

Lillian Commons Medical Campus Development

Technical Appendices

June 19, 2020

Appendix A

Traffic Counts



(303) 216-2439
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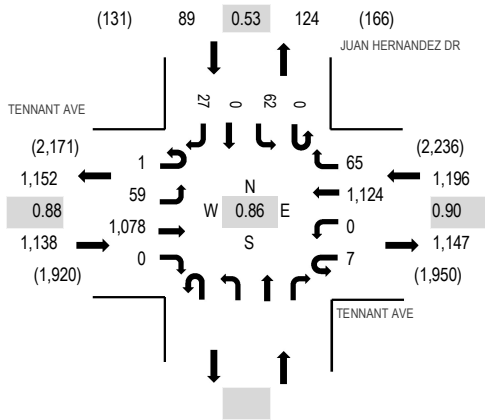
Location: 1 JUAN HERNANDEZ DR & TENNANT AVE AM

Date: Thursday, February 6, 2020

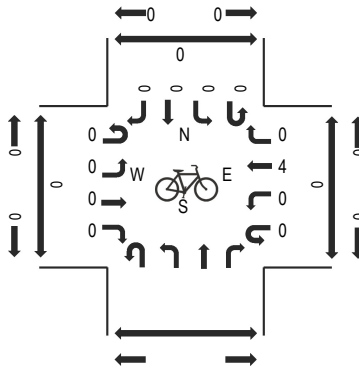
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

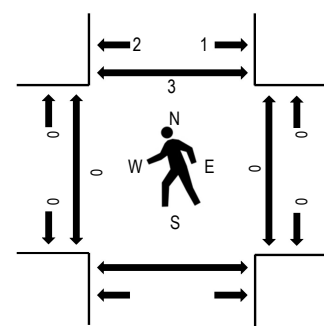
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TENNANT AVE Eastbound				TENNANT AVE Westbound				Northbound				JUAN HERNANDEZ DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	3	152	0	0	0	224	0					0	7	0	0	387	2,129	0	0	0	0
7:15 AM	0	6	173	0	0	0	233	12					0	10	0	1	435	2,323	0	0	0	0
7:30 AM	1	22	278	0	5	0	241	24					0	24	0	5	600	2,423	0	0	0	0
7:45 AM	0	27	298	0	1	0	315	23					0	26	0	17	707	2,371	0	0	1	1
8:00 AM	0	3	271	0	1	0	290	7					0	6	0	3	581	2,158	0	0	0	0
8:15 AM	0	7	231	0	0	0	278	11					0	6	0	2	535		0	0	2	2
8:30 AM	0	2	238	0	0	0	288	8					0	9	0	3	548		0	0	0	0
8:45 AM	0	2	205	0	0	0	266	9					0	9	0	3	494		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	3	0	0	0	9	0					0	0	0	0	12
Lights	1	59	1,053	0	7	0	1,088	64					0	61	0	27	2,360
Mediums	0	0	22	0	0	0	27	1					0	1	0	0	51
Total	1	59	1,078	0	7	0	1,124	65					0	62	0	27	2,423



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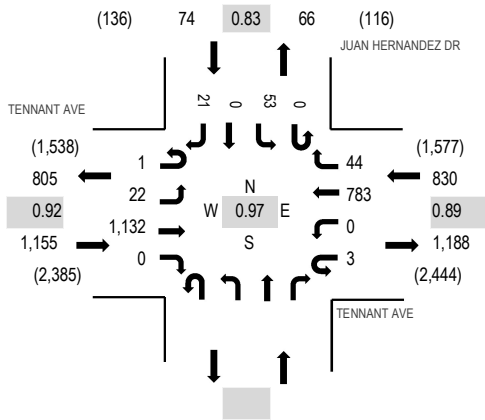
Location: 1 JUAN HERNANDEZ DR & TENNANT AVE PM

Date: Thursday, February 6, 2020

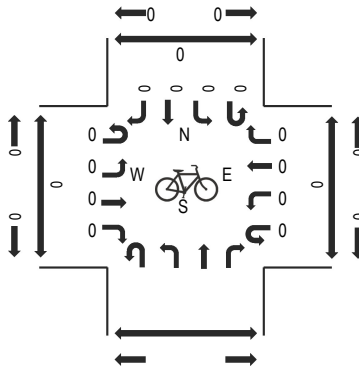
Peak Hour: 05:00 PM - 06:00 PM

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

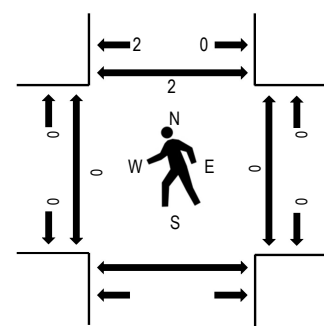
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TENNANT AVE Eastbound				TENNANT AVE Westbound				Northbound				JUAN HERNANDEZ DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	4	289	0	1	0	200	9					0	7	0	5	515	2,039	0	0		0
4:15 PM	1	6	311	0	0	0	165	8					0	13	0	6	510	2,021	0	0		0
4:30 PM	2	4	328	0	0	0	173	3					0	9	0	2	521	2,043	0	0		0
4:45 PM	1	3	281	0	0	0	175	13					0	17	0	3	493	2,046	0	0		0
5:00 PM	0	6	279	0	0	0	182	7					0	16	0	7	497	2,059	0	0		2
5:15 PM	1	7	308	0	1	0	193	8					0	13	0	1	532		0	0		0
5:30 PM	0	6	292	0	1	0	190	16					0	12	0	7	524		0	0		0
5:45 PM	0	3	253	0	1	0	218	13					0	12	0	6	506		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	3	0	0	0	1	0					0	0	0	0	4
Lights	1	22	1,125	0	3	0	774	43					0	53	0	21	2,042
Mediums	0	0	4	0	0	0	8	1					0	0	0	0	13
Total	1	22	1,132	0	3	0	783	44					0	53	0	21	2,059



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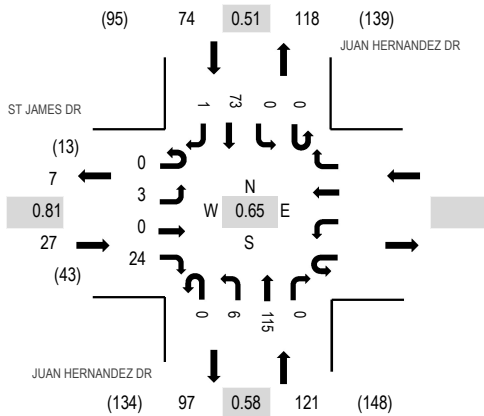
Location: 2 JUAN HERNANDEZ DR & ST JAMES DR AM

Date: Thursday, February 6, 2020

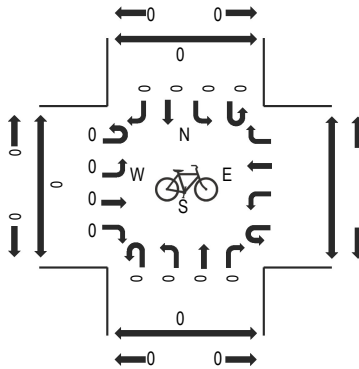
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

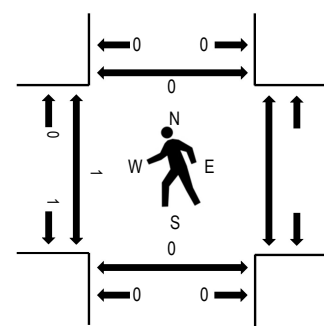
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ST JAMES DR Eastbound				Westbound				JUAN HERNANDEZ DR Northbound				JUAN HERNANDEZ DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	4					0	0	3	0	0	0	4	0	11	214	0		0	0
7:15 AM	0	1	0	8					0	1	18	0	0	0	8	0	36	222	0		0	0
7:30 AM	0	2	0	6					0	3	49	0	0	0	21	1	82	205	0		0	0
7:45 AM	0	0	0	8					0	0	41	0	0	0	36	0	85	137	1		0	0
8:00 AM	0	0	0	2					0	2	7	0	0	0	8	0	19	72	0		0	0
8:15 AM	0	0	0	5					0	1	8	0	0	0	4	1	19		0		0	0
8:30 AM	0	0	0	2					0	2	3	0	0	0	7	0	14		0		0	0
8:45 AM	0	0	0	5					1	2	7	0	0	0	5	0	20		0		0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	0	0	0
Lights	0	3	0	24					0	6	112	0	0	0	72	1	218
Mediums	0	0	0	0					0	0	3	0	0	0	1	0	4
Total	0	3	0	24					0	6	115	0	0	0	73	1	222



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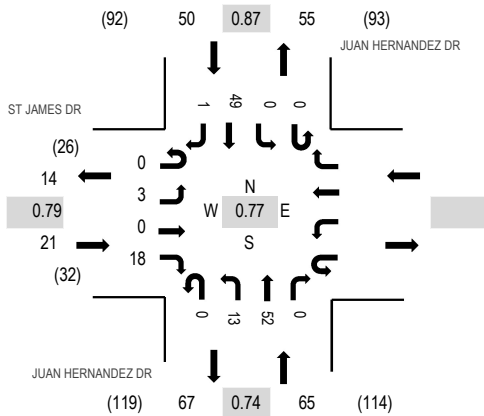
Location: 2 JUAN HERNANDEZ DR & ST JAMES DR PM

Date: Thursday, February 6, 2020

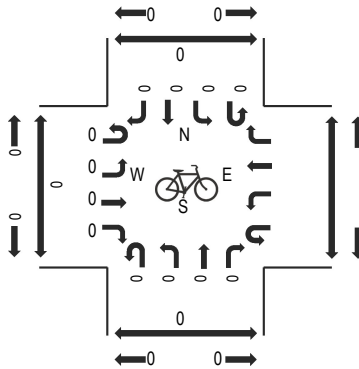
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

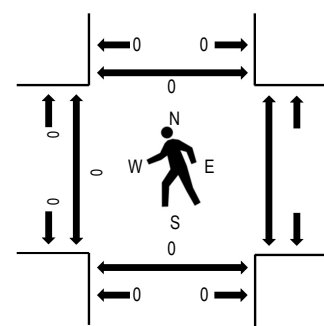
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ST JAMES DR Eastbound				Westbound				JUAN HERNANDEZ DR Northbound				JUAN HERNANDEZ DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	2					0	1	10	0	0	0	7	1	21	106	0		0	0
4:15 PM	0	0	0	1					0	3	12	0	0	0	14	0	30	114	0		0	0
4:30 PM	0	0	0	4					0	3	4	0	0	0	9	0	20	112	0		0	0
4:45 PM	0	1	0	2					0	6	11	0	0	0	15	0	35	136	0		0	0
5:00 PM	0	0	0	5					0	1	9	0	0	0	14	0	29	132	0		0	0
5:15 PM	0	1	0	5					0	4	12	0	0	0	6	0	28		0		0	0
5:30 PM	0	1	0	6					0	2	20	0	0	0	14	1	44		0		0	0
5:45 PM	0	0	0	4					0	4	12	0	0	0	11	0	31		0		0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	0	0	0
Lights	0	3	0	18					0	13	51	0	0	0	49	1	135
Mediums	0	0	0	0					0	0	1	0	0	0	0	0	1
Total	0	3	0	18					0	13	52	0	0	0	49	1	136



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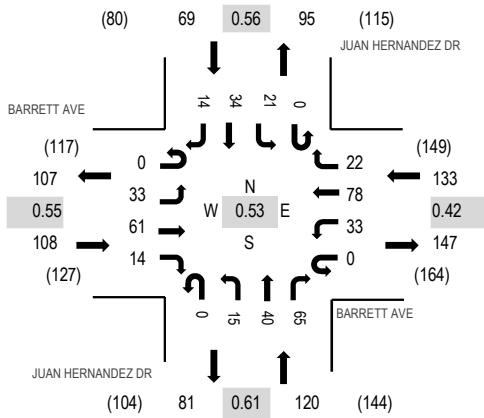
Location: 3 JUAN HERNANDEZ DR & BARRETT AVE AM

Date: Thursday, February 6, 2020

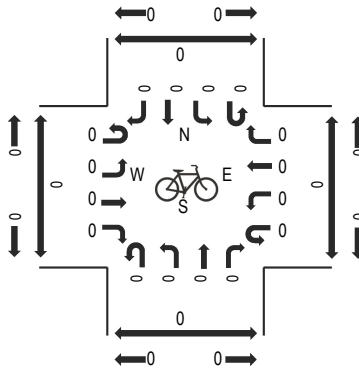
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

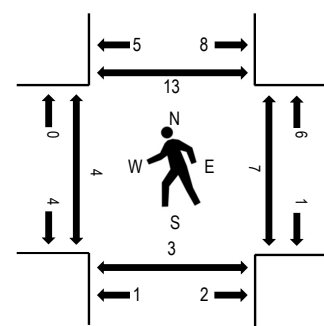
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BARRETT AVE Eastbound				BARRETT AVE Westbound				JUAN HERNANDEZ DR Northbound				JUAN HERNANDEZ DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	2	2	0	1	0	2	0	0	1	2	0	0	1	0	11	403	0	0	0	0
7:15 AM	0	3	5	3	0	1	8	2	0	3	2	13	0	4	4	1	49	430	0	0	0	2
7:30 AM	0	14	22	5	0	11	13	5	0	4	20	25	0	12	7	3	141	408	0	3	3	6
7:45 AM	0	16	30	3	0	16	49	14	0	3	15	25	0	3	19	9	202	282	2	3	0	4
8:00 AM	0	0	4	3	0	5	8	1	0	5	3	2	0	2	4	1	38	97	2	1	0	1
8:15 AM	0	1	3	2	0	1	4	1	0	1	7	3	0	0	4	0	27		1	0	0	0
8:30 AM	0	0	3	1	0	3	3	0	0	0	1	2	0	0	2	0	15		0	0	0	0
8:45 AM	0	2	0	3	0	1	0	0	0	2	5	0	0	2	2	0	17		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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	33	59	14	0	33	75	21	0	14	40	63	0	21	33	13	419
Mediums	0	0	2	0	0	0	3	1	0	1	0	2	0	0	1	1	11
Total	0	33	61	14	0	33	78	22	0	15	40	65	0	21	34	14	430



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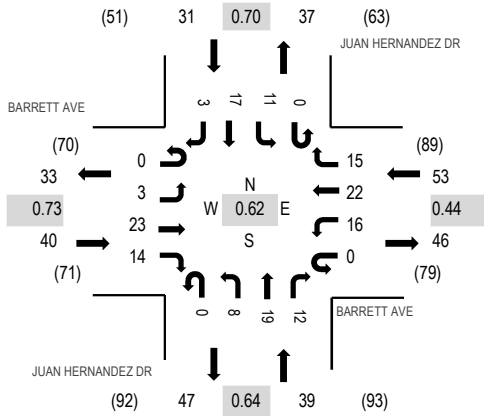
Location: 3 JUAN HERNANDEZ DR & BARRETT AVE PM

Date: Thursday, February 6, 2020

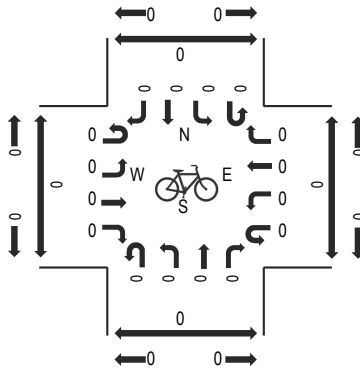
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

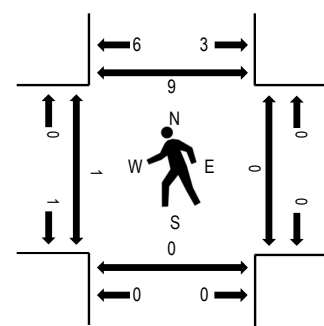
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BARRETT AVE Eastbound				BARRETT AVE Westbound				JUAN HERNANDEZ DR Northbound				JUAN HERNANDEZ DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	9	4	0	1	2	2	0	1	6	3	0	4	3	1	36	163	0	0	0	3
4:15 PM	0	1	8	2	0	8	16	7	0	4	6	3	0	6	5	0	66	157	1	0	0	6
4:30 PM	0	0	3	4	0	2	4	4	0	0	2	2	0	0	2	0	23	125	0	0	0	0
4:45 PM	0	2	3	4	0	5	0	2	0	3	5	4	0	1	7	2	38	146	0	0	0	0
5:00 PM	0	0	5	9	0	3	2	1	0	2	4	2	0	0	2	0	30	141	1	0	0	0
5:15 PM	0	0	5	0	0	2	6	2	0	2	7	4	0	1	5	0	34		2	0	0	0
5:30 PM	0	0	4	3	0	4	3	2	0	6	8	7	0	0	7	0	44		0	0	1	0
5:45 PM	0	0	2	3	0	3	8	0	0	7	2	3	0	0	4	1	33		3	0	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	3	23	14	0	15	22	15	0	8	17	11	0	11	17	3	159
Mediums	0	0	0	0	0	1	0	0	0	0	2	1	0	0	0	0	4
Total	0	3	23	14	0	16	22	15	0	8	19	12	0	11	17	3	163



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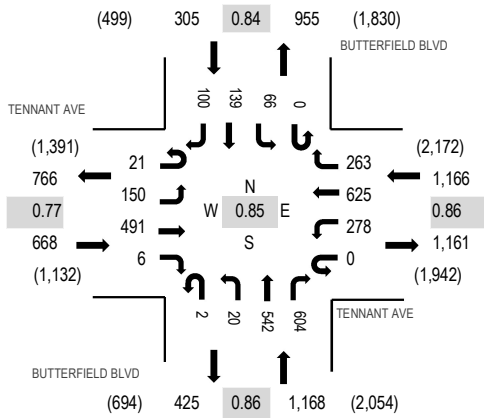
Location: 4 BUTTERFIELD BLVD & TENNANT AVE AM

Date: Thursday, February 6, 2020

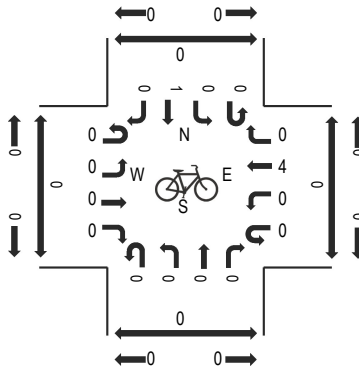
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

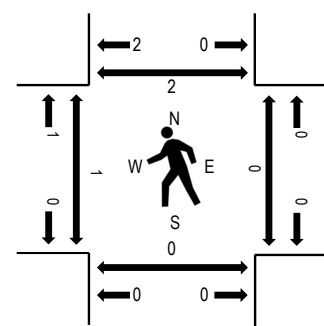
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	1	0	0	0	5	4	0	0	1	1	0	0	0	0	13
Lights	21	144	478	6	0	267	608	255	2	20	528	598	0	64	137	94	3,222
Mediums	0	5	12	0	0	11	12	4	0	0	13	5	0	2	2	6	72
Total	21	150	491	6	0	278	625	263	2	20	542	604	0	66	139	100	3,307



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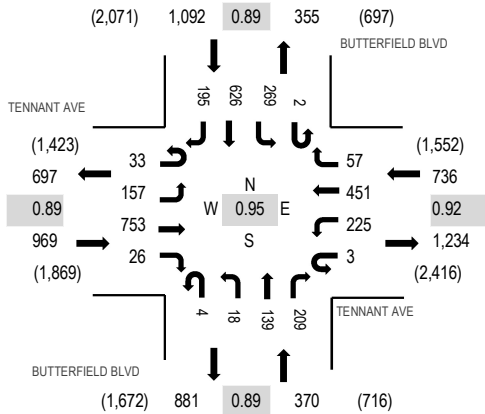
Location: 4 BUTTERFIELD BLVD & TENNANT AVE PM

Date: Thursday, February 6, 2020

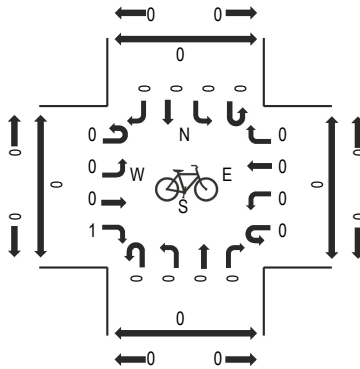
Peak Hour: 04:30 PM - 05:30 PM

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

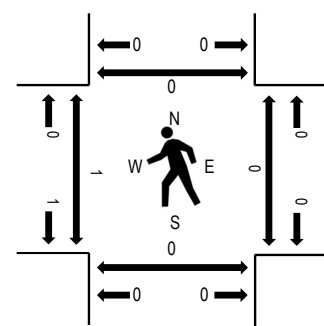
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

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

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	1	1	2	0	0	0	0	0	0	2	0	8
Lights	33	156	744	26	3	222	443	54	4	18	137	208	2	265	617	194	3,126
Mediums	0	1	7	0	0	2	7	1	0	0	2	1	0	4	7	1	33
Total	33	157	753	26	3	225	451	57	4	18	139	209	2	269	626	195	3,167



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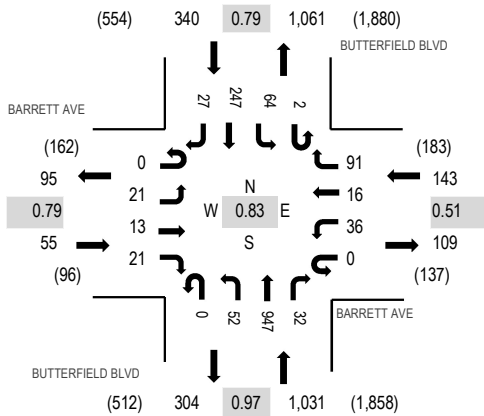
Location: 5 BUTTERFIELD BLVD & BARRETT AVE AM

Date: Thursday, February 6, 2020

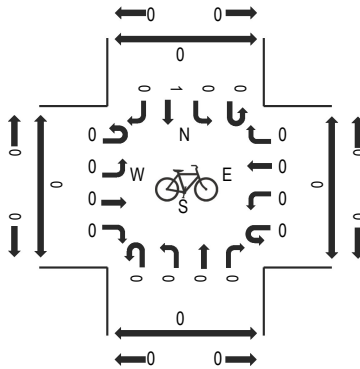
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

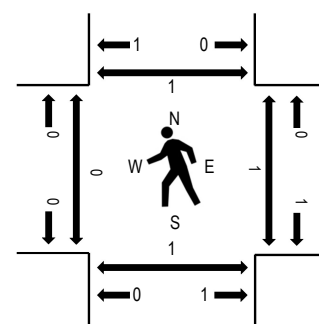
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BARRETT AVE Eastbound				BARRETT AVE Westbound				BUTTERFIELD BLVD Northbound				BUTTERFIELD BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	5	0	3	0	0	0	9	0	11	251	2	2	2	25	1	311	1,539	0	0	0	0
7:15 AM	0	8	1	4	0	2	0	15	0	10	255	5	0	5	50	7	362	1,569	0	0	0	0
7:30 AM	0	8	3	4	0	12	3	19	0	16	224	13	0	21	69	4	396	1,520	0	0	0	0
7:45 AM	0	3	8	7	0	21	7	42	0	14	249	12	2	32	65	8	470	1,357	0	0	0	0
8:00 AM	0	2	1	6	0	1	6	15	0	12	219	2	0	6	63	8	341	1,152	0	1	1	1
8:15 AM	0	6	1	8	0	3	2	12	0	13	207	5	1	4	47	4	313		0	0	0	0
8:30 AM	0	4	0	5	0	3	1	1	0	17	155	1	0	6	37	3	233		0	0	0	0
8:45 AM	0	5	1	3	0	1	0	8	0	10	151	4	2	2	73	5	265		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	0	0	0	0	0	0	4	2	0	0	0	0	0	8
Lights	0	16	13	19	0	34	15	90	0	44	930	31	2	62	239	26	1,521
Mediums	0	3	0	2	0	2	1	1	0	4	15	1	0	2	8	1	40
Total	0	21	13	21	0	36	16	91	0	52	947	32	2	64	247	27	1,569



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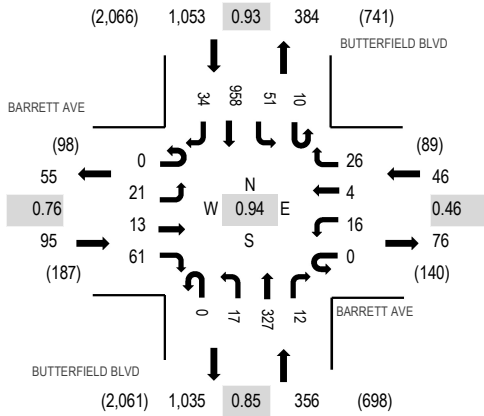
Location: 5 BUTTERFIELD BLVD & BARRETT AVE PM

Date: Thursday, February 6, 2020

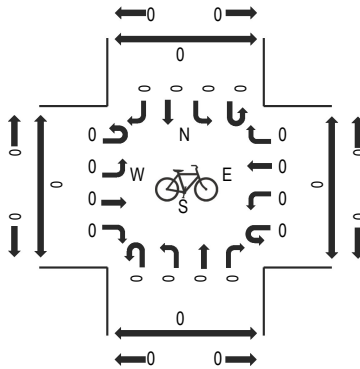
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

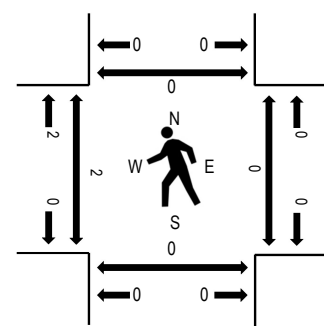
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BARRETT AVE Eastbound				BARRETT AVE Westbound				BUTTERFIELD BLVD Northbound				BUTTERFIELD BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	3	29	0	2	0	6	0	3	82	3	1	11	229	7	379	1,517	0	1	0	0
4:15 PM	0	3	4	19	0	9	1	16	0	5	87	1	1	18	237	12	413	1,550	0	0	0	0
4:30 PM	0	9	1	12	0	5	2	2	0	2	77	4	2	10	260	10	396	1,533	0	0	0	0
4:45 PM	0	4	3	16	0	1	0	4	0	2	72	1	3	10	207	6	329	1,501	0	0	0	0
5:00 PM	0	5	5	14	0	1	1	4	0	8	91	6	4	13	254	6	412	1,523	2	0	0	0
5:15 PM	0	5	1	20	0	5	5	1	1	2	86	3	2	13	250	2	396		2	0	0	0
5:30 PM	0	5	3	6	0	1	3	7	0	7	65	2	2	11	248	4	364		0	0	0	0
5:45 PM	0	4	1	12	0	3	1	9	0	3	79	6	0	7	220	6	351		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	1	0	0	0	0	0	1	2	0	0	0	3	0	9
Lights	0	19	13	59	0	16	4	25	0	15	321	12	10	51	944	32	1,521
Mediums	0	0	0	1	0	0	0	1	0	1	4	0	0	0	11	2	20
Total	0	21	13	61	0	16	4	26	0	17	327	12	10	51	958	34	1,550

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Groups Printed- Vehicles

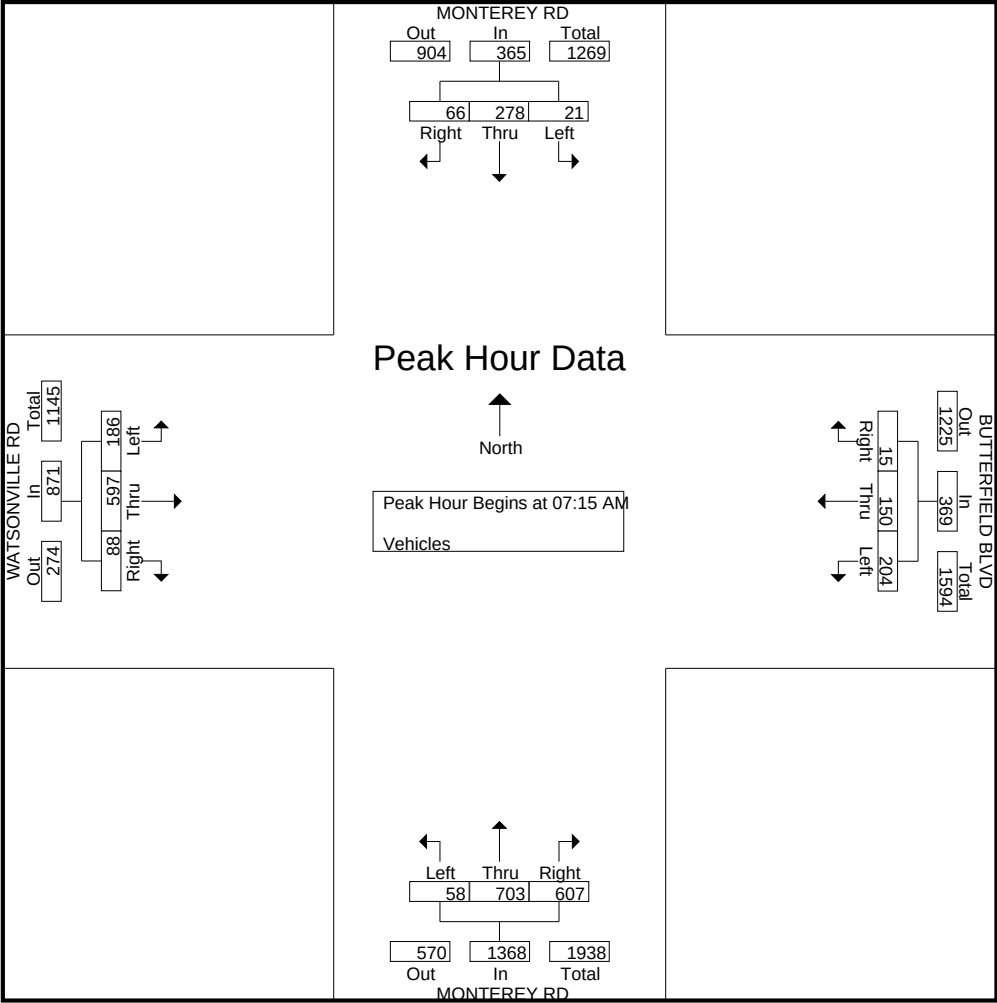
	MONTEREY RD Southbound					BUTTERFIELD BLVD Westbound					MONTEREY RD Northbound					WATSONVILLE RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	12	29	2	0	43	5	20	16	0	41	135	161	5	0	301	5	138	42	0	185	570
07:15 AM	13	48	4	0	65	3	24	21	0	48	149	146	5	0	300	14	160	43	0	217	630
07:30 AM	12	88	8	0	108	4	22	60	0	86	167	177	12	0	356	24	170	43	0	237	787
07:45 AM	13	83	6	0	102	4	36	84	0	124	145	223	28	0	396	36	150	46	0	232	854
Total	50	248	20	0	318	16	102	181	0	299	596	707	50	0	1353	79	618	174	0	871	2841
08:00 AM	28	59	3	0	90	4	68	39	0	111	146	157	13	0	316	14	117	54	0	185	702
08:15 AM	23	72	4	0	99	3	51	21	0	75	96	151	11	0	258	9	99	43	1	152	584
08:30 AM	15	61	3	0	79	2	41	32	0	75	72	117	11	0	200	14	115	45	0	174	528
08:45 AM	27	68	6	0	101	1	26	21	0	48	44	107	13	0	164	3	86	46	0	135	448
Total	93	260	16	0	369	10	186	113	0	309	358	532	48	0	938	40	417	188	1	646	2262
Grand Total	143	508	36	0	687	26	288	294	0	608	954	1239	98	0	2291	119	1035	362	1	1517	5103
Apprch %	20.8	73.9	5.2	0		4.3	47.4	48.4	0		41.6	54.1	4.3	0		7.8	68.2	23.9	0.1		
Total %	2.8	10	0.7	0	13.5	0.5	5.6	5.8	0	11.9	18.7	24.3	1.9	0	44.9	2.3	20.3	7.1	0	29.7	

	MONTEREY RD Southbound					BUTTERFIELD BLVD Westbound					MONTEREY RD Northbound					WATSONVILLE RD Eastbound					
Start Time	Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	13	48	4	65		3	24	21	48		149	146	5	300		14	160	43	217		630
07:30 AM	12	88	8	108		4	22	60	86		167	177	12	356		24	170	43	237		787
07:45 AM	13	83	6	102		4	36	84	124		145	223	28	396		36	150	46	232		854
08:00 AM	28	59	3	90		4	68	39	111		146	157	13	316		14	117	54	185		702
Total Volume	66	278	21	365		15	150	204	369		607	703	58	1368		88	597	186	871		2973
% App. Total	18.1	76.2	5.8			4.1	40.7	55.3			44.4	51.4	4.2			10.1	68.5	21.4			
PHF	.589	.790	.656	.845		.938	.551	.607	.744		.909	.788	.518	.864		.611	.878	.861	.919		.870

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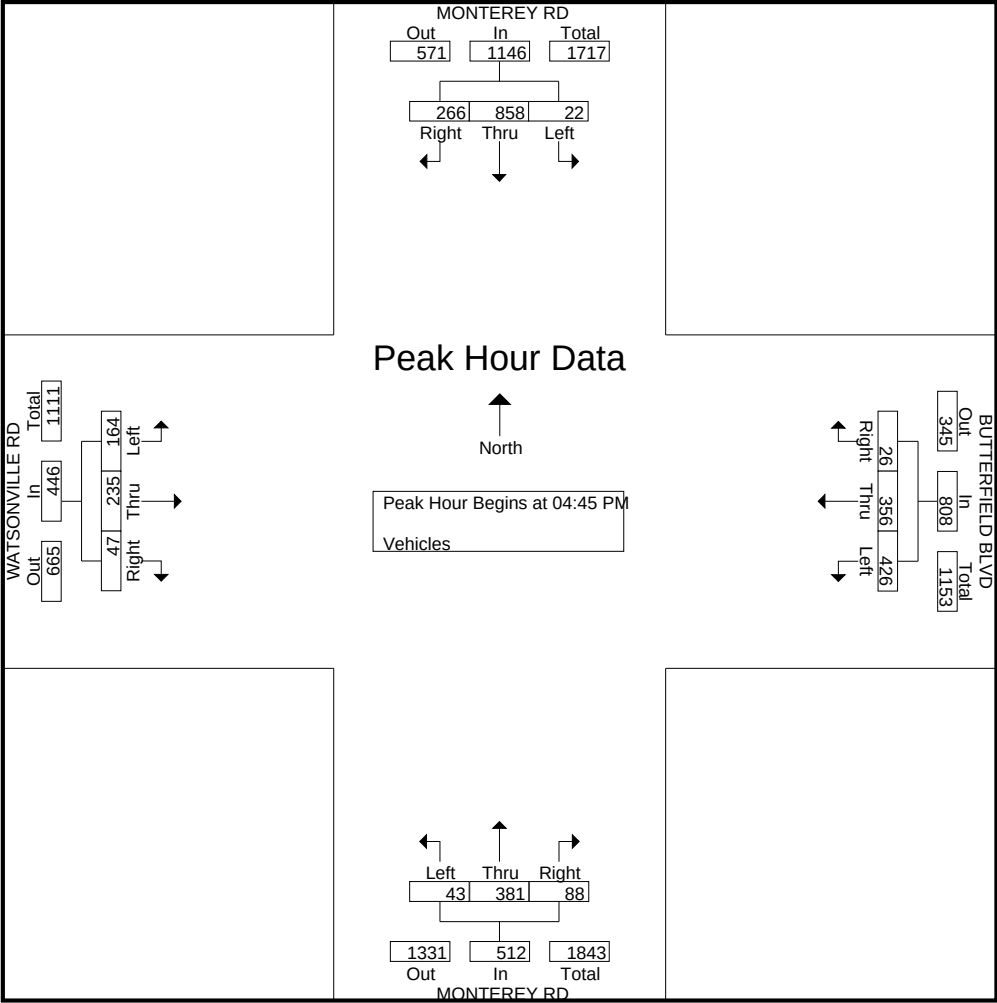
	MONTEREY RD Southbound					BUTTERFIELD BLVD Westbound					MONTEREY RD Northbound					WATSONVILLE RD Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	53	178	3	0	234	2	81	82	0	165	42	73	5	0	120	8	59	29	0	96	615
04:15 PM	70	223	5	1	299	7	88	105	0	200	32	110	14	0	156	17	53	37	0	107	762
04:30 PM	73	221	3	0	297	3	93	96	0	192	38	93	13	0	144	12	44	39	0	95	728
04:45 PM	65	200	5	0	270	2	79	102	0	183	28	127	12	0	167	13	52	42	0	107	727
Total	261	822	16	1	1100	14	341	385	0	740	140	403	44	0	587	50	208	147	0	405	2832
05:00 PM	58	236	10	0	304	9	91	97	0	197	19	75	9	0	103	7	47	32	0	86	690
05:15 PM	80	226	3	0	309	10	97	114	1	222	24	79	9	0	112	16	62	41	0	119	762
05:30 PM	63	196	4	0	263	5	89	113	0	207	17	100	13	0	130	11	74	49	0	134	734
05:45 PM	75	224	9	0	308	7	87	88	0	182	17	111	14	0	142	6	35	39	0	80	712
Total	276	882	26	0	1184	31	364	412	1	808	77	365	45	0	487	40	218	161	0	419	2898
Grand Total	537	1704	42	1	2284	45	705	797	1	1548	217	768	89	0	1074	90	426	308	0	824	5730
Apprch %	23.5	74.6	1.8	0		2.9	45.5	51.5	0.1		20.2	71.5	8.3	0		10.9	51.7	37.4	0		
Total %	9.4	29.7	0.7	0	39.9	0.8	12.3	13.9	0	27	3.8	13.4	1.6	0	18.7	1.6	7.4	5.4	0	14.4	

	MONTEREY RD Southbound					BUTTERFIELD BLVD Westbound					MONTEREY RD Northbound					WATSONVILLE RD Eastbound					
Start Time	Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	65	200	5	270		2	79	102	183		28	127	12	167		13	52	42	107		727
05:00 PM	58	236	10	304		9	91	97	197		19	75	9	103		7	47	32	86		690
05:15 PM	80	226	3	309		10	97	114	221		24	79	9	112		16	62	41	119		761
05:30 PM	63	196	4	263		5	89	113	207		17	100	13	130		11	74	49	134		734
Total Volume	266	858	22	1146		26	356	426	808		88	381	43	512		47	235	164	446		2912
% App. Total	23.2	74.9	1.9			3.2	44.1	52.7			17.2	74.4	8.4			10.5	52.7	36.8			
PHF	.831	.909	.550	.927		.650	.918	.934	.914		.786	.750	.827	.766		.734	.794	.837	.832		.957

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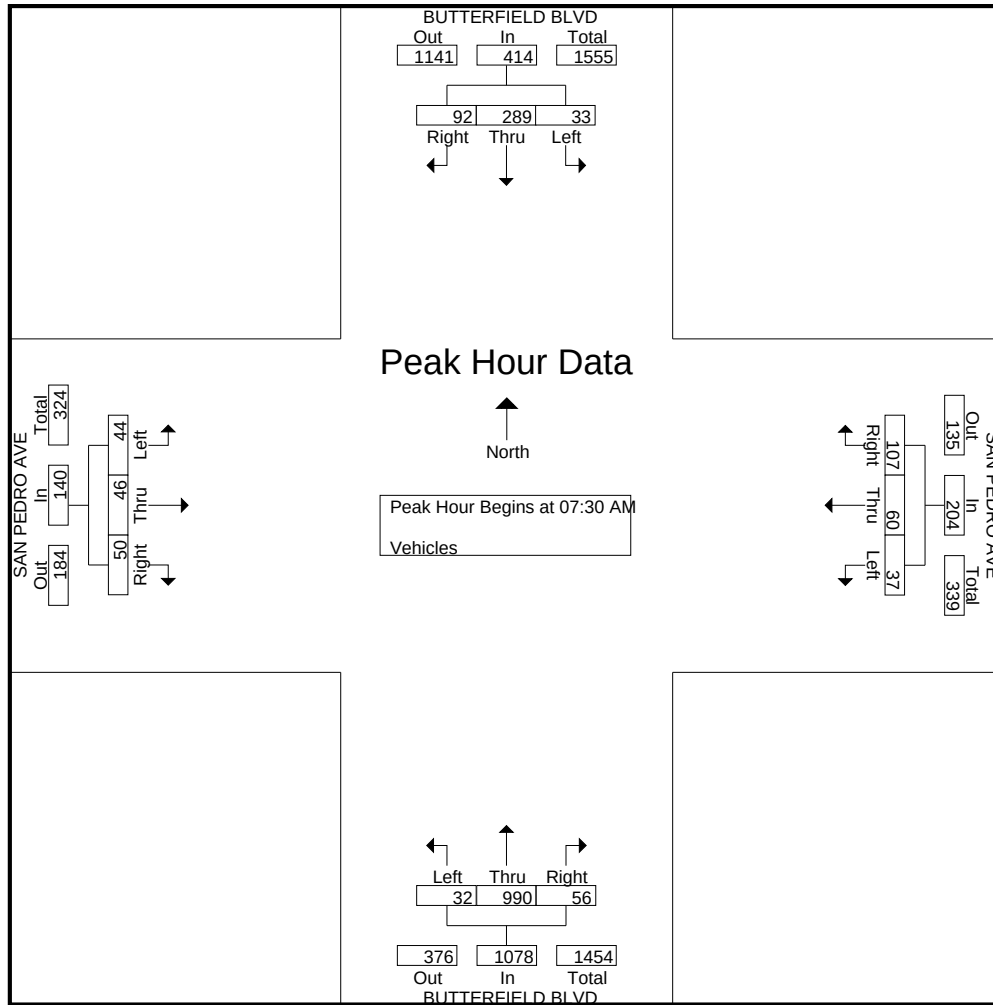
	BUTTERFIELD BLVD Southbound					SAN PEDRO AVE Westbound					BUTTERFIELD BLVD Northbound					SAN PEDRO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	13	18	4	0	35	10	2	2	0	14	6	279	4	0	289	2	2	6	0	10	348
07:15 AM	14	43	4	1	62	14	9	7	0	30	8	269	3	0	280	0	6	8	0	14	386
07:30 AM	12	76	3	0	91	30	13	15	0	58	8	286	8	0	302	23	14	11	0	48	499
07:45 AM	31	81	12	0	124	44	19	7	3	73	22	269	10	1	302	19	13	9	0	41	540
Total	70	218	23	1	312	98	43	31	3	175	44	1103	25	1	1173	44	35	34	0	113	1773
08:00 AM	17	78	8	1	104	11	17	7	0	35	12	218	7	0	237	4	10	11	1	26	402
08:15 AM	32	54	10	1	97	22	11	8	1	42	14	217	7	0	238	4	9	13	0	26	403
08:30 AM	15	51	6	1	73	25	5	11	1	42	6	149	5	1	161	10	2	7	0	19	295
08:45 AM	15	59	8	0	82	12	6	8	0	26	4	123	13	0	140	8	6	10	0	24	272
Total	79	242	32	3	356	70	39	34	2	145	36	707	32	1	776	26	27	41	1	95	1372
Grand Total	149	460	55	4	668	168	82	65	5	320	80	1810	57	2	1949	70	62	75	1	208	3145
Apprch %	22.3	68.9	8.2	0.6		52.5	25.6	20.3	1.6		4.1	92.9	2.9	0.1		33.7	29.8	36.1	0.5		
Total %	4.7	14.6	1.7	0.1	21.2	5.3	2.6	2.1	0.2	10.2	2.5	57.6	1.8	0.1	62	2.2	2	2.4	0	6.6	

	BUTTERFIELD BLVD Southbound				SAN PEDRO AVE Westbound				BUTTERFIELD BLVD Northbound				SAN PEDRO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	12	76	3	91	30	13	15	58	8	286	8	302	23	14	11	48	499
07:45 AM	31	81	12	124	44	19	7	70	22	269	10	301	19	13	9	41	536
08:00 AM	17	78	8	103	11	17	7	35	12	218	7	237	4	10	11	25	400
08:15 AM	32	54	10	96	22	11	8	41	14	217	7	238	4	9	13	26	401
Total Volume	92	289	33	414	107	60	37	204	56	990	32	1078	50	46	44	140	1836
% App. Total	22.2	69.8	8		52.5	29.4	18.1		5.2	91.8	3		35.7	32.9	31.4		
PHF	.719	.892	.688	.835	.608	.789	.617	.729	.636	.865	.800	.892	.543	.821	.846	.729	.856

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	BUTTERFIELD BLVD Southbound					SAN PEDRO AVE Westbound					BUTTERFIELD BLVD Northbound					SAN PEDRO AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	35	203	14	0	252	14	13	8	1	36	16	87	8	1	112	13	21	25	1	60	460
04:15 PM	34	245	22	2	303	10	13	17	1	41	10	90	4	2	106	15	10	16	0	41	491
04:30 PM	25	236	18	0	279	12	17	14	0	43	7	60	4	2	73	15	16	18	2	51	446
04:45 PM	30	224	14	0	268	11	16	15	1	43	12	76	4	0	92	13	22	24	0	59	462
Total	124	908	68	2	1102	47	59	54	3	163	45	313	20	5	383	56	69	83	3	211	1859
05:00 PM	32	226	23	0	281	7	12	14	0	33	11	82	5	0	98	5	24	30	0	59	471
05:15 PM	17	217	17	0	251	6	20	12	0	38	18	73	2	5	98	5	20	15	0	40	427
05:30 PM	26	272	11	0	309	5	11	9	0	25	14	72	8	0	94	8	19	15	0	42	470
05:45 PM	19	209	15	1	244	9	11	12	0	32	8	55	6	1	70	1	11	11	0	23	369
Total	94	924	66	1	1085	27	54	47	0	128	51	282	21	6	360	19	74	71	0	164	1737
Grand Total	218	1832	134	3	2187	74	113	101	3	291	96	595	41	11	743	75	143	154	3	375	3596
Apprch %	10	83.8	6.1	0.1		25.4	38.8	34.7	1		12.9	80.1	5.5	1.5		20	38.1	41.1	0.8		
Total %	6.1	50.9	3.7	0.1	60.8	2.1	3.1	2.8	0.1	8.1	2.7	16.5	1.1	0.3	20.7	2.1	4	4.3	0.1	10.4	

	BUTTERFIELD BLVD Southbound				SAN PEDRO AVE Westbound				BUTTERFIELD BLVD Northbound				SAN PEDRO AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	34	245	22	301	10	13	17	40	10	90	4	104	15	10	16	41	486
04:30 PM	25	236	18	279	12	17	14	43	7	60	4	71	15	16	18	49	442
04:45 PM	30	224	14	268	11	16	15	42	12	76	4	92	13	22	24	59	461
05:00 PM	32	226	23	281	7	12	14	33	11	82	5	98	5	24	30	59	471
Total Volume	121	931	77	1129	40	58	60	158	40	308	17	365	48	72	88	208	1860
% App. Total	10.7	82.5	6.8		25.3	36.7	38		11	84.4	4.7		23.1	34.6	42.3		
PHF	.890	.950	.837	.938	.833	.853	.882	.919	.833	.856	.850	.877	.800	.750	.733	.881	.957

Traffic Data Service

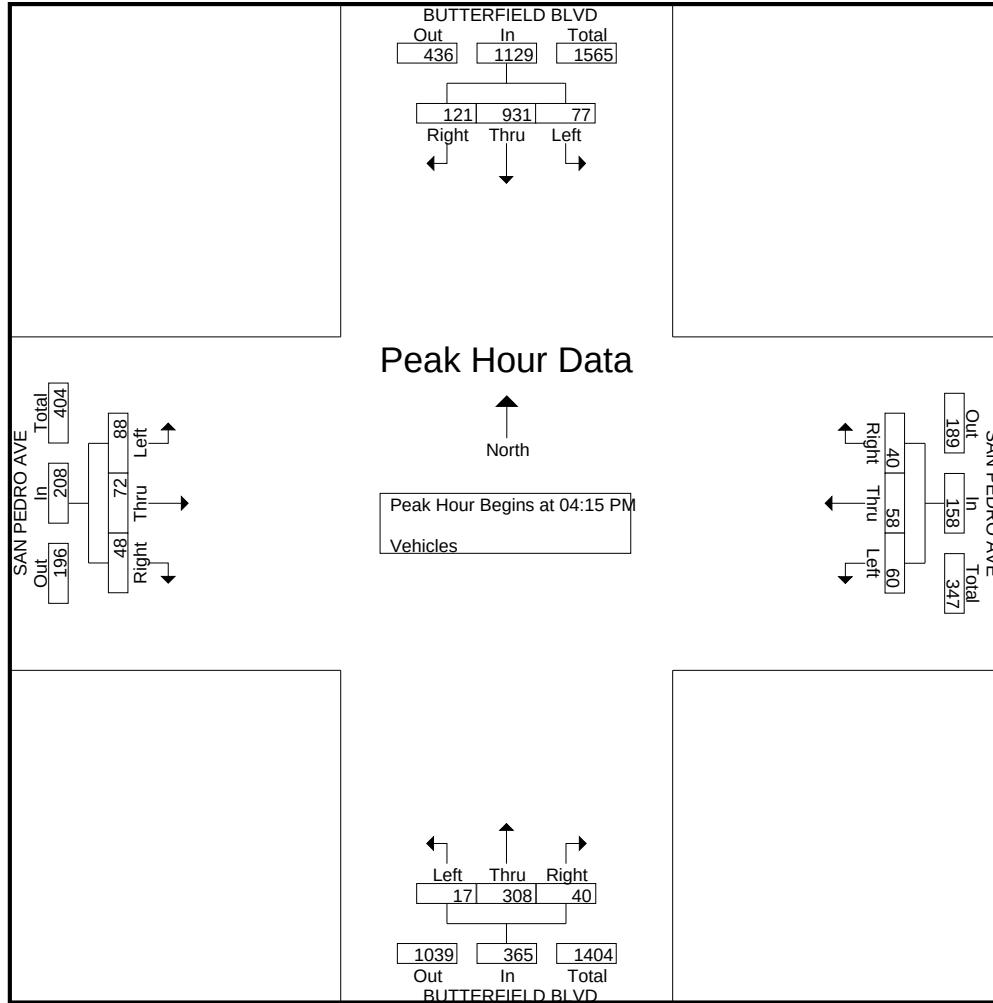
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File Name : 7PM FINAL

Site Code : 00000007

Start Date : 3/14/2019

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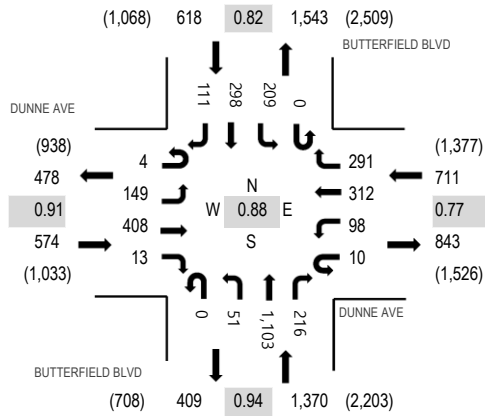
Location: 23 BUTTERFIELD BLVD & DUNNE AVE AM

Date and Start Time: Tuesday, May 8, 2018

Peak Hour: 07:15 AM - 08:15 AM

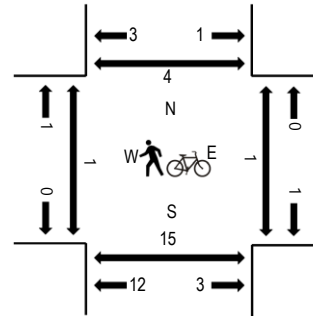
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	1	4	0	0	0	2	2	0	1	2	0	13
Lights	4	141	400	12	9	94	307	285	0	51	1,089	207	0	204	290	110	3,203
Mediums	0	8	8	0	1	3	1	6	0	0	12	7	0	4	6	1	57
Total	4	149	408	13	10	98	312	291	0	51	1,103	216	0	209	298	111	3,273



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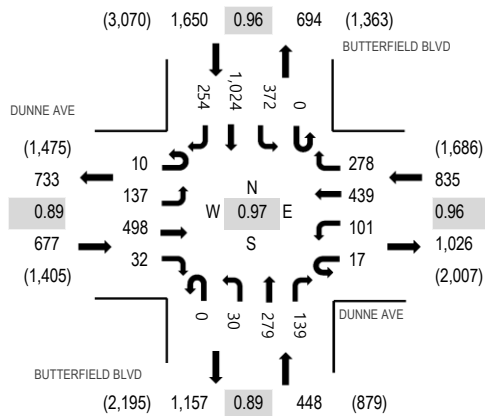
Location: 23 BUTTERFIELD BLVD & DUNNE AVE PM

Date and Start Time: Tuesday, May 8, 2018

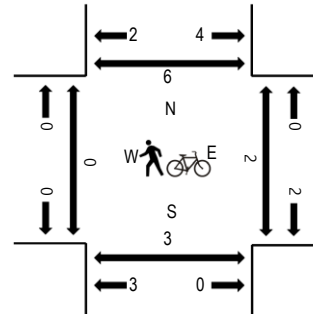
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	1	4
Lights	10	136	490	32	17	100	432	277	0	30	276	138	0	369	1,012	244	3,563
Mediums	0	1	8	0	0	0	7	1	0	0	3	1	0	2	11	9	43
Total	10	137	498	32	17	101	439	278	0	30	279	139	0	372	1,024	254	3,610



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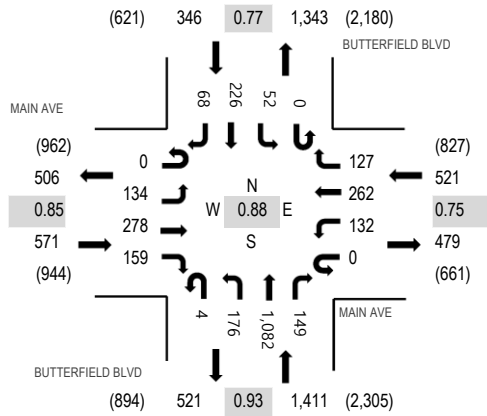
Location: 19 BUTTERFIELD BLVD & MAIN AVE AM

Date and Start Time: Tuesday, May 8, 2018

Peak Hour: 07:15 AM - 08:15 AM

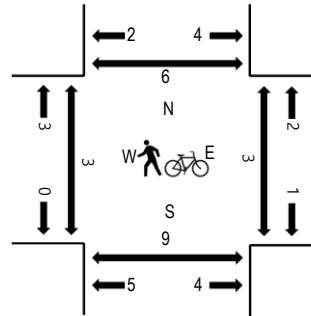
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk

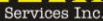


Traffic Counts

Interval Start Time	MAIN AVE Eastbound				MAIN AVE Westbound				BUTTERFIELD BLVD Northbound				BUTTERFIELD BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	18	15	23	0	18	29	25	0	16	253	10	0	3	25	7	442	2,524	1	0	3	2
7:15 AM	0	20	42	28	0	20	27	23	0	37	235	31	0	15	32	6	516	2,849	0	0	0	0
7:30 AM	0	34	73	45	0	28	64	43	1	34	296	50	0	10	60	15	753	2,825	2	3	4	3
7:45 AM	0	40	92	39	0	46	96	37	1	39	286	51	0	11	51	24	813	2,557	0	0	2	0
8:00 AM	0	40	71	47	0	38	75	24	2	66	265	17	0	16	83	23	767	2,173	1	0	3	1
8:15 AM	0	33	30	35	0	21	49	14	2	60	163	0	0	6	58	21	492		0	1	1	0
8:30 AM	0	28	46	40	0	10	53	21	0	73	140	9	0	2	39	24	485		0	3	3	0
8:45 AM	0	27	43	35	0	17	42	7	0	53	108	7	0	11	50	29	429		0	2	1	0

Peak Rolling Hour Flow Rates

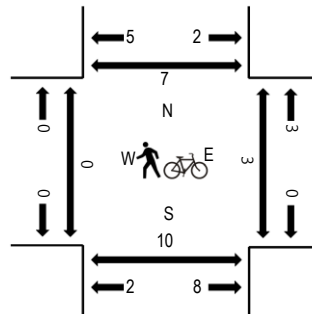
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	2	0	0	0	0	0	0	2	0	0	1	1	0	6
Lights	0	129	275	153	0	132	259	125	4	176	1,059	147	0	48	219	67	2,793
Mediums	0	5	3	4	0	0	3	2	0	0	21	2	0	3	6	1	50
Total	0	134	278	159	0	132	262	127	4	176	1,082	149	0	52	226	68	2,849



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Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MAIN AVE Eastbound				MAIN AVE Westbound				BUTTERFIELD BLVD Northbound				BUTTERFIELD BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	31	56	57	0	16	41	10	0	45	72	23	0	14	282	48	695	2,785	0	0	2	0
4:15 PM	0	25	79	45	0	17	50	7	1	50	82	24	1	29	271	44	725	2,838	0	0	2	2
4:30 PM	0	18	77	65	0	21	53	10	1	36	70	19	0	24	253	27	674	2,825	0	0	4	2
4:45 PM	0	25	50	66	0	9	42	7	2	61	84	20	1	23	263	38	691	2,808	0	3	0	0
5:00 PM	0	19	60	63	0	14	34	12	0	39	73	26	0	33	301	74	748	2,738	0	0	1	2
5:15 PM	0	34	63	60	0	14	39	10	1	51	81	35	0	28	257	39	712		0	0	1	0
5:30 PM	0	39	59	50	0	19	37	4	2	52	67	25	0	34	234	35	657		1	0	0	1
5:45 PM	0	23	65	43	0	15	44	8	1	38	47	16	1	31	244	45	621		0	2	4	0

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	1	0	0	1	0	0	0	4	0	7
Lights	0	85	261	237	0	61	177	34	4	186	301	89	2	109	1,066	182	2,794
Mediums	0	2	4	2	0	0	2	1	0	0	7	0	0	0	18	1	37
Total	0	87	266	239	0	61	179	36	4	186	309	89	2	109	1,088	183	2,838

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File Name : 4AM FINAL
Site Code : 00000004
Start Date : 3/14/2019
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Groups Printed- Vehicles

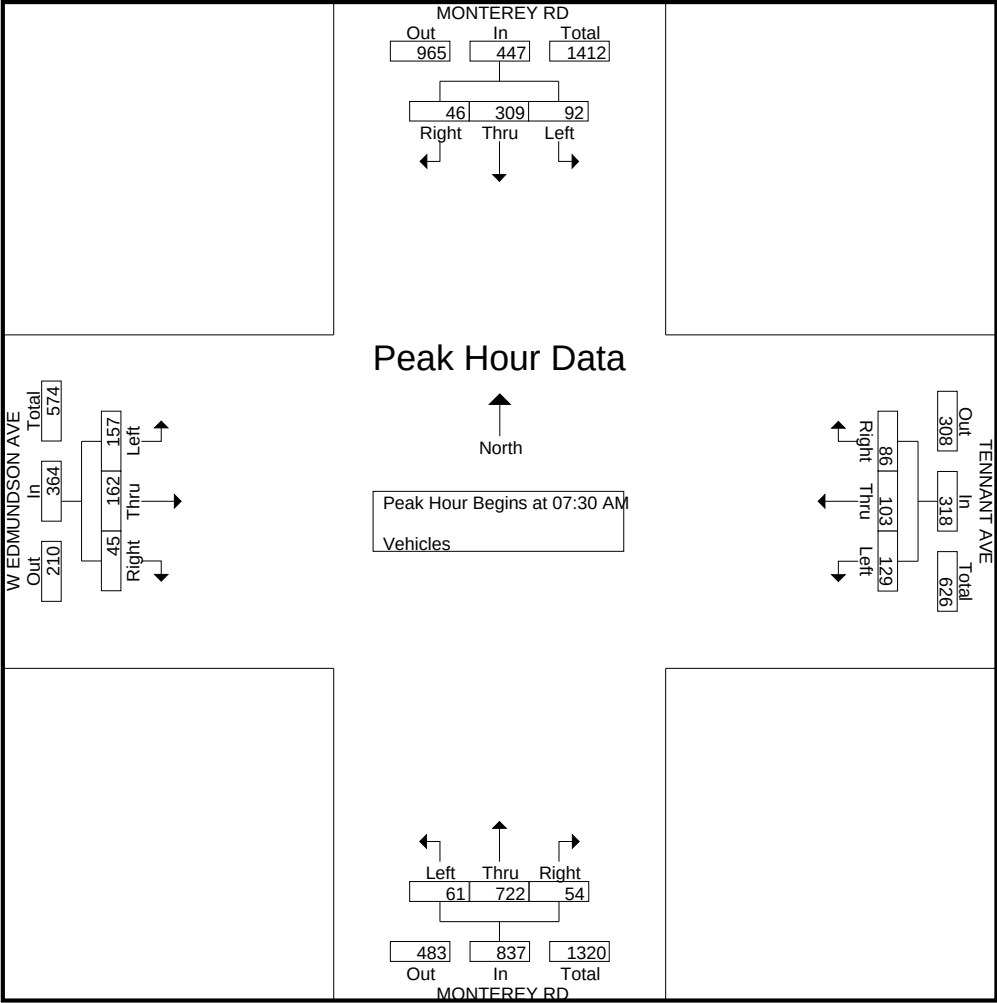
	MONTEREY RD Southbound					TENNANT AVE Westbound					MONTEREY RD Northbound					W EDMUNDSON AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	5	41	12	0	58	11	10	18	0	39	10	175	9	0	194	6	30	38	0	74	365
07:15 AM	7	62	7	1	77	15	14	21	0	50	8	158	10	0	176	17	39	28	0	84	387
07:30 AM	5	92	17	1	115	14	17	40	0	71	15	215	11	0	241	10	40	33	0	83	510
07:45 AM	11	59	29	2	101	25	33	24	1	83	15	202	12	1	230	13	52	51	0	116	530
Total	28	254	65	4	351	65	74	103	1	243	48	750	42	1	841	46	161	150	0	357	1792
08:00 AM	10	81	26	3	120	23	23	34	0	80	15	164	20	0	199	6	30	34	2	72	471
08:15 AM	20	77	20	0	117	24	30	31	0	85	9	141	18	0	168	16	40	39	1	96	466
08:30 AM	13	73	25	4	115	19	24	18	1	62	6	143	7	2	158	10	41	42	0	93	428
08:45 AM	13	95	22	0	130	39	21	40	0	100	11	124	6	1	142	12	34	37	1	84	456
Total	56	326	93	7	482	105	98	123	1	327	41	572	51	3	667	44	145	152	4	345	1821
Grand Total	84	580	158	11	833	170	172	226	2	570	89	1322	93	4	1508	90	306	302	4	702	3613
Apprch %	10.1	69.6	19	1.3		29.8	30.2	39.6	0.4		5.9	87.7	6.2	0.3		12.8	43.6	43	0.6		
Total %	2.3	16.1	4.4	0.3	23.1	4.7	4.8	6.3	0.1	15.8	2.5	36.6	2.6	0.1	41.7	2.5	8.5	8.4	0.1	19.4	

	MONTEREY RD Southbound					TENNANT AVE Westbound					MONTEREY RD Northbound					W EDMUNDSON AVE Eastbound					
Start Time	Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	5	92	17	114		14	17	40	71		15	215	11	241		10	40	33	83		509
07:45 AM	11	59	29	99		25	33	24	82		15	202	12	229		13	52	51	116		526
08:00 AM	10	81	26	117		23	23	34	80		15	164	20	199		6	30	34	70		466
08:15 AM	20	77	20	117		24	30	31	85		9	141	18	168		16	40	39	95		465
Total Volume	46	309	92	447		86	103	129	318		54	722	61	837		45	162	157	364		1966
% App. Total	10.3	69.1	20.6			27	32.4	40.6			6.5	86.3	7.3			12.4	44.5	43.1			
PHF	.575	.840	.793	.955		.860	.780	.806	.935		.900	.840	.763	.868		.703	.779	.770	.784		.934

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Site Code : 00000004
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Groups Printed- Vehicles

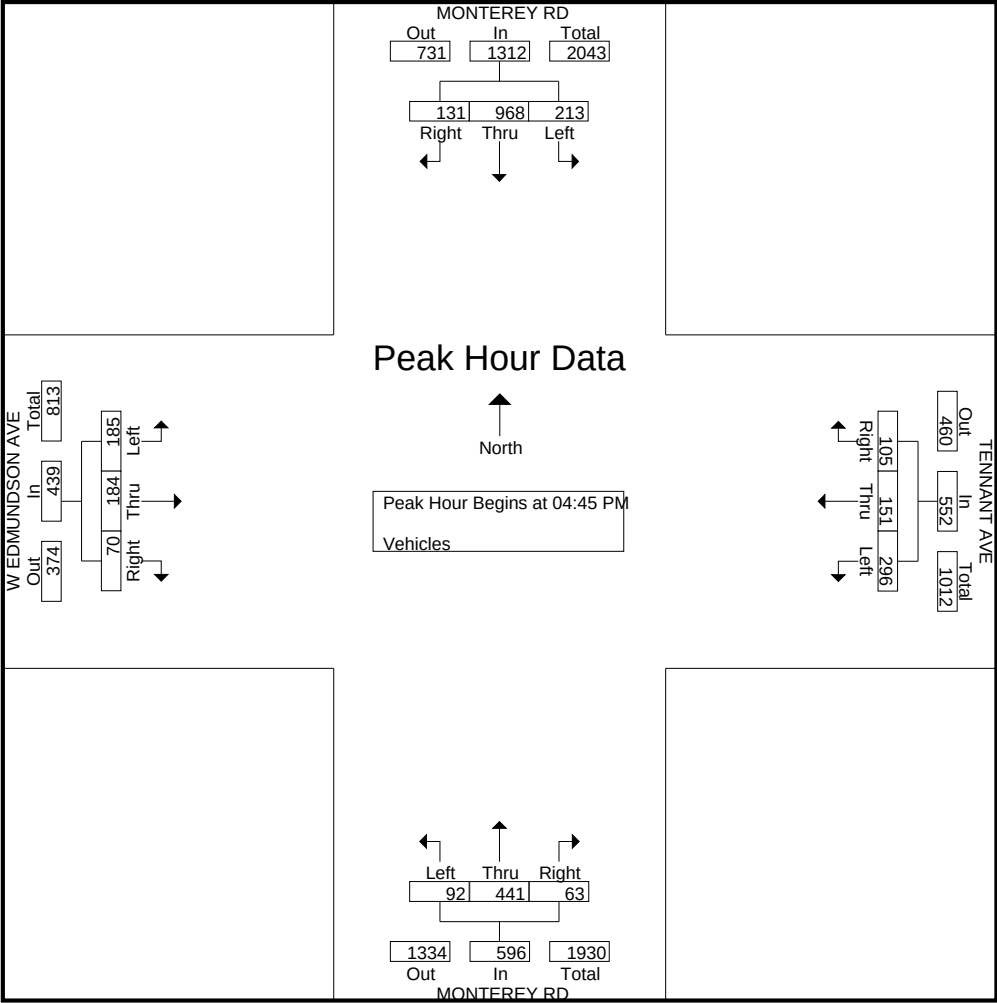
	MONTEREY RD Southbound					TENNANT AVE Westbound					MONTEREY RD Northbound					W EDMUNDSON AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	30	208	63	2	303	33	31	62	0	126	19	109	10	2	140	25	45	61	8	139	708
04:15 PM	28	235	58	0	321	36	44	71	1	152	18	118	14	1	151	17	60	41	4	122	746
04:30 PM	28	250	54	2	334	31	37	57	2	127	7	129	13	7	156	16	46	43	0	105	722
04:45 PM	32	246	58	1	337	30	37	58	0	125	14	123	39	6	182	17	40	49	4	110	754
Total	118	939	233	5	1295	130	149	248	3	530	58	479	76	16	629	75	191	194	16	476	2930
05:00 PM	35	217	58	5	315	24	34	75	1	134	16	97	20	1	134	21	50	49	2	122	705
05:15 PM	33	239	50	0	322	37	42	83	2	164	19	96	16	5	136	17	46	50	5	118	740
05:30 PM	31	266	47	1	345	14	38	80	2	134	14	125	17	0	156	15	48	37	0	100	735
05:45 PM	25	264	74	1	364	27	24	43	2	96	14	130	21	1	166	21	46	53	0	120	746
Total	124	986	229	7	1346	102	138	281	7	528	63	448	74	7	592	74	190	189	7	460	2926
Grand Total	242	1925	462	12	2641	232	287	529	10	1058	121	927	150	23	1221	149	381	383	23	936	5856
Apprch %	9.2	72.9	17.5	0.5		21.9	27.1	50	0.9		9.9	75.9	12.3	1.9		15.9	40.7	40.9	2.5		
Total %	4.1	32.9	7.9	0.2	45.1	4	4.9	9	0.2	18.1	2.1	15.8	2.6	0.4	20.9	2.5	6.5	6.5	0.4	16	

	MONTEREY RD Southbound					TENNANT AVE Westbound					MONTEREY RD Northbound					W EDMUNDSON AVE Eastbound					
Start Time	Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	32	246	58	336		30	37	58	125		14	123	39	176		17	40	49	106		743
05:00 PM	35	217	58	310		24	34	75	133		16	97	20	133		21	50	49	120		696
05:15 PM	33	239	50	322		37	42	83	162		19	96	16	131		17	46	50	113		728
05:30 PM	31	266	47	344		14	38	80	132		14	125	17	156		15	48	37	100		732
Total Volume	131	968	213	1312		105	151	296	552		63	441	92	596		70	184	185	439		2899
% App. Total	10	73.8	16.2			19	27.4	53.6			10.6	74	15.4			15.9	41.9	42.1			
PHF	.936	.910	.918	.953		.709	.899	.892	.852		.829	.882	.590	.847		.833	.920	.925	.915		.975

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File Name : 4PM FINAL
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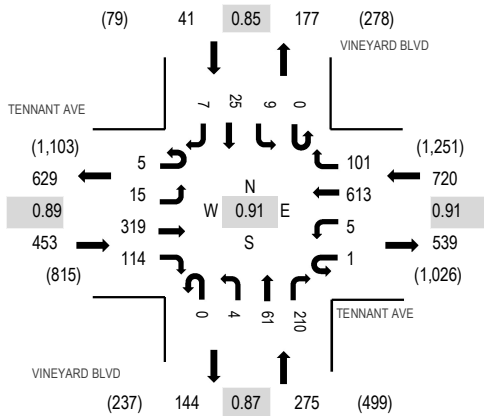
Location: 6 VINEYARD BLVD & TENNANT AVE AM

Date: Thursday, February 6, 2020

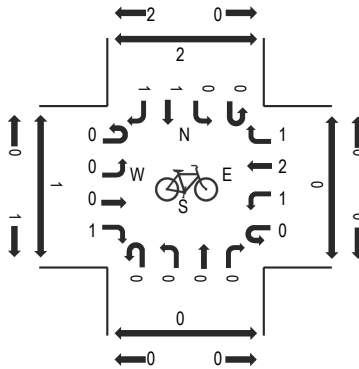
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

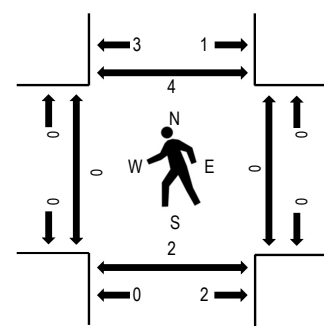
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TENNANT AVE Eastbound				TENNANT AVE Westbound				VINEYARD BLVD Northbound				VINEYARD BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	53	17	0	1	80	21	0	2	8	37	0	3	2	1	227	1,195	0	0	0	0
7:15 AM	1	1	49	18	0	3	93	8	0	4	5	45	0	3	8	1	239	1,375	0	0	0	0
7:30 AM	3	0	105	20	0	0	120	18	0	0	6	69	0	6	4	1	352	1,483	0	0	1	0
7:45 AM	0	2	74	31	0	1	146	28	0	1	8	75	0	3	6	2	377	1,489	0	0	0	0
8:00 AM	3	3	87	34	0	0	176	25	0	1	21	48	0	2	6	1	407	1,449	0	0	0	3
8:15 AM	1	2	66	25	1	2	147	27	0	1	16	46	0	2	8	3	347		0	0	2	1
8:30 AM	1	8	92	24	0	2	144	21	0	1	16	41	0	2	5	1	358		0	0	0	0
8:45 AM	2	2	74	15	1	2	159	25	0	3	5	40	0	2	3	4	337		0	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	2	0	0	0	0	1	0	1	0	0	4
Lights	4	13	306	111	1	3	592	100	0	4	60	199	0	7	24	7	1,431
Mediums	1	2	13	3	0	2	19	1	0	0	1	10	0	1	1	0	54
Total	5	15	319	114	1	5	613	101	0	4	61	210	0	9	25	7	1,489



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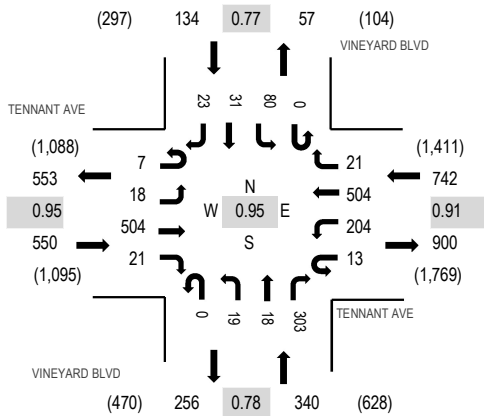
Location: 6 VINEYARD BLVD & TENNANT AVE PM

Date: Thursday, February 6, 2020

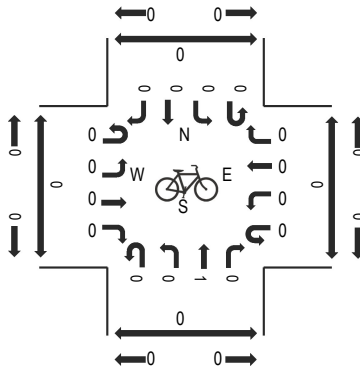
Peak Hour: 05:00 PM - 06:00 PM

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

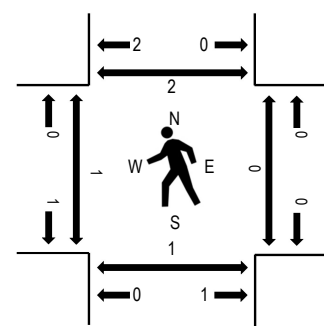
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	TENNANT AVE Eastbound				TENNANT AVE Westbound				VINEYARD BLVD Northbound				VINEYARD BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	2	119	1	4	39	129	6	0	4	4	67	0	28	11	5	420	1,665	0	0	1	0
4:15 PM	1	5	134	7	4	35	128	2	0	2	3	69	0	21	6	5	422	1,695	1	0	0	1
4:30 PM	2	3	124	7	1	41	105	6	0	7	5	53	0	38	9	7	408	1,737	0	3	0	0
4:45 PM	5	3	126	5	5	44	117	3	0	10	5	59	0	17	9	7	415	1,743	0	0	0	1
5:00 PM	2	6	126	3	3	55	105	3	0	7	5	97	0	21	11	6	450	1,766	1	0	1	1
5:15 PM	1	0	136	5	4	46	142	4	0	6	6	72	0	24	11	7	464		0	0	0	1
5:30 PM	1	7	117	9	2	50	122	2	0	1	2	71	0	18	6	6	414		0	0	0	0
5:45 PM	3	5	125	4	4	53	135	12	0	5	5	63	0	17	3	4	438		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	1	0	0	0	0	0	0	0	0	2
Lights	7	18	501	21	12	202	501	18	0	19	18	303	0	80	30	23	1,753
Mediums	0	0	2	0	1	2	3	2	0	0	0	0	0	0	1	0	11
Total	7	18	504	21	13	204	504	21	0	19	18	303	0	80	31	23	1,766



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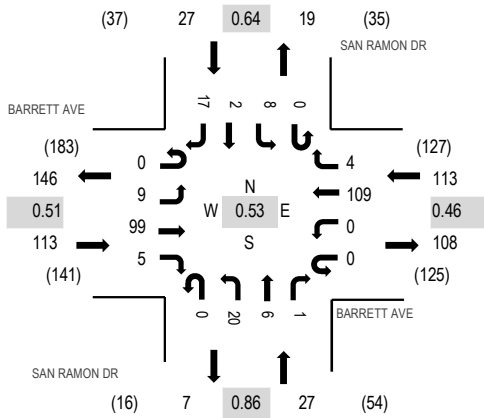
Location: 7 SAN RAMON DR & BARRETT AVE AM

Date: Thursday, February 6, 2020

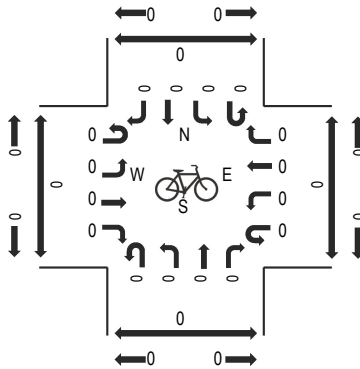
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

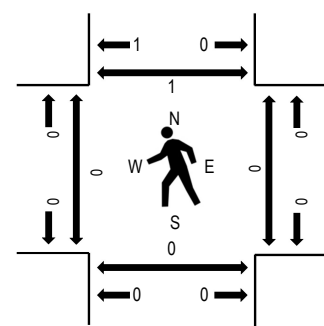
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BARRETT AVE Eastbound				BARRETT AVE Westbound				SAN RAMON DR Northbound				SAN RAMON DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	3	1	0	0	1	1	0	5	0	0	0	1	0	3	16	260	0	0	0	0
7:15 AM	0	2	9	0	0	0	13	0	0	4	2	0	0	2	0	2	34	280	0	0	0	0
7:30 AM	0	1	36	1	0	0	23	0	0	4	2	1	0	3	0	6	77	274	0	0	0	0
7:45 AM	0	5	49	1	0	0	61	1	0	4	1	0	0	2	2	7	133	213	0	0	0	0
8:00 AM	0	1	5	3	0	0	12	3	0	8	1	0	0	1	0	2	36	99	0	0	0	1
8:15 AM	0	3	5	2	0	0	6	1	0	6	2	0	0	1	0	2	28		0	0	0	0
8:30 AM	0	1	3	2	0	0	3	0	1	3	2	0	0	0	0	1	16		0	0	0	0
8:45 AM	0	2	2	3	0	0	0	2	0	7	1	0	0	2	0	0	19		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	9	97	5	0	0	105	3	0	20	6	1	0	8	2	17	273
Mediums	0	0	2	0	0	0	4	1	0	0	0	0	0	0	0	0	7
Total	0	9	99	5	0	0	109	4	0	20	6	1	0	8	2	17	280



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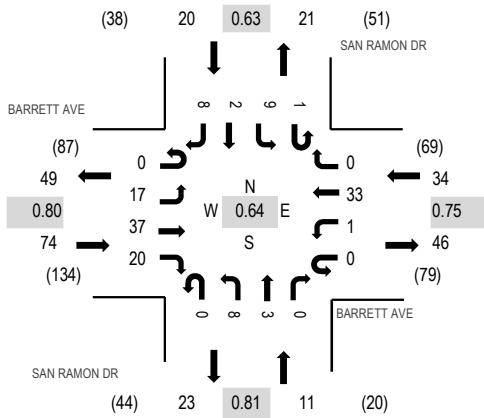
Location: 7 SAN RAMON DR & BARRETT AVE PM

Date: Thursday, February 6, 2020

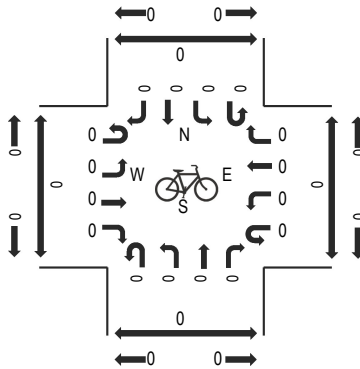
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

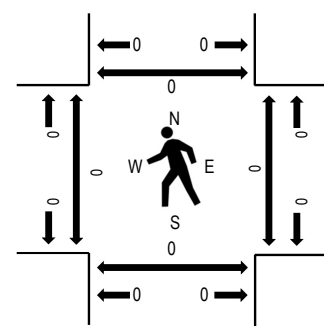
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BARRETT AVE Eastbound				BARRETT AVE Westbound				SAN RAMON DR Northbound				SAN RAMON DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	2	13	2	0	0	5	0	0	3	0	0	0	2	2	0	29	135	1	1	0	0
4:15 PM	0	6	13	4	0	1	20	0	0	3	1	0	0	0	0	6	54	139	0	0	0	0
4:30 PM	0	3	4	6	0	0	3	0	0	2	1	0	1	5	1	1	27	111	0	0	0	0
4:45 PM	0	2	9	6	0	0	4	0	0	2	1	0	0	1	0	0	25	115	0	0	0	0
5:00 PM	0	6	11	4	0	0	6	0	0	1	0	0	0	3	1	1	33	126	0	0	0	0
5:15 PM	0	5	6	3	0	0	7	2	0	1	0	0	0	0	1	1	26		0	0	1	0
5:30 PM	0	4	6	5	0	0	6	3	0	2	0	0	0	1	1	3	31		0	0	0	0
5:45 PM	0	5	3	6	0	0	6	6	0	0	3	0	0	2	1	4	36		4	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	17	37	20	0	1	32	0	0	8	3	0	1	8	2	8	137
Mediums	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	2
Total	0	17	37	20	0	1	33	0	0	8	3	0	1	9	2	8	139

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Groups Printed- Vehicles

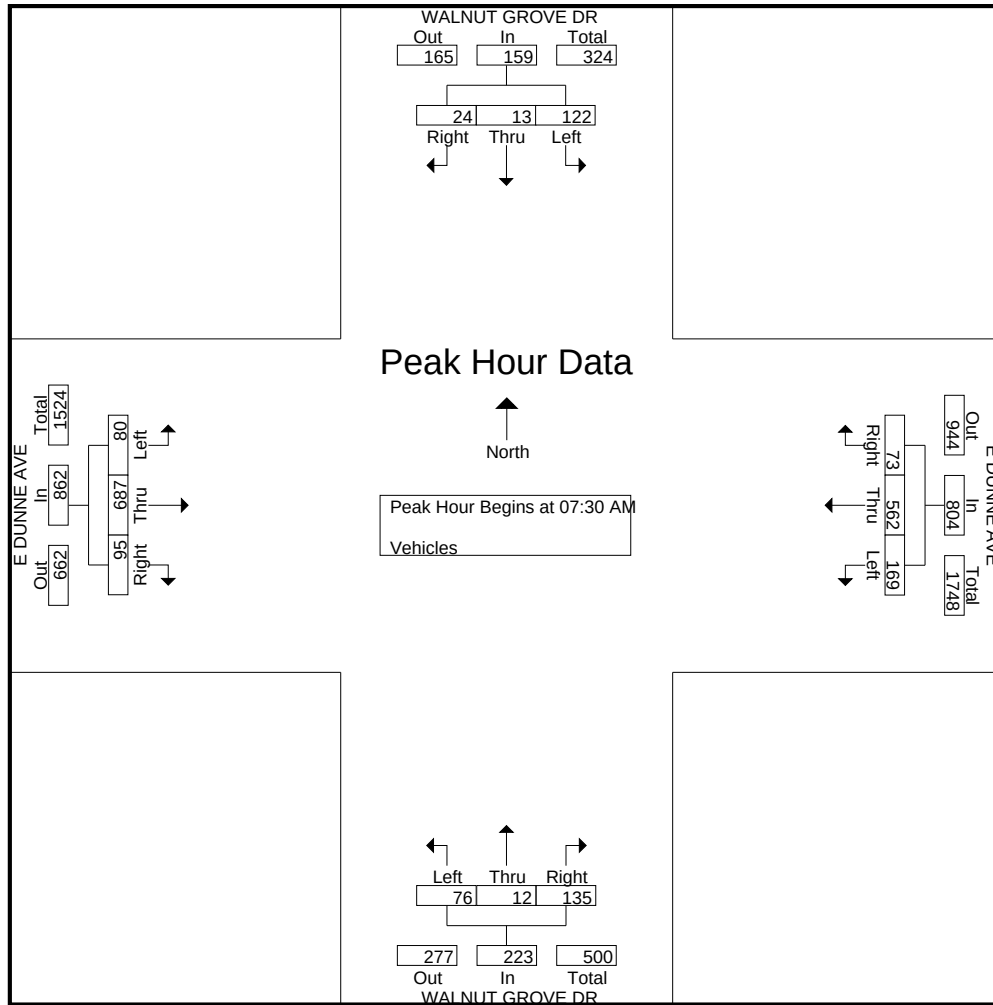
	WALNUT GROVE DR Southbound					E DUNNE AVE Westbound					WALNUT GROVE DR Northbound					E DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	0	30	1	33	13	76	20	0	109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

