	4	5	7	5	5	5	2	9	5	11	7	8

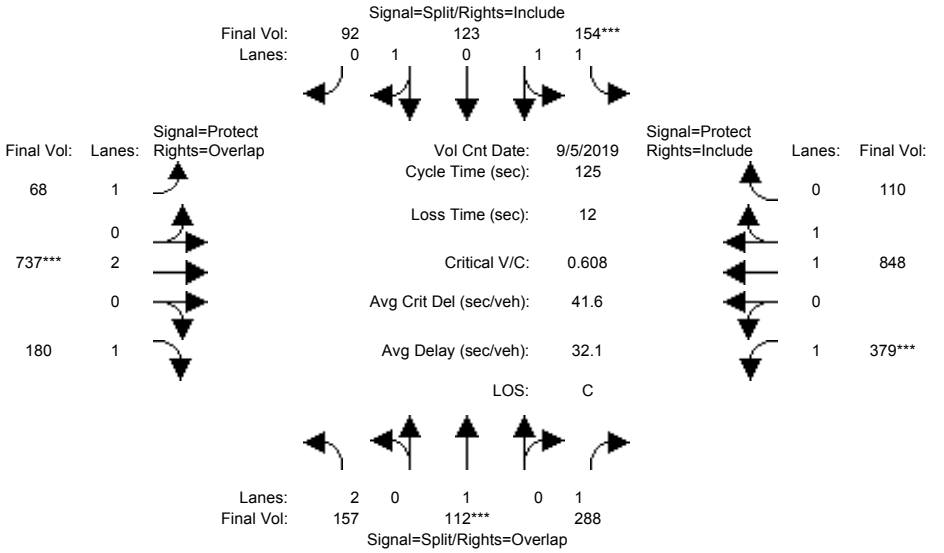
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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: 5 Sep 2019 <<												
Base Vol:	149	112	287	154	123	19	63	551	172	378	575	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	551	172	378	575	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	8	0	1	0	0	73	5	186	8	1	273	0
Initial Fut:	157	112	288	154	123	92	68	737	180	379	848	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	92	68	737	180	379	848	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	112	288	154	123	92	68	737	180	379	848	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	92	68	737	180	379	848	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	1.27	0.99	0.74	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	3150	1900	1698	2223	1776	1328	1750	3724	1750	1698	3213	417
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:	12.1	12.1	58.0	14.2	14.2	14.2	15.2	40.7	52.8	45.9	71.5	71.5
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:	55.1	59.9	21.9	54.5	54.5	54.5	51.1	36.3	23.4	33.9	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	59.9	21.9	54.5	54.5	54.5	51.1	36.3	23.4	33.9	15.7	15.7
LOS by Move:	E	E	C	D	D	D	D	D	C	C	B	B
HCM2kAvgQ:	4	5	8	6	6	6	3	12	5	13	11	11

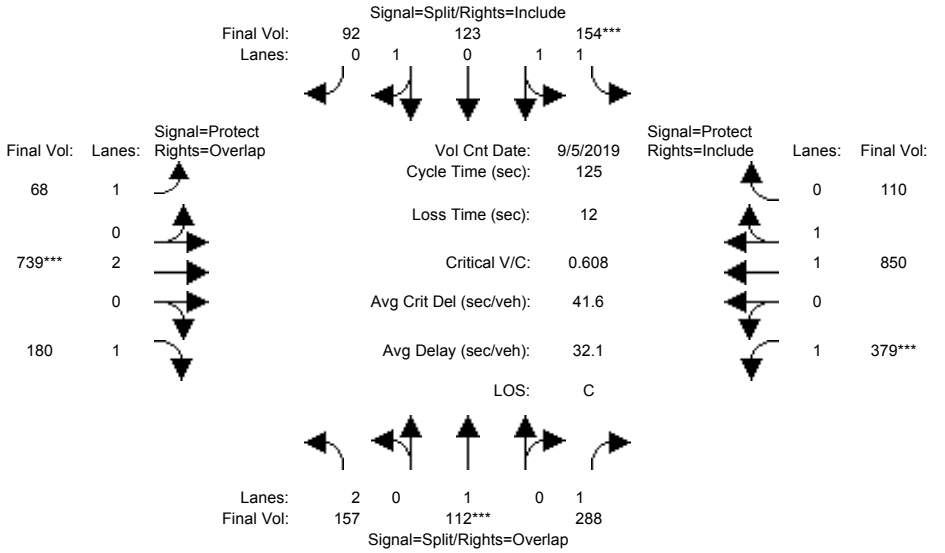
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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: 5 Sep 2019 <<												
Base Vol:	149	112	287	154	123	19	63	551	172	378	575	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	551	172	378	575	110
Added Vol:	0	0	0	0	0	0	0	2	0	0	2	0
ATI:	8	0	1	0	0	73	5	186	8	1	273	0
Initial Fut:	157	112	288	154	123	92	68	739	180	379	850	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	92	68	739	180	379	850	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	112	288	154	123	92	68	739	180	379	850	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	92	68	739	180	379	850	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	1.27	0.99	0.74	1.00	2.00	1.00	1.00	1.77	0.23
Final Sat.:	3150	1900	1698	2223	1776	1328	1750	3724	1750	1698	3214	416
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:	12.1	12.1	58.0	14.2	14.2	14.2	15.1	40.8	52.9	45.9	71.5	71.5
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	21.9	54.5	54.5	54.5	51.1	36.3	23.4	34.0	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	60.0	21.9	54.5	54.5	54.5	51.1	36.3	23.4	34.0	15.7	15.7
LOS by Move:	E	E	C	D	D	D	D	D	C	C	B	B
HCM2kAvgQ:	4	5	8	6	6	6	3	12	5	13	11	11

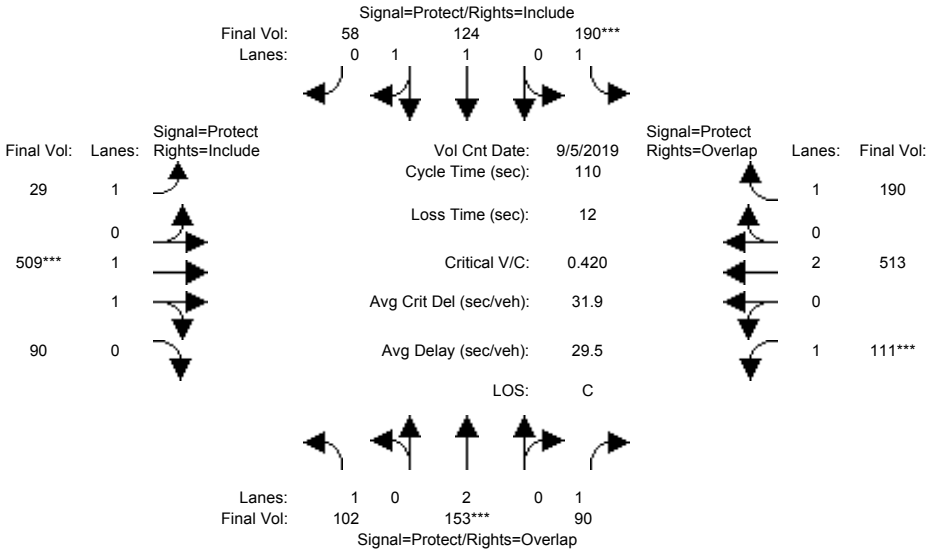
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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: 5 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:	30	17	2	0	9	0	0	0	16	1	0	0
Initial Fut:	102	153	90	190	124	58	29	509	90	111	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:	102	153	90	190	124	58	29	509	90	111	513	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	153	90	190	124	58	29	509	90	111	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:	102	153	90	190	124	58	29	509	90	111	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	1.35	0.65	1.00	1.69	0.31	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2520	1179	1750	3144	556	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	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	10.5	27.2	28.4	22.9	22.9	18.9	42.4	42.4	16.6	40.1	68.5
Volume/Cap:	0.40	0.42	0.21	0.42	0.24	0.24	0.10	0.42	0.42	0.42	0.37	0.17
Delay/Veh:	43.6	47.6	33.1	34.6	36.4	36.4	38.5	25.0	25.0	43.4	25.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	47.6	33.1	34.6	36.4	36.4	38.5	25.0	25.0	43.4	25.8	8.8
LOS by Move:	D	D	C	C	D	D	D	C	C	D	C	A
HCM2kAvgQ:	3	2	2	6	3	3	1	7	7	4	6	3

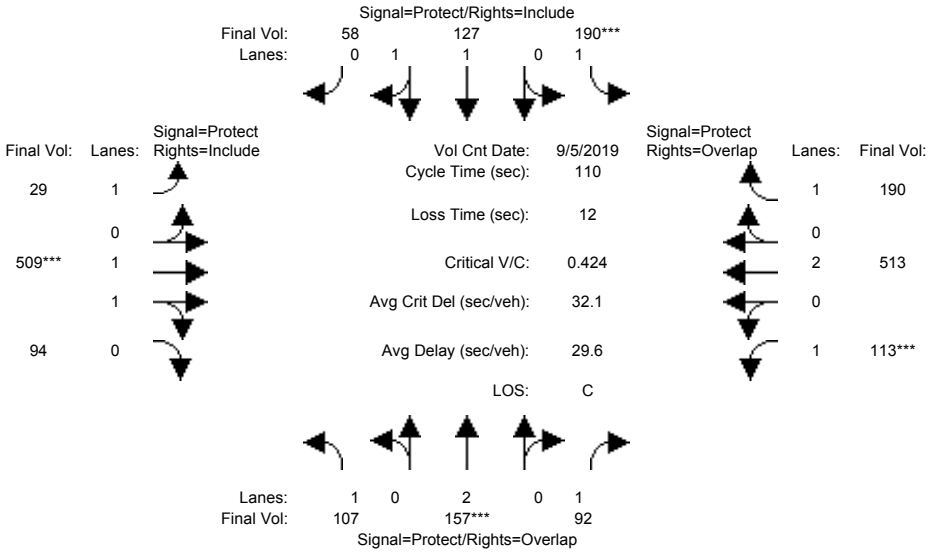
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + 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: 5 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:	5	4	2	0	3	0	0	0	4	2	0	0
ATI:	30	17	2	0	9	0	0	0	16	1	0	0
Initial Fut:	107	157	92	190	127	58	29	509	94	113	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:	107	157	92	190	127	58	29	509	94	113	513	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	157	92	190	127	58	29	509	94	113	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:	107	157	92	190	127	58	29	509	94	113	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	1.36	0.64	1.00	1.68	0.32	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2539	1160	1750	3123	577	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	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:	16.0	10.7	27.5	28.2	22.9	22.9	18.9	42.3	42.3	16.8	40.2	68.3
Volume/Cap:	0.42	0.42	0.21	0.42	0.24	0.24	0.10	0.42	0.42	0.42	0.37	0.17
Delay/Veh:	43.9	47.5	32.9	34.8	36.5	36.5	38.5	25.1	25.1	43.3	25.8	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	47.5	32.9	34.8	36.5	36.5	38.5	25.1	25.1	43.3	25.8	8.9
LOS by Move:	D	D	C	C	D	D	D	C	C	D	C	A
HCM2kAvgQ:	3	2	3	6	3	3	1	7	7	4	6	3

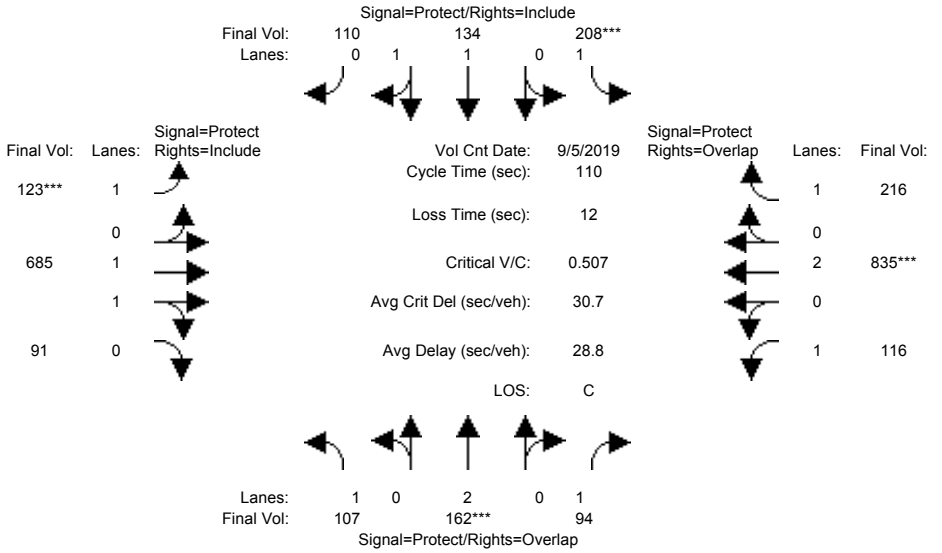
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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: 5 Sep 2019 <<												
Base Vol:	102	153	90	190	124	58	29	509	90	111	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:	102	153	90	190	124	58	29	509	90	111	513	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	9	4	18	10	52	94	176	1	5	322	26
Initial Fut:	107	162	94	208	134	110	123	685	91	116	835	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:	107	162	94	208	134	110	123	685	91	116	835	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	162	94	208	134	110	123	685	91	116	835	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:	107	162	94	208	134	110	123	685	91	116	835	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	1.07	0.93	1.00	1.76	0.24	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2031	1667	1750	3266	434	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.05	0.12	0.07	0.07	0.07	0.21	0.21	0.07	0.22	0.12
Crit Moves:		****		****			****				****	
Green Time:	14.7	10.0	25.0	25.6	20.9	20.9	15.1	47.4	47.4	15.0	47.3	72.9
Volume/Cap:	0.46	0.47	0.24	0.51	0.35	0.35	0.51	0.49	0.49	0.49	0.51	0.19
Delay/Veh:	45.4	48.5	35.0	37.9	38.9	38.9	45.8	22.8	22.8	45.5	23.2	7.2
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:	45.4	48.5	35.0	37.9	38.9	38.9	45.8	22.8	22.8	45.5	23.2	7.2
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	A
HCM2kAvgQ:	4	3	3	7	4	4	4	9	9	4	10	3

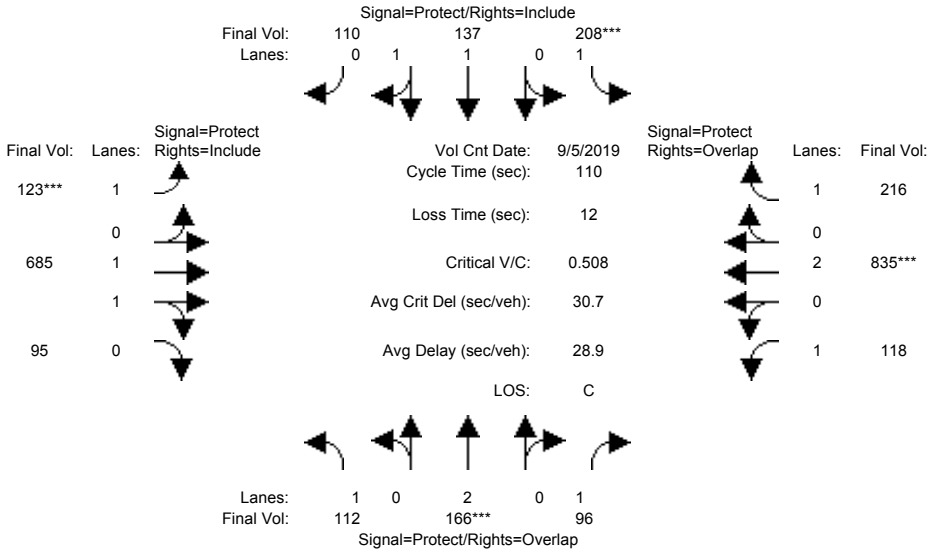
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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: 5 Sep 2019 <<												
Base Vol:	102	153	90	190	124	58	29	509	90	111	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:	102	153	90	190	124	58	29	509	90	111	513	190
Added Vol:	5	4	2	0	3	0	0	0	4	2	0	0
ATI:	5	9	4	18	10	52	94	176	1	5	322	26
Initial Fut:	112	166	96	208	137	110	123	685	95	118	835	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:	112	166	96	208	137	110	123	685	95	118	835	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	166	96	208	137	110	123	685	95	118	835	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:	112	166	96	208	137	110	123	685	95	118	835	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	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	1.09	0.91	1.00	1.75	0.25	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2051	1647	1750	3249	451	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.05	0.12	0.07	0.07	0.07	0.21	0.21	0.07	0.22	0.12
Crit Moves:		****		****			****				****	
Green Time:	14.7	10.0	25.1	25.6	20.9	20.9	15.1	47.3	47.3	15.1	47.3	72.9
Volume/Cap:	0.48	0.48	0.24	0.51	0.35	0.35	0.51	0.49	0.49	0.49	0.51	0.19
Delay/Veh:	45.7	48.6	35.0	37.9	39.0	39.0	45.8	22.9	22.9	45.4	23.2	7.2
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:	45.7	48.6	35.0	37.9	39.0	39.0	45.8	22.9	22.9	45.4	23.2	7.2
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	A
HCM2kAvgQ:	4	3	3	7	4	4	4	9	9	4	10	3

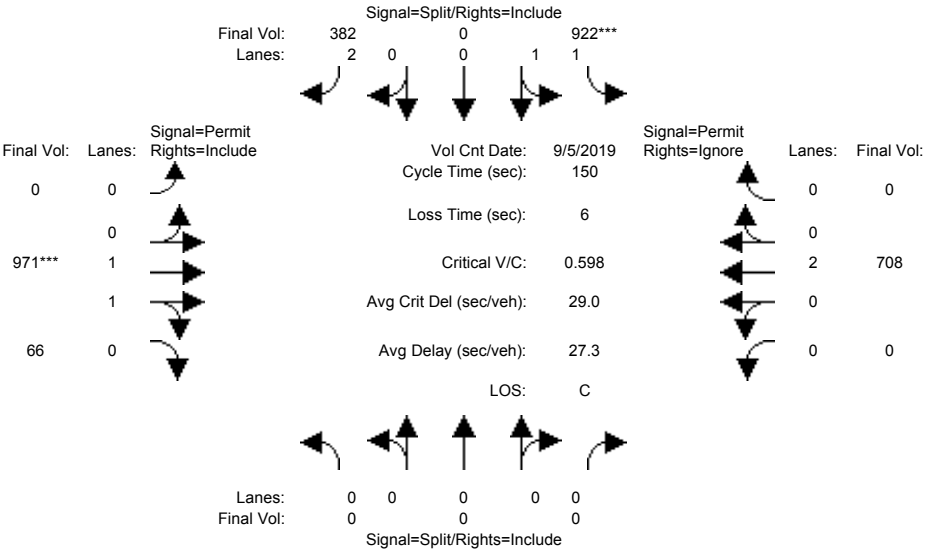
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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: 5 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	2	0	0	1	1
Initial Fut:	0	0	0	922	0	382	0	971	132	0	708	419
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	971	66	0	708	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	922	0	382	0	971	66	0	708	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	971	66	0	708	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	221	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	30.7	0.0	25.1	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	30.7	0.0	25.1	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
HCM2kAvgQ:	0	0	0	17	0	6	0	17	17	0	10	0

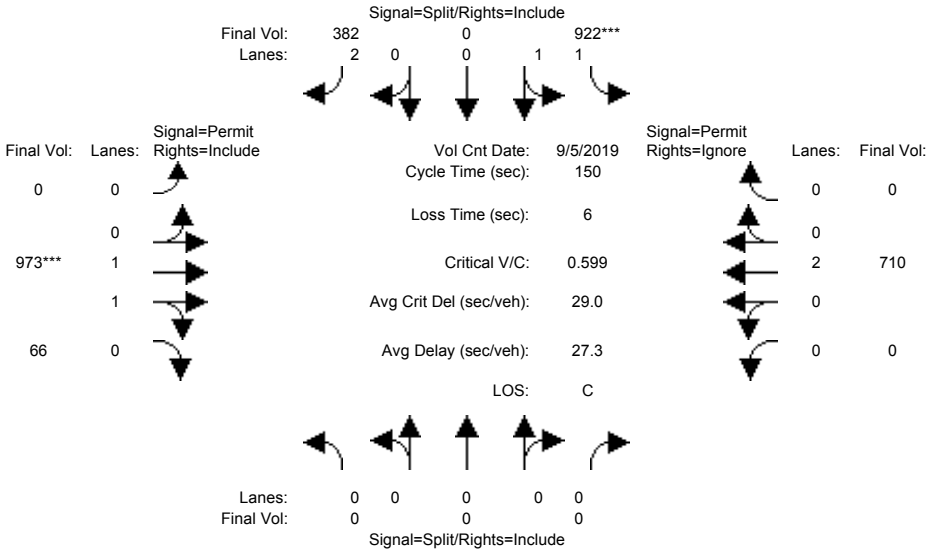
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + 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: 5 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	2	0	0	2	2
ATI:	0	0	0	0	0	0	0	2	0	0	1	1
Initial Fut:	0	0	0	922	0	382	0	973	132	0	710	421
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	973	66	0	710	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	922	0	382	0	973	66	0	710	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	973	66	0	710	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.88	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	3257	221	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	69.2	0.0	69.2	0.0	74.8	74.8	0.0	74.8	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	30.7	0.0	25.1	0.0	27.5	27.5	0.0	23.8	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	30.7	0.0	25.1	0.0	27.5	27.5	0.0	23.8	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	A	C	A
HCM2kAvgQ:	0	0	0	17	0	6	0	17	17	0	10	0

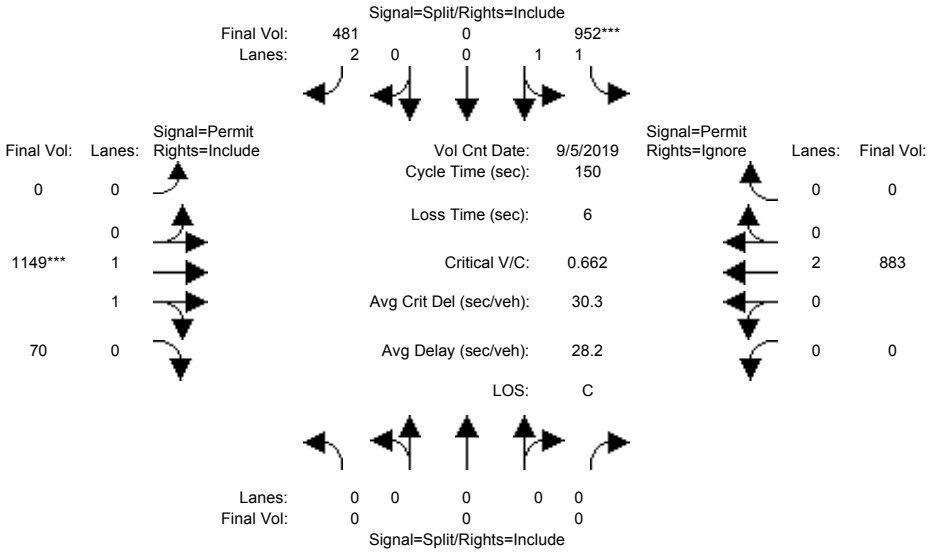
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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: 5 Sep 2019 <<												
Base Vol:	0	0	0	922	0	382	0	971	132	0	708	419
Growth Adj:	1.00	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	971	132	0	708	419
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	30	0	99	0	178	8	0	175	34
Initial Fut:	0	0	0	952	0	481	0	1149	140	0	883	453
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	481	0	1149	70	0	883	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	952	0	481	0	1149	70	0	883	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	481	0	1149	70	0	883	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	3278	200	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	64.6	0.0	64.6	0.0	79.4	79.4	0.0	79.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.38	0.00	0.66	0.66	0.00	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	35.2	0.0	29.2	0.0	26.5	26.5	0.0	22.5	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	35.2	0.0	29.2	0.0	26.5	26.5	0.0	22.5	0.0
LOS by Move:	A	A	A	D	A	C	A	C	C	A	C	A
HCM2kAvgQ:	0	0	0	19	0	9	0	20	20	0	13	0

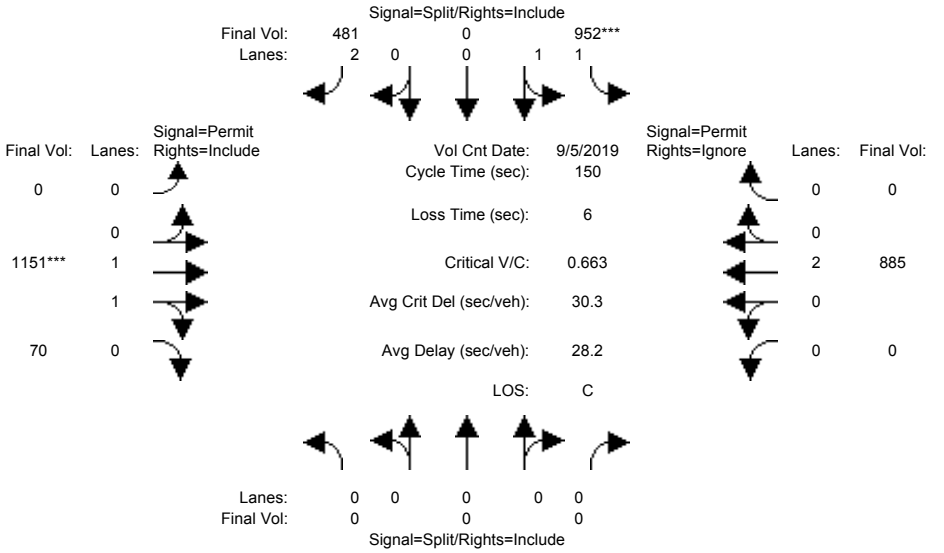
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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: 5 Sep 2019 <<												
Base Vol:	0	0	0	922	0	382	0	971	132	0	708	419
Growth Adj:	1.00	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	971	132	0	708	419
Added Vol:	0	0	0	0	0	0	0	2	0	0	2	2
ATI:	0	0	0	30	0	99	0	178	8	0	175	34
Initial Fut:	0	0	0	952	0	481	0	1151	140	0	885	455
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	481	0	1151	70	0	885	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	952	0	481	0	1151	70	0	885	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	481	0	1151	70	0	885	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	3278	199	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	64.6	0.0	64.6	0.0	79.4	79.4	0.0	79.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.38	0.00	0.66	0.66	0.00	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	35.2	0.0	29.2	0.0	26.5	26.5	0.0	22.5	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	35.2	0.0	29.2	0.0	26.5	26.5	0.0	22.5	0.0
LOS by Move:	A	A	A	D	A	C	A	C	C	A	C	A
HCM2kAvgQ:	0	0	0	19	0	9	0	20	20	0	13	0

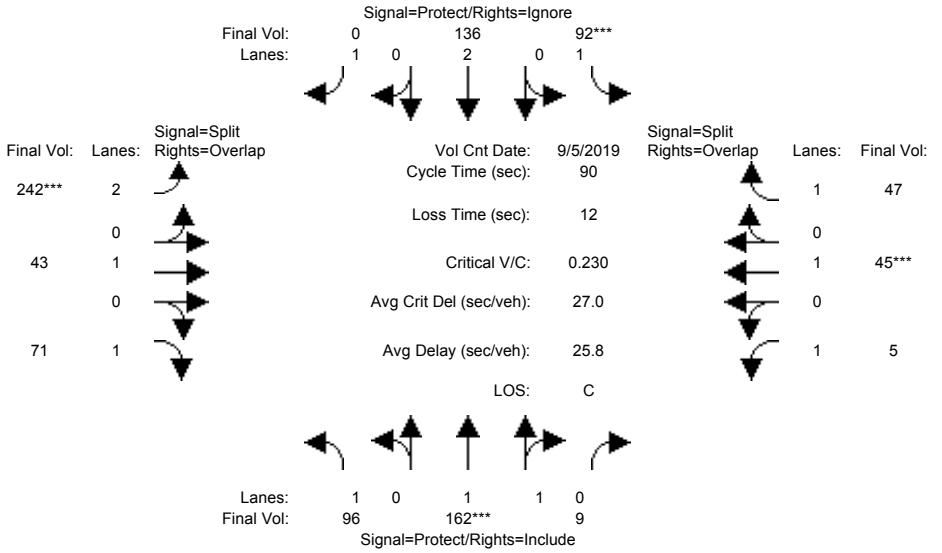
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #7668: Monterey Street and US 101 NB Ramps



