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Lillian Commons Medical Campus Development

Traffic Impact Analysis

Prepared for:

City of Morgan Hill

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Executive Summary

This report presents the results of the traffic impact analysis conducted for the proposed Lillian Commons Medical Campus Development project in Morgan Hill, California.

Project Description

The project site consists of 19.67 acres generally located in the northwest quadrant of the US 101/Tennant Avenue interchange and is bounded by Barrett Avenue to the north, Juan Hernandez Road to the west, the US 101 southbound off-ramp to the east, and an undeveloped parcel (north of Tennant Avenue) to the south. The project site consists of three existing parcels: two undeveloped adjoining parcels of land and an existing medical office and surgical facility. The applicant proposes a General Plan Amendment (to change the existing General Plan Land Use designation from Commercial to Mixed-Use Flex), Zoning Amendment (to amend the zoning district from Service Commercial and Planned Development to Mixed-Use Flex and Planned Development), Planned Development Master Plan, Tentative Parcel Map (to subdivide the project site into four parcels), and development of the project site.

The Master Plan development for the site consists of a 100,000-s.f. hospital with 55 beds, 10,000 s.f. of commercial and restaurant space, 200 multi-family units, the existing 15,900-s.f. medical office buildings plus an additional 10,000 s.f. of medical office space (for a total of 25,900 s.f. of medical office space), and 4,500 s.f. of urgent care space. Access to the project site would be provided via two driveways along Juan Hernandez Drive, with two additional driveways along Barrett Avenue providing emergency access only.

Scope of Study

The purpose of the study is to identify the potential traffic impacts related to the proposed project. The potential impacts related to the proposed development were evaluated following the standards and methodologies set forth by the City of Morgan Hill and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). The study includes an analysis of AM and PM peak-hour traffic conditions for fourteen (14) signalized intersections, 4 unsignalized intersections, and 1 planned future intersection.

The study includes an analysis of AM and PM peak-hour traffic conditions for fourteen (14) signalized intersections, 4 unsignalized intersections, and 1 planned future intersection. Traffic conditions were evaluated for the following conditions:

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

Scenario 2: *Existing Plus Project Conditions*. Existing traffic volumes plus project-generated traffic volumes.

Scenario 3: *Year 2035 General Plan No Project Conditions.* Buidout of the City's Year 2035 General Plan on the future transportation network.

Scenario 4: *Year 2035 General Plan with Project Conditions.* Year 2035 General Plan with Project conditions.

Project Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. Trip generation estimates for each component of the proposed project are based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, Tenth Edition, 2017.

Net Project Trip Generation

Based on the ITE trip generation rates, applicable trip reductions, and credit for the existing use on the project site, it is estimated that the proposed project would generate an additional 3,884 daily trips, with 313 trips (184 inbound and 129 outbound) occurring during the AM peak-hour and 327 trips (142 inbound and 185 outbound) occurring during the PM peak-hour.

Existing Plus Project Intersection Level of Service Analysis

The intersection level of service is summarized in Table ES-1. The results indicate that, measured against the City of Morgan Hill level of service standards, all of the study intersections are projected to operate at acceptable levels of service (LOS D or better) under existing plus project conditions, during both the AM and PM peak hours.

Based on the Peak-Hour Volume Signal Warrant, (Warrant #3 – Part B, CAMUTCD 2014 Edition), the intersection of Condit Road and Tennant Avenue (intersection #14) would continue to have peak-hour traffic volume levels that warrant installation of a traffic signal during the AM and PM peak hour under existing plus project conditions. However, the intersection is projected to operate at acceptable levels of service and, therefore, would not be impacted by the proposed project.

Freeway Segment Analysis

Per CMP technical guidelines, freeway segment level of service analysis shall be conducted on all segments to which the project is projected to add trips representing one percent or more of the freeway segment's capacity. Since the number of new trips added to the freeway segments by the proposed project do not equal or exceed one percent of the capacity of the freeway segments near the project site, a freeway level of service analysis for the CMP is not required.

Year 2035 General Plan Intersection Level of Service Analysis

The intersection level of service is summarized in Table ES-1. The results show that the following study intersection is projected to operate at an unacceptable level of service (LOS F) and have peak-hour

traffic volume levels that warrant installation of a traffic signal during the PM peak-hour under both Year 2035 General Plan without and with project conditions:

14. Tennant Avenue and Condit Road (**Impact**: PM peak-hour)

Based on City of Morgan Hill level of service significant impact thresholds, this constitutes a significant impact to the intersection.

Year 2035 General Plan Impacts and Mitigation Measures

14. Tennant Avenue and Condit Road

Mitigation: Possible improvements to mitigate the impact at this intersection consist of the implementation of a traffic signal. However, the decision to install a traffic signal should not be based solely on satisfying one traffic signal warrant. Instead, intersections that meet the peak-hour signal warrant should be subject to further analysis before determining that a traffic signal is necessary. Thus, the project impact at this intersection would be mitigated with payment of the traffic impact fee, as determined by City staff.

Vehicle Miles Traveled

A comparison of Vehicle Miles Traveled (VMT) for the adopted Year 2035 General Plan condition versus the Year 2035 General Plan conditions with the proposed project was made to determine the effects of the proposed project on traffic patterns within the City.

Table ES-2 presents the projected VMT associated with the project site. All data provided were calculated using the City's travel demand forecasting model and represent only those trips associated with the project site. The VMT results show that the proposed project would result in a decrease in daily VMT and daily trips when compared to the adopted GP land uses for the site. The decrease in VMT and trips is due to the development of the project site with a mixture of complementary land uses (housing, employment, and retail) in addition to provided services that Morgan Hill residents might currently access elsewhere. As a result, the VMT per trip also is shown to decrease, representing shorter trips associated with the proposed land uses.

The reduction in trip length is due to the addition of jobs and services in the City which is currently dominated by housing. These jobs and services cause trips to be internalized within the City resulting in a reduction in commute distances of residents in the City.

Other Transportation Issues

Site Access

All vehicular access to the project site would be provided via two proposed driveways on Juan Hernandez Drive (Driveways 1 and 2). The main driveway, Driveway 2, would be located in the middle of the project site frontage, approximately 500 feet south of Barrett Avenue and 300 feet north of St. James Drive. City staff has requested that Driveway 1 be relocated and aligned with St. James Drive to the north, forming the east leg of the intersection. The realigned intersection would continue to provide left-turn access to both St. James Drive and Driveway 1 from Juan Hernandez Drive, concentrating all movements at a single location.

Driveway 2 is projected to serve a larger amount of project traffic to and from the site. More than half of the project traffic (approximately 73%) would access the site via the Juan Hernandez Drive/Tennant

Avenue intersection, while the remaining project traffic would access the site from or be bound to the north on Juan Hernandez Drive.

Access Driveway Operations

Operations at the project site driveways with implementation of the proposed project were evaluated. It is estimated that no more than one vehicle would queue up within the southbound left-turn pockets along Juan Hernandez Drive (inbound traffic) and on site (outbound traffic) at both Driveways 1 and 2. All left-turning inbound traffic would experience average delays of no more than 8 seconds while left-turning outbound traffic would experience average delays of no more than 12 seconds during the peak hours (representing LOS B conditions at both driveway intersections) while waiting for a gap in traffic to complete the turn. Based on the projected average delays and queue lengths, it can be concluded that the project site driveways would operate adequately.

On-Site Circulation

Residential Area Access and Circulation

Two parking areas would serve the residential units. The first parking area (west parking area) would consist of a single drive aisle lined with 90-degree parking along both sides. This parking area would be located adjacent to Juan Hernandez Drive and would be accessed via the first internal driveway along Street A, located approximately 50 feet east of Driveway 2. It is estimated that outbound queue lengths at Driveway 2 would be no more than one vehicle during the peak hours. However, it should be noted that queue lengths longer than two vehicles per lane in the outbound direction at Driveway 2 would block access to the west residential parking area. Thus, it is recommended that “Keep Clear” pavement markings be installed along Street A at the west residential parking area to prevent outbound traffic at Driveway 2 from blocking access to this area. Alternatively, this driveway could be moved eastward farther away from Driveway 2.

The second residential parking area (east parking area) would run along the rectangular-shape residential area and would be accessible via three driveways along the north side of Street A. The circular layout of the east parking area would allow for continuous circulation while the various access points would provide for convenient access to specific areas without the need to navigate the entire parking area. However, this parking area consists of long straight drive aisles which typically increase the tendency of drivers to increase their speed. For this reason, it is recommended that installation of speed reduction measures be considered along the east parking area drive aisles. Speed reduction measures could be as simple as posting signage and/or pavement markings advising of the speed limit, to other physical deterrents such as speed bumps.

Non-Residential Area Access and Circulation

The non-residential land uses on the site, located south of Street A, would be accessible via both Driveways 1 and 2 (Streets A and B). All access to the restaurant/retail parking area would be provided via Street A while all access to the medical office buildings and urgent care building parking areas would be provided via Street B. Access to the hospital and hospital parking structure would be provided via both Streets A and B. With the exception of a dead-end drive aisle located within the restaurant/retail parking lot, all other parking areas are shown to provide continuous circulation. The restaurant/retail parking lot shows a turn-around location at the end of the drive aisle that would facilitate U-turns within the drive aisle.

Recommendation: The site design, including driveway widths, drive aisle widths, parking stall dimensions, and turn radii, must adhere to City of Morgan Hill design guidelines. All drive aisles must allow for two-way circulation and adequate circulation of larger vehicles (such as emergency trucks, garbage truck, and delivery trucks) throughout the project site.

Recommendation: It is recommended that "Keep Clear" pavement markings be installed along Street A at the west residential parking area to prevent outbound traffic at Driveway 2 from blocking access to this area. Alternatively, this driveway could be moved eastward farther away from Driveway 2.

Recommendation: To minimize the likelihood of drivers traveling through the residential parking areas at speeds that are unsafe as the result of the long straight drive aisles, it is recommended that installation of speed reduction measures be considered along the east residential parking drive aisles. Speed reduction measures could be as simple as posting signage and/or pavement markings advising of the speed limit, to other physical deterrents such as speed bumps.

Adhering to City of Morgan Hill standards and requirements, and implementing the above recommendations, the proposed site access and on-site circulation would be adequate to accommodate circulation of both passenger and emergency vehicles.

Sight Distance

Based on Caltrans requirements, the available sight distance at the project site driveways on Juan Hernandez Drive would be adequate.

Recommendation: The site design should ensure design features, in particular the landscaping and signage along the project site frontage and at the project site driveways, would not interfere with the sight distance at the proposed site driveway.

Emergency Vehicle and Truck Access

As recommended by the City of Morgan Hill, the two proposed driveways along Barrett Avenue would provide emergency vehicle access only. These two emergency-access only driveways, in conjunction with the other two project site driveways proposed along Juan Hernandez Drive, would provide a total of four access points for emergency vehicles to access any part of the project site. Thus, the design of the project site, including driveway and drive aisle widths and on-site turn radii, must be adequate to ensure emergency vehicles can maneuver through the site, from any of the proposed driveways, without a problem.

Recommendation: The ambulance access route to the hospital should be identified and, to the maximum extent possible, the identified route should be cleared of obstructions, such as crosswalks or parking spaces, that could potentially interfere with the ambulance's prompt access to the hospital.

Pedestrian Access and Circulation

The project site plan shows an extensive and continuous on-site pedestrian network, connecting all proposed land uses and parking areas on the site with existing sidewalks along the project site frontages on Juan Hernandez Drive and Barrett Avenue. Marked pedestrian pathways across parking lots also are shown throughout the site, providing a pedestrian connection between parking lots and buildings. Five-foot sidewalks are proposed surrounding all buildings and along drive aisles, forming a complete pedestrian network on site with connections to other existing pedestrian facilities (sidewalks, crosswalks) off site. Based on the proposed site plan layout, on-site pedestrian access and circulation would be adequate.

Parking

The project is proposing to provide a total of 1,010 on-site parking spaces, 500 of which would be provided within the proposed parking structure.

Section 18.72.030 of the Morgan Hill City Code specifies the required number of on-site parking spaces for different types of land uses. Based on the City's parking requirements and the proposed size and land uses of the project, the proposed project would be required to provide a total of 1,195 parking spaces, which is 185 parking spaces more than the proposed number of spaces.

The site plan states that a shared parking program is being proposed for the site.

Recommendation: The project applicant must work with the City of Morgan Hill to develop a shared parking program, or any other alternative that will reduce the peak parking demand to meet the proposed supply for the project.

Bicycle Parking

The site plan shows two bicycle parking locations within the residential area: one providing 10 bicycle parking spaces and the second one providing 15 bicycle parking spaces, for a total of 25 bicycle parking spaces. The proposed type of bicycle parking spaces is not identified.

According to Table 18.72-7 of the City Code and assuming only the residential units and the restaurant/retail space would be required to provide bicycle parking, the proposed project would be required to provide a total of 55 short-term bicycle parking spaces and 45 long-term bicycle parking spaces. Assuming all proposed land uses would be required to provide bicycle parking, the proposed project would be required to provide a total of 121 short-term bicycle parking spaces and 78 long-term bicycle parking spaces.

Recommendation: It is recommended that the proposed project provide adequate bicycle parking supply on site, based on the City's recommends bicycle-parking rates, to serve the potential demand of the project. The proposed project would be required to provide a total of 55 short-term bicycle parking spaces and 45 long-term bicycle parking spaces for the residential and restaurant uses only, or a total of 121 short-term bicycle parking spaces and 78 long-term bicycle parking spaces for all proposed land uses on-site.

Effects on Surrounding Residential Streets

An evaluation of the effects of project traffic along other streets in the immediate vicinity of the project site was completed. The evaluation consists of a roadway segment analysis to quantify the potential change in traffic volumes along the study roadway segments as a result of the proposed project. For the evaluation, the existing and projected daily traffic volumes with the project along the study roadway segments were compared to acceptable volume thresholds for each roadway segment to determine if the projected change in traffic volume would be considered significant.

Findings and Recommendations of the Roadway Segment Analysis

The following conclusions can be drawn from the evaluation of the study roadways:

- Traffic volumes at all study roadways are and would continue to be within the volume range characteristic for local and collector streets.
- Speeds along one of the four study roadway segments (Juan Hernandez Drive, south of Barrett Avenue, southbound direction) currently exceed the posted speed limit by more than 5 mph. Speeding is occurring under existing conditions and not caused by the project.
- Daily traffic volumes along Juan Hernandez Drive and Barrett Avenue are projected to increase by approximately 80-225% from existing conditions as a result of the proposed project, an increase which would be measurable and perceptible to residents of the adjacent neighborhood.

Intersection Operations Analysis

The analysis of intersection level of service was supplemented with an analysis of intersection operations for selected intersections where the project would add a significant number of left-turning vehicles to the intersection (typically 10 or more peak-hour trips per lane; less than 10 peak-hour trips would not affect the length of the queue).

Queuing Analysis Results

The vehicle queue analysis indicates that, currently, all study left-turn pockets and intersection approach have sufficient queue storage capacity to accommodate the existing maximum vehicle queue length for each movement. The addition of project traffic to the study intersections would result in no change to the 95th percentile vehicle queue lengths or would increase it by no more than 3 vehicles at other locations, such as the southbound left-turn movement at the intersection of Tennant Avenue and Juan Hernandez Drive. However, even with the addition of project traffic, the 95th percentile vehicle queue lengths are projected to continue to accommodate within the existing queue storage capacity at all study locations.

Site Access Alternative Evaluation

An evaluation of the site access alternative that would include full access at all four project site driveways shown on the site plan (two along Juan Hernandez Drive and two along Barrett Avenue) and maintaining Driveway 1 at its current location was conducted.

Site Access

Based on the relatively low traffic volumes along Barrett Avenue, east of Juan Hernandez Drive, the addition of project traffic to Driveways 3 and 4 would not affect traffic conditions along this roadway segment. However, depending on the school drop-off procedures, it is possible that during the school's peak 15-minute period, project traffic from/to Driveway 3 and 4 would experience short delays as they attempt to exit/enter the site and queues of school traffic are formed along Barrett Avenue as parents drop-off their children at school. Outside of the school's peak 15-minute period, traffic conditions and access along Barrett Avenue would be adequate.

Assuming that Driveway 1 would remain at its existing location, a queue length of no greater than one vehicle is projected at the left-turn pockets to the site (Driveway 1) and St. James Drive. Therefore, the storage provided by the TWLT lane would provide adequate storage for left-turning vehicles. However, as traffic volumes along Juan Hernandez Drive continue to increase, left-turns in and out of Driveway 1 and St. James Drive would experience longer delays affecting queue lengths at both locations. Therefore, it is recommended that Driveway 1 be relocated to the north and aligned with St. James Drive. The alignment of Driveway 1 would reduce conflicting turn movements by concentrating all turn-movements to a single location. Alternatively, access at Driveway 1 could be restricted to right-in and right-out only by extending the northbound left-turn lane/center raised median at St. James Drive past Driveway 1.

Potential Impacts on Pedestrians, Bicycles, and Transit

Project's Effect on Pedestrian Facilities

The existing sidewalks along both sides of Barrett Avenue and high-visibility crosswalks at the Juan Hernandez Drive/Barrett Avenue intersection, in conjunction with proposed on-site sidewalks that would provide a connection between the project's residential area and the sidewalks on Barrett Avenue, would

provide a continuous and safety-enhanced access between the project site and Barrett Elementary School.

Pedestrian destination along Butterfield Boulevard could be accessed via the continuous sidewalks on Barrett Avenue. Pedestrian access to the commercial areas along Tennant Avenue, however, would be challenging due to the discontinuous pedestrian network, forcing pedestrians to walk along the edge of undeveloped parcels. At the railroad tracks along Tennant Avenue, east of the Tennant Avenue/Vineyard Boulevard intersection, there is not a defined pedestrian crossing of the railroad tracks, or sidewalks on either side of the tracks along Tennant Avenue. Sidewalks begin along the north side of Tennant avenue approximately 100 feet west of the railroad tracks and at its intersection with Vineyard Boulevard along the south side of Tennant Avenue.

Even with the proposed complete on-site pedestrian network, the lack of a continuous pedestrian network off site would affect pedestrian access to/from the project site. The lack of connectivity between the project site and nearby pedestrian destinations potentially could discourage pedestrian activity or force pedestrians to walk along undeveloped roadway shoulders and/or within the street.

Recommendation: It is recommended that all existing and proposed curb ramps along the project site frontage and at intersections providing direct access to the project site be upgraded to comply with ADA standards.

Project's Effect on Bicycle Facilities

The proposed project could increase the demand on bicycle facilities in the vicinity of the project site. Assuming bicycle trips would comprise no more than one percent of the total project-generated trips, the project could generate no more than 3 new bicycle trips during the peak hours. The potential demand could be served by the bicycle facilities available in the vicinity of the project site. In addition, the Bikeways Master Plan map contained within the City of Morgan Hill General Plan shows proposed bike lanes along both side of Juan Hernandez Drive, between Tennant Avenue and San Pedro Avenue. Therefore, the potential increase in bicycle trips by the proposed project would not have an adverse effect on the existing or future bicycle facilities in the study area and would not require new off-site bicycle facilities.

Project's Effect on Transit Services

Since no bus routes currently exist that provide direct service between the project site and other pedestrian destinations in Morgan Hill, and there is currently only one local bus route (Route 87) serving the City of Morgan Hill with the nearest bus stop to the project site located approximately 2 miles away, the use of public transportation by residents/employees/patrons of the proposed project would be limited. Nevertheless, assuming an estimated one percent transit mode share, which is probably the highest that could be expected for the project, equates to approximately 3 to 4 new transit riders during the peak hours. The estimated number of new transit riders for the proposed project could be served by the existing bus line currently serving the project area.

Recommendation: With the development of the project, as well as the future development of other currently undeveloped parcels along Tennant Avenue in the vicinity of the project site, there will be an opportunity for VTA to expand the existing service area to this part of town, which is currently underserved. Potentially, a bus stop could be provided along the project site frontage to serve the project site, and adjacent residential neighborhood, directly.

Table ES 1
Intersection Level of Service Summary

Int. #	Intersection	Existing Control	Year 2035 Control	LOS Standard	Peak Hour	Count Date	Existing Warrant Met?	Existing Delay[1]	Existing LOS	Existing + Project Warrant Met?	Existing + Project Delay[1]	Existing + Project LOS	Existing + Project Incr. In Crit. Delay	Existing + Project Incr. In Crit. V/C	2035 General Plan No Project Warrant Met?	2035 General Plan No Project Delay[1]	2035 General Plan No Project LOS	2035 General Plan Plus Project Warrant Met?	2035 General Plan Plus Project Delay[1]	2035 General Plan Plus Project LOS	2035 General Plan Plus Project Incr. In Crit. Delay	2035 General Plan Plus Project Incr. In Crit. V/C
1	Tennant Avenue and Juan Hernandez Drive	Signal	Signal	E	AM	02/06/20	--	10.5	B	--	10.9	B	1.3	0.072	--	19.0	B	--	19.7	B	1.1	0.015
					PM	02/06/20	--	10.2	B	--	10.9	B	1.5	0.070	--	20.7	C	--	19.5	B	-1.4	-0.023
2	Juan Hernandez Drive and St. James Drive	OWSC	OWSC	D	AM	02/06/20	No	8.8	A	No	11.7	B	N/A	N/A	No	9.6	A	No	13.7	B	N/A	N/A
					PM	02/06/20	No	8.7	A	No	11.3	B	N/A	N/A	No	9.3	A	No	14.3	B	N/A	N/A
3	Juan Hernandez Drive and Barrett Avenue	AWSC	AWSC	D	AM	02/06/20	No	8.4	A	No	8.6	A	N/A	N/A	No	9.0	A	No	9.2	A	N/A	N/A
					PM	02/06/20	No	7.5	A	No	7.8	A	N/A	N/A	No	8.2	A	No	8.1	A	N/A	N/A
4	Monterey Road and Watsonville Road/Butterfield Boulevard	Signal	Signal	D	AM	03/14/19	--	25.0	C	--	25.2	C	0.3	0.009	--	31.8	C	--	31.2	C	-1.2	-0.013
					PM	03/14/19	--	38.1	D	--	38.2	D	0.2	0.005	--	40.8	D	--	40.6	D	-0.3	-0.009
5	Butterfield Boulevard and Tennant Avenue	Signal	Signal	E	AM	02/06/20	--	29.8	C	--	29.9	C	0.3	0.016	--	51.6	D	--	50.1	D	-2.8	-0.015
					PM	02/06/20	--	33.9	C	--	34.1	C	0.5	0.015	--	38.3	D	--	38.0	D	-0.9	-0.012
6	Butterfield Boulevard and Barrett Avenue	Signal	Signal	D	AM	02/06/20	--	11.1	B	--	12.3	B	1.7	0.053	--	12.9	B	--	13.2	B	0.4	0.011
					PM	02/06/20	--	10.3	B	--	10.8	B	0.2	0.009	--	11.9	B	--	11.9	B	0.0	-0.003
7	Butterfield Boulevard and San Pedro Avenue	Signal	Signal	D	AM	03/14/19	--	13.0	B	--	13.0	B	0.0	0.009	--	13.6	B	--	13.6	B	0.0	0.006
					PM	03/14/19	--	13.2	B	--	13.2	B	0.0	0.013	--	14.8	B	--	14.9	B	0.2	0.004
8	Butterfield Boulevard and Dunne Avenue	Signal	Signal	D	AM	05/08/18	--	35.5	D	--	35.3	D	0.3	0.016	--	38.9	D	--	39.0	D	0.5	0.009
					PM	05/08/18	--	31.7	C	--	31.9	C	0.1	0.014	--	34.6	C	--	34.6	C	0.0	0.001
9	Butterfield Boulevard and Main Avenue	Signal	Signal	D	AM	05/08/18	--	27.6	C	--	27.7	C	0.4	0.008	--	30.8	C	--	30.7	C	-0.3	-0.002
					PM	05/08/18	--	29.8	C	--	30.3	C	0.8	0.015	--	36.3	D	--	35.7	D	-0.8	-0.007
10	Monterey Road and Tennant Avenue/Edmunson Avenue	Signal	Signal	E	AM	03/14/19	--	23.3	C	--	23.5	C	0.4	0.005	--	23.9	C	--	24.0	C	0.1	0.001
					PM	03/14/19	--	35.2	D	--	35.3	D	0.2	0.002	--	36.4	D	--	36.4	D	0.1	-0.001
11	Tennant Avenue and Vineyard Avenue	Signal	Signal	D	AM	02/06/20	--	16.4	B	--	16.5	B	0.1	0.003	--	17.2	B	--	17.3	B	0.1	0.003
					PM	02/06/20	--	19.4	B	--	19.5	B	0.1	0.004	--	20.2	C	--	20.2	C	0.0	0.002
12	Barrett Avenue and San Ramon Drive	TWSC	TWSC	D	AM	02/06/20	No	10.4	B	No	11.0	B	N/A	N/A	No	11.3	B	No	11.5	B	N/A	N/A
					PM	02/06/20	No	9.4	A	No	10.0	B	N/A	N/A	No	10.2	B	No	10.3	B	N/A	N/A
13	Dunne Avenue and Walnut Grove Drive	Signal	Signal	E	AM	03/28/19	--	18.4	B	--	18.4	B	0.0	0.001	--	20.1	C	--	20.4	C	0.4	0.010
					PM	03/28/19	--	28.5	C	--	28.5	C	0.0	0.001	--	28.1	C	--	28.1	C	0.1	0.002
14	Tennant Avenue and Condit Road	OWSC	OWSC	E	AM	06/04/19	**Yes**	14.7	B	**Yes**	15.1	C	N/A	N/A	**Yes**	24.2	C	**Yes**	24.2	C	N/A	N/A
					PM	06/04/19	**Yes**	14.6	B	**Yes**	15.2	C	N/A	N/A	**Yes**	**76.0**	**F**	**Yes**	**77.3**	**F**	N/A	N/A
15	US 101 NB Ramps and Tennant Avenue	Signal	Signal	E	AM	06/04/19	--	11.6	B	--	12.4	B	1.1	0.018	--	12.1	B	--	11.8	B	-0.2	-0.012
					PM	06/04/19	--	11.1	B	--	11.4	B	0.2	0.024	--	10.4	B	--	10.4	B	0.0	0.002
16	US 101 SB Ramps and Tennant Avenue	Signal	Signal	E	AM	06/04/19	--	21.5	C	--	22.2	C	0.9	0.037	--	31.2	C	--	31.2	C	-0.1	0.000
					PM	06/04/19	--	19.7	B	--	20.2	C	0.6	0.041	--	31.1	C	--	31.0	C	-0.2	-0.003
17	US 101 Northbound Ramps and Dunne Avenue	Signal	Signal	E	AM	05/08/18	--	5.3	A	--	5.3	A	0.0	0.001	--	7.4	A	--	6.7	A	-0.7	0.008
					PM	05/08/18	--	11.8	B	--	11.8	B	0.0	0.001	--	10.7	B	--	10.8	B	0.1	-0.006
18	US 101 Southbound Ramps and Dunne Avenue	Signal	Signal	E	AM	05/08/18	--	20.9	C	--	20.9	C	0.0	0.000	--	21.7	C	--	21.9	C	0.3	0.010
					PM	05/08/18	--	18.8	B	--	18.8	B	0.0	0.000	--	22.9	C	--	22.4	C	-0.8	-0.015
19	Juan Hernandez Drive and San Pedro Avenue	Future	OWSC	D	AM	--	--	--	--	--	--	--	--	--	No	9.6	A	No	9.7	A	N/A	N/A
	(Future Intersection)				PM	--	--	--	--	--	--	--	--	--	No	9.7	A	No	9.7	A	N/A	N/A

Notes:
[1]The reported delay and corresponding level of service for signalized and all-way stop-controlled intersections represent the average delay for all approaches at the intersection.
The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.
Bold indicates unacceptable level of service.
Bold and boxed indicate significant impact.

Table ES 2
Year 2035 General Plan Vehicle Miles Traveled

Scenario	Daily		
	VMT	Trips	VMT per Trip
2035 General Plan No Project	5,254	30,384	5.78
2035 General Plan with Project	4,967	27,834	5.60
Change	**-287**	**-2,549**	**-0.18**
Percent Change	**-5%**	**-8%**	**-3%**

Source: City of Morgan Hill Travel Demand Model, Hexagon March 2020.
Notes:
VMT = Vehicle Miles Traveled associated with the project site.

1. Introduction

This report presents the results of the traffic impact analysis conducted for the proposed Lillian Commons/Medical Campus Development project in Morgan Hill, California.

Project Description

The project site consists of 19.67 acres generally located in the northwest quadrant of the US 101/Tennant Avenue interchange and is bounded by Barrett Avenue to the north, Juan Hernandez Road to the west, the US 101 southbound off-ramp to the east, and an undeveloped parcel (north of Tennant Avenue) to the south. The project site consists of three existing parcels: two undeveloped adjoining parcels of land, Assessor's Parcel Number (APN) 817-09-041 (13.94 acres) and APN 817-09-039 (4.04 acres), and an existing medical office and surgical facility on APN 817-09-040 (1.69 acres). The applicant proposes a General Plan Amendment (to change the existing General Plan Land Use designation from Commercial to Mixed-Use Flex), Zoning Amendment (to amend the zoning district from Service Commercial and Planned Development to Mixed-Use Flex and Planned Development), Planned Development Master Plan, Tentative Parcel Map (to subdivide the project site into four parcels), and development of the project site.

The Master Plan development for the site consists of a 100,000-s.f. hospital with 55 beds, 10,000 s.f. of commercial and restaurant space, 200 multi-family units, the existing 15,900-s.f. medical office buildings plus an additional 10,000 s.f. of medical office space (for a total of 25,900 s.f. of medical office space), and 4,500 s.f. of urgent care space. Parking would be provided on site within various surface parking lots and a three-story parking structure. Access to the project site would be provided via two driveways along Juan Hernandez Drive, with two additional driveways along Barrett Avenue providing emergency access only.

The project site location and the surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2.