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

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Site Code : 00000005
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Groups Printed- Vehicles

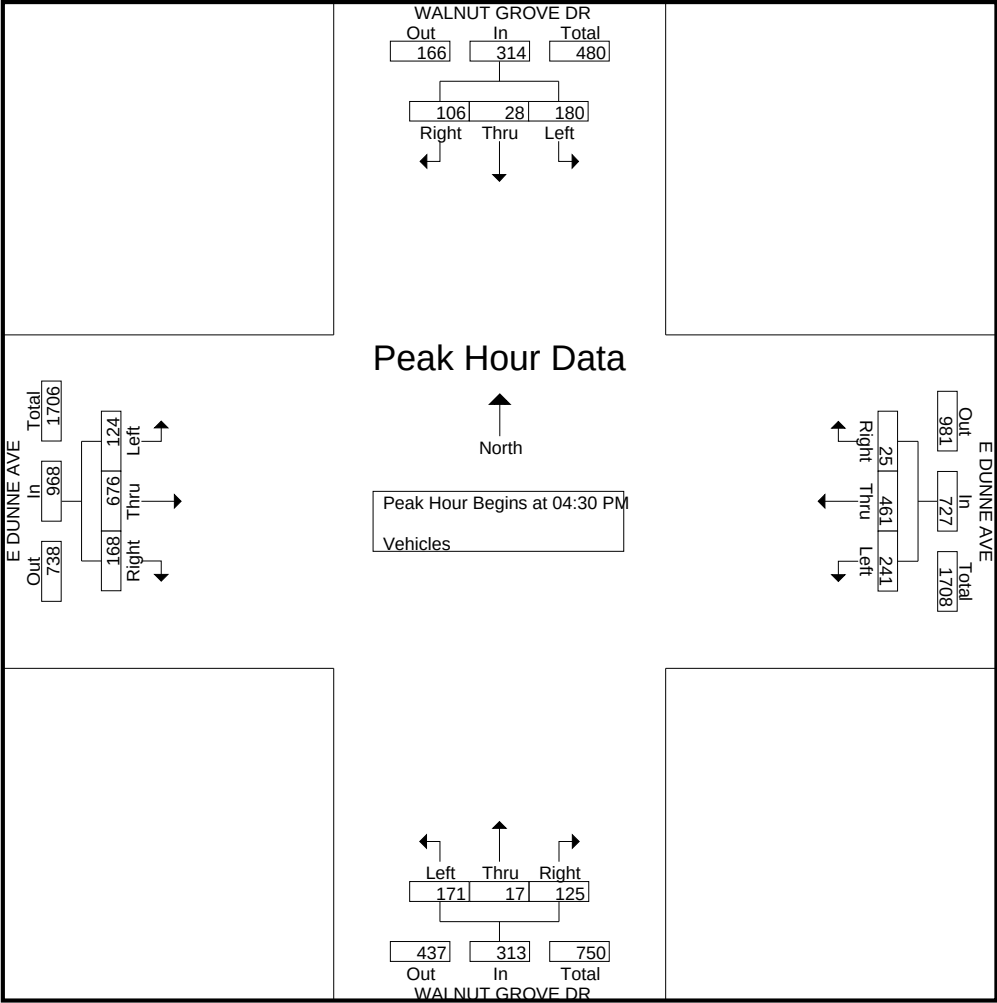
	WALNUT GROVE DR Southbound					E DUNNE AVE Westbound					WALNUT GROVE DR Northbound					E DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	17	7	42	3	69	8	121	61	0	190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

	WALNUT GROVE DR Southbound					E DUNNE AVE Westbound					WALNUT GROVE DR Northbound					E DUNNE AVE Eastbound					
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total				
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	26	4	49	79	2	105	64	171	35	12	62	109	50	178	42	270	629				
04:45 PM	32	4	33	69	7	126	58	191	34	0	35	69	49	156	31	236	565				
05:00 PM	29	6	46	81	12	105	55	172	26	3	38	67	31	171	25	227	547				
05:15 PM	19	14	52	85	4	125	64	193	30	2	36	68	38	171	26	235	581				
Total Volume	106	28	180	314	25	461	241	727	125	17	171	313	168	676	124	968	2322				
% App. Total	33.8	8.9	57.3		3.4	63.4	33.1		39.9	5.4	54.6		17.4	69.8	12.8						
PHF	.828	.500	.865	.924	.521	.915	.941	.942	.893	.354	.690	.718	.840	.949	.738	.896	.923				

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File Name : 4AM FINAL
Site Code : 00000004
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Groups Printed- Vehicles

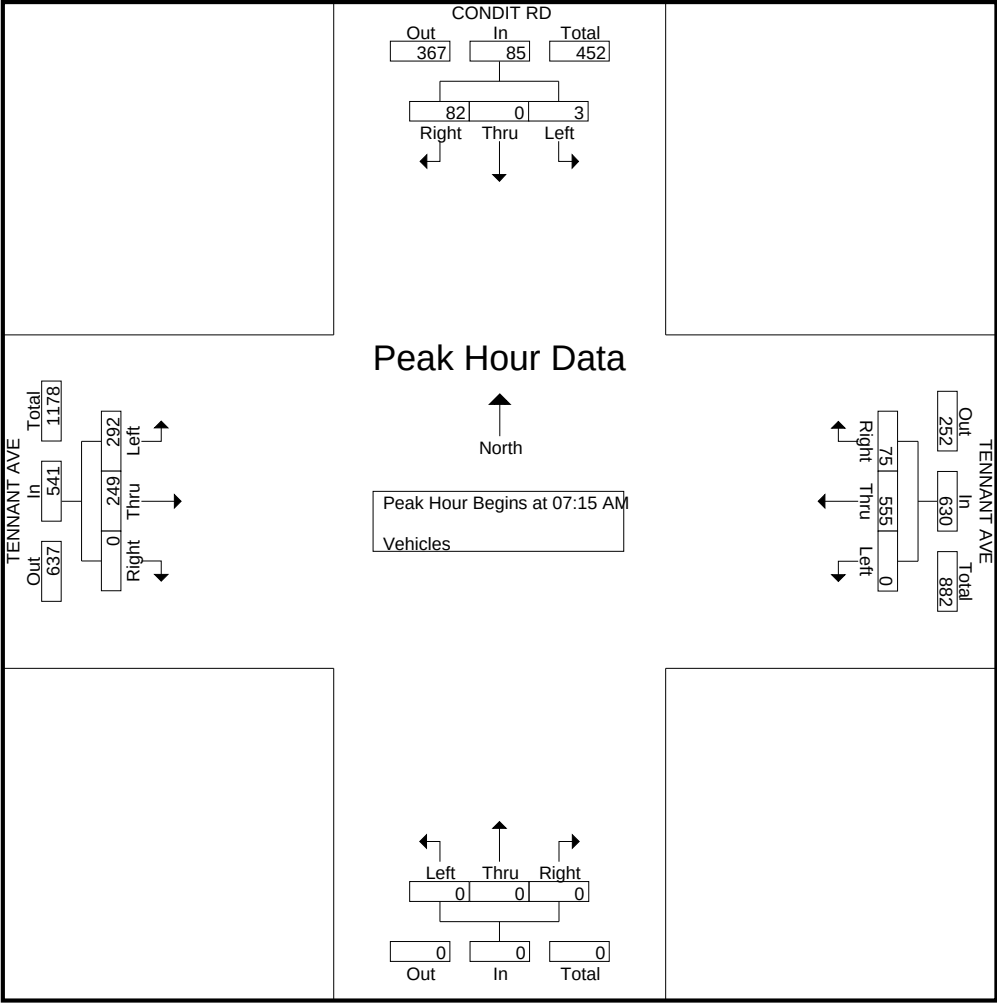
	CONDIT RD Southbound					TENNANT AVE Westbound					Northbound					TENNANT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	15	0	3	0	18	19	85	0	0	104	0	0	0	0	0	0	31	60	0	91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

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

Traffic Data Service

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Groups Printed- Vehicles

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

	CONDIT RD Southbound				TENNANT AVE Westbound				Northbound				TENNANT AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	45	0	14	59	6	43	0	49	0	0	0	0	0	91	33	124	232
05:15 PM	31	0	10	41	2	61	0	63	0	0	0	0	0	107	17	124	228
05:30 PM	30	0	7	37	4	58	0	62	0	0	0	0	0	125	46	171	270
05:45 PM	54	0	15	69	3	56	0	59	0	0	0	0	0	123	24	147	275
Total Volume	160	0	46	206	15	218	0	233	0	0	0	0	0	446	120	566	1005
% App. Total	77.7	0	22.3		6.4	93.6	0		0	0	0		0	78.8	21.2		
PHF	.741	.000	.767	.746	.625	.893	.000	.925	.000	.000	.000	.000	.000	.892	.652	.827	.914

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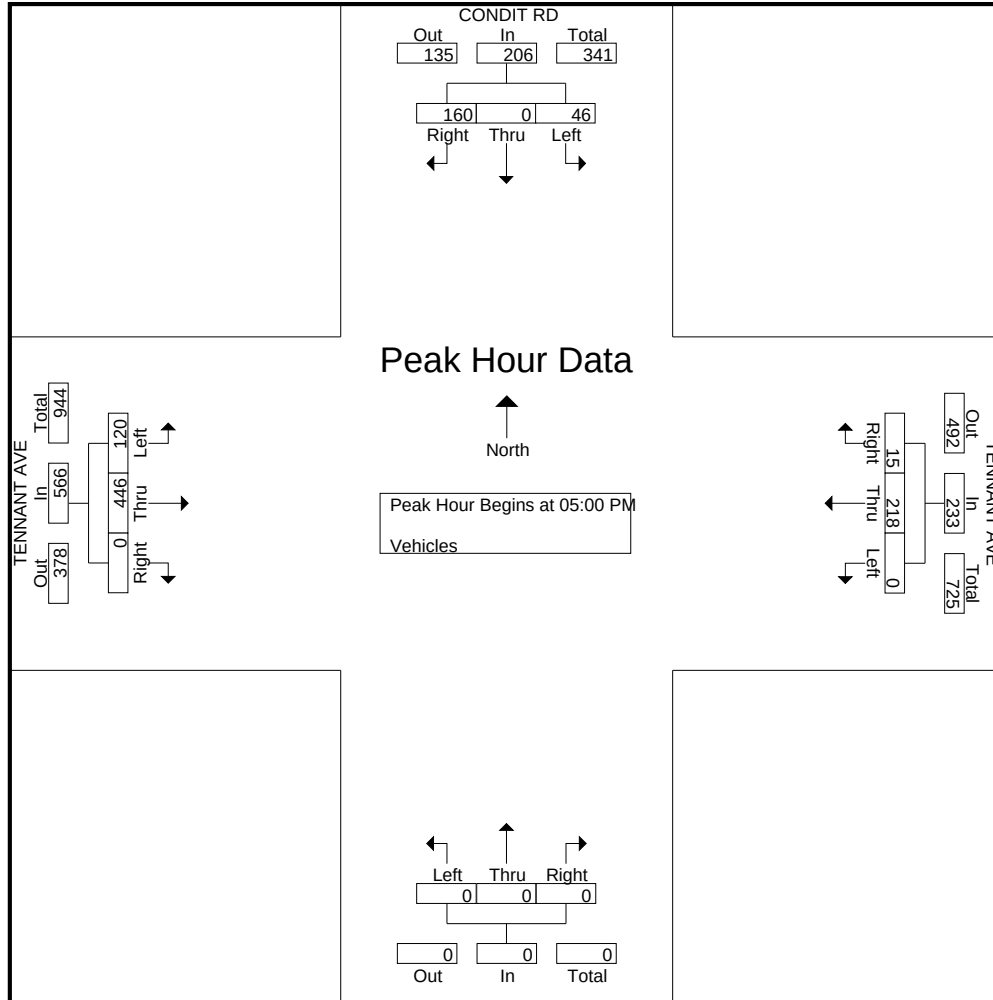
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Groups Printed- Vehicles

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

	US-101 NB ON-RAMP Southbound					TENNANT AVE Westbound					US-101 NB RAMPS Northbound					TENNANT AVE Eastbound					
Start Time	Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0		65	94	0	159		32	4	66	102		156	112	0	268		529
07:45 AM	0	0	0	0		74	118	0	192		41	8	81	130		172	114	1	287		609
08:00 AM	0	0	0	0		56	112	0	168		31	7	53	91		145	86	0	231		490
08:15 AM	0	0	0	0		22	100	0	122		35	1	93	129		129	76	0	205		456
Total Volume	0	0	0	0		217	424	0	641		139	20	293	452		602	388	1	991		2084
% App. Total	0	0	0			33.9	66.1	0			30.8	4.4	64.8			60.7	39.2	0.1			
PHF	.000	.000	.000	.000		.733	.898	.000	.835		.848	.625	.788	.869		.875	.851	.250	.863		.856

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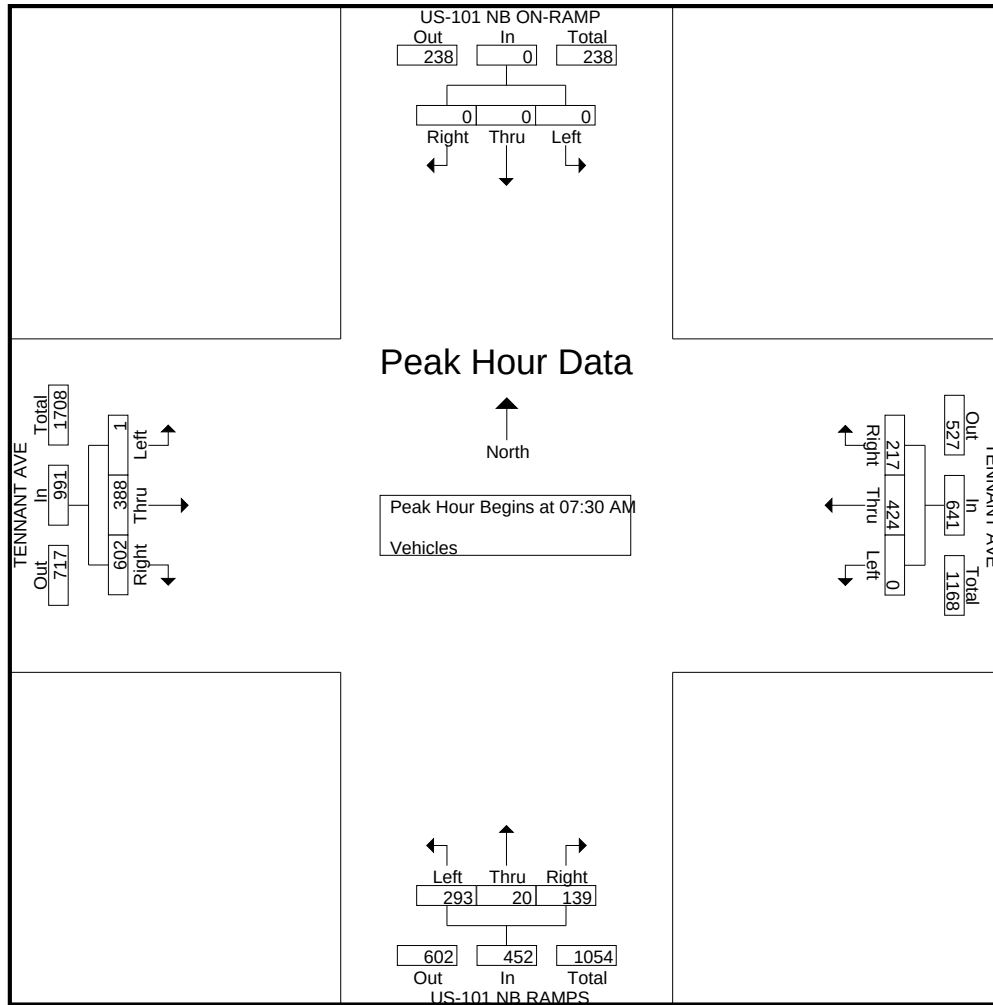
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Groups Printed- Vehicles

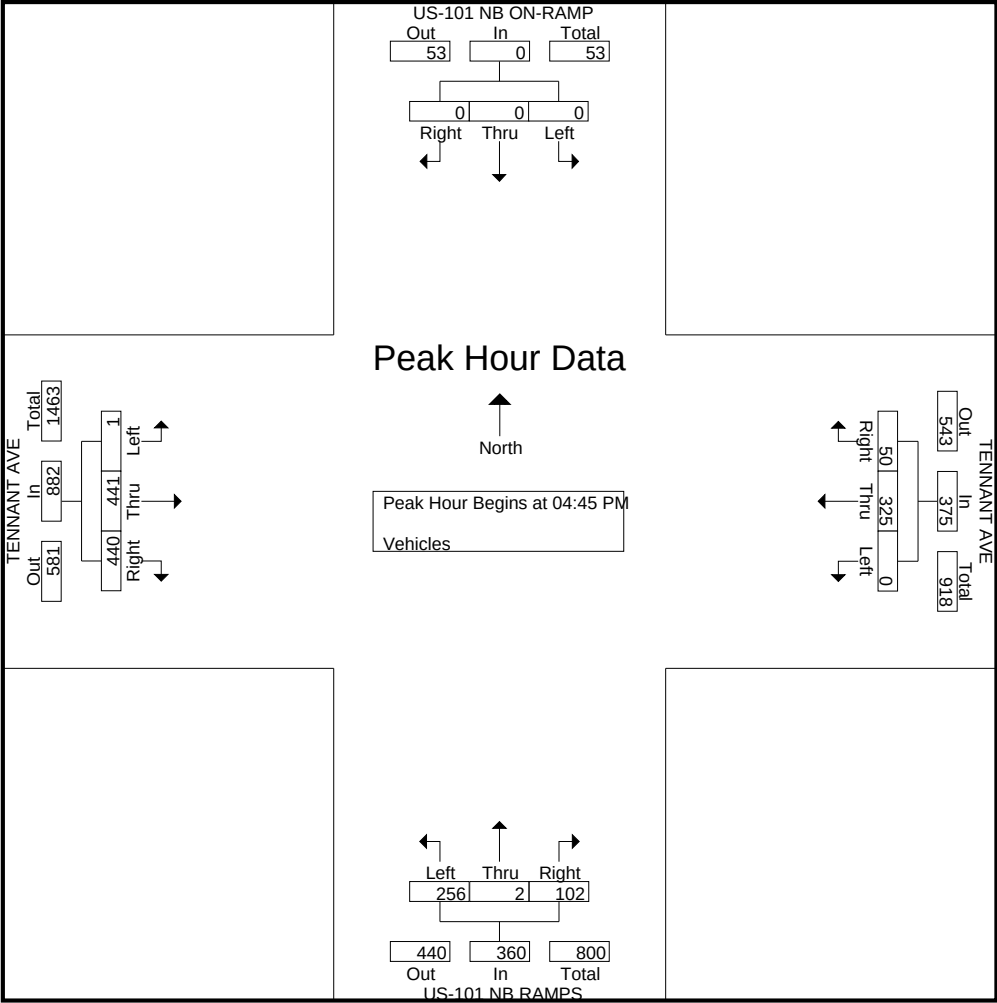
	US-101 NB ON-RAMP Southbound					TENNANT AVE Westbound					US-101 NB RAMPS Northbound					TENNANT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	11	72	0	0	83	18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

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

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File Name : 1AM FINAL
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Groups Printed- Vehicles

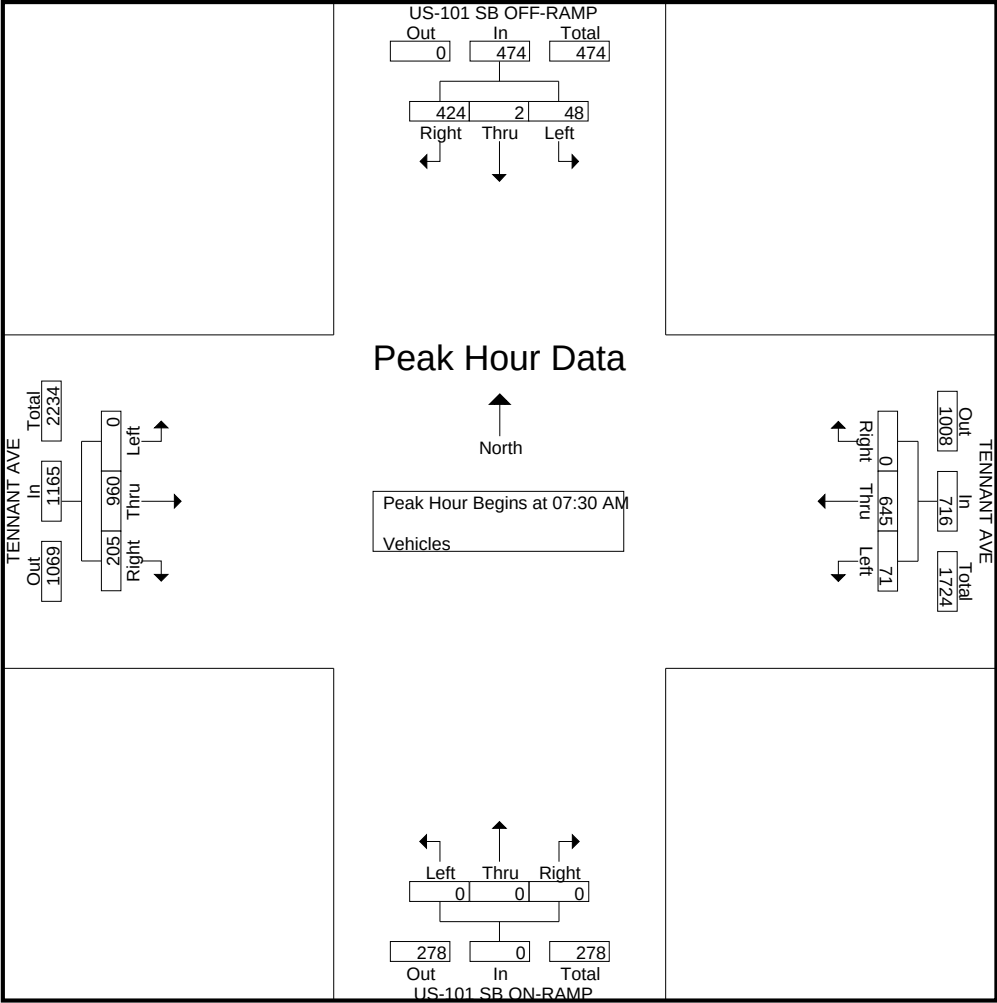
	US-101 SB OFF-RAMP Southbound					TENNANT AVE Westbound					US-101 SB ON-RAMP Northbound					TENNANT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	66	0	4	0	70	0	119	17	0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

	US-101 SB OFF-RAMP Southbound				TENNANT AVE Westbound				US-101 SB ON-RAMP Northbound				TENNANT AVE Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	78	0	12	90	0	141	18	159	0	0	0	0	56	263	0	319	568
07:45 AM	126	0	16	142	0	168	18	186	0	0	0	0	52	276	0	328	656
08:00 AM	120	2	13	135	0	152	14	166	0	0	0	0	45	219	0	264	565
08:15 AM	100	0	7	107	0	184	21	205	0	0	0	0	52	202	0	254	566
Total Volume	424	2	48	474	0	645	71	716	0	0	0	0	205	960	0	1165	2355
% App. Total	89.5	0.4	10.1		0	90.1	9.9		0	0	0		17.6	82.4	0		
PHF	.841	.250	.750	.835	.000	.876	.845	.873	.000	.000	.000	.000	.915	.870	.000	.888	.897

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Site Code : 00000001
Start Date : 6/4/2019
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Groups Printed- Vehicles

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

	US-101 SB OFF-RAMP Southbound					TENNANT AVE Westbound					US-101 SB ON-RAMP Northbound					TENNANT AVE Eastbound					
Start Time	Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Right	Thru	Left	App. Total		Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	66	1	15	82		0	120	20	140		0	0	0	0		128	205	0	333		555
05:15 PM	90	0	26	116		0	132	15	147		0	0	0	0		115	195	0	310		573
05:30 PM	95	1	27	123		0	129	11	140		0	0	0	0		86	211	0	297		560
05:45 PM	83	4	33	120		0	149	8	157		0	0	0	0		99	155	0	254		531
Total Volume	334	6	101	441		0	530	54	584		0	0	0	0		428	766	0	1194		2219
% App. Total	75.7	1.4	22.9			0	90.8	9.2			0	0	0			35.8	64.2	0			
PHF	.879	.375	.765	.896		.000	.889	.675	.930		.000	.000	.000	.000		.836	.908	.000	.896		.968

Traffic Data Service

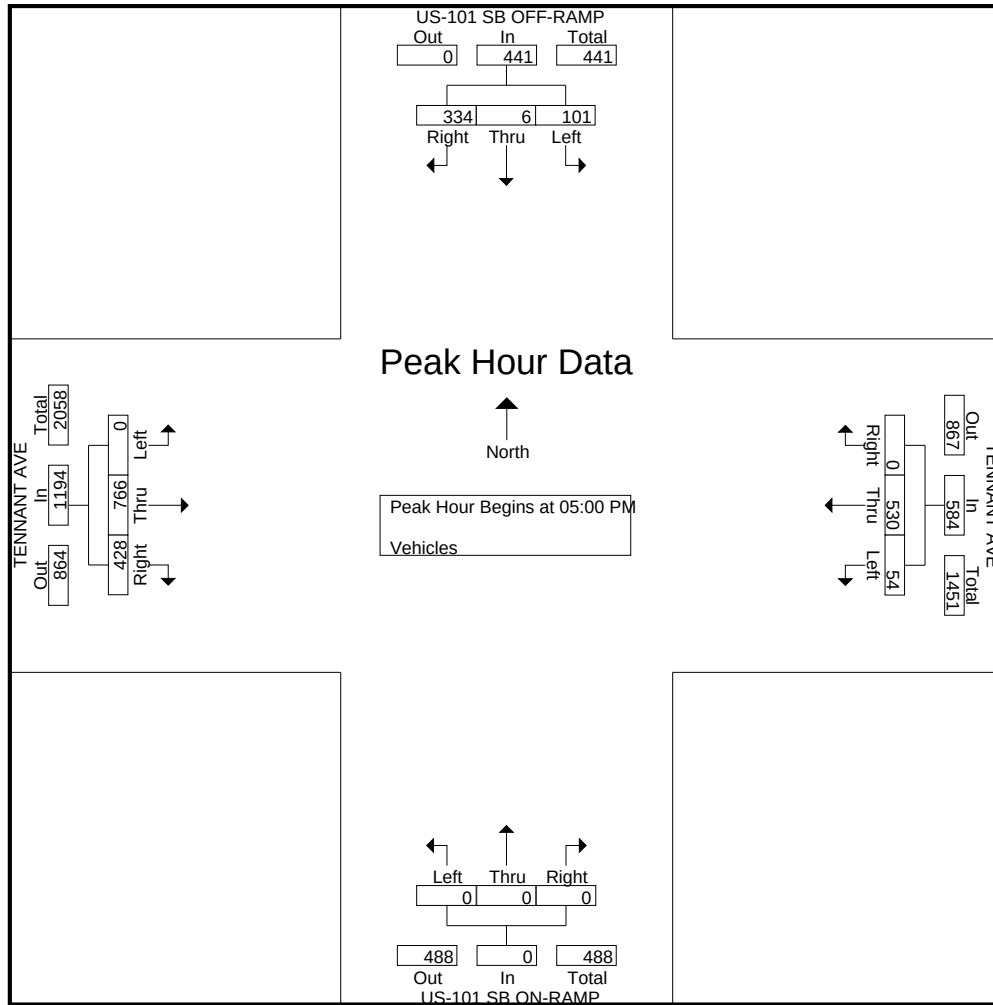
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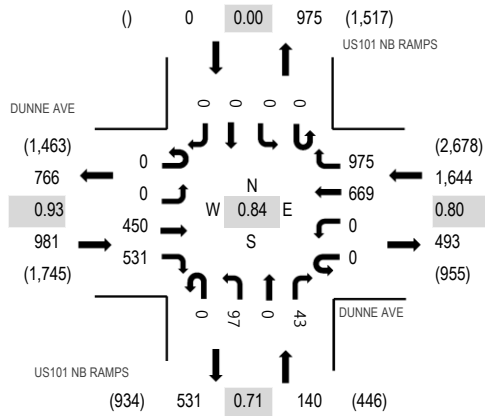
Location: 25 US101 NB RAMPS & DUNNE AVE AM

Date and Start Time: Tuesday, May 8, 2018

Peak Hour: 07:00 AM - 08:00 AM

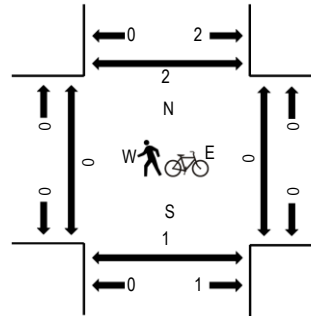
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	2	0	0	4	4	0	1	0	2	0	0	0	0	15
Lights	0	0	436	514	0	0	660	966	0	93	0	39	0	0	0	0	2,708
Mediums	0	0	12	15	0	0	5	5	0	3	0	2	0	0	0	0	42
Total	0	0	450	531	0	0	669	975	0	97	0	43	0	0	0	0	2,765



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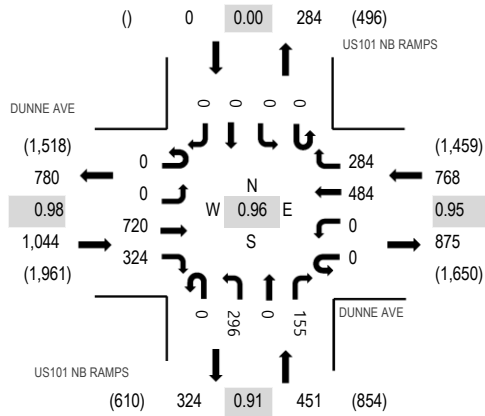
Location: 25 US101 NB RAMPS & DUNNE AVE PM

Date and Start Time: Tuesday, May 8, 2018

Peak Hour: 04:45 PM - 05:45 PM

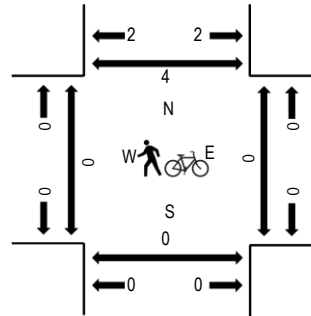
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
Lights	0	0	715	319	0	0	479	279	0	293	0	153	0	0	0	0	2,238
Mediums	0	0	4	4	0	0	4	5	0	3	0	2	0	0	0	0	22
Total	0	0	720	324	0	0	484	284	0	296	0	155	0	0	0	0	2,263



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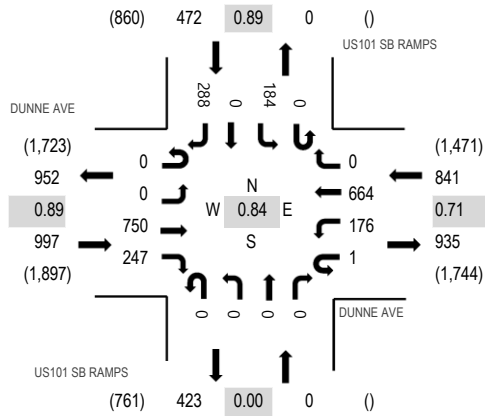
Location: 24 US101 SB RAMPS & DUNNE AVE AM

Date and Start Time: Tuesday, May 8, 2018

Peak Hour: 07:30 AM - 08:30 AM

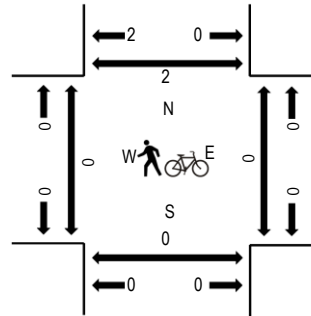
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DUNNE AVE Eastbound				DUNNE AVE Westbound				US101 SB RAMPS Northbound				US101 SB RAMPS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	185	49	0	23	116	0	0	0	0	0	0	23	0	41	437	2,190	0	0	0	0
7:15 AM	0	0	205	49	0	28	90	0	0	0	0	0	0	37	0	59	468	2,297	0	0	0	3
7:30 AM	0	0	226	68	1	42	159	0	0	0	0	0	0	45	0	55	596	2,310	0	0	0	0
7:45 AM	0	0	211	48	0	54	241	0	0	0	0	0	0	48	0	87	689	2,207	0	0	0	0
8:00 AM	0	0	180	65	0	45	132	0	0	0	0	0	0	51	0	71	544	2,038	0	0	0	0
8:15 AM	0	0	133	66	0	35	132	0	0	0	0	0	0	40	0	75	481		0	0	0	2
8:30 AM	0	0	148	67	0	24	143	0	0	0	0	0	0	39	0	72	493		1	0	0	2
8:45 AM	0	0	138	59	0	39	167	0	0	0	0	0	0	34	0	83	520		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	4	0	1	1	0	0	0	0	0	0	2	0	6	18
Lights	0	0	729	238	1	174	653	0	0	0	0	0	0	175	0	266	2,236
Mediums	0	0	17	5	0	1	10	0	0	0	0	0	0	7	0	16	56
Total	0	0	750	247	1	176	664	0	0	0	0	0	0	184	0	288	2,310



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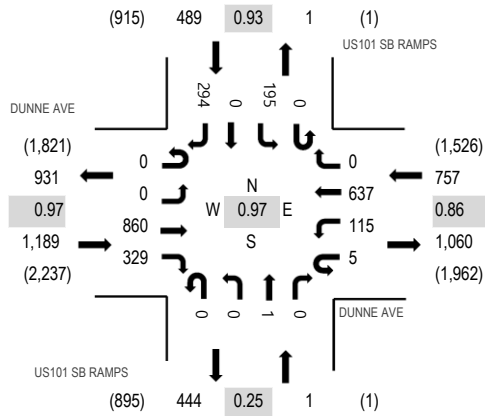
Location: 24 US101 SB RAMPS & DUNNE AVE PM

Date and Start Time: Tuesday, May 8, 2018

Peak Hour: 04:30 PM - 05:30 PM

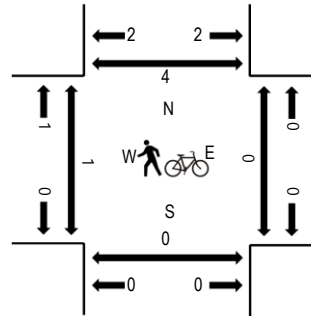
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	DUNNE AVE Eastbound				DUNNE AVE Westbound				US101 SB RAMPS Northbound				US101 SB RAMPS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	182	88	0	41	147	0	0	0	0	0	0	43	0	67	568	2,339	0	0	0	1
4:15 PM	0	0	168	79	0	21	160	0	0	0	0	0	0	37	1	68	534	2,365	0	0	0	0
4:30 PM	0	0	211	96	2	40	159	0	0	0	1	0	0	45	0	76	630	2,436	1	0	0	2
4:45 PM	0	0	214	84	3	24	150	0	0	0	0	0	0	50	0	82	607	2,415	0	0	0	0
5:00 PM	0	0	223	77	0	21	160	0	0	0	0	0	0	46	0	67	594	2,340	0	0	0	0
5:15 PM	0	0	212	72	0	30	168	0	0	0	0	0	0	54	0	69	605		0	0	0	2
5:30 PM	0	0	196	82	0	41	186	0	0	0	0	0	0	48	0	56	609		0	0	0	0
5:45 PM	0	0	184	69	1	29	143	0	0	0	0	0	0	43	0	63	532		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	6
Lights	0	0	851	326	5	111	632	0	0	0	1	0	0	193	0	291	2,410
Mediums	0	0	8	2	0	2	5	0	0	0	0	0	0	1	0	2	20
Total	0	0	860	329	5	115	637	0	0	0	1	0	0	195	0	294	2,436

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Site Code: 14
SAN PEDRO AVE E.O SAN RAMON DR

Start Time	06-Feb-20 Thu	EB	WB	Combined Total	
12:00 AM		3	11	14	■
01:00		2	5	7	■
02:00		3	3	6	■
03:00		7	2	9	■
04:00		31	6	37	■
05:00		63	5	68	■
06:00		102	15	117	■
07:00		146	49	195	■
08:00		112	43	155	■
09:00		74	43	117	■
10:00		75	52	127	■
11:00		73	75	148	■
12:00 PM		84	79	163	■
01:00		76	77	153	■
02:00		81	92	173	■
03:00		100	115	215	■
04:00		94	112	206	■
05:00		103	118	221	■
06:00		74	119	193	■
07:00		54	94	148	■
08:00		34	68	102	■
09:00		24	41	65	■
10:00		16	31	47	■
11:00		7	17	24	■
Total		1438	1272	2710	
Percent		53.1%	46.9%		
Grand Total		1438	1272		
Percentage		53.1%	46.9%		

ADT

ADT 2,710

AADT 2,710



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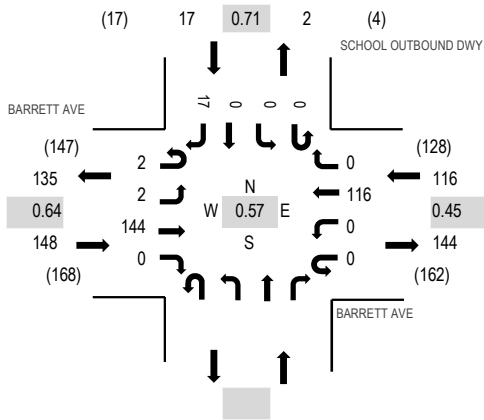
Location: 2 SCHOOL OUTBOUND DWY & BARRETT AVE AM

Date: Tuesday, February 11, 2020

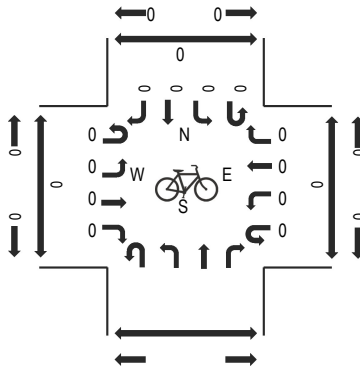
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

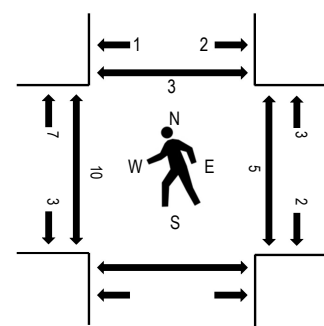
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BARRETT AVE Eastbound				BARRETT AVE Westbound				SCHOOL OUTBOUND DWY Northbound				SCHOOL OUTBOUND DWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	6	0	0	0	4	0					0	0	0	0	12	266	0	0		0
7:15 AM	0	0	26	0	0	0	9	0					0	0	0	1	36	281	0	0		1
7:30 AM	0	2	56	0	0	0	30	0					0	0	0	6	94	254	0	0		0
7:45 AM	1	0	53	0	0	0	64	0					0	0	0	6	124	164	10	5		2
8:00 AM	1	0	9	0	0	0	13	0					0	0	0	4	27	47	0	0		0
8:15 AM	0	0	6	0	0	0	3	0					0	0	0	0	9		0	0		0
8:30 AM	0	0	1	0	0	0	3	0					0	0	0	0	4		0	0		0
8:45 AM	0	0	5	0	0	0	2	0					0	0	0	0	7		0	0		0

Peak Rolling Hour Flow Rates

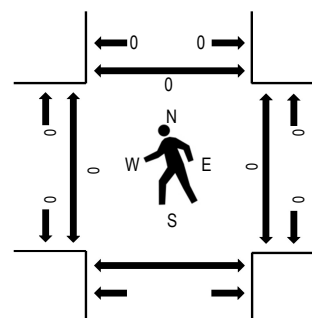
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0					0	0	0	0	0
Lights	2	2	140	0	0	0	115	0					0	0	0	14	273
Mediums	0	0	4	0	0	0	1	0					0	0	0	3	8
Total	2	2	144	0	0	0	116	0					0	0	0	17	281



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Peak 15-Minutes: 04:15 PM - 04:30 PM

Peak Hour - Pedestrians



Traffic Counts - Motorized Vehicles

Interval Start Time	BARRETT AVE				BARRETT AVE				SCHOOL OUTBOUND DWY								Rolling		Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
4:00 PM	0	1	21	0	0	0	6	0					0	0	0	6	34	112	0	0		0
4:15 PM	0	1	12	0	0	0	6	0					0	0	0	27	46	95	0	0		0
4:30 PM	0	1	9	0	0	0	4	0					0	0	0	4	18	63	0	0		0
4:45 PM	0	0	8	0	0	0	1	0					0	0	0	5	14	65	0	0		0
5:00 PM	0	1	9	0	0	0	1	0					0	0	0	6	17	68	0	0		0
5:15 PM	0	1	4	0	0	0	3	0					0	0	0	6	14		0	0		0
5:30 PM	0	0	10	0	0	0	1	0					0	0	0	9	20		0	0		0
5:45 PM	0	0	7	0	0	0	4	0					0	0	0	6	17		0	0		1

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0					0	0	0	0	0
Lights	0	3	49	0	0	0	17	0					0	0	0	41	110
Mediums	0	0	1	0	0	0	0	0					0	0	0	1	2
Total	0	3	50	0	0	0	17	0					0	0	0	42	112



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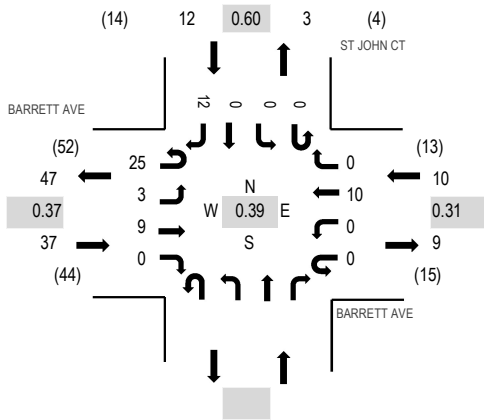
Location: 1 ST JOHN CT & BARRETT AVE AM

Date: Tuesday, February 11, 2020

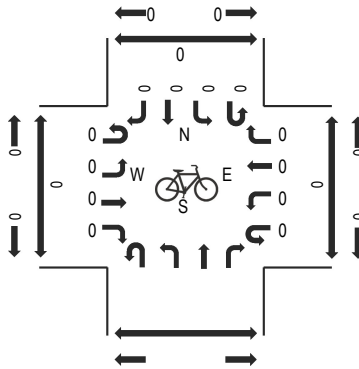
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

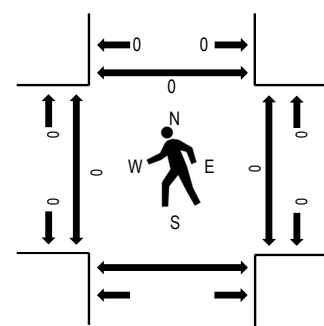
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BARRETT AVE Eastbound				BARRETT AVE Westbound				Northbound				ST JOHN CT Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	1	0	0	0	1	0					0	0	0	2	5	57	0	0		0
7:15 AM	0	0	0	0	0	0	0	0					0	0	0	2	2	59	0	0		0
7:30 AM	9	0	0	0	0	0	1	0					0	0	0	2	12	58	0	0		0
7:45 AM	16	1	9	0	0	0	9	0					0	0	0	3	38	46	0	0		0
8:00 AM	0	2	0	0	0	0	0	0					0	0	0	5	7	14	0	0		0
8:15 AM	0	0	1	0	0	0	0	0					0	0	0	0	1		0	0		0
8:30 AM	0	0	0	0	0	0	0	0					0	0	0	0	0		0	0		0
8:45 AM	0	0	4	0	0	0	2	0					0	0	0	0	6		0	0		0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0					0	0	0	0	0
Lights	25	3	9	0	0	0	10	0					0	0	0	12	59
Mediums	0	0	0	0	0	0	0	0					0	0	0	0	0
Total	25	3	9	0	0	0	10	0					0	0	0	12	59



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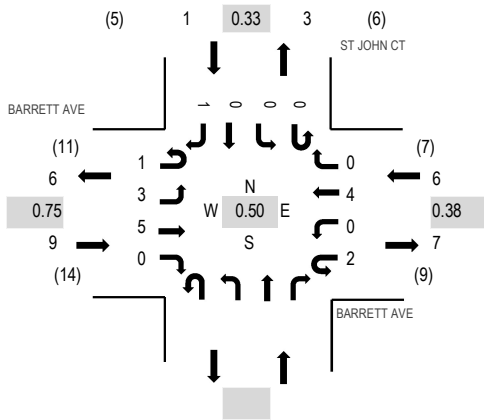
Location: 1 ST JOHN CT & BARRETT AVE PM

Date: Tuesday, February 11, 2020

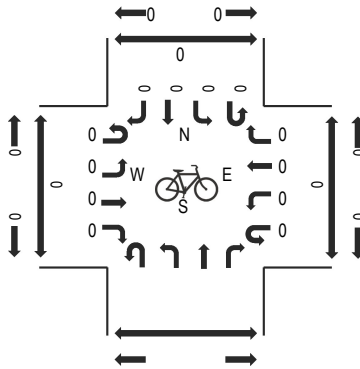
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

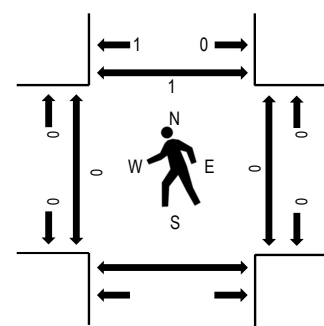
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BARRETT AVE Eastbound				BARRETT AVE Westbound				Northbound				ST JOHN CT Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	0	2	0	0	0	2	0					0	0	0	0	5	16	0	0	0	0
4:15 PM	0	2	0	0	0	0	0	0					0	0	0	0	2	14	0	0	0	0
4:30 PM	0	1	2	0	2	0	2	0					0	0	0	1	8	13	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0					0	0	0	0	1	6	0	0	0	1
5:00 PM	0	2	1	0	0	0	0	0					0	0	0	0	3	10	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0					0	0	0	1	1		0	0	0	0
5:30 PM	0	0	1	0	0	0	0	0					0	0	0	0	1		0	0	0	0
5:45 PM	0	1	0	0	0	0	1	0					0	0	0	3	5		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0					0	0	0	0	0
Lights	1	3	5	0	2	0	4	0					0	0	0	1	16
Mediums	0	0	0	0	0	0	0	0					0	0	0	0	0
Total	1	3	5	0	2	0	4	0					0	0	0	1	16

Existing Medical Office Trip Generation					 (303) 216-2439 www.alltrafficdata.net			
16130 Juan Hernandez Drive								
Thursday, February 6, 2020								
		15-Minute				One Hour		
Time		In	Out	Total		In	Out	Total
7:00 AM		0	0	0				
7:15 AM		0	0	0				
7:30 AM		1	0	1				
7:45 AM		3	0	3		4	0	4
8:00 AM		4	1	5		8	1	9
8:15 AM		5	0	5		13	1	14
8:30 AM		5	2	7		17	3	20
8:45 AM		0	0	0		14	3	17
4:00 PM		2	3	5				
4:15 PM		0	6	6				
4:30 PM		1	1	2				
4:45 PM		1	0	1		4	10	14
5:00 PM		2	8	10		4	15	19
5:15 PM		0	1	1		4	10	14
5:30 PM		0	1	1		3	10	13
5:45 PM		0	0	0		2	10	12

All Traffic Data Services, Inc.
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Site Code: 9
JUAN HERNANDEZ DR N.O BARRETT AVE

Start Time	06-Feb-20 Thu	NB	SB	Combined Total	
12:00 AM		1	0	1	
01:00		0	0	0	
02:00		1	0	1	
03:00		1	0	1	
04:00		0	1	1	
05:00		5	2	7	■
06:00		13	11	24	■
07:00		96	65	161	■
08:00		20	18	38	■
09:00		13	17	30	■
10:00		19	24	43	■
11:00		19	22	41	■
12:00 PM		16	17	33	■
01:00		26	35	61	■
02:00		52	41	93	■
03:00		25	33	58	■
04:00		38	32	70	■
05:00		27	18	45	■
06:00		14	18	32	■
07:00		7	14	21	■
08:00		14	8	22	■
09:00		12	3	15	■
10:00		4	4	8	■
11:00		3	1	4	■
Total		426	384	810	
Percent		52.6%	47.4%		
Grand Total		426	384		
Percentage		52.6%	47.4%		

ADT

ADT 810

AADT 810

All Traffic Data Services, Inc.
www.alltrafficdata.net

Site Code: 9

JUAN HERNANDEZ DR N.O BARRETT AVE

NB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
02/06/20	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
03:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	0	3	1	0	0	0	0	0	0	0	0	0	0	5	21-30	4
06:00	7	0	2	1	2	1	0	0	0	0	0	0	0	0	13	1-10	5
07:00	39	29	19	7	0	2	0	0	0	0	0	0	0	0	96	16-25	48
08:00	1	0	5	10	4	0	0	0	0	0	0	0	0	0	20	21-30	15
09:00	2	0	3	7	1	0	0	0	0	0	0	0	0	0	13	21-30	10
10:00	2	1	4	11	1	0	0	0	0	0	0	0	0	0	19	21-30	15
11:00	4	1	3	7	4	0	0	0	0	0	0	0	0	0	19	26-35	11
12 PM	1	1	7	5	2	0	0	0	0	0	0	0	0	0	16	21-30	12
13:00	6	4	9	4	3	0	0	0	0	0	0	0	0	0	26	21-30	13
14:00	23	7	15	4	3	0	0	0	0	0	0	0	0	0	52	16-25	22
15:00	1	6	6	9	3	0	0	0	0	0	0	0	0	0	25	21-30	15
16:00	1	0	15	16	6	0	0	0	0	0	0	0	0	0	38	21-30	31
17:00	2	1	11	11	2	0	0	0	0	0	0	0	0	0	27	21-30	22
18:00	0	0	4	10	0	0	0	0	0	0	0	0	0	0	14	21-30	14
19:00	0	0	2	4	1	0	0	0	0	0	0	0	0	0	7	21-30	6
20:00	0	2	4	7	1	0	0	0	0	0	0	0	0	0	14	21-30	11
21:00	0	1	4	4	3	0	0	0	0	0	0	0	0	0	12	21-30	8
22:00	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4	24-33	4
23:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	20-29	3
Total	90	53	119	124	37	3	0	0	0	0	0	0	0	0	426		
Percent	21.1%	12.4%	27.9%	29.1%	8.7%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	10:00	08:00	07:00										07:00	
Vol.	39	29	19	11	4	2										96	
PM Peak	14:00	14:00	14:00	16:00	16:00											14:00	
Vol.	23	7	15	16	6											52	
Total	90	53	119	124	37	3	0	0	0	0	0	0	0	0	426		
Percent	21.1%	12.4%	27.9%	29.1%	8.7%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 10 MPH
50th Percentile : 22 MPH
85th Percentile : 29 MPH
95th Percentile : 32 MPH

Stats
10 MPH Pace Speed : 21-30 MPH
Number in Pace : 243
Percent in Pace : 57.0%
Number of Vehicles > 25 MPH : 164
Percent of Vehicles > 25 MPH : 38.5%
Mean Speed(Average) : 22 MPH

Page 2

JUAN HERNANDEZ DR N.O BARRETT AVE

[illegible]

15th Percentile :	17 MPH
50th Percentile :	24 MPH
85th Percentile :	29 MPH
95th Percentile :	32 MPH

Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	268
	Percent in Pace :	69.8%
	Number of Vehicles > 25 MPH :	174
	Percent of Vehicles > 25 MPH :	45.3%
	Mean Speed(Average) :	24 MPH

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Site Code: 10
BARRETT AVE E.O JUAN HERNANDEZ DR

Start Time	06-Feb-20 Thu	EB	WB	Combined Total	
12:00 AM		1	0	1	
01:00		0	0	0	
02:00		0	0	0	
03:00		0	0	0	
04:00		0	1	1	
05:00		2	4	6	
06:00		9	9	18	
07:00		147	124	271	
08:00		20	27	47	
09:00		18	13	31	
10:00		26	15	41	
11:00		16	23	39	
12:00 PM		17	23	40	
01:00		58	18	76	
02:00		47	129	176	
03:00		40	38	78	
04:00		48	55	103	
05:00		33	44	77	
06:00		22	14	36	
07:00		64	4	68	
08:00		5	6	11	
09:00		2	66	68	
10:00		2	1	3	
11:00		2	1	3	
Total		579	615	1194	
Percent		48.5%	51.5%		
Grand Total		579	615		
Percentage		48.5%	51.5%		

ADT

ADT 1,194

AADT 1,194

Page 1

EB

Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	431
	Percent in Pace :	74.4%
	Number of Vehicles > 25 MPH :	42
	Percent of Vehicles > 25 MPH :	7.3%
	Mean Speed(Average) :	19 MPH

Page 2

WB

Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	309
	Percent in Pace :	50.2%
	Number of Vehicles > 25 MPH :	39
	Percent of Vehicles > 25 MPH :	6.3%
	Mean Speed(Average) :	15 MPH

Start Time	06-Feb-20 Thu	NB	SB	Combined Total	
12:00 AM		2	1	3	
01:00		0	0	0	
02:00		1	0	1	
03:00		0	2	2	
04:00		0	5	5	
05:00		6	7	13	
06:00		15	11	26	
07:00		112	74	186	
08:00		28	33	61	
09:00		21	31	52	
10:00		34	31	65	
11:00		26	30	56	
12:00 PM		24	32	56	
01:00		58	35	93	
02:00		59	86	145	
03:00		33	58	91	
04:00		43	47	90	
05:00		56	44	100	
06:00		38	27	65	
07:00		51	15	66	
08:00		29	9	38	
09:00		8	33	41	
10:00		6	4	10	
11:00		7	2	9	
Total		657	617	1274	
Percent		51.6%	48.4%		
Grand Total		657	617		
Percentage		51.6%	48.4%		
ADT		ADT 1,274		AADT 1,274	

Page 1

NB

Stats	10 MPH Pace Speed :	26-35 MPH
	Number in Pace :	444
	Percent in Pace :	67.6%
	Number of Vehicles > 35 MPH :	121
	Percent of Vehicles > 35 MPH :	18.4%
	Mean Speed(Average) :	30 MPH

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Site Code: 11
JUAN HERNANDEZ DR S.O BARRETT AVE

SB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
02/06/20	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	29-38	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
04:00	1	0	1	0	1	2	0	0	0	0	0	0	0	0	5	30-39	3
05:00	0	0	0	1	2	2	2	0	0	0	0	0	0	0	7	29-38	4
06:00	5	0	0	1	0	3	2	0	0	0	0	0	0	0	11	36-45	5
07:00	5	0	4	11	21	21	10	1	1	0	0	0	0	0	74	31-40	42
08:00	6	2	2	0	4	12	2	5	0	0	0	0	0	0	33	31-40	16
09:00	2	0	1	7	7	12	2	0	0	0	0	0	0	0	31	31-40	19
10:00	1	0	0	5	9	11	3	2	0	0	0	0	0	0	31	31-40	20
11:00	0	1	0	2	11	10	3	2	1	0	0	0	0	0	30	31-40	21
12 PM	1	0	1	2	4	9	11	3	0	1	0	0	0	0	32	36-45	20
13:00	1	0	0	4	6	11	10	2	0	1	0	0	0	0	35	36-45	21
14:00	6	0	5	3	17	32	19	4	0	0	0	0	0	0	86	35-44	51
15:00	0	1	1	3	12	22	11	7	1	0	0	0	0	0	58	31-40	34
16:00	1	0	2	1	13	11	13	5	0	1	0	0	0	0	47	31-40	24
17:00	0	0	0	3	9	19	9	2	2	0	0	0	0	0	44	31-40	28
18:00	4	0	1	1	2	14	4	1	0	0	0	0	0	0	27	35-44	18
19:00	2	0	1	0	4	2	5	1	0	0	0	0	0	0	15	36-45	7
20:00	0	0	0	0	0	6	2	0	0	1	0	0	0	0	9	36-45	8
21:00	1	1	0	2	10	10	7	2	0	0	0	0	0	0	33	31-40	20
22:00	1	0	0	0	1	0	1	1	0	0	0	0	0	0	4	39-48	2
23:00	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	25-34	2
Total	38	6	19	46	135	210	116	38	5	4	0	0	0	0	617		
Percent	6.2%	1.0%	3.1%	7.5%	21.9%	34.0%	18.8%	6.2%	0.8%	0.6%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	07:00	07:00	07:00	07:00	07:00	08:00	07:00						07:00		
Vol.	6	2	4	11	21	21	10	5	1						74		
PM Peak	14:00	15:00	14:00	13:00	14:00	14:00	14:00	15:00	17:00	12:00					14:00		
Vol.	6	1	5	4	17	32	19	7	2	1					86		
Total	38	6	19	46	135	210	116	38	5	4	0	0	0	0	617		
Percent	6.2%	1.0%	3.1%	7.5%	21.9%	34.0%	18.8%	6.2%	0.8%	0.6%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 28 MPH
50th Percentile : 36 MPH
85th Percentile : 43 MPH
95th Percentile : 47 MPH

Stats
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 345
Percent in Pace : 55.9%
Number of Vehicles > 35 MPH : 373
Percent of Vehicles > 35 MPH : 60.5%
Mean Speed(Average) : 35 MPH

Page 1

Site Code: 12

Start Time	06-Feb-20 Thu	EB	WB	Combined Total	
12:00 AM		3	2	5	
01:00		0	0	0	
02:00		0	0	0	
03:00		2	0	2	
04:00		2	0	2	
05:00		8	3	11	
06:00		5	6	11	
07:00		107	99	206	
08:00		22	24	46	
09:00		24	11	35	
10:00		19	19	38	
11:00		23	24	47	
12:00 PM		18	16	34	
01:00		41	19	60	
02:00		56	84	140	
03:00		51	30	81	
04:00		43	32	75	
05:00		30	37	67	
06:00		12	21	33	
07:00		32	10	42	
08:00		6	20	26	
09:00		0	30	30	
10:00		0	1	1	
11:00		0	2	2	
Total		504	490	994	
Percent		50.7%	49.3%		
Grand Total		504	490		
Percentage		50.7%	49.3%		
ADT		ADT 994		AADT 994	

Page 1

EB

Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	403
	Percent in Pace :	80.0%
	Number of Vehicles > 25 MPH :	8
	Percent of Vehicles > 25 MPH :	1.6%
	Mean Speed(Average) :	18 MPH

Page 2

WB

Stats	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	333
	Percent in Pace :	68.0%
	Number of Vehicles > 25 MPH :	265
	Percent of Vehicles > 25 MPH :	54.1%
	Mean Speed(Average) :	25 MPH

All Traffic Data Services, Inc.
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Site Code: 13
SAN RAMON DR N.O BARRETT AVE

Start Time	06-Feb-20 Thu	NB	SB	Combined Total	
12:00 AM		3	0	3	■
01:00		0	0	0	
02:00		0	0	0	
03:00		2	0	2	■
04:00		5	1	6	■
05:00		5	4	9	■
06:00		8	15	23	■
07:00		19	35	54	■
08:00		21	20	41	■
09:00		13	13	26	■
10:00		8	12	20	■
11:00		23	15	38	■
12:00 PM		16	7	23	■
01:00		16	22	38	■
02:00		21	21	42	■
03:00		38	19	57	■
04:00		29	20	49	■
05:00		44	23	67	■
06:00		30	14	44	■
07:00		15	11	26	■
08:00		21	4	25	■
09:00		4	3	7	■
10:00		6	6	12	■
11:00		0	0	0	
Total		347	265	612	
Percent		56.7%	43.3%		
Grand Total		347	265		
Percentage		56.7%	43.3%		
ADT		ADT 612		AADT 612	

Page 1

NB

[illegible]

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Site Code: 13
SAN RAMON DR N.O BARRETT AVE

SB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
02/06/20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
05:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	11-20	4
06:00	2	10	3	0	0	0	0	0	0	0	0	0	0	0	15	16-25	13
07:00	7	27	1	0	0	0	0	0	0	0	0	0	0	0	35	12-21	29
08:00	10	7	3	0	0	0	0	0	0	0	0	0	0	0	20	16-25	10
09:00	4	5	4	0	0	0	0	0	0	0	0	0	0	0	13	16-25	9
10:00	0	5	6	1	0	0	0	0	0	0	0	0	0	0	12	16-25	11
11:00	2	8	5	0	0	0	0	0	0	0	0	0	0	0	15	16-25	13
12 PM	1	4	2	0	0	0	0	0	0	0	0	0	0	0	7	15-24	6
13:00	8	8	5	1	0	0	0	0	0	0	0	0	0	0	22	15-24	13
14:00	2	9	10	0	0	0	0	0	0	0	0	0	0	0	21	16-25	19
15:00	3	6	10	0	0	0	0	0	0	0	0	0	0	0	19	16-25	16
16:00	3	9	7	1	0	0	0	0	0	0	0	0	0	0	20	16-25	16
17:00	5	12	6	0	0	0	0	0	0	0	0	0	0	0	23	16-25	18
18:00	3	4	6	1	0	0	0	0	0	0	0	0	0	0	14	16-25	10
19:00	2	5	4	0	0	0	0	0	0	0	0	0	0	0	11	16-25	9
20:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	15-24	3
21:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16-25	3
22:00	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6	12-21	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	57	128	76	4	0	0	0	0	0	0	0	0	0	0	265		
Percent	21.5%	48.3%	28.7%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	07:00	10:00	10:00												07:00	
Vol.	10	27	6	1												35	
PM Peak	13:00	17:00	14:00	13:00												17:00	
Vol.	8	12	10	1												23	
Total	57	128	76	4	0	0	0	0	0	0	0	0	0	0	265		
Percent	21.5%	48.3%	28.7%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 10 MPH
50th Percentile : 17 MPH
85th Percentile : 22 MPH
95th Percentile : 24 MPH

Stats 10 MPH Pace Speed : 16-25 MPH
 Number in Pace : 204
 Percent in Pace : 77.0%
 Number of Vehicles > 25 MPH : 4
 Percent of Vehicles > 25 MPH : 1.5%
 Mean Speed(Average) : 17 MPH

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Site Code: 14
SAN PEDRO AVE E.O SAN RAMON DR

Start Time	06-Feb-20 Thu	EB	WB	Combined Total	
12:00 AM		3	11	14	■
01:00		2	5	7	■
02:00		3	3	6	■
03:00		7	2	9	■
04:00		31	6	37	■
05:00		63	5	68	■
06:00		102	15	117	■
07:00		146	49	195	■
08:00		112	43	155	■
09:00		74	43	117	■
10:00		75	52	127	■
11:00		73	75	148	■
12:00 PM		84	79	163	■
01:00		76	77	153	■
02:00		81	92	173	■
03:00		100	115	215	■
04:00		94	112	206	■
05:00		103	118	221	■
06:00		74	119	193	■
07:00		54	94	148	■
08:00		34	68	102	■
09:00		24	41	65	■
10:00		16	31	47	■
11:00		7	17	24	■
Total		1438	1272	2710	
Percent		53.1%	46.9%		
Grand Total		1438	1272		
Percentage		53.1%	46.9%		

ADT

ADT 2,710

AADT 2,710

All Traffic Data Services, Inc.
www.alltrafficdata.net

Site Code: 14
SAN PEDRO AVE E.O SAN RAMON DR

EB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
02/06/20	0	1	0	0	1	0	1	0	0	0	0	0	0	0	3	9-18	1
01:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2	29-38	2
02:00	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3	24-33	2
03:00	0	0	1	0	4	0	1	1	0	0	0	0	0	0	7	31-40	4
04:00	0	0	1	3	11	7	7	2	0	0	0	0	0	0	31	31-40	18
05:00	1	0	3	6	24	18	9	1	0	1	0	0	0	0	63	31-40	42
06:00	0	0	8	18	38	28	8	2	0	0	0	0	0	0	102	31-40	66
07:00	3	2	9	36	56	29	9	1	1	0	0	0	0	0	146	26-35	92
08:00	1	2	9	14	41	28	11	3	2	1	0	0	0	0	112	31-40	69
09:00	0	3	2	15	23	24	6	1	0	0	0	0	0	0	74	31-40	47
10:00	1	1	4	17	22	18	10	1	1	0	0	0	0	0	75	31-40	40
11:00	2	0	3	20	20	18	9	1	0	0	0	0	0	0	73	26-35	40
12 PM	3	2	4	12	26	23	7	4	3	0	0	0	0	0	84	31-40	49
13:00	2	2	11	8	22	21	5	3	2	0	0	0	0	0	76	31-40	43
14:00	0	2	2	17	26	26	5	2	1	0	0	0	0	0	81	31-40	52
15:00	6	3	6	18	29	27	9	2	0	0	0	0	0	0	100	31-40	56
16:00	4	0	3	15	40	20	8	3	1	0	0	0	0	0	94	31-40	60
17:00	3	3	13	22	33	23	4	2	0	0	0	0	0	0	103	29-38	56
18:00	2	0	10	10	21	21	8	2	0	0	0	0	0	0	74	31-40	42
19:00	0	2	1	9	23	11	7	0	1	0	0	0	0	0	54	30-39	34
20:00	0	0	1	4	12	10	5	1	0	1	0	0	0	0	34	31-40	22
21:00	0	1	2	5	7	6	2	1	0	0	0	0	0	0	24	29-38	13
22:00	1	0	1	5	2	5	1	0	1	0	0	0	0	0	16	31-40	7
23:00	0	1	2	0	2	1	1	0	0	0	0	0	0	0	7	31-40	3
Total	30	25	96	255	485	365	133	33	13	3	0	0	0	0	1438		
Percent	2.1%	1.7%	6.7%	17.7%	33.7%	25.4%	9.2%	2.3%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	09:00	07:00	07:00	07:00	07:00	08:00	08:00	08:00	05:00					07:00		
Vol.	3	3	9	36	56	29	11	3	2	1					146		
PM Peak	15:00	15:00	17:00	17:00	16:00	15:00	15:00	12:00	12:00	20:00					17:00		
Vol.	6	3	13	22	40	27	9	4	3	1					103		
Total	30	25	96	255	485	365	133	33	13	3	0	0	0	0	1438		
Percent	2.1%	1.7%	6.7%	17.7%	33.7%	25.4%	9.2%	2.3%	0.9%	0.2%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 26 MPH
50th Percentile : 33 MPH
85th Percentile : 39 MPH
95th Percentile : 44 MPH

Stats
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 850
Percent in Pace : 59.1%
Number of Vehicles > 35 MPH : 547
Percent of Vehicles > 35 MPH : 38.0%
Mean Speed(Average) : 33 MPH

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Site Code: 14
SAN PEDRO AVE E.O SAN RAMON DR

WB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	Total	Pace Speed	Number in Pace
02/06/20	0	2	0	3	6	0	0	0	0	0	0	0	0	0	11	26-35	9
01:00	0	0	0	1	4	0	0	0	0	0	0	0	0	0	5	26-35	5
02:00	0	0	0	0	1	1	1	0	0	0	0	0	0	0	3	29-38	2
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
04:00	0	0	1	3	2	0	0	0	0	0	0	0	0	0	6	24-33	5
05:00	0	0	2	1	2	0	0	0	0	0	0	0	0	0	5	19-28	3
06:00	0	1	5	4	5	0	0	0	0	0	0	0	0	0	15	21-30	9
07:00	1	8	9	24	7	0	0	0	0	0	0	0	0	0	49	21-30	33
08:00	0	3	8	21	8	2	1	0	0	0	0	0	0	0	43	21-30	29
09:00	0	1	13	21	7	1	0	0	0	0	0	0	0	0	43	21-30	34
10:00	0	8	15	23	4	2	0	0	0	0	0	0	0	0	52	21-30	38
11:00	1	6	11	41	14	2	0	0	0	0	0	0	0	0	75	26-35	55
12 PM	3	3	18	30	20	5	0	0	0	0	0	0	0	0	79	25-34	50
13:00	1	1	12	41	17	4	1	0	0	0	0	0	0	0	77	26-35	58
14:00	2	2	13	51	20	4	0	0	0	0	0	0	0	0	92	26-35	71
15:00	0	5	20	63	25	2	0	0	0	0	0	0	0	0	115	26-35	88
16:00	2	8	17	52	31	2	0	0	0	0	0	0	0	0	112	26-35	83
17:00	4	6	27	56	22	3	0	0	0	0	0	0	0	0	118	21-30	83
18:00	2	4	24	48	34	6	0	0	1	0	0	0	0	0	119	26-35	82
19:00	0	2	12	47	32	1	0	0	0	0	0	0	0	0	94	26-35	79
20:00	0	0	10	31	23	3	0	1	0	0	0	0	0	0	68	26-35	54
21:00	0	0	6	15	19	1	0	0	0	0	0	0	0	0	41	26-35	34
22:00	1	2	5	12	7	4	0	0	0	0	0	0	0	0	31	26-35	19
23:00	1	0	2	8	4	2	0	0	0	0	0	0	0	0	17	26-35	12
Total	18	63	231	596	314	45	3	1	1	0	0	0	0	0	1272		
Percent	1.4%	5.0%	18.2%	46.9%	24.7%	3.5%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	10:00	11:00	11:00	08:00	02:00									11:00	
Vol.	1	8	15	41	14	2	1									75	
PM Peak	17:00	16:00	17:00	15:00	18:00	18:00	13:00	20:00	18:00							18:00	
Vol.	4	8	27	63	34	6	1	1	1							119	
Total	18	63	231	596	314	45	3	1	1	0	0	0	0	0	1272		
Percent	1.4%	5.0%	18.2%	46.9%	24.7%	3.5%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 22 MPH
50th Percentile : 27 MPH
85th Percentile : 32 MPH
95th Percentile : 34 MPH

Stats
10 MPH Pace Speed : 26-35 MPH
Number in Pace : 910
Percent in Pace : 71.5%
Number of Vehicles > 35 MPH : 50
Percent of Vehicles > 35 MPH : 3.9%
Mean Speed(Average) : 28 MPH

Appendix B

Volume Summary

Intersection Number: 1
 Traffic Node Number: 366
 Intersection Name: Juan Hernandez Drive and Tennant Avenue
 Peak Hour: AM
 Count Date: 2/6/20

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	27	0	62	65	1124	7	0	0	0	0	1078	60	2,423
Project Trips	23	0	73	99	0	0	0	0	0	0	0	34	229
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	23	0	73	99	0	0	0	0	0	0	0	34	229
Existing + Project Conditions	50	0	135	164	1124	7	0	0	0	0	1078	94	2,652
Model 2015	39	0	51	37	1071	0	0	0	0	0	1041	51	2,290
Model 2035 GP No Project	94	3	136	151	1309	69	31	1	15	70	1507	158	3,544
2035 GP No Project Conditions	82	3	147	179	1362	76	31	1	15	70	1544	167	3,677
Model 2035 GP + Project	106	4	158	121	1307	68	31	1	15	73	1505	133	3,522
2035 GP + Project Conditions	94	4	169	149	1360	75	31	1	15	73	1542	142	3,655

Intersection Number: 2
 Traffic Node Number: 33112
 Intersection Name: Juan Hernandez Drive and St. James Drive
 Peak Hour: AM
 Count Date: 2/6/20

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	1	73	0	0	0	0	0	115	6	24	0	3	222
Project Trips	0	74	19	6	0	19	62	82	0	0	0	0	262
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	74	19	6	0	19	62	82	0	0	0	0	262
Existing + Project Conditions	1	147	19	6	0	19	62	197	6	24	0	3	484
Model 2015	0	74	0	0	0	0	0	72	4	12	0	0	162
Model 2035 GP No Project	3	151	0	0	0	0	0	140	23	61	0	5	383
2035 GP No Project Conditions	4	150	0	0	0	0	0	183	25	73	0	8	443
Model 2035 GP + Project	3	183	19	6	0	19	62	191	23	61	0	5	572
2035 GP + Project Conditions	4	182	19	6	0	19	62	234	25	73	0	8	632

Intersection Number: 3
 Traffic Node Number: 11622
 Intersection Name: Juan Hernandez Drive and Barrett Avenue
 Peak Hour: AM
 Count Date: 2/6/20

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	14	34	21	22	78	33	65	40	15	14	61	33	430
Project Trips	0	2	0	0	0	0	0	1	32	49	0	0	84
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	2	0	0	0	0	0	1	32	49	0	0	84
Existing + Project Conditions	14	36	21	22	78	33	65	41	47	63	61	33	514
Model 2015	47	65	0	1	5	6	4	67	2	3	2	58	260
Model 2035 GP No Project	59	112	1	1	5	6	3	123	19	36	2	73	440
2035 GP No Project Conditions	26	81	22	22	78	33	65	96	32	47	61	48	611
Model 2035 GP + Project	57	112	1	1	5	6	3	127	45	31	2	70	460
2035 GP + Project Conditions	24	81	22	22	78	33	65	100	58	42	61	45	631

Intersection Number: 4
 Traffic Node Number: 422
 Intersection Name: Monterey Road and Watsonville Road/Butterfield Boulevard
 Peak Hour: AM
 Count Date: 3/14/19

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	66	278	21	15	150	204	607	703	58	88	597	186	2,973
Project Trips	0	0	0	0	6	6	9	0	0	0	8	0	29
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	6	6	9	0	0	0	8	0	29
Existing + Project Conditions	66	278	21	15	156	210	616	703	58	88	605	186	3,002
Model 2015	76	290	18	24	251	73	332	756	81	107	531	163	2,702
Model 2035 GP No Project	89	388	78	46	337	135	439	922	102	172	777	259	3,744
2035 GP No Project Conditions	79	376	81	37	236	266	714	869	79	153	843	282	4,015
Model 2035 GP + Project	90	390	76	46	336	138	424	914	102	174	770	261	3,721
2035 GP + Project Conditions	80	378	79	37	235	269	699	861	79	155	836	284	3,992

Intersection Number: 5
 Traffic Node Number: 1111
 Intersection Name: Butterfield Boulevard and Tennant Avenue
 Peak Hour: AM
 Count Date: 2/6/20

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	100	139	66	263	625	278	604	542	22	6	491	171	3,307
Project Trips	0	0	0	0	11	12	17	0	0	0	17	0	57
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	11	12	17	0	0	0	17	0	57
Existing + Project Conditions	100	139	66	263	636	290	621	542	22	6	508	171	3,364
Model 2015	60	67	100	236	595	279	486	370	31	4	506	34	2,768
Model 2035 GP No Project	89	96	205	296	686	435	936	314	46	8	594	36	3,741
2035 GP No Project Conditions	129	168	171	323	716	434	1054	542	37	10	579	173	4,336
Model 2035 GP + Project	91	97	209	289	703	436	910	315	45	8	592	36	3,731
2035 GP + Project Conditions	131	169	175	316	733	435	1028	542	36	10	577	173	4,325

Intersection Number: 6
 Traffic Node Number: 11646
 Intersection Name: Butterfield Boulevard and Barrett Avenue
 Peak Hour: AM
 Count Date: 2/6/20

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	27	247	66	91	16	36	32	947	52	21	13	21	1,569
Project Trips	0	0	48	31	0	0	0	0	0	0	0	0	79
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	48	31	0	0	0	0	0	0	0	0	79
Existing + Project Conditions	27	247	114	122	16	36	32	947	52	21	13	21	1,648
Model 2015	41	151	74	96	6	36	16	575	49	40	3	43	1,130
Model 2035 GP No Project	62	300	127	145	8	34	14	542	90	57	5	48	1,432
2035 GP No Project Conditions	48	396	119	140	18	36	32	947	93	38	15	26	1,908
Model 2035 GP + Project	64	305	120	168	9	34	14	537	90	58	4	48	1,451
2035 GP + Project Conditions	50	401	112	163	19	36	32	947	93	39	14	26	1,932

Intersection Number: 7
Traffic Node Number: 1008
Intersection Name: Butterfield Boulevard and San Pedro Avenue
Peak Hour: AM
Count Date: 3/14/19

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	92	289	33	107	60	37	56	990	32	50	46	44	1,836
Project Trips	0	45	0	0	0	0	0	29	2	2	0	0	78
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	45	0	0	0	0	0	29	2	2	0	0	78
Existing + Project Conditions	92	334	33	107	60	37	56	1019	34	52	46	44	1,914
Model 2015	120	188	61	155	32	27	12	645	57	50	7	93	1,447
Model 2035 GP No Project	142	367	63	153	29	33	12	656	67	89	9	107	1,727
2035 GP No Project Conditions	114	468	35	107	60	43	56	1001	42	89	48	58	2,121
Model 2035 GP + Project	146	369	63	153	29	34	12	674	68	86	9	107	1,750
2035 GP + Project Conditions	118	470	35	107	60	44	56	1019	43	86	48	58	2,144

Intersection Number: 8
Traffic Node Number: 123
Intersection Name: Butterfield Boulevard and Dunne Avenue
Peak Hour: AM
Count Date: 5/8/18

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	111	298	209	291	312	108	216	1103	51	13	408	153	3,273
Project Trips	0	38	0	0	0	0	0	25	5	7	0	0	75
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	38	0	0	0	0	0	25	5	7	0	0	75
Existing + Project Conditions	111	336	209	291	312	108	216	1128	56	20	408	153	3,348
Model 2015	180	201	331	230	365	118	141	614	130	51	470	249	3,080
Model 2035 GP No Project	223	338	397	289	395	147	157	606	145	83	526	318	3,624
2035 GP No Project Conditions	154	435	275	350	342	137	232	1103	66	45	464	222	3,825
Model 2035 GP + Project	223	342	406	289	400	149	158	619	149	83	528	312	3,658
2035 GP + Project Conditions	154	439	284	350	347	139	233	1108	70	45	466	216	3,851

Intersection Number: 9
 Traffic Node Number: 119
 Intersection Name: Butterfield Boulevard and Main Avenue
 Peak Hour: AM
 Count Date: 5/8/18

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	68	226	52	127	262	132	149	1082	180	159	278	134	2,849
Project Trips	0	10	0	0	0	8	4	10	8	15	0	0	55
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	10	0	0	0	8	4	10	8	15	0	0	55
Existing + Project Conditions	68	236	52	127	262	140	153	1092	188	174	278	134	2,904
Model 2015	132	190	76	226	176	172	122	846	191	225	127	219	2,702
Model 2035 GP No Project	128	327	52	123	265	249	192	847	238	291	216	262	3,190
2035 GP No Project Conditions	68	363	52	127	351	209	219	1083	227	225	367	177	3,468
Model 2035 GP + Project	129	331	52	125	263	250	182	858	242	298	206	259	3,195
2035 GP + Project Conditions	68	367	52	127	349	210	209	1094	231	232	357	174	3,470

Intersection Number: 10
 Traffic Node Number: 6674
 Intersection Name: Monterey Road and Tennant Avenue/Edmunson Avenue
 Peak Hour: AM
 Count Date: 3/14/19

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	46	309	92	86	103	129	54	722	61	45	162	157	1,966
Project Trips	0	0	8	6	4	0	1	0	0	0	7	0	26
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	8	6	4	0	1	0	0	0	7	0	26
Existing + Project Conditions	46	309	100	92	107	129	55	722	61	45	169	157	1,992
Model 2015	61	326	148	95	89	79	8	662	87	51	204	147	1,957
Model 2035 GP No Project	97	373	170	86	141	80	7	899	74	67	311	182	2,487
2035 GP No Project Conditions	82	356	114	86	155	130	54	959	61	61	269	192	2,519
Model 2035 GP + Project	97	376	172	88	143	81	7	895	76	68	312	182	2,497
2035 GP + Project Conditions	82	359	116	86	157	131	54	955	61	62	270	192	2,525

Intersection Number: 11
 Traffic Node Number: 1065
 Intersection Name: Vineyard Avenue and Tennant Avenue
 Peak Hour: AM
 Count Date: 2/6/20

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	7	25	9	101	613	6	210	61	4	114	319	20	1,489
Project Trips	0	0	0	0	10	0	1	0	0	0	16	0	27
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	10	0	1	0	0	0	16	0	27
Existing + Project Conditions	7	25	9	101	623	6	211	61	4	114	335	20	1,516
Model 2015	5	8	27	55	331	208	203	42	16	47	304	10	1,256
Model 2035 GP No Project	5	9	30	57	394	203	178	60	12	53	419	12	1,432
2035 GP No Project Conditions	7	26	12	103	676	6	210	79	4	120	434	22	1,699
Model 2035 GP + Project	5	9	30	59	401	208	177	60	12	54	418	12	1,445
2035 GP + Project Conditions	7	26	12	105	683	6	210	79	4	121	433	22	1,708

Intersection Number: 12
 Traffic Node Number: 33113
 Intersection Name: San Ramon Drive and Barrett Avenue
 Peak Hour: AM
 Count Date: 2/6/20

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	17	2	8	4	109	0	1	6	20	5	99	9	280
Project Trips	0	0	2	1	31	0	0	0	0	0	48	0	82
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	2	1	31	0	0	0	0	0	48	0	82
Existing + Project Conditions	17	2	10	5	140	0	1	6	20	5	147	9	362
Model 2015	34	0	0	0	52	1	2	0	31	12	61	14	207
Model 2035 GP No Project	30	0	0	0	81	2	3	0	56	20	108	11	311
2035 GP No Project Conditions	17	2	8	4	138	1	2	6	45	13	146	9	391
Model 2035 GP + Project	30	0	0	0	104	1	2	0	57	20	100	11	325
2035 GP + Project Conditions	17	2	8	4	161	0	1	6	46	13	138	9	405

Intersection Number: 13
 Traffic Node Number: 1646
 Intersection Name: Walnut Grove Drive and Dunne Avenue
 Peak Hour: AM
 Count Date: 3/28/19

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	24	13	122	73	562	169	135	12	76	95	687	80	2,048
Project Trips	0	0	0	0	0	3	2	0	0	0	0	0	5
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	3	2	0	0	0	0	0	5
Existing + Project Conditions	24	13	122	73	562	172	137	12	76	95	687	80	2,053
Model 2015	5	0	96	24	671	207	59	1	32	0	927	14	2,036
Model 2035 GP No Project	12	1	146	26	749	234	75	1	39	5	1085	16	2,389
2035 GP No Project Conditions	31	14	172	75	640	196	151	12	83	100	845	82	2,401
Model 2035 GP + Project	13	1	152	26	754	239	80	1	40	5	1097	16	2,424
2035 GP + Project Conditions	32	14	178	75	645	201	156	12	84	100	857	82	2,436