Street Name:	Monterey Street						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	96	162	9	92	136	181	233	43	71	5	45	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	162	9	92	136	181	233	43	71	5	45	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	28	9	0	0	0	0	0
Initial Fut:	96	162	9	92	136	209	242	43	71	5	45	47
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	162	9	92	136	0	242	43	71	5	45	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	162	9	92	136	0	242	43	71	5	45	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	162	9	92	136	0	242	43	71	5	45	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3505	195	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.05	0.04	0.00	0.08	0.02	0.04	0.00	0.02	0.03
Crit Moves:		****			****			****			****	
Green Time:	15.8	17.9	17.9	20.4	22.5	0.0	29.7	29.7	45.5	10.0	10.0	30.4
Volume/Cap:	0.31	0.23	0.23	0.23	0.14	0.00	0.23	0.07	0.08	0.03	0.21	0.08
Delay/Veh:	33.0	30.4	30.4	28.7	26.3	0.0	22.0	20.7	11.5	35.7	36.9	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	30.4	30.4	28.7	26.3	0.0	22.0	20.7	11.5	35.7	36.9	20.4
LOS by Move:	C	C	C	C	C	A	C	C	B	D	D	C
HCM2kAvgQ:	3	2	2	2	1	0	3	1	1	0	1	1

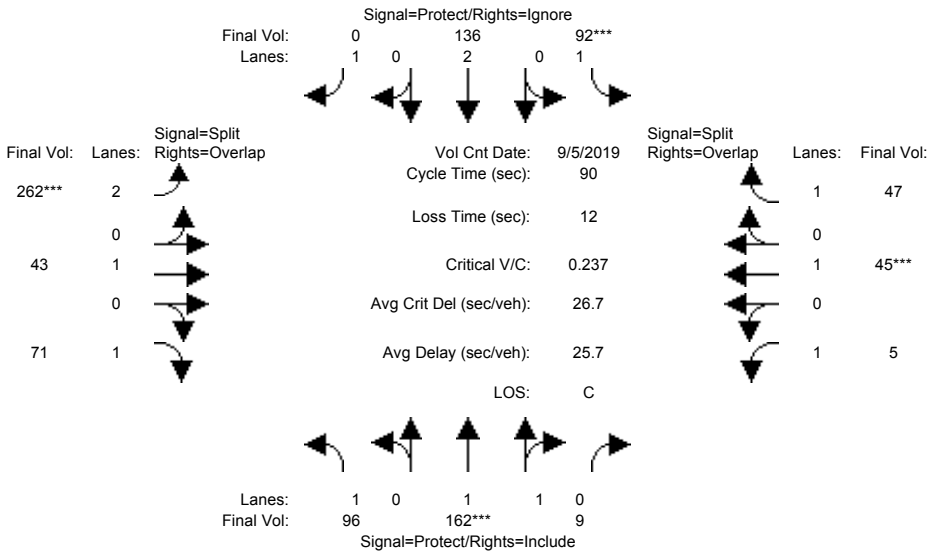
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P Sat

Intersection #7668: Monterey Street and US 101 NB Ramps



Street Name:	Monterey Street						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	96	162	9	92	136	181	233	43	71	5	45	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	162	9	92	136	181	233	43	71	5	45	47
Added Vol:	0	0	0	0	0	31	20	0	0	0	0	0
ATI:	0	0	0	0	0	28	9	0	0	0	0	0
Initial Fut:	96	162	9	92	136	240	262	43	71	5	45	47
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	162	9	92	136	0	262	43	71	5	45	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	162	9	92	136	0	262	43	71	5	45	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	162	9	92	136	0	262	43	71	5	45	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3505	195	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.05	0.04	0.00	0.08	0.02	0.04	0.00	0.02	0.03
Crit Moves:		****		****			****				****	
Green Time:	15.2	17.3	17.3	19.6	21.7	0.0	31.1	31.1	46.3	10.0	10.0	29.6
Volume/Cap:	0.32	0.24	0.24	0.24	0.15	0.00	0.24	0.07	0.08	0.03	0.21	0.08
Delay/Veh:	33.5	31.0	31.0	29.4	26.9	0.0	21.1	19.8	11.1	35.7	36.9	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:	33.5	31.0	31.0	29.4	26.9	0.0	21.1	19.8	11.1	35.7	36.9	20.9
LOS by Move:	C	C	C	C	C	A	C	B	B	D	D	C
HCM2kAvgQ:	3	2	2	2	1	0	3	1	1	0	1	1

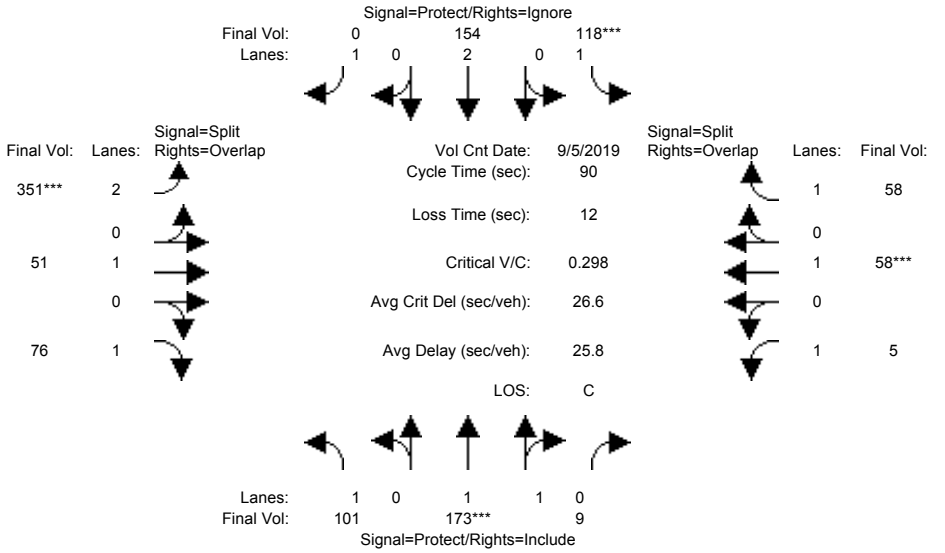
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #7668: Monterey Street and US 101 NB Ramps



Street Name:	Monterey Street						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	96	162	9	92	136	209	242	43	71	5	45	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	162	9	92	136	209	242	43	71	5	45	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	11	0	26	18	1	109	8	5	0	13	11
Initial Fut:	101	173	9	118	154	210	351	51	76	5	58	58
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	173	9	118	154	0	351	51	76	5	58	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	173	9	118	154	0	351	51	76	5	58	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	173	9	118	154	0	351	51	76	5	58	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.90	0.10	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3517	183	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.07	0.04	0.00	0.11	0.03	0.04	0.00	0.03	0.03
Crit Moves:		****			****			****			****	
Green Time:	14.3	14.7	14.7	20.1	20.5	0.0	33.2	33.2	47.5	10.0	10.0	30.1
Volume/Cap:	0.36	0.30	0.30	0.30	0.18	0.00	0.30	0.07	0.08	0.03	0.27	0.10
Delay/Veh:	34.6	33.4	33.4	29.5	28.1	0.0	20.3	18.4	10.5	35.7	37.4	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	33.4	33.4	29.5	28.1	0.0	20.3	18.4	10.5	35.7	37.4	20.7
LOS by Move:	C	C	C	C	C	A	C	B	B	D	D	C
HCM2kAvgQ:	3	2	2	3	2	0	4	1	1	0	2	1

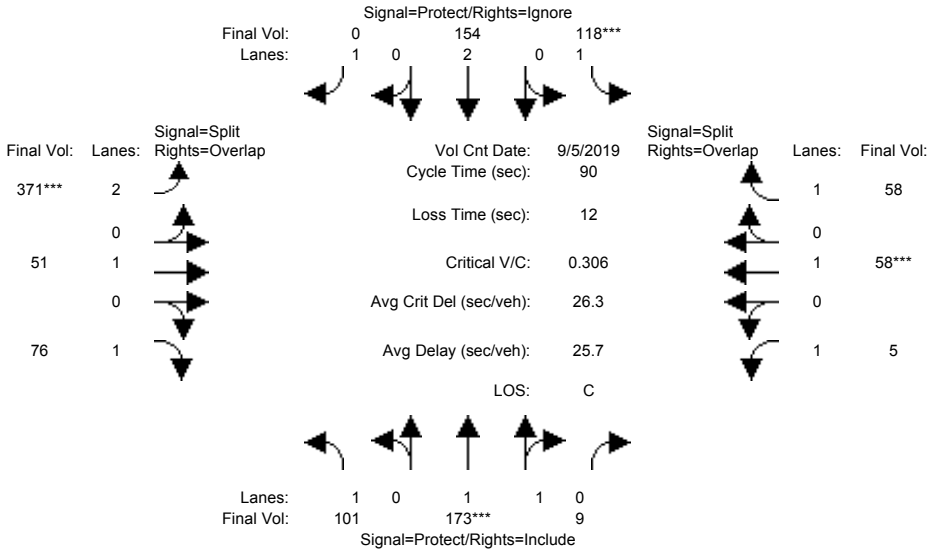
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #7668: Monterey Street and US 101 NB Ramps



Street Name:	Monterey Street						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	96	162	9	92	136	209	242	43	71	5	45	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	162	9	92	136	209	242	43	71	5	45	47
Added Vol:	0	0	0	0	0	31	20	0	0	0	0	0
ATI:	5	11	0	26	18	1	109	8	5	0	13	11
Initial Fut:	101	173	9	118	154	241	371	51	76	5	58	58
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	173	9	118	154	0	371	51	76	5	58	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	173	9	118	154	0	371	51	76	5	58	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	173	9	118	154	0	371	51	76	5	58	58
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.90	0.10	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3517	183	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.07	0.04	0.00	0.12	0.03	0.04	0.00	0.03	0.03
Crit Moves:		****			****			****			****	
Green Time:	13.9	14.3	14.3	19.6	19.9	0.0	34.2	34.2	48.1	10.0	10.0	29.6
Volume/Cap:	0.37	0.31	0.31	0.31	0.18	0.00	0.31	0.07	0.08	0.03	0.27	0.10
Delay/Veh:	35.0	33.8	33.8	30.0	28.6	0.0	19.8	17.8	10.2	35.7	37.4	21.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	33.8	33.8	30.0	28.6	0.0	19.8	17.8	10.2	35.7	37.4	21.1
LOS by Move:	C	C	C	C	C	A	B	B	B	D	D	C
HCM2kAvgQ:	3	3	3	3	2	0	4	1	1	0	2	1

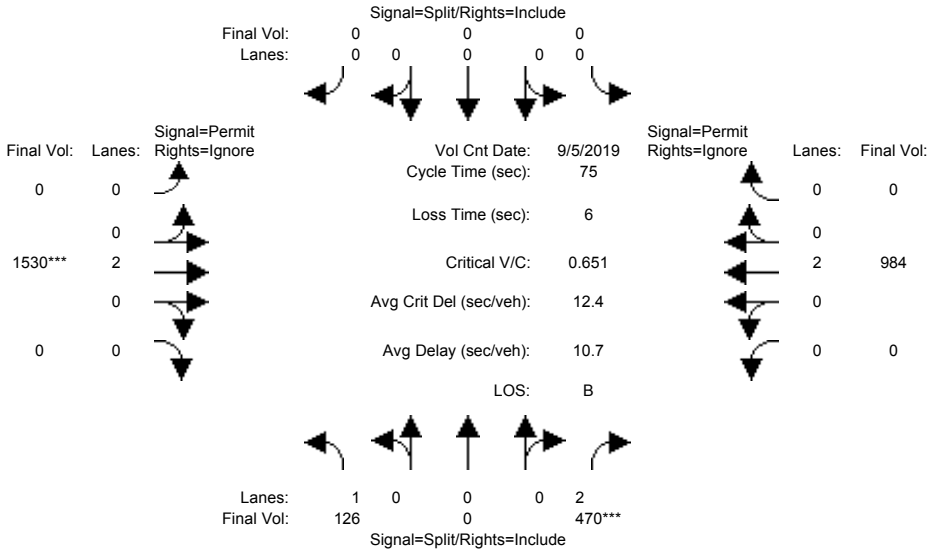
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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: 5 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	2	0	0	0	0	2	0	0	2	0
Initial Fut:	126	0	470	0	0	0	0	1530	330	0	984	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	470	0	0	0	0	1530	0	0	984	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	0	470	0	0	0	0	1530	0	0	984	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	470	0	0	0	0	1530	0	0	984	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	7.7	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	7.7	0.0	0.0	5.6	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	3	0	7	0	0	0	0	10	0	0	5	0

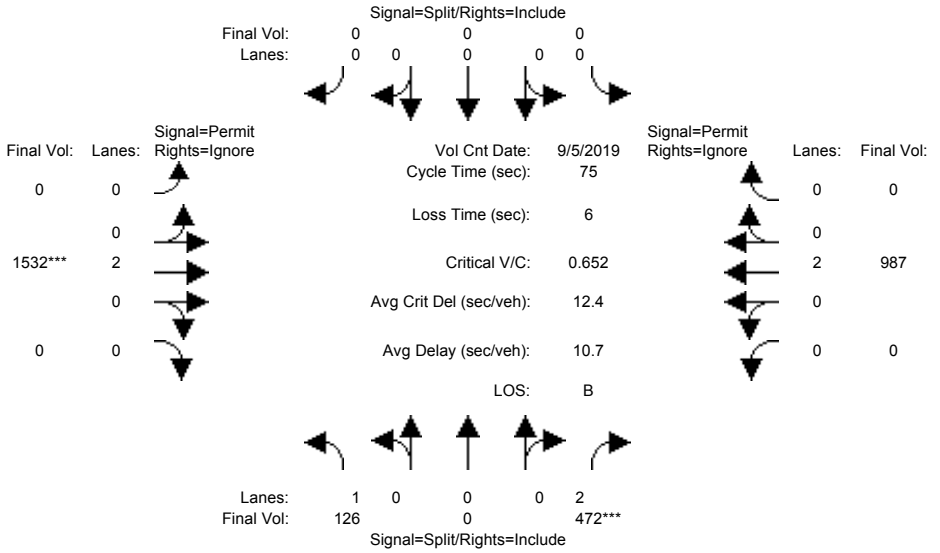
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + 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			
Movement:	L	T	R		L	T	R		L	T	R	
Min. Green:	10	0	10		0	0	0		0	10	0	
Y+R:	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:	126	0	468		0	0	0		0	1528	330	
Growth Adj:	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	
Added Vol:	0	0	2		0	0	0		0	2	0	
ATI:	0	0	2		0	0	0		0	2	0	
Initial Fut:	126	0	472		0	0	0		0	1532	330	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	126	0	472		0	0	0		0	1532	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	126	0	472		0	0	0		0	1532	0	
PCE Adj:	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	0.00	
FinalVolume:	126	0	472		0	0	0		0	1532	0	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	0.00	2.00		0.00	0.00	0.00		0.00	2.00	0.00	
Final Sat.:	1645	0	2961		0	0	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	
Crit Moves:			****							****		
Green Time:	18.3	0.0	18.3		0.0	0.0	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	
Delay/Veh:	23.6	0.0	27.6		0.0	0.0	0.0		0.0	7.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	23.6	0.0	27.6		0.0	0.0	0.0		0.0	7.7	0.0	
LOS by Move:	C	A	C		A	A	A		A	A	A	
HCM2kAvgQ:	3	0	7		0	0	0		0	10	0	

Street Name:	US 101 NB Ramps				Pacheco Pass Highway (SR 152)							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Min. Green:	10	0	10		0	0	0		0	10	0	
Y+R:	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:	126	0	468		0	0	0		0	1528	330	
Growth Adj:	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	
Added Vol:	0	0	2		0	0	0		0	2	0	
ATI:	0	0	2		0	0	0		0	2	0	
Initial Fut:	126	0	472		0	0	0		0	1532	330	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	126	0	472		0	0	0		0	1532	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	126	0	472		0	0	0		0	1532	0	
PCE Adj:	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	0.00	
FinalVolume:	126	0	472		0	0	0		0	1532	0	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	0.00	2.00		0.00	0.00	0.00		0.00	2.00	0.00	
Final Sat.:	1645	0	2961		0	0	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	
Crit Moves:			****							****		
Green Time:	18.3	0.0	18.3		0.0	0.0	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	
Delay/Veh:	23.6	0.0	27.6		0.0	0.0	0.0		0.0	7.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	23.6	0.0	27.6		0.0	0.0	0.0		0.0	7.7	0.0	
LOS by Move:	C	A	C		A	A	A		A	A	A	
HCM2kAvgQ:	3	0	7		0	0	0		0	10	0	

Street Name:	US 101 NB Ramps				Pacheco Pass Highway (SR 152)							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Min. Green:	10	0	10		0	0	0		0	10	0	
Y+R:	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:	126	0	468		0	0	0		0	1528	330	
Growth Adj:	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	
Added Vol:	0	0	2		0	0	0		0	2	0	
ATI:	0	0	2		0	0	0		0	2	0	
Initial Fut:	126	0	472		0	0	0		0	1532	330	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	126	0	472		0	0	0		0	1532	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	126	0	472		0	0	0		0	1532	0	
PCE Adj:	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	0.00	
FinalVolume:	126	0	472		0	0	0		0	1532	0	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	0.00	2.00		0.00	0.00	0.00		0.00	2.00	0.00	
Final Sat.:	1645	0	2961		0	0	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	
Crit Moves:			****							****		
Green Time:	18.3	0.0	18.3		0.0	0.0	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	
Delay/Veh:	23.6	0.0	27.6		0.0	0.0	0.0		0.0	7.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	23.6	0.0	27.6		0.0	0.0	0.0		0.0	7.7	0.0	
LOS by Move:	C	A	C		A	A	A		A	A	A	
HCM2kAvgQ:	3	0	7		0	0	0		0	10	0	

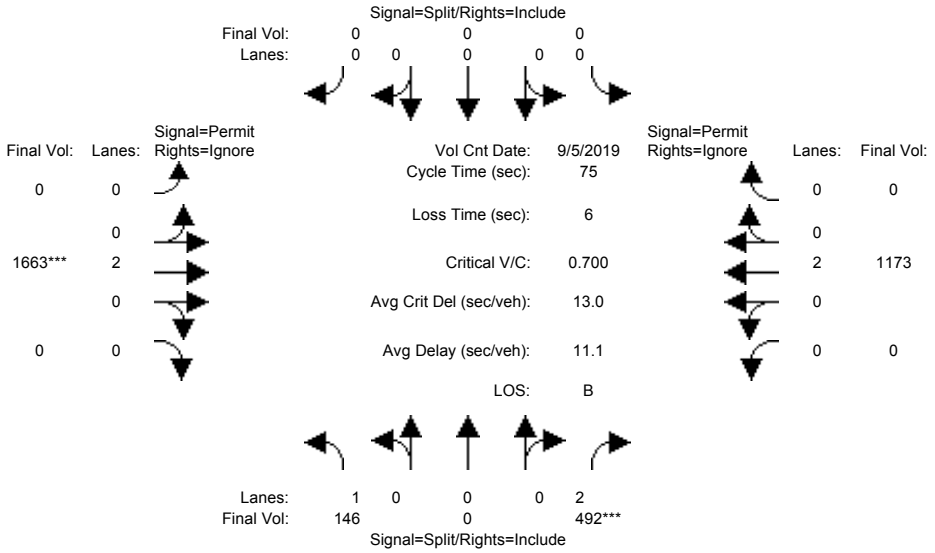
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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			
Movement:	L	T	R		L	T	R		L	T	R	
Min. Green:	10	0	10		0	0	0		0	10	0	
Y+R:	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:	126	0	470		0	0	0		0	1530	330	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	126	0	470		0	0	0		0	1530	330	
Added Vol:	0	0	0		0	0	0		0	0	0	
ATI:	20	0	22		0	0	0		0	133	75	
Initial Fut:	146	0	492		0	0	0		0	1663	405	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	146	0	492		0	0	0		0	1663	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	146	0	492		0	0	0		0	1663	0	
PCE Adj:	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	0.00	
FinalVolume:	146	0	492		0	0	0		0	1663	0	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	0.00	2.00		0.00	0.00	0.00		0.00	2.00	0.00	
Final Sat.:	1645	0	2961		0	0	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	
Crit Moves:			****							****		
Green Time:	17.8	0.0	17.8		0.0	0.0	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	
Delay/Veh:	24.5	0.0	29.3		0.0	0.0	0.0		0.0	8.2	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	24.5	0.0	29.3		0.0	0.0	0.0		0.0	8.2	0.0	
LOS by Move:	C	A	C		A	A	A		A	A	A	
HCM2kAvgQ:	3	0	8		0	0	0		0	12	0	

Street Name:	US 101 NB Ramps				Pacheco Pass Highway (SR 152)							
Approach:	North Bound				South Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Min. Green:	10	0	10		0	0	0		0	10	0	
Y+R:	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:	0	0	0		0	0	0		0	984	920	
Growth Adj:	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	984	920	
Added Vol:	0	0	0		0	0	0		0	0	0	
ATI:	0	0	0		0	0	0		0	189	47	
Initial Fut:	0	0	0		0	0	0		0	1173	967	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		0	0	0		0	1173	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	0		0	1173	0	
PCE Adj:	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	0.00	
FinalVolume:	0	0	0		0	0	0		0	1173	0	
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.92		0.92	0.92	0.92		0.92	0.92	0.87	
Lanes:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	2.00	0.00	
Final Sat.:	0	0	0		0	0	0		0	3478	0	
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.34	0.00	
Crit Moves:												
Green Time:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	51.2	0.0	
Volume/Cap:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.49	0.00	
Delay/Veh:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	5.9	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	0.0	0.0		0.0	0.0	0.0		0.0	5.9	0.0	
LOS by Move:	A	A	A		A	A	A		A	A	A	
HCM2kAvgQ:	0	0	0		0	0	0		0	7	0	

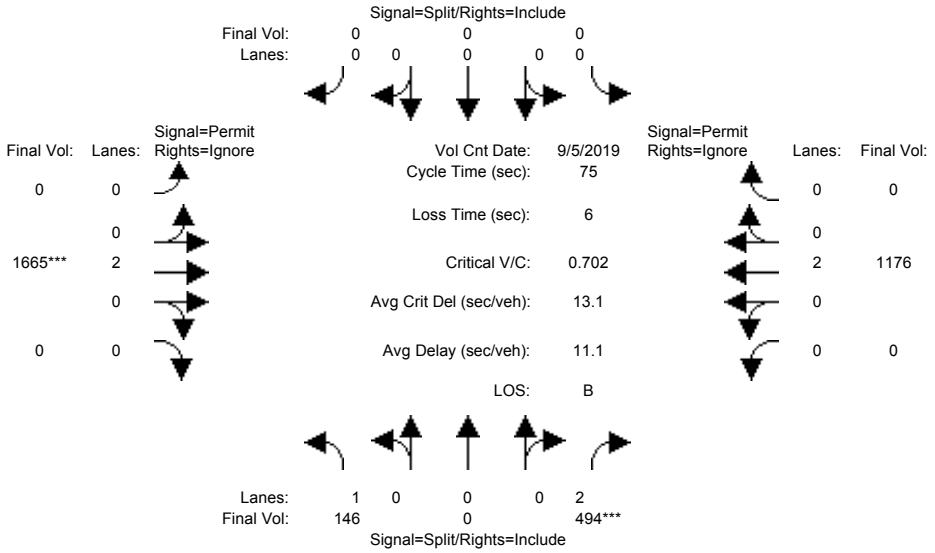
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	0	10		0	0	0		0	10	0	
Y+R:	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:	126	0	470		0	0	0		0	1530	330	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	126	0	470		0	0	0		0	1530	330	
Added Vol:	0	0	2		0	0	0		0	2	0	
ATI:	20	0	22		0	0	0		0	133	75	
Initial Fut:	146	0	494		0	0	0		0	1665	405	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	146	0	494		0	0	0		0	1665	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	146	0	494		0	0	0		0	1665	0	
PCE Adj:	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	0.00	
FinalVolume:	146	0	494		0	0	0		0	1665	0	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	0.00	2.00		0.00	0.00	0.00		0.00	2.00	0.00	
Final Sat.:	1645	0	2961		0	0	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	
Crit Moves:			****							****		
Green Time:	17.8	0.0	17.8		0.0	0.0	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	
Delay/Veh:	24.5	0.0	29.3		0.0	0.0	0.0		0.0	8.2	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	24.5	0.0	29.3		0.0	0.0	0.0		0.0	8.2	0.0	
LOS by Move:	C	A	C		A	A	A		A	A	A	
HCM2kAvgQ:	3	0	8		0	0	0		0	12	0	

Street Name:	US 101 NB Ramps				Pacheco Pass Highway (SR 152)							
Approach:	North Bound				South Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	10	0	10		0	0	0		0	10	0	
Y+R:	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:	126	0	470		0	0	0		0	984	920	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	126	0	470		0	0	0		0	984	920	
Added Vol:	0	0	2		0	0	0		0	3	0	
ATI:	20	0	22		0	0	0		0	189	47	
Initial Fut:	146	0	494		0	0	0		0	1176	967	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	146	0	494		0	0	0		0	1176	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	146	0	494		0	0	0		0	1176	0	
PCE Adj:	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	0.00	
FinalVolume:	146	0	494		0	0	0		0	1176	0	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	0.00	2.00		0.00	0.00	0.00		0.00	2.00	0.00	
Final Sat.:	1645	0	2961		0	0	0		0	3478	0	
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.17		0.00	0.00	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	
Volume/Cap:	0.37	0.00	0.70		0.00	0.00	0.00		0.00	0.50	0.00	
Delay/Veh:	24.5	0.0	29.3		0.0	0.0	0.0		0.0	5.9	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	24.5	0.0	29.3		0.0	0.0	0.0		0.0	5.9	0.0	
LOS by Move:	C	A	C		A	A	A		A	A	A	
HCM2kAvgQ:	3	0	8		0	0	0		0	7	0	

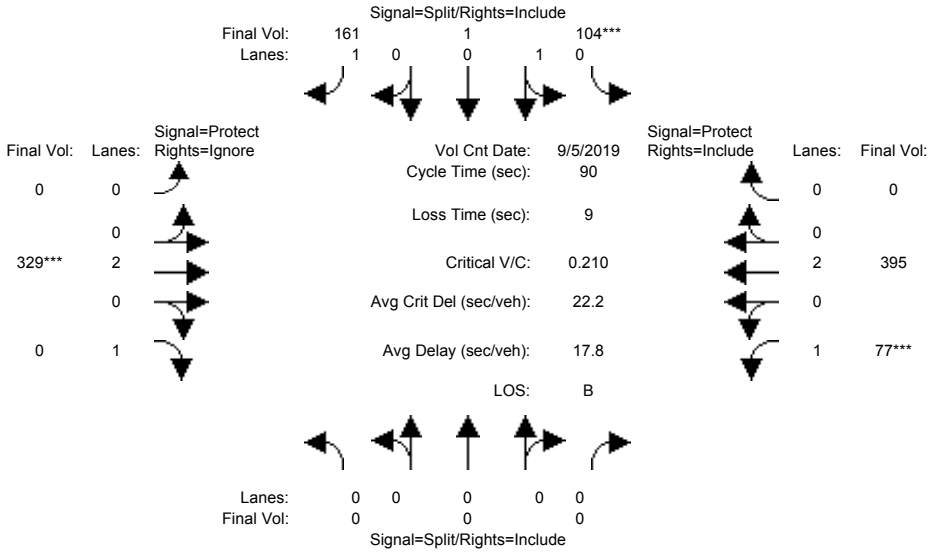
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #8800: US 101 SB Ramps and Monterey Street