Scope of Study

The potential impacts related to the proposed development were evaluated following the standards and methodologies set forth by the City of Morgan Hill and the Santa Clara Valley Transportation Authority

Figure 1
Site Location and Study Intersections

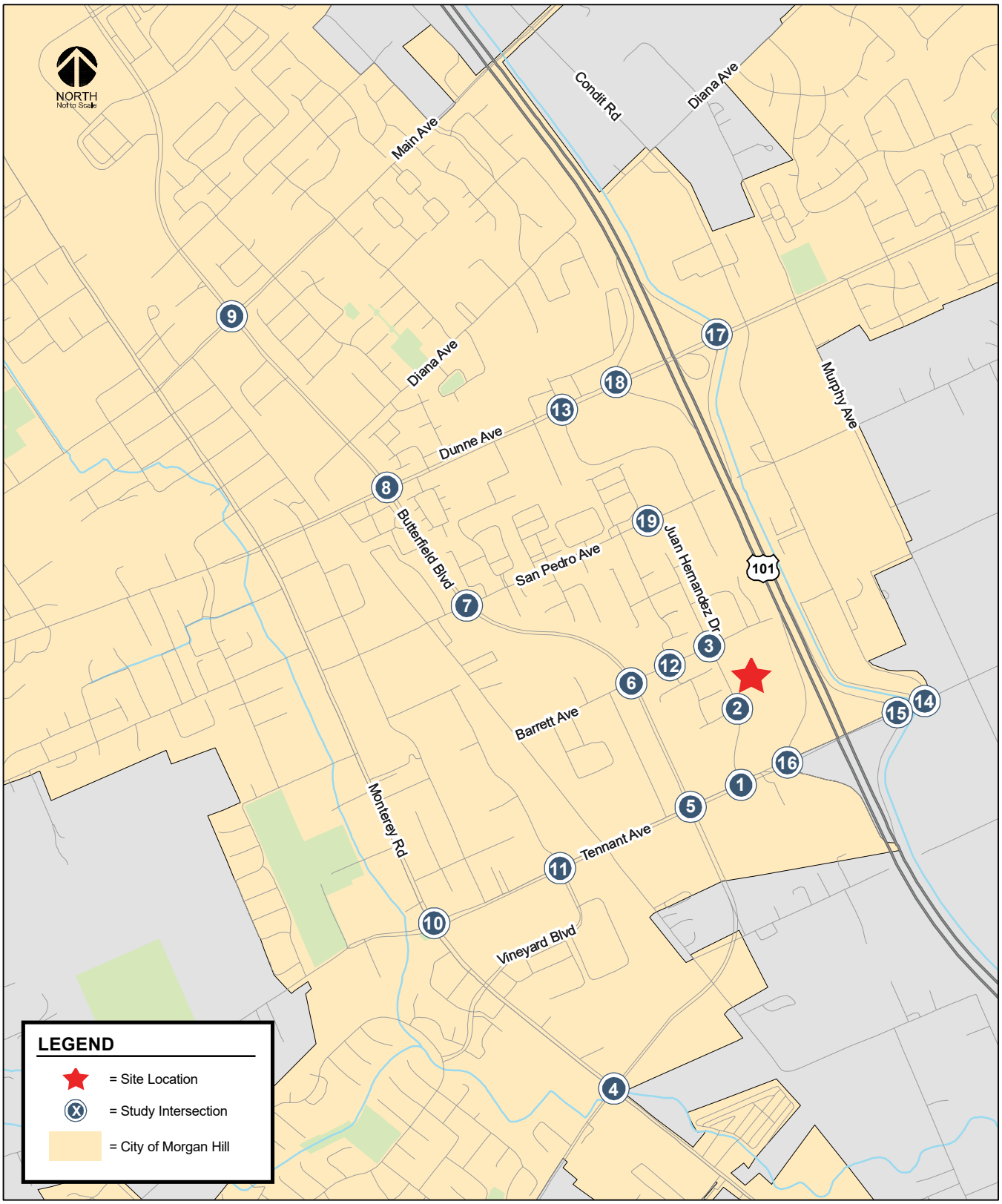
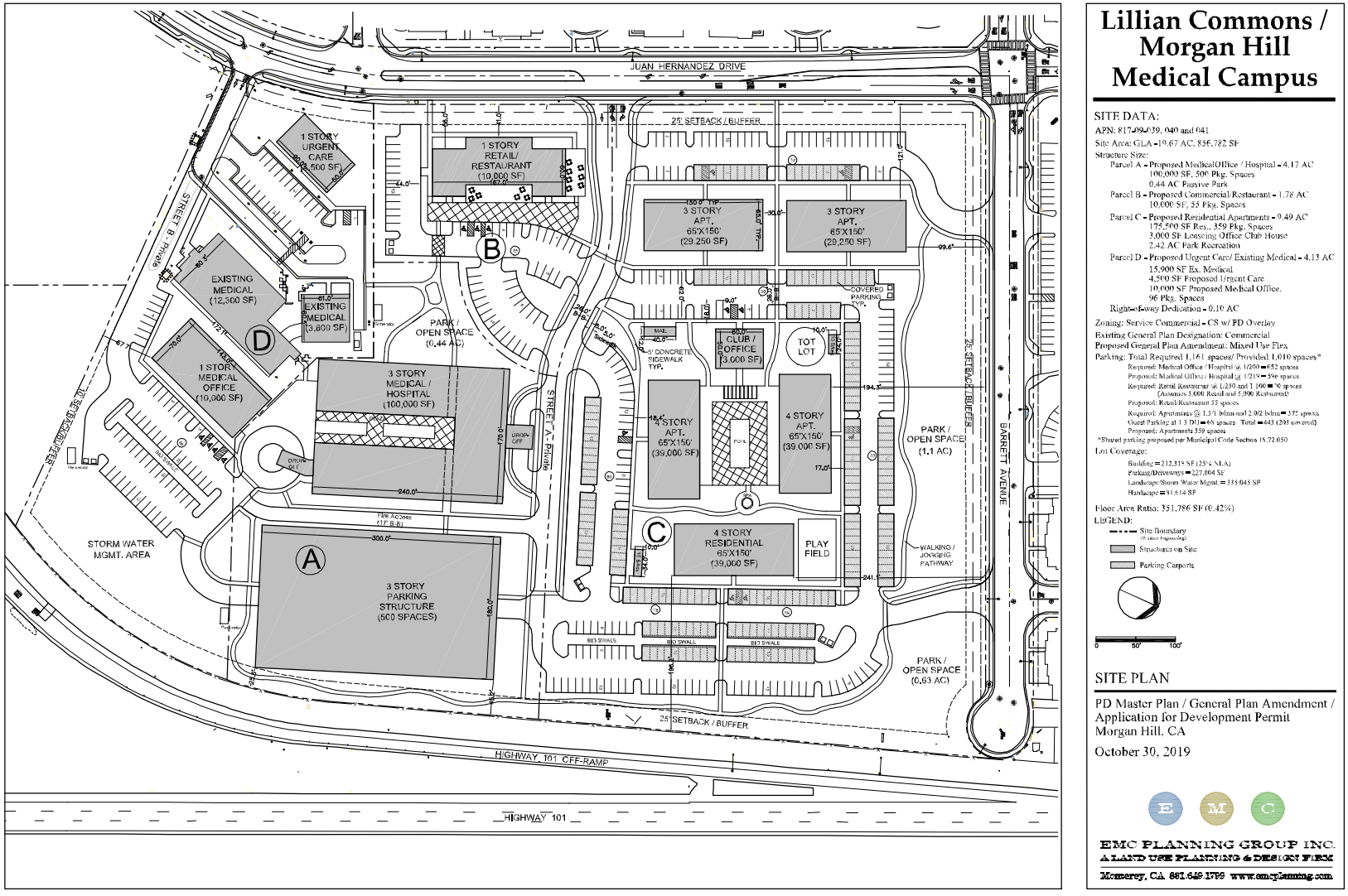


Figure 2
Site Plan



(VTA). The VTA administers the County Congestion Management Program (CMP). The study includes an analysis of AM and PM peak-hour traffic conditions for fourteen (14) signalized intersections, 4 unsignalized intersections, 1 planned future intersection, and 14 directional freeway segments. The study intersections and freeway segments are identified below.

Study Intersections

1. Tennant Avenue and Juan Hernandez Drive
2. Juan Hernandez Drive and St. James Drive (*unsignalized*)
3. Juan Hernandez Drive and Barrett Avenue (*unsignalized*)
4. Monterey Road and Watsonville Road/Butterfield Boulevard
5. Butterfield Boulevard and Tennant Avenue
6. Butterfield Boulevard and Barrett Avenue
7. Butterfield Boulevard and San Pedro Avenue
8. Butterfield Boulevard and Dunne Avenue
9. Butterfield Boulevard and Main Avenue
10. Monterey Road and Tennant Avenue/Edmunson Avenue
11. Tennant Avenue and Vineyard Avenue
12. Barrett Avenue and San Ramon Drive (*unsignalized*)
13. Dunne Avenue and Walnut Grove Drive
14. Tennant Avenue and Condit Road (*unsignalized*)
15. US 101 NB Ramps and Tennant Avenue
16. US 101 SB Ramps and Tennant Avenue
17. US 101 Northbound Ramps and Dunne Avenue
18. US 101 Southbound Ramps and Dunne Avenue
19. Juan Hernandez Drive and San Pedro Avenue (*Future*)

Study Freeway Segments

1. US 101 between SR-85 and Bailey Avenue
2. US 101 between Bailey Avenue and Coyote Creek Golf Drive
3. US 101 between Coyote Creek Golf Drive and Cochrane Road
4. US 101 between Cochrane Road and Dunne Avenue
5. US 101 between Dunne Avenue and Tennant Avenue
6. US 101 between Tennant Avenue and San Martin Avenue
7. US 101 between San Martin Avenue and Masten Avenue

Traffic conditions at all of the study intersections were analyzed for the weekday AM and PM peak hours. The weekday AM peak-hour of traffic is generally between 7:00 AM and 9:00 AM and the weekday PM peak-hour is typically between 4:00 PM and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday. Traffic conditions were evaluated for the conditions described below:

Scenario 1: *Existing Conditions.* Existing conditions represent existing peak-hour traffic volumes on the existing roadway network. Existing peak-hour traffic volumes were obtained from recently completed traffic studies and supplemented with new manual turning-movement counts at study intersections for which recent counts (less than two years old) were unavailable.

Scenario 2: *Existing Plus Project Conditions*. Project-generated traffic volumes were added to existing traffic volumes to estimate existing plus project conditions. Existing plus project conditions were evaluated relative to existing conditions in order to determine potential project impacts.

Scenario 4: *Year 2035 General Plan No Project Conditions.* Year 2035 General Plan No Project conditions represent future traffic volumes on the future transportation network. Year 2035 General Plan No Project conditions includes land use growth and transportation improvements associated with buildout of the City's General Plan.

Scenario 5: *Year 2035 General Plan with Project Conditions.* Year 2035 General Plan with Project conditions consist of Year 2035 General Plan No Project traffic conditions with the addition of traffic due to the proposed project and its associated land use amendment for the project site.

Methodology

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

Data Requirements

The data required for the analysis were obtained from new peak-hour intersection turn-movement counts, previous traffic studies, the City of Morgan Hill, the 2018 CMP Monitoring and Conformance Report, the City of Morgan Hill Travel Demand Forecasting model, and field observations. The following data were collected from these sources:

- existing traffic volumes
- lane configurations
- signal timing and phasing
- average speeds on freeway segments
- Year 2035 traffic forecasts

Analysis Methodologies and Level of Service Standards

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

Signalized Intersections

Signalized study intersections are subject to the City of Morgan Hill level of service standards. The City of Morgan Hill level of service methodology is TRAFFIX, which is based on the 2000 *Highway Capacity Manual* (HCM) method for signalized intersections. TRAFFIX evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of service methodology, the City of Morgan Hill methodology employs the CMP defaults values for the analysis parameters, which include adjusted saturation flow rates to reflect conditions in Santa Clara County.

In accordance with the adopted threshold of significance described in the City of Morgan Hill's Guidelines for Preparation of Transportation Impact Reports, dated February 2010, all intersections within the City of Morgan Hill are required to meet the City's LOS standard of LOS D, with the exception of the following:

- **LOS F** for Downtown intersections and segments including at Main Avenue/Monterey Road, along Monterey Road between Main Avenue and Fifth Street, and along Depot Street at First Street through Fifth Street.

- **LOS E** for the following intersections and freeway zones:
  - Main Avenue and Del Monte Avenue
  - Main Avenue and Depot Street
  - Dunne Avenue and Del Monte Avenue
  - Dunne Avenue and Monterey Avenue
  - Dunne Avenue and Church Street
  - Dunne Avenue and Depot Street
  - Cochrane Road and Monterey Road
  - Tennant Avenue and Monterey Road
  - Tennant Avenue and Butterfield Boulevard
  - Cochrane Road Freeway Zone: from Madrone Parkway/Cochrane Plaza to Cochrane Road/DePaul Drive
  - Dunne Avenue Freeway Zone: from Walnut Grove Drive/East Dunne Avenue to Condit Road/East Dunne Avenue
  - Tennant Avenue Freeway Zone: from Butterfield Boulevard/Tennant Avenue to Condit Road/Tennant Avenue

The correlation between average delay and level of service for signalized intersections is shown in Table 1.

Unsignalized Intersections

The methodology used to determine the level of service for unsignalized intersections is also TRAFFIX and the *2000 HCM* methodology for unsignalized intersection analysis. This method is applicable for both one-way/two-way and all-way stop-controlled intersections. For the analysis of stop-controlled intersections, the *2000 HCM* methodology evaluates intersection operations on the basis of average control delay time for all vehicles on the stop-controlled approaches. For the purpose of reporting level of service for one- and two-way stop-controlled intersections, the delay and corresponding level of service for the stop-controlled minor street approach with the highest delay is reported. For all-way stop-controlled intersections, the reported average delay and corresponding level of service is the average for all approaches at the intersection.

The City of Morgan Hill uses a minimum acceptable level of service standard of LOS D for unsignalized intersections (with the exception of unsignalized intersections located within the Downtown area and freeway zones, as described above), in accordance with its adopted threshold of significance in its Guidelines for Preparation of Transportation Impact Reports. The correlation between average delay and level of service for unsignalized intersections is shown in Table 2.

Signal Warrants

The level of service analysis at unsignalized intersections is supplemented with an assessment of the need for signalization of the intersection. The need for signalization of unsignalized intersections is assessed based on the Peak Hour Volume Warrant (Warrant 3) described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways (CA MUTCD)*, Part 4, Highway Traffic Signals, 2014. This method makes no evaluation of intersection level of service, but simply provides an indication whether vehicular peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. The decision to install a traffic signal should not be based purely on the warrants alone. Instead, the installation of a signal should be considered and further analysis performed when one or more of the warrants are met. Additionally, engineering judgment is exercised on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections. Intersections that meet the peak-hour

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

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

Sources: Transportation Research Board, *2000 Highway Capacity Manual* (Santa Clara County and City of Gilroy adopted level of service methodology). *Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

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

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

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Santa Clara County and City of Gilroy adopted level of service methodology).

warrant are subject to further analysis before determining that a traffic signal is necessary. Other options such as traffic control devices, signage, or geometric changes may be preferable based on existing field conditions.

Freeway Segments

According to CMP Traffic Impact Analysis Guidelines, dated October 2014, a freeway level of service analysis is required if the number of project trips added to any freeway segment equals or exceeds one percent of the capacity of the segment. The key freeway segments in the study area were evaluated to determine if the project traffic on each segment would exceed this threshold. In the vicinity of the project site, US 101 has three mixed-flow lanes in each direction of travel south of Cochrane Road, and three mixed-flow lanes plus one high occupancy vehicle (HOV) lane north of Cochrane Road. The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for mixed-flow lane segments that are three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for mixed-flow lane segments that are two lanes wide in one direction. A capacity of 1,650 vphpl was used for high occupancy vehicle (HOV) lanes. Thus, the three mixed-flow lanes on US 101 near the project site have a capacity of 6,900 vph plus 1,650 vph for the segments with HOV lanes. Using the CMP's one-percent threshold, a freeway level of service analysis for US 101 would be needed if the project adds 69 or more trips to the freeway segments (mixed-flow lanes) near the site.

A review of the project trip assignment indicates that the highest number of project trips in any direction on the subject freeway segments would be no more than 42 trips during both the AM and PM peak hours. Since the number of project trips on the freeway falls below the one-percent threshold, the project would not cause a significant increase in traffic on the freeway segments in the study area, and a freeway level of service analysis is not required. The freeway capacity analysis is summarized on Table 3.

Report Organization

The remainder of this report is divided into five chapters. Chapter 2 describes existing conditions in terms of the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 presents the project impact on the transportation system and describes the recommended mitigation measures under existing plus project conditions. Chapter 4 presents the traffic conditions in the study area under Year 2035 General Plan conditions without and with the proposed project and its land use amendment. Chapter 5 presents the analysis of other transportation related issues, including site access. Chapter 6 presents the conclusions of the traffic impact analysis.

Table 3
Freeway Segment Capacity Evaluation

					Capacity				Project Trips			
					Mixed-Flow		HOV		Mixed-Flow Lane		HOV Lane	
#	Freeway	Segment	Direction	Peak Hour	# of Lanes	Capacity[1] (vph)	# of Lanes	Capacity[1] (vph)	Volume (vph)	% of Capacity	Volume (vph)	% of Capacity
1	US 101	from Masten Avenue to San Martin Avenue	NB	AM	3	6,900	--	--	40	0.6	--	--
			NB	PM	3	6,900	--	--	27	0.4	--	--
2	US 101	from San Martin Avenue to Tennant Avenue	NB	AM	3	6,900	--	--	40	0.6	--	--
			NB	PM	3	6,900	--	--	27	0.4	--	--
3	US 101	from Tennant Avenue to East Dunne Avenue	NB	AM	3	6,900	--	--	35	0.5	--	--
			NB	PM	3	6,900	--	--	41	0.6	--	--
4	US 101	from East Dunne Avenue to Cochrane Road	NB	AM	3	6,900	--	--	35	0.5	--	--
			NB	PM	3	6,900	--	--	41	0.6	--	--
5	US 101	from Cochrane Road to Coyote Creek Golf Drive	NB	AM	3	6,900	1	1,650	29	0.4	6	0.4
			NB	PM	3	6,900	1	1,650	36	0.5	5	0.3
6	US 101	from Coyote Creek Golf Drive to Bailey Avenue	NB	AM	3	6,900	1	1,650	22	0.3	13	0.8
			NB	PM	3	6,900	1	1,650	41	0.6	0	0.0
7	US 101	from Bailey Avenue to SR 85	NB	AM	3	6,900	1	1,650	28	0.4	7	0.4
			NB	PM	3	6,900	1	1,650	36	0.5	5	0.3
8	US 101	from SR 85 to Bailey Avenue	SB	AM	3	6,900	1	1,650	34	0.5	3	0.2
			SB	PM	3	6,900	1	1,650	25	0.4	12	0.7
9	US 101	from Bailey Avenue to Coyote Creek Golf Drive	SB	AM	3	6,900	1	1,650	34	0.5	3	0.2
			SB	PM	3	6,900	1	1,650	24	0.3	13	0.8
10	US 101	from Coyote Creek Golf Drive to Cochrane Road	SB	AM	3	6,900	1	1,650	28	0.4	9	0.5
			SB	PM	3	6,900	1	1,650	24	0.3	13	0.8
11	US 101	from Cochrane Road to East Dunne Avenue	SB	AM	3	6,900	--	--	37	0.5	--	--
			SB	PM	3	6,900	--	--	37	0.5	--	--
12	US 101	from East Dunne Avenue to Tennant Avenue	SB	AM	3	6,900	--	--	37	0.5	--	--
			SB	PM	3	6,900	--	--	37	0.5	--	--
13	US 101	from Tennant Avenue to San Martin Avenue	SB	AM	3	6,900	--	--	24	0.3	--	--
			SB	PM	3	6,900	--	--	39	0.6	--	--
14	US 101	from San Martin Avenue to Masten Avenue	SB	AM	3	6,900	--	--	24	0.3	--	--
			SB	PM	3	6,900	--	--	39	0.6	--	--

Notes:
[1]Capacities for freeway mixed-flow and HOV lanes were obtained from VTA Transportation Impact Analysis Guidelines (October 2014)

2. Existing Conditions

This chapter describes the existing conditions for all of the major transportation facilities in the vicinity of the site, including the roadway network, transit service, and bicycle and pedestrian facilities.

Existing Roadway Network

Regional access to the project site is provided via US 101. Local access to the site is provided by Tennant Avenue, Barrett Avenue, San Pedro Avenue, Dunne Avenue, Monterey Road, Butterfield Boulevard, Juan Hernandez Drive, and Condit Road. These facilities are described below.

US 101 is a north-south freeway extending northward to San Francisco and southward through Gilroy. US 101 is an eight-lane freeway (three mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction) north of Cochrane Road. South of Cochrane Road, it is a six-lane freeway with no HOV lanes. Access to and from the project area is provided via a full interchange at Tennant Avenue.

Tennant Avenue is classified in the City of Morgan Hill General Plan as a 4- to 6-lane major arterial. Tennant Avenue extends from Monterey Road eastward to the east foothills, terminating at a T-intersection with Carey Avenue. West of Monterey Road, Tennant Avenue changes designation to Edmundson Avenue. Tennant Avenue provides regional access to the project site via its full interchange with US 101.

Barrett Avenue is an east-west two-lane undivided roadway that extends from Railroad Avenue eastward to just west of US 101. East of US 101, Barrett Avenue continues eastward from west of Murphy Avenue to Trail Drive, in the east foothills, where it terminates. The posted speed limit on Barrett Avenue is 30 miles per hour (mph) and reduces to 25 mph in the vicinity of the Barrett Elementary School when children are present. Sidewalks on both sides of the street are found along Barrett Avenue, west of US 101, with the exception of two short segments along two undeveloped parcels located just east of Railroad Avenue. No sidewalks are found along Barrett Avenue, east of US 101. Barrett Avenue is the northern project site boundary and would provide emergency access to the project site via two driveways.

San Pedro Avenue is an east-west two-lane undivided roadway that extends from Monterey Road eastward to just west of US 101, then it continues again on the east side of US 101 to its terminus point at Hill Road. West of US 101, San Pedro Avenue has a posted speed limit of 35 mph. San Pedro Avenue would provide access to the project site via Butterfield Boulevard and via the future Juan Hernandez Drive extension.

Dunne Avenue is classified in the City of Morgan Hill General Plan as a four-lane major arterial, with the exception of the two-lane arterial segment between Del Monte Avenue and Peak Avenue. Dunne Avenue

transverses the City extending from the east part of town to the west with a posted speed limit of 35 to 40 mph and sidewalks along both sides of the street. Bike lanes are found along both side of Dunne Avenue between Peak Avenue and Gallop Drive (east of US 101). Dunne Avenue would provide access to the project site via Butterfield Boulevard and Walnut Grove Avenue.

Monterey Road is classified in the City of Morgan Hill General Plan as a four-lane major arterial that runs directly through Morgan Hill. Monterey Road extends from Market Street, in downtown San Jose, to US 101 south of the City of Gilroy. Monterey Road has posted speed limits ranging from 25 to 50 mph. Within the downtown area (between Main Avenue and Dunne Avenue), sidewalks are present along both sides of the street. However, north and south of the downtown area, segments of sidewalks are missing along one or both sides of Monterey Road. The segment of Monterey Road between Main Avenue and Dunne Avenue is designated as a bike route (Class III facility), while the segments of Monterey Road north of Main Avenue and south of Dunne Avenue currently provide bike lanes (Class II) along both sides of the street. Monterey Road would provide access to the project site via Tennant Avenue and Butterfield Boulevard.

Butterfield Boulevard is a north-south four-lane divided arterial roadway that begins in the northern part of town at its intersection with Cochrane Road and extends southward to its intersection with Monterey Road where it changes designation to Watsonville Road. Butterfield Boulevard has a posted speed limit of 45 mph. Along with Monterey Road, Butterfield Boulevard serves as a primary north-south route within the City of Morgan Hill. Butterfield Boulevard is planned to be extended north of Cochrane Road as a two-lane arterial to connect to Madrone Parkway. Bike lanes are currently provided along the entire length of Butterfield Boulevard. Butterfield Boulevard would provide access to the project site via Barrett Avenue and Tennant Avenue.

Juan Hernandez is a two-lane north-south undivided roadway that begins at Tennant Avenue and extends northward to north of San Vicente Drive where it currently terminates. Juan Hernandez Drive is planned to be extended northward from its current terminus point to connect to San Pedro Avenue. The posted speed limit on Juan Hernandez Drive is 35 mph and reduces to 25 mph in the vicinity of the Barrett Elementary School when children are present. Juan Hernandez Drive has sidewalks on both sides of the street, with the exception of the west side of the street between Tennant Avenue and St. James Drive. Being the western project site boundary, Juan Hernandez Drive would provide direct access to the project site via two driveways.

Condit Road is a two-lane north-south undivided roadway that extends from Tennant Avenue northward to Half Road (north of Main Street) where it currently terminates. Condit Road runs parallel to and east of US 101, with a posted speed limit of 45 mph. Condit Road would provide access to the project site via Tennant Avenue.

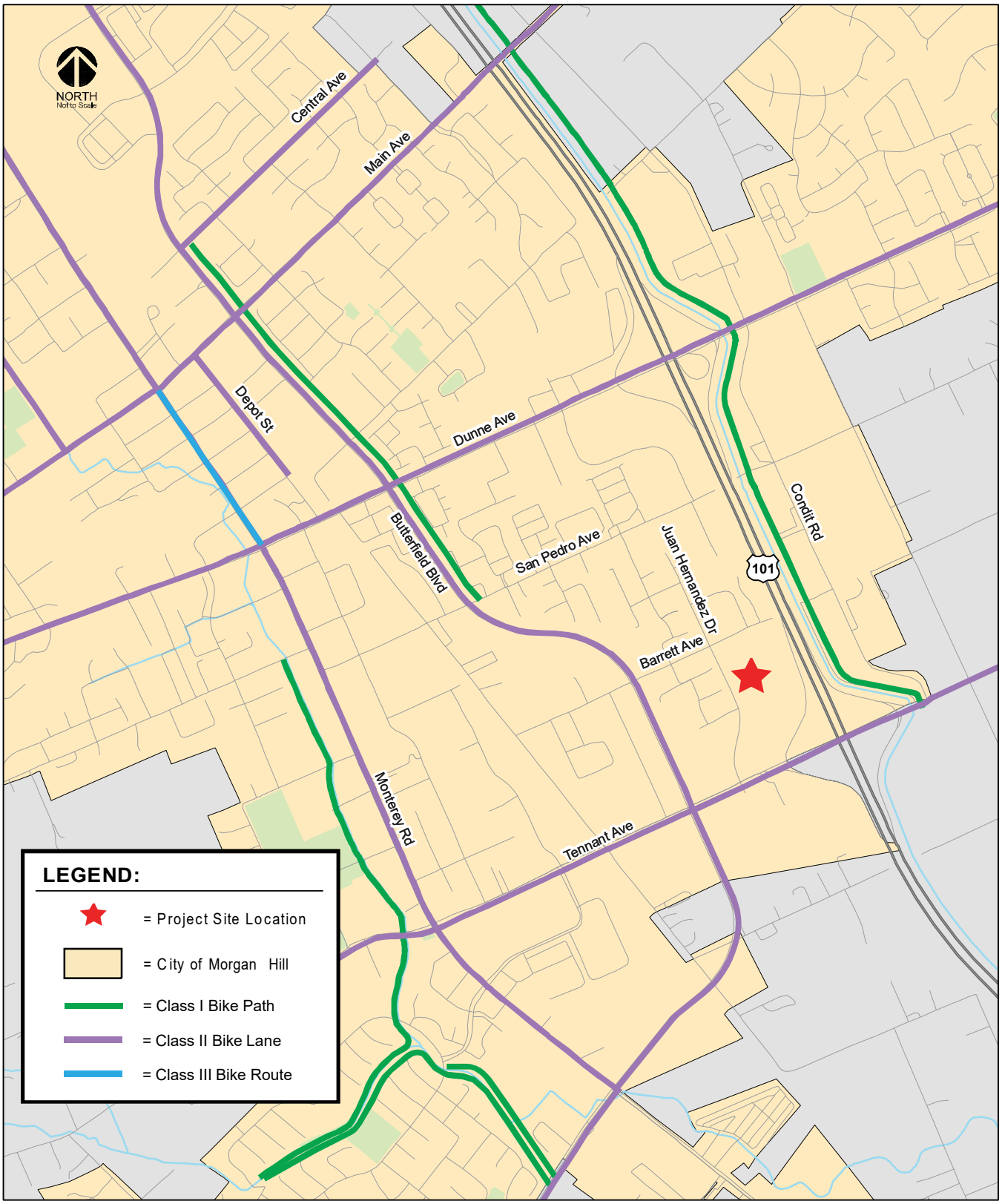
Existing Bicycle and Pedestrian Facilities

There are numerous bike lanes and bike paths in the vicinity of the project site. The existing bicycle facilities within the study area are described below and shown on Figure 3.

Class I Trail or Path is an off-street path with exclusive right-of-way for non-motorized transportation used for commuting as well as recreation. Class I bikeways are currently provided at the following locations:

- Along the west bank of Little Llagas Creek, extending from Watsonville Road and La Crosse Drive north to Spring Avenue.
- Along the east side of Butterfield Boulevard, between San Pedro Avenue and Central Avenue.

Figure 3
Existing Bicycle Facilities



- An unpaved bike path, the Madrone Channel Trail, running along the east side of US 101, between Tennant Avenue and Cochrane Road.

Class II Bike Lanes are on street striped bike lanes. Within the project vicinity, Class II bikeways are present along the following roadways:

- Tennant Avenue, from Olympic Drive to east of US 101
- Butterfield Boulevard, along its entire length
- Monterey Road, nearly its entire length within City of Morgan Hill limits, with the exception of the segment that runs through downtown between Dunne Avenue and Main Avenue
- Dunne Avenue, from Peak Avenue to east of Hill Road
- Main Avenue, from Peak Avenue to east of US 101

Class III Bike Routes are signed bike routes that provide a connection through residential, downtown, and rural/hillside areas to Class I and Class II facilities. Bike routes serve as transportation routes within neighborhoods to parks, schools, and other community amenities. The segment of Monterey Road between Main Avenue and Dunne Avenue is designated as a bike route.

Pedestrian facilities in the study areas consist primarily of sidewalks, crosswalks, and pedestrian signals at signalized intersections. All of the signalized intersections in the vicinity of the project site have marked crosswalks and pedestrian push buttons and signal heads along at least two of the legs of the intersection. However, the project site is located within an area that is highly undeveloped. Residential neighborhoods are located both north and west of the project site, while parcels south of the project site are mainly undeveloped. Tennant Avenue, east of Butterfield Boulevard, is lined with predominantly undeveloped parcels. As such, continuous sidewalks along some roadway segments in the vicinity of the project site are not available, in particular along undeveloped areas. Additionally, curb ramps at intersections surrounding the project site are non-Americans with Disabilities Act (ADA)-compatible wheelchair ramps.

Sidewalks are provided along most residential and commercial areas in the vicinity of the project site. However, the following roadway segments in the immediate project area have missing sidewalks along one or both sides of the street:

Juan Hernandez Drive – Sidewalks are missing along the west side of the street between Tennant Avenue and St. James Drive (undeveloped parcel).

Tennant Avenue – Sidewalks are missing along both sides of street between Butterfield Boulevard and Juan Hernandez Drive, along two undeveloped parcels east of Railroad Avenue (including along the at grade railroad crossing), and along both sides of the street east of US 101.

Butterfield Boulevard – Sidewalks are missing along the east side of the street between Tennant Avenue and San Pedro Avenue.

Existing Transit Service

Existing transit service in Morgan Hill is primarily provided by Santa Clara County VTA buses. Although the City of Morgan Hill is served by various local and express bus routes, none of the existing bus routes currently serve the project site area directly. The nearest bus stops to the project site are located north of the Monterey Road/Tennant Avenue intersection, approximately one-mile walking distance west of the project site.

Additionally, the Morgan Hill Caltrain Station, located on the east side of Depot Street, is approximately 1.5 miles northwest of the project site and provides a connection to most transit lines serving Morgan

Hill in addition to Caltrain. The Morgan Hill Caltrain Station includes 42 bicycle parking spaces (12 bicycle racks and 30 bicycle lockers) and 486 vehicle parking spaces.

The existing transit services serving Morgan Hill are described below and shown on Figure 4. It should be noted that the bus routes described below are based on information obtained from the VTA website in February 2020, at the time this analysis was being conducted. However, due to the unprecedented events caused by Covid19 and the order to shelter in place issued by Santa Clara County Department of Public Health, as of March 17, 2020 and until further notice, VTA is running reduced bus service for essential travel.