Intersection Number: 14
 Traffic Node Number: 1329
 Intersection Name: Condit Road and Tennant Avenue
 Peak Hour: AM
 Count Date: 6/4/19

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	82	0	3	75	555	0	0	0	0	0	249	292	1,256
Project Trips	18	0	0	0	4	0	0	0	0	0	2	12	36
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	18	0	0	0	4	0	0	0	0	0	2	12	36
Existing + Project Conditions	100	0	3	75	559	0	0	0	0	0	251	304	1,292
Model 2015	59	0	4	10	388	0	0	0	0	0	152	98	711
Model 2035 GP No Project	81	0	8	15	729	0	0	0	0	0	617	121	1,571
2035 GP No Project Conditions	104	0	7	80	896	0	0	0	0	0	714	315	2,116
Model 2035 GP + Project	81	0	8	15	726	0	0	0	0	0	618	123	1,571
2035 GP + Project Conditions	104	0	7	80	893	0	0	0	0	0	715	317	2,116

Intersection Number: 15
 Traffic Node Number: 344
 Intersection Name: US 101 NB Ramps and Tennant Avenue
 Peak Hour: AM
 Count Date: 6/4/19

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	217	424	0	139	20	293	602	388	0	2,083
Project Trips	0	0	0	0	22	0	0	0	40	35	14	0	111
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	22	0	0	0	40	35	14	0	111
Existing + Project Conditions	0	0	0	217	446	0	139	20	333	637	402	0	2,194
Model 2015	0	0	0	127	321	0	69	0	329	0	181	0	1,027
Model 2035 GP No Project	0	0	0	216	594	0	223	0	427	0	515	0	1,975
2035 GP No Project Conditions	0	0	0	306	697	0	293	20	391	602	722	0	3,031
Model 2035 GP + Project	0	0	0	217	591	0	220	0	406	0	521	0	1,955
2035 GP + Project Conditions	0	0	0	307	694	0	290	20	370	602	728	0	3,011

Intersection Number: 16
 Traffic Node Number: 554
 Intersection Name: US 101 SB Ramps and Tennant Avenue
 Peak Hour: AM
 Count Date: 6/4/19

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	424	2	48	0	645	71	0	0	0	205	960	0	2,355
Project Trips	37	0	0	0	62	0	0	0	0	24	49	0	172
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	37	0	0	0	62	0	0	0	0	24	49	0	172
Existing + Project Conditions	461	2	48	0	707	71	0	0	0	229	1009	0	2,527
Model 2015	509	0	41	0	599	50	0	0	0	222	869	0	2,290
Model 2035 GP No Project	670	0	128	0	886	135	0	0	0	286	1372	0	3,477
2035 GP No Project Conditions	585	2	135	0	932	156	0	0	0	269	1463	0	3,542
Model 2035 GP + Project	663	0	128	0	860	137	0	0	0	294	1383	0	3,465
2035 GP + Project Conditions	578	2	135	0	906	158	0	0	0	277	1474	0	3,530

Intersection Number: 17
 Traffic Node Number: 125
 Intersection Name: US 101 Northbound Ramps and Dunne Avenue
 Peak Hour: AM
 Count Date: 5/8/18

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	669	0	43	0	97	0	450	0	1,259
Project Trips	0	0	0	0	3	0	0	0	0	0	2	0	5
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	3	0	0	0	0	0	2	0	5
Existing + Project Conditions	0	0	0	0	672	0	43	0	97	0	452	0	1,264
Model 2015	0	0	0	0	750	0	180	0	183	0	489	0	1,602
Model 2035 GP No Project	0	0	0	0	860	0	308	0	185	0	630	0	1,983
2035 GP No Project Conditions	0	0	0	0	779	0	171	0	99	0	591	0	1,640
Model 2035 GP + Project	0	0	0	0	882	0	283	0	187	0	634	0	1,986
2035 GP + Project Conditions	0	0	0	0	801	0	146	0	101	0	595	0	1,643

Intersection Number: 18
 Traffic Node Number: 124
 Intersection Name: US 101 Southbound Ramps and Dunne Avenue
 Peak Hour: AM
 Count Date: 5/8/18

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	288	0	184	0	664	177	0	0	0	247	750	0	2,310
Project Trips	0	0	0	0	3	0	0	0	0	0	2	0	5
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	3	0	0	0	0	0	2	0	5
Existing + Project Conditions	288	0	184	0	667	177	0	0	0	247	752	0	2,315
Model 2015	348	0	253	0	692	241	0	0	0	314	646	0	2,494
Model 2035 GP No Project	389	0	275	0	740	305	0	0	0	389	786	0	2,884
2035 GP No Project Conditions	329	0	206	0	712	241	0	0	0	322	890	0	2,700
Model 2035 GP + Project	391	0	276	0	754	315	0	0	0	392	802	0	2,930
2035 GP + Project Conditions	331	0	207	0	726	251	0	0	0	325	906	0	2,746

Intersection Number: 19
 Traffic Node Number: 33115
 Intersection Name: Juan Hernandez Drive and San Pedro Avenue
 Peak Hour: AM
 Count Date: 2/6/20

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	49	0	0	0	0	0	146	0	195
Project Trips	0	0	0	0	3	0	0	0	0	0	2	0	5
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	3	0	0	0	0	0	2	0	5
Existing + Project Conditions	0	0	0	0	52	0	0	0	0	0	148	0	200
Model 2015	0	0	0	0	34	0	0	0	0	0	55	0	89
Model 2035 GP No Project	0	0	0	0	34	51	59	0	12	21	46	0	223
2035 GP No Project Conditions	0	0	0	0	49	51	59	0	12	21	146	0	338
Model 2035 GP + Project	0	0	0	0	33	57	68	0	12	20	46	0	236
2035 GP + Project Conditions	0	0	0	0	49	57	68	0	12	20	146	0	352

Intersection Number: 1
Traffic Node Number: 366
Intersection Name: Juan Hernandez Drive and Tennant Avenue
Peak Hour: PM
Count Date: 2/6/20

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	21	0	53	44	783	3	0	0	0	0	1132	23	2,059
Project Trips	34	0	101	80	0	0	0	0	0	0	0	25	240
Retail Passby Trips	1	0	3	6	0	0	0	0	0	0	0	2	12
Total Project Trips	35	0	104	86	0	0	0	0	0	0	0	27	252
Existing + Project Conditions	56	0	157	130	783	3	0	0	0	0	1132	50	2,311
Model 2015	24	0	40	38	992	0	0	0	0	0	1445	6	2,545
Model 2035 GP No Project	133	2	186	141	1536	40	79	5	91	38	1804	56	4,111
2035 GP No Project Conditions	130	2	199	147	1327	43	79	5	91	38	1491	73	3,625
Model 2035 GP + Project	105	2	157	157	1527	40	77	6	94	39	1798	62	4,064
2035 GP + Project Conditions	102	2	170	163	1318	43	77	6	94	39	1485	79	3,578

Intersection Number: 2
Traffic Node Number: 33112
Intersection Name: Juan Hernandez Drive and St. James Drive
Peak Hour: PM
Count Date: 2/6/20

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	1	49	0	0	0	0	0	52	13	18	0	3	136
Project Trips	0	77	8	21	0	68	26	78	0	0	0	0	278
Retail Passby Trips	0	4	0	0	0	0	0	8	0	0	0	0	12
Total Project Trips	0	81	8	21	0	68	26	86	0	0	0	0	290
Existing + Project Conditions	1	130	8	21	0	68	26	138	13	18	0	3	426
Model 2015	0	43	0	0	0	0	0	28	10	8	0	0	89
Model 2035 GP No Project	4	115	0	0	0	0	0	102	58	32	0	2	313
2035 GP No Project Conditions	5	121	0	0	0	0	0	126	61	42	0	5	360
Model 2035 GP + Project	4	217	8	21	0	68	26	121	58	32	0	2	557
2035 GP + Project Conditions	5	223	8	21	0	68	26	145	61	42	0	5	604

Intersection Number: 3
 Traffic Node Number: 11622
 Intersection Name: Juan Hernandez Drive and Barrett Avenue
 Peak Hour: PM
 Count Date: 2/6/20

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	3	17	11	15	22	16	12	19	8	14	23	3	163
Project Trips	0	1	0	0	0	0	0	2	48	36	0	0	87
Retail Passby Trips	0	0	0	0	0	0	0	0	2	3	0	0	5
Total Project Trips	0	1	0	0	0	0	0	2	50	39	0	0	92
Existing + Project Conditions	3	18	11	15	22	16	12	21	58	53	23	3	255
Model 2015	16	33	1	0	2	5	4	19	6	5	7	24	122
Model 2035 GP No Project	22	76	2	1	2	5	3	41	60	37	6	41	296
2035 GP No Project Conditions	9	60	12	16	22	16	12	41	62	46	23	20	339
Model 2035 GP + Project	21	82	2	1	2	5	3	43	49	54	7	39	308
2035 GP + Project Conditions	8	66	12	16	22	16	12	43	51	63	23	18	350

Intersection Number: 4
 Traffic Node Number: 422
 Intersection Name: Monterey Road and Watsonville Road/Butterfield Boulevard
 Peak Hour: PM
 Count Date: 3/14/19

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	266	858	22	26	356	426	88	381	43	47	235	164	2,912
Project Trips	0	0	0	0	8	9	7	0	0	0	6	0	30
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	8	9	7	0	0	0	6	0	30
Existing + Project Conditions	266	858	22	26	364	435	95	381	43	47	241	164	2,942
Model 2015	189	1006	17	30	480	345	89	385	68	74	351	91	3,125
Model 2035 GP No Project	280	1142	42	83	724	493	221	538	119	99	477	115	4,333
2035 GP No Project Conditions	357	994	47	79	600	574	220	534	94	72	361	188	4,120
Model 2035 GP + Project	282	1134	42	82	711	474	221	540	120	99	474	116	4,295
2035 GP + Project Conditions	359	986	47	78	587	555	220	536	95	72	358	189	4,082

Intersection Number: 5
 Traffic Node Number: 1111
 Intersection Name: Butterfield Boulevard and Tennant Avenue
 Peak Hour: PM
 Count Date: 2/6/20

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	195	626	271	57	451	228	209	139	22	26	753	190	3,167
Project Trips	0	0	0	0	17	17	13	0	0	0	12	0	59
Retail Passby Trips	0	0	0	0	1	1	1	0	0	0	1	0	4
Total Project Trips	0	0	0	0	18	18	14	0	0	0	13	0	63
Existing + Project Conditions	195	626	271	57	469	246	223	139	22	26	766	190	3,230
Model 2015	63	355	459	89	458	469	327	126	6	35	665	104	3,156
Model 2035 GP No Project	57	379	601	247	643	869	553	198	16	58	745	136	4,502
2035 GP No Project Conditions	195	650	413	215	636	628	435	211	32	49	833	222	4,519
Model 2035 GP + Project	58	377	593	248	639	838	549	199	16	58	757	138	4,470
2035 GP + Project Conditions	195	648	405	216	632	597	431	212	32	49	845	224	4,486

Intersection Number: 6
 Traffic Node Number: 11646
 Intersection Name: Butterfield Boulevard and Barrett Avenue
 Peak Hour: PM
 Count Date: 2/6/20

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	34	958	61	26	4	16	12	327	17	61	13	21	1,550
Project Trips	0	0	34	47	0	0	0	0	0	0	0	0	81
Retail Passby Trips	0	0	3	2	0	0	0	0	0	0	0	0	5
Total Project Trips	0	0	37	49	0	0	0	0	0	0	0	0	86
Existing + Project Conditions	34	958	98	75	4	16	12	327	17	61	13	21	1,636
Model 2015	49	789	59	35	1	25	49	232	39	56	4	48	1,386
Model 2035 GP No Project	65	912	108	96	4	20	58	458	65	98	8	79	1,971
2035 GP No Project Conditions	50	1081	110	87	7	16	21	553	43	103	17	52	2,140
Model 2035 GP + Project	65	903	124	85	4	20	58	461	65	97	9	80	1,971
2035 GP + Project Conditions	50	1072	126	76	7	16	21	556	43	102	18	53	2,140

Intersection Number: 7
 Traffic Node Number: 1008
 Intersection Name: Butterfield Boulevard and San Pedro Avenue
 Peak Hour: PM
 Count Date: 3/14/19

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	121	931	77	40	58	60	40	308	17	48	72	88	1,860
Project Trips	0	33	0	0	0	0	0	44	2	2	0	0	81
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	33	0	0	0	0	0	44	2	2	0	0	81
Existing + Project Conditions	121	964	77	40	58	60	40	352	19	50	72	88	1,941
Model 2015	134	794	131	51	14	25	28	246	40	79	37	159	1,738
Model 2035 GP No Project	148	941	131	59	14	25	35	523	76	120	36	182	2,290
2035 GP No Project Conditions	135	1078	77	48	58	60	47	585	53	89	72	111	2,413
Model 2035 GP + Project	149	943	131	60	14	25	35	517	74	124	37	185	2,294
2035 GP + Project Conditions	136	1080	77	49	58	60	47	579	51	93	72	114	2,416

Intersection Number: 8
 Traffic Node Number: 123
 Intersection Name: Butterfield Boulevard and Dunne Avenue
 Peak Hour: PM
 Count Date: 5/8/18

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	254	1024	372	278	439	118	139	279	30	32	498	147	3,610
Project Trips	0	27	0	0	0	0	0	37	7	5	0	0	76
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	27	0	0	0	0	0	37	7	5	0	0	76
Existing + Project Conditions	254	1051	372	278	439	118	139	316	37	37	498	147	3,686
Model 2015	213	765	351	331	447	183	140	260	41	129	400	289	3,549
Model 2035 GP No Project	303	869	349	375	494	197	178	454	112	163	458	258	4,210
2035 GP No Project Conditions	344	1128	372	322	486	132	177	473	101	66	556	147	4,304
Model 2035 GP + Project	297	870	340	383	495	198	179	451	111	163	461	258	4,206
2035 GP + Project Conditions	338	1129	372	330	487	133	178	470	100	66	559	147	4,309

Intersection Number: 9
 Traffic Node Number: 119
 Intersection Name: Butterfield Boulevard and Main Avenue
 Peak Hour: PM
 Count Date: 5/8/18

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	183	1088	111	36	179	61	89	309	190	239	266	87	2,838
Project Trips	0	10	0	0	0	5	8	11	14	9	0	0	57
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	10	0	0	0	5	8	11	14	9	0	0	57
Existing + Project Conditions	183	1098	111	36	179	66	97	320	204	248	266	87	2,895
Model 2015	239	935	239	70	80	111	121	447	204	304	125	183	3,058
Model 2035 GP No Project	280	1038	142	46	177	199	194	526	274	303	187	178	3,544
2035 GP No Project Conditions	224	1191	111	36	276	149	162	388	260	239	328	87	3,451
Model 2035 GP + Project	285	1039	145	47	164	185	192	530	278	308	185	179	3,537
2035 GP + Project Conditions	229	1192	111	36	263	135	160	392	264	243	326	87	3,438

Intersection Number: 10
 Traffic Node Number: 6674
 Intersection Name: Monterey Road and Tennant Avenue/Edmunson Avenue
 Peak Hour: PM
 Count Date: 3/14/19

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	131	968	213	105	151	296	63	441	92	70	184	185	2,899
Project Trips	0	0	6	8	7	1	0	0	0	0	5	0	27
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	6	8	7	1	0	0	0	0	5	0	27
Existing + Project Conditions	131	968	219	113	158	297	63	441	92	70	189	185	2,926
Model 2015	185	907	164	220	157	71	5	329	62	73	192	163	2,528
Model 2035 GP No Project	160	1079	134	214	262	77	5	458	86	99	208	203	2,985
2035 GP No Project Conditions	131	1140	213	105	256	302	63	570	116	96	200	225	3,417
Model 2035 GP + Project	159	1075	136	216	260	77	5	460	86	99	210	204	2,987
2035 GP + Project Conditions	131	1136	213	105	254	302	63	572	116	96	202	226	3,416

Intersection Number: 11
 Traffic Node Number: 1065
 Intersection Name: Vineyard Avenue and Tennant Avenue
 Peak Hour: PM
 Count Date: 2/6/20

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	23	31	80	21	504	217	303	18	19	21	504	25	1,766
Project Trips	0	0	0	0	16	1	0	0	0	0	11	0	28
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	16	1	0	0	0	0	11	0	28
Existing + Project Conditions	23	31	80	21	520	218	303	18	19	21	515	25	1,794
Model 2015	18	48	63	31	306	194	246	15	70	28	399	9	1,427
Model 2035 GP No Project	20	78	74	41	448	208	254	50	41	13	424	8	1,659
2035 GP No Project Conditions	25	61	91	31	646	231	311	53	19	21	529	25	2,043
Model 2035 GP + Project	20	78	76	41	446	206	258	50	41	13	429	8	1,666
2035 GP + Project Conditions	25	61	93	31	644	229	315	53	19	21	534	25	2,050

Intersection Number: 12
 Traffic Node Number: 33113
 Intersection Name: San Ramon Drive and Barrett Avenue
 Peak Hour: PM
 Count Date: 2/6/20

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	8	2	10	0	33	1	0	3	8	20	37	17	139
Project Trips	0	0	1	2	47	0	0	0	0	0	34	0	84
Retail Passby Trips	0	0	0	0	2	0	0	0	0	0	3	0	5
Total Project Trips	0	0	1	2	49	0	0	0	0	0	37	0	89
Existing + Project Conditions	8	2	11	2	82	1	0	3	8	20	74	17	228
Model 2015	18	1	0	0	23	0	0	0	10	27	35	32	146
Model 2035 GP No Project	15	0	0	0	81	1	1	0	16	45	83	28	270
2035 GP No Project Conditions	8	2	10	0	91	2	1	3	14	38	85	17	271
Model 2035 GP + Project	14	0	0	0	70	1	1	0	17	46	99	29	277
2035 GP + Project Conditions	8	2	10	0	80	2	1	3	15	39	101	17	278

Intersection Number: 13
 Traffic Node Number: 1646
 Intersection Name: Walnut Grove Drive and Dunne Avenue
 Peak Hour: PM
 Count Date: 3/28/19

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	106	28	180	25	461	241	125	17	171	168	676	124	2,322
Project Trips	0	0	0	0	0	2	3	0	0	0	0	0	5
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	0	2	3	0	0	0	0	0	5
Existing + Project Conditions	106	28	180	25	461	243	128	17	171	168	676	124	2,327
Model 2015	22	1	265	15	783	160	30	1	152	2	894	15	2,340
Model 2035 GP No Project	24	1	282	23	908	185	56	2	157	3	979	20	2,640
2035 GP No Project Conditions	108	28	197	33	586	266	151	18	176	169	761	129	2,622
Model 2035 GP + Project	25	1	283	23	915	187	59	2	159	4	979	20	2,657
2035 GP + Project Conditions	109	28	198	33	593	268	154	18	178	170	761	129	2,639

Intersection Number: 14
 Traffic Node Number: 1329
 Intersection Name: Condit Road and Tennant Avenue
 Peak Hour: PM
 Count Date: 6/4/19

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	160	0	46	15	218	0	0	0	0	0	446	120	1,005
Project Trips	13	0	0	0	2	0	0	0	0	0	3	18	36
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	13	0	0	0	2	0	0	0	0	0	3	18	36
Existing + Project Conditions	173	0	46	15	220	0	0	0	0	0	449	138	1,041
Model 2015	149	0	28	7	193	0	0	0	0	0	379	96	852
Model 2035 GP No Project	206	0	41	18	726	0	0	0	0	0	804	122	1,917
2035 GP No Project Conditions	217	0	59	26	751	0	0	0	0	0	871	146	2,070
Model 2035 GP + Project	191	0	41	18	742	0	0	0	0	0	798	123	1,913
2035 GP + Project Conditions	202	0	59	26	767	0	0	0	0	0	865	147	2,066

Intersection Number: 15
 Traffic Node Number: 344
 Intersection Name: US 101 NB Ramps and Tennant Avenue
 Peak Hour: PM
 Count Date: 6/4/19

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	50	325	0	102	2	256	440	441	0	1,616
Project Trips	0	0	0	0	16	0	0	0	27	41	22	0	106
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	16	0	0	0	27	41	22	0	106
Existing + Project Conditions	0	0	0	50	341	0	102	2	283	481	463	0	1,722
Model 2015	0	0	0	59	283	0	53	0	169	0	421	0	985
Model 2035 GP No Project	0	0	0	161	771	0	143	0	218	0	783	0	2,076
2035 GP No Project Conditions	0	0	0	152	813	0	192	2	305	440	803	0	2,707
Model 2035 GP + Project	0	0	0	161	772	0	143	0	220	0	777	0	2,073
2035 GP + Project Conditions	0	0	0	152	814	0	192	2	307	440	797	0	2,704

Intersection Number: 16
 Traffic Node Number: 554
 Intersection Name: US 101 SB Ramps and Tennant Avenue
 Peak Hour: PM
 Count Date: 6/4/19

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	334	6	101	0	530	54	0	0	0	428	766	0	2,219
Project Trips	37	0	0	0	43	0	0	0	0	39	62	0	181
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	37	0	0	0	43	0	0	0	0	39	62	0	181
Existing + Project Conditions	371	6	101	0	573	54	0	0	0	467	828	0	2,400
Model 2015	650	0	118	0	380	73	0	0	0	593	892	0	2,706
Model 2035 GP No Project	917	0	153	0	779	210	0	0	0	694	1399	0	4,152
2035 GP No Project Conditions	601	6	136	0	929	191	0	0	0	529	1273	0	3,665
Model 2035 GP + Project	919	0	153	0	781	210	0	0	0	672	1383	0	4,118
2035 GP + Project Conditions	603	6	136	0	931	191	0	0	0	507	1257	0	3,631

Intersection Number: 17
 Traffic Node Number: 125
 Intersection Name: US 101 Northbound Ramps and Dunne Avenue
 Peak Hour: PM
 Count Date: 5/8/18

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	484	0	155	0	296	0	720	0	1,655
Project Trips	0	0	0	0	2	0	0	0	0	0	3	0	5
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	2	0	0	0	0	0	3	0	5
Existing + Project Conditions	0	0	0	0	486	0	155	0	296	0	723	0	1,660
Model 2015	0	0	0	0	566	0	265	0	250	0	1132	0	2,213
Model 2035 GP No Project	0	0	0	0	850	0	364	0	273	0	1063	0	2,550
2035 GP No Project Conditions	0	0	0	0	768	0	254	0	319	0	720	0	2,061
Model 2035 GP + Project	0	0	0	0	821	0	358	0	277	0	1053	0	2,509
2035 GP + Project Conditions	0	0	0	0	739	0	248	0	323	0	720	0	2,030

Intersection Number: 18
 Traffic Node Number: 124
 Intersection Name: US 101 Southbound Ramps and Dunne Avenue
 Peak Hour: PM
 Count Date: 5/8/18

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	294	0	195	0	637	120	0	0	0	329	860	0	2,435
Project Trips	0	0	0	0	2	0	0	0	0	0	3	0	5
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	2	0	0	0	0	0	3	0	5
Existing + Project Conditions	294	0	195	0	639	120	0	0	0	329	863	0	2,440
Model 2015	369	0	550	0	535	282	0	0	0	269	919	0	2,924
Model 2035 GP No Project	455	0	468	0	662	460	0	0	0	344	946	0	3,335
2035 GP No Project Conditions	380	0	195	0	764	298	0	0	0	404	887	0	2,928
Model 2035 GP + Project	455	0	463	0	666	432	0	0	0	348	941	0	3,305
2035 GP + Project Conditions	380	0	195	0	768	270	0	0	0	408	882	0	2,903

Intersection Number: 19
 Traffic Node Number: 33115
 Intersection Name: Juan Hernandez Drive and San Pedro Avenue
 Peak Hour: PM
 Count Date: 2/6/20

Scenario:	Movements												Int. Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	0	0	0	118	0	0	0	0	0	103	0	221
Project Trips	0	0	0	0	2	0	0	0	0	0	3	0	5
Retail Passby Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	0	2	0	0	0	0	0	3	0	5
Existing + Project Conditions	0	0	0	0	120	0	0	0	0	0	106	0	226
Model 2015	0	0	0	0	45	0	0	0	0	0	28	0	73
Model 2035 GP No Project	0	0	0	0	47	55	39	0	16	13	35	0	205
2035 GP No Project Conditions	0	0	0	0	120	55	39	0	16	13	110	0	353
Model 2035 GP + Project	0	0	0	0	47	62	44	0	15	13	35	0	216
2035 GP + Project Conditions	0	0	0	0	120	62	44	0	15	13	110	0	364

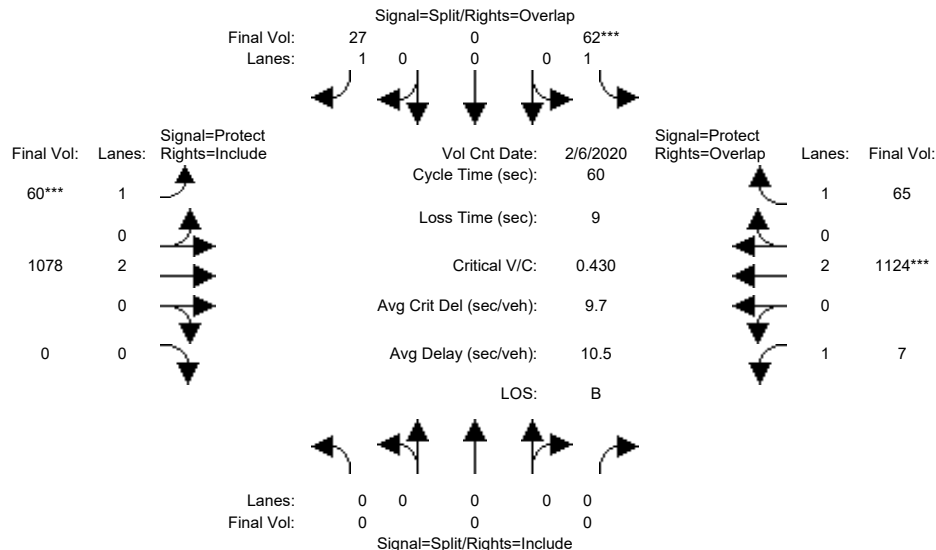
Appendix C

Level of Service Calculations

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #366: Juan Hernandez Drive and Tennant Avenue

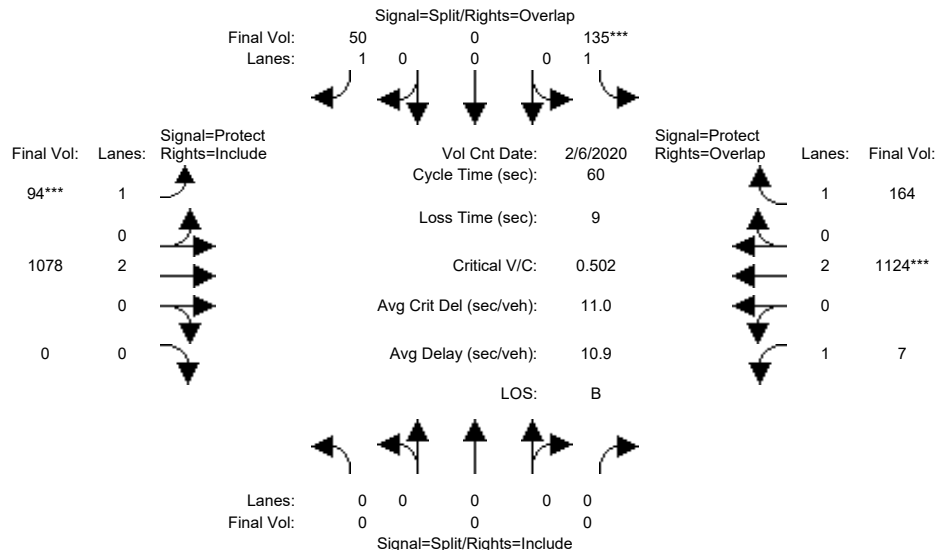


Street Name:	Juan Hernandez Drive						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	0	0	0	62	0	27	60	1078	0	7	1124	65
Growth Adj:	1.00	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	62	0	27	60	1078	0	7	1124	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	62	0	27	60	1078	0	7	1124	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	62	0	27	60	1078	0	7	1124	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	62	0	27	60	1078	0	7	1124	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	62	0	27	60	1078	0	7	1124	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.02	0.03	0.28	0.00	0.00	0.30	0.04
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	10.0	0.0	17.0	7.0	29.1	0.0	11.9	34.0	44.0
Volume/Cap:	0.00	0.00	0.00	0.21	0.00	0.05	0.29	0.59	0.00	0.02	0.52	0.05
Delay/Veh:	0.0	0.0	0.0	22.0	0.0	15.7	25.0	11.6	0.0	19.3	8.2	2.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.0	0.0	15.7	25.0	11.6	0.0	19.3	8.2	2.2
LOS by Move:	A	A	A	C	A	B	C	B	A	B	A	A
HCM2kAvgQ:	0	0	0	1	0	0	1	7	0	0	7	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #366: Juan Hernandez Drive and Tennant Avenue



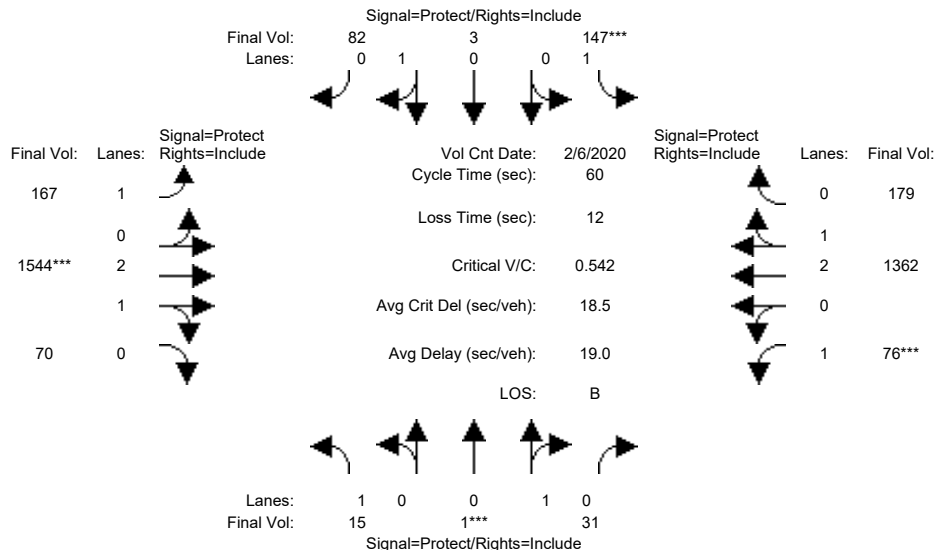
Street Name:	Juan Hernandez Drive						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	0	0	0	62	0	27	60	1078	0	7	1124	65
Growth Adj:	1.00	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	62	0	27	60	1078	0	7	1124	65
Added Vol:	0	0	0	73	0	23	34	0	0	0	0	99
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	135	0	50	94	1078	0	7	1124	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	135	0	50	94	1078	0	7	1124	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	135	0	50	94	1078	0	7	1124	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	135	0	50	94	1078	0	7	1124	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.03	0.05	0.28	0.00	0.00	0.30	0.09
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	10.0	0.0	17.0	7.0	29.1	0.0	11.9	34.0	44.0
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.10	0.46	0.59	0.00	0.02	0.52	0.13
Delay/Veh:	0.0	0.0	0.0	23.7	0.0	16.0	26.4	11.6	0.0	19.3	8.2	2.4
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	23.7	0.0	16.0	26.4	11.6	0.0	19.3	8.2	2.4
LOS by Move:	A	A	A	C	A	B	C	B	A	B	A	A
HCM2kAvgQ:	0	0	0	3	0	1	2	7	0	0	7	1

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #366: Juan Hernandez Drive and Tennant Avenue

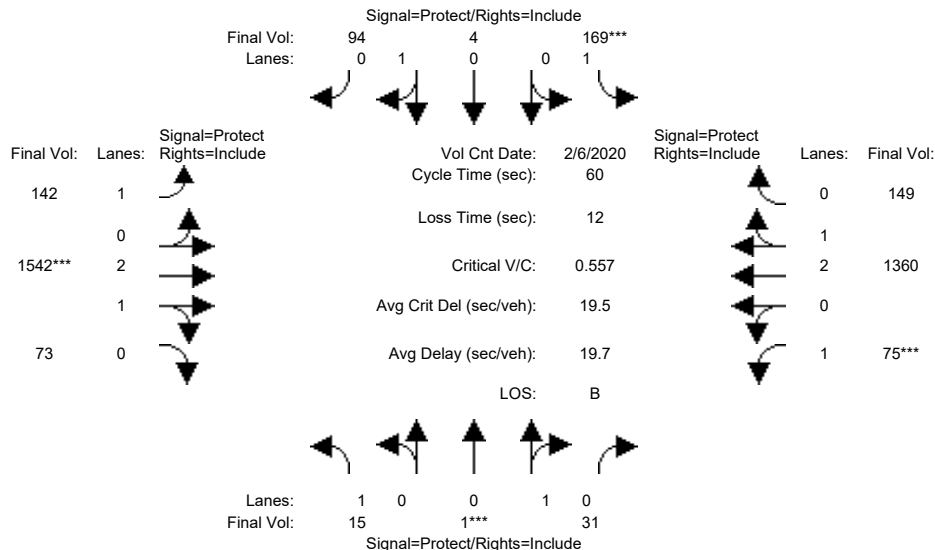


Street Name:	Juan Hernandez Drive						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	15	1	31	147	3	82	167	1544	70	76	1362	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1	31	147	3	82	167	1544	70	76	1362	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1	31	147	3	82	167	1544	70	76	1362	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1	31	147	3	82	167	1544	70	76	1362	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1	31	147	3	82	167	1544	70	76	1362	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1	31	147	3	82	167	1544	70	76	1362	179
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.03	0.97	1.00	0.04	0.96	1.00	2.87	0.13	1.00	2.64	0.36
Final Sat.:	1750	56	1744	1750	64	1736	1750	5357	243	1750	4949	650
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.08	0.05	0.05	0.10	0.29	0.29	0.04	0.28	0.28
Crit Moves:	****			****			****			****		
Green Time:	7.0	10.0	10.0	7.0	10.0	10.0	9.2	24.0	24.0	7.0	21.8	21.8
Volume/Cap:	0.07	0.11	0.11	0.72	0.28	0.28	0.62	0.72	0.72	0.37	0.76	0.76
Delay/Veh:	23.8	21.4	21.4	37.3	22.4	22.4	28.1	16.3	16.3	25.6	18.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	21.4	21.4	37.3	22.4	22.4	28.1	16.3	16.3	25.6	18.5	18.5
LOS by Move:	C	C	C	D	C	C	C	B	B	C	B	B
HCM2kAvgQ:	0	1	1	5	2	2	3	8	8	2	10	10
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project AM

Intersection #366: Juan Hernandez Drive and Tennant Avenue

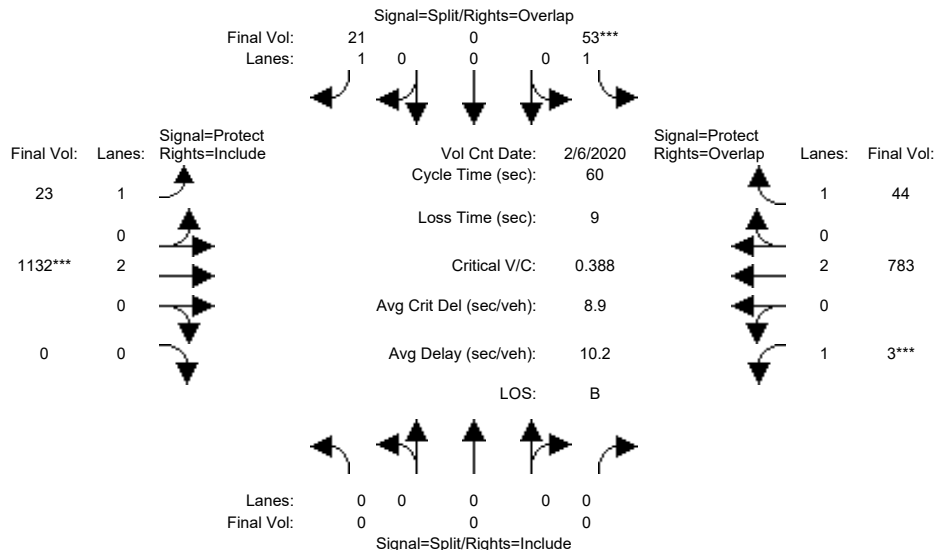


Street Name:	Juan Hernandez Drive						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	15	1	31	169	4	94	142	1542	73	75	1360	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1	31	169	4	94	142	1542	73	75	1360	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	1	31	169	4	94	142	1542	73	75	1360	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1	31	169	4	94	142	1542	73	75	1360	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1	31	169	4	94	142	1542	73	75	1360	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1	31	169	4	94	142	1542	73	75	1360	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.03	0.97	1.00	0.04	0.96	1.00	2.86	0.14	1.00	2.69	0.31
Final Sat.:	1750	56	1744	1750	73	1727	1750	5347	253	1750	5046	553
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.10	0.05	0.05	0.08	0.29	0.29	0.04	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	7.3	10.0	10.0	7.8	10.5	10.5	9.1	23.2	23.2	7.0	21.1	21.1
Volume/Cap:	0.07	0.11	0.11	0.75	0.31	0.31	0.53	0.75	0.75	0.37	0.77	0.77
Delay/Veh:	23.5	21.4	21.4	37.8	22.2	22.2	25.6	17.3	17.3	25.6	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.5	21.4	21.4	37.8	22.2	22.2	25.6	17.3	17.3	25.6	19.1	19.1
LOS by Move:	C	C	C	D	C	C	C	B	B	C	B	B
HCM2kAvgQ:	0	1	1	5	2	2	2	8	8	2	10	10
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #366: Juan Hernandez Drive and Tennant Avenue

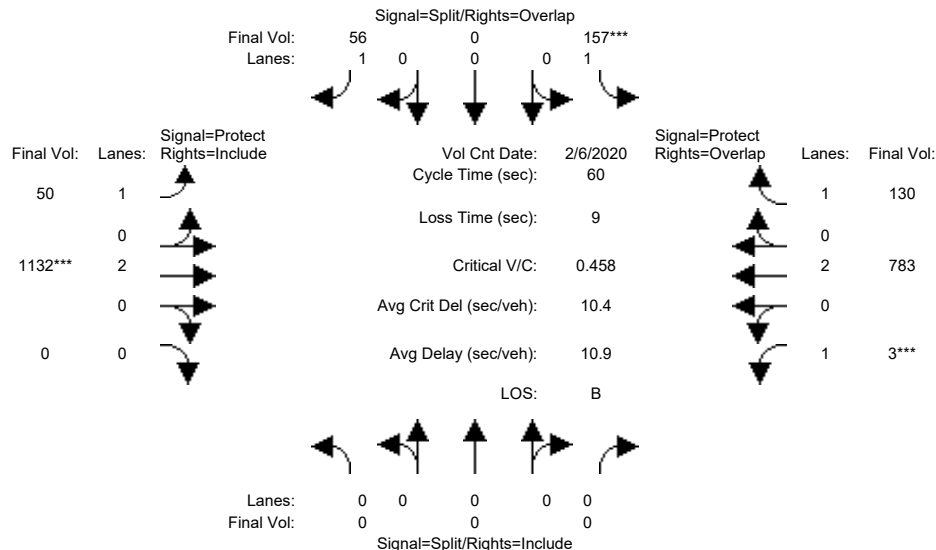


Street Name:	Juan Hernandez Drive						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	0	0	0	53	0	21	23	1132	0	3	783	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	53	0	21	23	1132	0	3	783	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	53	0	21	23	1132	0	3	783	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	53	0	21	23	1132	0	3	783	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	53	0	21	23	1132	0	3	783	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	53	0	21	23	1132	0	3	783	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.01	0.01	0.30	0.00	0.00	0.21	0.03
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	10.0	0.0	24.8	14.8	34.0	0.0	7.0	26.2	36.2
Volume/Cap:	0.00	0.00	0.00	0.18	0.00	0.03	0.05	0.53	0.00	0.01	0.47	0.04
Delay/Veh:	0.0	0.0	0.0	21.8	0.0	10.5	17.3	8.3	0.0	23.5	12.2	4.9
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	21.8	0.0	10.5	17.3	8.3	0.0	23.5	12.2	4.9
LOS by Move:	A	A	A	C	A	B	B	A	A	C	B	A
HCM2kAvgQ:	0	0	0	1	0	0	0	6	0	0	6	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #366: Juan Hernandez Drive and Tennant Avenue

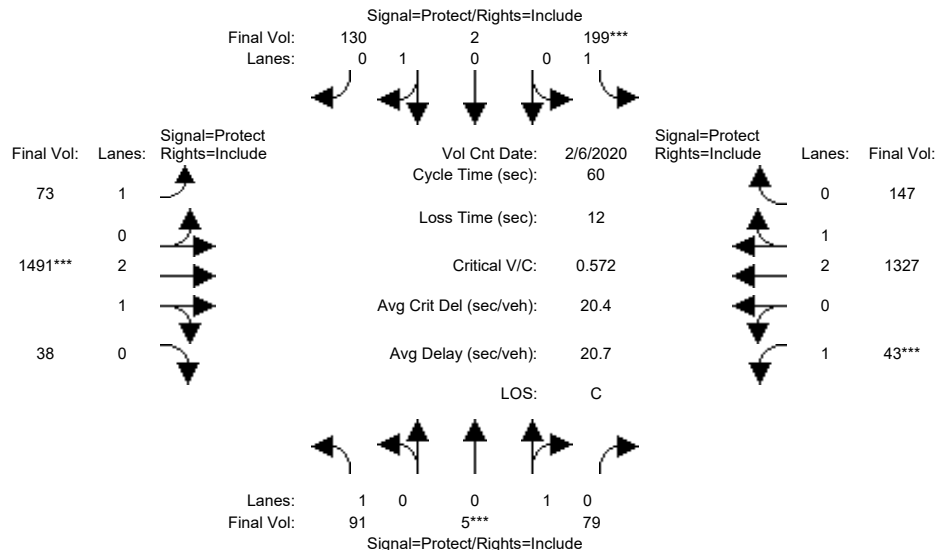


Street Name:	Juan Hernandez Drive						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	0	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	0	0	0	53	0	21	23	1132	0	3	783	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	53	0	21	23	1132	0	3	783	44
Added Vol:	0	0	0	101	0	34	25	0	0	0	0	80
PasserByVol:	0	0	0	3	0	1	2	0	0	0	0	6
Initial Fut:	0	0	0	157	0	56	50	1132	0	3	783	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	157	0	56	50	1132	0	3	783	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	157	0	56	50	1132	0	3	783	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	157	0	56	50	1132	0	3	783	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	3800	0	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.03	0.03	0.30	0.00	0.00	0.21	0.07
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	10.2	0.0	24.9	14.8	33.8	0.0	7.0	26.1	36.2
Volume/Cap:	0.00	0.00	0.00	0.53	0.00	0.08	0.12	0.53	0.00	0.01	0.47	0.12
Delay/Veh:	0.0	0.0	0.0	24.5	0.0	10.6	17.7	8.4	0.0	23.5	12.3	5.1
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	24.5	0.0	10.6	17.7	8.4	0.0	23.5	12.3	5.1
LOS by Move:	A	A	A	C	A	B	B	A	A	C	B	A
HCM2kAvgQ:	0	0	0	4	0	1	1	6	0	0	6	1
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #366: Juan Hernandez Drive and Tennant Avenue



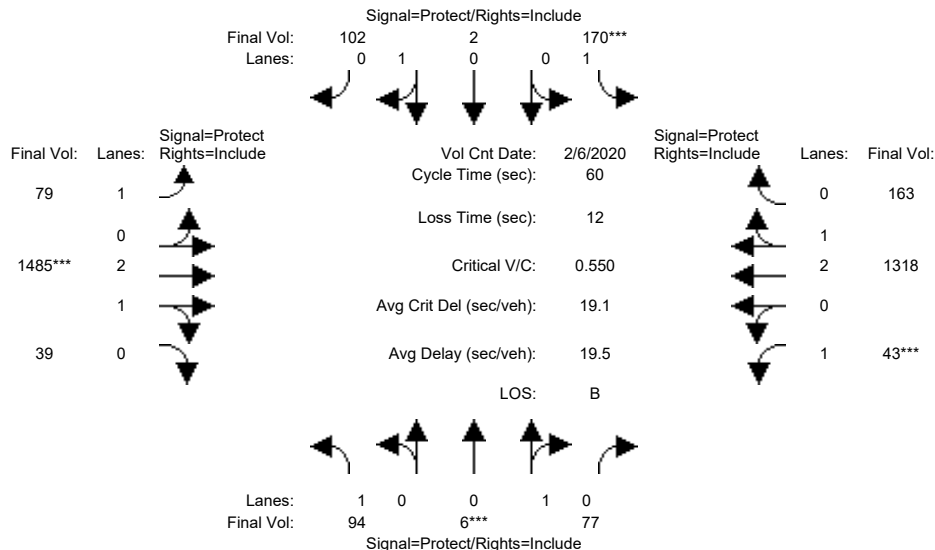
Street Name:	Juan Hernandez Drive						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	91	5	79	199	2	130	73	1491	38	43	1327	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	5	79	199	2	130	73	1491	38	43	1327	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	5	79	199	2	130	73	1491	38	43	1327	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	5	79	199	2	130	73	1491	38	43	1327	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	5	79	199	2	130	73	1491	38	43	1327	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	91	5	79	199	2	130	73	1491	38	43	1327	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.06	0.94	1.00	0.02	0.98	1.00	2.92	0.08	1.00	2.69	0.31
Final Sat.:	1750	107	1693	1750	27	1773	1750	5461	139	1750	5041	558
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.11	0.07	0.07	0.04	0.27	0.27	0.02	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	7.9	10.0	10.0	9.1	11.2	11.2	8.9	21.9	21.9	7.0	20.0	20.0
Volume/Cap:	0.40	0.28	0.28	0.75	0.39	0.39	0.28	0.75	0.75	0.21	0.79	0.79
Delay/Veh:	25.0	22.4	22.4	35.5	22.1	22.1	23.3	18.2	18.2	24.5	20.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	22.4	22.4	35.5	22.1	22.1	23.3	18.2	18.2	24.5	20.4	20.4
LOS by Move:	C	C	C	D	C	C	C	B	B	C	C	C
HCM2kAvgQ:	2	2	2	6	3	3	1	8	8	1	11	11

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project PM

Intersection #366: Juan Hernandez Drive and Tennant Avenue

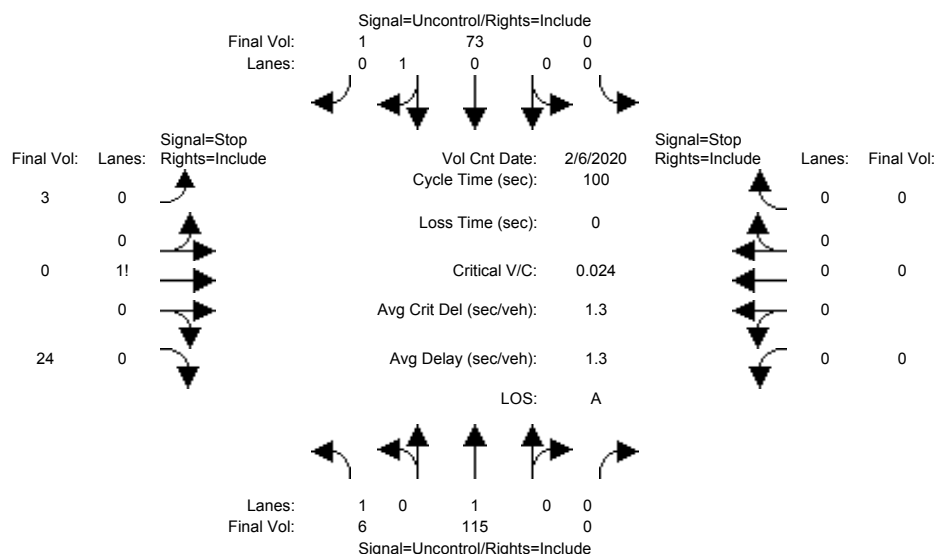


Street Name:	Juan Hernandez Drive						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	94	6	77	170	2	102	79	1485	39	43	1318	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	6	77	170	2	102	79	1485	39	43	1318	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	6	77	170	2	102	79	1485	39	43	1318	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	6	77	170	2	102	79	1485	39	43	1318	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	6	77	170	2	102	79	1485	39	43	1318	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	6	77	170	2	102	79	1485	39	43	1318	163
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	1.00	0.07	0.93	1.00	0.02	0.98	1.00	2.92	0.08	1.00	2.66	0.34
Final Sat.:	1750	130	1670	1750	35	1765	1750	5457	143	1750	4983	616
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.10	0.06	0.06	0.05	0.27	0.27	0.02	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	7.5	10.0	10.0	8.2	10.7	10.7	9.1	22.8	22.8	7.0	20.7	20.7
Volume/Cap:	0.43	0.28	0.28	0.71	0.32	0.32	0.30	0.71	0.71	0.21	0.77	0.77
Delay/Veh:	25.7	22.3	22.3	34.7	22.1	22.1	23.2	17.0	17.0	24.5	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.7	22.3	22.3	34.7	22.1	22.1	23.2	17.0	17.0	24.5	19.4	19.4
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	2	2	2	5	2	2	1	8	8	1	10	10
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #33112: Juan Hernandez Drive and St. James Drive



Street Name: Juan Hernandez Drive St. James Drive

Approach: North Bound South Bound East Bound West Bound

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

Volume Module: >> Count Date: 6 Feb 2020 <<

Base Vol:	6	115	0	0	73	1	3	0	24	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	115	0	0	73	1	3	0	24	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	115	0	0	73	1	3	0	24	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	115	0	0	73	1	3	0	24	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	115	0	0	73	1	3	0	24	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	74	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	201	201	74	xxxxxx	xxxxxx	xxxxxx
Potent Cap.:	1538	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	793	699	994	xxxxxx	xxxxxx	xxxxxx
Move Cap.:	1538	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	790	696	994	xxxxxx	xxxxxx	xxxxxx
Volume/Cap:	0.00	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.00	0.00	0.02	xxxxxx	xxxxxx	xxxxxx

Level Of Service Module:

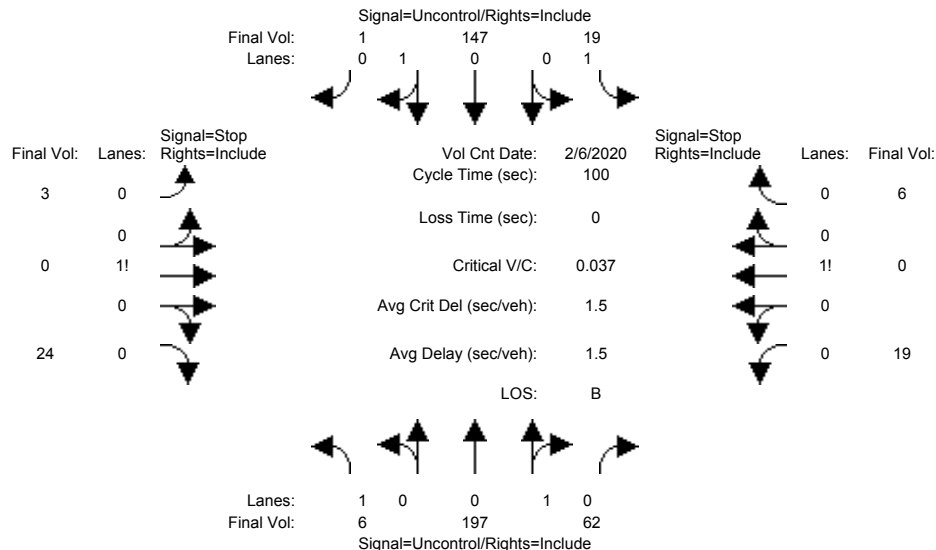
2Way95thQ:	0.0	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Control Del:	7.3	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	966	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	8.8	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	8.8	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	A	*	*	*	*	*

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #33112: Juan Hernandez Drive and St. James Drive

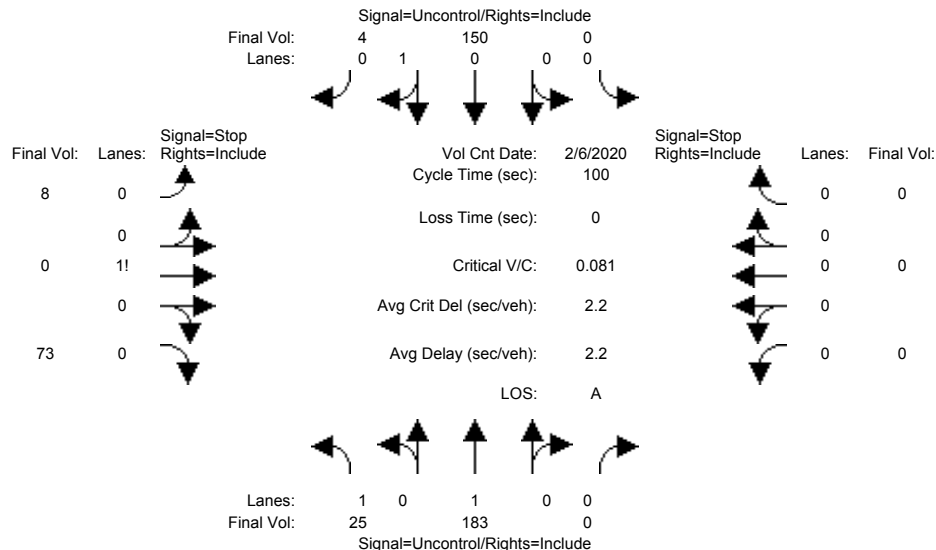


Street Name:	Juan Hernandez Drive						St. James Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	6	115	0	0	73	1	3	0	24	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	115	0	0	73	1	3	0	24	0	0	0
Added Vol:	0	82	62	19	74	0	0	0	0	19	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	197	62	19	147	1	3	0	24	19	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	197	62	19	147	1	3	0	24	19	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	197	62	19	147	1	3	0	24	19	0	6
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	148	xxxx	xxxxx	259	xxxx	xxxxx	429	457	148	438	426	228
Potent Cap.:	1446	xxxx	xxxxx	1317	xxxx	xxxxx	540	503	905	533	524	816
Move Cap.:	1446	xxxx	xxxxx	1317	xxxx	xxxxx	529	494	905	511	514	816
Volume/Cap:	0.00	xxxx	xxxxx	0.01	xxxx	xxxxx	0.01	0.00	0.03	0.04	0.00	0.01
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	7.8	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	838	xxxxx	xxxx	562	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	11.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx				9.4			11.7	
ApproachLOS:	*			*				A			B	
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan No Project AM

Intersection #33112: Juan Hernandez Drive and St. James Drive



Street Name: Juan Hernandez Drive St. James Drive

Approach: North Bound South Bound East Bound West Bound

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

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Volume Module: >> Count Date: 6 Feb 2020 <<

Base Vol:	25	183	0	0	150	4	8	0	73	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	183	0	0	150	4	8	0	73	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	183	0	0	150	4	8	0	73	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	183	0	0	150	4	8	0	73	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	183	0	0	150	4	8	0	73	0	0	0

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Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

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Capacity Module:

Cnflct Vol:	154	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	385	385	152	xxxx	xxxx	xxxxxx
Potent Cap.:	1439	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	622	552	900	xxxx	xxxx	xxxxxx
Move Cap.:	1439	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	614	542	900	xxxx	xxxx	xxxxxx
Volume/Cap:	0.02	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.01	0.00	0.08	xxxx	xxxx	xxxxxx

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Level Of Service Module:

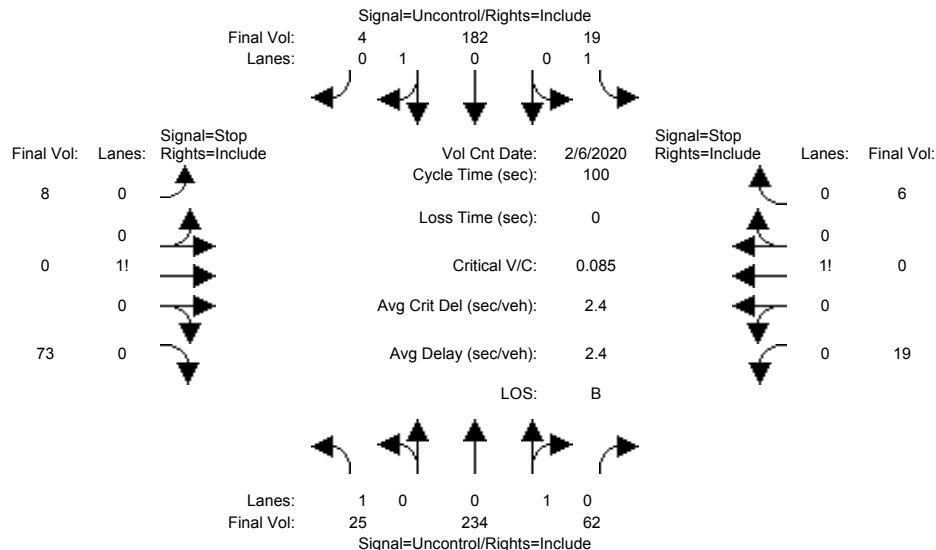
2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	860	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.6	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx			9.6		xxxxxx		
ApproachLOS:	*				*			A		*		

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan + Project AM

Intersection #33112: Juan Hernandez Drive and St. James Drive



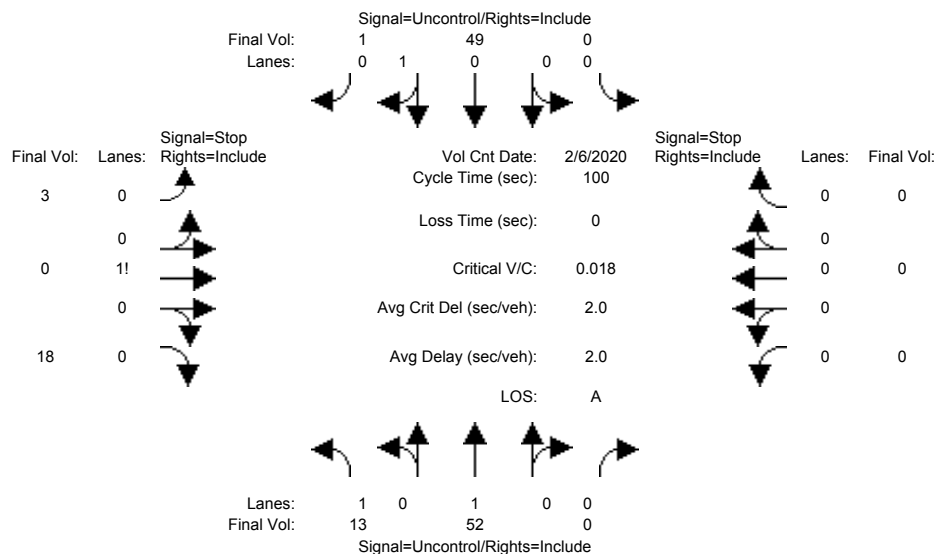
Street Name:	Juan Hernandez Drive						St. James Drive								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module: >> Count Date: 6 Feb 2020 <<															
Base Vol:	25	234	62	19	182	4	8	0	73	19	0	6			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	234	62	19	182	4	8	0	73	19	0	6			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	234	62	19	182	4	8	0	73	19	0	6			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	234	62	19	182	4	8	0	73	19	0	6			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	234	62	19	182	4	8	0	73	19	0	6			
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	186	xxxx	xxxxx	296	xxxx	xxxxx	540	568	184	574	539	265			
Potent Cap.:	1401	xxxx	xxxxx	1277	xxxx	xxxxx	456	435	864	433	452	779			
Move Cap.:	1401	xxxx	xxxxx	1277	xxxx	xxxxx	441	421	864	387	437	779			
Volume/Cap:	0.02	xxxx	xxxx	0.01	xxxx	xxxx	0.02	0.00	0.08	0.05	0.00	0.01			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	0.1	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
Control Del:	7.6	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	789	xxxxx	xxxx	440	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.2	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.1	xxxxx	xxxxx	13.7	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*			
ApproachDel:	xxxxxx				xxxxxx				10.1				13.7		
ApproachLOS:	*				*				B				B		
Note: Queue reported is the number of cars per lane.															

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #33112: Juan Hernandez Drive and St. James Drive



Street Name: Juan Hernandez Drive St. James Drive

Approach: North Bound South Bound East Bound West Bound

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

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Volume Module: >> Count Date: 6 Feb 2020 <<

Base Vol:	13	52	0	0	49	1	3	0	18	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	52	0	0	49	1	3	0	18	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	52	0	0	49	1	3	0	18	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	52	0	0	49	1	3	0	18	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	52	0	0	49	1	3	0	18	0	0	0

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Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

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Capacity Module:

Cnflct Vol:	50	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	128	128	50	xxxx	xxxx	xxxxxx
Potent Cap.:	1570	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	872	767	1025	xxxx	xxxx	xxxxxx
Move Cap.:	1570	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	866	760	1025	xxxx	xxxx	xxxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.00	0.00	0.02	xxxx	xxxx	xxxx

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Level Of Service Module:

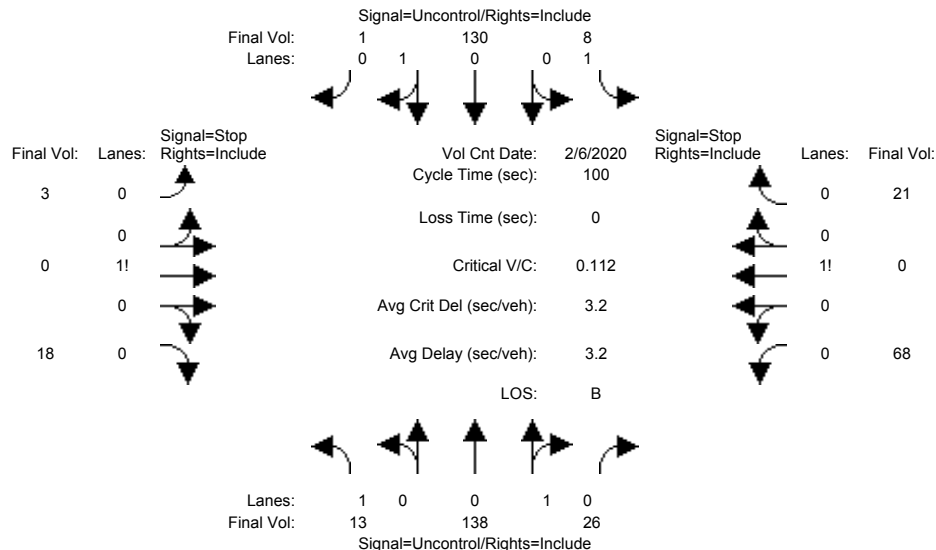
2Way95thQ:	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	999	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	8.7	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx				8.7		xxxxxx		
ApproachLOS:	*			*				A		*		

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #33112: Juan Hernandez Drive and St. James Drive



Street Name: Juan Hernandez Drive St. James Drive

Approach: North Bound South Bound East Bound West Bound

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

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Volume Module: >> Count Date: 6 Feb 2020 <<

Base Vol:	13	52	0	0	49	1	3	0	18	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	52	0	0	49	1	3	0	18	0	0	0
Added Vol:	0	78	26	8	77	0	0	0	0	68	0	21
PasserByVol:	0	8	0	0	4	0	0	0	0	0	0	0
Initial Fut:	13	138	26	8	130	1	3	0	18	68	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	138	26	8	130	1	3	0	18	68	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	138	26	8	130	1	3	0	18	68	0	21

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Critical Gap Module:

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

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Capacity Module:

Cnflct Vol:	131	xxxx	xxxxxx	164	xxxx	xxxxxx	334	337	131	333	324	151
Potent Cap.:	1467	xxxx	xxxxxx	1427	xxxx	xxxxxx	623	588	924	625	597	901
Move Cap.:	1467	xxxx	xxxxxx	1427	xxxx	xxxxxx	602	579	924	606	588	901
Volume/Cap:	0.01	xxxx	xxxxxx	0.01	xxxx	xxxxxx	0.00	0.00	0.02	0.11	0.00	0.02

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Level Of Service Module:

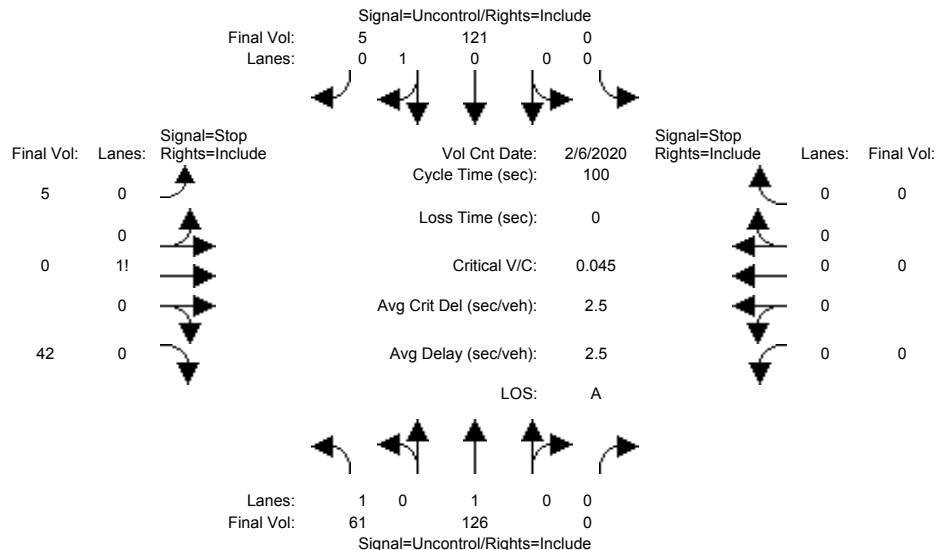
2Way95thQ:	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.5	xxxx	xxxxxx	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	859	xxxxxx	xxxx	657	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	0.5	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.3	xxxxxx	xxxxxx	11.3	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx				9.3			11.3	
ApproachLOS:	*			*				A			B	

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan No Project PM

Intersection #33112: Juan Hernandez Drive and St. James Drive



Street Name: Juan Hernandez Drive St. James Drive

Approach: North Bound South Bound East Bound West Bound

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

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Volume Module: >> Count Date: 6 Feb 2020 <<

Base Vol:	61	126	0	0	121	5	5	0	42	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	126	0	0	121	5	5	0	42	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	126	0	0	121	5	5	0	42	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	126	0	0	121	5	5	0	42	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	61	126	0	0	121	5	5	0	42	0	0	0

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Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	6.5	6.2	xxxxxx	xxxx	xxxxxx
FollowUpTim:	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx

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Capacity Module:

Cnflct Vol:	126	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	372	372	124	xxxx	xxxx	xxxxxx
Potent Cap.:	1473	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	633	562	933	xxxx	xxxx	xxxxxx
Move Cap.:	1473	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	613	538	933	xxxx	xxxx	xxxxxx
Volume/Cap:	0.04	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.01	0.00	0.05	xxxx	xxxx	xxxxxx

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Level Of Service Module:

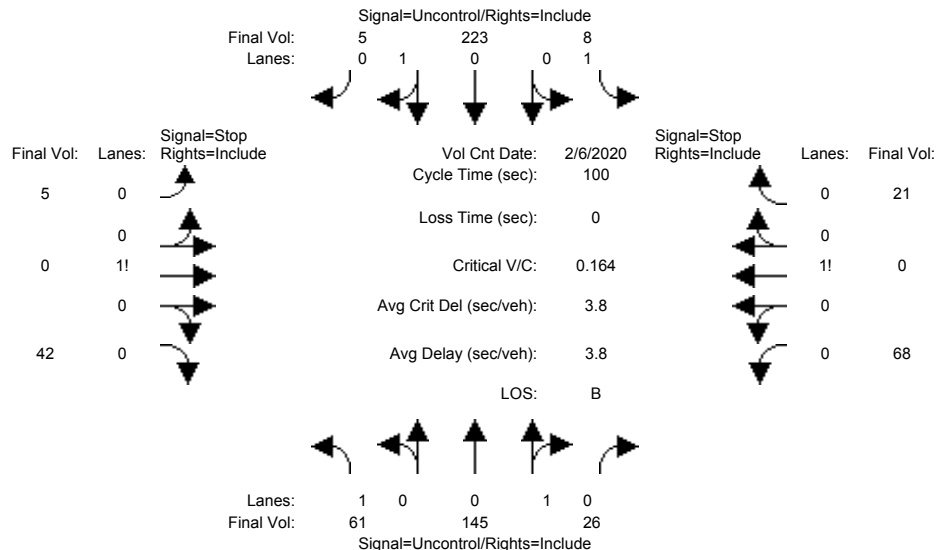
2Way95thQ:	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.5	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	884	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.2	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	9.3	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx			9.3		xxxxxx		
ApproachLOS:	*				*			A		*		

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan + Project PM

Intersection #33112: Juan Hernandez Drive and St. James Drive



Street Name: Juan Hernandez Drive St. James Drive

Approach: North Bound South Bound East Bound West Bound

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

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

Volume Module: >> Count Date: 6 Feb 2020 <<

Base Vol:	61	145	26	8	223	5	5	0	42	68	0	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	145	26	8	223	5	5	0	42	68	0	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	145	26	8	223	5	5	0	42	68	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	145	26	8	223	5	5	0	42	68	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	61	145	26	8	223	5	5	0	42	68	0	21

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

Critical Gap Module:

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

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

Capacity Module:

Cnflct Vol:	228	xxxx	xxxxxx	171	xxxx	xxxxxx	532	535	226	543	524	158
Potent Cap.:	1352	xxxx	xxxxxx	1418	xxxx	xxxxxx	461	455	819	454	461	893
Move Cap.:	1352	xxxx	xxxxxx	1418	xxxx	xxxxxx	433	432	819	414	438	893
Volume/Cap:	0.05	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.05	0.16	0.00	0.02

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

Level Of Service Module:

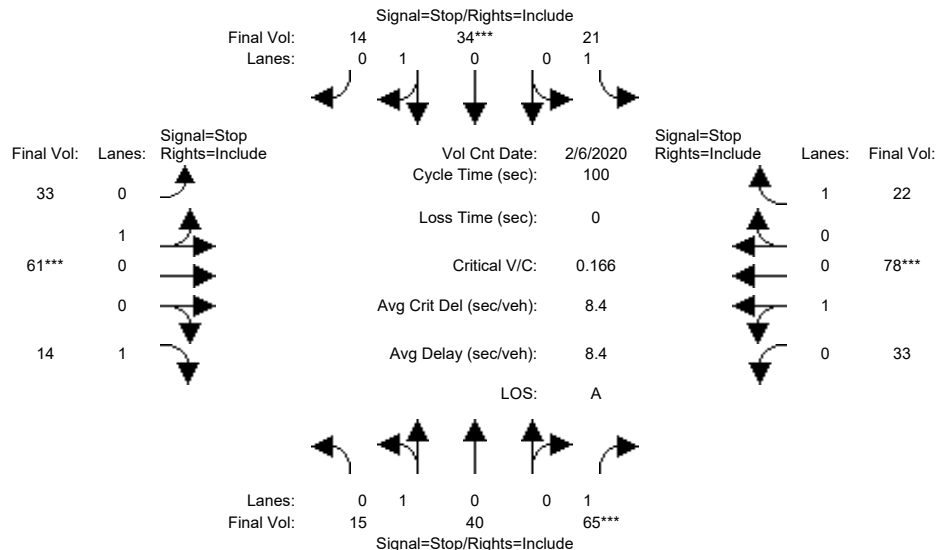
2Way95thQ:	0.1	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.8	xxxx	xxxxxx	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	748	xxxxxx	xxxx	474	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.2	xxxxxx	xxxxxx	0.7	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.1	xxxxxx	xxxxxx	14.3	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.1	xxxxxx	xxxxxx	14.3	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	B	*	*	B	*	*

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #11622: Juan Hernandez Drive and Barrett Avenue

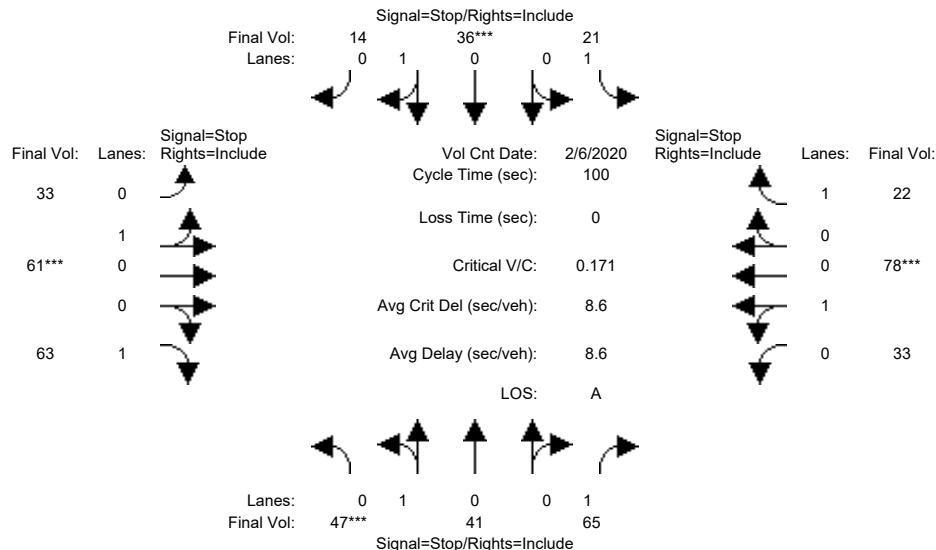


Street Name:	Juan Hernandez Drive						Barrett Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0		
-----	-----			-----			-----			-----					
Volume Module: >> Count Date: 6 Feb 2020 <<															
Base Vol:	15	40	65	21	34	14	33	61	14	33	78	22			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	15	40	65	21	34	14	33	61	14	33	78	22			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	15	40	65	21	34	14	33	61	14	33	78	22			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	15	40	65	21	34	14	33	61	14	33	78	22			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	15	40	65	21	34	14	33	61	14	33	78	22			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	15	40	65	21	34	14	33	61	14	33	78	22			
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.27	0.73	1.00	1.00	0.71	0.29	0.35	0.65	1.00	0.30	0.70	1.00			
Final Sat.:	178	475	769	605	487	200	233	431	790	199	471	796			
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.08	0.08	0.08	0.03	0.07	0.07	0.14	0.14	0.02	0.17	0.17	0.03			
Crit Moves:	****			****			****			****					
Delay/Veh:	8.5	8.5	7.6	8.6	8.1	8.1	8.8	8.8	7.2	8.9	8.9	7.2			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	8.5	8.5	7.6	8.6	8.1	8.1	8.8	8.8	7.2	8.9	8.9	7.2			
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A			
ApproachDel:	8.0			8.2			8.6			8.6					
Delay Adj:	1.00			1.00			1.00			1.00					
ApprAdjDel:	8.0			8.2			8.6			8.6					
LOS by Appr:	A			A			A			A					
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.1	0.1	0.2	0.2	0.0	0.2	0.2	0.0			
Note: Queue reported is the number of cars per lane.															

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #11622: Juan Hernandez Drive and Barrett Avenue

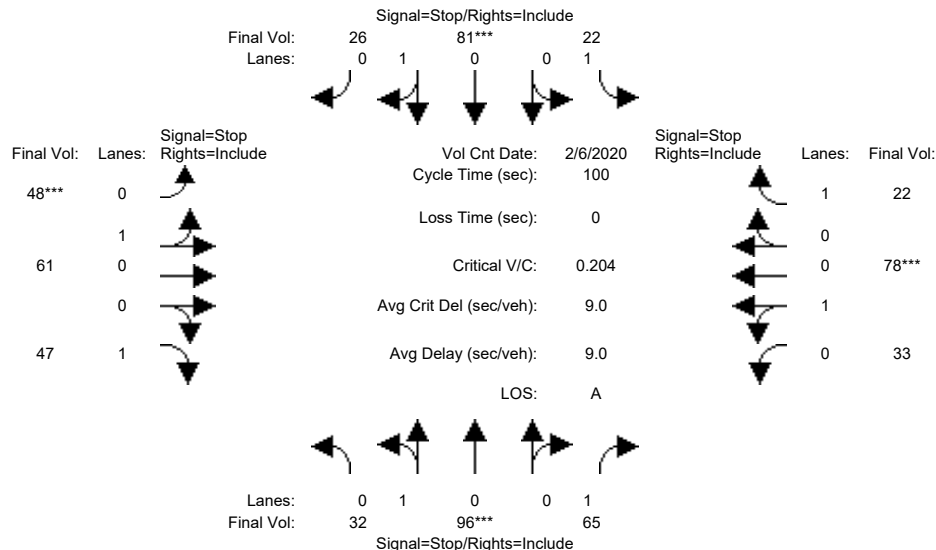


Street Name:	Juan Hernandez Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	15	40	65	21	34	14	33	61	14	33	78	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	40	65	21	34	14	33	61	14	33	78	22
Added Vol:	32	1	0	0	2	0	0	0	49	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	41	65	21	36	14	33	61	63	33	78	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	41	65	21	36	14	33	61	63	33	78	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	41	65	21	36	14	33	61	63	33	78	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	41	65	21	36	14	33	61	63	33	78	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.53	0.47	1.00	1.00	0.72	0.28	0.35	0.65	1.00	0.30	0.70	1.00
Final Sat.:	333	290	747	585	476	185	227	420	767	193	455	762
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.09	0.04	0.08	0.08	0.15	0.15	0.08	0.17	0.17	0.03
Crit Moves:	****				****		****			****		
Delay/Veh:	9.1	9.1	7.7	8.8	8.3	8.3	8.9	8.9	7.6	9.1	9.1	7.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	7.7	8.8	8.3	8.3	8.9	8.9	7.6	9.1	9.1	7.3
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.5			8.4			8.4			8.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.5			8.4			8.4			8.8		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.1	0.0	0.1	0.1	0.2	0.2	0.1	0.2	0.2	0.0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 General Plan No Project AM

Intersection #11622: Juan Hernandez Drive and Barrett Avenue



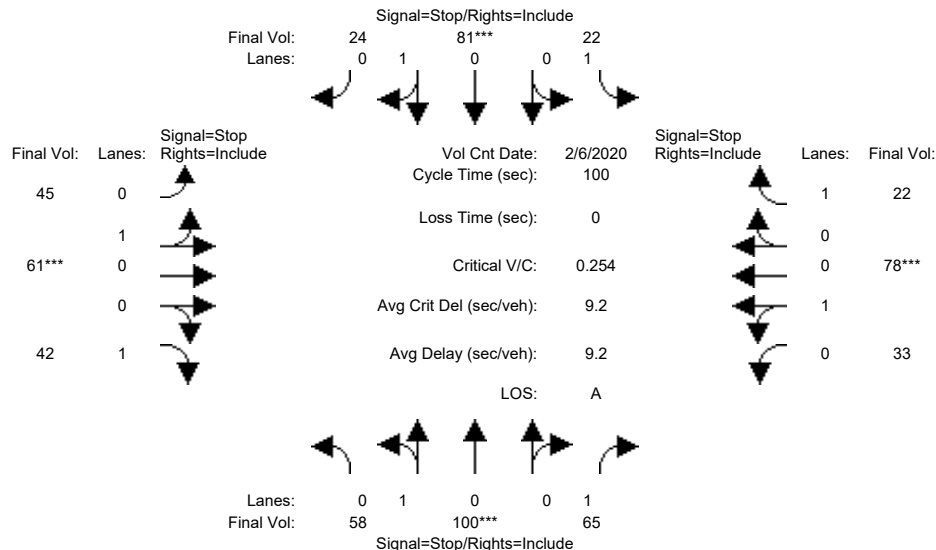
Street Name:	Juan Hernandez Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	32	96	65	22	81	26	48	61	47	33	78	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	96	65	22	81	26	48	61	47	33	78	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	96	65	22	81	26	48	61	47	33	78	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	96	65	22	81	26	48	61	47	33	78	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	96	65	22	81	26	48	61	47	33	78	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	96	65	22	81	26	48	61	47	33	78	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.75	1.00	1.00	0.76	0.24	0.44	0.56	1.00	0.30	0.70	1.00
Final Sat.:	157	470	729	577	491	158	267	339	715	181	428	710
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.09	0.04	0.16	0.16	0.18	0.18	0.07	0.18	0.18	0.03
Crit Moves:	****				****		****				****	
Delay/Veh:	9.6	9.6	7.8	8.9	9.0	9.0	9.6	9.6	7.8	9.5	9.5	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	9.6	7.8	8.9	9.0	9.0	9.6	9.6	7.8	9.5	9.5	7.6
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	9.0			9.0			9.0			9.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.0			9.0			9.0			9.2		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.1	0.0	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.0

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 General Plan + Project AM

Intersection #11622: Juan Hernandez Drive and Barrett Avenue



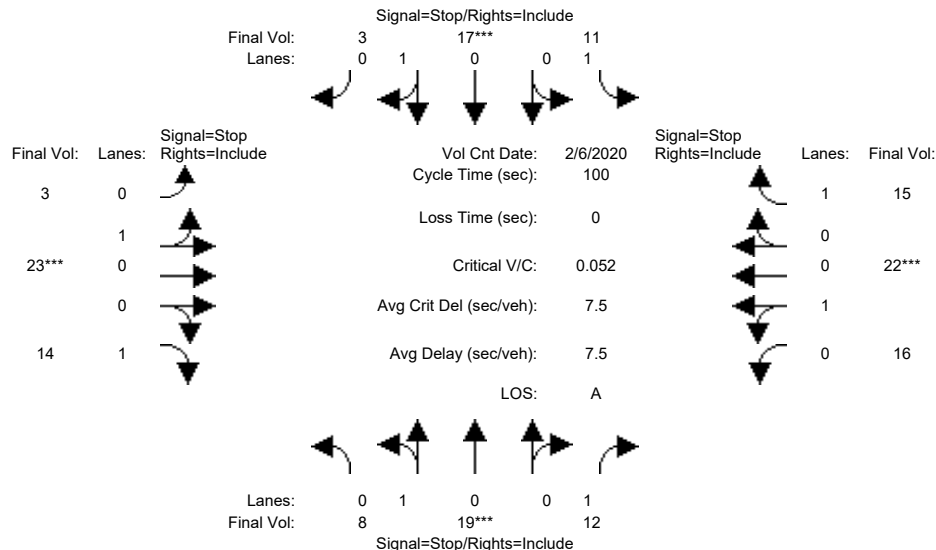
Street Name:	Juan Hernandez Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	58	100	65	22	81	24	45	61	42	33	78	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	100	65	22	81	24	45	61	42	33	78	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	100	65	22	81	24	45	61	42	33	78	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	100	65	22	81	24	45	61	42	33	78	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	100	65	22	81	24	45	61	42	33	78	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	58	100	65	22	81	24	45	61	42	33	78	22
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.63	1.00	1.00	0.77	0.23	0.42	0.58	1.00	0.30	0.70	1.00
Final Sat.:	229	394	733	575	497	147	253	343	700	179	422	697
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.09	0.04	0.16	0.16	0.18	0.18	0.06	0.18	0.18	0.03
Crit Moves:	****				****		****			****		
Delay/Veh:	10.1	10.1	7.8	8.9	9.0	9.0	9.6	9.6	7.8	9.6	9.6	7.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.1	10.1	7.8	8.9	9.0	9.0	9.6	9.6	7.8	9.6	9.6	7.7
LOS by Move:	B	B	A	A	A	A	A	A	A	A	A	A
ApproachDel:	9.4			9.0			9.1			9.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.4			9.0			9.1			9.3		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.3	0.3	0.1	0.0	0.2	0.2	0.2	0.2	0.1	0.2	0.2	0.0

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #11622: Juan Hernandez Drive and Barrett Avenue



Street Name:	Juan Hernandez Drive						Barrett Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

Min. Green:	0		0		0	0		0		0	0		0		0

Volume Module: >> Count Date: 6 Feb 2020 <<															
Base Vol:	8	19	12	11	17	3	3	23	14	16	22	15			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	8	19	12	11	17	3	3	23	14	16	22	15			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	8	19	12	11	17	3	3	23	14	16	22	15			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	8	19	12	11	17	3	3	23	14	16	22	15			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	8	19	12	11	17	3	3	23	14	16	22	15			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	8	19	12	11	17	3	3	23	14	16	22	15			

Saturation Flow Module:															
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	0.30	0.70	1.00	1.00	0.85	0.15	0.12	0.88	1.00	0.42	0.58	1.00			
Final Sat.:	215	510	873	675	647	114	86	660	883	305	419	887			

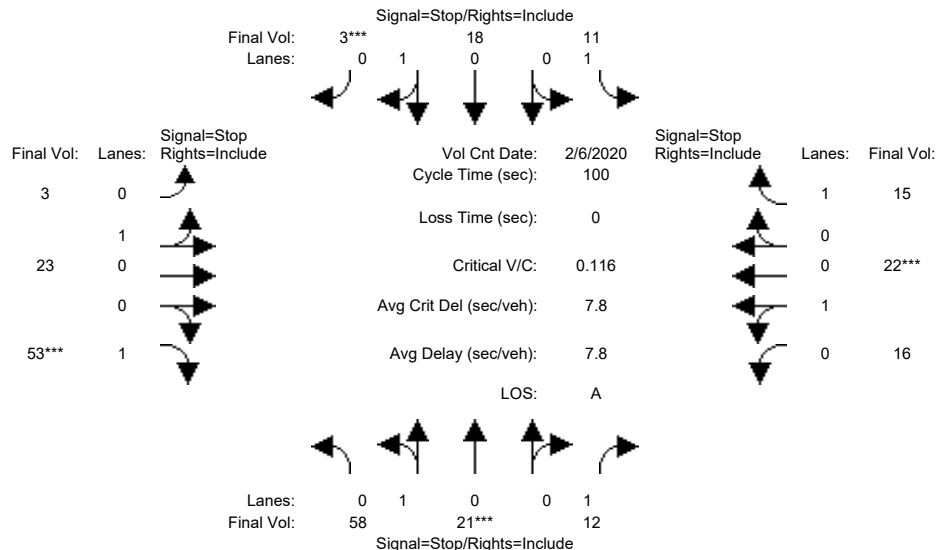
Capacity Analysis Module:															
Vol/Sat:	0.04	0.04	0.01	0.02	0.03	0.03	0.03	0.03	0.02	0.05	0.05	0.02			
Crit Moves:	****			****			****			****					
Delay/Veh:	7.8	7.8	6.8	8.0	7.5	7.5	7.6	7.6	6.8	7.9	7.9	6.8			
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	7.8	7.8	6.8	8.0	7.5	7.5	7.6	7.6	6.8	7.9	7.9	6.8			
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A			
ApproachDel:	7.5			7.7			7.3			7.6					
Delay Adj:	1.00			1.00			1.00			1.00					
ApprAdjDel:	7.5			7.7			7.3			7.6					
LOS by Appr:	A			A			A			A					
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0			
Note: Queue reported is the number of cars per lane.															