Street Name:	US 101 SB Ramps						Monterey 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: 5 Sep 2019 <<												
Base Vol:	0	0	0	104	1	147	0	301	219	77	386	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	104	1	147	0	301	219	77	386	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	14	0	28	17	0	9	0
Initial Fut:	0	0	0	104	1	161	0	329	236	77	395	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	104	1	161	0	329	0	77	395	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	104	1	161	0	329	0	77	395	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	104	1	161	0	329	0	77	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1783	17	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.09	0.00	0.09	0.00	0.04	0.10	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	33.5	33.5	33.5	0.0	31.5	0.0	16.0	47.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.16	0.16	0.25	0.00	0.25	0.00	0.25	0.20	0.00
Delay/Veh:	0.0	0.0	0.0	19.0	19.0	19.7	0.0	20.9	0.0	32.2	11.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.0	19.0	19.7	0.0	20.9	0.0	32.2	11.2	0.0
LOS by Move:	A	A	A	B	B	B	A	C	A	C	B	A
HCM2kAvgQ:	0	0	0	2	2	3	0	3	0	2	3	0

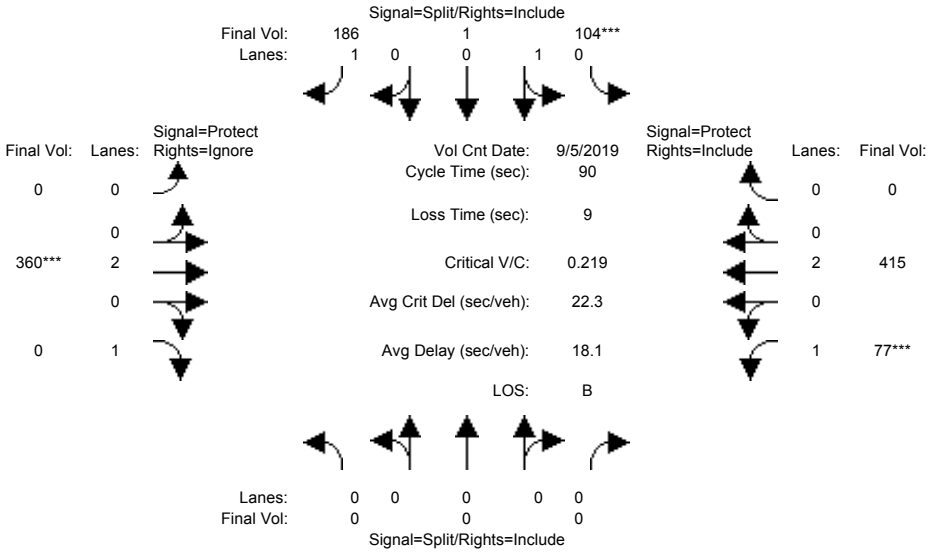
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P Sat

Intersection #8800: US 101 SB Ramps and Monterey Street



Street Name:	US 101 SB Ramps						Monterey 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: 5 Sep 2019 <<												
Base Vol:	0	0	0	104	1	147	0	301	219	77	386	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	104	1	147	0	301	219	77	386	0
Added Vol:	0	0	0	0	0	25	0	31	25	0	20	0
ATI:	0	0	0	0	0	14	0	28	17	0	9	0
Initial Fut:	0	0	0	104	1	186	0	360	261	77	415	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	104	1	186	0	360	0	77	415	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	104	1	186	0	360	0	77	415	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	104	1	186	0	360	0	77	415	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1783	17	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.11	0.00	0.09	0.00	0.04	0.11	0.00
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	35.1	35.1	35.1	0.0	31.3	0.0	14.5	45.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.15	0.15	0.27	0.00	0.27	0.00	0.27	0.21	0.00
Delay/Veh:	0.0	0.0	0.0	17.9	17.9	18.9	0.0	21.2	0.0	33.6	12.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.9	17.9	18.9	0.0	21.2	0.0	33.6	12.2	0.0
LOS by Move:	A	A	A	B	B	B	A	C	A	C	B	A
HCM2kAvgQ:	0	0	0	2	2	4	0	4	0	2	3	0

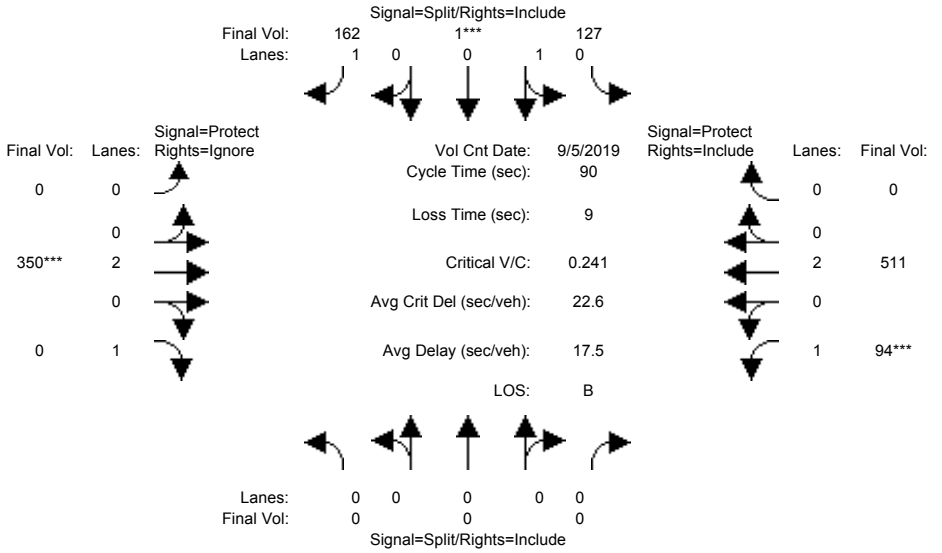
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #8800: US 101 SB Ramps and Monterey Street



Street Name:	US 101 SB Ramps						Monterey 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: 5 Sep 2019 <<												
Base Vol:	0	0	0	104	1	161	0	329	236	77	395	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	104	1	161	0	329	236	77	395	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	23	0	1	0	21	10	17	116	0
Initial Fut:	0	0	0	127	1	162	0	350	246	94	511	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	127	1	162	0	350	0	94	511	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	127	1	162	0	350	0	94	511	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	127	1	162	0	350	0	94	511	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1786	14	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.09	0.00	0.09	0.00	0.05	0.13	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	31.5	31.5	31.5	0.0	31.3	0.0	18.3	49.5	0.0
Volume/Cap:	0.00	0.00	0.00	0.20	0.20	0.26	0.00	0.26	0.00	0.26	0.24	0.00
Delay/Veh:	0.0	0.0	0.0	20.7	20.7	21.2	0.0	21.2	0.0	30.6	10.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	20.7	20.7	21.2	0.0	21.2	0.0	30.6	10.6	0.0
LOS by Move:	A	A	A	C	C	C	A	C	A	C	B	A
HCM2kAvgQ:	0	0	0	3	3	4	0	4	0	2	4	0

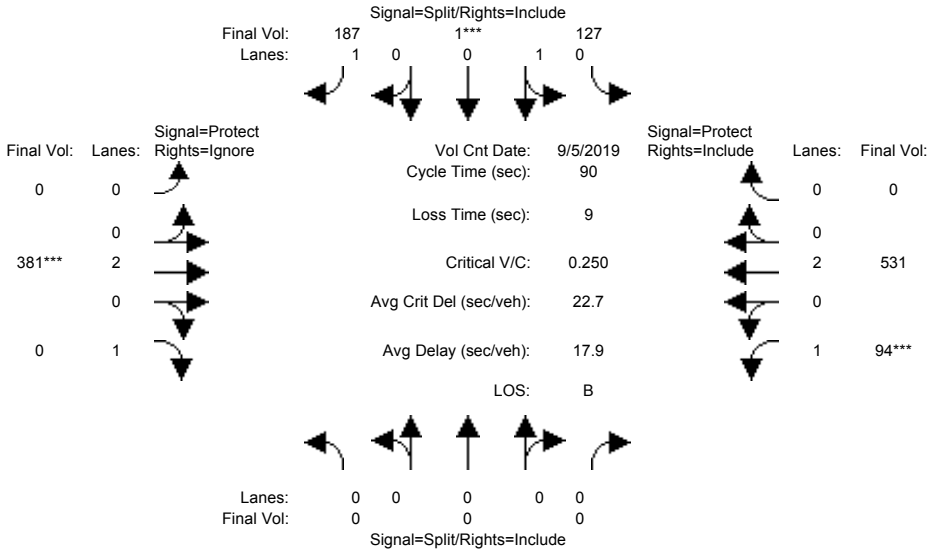
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #8800: US 101 SB Ramps and Monterey Street



Street Name:	US 101 SB Ramps						Monterey 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: 5 Sep 2019 <<												
Base Vol:	0	0	0	104	1	161	0	329	236	77	395	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	104	1	161	0	329	236	77	395	0
Added Vol:	0	0	0	0	0	25	0	31	25	0	20	0
ATI:	0	0	0	23	0	1	0	21	10	17	116	0
Initial Fut:	0	0	0	127	1	187	0	381	271	94	531	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	127	1	187	0	381	0	94	531	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	127	1	187	0	381	0	94	531	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	127	1	187	0	381	0	94	531	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1786	14	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.07	0.11	0.00	0.10	0.00	0.05	0.14	0.00
Crit Moves:					****			****		****		
Green Time:	0.0	0.0	0.0	33.2	33.2	33.2	0.0	31.1	0.0	16.7	47.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.19	0.19	0.29	0.00	0.29	0.00	0.29	0.26	0.00
Delay/Veh:	0.0	0.0	0.0	19.4	19.4	20.3	0.0	21.5	0.0	32.1	11.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.4	19.4	20.3	0.0	21.5	0.0	32.1	11.6	0.0
LOS by Move:	A	A	A	B	B	C	A	C	A	C	B	A
HCM2kAvgQ:	0	0	0	3	3	4	0	4	0	2	4	0

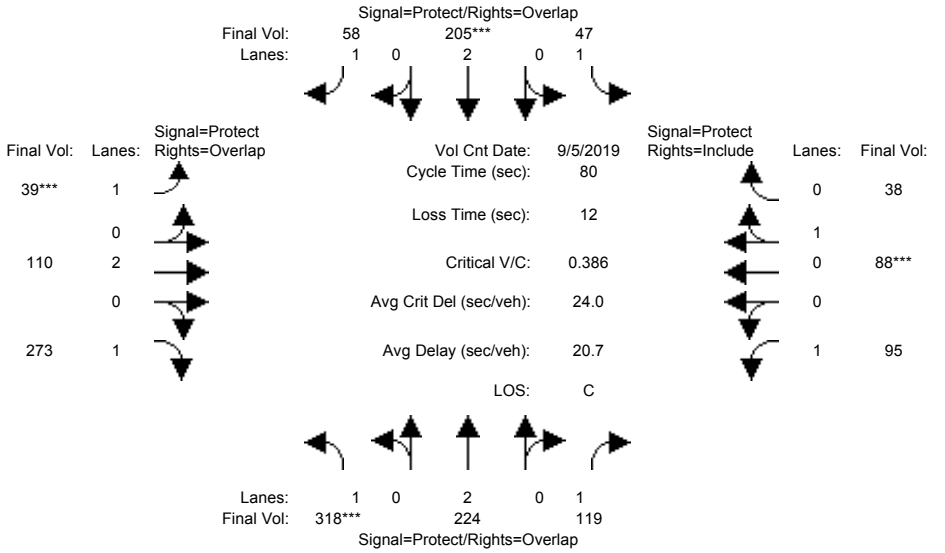
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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: 5 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:	79	50	0	0	25	0	0	0	40	0	0	0
Initial Fut:	318	224	119	47	205	58	39	110	273	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:	318	224	119	47	205	58	39	110	273	95	88	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	224	119	47	205	58	39	110	273	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:	318	224	119	47	205	58	39	110	273	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:	0.18	0.06	0.07	0.03	0.05	0.03	0.02	0.03	0.16	0.05	0.07	0.07
Crit Moves:	****				****		****				****	
Green Time:	36.3	27.7	36.3	19.4	10.8	17.8	7.0	12.3	48.6	8.6	14.0	14.0
Volume/Cap:	0.40	0.17	0.15	0.11	0.40	0.15	0.25	0.19	0.26	0.50	0.40	0.40
Delay/Veh:	14.9	18.3	12.9	23.7	32.2	25.2	34.9	29.6	7.4	35.8	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:	14.9	18.3	12.9	23.7	32.2	25.2	34.9	29.6	7.4	35.8	30.1	30.1
LOS by Move:	B	B	B	C	C	C	C	C	A	D	C	C
HCM2kAvgQ:	6	2	2	1	2	1	1	1	3	3	3	3

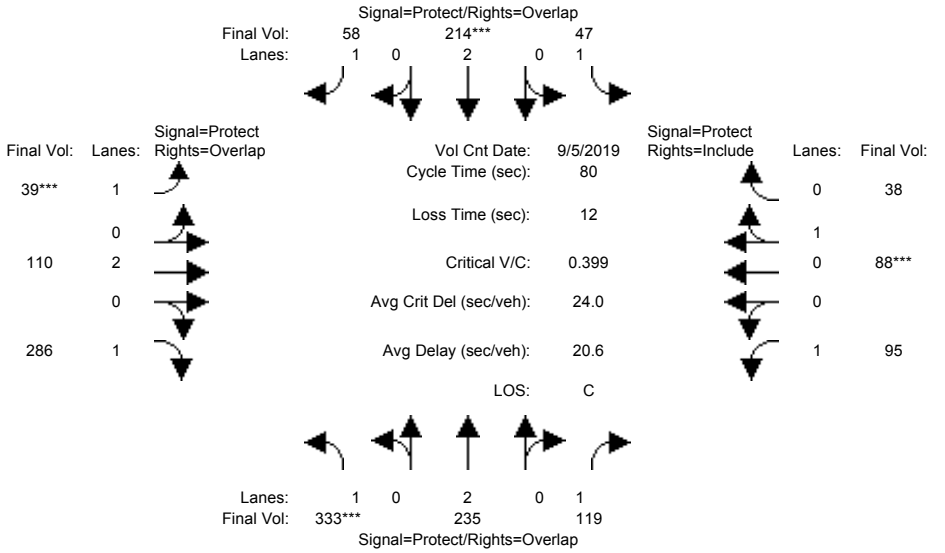
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + 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: 5 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:	15	11	0	0	9	0	0	0	13	0	0	0
ATI:	79	50	0	0	25	0	0	0	40	0	0	0
Initial Fut:	333	235	119	47	214	58	39	110	286	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:	333	235	119	47	214	58	39	110	286	95	88	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	235	119	47	214	58	39	110	286	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:	333	235	119	47	214	58	39	110	286	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:	0.19	0.06	0.07	0.03	0.06	0.03	0.02	0.03	0.16	0.05	0.07	0.07
Crit Moves:	****				****		****				****	
Green Time:	36.7	27.9	36.4	19.6	10.9	17.9	7.0	12.1	48.7	8.4	13.5	13.5
Volume/Cap:	0.42	0.18	0.15	0.11	0.42	0.15	0.25	0.19	0.27	0.51	0.42	0.42
Delay/Veh:	14.8	18.1	12.8	23.6	32.2	25.1	34.9	29.9	7.4	36.3	30.7	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.8	18.1	12.8	23.6	32.2	25.1	34.9	29.9	7.4	36.3	30.7	30.7
LOS by Move:	B	B	B	C	C	C	C	C	A	D	C	C
HCM2kAvgQ:	6	2	2	1	2	1	1	1	3	3	3	3

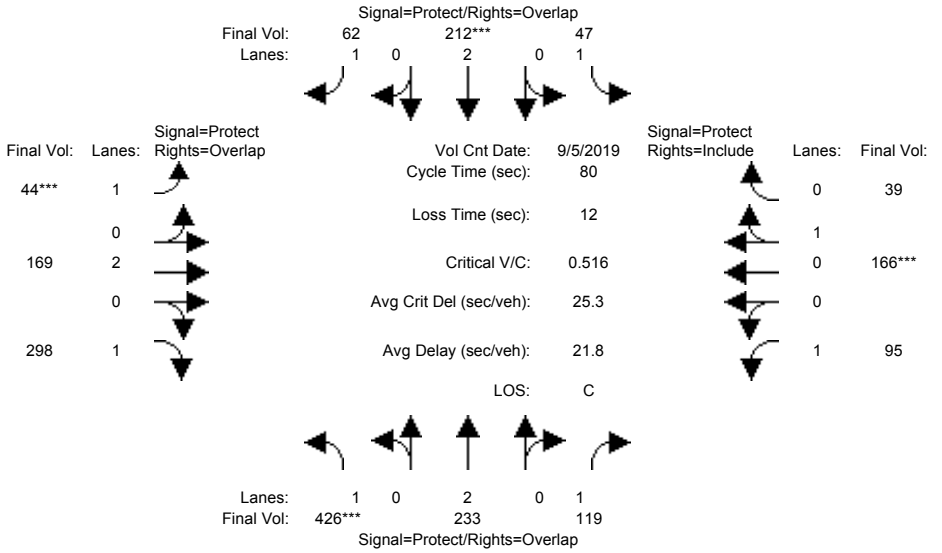
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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: 5 Sep 2019 <<												
Base Vol:	318	224	119	47	205	58	39	110	273	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:	318	224	119	47	205	58	39	110	273	95	88	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	108	9	0	0	7	4	5	59	25	0	78	1
Initial Fut:	426	233	119	47	212	62	44	169	298	95	166	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:	426	233	119	47	212	62	44	169	298	95	166	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	426	233	119	47	212	62	44	169	298	95	166	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:	426	233	119	47	212	62	44	169	298	95	166	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	1458	342
Capacity Analysis Module:												
Vol/Sat:	0.24	0.06	0.07	0.03	0.06	0.04	0.03	0.04	0.17	0.05	0.11	0.11
Crit Moves:	****				****		****				****	
Green Time:	34.7	26.3	35.9	18.4	10.0	17.0	7.0	13.7	48.4	9.6	16.3	16.3
Volume/Cap:	0.56	0.19	0.15	0.12	0.45	0.17	0.29	0.26	0.28	0.45	0.56	0.56
Delay/Veh:	17.9	19.3	13.1	24.5	33.1	25.9	35.2	29.0	7.7	34.3	30.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	19.3	13.1	24.5	33.1	25.9	35.2	29.0	7.7	34.3	30.6	30.6
LOS by Move:	B	B	B	C	C	C	D	C	A	C	C	C
HCM2kAvgQ:	9	2	2	1	2	1	1	2	4	3	6	6

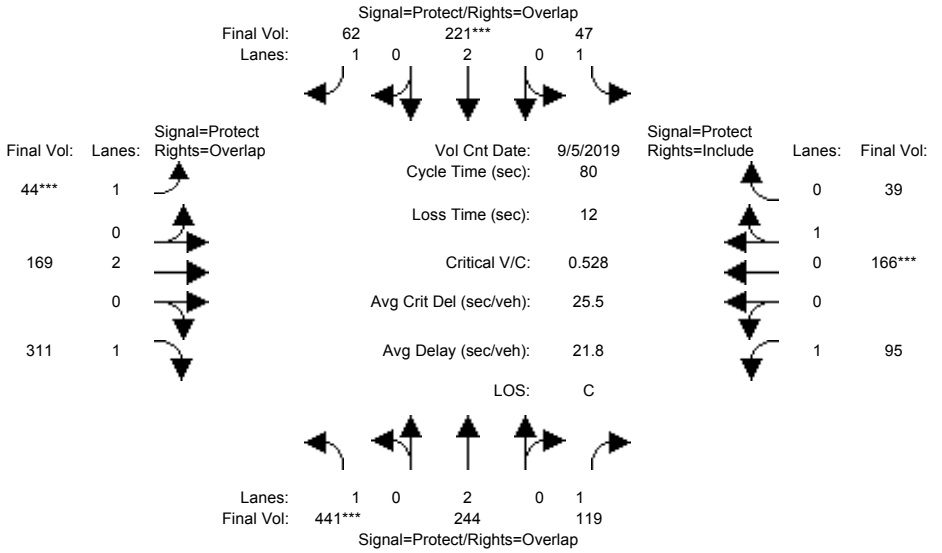
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
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: 5 Sep 2019 <<												
Base Vol:	318	224	119	47	205	58	39	110	273	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:	318	224	119	47	205	58	39	110	273	95	88	38
Added Vol:	15	11	0	0	9	0	0	0	13	0	0	0
ATI:	108	9	0	0	7	4	5	59	25	0	78	1
Initial Fut:	441	244	119	47	221	62	44	169	311	95	166	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:	441	244	119	47	221	62	44	169	311	95	166	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	244	119	47	221	62	44	169	311	95	166	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:	441	244	119	47	221	62	44	169	311	95	166	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	1458	342
Capacity Analysis Module:												
Vol/Sat:	0.25	0.06	0.07	0.03	0.06	0.04	0.03	0.04	0.18	0.05	0.11	0.11
Crit Moves:	****				****		****				****	
Green Time:	35.1	26.5	36.0	18.6	10.0	17.0	7.0	13.5	48.6	9.4	15.9	15.9
Volume/Cap:	0.57	0.19	0.15	0.12	0.47	0.17	0.29	0.26	0.29	0.46	0.57	0.57
Delay/Veh:	17.9	19.2	13.1	24.4	33.2	25.9	35.2	29.2	7.7	34.6	31.3	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	19.2	13.1	24.4	33.2	25.9	35.2	29.2	7.7	34.6	31.3	31.3
LOS by Move:	B	B	B	C	C	C	D	C	A	C	C	C
HCM2kAvgQ:	9	2	2	1	3	1	1	2	4	3	6	6

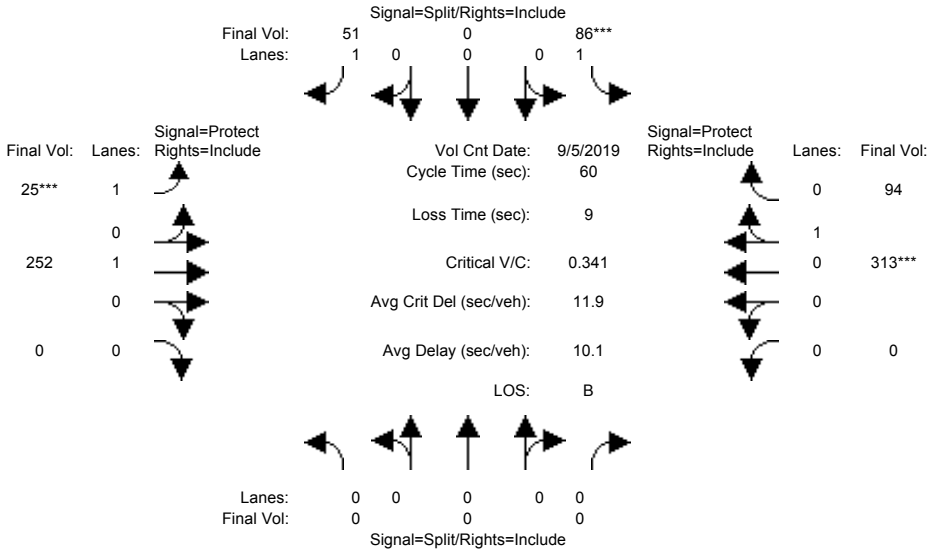
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #50758: Princevalle Street and Luchessa Avenue



Street Name:	Princevalle 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	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 Sep 2019 <<												
Base Vol:	0	0	0	77	0	51	25	228	0	0	266	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	77	0	51	25	228	0	0	266	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	9	0	0	0	24	0	0	47	17
Initial Fut:	0	0	0	86	0	51	25	252	0	0	313	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:	0	0	0	86	0	51	25	252	0	0	313	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	86	0	51	25	252	0	0	313	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:	0	0	0	86	0	51	25	252	0	0	313	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	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.77	0.23
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1384	416
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.03	0.01	0.13	0.00	0.00	0.23	0.23
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	41.0	0.0	0.0	34.0	34.0
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.17	0.12	0.19	0.00	0.00	0.40	0.40
Delay/Veh:	0.0	0.0	0.0	24.5	0.0	22.8	25.0	3.8	0.0	0.0	8.4	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.5	0.0	22.8	25.0	3.8	0.0	0.0	8.4	8.4
LOS by Move:	A	A	A	C	A	C	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	1	1	2	0	0	5	5

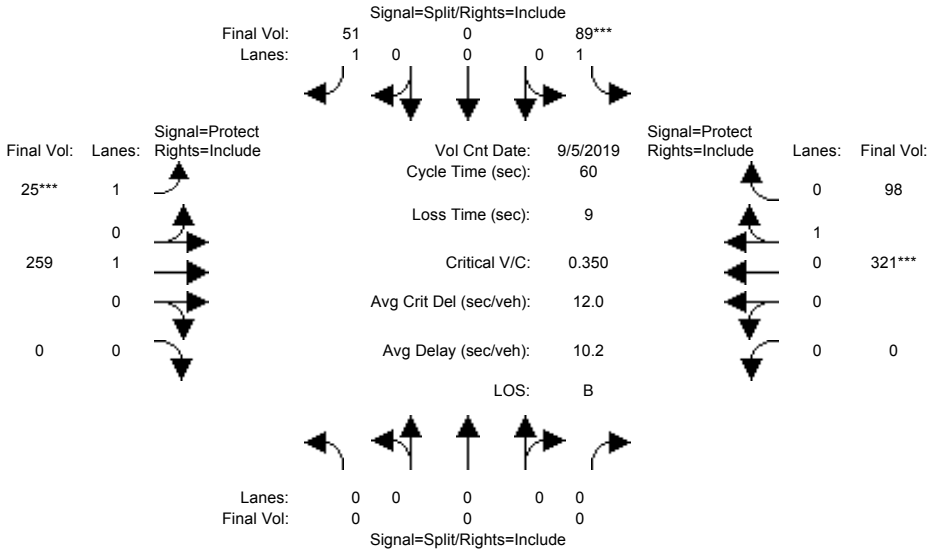
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex + P Sat

Intersection #50758: Princevalle Street and Luchessa Avenue



Street Name:	Princevalle 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	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 Sep 2019 <<												
Base Vol:	0	0	0	77	0	51	25	228	0	0	266	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	77	0	51	25	228	0	0	266	77
Added Vol:	0	0	0	3	0	0	0	7	0	0	8	4
ATI:	0	0	0	9	0	0	0	24	0	0	47	17
Initial Fut:	0	0	0	89	0	51	25	259	0	0	321	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	89	0	51	25	259	0	0	321	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	89	0	51	25	259	0	0	321	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	89	0	51	25	259	0	0	321	98
Saturation 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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.77	0.23
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1379	421
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.03	0.01	0.14	0.00	0.00	0.23	0.23
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	41.0	0.0	0.0	34.0	34.0
Volume/Cap:	0.00	0.00	0.00	0.31	0.00	0.17	0.12	0.20	0.00	0.00	0.41	0.41
Delay/Veh:	0.0	0.0	0.0	24.6	0.0	22.8	25.0	3.8	0.0	0.0	8.6	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.6	0.0	22.8	25.0	3.8	0.0	0.0	8.6	8.6
LOS by Move:	A	A	A	C	A	C	C	A	A	A	A	A
HCM2kAvgQ:	0	0	0	2	0	1	1	2	0	0	5	5

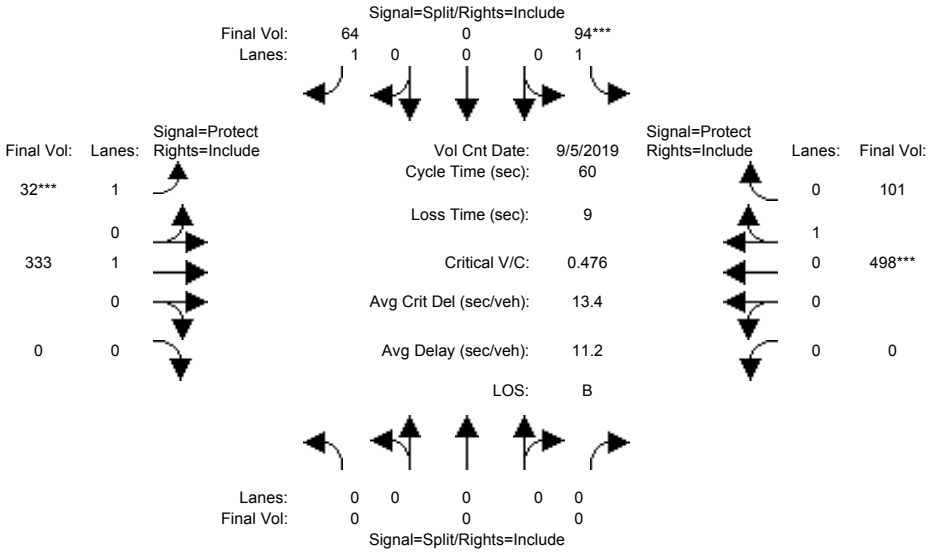
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #50758: Princevalle Street and Luchessa Avenue



Street Name:	Princevalle 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	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 Sep 2019 <<												
Base Vol:	0	0	0	86	0	51	25	252	0	0	313	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:	0	0	0	86	0	51	25	252	0	0	313	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	8	0	13	7	81	0	0	185	7
Initial Fut:	0	0	0	94	0	64	32	333	0	0	498	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:	0	0	0	94	0	64	32	333	0	0	498	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	94	0	64	32	333	0	0	498	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:	0	0	0	94	0	64	32	333	0	0	498	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.83	0.17
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1496	304
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.04	0.02	0.18	0.00	0.00	0.33	0.33
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	41.0	0.0	0.0	34.0	34.0
Volume/Cap:	0.00	0.00	0.00	0.32	0.00	0.22	0.16	0.26	0.00	0.00	0.59	0.59
Delay/Veh:	0.0	0.0	0.0	24.9	0.0	23.4	25.5	4.1	0.0	0.0	10.9	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.9	0.0	23.4	25.5	4.1	0.0	0.0	10.9	10.9
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	2	0	1	1	2	0	0	8	8

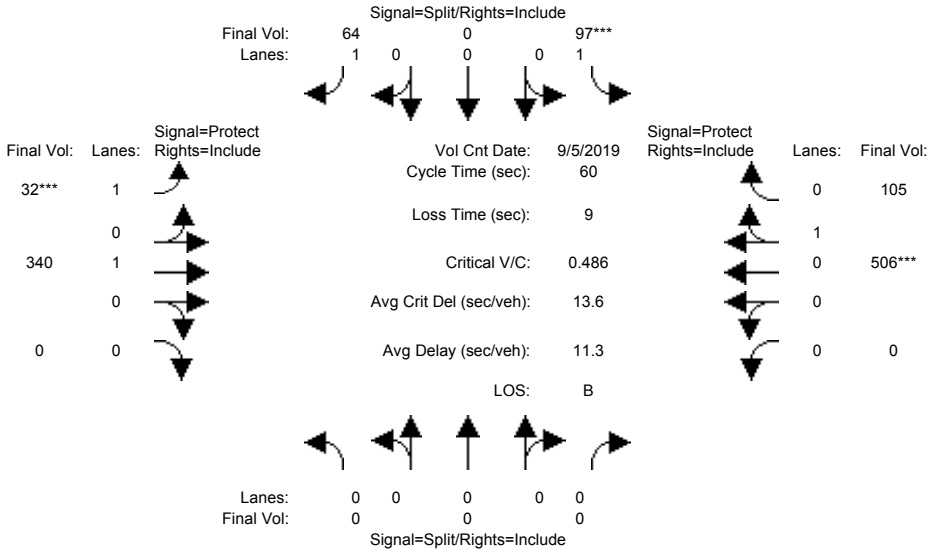
Note: Queue reported is the number of cars per lane.

 Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #50758: Princevalle Street and Luchessa Avenue



Street Name:	Princevalle 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	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 Sep 2019 <<												
Base Vol:	0	0	0	86	0	51	25	252	0	0	313	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:	0	0	0	86	0	51	25	252	0	0	313	94
Added Vol:	0	0	0	3	0	0	0	7	0	0	8	4
ATI:	0	0	0	8	0	13	7	81	0	0	185	7
Initial Fut:	0	0	0	97	0	64	32	340	0	0	506	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	97	0	64	32	340	0	0	506	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	97	0	64	32	340	0	0	506	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	97	0	64	32	340	0	0	506	105
Saturation 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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.83	0.17
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1491	309
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.04	0.02	0.18	0.00	0.00	0.34	0.34
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	41.0	0.0	0.0	34.0	34.0
Volume/Cap:	0.00	0.00	0.00	0.33	0.00	0.22	0.16	0.26	0.00	0.00	0.60	0.60
Delay/Veh:	0.0	0.0	0.0	25.1	0.0	23.4	25.5	4.2	0.0	0.0	11.1	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	25.1	0.0	23.4	25.5	4.2	0.0	0.0	11.1	11.1
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	2	0	1	1	3	0	0	8	8

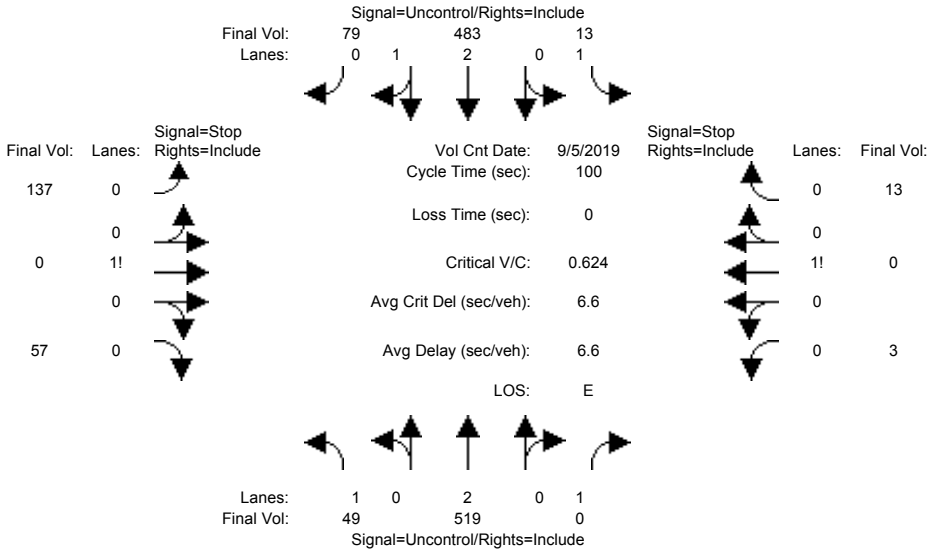
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #50795: Monterey Road and Monterey Frontage Road



Street Name:	Monterey Road						Monterey Frontage Road					
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 Sep 2019 <<												
Base Vol:	26	519	0	13	483	13	8	0	12	3	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	519	0	13	483	13	8	0	12	3	0	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	23	0	0	0	0	66	129	0	45	0	0	0
Initial Fut:	49	519	0	13	483	79	137	0	57	3	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	519	0	13	483	79	137	0	57	3	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	49	519	0	13	483	79	137	0	57	3	0	13
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	562	xxxx	xxxxx	519	xxxx	xxxxx	906	1166	201	804	1205	260
Potent Cap.:	1019	xxxx	xxxxx	1057	xxxx	xxxxx	234	196	813	278	185	745
Move Cap.:	1019	xxxx	xxxxx	1057	xxxx	xxxxx	220	184	813	246	174	745
Volume/Cap:	0.05	xxxx	xxxx	0.01	xxxx	xxxx	0.62	0.00	0.07	0.01	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.7	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	280	xxxxx	xxxx	540	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.7	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	42.6	xxxxx	xxxxx	11.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			42.6			11.9		
ApproachLOS:	*			*			E			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #50795 Monterey Road and Monterey Frontage Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 2	0 1		1 0 2	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	49	519	0	13	483	79	137	0	57	3	0	13
ApproachDel:	xxxxxx			xxxxxx			42.6			11.9		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=2.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=194]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1353]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=16]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1353]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #50795 Monterey Road and Monterey Frontage Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 2	0 1		1 0 2	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	49	519	0	13	483	79	137	0	57	3	0	13

Major Street Volume: 1143
Minor Approach Volume: 194
Minor Approach Volume Threshold: 239

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).

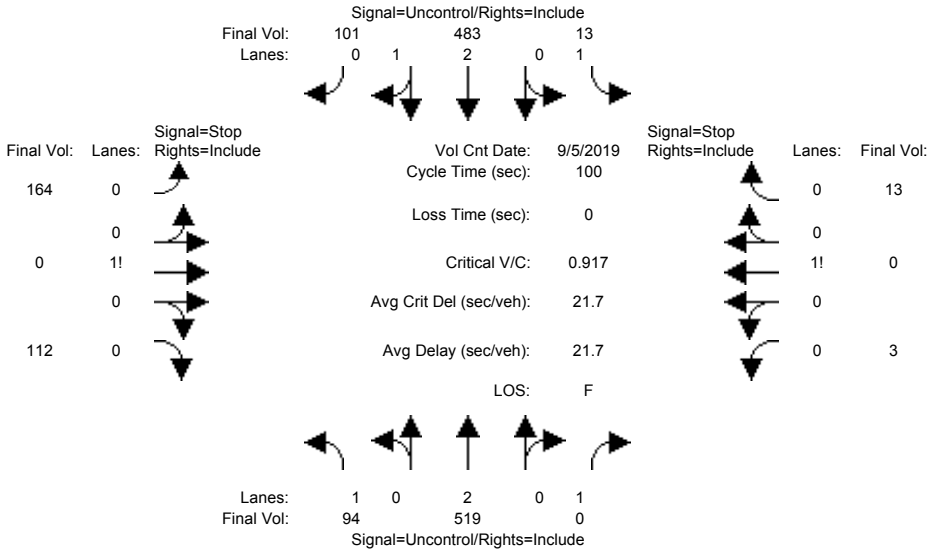
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Ex + P Sat

Intersection #50795: Monterey Road and Monterey Frontage Road



Street Name:	Monterey Road						Monterey Frontage Road					
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 Sep 2019 <<												
Base Vol:	26	519	0	13	483	13	8	0	12	3	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	519	0	13	483	13	8	0	12	3	0	13
Added Vol:	45	0	0	0	0	22	27	0	55	0	0	0
ATI:	23	0	0	0	0	66	129	0	45	0	0	0
Initial Fut:	94	519	0	13	483	101	164	0	112	3	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	519	0	13	483	101	164	0	112	3	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	94	519	0	13	483	101	164	0	112	3	0	13
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	584	xxxx	xxxxx	519	xxxx	xxxxx	1007	1267	212	894	1317	260
Potent Cap.:	1001	xxxx	xxxxx	1057	xxxx	xxxxx	198	170	800	239	159	745
Move Cap.:	1001	xxxx	xxxxx	1057	xxxx	xxxxx	179	152	800	189	142	745
Volume/Cap:	0.09	xxxx	xxxx	0.01	xxxx	xxxx	0.92	0.00	0.14	0.02	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.0	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	261	xxxxx	xxxx	480	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.1	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	114	xxxxx	xxxxx	12.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			113.6			12.8		
ApproachLOS:	*			*			F			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #50795 Monterey Road and Monterey Frontage Road

****

Future Volume Alternative: Peak Hour Warrant Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0	2 0	1	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	94	519	0	13	483	101	164	0	112	3	0	13
ApproachDel:	xxxxxx			xxxxxx			113.6			12.8		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=8.7]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=276]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1502]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=16]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1502]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #50795 Monterey Road and Monterey Frontage Road

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0	2 0	1	1 0	2 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	94	519	0	13	483	101	164	0	112	3	0	13

Major Street Volume: 1210
Minor Approach Volume: 276
Minor Approach Volume Threshold: 219

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

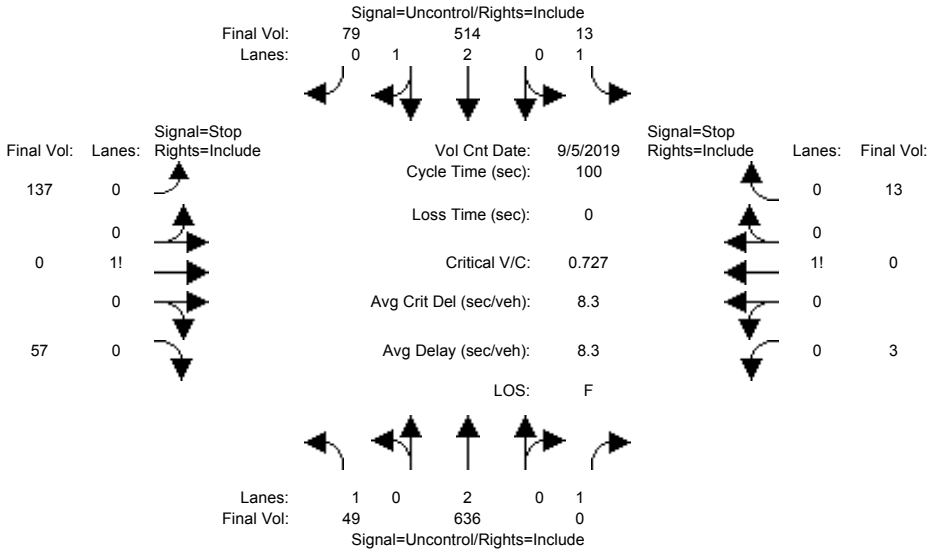
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #50795: Monterey Road and Monterey Frontage Road



Street Name:	Monterey Road						Monterey Frontage Road					
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 Sep 2019 <<												
Base Vol:	49	519	0	13	483	79	137	0	57	3	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	519	0	13	483	79	137	0	57	3	0	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	117	0	0	31	0	0	0	0	0	0	0
Initial Fut:	49	636	0	13	514	79	137	0	57	3	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	636	0	13	514	79	137	0	57	3	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	49	636	0	13	514	79	137	0	57	3	0	13
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	593	xxxx	xxxxx	636	xxxx	xxxxx	996	1314	211	931	1353	318
Potent Cap.:	993	xxxx	xxxxx	957	xxxx	xxxxx	202	160	801	225	151	684
Move Cap.:	993	xxxx	xxxxx	957	xxxx	xxxxx	189	150	801	199	142	684
Volume/Cap:	0.05	xxxx	xxxx	0.01	xxxx	xxxx	0.73	0.00	0.07	0.02	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.8	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	243	xxxxx	xxxx	469	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.0	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	60.3	xxxxx	xxxxx	12.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			60.3			12.9		
ApproachLOS:	*			*			F			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #50795 Monterey Road and Monterey Frontage Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 2	0 1		1 0 2	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	49	636	0	13	514	79	137	0	57	3	0	13
ApproachDel:	xxxxxx			xxxxxx			60.3			12.9		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=3.2]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=194]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1501]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=16]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1501]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #50795 Monterey Road and Monterey Frontage Road

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 2	0 1		1 0 2	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	49	636	0	13	514	79	137	0	57	3	0	13

Major Street Volume: 1291
Minor Approach Volume: 194
Minor Approach Volume Threshold: 197

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).

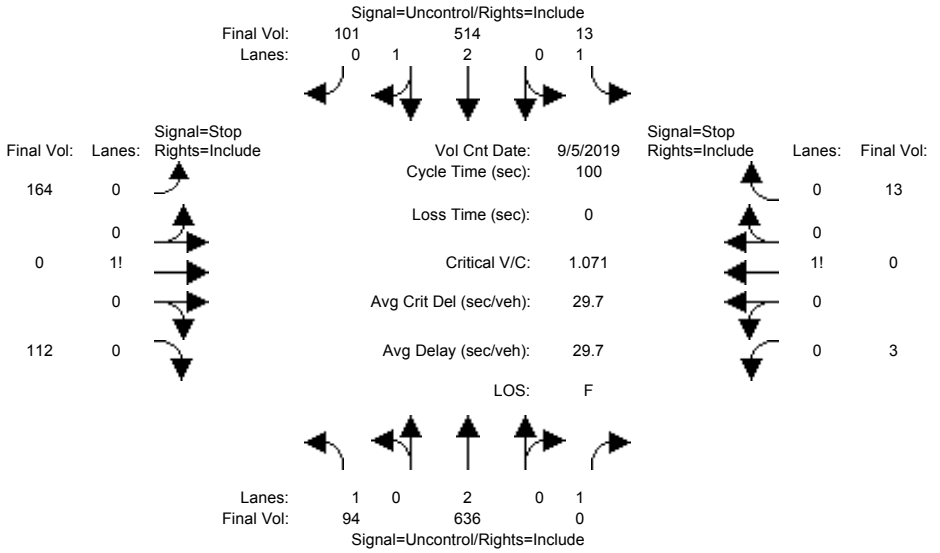
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #50795: Monterey Road and Monterey Frontage Road



Street Name:	Monterey Road						Monterey Frontage Road					
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 Sep 2019 <<												
Base Vol:	49	519	0	13	483	79	137	0	57	3	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	519	0	13	483	79	137	0	57	3	0	13
Added Vol:	45	0	0	0	0	22	27	0	55	0	0	0
ATI:	0	117	0	0	31	0	0	0	0	0	0	0
Initial Fut:	94	636	0	13	514	101	164	0	112	3	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	636	0	13	514	101	164	0	112	3	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	94	636	0	13	514	101	164	0	112	3	0	13
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	615	xxxx	xxxxx	636	xxxx	xxxxx	1097	1415	222	1021	1465	318
Potent Cap.:	974	xxxx	xxxxx	957	xxxx	xxxxx	170	139	788	193	129	684
Move Cap.:	974	xxxx	xxxxx	957	xxxx	xxxxx	153	124	788	152	115	684
Volume/Cap:	0.10	xxxx	xxxx	0.01	xxxx	xxxx	1.07	0.00	0.14	0.02	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.1	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	228	xxxxx	xxxx	413	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.6	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	173	xxxxx	xxxxx	14.1	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			173.3			14.1		
ApproachLOS:	*			*			F			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #50795 Monterey Road and Monterey Frontage Road

****

Future Volume Alternative: Peak Hour Warrant Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 2	0	1	1 0 2	1	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	94 636		0	13 514		101	164		112	3		13
ApproachDel:	xxxxxx			xxxxxx			173.3			14.1		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=13.3]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=276]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1650]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=16]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1650]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #50795 Monterey Road and Monterey Frontage Road

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 2	0	1	1 0 2	1	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	94 636		0	13 514		101	164		112	3		13

Major Street Volume: 1358
Minor Approach Volume: 276
Minor Approach Volume Threshold: 179

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.

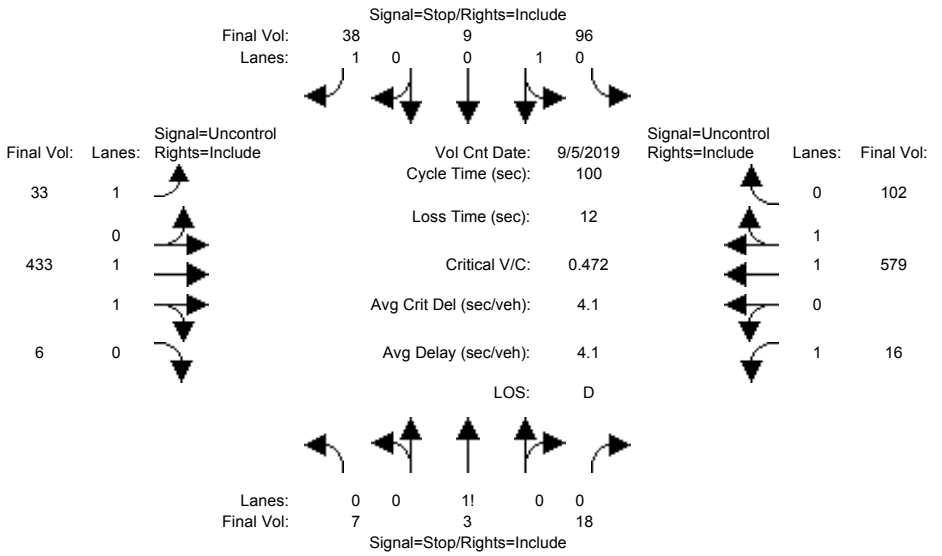
Copyright (c) 2008 Dowling Associates, Inc.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #179: Church Street and Luchessa Avenue



Street Name:	Church 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
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	7	3	6	59	9	29	23	312	6	6	356	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:	7	3	6	59	9	29	23	312	6	6	356	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	12	37	0	9	10	121	0	10	223	36
Initial Fut:	7	3	18	96	9	38	33	433	6	16	579	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	3	18	96	9	38	33	433	6	16	579	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	3	18	96	9	38	33	433	6	16	579	102
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	828	1215	220	946	1167	341	681	xxxx	xxxxx	439	xxxx	xxxxx
Potent Cap.:	267	183	791	219	195	661	921	xxxx	xxxxx	1132	xxxx	xxxxx
Move Cap.:	233	174	791	203	186	661	921	xxxx	xxxxx	1132	xxxx	xxxxx
Volume/Cap:	0.03	0.02	0.02	0.47	0.05	0.06	0.04	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.8	9.1	xxxx	xxxxx	8.2	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	400	xxxxx	202	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	2.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.7	xxxxx	40.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	E	*	*	*	*	*	*	*	*
ApproachDel:		14.7			32.8			xxxxxx			xxxxxx	
ApproachLOS:		B			D			*			*	

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

Peak Hour Delay Signal Warrant Report

****

Intersection #179 Church Street and Luchessa Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 1 0 0 1			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	7	3	18	96	9	38	33	433	6	16	579	102
ApproachDel:	14.7			32.8			xxxxxx			xxxxxx		

Approach[northbound][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=28]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1340]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.3]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=143]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1340]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #179 Church Street and Luchessa Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1! 0 0			0 1 0 0 1			1 0 1 1 0			1 0 1 1 0		
Initial Vol:	7	3	18	96	9	38	33	433	6	16	579	102

Major Street Volume: 1169
Minor Approach Volume: 143
Minor Approach Volume Threshold: 307

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).

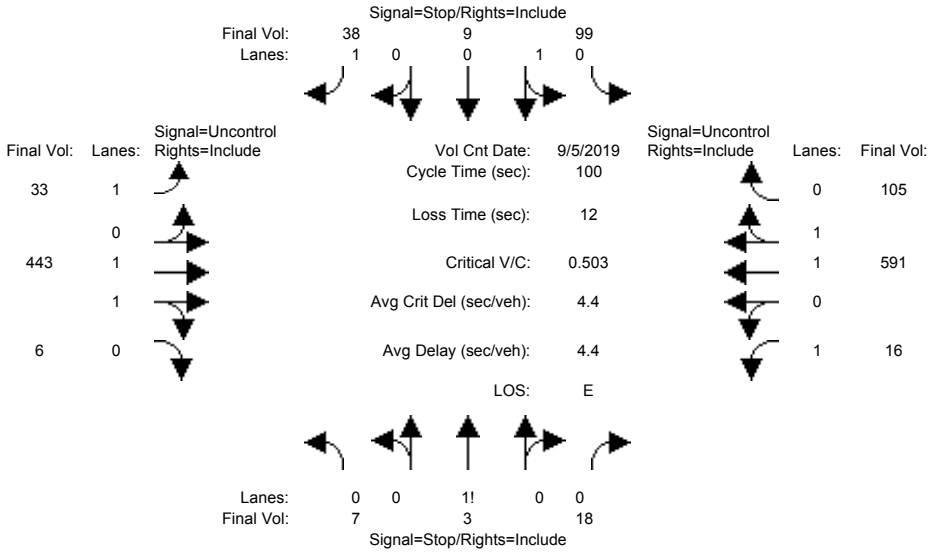
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative+P (Sat)

Intersection #179: Church Street and Luchessa Avenue



Street Name:	Church 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
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	7	3	6	59	9	29	23	312	6	6	356	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:	7	3	6	59	9	29	23	312	6	6	356	66
Added Vol:	0	0	0	3	0	0	0	10	0	0	12	3
ATI:	0	0	12	37	0	9	10	121	0	10	223	36
Initial Fut:	7	3	18	99	9	38	33	443	6	16	591	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:	7	3	18	99	9	38	33	443	6	16	591	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	3	18	99	9	38	33	443	6	16	591	105
Critical Gap Module:												
Critical Gp:	7.5	6.5	6.9	7.5	6.5	6.9	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	844	1240	225	965	1191	348	696	xxxx	xxxxx	449	xxxx	xxxxx
Potent Cap.:	260	177	785	213	189	654	909	xxxx	xxxxx	1122	xxxx	xxxxx
Move Cap.:	226	168	785	197	180	654	909	xxxx	xxxxx	1122	xxxx	xxxxx
Volume/Cap:	0.03	0.02	0.02	0.50	0.05	0.06	0.04	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.2	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.8	9.1	xxxx	xxxxx	8.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	390	xxxxx	195	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	2.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	14.9	xxxxx	44.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	B	*	E	*	*	*	*	*	*	*	*
ApproachDel:		14.9			35.4			xxxxxx			xxxxxx	
ApproachLOS:		B			E			*			*	

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

Peak Hour Delay Signal Warrant Report

****

Intersection #179 Church Street and Luchessa Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0	0	0 1	0	0 1	1 0	1	1 0	1 0	1	1 0
Initial Vol:	7	3	18	99	9	38	33	443	6	16	591	105
ApproachDel:	14.9			35.4			xxxxxx			xxxxxx		

Approach[northbound][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=28]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1368]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[southbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=1.4]
FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=146]
FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1368]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #179 Church Street and Luchessa Avenue

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 1!	0	0	0 1	0	0 1	1 0	1	1 0	1 0	1	1 0
Initial Vol:	7	3	18	99	9	38	33	443	6	16	591	105

Major Street Volume: 1194
Minor Approach Volume: 146
Minor Approach Volume Threshold: 298

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).