VTA Bus Services

The City of Morgan Hill is served by VTA bus routes 68, 87, 121, 168, and 287. The routes are described below.

Frequent Bus Route 68 operates on Monterey Road on its route between the Gilroy Transit Center and the San Jose Diridon Transit Center with 15-minute headways on weekdays in the AM and PM commute periods. Route 68 operates between 4:00 AM and 1:30 AM. The nearest Route 68 stop to the project site is located at the intersection of Monterey Road and Tennant Avenue.

Local Bus Route 87 operates on Main Avenue on its route between Burnett Avenue and the Morgan Hill Civic Center (Main and Dewitt) with approximately 60-minute headways in the AM and PM commute periods. Route 87 operates between 6:30 AM and 5:45 PM. The nearest Route 87 stops to the project site are located near the intersection of Monterey Road and Main Avenue, approximately 2 miles northwest of the project site.

Express Route 121 operates on Butterfield Boulevard and Monterey Road on its route between the Gilroy/Morgan Hill Transit Center and the Lockheed Martin Transit Center. It operates northbound only with 15 to 30-minute headways during the AM commute period and southbound only with 15 to 30-minute headways during the PM commute period. The nearest Route 121 stop to the project site is located at the intersection of Monterey Road and Tennant Avenue.

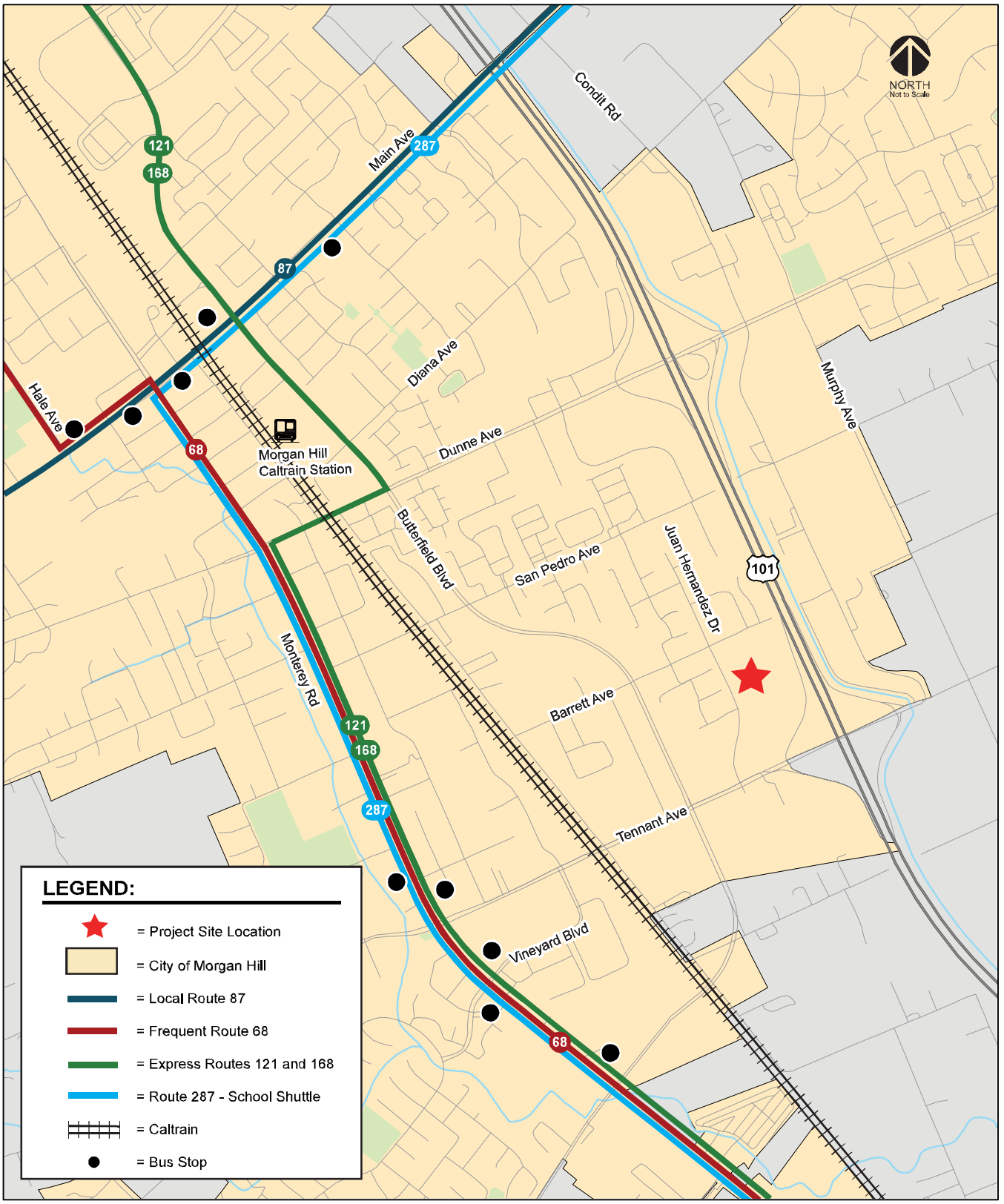
Express Route 168 operates on Butterfield Boulevard and Monterey Road on its route between the Gilroy/Morgan Hill Transit Center and the San Jose Diridon Transit Center. It operates northbound only with 30- to 45-minute headways during the AM commute period and southbound only with 15- to 30-minute headways during the PM commute period. The nearest Route 168 stop to the project site is located at the intersection of Monterey Road and Tennant Avenue.

School Shuttle Route 287 operates on Main Avenue and Monterey Road on its route between Live Oak High School and San Martin. It operates a single southbound trip at 3:17 PM from Live Oak High School to the intersection of Monterey Road and San Martin Avenue.

Caltrain

Commuter rail service between San Francisco and Gilroy is provided by Caltrain. The Morgan Hill Caltrain Station is located along Depot Street, with main access and parking off of Butterfield Boulevard, approximately 1.5 miles northwest of the project site. At the Morgan Hill Station, Caltrain provides service in the northbound direction only during the AM commute period and in the southbound direction only during the PM commute period with approximately 30- to 40-minute headways during each of the commute hours.

Figure 4
Existing Transit Services



Existing Intersection Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown on Figure 5.

Existing Traffic Volumes

Existing peak-hour traffic volumes were obtained from recently completed traffic studies and supplemented with manual turning-movement counts (conducted in February 2020) at intersections where counts were either unavailable or outdated (more than 2 years old). The existing peak-hour intersection volumes are shown on Figure 6. Intersection turning-movement counts conducted for this analysis are presented in Appendix A and peak-hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix B.

Existing Intersection Level of Service Analysis

The results of the intersection level of service analysis and signal warrant checks under existing conditions are summarized in Table 4. The results show that, measured against the City of Morgan Hill level of service standards, all the study intersections currently operate at an acceptable level of service, LOS D or better, under existing conditions during both the AM and PM peak hours.

Based on the Peak-Hour Volume Signal Warrant, (Warrant #3 – Part B) described in the California *Manual on Uniform Traffic Control Devices* (MUTCD), 2014 Edition, the existing traffic volumes at the Condit Road and Tennant Avenue intersection are sufficient to warrant installation of a traffic signal during the AM and PM peak hour under existing conditions. All other unsignalized study intersections currently have traffic conditions that fall below the thresholds that warrant signalization.

The level of service calculation sheets are included in Appendix C. The peak-hour signal warrant sheets are contained in Appendix D.

Existing Freeway Levels of Service

As discussed in Chapter 1 of this report, a freeway level of service analysis was not conducted since the number of new trips added to the freeway segments by the proposed project do not equal or exceed one percent of the capacity of the freeway segments near the project site. Based on CMP Traffic Impact Analysis Guidelines, a freeway level of service analysis is not required.

Figure 5
Existing Lane Configurations

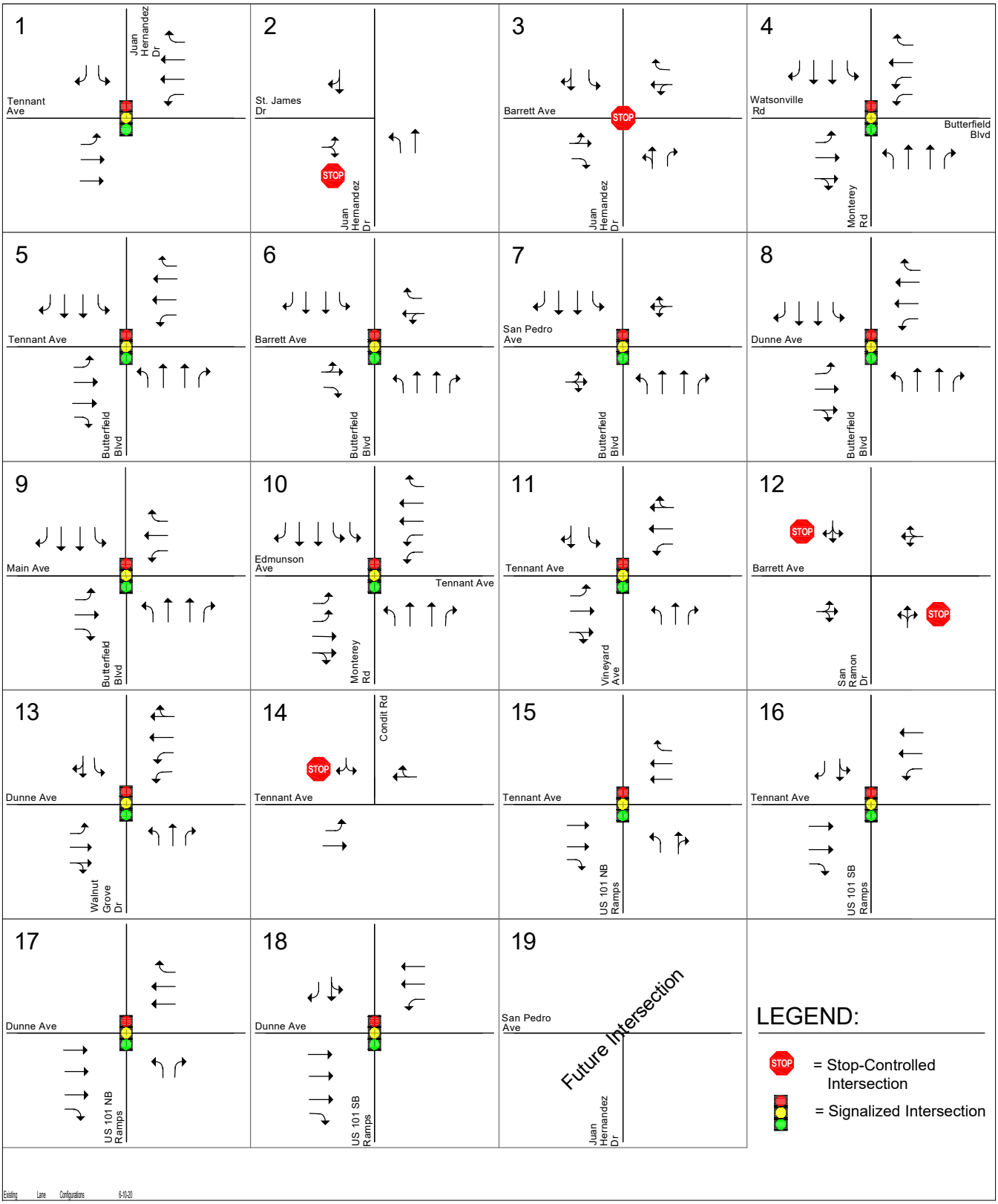


Figure 6
Existing Traffic Volumes

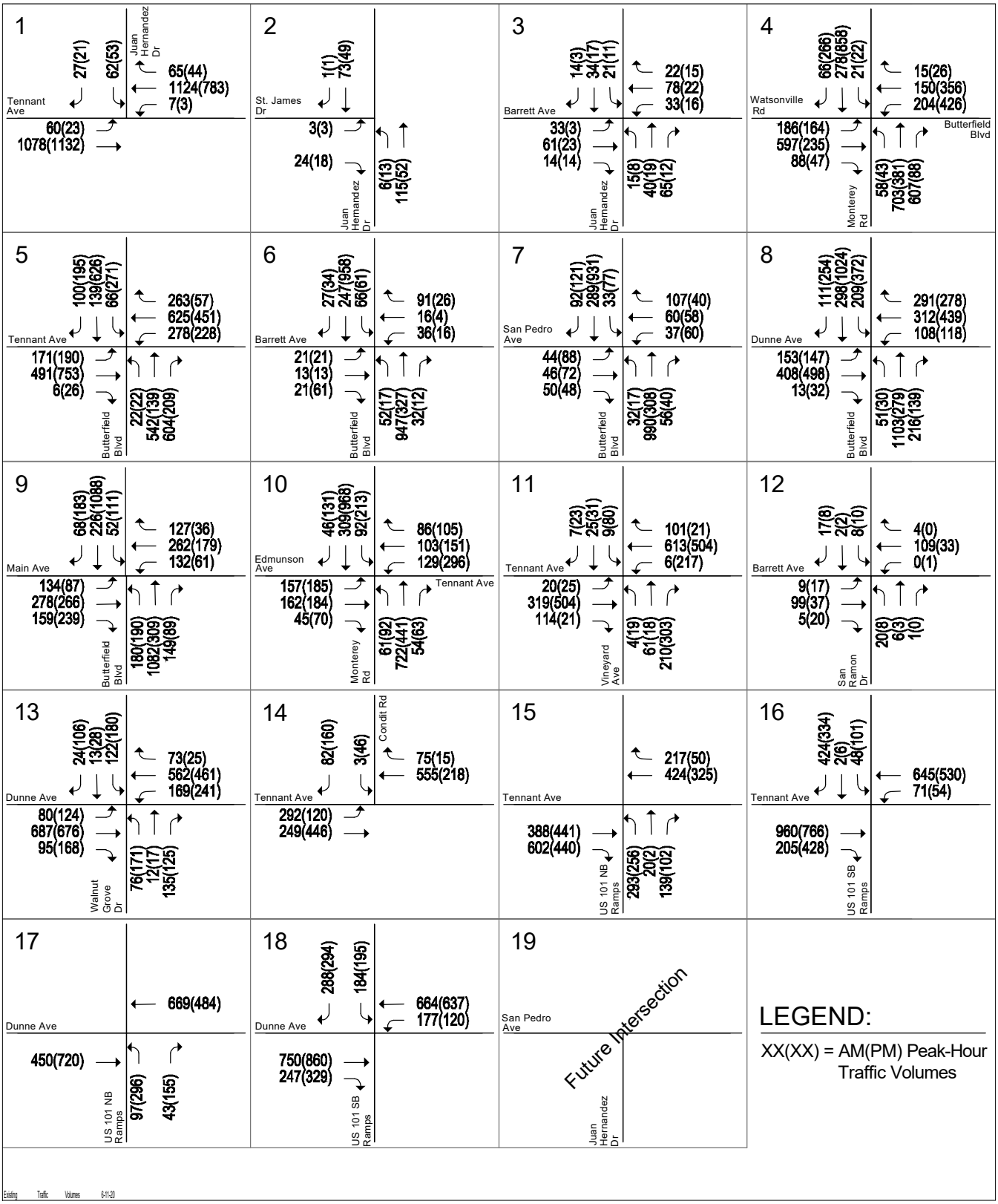


Table 4
Existing Intersection Levels of Service

Int. #	Intersection	Existing Control	LOS Standard	Peak Hour	Count Date	Warrant Met?	Delay[1]	LOS
1	Tennant Avenue and Juan Hernandez Drive	Signal	E	AM	02/06/20	--	10.5	B
				PM	02/06/20	--	10.2	B
2	Juan Hernandez Drive and St. James Drive	OWSC	D	AM	02/06/20	No	8.8	A
				PM	02/06/20	No	8.7	A
3	Juan Hernandez Drive and Barrett Avenue	AWSC	D	AM	02/06/20	No	8.4	A
				PM	02/06/20	No	7.5	A
4	Monterey Road and Watsonville Road/Butterfield Boulevard	Signal	D	AM	03/14/19	--	25.0	C
				PM	03/14/19	--	38.1	D
5	Butterfield Boulevard and Tennant Avenue	Signal	E	AM	02/06/20	--	29.8	C
				PM	02/06/20	--	33.9	C
6	Butterfield Boulevard and Barrett Avenue	Signal	D	AM	02/06/20	--	11.1	B
				PM	02/06/20	--	10.3	B
7	Butterfield Boulevard and San Pedro Avenue	Signal	D	AM	03/14/19	--	13.0	B
				PM	03/14/19	--	13.2	B
8	Butterfield Boulevard and Dunne Avenue	Signal	D	AM	05/08/18	--	35.5	D
				PM	05/08/18	--	31.7	C
9	Butterfield Boulevard and Main Avenue	Signal	D	AM	05/08/18	--	27.6	C
				PM	05/08/18	--	29.8	C
10	Monterey Road and Tennant Avenue/Edmunson Avenue	Signal	E	AM	03/14/19	--	23.3	C
				PM	03/14/19	--	35.2	D
11	Tennant Avenue and Vineyard Avenue	Signal	D	AM	02/06/20	--	16.4	B
				PM	02/06/20	--	19.4	B
12	Barrett Avenue and San Ramon Drive	TWSC	D	AM	02/06/20	No	10.4	B
				PM	02/06/20	No	9.4	A
13	Dunne Avenue and Walnut Grove Drive	Signal	E	AM	03/28/19	--	18.4	B
				PM	03/28/19	--	28.5	C
14	Tennant Avenue and Condit Road	OWSC	E	AM	06/04/19	**Yes**	14.7	B
				PM	06/04/19	**Yes**	14.6	B
15	US 101 NB Ramps and Tennant Avenue	Signal	E	AM	06/04/19	--	11.6	B
				PM	06/04/19	--	11.1	B
16	US 101 SB Ramps and Tennant Avenue	Signal	E	AM	06/04/19	--	21.5	C
				PM	06/04/19	--	19.7	B
17	US 101 Northbound Ramps and Dunne Avenue	Signal	E	AM	05/08/18	--	5.3	A
				PM	05/08/18	--	11.8	B
18	US 101 Southbound Ramps and Dunne Avenue	Signal	E	AM	05/08/18	--	20.9	C
				PM	05/08/18	--	18.8	B
19	Juan Hernandez Drive and San Pedro Avenue	Future	D	AM	--	--	--	--
	(Future Intersection)			PM	--	--	--	--

Notes:
[1]The reported delay and corresponding level of service for signalized and all-way stop-controlled intersections represent the average delay for all approaches at the intersection. The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.

3. Existing Plus Project Conditions

This chapter describes existing plus project traffic conditions, significant project impacts, and measures that are recommended to mitigate project impacts. Included are descriptions of the significance criteria that define an impact, estimates of project-generated traffic, identification of the impacts, and descriptions of the mitigation measures. Existing plus project conditions are represented by existing traffic conditions with the addition of traffic generated by the proposed project.

Significant Impact Criteria

Significance criteria are used to establish what constitutes an impact. Significance criteria for impacts on intersections for this analysis are based on the City of Morgan Hill and CMP Level of Service standards.

Definition of Significant Signalized Intersection Impacts

All intersections within the City of Morgan Hill are required to meet the City's LOS standard of LOS D, with the exception of the following:

- **LOS F** for Downtown intersections and segments including at Main Avenue/Monterey Road, along Monterey Road between Main Avenue and Fifth Street, and along Depot Street at First Street through Fifth Street;
- **LOS E** for the following intersections and freeway zones:
    - Main Avenue and Del Monte Avenue
    - Main Avenue and Depot Street
    - Dunne Avenue and Del Monte Avenue
    - Dunne Avenue and Monterey Avenue
    - Dunne Avenue and Church Street
    - Dunne Avenue and Depot Street
    - Cochrane Road and Monterey Road
    - Tennant Avenue and Monterey Road
    - Tennant Avenue and Butterfield Boulevard
    - Cochrane Road Freeway Zone: from Madrone Parkway/Cochrane Plaza to Cochrane Road/DePaul Drive
    - Dunne Avenue Freeway Zone: from Walnut Grove Drive/East Dunne Avenue to Condit

Road/East Dunne Avenue
- Tennant Avenue Freeway Zone: from Butterfield Boulevard/Tennant Avenue to Condit Road/Tennant Avenue

Eight of the fourteen signalized study intersections are located within the LOS E standard areas. The remaining six signalized study intersections have a LOS D standard.

According to the City of Morgan Hill level of service guidelines, a development is said to create a significant adverse impact on traffic conditions at a signalized intersection if for either peak hour:

1. The level of service at the intersection degrades from an acceptable level (LOS D or LOS E as identified above) under existing conditions to an unacceptable level (LOS E or F) under project conditions, or
2. The level of service at the intersection is an unacceptable level (LOS E or F as identified above) under existing conditions and the addition of project trips causes the average critical delay to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by 0.01.

An exception to this rule applies when the addition of project traffic reduces the amount of average delay for critical movements (i.e., the change in average delay for critical movements is negative). In this case, the threshold of significance is an increase in the critical V/C value by 0.01 or more.

Definition of Significant Unsignalized Intersection Impacts

Unsignalized intersections within the City of Morgan Hill have a minimum operating level of LOS D, with the exception of unsignalized intersections located within the Downtown area and freeway zones, as identified above, which have a LOS E or F standard. One of the unsignalized study intersections has is located within the LOS E standard area while the remaining four unsignalized intersections have a LOS D standard.

According to the City of Morgan Hill level of service significant impact thresholds, a development is said to have a significant adverse impact on traffic conditions at an unsignalized intersection if for either peak hour the addition of project traffic causes the worst approach (for one- and two-way stop control) or the intersection (for all-way stop control) delay to degrade to an unacceptable LOS E or F ***and*** the traffic volumes at the intersection are sufficiently high to satisfy the peak-hour volume signal warrant.

Transportation Network under Existing Plus Project Conditions

It is assumed in this analysis that the roadway network and intersection configurations under existing plus project conditions would be the same as described under existing conditions.

Project Description

The 19.67-acre project site is generally located in the northwest quadrant of the US 101/Tennant Avenue interchange and is mostly undeveloped with the exception of two currently occupied existing medical office buildings totaling 15,900 square feet (s.f.). The existing medical office buildings are proposed to remain and would be part of the Planned Development Mater Plan. The Master Plan development for the site includes the following land uses:

- a 100,000-s.f. hospital with 55 beds,
- 10,000 s.f. of commercial and restaurant space,
- 200 multi-family residential units,

- 25,900 s.f. of medical office space (existing 15,900 s.f. plus an additional 10,000 s.f.), and
- 4,500 s.f. of urgent care space.

The project site plan shows a total of four access driveway, two along Juan Hernandez Drive and two along Barrett Avenue. However, the City has requested that the two proposed access points along Barret Avenue be designated as emergency access only due to the potential conflict with traffic to/from the adjacent Barrett Elementary School, located just north of the project site. In addition, City staff has stated that the southernmost driveway along Juan Hernandez Drive (existing driveway) needs to be relocated and aligned with St. James Drive, located approximately 100 feet north of the driveway, to form a four-legged intersection. Thus, this analysis assumes that all project site access would be provided via the two proposed driveways along Juan Hernandez Drive only, and that the southernmost driveway would be realigned with St. James Drive, as requested by City staff.

Project Trip Estimates

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

Trip Generation

Through empirical research, data have been collected that correlate to common land uses their propensity for producing traffic. Thus, for the most common land uses there are standard trip generation rates that can be applied to help predict the future traffic increases that would result from a new development. Trip generation estimates for each component of the proposed project are based on trip generation rates obtained from the Institute of Transportation Engineers' (ITE's) *Trip Generation Manual*, Tenth Edition, 2017.

Proposed Project Trip Generation

Project trip generation was estimated by applying to the size of the proposed development the applicable ITE trip generation rates. ITE trip generation rates for the following land uses were utilized:

- Multi-family housing (mid-rise) – ITE land use #221
- High-turnover (sit-down) restaurant – ITE land use #932
- Hospital – ITE land use #610
- Medical-dental office building – ITE land use #720
- Urgent care clinic – ITE land use #630

It should be noted that since it is unknown the amount of restaurant land use versus the retail land use, as a conservative approach, trip generation for the proposed restaurant/retail land use was estimated based on restaurant rates only. Restaurant land use is a higher trip generator compared to retail land use, resulting in a conservative trip generation estimate.

The trip estimates for each of the proposed land use components of the project were reduced to account for internalization, or trips made between each of the proposed land uses. The reductions are based on the assumption that vehicle trips generated by each of the proposed land uses of the site

would be reduced due to internalization of trips. Trip reductions for mixed-use components are based on the smaller trip-generator of the two uses. Reductions were applied for the internalization between the residential and retail components (15%) and between the residential and employment components (3%) of the project, as recommended by the VTA's *Transportation Impact Analysis Guidelines*, October 2014.

In addition, trip generation for retail uses is typically adjusted to account for pass-by-trips. Pass-by-trips are trips that would already be on the adjacent roadways (and are therefore already counted in the existing traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not actually generated by the retail development but is already part of the ambient traffic levels. Pass-by-trips are therefore excluded from the traffic projections (although pass-by traffic is accounted for at the site entrances). A typical pass-by trip reduction of 20% for retail development within the City of Morgan Hill was applied to the retail (or restaurant) component of the proposed project.

Based on the ITE trip generation rates and applicable trip reductions, it is estimated that the proposed project would generate 4,102 daily trips, with 333 trips (201 inbound and 132 outbound) occurring during the AM peak-hour and 346 trips (146 inbound and 200 outbound) occurring during the PM peak-hour.

Existing Site Trips

The project site is currently occupied with 15,900 s.f. of medical office space. The trip generation estimates include the existing medical office buildings, in addition to the proposed additional medical office space, as part of the Master Plan development for the site. Thus, in order to avoid double counting trips associated with the existing uses on the project site, traffic associated with these uses were subtracted from the trips estimated to be generated by the proposed Master Plan. The trips generated by the existing uses on site were obtained from new driveway counts completed in February 2020. Based on the driveway counts, the existing medical office buildings generate 218 daily vehicle trips, with 20 trips (17 inbound and 3 outbound) occurring during the AM peak-hour and 19 trips (4 inbound and 15 outbound) occurring during the PM peak-hour.

Net Project Trip Generation

Based on the ITE trip generation rates, applicable trip reductions, and credit for the existing use on the project site, it is estimated that the proposed project would generate an additional 3,884 daily trips, with 313 trips (184 inbound and 129 outbound) occurring during the AM peak-hour and 327 trips (142 inbound and 185 outbound) occurring during the PM peak-hour. The trip generation estimates for the proposed project are presented in Table 5.

Trip Distribution

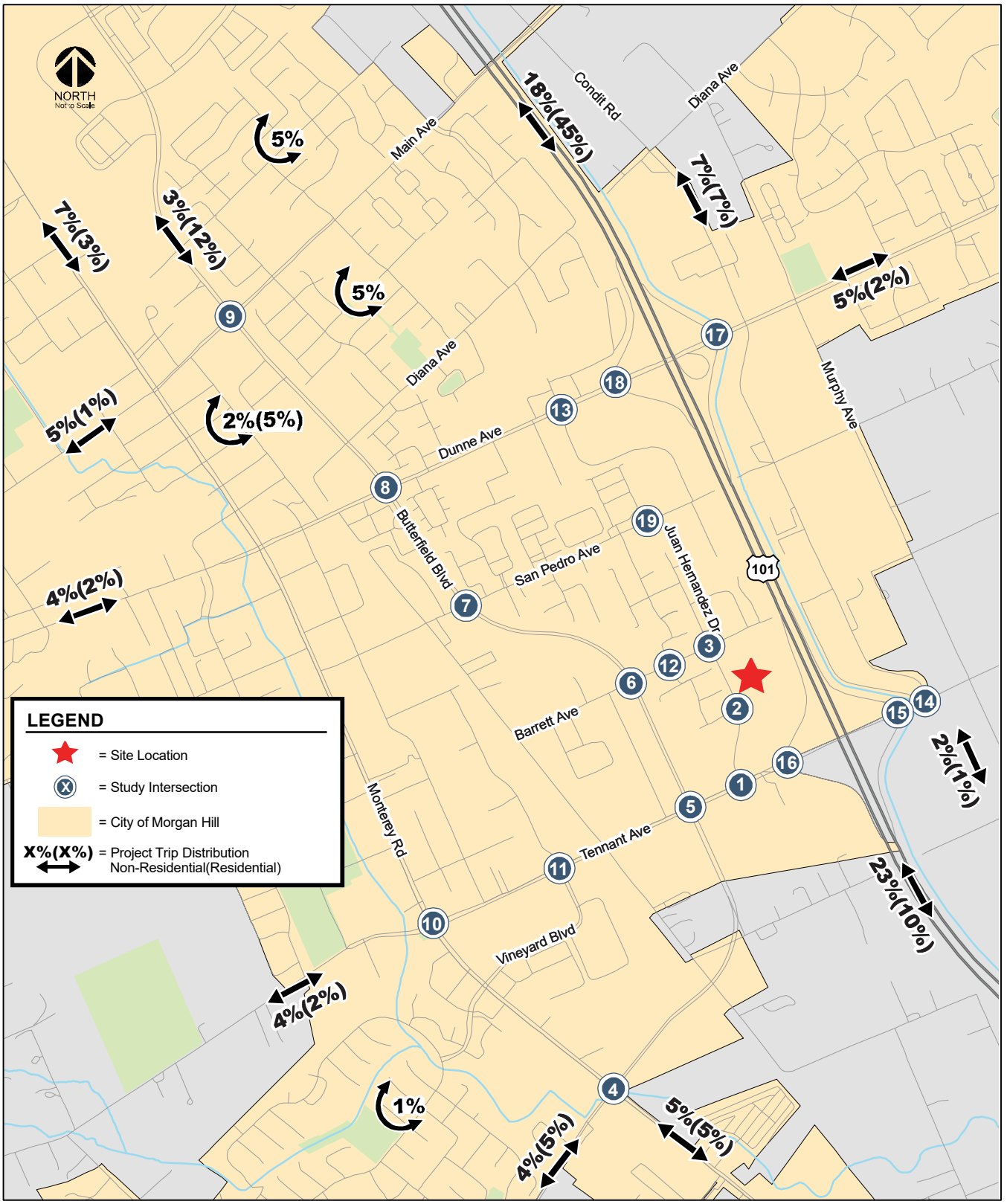
The trip distribution patterns for project-generated traffic for each of the proposed land uses was estimated based on existing travel patterns on the surrounding roadway system, locations of complementary land uses, and the City of Morgan Hill Traffic Demand Forecasting (TDF) Model. The project trip distribution patterns for each land use are discussed below and shown graphically on Figure 7.