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #11622: Juan Hernandez Drive and Barrett Avenue

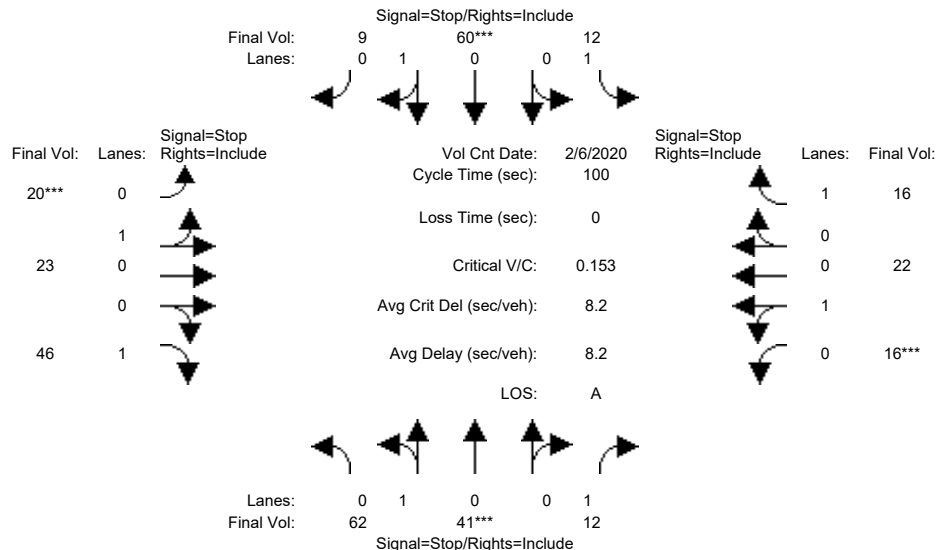


Street Name:	Juan Hernandez Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	8	19	12	11	17	3	3	23	14	16	22	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	19	12	11	17	3	3	23	14	16	22	15
Added Vol:	48	2	0	0	1	0	0	0	36	0	0	0
PasserByVol:	2	0	0	0	0	0	0	0	3	0	0	0
Initial Fut:	58	21	12	11	18	3	3	23	53	16	22	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	21	12	11	18	3	3	23	53	16	22	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	21	12	11	18	3	3	23	53	16	22	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	21	12	11	18	3	3	23	53	16	22	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.73	0.27	1.00	1.00	0.86	0.14	0.12	0.88	1.00	0.42	0.58	1.00
Final Sat.:	498	180	849	654	629	105	83	634	845	292	401	839
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.01	0.02	0.03	0.03	0.04	0.04	0.06	0.05	0.05	0.02
Crit Moves:	****			****			****			****		
Delay/Veh:	8.6	8.6	6.9	8.2	7.6	7.6	7.8	7.8	7.1	8.1	8.1	6.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	8.6	6.9	8.2	7.6	7.6	7.8	7.8	7.1	8.1	8.1	6.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.3			7.8			7.3			7.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.3			7.8			7.3			7.7		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 General Plan No Project PM

Intersection #11622: Juan Hernandez Drive and Barrett Avenue



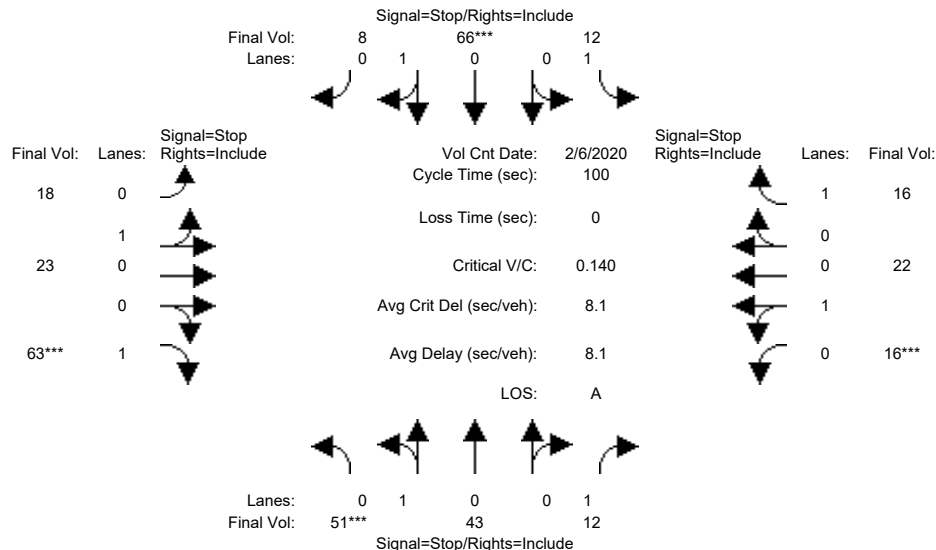
Street Name:	Juan Hernandez Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	62	41	12	12	60	9	20	23	46	16	22	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	41	12	12	60	9	20	23	46	16	22	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	41	12	12	60	9	20	23	46	16	22	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	41	12	12	60	9	20	23	46	16	22	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	41	12	12	60	9	20	23	46	16	22	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	41	12	12	60	9	20	23	46	16	22	16
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.60	0.40	1.00	1.00	0.87	0.13	0.47	0.53	1.00	0.42	0.58	1.00
Final Sat.:	406	268	830	645	628	94	308	354	798	278	382	790
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.01	0.02	0.10	0.10	0.06	0.06	0.06	0.06	0.06	0.02
Crit Moves:	****				****		****			****		
Delay/Veh:	8.8	8.8	7.0	8.2	8.1	8.1	8.3	8.3	7.3	8.3	8.3	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	8.8	7.0	8.2	8.1	8.1	8.3	8.3	7.3	8.3	8.3	7.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.6			8.1			7.8			8.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.6			8.1			7.8			8.0		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 General Plan + Project PM

Intersection #11622: Juan Hernandez Drive and Barrett Avenue



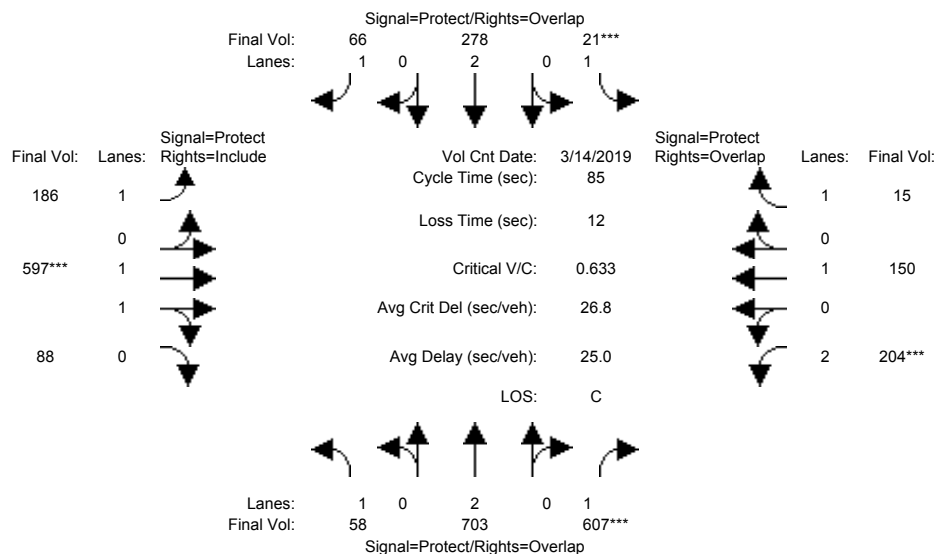
Street Name:	Juan Hernandez Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	51	43	12	12	66	8	18	23	63	16	22	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	43	12	12	66	8	18	23	63	16	22	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	43	12	12	66	8	18	23	63	16	22	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	43	12	12	66	8	18	23	63	16	22	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	43	12	12	66	8	18	23	63	16	22	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	43	12	12	66	8	18	23	63	16	22	16
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.54	0.46	1.00	1.00	0.89	0.11	0.44	0.56	1.00	0.42	0.58	1.00
Final Sat.:	365	308	820	641	638	77	292	373	800	278	382	791
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.01	0.02	0.10	0.10	0.06	0.06	0.08	0.06	0.06	0.02
Crit Moves:	****				****				****	****		
Delay/Veh:	8.7	8.7	7.0	8.3	8.1	8.1	8.3	8.3	7.4	8.3	8.3	7.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	7.0	8.3	8.1	8.1	8.3	8.3	7.4	8.3	8.3	7.2
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.5			8.2			7.7			8.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.5			8.2			7.7			8.0		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.2	0.2	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #422: Monterey Road and Butterfield Boulevard/Watsonville Road



Street Name:	Monterey Rd						Butterfield Blvd/Watsonville Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 14 Mar 2019 <<												
Base Vol:	58	703	607	21	278	66	186	597	88	204	150	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	703	607	21	278	66	186	597	88	204	150	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	703	607	21	278	66	186	597	88	204	150	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	703	607	21	278	66	186	597	88	204	150	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	703	607	21	278	66	186	597	88	204	150	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	58	703	607	21	278	66	186	597	88	204	150	15

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.74	0.26	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3224	475	3150	1900	1750

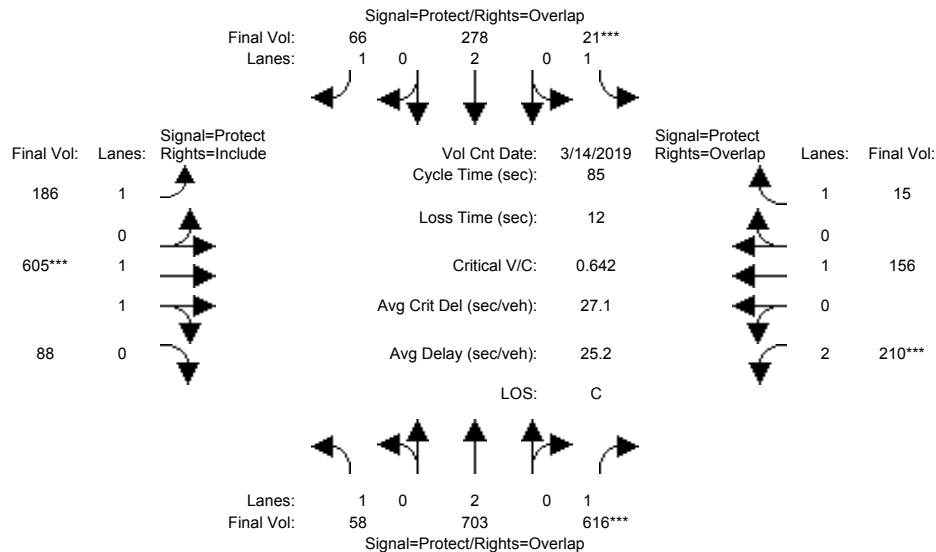
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.35	0.01	0.07	0.04	0.11	0.19	0.19	0.06	0.08	0.01
Crit Moves:	****			****			****			****		
Green Time:	16.9	33.9	42.2	7.0	24.1	39.3	15.2	23.8	23.8	8.3	16.8	23.8
Volume/Cap:	0.17	0.46	0.70	0.15	0.26	0.08	0.59	0.66	0.66	0.66	0.40	0.03
Delay/Veh:	28.5	19.0	19.0	36.7	23.7	12.8	35.1	28.7	28.7	42.3	30.4	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	19.0	19.0	36.7	23.7	12.8	35.1	28.7	28.7	42.3	30.4	22.2
LOS by Move:	C	B	B	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	1	7	14	1	3	1	6	9	9	4	4	0

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #422: Monterey Road and Butterfield Boulevard/Watsonville Road



Street Name:	Monterey Rd						Butterfield Blvd/Watsonville Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 14 Mar 2019 <<												
Base Vol:	58	703	607	21	278	66	186	597	88	204	150	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	703	607	21	278	66	186	597	88	204	150	15
Added Vol:	0	0	9	0	0	0	0	8	0	6	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	703	616	21	278	66	186	605	88	210	156	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	703	616	21	278	66	186	605	88	210	156	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	703	616	21	278	66	186	605	88	210	156	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	58	703	616	21	278	66	186	605	88	210	156	15

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.74	0.26	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3230	470	3150	1900	1750

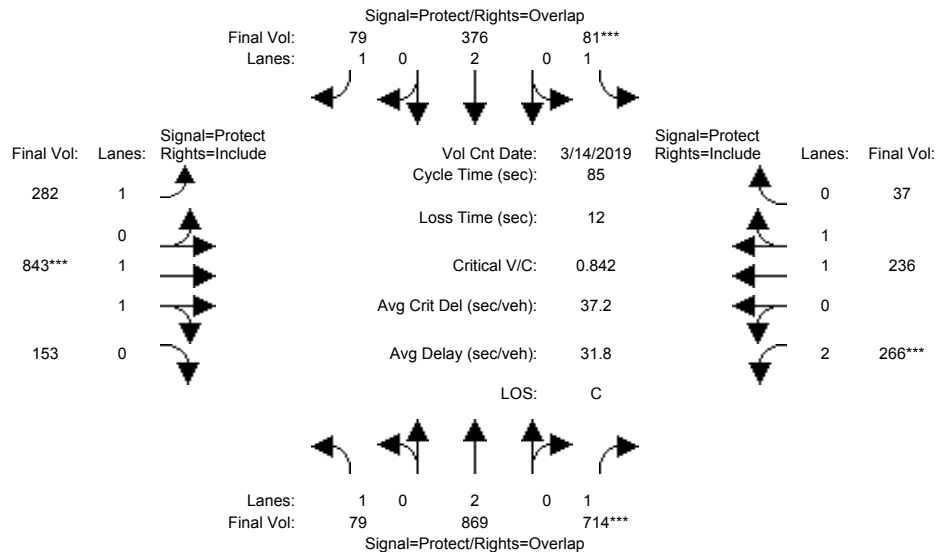
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.35	0.01	0.07	0.04	0.11	0.19	0.19	0.07	0.08	0.01
Crit Moves:	****			****			****			****		
Green Time:	16.9	34.0	42.4	7.0	24.1	39.3	15.2	23.6	23.6	8.4	16.8	23.8
Volume/Cap:	0.17	0.46	0.71	0.15	0.26	0.08	0.59	0.67	0.67	0.67	0.41	0.03
Delay/Veh:	28.5	19.0	19.1	36.7	23.7	12.8	35.2	29.1	29.1	42.7	30.5	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.5	19.0	19.1	36.7	23.7	12.8	35.2	29.1	29.1	42.7	30.5	22.2
LOS by Move:	C	B	B	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	1	7	14	1	3	1	6	9	9	5	4	0

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #422: Monterey Road and Butterfield Boulevard/Watsonville Road



Street Name:	Monterey Rd						Butterfield Blvd/Watsonville Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 14 Mar 2019 <<												
Base Vol:	79	869	714	81	376	79	282	843	153	266	236	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	869	714	81	376	79	282	843	153	266	236	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	869	714	81	376	79	282	843	153	266	236	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	869	714	81	376	79	282	843	153	266	236	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	869	714	81	376	79	282	843	153	266	236	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	79	869	714	81	376	79	282	843	153	266	236	37

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.68	0.32	2.00	1.72	0.28
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3131	568	3150	3198	501

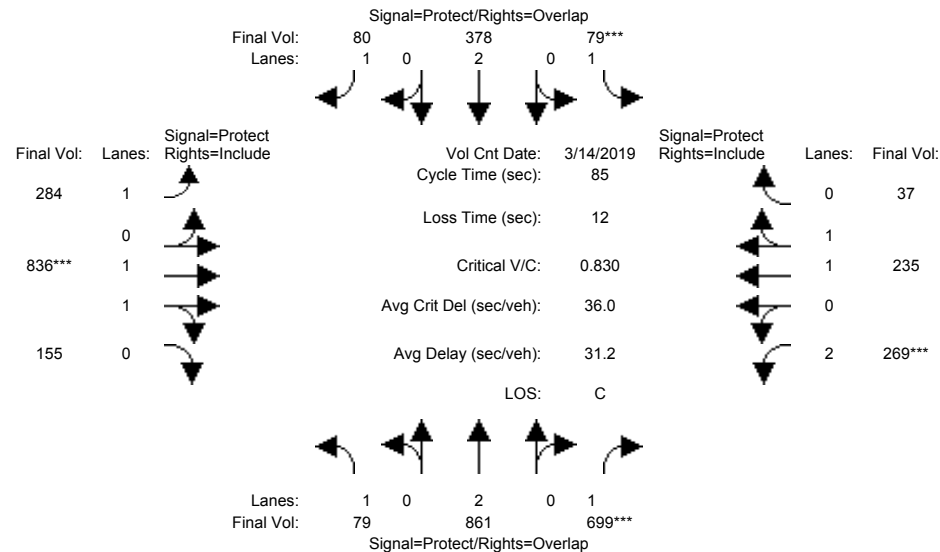
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.41	0.05	0.10	0.05	0.16	0.27	0.27	0.08	0.07	0.07
Crit Moves:	****			****			****			****		
Green Time:	15.9	31.5	39.8	7.0	22.7	42.6	19.9	26.2	26.2	8.2	14.5	14.5
Volume/Cap:	0.24	0.62	0.87	0.56	0.37	0.09	0.69	0.87	0.87	0.87	0.43	0.43
Delay/Veh:	29.8	22.6	30.5	42.5	25.6	11.1	34.6	35.4	35.4	60.8	32.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.8	22.6	30.5	42.5	25.6	11.1	34.6	35.4	35.4	60.8	32.0	32.0
LOS by Move:	C	C	C	D	C	B	C	D	D	E	C	C
HCM2kAvgQ:	2	10	21	2	4	1	9	16	16	7	4	4

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project AM

Intersection #422: Monterey Road and Butterfield Boulevard/Watsonville Road



Street Name:	Monterey Rd						Butterfield Blvd/Watsonville Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 14 Mar 2019 <<												
Base Vol:	79	861	699	79	378	80	284	836	155	269	235	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	861	699	79	378	80	284	836	155	269	235	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	861	699	79	378	80	284	836	155	269	235	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	861	699	79	378	80	284	836	155	269	235	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	861	699	79	378	80	284	836	155	269	235	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	79	861	699	79	378	80	284	836	155	269	235	37

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.68	0.32	2.00	1.72	0.28
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3121	579	3150	3196	503

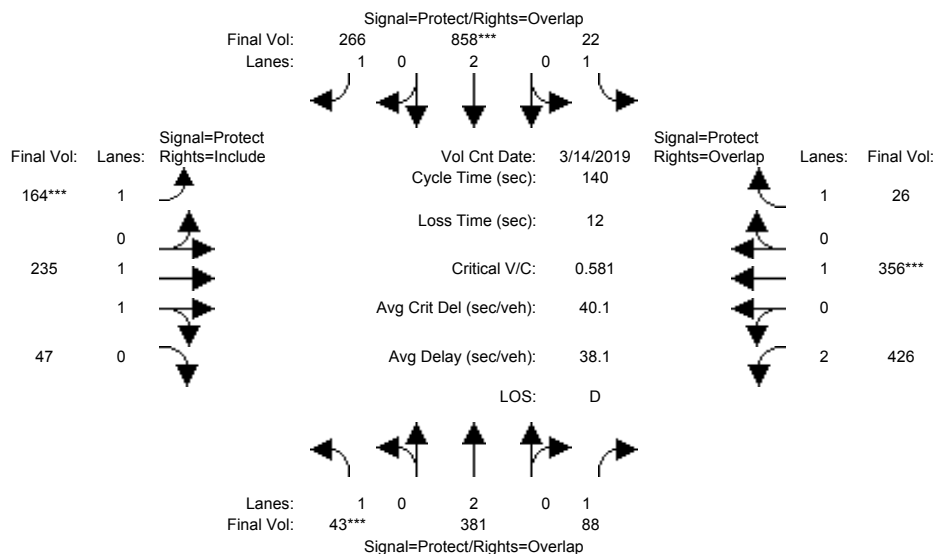
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.40	0.05	0.10	0.05	0.16	0.27	0.27	0.09	0.07	0.07
Crit Moves:	****			****			****			****		
Green Time:	15.7	31.1	39.5	7.0	22.4	42.6	20.3	26.5	26.5	8.4	14.7	14.7
Volume/Cap:	0.24	0.62	0.86	0.55	0.38	0.09	0.68	0.86	0.86	0.86	0.43	0.43
Delay/Veh:	30.0	23.0	29.4	41.9	25.8	11.1	34.0	34.2	34.2	58.3	31.9	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	23.0	29.4	41.9	25.8	11.1	34.0	34.2	34.2	58.3	31.9	31.9
LOS by Move:	C	C	C	D	C	B	C	C	C	E	C	C
HCM2kAvgQ:	2	10	21	2	4	1	9	16	16	7	4	4

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #422: Monterey Road and Butterfield Boulevard/Watsonville Road



Street Name:	Monterey Rd						Butterfield Blvd/Watsonville Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 14 Mar 2019 <<												
Base Vol:	43	381	88	22	858	266	164	235	47	426	356	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	381	88	22	858	266	164	235	47	426	356	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	381	88	22	858	266	164	235	47	426	356	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	381	88	22	858	266	164	235	47	426	356	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	381	88	22	858	266	164	235	47	426	356	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	381	88	22	858	266	164	235	47	426	356	26

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.66	0.34	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3083	617	3150	1900	1750

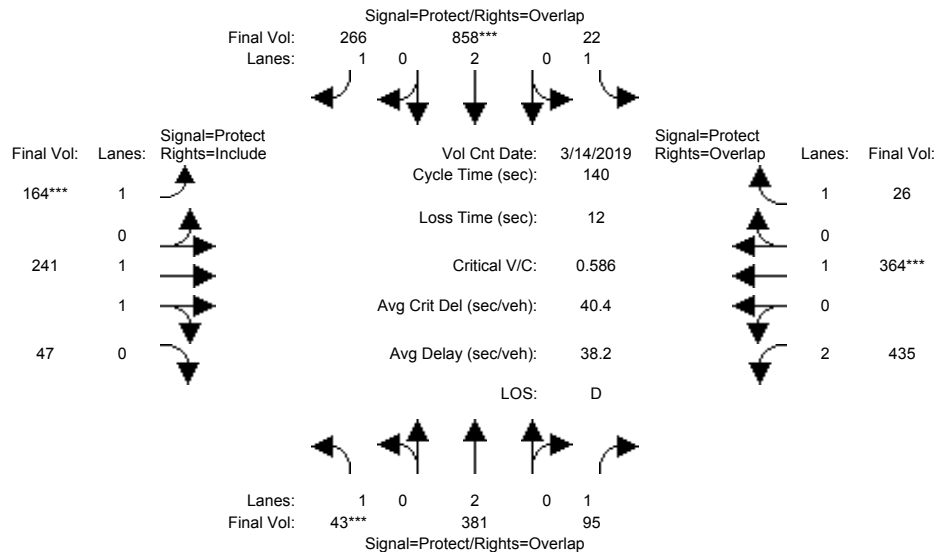
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.05	0.01	0.23	0.15	0.09	0.08	0.08	0.14	0.19	0.01
Crit Moves:	****				****		****				****	
Green Time:	7.0	40.6	83.5	20.3	53.9	76.3	22.4	24.2	24.2	42.9	44.7	65.0
Volume/Cap:	0.49	0.35	0.08	0.09	0.59	0.28	0.59	0.44	0.44	0.44	0.59	0.03
Delay/Veh:	69.1	39.4	12.0	52.0	34.8	17.3	57.7	52.3	52.3	39.3	41.4	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.1	39.4	12.0	52.0	34.8	17.3	57.7	52.3	52.3	39.3	41.4	20.4
LOS by Move:	E	D	B	D	C	B	E	D	D	D	D	C
HCM2kAvgQ:	3	6	2	1	14	6	8	6	6	9	13	1

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #422: Monterey Road and Butterfield Boulevard/Watsonville Road



Street Name:	Monterey Rd						Butterfield Blvd/Watsonville Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 14 Mar 2019 <<												
Base Vol:	43	381	88	22	858	266	164	235	47	426	356	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	381	88	22	858	266	164	235	47	426	356	26
Added Vol:	0	0	7	0	0	0	0	6	0	9	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	381	95	22	858	266	164	241	47	435	364	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	381	95	22	858	266	164	241	47	435	364	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	381	95	22	858	266	164	241	47	435	364	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	381	95	22	858	266	164	241	47	435	364	26

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.66	0.34	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3096	604	3150	1900	1750

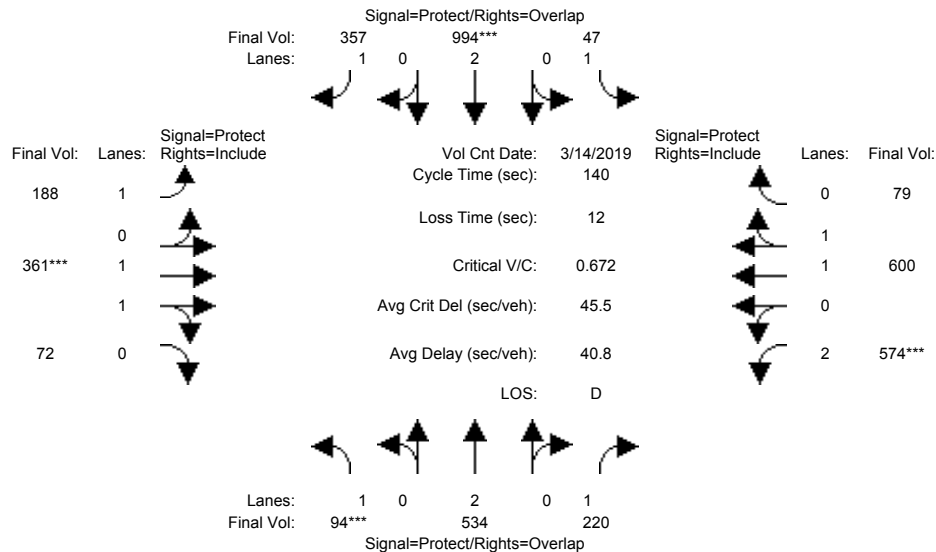
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.05	0.01	0.23	0.15	0.09	0.08	0.08	0.14	0.19	0.01
Crit Moves:	***			***			***			***		
Green Time:	7.0	40.3	83.5	20.1	53.5	75.6	22.2	24.3	24.3	43.2	45.4	65.5
Volume/Cap:	0.49	0.35	0.09	0.09	0.59	0.28	0.59	0.45	0.45	0.45	0.59	0.03
Delay/Veh:	69.1	39.6	12.1	52.1	35.2	17.6	58.1	52.3	52.3	39.2	41.1	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.1	39.6	12.1	52.1	35.2	17.6	58.1	52.3	52.3	39.2	41.1	20.2
LOS by Move:	E	D	B	D	D	B	E	D	D	D	D	C
HCM2kAvgQ:	3	6	2	1	14	6	8	6	6	9	13	1

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #422: Monterey Road and Butterfield Boulevard/Watsonville Road



Street Name:	Monterey Rd						Butterfield Blvd/Watsonville Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 14 Mar 2019 <<												
Base Vol:	94	534	220	47	994	357	188	361	72	574	600	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	534	220	47	994	357	188	361	72	574	600	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	534	220	47	994	357	188	361	72	574	600	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	534	220	47	994	357	188	361	72	574	600	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	534	220	47	994	357	188	361	72	574	600	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	94	534	220	47	994	357	188	361	72	574	600	79

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.66	0.34	2.00	1.76	0.24
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3084	615	3150	3269	430

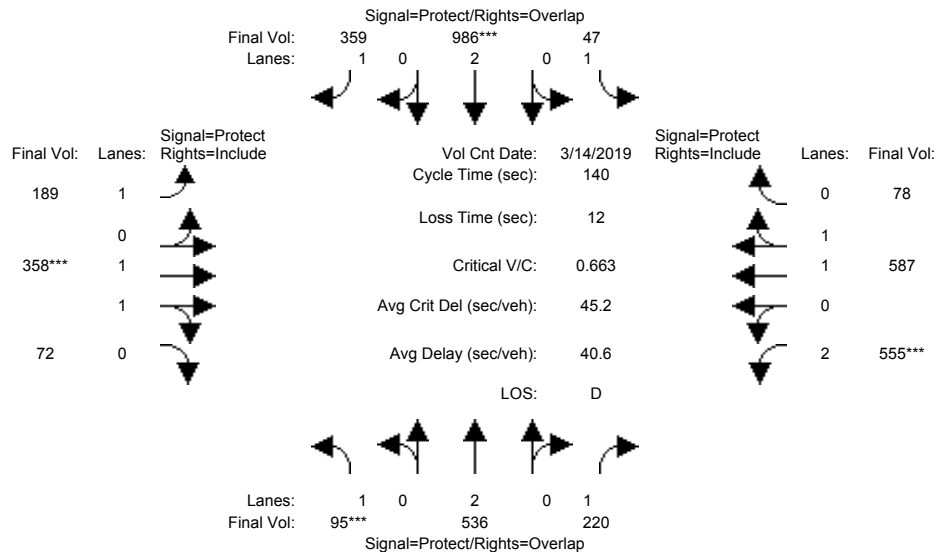
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.13	0.03	0.26	0.20	0.11	0.12	0.12	0.18	0.18	0.18
Crit Moves:	***			***			***			***		
Green Time:	11.2	48.4	86.4	17.2	54.5	77.5	23.0	24.4	24.4	38.0	39.3	39.3
Volume/Cap:	0.67	0.41	0.20	0.22	0.67	0.37	0.65	0.67	0.67	0.67	0.65	0.65
Delay/Veh:	74.7	35.0	11.8	55.8	36.6	17.8	60.1	56.9	56.9	47.6	45.8	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.7	35.0	11.8	55.8	36.6	17.8	60.1	56.9	56.9	47.6	45.8	45.8
LOS by Move:	E	D	B	E	D	B	E	E	E	D	D	D
HCM2kAvgQ:	5	9	4	2	17	9	9	10	10	14	14	14

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project PM

Intersection #422: Monterey Road and Butterfield Boulevard/Watsonville Road



Street Name:	Monterey Rd						Butterfield Blvd/Watsonville Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 14 Mar 2019 <<												
Base Vol:	95	536	220	47	986	359	189	358	72	555	587	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	536	220	47	986	359	189	358	72	555	587	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	536	220	47	986	359	189	358	72	555	587	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	536	220	47	986	359	189	358	72	555	587	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	536	220	47	986	359	189	358	72	555	587	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	536	220	47	986	359	189	358	72	555	587	78

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.66	0.34	2.00	1.76	0.24
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3080	619	3150	3266	434

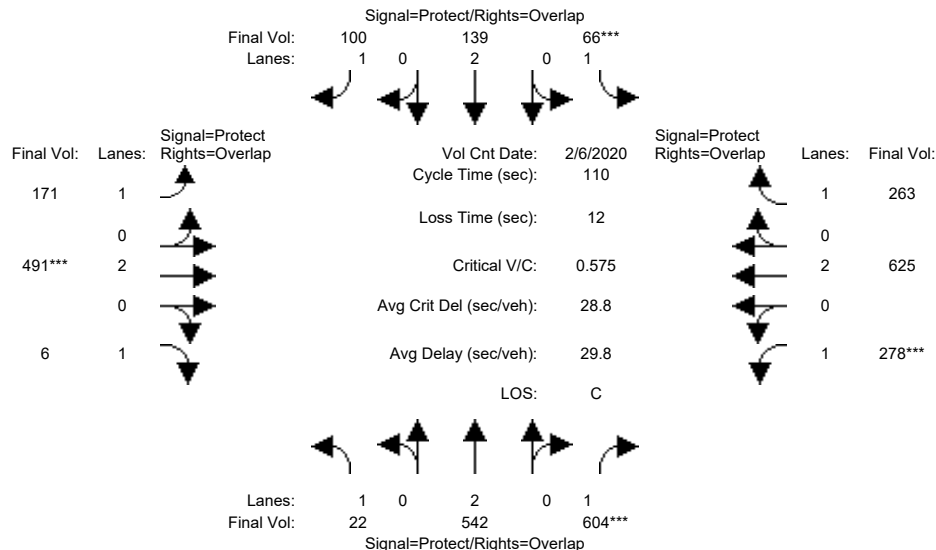
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.13	0.03	0.26	0.21	0.11	0.12	0.12	0.18	0.18	0.18
Crit Moves:	***			***			***			***		
Green Time:	11.5	48.9	86.1	17.3	54.8	78.0	23.2	24.5	24.5	37.2	38.6	38.6
Volume/Cap:	0.66	0.40	0.20	0.22	0.66	0.37	0.65	0.66	0.66	0.66	0.65	0.65
Delay/Veh:	73.5	34.7	12.0	55.7	36.2	17.5	59.9	56.5	56.5	47.8	46.3	46.3
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:	73.5	34.7	12.0	55.7	36.2	17.5	59.9	56.5	56.5	47.8	46.3	46.3
LOS by Move:	E	C	B	E	D	B	E	E	E	D	D	D
HCM2kAvgQ:	5	9	4	2	17	9	9	10	10	13	13	13

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1111: Butterfield Boulevard and Tennant Avenue



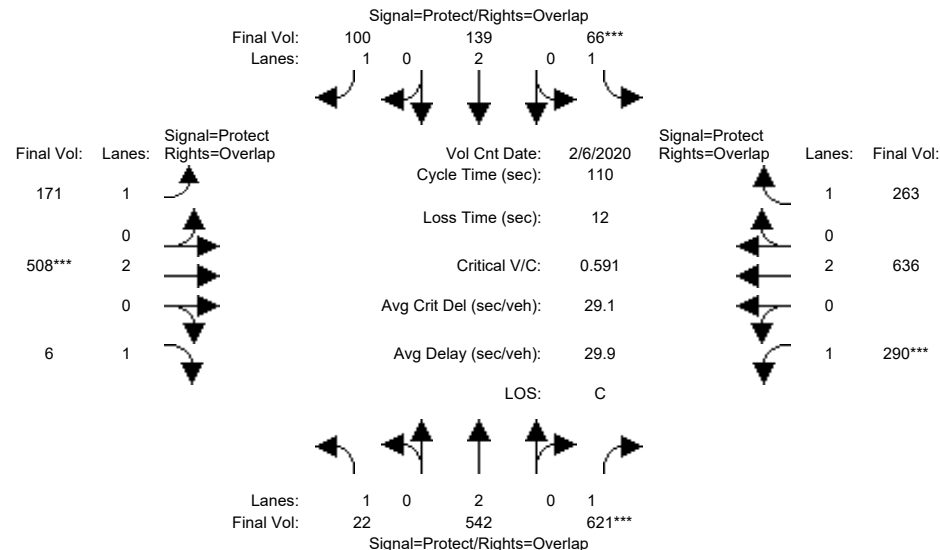
Street Name:	Butterfield Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	22	542	604	66	139	100	171	491	6	278	625	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	542	604	66	139	100	171	491	6	278	625	263
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	542	604	66	139	100	171	491	6	278	625	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	542	604	66	139	100	171	491	6	278	625	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	542	604	66	139	100	171	491	6	278	625	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	542	604	66	139	100	171	491	6	278	625	263
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.35	0.04	0.04	0.06	0.10	0.13	0.00	0.16	0.16	0.15
Crit Moves:	****			****			****			****		
Green Time:	17.7	35.7	66.1	7.2	25.2	45.8	20.5	24.7	42.4	30.4	34.6	41.8
Volume/Cap:	0.08	0.44	0.57	0.57	0.16	0.14	0.52	0.57	0.01	0.57	0.52	0.40
Delay/Veh:	39.4	29.6	14.2	56.8	34.0	20.0	41.9	38.9	20.9	35.9	31.4	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	29.6	14.2	56.8	34.0	20.0	41.9	38.9	20.9	35.9	31.4	25.3
LOS by Move:	D	C	B	E	C	B	D	D	C	D	C	C
HCM2kAvgQ:	1	7	14	2	2	2	6	8	0	9	8	7

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1111: Butterfield Boulevard and Tennant Avenue

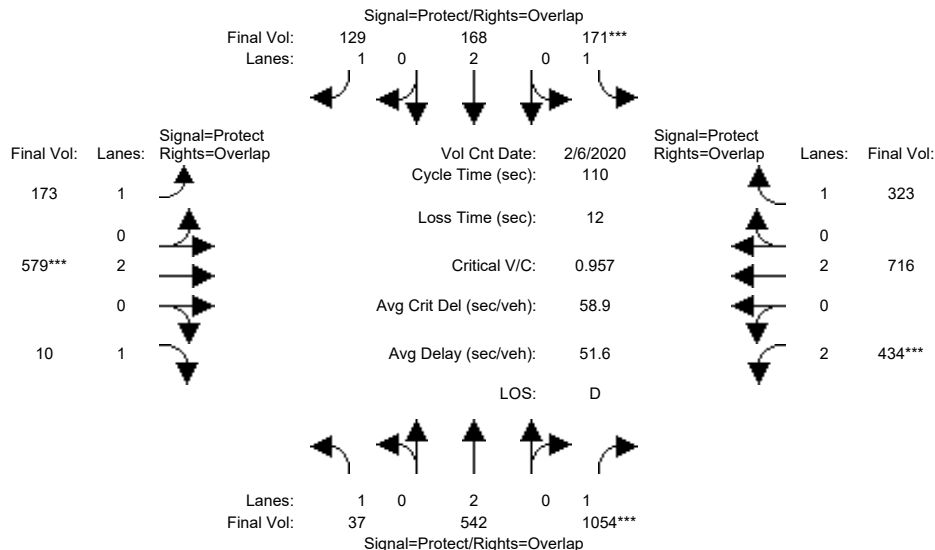


Street Name:	Butterfield Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	22	542	604	66	139	100	171	491	6	278	625	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	542	604	66	139	100	171	491	6	278	625	263
Added Vol:	0	0	17	0	0	0	0	17	0	12	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	542	621	66	139	100	171	508	6	290	636	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	542	621	66	139	100	171	508	6	290	636	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	542	621	66	139	100	171	508	6	290	636	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	542	621	66	139	100	171	508	6	290	636	263
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.35	0.04	0.04	0.06	0.10	0.13	0.00	0.17	0.17	0.15
Crit Moves:	****			****			****			****		
Green Time:	17.4	35.2	66.1	7.0	24.9	45.4	20.6	24.9	42.3	30.9	35.2	42.2
Volume/Cap:	0.08	0.45	0.59	0.59	0.16	0.14	0.52	0.59	0.01	0.59	0.52	0.39
Delay/Veh:	39.6	29.9	14.5	58.2	34.3	20.2	41.8	39.1	20.9	36.0	31.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.6	29.9	14.5	58.2	34.3	20.2	41.8	39.1	20.9	36.0	31.0	25.0
LOS by Move:	D	C	B	E	C	C	D	D	C	D	C	C
HCM2kAvgQ:	1	7	14	2	2	2	6	8	0	9	8	7
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1111: Butterfield Boulevard and Tennant Avenue

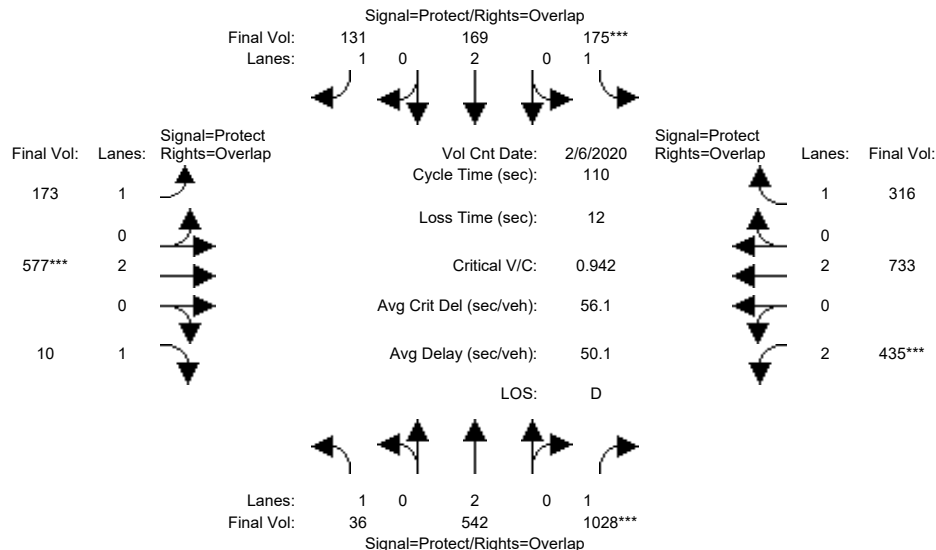


Street Name:	Butterfield Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	37	542	1054	171	168	129	173	579	10	434	716	323
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	542	1054	171	168	129	173	579	10	434	716	323
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	542	1054	171	168	129	173	579	10	434	716	323
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	542	1054	171	168	129	173	579	10	434	716	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	542	1054	171	168	129	173	579	10	434	716	323
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	542	1054	171	168	129	173	579	10	434	716	323
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.60	0.10	0.04	0.07	0.10	0.15	0.01	0.14	0.19	0.18
Crit Moves:	****			****			****			****		
Green Time:	26.6	53.4	69.2	11.2	38.0	49.5	11.5	17.5	44.1	15.8	21.9	33.1
Volume/Cap:	0.09	0.29	0.96	0.96	0.13	0.16	0.95	0.96	0.01	0.96	0.95	0.61
Delay/Veh:	32.4	17.1	36.6	103.7	24.7	18.1	100.2	72.0	19.8	78.1	64.3	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	17.1	36.6	103.7	24.7	18.1	100.2	72.0	19.8	78.1	64.3	35.1
LOS by Move:	C	B	D	F	C	B	F	E	B	E	E	D
HCM2kAvgQ:	1	5	42	8	2	3	10	14	0	10	13	10
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project AM

Intersection #1111: Butterfield Boulevard and Tennant Avenue

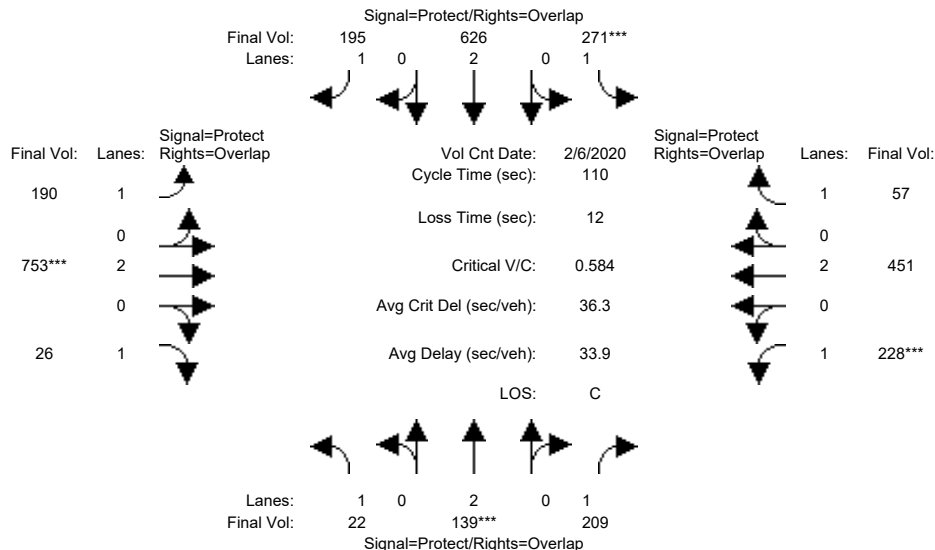


Street Name:	Butterfield Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	36	542	1028	175	169	131	173	577	10	435	733	316
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	542	1028	175	169	131	173	577	10	435	733	316
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	542	1028	175	169	131	173	577	10	435	733	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	542	1028	175	169	131	173	577	10	435	733	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	542	1028	175	169	131	173	577	10	435	733	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	36	542	1028	175	169	131	173	577	10	435	733	316
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.59	0.10	0.04	0.07	0.10	0.15	0.01	0.14	0.19	0.18
Crit Moves:	****			****			****			****		
Green Time:	26.4	52.5	68.6	11.7	37.7	49.2	11.5	17.7	44.1	16.1	22.4	34.1
Volume/Cap:	0.09	0.30	0.94	0.94	0.13	0.17	0.95	0.94	0.01	0.94	0.95	0.58
Delay/Veh:	32.5	17.6	34.2	98.2	24.9	18.3	100.5	68.6	19.8	74.3	63.9	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	17.6	34.2	98.2	24.9	18.3	100.5	68.6	19.8	74.3	63.9	33.6
LOS by Move:	C	B	C	F	C	B	F	E	B	E	E	C
HCM2kAvgQ:	1	5	39	8	2	3	10	14	0	10	13	9
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1111: Butterfield Boulevard and Tennant Avenue



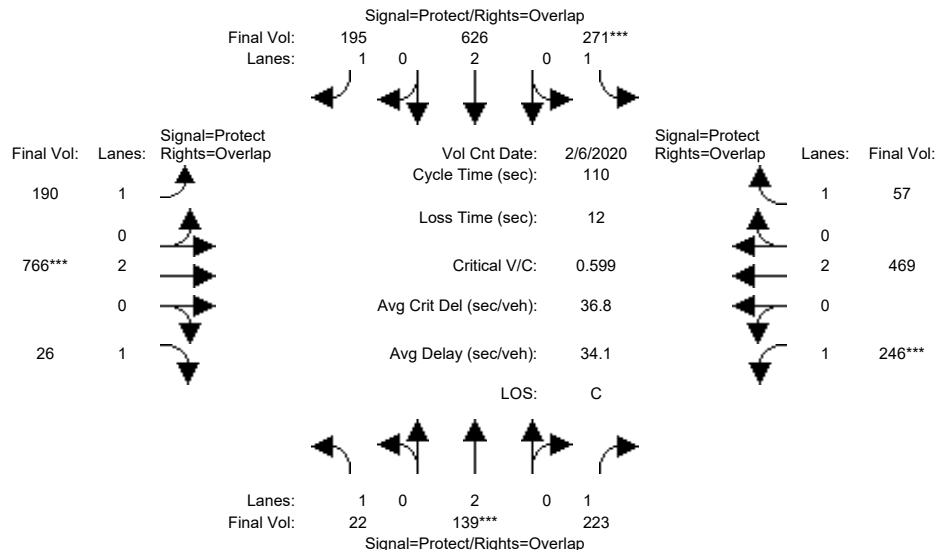
Street Name:	Butterfield Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	22	139	209	271	626	195	190	753	26	228	451	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	139	209	271	626	195	190	753	26	228	451	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	139	209	271	626	195	190	753	26	228	451	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	139	209	271	626	195	190	753	26	228	451	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	139	209	271	626	195	190	753	26	228	451	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	139	209	271	626	195	190	753	26	228	451	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.12	0.15	0.16	0.11	0.11	0.20	0.01	0.13	0.12	0.03
Crit Moves:	****			****			****			****		
Green Time:	10.6	10.0	33.7	28.2	27.6	56.1	28.6	36.1	46.7	23.7	31.2	59.4
Volume/Cap:	0.13	0.40	0.39	0.60	0.66	0.22	0.42	0.60	0.03	0.60	0.42	0.06
Delay/Veh:	45.8	47.9	30.5	38.3	38.7	15.0	34.4	31.8	18.5	41.7	32.3	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.8	47.9	30.5	38.3	38.7	15.0	34.4	31.8	18.5	41.7	32.3	12.0
LOS by Move:	D	D	C	D	D	B	C	C	B	D	C	B
HCM2kAvgQ:	1	3	6	9	9	4	6	11	1	7	6	1

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1111: Butterfield Boulevard and Tennant Avenue

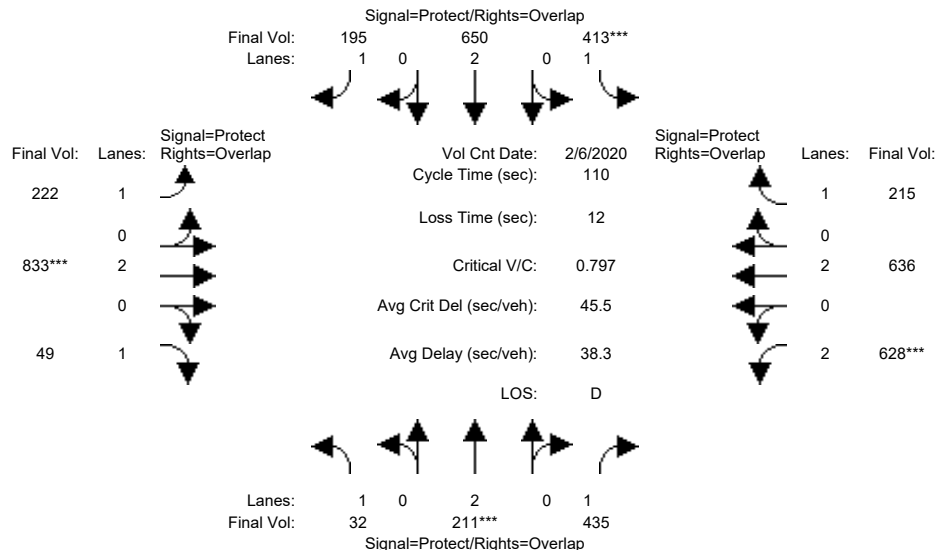


Street Name:	Butterfield Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	22	139	209	271	626	195	190	753	26	228	451	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	139	209	271	626	195	190	753	26	228	451	57
Added Vol:	0	0	13	0	0	0	0	12	0	17	17	0
PasserByVol:	0	0	1	0	0	0	0	1	0	1	1	0
Initial Fut:	22	139	223	271	626	195	190	766	26	246	469	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	139	223	271	626	195	190	766	26	246	469	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	139	223	271	626	195	190	766	26	246	469	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	139	223	271	626	195	190	766	26	246	469	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.13	0.15	0.16	0.11	0.11	0.20	0.01	0.14	0.12	0.03
Crit Moves:	****			****			****			****		
Green Time:	10.4	10.0	34.9	27.4	27.0	55.3	28.4	35.7	46.1	24.9	32.2	59.6
Volume/Cap:	0.13	0.40	0.40	0.62	0.67	0.22	0.42	0.62	0.04	0.62	0.42	0.06
Delay/Veh:	46.0	47.9	29.9	39.4	39.4	15.4	34.6	32.4	18.8	41.3	31.6	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:	46.0	47.9	29.9	39.4	39.4	15.4	34.6	32.4	18.8	41.3	31.6	11.9
LOS by Move:	D	D	C	D	D	B	C	C	B	D	C	B
HCM2kAvgQ:	1	3	6	9	10	4	6	11	1	8	6	1
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1111: Butterfield Boulevard and Tennant Avenue

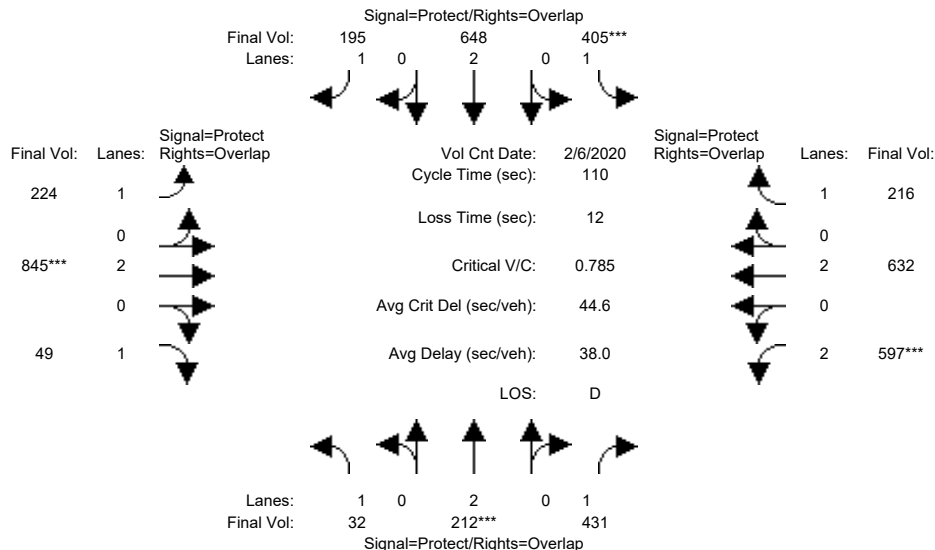


Street Name:	Butterfield Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	32	211	435	413	650	195	222	833	49	628	636	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	211	435	413	650	195	222	833	49	628	636	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	211	435	413	650	195	222	833	49	628	636	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	211	435	413	650	195	222	833	49	628	636	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	211	435	413	650	195	222	833	49	628	636	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	32	211	435	413	650	195	222	833	49	628	636	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.25	0.24	0.17	0.11	0.13	0.22	0.03	0.20	0.17	0.12
Crit Moves:	****			****			****			****		
Green Time:	11.3	10.0	36.8	31.7	30.4	54.7	24.3	29.5	40.8	26.8	32.0	63.7
Volume/Cap:	0.18	0.61	0.74	0.82	0.62	0.22	0.58	0.82	0.08	0.82	0.58	0.21
Delay/Veh:	45.6	51.3	37.5	46.6	35.9	15.8	40.4	43.1	22.5	46.2	34.0	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	51.3	37.5	46.6	35.9	15.8	40.4	43.1	22.5	46.2	34.0	11.2
LOS by Move:	D	D	D	D	D	B	D	D	C	D	C	B
HCM2kAvgQ:	1	4	15	15	9	4	8	15	1	12	9	4
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project PM

Intersection #1111: Butterfield Boulevard and Tennant Avenue

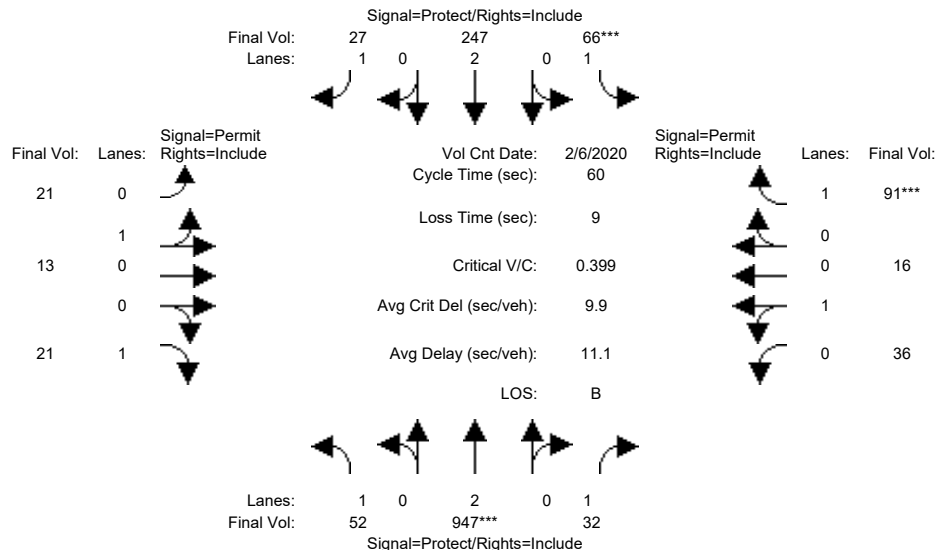


Street Name:	Butterfield Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	32	212	431	405	648	195	224	845	49	597	632	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	212	431	405	648	195	224	845	49	597	632	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	212	431	405	648	195	224	845	49	597	632	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:	32	212	431	405	648	195	224	845	49	597	632	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	212	431	405	648	195	224	845	49	597	632	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	32	212	431	405	648	195	224	845	49	597	632	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.25	0.23	0.17	0.11	0.13	0.22	0.03	0.19	0.17	0.12
Crit Moves:	****			****			****			****		
Green Time:	11.3	10.0	35.9	31.7	30.3	54.8	24.5	30.4	41.7	25.9	31.8	63.5
Volume/Cap:	0.18	0.61	0.75	0.80	0.62	0.22	0.57	0.80	0.07	0.80	0.57	0.21
Delay/Veh:	45.6	51.4	38.7	45.4	35.9	15.7	40.2	41.6	21.8	46.0	34.1	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.6	51.4	38.7	45.4	35.9	15.7	40.2	41.6	21.8	46.0	34.1	11.3
LOS by Move:	D	D	D	D	D	B	D	D	C	D	C	B
HCM2kAvgQ:	1	4	15	14	9	4	8	15	1	11	9	4
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #11646: Butterfield Boulevard and Barrett Avenue



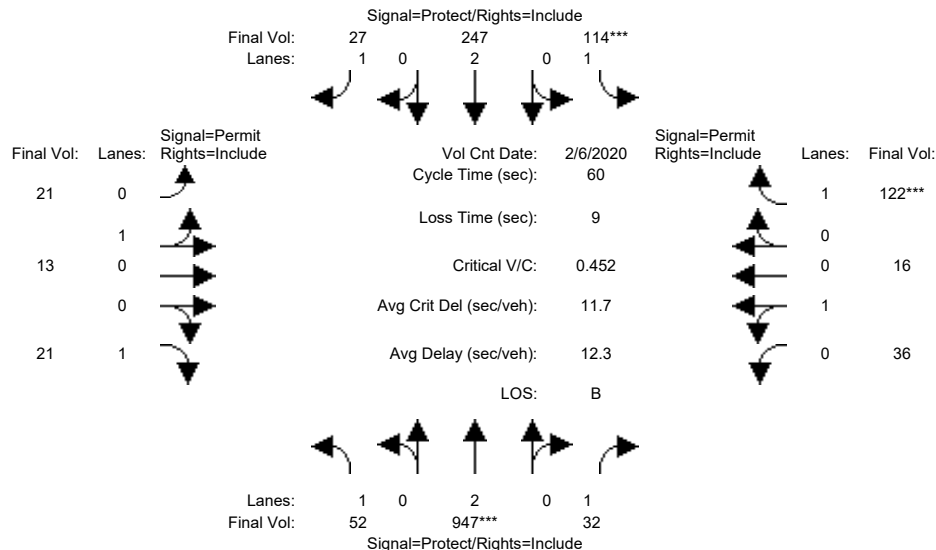
Street Name:	Butterfield Boulevard						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	52	947	32	66	247	27	21	13	21	36	16	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	947	32	66	247	27	21	13	21	36	16	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	947	32	66	247	27	21	13	21	36	16	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	947	32	66	247	27	21	13	21	36	16	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	947	32	66	247	27	21	13	21	36	16	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	52	947	32	66	247	27	21	13	21	36	16	91
Saturation 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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.62	0.38	1.00	0.69	0.31	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1112	688	1750	1246	554	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.02	0.04	0.07	0.02	0.02	0.02	0.01	0.03	0.03	0.05
Crit Moves:	****			****						****		
Green Time:	16.9	34.0	34.0	7.0	24.1	24.1	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.11	0.44	0.03	0.32	0.16	0.04	0.11	0.11	0.07	0.17	0.17	0.31
Delay/Veh:	16.1	7.6	5.8	25.2	11.5	10.9	21.4	21.4	21.2	21.7	21.7	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:	16.1	7.6	5.8	25.2	11.5	10.9	21.4	21.4	21.2	21.7	21.7	22.6
LOS by Move:	B	A	A	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	5	0	2	2	0	1	1	0	1	1	2

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #11646: Butterfield Boulevard and Barrett Avenue

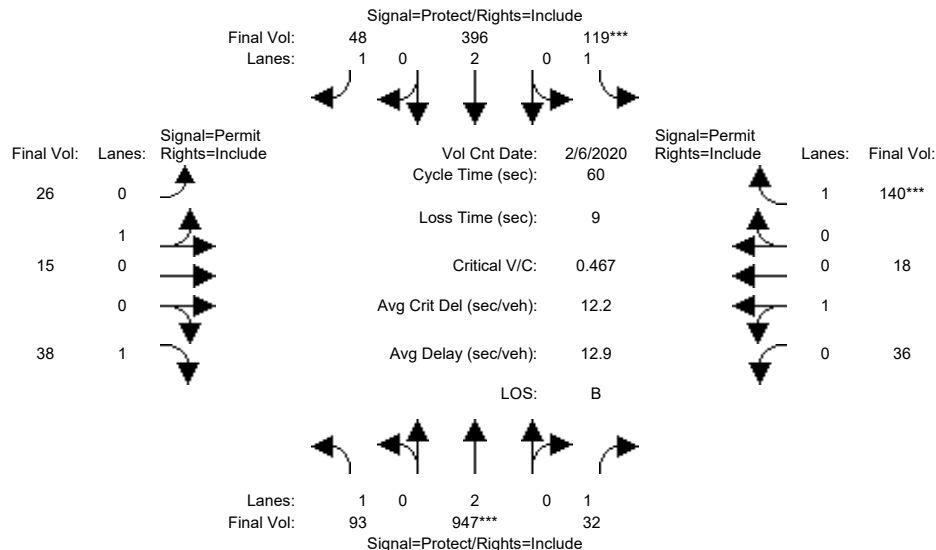


Street Name:	Butterfield Boulevard						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	52	947	32	66	247	27	21	13	21	36	16	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	947	32	66	247	27	21	13	21	36	16	91
Added Vol:	0	0	0	48	0	0	0	0	0	0	0	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	947	32	114	247	27	21	13	21	36	16	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	947	32	114	247	27	21	13	21	36	16	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	947	32	114	247	27	21	13	21	36	16	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	52	947	32	114	247	27	21	13	21	36	16	122
Saturation 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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.62	0.38	1.00	0.69	0.31	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1112	688	1750	1246	554	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.02	0.07	0.07	0.02	0.02	0.02	0.01	0.03	0.03	0.07
Crit Moves:	****			****						****		
Green Time:	16.9	32.5	32.5	8.5	24.1	24.1	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.11	0.46	0.03	0.46	0.16	0.04	0.11	0.11	0.07	0.17	0.17	0.42
Delay/Veh:	16.1	8.6	6.4	25.0	11.5	10.9	21.4	21.4	21.2	21.7	21.7	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.1	8.6	6.4	25.0	11.5	10.9	21.4	21.4	21.2	21.7	21.7	23.4
LOS by Move:	B	A	A	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	5	0	3	2	0	1	1	0	1	1	3
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #11646: Butterfield Boulevard and Barrett Avenue



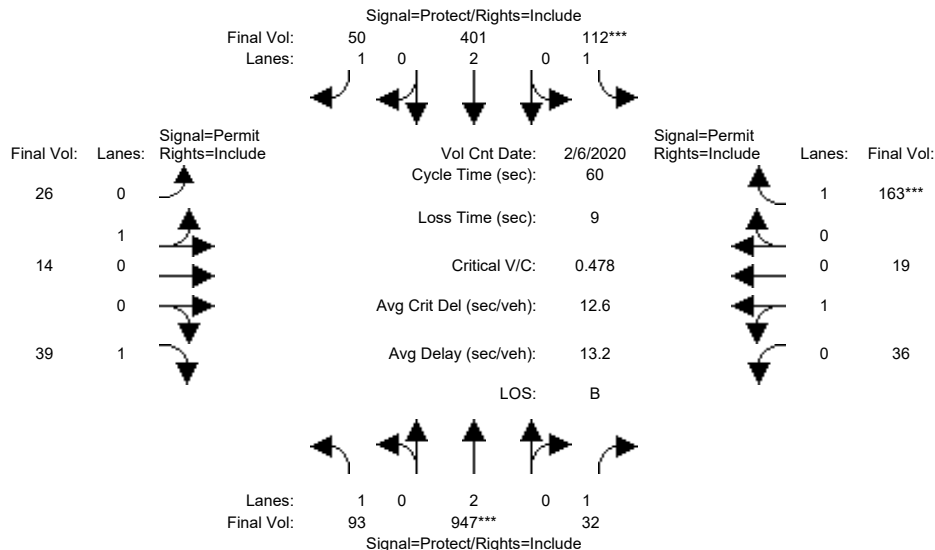
Street Name:	Butterfield Boulevard						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	93	947	32	119	396	48	26	15	38	36	18	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	947	32	119	396	48	26	15	38	36	18	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	947	32	119	396	48	26	15	38	36	18	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	947	32	119	396	48	26	15	38	36	18	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	947	32	119	396	48	26	15	38	36	18	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	93	947	32	119	396	48	26	15	38	36	18	140
Saturation 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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.63	0.37	1.00	0.67	0.33	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1141	659	1750	1200	600	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.02	0.07	0.10	0.03	0.02	0.02	0.02	0.03	0.03	0.08
Crit Moves:	****			****						****		
Green Time:	16.8	32.0	32.0	8.7	24.0	24.0	10.3	10.3	10.3	10.3	10.3	10.3
Volume/Cap:	0.19	0.47	0.03	0.47	0.26	0.07	0.13	0.13	0.13	0.18	0.18	0.47
Delay/Veh:	16.6	8.9	6.7	24.9	12.2	11.2	21.3	21.3	21.3	21.5	21.5	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:	16.6	8.9	6.7	24.9	12.2	11.2	21.3	21.3	21.3	21.5	21.5	23.6
LOS by Move:	B	A	A	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	5	0	3	3	1	1	1	1	1	1	3

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project AM

Intersection #11646: Butterfield Boulevard and Barrett Avenue



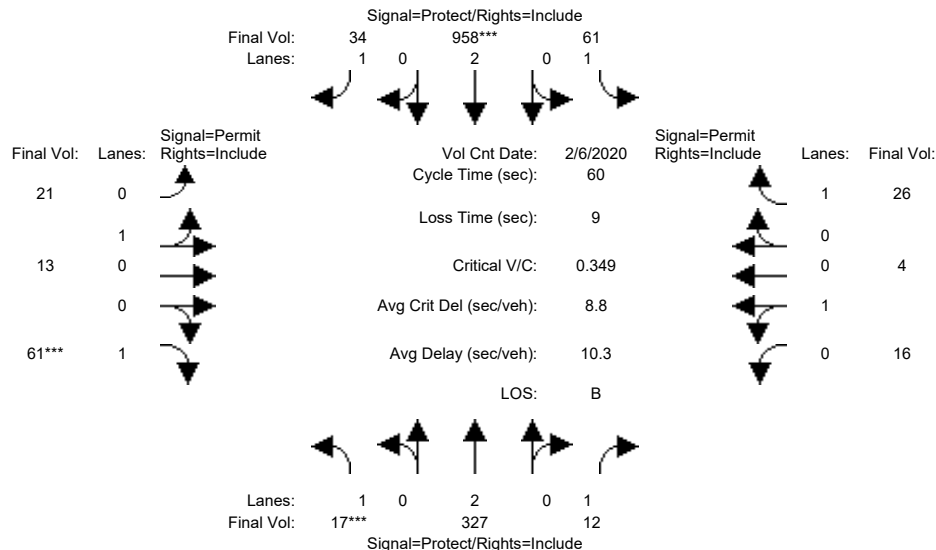
Street Name:	Butterfield Boulevard						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	93	947	32	112	401	50	26	14	39	36	19	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	947	32	112	401	50	26	14	39	36	19	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	947	32	112	401	50	26	14	39	36	19	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	947	32	112	401	50	26	14	39	36	19	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	947	32	112	401	50	26	14	39	36	19	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	93	947	32	112	401	50	26	14	39	36	19	163
Saturation 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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.65	0.35	1.00	0.65	0.35	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1170	630	1750	1178	622	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.02	0.06	0.11	0.03	0.02	0.02	0.02	0.03	0.03	0.09
Crit Moves:	****			****						****		
Green Time:	16.2	31.3	31.3	8.0	23.1	23.1	11.7	11.7	11.7	11.7	11.7	11.7
Volume/Cap:	0.20	0.48	0.04	0.48	0.27	0.07	0.11	0.11	0.11	0.16	0.16	0.48
Delay/Veh:	17.1	9.3	7.0	25.6	12.8	11.7	20.0	20.0	20.0	20.3	20.3	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	9.3	7.0	25.6	12.8	11.7	20.0	20.0	20.0	20.3	20.3	22.5
LOS by Move:	B	A	A	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	6	0	3	3	1	1	1	1	1	1	4

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #11646: Butterfield Boulevard and Barrett Avenue

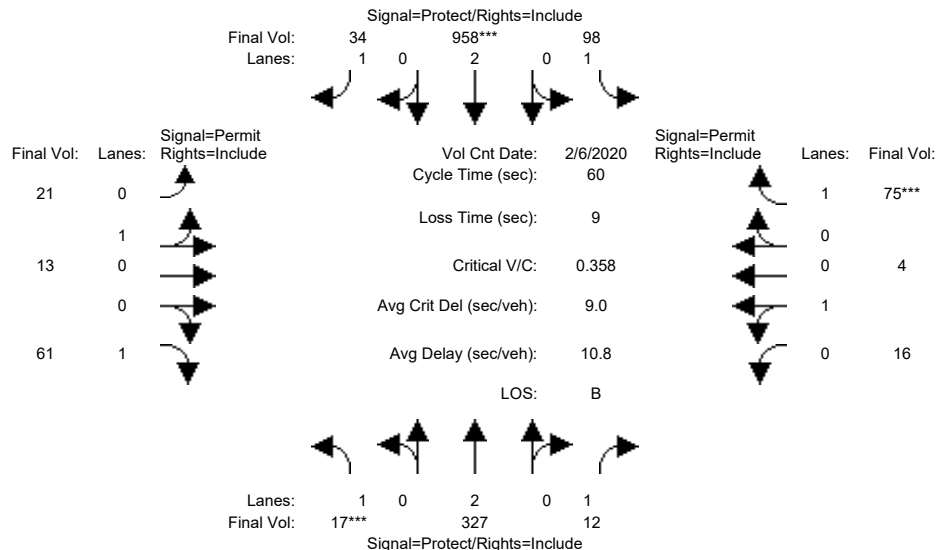


Street Name:	Butterfield Boulevard						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	17	327	12	61	958	34	21	13	61	16	4	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	327	12	61	958	34	21	13	61	16	4	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	327	12	61	958	34	21	13	61	16	4	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	327	12	61	958	34	21	13	61	16	4	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	327	12	61	958	34	21	13	61	16	4	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	327	12	61	958	34	21	13	61	16	4	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.62	0.38	1.00	0.80	0.20	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1112	688	1750	1440	360	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.01	0.03	0.25	0.02	0.02	0.02	0.03	0.01	0.01	0.01
Crit Moves:	***			***					***			
Green Time:	7.0	24.1	24.1	16.9	34.0	34.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.08	0.21	0.02	0.12	0.44	0.03	0.11	0.11	0.21	0.07	0.07	0.09
Delay/Veh:	23.8	11.8	10.8	16.2	7.7	5.8	21.4	21.4	21.9	21.2	21.2	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	11.8	10.8	16.2	7.7	5.8	21.4	21.4	21.9	21.2	21.2	21.3
LOS by Move:	C	B	B	B	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	2	0	1	5	0	1	1	1	0	0	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #11646: Butterfield Boulevard and Barrett Avenue

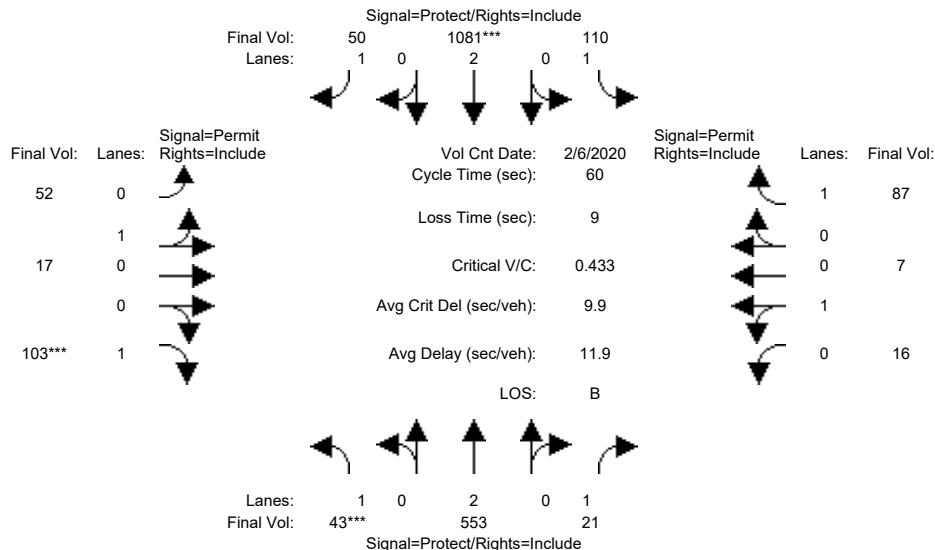


Street Name:	Butterfield Boulevard						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	17	327	12	61	958	34	21	13	61	16	4	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	327	12	61	958	34	21	13	61	16	4	26
Added Vol:	0	0	0	34	0	0	0	0	0	0	0	47
PasserByVol:	0	0	0	3	0	0	0	0	0	0	0	2
Initial Fut:	17	327	12	98	958	34	21	13	61	16	4	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	327	12	98	958	34	21	13	61	16	4	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	327	12	98	958	34	21	13	61	16	4	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	327	12	98	958	34	21	13	61	16	4	75
Saturation 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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.62	0.38	1.00	0.80	0.20	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1112	688	1750	1440	360	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.01	0.06	0.25	0.02	0.02	0.02	0.03	0.01	0.01	0.04
Crit Moves:	****			****								****
Green Time:	7.0	24.1	24.1	16.9	34.0	34.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.08	0.21	0.02	0.20	0.44	0.03	0.11	0.11	0.21	0.07	0.07	0.26
Delay/Veh:	23.8	11.8	10.8	16.6	7.7	5.8	21.4	21.4	21.9	21.2	21.2	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	11.8	10.8	16.6	7.7	5.8	21.4	21.4	21.9	21.2	21.2	22.2
LOS by Move:	C	B	B	B	A	A	C	C	C	C	C	C
HCM2kAvgQ:	0	2	0	2	5	0	1	1	1	0	0	2
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #11646: Butterfield Boulevard and Barrett Avenue



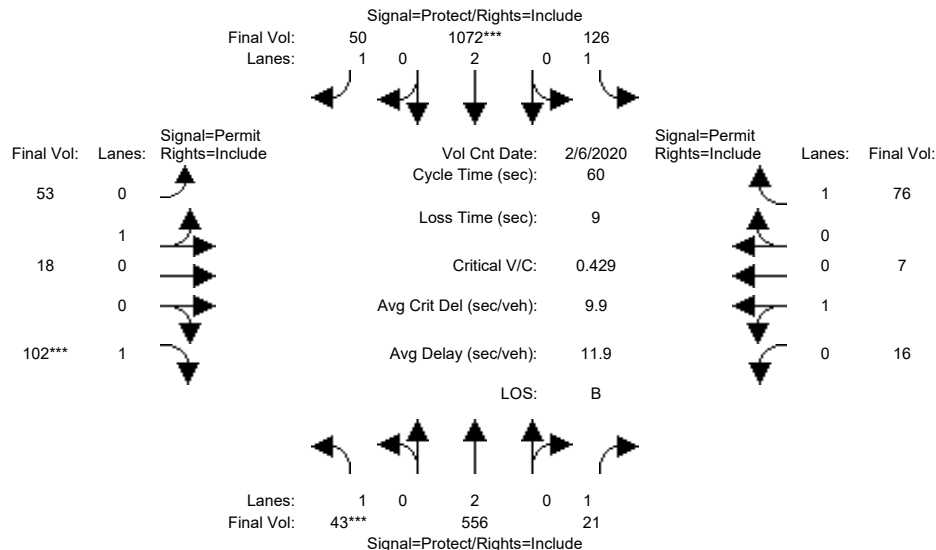
Street Name:	Butterfield Boulevard						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	43	553	21	110	1081	50	52	17	103	16	7	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	553	21	110	1081	50	52	17	103	16	7	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	553	21	110	1081	50	52	17	103	16	7	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	553	21	110	1081	50	52	17	103	16	7	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	553	21	110	1081	50	52	17	103	16	7	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	553	21	110	1081	50	52	17	103	16	7	87
Saturation 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	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.75	0.25	1.00	0.70	0.30	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1357	443	1750	1252	548	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.01	0.06	0.28	0.03	0.04	0.04	0.06	0.01	0.01	0.05
Crit Moves:	***			***			***			***		
Green Time:	7.0	24.1	24.1	16.9	34.0	34.0	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.21	0.36	0.03	0.22	0.50	0.05	0.23	0.23	0.35	0.08	0.08	0.30
Delay/Veh:	24.5	12.7	10.9	16.8	8.1	5.8	22.1	22.1	22.9	21.2	21.2	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	12.7	10.9	16.8	8.1	5.8	22.1	22.1	22.9	21.2	21.2	22.5
LOS by Move:	C	B	B	B	A	A	C	C	C	C	C	C
HCM2kAvgQ:	1	3	0	2	6	0	1	1	2	0	0	2

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project PM

Intersection #11646: Butterfield Boulevard and Barrett Avenue

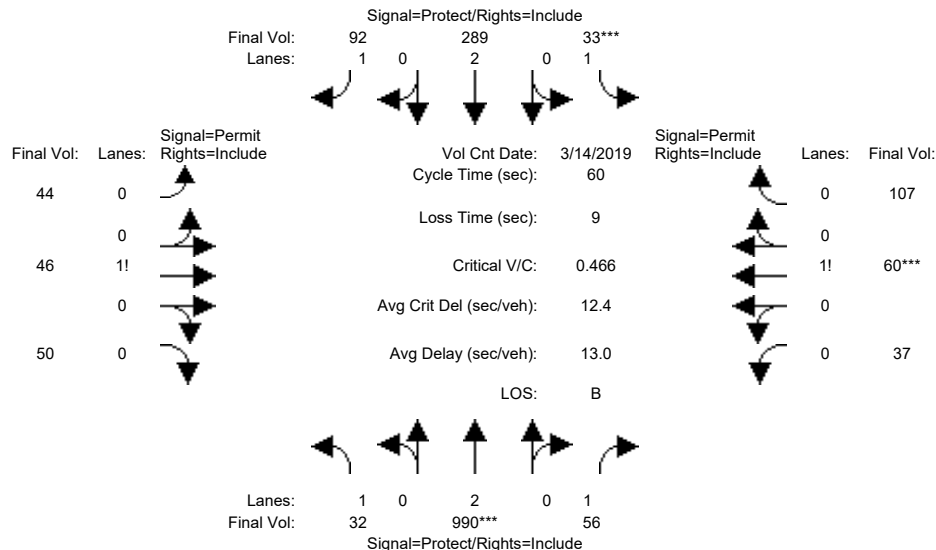


Street Name:	Butterfield Boulevard			Barrett Avenue		
Approach:	North Bound			South Bound		
Movement:	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<						
Base Vol:	43	556	21	126	1072	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	556	21	126	1072	50
Added Vol:	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0
Initial Fut:	43	556	21	126	1072	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	556	21	126	1072	50
Reduct Vol:	0	0	0	0	0	0
Reduced Vol:	43	556	21	126	1072	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	556	21	126	1072	50
Saturation Flow Module:						
Sat/Lane:	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:						
Vol/Sat:	0.02	0.15	0.01	0.07	0.28	0.03
Crit Moves:	***			***		
Green Time:	7.0	24.1	24.1	16.9	34.0	34.0
Volume/Cap:	0.21	0.36	0.03	0.26	0.50	0.05
Delay/Veh:	24.5	12.7	10.9	17.0	8.0	5.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	12.7	10.9	17.0	8.0	5.8
LOS by Move:	C	B	B	B	A	C
HCM2kAvgQ:	1	3	0	2	6	0
Note: Queue reported is the number of cars per lane.						