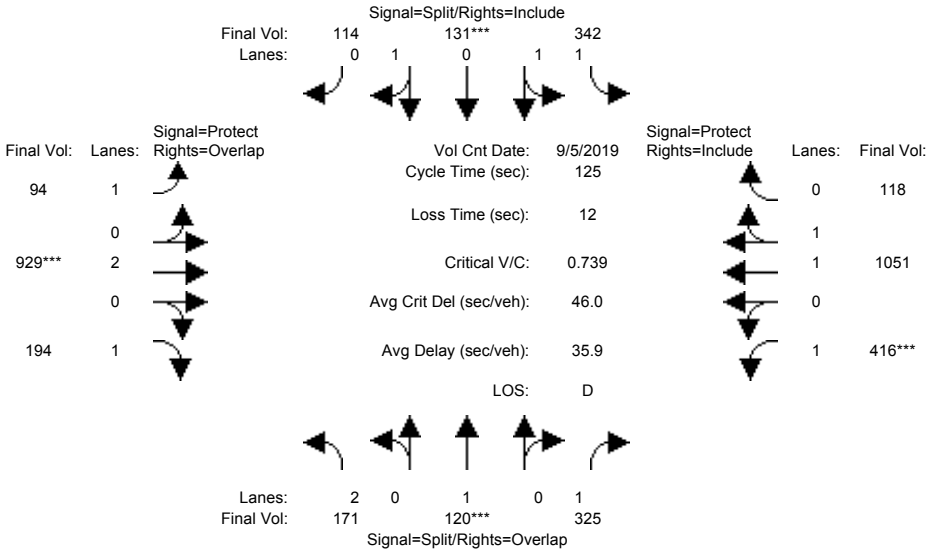
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (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: 5 Sep 2019 <<												
Base Vol:	149	112	287	154	123	19	63	551	172	378	575	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	551	172	378	575	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	22	8	38	188	8	95	31	378	22	38	476	8
Initial Fut:	171	120	325	342	131	114	94	929	194	416	1051	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	120	325	342	131	114	94	929	194	416	1051	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	120	325	342	131	114	94	929	194	416	1051	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	120	325	342	131	114	94	929	194	416	1051	118
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	1.77	0.66	0.57	1.00	2.00	1.00	1.00	1.79	0.21
Final Sat.:	3150	1900	1698	3098	1187	1033	1750	3724	1750	1698	3263	366
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.19	0.11	0.11	0.11	0.05	0.25	0.11	0.25	0.32	0.32
Crit Moves:		****			****			****		****		
Green Time:	10.7	10.7	52.1	18.7	18.7	18.7	12.4	42.2	52.9	41.5	71.3	71.3
Volume/Cap:	0.64	0.74	0.46	0.74	0.74	0.74	0.54	0.74	0.26	0.74	0.56	0.56
Delay/Veh:	60.2	72.2	26.7	54.5	54.5	54.5	57.1	38.9	23.6	42.1	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:	60.2	72.2	26.7	54.5	54.5	54.5	57.1	38.9	23.6	42.1	17.4	17.4
LOS by Move:	E	E	C	D	D	D	E	D	C	D	B	B
HCM2kAvgQ:	5	6	10	9	9	9	4	16	5	15	14	14

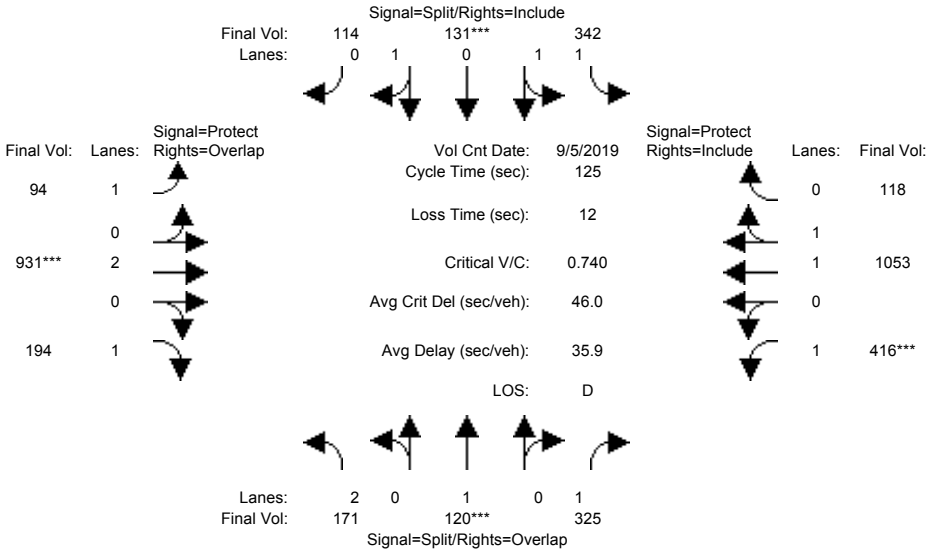
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+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: 5 Sep 2019 <<												
Base Vol:	149	112	287	154	123	19	63	551	172	378	575	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	551	172	378	575	110
Added Vol:	0	0	0	0	0	0	0	2	0	0	2	0
ATI:	22	8	38	188	8	95	31	378	22	38	476	8
Initial Fut:	171	120	325	342	131	114	94	931	194	416	1053	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	120	325	342	131	114	94	931	194	416	1053	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	120	325	342	131	114	94	931	194	416	1053	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	171	120	325	342	131	114	94	931	194	416	1053	118
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	1.77	0.66	0.57	1.00	2.00	1.00	1.00	1.79	0.21
Final Sat.:	3150	1900	1698	3098	1187	1033	1750	3724	1750	1698	3264	366
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.19	0.11	0.11	0.11	0.05	0.25	0.11	0.25	0.32	0.32
Crit Moves:		****			****			****		****		
Green Time:	10.7	10.7	52.1	18.7	18.7	18.7	12.4	42.3	52.9	41.4	71.3	71.3
Volume/Cap:	0.64	0.74	0.46	0.74	0.74	0.74	0.54	0.74	0.26	0.74	0.57	0.57
Delay/Veh:	60.2	72.3	26.8	54.6	54.6	54.6	57.1	38.9	23.6	42.2	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:	60.2	72.3	26.8	54.6	54.6	54.6	57.1	38.9	23.6	42.2	17.4	17.4
LOS by Move:	E	E	C	D	D	D	E	D	C	D	B	B
HCM2kAvgQ:	5	6	10	9	9	9	4	16	5	15	14	14

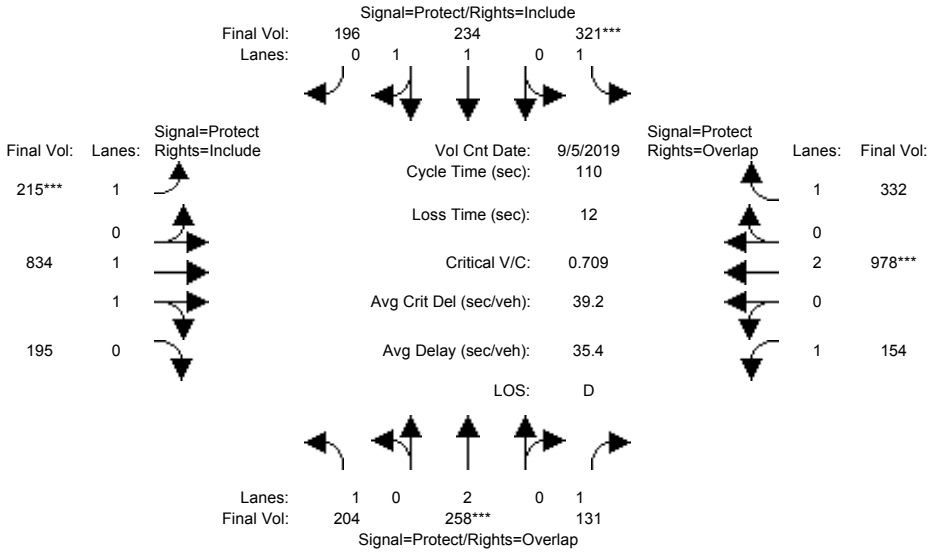
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (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: 5 Sep 2019 <<												
Base Vol:	102	153	90	190	124	58	29	509	90	111	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:	102	153	90	190	124	58	29	509	90	111	513	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	102	105	41	131	110	138	186	325	105	43	465	142
Initial Fut:	204	258	131	321	234	196	215	834	195	154	978	332
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	258	131	321	234	196	215	834	195	154	978	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	258	131	321	234	196	215	834	195	154	978	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	258	131	321	234	196	215	834	195	154	978	332
Saturation 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	1.06	0.94	1.00	1.61	0.39	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2012	1685	1750	2998	701	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.07	0.18	0.12	0.12	0.12	0.28	0.28	0.09	0.26	0.19
Crit Moves:		****		****			****				****	
Green Time:	19.5	10.5	24.7	28.5	19.5	19.5	19.1	44.8	44.8	14.2	39.9	68.4
Volume/Cap:	0.66	0.71	0.33	0.71	0.66	0.66	0.71	0.68	0.68	0.68	0.71	0.31
Delay/Veh:	47.2	54.6	36.2	42.2	44.6	44.6	50.4	28.1	28.1	54.1	31.8	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	54.6	36.2	42.2	44.6	44.6	50.4	28.1	28.1	54.1	31.8	9.9
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	A
HCM2kAvgQ:	7	4	4	12	8	8	8	15	15	6	14	6

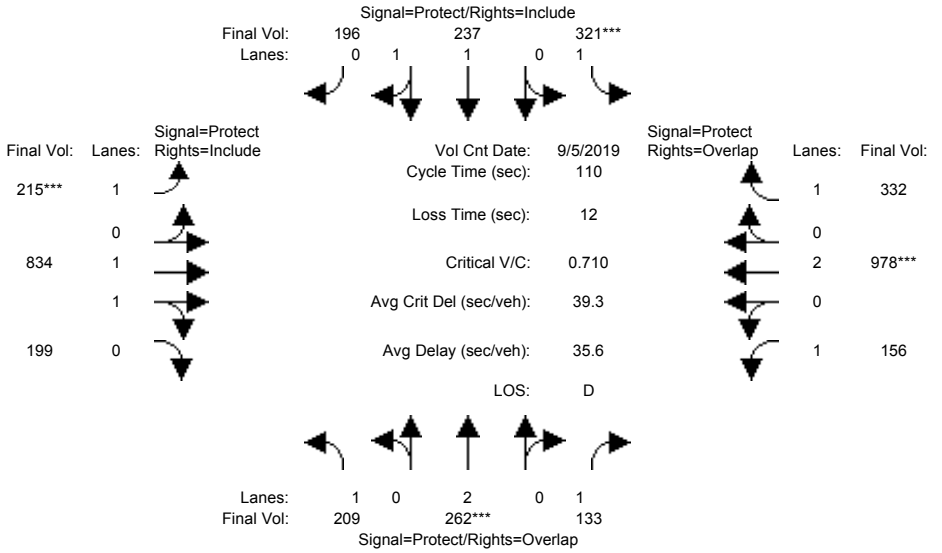
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+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: 5 Sep 2019 <<												
Base Vol:	102	153	90	190	124	58	29	509	90	111	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:	102	153	90	190	124	58	29	509	90	111	513	190
Added Vol:	5	4	2	0	3	0	0	0	4	2	0	0
ATI:	102	105	41	131	110	138	186	325	105	43	465	142
Initial Fut:	209	262	133	321	237	196	215	834	199	156	978	332
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	209	262	133	321	237	196	215	834	199	156	978	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	262	133	321	237	196	215	834	199	156	978	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	209	262	133	321	237	196	215	834	199	156	978	332
Saturation 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	1.07	0.93	1.00	1.60	0.40	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	2024	1674	1750	2987	713	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.08	0.18	0.12	0.12	0.12	0.28	0.28	0.09	0.26	0.19
Crit Moves:		****		****			****				****	
Green Time:	19.7	10.7	24.9	28.4	19.4	19.4	19.0	44.6	44.6	14.3	39.9	68.3
Volume/Cap:	0.67	0.71	0.34	0.71	0.67	0.67	0.71	0.69	0.69	0.69	0.71	0.31
Delay/Veh:	47.4	54.5	36.1	42.2	44.9	44.9	50.5	28.3	28.3	54.3	31.9	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	54.5	36.1	42.2	44.9	44.9	50.5	28.3	28.3	54.3	31.9	9.9
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	A
HCM2kAvgQ:	7	4	4	12	8	8	8	15	15	6	14	6

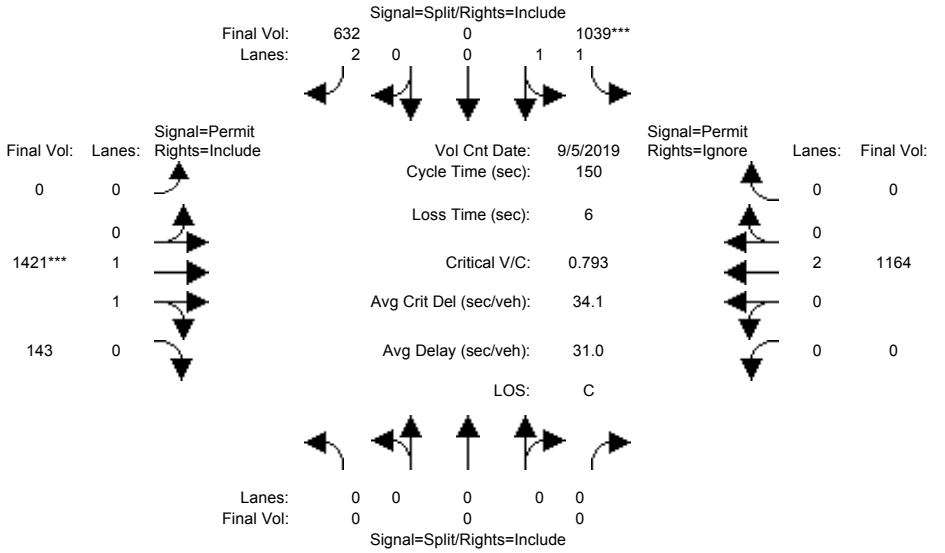
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (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: 5 Sep 2019 <<												
Base Vol:	0	0	0	922	0	382	0	971	132	0	708	419
Growth Adj:	1.00	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	971	132	0	708	419
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	117	0	250	0	450	153	0	456	96
Initial Fut:	0	0	0	1039	0	632	0	1421	285	0	1164	515
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	1039	0	632	0	1421	143	0	1164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1039	0	632	0	1421	143	0	1164	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	1039	0	632	0	1421	143	0	1164	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	1.81	0.19	0.00	2.00	0.00
Final Sat.:	0	0	0	3337	0	2961	0	3161	317	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.21	0.00	0.45	0.45	0.00	0.33	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	58.9	0.0	58.9	0.0	85.1	85.1	0.0	85.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.79	0.00	0.54	0.00	0.79	0.79	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	43.5	0.0	35.7	0.0	27.8	27.8	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	43.5	0.0	35.7	0.0	27.8	27.8	0.0	21.6	0.0
LOS by Move:	A	A	A	D	A	D	A	C	C	A	C	A
HCM2kAvgQ:	0	0	0	24	0	13	0	28	28	0	17	0

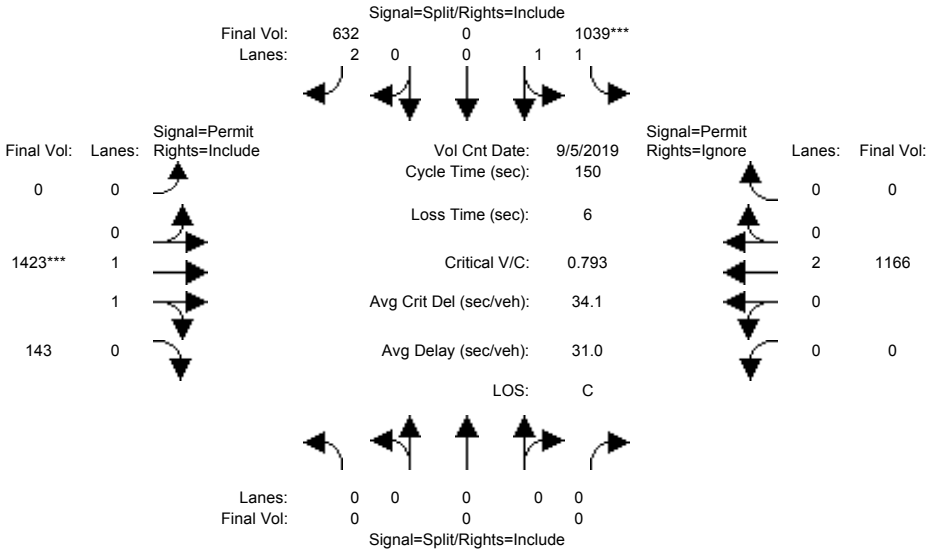
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+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: 5 Sep 2019 <<												
Base Vol:	0	0	0	922	0	382	0	971	132	0	708	419
Growth Adj:	1.00	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	971	132	0	708	419
Added Vol:	0	0	0	0	0	0	0	2	0	0	2	2
ATI:	0	0	0	117	0	250	0	450	153	0	456	96
Initial Fut:	0	0	0	1039	0	632	0	1423	285	0	1166	517
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	1039	0	632	0	1423	143	0	1166	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1039	0	632	0	1423	143	0	1166	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	1039	0	632	0	1423	143	0	1166	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	1.81	0.19	0.00	2.00	0.00
Final Sat.:	0	0	0	3337	0	2961	0	3161	317	0	3478	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.21	0.00	0.45	0.45	0.00	0.34	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	58.9	0.0	58.9	0.0	85.1	85.1	0.0	85.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.79	0.00	0.54	0.00	0.79	0.79	0.00	0.59	0.00
Delay/Veh:	0.0	0.0	0.0	43.6	0.0	35.7	0.0	27.8	27.8	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	43.6	0.0	35.7	0.0	27.8	27.8	0.0	21.6	0.0
LOS by Move:	A	A	A	D	A	D	A	C	C	A	C	A
HCM2kAvgQ:	0	0	0	24	0	13	0	28	28	0	17	0

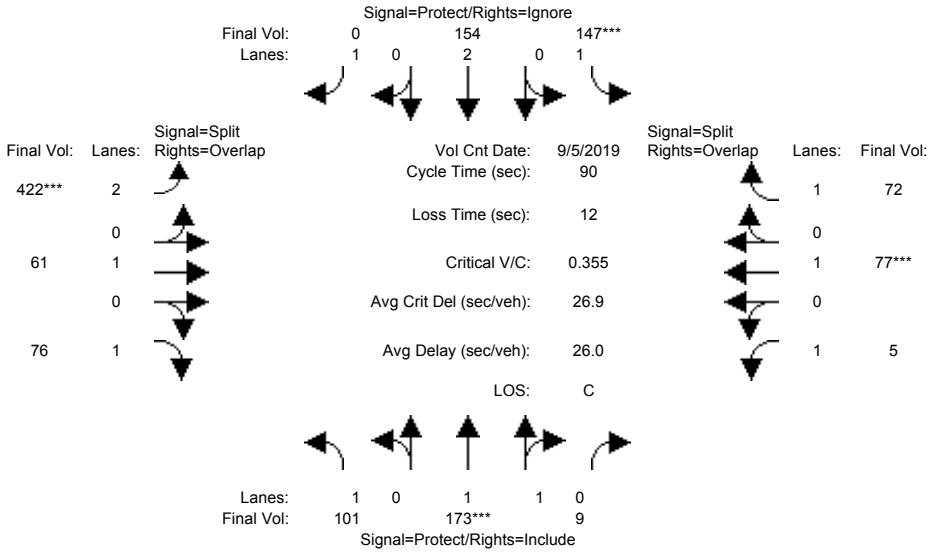
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #7668: Monterey Street and US 101 NB Ramps



Street Name:	Monterey Street						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	96	162	9	92	136	209	242	43	71	5	45	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	162	9	92	136	209	242	43	71	5	45	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	11	0	55	18	45	180	18	5	0	32	25
Initial Fut:	101	173	9	147	154	254	422	61	76	5	77	72
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	173	9	147	154	0	422	61	76	5	77	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	173	9	147	154	0	422	61	76	5	77	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	173	9	147	154	0	422	61	76	5	77	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.90	0.10	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3517	183	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.08	0.04	0.00	0.13	0.03	0.04	0.00	0.04	0.04
Crit Moves:		****		****			****				****	
Green Time:	13.9	12.5	12.5	21.3	19.9	0.0	34.0	34.0	47.9	10.3	10.3	31.6
Volume/Cap:	0.37	0.36	0.36	0.36	0.18	0.00	0.36	0.09	0.08	0.03	0.36	0.12
Delay/Veh:	35.0	35.5	35.5	29.2	28.6	0.0	20.3	18.1	10.3	35.5	37.8	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:	35.0	35.5	35.5	29.2	28.6	0.0	20.3	18.1	10.3	35.5	37.8	19.9
LOS by Move:	D	D	D	C	C	A	C	B	B	D	D	B
HCM2kAvgQ:	3	3	3	4	2	0	5	1	1	0	2	1

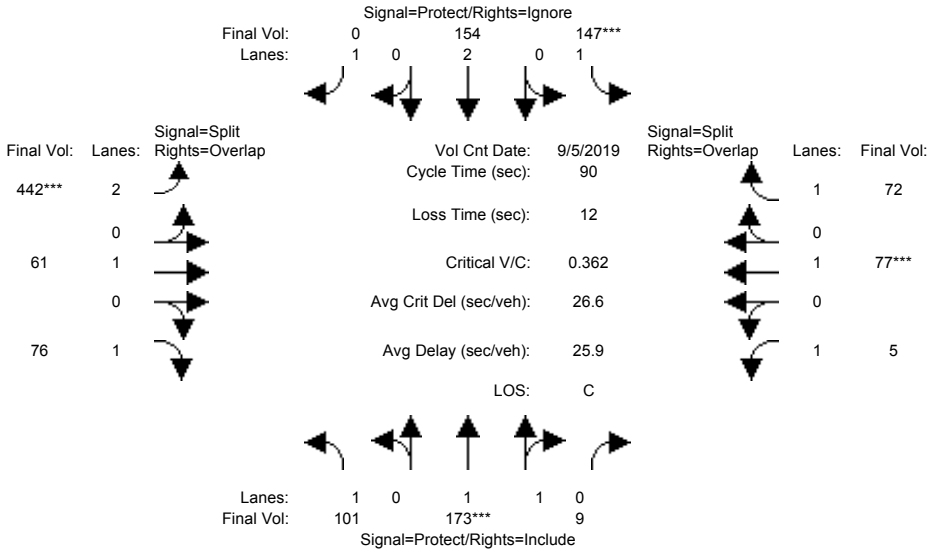
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+P (Sat)

Intersection #7668: Monterey Street and US 101 NB Ramps



Street Name:	Monterey Street						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	96	162	9	92	136	209	242	43	71	5	45	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	96	162	9	92	136	209	242	43	71	5	45	47
Added Vol:	0	0	0	0	0	31	20	0	0	0	0	0
ATI:	5	11	0	55	18	45	180	18	5	0	32	25
Initial Fut:	101	173	9	147	154	285	442	61	76	5	77	72
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	173	9	147	154	0	442	61	76	5	77	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	173	9	147	154	0	442	61	76	5	77	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	101	173	9	147	154	0	442	61	76	5	77	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.90	0.10	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3517	183	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.08	0.04	0.00	0.14	0.03	0.04	0.00	0.04	0.04
Crit Moves:		****		****			****				****	
Green Time:	13.6	12.2	12.2	20.9	19.5	0.0	34.9	34.9	48.5	10.1	10.1	30.9
Volume/Cap:	0.38	0.36	0.36	0.36	0.19	0.00	0.36	0.08	0.08	0.03	0.36	0.12
Delay/Veh:	35.3	35.8	35.8	29.5	28.9	0.0	19.8	17.5	10.1	35.7	38.1	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:	35.3	35.8	35.8	29.5	28.9	0.0	19.8	17.5	10.1	35.7	38.1	20.3
LOS by Move:	D	D	D	C	C	A	B	B	B	D	D	C
HCM2kAvgQ:	3	3	3	4	2	0	5	1	1	0	2	1

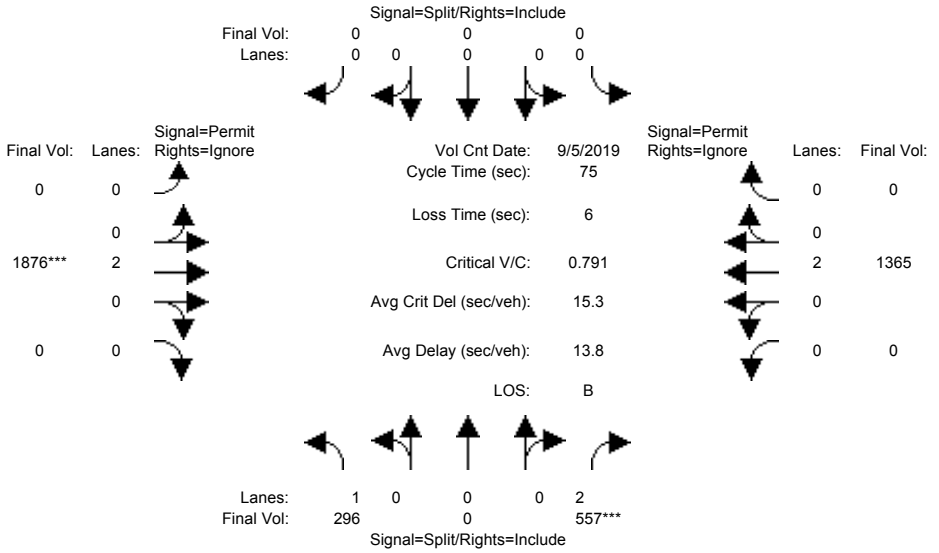
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

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



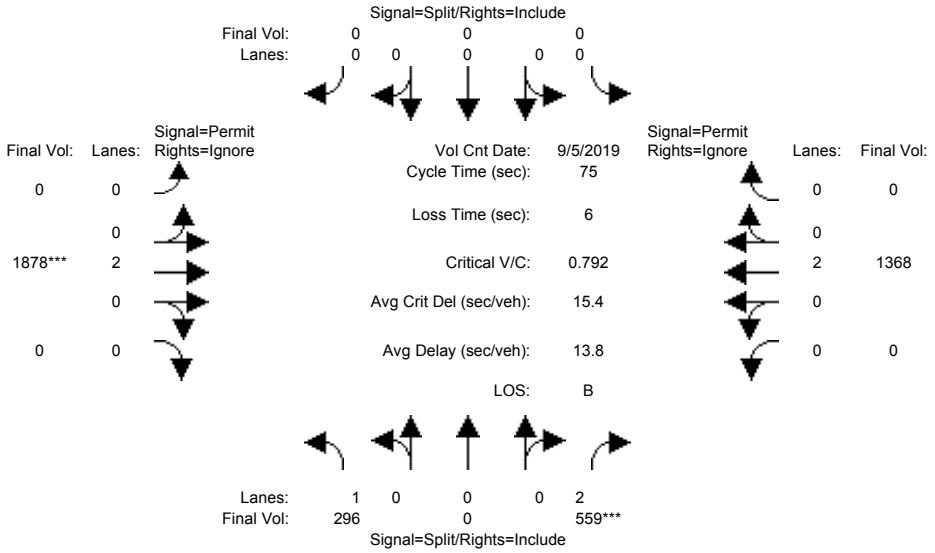

```
Street Name:         US 101 NB Ramps            Pacheco Pass Highway (SR 152)
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
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: 5 Sep 2019 <<
Base Vol:      126    0   470     0    0    0     0 1530  330     0  984  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   470     0    0    0     0 1530  330     0  984  920
Added Vol:       0    0     0     0    0    0     0    0    0     0    0    0
ATI:           170    0    87     0    0    0     0  346  220     0  381  129
Initial Fut:   296    0   557     0    0    0     0 1876  550     0 1365 1049
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:    296    0   557     0    0    0     0 1876    0     0 1365    0
Reduct Vol:      0    0     0     0    0    0     0    0    0     0    0    0
Reduced Vol:   296    0   557     0    0    0     0 1876    0     0 1365    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:   296    0   557     0    0    0     0 1876    0     0 1365    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:      0.18 0.00  0.19  0.00 0.00 0.00  0.00 0.54 0.00  0.00 0.39 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:   0.76 0.00  0.79  0.00 0.00 0.00  0.00 0.79 0.00  0.00 0.58 0.00
Delay/Veh:    34.8  0.0  32.9   0.0  0.0  0.0   0.0 10.1  0.0   0.0  6.6  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:   34.8  0.0  32.9   0.0  0.0  0.0   0.0 10.1  0.0   0.0  6.6  0.0
LOS by Move:     C    A     C     A    A    A     A    B    A     A    A    A
HCM2kAvgQ:       9    0    10     0    0    0     0   15    0     0    9    0
Note: Queue reported is the number of cars per lane.
```

 Copyright (c) 2008 Dowling Associates, Inc. Licensed to Hexagon Trans., San Jose

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+P (Sat)

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



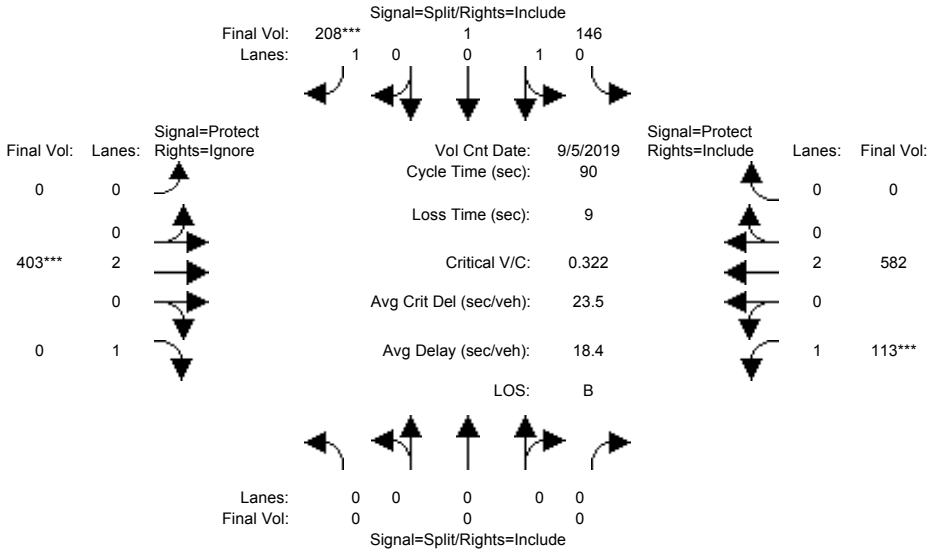
Street Name:	US 101 NB Ramps				Pacheco Pass Highway (SR 152)							
Approach:	North Bound				South Bound				East Bound			
Movement:	L	T	R		L	T	R		L	T	R	
Min. Green:	10	0	10		0	0	0		0	10	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 5 Sep 2019 <<												
Base Vol:	126	0	470		0	0	0		0	1530	330	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	126	0	470		0	0	0		0	1530	330	
Added Vol:	0	0	2		0	0	0		0	2	0	
ATI:	170	0	87		0	0	0		0	346	220	
Initial Fut:	296	0	559		0	0	0		0	1878	550	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	296	0	559		0	0	0		0	1878	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0	
Reduced Vol:	296	0	559		0	0	0		0	1878	0	
PCE Adj:	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	0.00	
FinalVolume:	296	0	559		0	0	0		0	1878	0	
Saturation Flow Module:												
Sat/Lane:	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	
Lanes:	1.00	0.00	2.00		0.00	0.00	0.00		0.00	2.00	0.00	
Final Sat.:	1645	0	2961		0	0	0		0	3478	0	
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.19		0.00	0.00	0.00		0.00	0.54	0.00	
Crit Moves:			****							****		
Green Time:	17.9	0.0	17.9		0.0	0.0	0.0		0.0	51.1	0.0	
Volume/Cap:	0.75	0.00	0.79		0.00	0.00	0.00		0.00	0.79	0.00	
Delay/Veh:	34.7	0.0	32.9		0.0	0.0	0.0		0.0	10.2	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	34.7	0.0	32.9		0.0	0.0	0.0		0.0	10.2	0.0	
LOS by Move:	C	A	C		A	A	A		A	B	A	
HCM2kAvgQ:	9	0	10		0	0	0		0	15	0	