Table 5
Project Trip Generation Estimates

					AM Peak Hour						PM Peak Hour					
		Daily			Split		Trip				Split		Trip			
Land Use	Size	Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Proposed Land Uses																
Multifamily Housing (Mid-Rise) - ITE LU #221	200 Dwelling Units	5.44	1,088	0.36	26%	74%	19	53	72	0.44	61%	39%	54	34	88
15% Housing and Retail Mixed-Use Reduction[1]			-163				-3	-8	-11				-8	-5	-13
3% Housing and Employment Mixed-Use Reduction[2]			-33				-1	-2	-3				-2	-1	-3
High-Turnover (Sit-Down) Restaurant - ITE LU #932	10,000 Square Feet	112.18	1,122	9.94	55%	45%	54	45	99	9.77	62%	38%	61	37	98
15% Housing and Retail Mixed-Use Reduction[1]			-163				-8	-3	-11				-5	-8	-13
20% PM Passby Reduction[3]			-17				0	0	0				-11	-6	-17
Hospital - ITE LU #610	55 Beds	22.32	1,228	1.84	72%	28%	73	28	101	1.89	28%	72%	29	75	104
Medical-Dental Office Building - ITE LU #720	25,900 Square Feet	34.80	901	2.78	78%	22%	56	16	72	3.46	28%	72%	25	65	90
Urgent Care (Clinic) - ITE LU #630	4,500 Square Feet	38.16	172	3.69	78%	22%	13	4	17	3.28	29%	71%	4	11	15
3% Housing and Employment Mixed-Use Reduction[2]			-33				-2	-1	-3				-1	-2	-3
Total			**4,102**				**201**	**132**	**333**				**146**	**200**	**346**
Existing Medical Office Driveway Counts[4]			**218**				**17**	**3**	**20**				**4**	**15**	**19**
Net Project Trips (Proposed - Existing Driveway Counts)			**3,884**				**184**	**129**	**313**				**142**	**185**	**327**

Source: ITE Trip Generation Manual, 10th Edition, 2017
ITE LU # = ITE land use number
[1]As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for a mixed-use development project with housing and retail components is equal to 15% off the smaller trip generator.
[2]As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for a mixed-use development project with housing and employment components is equal to 3% off the smaller trip generator.
[3]A 20% pass-by reduction is typically applied during the PM peak-hour to retail projects in Morgan Hill.
[4]Daily trips for the existing medical offices were estimated based on the ratio between the peak-hour driveway counts and ITE rates.

Figure 7
Project Trip Distribution



Trip Assignment

The peak-hour trips associated with each of the proposed project land use components were added to the transportation network in accordance with the distribution patterns discussed above. Figure 8 shows the assignment of project traffic on the local transportation network. A tabular summary of project traffic at each study intersection is contained in Appendix B.

Existing Plus Project Traffic Volumes

Project trips for each of the land use components, as represented in the above project trip assignment, were added to the existing traffic volumes to obtain existing plus project traffic volumes. The existing plus project traffic volumes are shown on Figure 9.

Existing Plus Project Intersection Level of Service Analysis

The results of the level of service analysis and signal warrant checks under existing plus project conditions are summarized in Table 6. The results indicate that, measured against the City of Morgan Hill level of service standards, all of the study intersections are projected to operate at acceptable levels of service (LOS D or better) under existing plus project conditions, during both the AM and PM peak hours.

Based on the Peak-Hour Volume Signal Warrant, (Warrant #3 – Part B, CAMUTCD 2014 Edition), the intersection of Condit Road and Tennant Avenue (intersection #14) would continue to have peak-hour traffic volume levels that warrant installation of a traffic signal during the AM and PM peak hour under existing plus project conditions. According to the City of Morgan Hill level of service significant impact thresholds, the project would have an impact at this intersection if the intersection is projected to operate at unacceptable level of service conditions and the peak-hour signal warrant is met during the same peak-hour. The intersection is projected to operate at acceptable levels of service and, therefore, would not be impacted by the proposed project.

The level of service calculation sheets are included in Appendix C. The peak-hour signal warrant sheets are contained in Appendix D.

Freeway Segment Analysis

As discussed in Chapter 1 of this report, per CMP technical guidelines, freeway segment level of service analysis shall be conducted on all segments to which the project is projected to add trips representing one percent or more of the freeway segment's capacity. Since the number of new trips added to the freeway segments by the proposed project do not equal or exceed one percent of the capacity of the freeway segments near the project site, a freeway level of service analysis for the CMP is not required. The percentage of traffic projected to be added by the project to freeway segments in the project area is summarized in Table 3, Chapter 1.

Figure 8
Project Trip Assignment

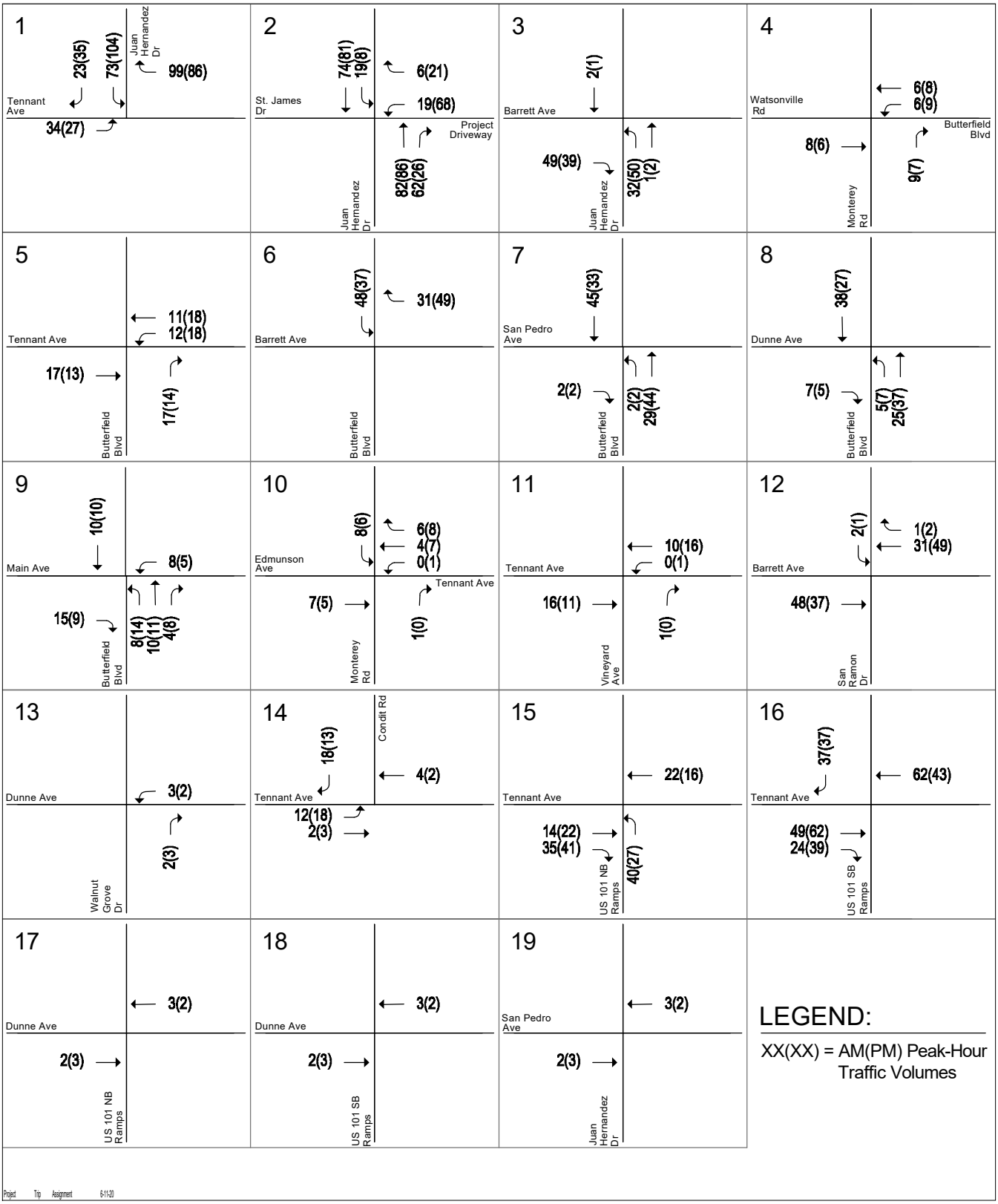


Figure 9
Existing Plus Project Traffic Volumes

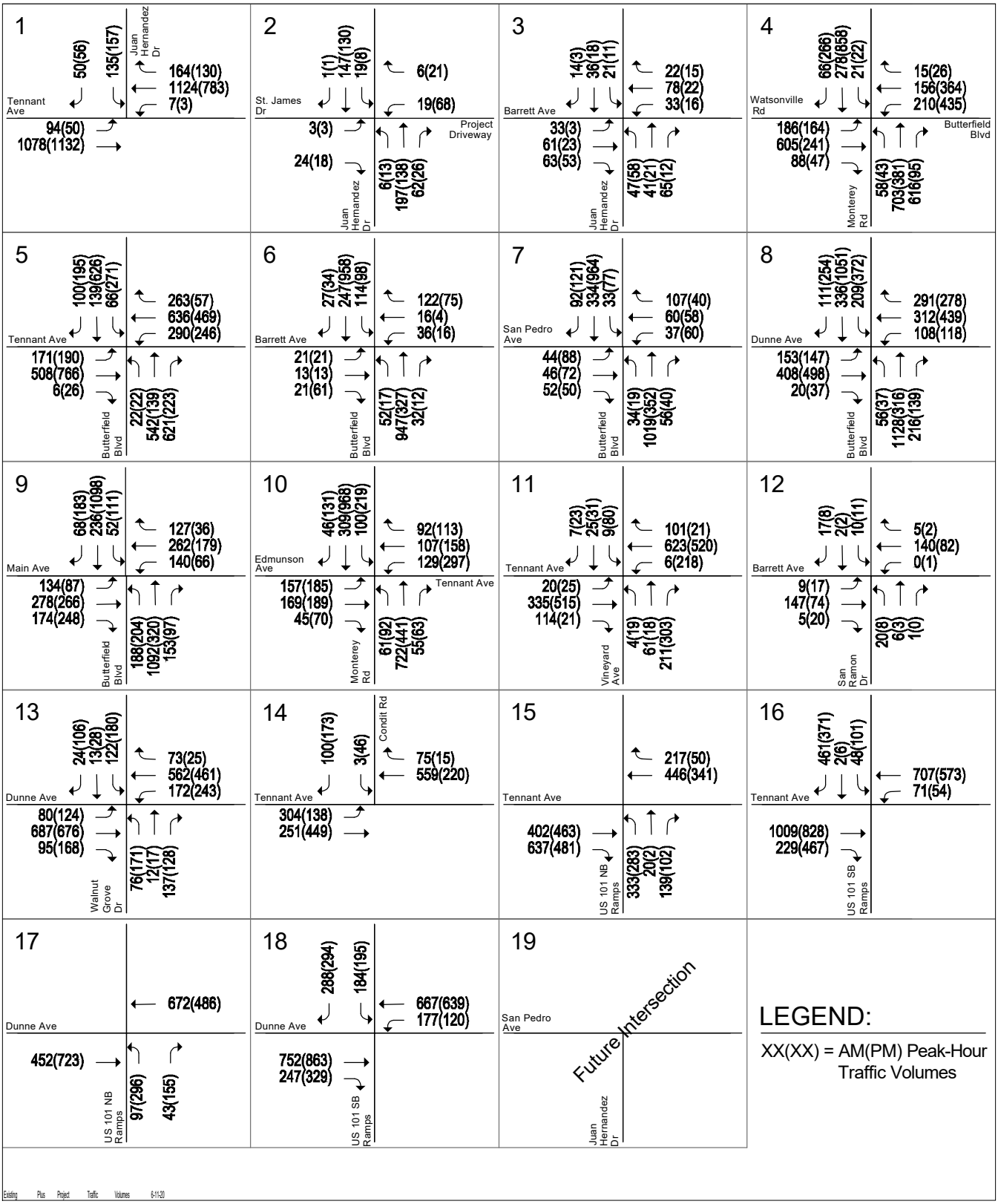


Table 6
Existing Plus Project Intersection Levels of Service

Int. #	Intersection	Existing Control	LOS Standard	Peak Hour	Count Date	Existing Warrant Met?	Existing Delay[1]	Existing LOS	Existing + Project Warrant Met?	Existing + Project Delay[1]	Existing + Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Tennant Avenue and Juan Hernandez Drive	Signal	E	AM	02/06/20	--	10.5	B	--	10.9	B	1.3	0.072
				PM	02/06/20	--	10.2	B	--	10.9	B	1.5	0.070
2	Juan Hernandez Drive and St. James Drive	OWSC	D	AM	02/06/20	No	8.8	A	No	11.7	B	N/A	N/A
				PM	02/06/20	No	8.7	A	No	11.3	B	N/A	N/A
3	Juan Hernandez Drive and Barrett Avenue	AWSC	D	AM	02/06/20	No	8.4	A	No	8.6	A	N/A	N/A
				PM	02/06/20	No	7.5	A	No	7.8	A	N/A	N/A
4	Monterey Road and Watsonville Road/Butterfield Boulevard	Signal	D	AM	03/14/19	--	25.0	C	--	25.2	C	0.3	0.009
				PM	03/14/19	--	38.1	D	--	38.2	D	0.2	0.005
5	Butterfield Boulevard and Tennant Avenue	Signal	E	AM	02/06/20	--	29.8	C	--	29.9	C	0.3	0.016
				PM	02/06/20	--	33.9	C	--	34.1	C	0.5	0.015
6	Butterfield Boulevard and Barrett Avenue	Signal	D	AM	02/06/20	--	11.1	B	--	12.3	B	1.7	0.053
				PM	02/06/20	--	10.3	B	--	10.8	B	0.2	0.009
7	Butterfield Boulevard and San Pedro Avenue	Signal	D	AM	03/14/19	--	13.0	B	--	13.0	B	0.0	0.009
				PM	03/14/19	--	13.2	B	--	13.2	B	0.0	0.013
8	Butterfield Boulevard and Dunne Avenue	Signal	D	AM	05/08/18	--	35.5	D	--	35.3	D	0.3	0.016
				PM	05/08/18	--	31.7	C	--	31.9	C	0.1	0.014
9	Butterfield Boulevard and Main Avenue	Signal	D	AM	05/08/18	--	27.6	C	--	27.7	C	0.4	0.008
				PM	05/08/18	--	29.8	C	--	30.3	C	0.8	0.015
10	Monterey Road and Tennant Avenue/Edmunson Avenue	Signal	E	AM	03/14/19	--	23.3	C	--	23.5	C	0.4	0.005
				PM	03/14/19	--	35.2	D	--	35.3	D	0.2	0.002
11	Tennant Avenue and Vineyard Avenue	Signal	D	AM	02/06/20	--	16.4	B	--	16.5	B	0.1	0.003
				PM	02/06/20	--	19.4	B	--	19.5	B	0.1	0.004
12	Barrett Avenue and San Ramon Drive	TWSC	D	AM	02/06/20	No	10.4	B	No	11.0	B	N/A	N/A
				PM	02/06/20	No	9.4	A	No	10.0	B	N/A	N/A
13	Dunne Avenue and Walnut Grove Drive	Signal	E	AM	03/28/19	--	18.4	B	--	18.4	B	0.0	0.001
				PM	03/28/19	--	28.5	C	--	28.5	C	0.0	0.001
14	Tennant Avenue and Condit Road	OWSC	E	AM	06/04/19	**Yes**	14.7	B	**Yes**	15.1	C	N/A	N/A
				PM	06/04/19	**Yes**	14.6	B	**Yes**	15.2	C	N/A	N/A
15	US 101 NB Ramps and Tennant Avenue	Signal	E	AM	06/04/19	--	11.6	B	--	12.4	B	1.1	0.018
				PM	06/04/19	--	11.1	B	--	11.4	B	0.2	0.024
16	US 101 SB Ramps and Tennant Avenue	Signal	E	AM	06/04/19	--	21.5	C	--	22.2	C	0.9	0.037
				PM	06/04/19	--	19.7	B	--	20.2	C	0.6	0.041
17	US 101 Northbound Ramps and Dunne Avenue	Signal	E	AM	05/08/18	--	5.3	A	--	5.3	A	0.0	0.001
				PM	05/08/18	--	11.8	B	--	11.8	B	0.0	0.001
18	US 101 Southbound Ramps and Dunne Avenue	Signal	E	AM	05/08/18	--	20.9	C	--	20.9	C	0.0	0.000
				PM	05/08/18	--	18.8	B	--	18.8	B	0.0	0.000
19	Juan Hernandez Drive and San Pedro Avenue	Future	D	AM	--	--	--	--	--	--	--	--	--
	(Future Intersection)			PM	--	--	--	--	--	--	--	--	--

Notes:
[1]The reported delay and corresponding level of service for signalized and all-way stop-controlled intersections represent the average delay for all approaches at the intersection.
The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.

4. Year 2035 General Plan Conditions

This chapter presents the long-term Year 2035 General Plan traffic conditions with and without the proposed project. The proposed Planned Development Master Plan subdivision and site uses require a General Plan Amendment (GPA) and Zoning Amendment. The current adopted General Plan land use designation for the 19.67-acre project site is Commercial and is located within a Service Commercial (CS) zoning district with Planned Development (PD) Combining District overlay. The applicant proposes to change the Commercial General Plan designation to Mixed-Use Flex, and through a Zoning Amendment requests to amend the zoning district to Mixed-Use Flex and Planned Development (PD) Combining District.

Year 2035 General Plan conditions are comprised of forecasted traffic volumes and reflect estimated traffic growth associated with the proposed land use amendment for the project as well as buildout of the projected land use growth and transportation improvements identified in the City of Morgan Hill General Plan. This chapter describes the procedure used to determine Year 2035 General Plan traffic volumes and the resulting traffic conditions with the proposed land use amendment. The analysis includes an evaluation of the proposed land use amendment (Year 2035 General Plan plus project conditions) against the adopted 2035 General Plan (No Project) conditions.

Year 2035 General Plan Transportation Network

The Year 2035 General Plan traffic forecasts include land use growth and transportation improvements associated with buildout of the City's General Plan as identified in the City's *2010 General Plan Circulation Element*. Several new roadways are planned under Year 2035 General Plan conditions to provide for enhanced connectivity and circulation throughout the City. The roadway improvements presented in Table 7 and Figure 10 are planned and assumed to be completed under Year 2035 General Plan conditions. Some of these roadway improvements will result in changes to intersection lane geometrics, as also identified in the *2010 General Plan Circulation Element,* will be required to implement the Year 2035 GP roadway improvements. Figure 11 shows the planned intersection geometries under Year 2035 General Plan conditions.

Though not planned as part of the City's GP roadway network, the City has requested that the 2035 GP roadway network includes the extension of Juan Hernandez Drive from its current terminus point north of San Vicente Drive to San Pedro Avenue, creating a new T-intersection with San Pedro Avenue. In addition, the Year 2035 General Plan transportation network also includes the planned widening of US 101 to include an HOV lane in both the southbound and northbound directions between Cochrane Road and Monterey Road in Gilroy, as identified in the Valley Transportation Plan (VTP) 2040 adopted

Table 7
Year 2035 General Plan Roadway Improvements

No	2035 Roadway Improvements
1	Extension of Butterfield Blvd as a 2-lane collector between Madrone Pkwy and Cochrane Rd
2	Extension of Hale Ave/Santa Teresa Blvd as a 2-lane multi-modal arterial between Main Ave and Spring Ave
3	Closure of DeWitt Ave between Price Drive and Spring Ave
4	Extension of Walnut Grove as a 2-lane collector between Dunne Ave and Diana Ave
5	Tennant Ave widening as a 4-lane arterial between Condit Rd and Murphy Ave
6	Monterey Rd widened to a 4-lane arterial between Cochrane Rd and Old Monterey Rd / Llagas Creek Dr
7	Dunne Ave widened to a 4-lane arterial between Monterey Rd and Del Monte Ave
8	Modifications to intersection control and access at San Pedro Ave and Monterey Rd
9	Extension of Madrone Parkway as a 2-lane arterial between Hale Ave and Monterey Rd
10	Realignment of DeWitt Ave as a 2-lane arterial with Sunnyside Ave
11	Extension of Mission View Dr as a 2-lane collector between Cochrane Rd and Vista del Lomas Ave
12	Mission View Dr upgraded to a 2-lane multi-modal arterial between Cochrane Rd and Half Rd
13	Extension of Murphy Ave/Mission View Dr as a 2-lane multi-modal arterial between Half Rd and Diana Ave
14	Cochrane Rd widened to a 6-lane arterial between Monterey Rd and Mission View Dr
15	Main Ave widened to a 4-lane arterial between Depot St and Butterfield Blvd
16	Watsonville Rd widened to a 4-lane arterial between La Alameda and Monterey Rd
17	Extension of Serene Dr as a 2-lane collector between Jarvis Dr and Central Ave
18	Dunne Avenue intersection at Depot Street closed with Dunne Avenue grade separation from Union Pacific railroad tracks
19	Extension of McKevly Lane as a 2-lane collector between West Edmundson Ave and La Crosse Dr
20	Tennant Ave widened to a 6-lane arterial between US 101 and Butterfield Blvd
21	Extension of Hill Rd/Peet Rd as a 2-lane collector between Half Rd and Main Ave

Source: City of Morgan Hill General Plan Circulation Element Network and Policy Revisions Transportation Impact Analysis, prepared by Fehr & Peers Transportation Consultants, July 2009.

by the VTA in October 2013. The VTP 2040 also identifies the conversion of the HOV lanes all along US 101 within Santa Clara County to express lanes.

Year 2035 General Plan Land Use and Traffic Forecasts

Traffic volume forecasts were completed by Hexagon based on the proposed Morgan Hill 2035 General Plan land use projections and using the City of Morgan Hill's TDF model. Model volume forecasts were developed for both the Base Year 2015 baseline conditions and the Year 2035 General Plan conditions. These forecasts are considered "raw" model volume forecasts, which on their own do not represent future volume conditions, but are simply used to forecast growth and travel pattern changes expected in the future due to the land use changes associated with the Morgan Hill 2035 General Plan. To obtain the final traffic volume forecasts, adjustments are made to raw model volume forecasts and used in conjunction with existing count data. This process is further explained below.

Turn-Movement Adjustments

Adjustments were made to the raw forecasted volumes from the model to account for instances where the turn movements produced by the model are relatively coarse. The adjustment process begins by comparing and adjusting baseline model forecasts (Year 2015 forecasts representing existing conditions) with existing traffic counts. By adjusting the baseline model forecasts with existing volumes, model projections are calibrated with actual travel patterns on the existing roadway network. Once the base model forecasts are calibrated, future model forecasts are developed for Year 2035 General Plan conditions. These represent the "raw" model volume forecasts.

Figure 10
Year 2035 General Plan Roadway Improvements

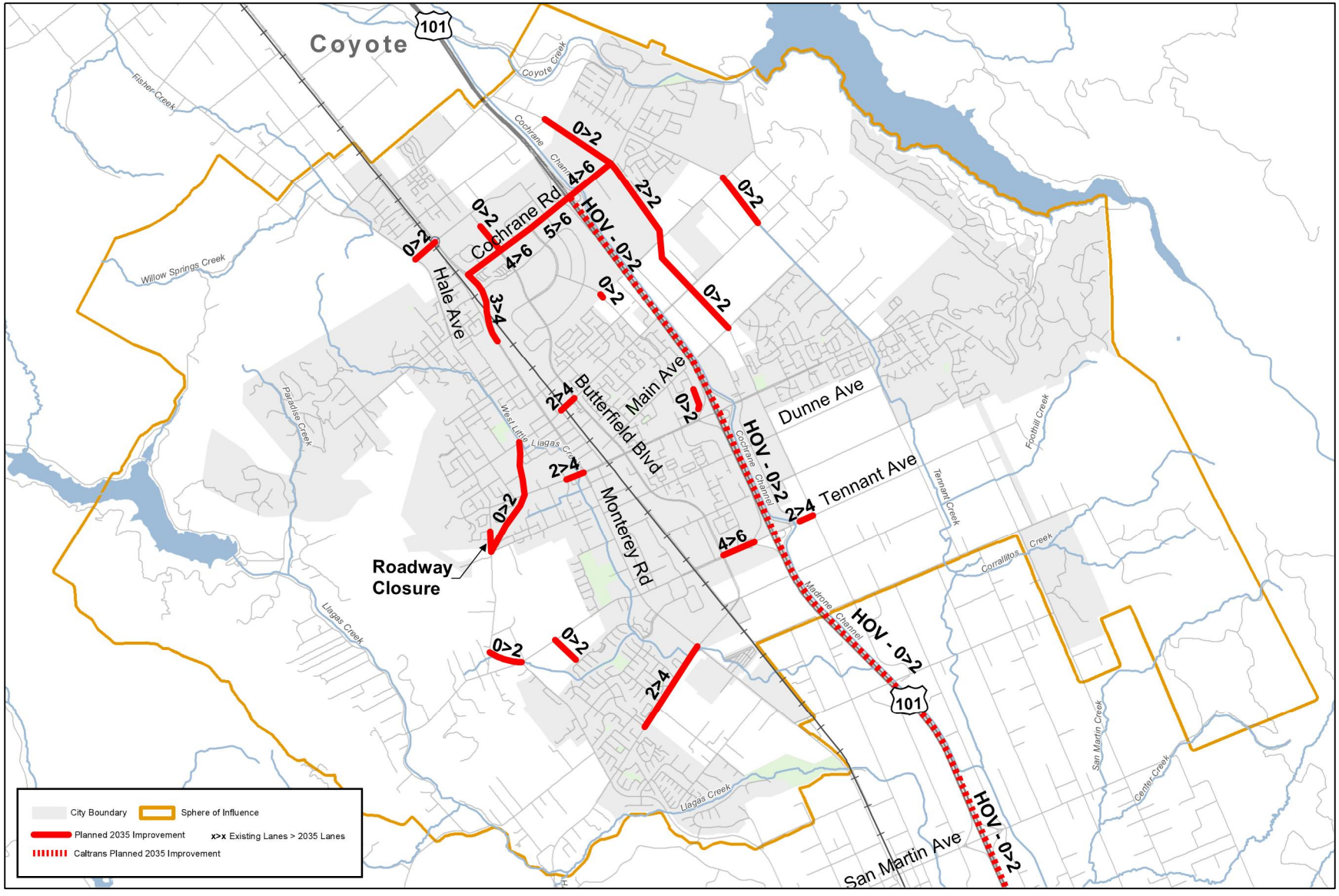
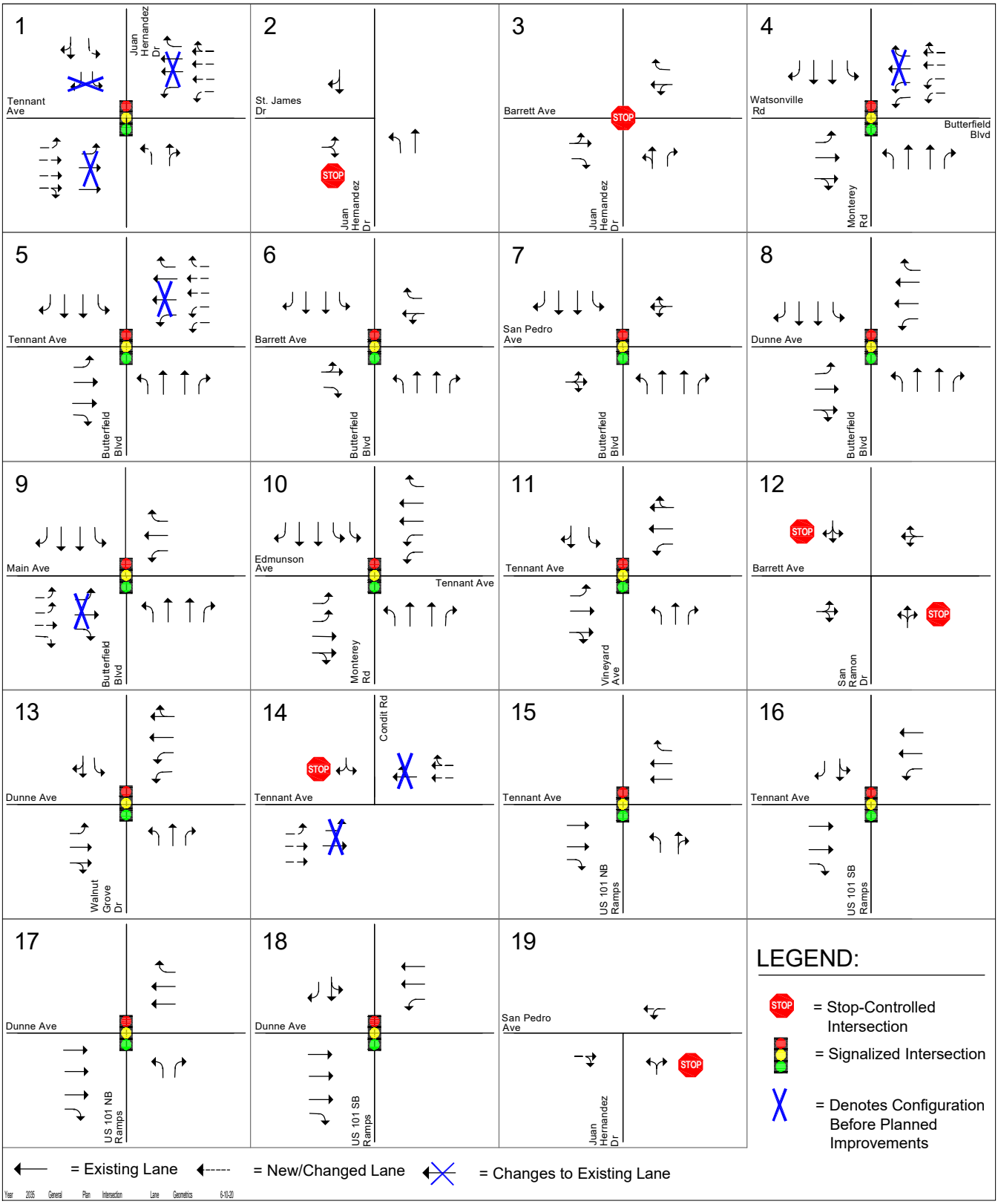


Figure 11
Year 2035 General Plan Intersection Lane Geometrics



To obtain the final traffic volume forecasts, raw model volume forecasts in conjunction with existing count data are used. Final future traffic volume forecasts are developed by adding to the existing traffic count data the projected growth between the baseline (Year 2015) and the General Plan (Year 2035) raw model volume forecasts. The adjustment process is outlined below:

Final Traffic Volume Forecast = Existing Count + (2035 GP Forecast - 2015 Forecast)

It should be noted that as a conservative approach, it was assumed in this analysis that, unless a major change in the roadway network or existing land use is projected for the future conditions, all future model forecast volumes would be no less than the existing traffic counts. Figure 12 shows the Year 2035 General Plan no project traffic volumes. Appendix B lists 2035 General Plan no project traffic volumes at each study intersection.

Year 2035 Project Trip Generation Estimates

The City's traffic forecasting model was used to produce Year 2035 AM and PM peak hour traffic forecasts with the proposed land use amendment and site uses. The current General Plan land uses contained in the Traffic Analysis Zone(s) that represent the project site were adjusted to reflect the proposed land use amendment and site uses.

Hexagon prepared trip estimates for the project site's adopted GP land uses included in the City's traffic model and the proposed project site uses. The adopted 2035 GP land uses for the project site include 89,000 s.f. of retail and service space, 60,000 s.f. of office space, and 14,000 s.f. of medical office space.

When compared to the adopted land uses included in the City's General Plan for the project site, the proposed project would result in a reduction of the daily trips that would be generated by the project site. The proposed site uses would also result in a net increase of 140 AM peak-hour trips and a reduction of 42 PM peak-hour trips. The trip generation estimates under Year 2035 General Plan Amendment Conditions for the proposed uses for the project site are presented in Table 8. Figure 13 presents the 2035 General Plan with project traffic volumes. Appendix B lists 2035 General Plan with project traffic volumes at each study intersection.