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1008: Butterfield Boulevard and San Pedro Avenue

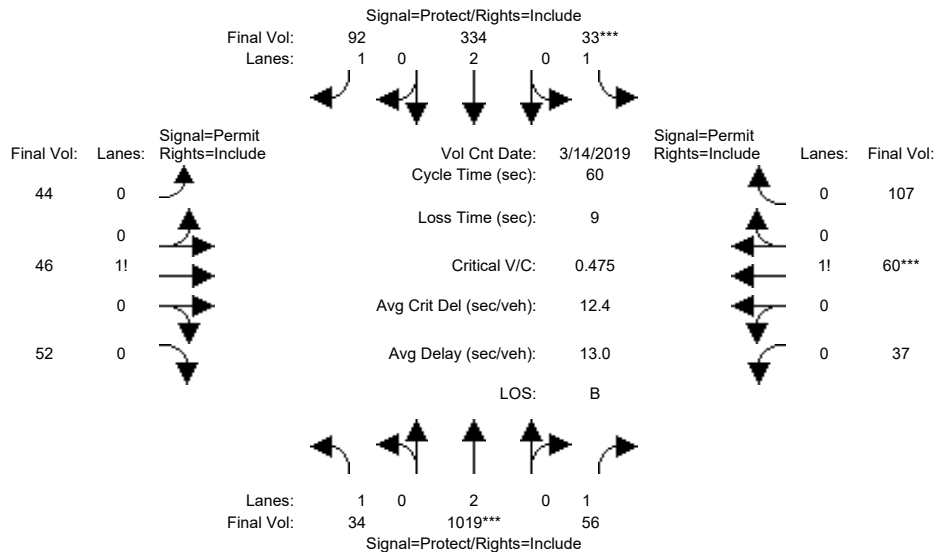


Street Name:	Butterfield Boulevard						San Pedro Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2019 <<												
Base Vol:	32	990	56	33	289	92	44	46	50	37	60	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	990	56	33	289	92	44	46	50	37	60	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	990	56	33	289	92	44	46	50	37	60	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	990	56	33	289	92	44	46	50	37	60	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	990	56	33	289	92	44	46	50	37	60	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	32	990	56	33	289	92	44	46	50	37	60	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.31	0.33	0.36	0.18	0.29	0.53
Final Sat.:	1750	3800	1750	1750	3800	1750	550	575	625	317	515	918
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.03	0.02	0.08	0.05	0.08	0.08	0.08	0.12	0.12	0.12
Crit Moves:	****			****						****		
Green Time:	15.4	30.4	30.4	7.0	22.0	22.0	13.6	13.6	13.6	13.6	13.6	13.6
Volume/Cap:	0.07	0.51	0.06	0.16	0.21	0.14	0.35	0.35	0.35	0.51	0.51	0.51
Delay/Veh:	17.0	10.1	7.6	24.2	13.1	12.8	20.0	20.0	20.0	21.5	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	10.1	7.6	24.2	13.1	12.8	20.0	20.0	20.0	21.5	21.5	21.5
LOS by Move:	B	B	A	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	7	1	1	2	1	3	3	3	4	4	4
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1008: Butterfield Boulevard and San Pedro Avenue

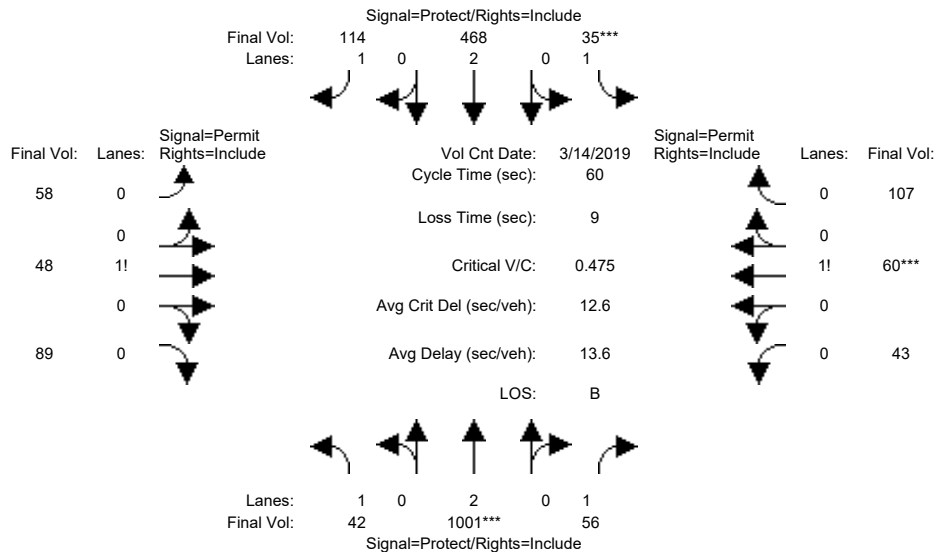


Street Name:	Butterfield Boulevard						San Pedro Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2019 <<												
Base Vol:	32	990	56	33	289	92	44	46	50	37	60	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	990	56	33	289	92	44	46	50	37	60	107
Added Vol:	2	29	0	0	45	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	1019	56	33	334	92	44	46	52	37	60	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	1019	56	33	334	92	44	46	52	37	60	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1019	56	33	334	92	44	46	52	37	60	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	34	1019	56	33	334	92	44	46	52	37	60	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.31	0.32	0.37	0.18	0.29	0.53
Final Sat.:	1750	3800	1750	1750	3800	1750	542	567	641	317	515	918
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.03	0.02	0.09	0.05	0.08	0.08	0.08	0.12	0.12	0.12
Crit Moves:	****			****						****		
Green Time:	15.5	30.7	30.7	7.0	22.2	22.2	13.3	13.3	13.3	13.3	13.3	13.3
Volume/Cap:	0.08	0.52	0.06	0.16	0.24	0.14	0.37	0.37	0.37	0.52	0.52	0.52
Delay/Veh:	16.9	10.1	7.4	24.2	13.2	12.7	20.3	20.3	20.3	21.9	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.9	10.1	7.4	24.2	13.2	12.7	20.3	20.3	20.3	21.9	21.9	21.9
LOS by Move:	B	B	A	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	7	1	1	2	1	3	3	3	4	4	4
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1008: Butterfield Boulevard and San Pedro Avenue

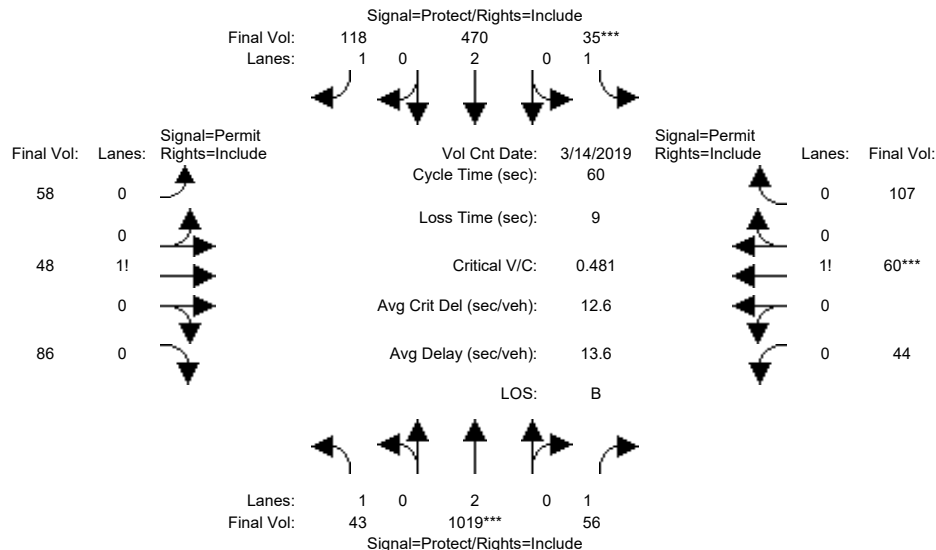


Street Name:	Butterfield Boulevard						San Pedro Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2019 <<												
Base Vol:	42	1001	56	35	468	114	58	48	89	43	60	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	1001	56	35	468	114	58	48	89	43	60	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	1001	56	35	468	114	58	48	89	43	60	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	1001	56	35	468	114	58	48	89	43	60	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1001	56	35	468	114	58	48	89	43	60	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	1001	56	35	468	114	58	48	89	43	60	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.30	0.24	0.46	0.20	0.29	0.51
Final Sat.:	1750	3800	1750	1750	3800	1750	521	431	799	358	500	892
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.03	0.02	0.12	0.07	0.11	0.11	0.11	0.12	0.12	0.12
Crit Moves:	****			****						****		
Green Time:	15.3	30.2	30.2	7.0	21.9	21.9	13.8	13.8	13.8	13.8	13.8	13.8
Volume/Cap:	0.09	0.52	0.06	0.17	0.34	0.18	0.49	0.49	0.49	0.52	0.52	0.52
Delay/Veh:	17.1	10.3	7.7	24.3	13.9	13.1	21.0	21.0	21.0	21.5	21.5	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	10.3	7.7	24.3	13.9	13.1	21.0	21.0	21.0	21.5	21.5	21.5
LOS by Move:	B	B	A	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	7	1	1	3	1	4	4	4	4	4	4
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project AM

Intersection #1008: Butterfield Boulevard and San Pedro Avenue

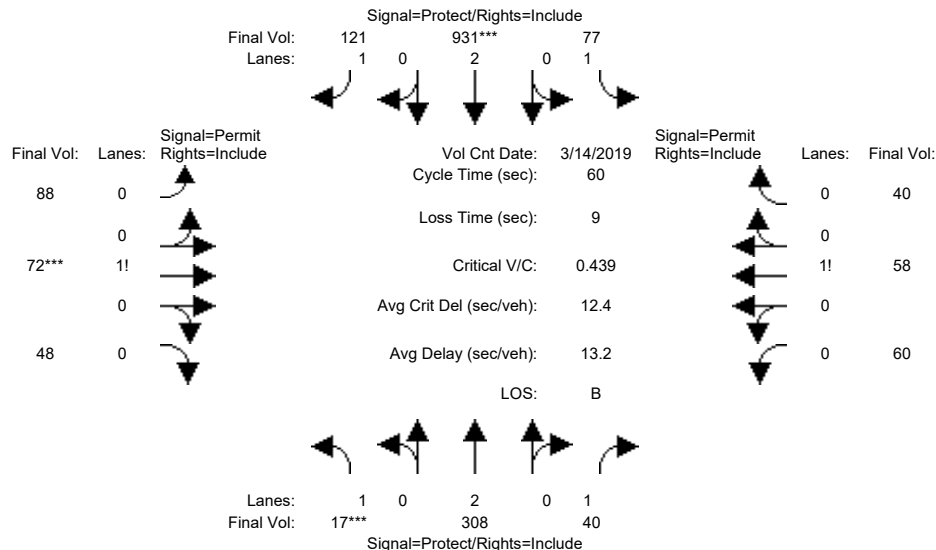


Street Name:	Butterfield Boulevard						San Pedro Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2019 <<												
Base Vol:	43	1019	56	35	470	118	58	48	86	44	60	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	1019	56	35	470	118	58	48	86	44	60	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	1019	56	35	470	118	58	48	86	44	60	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	1019	56	35	470	118	58	48	86	44	60	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	1019	56	35	470	118	58	48	86	44	60	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	1019	56	35	470	118	58	48	86	44	60	107
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.30	0.25	0.45	0.21	0.28	0.51
Final Sat.:	1750	3800	1750	1750	3800	1750	529	438	784	365	498	887
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.03	0.02	0.12	0.07	0.11	0.11	0.11	0.12	0.12	0.12
Crit Moves:	****			****						****		
Green Time:	15.4	30.4	30.4	7.0	22.0	22.0	13.6	13.6	13.6	13.6	13.6	13.6
Volume/Cap:	0.10	0.53	0.06	0.17	0.34	0.18	0.48	0.48	0.48	0.53	0.53	0.53
Delay/Veh:	17.1	10.3	7.6	24.3	13.9	13.1	21.0	21.0	21.0	21.7	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	10.3	7.6	24.3	13.9	13.1	21.0	21.0	21.0	21.7	21.7	21.7
LOS by Move:	B	B	A	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	7	1	1	3	2	4	4	4	4	4	4
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1008: Butterfield Boulevard and San Pedro Avenue



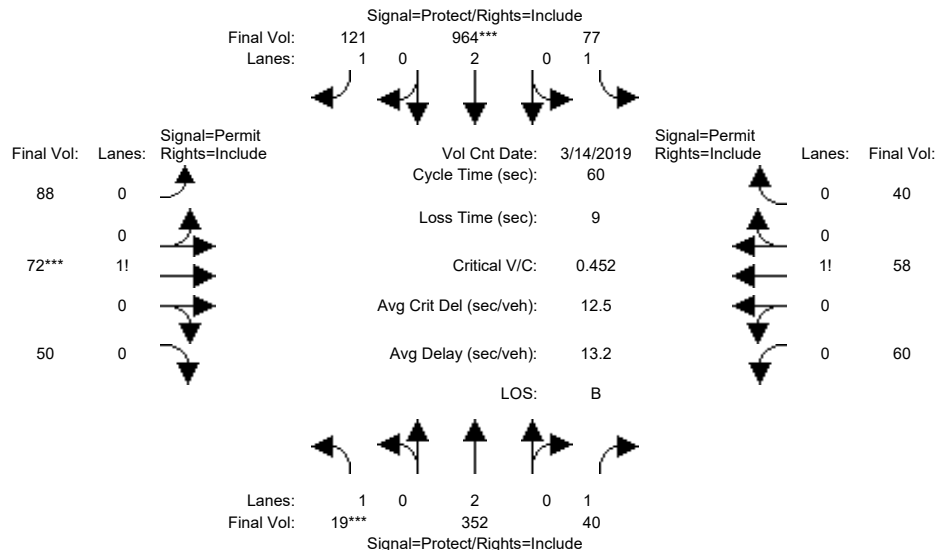
Street Name:	Butterfield Boulevard						San Pedro Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2019 <<												
Base Vol:	17	308	40	77	931	121	88	72	48	60	58	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	308	40	77	931	121	88	72	48	60	58	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	308	40	77	931	121	88	72	48	60	58	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	308	40	77	931	121	88	72	48	60	58	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	308	40	77	931	121	88	72	48	60	58	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	308	40	77	931	121	88	72	48	60	58	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.42	0.35	0.23	0.38	0.37	0.25
Final Sat.:	1750	3800	1750	1750	3800	1750	740	606	404	665	642	443
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.02	0.04	0.25	0.07	0.12	0.12	0.12	0.09	0.09	0.09
Crit Moves:	***			***			***					
Green Time:	7.0	21.5	21.5	15.1	29.6	29.6	14.4	14.4	14.4	14.4	14.4	14.4
Volume/Cap:	0.08	0.23	0.06	0.18	0.50	0.14	0.50	0.50	0.50	0.38	0.38	0.38
Delay/Veh:	23.8	13.5	12.7	17.8	10.4	8.3	20.6	20.6	20.6	19.6	19.6	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	13.5	12.7	17.8	10.4	8.3	20.6	20.6	20.6	19.6	19.6	19.6
LOS by Move:	C	B	B	B	B	A	C	C	C	B	B	B
HCM2kAvgQ:	0	2	1	1	6	1	4	4	4	3	3	3

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1008: Butterfield Boulevard and San Pedro Avenue

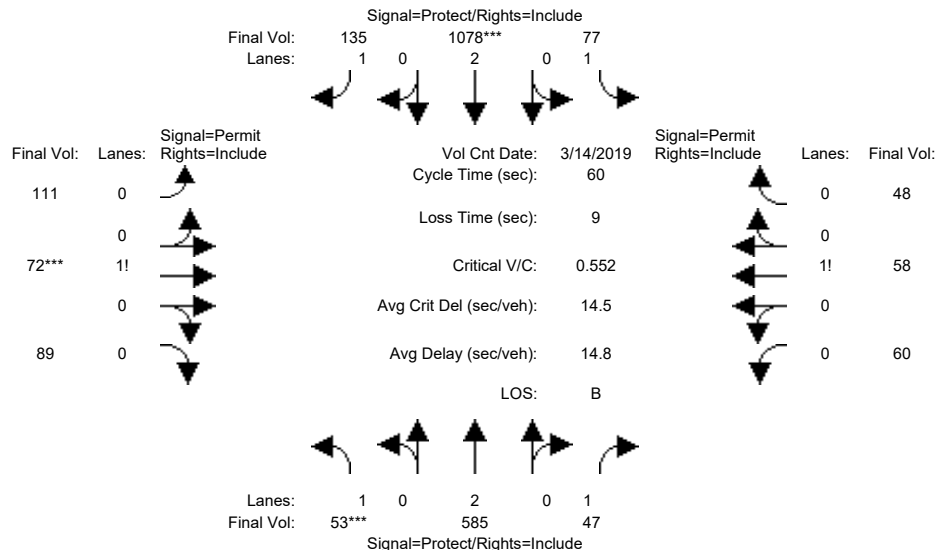


Street Name:	Butterfield Boulevard						San Pedro Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2019 <<												
Base Vol:	17	308	40	77	931	121	88	72	48	60	58	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	308	40	77	931	121	88	72	48	60	58	40
Added Vol:	2	44	0	0	33	0	0	0	2	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	352	40	77	964	121	88	72	50	60	58	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	352	40	77	964	121	88	72	50	60	58	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	352	40	77	964	121	88	72	50	60	58	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	352	40	77	964	121	88	72	50	60	58	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.42	0.34	0.24	0.38	0.37	0.25
Final Sat.:	1750	3800	1750	1750	3800	1750	733	600	417	665	642	443
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.02	0.04	0.25	0.07	0.12	0.12	0.12	0.09	0.09	0.09
Crit Moves:	***			***			***					
Green Time:	7.0	21.7	21.7	15.2	29.9	29.9	14.1	14.1	14.1	14.1	14.1	14.1
Volume/Cap:	0.09	0.26	0.06	0.17	0.51	0.14	0.51	0.51	0.51	0.38	0.38	0.38
Delay/Veh:	23.9	13.6	12.6	17.7	10.4	8.2	21.0	21.0	21.0	19.9	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:	23.9	13.6	12.6	17.7	10.4	8.2	21.0	21.0	21.0	19.9	19.9	19.9
LOS by Move:	C	B	B	B	B	A	C	C	C	B	B	B
HCM2kAvgQ:	0	2	1	1	6	1	4	4	4	3	3	3
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1008: Butterfield Boulevard and San Pedro Avenue

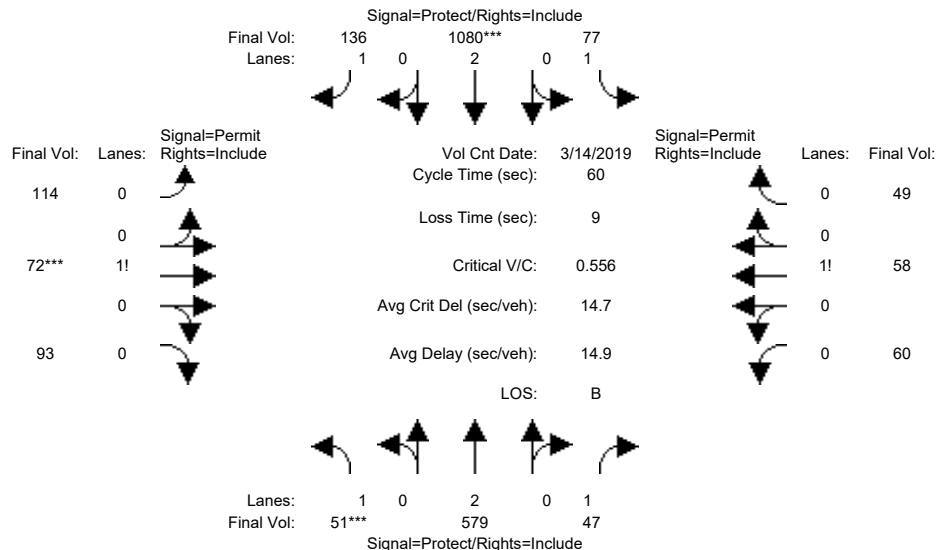


Street Name:	Butterfield Boulevard						San Pedro Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2019 <<												
Base Vol:	53	585	47	77	1078	135	111	72	89	60	58	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	585	47	77	1078	135	111	72	89	60	58	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	585	47	77	1078	135	111	72	89	60	58	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	585	47	77	1078	135	111	72	89	60	58	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	585	47	77	1078	135	111	72	89	60	58	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	53	585	47	77	1078	135	111	72	89	60	58	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.41	0.26	0.33	0.36	0.35	0.29
Final Sat.:	1750	3800	1750	1750	3800	1750	714	463	573	633	611	506
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.03	0.04	0.28	0.08	0.16	0.16	0.16	0.09	0.09	0.09
Crit Moves:	***			***			***					
Green Time:	7.0	20.8	20.8	14.6	28.4	28.4	15.6	15.6	15.6	15.6	15.6	15.6
Volume/Cap:	0.26	0.44	0.08	0.18	0.60	0.16	0.60	0.60	0.60	0.37	0.37	0.37
Delay/Veh:	24.8	15.3	13.2	18.2	12.2	9.1	21.7	21.7	21.7	18.7	18.7	18.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	15.3	13.2	18.2	12.2	9.1	21.7	21.7	21.7	18.7	18.7	18.7
LOS by Move:	C	B	B	B	B	A	C	C	C	B	B	B
HCM2kAvgQ:	1	5	1	1	7	1	6	6	6	3	3	3
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project PM

Intersection #1008: Butterfield Boulevard and San Pedro Avenue

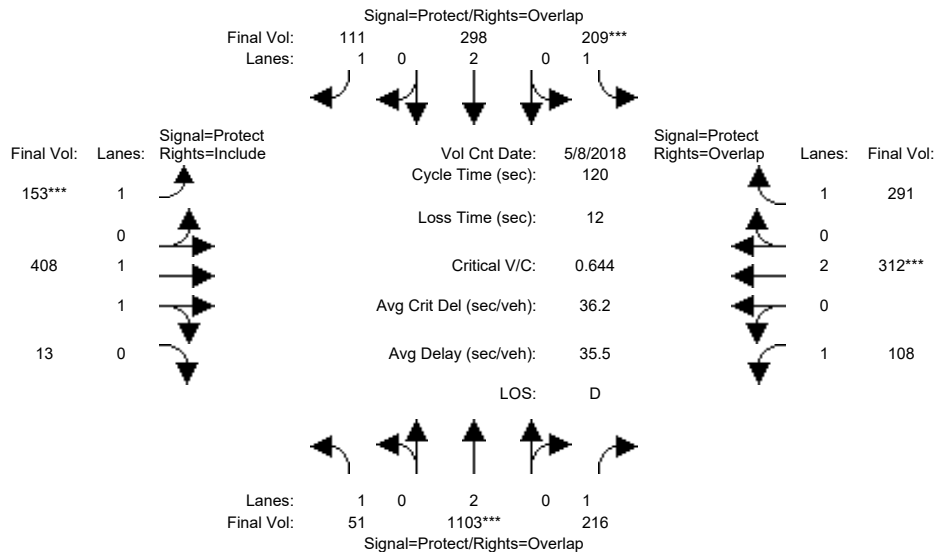


Street Name:	Butterfield Boulevard						San Pedro Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2019 <<												
Base Vol:	51	579	47	77	1080	136	114	72	93	60	58	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	579	47	77	1080	136	114	72	93	60	58	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	579	47	77	1080	136	114	72	93	60	58	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	579	47	77	1080	136	114	72	93	60	58	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	579	47	77	1080	136	114	72	93	60	58	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	51	579	47	77	1080	136	114	72	93	60	58	49
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.41	0.26	0.33	0.36	0.35	0.29
Final Sat.:	1750	3800	1750	1750	3800	1750	715	452	583	629	608	513
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.03	0.04	0.28	0.08	0.16	0.16	0.16	0.10	0.10	0.10
Crit Moves:	***			***			***					
Green Time:	7.0	20.7	20.7	14.5	28.2	28.2	15.8	15.8	15.8	15.8	15.8	15.8
Volume/Cap:	0.25	0.44	0.08	0.18	0.60	0.17	0.60	0.60	0.60	0.36	0.36	0.36
Delay/Veh:	24.8	15.4	13.3	18.3	12.4	9.2	21.6	21.6	21.6	18.5	18.5	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	15.4	13.3	18.3	12.4	9.2	21.6	21.6	21.6	18.5	18.5	18.5
LOS by Move:	C	B	B	B	B	A	C	C	C	B	B	B
HCM2kAvgQ:	1	5	1	1	7	1	6	6	6	3	3	3
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #123: Butterfield Boulevard and Dunne Avenue

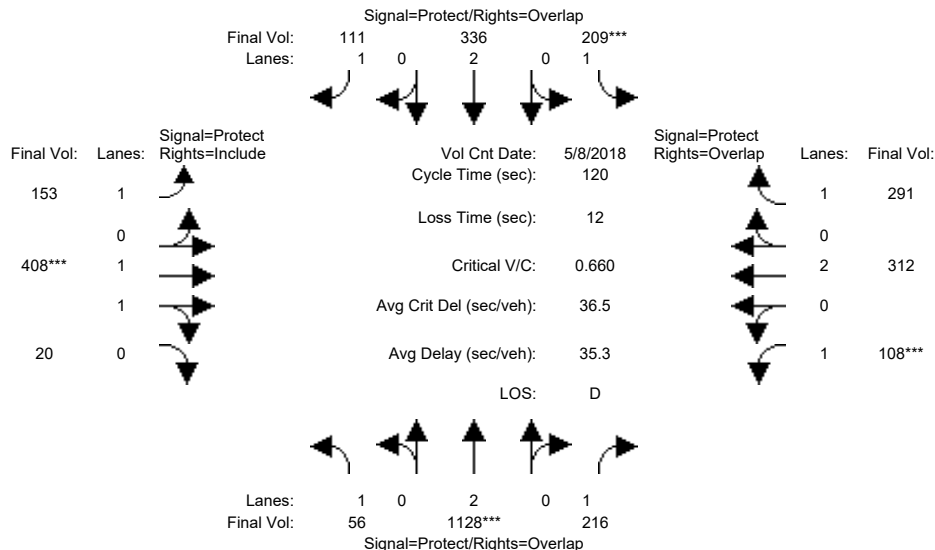


Street Name:	Butterfield Boulevard						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	51	1103	216	209	298	111	153	408	13	108	312	291
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	1103	216	209	298	111	153	408	13	108	312	291
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	1103	216	209	298	111	153	408	13	108	312	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	1103	216	209	298	111	153	408	13	108	312	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1103	216	209	298	111	153	408	13	108	312	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	51	1103	216	209	298	111	153	408	13	108	312	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3586	114	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.12	0.12	0.08	0.06	0.09	0.11	0.11	0.06	0.08	0.17
Crit Moves:	****			****			****			****		
Green Time:	31.5	54.1	65.2	22.3	44.9	61.2	16.3	20.5	20.5	11.1	15.3	37.6
Volume/Cap:	0.11	0.64	0.23	0.64	0.21	0.12	0.64	0.67	0.67	0.67	0.64	0.53
Delay/Veh:	33.8	26.3	14.4	49.6	25.5	15.4	55.0	49.3	49.3	62.7	52.7	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.8	26.3	14.4	49.6	25.5	15.4	55.0	49.3	49.3	62.7	52.7	35.0
LOS by Move:	C	C	B	D	C	B	E	D	D	E	D	C
HCM2kAvgQ:	1	15	4	8	4	2	6	7	7	4	5	9
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #123: Butterfield Boulevard and Dunne Avenue



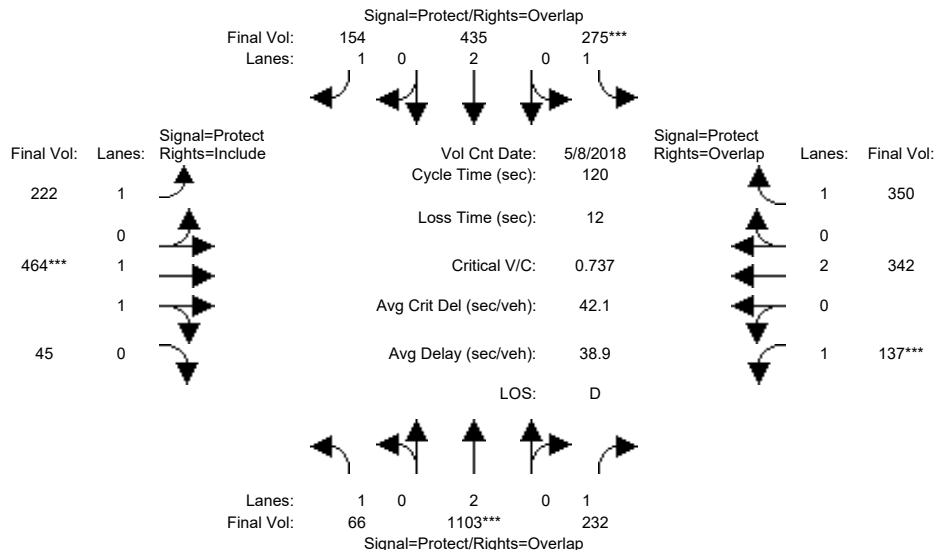
Street Name:	Butterfield Boulevard						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	51	1103	216	209	298	111	153	408	13	108	312	291
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	1103	216	209	298	111	153	408	13	108	312	291
Added Vol:	5	25	0	0	38	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	1128	216	209	336	111	153	408	20	108	312	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	1128	216	209	336	111	153	408	20	108	312	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1128	216	209	336	111	153	408	20	108	312	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	1128	216	209	336	111	153	408	20	108	312	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.90	0.10	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3527	173	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.12	0.12	0.09	0.06	0.09	0.12	0.12	0.06	0.08	0.17
Crit Moves:	****			****			****			****		
Green Time:	30.1	54.0	65.2	21.7	45.6	62.1	16.5	21.0	21.0	11.2	15.7	37.5
Volume/Cap:	0.13	0.66	0.23	0.66	0.23	0.12	0.63	0.66	0.66	0.66	0.63	0.53
Delay/Veh:	34.9	26.8	14.4	50.8	25.4	14.9	54.4	48.7	48.7	62.1	51.8	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	26.8	14.4	50.8	25.4	14.9	54.4	48.7	48.7	62.1	51.8	35.1
LOS by Move:	C	C	B	D	C	B	D	D	D	E	D	D
HCM2kAvgQ:	2	16	4	8	4	2	6	8	8	4	5	9

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #123: Butterfield Boulevard and Dunne Avenue

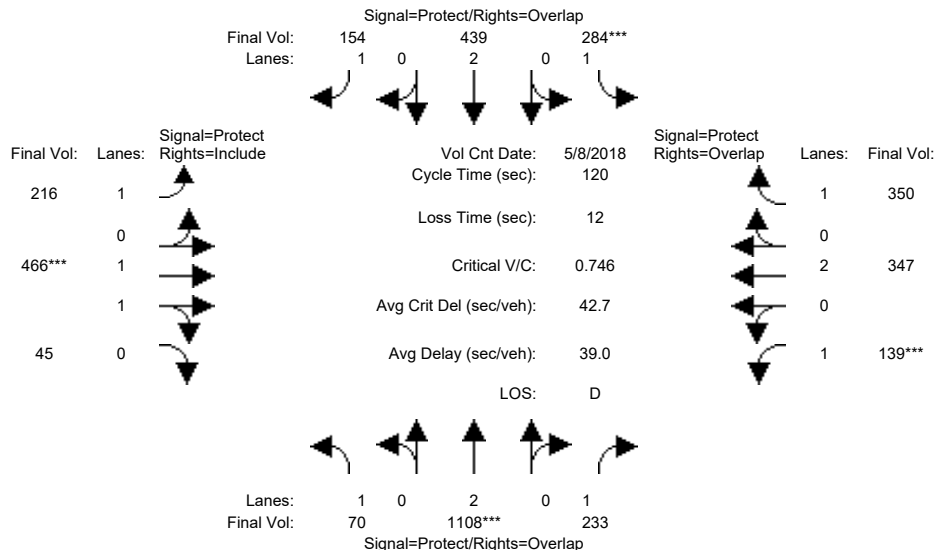


Street Name:	Butterfield Boulevard						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	66	1103	232	275	435	154	222	464	45	137	342	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	1103	232	275	435	154	222	464	45	137	342	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	1103	232	275	435	154	222	464	45	137	342	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	1103	232	275	435	154	222	464	45	137	342	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1103	232	275	435	154	222	464	45	137	342	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	66	1103	232	275	435	154	222	464	45	137	342	350
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3373	327	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.13	0.16	0.11	0.09	0.13	0.14	0.14	0.08	0.09	0.20
Crit Moves:	****			****			****			****		
Green Time:	24.6	47.3	60.0	25.6	48.3	68.8	20.6	22.4	22.4	12.7	14.6	40.2
Volume/Cap:	0.18	0.74	0.27	0.74	0.28	0.15	0.74	0.74	0.74	0.74	0.74	0.60
Delay/Veh:	39.7	33.0	17.4	51.6	24.3	12.0	56.6	50.2	50.2	66.3	57.2	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	33.0	17.4	51.6	24.3	12.0	56.6	50.2	50.2	66.3	57.2	34.9
LOS by Move:	D	C	B	D	C	B	E	D	D	E	E	C
HCM2kAvgQ:	2	17	5	10	5	3	9	9	9	5	6	11
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project AM

Intersection #123: Butterfield Boulevard and Dunne Avenue



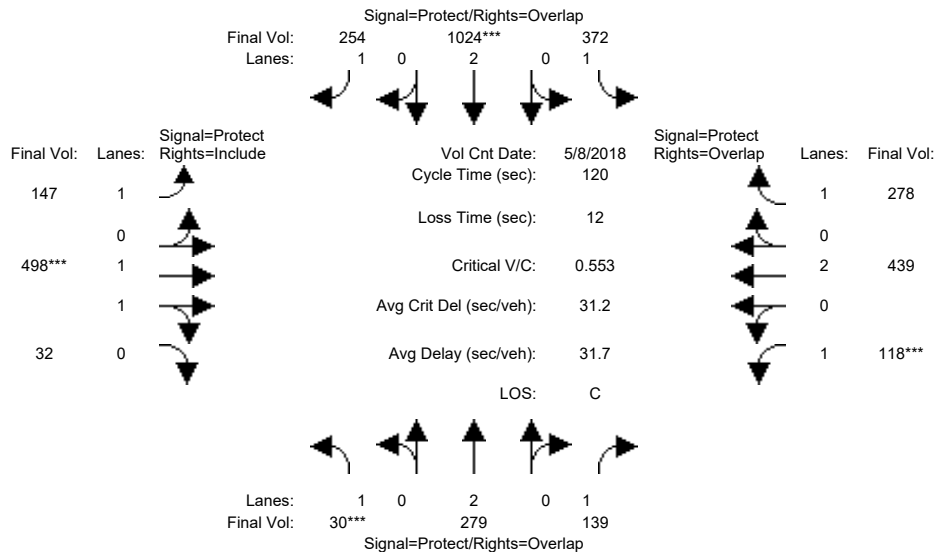
Street Name:	Butterfield Boulevard						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	70	1108	233	284	439	154	216	466	45	139	347	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1108	233	284	439	154	216	466	45	139	347	350
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1108	233	284	439	154	216	466	45	139	347	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1108	233	284	439	154	216	466	45	139	347	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1108	233	284	439	154	216	466	45	139	347	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	1108	233	284	439	154	216	466	45	139	347	350
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.82	0.18	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3374	326	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.13	0.16	0.12	0.09	0.12	0.14	0.14	0.08	0.09	0.20
Crit Moves:	****			****			****			****		
Green Time:	24.5	46.9	59.7	26.1	48.5	68.6	20.1	22.2	22.2	12.8	14.9	41.0
Volume/Cap:	0.20	0.75	0.27	0.75	0.29	0.15	0.74	0.75	0.75	0.75	0.74	0.59
Delay/Veh:	39.9	33.5	17.7	51.7	24.2	12.1	56.8	50.7	50.7	67.2	56.7	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	33.5	17.7	51.7	24.2	12.1	56.8	50.7	50.7	67.2	56.7	34.0
LOS by Move:	D	C	B	D	C	B	E	D	D	E	E	C
HCM2kAvgQ:	2	17	5	11	5	3	8	9	9	5	6	11

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #123: Butterfield Boulevard and Dunne Avenue

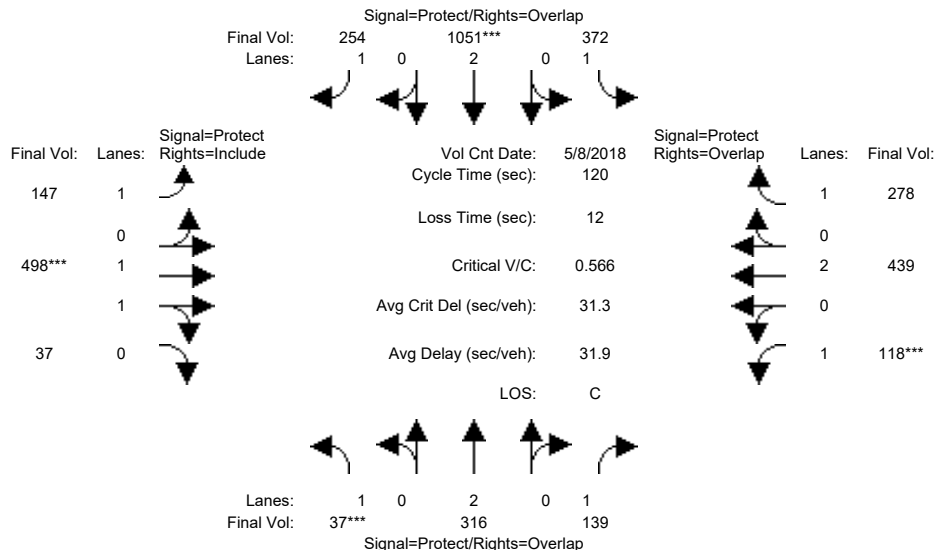


Street Name:	Butterfield Boulevard						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	30	279	139	372	1024	254	147	498	32	118	439	278
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	279	139	372	1024	254	147	498	32	118	439	278
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	279	139	372	1024	254	147	498	32	118	439	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	279	139	372	1024	254	147	498	32	118	439	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	279	139	372	1024	254	147	498	32	118	439	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	279	139	372	1024	254	147	498	32	118	439	278
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.88	0.12	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3476	223	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.08	0.21	0.27	0.15	0.08	0.14	0.14	0.07	0.12	0.16
Crit Moves:	***			***			***			***		
Green Time:	7.0	17.9	32.1	45.7	56.7	75.3	18.7	30.1	30.1	14.2	25.7	71.4
Volume/Cap:	0.29	0.49	0.30	0.56	0.57	0.23	0.54	0.57	0.57	0.57	0.54	0.27
Delay/Veh:	55.7	47.5	35.3	30.2	23.3	9.8	48.9	40.1	40.1	53.8	42.7	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	47.5	35.3	30.2	23.3	9.8	48.9	40.1	40.1	53.8	42.7	11.8
LOS by Move:	E	D	D	C	C	A	D	D	D	D	D	B
HCM2kAvgQ:	1	5	4	11	13	4	5	9	9	4	7	5
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #123: Butterfield Boulevard and Dunne Avenue

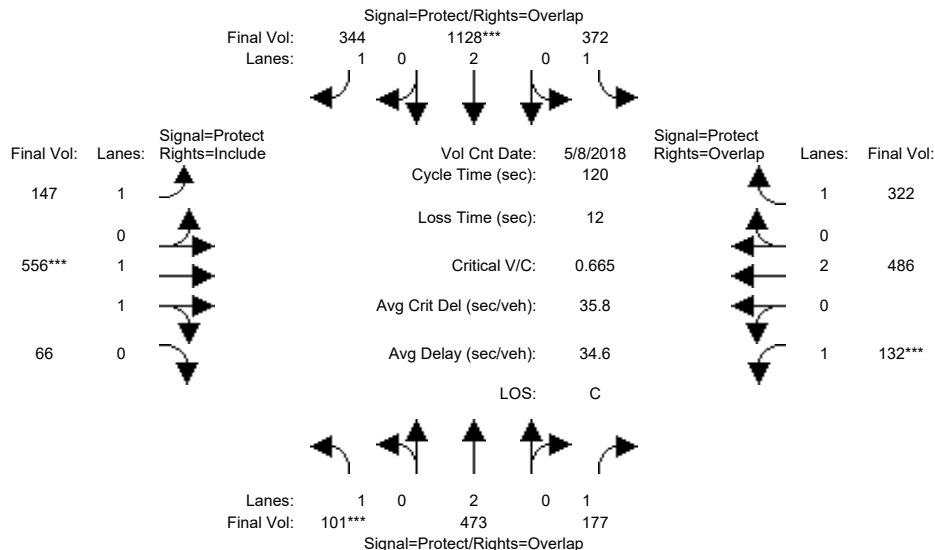


Street Name:	Butterfield Boulevard						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	30	279	139	372	1024	254	147	498	32	118	439	278
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	279	139	372	1024	254	147	498	32	118	439	278
Added Vol:	7	37	0	0	27	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	37	316	139	372	1051	254	147	498	37	118	439	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	316	139	372	1051	254	147	498	37	118	439	278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	316	139	372	1051	254	147	498	37	118	439	278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	37	316	139	372	1051	254	147	498	37	118	439	278
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3444	256	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.21	0.28	0.15	0.08	0.14	0.14	0.07	0.12	0.16
Crit Moves:	****			****			****			****		
Green Time:	7.0	18.1	32.0	46.1	57.2	75.6	18.5	29.9	29.9	13.9	25.4	71.5
Volume/Cap:	0.36	0.55	0.30	0.55	0.58	0.23	0.55	0.58	0.58	0.58	0.55	0.27
Delay/Veh:	56.5	48.4	35.4	29.9	23.2	9.7	49.2	40.5	40.5	54.4	43.0	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	48.4	35.4	29.9	23.2	9.7	49.2	40.5	40.5	54.4	43.0	11.8
LOS by Move:	E	D	D	C	C	A	D	D	D	D	D	B
HCM2kAvgQ:	1	5	4	11	13	4	5	9	9	4	7	5
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #123: Butterfield Boulevard and Dunne Avenue

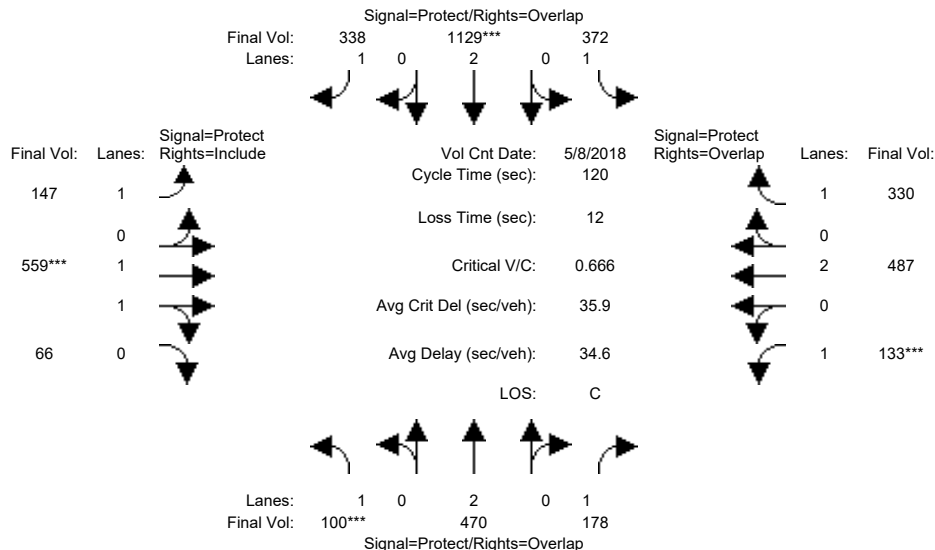


Street Name:	Butterfield Boulevard						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	101	473	177	372	1128	344	147	556	66	132	486	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	473	177	372	1128	344	147	556	66	132	486	322
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	473	177	372	1128	344	147	556	66	132	486	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	473	177	372	1128	344	147	556	66	132	486	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	473	177	372	1128	344	147	556	66	132	486	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	101	473	177	372	1128	344	147	556	66	132	486	322
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.78	0.22	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3307	393	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.10	0.21	0.30	0.20	0.08	0.17	0.17	0.08	0.13	0.18
Crit Moves:	***			***			***			***		
Green Time:	10.4	23.6	37.3	40.4	53.6	71.0	17.4	30.4	30.4	13.6	26.5	66.9
Volume/Cap:	0.66	0.63	0.33	0.63	0.66	0.33	0.58	0.66	0.66	0.66	0.58	0.33
Delay/Veh:	63.7	45.9	32.1	35.8	27.1	12.6	51.1	42.1	42.1	59.2	42.7	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.7	45.9	32.1	35.8	27.1	12.6	51.1	42.1	42.1	59.2	42.7	14.6
LOS by Move:	E	D	C	D	C	B	D	D	D	E	D	B
HCM2kAvgQ:	4	8	5	12	15	6	5	10	10	5	8	7
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project PM

Intersection #123: Butterfield Boulevard and Dunne Avenue

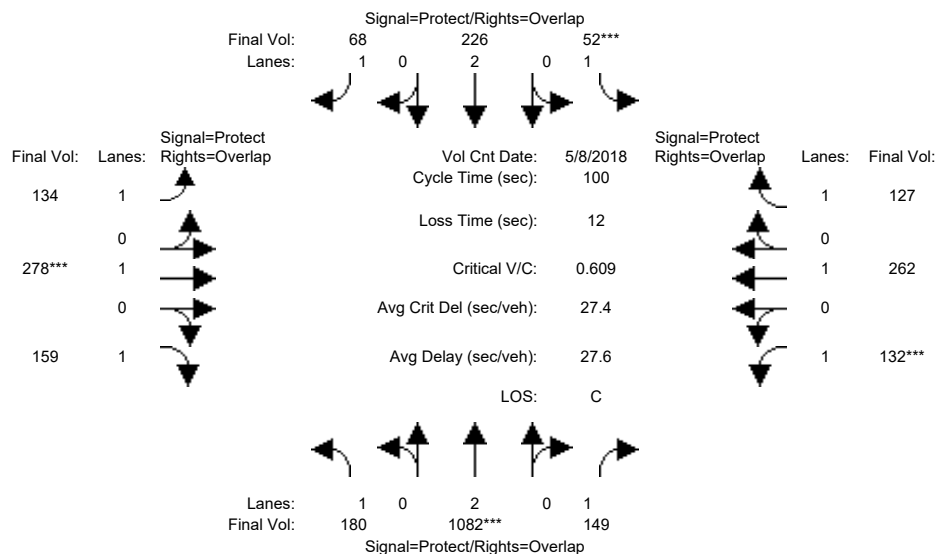


Street Name:	Butterfield Boulevard						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	100	470	178	372	1129	338	147	559	66	133	487	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	470	178	372	1129	338	147	559	66	133	487	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	470	178	372	1129	338	147	559	66	133	487	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	470	178	372	1129	338	147	559	66	133	487	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	470	178	372	1129	338	147	559	66	133	487	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	470	178	372	1129	338	147	559	66	133	487	330
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.78	0.22	1.00	2.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	3309	391	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.10	0.21	0.30	0.19	0.08	0.17	0.17	0.08	0.13	0.19
Crit Moves:	***			***			***			***		
Green Time:	10.3	23.5	37.2	40.4	53.6	71.0	17.5	30.4	30.4	13.7	26.7	67.0
Volume/Cap:	0.67	0.63	0.33	0.63	0.67	0.33	0.58	0.67	0.67	0.67	0.58	0.34
Delay/Veh:	64.0	46.1	32.2	35.8	27.2	12.6	51.1	42.0	42.0	59.2	42.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.0	46.1	32.2	35.8	27.2	12.6	51.1	42.0	42.0	59.2	42.6	14.6
LOS by Move:	E	D	C	D	C	B	D	D	D	E	D	B
HCM2kAvgQ:	4	8	5	12	15	6	5	11	11	5	8	7
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #119: Butterfield Boulevard and Main Avenue



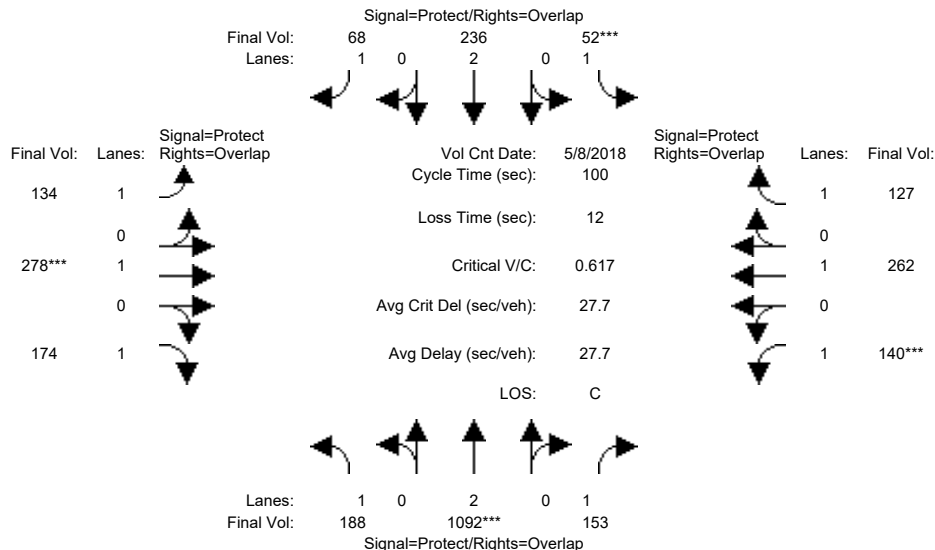
Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	180	1082	149	52	226	68	134	278	159	132	262	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1082	149	52	226	68	134	278	159	132	262	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	1082	149	52	226	68	134	278	159	132	262	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:	180	1082	149	52	226	68	134	278	159	132	262	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1082	149	52	226	68	134	278	159	132	262	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
Final Volume:	180	1082	149	52	226	68	134	278	159	132	262	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	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.09	0.03	0.06	0.04	0.08	0.15	0.09	0.08	0.14	0.07
Crit Moves:	****			****			****			****		
Green Time:	26.6	45.5	57.6	7.0	25.9	38.6	12.7	23.4	50.0	12.1	22.8	29.8
Volume/Cap:	0.39	0.63	0.15	0.42	0.23	0.10	0.60	0.63	0.18	0.63	0.60	0.24
Delay/Veh:	30.5	21.5	9.9	46.9	29.3	19.7	46.0	37.2	13.8	47.6	37.0	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	21.5	9.9	46.9	29.3	19.7	46.0	37.2	13.8	47.6	37.0	26.8
LOS by Move:	C	C	A	D	C	B	D	D	B	D	D	C
HCM2kAvgQ:	4	12	2	2	3	1	4	7	3	5	8	3

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #119: Butterfield Boulevard and Main Avenue



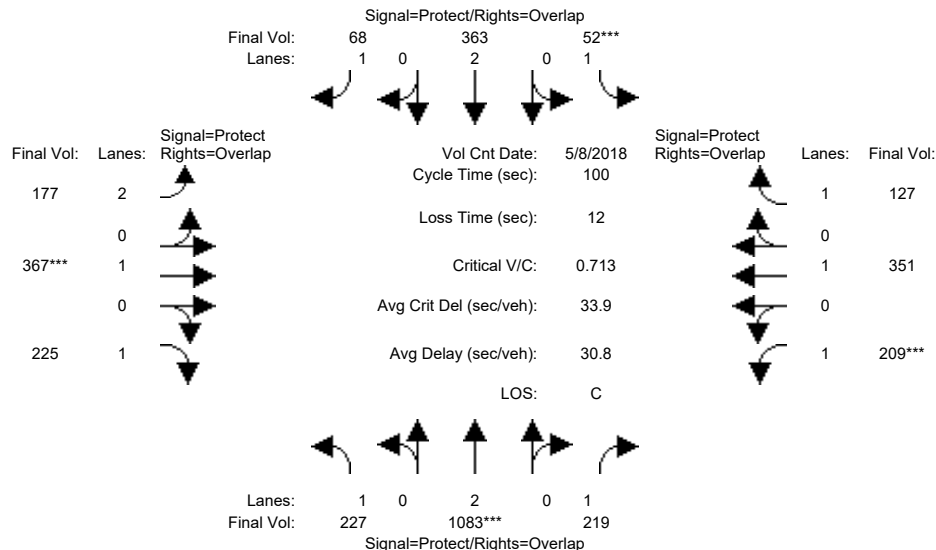
Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	180	1082	149	52	226	68	134	278	159	132	262	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1082	149	52	226	68	134	278	159	132	262	127
Added Vol:	8	10	4	0	10	0	0	0	15	8	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	1092	153	52	236	68	134	278	174	140	262	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:	188	1092	153	52	236	68	134	278	174	140	262	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	1092	153	52	236	68	134	278	174	140	262	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
Final Volume:	188	1092	153	52	236	68	134	278	174	140	262	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	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.09	0.03	0.06	0.04	0.08	0.15	0.10	0.08	0.14	0.07
Crit Moves:	****			****			****			****		
Green Time:	27.1	45.3	57.9	7.0	25.2	38.0	12.7	23.1	50.2	12.6	22.9	29.9
Volume/Cap:	0.40	0.63	0.15	0.42	0.25	0.10	0.60	0.63	0.20	0.63	0.60	0.24
Delay/Veh:	30.3	21.8	9.8	46.9	29.9	20.1	45.8	37.7	13.9	47.4	36.8	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	21.8	9.8	46.9	29.9	20.1	45.8	37.7	13.9	47.4	36.8	26.7
LOS by Move:	C	C	A	D	C	C	D	D	B	D	D	C
HCM2kAvgQ:	5	12	2	2	3	1	4	8	3	6	8	3

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #119: Butterfield Boulevard and Main Avenue



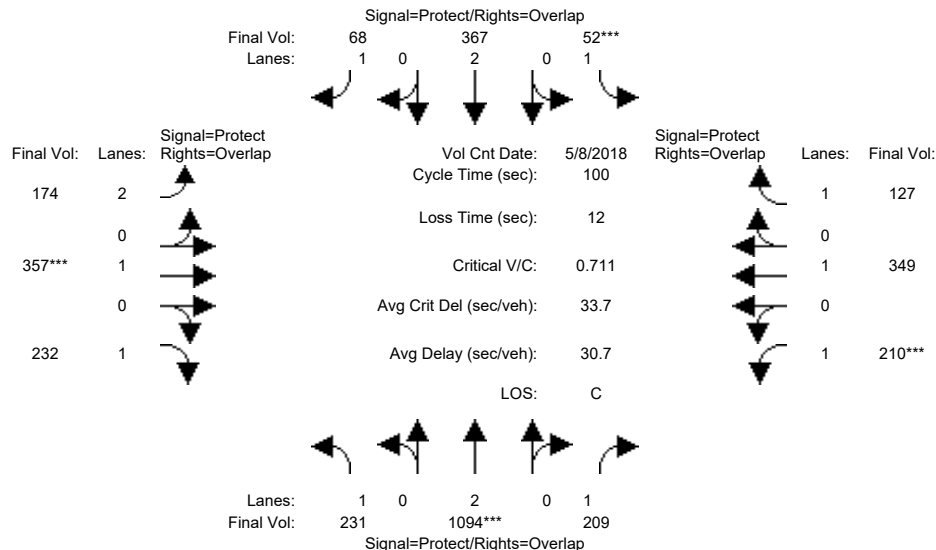
Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	227	1083	219	52	363	68	177	367	225	209	351	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	1083	219	52	363	68	177	367	225	209	351	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	1083	219	52	363	68	177	367	225	209	351	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:	227	1083	219	52	363	68	177	367	225	209	351	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	1083	219	52	363	68	177	367	225	209	351	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
Final Volume:	227	1083	219	52	363	68	177	367	225	209	351	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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.28	0.13	0.03	0.10	0.04	0.06	0.19	0.13	0.12	0.18	0.07
Crit Moves:	****			****			****			****		
Green Time:	25.8	38.6	54.8	7.0	19.9	31.5	11.6	26.2	51.9	16.2	30.7	37.7
Volume/Cap:	0.50	0.74	0.23	0.42	0.48	0.12	0.48	0.74	0.25	0.74	0.60	0.19
Delay/Veh:	32.6	28.3	11.8	46.9	36.0	24.5	42.4	39.5	13.4	49.7	31.2	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	28.3	11.8	46.9	36.0	24.5	42.4	39.5	13.4	49.7	31.2	21.0
LOS by Move:	C	C	B	D	D	C	D	D	B	D	C	C
HCM2kAvgQ:	6	13	3	2	5	2	3	10	4	8	10	3

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project AM

Intersection #119: Butterfield Boulevard and Main Avenue



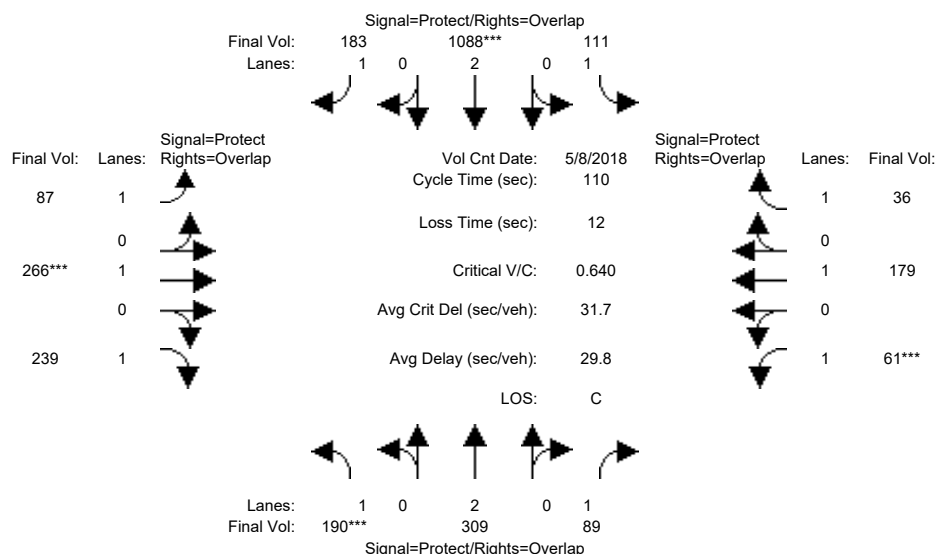
Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	231	1094	209	52	367	68	174	357	232	210	349	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	1094	209	52	367	68	174	357	232	210	349	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	1094	209	52	367	68	174	357	232	210	349	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:	231	1094	209	52	367	68	174	357	232	210	349	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	1094	209	52	367	68	174	357	232	210	349	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
Final Volume:	231	1094	209	52	367	68	174	357	232	210	349	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	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.29	0.12	0.03	0.10	0.04	0.06	0.19	0.13	0.12	0.18	0.07
Crit Moves:	****			****			****			****		
Green Time:	26.3	39.1	55.5	7.0	19.9	31.4	11.6	25.5	51.8	16.3	30.3	37.3
Volume/Cap:	0.50	0.74	0.22	0.42	0.49	0.12	0.48	0.74	0.26	0.74	0.61	0.19
Delay/Veh:	32.2	28.0	11.4	46.9	36.0	24.6	42.4	39.9	13.5	49.4	31.6	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	28.0	11.4	46.9	36.0	24.6	42.4	39.9	13.5	49.4	31.6	21.3
LOS by Move:	C	C	B	D	D	C	D	D	B	D	C	C
HCM2kAvgQ:	6	13	3	2	5	2	3	10	4	8	10	3

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #119: Butterfield Boulevard and Main Avenue



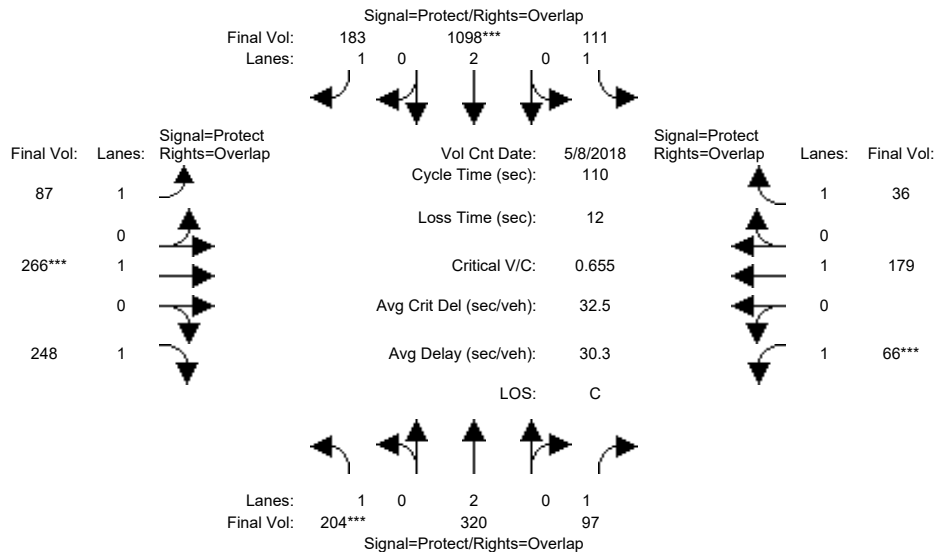
Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	190	309	89	111	1088	183	87	266	239	61	179	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	309	89	111	1088	183	87	266	239	61	179	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	309	89	111	1088	183	87	266	239	61	179	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	309	89	111	1088	183	87	266	239	61	179	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	309	89	111	1088	183	87	266	239	61	179	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	309	89	111	1088	183	87	266	239	61	179	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.08	0.05	0.06	0.29	0.10	0.05	0.14	0.14	0.03	0.09	0.02
Crit Moves:	****				****			****			****	
Green Time:	18.5	39.5	46.5	27.7	48.7	61.1	12.4	23.8	42.3	7.0	18.4	46.1
Volume/Cap:	0.65	0.23	0.12	0.25	0.65	0.19	0.44	0.65	0.36	0.55	0.56	0.05
Delay/Veh:	47.7	24.7	19.4	33.2	24.8	12.2	47.1	42.8	24.5	55.6	44.4	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.7	24.7	19.4	33.2	24.8	12.2	47.1	42.8	24.5	55.6	44.4	19.0
LOS by Move:	D	C	B	C	C	B	D	D	C	E	D	B
HCM2kAvgQ:	6	3	2	3	14	3	3	8	6	3	6	1

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #119: Butterfield Boulevard and Main Avenue



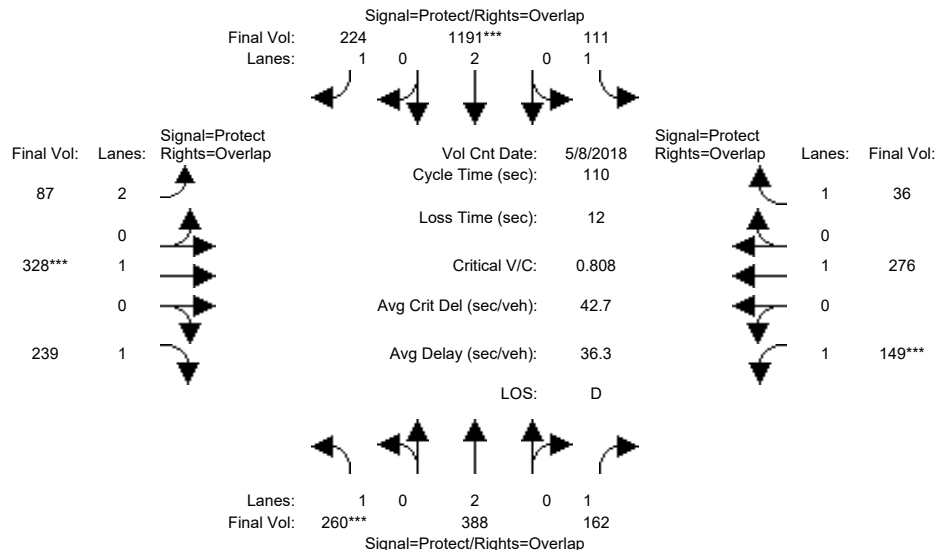
Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	190	309	89	111	1088	183	87	266	239	61	179	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	309	89	111	1088	183	87	266	239	61	179	36
Added Vol:	14	11	8	0	10	0	0	0	9	5	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	320	97	111	1098	183	87	266	248	66	179	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	320	97	111	1098	183	87	266	248	66	179	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	320	97	111	1098	183	87	266	248	66	179	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	204	320	97	111	1098	183	87	266	248	66	179	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.08	0.06	0.06	0.29	0.10	0.05	0.14	0.14	0.04	0.09	0.02
Crit Moves:	***				***		***			***		
Green Time:	19.4	39.8	46.8	27.9	48.2	60.4	12.2	23.4	42.8	7.0	18.1	46.0
Volume/Cap:	0.66	0.23	0.13	0.25	0.66	0.19	0.45	0.66	0.36	0.59	0.57	0.05
Delay/Veh:	47.4	24.6	19.3	33.0	25.4	12.6	47.3	43.7	24.2	58.4	44.9	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	24.6	19.3	33.0	25.4	12.6	47.3	43.7	24.2	58.4	44.9	19.1
LOS by Move:	D	C	B	C	C	B	D	D	C	E	D	B
HCM2kAvgQ:	7	4	2	3	14	3	3	8	6	3	6	1

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #119: Butterfield Boulevard and Main Avenue

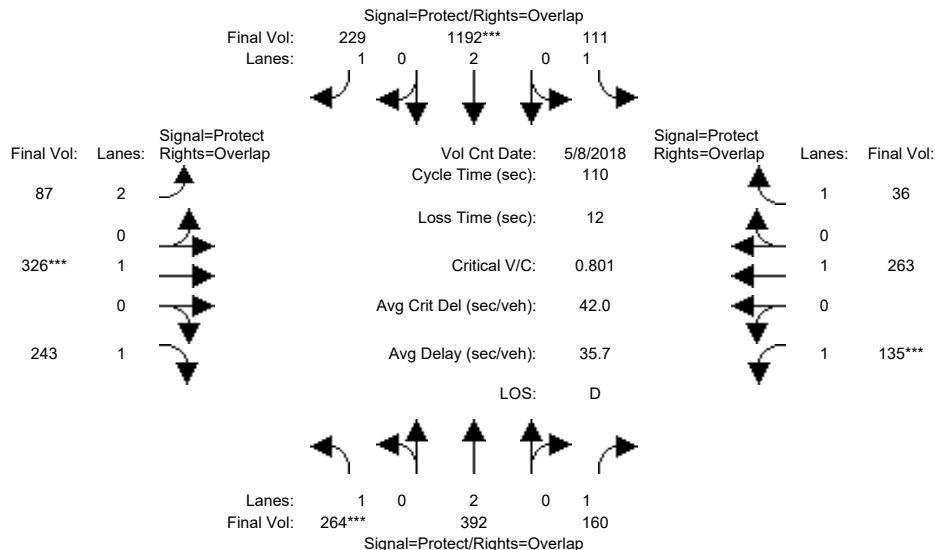


Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	260	388	162	111	1191	224	87	328	239	149	276	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	388	162	111	1191	224	87	328	239	149	276	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	388	162	111	1191	224	87	328	239	149	276	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	388	162	111	1191	224	87	328	239	149	276	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	388	162	111	1191	224	87	328	239	149	276	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	260	388	162	111	1191	224	87	328	239	149	276	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.10	0.09	0.06	0.31	0.13	0.03	0.17	0.14	0.09	0.15	0.02
Crit Moves:	***				***		***			***		
Green Time:	20.2	38.8	50.3	24.2	42.7	53.4	10.7	23.5	43.7	11.6	24.4	48.6
Volume/Cap:	0.81	0.29	0.20	0.29	0.81	0.26	0.28	0.81	0.34	0.81	0.65	0.05
Delay/Veh:	57.0	25.8	18.0	36.2	33.4	16.9	46.6	52.5	23.4	70.7	42.7	17.5
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:	57.0	25.8	18.0	36.2	33.4	16.9	46.6	52.5	23.4	70.7	42.7	17.5
LOS by Move:	E	C	B	D	C	B	D	D	C	E	D	B
HCM2kAvgQ:	9	4	3	3	18	5	2	11	6	8	9	1
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project PM

Intersection #119: Butterfield Boulevard and Main Avenue

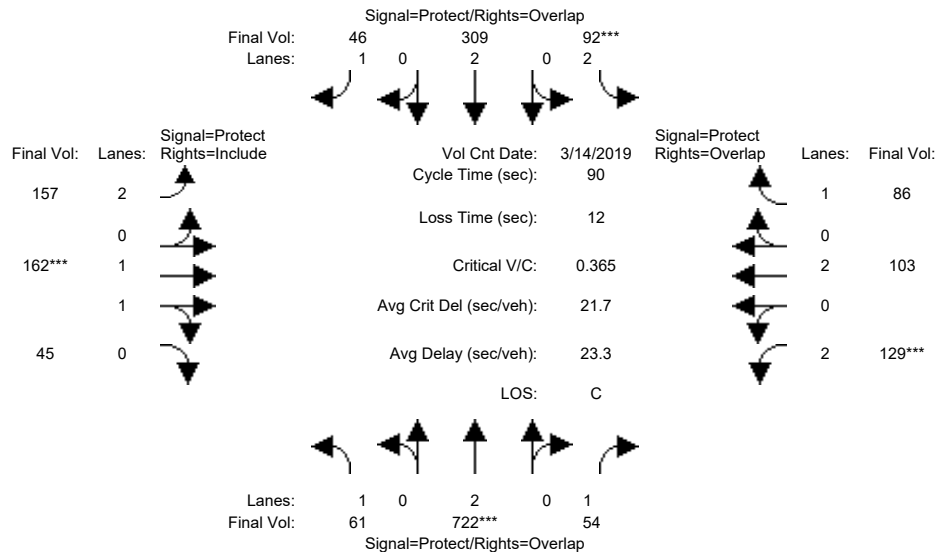


Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	264	392	160	111	1192	229	87	326	243	135	263	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	264	392	160	111	1192	229	87	326	243	135	263	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	264	392	160	111	1192	229	87	326	243	135	263	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	264	392	160	111	1192	229	87	326	243	135	263	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	264	392	160	111	1192	229	87	326	243	135	263	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	264	392	160	111	1192	229	87	326	243	135	263	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.10	0.09	0.06	0.31	0.13	0.03	0.17	0.14	0.08	0.14	0.02
Crit Moves:	***				***		***			***		
Green Time:	20.7	39.5	50.1	24.4	43.1	53.9	10.8	23.6	44.3	10.6	23.4	47.8
Volume/Cap:	0.80	0.29	0.20	0.29	0.80	0.27	0.28	0.80	0.34	0.80	0.65	0.05
Delay/Veh:	55.7	25.3	18.1	36.0	32.8	16.7	46.5	51.8	23.1	71.9	43.3	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.7	25.3	18.1	36.0	32.8	16.7	46.5	51.8	23.1	71.9	43.3	18.0
LOS by Move:	E	C	B	D	C	B	D	D	C	E	D	B
HCM2kAvgQ:	10	4	3	3	18	5	2	11	6	7	9	1
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #6674: Monterey Road and Tennant Avenue/Edmundson Avenue

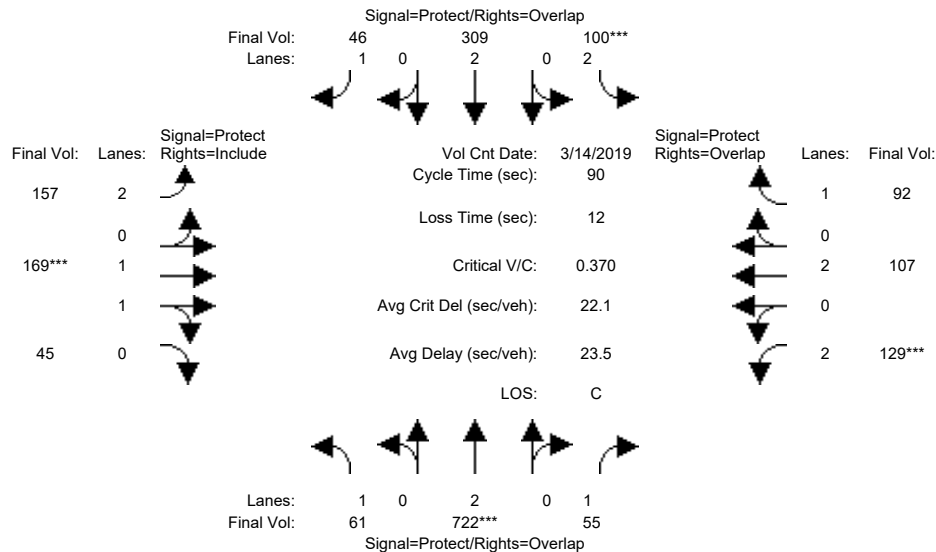


Street Name:	Monterey Rd						Tennant Ave/Edmundson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2019 <<												
Base Vol:	61	722	54	92	309	46	157	162	45	129	103	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	722	54	92	309	46	157	162	45	129	103	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	722	54	92	309	46	157	162	45	129	103	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	722	54	92	309	46	157	162	45	129	103	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	722	54	92	309	46	157	162	45	129	103	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	61	722	54	92	309	46	157	162	45	129	103	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.55	0.45	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	2895	804	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.03	0.03	0.08	0.03	0.05	0.06	0.06	0.04	0.03	0.05
Crit Moves:	****			****			****			****		
Green Time:	22.3	46.9	57.0	7.2	31.8	41.7	9.8	13.8	13.8	10.1	14.1	21.3
Volume/Cap:	0.14	0.36	0.05	0.36	0.23	0.06	0.46	0.36	0.36	0.36	0.17	0.21
Delay/Veh:	26.6	12.9	6.3	40.1	20.6	13.4	38.5	34.6	34.6	37.6	33.1	27.8
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:	26.6	12.9	6.3	40.1	20.6	13.4	38.5	34.6	34.6	37.6	33.1	27.8
LOS by Move:	C	B	A	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	1	6	1	1	3	1	3	3	3	2	1	2
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #6674: Monterey Road and Tennant Avenue/Edmundson Avenue

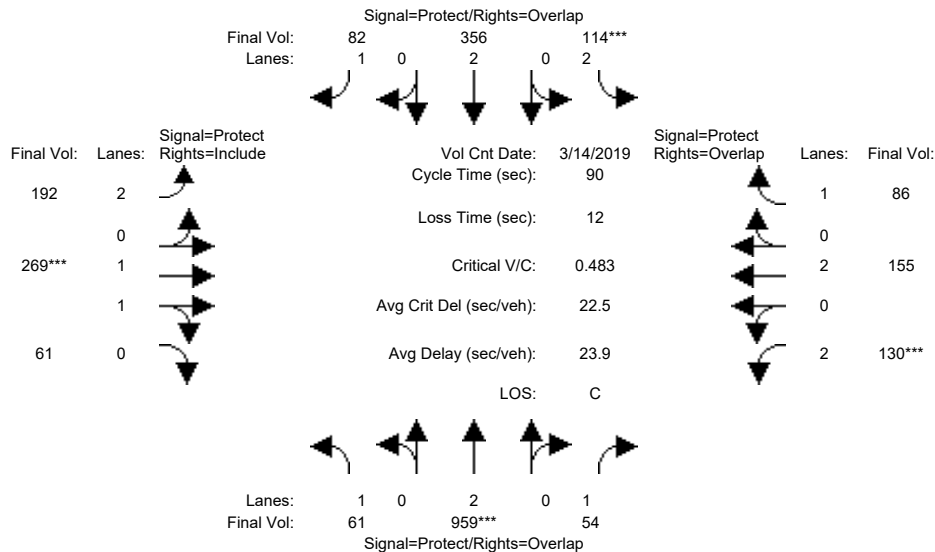


Street Name:	Monterey Rd						Tennant Ave/Edmundson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2019 <<												
Base Vol:	61	722	54	92	309	46	157	162	45	129	103	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	722	54	92	309	46	157	162	45	129	103	86
Added Vol:	0	0	1	8	0	0	0	7	0	0	4	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	722	55	100	309	46	157	169	45	129	107	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	722	55	100	309	46	157	169	45	129	107	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	722	55	100	309	46	157	169	45	129	107	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	61	722	55	100	309	46	157	169	45	129	107	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.57	0.43	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	2921	778	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.03	0.03	0.08	0.03	0.05	0.06	0.06	0.04	0.03	0.05
Crit Moves:	****			****			****			****		
Green Time:	22.2	46.2	56.2	7.7	31.7	41.6	9.9	14.1	14.1	10.0	14.1	21.9
Volume/Cap:	0.14	0.37	0.05	0.37	0.23	0.06	0.45	0.37	0.37	0.37	0.18	0.22
Delay/Veh:	26.6	13.3	6.6	39.7	20.6	13.4	38.5	34.4	34.4	37.8	33.0	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.6	13.3	6.6	39.7	20.6	13.4	38.5	34.4	34.4	37.8	33.0	27.5
LOS by Move:	C	B	A	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	1	6	1	2	3	1	3	3	3	2	1	2
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #6674: Monterey Road and Tennant Avenue/Edmundson Avenue

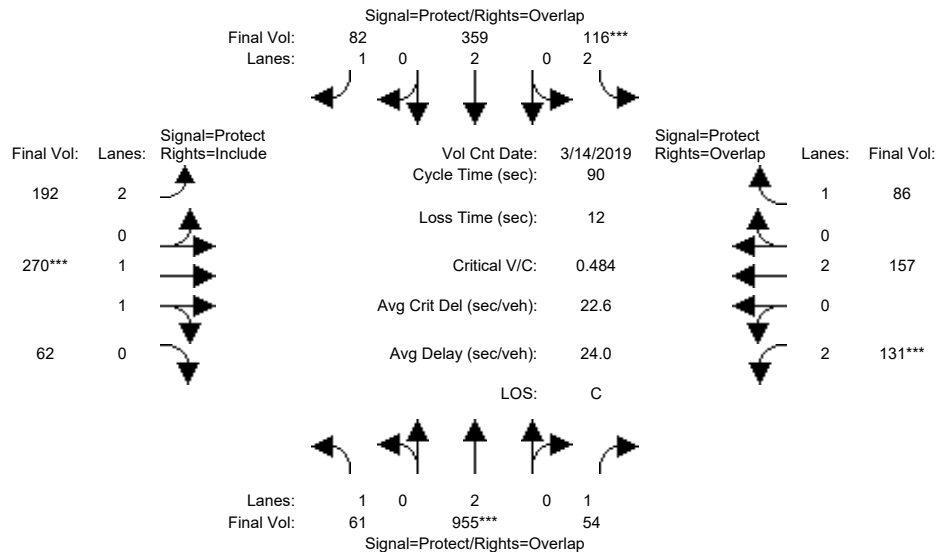


Street Name:	Monterey Rd						Tennant Ave/Edmundson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2019 <<												
Base Vol:	61	959	54	114	356	82	192	269	61	130	155	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	959	54	114	356	82	192	269	61	130	155	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	959	54	114	356	82	192	269	61	130	155	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	959	54	114	356	82	192	269	61	130	155	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	959	54	114	356	82	192	269	61	130	155	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	61	959	54	114	356	82	192	269	61	130	155	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.62	0.38	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	3016	684	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.03	0.04	0.09	0.05	0.06	0.09	0.09	0.04	0.04	0.05
Crit Moves:	****			****			****			****		
Green Time:	22.2	46.8	54.5	7.0	31.6	41.6	10.0	16.5	16.5	7.7	14.2	21.2
Volume/Cap:	0.14	0.49	0.05	0.47	0.27	0.10	0.55	0.49	0.49	0.49	0.26	0.21
Delay/Veh:	26.6	14.1	7.3	41.1	21.0	13.7	39.8	33.5	33.5	40.7	33.5	27.9
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:	26.6	14.1	7.3	41.1	21.0	13.7	39.8	33.5	33.5	40.7	33.5	27.9
LOS by Move:	C	B	A	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	1	8	1	2	3	1	4	5	5	2	2	2
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project AM

Intersection #6674: Monterey Road and Tennant Avenue/Edmundson Avenue

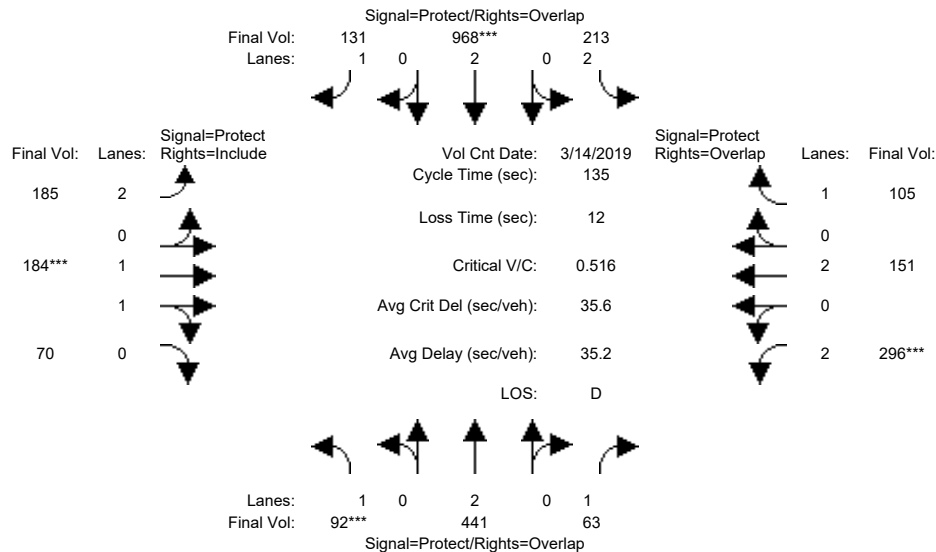


Street Name:	Monterey Rd						Tennant Ave/Edmundson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2019 <<												
Base Vol:	61	955	54	116	359	82	192	270	62	131	157	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	955	54	116	359	82	192	270	62	131	157	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	955	54	116	359	82	192	270	62	131	157	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	955	54	116	359	82	192	270	62	131	157	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	955	54	116	359	82	192	270	62	131	157	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	61	955	54	116	359	82	192	270	62	131	157	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.62	0.38	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	3009	691	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.03	0.04	0.09	0.05	0.06	0.09	0.09	0.04	0.04	0.05
Crit Moves:	****			****			****			****		
Green Time:	22.1	46.6	54.3	7.0	31.5	41.6	10.0	16.7	16.7	7.7	14.3	21.3
Volume/Cap:	0.14	0.49	0.05	0.47	0.27	0.10	0.55	0.49	0.49	0.49	0.26	0.21
Delay/Veh:	26.7	14.1	7.3	41.2	21.1	13.7	39.6	33.4	33.4	40.6	33.4	27.8
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:	26.7	14.1	7.3	41.2	21.1	13.7	39.6	33.4	33.4	40.6	33.4	27.8
LOS by Move:	C	B	A	D	C	B	D	C	C	D	C	C
HCM2kAvgQ:	1	8	1	2	3	1	4	5	5	2	2	2
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #6674: Monterey Road and Tennant Avenue/Edmundson Avenue