Street Name:	US 101 NB Ramps				Pacheco Pass Highway (SR 152)							

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #8800: US 101 SB Ramps and Monterey Street



Street Name:	US 101 SB Ramps						Monterey 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: 5 Sep 2019 <<												
Base Vol:	0	0	0	104	1	161	0	329	236	77	395	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	104	1	161	0	329	236	77	395	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	42	0	47	0	74	68	36	187	0
Initial Fut:	0	0	0	146	1	208	0	403	304	113	582	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	146	1	208	0	403	0	113	582	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	146	1	208	0	403	0	113	582	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	146	1	208	0	403	0	113	582	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1788	12	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.12	0.00	0.11	0.00	0.06	0.15	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	33.3	33.3	33.3	0.0	29.7	0.0	18.1	47.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.22	0.22	0.32	0.00	0.32	0.00	0.32	0.29	0.00
Delay/Veh:	0.0	0.0	0.0	19.6	19.6	20.6	0.0	22.8	0.0	31.3	11.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.6	19.6	20.6	0.0	22.8	0.0	31.3	11.8	0.0
LOS by Move:	A	A	A	B	B	C	A	C	A	C	B	A
HCM2kAvgQ:	0	0	0	3	3	5	0	4	0	3	4	0

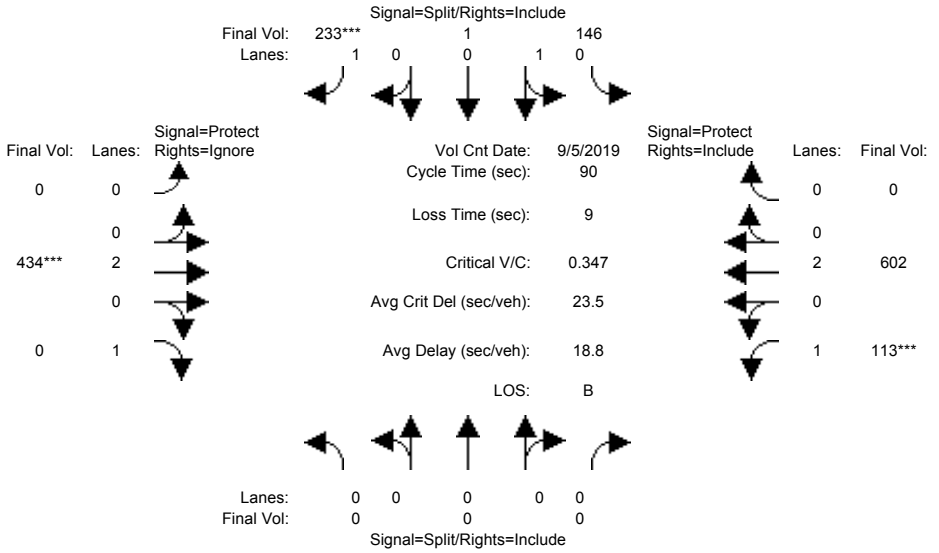
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+P (Sat)

Intersection #8800: US 101 SB Ramps and Monterey Street



Street Name:	US 101 SB Ramps						Monterey 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: 5 Sep 2019 <<												
Base Vol:	0	0	0	104	1	161	0	329	236	77	395	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	104	1	161	0	329	236	77	395	0
Added Vol:	0	0	0	0	0	25	0	31	25	0	20	0
ATI:	0	0	0	42	0	47	0	74	68	36	187	0
Initial Fut:	0	0	0	146	1	233	0	434	329	113	602	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	146	1	233	0	434	0	113	602	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	146	1	233	0	434	0	113	602	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	146	1	233	0	434	0	113	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	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1788	12	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.13	0.00	0.11	0.00	0.06	0.16	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	34.6	34.6	34.6	0.0	29.7	0.0	16.8	46.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.21	0.35	0.00	0.35	0.00	0.35	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	18.7	18.7	20.0	0.0	23.0	0.0	32.5	12.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.7	18.7	20.0	0.0	23.0	0.0	32.5	12.6	0.0
LOS by Move:	A	A	A	B	B	C	A	C	A	C	B	A
HCM2kAvgQ:	0	0	0	3	3	5	0	5	0	3	5	0

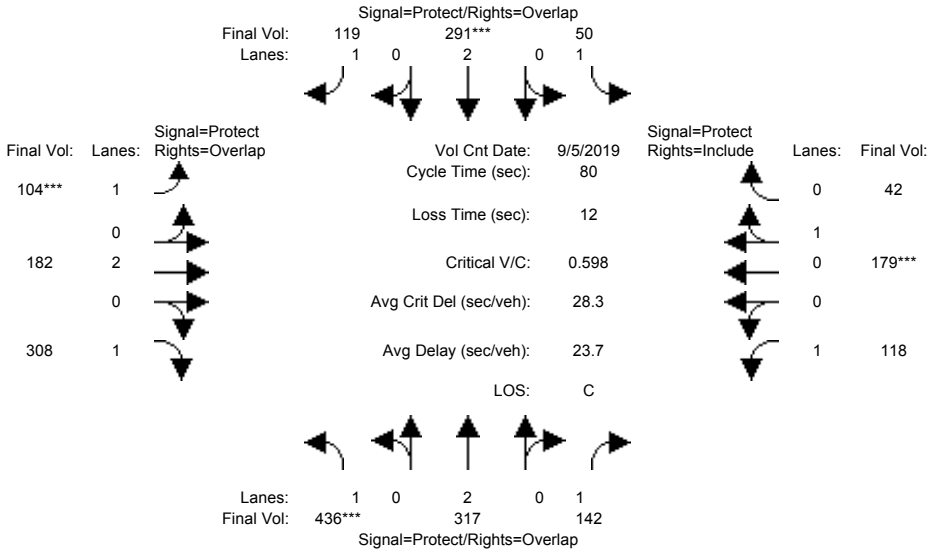
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative (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: 5 Sep 2019 <<												
Base Vol:	318	224	119	47	205	58	39	110	273	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:	318	224	119	47	205	58	39	110	273	95	88	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	118	93	23	3	86	61	65	72	35	23	91	4
Initial Fut:	436	317	142	50	291	119	104	182	308	118	179	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:	436	317	142	50	291	119	104	182	308	118	179	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	436	317	142	50	291	119	104	182	308	118	179	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:	436	317	142	50	291	119	104	182	308	118	179	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	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	1458	342
Capacity Analysis Module:												
Vol/Sat:	0.25	0.08	0.08	0.03	0.08	0.07	0.06	0.05	0.18	0.07	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	33.4	25.7	35.7	18.0	10.3	18.2	8.0	14.3	47.7	10.0	16.4	16.4
Volume/Cap:	0.60	0.26	0.18	0.13	0.60	0.30	0.60	0.27	0.30	0.54	0.60	0.60
Delay/Veh:	19.5	20.3	13.5	24.9	35.0	26.0	40.1	28.5	8.1	35.4	31.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	20.3	13.5	24.9	35.0	26.0	40.1	28.5	8.1	35.4	31.5	31.5
LOS by Move:	B	C	B	C	C	C	D	C	A	D	C	C
HCM2kAvgQ:	10	3	2	1	3	2	3	2	4	4	6	6

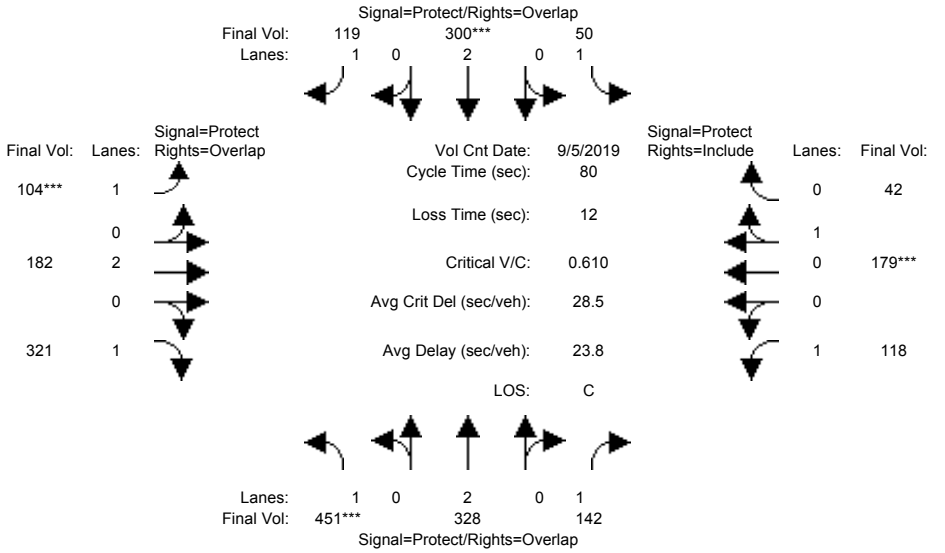
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+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: 5 Sep 2019 <<												
Base Vol:	318	224	119	47	205	58	39	110	273	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:	318	224	119	47	205	58	39	110	273	95	88	38
Added Vol:	15	11	0	0	9	0	0	0	13	0	0	0
ATI:	118	93	23	3	86	61	65	72	35	23	91	4
Initial Fut:	451	328	142	50	300	119	104	182	321	118	179	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:	451	328	142	50	300	119	104	182	321	118	179	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	451	328	142	50	300	119	104	182	321	118	179	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:	451	328	142	50	300	119	104	182	321	118	179	42
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	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	1458	342
Capacity Analysis Module:												
Vol/Sat:	0.26	0.09	0.08	0.03	0.08	0.07	0.06	0.05	0.18	0.07	0.12	0.12
Crit Moves:	****				****		****				****	
Green Time:	33.8	26.0	35.8	18.2	10.3	18.1	7.8	14.0	47.8	9.8	16.1	16.1
Volume/Cap:	0.61	0.27	0.18	0.13	0.61	0.30	0.61	0.27	0.31	0.55	0.61	0.61
Delay/Veh:	19.5	20.1	13.4	24.7	35.2	26.1	41.0	28.8	8.1	36.0	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:	19.5	20.1	13.4	24.7	35.2	26.1	41.0	28.8	8.1	36.0	32.1	32.1
LOS by Move:	B	C	B	C	D	C	D	C	A	D	C	C
HCM2kAvgQ:	10	3	2	1	3	2	3	2	4	4	6	6

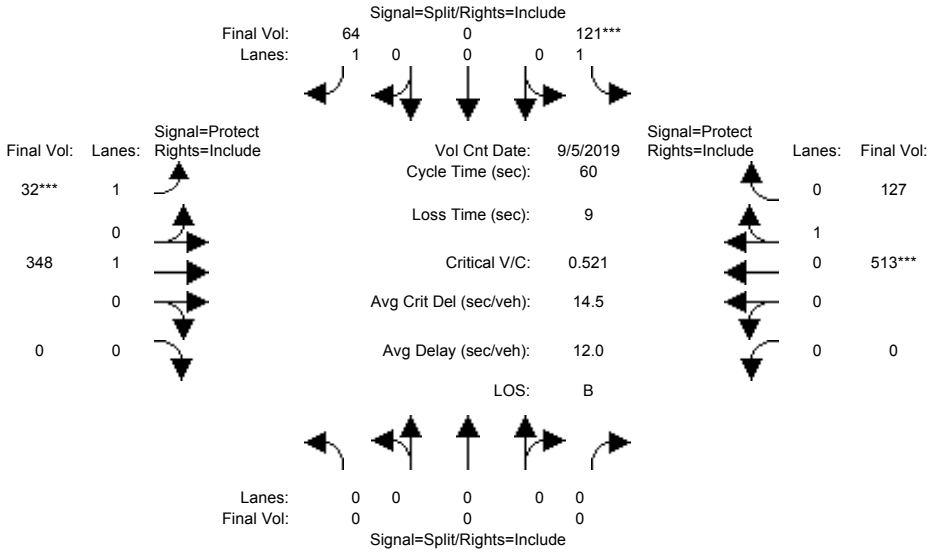
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #50758: Princevalle Street and Luchessa Avenue



Street Name:	Princevalle 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	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 Sep 2019 <<												
Base Vol:	0	0	0	86	0	51	25	252	0	0	313	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:	0	0	0	86	0	51	25	252	0	0	313	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	35	0	13	7	96	0	0	200	33
Initial Fut:	0	0	0	121	0	64	32	348	0	0	513	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	121	0	64	32	348	0	0	513	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	121	0	64	32	348	0	0	513	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	121	0	64	32	348	0	0	513	127
Saturation 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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.80	0.20
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1443	357
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.04	0.02	0.18	0.00	0.00	0.36	0.36
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	41.0	0.0	0.0	34.0	34.0
Volume/Cap:	0.00	0.00	0.00	0.41	0.00	0.22	0.16	0.27	0.00	0.00	0.63	0.63
Delay/Veh:	0.0	0.0	0.0	26.7	0.0	23.4	25.5	4.2	0.0	0.0	11.7	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.7	0.0	23.4	25.5	4.2	0.0	0.0	11.7	11.7
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	3	0	1	1	3	0	0	9	9

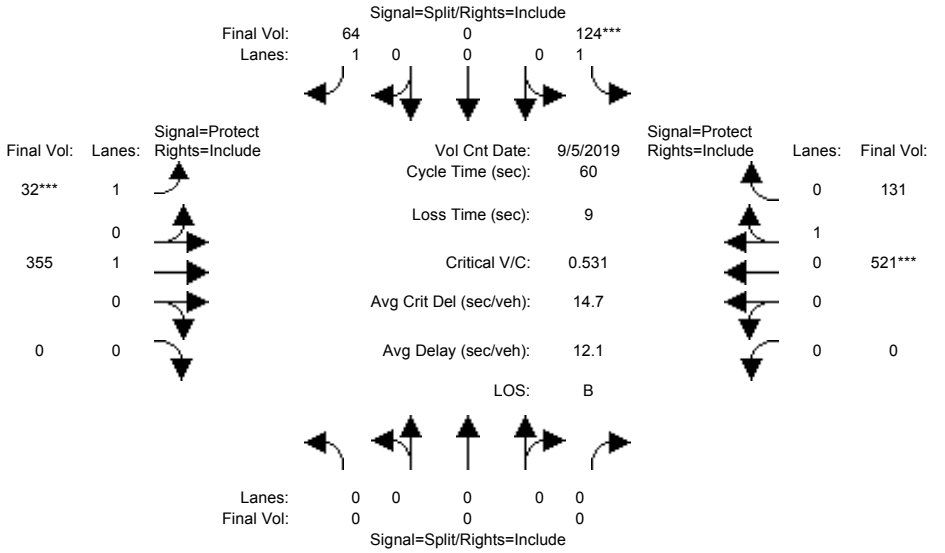
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative+P (Sat)

Intersection #50758: Princevalle Street and Luchessa Avenue



Street Name:	Princevalle 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	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 Sep 2019 <<												
Base Vol:	0	0	0	86	0	51	25	252	0	0	313	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:	0	0	0	86	0	51	25	252	0	0	313	94
Added Vol:	0	0	0	3	0	0	0	7	0	0	8	4
ATI:	0	0	0	35	0	13	7	96	0	0	200	33
Initial Fut:	0	0	0	124	0	64	32	355	0	0	521	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	124	0	64	32	355	0	0	521	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	124	0	64	32	355	0	0	521	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	124	0	64	32	355	0	0	521	131
Saturation 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:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.80	0.20
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1438	362
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.04	0.02	0.19	0.00	0.00	0.36	0.36
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	10.0	0.0	10.0	7.0	41.0	0.0	0.0	34.0	34.0
Volume/Cap:	0.00	0.00	0.00	0.43	0.00	0.22	0.16	0.27	0.00	0.00	0.64	0.64
Delay/Veh:	0.0	0.0	0.0	26.9	0.0	23.4	25.5	4.2	0.0	0.0	11.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	26.9	0.0	23.4	25.5	4.2	0.0	0.0	11.9	11.9
LOS by Move:	A	A	A	C	A	C	C	A	A	A	B	B
HCM2kAvgQ:	0	0	0	3	0	1	1	3	0	0	9	9

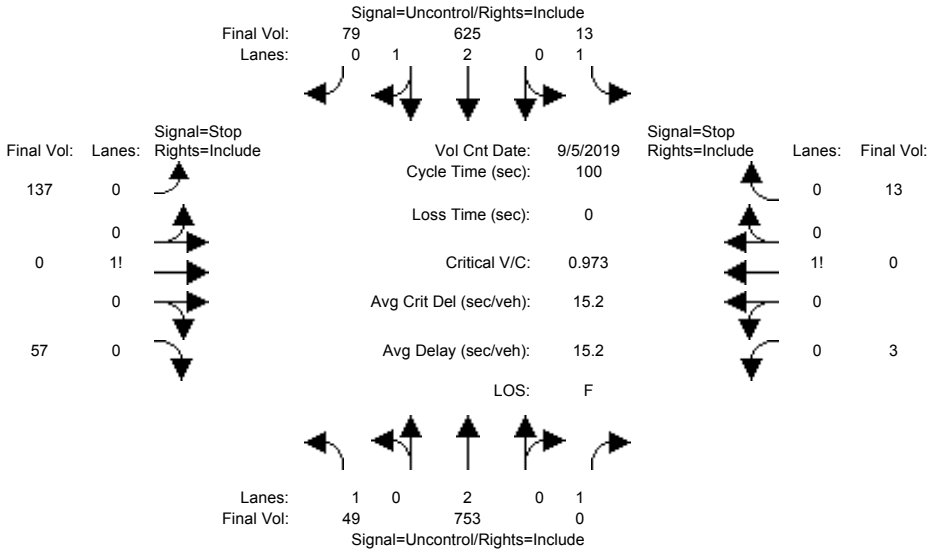
Note: Queue reported is the number of cars per lane.

Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

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

Intersection #50795: Monterey Road and Monterey Frontage Road



Street Name:	Monterey Road						Monterey Frontage Road					
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 Sep 2019 <<												
Base Vol:	49	519	0	13	483	79	137	0	57	3	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	519	0	13	483	79	137	0	57	3	0	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	234	0	0	142	0	0	0	0	0	0	0
Initial Fut:	49	753	0	13	625	79	137	0	57	3	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	753	0	13	625	79	137	0	57	3	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	49	753	0	13	625	79	137	0	57	3	0	13
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	704	xxxx	xxxxx	753	xxxx	xxxxx	1165	1542	248	1085	1581	377
Potent Cap.:	903	xxxx	xxxxx	866	xxxx	xxxxx	152	116	758	174	110	627
Move Cap.:	903	xxxx	xxxxx	866	xxxx	xxxxx	141	108	758	152	102	627
Volume/Cap:	0.05	xxxx	xxxx	0.02	xxxx	xxxx	0.97	0.00	0.08	0.02	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.2	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.2	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	185	xxxxx	xxxx	395	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.1	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	132	xxxxx	xxxxx	14.5	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			131.6			14.5		
ApproachLOS:	*			*			F			B		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #50795 Monterey Road and Monterey Frontage Road

****

Future Volume Alternative: Peak Hour Warrant Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 2	0 1		1 0 2	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	49	753	0	13	625	79	137	0	57	3	0	13
ApproachDel:	xxxxxx			xxxxxx			131.6			14.5		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=7.1]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=194]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1729]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=16]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1729]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #50795 Monterey Road and Monterey Frontage Road

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 2	0 1		1 0 2	1 0		0 0 1!	0 0		0 0 1!	0 0	
Initial Vol:	49	753	0	13	625	79	137	0	57	3	0	13

Major Street Volume: 1519
Minor Approach Volume: 194
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).

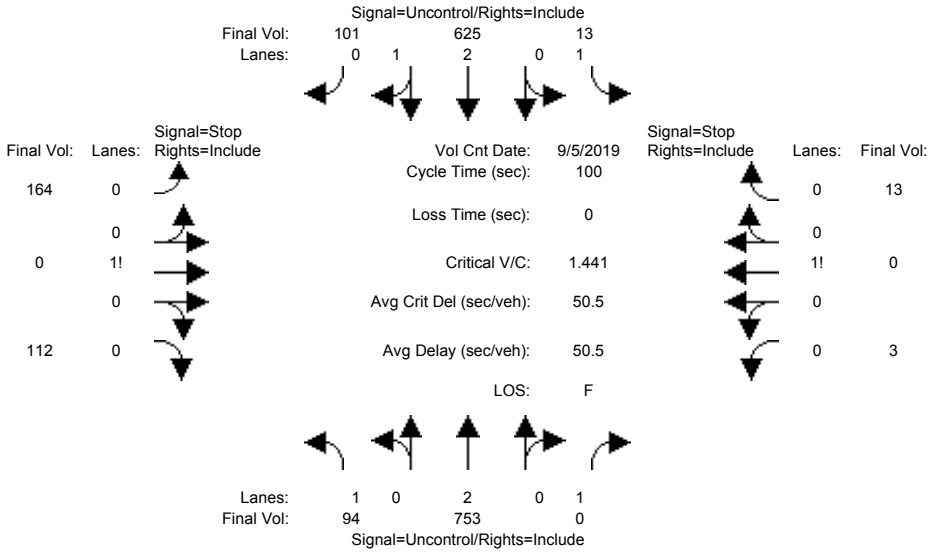
The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

 Copyright (c) 2008 Dowling Associates, Inc.

Gilroy Sports Park Master Plan Update
With Tenth Street Bridge Scenario
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative+P (Sat)

Intersection #50795: Monterey Road and Monterey Frontage Road



Street Name:	Monterey Road						Monterey Frontage Road					
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 Sep 2019 <<												
Base Vol:	49	519	0	13	483	79	137	0	57	3	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	519	0	13	483	79	137	0	57	3	0	13
Added Vol:	45	0	0	0	0	22	27	0	55	0	0	0
ATI:	0	234	0	0	142	0	0	0	0	0	0	0
Initial Fut:	94	753	0	13	625	101	164	0	112	3	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	753	0	13	625	101	164	0	112	3	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	94	753	0	13	625	101	164	0	112	3	0	13
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	726	xxxx	xxxxx	753	xxxx	xxxxx	1266	1643	259	1175	1693	377
Potent Cap.:	886	xxxx	xxxxx	866	xxxx	xxxxx	128	101	746	149	94	627
Move Cap.:	886	xxxx	xxxxx	866	xxxx	xxxxx	114	89	746	115	83	627
Volume/Cap:	0.11	xxxx	xxxx	0.02	xxxx	xxxx	1.44	0.00	0.15	0.03	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	9.5	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	173	xxxxx	xxxx	342	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.4	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	339	xxxxx	xxxxx	16.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	C	*
ApproachDel:	xxxxxx			xxxxxx			339.2			16.0		
ApproachLOS:	*			*			F			C		

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

Peak Hour Delay Signal Warrant Report

****

Intersection #50795 Monterey Road and Monterey Frontage Road

****

Future Volume Alternative: Peak Hour Warrant Met

 Copyright (c) 2008 Dowling Associates, Inc.

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 2	0	1	1 0 2	1	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	94	753	0	13	625	101	164	0	112	3	0	13
ApproachDel:	xxxxxx			xxxxxx			339.2			16.0		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=26.0]
SUCCEED - Vehicle-hours greater than or equal to 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=276]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1878]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=16]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=1878]
SUCCEED - Total volume greater than or equal to 800 for intersection with four or more approaches.

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

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

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #50795 Monterey Road and Monterey Frontage Road

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	1 0 2	0	1	1 0 2	1	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	94	753	0	13	625	101	164	0	112	3	0	13

Major Street Volume: 1586
Minor Approach Volume: 276
Minor Approach Volume Threshold: 126

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.

 Copyright (c) 2008 Dowling Associates, Inc.

Copyright (c) 2008 Dowling Associates, Inc.