Year 2035 General Plan Intersection Level of Service Analysis

The level of service and signal warrant check results under Year 2035 General Plan without and with project conditions are summarized in Table 9. The results show that the following study intersection is projected to operate at an unacceptable level of service (LOS F) and have peak-hour traffic volume levels that warrant installation of a traffic signal during the PM peak-hour under both Year 2035 General Plan without and with project conditions:

14. Tennant Avenue and Condit Road (**Impact**: PM peak-hour)

Based on City of Morgan Hill level of service significant impact thresholds, this constitutes a significant impact to the intersection.

All other study intersections are projected to operate at acceptable levels of service under Year 2035 General Plan with project conditions during the AM and PM peak hours.

Figure 12
Year 2035 General Plan No Project Traffic Volumes

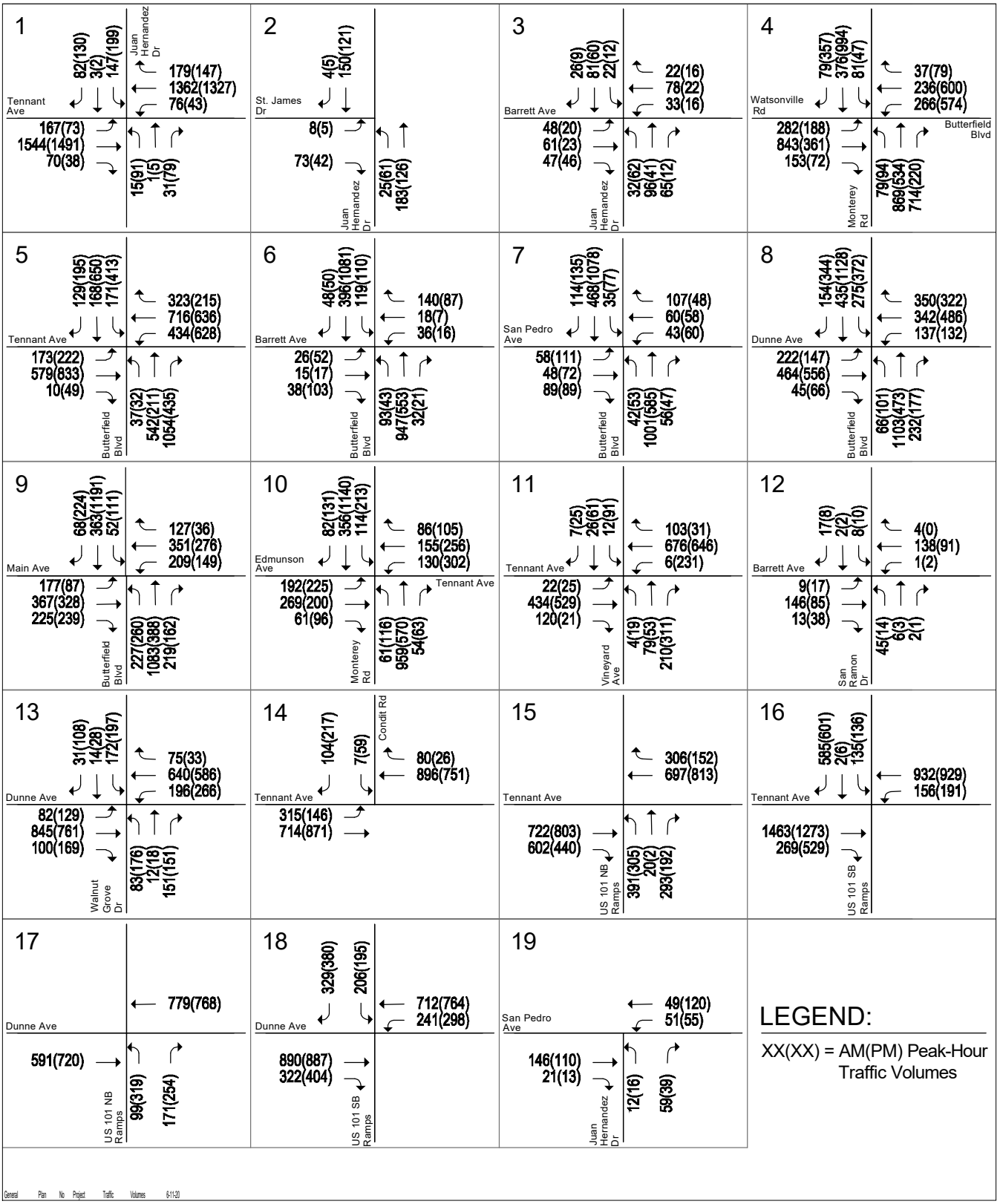


Table 8
Year 2035 General Plan Trip Generation Estimates

				AM Peak Hour						PM Peak Hour					
		Daily			Split		Trip				Split		Trip		
Land Use	Size	Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Proposed Land Uses															
Multifamily Housing (Mid-Rise) - ITE LU #221	200 Dwelling Units	5.44	1,088	0.36	26%	74%	19	53	72	0.44	61%	39%	54	34	88
15% Housing and Retail Mixed-Use Reduction[1]			-163				-3	-8	-11				-8	-5	-13
3% Housing and Employment Mixed-Use Reduction[2]			-33				-1	-2	-3				-2	-1	-3
High-Turnover (Sit-Down) Restaurant - ITE LU #932	10,000 Square Feet	112.18	1,122	9.94	55%	45%	54	45	99	9.77	62%	38%	61	37	98
15% Housing and Retail Mixed-Use Reduction[1]			-163				-8	-3	-11				-5	-8	-13
20% PM Passby Reduction[3]			-17				0	0	0				-11	-6	-17
Hospital - ITE LU #610	55 Beds	22.32	1,228	1.84	72%	28%	73	28	101	1.89	28%	72%	29	75	104
Medical-Dental Office Building - ITE LU #720	25,900 Square Feet	34.80	901	2.78	78%	22%	56	16	72	3.46	28%	72%	25	65	90
Urgent Care (Clinic) - ITE LU #630	4,500 Square Feet	38.16	172	3.69	78%	22%	13	4	17	3.28	29%	71%	4	11	15
3% Housing and Employment Mixed-Use Reduction[2]			-33				-2	-1	-3				-1	-2	-3
Total			**4,102**				**201**	**132**	**333**				**146**	**200**	**346**
General Plan Land Uses															
General Office Building - ITE LU #710	60,000 Square Feet	9.74	584	1.16	86%	14%	60	10	70	1.15	16%	84%	11	58	69
Medical-Dental Office Building - ITE LU #720	14,000 Square Feet	34.80	487	2.78	78%	22%	30	9	39	3.46	28%	72%	13	35	48
Shopping Center - ITE LU #820	89,000 Square Feet	37.75	3,360	0.94	62%	38%	52	32	84	3.81	48%	52%	163	176	339
20% PM Passby Reduction[3]			-68				0	0	0				-33	-35	-68
Total			**4,363**				**142**	**51**	**193**				**154**	**234**	**388**
Difference (Proposed - GP Land Uses)			**-261**				**59**	**81**	**140**				**-8**	**-34**	**-42**

Source: ITE Trip Generation Manual, 10th Edition 2017
ITE LU # = ITE land use number
[1]As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for a mixed-use development project with housing and retail components is equal to 15% off the smaller trip generator.
[2]As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for a mixed-use development project with housing and employment components is equal to 3% off the smaller trip generator.
[3]A 20% pass-by reduction is typically applied during the PM peak-hour to retail projects in Morgan Hill.

Figure 13
Year 2035 General Plan with Project Traffic Volumes

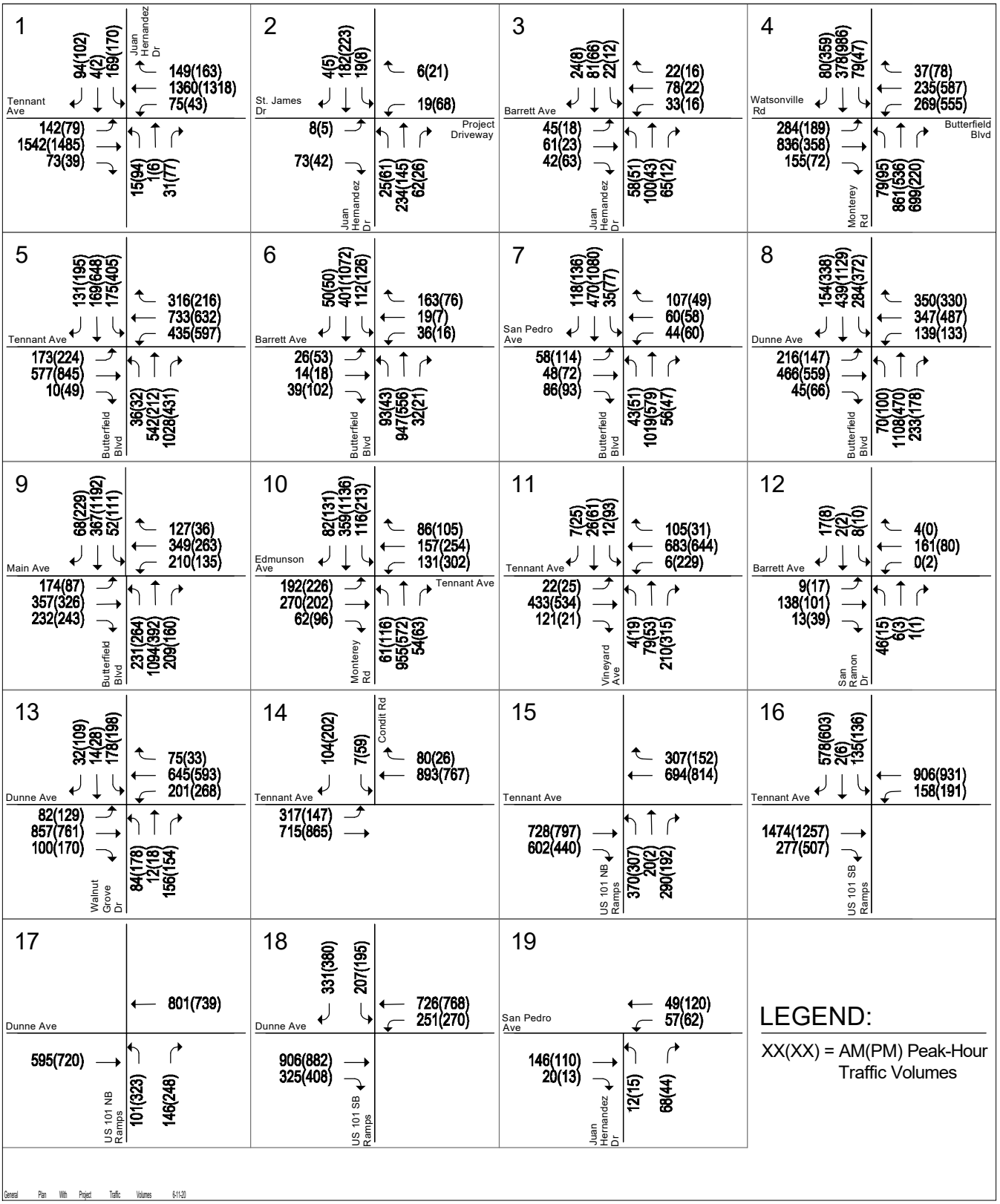


Table 9
Year 2035 General Plan Conditions Intersection Levels of Service

Int. #	Intersection	Year 2035 Control	2035 General Plan No Project Warrant Met?	Delay[1]	LOS	2035 General Plan Plus Project Warrant Met?	Delay[1]	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Tennant Avenue and Juan Hernandez Drive	Signal	--	19.0	B	--	19.7	B	1.1	0.015
			--	20.7	C	--	19.5	B	-1.4	-0.023
2	Juan Hernandez Drive and St. James Drive	OWSC	No	9.6	A	No	13.7	B	N/A	N/A
			No	9.3	A	No	14.3	B	N/A	N/A
3	Juan Hernandez Drive and Barrett Avenue	AWSC	No	9.0	A	No	9.2	A	N/A	N/A
			No	8.2	A	No	8.1	A	N/A	N/A
4	Monterey Road and Watsonville Road/Butterfield Boulevard	Signal	--	31.8	C	--	31.2	C	-1.2	-0.013
			--	40.8	D	--	40.6	D	-0.3	-0.009
5	Butterfield Boulevard and Tennant Avenue	Signal	--	51.6	D	--	50.1	D	-2.8	-0.015
			--	38.3	D	--	38.0	D	-0.9	-0.012
6	Butterfield Boulevard and Barrett Avenue	Signal	--	12.9	B	--	13.2	B	0.4	0.011
			--	11.9	B	--	11.9	B	0.0	-0.003
7	Butterfield Boulevard and San Pedro Avenue	Signal	--	13.6	B	--	13.6	B	0.0	0.006
			--	14.8	B	--	14.9	B	0.2	0.004
8	Butterfield Boulevard and Dunne Avenue	Signal	--	38.9	D	--	39.0	D	0.5	0.009
			--	34.6	C	--	34.6	C	0.0	0.001
9	Butterfield Boulevard and Main Avenue	Signal	--	30.8	C	--	30.7	C	-0.3	-0.002
			--	36.3	D	--	35.7	D	-0.8	-0.007
10	Monterey Road and Tennant Avenue/Edmunson Avenue	Signal	--	23.9	C	--	24.0	C	0.1	0.001
			--	36.4	D	--	36.4	D	0.1	-0.001
11	Tennant Avenue and Vineyard Avenue	Signal	--	17.2	B	--	17.3	B	0.1	0.003
			--	20.2	C	--	20.2	C	0.0	0.002
12	Barrett Avenue and San Ramon Drive	TWSC	No	11.3	B	No	11.5	B	N/A	N/A
			No	10.2	B	No	10.3	B	N/A	N/A
13	Dunne Avenue and Walnut Grove Drive	Signal	--	20.1	C	--	20.4	C	0.4	0.010
			--	28.1	C	--	28.1	C	0.1	0.002
14	Tennant Avenue and Condit Road	OWSC	**Yes**	24.2	C	**Yes**	24.2	C	N/A	N/A
			Yes	**76.0**	**F**	**Yes**	**77.3**	**F**	N/A	N/A
15	US 101 NB Ramps and Tennant Avenue	Signal	--	12.1	B	--	11.8	B	-0.2	-0.012
			--	10.4	B	--	10.4	B	0.0	0.002
16	US 101 SB Ramps and Tennant Avenue	Signal	--	31.2	C	--	31.2	C	-0.1	0.000
			--	31.1	C	--	31.0	C	-0.2	-0.003
17	US 101 Northbound Ramps and Dunne Avenue	Signal	--	7.4	A	--	6.7	A	-0.7	0.008
			--	10.7	B	--	10.8	B	0.1	-0.006
18	US 101 Southbound Ramps and Dunne Avenue	Signal	--	21.7	C	--	21.9	C	0.3	0.010
			--	22.9	C	--	22.4	C	-0.8	-0.015
19	Juan Hernandez Drive and San Pedro Avenue	OWSC	No	9.6	A	No	9.7	A	N/A	N/A
	(Future Intersection)		No	9.7	A	No	9.7	A	N/A	N/A

Notes:
[1]The reported delay and corresponding level of service for signalized and all-way stop-controlled intersections represent the average delay for all approaches at the intersection. The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.
Bold indicates unacceptable level of service.
Bold and boxed indicate significant impact.

Year 2035 General Plan Impacts and Mitigation Measures

Described below are the intersection impact and recommended mitigation measures under Year 2035 General Plan conditions.

14. Tennant Avenue and Condit Road

Impact: This intersection is projected to operate at an unacceptable level of service (LOS F) during the PM peak hour under Year 2035 General Plan conditions without and with the project. Additionally, the peak-hour traffic signal warrant checks indicate that the intersection would have traffic volumes that meet thresholds that warrant signalization

during the PM peak-hour under both Year 2035 General Plan without and with project conditions. This constitutes a significant impact to the intersection based on the City's impact criteria.

Mitigation: Possible improvements to mitigate the impact at this intersection consist of the implementation of a traffic signal. However, the decision to install a traffic signal should not be based solely on satisfying one traffic signal warrant. Instead, intersections that meet the peak-hour warrant should be subject to further analysis before determining that a traffic signal is necessary. Engineering judgment should be exercised on a case-by-case basis to evaluate the effect a traffic signal will have on certain types of accidents and traffic conditions at the subject intersection as well as at adjacent intersections. Other options such as traffic control devices, signage, or geometric changes should be considered and may be preferable based on existing field conditions. Thus, the project imapct at this intersection would be mitigated with payment of the traffic impact fee, as determined by City staff.

Vehicle Miles Traveled

A comparison of Vehicle Miles Traveled (VMT) for the adopted Year 2035 General Plan condition versus the Year 2035 General Plan conditions with the proposed project was made to determine the effects of the proposed project on traffic patterns within the City.

In general, whenever new trips are added to the transportation system, VMT will increase proportionally to the number of trips being added. A proposed development that would intensify land use would generally be expected to result in higher overall VMT for the proposed project. However, there are several types of land uses that can be exceptions to this generalization. Land uses that tend to minimize the increase in VMT, and even reduce VMT projections, are land uses that involve adding new housing closer to jobs or new jobs closer to housing.

In an area dominated by housing, adding jobs without displacing housing, while increasing trips, can actually reduce VMT by reducing commute distances. These types of land use changes can cause trips to be internalized within the area in which the change is proposed and can reduce through trips in adjacent areas, thereby reducing VMT.

Adding jobs and displacing housing in an area dominated by housing will usually reduce VMT because the displaced trips, usually traveling in the peak direction, are eliminated. The substituted trips are usually shorter in length (thus reducing VMT). This type of land use will cause trips to be internalized within the area in which the land use is proposed and will reduce through trips in some adjacent areas, both as a result of the internalization as well as the reduced number of trips made from households.

Table 10 presents the projected VMT associated with the project site. All data provided, including trip length, number of vehicles, VMT, and the directional orientation of the trips, were calculated using the City's travel demand forecasting model and represent only those trips associated with the project site. The VMT results show that the proposed project would result in a decrease in daily VMT and daily trips when compared to the adopted GP land uses for the site. The decrease in VMT and trips is due to the development of the project site with a mixture of complementary land uses (housing, employment, and retail) in addition to provided services that Morgan Hill residents might currently access elsewhere. As a result, the VMT per trip also is shown to decrease, representing shorter trips associated with the proposed land uses.

Table 10
Year 2035 General Plan Vehicle Miles Traveled

Scenario	Daily VMT	Daily Trips	Daily VMT per Trip
2035 General Plan No Project	5,254	30,384	5.78
2035 General Plan with Project	4,967	27,834	5.60
Change	**-287**	**-2,549**	**-0.18**
Percent Change	**-5%**	**-8%**	**-3%**

Source: City of Morgan Hill Travel Demand Model, Hexagon March 2020.
Notes:
VMT = Vehicle Miles Traveled associated with the project site.

The reduction in trip length is due to the addition of jobs and services in the City which is currently dominated by housing. These jobs and services cause trips to be internalized within the City resulting in a reduction in commute distances of residents in the City.

5. Other Transportation Issues

This chapter presents an analysis of other transportation issues associated with the project site, including:

- Site access and on-site circulation
- Parking
- Intersection operations analysis – vehicle queuing and left-turn pocket storage at intersections
- Roadway segment analysis
- Alternative access evaluation
- Potential impacts to bike, pedestrian and transit facilities

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

Project Site Access and Circulation

A review of the site plan for the proposed project (dated October 30, 2019) was performed to determine if adequate site access is provided and to identify any access and circulation issues that should be improved. This review was completed in accordance with generally accepted traffic engineering standards.

The project site plan shows a total of four access driveway, two along Juan Hernandez Drive and two along Barrett Avenue. However, the City has requested that the two proposed access points along Barret Avenue be designated as emergency access only due to the potential conflict with traffic to/from the adjacent Barrett Elementary School, located just north of the project site. In addition, City staff has stated that the southernmost driveway along Juan Hernandez Drive (existing driveway) needs to be relocated and aligned with St. James Drive, located approximately 100 feet north of the driveway, to form a four-legged intersection. Thus, the analysis of the proposed project presented in the previous chapters assumes that all project site access would be provided via the two proposed full-access driveways along Juan Hernandez Drive only, and that the southernmost driveway would be realigned with St. James Drive, as requested by City staff.

For informational purposes, an evaluation of a site access alternative that would include full-access at all four project site driveways shown on the site plan and the evaluation of the southermost driveway

along Juan Hernandez Drive reamining at its current location, were conducted and the results are presented in a subsequent section within this chapter.

Site Access

As described previously and illustrated on Figure 14, all vehicular access to the project site would be provided via two proposed driveways on Juan Hernandez Drive (listed as Driveways 1 and 2 on Figure 14). The main driveway, Driveway 2, would be located in the middle of the project site frontage, approximately 500 feet south of Barrett Avenue and 300 feet north of St. James Drive. As shown on the site plan, Driveway 2 would include an inbound southbound left-turn lane along Juan Hernandez Drive and two outbound lanes (a left-turn and a right-turn lane) plus one receiving lane on site. Driveway 2 would feed into Street A, an east-west roadway that would provide access to the residential units (located on the north side of Street A) and the retail/restaurant space, the hospital drop-off area, and the hospital parking structure (all located on the south side of Street A). Driveway 1, currently located along the southern project site boundary approximately 100 feet south of St. James Drive and 700 feet north of Tennant Avenue, is the existing driveway that provides access to the existing uses on site. City staff has requested that Driveway 1 be relocated and aligned with St. James Drive to the north, forming the east leg of the intersection. The realigned intersection would continue to provide left-turn access to both St. James Drive and Driveway 1 from Juan Hernandez Drive, concentrating all movements at a single location. Driveway 1 would continue to provide access to the existing buildings on site in addition to the proposed urgent care building, additional medical office space, second hospital drop-off area (located on the back of the building), and would provide a secondary access to the hospital parking structure.

Driveway 2 is projected to serve a larger amount of project traffic to and from the site. More than half of the project traffic (approximately 73%) would access the site from the south via the Juan Hernandez Drive/Tennant Avenue intersection, while the remaining project traffic would access the site from or be bound to the north on Juan Hernandez Drive.

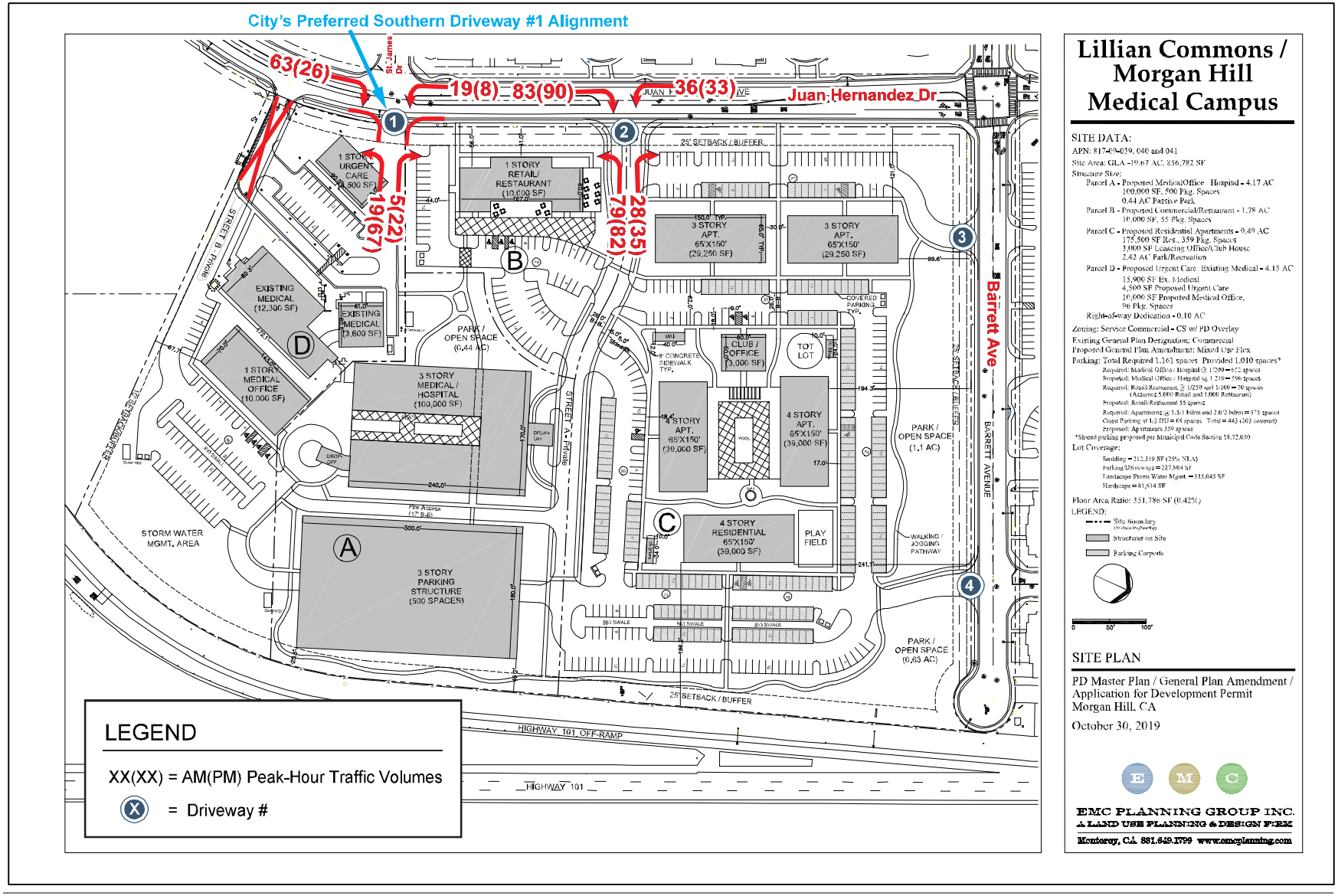
Access Driveway Operations

It is estimated that a total of 119 inbound and 107 outbound project trips during the AM peak-hour and 123 inbound and 117 outbound trips during the PM peak-hour would access Driveway 2 (see Figure 14). Driveway 1 is projected to serve less traffic, with 82 inbound and 24 outbound project trips during the AM peak-hour and 34 inbound and 89 outbound trips during the PM peak-hour. The existing traffic volumes on Juan Hernandez Drive at the project site driveways (both directions combined) are approximately 200 and 100 vehicles during the AM and PM peak hours, respectively.

Project traffic making a left-turn into or out of the site would be in conflict with existing traffic along Juan Hernandez Drive. Left-turning inbound traffic would be in conflict with northbound traffic along Juan Hernandez Drive (119 and 52 vehicles during the AM and PM peak hours, respectively), while left-turning outbound traffic would be in conflict with traffic along both directions on Juan Hernandez Drive (197 and 101 vehicles during the AM and PM peak hours, respectively). Right-turning outbound traffic would experience minimal conflict because, due to the relatively low existing traffic volumes along northbound Juan Hernandez Drive, there would be adequate gaps in traffic to allow vehicles to exit the site with minimal delay.

Operations at the project site driveways with implementation of the proposed project were evaluated. It is estimated that no more than one vehicle would queue up within the southbound left-turn pockets along Juan Hernandez Drive (inbound traffic) and on site (outbound traffic) at both Driveways 1 and 2 . All left-turning inbound traffic would experience average delays of no more than 8 seconds while left-turning outbound traffic would experience average delays of no more than 12 seconds during the peak

Figure 14
Project Trips at Site Access Points



hours (representing LOS B conditions at both driveway intersections) while waiting for a gap in traffic to complete the turn. Based on the projected average delays and queue lengths, it can be concluded that the project site driveways would operate adequately.

On-Site Circulation

On-site Streets A and B would serve all inbound and outbound traffic to/from the project site and would provide access to all on-site parking areas. Street A, the project site's main drive aisles, would bisect the project site separating the residential portion of the project (north side of Street A) from the non-residential land uses (south side of Street A). Internal driveways along Street A would provide access to the proposed land uses on site. The first internal driveway would be located along the north side of Street A, approximately 50 feet east of Driveway 2, and it would provide access to a surface parking lot serving two of the proposed residential buildings. Four more driveways (two each along the north and south sides of Street A) located approximately 120 and 180 feet east of the first internal driveway along Street A would provide access to the residential area to the north and the restaurant/retail space to the south. The last set of internal driveways along Street A, located at the eastern end of Street A, would provide access to the residential parking area and the hospital parking structure. In additions, the hospital's drop-off area also would be accessible directly from Street A.

It is assumed in this analysis that the realigned Driveway 1 would connect to the north side of the parking area located between the proposed urgent care building and existing medical office buildings, rather than the south side as it is shown on the site plan, providing access to Street B the south part of the site. Street B would serve the medical offices (both existing and proposed) and would provide a secondary access point to the hospital parking garage. As it is currently shown on the site plan, there would be no direct connection between Street A and Street B. Street B also would provide access to a second hospital drop-off area located in the back of the building.

Residential Area Access and Circulation

Two parking areas would serve the residential units. The first parking area (west parking area) would consist of a single drive aisle lined with 90-degree parking along both sides. This parking area would be located adjacent to Juan Hernandez Drive and would be accessed via the first internal driveway along Street A, located approximately 50 feet east of Driveway 2. As discussed previously, it is estimated that outbound queue lengths at Driveway 2 would be no more than one vehicle during the peak hours. However, it should be noted that queue lengths longer than two vehicles per lane in the outbound direction at Driveway 2 would block access to the west residential parking area. Thus, it is recommended that "Keep Clear" pavement markings be installed along Street A at the west residential parking area to prevent outbound traffic at Driveway 2 from blocking access to this area. Alternatively, this driveway could be moved eastward farther away from Driveway 2.

The west residential parking area also would connect to one of the emergency access driveways (Driveway 3) on Barrett Avenue, which would result in a dead-end near Barrett Avenue. Dead end aisles are undesirable because drivers can enter the aisle, and upon discovering that there is no available parking, must back out or conduct three-point turns. Given that this drive aisle would be circulated primarily by residents of the proposed residential development, and parking spaces would be designated for specific tenants, there is no need for residents to circulate the drive aisle in search of available parking, making dead-end drive aisles less problematic.

The second residential parking area (east parking area) would run along the rectangular-shape residential area and would be accessible via three driveways along the north side of Street A. The second emergency access driveway on Barrett Avenue (Driveway 4) also would connect to the east residential parking area. The circular layout of the east parking area would allow for continuous

circulation while the various access points would provide for convenient access to specific areas without the need to navigate the entire parking area. However, this parking area consists of long straight drive aisles which typically increase the tendency of drivers to increase their speed. For this reason, it is recommended that installation of speed reduction measures be considered along the east parking area drive aisles. Speed reduction measures could be as simple as posting signage and/or pavement markings advising of the speed limit, to other physical deterrents such as speed bumps.

Non-Residential Area Access and Circulation

The non-residential land uses on the site, located south of Street A, would be accessible via both Driveways 1 and 2 (Streets A and B). All access to the restaurant/retail parking area would be provided via Street A while all access to the medical office buildings and urgent care building parking areas would be provided via Street B. Access to the hospital and hospital parking structure would be provided via both Streets A and B. With the exception of a dead-end drive aisle located within the restaurant/retail parking lot, all other parking areas are shown to provide continuous circulation. The restaurant/retail parking lot shows a turn-around location at the end of the drive aisle that would facilitate U-turns within the drive aisle.