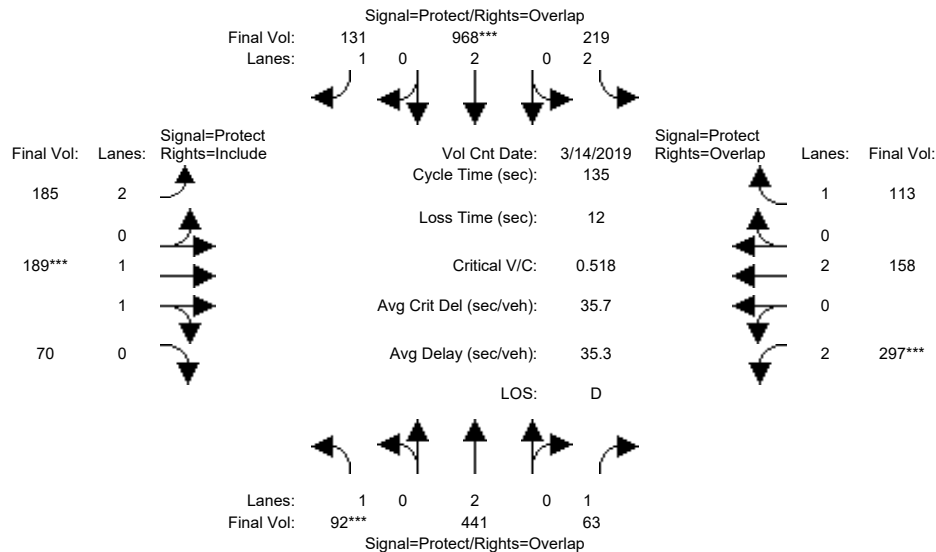


Street Name:	Monterey Rd						Tennant Ave/Edmundson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2019 <<												
Base Vol:	92	441	63	213	968	131	185	184	70	296	151	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	441	63	213	968	131	185	184	70	296	151	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	441	63	213	968	131	185	184	70	296	151	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:	92	441	63	213	968	131	185	184	70	296	151	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	441	63	213	968	131	185	184	70	296	151	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
Final Volume:	92	441	63	213	968	131	185	184	70	296	151	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	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.43	0.57	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	2680	1019	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.04	0.07	0.25	0.07	0.06	0.07	0.07	0.09	0.04	0.06
Crit Moves:	***			***			***			***		
Green Time:	13.8	50.8	75.4	29.6	66.7	85.5	18.8	18.0	18.0	24.6	23.7	53.4
Volume/Cap:	0.52	0.31	0.06	0.31	0.52	0.12	0.42	0.52	0.52	0.52	0.23	0.15
Delay/Veh:	60.1	29.8	13.7	44.4	23.5	9.9	53.8	55.4	55.4	50.6	47.9	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.1	29.8	13.7	44.4	23.5	9.9	53.8	55.4	55.4	50.6	47.9	26.4
LOS by Move:	E	C	B	D	C	A	D	E	E	D	D	C
HCM2kAvgQ:	4	6	1	4	13	2	5	6	6	7	3	3
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #6674: Monterey Road and Tennant Avenue/Edmundson Avenue

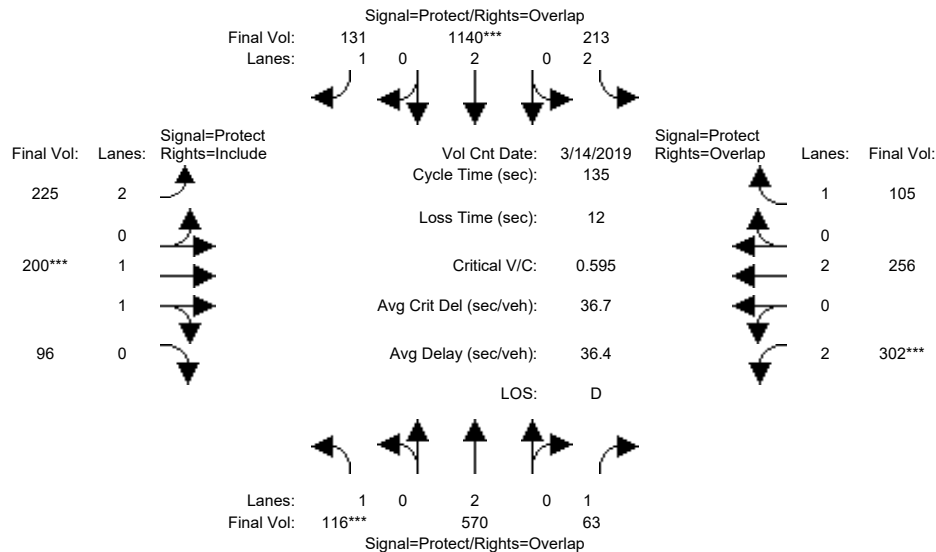


Street Name:	Monterey Rd						Tennant Ave/Edmundson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2019 <<												
Base Vol:	92	441	63	213	968	131	185	184	70	296	151	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	441	63	213	968	131	185	184	70	296	151	105
Added Vol:	0	0	0	6	0	0	0	5	0	1	7	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	441	63	219	968	131	185	189	70	297	158	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	441	63	219	968	131	185	189	70	297	158	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	441	63	219	968	131	185	189	70	297	158	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	441	63	219	968	131	185	189	70	297	158	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.44	0.56	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	2699	1000	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.04	0.07	0.25	0.07	0.06	0.07	0.07	0.09	0.04	0.06
Crit Moves:	***			***			***			***		
Green Time:	13.7	50.1	74.7	30.0	66.4	85.4	19.0	18.3	18.3	24.6	23.9	53.9
Volume/Cap:	0.52	0.31	0.07	0.31	0.52	0.12	0.42	0.52	0.52	0.52	0.23	0.16
Delay/Veh:	60.2	30.3	14.0	44.1	23.6	9.9	53.6	55.2	55.2	50.7	47.9	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.2	30.3	14.0	44.1	23.6	9.9	53.6	55.2	55.2	50.7	47.9	26.1
LOS by Move:	E	C	B	D	C	A	D	E	E	D	D	C
HCM2kAvgQ:	4	6	1	4	13	2	5	6	6	7	3	3
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #6674: Monterey Road and Tennant Avenue/Edmundson Avenue



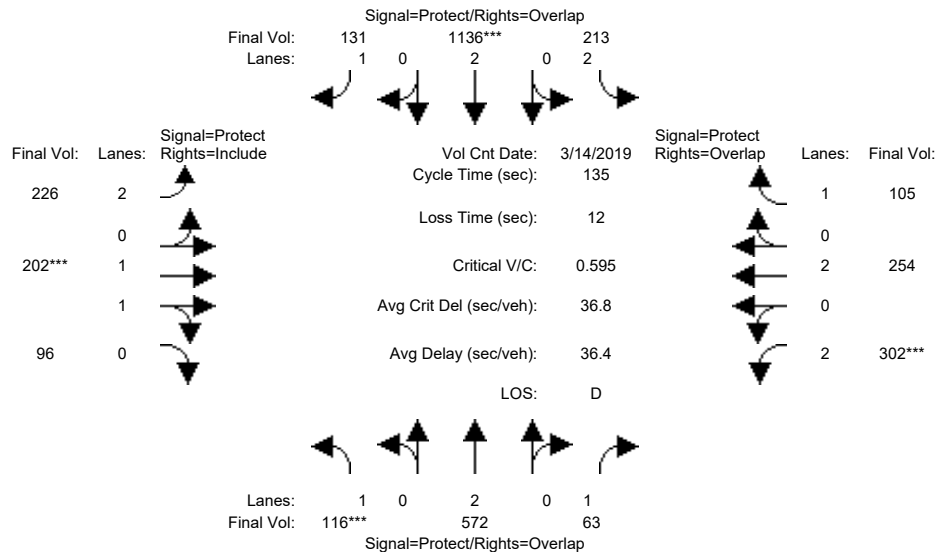
Street Name:	Monterey Rd						Tennant Ave/Edmundson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2019 <<												
Base Vol:	116	570	63	213	1140	131	225	200	96	302	256	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	570	63	213	1140	131	225	200	96	302	256	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	570	63	213	1140	131	225	200	96	302	256	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:	116	570	63	213	1140	131	225	200	96	302	256	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	570	63	213	1140	131	225	200	96	302	256	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
Final Volume:	116	570	63	213	1140	131	225	200	96	302	256	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	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.33	0.67	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	2499	1200	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.04	0.07	0.30	0.07	0.07	0.08	0.08	0.10	0.07	0.06
Crit Moves:	***			***			***			***		
Green Time:	15.0	57.3	79.0	25.8	68.1	87.6	19.6	18.2	18.2	21.7	20.3	46.1
Volume/Cap:	0.60	0.35	0.06	0.35	0.60	0.12	0.49	0.60	0.60	0.60	0.45	0.18
Delay/Veh:	62.0	26.5	12.1	47.7	24.2	9.0	54.0	56.9	56.9	54.5	52.8	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:	62.0	26.5	12.1	47.7	24.2	9.0	54.0	56.9	56.9	54.5	52.8	31.3
LOS by Move:	E	C	B	D	C	A	D	E	E	D	D	C
HCM2kAvgQ:	5	8	1	4	16	2	6	7	7	7	5	3

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project PM

Intersection #6674: Monterey Road and Tennant Avenue/Edmundson Avenue



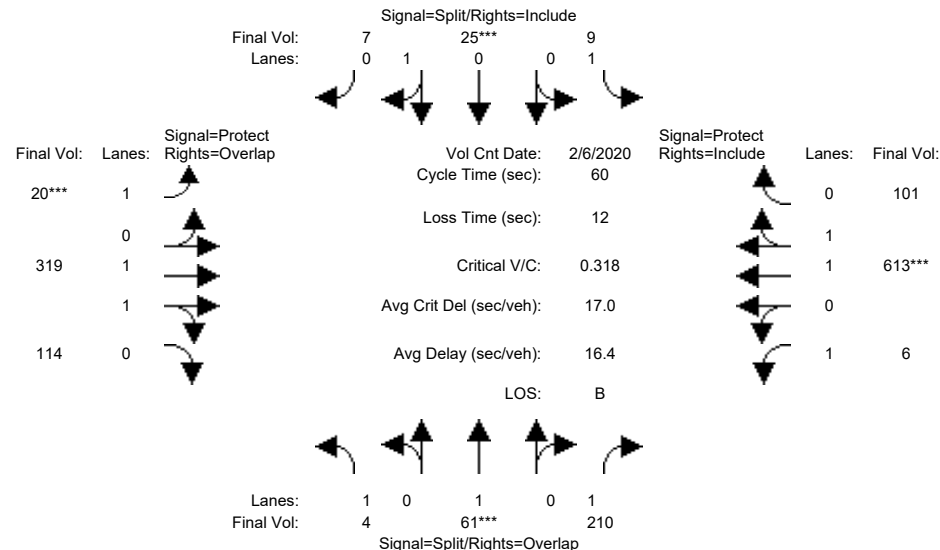
Street Name:	Monterey Rd						Tennant Ave/Edmundson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2019 <<												
Base Vol:	116	572	63	213	1136	131	226	202	96	302	254	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	572	63	213	1136	131	226	202	96	302	254	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	572	63	213	1136	131	226	202	96	302	254	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:	116	572	63	213	1136	131	226	202	96	302	254	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	572	63	213	1136	131	226	202	96	302	254	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
Final Volume:	116	572	63	213	1136	131	226	202	96	302	254	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	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	1.34	0.66	2.00	2.00	1.00
Final Sat.:	1750	3800	1750	3150	3800	1750	3150	2507	1192	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.04	0.07	0.30	0.07	0.07	0.08	0.08	0.10	0.07	0.06
Crit Moves:	***			***			***			***		
Green Time:	15.1	57.2	79.0	25.7	67.9	87.6	19.7	18.3	18.3	21.8	20.4	46.1
Volume/Cap:	0.59	0.36	0.06	0.36	0.59	0.12	0.49	0.59	0.59	0.59	0.44	0.18
Delay/Veh:	62.0	26.5	12.1	47.8	24.3	9.0	53.9	56.8	56.8	54.4	52.7	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:	62.0	26.5	12.1	47.8	24.3	9.0	53.9	56.8	56.8	54.4	52.7	31.3
LOS by Move:	E	C	B	D	C	A	D	E	E	D	D	C
HCM2kAvgQ:	5	8	1	4	16	2	6	7	7	7	5	3

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1065: Vineyard Boulevard and Tennant Avenue



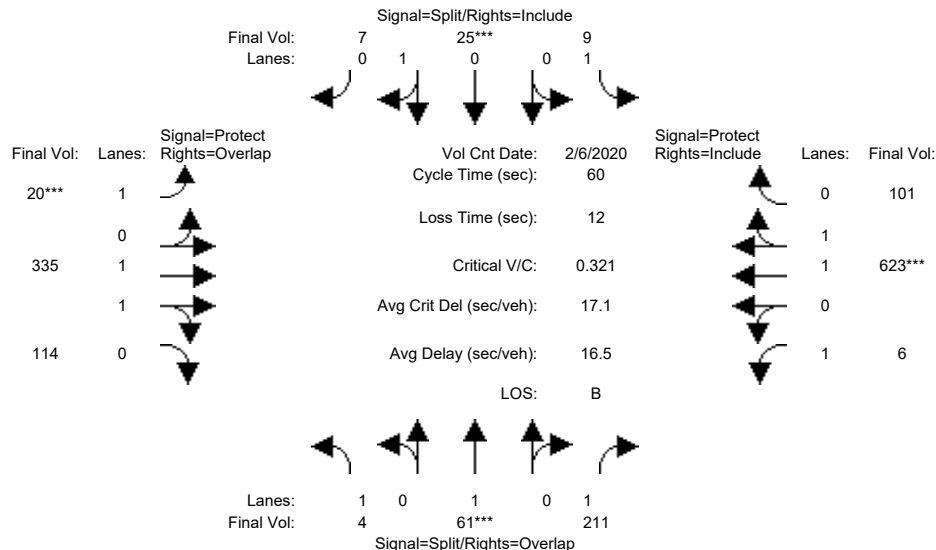
Street Name:	Vineyard Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	4	61	210	9	25	7	20	319	114	6	613	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	61	210	9	25	7	20	319	114	6	613	101
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	61	210	9	25	7	20	319	114	6	613	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:	4	61	210	9	25	7	20	319	114	6	613	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	61	210	9	25	7	20	319	114	6	613	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
Final Volume:	4	61	210	9	25	7	20	319	114	6	613	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.78	0.22	1.00	1.46	0.54	1.00	1.71	0.29
Final Sat.:	1750	1900	1750	1750	1406	394	1750	2725	974	1750	3176	523
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.12	0.01	0.02	0.02	0.01	0.12	0.12	0.00	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	21.5	10.0	10.0	10.0	7.0	16.5	26.5	11.5	21.0	21.0
Volume/Cap:	0.01	0.19	0.33	0.03	0.11	0.11	0.10	0.43	0.27	0.02	0.55	0.55
Delay/Veh:	20.9	21.8	14.3	21.0	21.4	21.4	23.9	18.2	10.7	19.7	16.2	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	21.8	14.3	21.0	21.4	21.4	23.9	18.2	10.7	19.7	16.2	16.2
LOS by Move:	C	C	B	C	C	C	C	B	B	B	B	B
HCM2kAvgQ:	0	1	3	0	1	1	0	3	3	0	5	5

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1065: Vineyard Boulevard and Tennant Avenue



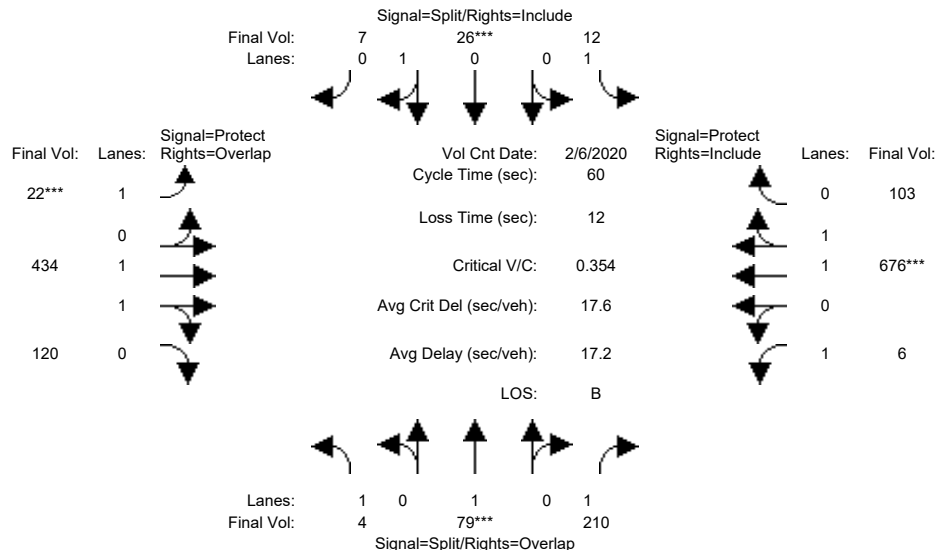
Street Name:	Vineyard Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	4	61	210	9	25	7	20	319	114	6	613	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	61	210	9	25	7	20	319	114	6	613	101
Added Vol:	0	0	1	0	0	0	0	16	0	0	10	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	61	211	9	25	7	20	335	114	6	623	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:	4	61	211	9	25	7	20	335	114	6	623	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	61	211	9	25	7	20	335	114	6	623	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:	4	61	211	9	25	7	20	335	114	6	623	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.78	0.22	1.00	1.48	0.52	1.00	1.71	0.29
Final Sat.:	1750	1900	1750	1750	1406	394	1750	2760	939	1750	3183	516
Capacity Analysis Module:												
Vol/Sat:	0.00	0.03	0.12	0.01	0.02	0.02	0.01	0.12	0.12	0.00	0.20	0.20
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	21.5	10.0	10.0	10.0	7.0	16.5	26.5	11.5	21.0	21.0
Volume/Cap:	0.01	0.19	0.34	0.03	0.11	0.11	0.10	0.44	0.28	0.02	0.56	0.56
Delay/Veh:	20.9	21.8	14.3	21.0	21.4	21.4	23.9	18.3	10.8	19.7	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.9	21.8	14.3	21.0	21.4	21.4	23.9	18.3	10.8	19.7	16.3	16.3
LOS by Move:	C	C	B	C	C	C	C	B	B	B	B	B
HCM2kAvgQ:	0	1	3	0	1	1	0	3	3	0	6	6

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1065: Vineyard Boulevard and Tennant Avenue



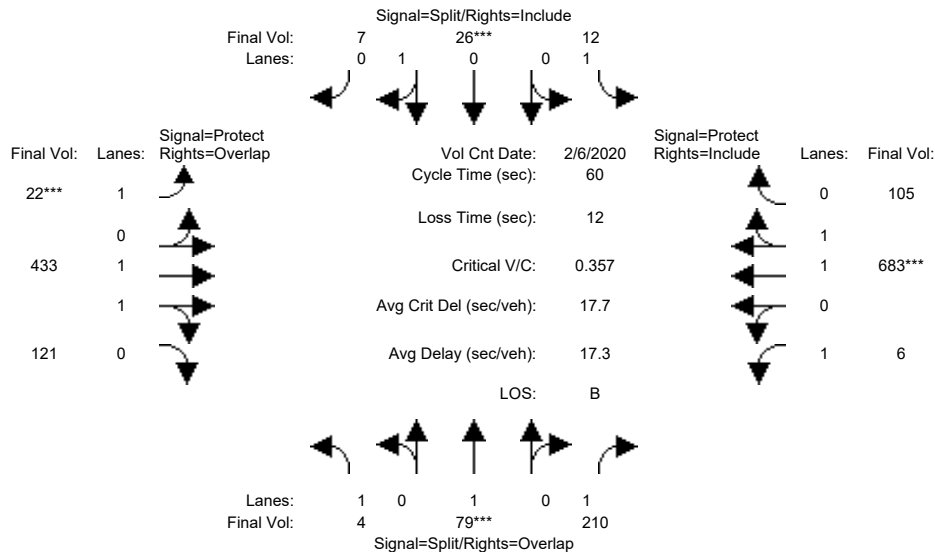
Street Name:	Vineyard Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	4	79	210	12	26	7	22	434	120	6	676	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	79	210	12	26	7	22	434	120	6	676	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	79	210	12	26	7	22	434	120	6	676	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:	4	79	210	12	26	7	22	434	120	6	676	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	79	210	12	26	7	22	434	120	6	676	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	79	210	12	26	7	22	434	120	6	676	103
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.79	0.21	1.00	1.55	0.45	1.00	1.73	0.27
Final Sat.:	1750	1900	1750	1750	1418	382	1750	2898	801	1750	3210	489
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.12	0.01	0.02	0.02	0.01	0.15	0.15	0.00	0.21	0.21
Crit Moves:	****											
Green Time:	10.0	10.0	21.5	10.0	10.0	10.0	7.0	16.5	26.5	11.5	21.0	21.0
Volume/Cap:	0.01	0.25	0.33	0.04	0.11	0.11	0.11	0.55	0.34	0.02	0.60	0.60
Delay/Veh:	20.9	22.2	14.3	21.0	21.4	21.4	23.9	19.2	11.1	19.7	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:	20.9	22.2	14.3	21.0	21.4	21.4	23.9	19.2	11.1	19.7	16.9	16.9
LOS by Move:	C	C	B	C	C	C	C	B	B	B	B	B
HCM2kAvgQ:	0	1	3	0	1	1	0	4	3	0	6	6

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project AM

Intersection #1065: Vineyard Boulevard and Tennant Avenue

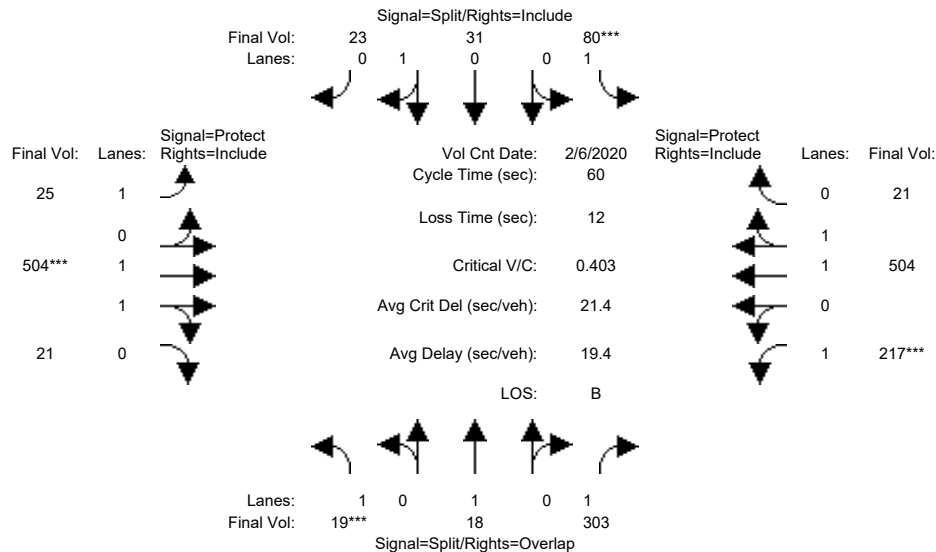


Street Name:	Vineyard Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	4	79	210	12	26	7	22	433	121	6	683	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	79	210	12	26	7	22	433	121	6	683	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	79	210	12	26	7	22	433	121	6	683	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:	4	79	210	12	26	7	22	433	121	6	683	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	79	210	12	26	7	22	433	121	6	683	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
Final Volume:	4	79	210	12	26	7	22	433	121	6	683	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	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.79	0.21	1.00	1.55	0.45	1.00	1.73	0.27
Final Sat.:	1750	1900	1750	1750	1418	382	1750	2891	808	1750	3207	493
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.12	0.01	0.02	0.02	0.01	0.15	0.15	0.00	0.21	0.21
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	21.5	10.0	10.0	10.0	7.0	16.5	26.5	11.5	21.0	21.0
Volume/Cap:	0.01	0.25	0.33	0.04	0.11	0.11	0.11	0.55	0.34	0.02	0.61	0.61
Delay/Veh:	20.9	22.2	14.3	21.0	21.4	21.4	23.9	19.2	11.1	19.7	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:	20.9	22.2	14.3	21.0	21.4	21.4	23.9	19.2	11.1	19.7	17.0	17.0
LOS by Move:	C	C	B	C	C	C	C	B	B	B	B	B
HCM2kAvgQ:	0	1	3	0	1	1	0	4	3	0	6	6
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1065: Vineyard Boulevard and Tennant Avenue



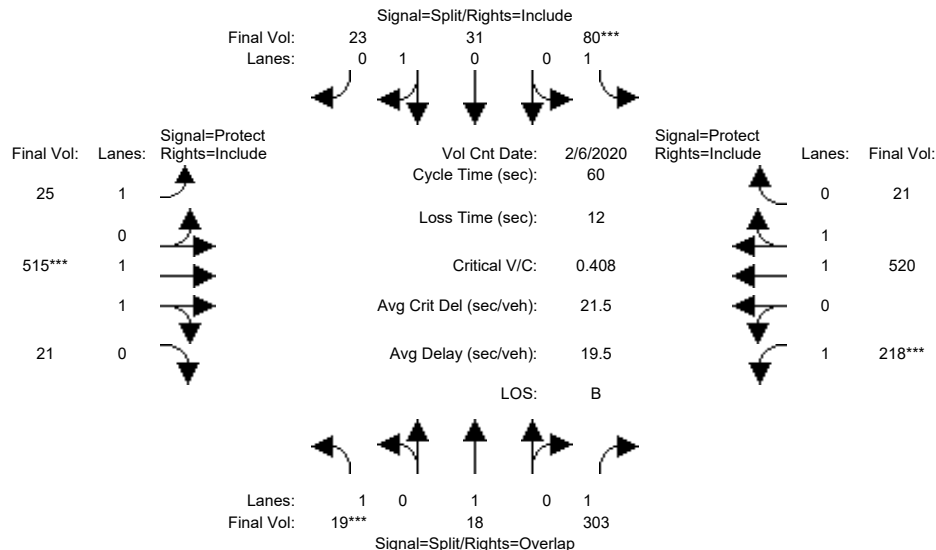
Street Name:	Vineyard Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	19	18	303	80	31	23	25	504	21	217	504	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	18	303	80	31	23	25	504	21	217	504	21
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	18	303	80	31	23	25	504	21	217	504	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	18	303	80	31	23	25	504	21	217	504	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	18	303	80	31	23	25	504	21	217	504	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	18	303	80	31	23	25	504	21	217	504	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	0.57	0.43	1.00	1.92	0.08	1.00	1.92	0.08
Final Sat.:	1750	1900	1750	1750	1033	767	1750	3552	148	1750	3552	148
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.17	0.05	0.03	0.03	0.01	0.14	0.14	0.12	0.14	0.14
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	10.0	10.0	23.1	10.0	10.0	10.0	11.5	14.9	14.9	13.1	16.5	16.5
Volume/Cap:	0.07	0.06	0.45	0.27	0.18	0.18	0.07	0.57	0.57	0.57	0.52	0.52
Delay/Veh:	21.2	21.1	14.2	22.3	21.8	21.8	20.0	20.6	20.6	23.0	18.9	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	21.1	14.2	22.3	21.8	21.8	20.0	20.6	20.6	23.0	18.9	18.9
LOS by Move:	C	C	B	C	C	C	B	C	C	C	B	B
HCM2kAvgQ:	0	0	5	2	1	1	0	4	4	4	4	4

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1065: Vineyard Boulevard and Tennant Avenue



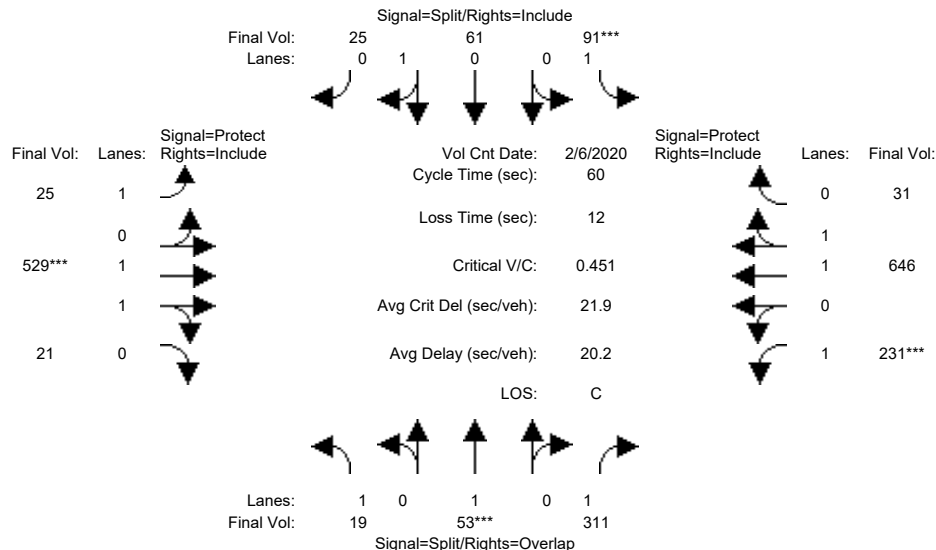
Street Name:	Vineyard Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	19	18	303	80	31	23	25	504	21	217	504	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	18	303	80	31	23	25	504	21	217	504	21
Added Vol:	0	0	0	0	0	0	0	11	0	1	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	18	303	80	31	23	25	515	21	218	520	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	18	303	80	31	23	25	515	21	218	520	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	18	303	80	31	23	25	515	21	218	520	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	18	303	80	31	23	25	515	21	218	520	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	0.57	0.43	1.00	1.92	0.08	1.00	1.92	0.08
Final Sat.:	1750	1900	1750	1750	1033	767	1750	3555	145	1750	3556	144
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.17	0.05	0.03	0.03	0.01	0.14	0.14	0.12	0.15	0.15
Crit Moves:	***	***	***	***	***	***	***	***	***	***	***	***
Green Time:	10.0	10.0	22.9	10.0	10.0	10.0	11.5	15.1	15.1	12.9	16.5	16.5
Volume/Cap:	0.07	0.06	0.45	0.27	0.18	0.18	0.07	0.58	0.58	0.58	0.53	0.53
Delay/Veh:	21.2	21.1	14.3	22.3	21.8	21.8	20.0	20.6	20.6	23.3	19.0	19.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	21.1	14.3	22.3	21.8	21.8	20.0	20.6	20.6	23.3	19.0	19.0
LOS by Move:	C	C	B	C	C	C	B	C	C	C	B	B
HCM2kAvgQ:	0	0	5	2	1	1	0	4	4	4	4	4

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1065: Vineyard Boulevard and Tennant Avenue



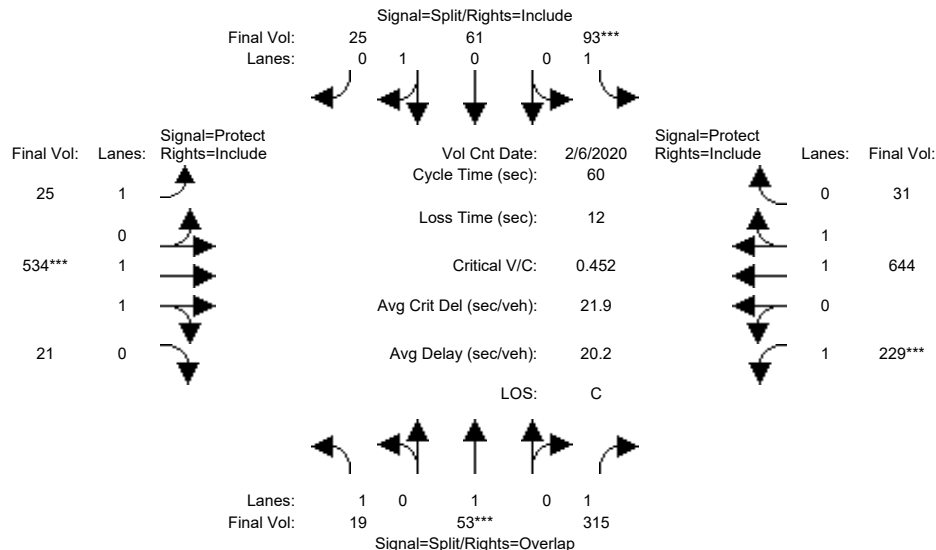
Street Name:	Vineyard Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	19	53	311	91	61	25	25	529	21	231	646	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	53	311	91	61	25	25	529	21	231	646	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	53	311	91	61	25	25	529	21	231	646	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	53	311	91	61	25	25	529	21	231	646	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	53	311	91	61	25	25	529	21	231	646	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	53	311	91	61	25	25	529	21	231	646	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	0.71	0.29	1.00	1.92	0.08	1.00	1.91	0.09
Final Sat.:	1750	1900	1750	1750	1277	523	1750	3559	141	1750	3530	169
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.18	0.05	0.05	0.05	0.01	0.15	0.15	0.13	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	23.2	10.0	10.0	10.0	10.9	14.8	14.8	13.2	17.1	17.1
Volume/Cap:	0.07	0.17	0.46	0.31	0.29	0.29	0.08	0.60	0.60	0.60	0.64	0.64
Delay/Veh:	21.2	21.7	14.2	22.6	22.4	22.4	20.5	21.1	21.1	23.7	20.1	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	21.7	14.2	22.6	22.4	22.4	20.5	21.1	21.1	23.7	20.1	20.1
LOS by Move:	C	C	B	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	0	1	5	2	2	2	0	5	5	4	6	6

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project PM

Intersection #1065: Vineyard Boulevard and Tennant Avenue



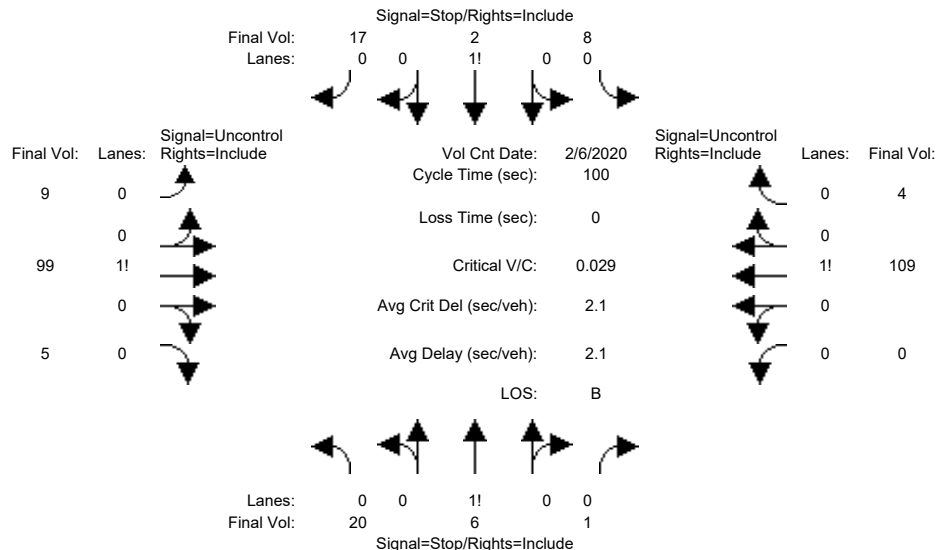
Street Name:	Vineyard Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	19	53	315	93	61	25	25	534	21	229	644	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	53	315	93	61	25	25	534	21	229	644	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	53	315	93	61	25	25	534	21	229	644	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	53	315	93	61	25	25	534	21	229	644	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	53	315	93	61	25	25	534	21	229	644	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	19	53	315	93	61	25	25	534	21	229	644	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	0.71	0.29	1.00	1.92	0.08	1.00	1.91	0.09
Final Sat.:	1750	1900	1750	1750	1277	523	1750	3560	140	1750	3530	170
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.18	0.05	0.05	0.05	0.01	0.15	0.15	0.13	0.18	0.18
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	23.0	10.0	10.0	10.0	10.9	15.0	15.0	13.0	17.1	17.1
Volume/Cap:	0.07	0.17	0.47	0.32	0.29	0.29	0.08	0.60	0.60	0.60	0.64	0.64
Delay/Veh:	21.2	21.7	14.4	22.6	22.4	22.4	20.5	21.0	21.0	23.8	20.1	20.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	21.7	14.4	22.6	22.4	22.4	20.5	21.0	21.0	23.8	20.1	20.1
LOS by Move:	C	C	B	C	C	C	C	C	C	C	C	C
HCM2kAvgQ:	0	1	5	2	2	2	0	5	5	4	6	6

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #33113: San Ramon Drive and Barrett Avenue



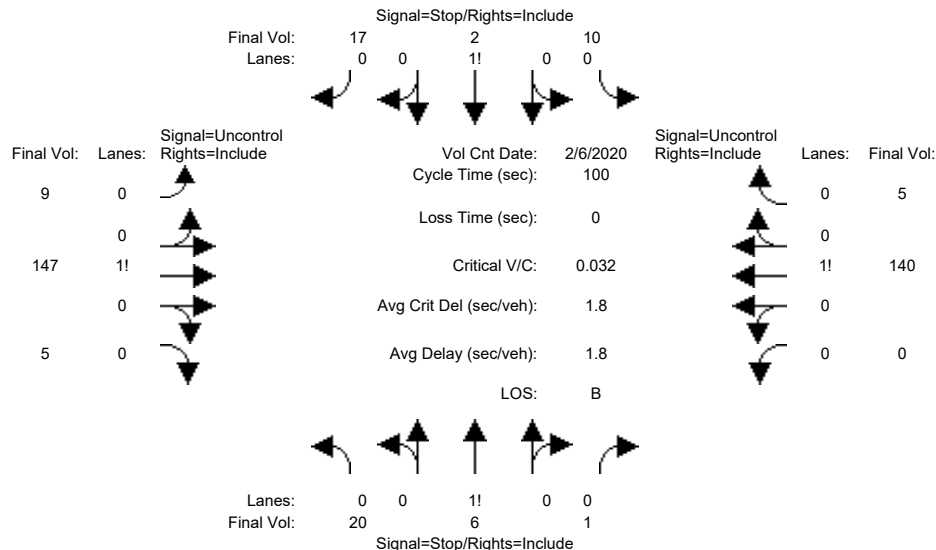
Street Name:	San Ramon Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	20	6	1	8	2	17	9	99	5	0	109	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	6	1	8	2	17	9	99	5	0	109	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	6	1	8	2	17	9	99	5	0	109	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	6	1	8	2	17	9	99	5	0	109	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	20	6	1	8	2	17	9	99	5	0	109	4
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Capacity Module:												
Cnflct Vol:	240	233	102	234	233	111	113	XXXX	XXXXX	XXXX	XXXX	XXXXX
Potent Cap.:	718	671	959	725	671	948	1489	XXXX	XXXXX	XXXX	XXXX	XXXXX
Move Cap.:	701	667	959	716	667	948	1489	XXXX	XXXXX	XXXX	XXXX	XXXXX
Volume/Cap:	0.03	0.01	0.00	0.01	0.00	0.02	0.01	XXXX	XXXX	XXXX	XXXX	XXXX
Level Of Service Module:												
2Way95thQ:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	0.0	XXXX	XXXXX	XXXX	XXXX	XXXXX
Control Del:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	7.4	XXXX	XXXXX	XXXXX	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	XXXX	700	XXXXX	XXXX	841	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Shared Queue:	XXXXX	0.1	XXXXX	XXXXX	0.1	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd ConDel:	XXXXX	10.4	XXXXX	XXXXX	9.4	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	*	B	*	*	A	*	*	*	*	*	*	*
ApproachDel:	10.4			9.4			XXXXXX			XXXXXX		
ApproachLOS:	B			A			*			*		

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #33113: San Ramon Drive and Barrett Avenue



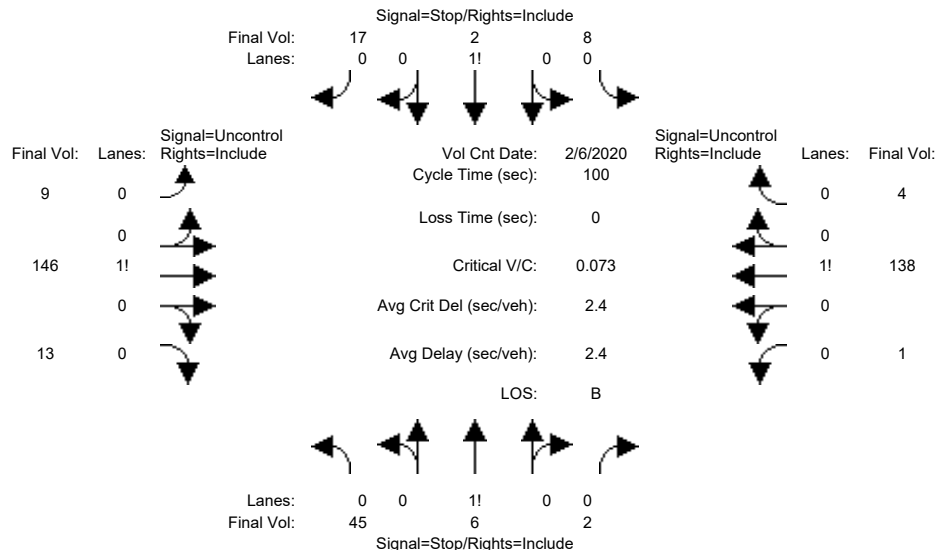
Street Name:	San Ramon Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	20	6	1	8	2	17	9	99	5	0	109	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	6	1	8	2	17	9	99	5	0	109	4
Added Vol:	0	0	0	2	0	0	0	48	0	0	31	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	6	1	10	2	17	9	147	5	0	140	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	6	1	10	2	17	9	147	5	0	140	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	20	6	1	10	2	17	9	147	5	0	140	5
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Capacity Module:												
Cnflct Vol:	320	313	150	314	313	143	145	XXXX	XXXXX	XXXX	XXXX	XXXXX
Potent Cap.:	637	606	902	643	606	910	1450	XXXX	XXXXX	XXXX	XXXX	XXXXX
Move Cap.:	621	602	902	634	602	910	1450	XXXX	XXXXX	XXXX	XXXX	XXXXX
Volume/Cap:	0.03	0.01	0.00	0.02	0.00	0.02	0.01	XXXX	XXXX	XXXX	XXXX	XXXX
Level Of Service Module:												
2Way95thQ:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	0.0	XXXX	XXXXX	XXXX	XXXX	XXXXX
Control Del:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	7.5	XXXX	XXXXX	XXXX	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	XXXX	624	XXXXX	XXXX	768	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	XXXX	0.1	XXXXX	XXXX	0.1	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Shrd ConDel:	XXXX	11.0	XXXXX	XXXX	9.9	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Shared LOS:	*	B	*	*	A	*	*	*	*	*	*	*
ApproachDel:	11.0			9.9			XXXXXX			XXXXXX		
ApproachLOS:	B			A			*			*		

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan No Project AM

Intersection #33113: San Ramon Drive and Barrett Avenue



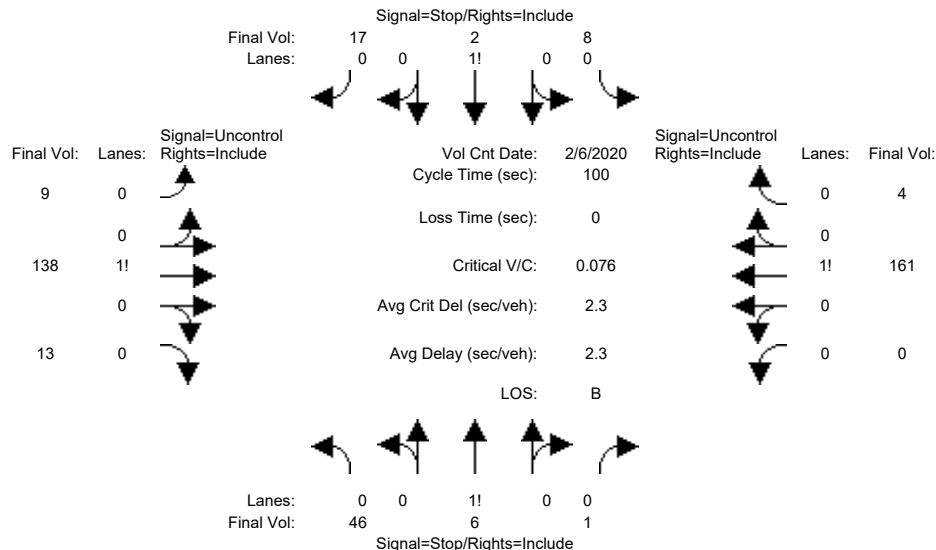
Street Name:	San Ramon Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	45	6	2	8	2	17	9	146	13	1	138	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	6	2	8	2	17	9	146	13	1	138	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	6	2	8	2	17	9	146	13	1	138	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	6	2	8	2	17	9	146	13	1	138	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	45	6	2	8	2	17	9	146	13	1	138	4
Critical Gap Module:												
Critical Gap:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	XXXX	XXXXX	4.1	XXXX	XXXXX
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	XXXX	XXXXX	2.2	XXXX	XXXXX
Capacity Module:												
Cnflct Vol:	322	315	153	317	319	140	142	XXXX	XXXXX	159	XXXX	XXXXX
Potent Cap.:	635	604	899	640	601	913	1453	XXXX	XXXXX	1433	XXXX	XXXXX
Move Cap.:	618	600	899	630	597	913	1453	XXXX	XXXXX	1433	XXXX	XXXXX
Volume/Cap:	0.07	0.01	0.00	0.01	0.00	0.02	0.01	XXXX	XXXXX	0.00	XXXX	XXXXX
Level Of Service Module:												
2Way95thQ:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	0.0	XXXX	XXXXX	0.0	XXXX	XXXXX
Control Del:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	7.5	XXXX	XXXXX	7.5	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	XXXX	623	XXXXX	XXXX	779	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	XXXXX	0.3	XXXXX	XXXXX	0.1	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shrd ConDel:	XXXXX	11.3	XXXXX	XXXXX	9.8	XXXXX	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Shared LOS:	*	B	*	*	A	*	*	*	*	*	*	*
ApproachDel:	11.3			9.8			XXXXXX			XXXXXX		
ApproachLOS:	B			A			*			*		

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan + Project AM

Intersection #33113: San Ramon Drive and Barrett Avenue



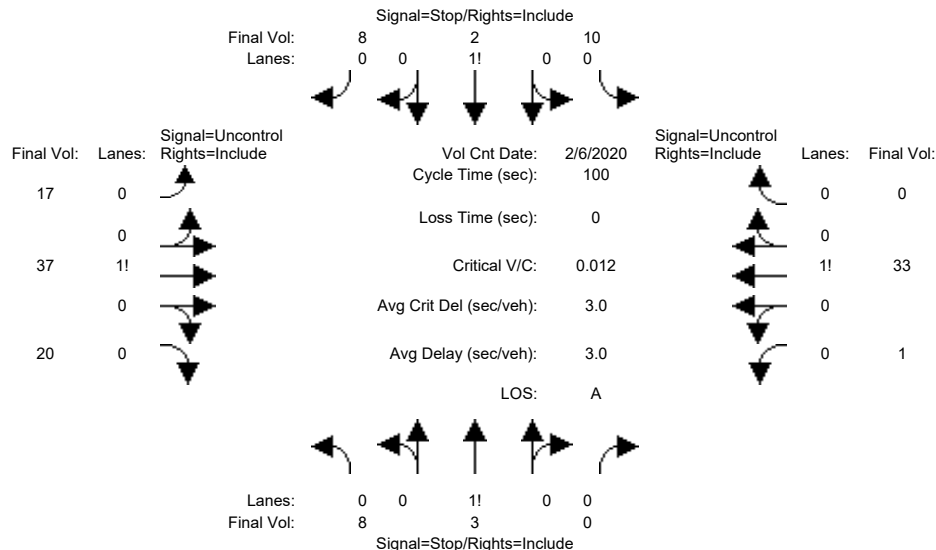
Street Name:	San Ramon Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	46	6	1	8	2	17	9	138	13	0	161	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	6	1	8	2	17	9	138	13	0	161	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	6	1	8	2	17	9	138	13	0	161	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	6	1	8	2	17	9	138	13	0	161	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	46	6	1	8	2	17	9	138	13	0	161	4
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	XXXX	XXXXX	XXXXX	XXXX	XXXXX
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	XXXX	XXXXX	XXXXX	XXXX	XXXXX
Capacity Module:												
Cnflct Vol:	335	328	145	329	332	163	165	XXXX	XXXXX	XXXX	XXXX	XXXXX
Potent Cap.:	622	594	908	628	591	887	1426	XXXX	XXXXX	XXXX	XXXX	XXXXX
Move Cap.:	606	591	908	620	587	887	1426	XXXX	XXXXX	XXXX	XXXX	XXXXX
Volume/Cap:	0.08	0.01	0.00	0.01	0.00	0.02	0.01	XXXX	XXXX	XXXX	XXXX	XXXX
Level Of Service Module:												
2Way95thQ:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	0.0	XXXX	XXXXX	XXXX	XXXX	XXXXX
Control Del:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	7.5	XXXX	XXXXX	XXXX	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	XXXX	608	XXXXX	XXXX	761	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
SharedQueue:	XXXX	0.3	XXXXX	XXXX	0.1	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Shrd ConDel:	XXXX	11.5	XXXXX	XXXX	9.9	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Shared LOS:	*	B	*	*	A	*	*	*	*	*	*	*
ApproachDel:	11.5			9.9			XXXXXX			XXXXXX		
ApproachLOS:	B			A			*			*		

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #33113: San Ramon Drive and Barrett Avenue



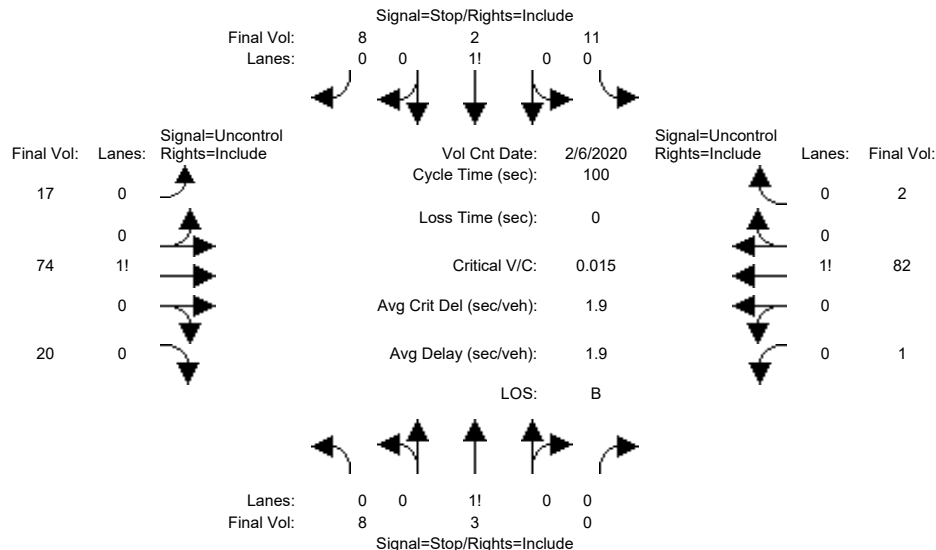
Street Name:	San Ramon Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	8	3	0	10	2	8	17	37	20	1	33	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	3	0	10	2	8	17	37	20	1	33	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	3	0	10	2	8	17	37	20	1	33	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	3	0	10	2	8	17	37	20	1	33	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	8	3	0	10	2	8	17	37	20	1	33	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	xxxxx	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	121	116	xxxxx	118	126	33	33	xxxx	xxxxx	57	xxxx	xxxxx
Potent Cap.:	859	778	xxxxx	863	768	1046	1592	xxxx	xxxxx	1560	xxxx	xxxxx
Move Cap.:	843	769	xxxxx	853	759	1046	1592	xxxx	xxxxx	1560	xxxx	xxxxx
Volume/Cap:	0.01	0.00	xxxx	0.01	0.00	0.01	0.01	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	7.3	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	822	xxxx	xxxxx	xxxx	909	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	0.0	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	9.4	xxxx	xxxxx	xxxxx	9.0	xxxxx	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx
Shared LOS:	A	*	*	*	A	*	*	*	*	A	*	*
ApproachDel:	9.4				9.0		xxxxxx			xxxxxx		
ApproachLOS:	A				A		*			*		

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #33113: San Ramon Drive and Barrett Avenue



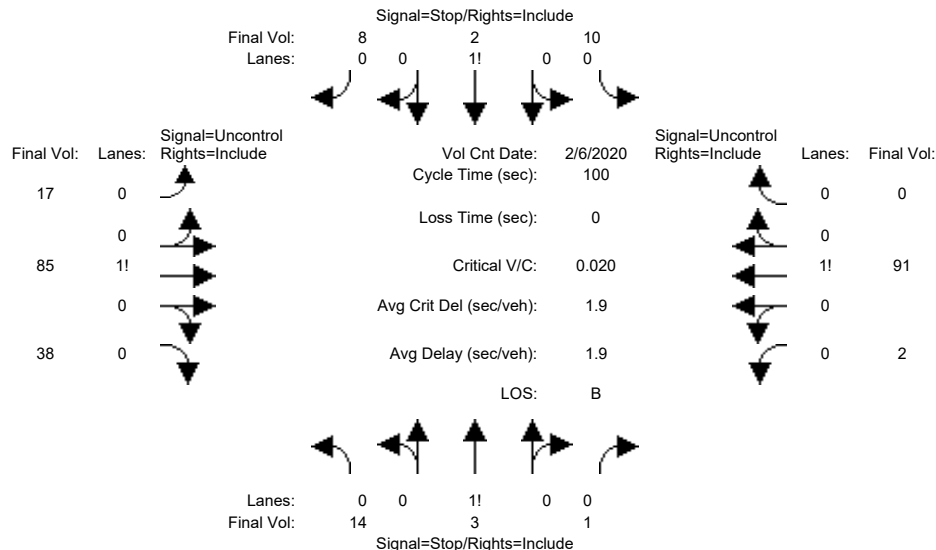
Street Name:	San Ramon Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	8	3	0	10	2	8	17	37	20	1	33	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	3	0	10	2	8	17	37	20	1	33	0
Added Vol:	0	0	0	1	0	0	0	34	0	0	47	2
PasserByVol:	0	0	0	0	0	0	0	3	0	0	2	0
Initial Fut:	8	3	0	11	2	8	17	74	20	1	82	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	3	0	11	2	8	17	74	20	1	82	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	8	3	0	11	2	8	17	74	20	1	82	2
Critical Gap Module:												
Critical Gp:	7.1	6.5	xxxx	7.1	6.5	6.2	4.1	xxxx	xxxx	4.1	xxxx	xxxx
FollowUpTim:	3.5	4.0	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	2.2	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	208	204	xxxx	205	213	83	84	xxxx	xxxx	94	xxxx	xxxx
Potent Cap.:	754	696	xxxx	758	688	982	1526	xxxx	xxxx	1513	xxxx	xxxx
Move Cap.:	739	688	xxxx	748	680	982	1526	xxxx	xxxx	1513	xxxx	xxxx
Volume/Cap:	0.01	0.00	xxxx	0.01	0.00	0.01	0.01	xxxx	xxxx	0.00	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.0	xxxx	xxxx	0.0	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	7.4	xxxx	xxxx	7.4	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	724	xxxx	xxxx	xxxx	814	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared Queue:	0.0	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	10.0	xxxx	xxxx	xxxx	9.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	B	*	*	*	A	*	*	*	*	*	*	*
ApproachDel:	10.0			9.5			xxxxxx			xxxxxx		
ApproachLOS:	B			A			*			*		

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan No Project PM

Intersection #33113: San Ramon Drive and Barrett Avenue



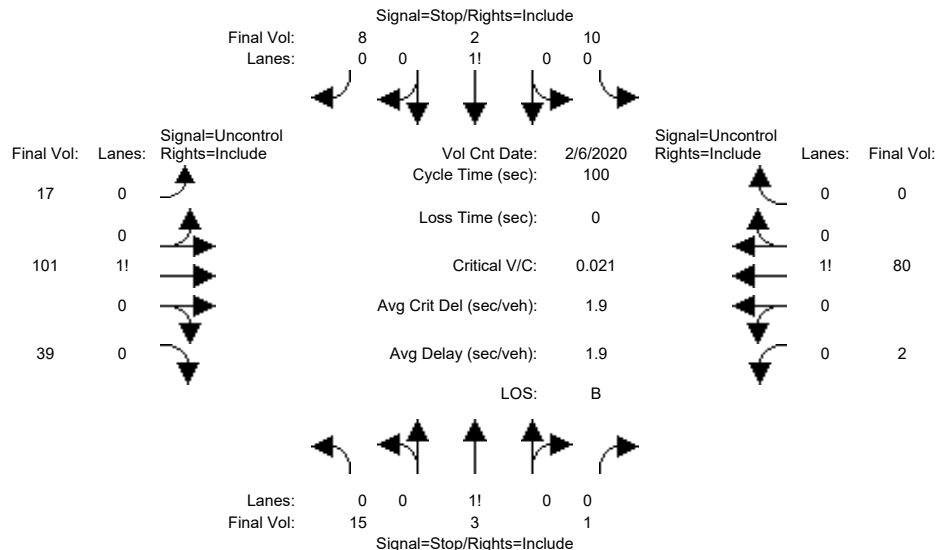
Street Name:	San Ramon Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	14	3	1	10	2	8	17	85	38	2	91	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	3	1	10	2	8	17	85	38	2	91	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	3	1	10	2	8	17	85	38	2	91	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	3	1	10	2	8	17	85	38	2	91	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	14	3	1	10	2	8	17	85	38	2	91	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	238	233	104	235	252	91	91	xxxx	xxxxxx	123	xxxx	xxxxxx
Potent Cap.:	721	671	956	724	655	972	1517	xxxx	xxxxxx	1477	xxxx	xxxxxx
Move Cap.:	706	662	956	714	646	972	1517	xxxx	xxxxxx	1477	xxxx	xxxxxx
Volume/Cap:	0.02	0.00	0.00	0.01	0.00	0.01	0.01	xxxx	xxxxxx	0.00	xxxx	xxxxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Control Del:	xxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	7.4	xxxx	xxxxxx	7.4	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	709	xxxxxx	xxxx	789	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxx	0.1	xxxxxx	xxxxxx	0.1	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	10.2	xxxxxx	xxxxxx	9.7	xxxxxx	xxxxxx	xxxx	xxxxxx	7.4	xxxx	xxxxxx
Shared LOS:	*	B	*	*	A	*	*	*	*	A	*	*
ApproachDel:	10.2			9.7			xxxxxxx			xxxxxxx		
ApproachLOS:	B			A			*			*		

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan + Project PM

Intersection #33113: San Ramon Drive and Barrett Avenue



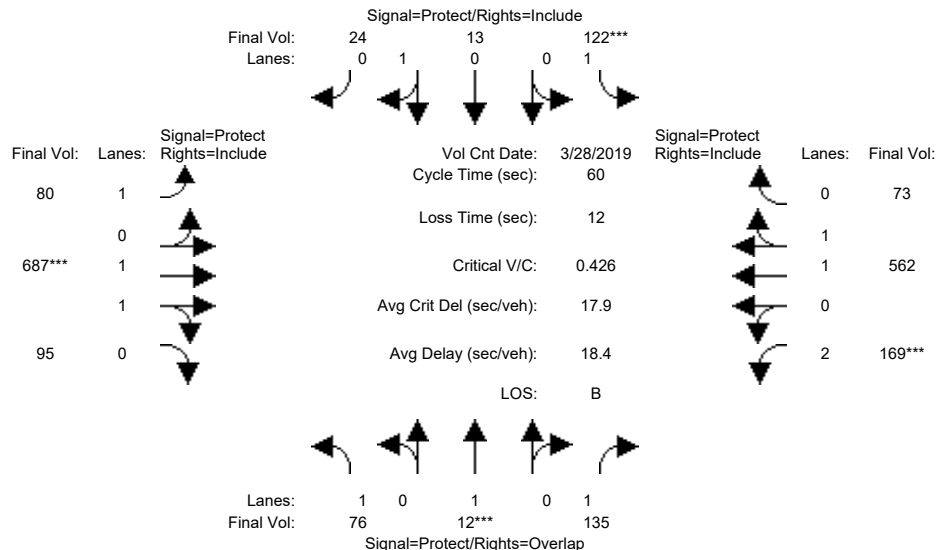
Street Name:	San Ramon Drive						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	15	3	1	10	2	8	17	101	39	2	80	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	3	1	10	2	8	17	101	39	2	80	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	3	1	10	2	8	17	101	39	2	80	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	3	1	10	2	8	17	101	39	2	80	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	15	3	1	10	2	8	17	101	39	2	80	0
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	XXXX	XXXXX	4.1	XXXX	XXXXX
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	XXXX	XXXXX	2.2	XXXX	XXXXX
Capacity Module:												
Cnflct Vol:	244	239	121	241	258	80	80	XXXX	XXXXX	140	XXXX	XXXXX
Potent Cap.:	715	666	936	718	650	986	1531	XXXX	XXXXX	1456	XXXX	XXXXX
Move Cap.:	700	658	936	708	642	986	1531	XXXX	XXXXX	1456	XXXX	XXXXX
Volume/Cap:	0.02	0.00	0.00	0.01	0.00	0.01	0.01	XXXX	XXXXX	0.00	XXXX	XXXXX
Level Of Service Module:												
2Way95thQ:	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX	0.0	XXXX	XXXXX	0.0	XXXX	XXXXX
Control Del:	XXXXX	XXXX	XXXXX	XXXXX	XXXX	XXXXX	7.4	XXXX	XXXXX	7.5	XXXX	XXXXX
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	XXXX	702	XXXXX	XXXX	789	XXXXX	XXXX	XXXX	XXXXX	XXXX	XXXX	XXXXX
Shared Queue:	XXXXX	0.1	XXXXX	XXXXX	0.1	XXXXX	XXXXX	XXXX	XXXXX	0.0	XXXX	XXXXX
Shrd ConDel:	XXXXX	10.3	XXXXX	XXXXX	9.7	XXXXX	XXXXX	XXXX	XXXXX	7.5	XXXX	XXXXX
Shared LOS:	*	B	*	*	A	*	*	*	*	A	*	*
Approach Del:	10.3			9.7			XXXXXX			XXXXXX		
Approach LOS:	B			A			*			*		

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1646: Walnut Grove Drive and Dunne Avenue



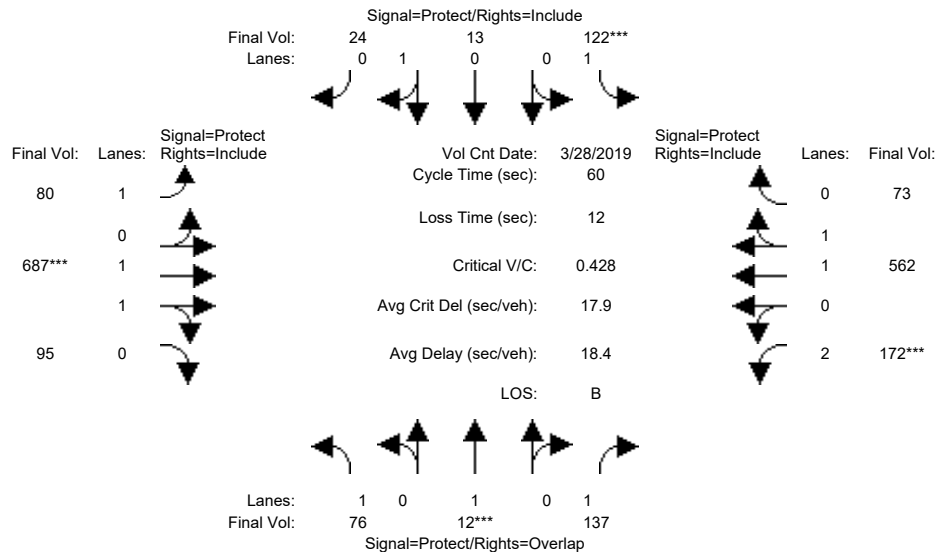
Street Name:	Walnut Grove Drive						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 <<												
Base Vol:	76	12	135	122	13	24	80	687	95	169	562	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	12	135	122	13	24	80	687	95	169	562	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	12	135	122	13	24	80	687	95	169	562	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	12	135	122	13	24	80	687	95	169	562	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	12	135	122	13	24	80	687	95	169	562	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	76	12	135	122	13	24	80	687	95	169	562	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.35	0.65	1.00	1.75	0.25	2.00	1.76	0.24
Final Sat.:	1750	1900	1750	1750	632	1168	1750	3250	449	3150	3274	425
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.08	0.07	0.02	0.02	0.05	0.21	0.21	0.05	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	7.3	10.0	17.0	7.7	10.4	10.4	12.3	23.3	23.3	7.0	18.0	18.0
Volume/Cap:	0.36	0.04	0.27	0.54	0.12	0.12	0.22	0.54	0.54	0.46	0.57	0.57
Delay/Veh:	25.2	21.0	17.0	27.3	21.1	21.1	20.2	14.7	14.7	25.6	18.4	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	21.0	17.0	27.3	21.1	21.1	20.2	14.7	14.7	25.6	18.4	18.4
LOS by Move:	C	C	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	2	0	2	3	1	1	1	6	6	2	5	5

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1646: Walnut Grove Drive and Dunne Avenue



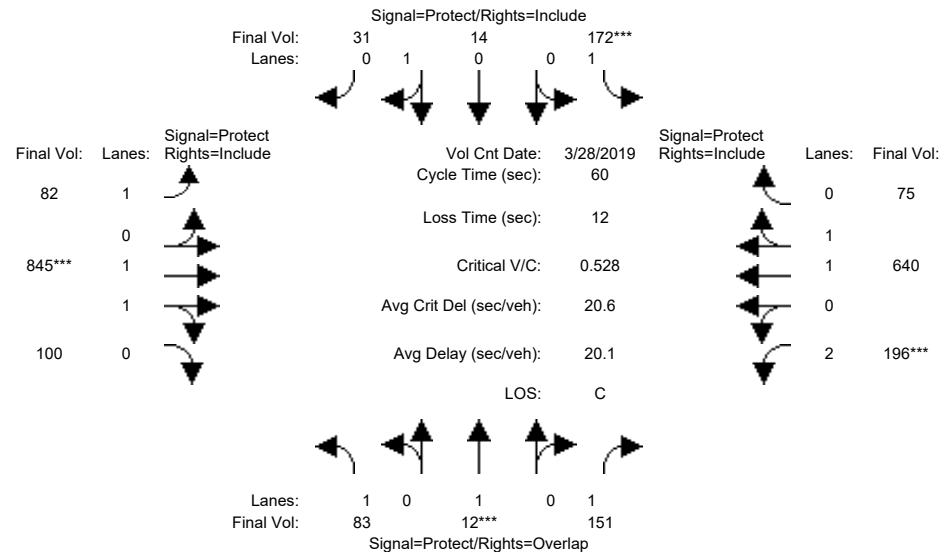
Street Name:	Walnut Grove Drive						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 <<												
Base Vol:	76	12	135	122	13	24	80	687	95	169	562	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	12	135	122	13	24	80	687	95	169	562	73
Added Vol:	0	0	2	0	0	0	0	0	0	3	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	12	137	122	13	24	80	687	95	172	562	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	12	137	122	13	24	80	687	95	172	562	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	12	137	122	13	24	80	687	95	172	562	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	76	12	137	122	13	24	80	687	95	172	562	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.35	0.65	1.00	1.75	0.25	2.00	1.76	0.24
Final Sat.:	1750	1900	1750	1750	632	1168	1750	3250	449	3150	3274	425
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.08	0.07	0.02	0.02	0.05	0.21	0.21	0.05	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	7.3	10.0	17.0	7.7	10.4	10.4	12.3	23.3	23.3	7.0	18.0	18.0
Volume/Cap:	0.36	0.04	0.28	0.54	0.12	0.12	0.22	0.54	0.54	0.47	0.57	0.57
Delay/Veh:	25.2	21.0	17.0	27.3	21.1	21.1	20.2	14.7	14.7	25.7	18.4	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	21.0	17.0	27.3	21.1	21.1	20.2	14.7	14.7	25.7	18.4	18.4
LOS by Move:	C	C	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	2	0	2	3	1	1	1	6	6	2	5	5

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1646: Walnut Grove Drive and Dunne Avenue



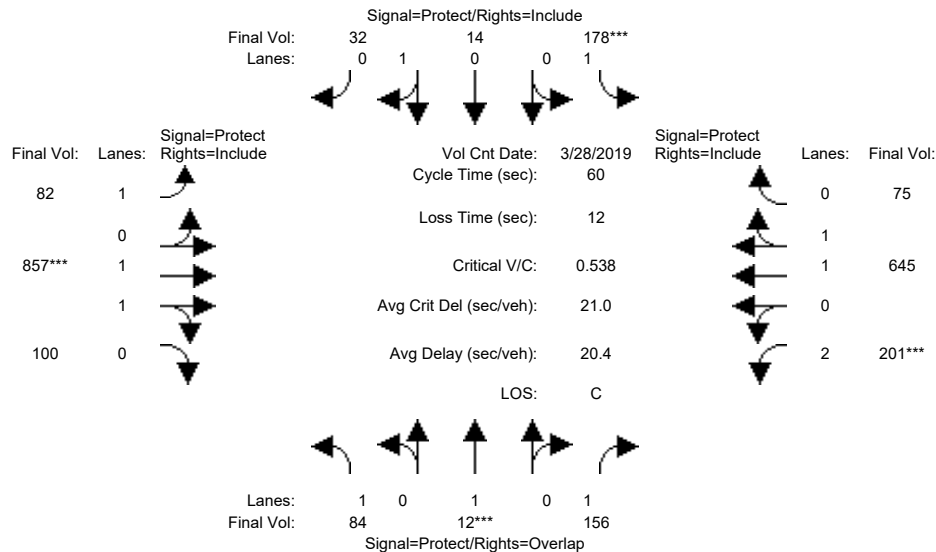
Street Name:	Walnut Grove Drive						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 <<												
Base Vol:	83	12	151	172	14	31	82	845	100	196	640	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	12	151	172	14	31	82	845	100	196	640	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	12	151	172	14	31	82	845	100	196	640	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	12	151	172	14	31	82	845	100	196	640	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	12	151	172	14	31	82	845	100	196	640	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	83	12	151	172	14	31	82	845	100	196	640	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.31	0.69	1.00	1.78	0.22	2.00	1.78	0.22
Final Sat.:	1750	1900	1750	1750	560	1240	1750	3308	391	3150	3312	388
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.09	0.10	0.03	0.03	0.05	0.26	0.26	0.06	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	7.7	10.0	17.0	8.6	10.9	10.9	11.1	22.4	22.4	7.0	18.3	18.3
Volume/Cap:	0.37	0.04	0.30	0.68	0.14	0.14	0.25	0.68	0.68	0.53	0.63	0.63
Delay/Veh:	25.0	21.0	17.2	32.0	20.8	20.8	21.4	17.3	17.3	26.5	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	21.0	17.2	32.0	20.8	20.8	21.4	17.3	17.3	26.5	19.1	19.1
LOS by Move:	C	C	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	2	0	3	5	1	1	1	7	7	2	6	6

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project AM

Intersection #1646: Walnut Grove Drive and Dunne Avenue

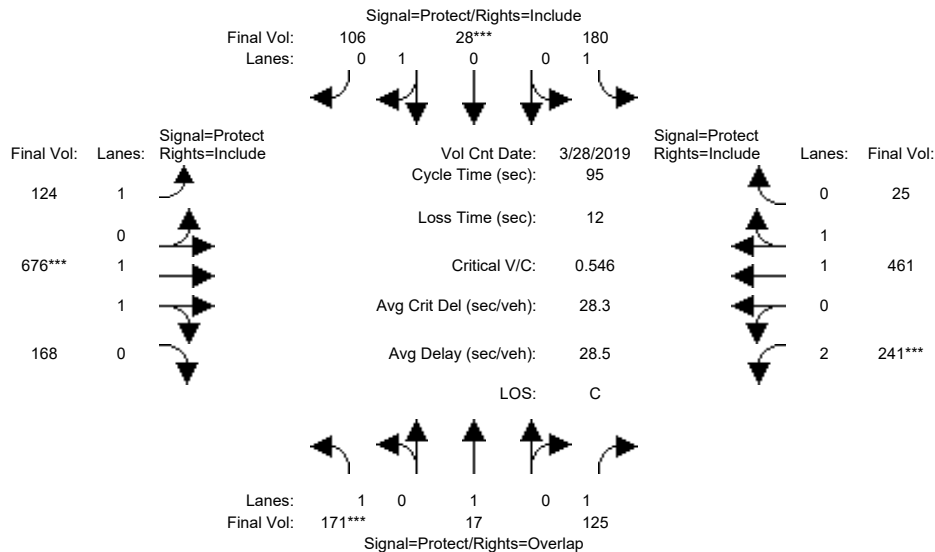


Street Name:	Walnut Grove Drive						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	>> Count Date: 28 Mar 2019 <<											
Base Vol:	84	12	156	178	14	32	82	857	100	201	645	75
Growth Adj:	1.00	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	12	156	178	14	32	82	857	100	201	645	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	12	156	178	14	32	82	857	100	201	645	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	12	156	178	14	32	82	857	100	201	645	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	12	156	178	14	32	82	857	100	201	645	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	84	12	156	178	14	32	82	857	100	201	645	75
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.30	0.70	1.00	1.79	0.21	2.00	1.79	0.21
Final Sat.:	1750	1900	1750	1750	548	1252	1750	3313	387	3150	3314	385
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.09	0.10	0.03	0.03	0.05	0.26	0.26	0.06	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	7.7	10.0	17.0	8.7	11.0	11.0	11.0	22.3	22.3	7.0	18.3	18.3
Volume/Cap:	0.37	0.04	0.31	0.70	0.14	0.14	0.26	0.70	0.70	0.55	0.64	0.64
Delay/Veh:	25.0	21.0	17.3	32.6	20.7	20.7	21.5	17.6	17.6	26.7	19.2	19.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	21.0	17.3	32.6	20.7	20.7	21.5	17.6	17.6	26.7	19.2	19.2
LOS by Move:	C	C	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	2	0	3	5	1	1	1	8	8	2	6	6
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1646: Walnut Grove Drive and Dunne Avenue

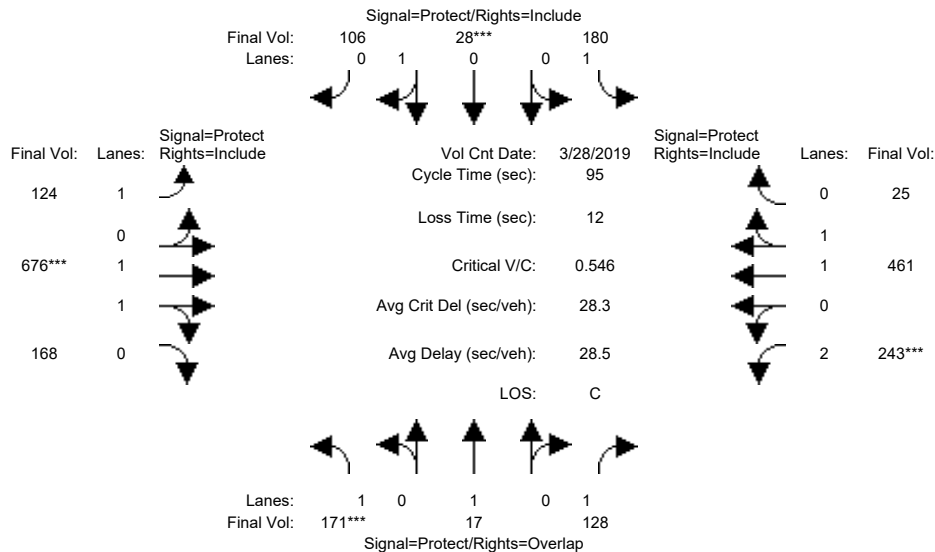


Street Name:	Walnut Grove Drive						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 <<												
Base Vol:	171	17	125	180	28	106	124	676	168	241	461	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	17	125	180	28	106	124	676	168	241	461	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	17	125	180	28	106	124	676	168	241	461	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	17	125	180	28	106	124	676	168	241	461	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	17	125	180	28	106	124	676	168	241	461	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	171	17	125	180	28	106	124	676	168	241	461	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.21	0.79	1.00	1.59	0.41	2.00	1.89	0.11
Final Sat.:	1750	1900	1750	1750	376	1424	1750	2963	736	3150	3510	190
Capacity Analysis Module:												
Vol/Sat:	0.10	0.01	0.07	0.10	0.07	0.07	0.07	0.23	0.23	0.08	0.13	0.13
Crit Moves:	***			***			***			***		
Green Time:	17.0	15.2	28.5	14.8	13.0	13.0	19.1	39.7	39.7	13.3	34.0	34.0
Volume/Cap:	0.55	0.06	0.24	0.66	0.55	0.55	0.35	0.55	0.55	0.55	0.37	0.37
Delay/Veh:	37.5	33.9	25.3	43.6	40.8	40.8	33.3	21.3	21.3	39.5	22.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	33.9	25.3	43.6	40.8	40.8	33.3	21.3	21.3	39.5	22.7	22.7
LOS by Move:	D	C	C	D	D	D	C	C	C	D	C	C
HCM2kAvgQ:	6	0	3	7	5	5	3	9	9	4	5	5
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1646: Walnut Grove Drive and Dunne Avenue

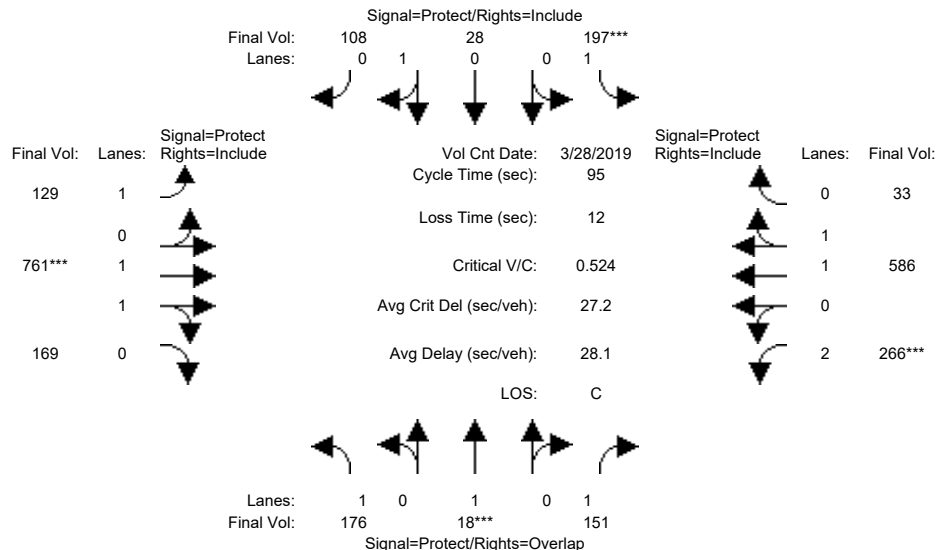


Street Name:	Walnut Grove Drive						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 <<												
Base Vol:	171	17	125	180	28	106	124	676	168	241	461	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	17	125	180	28	106	124	676	168	241	461	25
Added Vol:	0	0	3	0	0	0	0	0	0	2	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	17	128	180	28	106	124	676	168	243	461	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	17	128	180	28	106	124	676	168	243	461	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	17	128	180	28	106	124	676	168	243	461	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	171	17	128	180	28	106	124	676	168	243	461	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.21	0.79	1.00	1.59	0.41	2.00	1.89	0.11
Final Sat.:	1750	1900	1750	1750	376	1424	1750	2963	736	3150	3510	190
Capacity Analysis Module:												
Vol/Sat:	0.10	0.01	0.07	0.10	0.07	0.07	0.07	0.23	0.23	0.08	0.13	0.13
Crit Moves:	***			***			***			***		
Green Time:	17.0	15.1	28.5	14.8	12.9	12.9	19.1	39.7	39.7	13.4	34.0	34.0
Volume/Cap:	0.55	0.06	0.24	0.66	0.55	0.55	0.35	0.55	0.55	0.55	0.37	0.37
Delay/Veh:	37.5	33.9	25.3	43.6	40.9	40.9	33.3	21.3	21.3	39.4	22.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	33.9	25.3	43.6	40.9	40.9	33.3	21.3	21.3	39.4	22.7	22.7
LOS by Move:	D	C	C	D	D	D	C	C	C	D	C	C
HCM2kAvgQ:	6	0	3	7	5	5	3	9	9	4	5	5
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1646: Walnut Grove Drive and Dunne Avenue

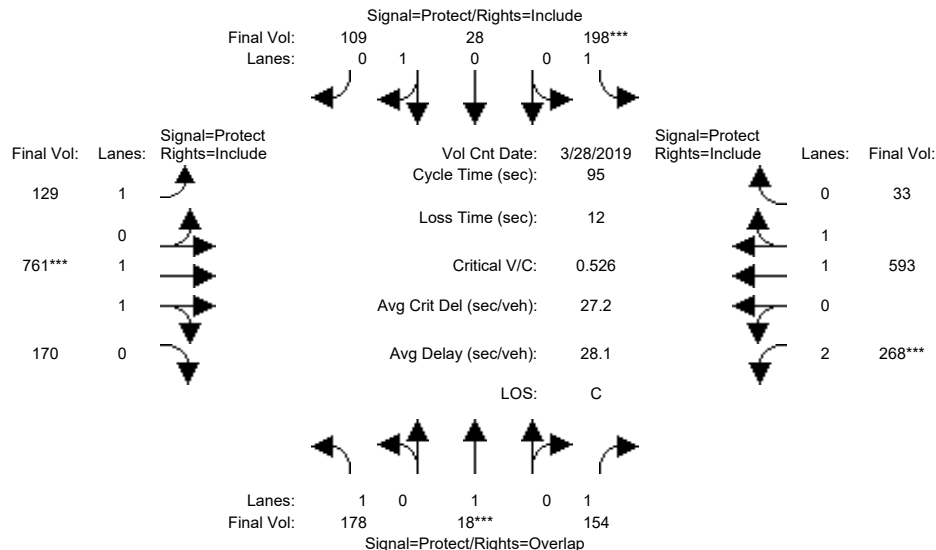


Street Name:	Walnut Grove Drive						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 <<												
Base Vol:	176	18	151	197	28	108	129	761	169	266	586	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	18	151	197	28	108	129	761	169	266	586	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	18	151	197	28	108	129	761	169	266	586	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	18	151	197	28	108	129	761	169	266	586	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	18	151	197	28	108	129	761	169	266	586	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	176	18	151	197	28	108	129	761	169	266	586	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.21	0.79	1.00	1.63	0.37	2.00	1.89	0.11
Final Sat.:	1750	1900	1750	1750	371	1429	1750	3027	672	3150	3503	197
Capacity Analysis Module:												
Vol/Sat:	0.10	0.01	0.09	0.11	0.08	0.08	0.07	0.25	0.25	0.08	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	13.8	10.0	23.7	18.3	14.5	14.5	16.7	40.9	40.9	13.7	38.0	38.0
Volume/Cap:	0.69	0.09	0.35	0.58	0.50	0.50	0.42	0.58	0.58	0.58	0.42	0.42
Delay/Veh:	46.4	38.6	29.7	37.5	38.3	38.3	35.7	21.1	21.1	39.9	20.8	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	38.6	29.7	37.5	38.3	38.3	35.7	21.1	21.1	39.9	20.8	20.8
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	7	1	4	6	4	4	3	10	10	4	6	6
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project PM