Intersection	
Intersection Delay, s/veh	6.0
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	104	542	363
Demand Flow Rate, veh/h	106	552	370
Vehicles Circulating, veh/h	374	9	98
Vehicles Exiting, veh/h	187	459	382
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.9	6.5	5.7
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	106	552	370
Cap Entry Lane, veh/h	942	1367	1249
Entry HV Adj Factor	0.982	0.981	0.981
Flow Entry, veh/h	104	542	363
Cap Entry, veh/h	925	1341	1225
V/C Ratio	0.112	0.404	0.296
Control Delay, s/veh	4.9	6.5	5.7
LOS	A	A	A
95th %tile Queue, veh	0	2	1

Intersection	
Intersection Delay, s/veh	6.2
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	112	557	368
Demand Flow Rate, veh/h	114	568	375
Vehicles Circulating, veh/h	380	9	106
Vehicles Exiting, veh/h	197	472	388
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.1	6.7	5.8
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	114	568	375
Cap Entry Lane, veh/h	937	1367	1238
Entry HV Adj Factor	0.982	0.981	0.981
Flow Entry, veh/h	112	557	368
Cap Entry, veh/h	919	1342	1215
V/C Ratio	0.122	0.415	0.303
Control Delay, s/veh	5.1	6.7	5.8
LOS	A	A	A
95th %tile Queue, veh	0	2	1

Intersection	
Intersection Delay, s/veh	9.3
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	232	834	435
Demand Flow Rate, veh/h	237	851	444
Vehicles Circulating, veh/h	444	43	196
Vehicles Exiting, veh/h	450	597	485
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.1	10.9	7.3
Approach LOS	A	B	A

Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	237	851	444
Cap Entry Lane, veh/h	877	1321	1130
Entry HV Adj Factor	0.980	0.980	0.980
Flow Entry, veh/h	232	834	435
Cap Entry, veh/h	859	1294	1107
V/C Ratio	0.270	0.644	0.393
Control Delay, s/veh	7.1	10.9	7.3
LOS	A	B	A
95th %tile Queue, veh	1	5	2

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	240	849	440
Demand Flow Rate, veh/h	245	866	449
Vehicles Circulating, veh/h	450	43	204
Vehicles Exiting, veh/h	459	610	491
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.3	11.2	7.5
Approach LOS	A	B	A

Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	245	866	449
Cap Entry Lane, veh/h	872	1321	1121
Entry HV Adj Factor	0.980	0.980	0.980
Flow Entry, veh/h	240	849	440
Cap Entry, veh/h	854	1294	1098
V/C Ratio	0.281	0.656	0.401
Control Delay, s/veh	7.3	11.2	7.5
LOS	A	B	A
95th %tile Queue, veh	1	5	2

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	247	856	438
Demand Flow Rate, veh/h	252	873	447
Vehicles Circulating, veh/h	448	43	211
Vehicles Exiting, veh/h	468	615	489
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.3	11.3	7.5
Approach LOS	A	B	A

Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	252	873	447
Cap Entry Lane, veh/h	874	1321	1113
Entry HV Adj Factor	0.980	0.980	0.980
Flow Entry, veh/h	247	856	438
Cap Entry, veh/h	856	1294	1090
V/C Ratio	0.288	0.661	0.402
Control Delay, s/veh	7.3	11.3	7.5
LOS	A	B	A
95th %tile Queue, veh	1	5	2

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	255	871	443
Demand Flow Rate, veh/h	260	889	452
Vehicles Circulating, veh/h	454	43	219
Vehicles Exiting, veh/h	478	628	495
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	7.5	11.7	7.7
Approach LOS	A	B	A

Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	260	889	452
Cap Entry Lane, veh/h	868	1321	1104
Entry HV Adj Factor	0.980	0.980	0.980
Flow Entry, veh/h	255	871	443
Cap Entry, veh/h	851	1295	1082
V/C Ratio	0.299	0.673	0.410
Control Delay, s/veh	7.5	11.7	7.7
LOS	A	B	A
95th %tile Queue, veh	1	6	2

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	93	356	214
Demand Flow Rate, veh/h	95	364	218
Vehicles Circulating, veh/h	231	7	82
Vehicles Exiting, veh/h	140	293	244
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.1	5.0	4.3
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	95	364	218
Cap Entry Lane, veh/h	1090	1370	1269
Entry HV Adj Factor	0.983	0.979	0.982
Flow Entry, veh/h	93	356	214
Cap Entry, veh/h	1072	1341	1246
V/C Ratio	0.087	0.266	0.172
Control Delay, s/veh	4.1	5.0	4.3
LOS	A	A	A
95th %tile Queue, veh	0	1	1

Intersection	
Intersection Delay, s/veh	4.7
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	97	364	217
Demand Flow Rate, veh/h	99	372	221
Vehicles Circulating, veh/h	234	7	86
Vehicles Exiting, veh/h	145	300	247
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	4.2	5.0	4.4
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	99	372	221
Cap Entry Lane, veh/h	1087	1370	1264
Entry HV Adj Factor	0.983	0.979	0.982
Flow Entry, veh/h	97	364	217
Cap Entry, veh/h	1068	1342	1241
V/C Ratio	0.091	0.272	0.175
Control Delay, s/veh	4.2	5.0	4.4
LOS	A	A	A
95th %tile Queue, veh	0	1	1

Intersection	
Intersection Delay, s/veh	6.1
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	191	554	254
Demand Flow Rate, veh/h	195	565	259
Vehicles Circulating, veh/h	258	34	157
Vehicles Exiting, veh/h	341	382	296
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.2	6.9	5.1
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	195	565	259
Cap Entry Lane, veh/h	1061	1333	1176
Entry HV Adj Factor	0.979	0.980	0.981
Flow Entry, veh/h	191	554	254
Cap Entry, veh/h	1038	1307	1153
V/C Ratio	0.184	0.424	0.220
Control Delay, s/veh	5.2	6.9	5.1
LOS	A	A	A
95th %tile Queue, veh	1	2	1

Intersection	
Intersection Delay, s/veh	6.2
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	195	562	257
Demand Flow Rate, veh/h	199	573	262
Vehicles Circulating, veh/h	261	34	161
Vehicles Exiting, veh/h	346	389	299
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.2	7.0	5.2
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	199	573	262
Cap Entry Lane, veh/h	1057	1333	1171
Entry HV Adj Factor	0.979	0.981	0.981
Flow Entry, veh/h	195	562	257
Cap Entry, veh/h	1035	1307	1149
V/C Ratio	0.188	0.430	0.224
Control Delay, s/veh	5.2	7.0	5.2
LOS	A	A	A
95th %tile Queue, veh	1	2	1

Intersection	
Intersection Delay, s/veh	6.2
Intersection LOS	A

Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	200	569	260
Demand Flow Rate, veh/h	204	580	266
Vehicles Circulating, veh/h	264	34	166
Vehicles Exiting, veh/h	350	398	302
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.3	7.0	5.2
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	204	580	266
Cap Entry Lane, veh/h	1054	1333	1165
Entry HV Adj Factor	0.979	0.981	0.977
Flow Entry, veh/h	200	569	260
Cap Entry, veh/h	1032	1307	1139
V/C Ratio	0.194	0.435	0.228
Control Delay, s/veh	5.3	7.0	5.2
LOS	A	A	A
95th %tile Queue, veh	1	2	1

Intersection	
Intersection Delay, s/veh	6.3
Intersection LOS	A

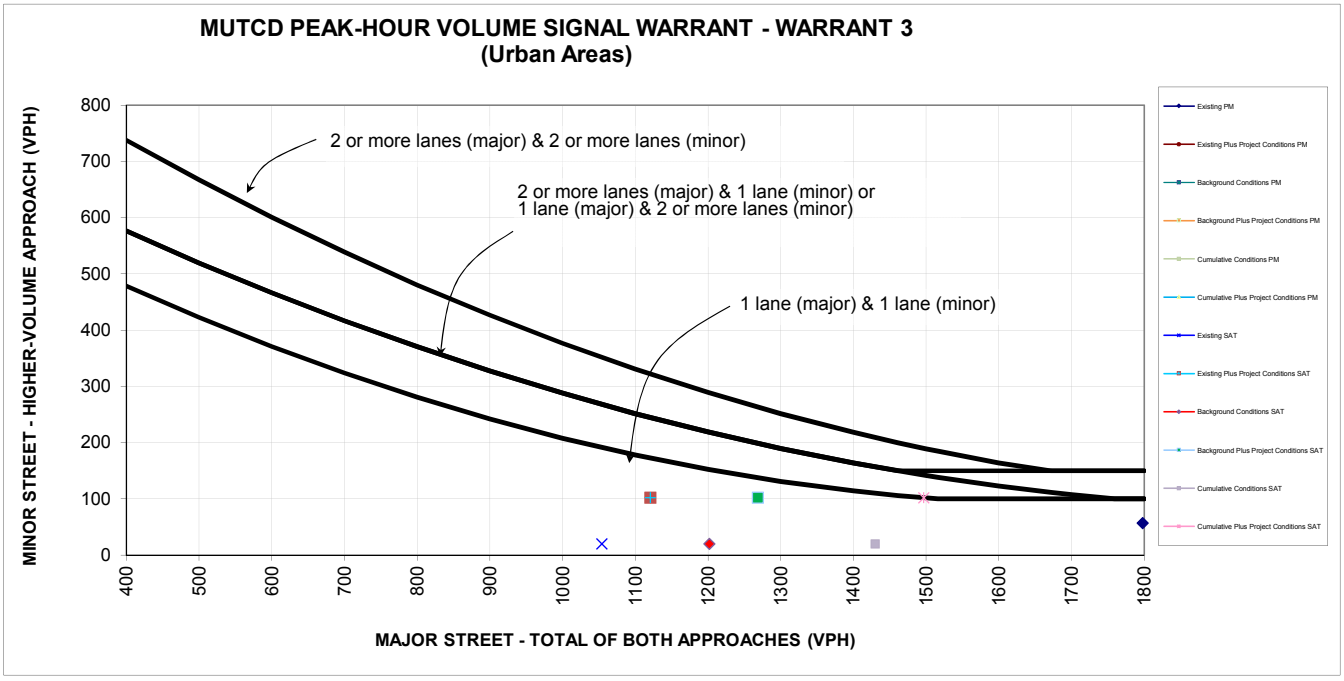
Approach	EB	WB	NB
Entry Lanes	1	1	1
Conflicting Circle Lanes	1	1	1
Adj Approach Flow, veh/h	204	577	263
Demand Flow Rate, veh/h	208	588	269
Vehicles Circulating, veh/h	267	34	170
Vehicles Exiting, veh/h	355	405	305
Ped Vol Crossing Leg, #/h	0	0	0
Ped Cap Adj	1.000	1.000	1.000
Approach Delay, s/veh	5.3	7.1	5.3
Approach LOS	A	A	A

Lane	Left	Left	Left
Designated Moves	TR	LT	LR
Assumed Moves	TR	LT	LR
RT Channelized			
Lane Util	1.000	1.000	1.000
Follow-Up Headway, s	2.609	2.609	2.609
Critical Headway, s	4.976	4.976	4.976
Entry Flow, veh/h	208	588	269
Cap Entry Lane, veh/h	1051	1333	1160
Entry HV Adj Factor	0.979	0.981	0.978
Flow Entry, veh/h	204	577	263
Cap Entry, veh/h	1029	1307	1134
V/C Ratio	0.198	0.441	0.232
Control Delay, s/veh	5.3	7.1	5.3
LOS	A	A	A
95th %tile Queue, veh	1	2	1

Appendix D
Signal Warrant Analysis

Gilroy Sports Park Master Plan

3 . Monterey Road & Monterey Frontage Road



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

PM Peak Hour

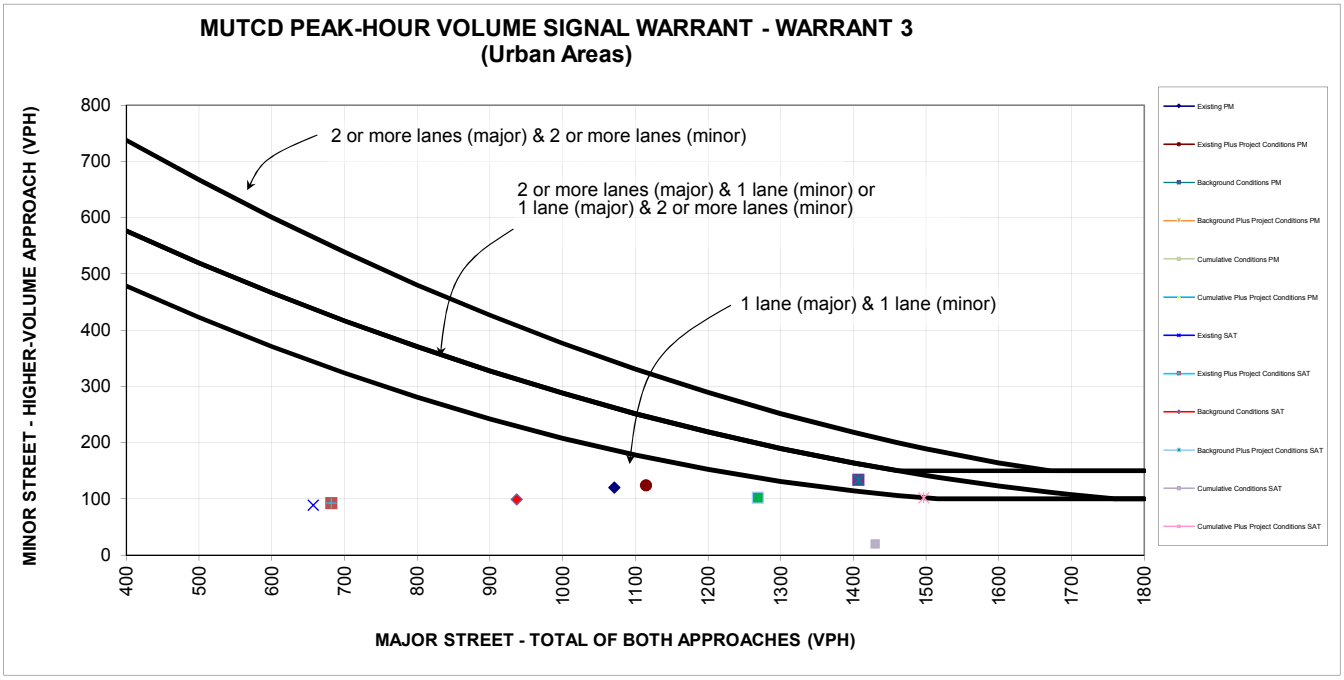
		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing PM	Existing Plus Project Conditions PM	Background Conditions PM	Background Plus Project Conditions PM	Cumulative Conditions PM	Cumulative Plus Project Conditions PM
Major Street - Both Approaches	Monterey Road		X	1798	1865	1985	2052	2198	2265
Minor Street - Highest Approach	Monterey Frontage Road	X		57	139	57	139	57	139
Maximum warrant threshold for minor street volume				100	100	100	100	100	100
Difference between warrant threshold & minor street volume				43	39	43	39	43	39
		Warrant Met?		No	Yes	No	Yes	No	Yes

SAT Peak Hour

		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing SAT	Existing Plus Project Conditions SAT	Background Conditions SAT	Background Plus Project Conditions SAT	Cumulative Conditions SAT	Cumulative Plus Project Conditions SAT
Major Street - Both Approaches	Monterey Road		X	1054	1121	1202	1269	1430	1497
Minor Street - Highest Approach	Monterey Frontage Road	X		20	102	20	102	20	102
Maximum warrant threshold for minor street volume				268	244	218	198	157	142
Difference between warrant threshold & minor street volume				248	142	198	96	137	40
		Warrant Met?		No	No	No	No	No	No

Gilroy Sports Park Master Plan

8 . Church Street & Luchessa Avenue



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

PM Peak Hour

		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing PM	Existing Plus Project Conditions PM	Background Conditions PM	Background Plus Project Conditions PM	Cumulative Conditions PM	Cumulative Plus Project Conditions PM
Major Street - Both Approaches	Luchessa Avenue		X	1071	1115	1407	1451	1524	1568
Minor Street - Highest Approach	Church Street	X		120	124	134	138	169	173
Maximum warrant threshold for minor street volume				262	246	162	152	137	129
Difference between warrant threshold & minor street volume				142	122	28	14	32	44
		Warrant Met?		No	No	No	No	Yes	Yes

SAT Peak Hour

		Existing Approach Lanes: One	Existing Approach Lanes: 2 or More	Existing SAT	Existing Plus Project Conditions SAT	Background Conditions SAT	Background Plus Project Conditions SAT	Cumulative Conditions SAT	Cumulative Plus Project Conditions SAT
Major Street - Both Approaches	Luchessa Avenue		X	657	682	937	962	1057	1082
Minor Street - Highest Approach	Church Street	X		89	92	99	102	135	138
Maximum warrant threshold for minor street volume				438	425	312	302	267	258
Difference between warrant threshold & minor street volume				349	333	213	200	132	120
		Warrant Met?		No	No	No	No	No	No

Appendix E
Poisson Probability Queue Calculations

2. Monterey/Luchessa
NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 10.1
Percentile = 0.95 16

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0004	0.0004	1
0.0020	0.0025	2
0.0069	0.0093	3
0.0174	0.0267	4
0.0353	0.0620	5
0.0596	0.1216	6
0.0863	0.2080	7
0.1094	0.3174	8
0.1233	0.4407	9
0.1250	0.5657	10
0.1152	0.6809	11
0.0973	0.7782	12
0.0759	0.8541	13
0.0550	0.9091	14
0.0372	0.9463	15
0.0235	0.9698	16
0.0140	0.9839	17
0.0079	0.9918	18
0.0042	0.9960	19
0.0021	0.9981	20
0.0010	0.9992	21
0.0005	0.9996	22
0.0002	0.9999	23
0.0001	0.9999	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

2. Monterey/Luchessa
NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 13.8
Percentile = 0.95 20

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0004	0.0006	3
0.0015	0.0021	4
0.0042	0.0063	5
0.0097	0.0160	6
0.0192	0.0352	7
0.0331	0.0682	8
0.0507	0.1189	9
0.0700	0.1889	10
0.0879	0.2768	11
0.1011	0.3779	12
0.1073	0.4852	13
0.1058	0.5910	14
0.0974	0.6885	15
0.0841	0.7725	16
0.0683	0.8408	17
0.0524	0.8931	18
0.0380	0.9312	19
0.0263	0.9574	20
0.0173	0.9747	21
0.0108	0.9855	22
0.0065	0.9920	23
0.0037	0.9958	24
0.0021	0.9978	25
0.0011	0.9989	26
0.0006	0.9995	27
0.0003	0.9998	28
0.0001	0.9999	29
0.0001	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

2. Monterey/Luchessa
NBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 14.5
Percentile = 0.95 21

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0001	2
0.0003	0.0003	3
0.0009	0.0012	4
0.0026	0.0039	5
0.0064	0.0103	6
0.0133	0.0236	7
0.0241	0.0477	8
0.0390	0.0867	9
0.0566	0.1433	10
0.0748	0.2180	11
0.0905	0.3086	12
0.1012	0.4097	13
0.1050	0.5147	14
0.1017	0.6163	15
0.0923	0.7086	16
0.0789	0.7875	17
0.0637	0.8512	18
0.0487	0.8999	19
0.0354	0.9352	20
0.0245	0.9597	21
0.0162	0.9759	22
0.0102	0.9861	23
0.0062	0.9922	24
0.0036	0.9958	25
0.0020	0.9978	26
0.0011	0.9989	27
0.0006	0.9995	28
0.0003	0.9997	29
0.0001	0.9999	30
0.0001	0.9999	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

2. Monterey/Luchessa
NBL
SAT
Existing Conditions
Avg. Queue Per Lane in Veh= 7.1
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0009	0.0009	0
0.0060	0.0069	1
0.0213	0.0282	2
0.0502	0.0784	3
0.0886	0.1670	4
0.1253	0.2923	5
0.1476	0.4398	6
0.1490	0.5888	7
0.1316	0.7204	8
0.1033	0.8237	9
0.0730	0.8967	10
0.0469	0.9436	11
0.0276	0.9712	12
0.0150	0.9862	13
0.0076	0.9938	14
0.0036	0.9974	15
0.0016	0.9989	16
0.0007	0.9996	17
0.0003	0.9999	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

2. Monterey/Luchessa
NBL
SAT
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
0.0035	0.0043	2
0.0109	0.0152	3
0.0259	0.0411	4
0.0490	0.0902	5
0.0774	0.1675	6
0.1046	0.2721	7
0.1238	0.3959	8
0.1302	0.5262	9
0.1233	0.6494	10
0.1061	0.7555	11
0.0837	0.8392	12
0.0609	0.9002	13
0.0412	0.9414	14
0.0260	0.9674	15
0.0154	0.9828	16
0.0086	0.9914	17
0.0045	0.9959	18
0.0022	0.9981	19
0.0011	0.9992	20
0.0005	0.9997	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

2. Monterey/Luchessa
NBL
SAT
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 9.8
Percentile = 0.95 15

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0005	0.0006	1
0.0027	0.0033	2
0.0087	0.0120	3
0.0213	0.0333	4
0.0418	0.0750	5
0.0682	0.1433	6
0.0955	0.2388	7
0.1170	0.3558	8
0.1274	0.4832	9
0.1249	0.6080	10
0.1112	0.7193	11
0.0908	0.8101	12
0.0685	0.8786	13
0.0479	0.9265	14
0.0313	0.9579	15
0.0192	0.9770	16
0.0111	0.9881	17
0.0060	0.9941	18
0.0031	0.9972	19
0.0015	0.9987	20
0.0007	0.9995	21
0.0003	0.9998	22
0.0001	0.9999	23
0.0001	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

3. Monterey/Monterey Frontage (unsignalized)
EBL/T/R
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.8
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4589	0.4589	0
0.3575	0.8163	1
0.1392	0.9555	2
0.0362	0.9917	3
0.0070	0.9987	4
0.0011	0.9998	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

3. Monterey/Monterey Frontage (unsignalized)
EBL/T/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 1.0
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3534	0.3534	0
0.3676	0.7210	1
0.1912	0.9121	2
0.0663	0.9784	3
0.0172	0.9957	4
0.0036	0.9993	5
0.0006	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

3. Monterey/Monterey Frontage (unsignalized)
EBL/T/R
PM
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
0.0020	0.0026	3
0.0058	0.0084	4
0.0138	0.0222	5
0.0273	0.0495	6
0.0463	0.0957	7
0.0686	0.1643	8
0.0904	0.2547	9
0.1072	0.3619	10
0.1156	0.4775	11
0.1143	0.5918	12
0.1043	0.6961	13
0.0883	0.7844	14
0.0699	0.8543	15
0.0518	0.9061	16
0.0361	0.9422	17
0.0238	0.9660	18
0.0149	0.9809	19
0.0088	0.9897	20
0.0050	0.9947	21
0.0027	0.9973	22
0.0014	0.9987	23
0.0007	0.9994	24
0.0003	0.9997	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

3. Monterey/Monterey Frontage (unsignalized)
EBL/T/R
SAT
Existing Conditions
Avg. Queue Per Lane in Veh= 2.3
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1007	0.1007	0
0.2312	0.3319	1
0.2653	0.5972	2
0.2030	0.8002	3
0.1165	0.9168	4
0.0535	0.9703	5
0.0205	0.9907	6
0.0067	0.9974	7
0.0019	0.9994	8
0.0005	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

3. Monterey/Monterey Frontage (unsignalized)
EBL/T/R
SAT
Background Conditions
Avg. Queue Per Lane in Veh= 3.2
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0388	0.0388	0
0.1261	0.1649	1
0.2048	0.3697	2
0.2218	0.5915	3
0.1802	0.7717	4
0.1171	0.8889	5
0.0634	0.9523	6
0.0294	0.9818	7
0.0120	0.9937	8
0.0043	0.9980	9
0.0014	0.9994	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

3. Monterey/Monterey Frontage (unsignalized)
EBL/T/R
SAT
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 13.3
Percentile = 0.95 20

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0000	0.0000	0
0.0000	0.0000	1
0.0001	0.0002	2
0.0007	0.0008	3
0.0022	0.0030	4
0.0059	0.0089	5
0.0130	0.0219	6
0.0246	0.0465	7
0.0409	0.0874	8
0.0604	0.1477	9
0.0802	0.2279	10
0.0969	0.3248	11
0.1072	0.4320	12
0.1096	0.5416	13
0.1040	0.6456	14
0.0921	0.7377	15
0.0765	0.8142	16
0.0598	0.8740	17
0.0441	0.9182	18
0.0309	0.9490	19
0.0205	0.9695	20
0.0130	0.9825	21
0.0078	0.9903	22
0.0045	0.9949	23
0.0025	0.9974	24
0.0013	0.9987	25
0.0007	0.9994	26
0.0003	0.9997	27
0.0002	0.9999	28
0.0001	0.9999	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

3. Monterey/Monterey Frontage (unsignalized)
NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8689	0.8689	0
0.1221	0.9910	1
0.0086	0.9996	2
0.0004	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

3. Monterey/Monterey Frontage (unsignalized)
NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8667	0.8667	0
0.1240	0.9907	1
0.0089	0.9996	2
0.0004	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

3. Monterey/Monterey Frontage (unsignalized)
NBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7676	0.7676	0
0.2030	0.9706	1
0.0268	0.9975	2
0.0024	0.9998	3
0.0002	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

3. Monterey/Monterey Frontage (unsignalized)
NBL
SAT
Existing Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8883	0.8883	0
0.1052	0.9935	1
0.0062	0.9997	2
0.0002	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

3. Monterey/Monterey Frontage (unsignalized)
NBL
SAT
Background Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8871	0.8871	0
0.1063	0.9934	1
0.0064	0.9997	2
0.0003	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

3. Monterey/Monterey Frontage (unsignalized)
NBL
SAT
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.2
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7885	0.7885	0
0.1874	0.9759	1
0.0223	0.9981	2
0.0018	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

3. Monterey/Monterey Frontage (signalized)
EBL/T/R
PM
Existing Conditions
Avg. Queue Per Lane in Veh= #DIV/0!
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
#DIV/0!	#DIV/0!	0
#DIV/0!	#DIV/0!	1
#DIV/0!	#DIV/0!	2
#DIV/0!	#DIV/0!	3
#DIV/0!	#DIV/0!	4
#DIV/0!	#DIV/0!	5
#DIV/0!	#DIV/0!	6
#DIV/0!	#DIV/0!	7
#DIV/0!	#DIV/0!	8
#DIV/0!	#DIV/0!	9
#DIV/0!	#DIV/0!	10
#DIV/0!	#DIV/0!	11
#DIV/0!	#DIV/0!	12
#DIV/0!	#DIV/0!	13
#DIV/0!	#DIV/0!	14
#DIV/0!	#DIV/0!	15
#DIV/0!	#DIV/0!	16
#DIV/0!	#DIV/0!	17
#DIV/0!	#DIV/0!	18
#DIV/0!	#DIV/0!	19
#DIV/0!	#DIV/0!	20
#DIV/0!	#DIV/0!	21
#DIV/0!	#DIV/0!	22
#DIV/0!	#DIV/0!	23
#DIV/0!	#DIV/0!	24
#DIV/0!	#DIV/0!	25
#DIV/0!	#DIV/0!	26
#DIV/0!	#DIV/0!	27
#DIV/0!	#DIV/0!	28
#DIV/0!	#DIV/0!	29
#DIV/0!	#DIV/0!	30
#DIV/0!	#DIV/0!	31
#DIV/0!	#DIV/0!	32
#DIV/0!	#DIV/0!	33
#DIV/0!	#DIV/0!	34
#DIV/0!	#DIV/0!	35
#DIV/0!	#DIV/0!	36
#DIV/0!	#DIV/0!	37
#DIV/0!	#DIV/0!	38
#DIV/0!	#DIV/0!	39
#DIV/0!	#DIV/0!	40
#DIV/0!	#DIV/0!	41
#DIV/0!	#DIV/0!	42
#DIV/0!	#DIV/0!	43
#DIV/0!	#DIV/0!	44
#DIV/0!	#DIV/0!	45

3. Monterey/Monterey Frontage (signalized)
EBL/T/R
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.9
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4227	0.4227	0
0.3640	0.7867	1
0.1567	0.9434	2
0.0450	0.9884	3
0.0097	0.9981	4
0.0017	0.9997	5
0.0002	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

3. Monterey/Monterey Frontage (signalized)
EBL/T/R
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.9
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0210	0.0210	0
0.0813	0.1023	1
0.1569	0.2592	2
0.2019	0.4611	3
0.1949	0.6559	4
0.1505	0.8064	5
0.0968	0.9033	6
0.0534	0.9567	7
0.0258	0.9825	8
0.0111	0.9936	9
0.0043	0.9978	10
0.0015	0.9993	11
0.0005	0.9998	12
0.0001	0.9999	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

3. Monterey/Monterey Frontage (signalized)
EBL/T/R
SAT
Existing Conditions
Avg. Queue Per Lane in Veh= #DIV/0!
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
#DIV/0!	#DIV/0!	0
#DIV/0!	#DIV/0!	1
#DIV/0!	#DIV/0!	2
#DIV/0!	#DIV/0!	3
#DIV/0!	#DIV/0!	4
#DIV/0!	#DIV/0!	5
#DIV/0!	#DIV/0!	6
#DIV/0!	#DIV/0!	7
#DIV/0!	#DIV/0!	8
#DIV/0!	#DIV/0!	9
#DIV/0!	#DIV/0!	10
#DIV/0!	#DIV/0!	11
#DIV/0!	#DIV/0!	12
#DIV/0!	#DIV/0!	13
#DIV/0!	#DIV/0!	14
#DIV/0!	#DIV/0!	15
#DIV/0!	#DIV/0!	16
#DIV/0!	#DIV/0!	17
#DIV/0!	#DIV/0!	18
#DIV/0!	#DIV/0!	19
#DIV/0!	#DIV/0!	20
#DIV/0!	#DIV/0!	21
#DIV/0!	#DIV/0!	22
#DIV/0!	#DIV/0!	23
#DIV/0!	#DIV/0!	24
#DIV/0!	#DIV/0!	25
#DIV/0!	#DIV/0!	26
#DIV/0!	#DIV/0!	27
#DIV/0!	#DIV/0!	28
#DIV/0!	#DIV/0!	29
#DIV/0!	#DIV/0!	30
#DIV/0!	#DIV/0!	31
#DIV/0!	#DIV/0!	32
#DIV/0!	#DIV/0!	33
#DIV/0!	#DIV/0!	34
#DIV/0!	#DIV/0!	35
#DIV/0!	#DIV/0!	36
#DIV/0!	#DIV/0!	37
#DIV/0!	#DIV/0!	38
#DIV/0!	#DIV/0!	39
#DIV/0!	#DIV/0!	40
#DIV/0!	#DIV/0!	41
#DIV/0!	#DIV/0!	42
#DIV/0!	#DIV/0!	43
#DIV/0!	#DIV/0!	44
#DIV/0!	#DIV/0!	45

3. Monterey/Monterey Frontage (signalized)
EBL/T/R
SAT
Background Conditions
Avg. Queue Per Lane in Veh= 3.8
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0222	0.0222	0
0.0847	0.1069	1
0.1611	0.2680	2
0.2043	0.4723	3
0.1944	0.6668	4
0.1480	0.8147	5
0.0939	0.9086	6
0.0510	0.9596	7
0.0243	0.9839	8
0.0103	0.9941	9
0.0039	0.9980	10
0.0014	0.9994	11
0.0004	0.9998	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