Recommendation: The site design, including driveway widths, drive aisle widths, parking stall dimensions, and turn radii, must adhere to City of Morgan Hill design guidelines. All drive aisles must allow for two-way circulation and adequate circulation of larger vehicles (such as emergency trucks, garbage truck, and delivery trucks) throughout the project site.

Recommendation: It is recommended that “Keep Clear” pavement markings be installed along Street A at the west residential parking area to prevent outbound traffic at Driveway 2 from blocking access to this area. Alternatively, this driveway could be moved eastward farther away from Driveway 2.

Recommendation: To minimize the likelihood of drivers traveling through the residential parking areas at speeds that are unsafe as the result of the long straight drive aisles, it is recommended that installation of speed reduction measures be considered along the east residential parking drive aisles. Speed reduction measures could be as simple as posting signage and/or pavement markings advising of the speed limit, to other physical deterrents such as speed bumps.

Adhering to City of Morgan Hill standards and requirements, and implementing the above recommendations, the proposed site access and on-site circulation would be adequate to accommodate circulation of both passenger and emergency vehicles.

Sight Distance

Adequate sight distance should be provided at the project driveway. The project site driveways along Juan Hernandez Drive are located along a roadway segment with minimal visual obstruction. Outbound traffic at the driveways must be able to see opposing traffic in order to safely complete a turn out of the site. Since left-turns out of the driveway would be allowed, outbound traffic must be able to see traffic along both directions on Juan Hernandez Drive.

The posted speed limit on Juan Hernandez Drive is 35 mph and reduces to 25 mph in the vicinity of the Barrett Elementary School when children are present. According to the Caltrans *Highway Design Manual*, the minimum required stopping sight distance for a roadway with a posted speed limit of 35 mph is 250 feet. The sight distance from Driveways 1 and 2 to the north extends to the intersection of Juan Hernandez Drive/Barrett Avenue and for more than 400 feet to the south. Therefore, based on Caltrans requirements, the available sight distance at the project site driveways on Juan Hernandez Drive would be adequate.

Recommendation: The site design should ensure design features, in particular the landscaping and signage along the project site frontage and at the project site driveways, would not interfere with the sight distance at the proposed site driveway.

Emergency Vehicle and Truck Access

As recommended by the City of Morgan Hill, the two proposed driveways along Barrett Avenue would provide emergency vehicle access only. These two emergency-access only driveways, in conjunction with the other two project site driveways proposed along Juan Hernandez Drive, would provide a total of four access points for emergency vehicles to access any part of the project site. Thus, the design of the project site, including driveway and drive aisle widths and on-site turn radii, must be adequate to ensure emergency vehicles can maneuver through the site, from any of the proposed driveways, without a problem.

Ambulance access to the hospital's emergency room is not identified on the site plan. The ambulance access route to the hospital should be identified and, to the maximum extent possible, the identified route should be cleared of obstructions, such as crosswalks or parking spaces, that could potentially interfere with the ambulance's prompt access to the hospital.

Trash collection vehicles would enter, circulate, and exit the site via Driveways 1 and 2. With the exception of the residential parking area adjacent to Juan Hernandez Drive, and with the implementation of adequate driveway/drive aisle widths and turn radii, trash collector trucks would be able to maneuver throughout the site to access the trash enclosures and circulate in and out of the site without a problem.

Recommendation: The ambulance access route to the hospital should be identified and, to the maximum extent possible, the identified route should be cleared of obstructions, such as crosswalks or parking spaces, that could potentially interfere with the ambulance's prompt access to the hospital.

Pedestrian Access and Circulation

The project site plan shows an extensive and continuous on-site pedestrian network, connecting all proposed land uses and parking areas on the site with existing sidewalks along the project site frontages on Juan Hernandez Drive and Barrett Avenue. Marked pedestrian pathways across parking lots also are shown throughout the site, providing a pedestrian connection between parking lots and buildings. Five-foot sidewalks are proposed surrounding all buildings and along drive aisles, forming a complete pedestrian network on site with connections to other existing pedestrian facilities (sidewalks, crosswalks) off site. Based on the proposed site plan layout, on-site pedestrian access and circulation would be adequate.

Parking

The project is proposing to provide a total of 1,010 on-site parking spaces, 500 of which would be provided within the proposed parking structure.

Section 18.72.030 of the Morgan Hill City Code specifies the required number of on-site parking spaces for different types of land uses. Table 11 below summarizes the required number of parking spaces per proposed land use, as defined in Table 18.72-2 of the City Code. Based on the City's parking requirements and the proposed size and land uses of the project, the proposed project would be required to provide a total of 1,195 parking spaces, which is 185 parking spaces more than the proposed number of spaces.

Table 11
Vehicular Parking Requirements

Land Use	Size	City's Parking Requirement*	# of Parking Spaces Required	Provided [1]	Net Diff
Proposed Land Uses					
Apartments	200 DU	1.5 space per one-bedroom unit 2 spaces per two-bedroom unit	375 [2]	359	
		1 guest space per 3 units	67		
		subtotal:	442	359	-83
Hospital	100,000 s.f.	1 space per 200 s.f.	500	500	0
Medical Offices	25,900 s.f.	1 space per 200 s.f.	130	96	-57
Clinic	4,500 s.f.	1 space per 200 s.f.	23		
Restaurant	10,000 s.f.	1 space per 100 s.f.	100 [3]	55	-45
			1,195	1,010	-185

* Source: City's parking requirement per Municipal Code Section 18.72

[1] Provided number of parking spaces were obtained from project site plan dated October 30, 2019.

[2] Since the break-down of the proposed residential units is not provided on the site plan, the number of parking spaces required for the residential units was obtained from the site plan.

[3] The required parking calculations for the restaurant/retail land use assumed, as a conservative approach, the restaurant parking rate for all of the proposed restaurant/retail land use since the restaurant rates is higher than the retail rate. Assuming 50%/50% breakdown of the retail and restaurant land use, the number of required parking spaces for this use would be 70 spaces, for a total of 1,165 spaces for the project.

DU = Dwelling units; s.f. = Square feet.

It should be noted that the calculated parking requirements presented on Table 11 assume the restaurant parking rate for all of the proposed restaurant/retail land use since the restaurant rates is higher than the retail rate (1 parking space per every 100 s.f. of restaurant space compared to 1 parking space for every 250 s.f. of retail space). Assuming a 50%/50% breakdown of the restaurant/retail land use, the number of required parking spaces for this use would be 70 spaces, for a total of 1,165 spaces for the project.

The City of Morgan Hill Municipal Code (section 18.72.050) also provides possible alternatives to satisfy the number of on-site parking spaces required to allow for creative parking solutions, enhance economic vitality, promote walking, biking, and the use of transit, and encourage the efficient use of land resources consistent with the General Plan. Such alternatives include in-lieu payments (applicable to Downtown mixed-use and neighborhood mixed-use zoning districts only), providing off-site parking, consolidated parking, shared parking, valet parking, projects determined to have low parking demand based on the finds of a parking demand study, and with the implementation of a Transportation Demand Management (TDM) Plan.

The site plan states that a shared parking program is being proposed for the site. Shared parking is typically implemented between two (or more) land uses that have different peak-demand periods. Parking requirements are based on the peak parking demand for specific land uses, or the amount of parking a land use would need to serve its demand during its peak period. During the off-peak periods, the parking demand is typically less. In addition, different land uses have different peak-demand periods. For example, according to the Urban Land Institute's publication *Shared Parking*, Second Edition, the peak parking demand period for a medical office building occurs at 10:00 AM and 2:00 PM, while the peak-demand period for a residential development is after 7:00 PM. Shared parking between

these two uses would allow for the medical office building to use the residential parking during office's peak-demand since the residential parking demand would be low, and vice versa.

The Municipal Code states that multiple land uses on a single parcel or development site may use shared parking facilities when operation hours or peak hours of the land uses are different. However, the Code also states that parking will be shared by non-residential land uses only. In addition, a parking demand study must be completed and approved by the Community Development Director demonstrating that there would be no substantial conflicts between the land uses' peak parking demand and that combined parking demand will not exceed the total parking spaces available. Additionally, the shared parking facility should be located no farther than 400 feet from the primary entrance of the land uses which it would serve.

Recommendation: The project applicant must work with the City of Morgan Hill to develop a shared parking program, or any other alternative that will reduce the peak parking demand to meet the proposed supply for the project.

Bicycle Parking

The site plan shows two bicycle parking locations within the residential area: one providing 10 bicycle parking spaces and the second one providing 15 bicycle parking spaces, for a total of 25 bicycle parking spaces. The proposed type of bicycle parking spaces is not identified.

According to the City of Morgan Hill Municipal Code 18.72.080, all multi-family developments of five units or more and commercial parking lots of ten spaces or more are required to provide both short-term (Class II) and long-term (Class I) bicycle parking. Short-term parking, or bike racks, provide a convenient and readily accessible place to park for two hours or less, while long-term parking, or bike lockers, provide a secure and weather-protected place to park bicycles for a longer period of time, typically provided for employees or residents. The City Code does not specify the types of land use associated with commercial parking lots.

According to Table 18.72-7 of the City Code, residential projects are required to provide short-term bicycle parking equivalent to 10% of the required number of vehicular parking spaces for the project, or a minimum of 4 spaces, in addition to long-term parking spaces equivalent to 1 space per every 5 units. Non-residential projects are required to provide short-term bicycle parking spaces equivalent to 10% of the required number of vehicular parking spaces for the project and 1 long-term parking space for every 20 required vehicular parking spaces. Assuming only the residential units and the restaurant/retail space would be required to provide bicycle parking, the proposed project would be required to provide a total of 55 short-term bicycle parking spaces and 45 long-term bicycle parking spaces (see Table 12 below). Assuming all proposed land uses would be required to provide bicycle parking, the proposed project would be required to provide a total of 121 short-term bicycle parking spaces and 78 long-term bicycle parking spaces.

Recommendation: It is recommended that the proposed project provide adequate bicycle parking supply on site, based on the City's recommends bicycle-parking rates, to serve the potential demand of the project. The proposed project would be required to provide a total of 55 short-term bicycle parking spaces and 45 long-term bicycle parking spaces for the residential and restaurant uses only, or a total of 121 short-term bicycle parking spaces and 78 long-term bicycle parking spaces for all proposed land uses on-site.

Table 12
Bicycle Parking Requirements

Land Use	Size	Required Auto Spaces	City's Parking Requirement* Short-Term	City's Parking Requirement* Long-Term	Required Bicycle Parking Spaces Short-Term	Required Bicycle Parking Spaces Long-Term
Assuming Only Residential and Commercial Land Uses						
Residential	200 Dwelling Units	442	10% of Required Auto Spaces	1 per 5 units	45	40
Restaurant	10,000 Square Feet	100	10% of Required Auto Spaces	1 per 20 Required Auto Spaces	10	5
				Total	**55**	**45**
Assuming ALL Proposed Land Uses						
Residential	200 Dwelling Units	442	10% of Required Auto Spaces	1 per 5 units	45	40
Non-Residential	140,400 Square Feet	753	10% of Required Auto Spaces	1 per 20 Required Auto Spaces	76	38
				Total	**121**	**78**

* City's bicycle parking requirement per Municipal Code Section 18.72.080.

Effects on Surrounding Residential Streets

The proposed project site is located in close proximity to three major thoroughfares: Tennant Avenue, Dunne Avenue, and Butterfield Boulevard. As discussed in the site access section, it is projected that the majority of the project traffic would access the site via the Juan Hernandez Drive/Tennant Avenue intersection. However, some project traffic could utilize other adjacent local facilities for travel between the project site and other major thoroughfares or nearby destinations, such as schools, parks, shopping centers, and others. For this reason, an evaluation of the effects of project traffic along other streets in the immediate vicinity of the project site was completed. The study roadway segments include:

1. Juan Hernandez Drive, North of Barrett Avenue
2. Barrett Avenue, East of Juan Hernandez Drive
3. Juan Hernandez Drive, South of Barrett Avenue
4. Barrett Avenue, West of Juan Hernandez Drive
5. San Ramon Drive, North of Barrett Avenue
6. San Pedro Avenue, East of San Ramon Drive
7. Juan Hernandez Drive, North of Tennant Avenue

The evaluation consists of a roadway segment analysis to quantify the potential change in traffic volumes along the study roadway segments as a result of the proposed project. For the evaluation, the existing and projected daily traffic volumes with the project along the study roadway segments were compared to acceptable volume thresholds for each roadway segment to determine if the projected change in traffic volume would be considered significant.

Unlike the intersection level of service analysis methodology, which has established impact thresholds, the analyses contained in this section are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community. Several studies have been made regarding the indirect impacts of traffic on residential neighborhoods. The variables affecting these impacts include traffic volumes, type, or makeup, of traffic (i.e. passenger cars, trucks, motorcycles, emergency vehicles, etc.), traffic speed, perception of through traffic as a percentage of

total traffic, adequacy of street alignment (i.e., horizontal and vertical curvature), accident experience, on-street parking, residential dwelling setbacks from the street, pedestrian traffic, and street pavement conditions (which would add to traffic noise as the pavement deteriorates). Other factors that may be a contributor to neighborhood nuisance levels include socio-economic status of the neighborhood, and expectations of the residents regarding traffic volumes; however, these are beyond the purview of CEQA and are provided here for informational purposes only.

Existing Surrounding Roadway Characteristics

All roadway segments evaluated consist of two-lane undivided roadways that provide access to residential areas and provide a connection between the residential neighborhoods and arterial roadways (Dunne Avenue, Tennant Avenue, and Butterfield Boulevard). All study roadway segments include on-street parking on both sides of the street and no striped bike lanes. A brief description of each of the selected surrounding roadways is provided below:

- ***Juan Hernandez Drive*** currently provides a connection between Tennant Avenue and San Pedro Avenue via San Ramon Drive; however, it is planned to be extended northward from its current terminus point north of San Vicente Drive to San Pedro Avenue. The posted speed limit on Juan Hernandez Drive is 35 miles per hour (mph) and reduces to 25 mph in the vicinity of the Barrett Elementary School when children are present.
- ***Barrett Avenue*** provides a connection between Juan Hernandez Drive and Butterfield Boulevard. The Barrett Elementary School is located at the northeast corner of the intersection of Juan Hernandez Drive and Barrett Avenue. The posted speed limit on Barrett Avenue is 30 mph and reduces to 25 mph in the vicinity of the Barrett Elementary School when children are present.
- ***San Ramon Drive*** extends between Barrett Avenue and San Pedro Avenue, west of and parallel to Juan Hernandez Drive. There is no posted speed limit on San Ramon Drive. Therefore, the assumed speed limit, based on the California Vehicle Code speed limit for residential districts, is 25 mph.
- ***San Pedro Avenue*** extends between Monterey Road and US 101, providing connections to Butterfield Boulevard and Walnut Grove Avenue. West of US 101, San Pedro Avenue has a posted speed limit of 35 mph.

All of the evaluated roadways are classified as collector roadways in the City of Morgan Hill 3025 General Plan, Transportation section, with the exception of San Ramon Drive which would be classified as a local street. General guidelines regarding threshold volumes pertaining to collector and local streets have been recommended within several studies and reference material including the Highway Capacity Manual (HCM). There is variation in these accepted threshold volumes, but in general, local streets have the primary function of providing access to immediately adjacent land, with the secondary function of traffic movement. One lane of traffic in each direction is the standard for local streets, with a typical design speed of 25 mph and average daily traffic (ADT) volumes typically ranging from 50 to 2,000 vehicles. Collector streets are typically defined as roadways that provide a connection between local/residential roads and arterial roads, providing a balance between access and mobility. The typical design speed for collector streets is usually between 25 and 45 miles per hour (depending on the area), and, according to the U.S. Department of Transportation – Federal Highway Administration, collector streets can carry ADT volumes typically ranging from 300 to 2,600 (rural collectors) up to 6,000 vehicles (urban collectors).

Existing Roadway Conditions

Speed and count (twenty-four-hour tube counts) data were collected on February 6, 2020 along the study roadway segments. The traffic count data revealed that the study roadway segments currently carry between 600 (along San Ramon Drive) and 2,700 (along San Pedro Avenue) daily vehicles (both directions combined) near the project site. Based on the typical traffic volume ranges associated with local and collector streets, all of the study roadway segments currently serve the recommended traffic volumes associated with their classification.

All of the study roadways have a posted speed limit of 30-35 mph. The speed surveys revealed that the 85th percentile speeds along the study roadway segment of Juan Hernandez Drive, south of Barrett Avenue, were measured to exceed the posted speed limit by 8 mph in the southbound direction. The speeds along the rest of the study segments were measured to be lower than the posted speed limit or within 5 mph of the posted speed limit (segment of San Pedro Avenue, east of San Ramon Drive). Speeds within 5 mph of the posted speed limits are considered reasonable. Therefore, based on the speed surveys, vehicular speeds along the study roadway segment of Juan Hernandez Drive, along the project site frontage and in the southbound direction, would be considered excessive. There are currently no apparent speeding issues along the remaining study roadway segments.

Table 13 summarizes the existing traffic volumes and 85th percentile speeds collected along each of the studied roadway segments.

Project's Effect on Study Roadway Segments

The effects of project traffic on the each of the study roadway segments were evaluated based on field observations, the collected traffic volume and speed data, and project traffic projections.

As it was presented in the project trip assignment, the majority of the project trips would utilize Tennant Avenue, via Juan Hernandez Drive, to access the project site. The rest of the project traffic would utilize roadways to the north to access the site from Butterfield Boulevard, San Pedro Avenue, and Dunne Avenue. It is estimated that the project would add almost 3,000 daily trips to Juan Hernandez Drive to the south and approximately 1,000 daily trips to Juan Hernandez Drive to the north. The majority of the traffic added to the north would continue onto Barrett Avenue, west of Juan Hernandez Drive. Daily project traffic added to the rest of the study roadway segments would be minimal (less than 100 daily trips). The increase in daily traffic volumes along Juan Hernandez Drive (just south of Barrett Avenue) and Barrett Avenue would be approximately 81% and 101%, respectively, from existing conditions. The increase in daily traffic volumes along Juan Hernandez Drive south of the project site would be approximately 225% from existing conditions. Thus, with implementation of the proposed project, daily traffic volumes along Juan Hernandez Drive (south of Barrett Avenue) and Barrett Avenue would approximately double from the existing traffic levels, while the daily traffic volumes along Juan Hernandez Drive south of the project site would more than triple. Daily traffic volume increases along the rest of the study roadway segments would be minimal, with an increase of no more than 6% in daily traffic volumes.

Even with the additional traffic added to the adjacent roadway network, all study roadway segments would continue to carry the recommended average daily traffic volumes associated with their street classification (see Table 13). However, although the projected average daily trips along the study roadway segments are within acceptable ranges, the added project trips to both Juan Hernandez Drive and Barrett Avenue constitute an increase in traffic of approximately 80-225% from the existing daily traffic volumes, which would be a measurable and perceptible increase in traffic volumes.

Table 13
Roadway Segment Analysis

#	Roadway Segment	Count Date	Direction	Speed (mph) Limit	Speed (mph) 85th Percentile	Average Daily Traffic Volumes (ADT) Existing	Project Trips	% Change	Existing + Project
1	Juan Hernandez Drive, North of Barrett Avenue	02/06/20	Northbound	35	29	426	17	4%	443
			Southbound	35	29	384	17	4%	401
			Total			810	34	4%	844
2	Barrett Avenue, East of Juan Hernandez Drive	02/06/20	Eastbound	30	23	579	0	0%	579
			Westbound	30	23	615	0	0%	615
			Total			1,194	0	0%	1,194
3	Juan Hernandez Drive, South of Barrett Avenue	02/06/20	Northbound	35	35	657	517	79%	1,174
			Southbound	35	43	617	518	84%	1,135
			Total			1,274	1,035	81%	2,309
4	Barrett Avenue, West of Juan Hernandez Drive	02/06/20	Eastbound	30	23	504	501	99%	1,005
			Westbound	30	30	490	500	102%	990
			Total			994	1,001	101%	1,995
5	San Ramon Drive, North of Barrett Avenue	02/06/20	Northbound	25*	21	347	17	5%	364
			Southbound	25*	22	265	17	6%	282
			Total			612	34	6%	646
6	San Pedro Avenue, East of San Ramon Drive	02/06/20	Eastbound	35	39	1,438	33	2%	1,471
			Westbound	35	32	1,272	33	3%	1,305
			Total			2,710	66	2%	2,776
7	Juan Hernandez Drive, North of Tennant Avenue	02/06/20	Northbound	35	35	657	1,437	219%	2,094
			Southbound	35	43	617	1,433	232%	2,050
			Total			1,274	2,870	225%	4,144

*Assumed speed limit, based on the California Vehicle Code which states that the speed limit for residential districts is 25 miles per hour, unless otherwise posted.

Findings and Recommendations of the Roadway Segment Analysis

The following conclusions can be drawn from the evaluation of the study roadways:

- Traffic volumes at all study roadways are and would continue to be within the volume range characteristic for local and collector streets.
- Speeds along one of the four study roadway segments (Juan Hernandez Drive, south of Barrett Avenue, southbound direction) currently exceed the posted speed limit by more than 5 mph. Speeding is occurring under existing conditions and not caused by the project.
- Daily traffic volumes along Juan Hernandez Drive and Barrett Avenue are projected to increase by approximately 80-225% from existing conditions as a result of the proposed project, an increase which would be measurable and perceptible to residents of the adjacent neighborhood.

Intersection Operations Analysis

The analysis of intersection level of service was supplemented with an analysis of intersection operations for selected intersections where the project would add a significant number of left-turning vehicles to the intersection (typically 10 or more peak-hour trips per lane; less than 10 peak-hour trips would not affect the length of the queue). The intersection operations analysis includes the following study intersections:

1. Tennant Avenue and Juan Hernandez Drive – Southbound left-turn and eastbound left-turn
3. Juan Hernandez Drive and Barrett Avenue – Northbound approach
6. Butterfield Boulevard and Barrett Avenue – Southbound left-turn

Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles for a vehicle movement using the following formula:

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

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

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future left-turn storage requirements at intersections. The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Likewise, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Therefore, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the “design queue length”.

Queuing Analysis Results

The vehicle queue estimates and a tabulated summary of the findings are provided in Table 14. The analysis indicates that, currently, all study left-turn pockets and intersection approach have sufficient queue storage capacity to accommodate the existing maximum vehicle queue length for each movement. The addition of project traffic to the study intersections would result in no change to the 95th percentile vehicle queue lengths or would increase it by no more than 3 vehicles at other locations, such as the southbound left-turn movement at the intersection of Tennant Avenue and Juan Hernandez Drive. However, even with the addition of project traffic, the 95th percentile vehicle queue lengths are projected to continue to accommodate within the existing queue storage capacity at all study locations.

The vehicular queuing analysis (Poisson probability calculations) is included in Appendix E.

Table 14
Vehicle Queuing Analysis

	Juan Hernandez Drive and Tennant Avenue				Juan Hernandez Drive and Barrett Avenue		Butterfield Boulevard and Barrett Avenue	
	Southbound Left		Eastbound Left		Northbound Through/Left		Southbound Left	
Measurement	SBL AM	SBL PM	EBL AM	EBL PM	NBT/L AM	NBT/L PM	SBL AM	SBL PM
Existing Conditions								
Cycle Length/Control Delay (sec)[1]	60	60	60	60	8.5	7.8	60	60
Lanes	1	1	1	1	1	1	1	1
Volume (vph)	62	53	60	23	55	27	66	61
Volume (vphpl)	62	53	60	23	55	27	66	61
95th %. Queue (veh/ln.)	3	3	3	2	1	1	3	3
95th %. Queue (ft./ln)[2]	75	75	75	50	25	25	75	75
Storage (ft./ ln.)	150	150	300	300	175	175	200	200
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES
Existing Plus Project Conditions								
Cycle Length/Control Delay (sec)[1]	60	60	60	60	9.1	8.6	60	60
Lanes	1	1	1	1	1	1	1	1
Volume (vph)	135	157	94	50	88	79	114	98
Volume (vphpl)	135	157	94	50	88	79	114	98
95th %. Queue (veh/ln.)	5	6	4	3	1	1	4	4
95th %. Queue (ft./ln)[2]	125	150	100	75	25	25	100	100
Storage (ft./ ln.)	150	150	300	300	175	175	200	200
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES

Notes:
[1] Cycle lengths for signalized intersections, and control delays for unsignalized intersections.
[2] Assumes 25 feet per vehicle queued

Site Access Alternative Evaluation

As mentioned previously, an evaluation of the site access alternative that would include full access at all four project site driveways shown on the site plan (two along Juan Hernandez Drive and two along Barrett Avenue) and maintaining Driveway 1 at its current location was conducted. The evaluation was

conducted for the purpose of identifying how the additional two site access driveways, which were assumed to provide emergency access only in the analysis, would affect surrounding traffic conditions with the project, in particular along the project site frontage on Barrett Avenue where Barrett Elementary School is located immediately north of the project site. The evaluation of Driveway 1 at its current location would show the effect of the project on traffic conditions at Driveway 1 and the nearby intersection of Juan Hernandez Drive/St. James Drive.

Under the site access alternative, access at Driveway 2 would change since some of the residential traffic at Driveway 2 would utilize Driveways 3 and 4. Site access at Driveway 1 would remain unchanged. On-site circulation, emergency vehicular access and circulation, and pedestrian access and circulation, as well as projected traffic conditions at all study facilities outside the immediate project site area would remain the same as described in the previous sections.

Site Access

It is projected that since Driveways 3 and 4, in addition to Driveway 2, would serve the residential areas of the project, project traffic at Driveways 3 and 4 would be minimal. It is estimated that approximately 3 inbound and 8 outbound trips during the AM peak-hour and 8 inbound and 6 outbound trips during the PM peak-hour would utilize these two driveways combined. This represents a total of 11 AM peak-hour and 14 PM peak-hour new trips along Barrett Avenue, east of Juan Hernandez Drive. Project trips at Driveway 1 are anticipated to remain unchanged. The project traffic volumes at the project site driveways under the site access alternative are presented graphically on Figure 15.

Barrett Avenue Driveways Evaluation

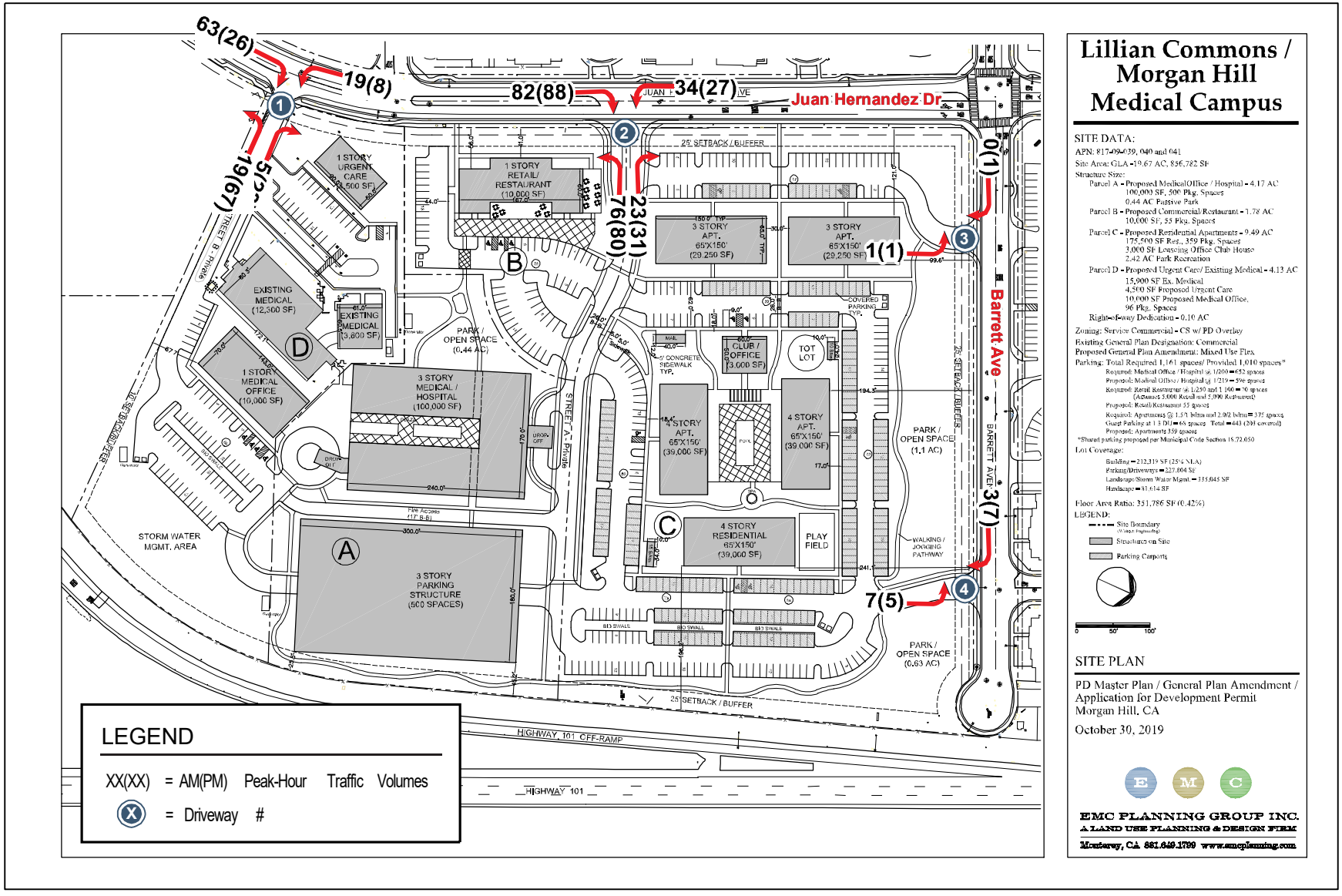
Twenty-four-hour tube counts conducted on February 2020 along Barrett Avenue, east of Juan Hernandez Drive, show that this segment of Barrett Avenue serves approximately 270 vehicles during the AM peak-hour and approximately 100 vehicles during the PM peak-hour. The larger traffic volumes during the morning peak-hour correspond to Barrett Elementary School traffic. The peak traffic volumes along this segment of Barrett Avenue occur during the 7:00-8:00 AM hour (271 vehicles) and the 2:00-3:00 PM hour (176 vehicles). Traffic volumes along this segment of Bassett Avenue outside of the above two peak hours average approximately 55 vehicles per hour.

Based on the relatively low traffic volumes along Barrett Avenue, east of Juan Hernandez Drive, the addition of project traffic to Driveways 3 and 4 would not affect traffic conditions along this roadway segment. However, depending on the school drop-off procedures, it is possible that during the school's peak 15-minute period, project traffic from/to Driveway 3 and 4 would experience short delays as they attempt to exit/enter the site and queues of school traffic are formed along Barrett Avenue as parents drop-off their children at school. Outside of the school's peak 15-minute period, traffic conditions and access along Barrett Avenue would be adequate.

Driveway 1 Evaluation

Driveway 1 would continue to provide full access. However, the close proximity of Driveway 1 to the Juan Hernandez Drive/St. James Drive intersection (approximately 100 feet to the south), in addition to the increase in traffic volumes at the site driveway, could potentially create conflicts between southbound left-turning traffic accessing Driveway 1 and northbound left-turning traffic at St. James Drive. The existing back-to-back southbound left-turn lane at Driveway 1 and northbound left-turn lane at St. James Drive would be converted to a two-way left-turn (TWLT) lane providing approximately 100 feet of queue storage capacity for left-turning traffic at both locations.