Intersection #1646: Walnut Grove Drive and Dunne Avenue

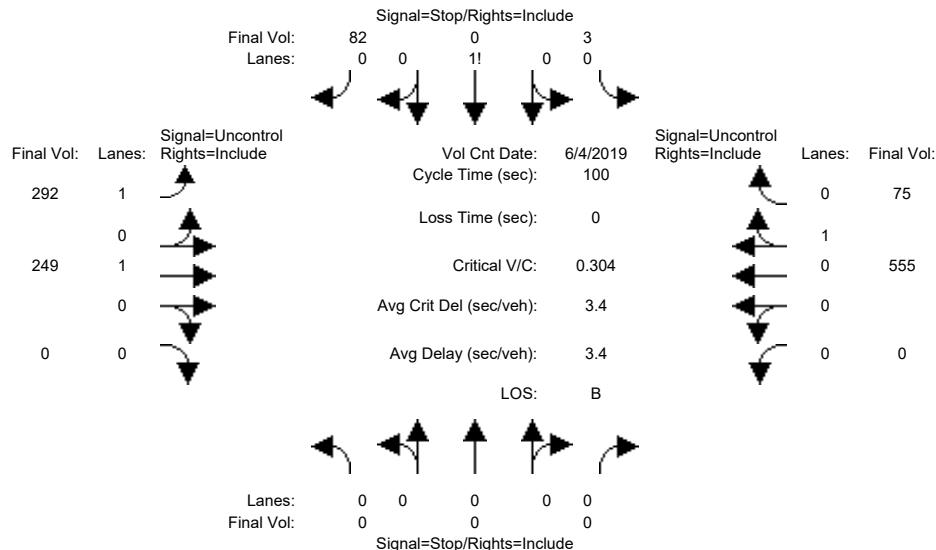


Street Name:	Walnut Grove Drive						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 2019 <<												
Base Vol:	178	18	154	198	28	109	129	761	170	268	593	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	18	154	198	28	109	129	761	170	268	593	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	18	154	198	28	109	129	761	170	268	593	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	18	154	198	28	109	129	761	170	268	593	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	18	154	198	28	109	129	761	170	268	593	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	178	18	154	198	28	109	129	761	170	268	593	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.20	0.80	1.00	1.62	0.38	2.00	1.89	0.11
Final Sat.:	1750	1900	1750	1750	368	1432	1750	3024	676	3150	3505	195
Capacity Analysis Module:												
Vol/Sat:	0.10	0.01	0.09	0.11	0.08	0.08	0.07	0.25	0.25	0.09	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	13.9	10.0	23.8	18.4	14.4	14.4	16.6	40.8	40.8	13.8	38.1	38.1
Volume/Cap:	0.69	0.09	0.35	0.59	0.50	0.50	0.42	0.59	0.59	0.59	0.42	0.42
Delay/Veh:	46.4	38.6	29.7	37.5	38.4	38.4	35.9	21.2	21.2	39.9	20.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.4	38.6	29.7	37.5	38.4	38.4	35.9	21.2	21.2	39.9	20.7	20.7
LOS by Move:	D	D	C	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	7	1	4	6	4	4	3	10	10	4	7	7
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1329: Condit Road and Tennant Avenue



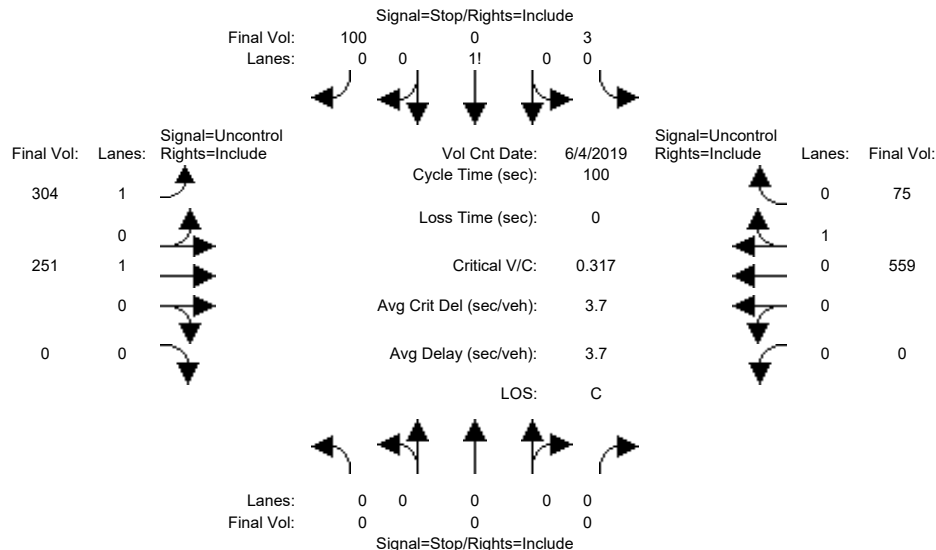
Street Name:	Condit Road						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	0	0	3	0	82	292	249	0	0	555	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	82	292	249	0	0	555	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	3	0	82	292	249	0	0	555	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3	0	82	292	249	0	0	555	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	3	0	82	292	249	0	0	555	75
Critical Gap Module:												
Critical Gp:xxxxx xxxx xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:xxxxx xxxx xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol: xxxx xxxx xxxxx	1426	1426	593	630	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.: xxxx xxxx xxxxx	151	137	510	962	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.: xxxx xxxx xxxxx	115	95	510	962	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap: xxxx xxxx xxxxx	0.03	0.00	0.16	0.30	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
2Way95thQ: xxxx xxxx xxxxx	xxxx	xxxx	xxxxx	1.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx	10.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx	xxxx	455	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx xxxx xxxxx	xxxxx	0.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx xxxx xxxxx	xxxxx	14.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	*	*
ApproachDel: xxxxxx	14.7	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	B	*	*	*	*	*	*	*	*	*	*

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1329: Condit Road and Tennant Avenue



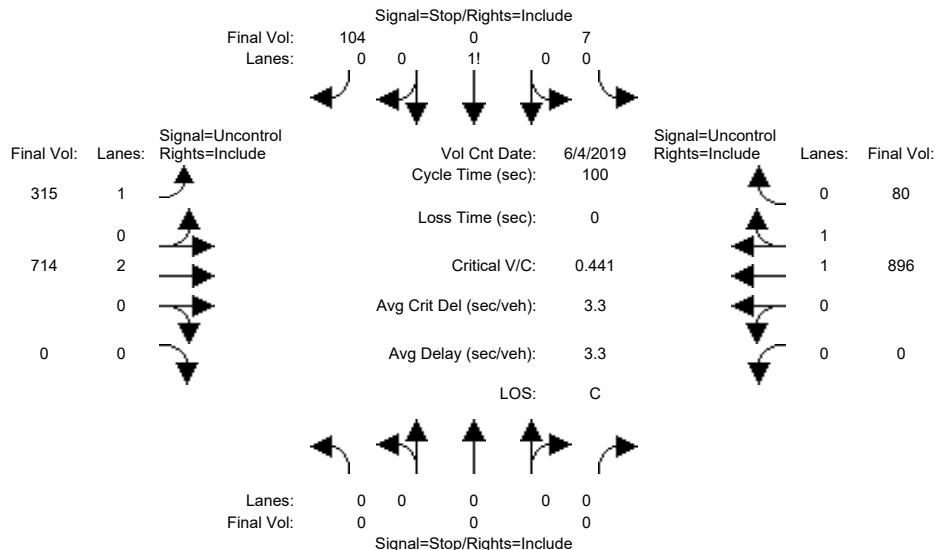
Street Name:	Condit Road						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	0	0	3	0	82	292	249	0	0	555	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	82	292	249	0	0	555	75
Added Vol:	0	0	0	0	0	18	12	2	0	0	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	3	0	100	304	251	0	0	559	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	3	0	100	304	251	0	0	559	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	3	0	100	304	251	0	0	559	75
Critical Gap Module:												
Critical Gp:xxxxx xxxx xxxxx	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:xxxxx xxxx xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol: xxxx xxxx xxxxx	1456	1456	597	634	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.: xxxx xxxx xxxxx	145	131	507	959	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.: xxxx xxxx xxxxx	109	90	507	959	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap: xxxx xxxx xxxxx	0.03	0.00	0.20	0.32	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Level Of Service Module:												
2Way95thQ: xxxx xxxx xxxxx	xxxx	xxxx	xxxxx	1.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx xxxx xxxxx	xxxxx	xxxx	xxxxx	10.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx	xxxx	458	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx xxxx xxxxx	xxxxx	0.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx xxxx xxxxx	xxxxx	15.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	C	*	*	*	*	*	*	*	*
ApproachDel: xxxxxx	15.1	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	C	*	*	*	*	*	*	*	*	*	*

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan No Project AM

Intersection #1329: Condit Road and Tennant Avenue



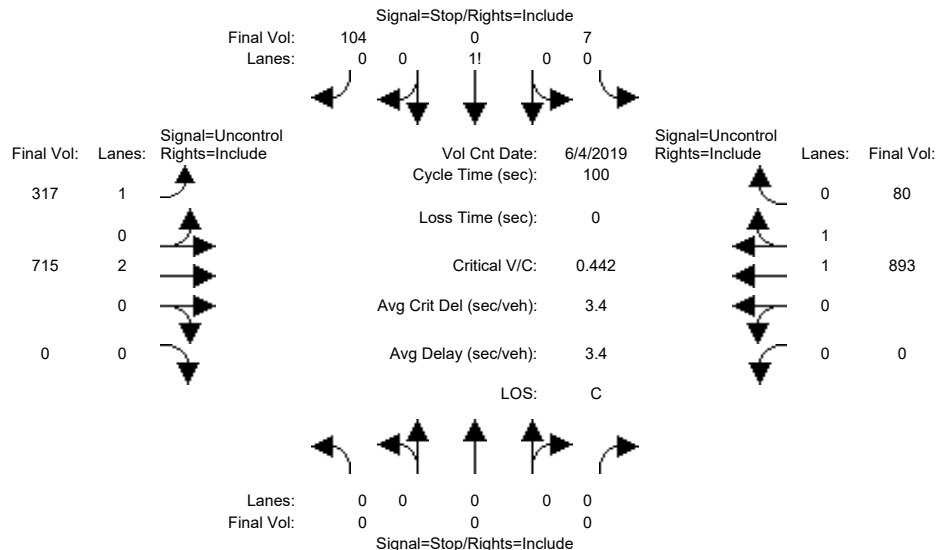
Street Name:	Condit Road						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	0	0	7	0	104	315	714	0	0	896	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	7	0	104	315	714	0	0	896	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	7	0	104	315	714	0	0	896	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	7	0	104	315	714	0	0	896	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	7	0	104	315	714	0	0	896	80
Critical Gap Module:												
Critical Gp:xxxxx xxxx xxxxx				6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:xxxxx xxxx xxxxx				3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	1923	2280	488	976	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	60	40	531	715	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	39	23	531	715	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.18	0.00	0.20	0.44	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx xxxx xxxxx				xxxxx	xxxx	xxxxx	13.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	297	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx xxxx xxxxx				xxxxx	1.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx xxxx xxxxx				xxxxx	24.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			24.2			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan + Project AM

Intersection #1329: Condit Road and Tennant Avenue



Street Name: Condit Road Tennant Avenue

Approach: North Bound South Bound East Bound West Bound

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

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Volume Module: >> Count Date: 4 Jun 2019 <<

Base Vol:	0	0	0	7	0	104	317	715	0	0	893	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	7	0	104	317	715	0	0	893	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	7	0	104	317	715	0	0	893	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	7	0	104	317	715	0	0	893	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	7	0	104	317	715	0	0	893	80

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Critical Gap Module:

Critical Gap:	xxxx	xxxx	xxxx	6.8	6.5	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

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Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	1925	2282	487	973	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	60	40	532	717	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	39	22	532	717	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.18	0.00	0.20	0.44	xxxx	xxxx	xxxx	xxxx	xxxx

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Level Of Service Module:

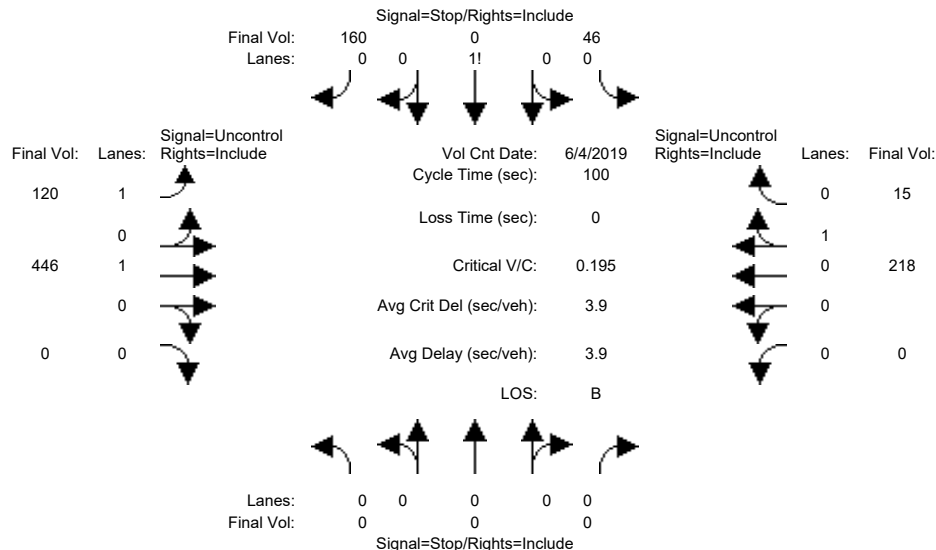
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.3	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	13.9	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	297	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	1.7	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	24.2	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			24.2			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1329: Condit Road and Tennant Avenue



Street Name: Condit Road Tennant Avenue

Approach: North Bound South Bound East Bound West Bound

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

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Volume Module: >> Count Date: 4 Jun 2019 <<

Base Vol:	0	0	0	46	0	160	120	446	0	0	218	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	46	0	160	120	446	0	0	218	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	46	0	160	120	446	0	0	218	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	46	0	160	120	446	0	0	218	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	46	0	160	120	446	0	0	218	15

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Critical Gap Module:

Critical Gp:	xxxx	xxxx	xxxx	6.4	6.5	6.2	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx

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Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxx	912	912	226	233	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	307	276	819	1346	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	286	251	819	1346	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.16	0.00	0.20	0.09	xxxx	xxxx	xxxx	xxxx	xxxx

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Level Of Service Module:

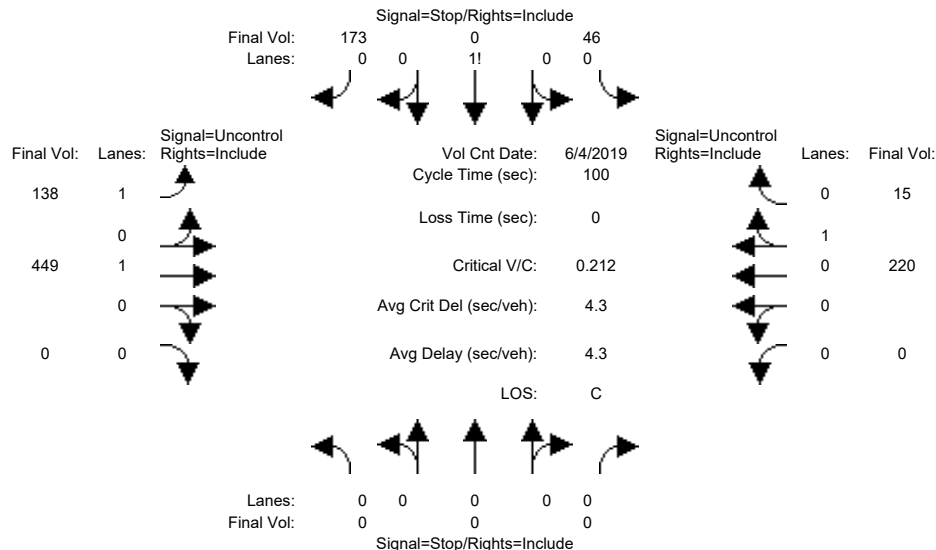
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.3	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	7.9	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	578	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	1.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	14.6	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			14.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #1329: Condit Road and Tennant Avenue



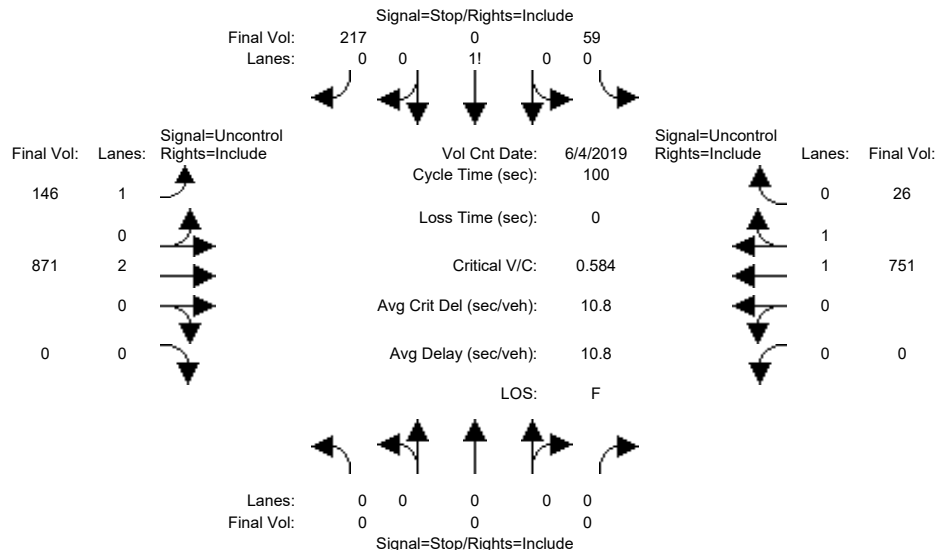
Street Name:	Condit Road						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	0	0	46	0	160	120	446	0	0	218	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	46	0	160	120	446	0	0	218	15
Added Vol:	0	0	0	0	0	13	18	3	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	46	0	173	138	449	0	0	220	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	46	0	173	138	449	0	0	220	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	46	0	173	138	449	0	0	220	15
Critical Gap Module:												
Critical Gp:xxxxx xxxx xxxxx				6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:xxxxx xxxx xxxxx				3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	953	953	228	235	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	290	261	817	1344	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	267	234	817	1344	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.17	0.00	0.21	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx xxxx xxxxx				xxxxx	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	570	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx xxxx xxxxx				xxxxx	1.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:xxxxx xxxx xxxxx				xxxxx	15.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			15.2			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan No Project PM

Intersection #1329: Condit Road and Tennant Avenue



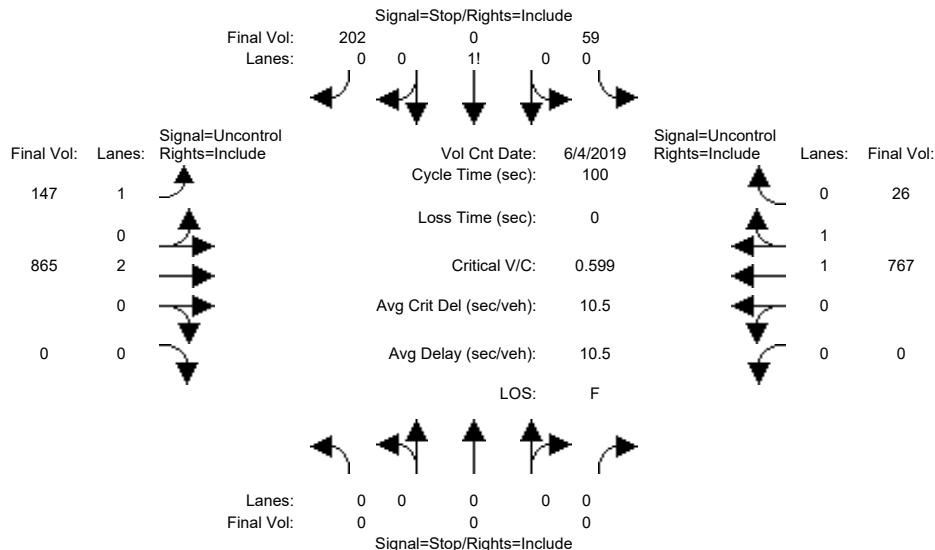
Street Name:	Condit Road						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	0	0	59	0	217	146	871	0	0	751	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	59	0	217	146	871	0	0	751	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	59	0	217	146	871	0	0	751	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	59	0	217	146	871	0	0	751	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	59	0	217	146	871	0	0	751	26
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	6.8	6.5	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	1492	1927	389	777	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	116	67	616	848	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	101	56	616	848	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.58	0.00	0.35	0.17	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	10.1	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	295	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	9.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	76.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			76.0			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan + Project PM

Intersection #1329: Condit Road and Tennant Avenue



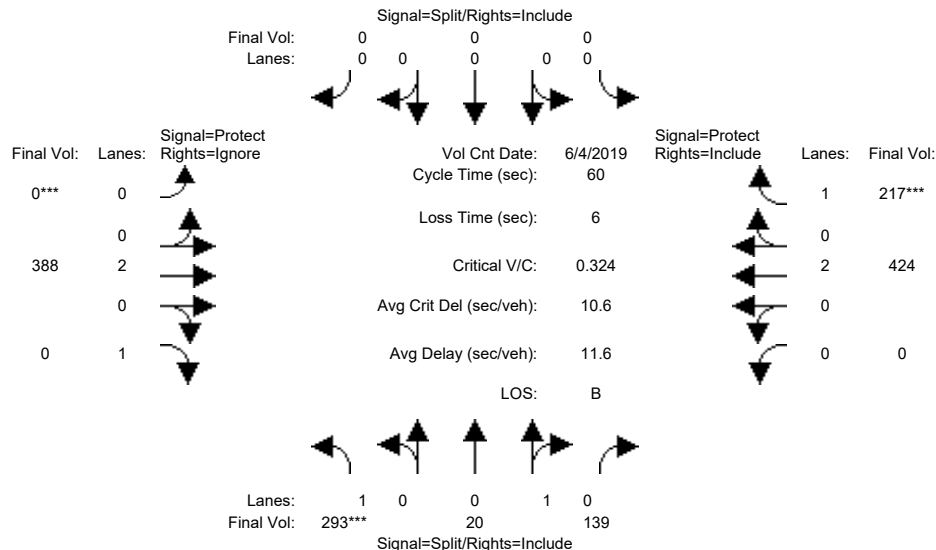
Street Name:	Condit Road						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	0	0	59	0	202	147	865	0	0	767	26
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	59	0	202	147	865	0	0	767	26
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	59	0	202	147	865	0	0	767	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	59	0	202	147	865	0	0	767	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	59	0	202	147	865	0	0	767	26
Critical Gap Module:												
Critical Gp:	xxxx	xxxx	xxxx	6.8	6.5	6.9	4.1	xxxx	xxxx	xxxx	xxxx	xxxx
FollowUpTim:	xxxx	xxxx	xxxx	3.5	4.0	3.3	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxx	1507	1939	397	793	xxxx	xxxx	xxxx	xxxx	xxxx
Potent Cap.:	xxxx	xxxx	xxxx	114	66	609	837	xxxx	xxxx	xxxx	xxxx	xxxx
Move Cap.:	xxxx	xxxx	xxxx	98	55	609	837	xxxx	xxxx	xxxx	xxxx	xxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.60	0.00	0.33	0.18	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.6	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	10.2	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	*	*	*	*	*	*	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	280	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	8.8	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	77.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	F	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			77.3			xxxxxx			xxxxxx		
ApproachLOS:	*			F			*			*		

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #344: US 101 Northbound Ramps and Tennant Avenue

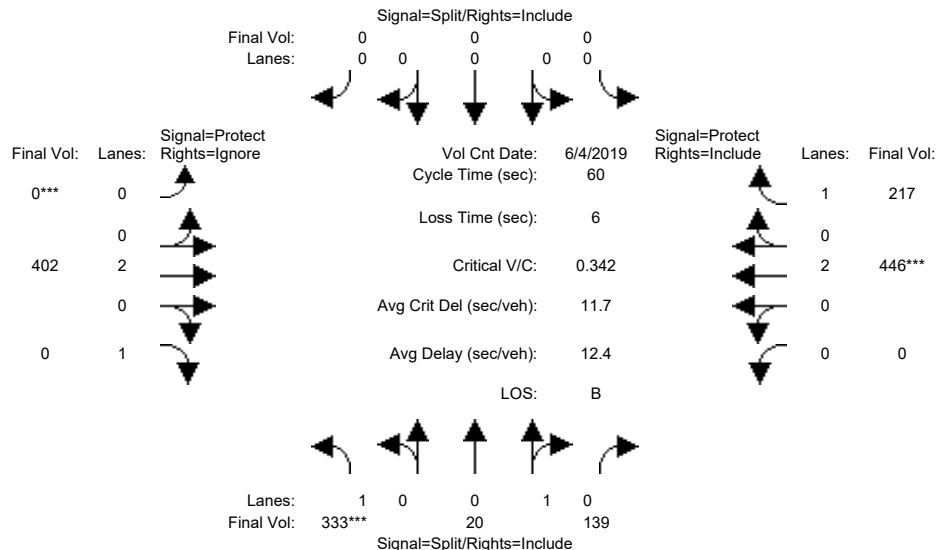


Street Name:	US 101 Northbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	293	20	139	0	0	0	0	388	602	0	424	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	20	139	0	0	0	0	388	602	0	424	217
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	20	139	0	0	0	0	388	602	0	424	217
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:	293	20	139	0	0	0	0	388	0	0	424	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	20	139	0	0	0	0	388	0	0	424	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	293	20	139	0	0	0	0	388	0	0	424	217
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.13	0.87	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	226	1574	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.09	0.09	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.11	0.12
Crit Moves:	****						****					****
Green Time:	31.0	31.0	31.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0	23.0	23.0
Volume/Cap:	0.32	0.17	0.17	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.29	0.32
Delay/Veh:	8.6	7.8	7.8	0.0	0.0	0.0	0.0	12.8	0.0	0.0	13.0	13.3
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:	8.6	7.8	7.8	0.0	0.0	0.0	0.0	12.8	0.0	0.0	13.0	13.3
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	B
HCM2kAvgQ:	4	2	2	0	0	0	0	2	0	0	3	3
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #344: US 101 Northbound Ramps and Tennant Avenue



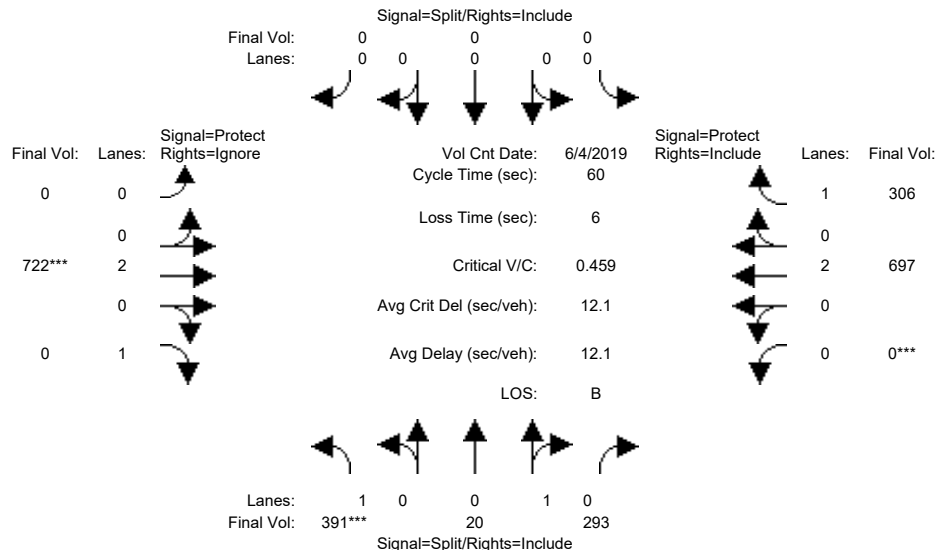
Street Name:	US 101 Northbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	293	20	139	0	0	0	0	388	602	0	424	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	20	139	0	0	0	0	388	602	0	424	217
Added Vol:	40	0	0	0	0	0	0	14	35	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	333	20	139	0	0	0	0	402	637	0	446	217
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:	333	20	139	0	0	0	0	402	0	0	446	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	20	139	0	0	0	0	402	0	0	446	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	333	20	139	0	0	0	0	402	0	0	446	217
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.13	0.87	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	226	1574	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.09	0.09	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.12	0.12
Crit Moves:	****						****			****		
Green Time:	33.4	33.4	33.4	0.0	0.0	0.0	0.0	20.6	0.0	0.0	20.6	20.6
Volume/Cap:	0.34	0.16	0.16	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.34	0.36
Delay/Veh:	7.5	6.5	6.5	0.0	0.0	0.0	0.0	14.6	0.0	0.0	14.8	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	6.5	6.5	0.0	0.0	0.0	0.0	14.6	0.0	0.0	14.8	15.1
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	B
HCM2kAvgQ:	4	2	2	0	0	0	0	3	0	0	3	4

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #344: US 101 Northbound Ramps and Tennant Avenue

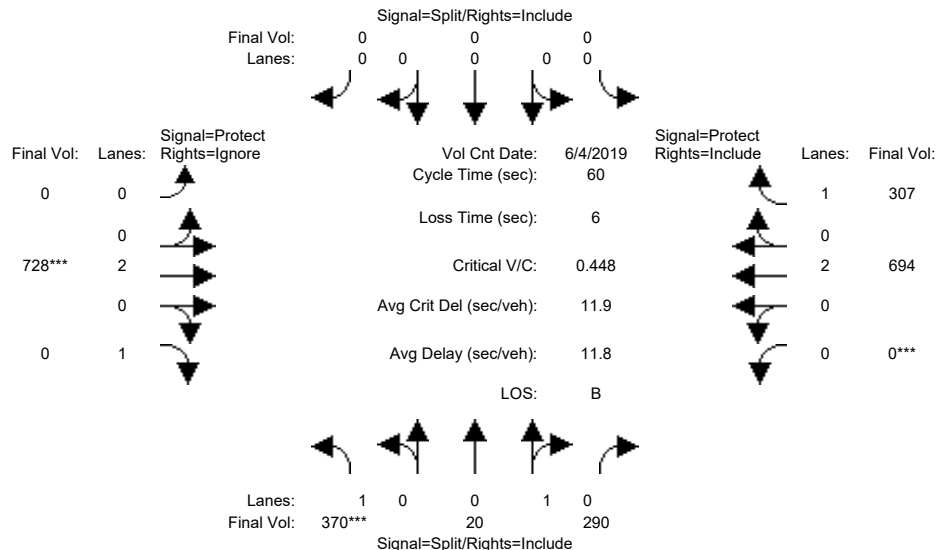


Street Name:	US 101 Northbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	391	20	293	0	0	0	0	722	602	0	697	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	391	20	293	0	0	0	0	722	602	0	697	306
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	391	20	293	0	0	0	0	722	602	0	697	306
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:	391	20	293	0	0	0	0	722	0	0	697	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	20	293	0	0	0	0	722	0	0	697	306
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:	391	20	293	0	0	0	0	722	0	0	697	306
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.06	0.94	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	115	1685	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.17	0.17	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.18	0.17
Crit Moves:	****							****			****	
Green Time:	29.2	29.2	29.2	0.0	0.0	0.0	0.0	24.8	0.0	0.0	24.8	24.8
Volume/Cap:	0.46	0.36	0.36	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.44	0.42
Delay/Veh:	10.6	9.8	9.8	0.0	0.0	0.0	0.0	12.9	0.0	0.0	12.8	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:	10.6	9.8	9.8	0.0	0.0	0.0	0.0	12.9	0.0	0.0	12.8	12.9
LOS by Move:	B	A	A	A	A	A	A	B	A	A	B	B
HCM2kAvgQ:	6	4	4	0	0	0	0	4	0	0	5	5
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project AM

Intersection #344: US 101 Northbound Ramps and Tennant Avenue

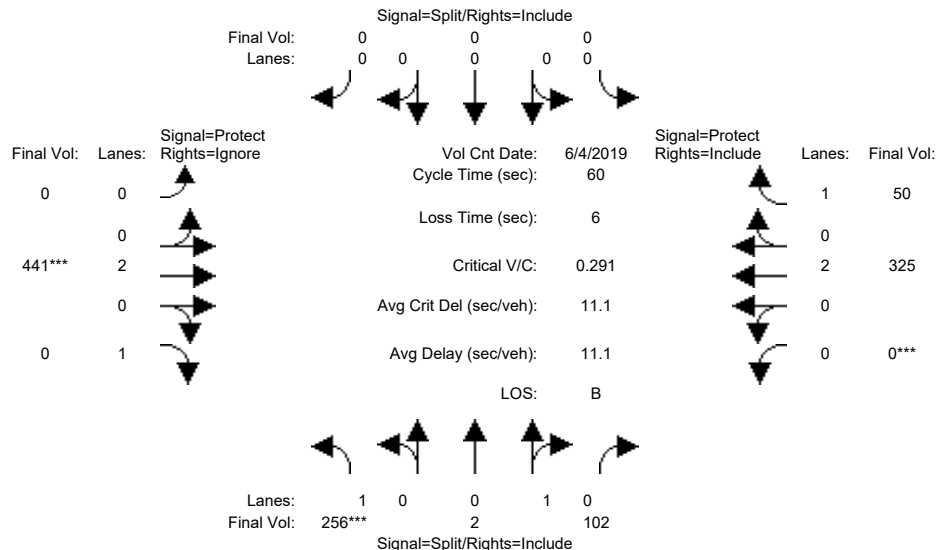


Street Name:	US 101 Northbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	370	20	290	0	0	0	0	728	602	0	694	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	20	290	0	0	0	0	728	602	0	694	307
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	370	20	290	0	0	0	0	728	602	0	694	307
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:	370	20	290	0	0	0	0	728	0	0	694	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	20	290	0	0	0	0	728	0	0	694	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	370	20	290	0	0	0	0	728	0	0	694	307
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.06	0.94	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	116	1684	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.17	0.17	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.18	0.18
Crit Moves:	****							****			****	
Green Time:	28.3	28.3	28.3	0.0	0.0	0.0	0.0	25.7	0.0	0.0	25.7	25.7
Volume/Cap:	0.45	0.36	0.36	0.00	0.00	0.00	0.00	0.45	0.00	0.00	0.43	0.41
Delay/Veh:	11.0	10.4	10.4	0.0	0.0	0.0	0.0	12.3	0.0	0.0	12.2	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	10.4	10.4	0.0	0.0	0.0	0.0	12.3	0.0	0.0	12.2	12.3
LOS by Move:	B	B	B	A	A	A	A	B	A	A	B	B
HCM2kAvgQ:	5	4	4	0	0	0	0	4	0	0	5	5
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #344: US 101 Northbound Ramps and Tennant Avenue

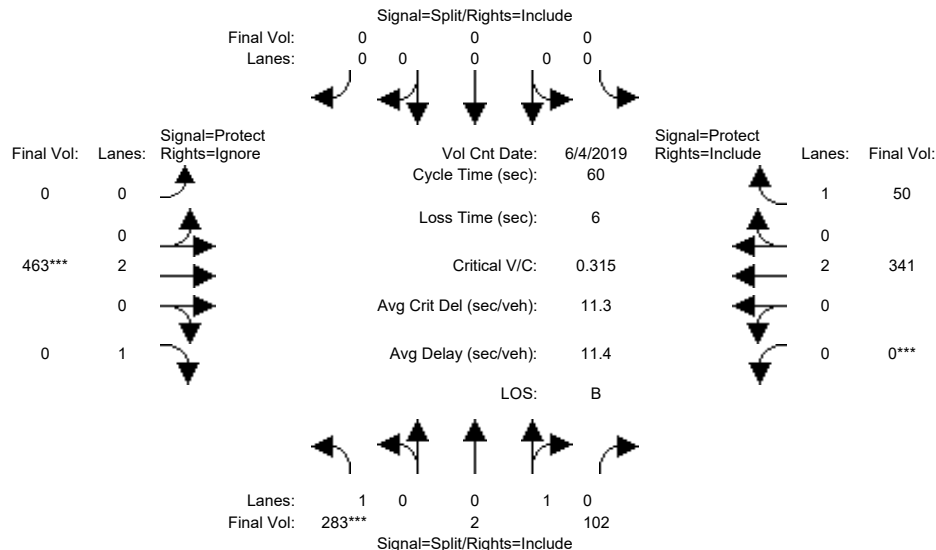


Street Name:	US 101 Northbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	256	2	102	0	0	0	0	441	440	0	325	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	2	102	0	0	0	0	441	440	0	325	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	256	2	102	0	0	0	0	441	440	0	325	50
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:	256	2	102	0	0	0	0	441	0	0	325	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	2	102	0	0	0	0	441	0	0	325	50
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:	256	2	102	0	0	0	0	441	0	0	325	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.02	0.98	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	35	1765	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.06	0.06	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.09	0.03
Crit Moves:	****							****			****	
Green Time:	30.1	30.1	30.1	0.0	0.0	0.0	0.0	23.9	0.0	0.0	23.9	23.9
Volume/Cap:	0.29	0.12	0.12	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.21	0.07
Delay/Veh:	8.9	8.0	8.0	0.0	0.0	0.0	0.0	12.4	0.0	0.0	12.0	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.9	8.0	8.0	0.0	0.0	0.0	0.0	12.4	0.0	0.0	12.0	11.2
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	B
HCM2kAvgQ:	3	1	1	0	0	0	0	3	0	0	2	1
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #344: US 101 Northbound Ramps and Tennant Avenue

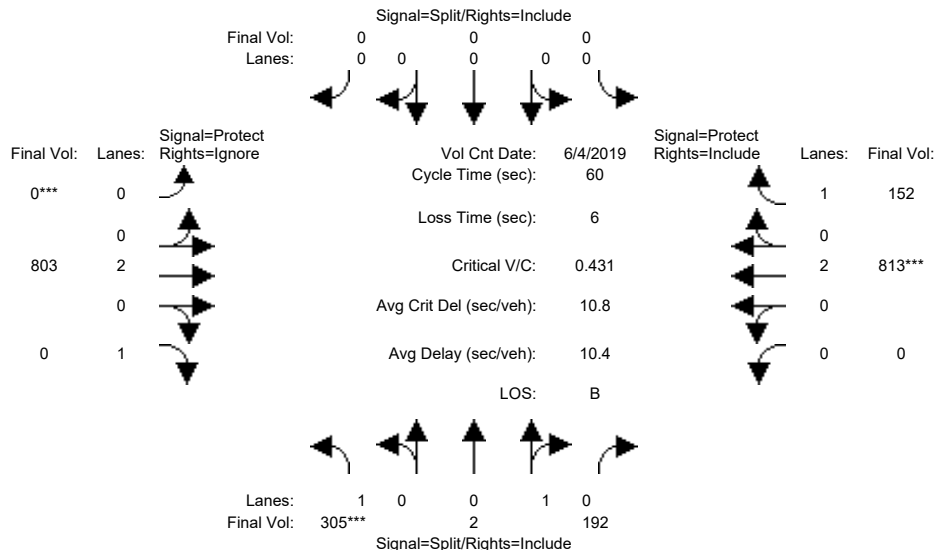


Street Name:	US 101 Northbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	256	2	102	0	0	0	0	441	440	0	325	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	2	102	0	0	0	0	441	440	0	325	50
Added Vol:	27	0	0	0	0	0	0	22	41	0	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	2	102	0	0	0	0	463	481	0	341	50
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:	283	2	102	0	0	0	0	463	0	0	341	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	283	2	102	0	0	0	0	463	0	0	341	50
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:	283	2	102	0	0	0	0	463	0	0	341	50
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.02	0.98	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	35	1765	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.06	0.06	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.09	0.03
Crit Moves:	****							****			****	
Green Time:	30.8	30.8	30.8	0.0	0.0	0.0	0.0	23.2	0.0	0.0	23.2	23.2
Volume/Cap:	0.32	0.11	0.11	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.23	0.07
Delay/Veh:	8.7	7.6	7.6	0.0	0.0	0.0	0.0	13.0	0.0	0.0	12.5	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	7.6	7.6	0.0	0.0	0.0	0.0	13.0	0.0	0.0	12.5	11.7
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	B
HCM2kAvgQ:	3	1	1	0	0	0	0	3	0	0	2	1
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #344: US 101 Northbound Ramps and Tennant Avenue

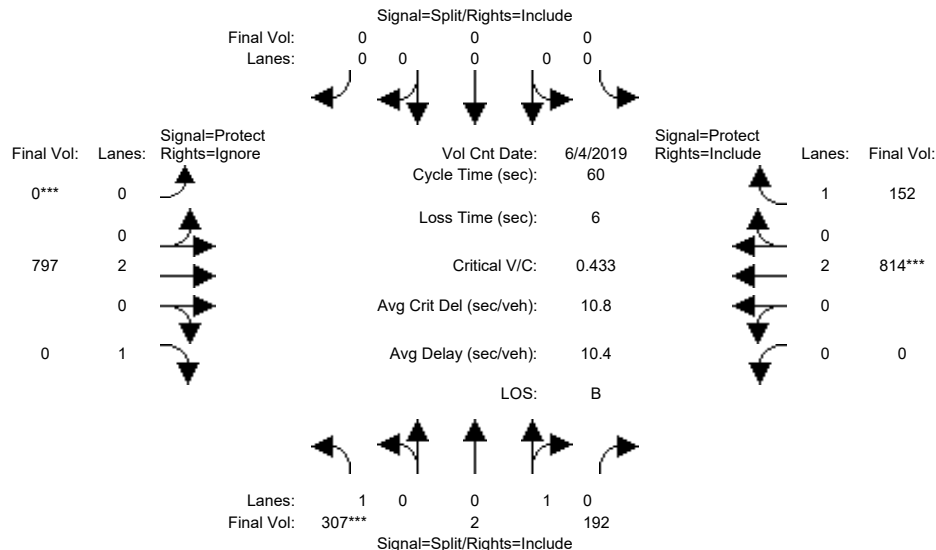


Street Name:	US 101 Northbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	305	2	192	0	0	0	0	803	440	0	813	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	2	192	0	0	0	0	803	440	0	813	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	2	192	0	0	0	0	803	440	0	813	152
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:	305	2	192	0	0	0	0	803	0	0	813	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	2	192	0	0	0	0	803	0	0	813	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	305	2	192	0	0	0	0	803	0	0	813	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.01	0.99	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	19	1781	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.11	0.11	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.21	0.09
Crit Moves:	****						****				****	
Green Time:	24.2	24.2	24.2	0.0	0.0	0.0	0.0	29.8	0.0	0.0	29.8	29.8
Volume/Cap:	0.43	0.27	0.27	0.00	0.00	0.00	0.00	0.43	0.00	0.00	0.43	0.18
Delay/Veh:	13.3	12.1	12.1	0.0	0.0	0.0	0.0	9.8	0.0	0.0	9.9	8.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	12.1	12.1	0.0	0.0	0.0	0.0	9.8	0.0	0.0	9.9	8.4
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	3	3	0	0	0	0	4	0	0	5	2
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project PM

Intersection #344: US 101 Northbound Ramps and Tennant Avenue

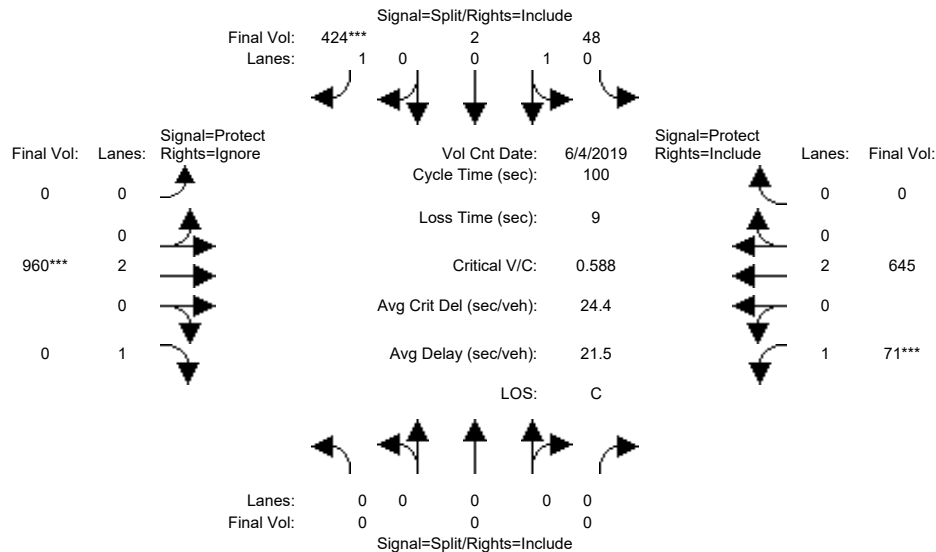


Street Name:	US 101 Northbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	307	2	192	0	0	0	0	797	440	0	814	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	2	192	0	0	0	0	797	440	0	814	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	307	2	192	0	0	0	0	797	440	0	814	152
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:	307	2	192	0	0	0	0	797	0	0	814	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	2	192	0	0	0	0	797	0	0	814	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	307	2	192	0	0	0	0	797	0	0	814	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.01	0.99	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	19	1781	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.11	0.11	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.21	0.09
Crit Moves:	****						****				****	
Green Time:	24.3	24.3	24.3	0.0	0.0	0.0	0.0	29.7	0.0	0.0	29.7	29.7
Volume/Cap:	0.43	0.27	0.27	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.43	0.18
Delay/Veh:	13.3	12.1	12.1	0.0	0.0	0.0	0.0	9.8	0.0	0.0	9.9	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	12.1	12.1	0.0	0.0	0.0	0.0	9.8	0.0	0.0	9.9	8.5
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	3	3	0	0	0	0	4	0	0	5	2
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #554: US 101 Southbound Ramps and Tennant Avenue

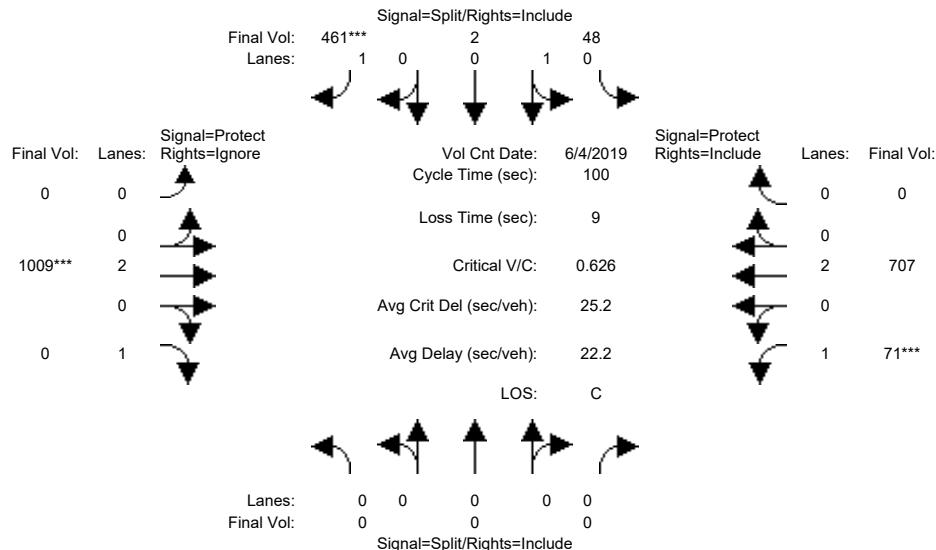


Street Name:	US 101 Southbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	0	0	48	2	424	0	960	205	71	645	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	48	2	424	0	960	205	71	645	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	48	2	424	0	960	205	71	645	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	48	2	424	0	960	0	71	645	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	48	2	424	0	960	0	71	645	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	48	2	424	0	960	0	71	645	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	0.96	0.04	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1728	72	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.24	0.00	0.25	0.00	0.04	0.17	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	41.1	41.1	41.1	0.0	42.9	0.0	7.0	49.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.07	0.07	0.59	0.00	0.59	0.00	0.58	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	17.9	17.9	24.2	0.0	22.4	0.0	51.9	15.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.9	17.9	24.2	0.0	22.4	0.0	51.9	15.2	0.0
LOS by Move:	A	A	A	B	B	C	A	C	A	D	B	A
HCM2kAvgQ:	0	0	0	1	1	11	0	12	0	2	6	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #554: US 101 Southbound Ramps and Tennant Avenue

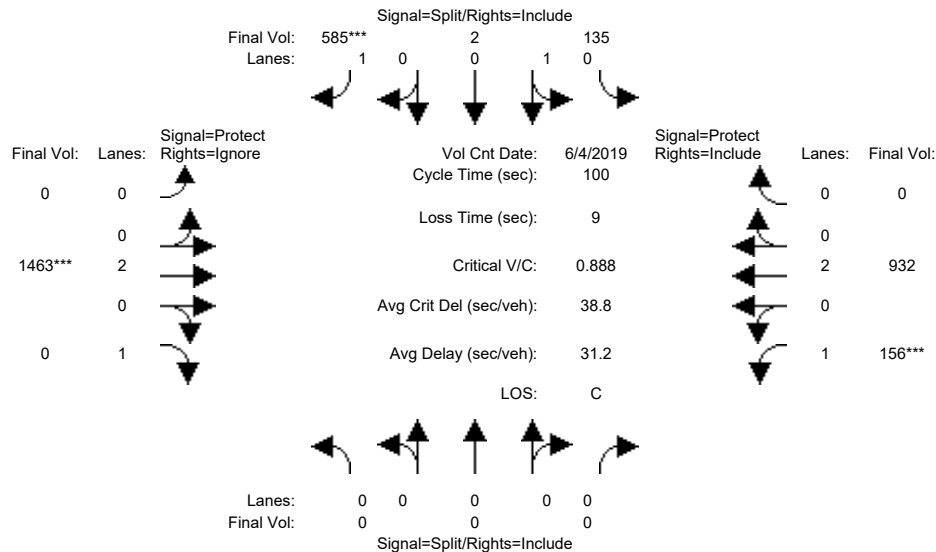


Street Name:	US 101 Southbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	0	0	48	2	424	0	960	205	71	645	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	48	2	424	0	960	205	71	645	0
Added Vol:	0	0	0	0	0	37	0	49	24	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	48	2	461	0	1009	229	71	707	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	48	2	461	0	1009	0	71	707	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	48	2	461	0	1009	0	71	707	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	48	2	461	0	1009	0	71	707	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.96	0.04	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1728	72	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.03	0.26	0.00	0.27	0.00	0.04	0.19	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	41.8	41.8	41.8	0.0	42.2	0.0	7.0	49.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.07	0.07	0.63	0.00	0.63	0.00	0.58	0.38	0.00
Delay/Veh:	0.0	0.0	0.0	17.4	17.4	24.7	0.0	23.6	0.0	51.9	16.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.4	17.4	24.7	0.0	23.6	0.0	51.9	16.0	0.0
LOS by Move:	A	A	A	B	B	C	A	C	A	D	B	A
HCM2kAvgQ:	0	0	0	1	1	13	0	13	0	2	7	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #554: US 101 Southbound Ramps and Tennant Avenue

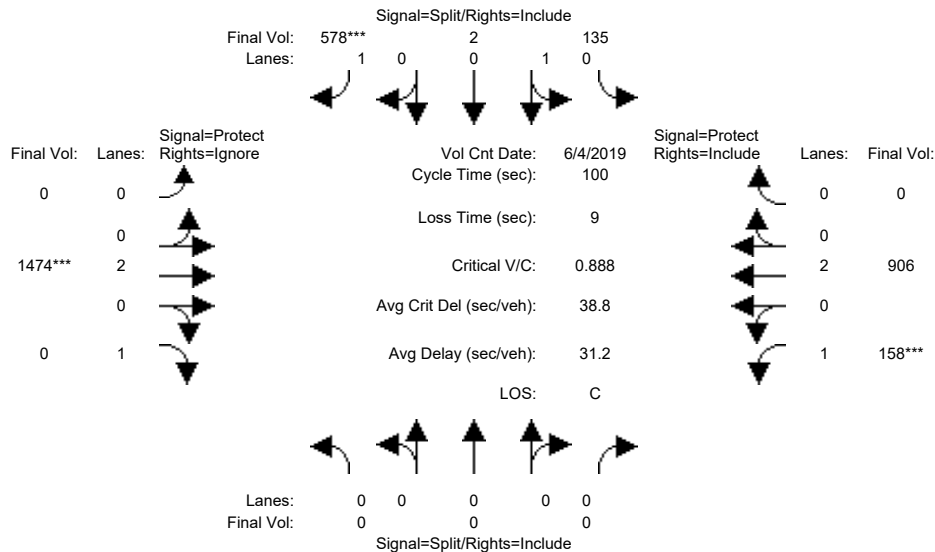


Street Name:	US 101 Southbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	0	0	135	2	585	0	1463	269	156	932	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	135	2	585	0	1463	269	156	932	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	135	2	585	0	1463	269	156	932	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	135	2	585	0	1463	0	156	932	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	135	2	585	0	1463	0	156	932	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	135	2	585	0	1463	0	156	932	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.99	0.01	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1774	26	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.33	0.00	0.39	0.00	0.09	0.25	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	37.6	37.6	37.6	0.0	43.3	0.0	10.0	53.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.20	0.20	0.89	0.00	0.89	0.00	0.89	0.46	0.00
Delay/Veh:	0.0	0.0	0.0	21.2	21.2	43.2	0.0	32.4	0.0	82.5	14.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.2	21.2	43.2	0.0	32.4	0.0	82.5	14.6	0.0
LOS by Move:	A	A	A	C	C	D	A	C	A	F	B	A
HCM2kAvgQ:	0	0	0	3	3	22	0	24	0	6	9	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project AM

Intersection #554: US 101 Southbound Ramps and Tennant Avenue

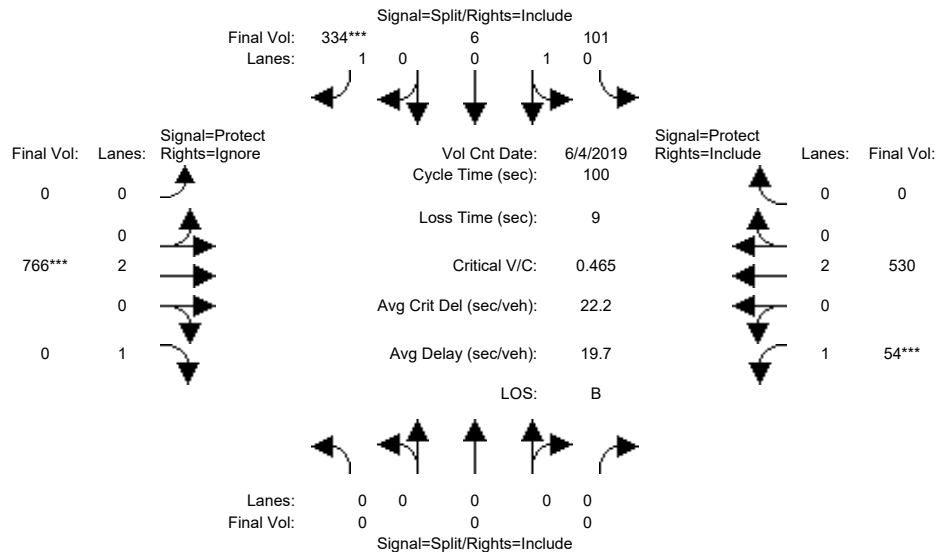


Street Name:	US 101 Southbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	0	0	135	2	578	0	1474	277	158	906	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	135	2	578	0	1474	277	158	906	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	135	2	578	0	1474	277	158	906	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	135	2	578	0	1474	0	158	906	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	135	2	578	0	1474	0	158	906	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	135	2	578	0	1474	0	158	906	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	1774	26	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.33	0.00	0.39	0.00	0.09	0.24	0.00
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	37.2	37.2	37.2	0.0	43.7	0.0	10.2	53.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.20	0.20	0.89	0.00	0.89	0.00	0.89	0.44	0.00
Delay/Veh:	0.0	0.0	0.0	21.5	21.5	43.6	0.0	32.2	0.0	82.1	14.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.5	21.5	43.6	0.0	32.2	0.0	82.1	14.2	0.0
LOS by Move:	A	A	A	C	C	D	A	C	A	F	B	A
HCM2kAvgQ:	0	0	0	3	3	22	0	24	0	6	8	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #554: US 101 Southbound Ramps and Tennant Avenue



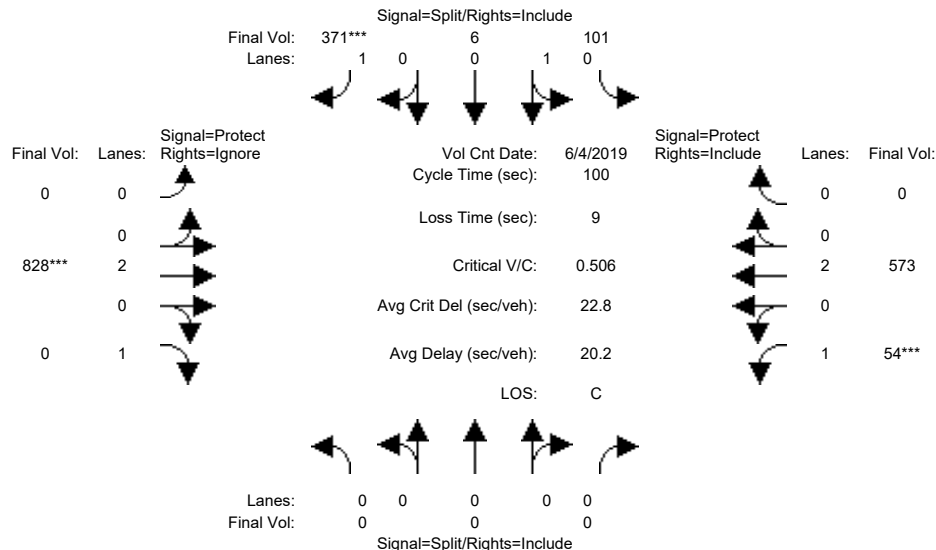
Street Name:	US 101 Southbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	0	0	101	6	334	0	766	428	54	530	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	101	6	334	0	766	428	54	530	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	101	6	334	0	766	428	54	530	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	101	6	334	0	766	0	54	530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	101	6	334	0	766	0	54	530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	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	101	6	334	0	766	0	54	530	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.94	0.06	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1699	101	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.19	0.00	0.20	0.00	0.03	0.14	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	40.9	40.9	40.9	0.0	43.1	0.0	7.0	50.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.15	0.15	0.47	0.00	0.47	0.00	0.44	0.28	0.00
Delay/Veh:	0.0	0.0	0.0	18.7	18.7	22.1	0.0	20.5	0.0	47.1	14.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.7	18.7	22.1	0.0	20.5	0.0	47.1	14.5	0.0
LOS by Move:	A	A	A	B	B	C	A	C	A	D	B	A
HCM2kAvgQ:	0	0	0	2	2	8	0	8	0	2	5	0

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #554: US 101 Southbound Ramps and Tennant Avenue

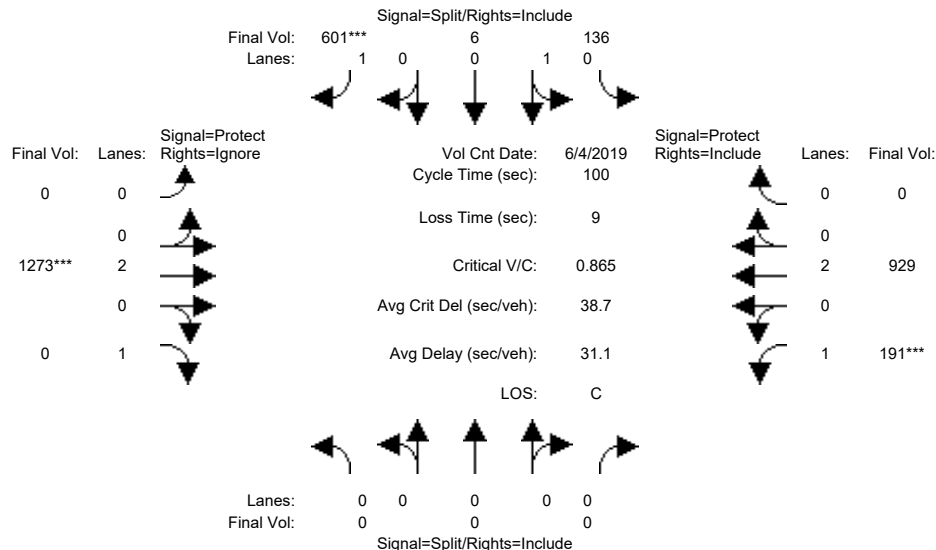


Street Name:	US 101 Southbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	0	0	101	6	334	0	766	428	54	530	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	101	6	334	0	766	428	54	530	0
Added Vol:	0	0	0	0	0	37	0	62	39	0	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	101	6	371	0	828	467	54	573	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	101	6	371	0	828	0	54	573	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	101	6	371	0	828	0	54	573	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	101	6	371	0	828	0	54	573	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.94	0.06	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1699	101	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.06	0.21	0.00	0.22	0.00	0.03	0.15	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	41.4	41.4	41.4	0.0	42.6	0.0	7.0	49.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.14	0.14	0.51	0.00	0.51	0.00	0.44	0.30	0.00
Delay/Veh:	0.0	0.0	0.0	18.3	18.3	22.4	0.0	21.4	0.0	47.1	15.1	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	18.3	18.3	22.4	0.0	21.4	0.0	47.1	15.1	0.0
LOS by Move:	A	A	A	B	B	C	A	C	A	D	B	A
HCM2kAvgQ:	0	0	0	2	2	9	0	9	0	2	5	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #554: US 101 Southbound Ramps and Tennant Avenue

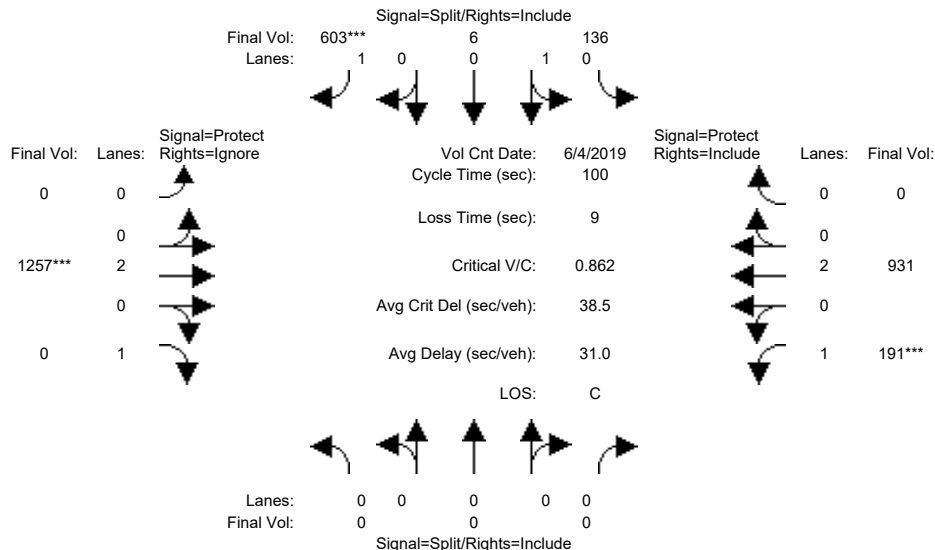


Street Name:	US 101 Southbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	0	0	136	6	601	0	1273	529	191	929	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	136	6	601	0	1273	529	191	929	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	136	6	601	0	1273	529	191	929	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	136	6	601	0	1273	0	191	929	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	136	6	601	0	1273	0	191	929	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	0	0	136	6	601	0	1273	0	191	929	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	0.96	0.04	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1724	76	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.34	0.00	0.34	0.00	0.11	0.24	0.00
Crit Moves:						****		****		****		
Green Time:	0.0	0.0	0.0	39.7	39.7	39.7	0.0	38.7	0.0	12.6	51.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.20	0.20	0.87	0.00	0.87	0.00	0.87	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	19.9	19.9	38.8	0.0	33.9	0.0	71.0	15.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.9	19.9	38.8	0.0	33.9	0.0	71.0	15.9	0.0
LOS by Move:	A	A	A	B	B	D	A	C	A	E	B	A
HCM2kAvgQ:	0	0	0	3	3	21	0	21	0	7	9	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project PM

Intersection #554: US 101 Southbound Ramps and Tennant Avenue

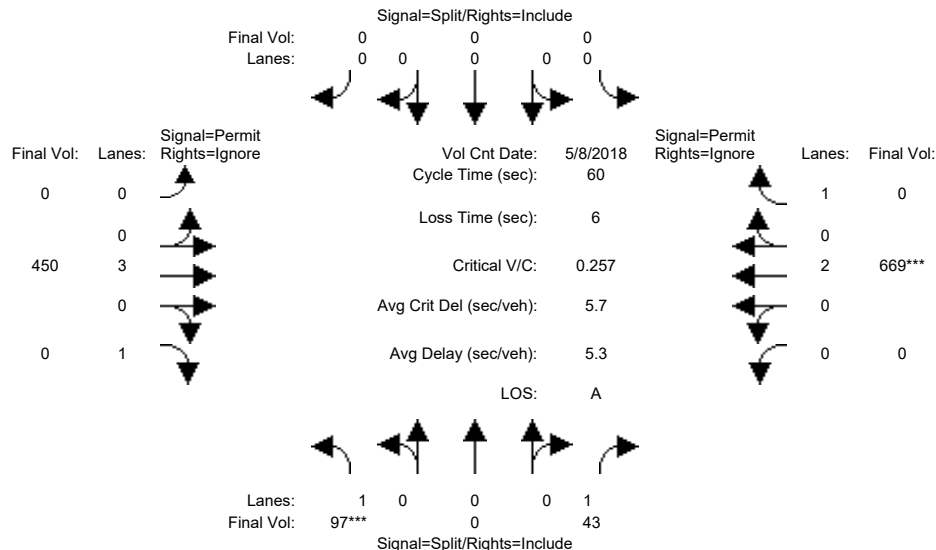


Street Name:	US 101 Southbound Ramps						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Jun 2019 <<												
Base Vol:	0	0	0	136	6	603	0	1257	507	191	931	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	136	6	603	0	1257	507	191	931	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	136	6	603	0	1257	507	191	931	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	136	6	603	0	1257	0	191	931	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	136	6	603	0	1257	0	191	931	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	0	0	136	6	603	0	1257	0	191	931	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	0.96	0.04	1.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1724	76	1750	0	3800	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.08	0.34	0.00	0.33	0.00	0.11	0.25	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	40.0	40.0	40.0	0.0	38.4	0.0	12.7	51.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.20	0.20	0.86	0.00	0.86	0.00	0.86	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	19.7	19.7	38.2	0.0	33.9	0.0	70.3	16.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	19.7	19.7	38.2	0.0	33.9	0.0	70.3	16.1	0.0
LOS by Move:	A	A	A	B	B	D	A	C	A	E	B	A
HCM2kAvgQ:	0	0	0	3	3	21	0	21	0	7	9	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #125: US 101 Northbound Ramps and Dunne Avenue



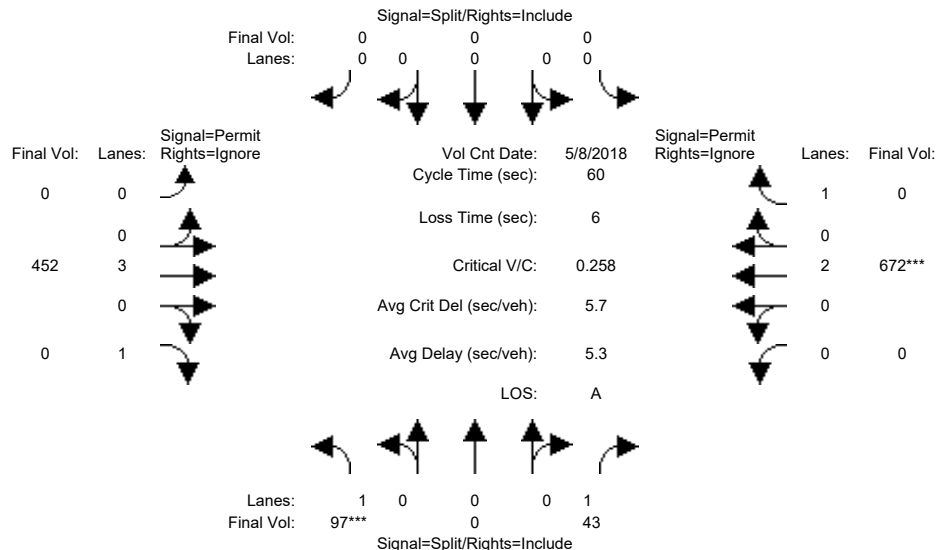
Street Name:	US 101 Northbound Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	97	0	43	0	0	0	0	450	0	0	669	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:	97	0	43	0	0	0	0	450	0	0	669	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	0	43	0	0	0	0	450	0	0	669	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	97	0	43	0	0	0	0	450	0	0	669	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	0	43	0	0	0	0	450	0	0	669	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:	97	0	43	0	0	0	0	450	0	0	669	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.02	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.18	0.00
Crit Moves:	***										***	
Green Time:	12.9	0.0	12.9	0.0	0.0	0.0	0.0	41.1	0.0	0.0	41.1	0.0
Volume/Cap:	0.26	0.00	0.11	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.26	0.00
Delay/Veh:	19.9	0.0	19.1	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	0.0	19.1	0.0	0.0	0.0	0.0	3.3	0.0	0.0	3.7	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	1	0	0	0	0	1	0	0	2	0

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #125: US 101 Northbound Ramps and Dunne Avenue

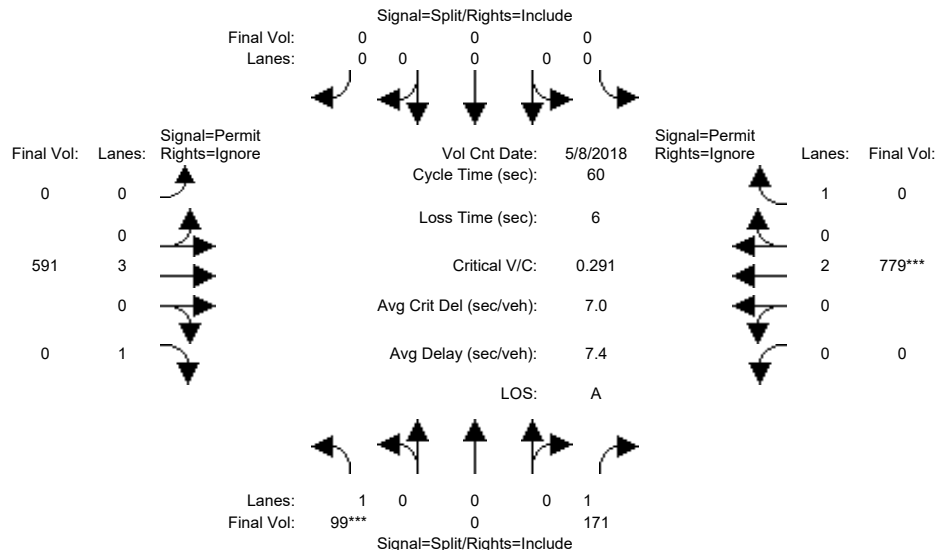


Street Name:	US 101 Northbound Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	97	0	43	0	0	0	0	450	0	0	669	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:	97	0	43	0	0	0	0	450	0	0	669	0
Added Vol:	0	0	0	0	0	0	0	2	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	0	43	0	0	0	0	452	0	0	672	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	97	0	43	0	0	0	0	452	0	0	672	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	0	43	0	0	0	0	452	0	0	672	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:	97	0	43	0	0	0	0	452	0	0	672	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.02	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.18	0.00
Crit Moves:	***										***	
Green Time:	12.9	0.0	12.9	0.0	0.0	0.0	0.0	41.1	0.0	0.0	41.1	0.0
Volume/Cap:	0.26	0.00	0.11	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.26	0.00
Delay/Veh:	19.9	0.0	19.1	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	0.0	19.1	0.0	0.0	0.0	0.0	3.2	0.0	0.0	3.7	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	1	0	0	0	0	1	0	0	2	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #125: US 101 Northbound Ramps and Dunne Avenue



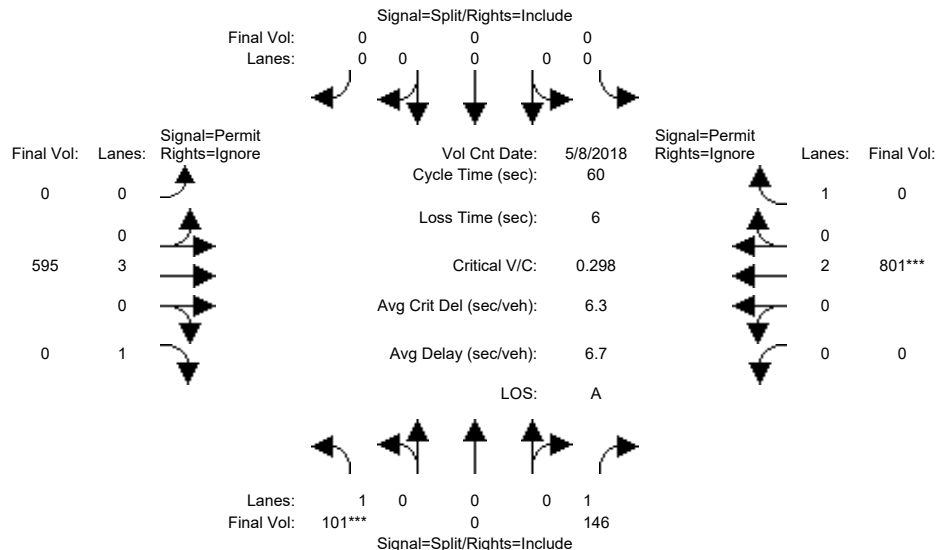
Street Name:	US 101 Northbound Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	99	0	171	0	0	0	0	591	0	0	779	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:	99	0	171	0	0	0	0	591	0	0	779	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	0	171	0	0	0	0	591	0	0	779	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	99	0	171	0	0	0	0	591	0	0	779	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	171	0	0	0	0	591	0	0	779	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:	99	0	171	0	0	0	0	591	0	0	779	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.10	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.21	0.00
Crit Moves:	****											
Green Time:	17.4	0.0	17.4	0.0	0.0	0.0	0.0	36.6	0.0	0.0	36.6	0.0
Volume/Cap:	0.19	0.00	0.34	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.34	0.00
Delay/Veh:	16.2	0.0	17.1	0.0	0.0	0.0	0.0	5.1	0.0	0.0	5.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	0.0	17.1	0.0	0.0	0.0	0.0	5.1	0.0	0.0	5.8	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	3	0	0	0	0	2	0	0	3	0

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project AM

Intersection #125: US 101 Northbound Ramps and Dunne Avenue



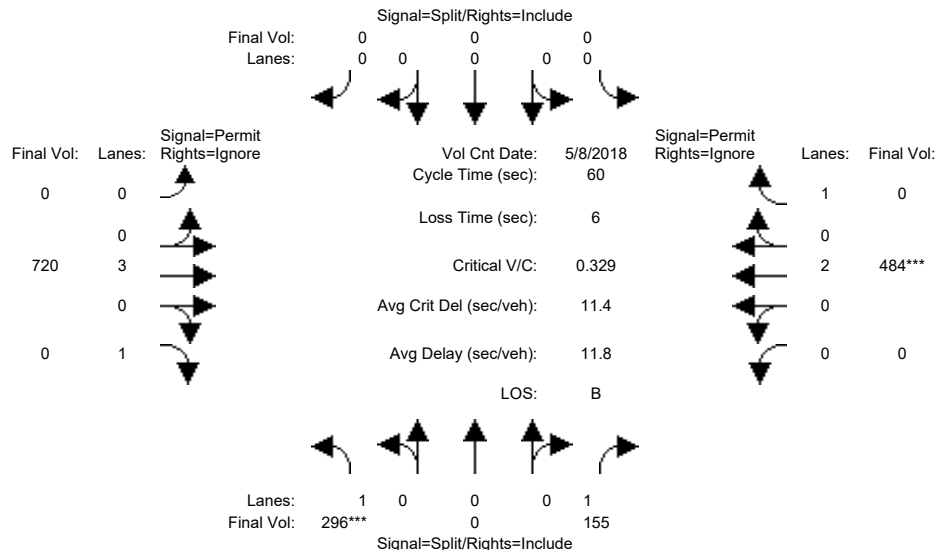
Street Name:	US 101 Northbound Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	101	0	146	0	0	0	0	595	0	0	801	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	0	146	0	0	0	0	595	0	0	801	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	0	146	0	0	0	0	595	0	0	801	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	101	0	146	0	0	0	0	595	0	0	801	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	0	146	0	0	0	0	595	0	0	801	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:	101	0	146	0	0	0	0	595	0	0	801	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.08	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.21	0.00
Crit Moves:	***										***	
Green Time:	15.3	0.0	15.3	0.0	0.0	0.0	0.0	38.7	0.0	0.0	38.7	0.0
Volume/Cap:	0.23	0.00	0.33	0.00	0.00	0.00	0.00	0.16	0.00	0.00	0.33	0.00
Delay/Veh:	17.9	0.0	18.6	0.0	0.0	0.0	0.0	4.2	0.0	0.0	4.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	0.0	18.6	0.0	0.0	0.0	0.0	4.2	0.0	0.0	4.9	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	2	0	3	0	0	0	0	1	0	0	3	0

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #125: US 101 Northbound Ramps and Dunne Avenue

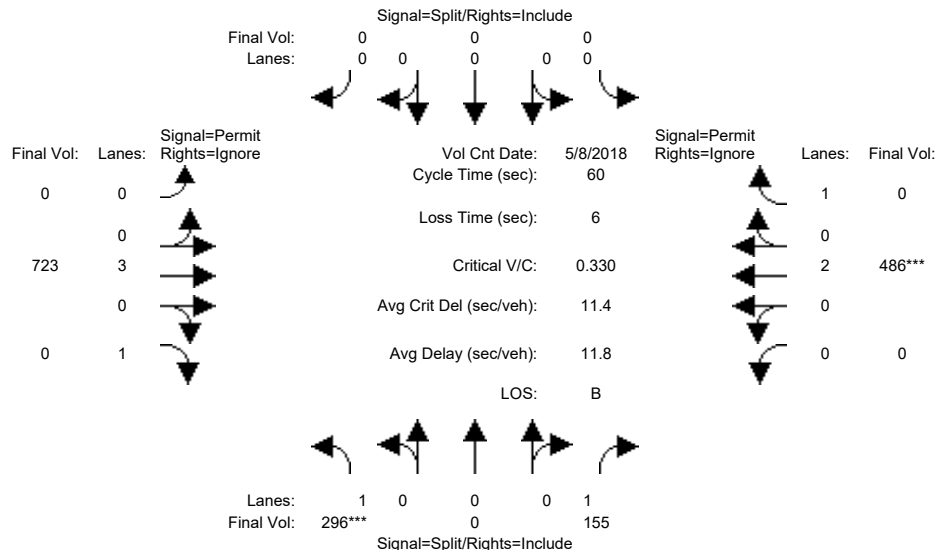


Street Name:	US 101 Northbound Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	296	0	155	0	0	0	0	720	0	0	484	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:	296	0	155	0	0	0	0	720	0	0	484	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	0	155	0	0	0	0	720	0	0	484	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	296	0	155	0	0	0	0	720	0	0	484	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	0	155	0	0	0	0	720	0	0	484	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	155	0	0	0	0	720	0	0	484	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.09	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.13	0.00
Crit Moves:	****										****	
Green Time:	30.8	0.0	30.8	0.0	0.0	0.0	0.0	23.2	0.0	0.0	23.2	0.0
Volume/Cap:	0.33	0.00	0.17	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.33	0.00
Delay/Veh:	8.8	0.0	7.9	0.0	0.0	0.0	0.0	13.0	0.0	0.0	13.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	0.0	7.9	0.0	0.0	0.0	0.0	13.0	0.0	0.0	13.1	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	4	0	2	0	0	0	0	3	0	0	3	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #125: US 101 Northbound Ramps and Dunne Avenue

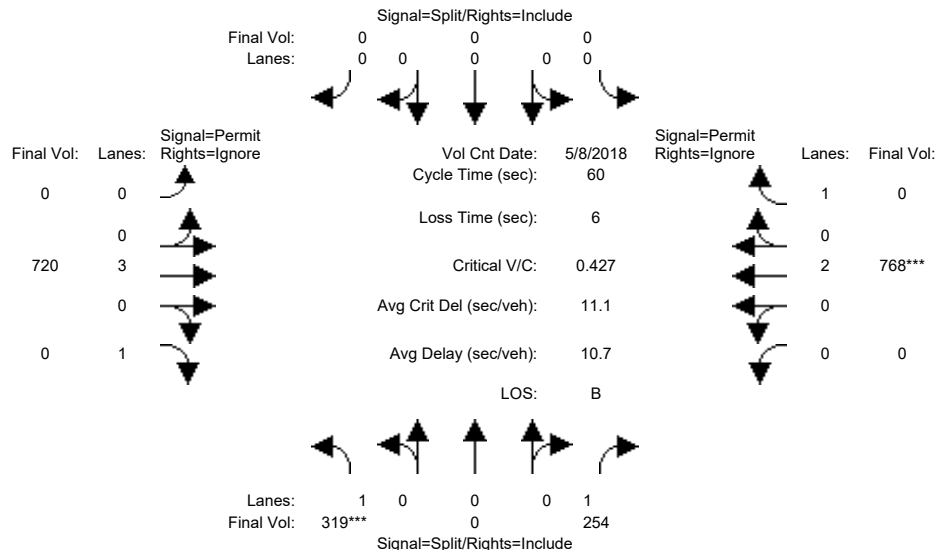


Street Name:	US 101 Northbound Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	296	0	155	0	0	0	0	720	0	0	484	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:	296	0	155	0	0	0	0	720	0	0	484	0
Added Vol:	0	0	0	0	0	0	0	3	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	0	155	0	0	0	0	723	0	0	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	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	155	0	0	0	0	723	0	0	486	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	0	155	0	0	0	0	723	0	0	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	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	155	0	0	0	0	723	0	0	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	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.09	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.13	0.00
Crit Moves:	****										****	
Green Time:	30.7	0.0	30.7	0.0	0.0	0.0	0.0	23.3	0.0	0.0	23.3	0.0
Volume/Cap:	0.33	0.00	0.17	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.33	0.00
Delay/Veh:	8.8	0.0	7.9	0.0	0.0	0.0	0.0	13.0	0.0	0.0	13.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	0.0	7.9	0.0	0.0	0.0	0.0	13.0	0.0	0.0	13.0	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	4	0	2	0	0	0	0	3	0	0	3	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #125: US 101 Northbound Ramps and Dunne Avenue

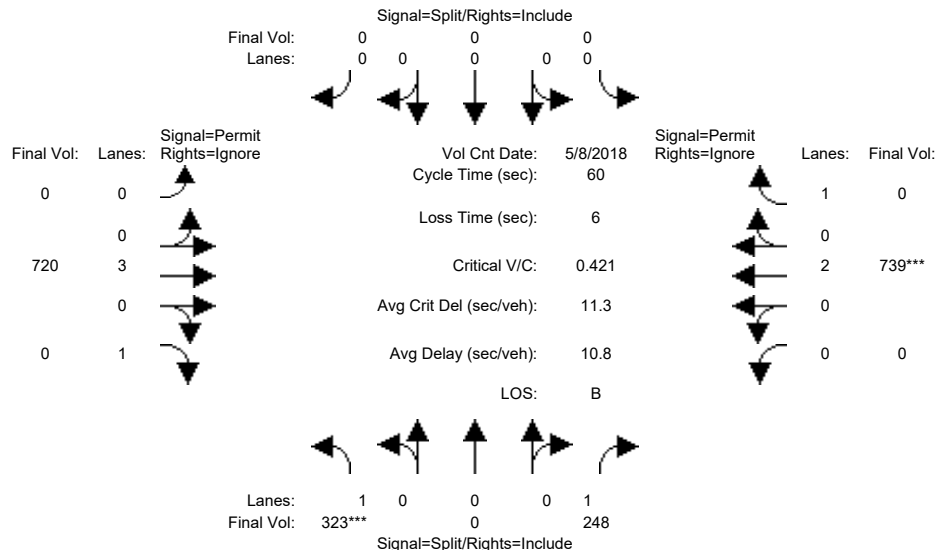


Street Name:	US 101 Northbound Ramps						Dunne Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
-----	-----			-----			-----			-----					
Min. Green:	10		0		10		0		0		10		0		10
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0
-----	-----			-----			-----			-----					
Volume Module: >>	Count	Date: 8 May 2018 <<													
Base Vol:	319		0		254		0		0		0		0		768
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00
Initial Bse:	319		0		254		0		0		0		0		768
Added Vol:	0		0		0		0		0		0		0		0
PasserByVol:	0		0		0		0		0		0		0		0
Initial Fut:	319		0		254		0		0		0		0		768
User Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00
PHF Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00
PHF Volume:	319		0		254		0		0		0		0		768
Reduct Vol:	0		0		0		0		0		0		0		0
Reduced Vol:	319		0		254		0		0		0		0		768
PCE Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00
MLF Adj:	1.00		1.00		1.00		1.00		1.00		0.00		1.00		1.00
FinalVolume:	319		0		254		0		0		0		0		768
-----	-----			-----			-----			-----					
Saturation Flow Module:															
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900
Adjustment:	0.92		1.00		0.92		1.00		0.92		0.92		1.00		0.92
Lanes:	1.00		0.00		1.00		0.00		0.00		0.00		2.00		1.00
Final Sat.:	1750		0		1750		0		0		5700		1750		3800
-----	-----			-----			-----			-----					
Capacity Analysis Module:															
Vol/Sat:	0.18		0.00		0.15		0.00		0.00		0.13		0.00		0.20
Crit Moves:	****	****													
Green Time:	25.6		0.0		25.6		0.0		0.0		28.4		0.0		28.4
Volume/Cap:	0.43		0.00		0.34		0.00		0.00		0.27		0.00		0.43
Delay/Veh:	12.4		0.0		11.8		0.0		0.0		9.6		0.0		10.6
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00
AdjDel/Veh:	12.4		0.0		11.8		0.0		0.0		9.6		0.0		10.6
LOS by Move:	B		A		B		A		A		A		A		B
HCM2kAvgQ:	5		0		4		0		0		3		0		5
Note: Queue reported is the number of cars per lane.															