3. Monterey/Monterey Frontage (signalized)
EBL/T/R
SAT
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 7.7
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0005	0.0005	0
0.0036	0.0041	1
0.0138	0.0178	2
0.0352	0.0530	3
0.0674	0.1204	4
0.1033	0.2237	5
0.1320	0.3558	6
0.1446	0.5004	7
0.1386	0.6390	8
0.1181	0.7570	9
0.0905	0.8475	10
0.0631	0.9106	11
0.0403	0.9509	12
0.0238	0.9747	13
0.0130	0.9877	14
0.0067	0.9944	15
0.0032	0.9976	16
0.0014	0.9990	17
0.0006	0.9996	18
0.0002	0.9999	19
0.0001	0.9999	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

3. Monterey/Monterey Frontage (signalized)
NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= #DIV/0!
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
#DIV/0!	#DIV/0!	0
#DIV/0!	#DIV/0!	1
#DIV/0!	#DIV/0!	2
#DIV/0!	#DIV/0!	3
#DIV/0!	#DIV/0!	4
#DIV/0!	#DIV/0!	5
#DIV/0!	#DIV/0!	6
#DIV/0!	#DIV/0!	7
#DIV/0!	#DIV/0!	8
#DIV/0!	#DIV/0!	9
#DIV/0!	#DIV/0!	10
#DIV/0!	#DIV/0!	11
#DIV/0!	#DIV/0!	12
#DIV/0!	#DIV/0!	13
#DIV/0!	#DIV/0!	14
#DIV/0!	#DIV/0!	15
#DIV/0!	#DIV/0!	16
#DIV/0!	#DIV/0!	17
#DIV/0!	#DIV/0!	18
#DIV/0!	#DIV/0!	19
#DIV/0!	#DIV/0!	20
#DIV/0!	#DIV/0!	21
#DIV/0!	#DIV/0!	22
#DIV/0!	#DIV/0!	23
#DIV/0!	#DIV/0!	24
#DIV/0!	#DIV/0!	25
#DIV/0!	#DIV/0!	26
#DIV/0!	#DIV/0!	27
#DIV/0!	#DIV/0!	28
#DIV/0!	#DIV/0!	29
#DIV/0!	#DIV/0!	30
#DIV/0!	#DIV/0!	31
#DIV/0!	#DIV/0!	32
#DIV/0!	#DIV/0!	33
#DIV/0!	#DIV/0!	34
#DIV/0!	#DIV/0!	35
#DIV/0!	#DIV/0!	36
#DIV/0!	#DIV/0!	37
#DIV/0!	#DIV/0!	38
#DIV/0!	#DIV/0!	39
#DIV/0!	#DIV/0!	40
#DIV/0!	#DIV/0!	41
#DIV/0!	#DIV/0!	42
#DIV/0!	#DIV/0!	43
#DIV/0!	#DIV/0!	44
#DIV/0!	#DIV/0!	45

3. Monterey/Monterey Frontage (signalized)
NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 1.3
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2787	0.2787	0
0.3561	0.6347	1
0.2275	0.8622	2
0.0969	0.9591	3
0.0310	0.9900	4
0.0079	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

3. Monterey/Monterey Frontage (signalized)
NBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.2
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1084	0.1084	0
0.2408	0.3492	1
0.2676	0.6168	2
0.1982	0.8150	3
0.1101	0.9251	4
0.0489	0.9740	5
0.0181	0.9921	6
0.0058	0.9979	7
0.0016	0.9995	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

3. Monterey/Monterey Frontage (signalized)
NBL
SAT
Existing Conditions
Avg. Queue Per Lane in Veh= #DIV/0!
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
#DIV/0!	#DIV/0!	0
#DIV/0!	#DIV/0!	1
#DIV/0!	#DIV/0!	2
#DIV/0!	#DIV/0!	3
#DIV/0!	#DIV/0!	4
#DIV/0!	#DIV/0!	5
#DIV/0!	#DIV/0!	6
#DIV/0!	#DIV/0!	7
#DIV/0!	#DIV/0!	8
#DIV/0!	#DIV/0!	9
#DIV/0!	#DIV/0!	10
#DIV/0!	#DIV/0!	11
#DIV/0!	#DIV/0!	12
#DIV/0!	#DIV/0!	13
#DIV/0!	#DIV/0!	14
#DIV/0!	#DIV/0!	15
#DIV/0!	#DIV/0!	16
#DIV/0!	#DIV/0!	17
#DIV/0!	#DIV/0!	18
#DIV/0!	#DIV/0!	19
#DIV/0!	#DIV/0!	20
#DIV/0!	#DIV/0!	21
#DIV/0!	#DIV/0!	22
#DIV/0!	#DIV/0!	23
#DIV/0!	#DIV/0!	24
#DIV/0!	#DIV/0!	25
#DIV/0!	#DIV/0!	26
#DIV/0!	#DIV/0!	27
#DIV/0!	#DIV/0!	28
#DIV/0!	#DIV/0!	29
#DIV/0!	#DIV/0!	30
#DIV/0!	#DIV/0!	31
#DIV/0!	#DIV/0!	32
#DIV/0!	#DIV/0!	33
#DIV/0!	#DIV/0!	34
#DIV/0!	#DIV/0!	35
#DIV/0!	#DIV/0!	36
#DIV/0!	#DIV/0!	37
#DIV/0!	#DIV/0!	38
#DIV/0!	#DIV/0!	39
#DIV/0!	#DIV/0!	40
#DIV/0!	#DIV/0!	41
#DIV/0!	#DIV/0!	42
#DIV/0!	#DIV/0!	43
#DIV/0!	#DIV/0!	44
#DIV/0!	#DIV/0!	45

3. Monterey/Monterey Frontage (signalized)
NBL
SAT
Background Conditions
Avg. Queue Per Lane in Veh= 1.4
Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2564	0.2564	0
0.3490	0.6053	1
0.2375	0.8428	2
0.1077	0.9506	3
0.0367	0.9872	4
0.0100	0.9972	5
0.0023	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

3. Monterey/Monterey Frontage (signalized)
NBL
SAT
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.6
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0735	0.0735	0
0.1918	0.2652	1
0.2504	0.5156	2
0.2179	0.7336	3
0.1423	0.8758	4
0.0743	0.9501	5
0.0323	0.9825	6
0.0121	0.9945	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

12. Monterey Frontage/Sports Park Driveway
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9176	0.9176	0
0.0789	0.9965	1
0.0034	0.9999	2
0.0001	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

12. Monterey Frontage/Sports Park Driveway
EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 0.1
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9176	0.9176	0
0.0789	0.9965	1
0.0034	0.9999	2
0.0001	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

12. Monterey Frontage/Sports Park Driveway
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.3
Percentile = 0.95 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7316	0.7316	0
0.2287	0.9602	1
0.0357	0.9960	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

12. Monterey Frontage/Sports Park Driveway
EBL
SAT
Existing Conditions
Avg. Queue Per Lane in Veh= 0.5
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6176	0.6176	0
0.2976	0.9153	1
0.0717	0.9870	2
0.0115	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

12. Monterey Frontage/Sports Park Driveway
EBL
SAT
Background Conditions
Avg. Queue Per Lane in Veh= 0.5
Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6176	0.6176	0
0.2976	0.9153	1
0.0717	0.9870	2
0.0115	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

12. Monterey Frontage/Sports Park Driveway
EBL
SAT
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 0.8
Percentile = 0.95 2

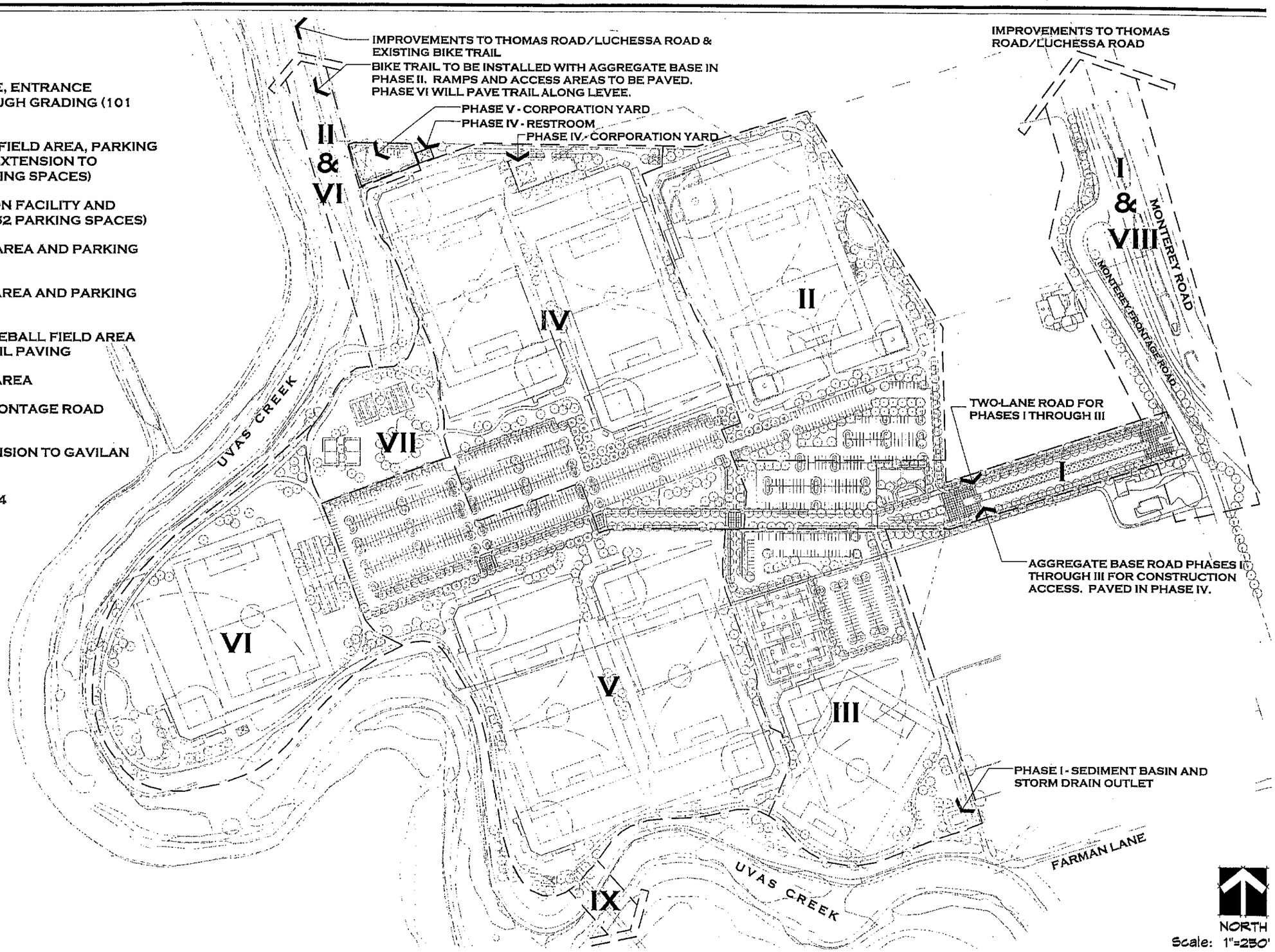
Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4598	0.4598	0
0.3573	0.8170	1
0.1388	0.9558	2
0.0359	0.9918	3
0.0070	0.9988	4
0.0011	0.9998	5
0.0001	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	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

Appendix F

Gilroy Sports Park Final Draft Master Plan – Phasing Plan

PHASE	PHASE AREA
I	UTILITY INFRASTRUCTURE, ENTRANCE IMPROVEMENTS, AND ROUGH GRADING (101 PARKING SPACES)
II	PREMIER LITTLE LEAGUE FIELD AREA, PARKING AND UVAS CREEK TRAIL EXTENSION TO THOMAS ROAD (152 PARKING SPACES)
III	COMMERCIAL RECREATION FACILITY AND MULTI-USE BALL FIELD (162 PARKING SPACES)
IV	NORTH MULTI-USE FIELD AREA AND PARKING (268 PARKING SPACES)
V	SOUTH MULTI-USE FIELD AREA AND PARKING (361 PARKING SPACES)
VI	PREMIER SOFTBALL/BASEBALL FIELD AREA AND COMPLETE BIKE TRAIL PAVING
VII	INFORMAL RECREATION AREA
VIII	MONTEREY ROAD AND FRONTAGE ROAD IMPROVEMENTS
IX	UVAS CREEK TRAIL EXTENSION TO GAVILAN COLLEGE

TOTAL PARKING SPACES: 1044



GILROY SPORTS PARK - PHASING PLAN

GILROY, CALIFORNIA

IMPLEMENTATION OF MASTER PLAN

Based on the program and components of the Master Plan, the current estimate for the total project cost is approximately $23 million. This cost for the facility was discussed during the master plan process with the City and Task Force, and it was refined with the development of the utilities master plan. The City has established budgets for the improvements to occur over the next five years and to develop the entire facility by phases.

Phases are being proposed in sequence of construction from the entrance to the west end of the complex for Phases One through Seven. Phases Eight through Nine can occur at any time, and have been separated based on those areas being able to be constructed independently of the other phases.

The following budget estimates are based on 1999 unit prices. Construction of the facility will be by a licensed independent contractor and typical contractor overhead and profit costs have been included. Contingencies have been added to the subtotals to cover a portion of unknown variables that will be resolved during the construction document period for each phase of work.

		Total of Each Phase
Phase I-Part A:	Utility Infrastructure and Rough Grade	$1,051,356
Phase I-Part B:	Utility Infrastructure, Paving and Entrance	$1,021,383
Phase II:	Premier Little League Area, Parking and Uvas Creek Trail Extension from Thomas Road	$2,558,028
Phase III:	Commercial Recreation Facility, Parking and Multi-use Ball Field	$4,299,495
Phase IV:	North Multi-use Field Area, Corporation Building (Part One), Parking Entry Building, Park Ranger / Office Building, and two Concession / Restroom Buildings	$5,588,291
Phase V:	South Multi-use Field Area, Concession / Restroom Building, Parking Corporation Yard (Part Two)	$4,022,642
Phase VI:	Premier Softball Field Area and Bike Trail Paving	$2,410,658
Phase VII:	Informal Recreation Area	$555,982
Phase VIII:	Monterey Frontage Road Improvements	$440,750
Phase IX:	Uvas Creek Trail Extension to Gavilan College	$1,170,650
Total All Phases		***$23,119,240***

EXPLANATION OF PROPOSED PHASING

PHASE ONE

The purpose of the Phase One development will be to bring in the necessary utility infrastructure for the entire park. This utility infrastructure will include the following: recycled water, domestic water, storm drainage, sewer, and electrical service. These utilities will be established for future phase connections that will continue to expand the infrastructure into the park.

Recycled water will be brought down Monterey Road and the Frontage Road into the park by the Santa Clara Valley Water District. This line will be extended into the park for future service. Domestic water and sewer connections will be made in Monterey Road at the intersection with the Frontage Road. These utilities will also be extended along the Frontage Road and brought into the park as shown on the following plans. Electrical service will utilize the existing power lines that run parallel to the levee. This service will connect in the northwest corner of the property and establish the transformer and electrical panels in the location for the future Corporation Yard.

In addition to the utility infrastructure, portions of the entry road, parking lot, park office area, and pedestrian walkways will be implemented. The entry road will be developed along the north side while providing an aggregate base surfacing for the south side of the entry road. This will allow for construction vehicles to utilize the unpaved portion until it is developed in Phase IV. A construction trailer will be established within the park office area for construction management during later phases. The entry planting and irrigation will be established along the entry road and into the facility. Lighting will be provided for the entry road, parking lot, and general site lighting.

PHASE TWO

Establishment of the three Little League Fields is the objective of Phase II. Two 60' basepad and one 90' basepad baseball fields will be constructed. Backstops with dugouts and bullpens are proposed. Bleachers, score keeper areas and spectator areas will be established adjacent to each ballfield. The large turf area between the fields will also provide the necessary area for the premier soccer and football field with bleachers.

Parking lots will be increased and pedestrian pathways added around the ballfields. A tot lot will be constructed along the east side of this phase. Lighting around the facility will be provided for security purposes and not for nighttime use. Sport field lighting infrastructure will be established and the actual field lighting will occur during Phase IV. The bathroom / concession stand infrastructure will also be developed and the building will be completed in Phase IV.

The first phase of the Uvas Trail extension will connect the trail with the park. Connections will be constructed per the trail extension components previously discussed within this report. Most of the trail is to be constructed with an aggregate base along the top of the levee. Sloped areas and the connection along the north side of Thomas Road will be paved.

PHASE THREE

Phase III will develop the Commercial Recreation Building. This facility will include the entire structure and infrastructure. Parking lots will be extended around the facility. One softball field with a 350' outfield will be constructed. The outfield area will also provide the space for a large soccer field. Lighting for the athletic fields and commercial recreation building will be provided.

PHASE FOUR

Fifteen acres will be developed during Phase IV. Four softball fields will be constructed with large open turf areas in-between the fields for soccer and football uses. Sport field lighting will be provided for these fields and constructed within the Phase II fields.

The first phase of the corporation yard will be included for maintaining the twenty-five acres of turf developed within the first four phases. Two bathroom / concession buildings will be constructed along the north side. The entry and park ranger buildings will also be included to help maintain the facility and secure the park.

PHASE FIVE

Phase V is similar to the program improvements within Phase IV. This phase includes fourteen acres with four softball fields, sport field lighting, additional parking and ten acres of turf. The second phase of the corporation yard will be included. One bathroom / concession will be constructed along the southwest edge of this phase.

PHASE SIX

The premier softball field with a 350' outfield with sport field lighting is included within Phase VI. A bathroom / concession building, play area and family picnic facility is included adjacent to the field. Paving of the Uvas Trail extension along the top of the levee will be completed.

PHASE SEVEN

Development will include the informal recreation facilities. Additional pathways around the Uvas Creek perimeter will be added.

PHASE EIGHT

Street improvements along Monterey Road and Monterey Frontage Road will be improved. This will include the signal light and crosswalk at the intersection of Monterey Road and Monterey Frontage Road. Sidewalks and street trees along both roads will be installed.

PHASE NINE

Phase IX will connect the Uvas Trail to Gavilan College. The trail improvements will include the clear-span bridge across Uvas Creek. Trails will be connected to the college per the enclosed plans.

PHASE I - PART A: SPORTS PARK UTILITY INFRASTRUCTURE AND ROUGH GRADE

Site Preparation and Utilities	$290,454.00
Storm Drainage	$178,281.00
Sanitary Sewer	$118,900.00
Water	$197,100.00
Site Elements	$24,000.00
Sub-total	***$808,735.00***
30% Design, Const. Manager and Construction Contingencies	$242,620.00
Phase I - Part A Total	***$1,051,356.00***

PHASE I - PART B: UTILITY INFRASTRUCTURE, PAVING AND ENTRANCE

Site Preparation and Utilities	$133,624.00
Driveway Fencing	$47,500.00
Hardscape	$522,500.00
Landscape Improvements	$84,054.00
Sub-total	***$785,679.00***
30% Design, Const. Manager and Construction Contingencies	$235,704.00
Phase I - Part B Total	***$1,021,383.00***

PHASE II: PREMIER LITTLE LEAGUE AREA, PARK, AND UVAS CREEK TRAIL CONNECTION

Site Preparation and Utilities	$234,785.00
Storm Drainage	$86,300.00
Sanitary Sewer	$39,315.00
Water	$143,370.00
Perimeter Fencing	$47,250.00
Hardscape	$597,070.00
Play Area	$60,000.00
Site Furnishings	$137,800.00
Landscape Improvements	$455,824.00
Sub-total	***$1,967,714.00***
30% Design, Const. Manager and Construction Contingencies	$590,314.00
Phase II Total	***$2,558,028.00***

PHASE III: COMMERCIAL RECREATION AND MULTI-USE BALLFIELD

Site Preparation and Utilities	$539,623.00
Storm Drainage	$48,356.00
Sanitary Sewer	$6,240.00
Water	$23,987.00
Hardscape	$522,570.00
Site Furnishings	$63,800.00
Commercial Recreation Facility	$1,854,000.00
Landscape Improvements	$248,727.00
Sub-total	***$3,307,304.00***
30% Design, Const. Manager and Construction Contingencies	$992,191.00
Phase III Total	***$4,299,495.00***

PHASE IV: NORTH MULTI-USE FIELD AREA AND PARKING

Site Preparation and Utilities	$1,345,808.00
Storm Drainage	$110,955.00
Sanitary Sewer	$16,100.00
Water	$143,337.00
Hardscape	$767,400.00
Site Furnishings	$1,305,600.00
Landscape Improvements	$609,485.00
Sub-total	***$4,298,685.00***
30% Design, Const. Manager and Construction Contingencies	$1,289,605.00
Phase IV Total	***$5,588,291.00***

PHASE V: SOUTH MULTI-USE FIELD AREA AND PARKING

Site Preparation and Utilities	$972,937.00
Storm Drainage	$119,998.00
Sanitary Sewer	$26,721.00
Water	$60,415.00
Hardscape	$843,088.00
Site Furnishings	$551,600.00
Landscape Improvements	$639,580.00
Sub-total	***$3,094,340.00***
30% Design, Const. Manager and Construction Contingencies	$928,302.00
Phase V Total	***$4,022,642.00***

PHASE VI: PREMIER SOFTBALL FIELD AREA AND UVAS TRAIL PAVING

Site Preparation and Utilities	$546,910.00
Storm Drainage	$54,460.00
Sanitary Sewer	$17,380.00
Water	$55,822.00
Hardscape	$443,320.00
Site Furnishings	$233,800.00
Landscape Improvements	$437,660.00
Sub-total	***$1,854,353.00***
30% Design, Const. Manager and Construction Contingencies	$556,305.00
Phase VI Total	***$2,410,658.00***

PHASE VII: INFORMAL RECREATION AREA

Site Preparation and Utilities	$162,695.00
Storm Drainage	$7,460
Hardscape	$63,750.00
Play Area	$75,000.00
Site Furnishings	$97,000.00
Landscape Improvements	$124,818.00
Sub-total	***$455,723.00***
30% Design, Const. Manager and Construction Contingencies	$136,717.00
Phase VII Total	***$555,982.00***

PHASE VIII: MONTEREY FRONTAGE ROAD IMPROVEMENTS

Site Preparation and Utilities	$199,122.00
Hardscape	$85,917.00
Landscape Improvements	$53,999.00
Sub-total	***$339,039.00***
30% Design, Const. Manager and Construction Contingencies	$101,711.00
Phase VIII Total	***$440,750.00***

PHASE IX: UVAS CREEK TRAIL EXTENSION TO GAVILAN COLLEGE

Site Preparation and Utilities	$150,000.00
Hardscape	$725,000.00
Landscape Improvements	$25,500.00
Sub-total	***$900,500.00***
30% Design, Const. Manager and Construction Contingencies	$270,150.00
Phase IX Total	***$1,170,650.00***

Appendix G
City of Gilroy Approved and Pending Development List

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	Gilroy Hampton Inn	Monterey Rd and Travel Park Cir	100-room hotel
4	Imwalle Properties (Santa Teresa Townhouses)	First St and Santa Teresa Blvd	217 townhouses
5	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
6	Monterey Gateway Senior Apartments	Monterey at Ervin Ct	75 Affordable Senior Family Units
7	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 (337 units completed)
8	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)
9	Kelton/1st Commercial	Northwest corner of First Street and Kelton Drive	12,000 s.f. commercial use
10	Monterey Apartments	8955 Monterey Rd	78-unit apartment with new 4,600 s.f. commercial
11	Larson Steel	5747 Obata Wy	10,500 s.f. industrial building with warehouse and steel fabrication shop
12	Greenfield Drive Subdivision	Thomas Ln	14 lots development on 8 acres
13	Lon Davis	Mayock Road (APN 841-76-031)	16,340 s.f. industrial warehouse
14	Wren/1st Retail - Walgreens	770 First Street	4,016 s.f. commerical building with drive-thru
15	James Vergara	8885 Forest Street	11,796 s.f. industrial building
16	Coffee Shop	7300 Monterey Road	40-seat coffee shop
17	Lonely Oak Brewery	7373 Monterey Road	Approximately 2,000 s.f. brewery
18	First Baptist Church Daycare	8455 Wren Avenue	Replacement of Sunday school classrooms with a day care facilitiy for a maximum of 60 children, between 6:30AM and 6:30PM Monday to Friday
19	Single-Family Homes (Hillside)	In the vicinity of Mantelli Drive, north of Hecker Pass Road and west of Santa Teresa Boulevard	29 single-family hillside homes

Source: City of Gilroy Planning Department, September 2019

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	First & Kern Apartments	First St and Kern Ave	120-unit apartments
6	Evergreen Development	Northeast corner of Chestnut St and Tenth St	120 room hotel, gas station, car wash and 27ksf retail with drive-through restaurant uses
7	PUD Mixed Commercial	6970 Camino Arroyo	12ksf commercial/gas station, 137ksf hotel and 90ksf industrial development
8	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
9	7888 Monterey Mixed-Use	7888 Monterey Rd	Mixed use 3-story bld. 2 commercial "live/work" units + 16 residential units, ground level parking
10	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
11	O'Reilly Auto Parts	303 East Tenth Street	7,000 s.f. O'Reilly Auto Parts store
12	Concrete Batch Plant	300 Obata Court	1.4-acre concrete plant
13	Single-Family Homes (Hillside)	In the vicinity of Mantelli Drive, north of Hecker Pass Road and west of Santa Teresa Boulevard	6 single-family hillside homes

Source: City of Gilroy Planning Department, September 2019

Vacant Development Projects

#	Project Name/Applicant	Project Location/Address	Project Description	Background	Cumulative
1	Indsutrial Buildings	241 Yamane Dr	2 industrial buildings totaling 69,000 s.f.	X	X
2	El Amigo Mexican Restaurant	8800 San Ysidro Ave	4,600 s.f. restaurant	X	X
3	Gomez Tires	8707 Monterey Rd	4,900 s.f. tire store	X	X
4	Jeffrey's Restaurant	5955 Travel Park Cir	7,000 s.f. restaurant	X	X
5	Old Unocal	8797 Monterey St	4,000 s.f. truck fueling station	X	X
6	Retail strip next to Tractor Supply	6841 Cameron Blvd	10,000 s.f. shopping center	X	X
7	Talamo Foods	6700 Silacci Way	8,000 s.f. light industrial	X	X
8	Diamond Plush	6850 Alexander St	27,200 s.f. industrial building	X	X
9	Flow Star	8425 Monterey Rd	42,000 s.f. industrial building	X	X
10	UP Warehouse	Alexander St	53,000 s.f. industrial warehouse		X
11	Chevys Restaurant	8440 Murray Ave	6,900 s.f. full service restaurant	X	X
12	Orchard Supply Hardware	303 E Tenth St	35,316 s.f. hardware store		X
13	Former Golden State Brewery	7560 Monterey Rd	10,336 s.f. brew pub with an eating establishment	X	X

Source: City of Gilroy Planning Department, September 2019

Appendix H
Solar4America Ice Parking Demand Analysis

Solar4America Ice as San Jose Fourth Expansion Project
Revised Parking Demand Analysis

12-10-18

Parking demand for the completed Project has been analyzed under several usage scenarios, as follows:

SCENARIO FOR USAGE OF SIX RINK FACILITY	**TOTAL PARKING SPACES NEEDED**
1- Peak program during week (no large event)	623
2 - Tournament situation (no large event)	805
3 – Peak program during week (with event in Rink 6) 1,500 seats occupied 3,000 seats occupied 4,213 seats occupied	 828 1,203 1506
4 – Tournament situation with event in Rink 6 1,600 seats occupied (inc. 100 in rink 5) 3,100 seats occupied (inc. 100 in rink 5) 4,313 seats occupied (inc. 100 in rink 5)	 1049 1424 1727

As shown on the Site Plan, 539 spaces will be provided on-site, in addition to 32 spaces reserved for hockey players during times the Sharks are onsite (9am-noon). However, availability is subject to a Memorandum of Understanding between Sharks Ice, the City, and the operators of the San Jose Municipal Stadium. Other parking spaces will be provided across Alma Street on the SJSU track site. SJSU is developing 2 story parking garage on the existing track site. The parking structure, which is scheduled to begin construction in December of 2019, will have 1500 parking spaces available to Solar4Amercia Ice as overflow parking. Sharks Ice and SJSU will enter into a long-term parking use agreement. There are a number of off-site parking options that have been identified in the area as additional overflow spaces which will be illustrated in our traffic and parking impact study. Traffic and pedestrian safety improvements will also be provided based on the results of a traffic and parking impact study to be performed in connection with the Project application.