Figure 15
Project Trips at Site Access Points – Site Access Alternative



A queue length of no greater than one vehicle is projected at the left-turn pockets to the site (Driveway 1) and St. James Drive. Therefore, the storage provided by the TWLT lane would provide adequate storage for left-turning vehicles. However, as traffic volumes along Juan Hernandez Drive continue to increase, left-turns in and out of Driveway 1 and St. James Drive would experience longer delays affecting queue lengths at both locations. Therefore, it is recommended that Driveway 1 be relocated to the north and aligned with St. James Drive. The alignment of Driveway 1 would reduce conflicting turn movements by concentrating all turn-movements to a single location. Alternatively, access at Driveway 1 could be restricted to right-in and right-out only by extending the northbound left-turn lane/center raised median at St. James Drive past Driveway 1.

Potential Impacts on Pedestrians, Bicycles, and Transit

Pedestrian Access

As discussed previously, pedestrian facilities in the study area consist primarily of sidewalks, crosswalks, and pedestrian signals at signalized intersections. The adjacent intersection of Juan Hernandez Drive/Barrett Avenue has high-visibility crosswalks along all four legs of the intersection, and the Juan Hernandez Drive/Tennant Avenue intersection has marked crosswalks and pedestrian signal heads along the north and west legs of the intersection. However, the project site is located within an area that is highly undeveloped. Tennant Avenue, east of Butterfield Boulevard, is lined with predominantly undeveloped parcels. As such, continuous sidewalks along some roadway segments in the vicinity of the project site are not available. Sidewalks are currently missing along both sides of Tennant Avenue near the project site, along the west side of Juan Hernandez Drive south of St. James Drive, and along the east side of Butterfield Boulevard between Tennant Avenue and San Pedro Avenue. Although sidewalks are available along the entire project site frontage, the missing sidewalks along some of the streets near the project site would result in a discontinuous pedestrian network in the project area. Additionally, curb ramps at intersections surrounding the project site are non-Americans with Disabilities Act (ADA)-compatible wheelchair ramps.

Project's Effect on Pedestrian Facilities

It can be expected that new pedestrian traffic would be generated by the proposed project. The project site is located within what would be considered a walking distance (0.5-1 mile) from various commercial uses along the Tennant Avenue corridor, various employment opportunities along Butterfield Boulevard, and Barrett Elementary School is located across from the project site.

The existing sidewalks along both sides of Barrett Avenue and high-visibility crosswalks at the Juan Hernandez Drive/Barrett Avenue intersection, in conjunction with proposed on-site sidewalks that would provide a connection between the project's residential area and the sidewalks on Barrett Avenue, would provide a continuous and safety-enhanced access between the project site and Barrett Elementary School.

Pedestrian destination along Butterfield Boulevard could be accessed via the continuous sidewalks on Barrett Avenue. Pedestrian access to the commercial areas along Tennant Avenue, however, would be challenging due to the discontinuous pedestrian network, forcing pedestrians to walk along the edge of undeveloped parcels. At the railroad tracks along Tennant Avenue, east of the Tennant Avenue/Vineyard Boulevard intersection, there is not a defined pedestrian crossing of the railroad tracks, or sidewalks on either side of the tracks along Tennant Avenue. Sidewalks begin along the north side of Tennant avenue approximately 100 feet west of the railroad tracks and at its intersection with Vineyard Boulevard along the south side of Tennant Avenue.

Even with the proposed complete on-site pedestrian network, the lack of a continuous pedestrian network off site would affect pedestrian access to/from the project site. The lack of connectivity between the project site and nearby pedestrian destinations potentially could discourage pedestrian activity or force pedestrians to walk along undeveloped roadway shoulders and/or within the street.

Recommendation: It is recommended that all existing and proposed curb ramps along the project site frontage and at intersections providing direct access to the project site be upgraded to comply with ADA standards.

Bicycle Facilities

Bike lanes are currently provided along Tennant Avenue and Butterfield Boulevard near the project site. These bike lanes provide a connection to other bicycle facilities throughout Morgan Hill. No bike lanes currently serve the project site directly.

Project's Effect on Bicycle Facilities

The proposed project could increase the demand on bicycle facilities in the vicinity of the project site. Assuming bicycle trips would comprise no more than one percent of the total project-generated trips, the project could generate no more than 3 new bicycle trips during the peak hours. The potential demand could be served by the bicycle facilities available in the vicinity of the project site. In addition, the Bikeways Master Plan map contained within the City of Morgan Hill General Plan shows proposed bike lanes along both side of Juan Hernandez Drive, between Tennant Avenue and San Pedro Avenue. Therefore, the potential increase in bicycle trips by the proposed project would not have an adverse effect on the existing or future bicycle facilities in the study area and would not require new off-site bicycle facilities.

Transit Services

Although the City of Morgan Hill is served by various local and express bus routes (bus Routes 68, 121, 168, and 185), none of the existing bus routes currently serve the project site directly. The nearest bus stops to the project site are located north of the Monterey Road/Tennant Avenue intersection, approximately one-mile walking distance west of the project site. Additionally, the Morgan Hill Caltrain Station, located on the east side of Depot Street, is approximately 1.5 miles northwest of the project site and provides a connection to most transit lines serving Morgan Hill in addition to Caltrain.

Typical mode split in Morgan Hill would be a three percent transit share. Assuming up to three percent transit mode share for the project equates to no more than 10 transit riders during each of the peak hours. The transit ridership demands of the proposed project could be accommodated by the existing transit services.

Project's Effect on Transit Services

Since no bus routes currently exist that provide direct service between the project site and other pedestrian destinations in Morgan Hill, and there is currently only one local bus route (Route 87) serving the City of Morgan Hill with the nearest bus stop to the project site located approximately 2 miles away, the use of public transportation by residents/employees/patrons of the proposed project would be limited. Nevertheless, assuming an estimated one percent transit mode share, which is probably the highest that could be expected for the project, equates to approximately 3 to 4 new transit riders during the peak hours. The estimated number of new transit riders for the proposed project could be served by the existing bus line currently serving the project area.

Recommendation: With the development of the project, as well as the future development of other currently undeveloped parcels along Tennant Avenue in the vicinity of the project site, there will be an opportunity for VTA to expand the existing service area to this part of town, which is currently underserved. Potentially, a bus stop could be provided along the project site frontage to serve the project site, and adjacent residential neighborhood, directly.

6. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the City of Morgan Hill and the Santa Clara Valley Transportation Authority (VTA). The study included an analysis of AM and PM peak-hour traffic conditions for 14 signalized intersections, 4 unsignalized intersections, 1 planned future intersection.

The impacts of the project on intersections were identified on the basis of the City of Morgan Hill Level of Service standards. Project impacts on other transportation facilities, such as pedestrian facilities, bicycle facilities and transit, were determined on the basis of engineering judgment.

Existing Plus Project Intersection Level of Service Analysis

The results of the intersection level of service analysis indicate that, measured against the City of Morgan Hill level of service standards, all of the study intersections are projected to operate at acceptable levels of service (LOS D or better) under existing plus project conditions, during both the AM and PM peak hours.

Based on the Peak-Hour Volume Signal Warrant, the intersection of Condit Road and Tennant Avenue (intersection #14) would continue to have peak-hour traffic volume levels that warrant installation of a traffic signal during the AM and PM peak hour under existing plus project conditions. However, the intersection is projected to operate at acceptable levels of service and, therefore, would not be impacted by the proposed project.

Freeway Segment Analysis

Per CMP technical guidelines, freeway segment level of service analysis shall be conducted on all segments to which the project is projected to add trips representing one percent or more of the freeway segment's capacity. Since the number of new trips added to the freeway segments by the proposed project do not equal or exceed one percent of the capacity of the freeway segments near the project site, a freeway level of service analysis for the CMP is not required.

Year 2035 General Plan Intersection Level of Service Analysis

The results of the intersection level of service analysis indicate that the following study intersection would be impacted during the PM peak-hour under Year 2035 General Plan with project conditions:

14. Tennant Avenue and Condit Road (**Impact**: PM peak-hour)

Year 2035 General Plan Impacts and Mitigation Measures

14. Tennant Avenue and Condit Road

Mitigation: Possible improvements to mitigate the impact at this intersection consist of the implementation of a traffic signal. However, the decision to install a traffic signal should not be based solely on satisfying one traffic signal warrant. Instead, intersections that meet the peak-hour signal warrant should be subject to further analysis before determining that a traffic signal is necessary. Thus, the project impact at this intersection would be mitigated with payment of the traffic impact fee, as determined by City staff.

Vehicle Miles Traveled

The VMT results show that the proposed project would result in a decrease in daily VMT and daily trips when compared to the adopted GP land uses for the site. The decrease in VMT and trips is due to the development of the project site with a mixture of complementary land uses (housing, employment, and retail) in addition to provided services that Morgan Hill residents might currently access elsewhere. As a result, the VMT per trip also is shown to decrease, representing shorter trips associated with the proposed land uses.

The reduction in trip length is due to the addition of jobs and services in the City which is currently dominated by housing. These jobs and services cause trips to be internalized within the City resulting in a reduction in commute distances of residents in the City.

Other Transportation Issues

Project Site Access and Circulation

Access Driveway Operations

Operations at the project site driveways with implementation of the proposed project were evaluated. It is estimated that no more than one vehicle would queue up within the southbound left-turn pockets along Juan Hernandez Drive (inbound traffic) and on site (outbound traffic) at both Driveways 1 and 2. All left-turning inbound traffic would experience average delays of no more than 8 seconds while left-turning outbound traffic would experience average delays of no more than 12 seconds during the peak hours (representing LOS B conditions at both driveway intersections) while waiting for a gap in traffic to complete the turn. Based on the projected average delays and queue lengths, it can be concluded that the project site driveways would operate adequately.

On-Site Circulation

Recommendation: The site design, including driveway widths, drive aisle widths, parking stall dimensions, and turn radii, must adhere to City of Morgan Hill design guidelines. All drive aisles must allow for two-way circulation and adequate circulation of larger vehicles (such as emergency trucks, garbage truck, and delivery trucks) throughout the project site.

Recommendation: It is recommended that "Keep Clear" pavement markings be installed along Street A at the west residential parking area to prevent outbound traffic at Driveway 2 from blocking access to this area. Alternatively, this driveway could be moved eastward farther away from Driveway 2.

Recommendation: To minimize the likelihood of drivers traveling through the residential parking areas at speeds that are unsafe as the result of the long straight drive aisles, it is recommended that installation of speed reduction measures be considered along the east residential parking drive aisles. Speed reduction measures could be as simple as posting signage and/or pavement markings advising of the speed limit, to other physical deterrents such as speed bumps.

Adhering to City of Morgan Hill standards and requirements, and implementing the above recommendations, the proposed site access and on-site circulation would be adequate to accommodate circulation of both passenger and emergency vehicles.

Sight Distance

Based on Caltrans requirements, the available sight distance at the project site driveways on Juan Hernandez Drive would be adequate.

Recommendation: The site design should ensure design features, in particular the landscaping and signage along the project site frontage and at the project site driveways, would not interfere with the sight distance at the proposed site driveway.

Emergency Vehicle and Truck Access

The design of the project site, including driveway and drive aisle widths and on-site turn radii, must be adequate to ensure emergency vehicles can maneuver through the site, from any of the proposed driveways, without a problem.

Recommendation: The ambulance access route to the hospital should be identified and, to the maximum extent possible, the identified route should be cleared of obstructions, such as crosswalks or parking spaces, that could potentially interfere with the ambulance's prompt access to the hospital.

Parking

The project is proposing to provide a total of 1,010 on-site parking spaces, 500 of which would be provided within the proposed parking structure. Based on the City's parking requirements and the proposed size and land uses of the project, the proposed project would be required to provide a total of 1,195 parking spaces, which is 185 parking spaces more than the proposed number of spaces.

The site plan states that a shared parking program is being proposed for the site.

Recommendation: The project applicant must work with the City of Morgan Hill to develop a shared parking program, or any other alternative that will reduce the peak parking demand to meet the proposed supply for the project.

Bicycle Parking

Recommendation: It is recommended that the proposed project provide adequate bicycle parking supply on site, based on the City's recommends bicycle-parking rates, to serve the potential demand of the project. The proposed project would be required to provide a total of 55 short-term bicycle parking spaces and 45 long-term bicycle parking spaces for the residential and restaurant uses only, or a total of 121 short-term bicycle parking spaces and 78 long-term bicycle parking spaces for all proposed land uses on-site.

Effects on Surrounding Residential Streets

Findings and Recommendations of the Roadway Segment Analysis

The following conclusions can be drawn from the evaluation of the study roadways:

- Traffic volumes at all study roadways are and would continue to be within the volume range characteristic for local and collector streets.
- Speeds along one of the four study roadway segments (Juan Hernandez Drive, south of Barrett Avenue, southbound direction) currently exceed the posted speed limit by more than 5 mph. Speeding is occurring under existing conditions and not caused by the project.
- Daily traffic volumes along Juan Hernandez Drive and Barrett Avenue are projected to increase by approximately 80-225% from existing conditions as a result of the proposed project, an increase which would be measurable and perceptible to residents of the adjacent neighborhood.

Intersection Operations Analysis

Queuing Analysis Results

The vehicle queue analysis indicates that, currently, all study left-turn pockets and intersection approach have sufficient queue storage capacity to accommodate the existing maximum vehicle queue length for each movement. The addition of project traffic to the study intersections would result in no change to the 95th percentile vehicle queue lengths or would increase it by no more than 3 vehicles at other locations, such as the southbound left-turn movement at the intersection of Tennant Avenue and Juan Hernandez Drive. However, even with the addition of project traffic, the 95th percentile vehicle queue lengths are projected to continue to accommodate within the existing queue storage capacity at all study locations.

Site Access Alternative Evaluation

Site Access

Based on the relatively low traffic volumes along Barrett Avenue, east of Juan Hernandez Drive, the addition of project traffic to Driveways 3 and 4 would not affect traffic conditions along this roadway segment. However, depending on the school drop-off procedures, it is possible that during the school's peak 15-minute period, project traffic from/to Driveway 3 and 4 would experience short delays as they attempt to exit/enter the site and queues of school traffic are formed along Barrett Avenue as parents drop-off their children at school. Outside of the school's peak 15-minute period, traffic conditions and access along Barrett Avenue would be adequate.

Assuming that Driveway 1 would remain at its existing location, a queue length of no greater than one vehicle is projected at the left-turn pockets to the site (Driveway 1) and St. James Drive. Therefore, the storage provided by the TWLT lane would provide adequate storage for left-turning vehicles. However, as traffic volumes along Juan Hernandez Drive continue to increase, left-turns in and out of Driveway 1 and St. James Drive would experience longer delays affecting queue lengths at both locations. Therefore, it is recommended that Driveway 1 be relocated to the north and aligned with St. James Drive. The alignment of Driveway 1 would reduce conflicting turn movements by concentrating all turn-movements to a single location. Alternatively, access at Driveway 1 could be restricted to right-in and right-out only by extending the northbound left-turn lane/center raised median at St. James Drive past Driveway 1.

Potential Impacts on Pedestrians, Bicycles, and Transit

Project's Effect on Pedestrian Facilities

Recommendation: It is recommended that all existing and proposed curb ramps along the project site frontage and at intersections providing direct access to the project site be upgraded to comply with ADA standards.

Project's Effect on Bicycle Facilities

The potential increase in bicycle trips by the proposed project would not have an adverse effect on the existing or future bicycle facilities in the study area and would not require new off-site bicycle facilities.

Project's Effect on Transit Services

Recommendation: With the development of the project, as well as the future development of other currently undeveloped parcels along Tennant Avenue in the vicinity of the project site, there will be an opportunity for VTA to expand the existing service area to this part of town, which is currently underserved. Potentially, a bus stop could be provided along the project site frontage to serve the project site, and adjacent residential neighborhood, directly.

Lillian Commons Medical Campus Development
Technical Appendices

June 19, 2020

Appendix A

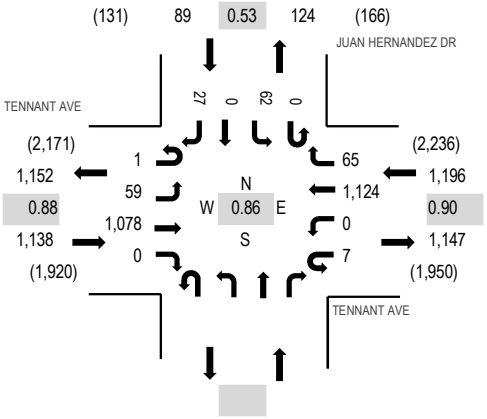
Traffic Counts

All Traffic Data Services Inc.

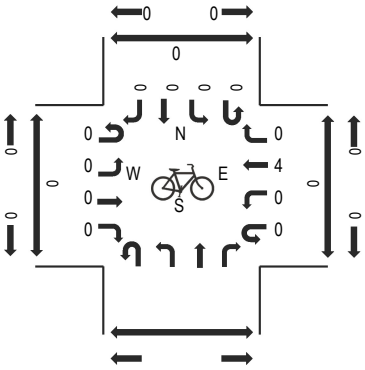
(303) 216-2439
www.alltrafficdata.net

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

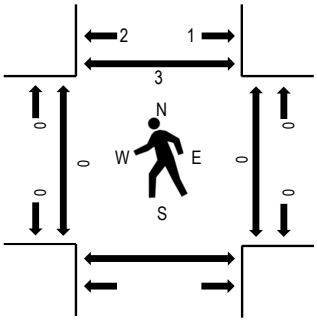
Peak Hour - Motorized Vehicles



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				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	1	3	152	0	0	0	224	0					0	7	0	0	387	2,129	0	0		0
7:15 AM	0	6	173	0	0	0	233	12					0	10	0	1	435	2,323	0	0		0
7:30 AM	1	22	278	0	5	0	241	24					0	24	0	5	600	2,423	0	0		0
7:45 AM	0	27	298	0	1	0	315	23					0	26	0	17	707	2,371	0	0		1
8:00 AM	0	3	271	0	1	0	290	7					0	6	0	3	581	2,158	0	0		0
8:15 AM	0	7	231	0	0	0	278	11					0	6	0	2	535		0	0		2
8:30 AM	0	2	238	0	0	0	288	8					0	9	0	3	548		0	0		0
8:45 AM	0	2	205	0	0	0	266	9					0	9	0	3	494		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

All Traffic Data Services Inc.

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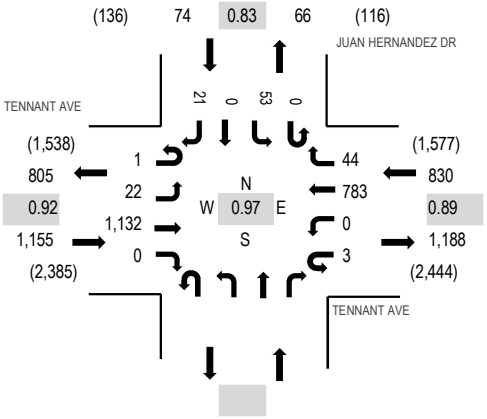
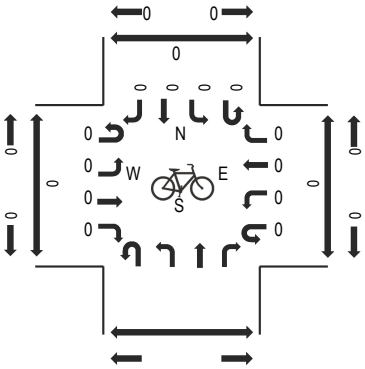
Location: 1 JUAN HERNANDEZ DR & TENNANT AVE PM
Date: Thursday, February 6, 2020
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

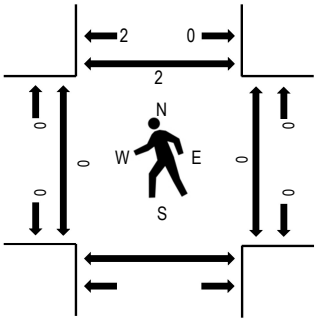
Peak Hour - Motorized Vehicles



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				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	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

All Traffic Data Services Inc.

(303) 216-2439
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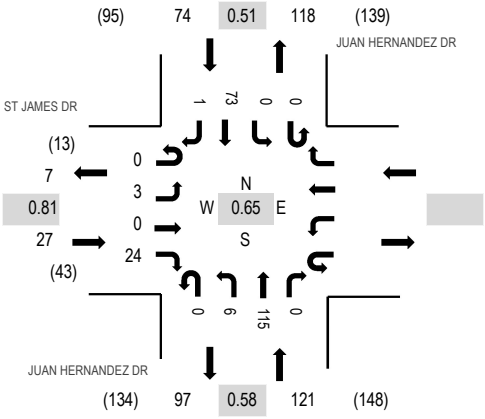
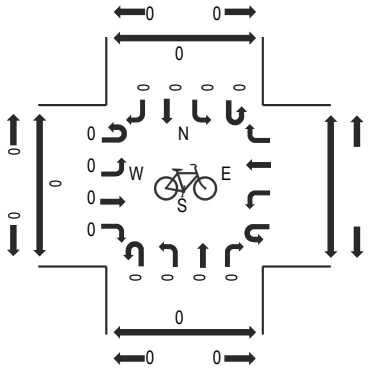
Location: 2 JUAN HERNANDEZ DR & ST JAMES DR AM
Date: Thursday, February 6, 2020
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

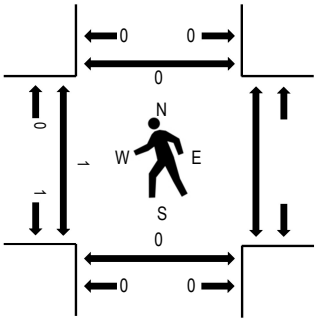
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ST JAMES DR Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	JUAN HERNANDEZ DR Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	JUAN HERNANDEZ DR Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total	Rolling Hour	Pedestrian Crossings 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

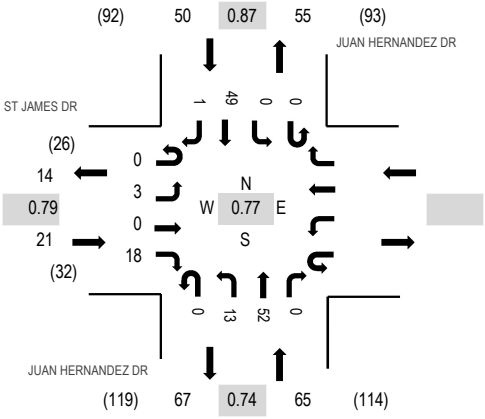
Vehicle Type	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total
Articulated Trucks	0	0	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

All Traffic Data Services Inc.

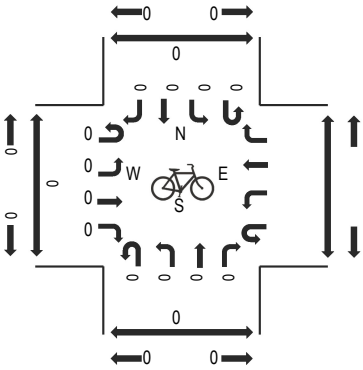
(303) 216-2439
www.alltrafficdata.net

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

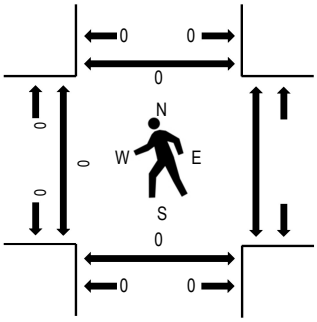
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ST JAMES DR Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	JUAN HERNANDEZ DR Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	JUAN HERNANDEZ DR Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total	Rolling Hour	Pedestrian Crossings 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

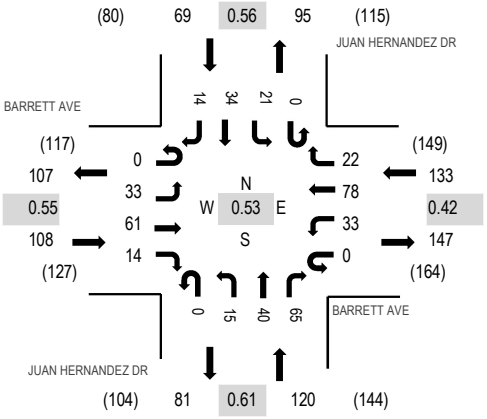
Vehicle Type	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total
Articulated Trucks	0	0	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

All Traffic Data Services Inc.

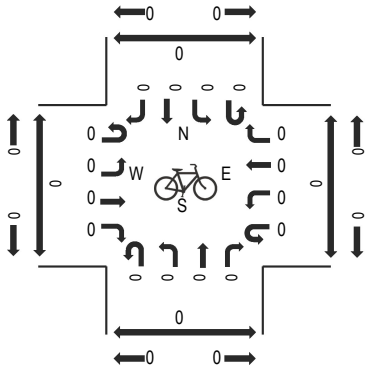
(303) 216-2439
www.alltrafficdata.net

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

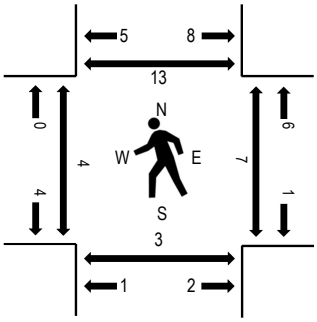
Peak Hour - Motorized Vehicles



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

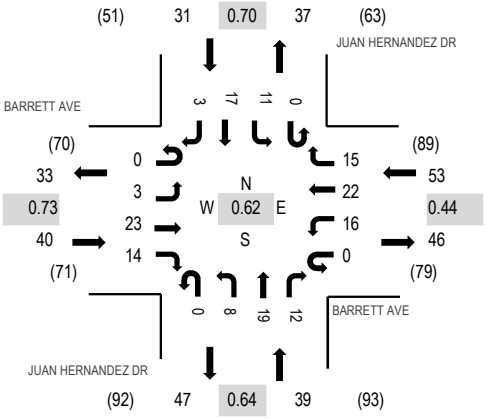
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	33	59	14	0	33	75	21	0	14	40	63	0	21	33	13	419
Mediums	0	0	2	0	0	0	3	1	0	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

All Traffic Data Services Inc.

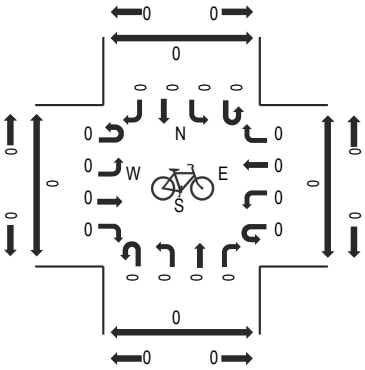
(303) 216-2439
www.alltrafficdata.net

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

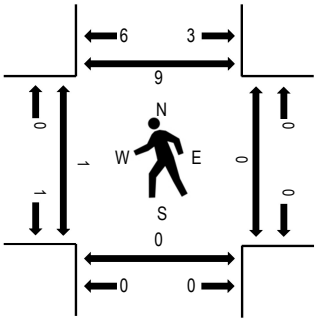
Peak Hour - Motorized Vehicles



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

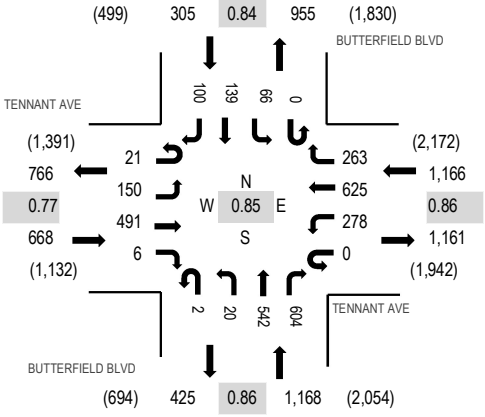
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	3	23	14	0	15	22	15	0	8	17	11	0	11	17	3	159
Mediums	0	0	0	0	0	1	0	0	0	0	2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

All Traffic Data Services Inc.

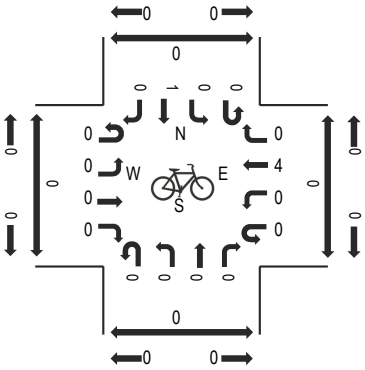
(303) 216-2439
www.alltrafficdata.net

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

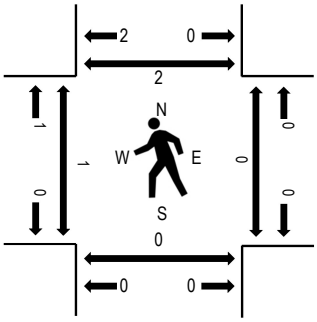
Peak Hour - Motorized Vehicles



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

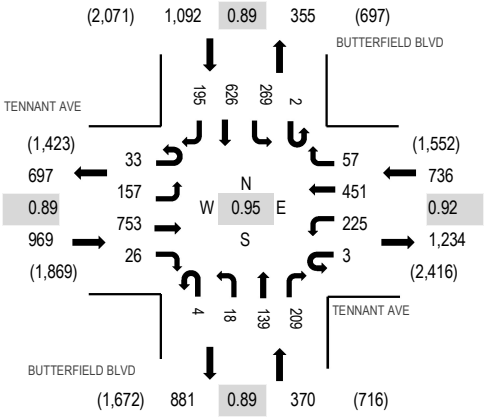
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	1	0	0	0	5	4	0	0	1	1	0	0	0	0	13
Lights	21	144	478	6	0	267	608	255	2	20	528	598	0	64	137	94	3,222
Mediums	0	5	12	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

All Traffic Data Services Inc.