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project PM

Intersection #125: US 101 Northbound Ramps and Dunne Avenue

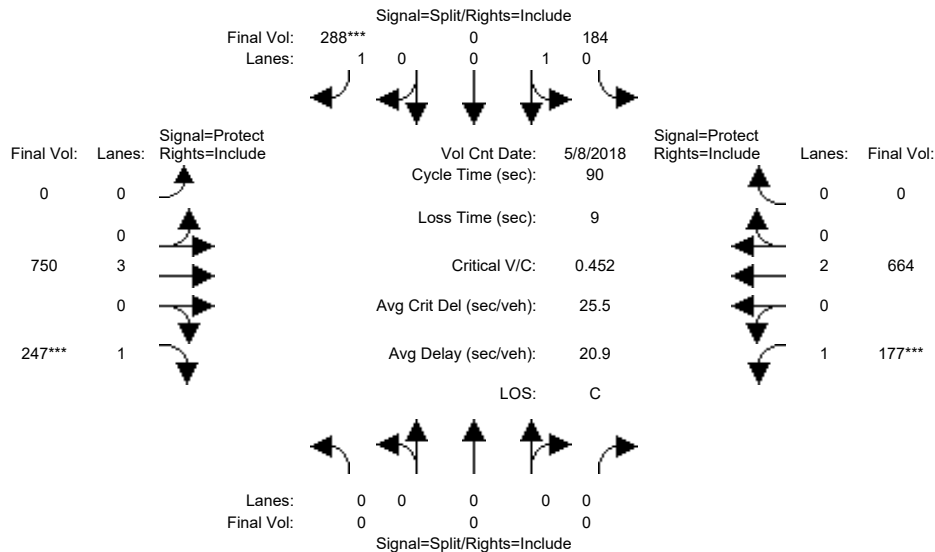


Street Name:	US 101 Northbound Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	323	0	248	0	0	0	0	720	0	0	739	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	323	0	248	0	0	0	0	720	0	0	739	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	323	0	248	0	0	0	0	720	0	0	739	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	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:	323	0	248	0	0	0	0	720	0	0	739	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	0	248	0	0	0	0	720	0	0	739	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	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:	323	0	248	0	0	0	0	720	0	0	739	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	2.00	1.00
Final Sat.:	1750	0	1750	0	0	0	0	5700	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.14	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.19	0.00
Crit Moves:	****											
Green Time:	26.3	0.0	26.3	0.0	0.0	0.0	0.0	27.7	0.0	0.0	27.7	0.0
Volume/Cap:	0.42	0.00	0.32	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.42	0.00
Delay/Veh:	12.0	0.0	11.3	0.0	0.0	0.0	0.0	10.0	0.0	0.0	11.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.0	0.0	11.3	0.0	0.0	0.0	0.0	10.0	0.0	0.0	11.0	0.0
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	A
HCM2kAvgQ:	5	0	3	0	0	0	0	3	0	0	4	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #124: US 101 Southbound Ramps and Dunne Avenue

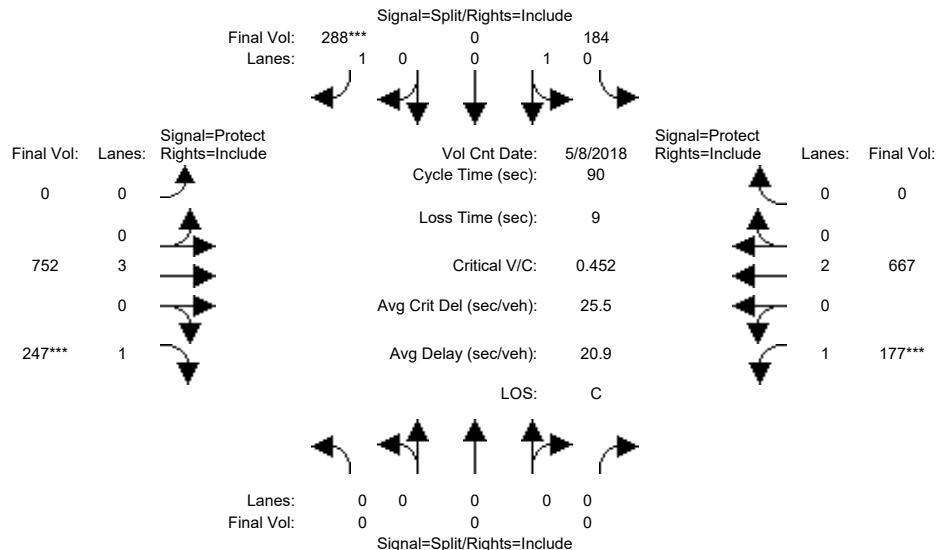


Street Name:	US 101 Southbound Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	184	0	288	0	750	247	177	664	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	184	0	288	0	750	247	177	664	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	184	0	288	0	750	247	177	664	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	184	0	288	0	750	247	177	664	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	184	0	288	0	750	247	177	664	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	184	0	288	0	750	247	177	664	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1750	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.16	0.00	0.13	0.14	0.10	0.17	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	32.8	0.0	32.8	0.0	28.1	28.1	20.1	48.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	0.45	0.00	0.42	0.45	0.45	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	20.5	0.0	22.3	0.0	24.7	25.4	31.0	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	20.5	0.0	22.3	0.0	24.7	25.4	31.0	11.8	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	C	B	A
HCM2kAvgQ:	0	0	0	4	0	7	0	5	6	4	5	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #124: US 101 Southbound Ramps and Dunne Avenue



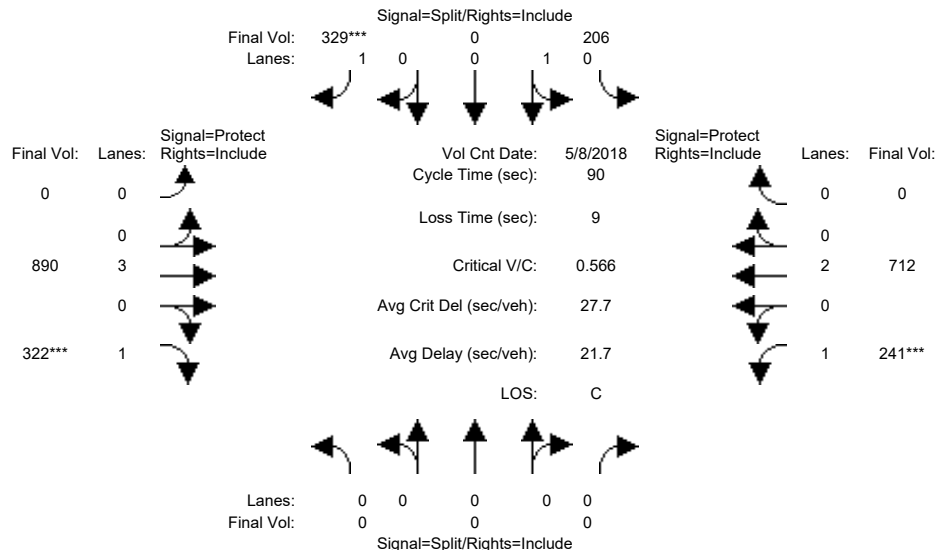
Street Name:	US 101 Southbound Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	184	0	288	0	750	247	177	664	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	184	0	288	0	750	247	177	664	0
Added Vol:	0	0	0	0	0	0	0	2	0	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	184	0	288	0	752	247	177	667	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	184	0	288	0	752	247	177	667	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	184	0	288	0	752	247	177	667	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	184	0	288	0	752	247	177	667	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1750	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.16	0.00	0.13	0.14	0.10	0.18	0.00
Crit Moves:	****											
Green Time:	0.0	0.0	0.0	32.8	0.0	32.8	0.0	28.1	28.1	20.1	48.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	0.45	0.00	0.42	0.45	0.45	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	20.5	0.0	22.3	0.0	24.7	25.4	31.0	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	20.5	0.0	22.3	0.0	24.7	25.4	31.0	11.8	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	C	B	A
HCM2kAvgQ:	0	0	0	4	0	7	0	5	6	4	5	0

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #124: US 101 Southbound Ramps and Dunne Avenue



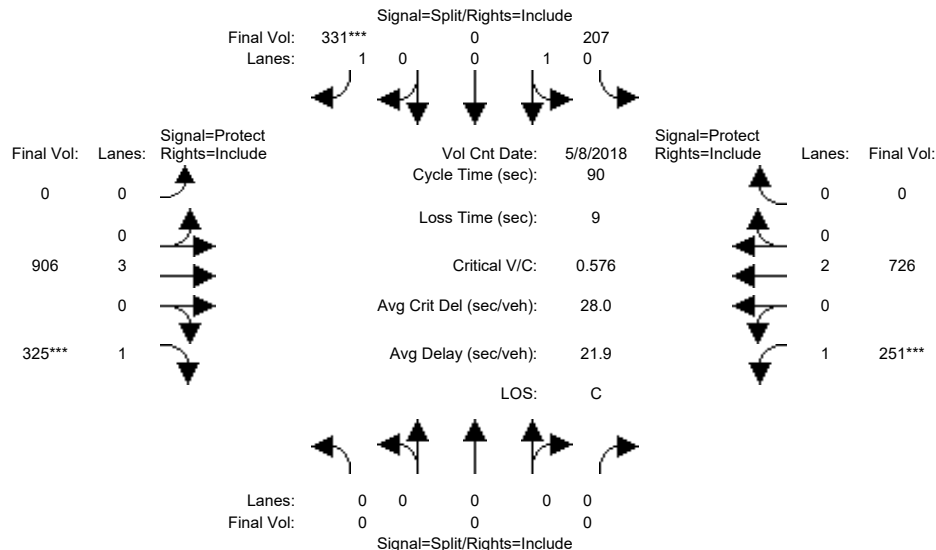
Street Name:	US 101 Southbound Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	206	0	329	0	890	322	241	712	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	206	0	329	0	890	322	241	712	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	206	0	329	0	890	322	241	712	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	206	0	329	0	890	322	241	712	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	206	0	329	0	890	322	241	712	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	206	0	329	0	890	322	241	712	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1750	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.19	0.00	0.16	0.18	0.14	0.19	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	29.9	0.0	29.9	0.0	29.2	29.2	21.9	51.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.57	0.00	0.48	0.57	0.57	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	23.0	0.0	26.0	0.0	24.5	26.5	31.7	10.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.0	0.0	26.0	0.0	24.5	26.5	31.7	10.4	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	C	B	A
HCM2kAvgQ:	0	0	0	5	0	9	0	6	8	6	5	0

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project AM

Intersection #124: US 101 Southbound Ramps and Dunne Avenue

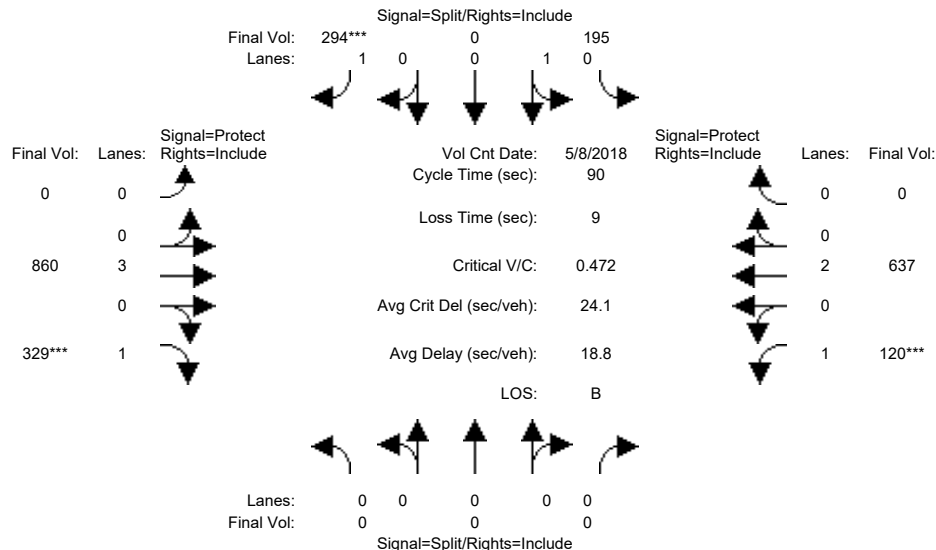


Street Name:	US 101 Southbound Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	207	0	331	0	906	325	251	726	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	207	0	331	0	906	325	251	726	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	207	0	331	0	906	325	251	726	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	207	0	331	0	906	325	251	726	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	207	0	331	0	906	325	251	726	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	207	0	331	0	906	325	251	726	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1750	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.19	0.00	0.16	0.19	0.14	0.19	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	29.6	0.0	29.6	0.0	29.0	29.0	22.4	51.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.35	0.00	0.58	0.00	0.49	0.58	0.58	0.33	0.00
Delay/Veh:	0.0	0.0	0.0	23.3	0.0	26.5	0.0	24.8	26.8	31.5	10.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.3	0.0	26.5	0.0	24.8	26.8	31.5	10.3	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	C	B	A
HCM2kAvgQ:	0	0	0	5	0	9	0	6	8	7	5	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #124: US 101 Southbound Ramps and Dunne Avenue

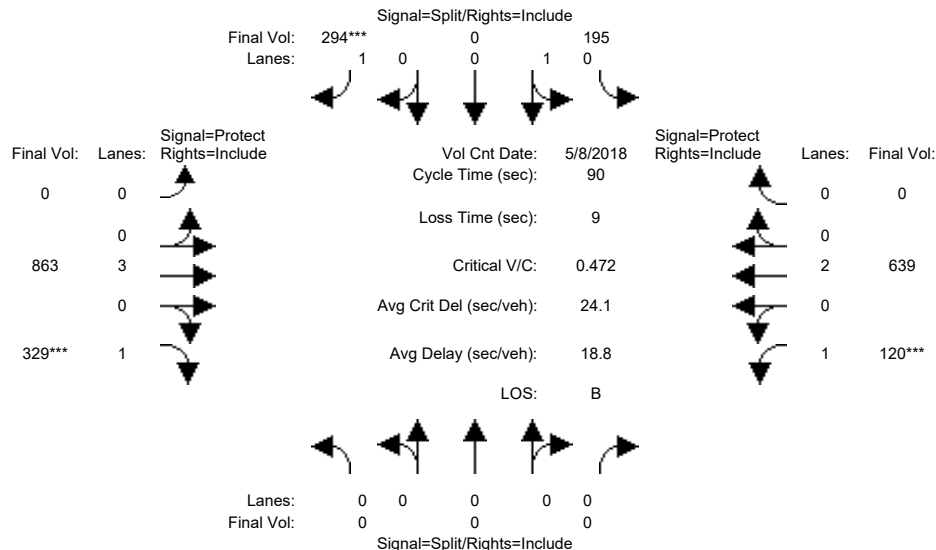


Street Name:	US 101 Southbound Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	195	0	294	0	860	329	120	637	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	195	0	294	0	860	329	120	637	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	294	0	860	329	120	637	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	195	0	294	0	860	329	120	637	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	294	0	860	329	120	637	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	195	0	294	0	860	329	120	637	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1750	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.17	0.00	0.15	0.19	0.07	0.17	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	32.1	0.0	32.1	0.0	35.9	35.9	13.1	48.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.47	0.00	0.38	0.47	0.47	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	21.2	0.0	23.0	0.0	19.3	20.6	36.7	11.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.2	0.0	23.0	0.0	19.3	20.6	36.7	11.3	0.0
LOS by Move:	A	A	A	C	A	C	A	B	C	D	B	A
HCM2kAvgQ:	0	0	0	4	0	7	0	5	7	3	5	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #124: US 101 Southbound Ramps and Dunne Avenue

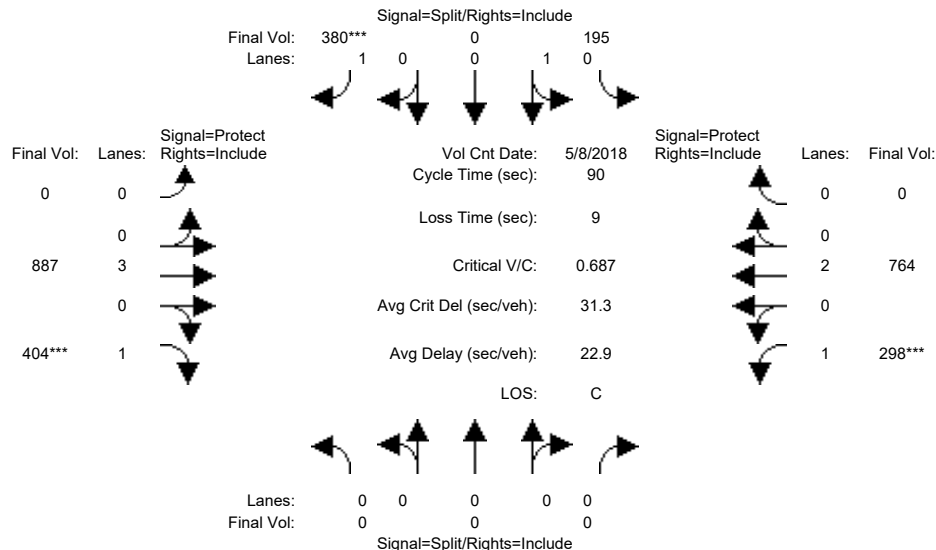


Street Name:	US 101 Southbound Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	195	0	294	0	860	329	120	637	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	195	0	294	0	860	329	120	637	0
Added Vol:	0	0	0	0	0	0	0	3	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	294	0	863	329	120	639	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	195	0	294	0	863	329	120	639	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	294	0	863	329	120	639	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	195	0	294	0	863	329	120	639	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1750	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.17	0.00	0.15	0.19	0.07	0.17	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	32.1	0.0	32.1	0.0	35.9	35.9	13.1	48.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.30	0.00	0.47	0.00	0.38	0.47	0.47	0.31	0.00
Delay/Veh:	0.0	0.0	0.0	21.2	0.0	23.0	0.0	19.3	20.6	36.7	11.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	21.2	0.0	23.0	0.0	19.3	20.6	36.7	11.3	0.0
LOS by Move:	A	A	A	C	A	C	A	B	C	D	B	A
HCM2kAvgQ:	0	0	0	4	0	7	0	5	7	3	5	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #124: US 101 Southbound Ramps and Dunne Avenue



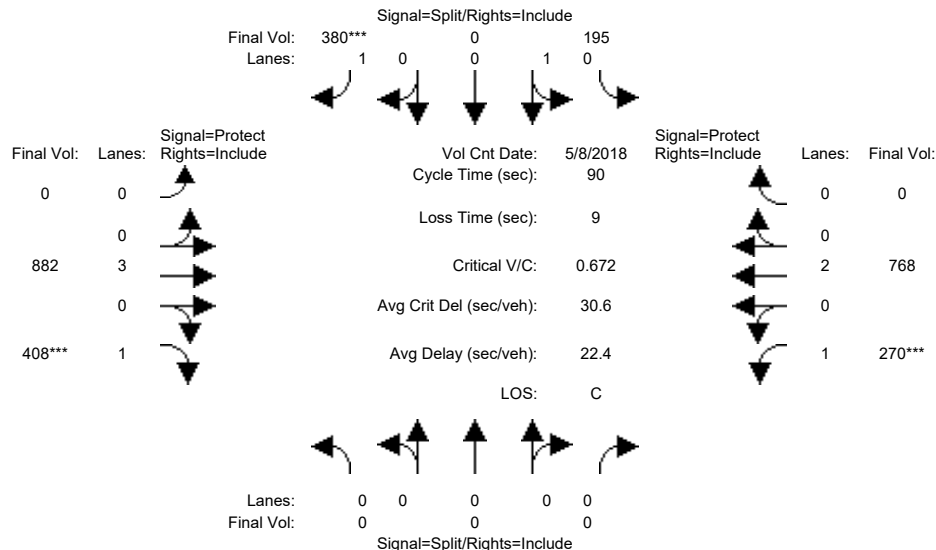
Street Name:	US 101 Southbound Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	195	0	380	0	887	404	298	764	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	195	0	380	0	887	404	298	764	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	380	0	887	404	298	764	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	195	0	380	0	887	404	298	764	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	380	0	887	404	298	764	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	195	0	380	0	887	404	298	764	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1750	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.22	0.00	0.16	0.23	0.17	0.20	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	28.4	0.0	28.4	0.0	30.2	30.2	22.3	52.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.69	0.00	0.46	0.69	0.69	0.34	0.00
Delay/Veh:	0.0	0.0	0.0	24.0	0.0	30.5	0.0	23.7	29.2	35.3	9.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.0	0.0	30.5	0.0	23.7	29.2	35.3	9.8	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	D	A	A
HCM2kAvgQ:	0	0	0	4	0	11	0	6	10	8	5	0

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project PM

Intersection #124: US 101 Southbound Ramps and Dunne Avenue

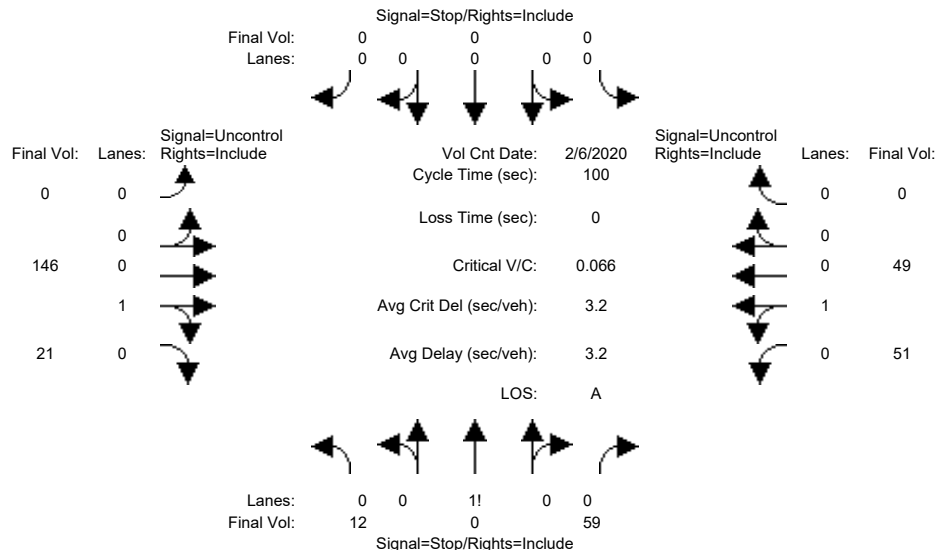


Street Name:	US 101 Southbound Ramps						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	10	10	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	195	0	380	0	882	408	270	768	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	195	0	380	0	882	408	270	768	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	195	0	380	0	882	408	270	768	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	195	0	380	0	882	408	270	768	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	380	0	882	408	270	768	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	195	0	380	0	882	408	270	768	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	3.00	1.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1800	0	1750	0	5700	1750	1750	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.22	0.00	0.15	0.23	0.15	0.20	0.00
Crit Moves:						****			****	****		
Green Time:	0.0	0.0	0.0	29.1	0.0	29.1	0.0	31.2	31.2	20.7	51.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.34	0.00	0.67	0.00	0.45	0.67	0.67	0.35	0.00
Delay/Veh:	0.0	0.0	0.0	23.5	0.0	29.5	0.0	22.9	28.0	36.0	10.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.5	0.0	29.5	0.0	22.9	28.0	36.0	10.2	0.0
LOS by Move:	A	A	A	C	A	C	A	C	C	D	B	A
HCM2kAvgQ:	0	0	0	4	0	11	0	6	10	7	5	0
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan No Project AM

Intersection #33115: Juan Hernandez Drive and San Pedro Avenue



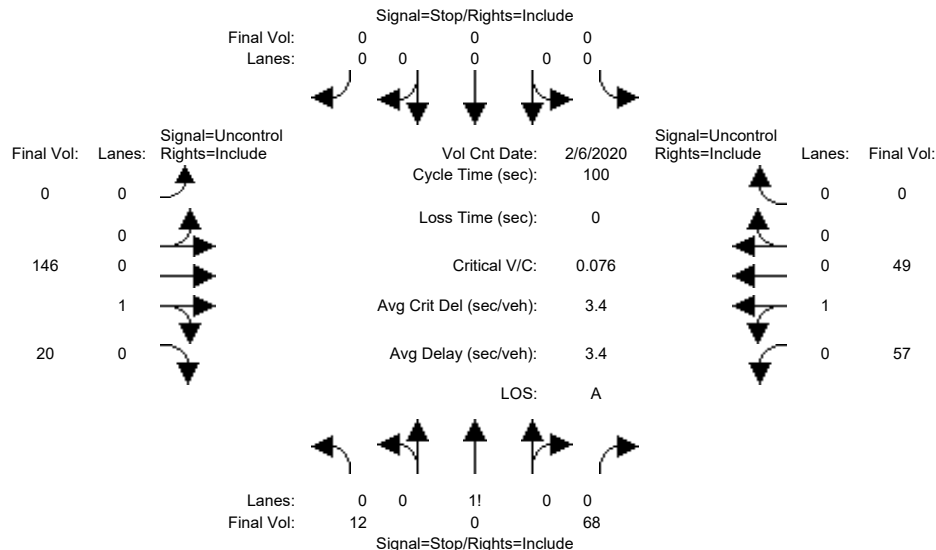
Street Name:	Juan Hernandez Drive						San Pedro Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
----- ----- ----- -----															
Volume Module:	>>	Count	Date:	6 Feb 2020						<<					
Base Vol:	12	0	59	0	0	0	0	146	21	51	49	0			
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:	12	0	59	0	0	0	0	146	21	51	49	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	12	0	59	0	0	0	0	146	21	51	49	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	12	0	59	0	0	0	0	146	21	51	49	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	12	0	59	0	0	0	0	146	21	51	49	0			
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	308	308	157	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	167	xxxx	xxxxx			
Potent Cap.:	689	610	894	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1423	xxxx	xxxxx			
Move Cap.:	669	587	894	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1423	xxxx	xxxxx			
Volume/Cap:	0.02	0.00	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	846	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*			
ApproachDel:	9.6			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	A			*			*			*					
Note: Queue reported is the number of cars per lane.															

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan + Project AM

Intersection #33115: Juan Hernandez Drive and San Pedro Avenue



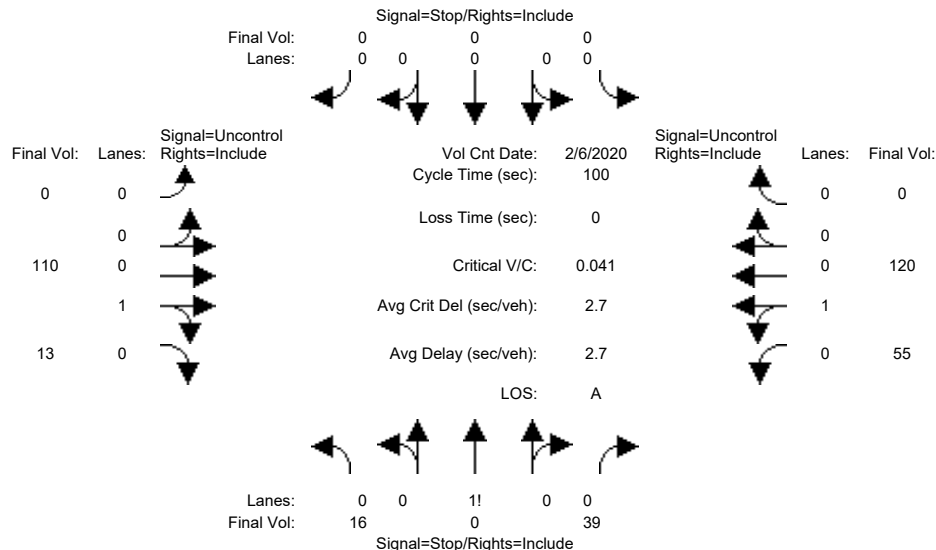
Street Name:	Juan Hernandez Drive						San Pedro Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Volume Module:	>>	Count	Date:	6 Feb 2020 <<											
Base Vol:	12	0	68	0	0	0	0	146	20	57	49	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	12	0	68	0	0	0	0	146	20	57	49	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Initial Fut:	12	0	68	0	0	0	0	146	20	57	49	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	12	0	68	0	0	0	0	146	20	57	49	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	12	0	68	0	0	0	0	146	20	57	49	0			
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	319	319	156	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	166	xxxx	xxxxx			
Potent Cap.:	678	601	895	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1424	xxxx	xxxxx			
Move Cap.:	657	576	895	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1424	xxxx	xxxxx			
Volume/Cap:	0.02	0.00	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	849	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx			
Shrd ConDel:	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx			
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*			
ApproachDel:	9.7				xxxxxx				xxxxxx				xxxxxx		
ApproachLOS:	A				*				*				*		
Note: Queue reported is the number of cars per lane.															

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

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan No Project PM

Intersection #33115: Juan Hernandez Drive and San Pedro Avenue

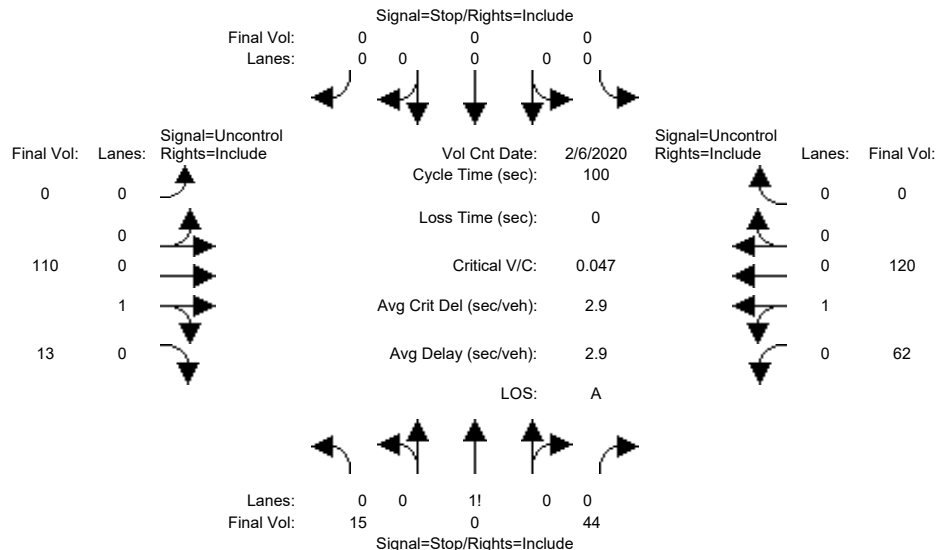


Street Name:	Juan Hernandez Drive						San Pedro Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	16	0	39	0	0	0	0	110	13	55	120	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	0	39	0	0	0	0	110	13	55	120	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	0	39	0	0	0	0	110	13	55	120	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	0	39	0	0	0	0	110	13	55	120	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	16	0	39	0	0	0	0	110	13	55	120	0
Critical Gap Module:												
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx
Capacity Module:												
Cnflct Vol:	347	347	117	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	123	xxxxx	xxxxx
Potent Cap.:	654	580	941	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1477	xxxxx	xxxxx
Move Cap.:	635	558	941	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1477	xxxxx	xxxxx
Volume/Cap:	0.03	0.00	0.04	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.04	xxxxx	xxxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	7.5	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	825	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan + Project PM

Intersection #33115: Juan Hernandez Drive and San Pedro Avenue



Street Name:	Juan Hernandez Drive						San Pedro Avenue								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
----- ----- ----- -----															
Volume Module:	>>	Count	Date:	6 Feb 2020	<<										
Base Vol:	15	0	44	0	0	0	0	110	13	62	120	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	15	0	44	0	0	0	0	110	13	62	120	0			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	15	0	44	0	0	0	0	110	13	62	120	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	15	0	44	0	0	0	0	110	13	62	120	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	15	0	44	0	0	0	0	110	13	62	120	0			
----- ----- ----- -----															
Critical Gap Module:															
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx			
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx			
----- ----- ----- -----															
Capacity Module:															
Cnflct Vol:	361	361	117	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	123	xxxx	xxxxx			
Potent Cap.:	642	570	941	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1477	xxxx	xxxxx			
Move Cap.:	621	545	941	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1477	xxxx	xxxxx			
Volume/Cap:	0.02	0.00	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx			
----- ----- ----- -----															
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx			
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx			
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	832	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.7	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*			
ApproachDel:	9.7			xxxxxx			xxxxxx			xxxxxx					
ApproachLOS:	A			*			*			*					
Note: Queue reported is the number of cars per lane.															

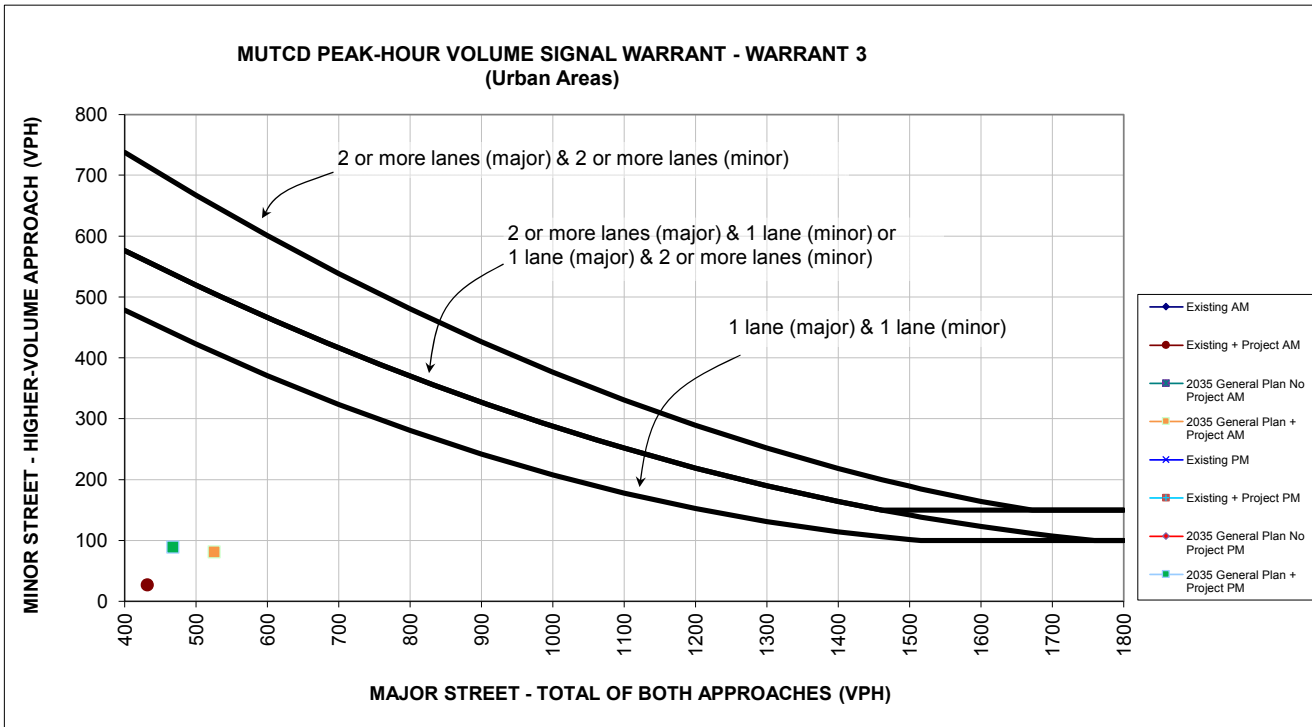
Note: Queue reported is the number of cars per lane.

Appendix D

Signal Warrant Analysis

Lillian Commons Medical Campus Development

2 . Juan Hernandez Drive and St. James Drive



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).

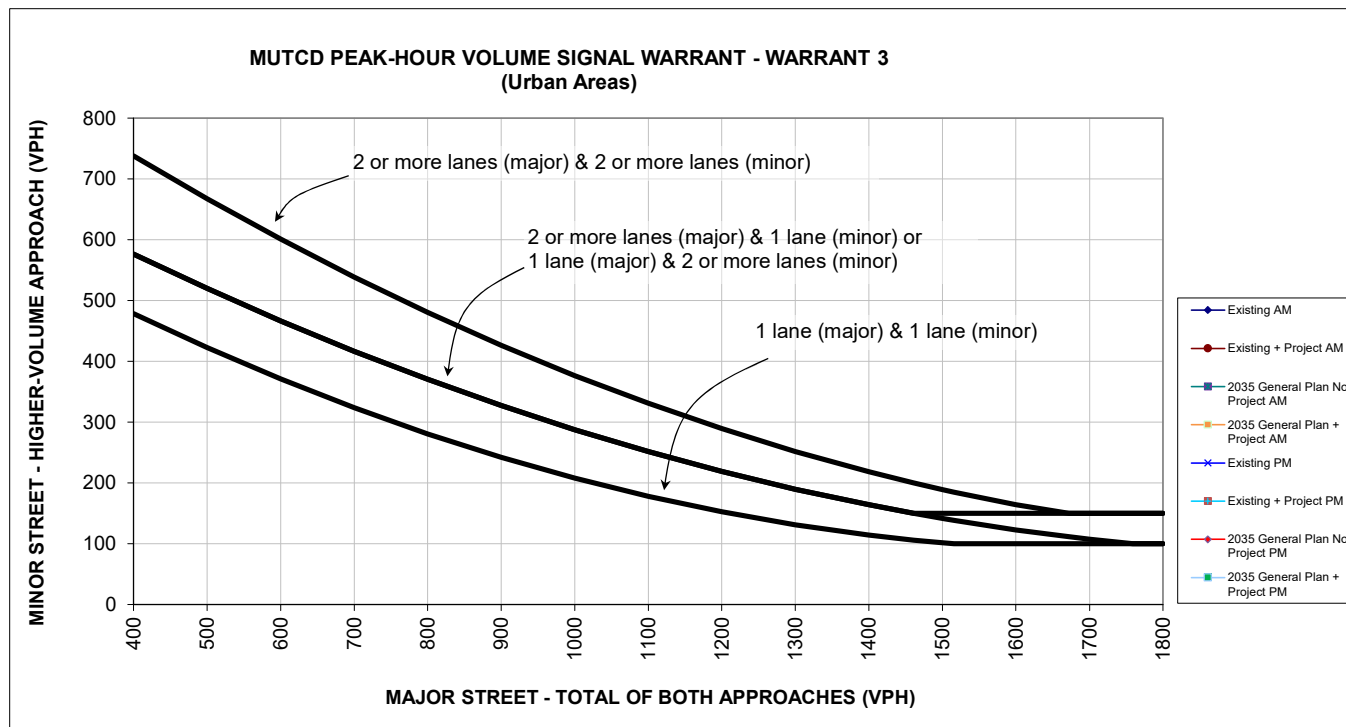
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	Existing + Project AM	2035 General Plan No Project AM	2035 General Plan + Project AM
		2 or More	One				
Major Street - Both Approaches	Juan Hernandez Drive	X		195	432	362	526
Minor Street - Highest Approach	St. James Drive	X		27	27	81	81
Maximum warrant threshold for minor street volume				607	460	501	409
Difference between warrant threshold & minor street volume				580	433	420	328
Warrant Met?				No	No	No	No

		Approach Lanes		Existing PM	Existing + Project PM	2035 General Plan No Project PM	2035 General Plan + Project PM
		2 or More	One				
Major Street - Both Approaches	Juan Hernandez Drive	X		115	316	313	468
Minor Street - Highest Approach	St. James Drive	X		21	89	47	89
Maximum warrant threshold for minor street volume				662	529	531	440
Difference between warrant threshold & minor street volume				641	440	484	351
Warrant Met?				No	No	No	No

Lillian Commons Medical Campus Development

3 . Juan Hernandez Drive and Barrett Avenue



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).

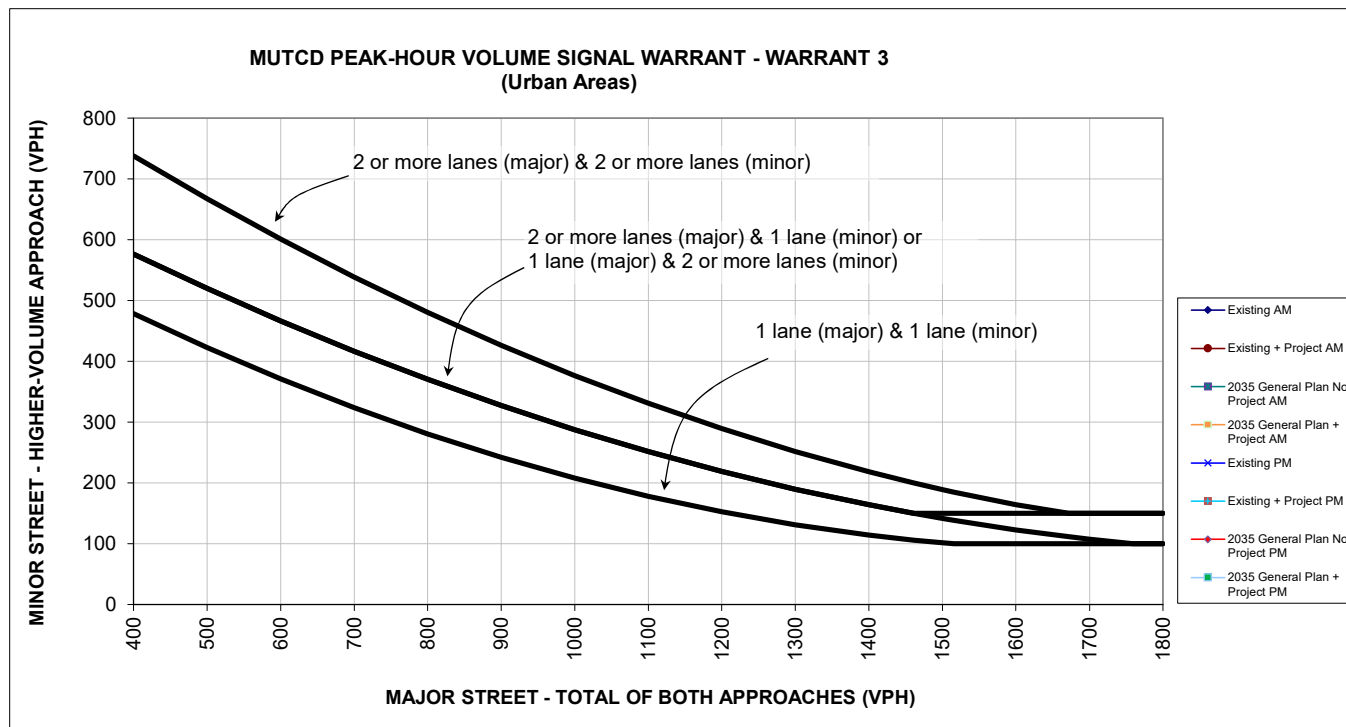
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	Existing + Project AM	2035 General Plan No Project AM	2035 General Plan + Project AM
		One	Two or More				
Major Street - Both Approaches	Barrett Avenue	X		241	290	322	350
Minor Street - Highest Approach	Juan Hernandez Drive	X		120	153	156	148
Maximum warrant threshold for minor street volume				576	545	525	508
Difference between warrant threshold & minor street volume				456	392	369	360
Warrant Met?				No	No	No	No

		Approach Lanes		Existing PM	Existing + Project PM	2035 General Plan No Project PM	2035 General Plan + Project PM
		One	Two or More				
Major Street - Both Approaches	Barrett Avenue	X		93	132	196	192
Minor Street - Highest Approach	Juan Hernandez Drive	X		39	91	89	104
Maximum warrant threshold for minor street volume				677	650	606	609
Difference between warrant threshold & minor street volume				638	559	517	505
Warrant Met?				No	No	No	No

Lillian Commons Medical Campus Development

12 . San Ramon Drive and Barrett Avenue



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).

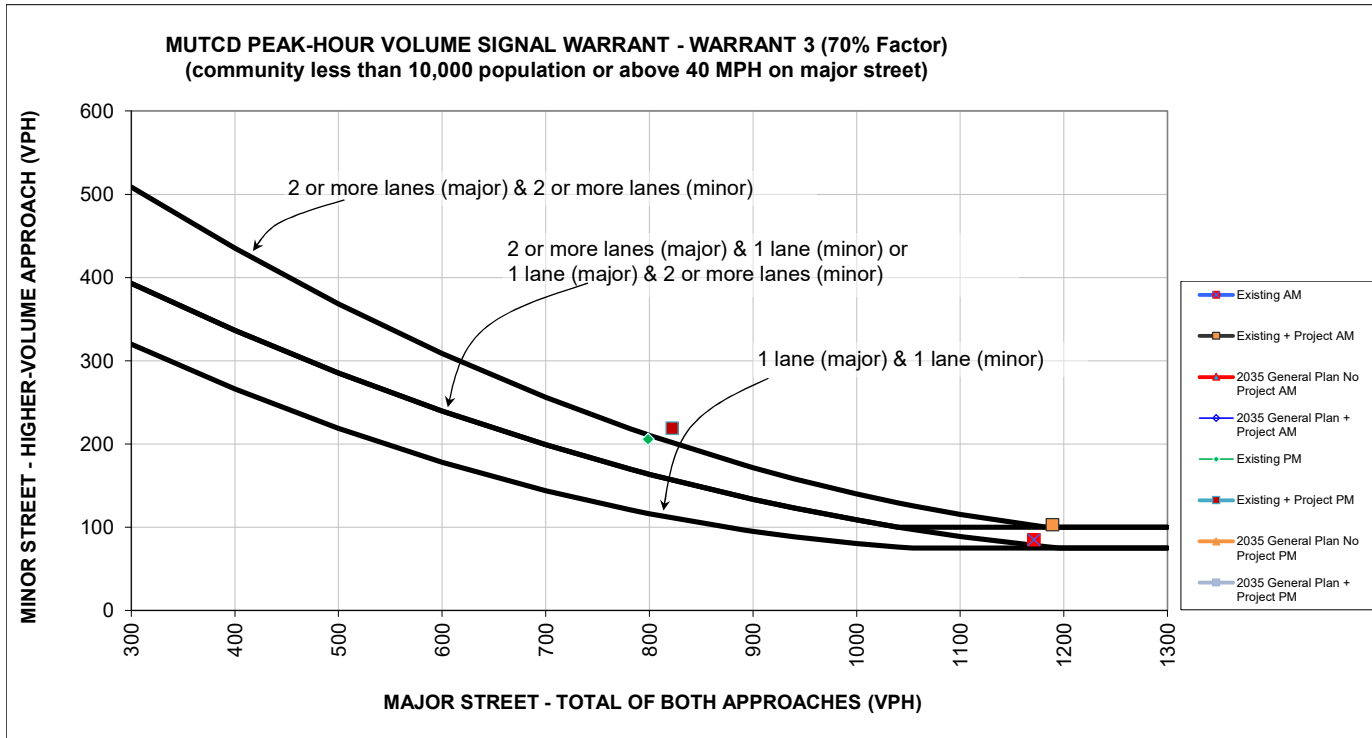
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	Existing + Project AM	2035 General Plan No Project AM	2035 General Plan + Project AM
		One	Two or More				
Major Street - Both Approaches	Barrett Avenue	X		226	306	311	325
Minor Street - Highest Approach	San Ramon Drive	X		27	29	53	53
Maximum warrant threshold for minor street volume				586	535	532	523
Difference between warrant threshold & minor street volume				559	506	479	470
Warrant Met?				No	No	No	No

		Approach Lanes		Existing PM	Existing + Project PM	2035 General Plan No Project PM	2035 General Plan + Project PM
		One	Two or More				
Major Street - Both Approaches	Barrett Avenue	X		108	196	233	239
Minor Street - Highest Approach	San Ramon Drive	X		20	21	20	20
Maximum warrant threshold for minor street volume				667	606	582	578
Difference between warrant threshold & minor street volume				647	585	562	558
Warrant Met?				No	No	No	No

Lillian Commons Medical Campus Development

14 . Condit Road and Tennant Avenue



Source: Figure 4C-4 of the Manual on Uniform Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).

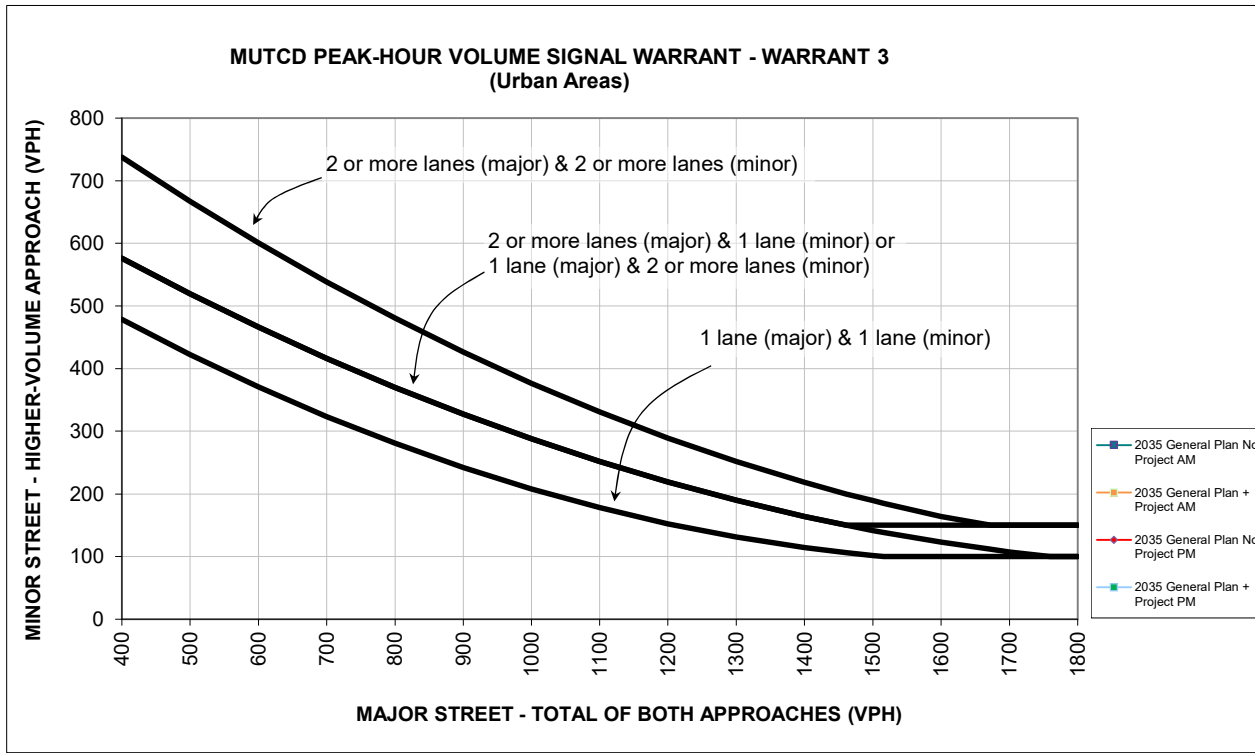
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	Existing + Project AM	2035 General Plan No Project AM	2035 General Plan + Project AM
		One	Two or More				
Major Street - Both Approaches	Tennant Avenue		X	1171	1189	2005	2005
Minor Street - Highest Approach	Condit Road	X		85	103	111	111
Maximum warrant threshold for minor street volume				78	76	75	75
Difference between warrant threshold & minor street volume				7	27	36	36
Warrant Met?				Yes	Yes	Yes	Yes

		Approach Lanes		Existing PM	Existing + Project PM	2035 General Plan No Project PM	2035 General Plan + Project PM
		One	Two or More				
Major Street - Both Approaches	Tennant Avenue		X	799	822	1794	1805
Minor Street - Highest Approach	Condit Road	X		206	219	276	261
Maximum warrant threshold for minor street volume				164	157	75	75
Difference between warrant threshold & minor street volume				42	62	201	186
Warrant Met?				Yes	Yes	Yes	Yes

Lillian Commons Medical Campus Development

19 . Juan Hernandez Drive and San Pedro Avenue



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).

* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		2035 General Plan No Project AM	2035 General Plan + Project AM
		2 or One	More		
Major Street - Both Approaches	San Pedro Avenue	X		267	272
Minor Street - Highest Approach	Juan Hernandez Drive	X		71	80
Maximum warrant threshold for minor street volume				560	556
Difference between warrant threshold & minor street volume				489	476
Warrant Met?				No	No

		Approach Lanes		2035 General Plan No Project PM	2035 General Plan + Project PM
		2 or One	More		
Major Street - Both Approaches	San Pedro Avenue	X		298	305
Minor Street - Highest Approach	Juan Hernandez Drive	X		55	59
Maximum warrant threshold for minor street volume				540	536
Difference between warrant threshold & minor street volume				485	477
Warrant Met?				No	No

Appendix E

Poisson Probability (Queuing) Calculations

Juan Hernandez/ Tennant

SBL

AM

Existing Conditions

Avg. Queue Per Lane in Veh= 1.0

Percentile = 95% 3

Juan Hernandez/ Tennant

SBL

AM

Existing Plus Project Conditions

Avg. Queue Per Lane in Veh= 2.3

Percentile = 95% 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3558	0.3558	0
0.3677	0.7235	1
0.1900	0.9135	2
0.0654	0.9789	3
0.0169	0.9958	4
0.0035	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1054	0.1054	0
0.2371	0.3425	1
0.2668	0.6093	2
0.2001	0.8094	3
0.1126	0.9220	4
0.0506	0.9726	5
0.0190	0.9916	6
0.0061	0.9977	7
0.0017	0.9994	8
0.0004	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Juan Hernandez/ Tennant

SBL

PM

Existing Conditions

Avg. Queue Per Lane in Veh= 0.9

Percentile = 95% 3

Juan Hernandez/ Tennant

SBL

PM

Existing Plus Project Conditions

Avg. Queue Per Lane in Veh= 2.6

Percentile = 95% 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4134	0.4134	0
0.3652	0.7786	1
0.1613	0.9399	2
0.0475	0.9873	3
0.0105	0.9978	4
0.0019	0.9997	5
0.0003	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0730	0.0730	0
0.1911	0.2642	1
0.2501	0.5143	2
0.2181	0.7324	3
0.1427	0.8751	4
0.0747	0.9497	5
0.0326	0.9823	6
0.0122	0.9945	7
0.0040	0.9984	8
0.0012	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

Juan Hernandez/ Tennant

EBL

AM

Existing Conditions

Avg. Queue Per Lane in Veh= 1.0

Percentile = 95% 3

Juan Hernandez/ Tennant

EBL

AM

Existing Plus Project Conditions

Avg. Queue Per Lane in Veh= 1.6

Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3679	0.3679	0
0.3679	0.7358	1
0.1839	0.9197	2
0.0613	0.9810	3
0.0153	0.9963	4
0.0031	0.9994	5
0.0005	0.9999	6
0.0001	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2087	0.2087	0
0.3270	0.5358	1
0.2562	0.7919	2
0.1338	0.9257	3
0.0524	0.9781	4
0.0164	0.9945	5
0.0043	0.9988	6
0.0010	0.9998	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Juan Hernandez/ Tennant

EBL

PM

Existing Conditions

Avg. Queue Per Lane in Veh= 0.4

Percentile = 95% 2

Juan Hernandez/ Tennant

EBL

PM

Existing Plus Project Conditions

Avg. Queue Per Lane in Veh= 0.8

Percentile = 95% 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.6816	0.6816	0
0.2613	0.9429	1
0.0501	0.9929	2
0.0064	0.9993	3
0.0006	0.9999	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4346	0.4346	0
0.3622	0.7968	1
0.1509	0.9477	2
0.0419	0.9896	3
0.0087	0.9983	4
0.0015	0.9998	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

Juan Hernandez/Barrett

NBT/L

AM

Existing Conditions

Avg. Queue Per Lane in Veh= 0.1
Percentile = 95% 1

Juan Hernandez/Barrett

NBT/L

AM

Existing Plus Project Conditions

Avg. Queue Per Lane in Veh= 0.2
Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8782	0.8782	0
0.1140	0.9923	1
0.0074	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8006	0.8006	0
0.1781	0.9786	1
0.0198	0.9984	2
0.0015	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

Juan Hernandez/Barrett

NBT/L

PM

Existing Conditions

Avg. Queue Per Lane in Veh= 0.1

Percentile = 95% 1

Juan Hernandez/Barrett

NBT/L

PM

Existing Plus Project Conditions

Avg. Queue Per Lane in Veh= 0.2

Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9432	0.9432	0
0.0552	0.9984	1
0.0016	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.8280	0.8280	0
0.1563	0.9843	1
0.0147	0.9990	2
0.0009	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
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0.0000	1.0000	29
0.0000	1.0000	30
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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

Butterfield/Barrett

SBL

AM

Existing Conditions

Avg. Queue Per Lane in Veh= 1.1

Percentile = 95% 3

Butterfield/Barrett

SBL

AM

Existing Plus Project Conditions

Avg. Queue Per Lane in Veh= 1.9

Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3329	0.3329	0
0.3662	0.6990	1
0.2014	0.9004	2
0.0738	0.9743	3
0.0203	0.9946	4
0.0045	0.9990	5
0.0008	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
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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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1496	0.1496	0
0.2842	0.4337	1
0.2700	0.7037	2
0.1710	0.8747	3
0.0812	0.9559	4
0.0309	0.9868	5
0.0098	0.9966	6
0.0027	0.9992	7
0.0006	0.9998	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
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0.0000	1.0000	27
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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

Butterfield/Barrett

SBL

PM

Existing Conditions

Avg. Queue Per Lane in Veh= 1.0

Percentile = 95% 3

Butterfield/Barrett

SBL

PM

Existing Plus Project Conditions

Avg. Queue Per Lane in Veh= 1.6

Percentile = 95% 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.3618	0.3618	0
0.3678	0.7296	1
0.1870	0.9166	2
0.0634	0.9800	3
0.0161	0.9961	4
0.0033	0.9994	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
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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
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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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1953	0.1953	0
0.3190	0.5142	1
0.2605	0.7747	2
0.1418	0.9165	3
0.0579	0.9744	4
0.0189	0.9934	5
0.0051	0.9985	6
0.0012	0.9997	7
0.0002	0.9999	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

Site Access

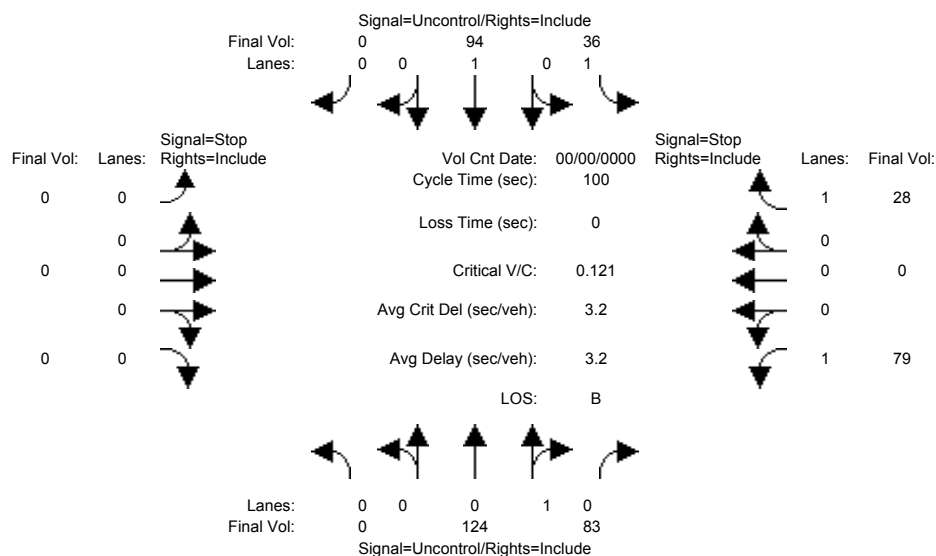
Site Access Operational Analysis

Intersection	Peak Hour	Existing + Project						
		Warrant Met?	Delay ¹	LOS	Queuing ² (ft.)			
					SBL	NBL	WBL	WB
Juan Hernandez Drive	AM	No	11.7	B	25	25	--	25
and St. James Drive/Southern Project Driveway #1	PM	No	11.3	B	25	25	--	25
Juan Hernandez Drive and Northern Project Driveway #2	AM	No	10.7	B	25	--	25	--
	PM	No	10.1	B	25	--	25	--
Notes: ¹ The reported delay and corresponding level of service for one-way stop-controlled intersections are based on the stop-controlled approach with the highest delay. ² Queue lengths were calculated based on Poisson probability distribution. SBL = southbound left; NBL = northbound left; WBL = westbound left; WB = westbound								

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #11625: Juan Hernandez/Northern Driveway

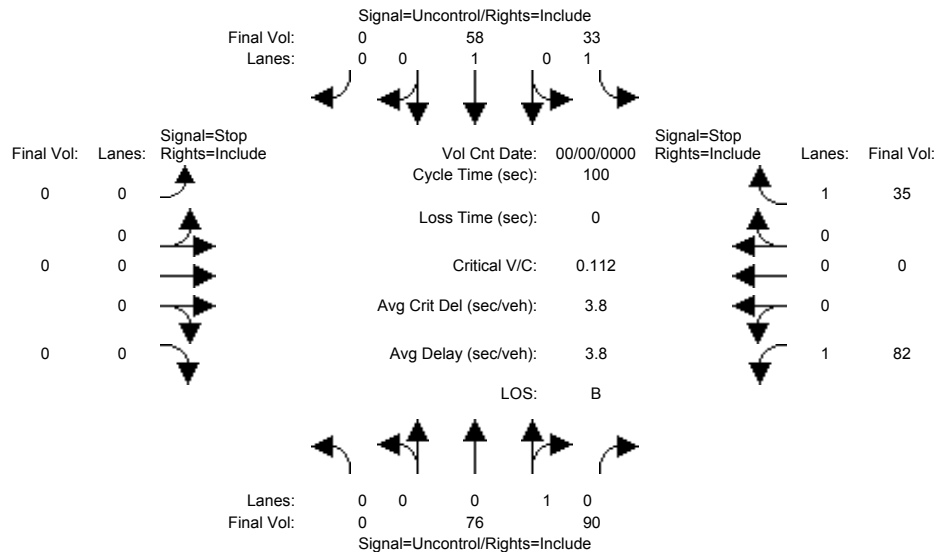


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	0	118	0	0	0	74	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	118	0	0	0	74	0	0	0	0	0	0
Added Vol:	0	5	83	36	15	0	0	0	0	79	0	28
PasserByVol:	0	1	0	0	5	0	0	0	0	0	0	0
Initial Fut:	0	124	83	36	94	0	0	0	0	79	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	124	83	36	94	0	0	0	0	79	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	124	83	36	94	0	0	0	0	79	0	28
Critical Gap Module:												
Critical Gp:xxxxx xxxxx xxxxx				4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2
FollowUpTim:xxxxx xxxxx xxxxx				2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol: xxxxx xxxxx xxxxx				207	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	332	xxxx	166
Potent Cap.: xxxxx xxxxx xxxxx				1376	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	667	xxxx	884
Move Cap.: xxxxx xxxxx xxxxx				1376	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	654	xxxx	884
Volume/Cap: xxxxx xxxxx xxxxx				0.03	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.12	xxxx	0.03
Level Of Service Module:												
2Way95thQ: xxxxx xxxxx xxxxx				0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.4	xxxx	0.1
Control Del:xxxxxx xxxxx xxxxx				7.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	11.3	xxxx	9.2
LOS by Move: * * *				A	*	*	*	*	*	B	*	A
Movement: LT - LTR - RT				LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.: xxxxx xxxxx xxxxx				xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
SharedQueue:xxxxxx xxxxx xxxxx				xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxx				xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS: * * *				*	*	*	*	*	*	*	*	*
ApproachDel: xxxxxxxx				xxxxxx			xxxxxx			10.7		
ApproachLOS: *				*			*			B		
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #11625: Juan Hernandez/Northern Driveway



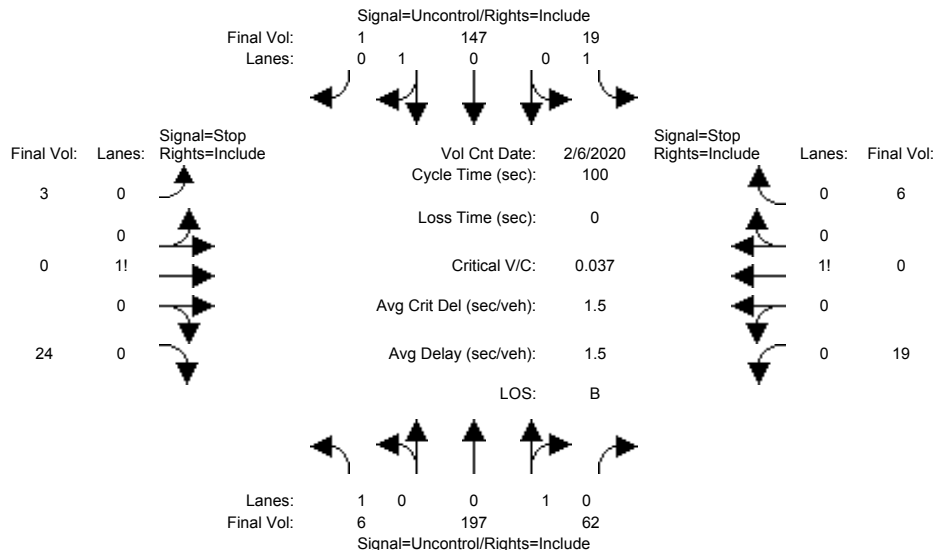
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 0 0 <<												
Base Vol:	0	55	0	0	50	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	55	0	0	50	0	0	0	0	0	0	0
Added Vol:	0	17	82	30	7	0	0	0	0	78	0	33
PasserByVol:	0	4	8	3	1	0	0	0	0	4	0	2
Initial Fut:	0	76	90	33	58	0	0	0	0	82	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	76	90	33	58	0	0	0	0	82	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	76	90	33	58	0	0	0	0	82	0	35
Critical Gap Module:												
Critical Gp:xxxxx xxxxx xxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2			
FollowUpTim:xxxxxx xxxxx xxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3			
Capacity Module:												
Cnflct Vol: xxxxx xxxxx xxxxx	166	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	245	xxxx	121			
Potent Cap.: xxxxx xxxxx xxxxx	1424	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	748	xxxx	936			
Move Cap.: xxxxx xxxxx xxxxx	1424	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	735	xxxx	936			
Volume/Cap: xxxxx xxxxx xxxxx	0.02	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.11	xxxx	0.04			
Level Of Service Module:												
2Way95thQ: xxxxx xxxxx xxxxx	0.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.4	xxxx	0.1			
Control Del:xxxxxx xxxxx xxxxx	7.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	10.5	xxxx	9.0			
LOS by Move: * * *	A	*	*	*	*	*	B	*	A			
Movement: LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT								
Shared Cap.: xxxxx xxxxx xxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:xxxxxx xxxxx xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:xxxxxx xxxxx xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS: * * *	*	*	*	*	*	*	*	*	*			
ApproachDel: xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.1							
ApproachLOS: *	*	*	*	*	B							

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

City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #33112: Juan Hernandez Drive and St. James Drive

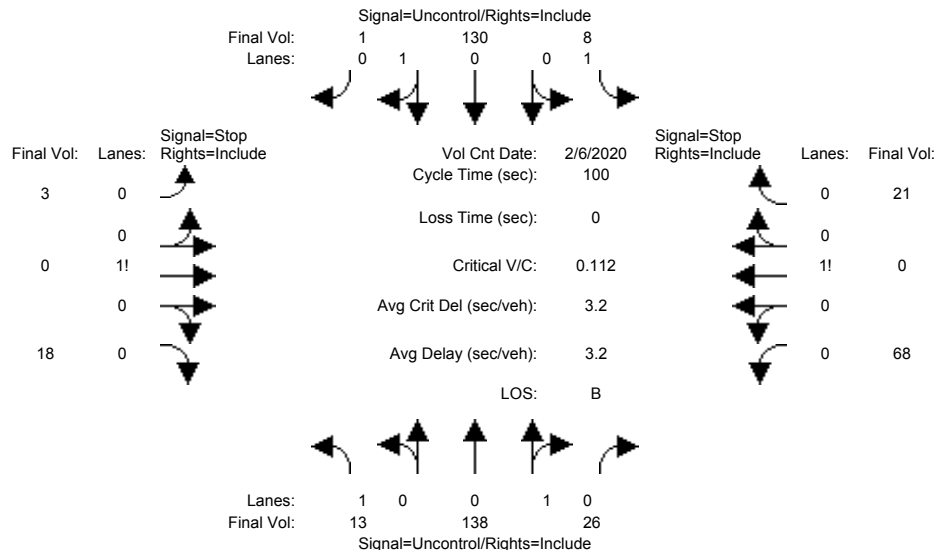


Street Name:	Juan Hernandez Drive						St. James Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	6	115	0	0	73	1	3	0	24	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	115	0	0	73	1	3	0	24	0	0	0
Added Vol:	0	82	62	19	74	0	0	0	0	19	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	197	62	19	147	1	3	0	24	19	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	197	62	19	147	1	3	0	24	19	0	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	6	197	62	19	147	1	3	0	24	19	0	6
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	148	xxxx	xxxxx	259	xxxx	xxxxx	429	457	148	438	426	228
Potent Cap.:	1446	xxxx	xxxxx	1317	xxxx	xxxxx	540	503	905	533	524	816
Move Cap.:	1446	xxxx	xxxxx	1317	xxxx	xxxxx	529	494	905	511	514	816
Volume/Cap:	0.00	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.00	0.03	0.04	0.00	0.01
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	7.8	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	838	xxxxx	xxxx	562	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.4	xxxxx	xxxxx	11.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx				9.4			11.7	
ApproachLOS:	*			*				A			B	
Note: Queue reported is the number of cars per lane.												

City of Morgan Hill
Lillian Commons Medical Campus Development

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

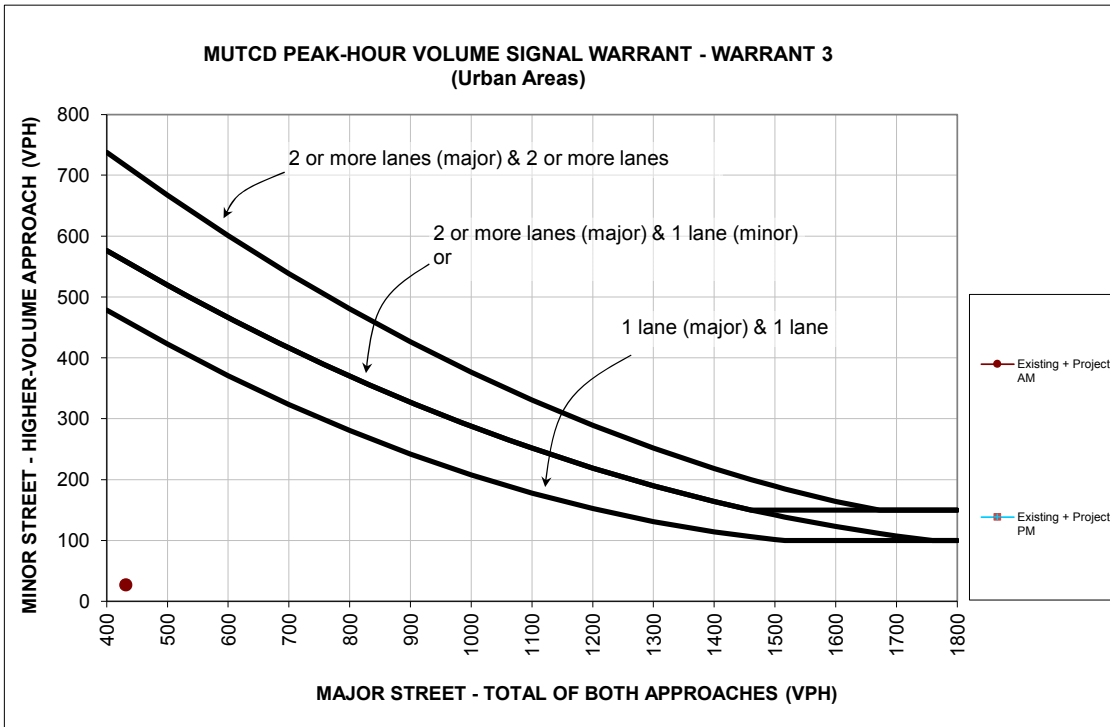
Intersection #33112: Juan Hernandez Drive and St. James Drive



Street Name:	Juan Hernandez Drive						St. James Drive					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R		L	-	T	-	R	
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module: >> Count Date: 6 Feb 2020 <<												
Base Vol:	13	52	0	0	49	1	3	0	18	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	52	0	0	49	1	3	0	18	0	0	0
Added Vol:	0	78	26	8	77	0	0	0	0	68	0	21
PasserByVol:	0	8	0	0	4	0	0	0	0	0	0	0
Initial Fut:	13	138	26	8	130	1	3	0	18	68	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	138	26	8	130	1	3	0	18	68	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	138	26	8	130	1	3	0	18	68	0	21
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	131	xxxx	xxxxx	164	xxxx	xxxxx	334	337	131	333	324	151
Potent Cap.:	1467	xxxx	xxxxx	1427	xxxx	xxxxx	623	588	924	625	597	901
Move Cap.:	1467	xxxx	xxxxx	1427	xxxx	xxxxx	602	579	924	606	588	901
Volume/Cap:	0.01	xxxx	xxxxx	0.01	xxxx	xxxxx	0.00	0.00	0.02	0.11	0.00	0.02
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	859	xxxxx	xxxx	657	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.3	xxxxx	xxxxx	11.3	xxxxx
Shared LOS:	*	*	*	*	*	*	*	A	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx				9.3			11.3	
ApproachLOS:	*			*			*	A			B	
Note: Queue reported is the number of cars per lane.												

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2 . Juan Hernandez Drive and St. James Drive



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).

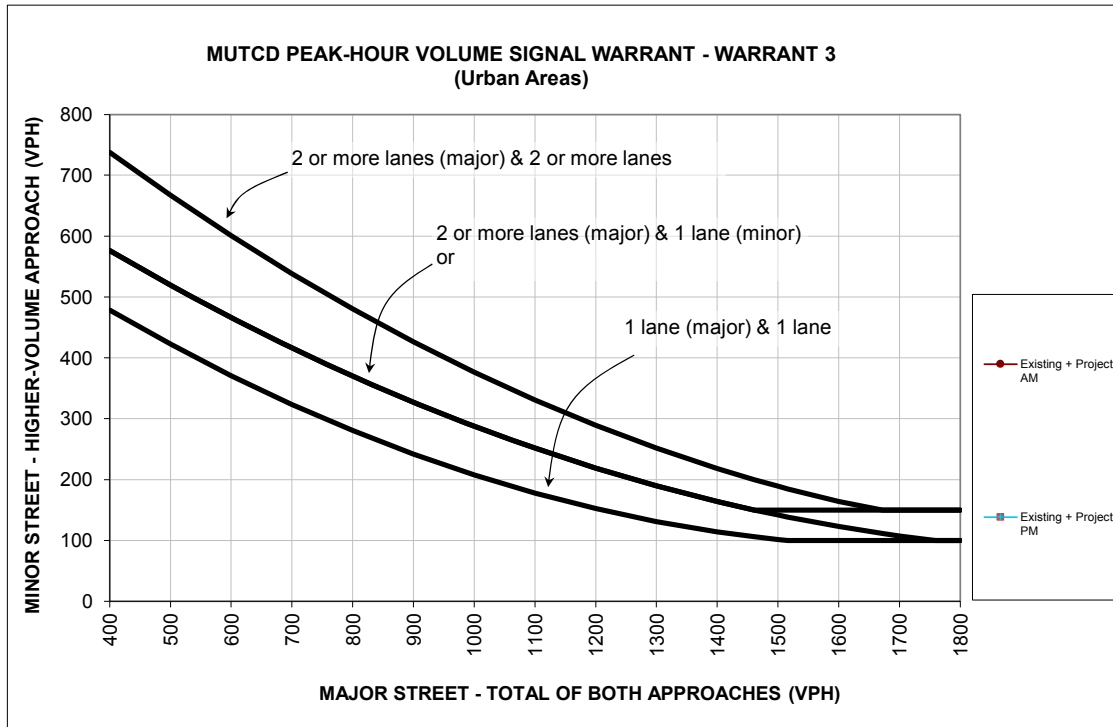
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing + Project AM
		2 or One	More	
Major Street - Both Approaches	Juan Hernandez Drive	X		432
Minor Street - Highest Approach	St. James Drive	X		27
Maximum warrant threshold for minor street volume				460
Difference between warrant threshold & minor street volume				433
Warrant Met?				No

		Approach Lanes		Existing + Project PM
		2 or One	More	
Major Street - Both Approaches	Juan Hernandez Drive	X		316
Minor Street - Highest Approach	St. James Drive	X		89
Maximum warrant threshold for minor street volume				529
Difference between warrant threshold & minor street volume				440
Warrant Met?				No

Lillian Commons Medical Campus Development

23 . Juan Hernandez Drive and Northern Driveway



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).

* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing + Project AM
		2 or One	More	
Major Street - Both Approaches	Juan Hernandez Drive	X		337
Minor Street - Highest Approach	Northern Driveway	X		107
Maximum warrant threshold for minor street volume				516
Difference between warrant threshold & minor street volume				409
Warrant Met?				No

		Approach Lanes		Existing + Project PM
		2 or One	More	
Major Street - Both Approaches	Juan Hernandez Drive	X		257
Minor Street - Highest Approach	Northern Driveway	X		117
Maximum warrant threshold for minor street volume				566
Difference between warrant threshold & minor street volume				449
Warrant Met?				No

Vehicle Queuing Analysis Summary

Measurement	Juan Hernandez Drive and Northern Project Driveway						Juan Hernandez Drive and St. James Drive					
	Northbound		Westbound		Westbound		Northbound		Southbound		Westbound	
	Left		Left		Right		Left		Left		Westbound	
	SBL AM	SBL PM	WBL AM	WBL PM	WBR AM	WBR PM	NBL AM	NBL PM	SBL AM	SBL PM	WB AM	WB PM
Existing Plus Project Conditions												
Cycle Length/Control Delay (sec) ¹	7.7	7.6	11.3	10.5	9.2	9.0	7.5	7.5	7.8	7.5	11.7	11.3
Lanes	1	1	1	1	1	1	1	1	1	1	1	1
Volume (vph)	36	33	79	82	28	35	6	13	19	8	25	89
Volume (vphpl)	36	33	79	82	28	35	6	13	19	8	25	89
95 th %. Queue (veh/ln.)	1	1	1	1	1	1	1	1	1	1	1	1
95 th %. Queue (ft./ln.) ²	25	25	25	25	25	25	25	25	25	25	25	25
Notes: ¹ Control delays for unsignalized intersections. ² Assumes 25 feet per vehicle queued												

Juan Hernandez/Northern Project Driveway

SBL

AM

Existing Plus Project Conditions

Avg. Queue Per Lane in Veh= 0.1

Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9259	0.9259	0
0.0713	0.9972	1
0.0027	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

Juan Hernandez/Northern Project Driveway

SBL

PM

Existing Plus Project Conditions

Avg. Queue Per Lane in Veh= 0.1

Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9327	0.9327	0
0.0650	0.9977	1
0.0023	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

Juan Hernandez/Northern Project Driveway

WBL

AM

Existing Plus Project Conditions

Avg. Queue Per Lane in Veh= 0.2

Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7804	0.7804	0
0.1935	0.9739	1
0.0240	0.9979	2
0.0020	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

Juan Hernandez/Northern Project Driveway

WBL

PM

Existing Plus Project Conditions

Avg. Queue Per Lane in Veh= 0.2

Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7873	0.7873	0
0.1883	0.9756	1
0.0225	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

Juan Hernandez/Northern Project Driveway

WBR

AM

Existing Plus Project Conditions

Avg. Queue Per Lane in Veh= 0.1

Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9309	0.9309	0
0.0666	0.9976	1
0.0024	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

Juan Hernandez/Northern Project Driveway

WBR

PM

Existing Plus Project Conditions

Avg. Queue Per Lane in Veh= 0.1

Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9162	0.9162	0
0.0802	0.9964	1
0.0035	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

Juan Hernandez/St. James

NBL

AM

Existing Plus Project Conditions

Avg. Queue Per Lane in Veh= 0.0

Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9876	0.9876	0
0.0123	0.9999	1
0.0001	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Juan Hernandez/St. James

NBL

PM

Existing Plus Project Conditions

Avg. Queue Per Lane in Veh= 0.0

Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9733	0.9733	0
0.0264	0.9996	1
0.0004	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Juan Hernandez/St. James

SBL

AM

Existing Plus Project Conditions

Avg. Queue Per Lane in Veh= 0.0

Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9597	0.9597	0
0.0395	0.9992	1
0.0008	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Juan Hernandez/St. James

SBL

PM

Existing Plus Project Conditions

Avg. Queue Per Lane in Veh= 0.0

Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9835	0.9835	0
0.0164	0.9999	1
0.0001	1.0000	2
0.0000	1.0000	3
0.0000	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Juan Hernandez/St. James

WB

AM

Existing Plus Project Conditions

Avg. Queue Per Lane in Veh= 0.1

Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.9220	0.9220	0
0.0749	0.9969	1
0.0030	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

Juan Hernandez/St. James

WB

PM

Existing Plus Project Conditions

Avg. Queue Per Lane in Veh= 0.3

Percentile = 95% 1

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7563	0.7563	0
0.2113	0.9675	1
0.0295	0.9970	2
0.0027	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