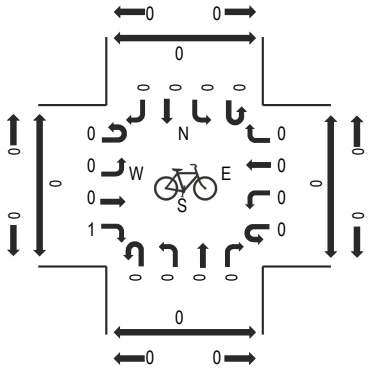
(303) 216-2439
www.alltrafficdata.net

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

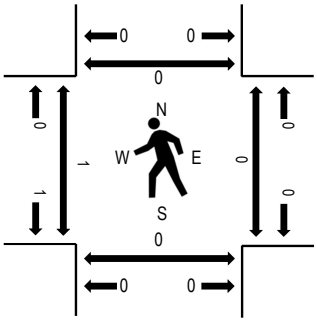
Peak Hour - Motorized Vehicles



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

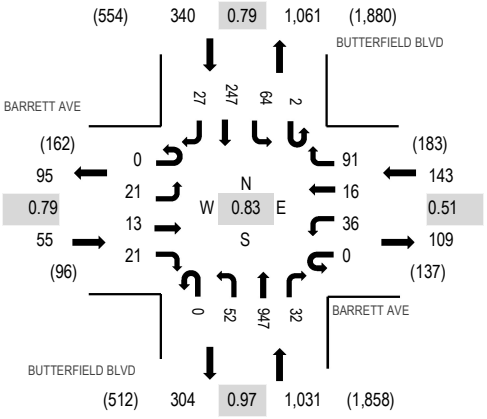
Peak Rolling Hour Flow Rates

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

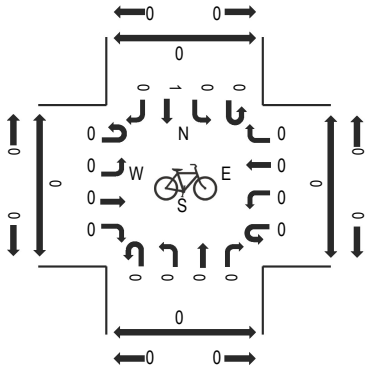
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

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

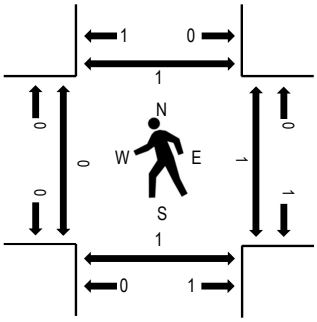
Peak Hour - Motorized Vehicles



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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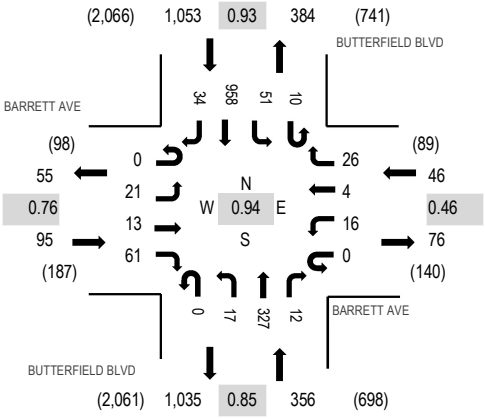
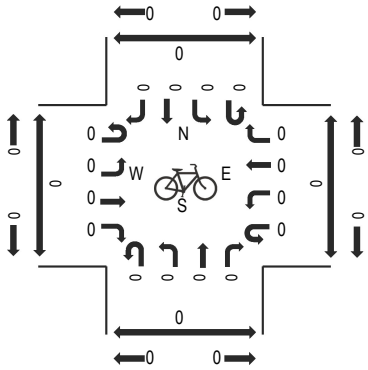
Location: 5 BUTTERFIELD BLVD & BARRETT AVE PM
Date: Thursday, February 6, 2020
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

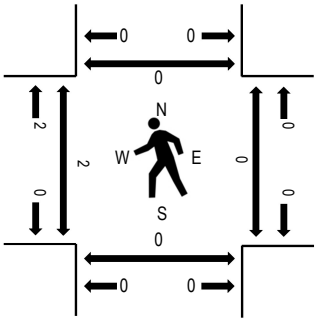
Peak Hour - Motorized Vehicles



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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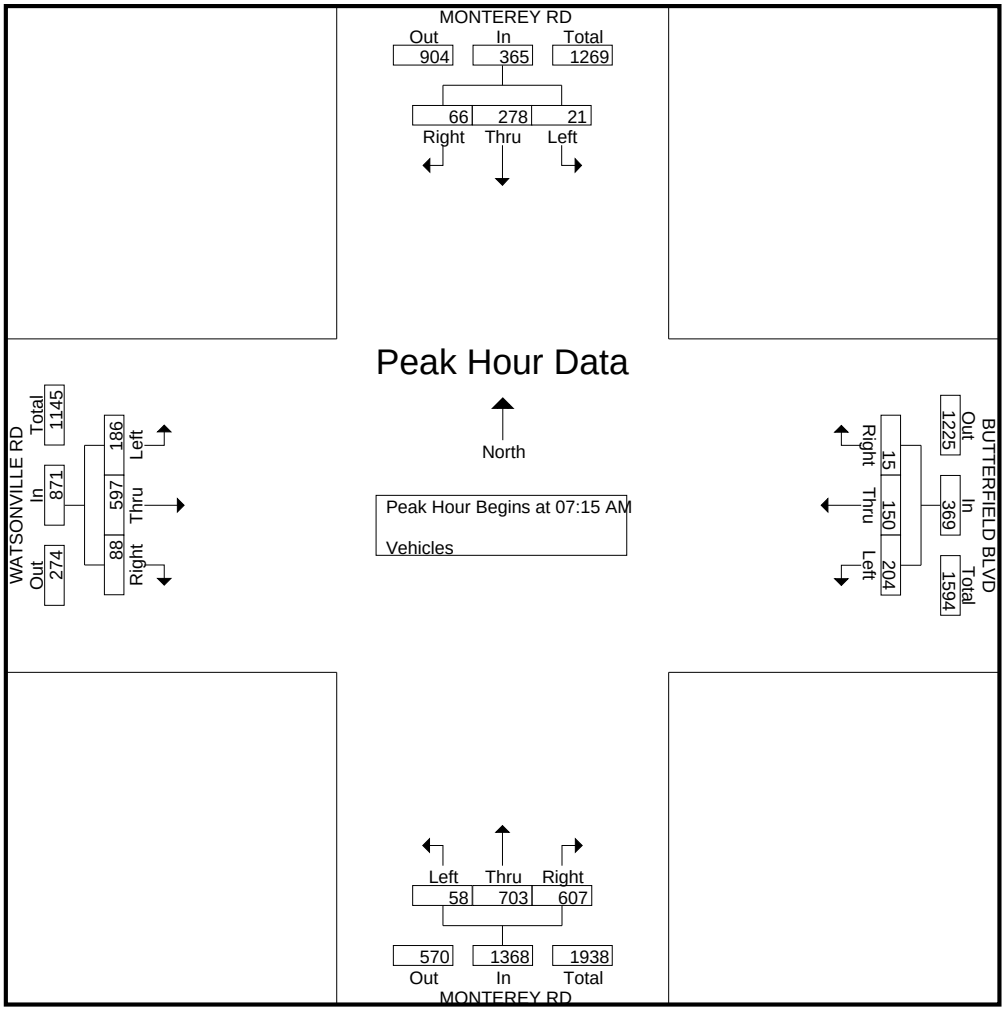

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Groups Printed- Vehicles

	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
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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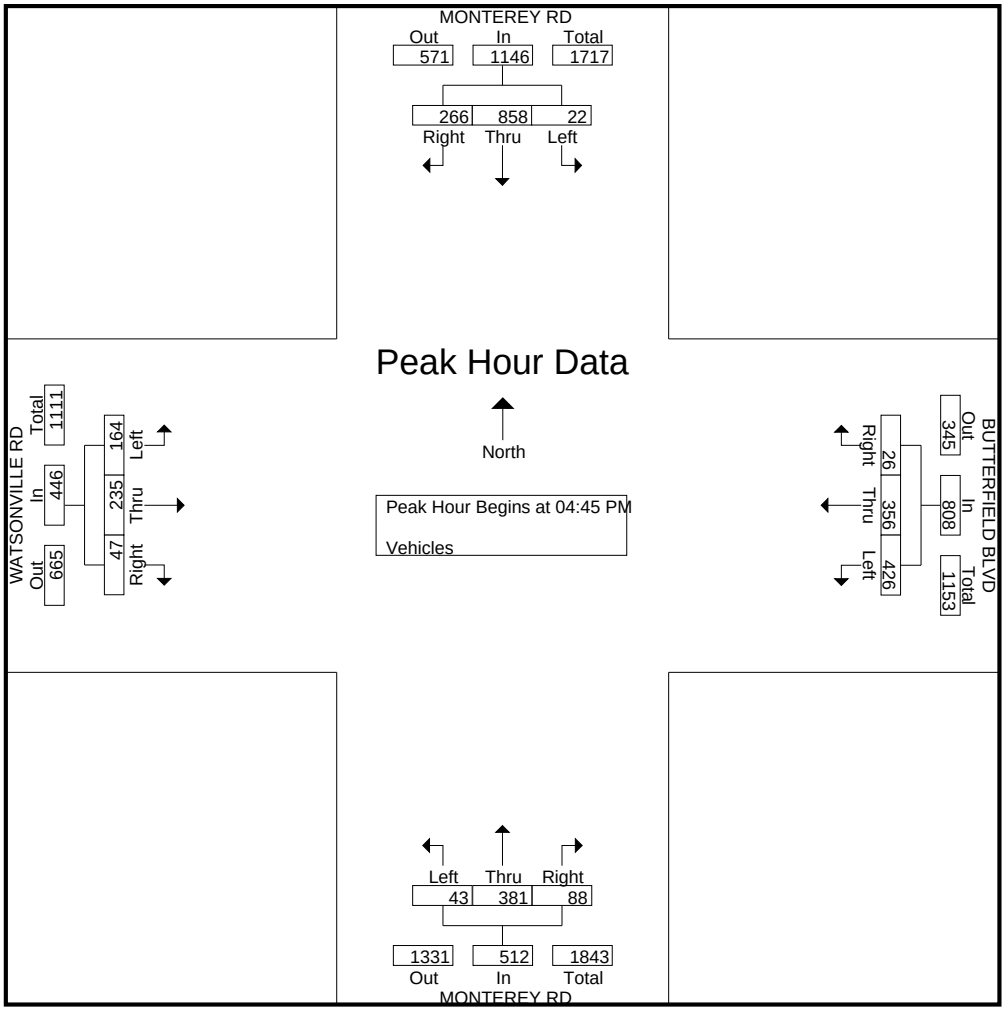

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Groups Printed- Vehicles

	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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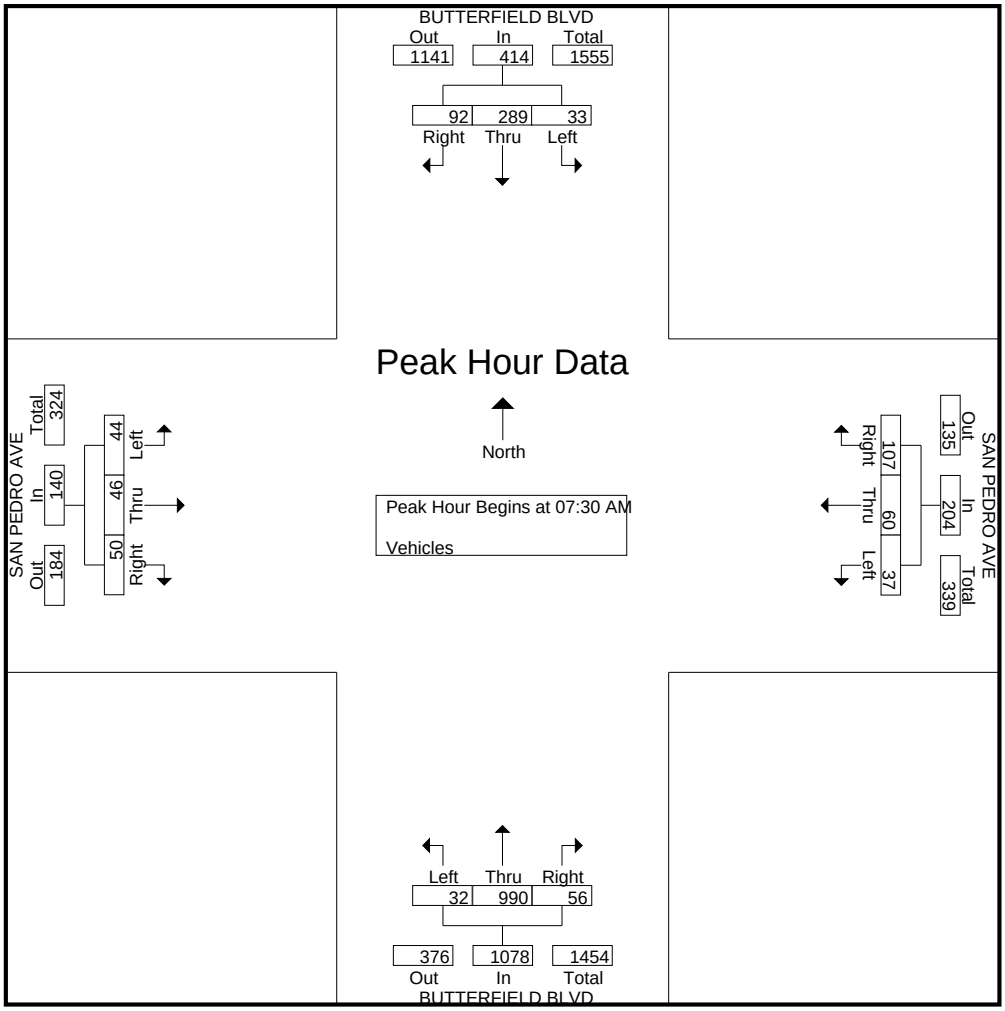

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File Name : 7PM FINAL
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Groups Printed- Vehicles

	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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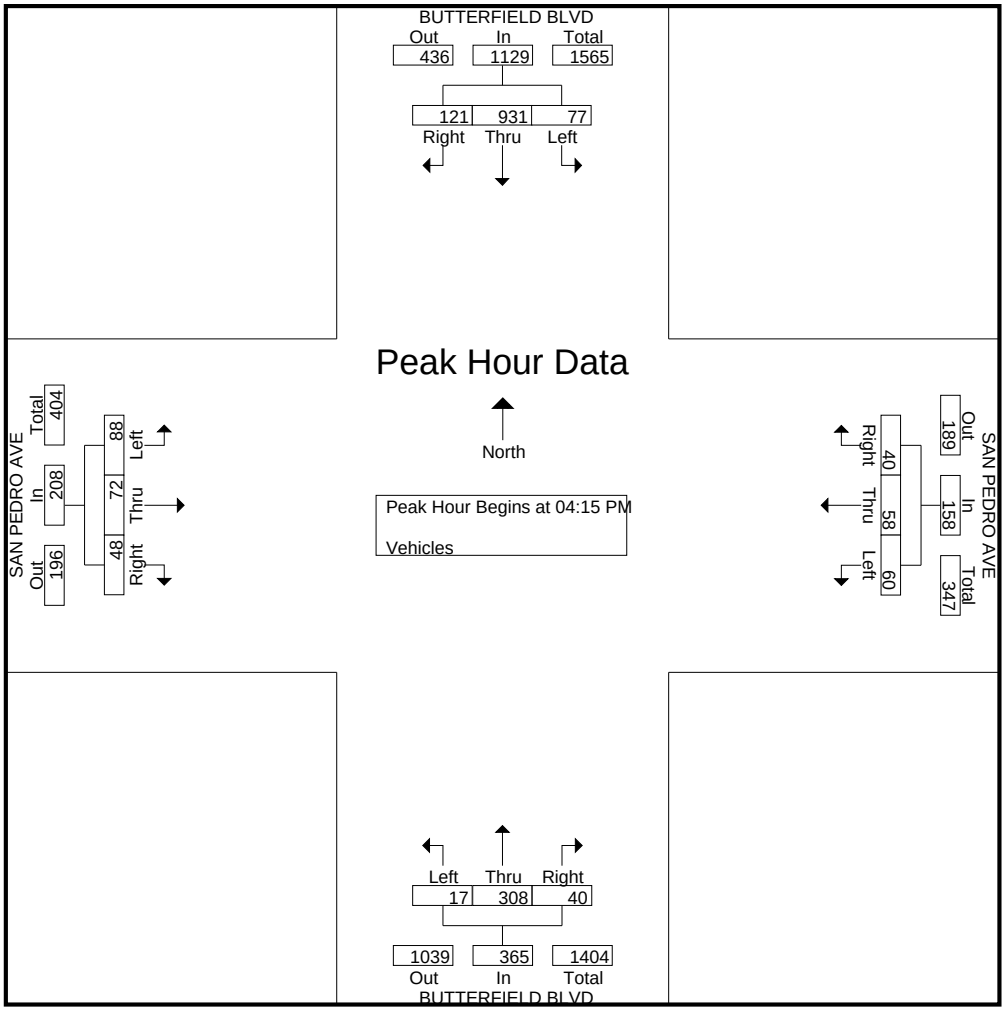
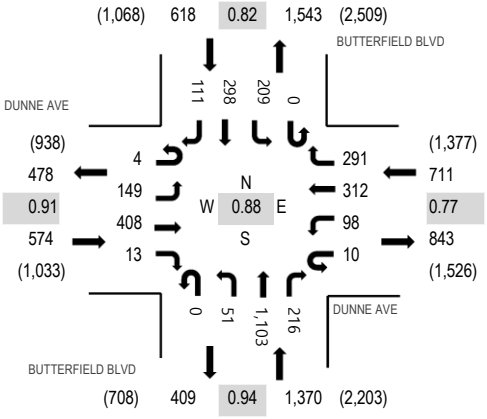


All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

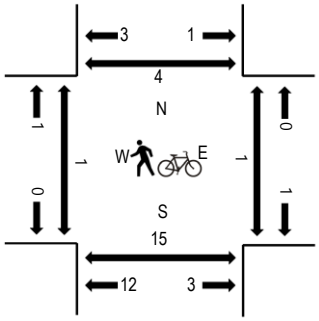
Location: 23 BUTTERFIELD BLVD & DUNNE AVE AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

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	Pedestrain 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

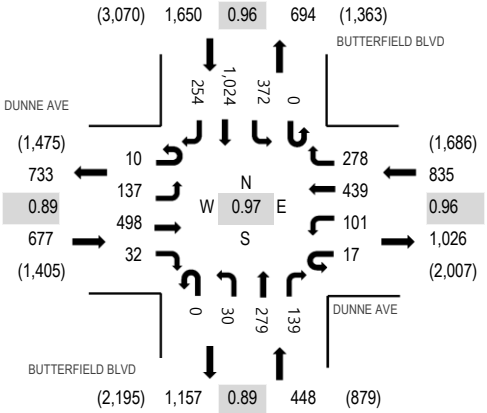
Peak Rolling Hour Flow Rates

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

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

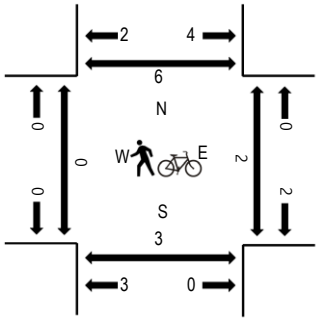
Location: 23 BUTTERFIELD BLVD & DUNNE AVE PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



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	Pedestrain 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

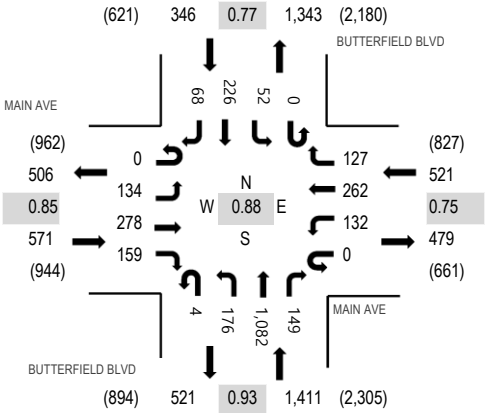
Peak Rolling Hour Flow Rates

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

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

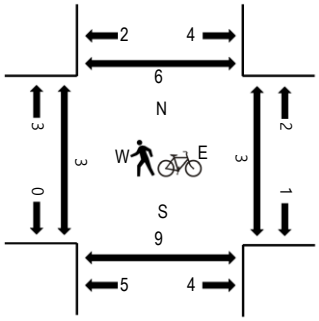
Location: 19 BUTTERFIELD BLVD & MAIN AVE AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

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	Pedestrain 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

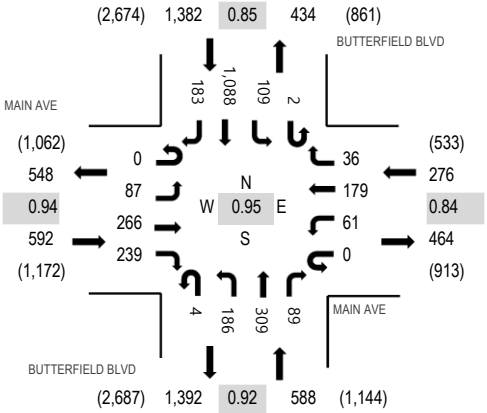
Peak Rolling Hour Flow Rates

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

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

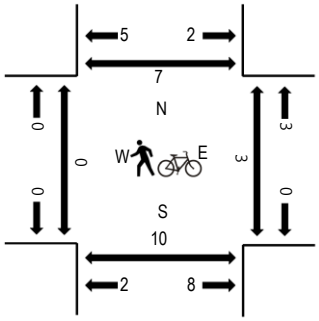
Location: 19 BUTTERFIELD BLVD & MAIN AVE PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MAIN AVE Eastbound				MAIN AVE Westbound				BUTTERFIELD BLVD Northbound				BUTTERFIELD BLVD Southbound				Total	Rolling Hour	Pedestrain 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

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	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

Traffic Data Service

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

File Name : 4AM FINAL
Site Code : 00000004
Start Date : 3/14/2019
Page No : 1

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

Traffic Data Service

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File Name : 4AM FINAL
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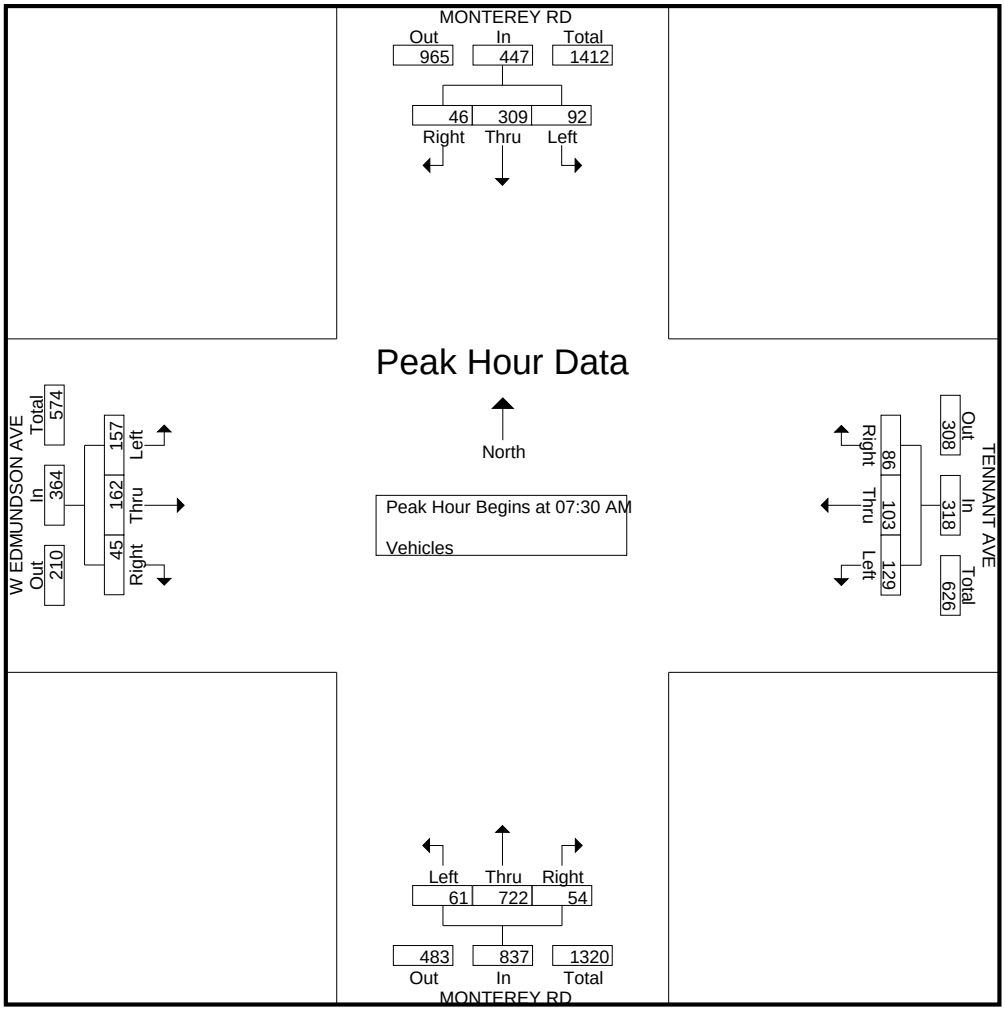

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File Name : 4PM FINAL
Site Code : 00000004
Start Date : 3/14/2019
Page No : 1

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

Traffic Data Service

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File Name : 4PM FINAL
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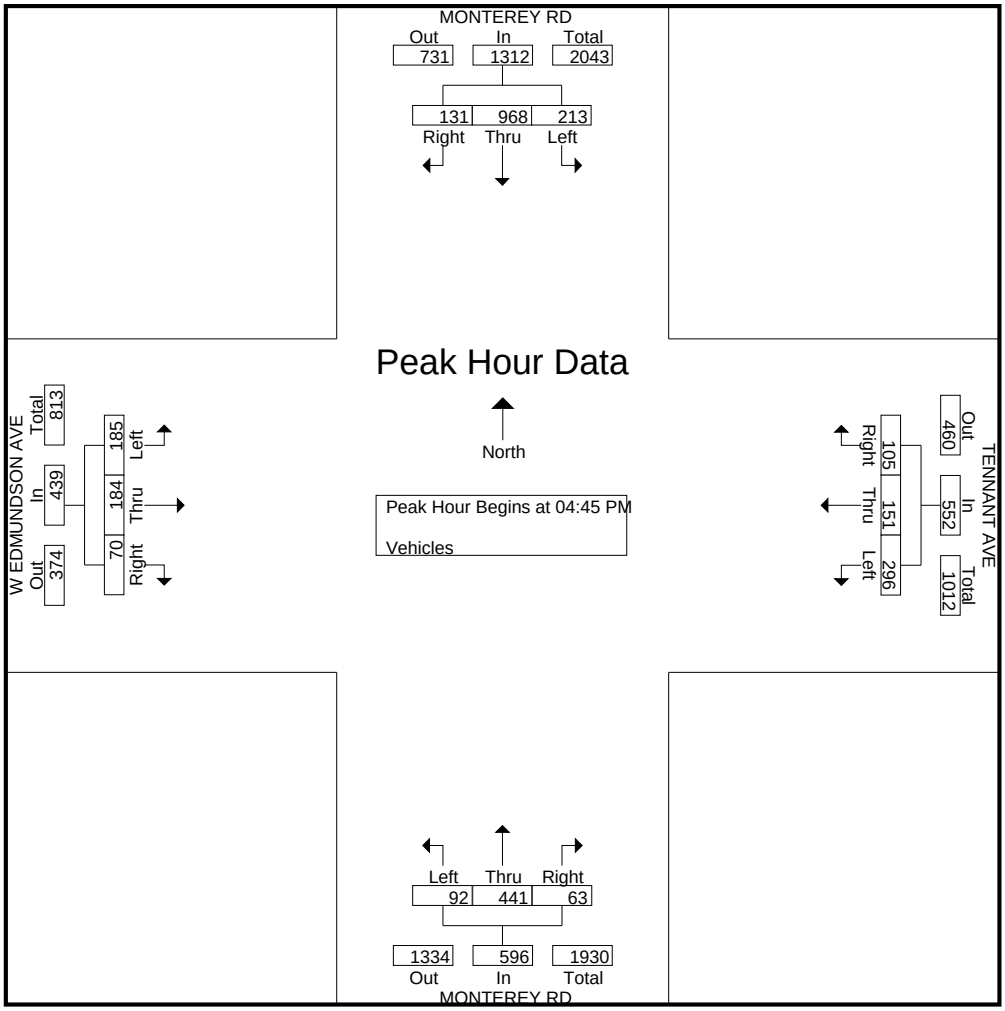
Page No : 2

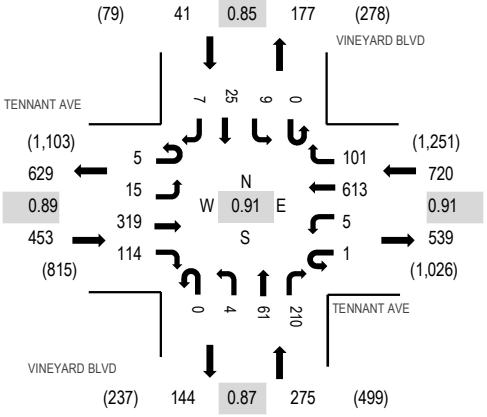


All Traffic Data Services Inc.

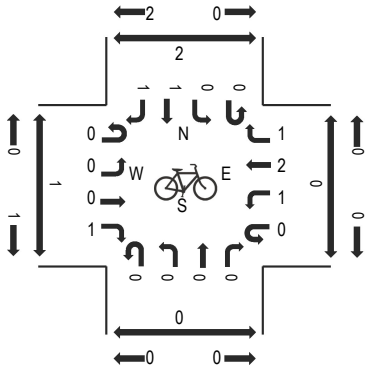
(303) 216-2439
www.alltrafficdata.net

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

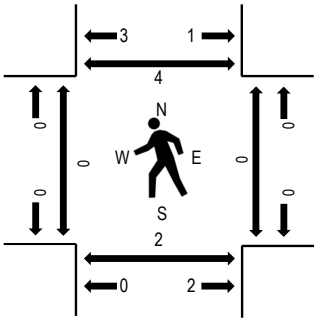
Peak Hour - Motorized Vehicles



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

All Traffic Data Services Inc.

(303) 216-2439
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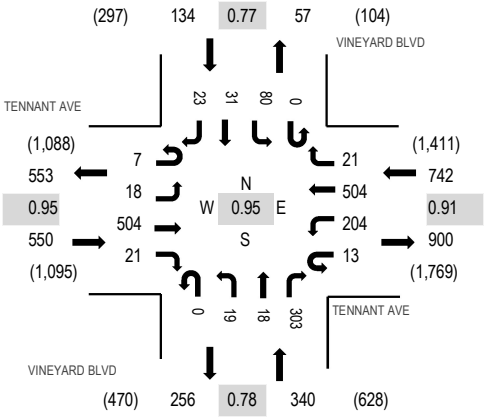
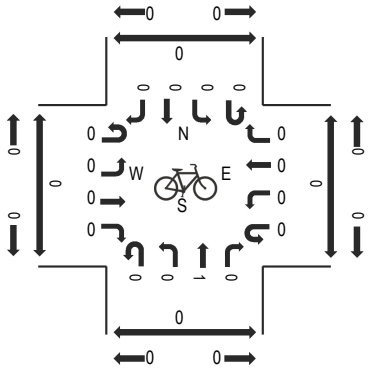
Location: 6 VINEYARD BLVD & TENNANT AVE PM
Date: Thursday, February 6, 2020
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

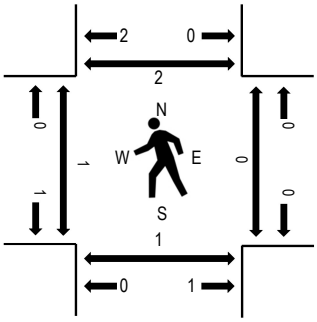
Peak Hour - Motorized Vehicles



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

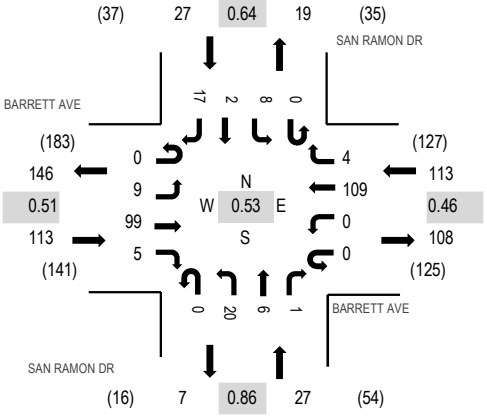
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2
Lights	7	18	501	21	12	202	501	18	0	19	18	303	0	80	30	23	1,753
Mediums	0	0	2	0	1	2	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

All Traffic Data Services Inc.

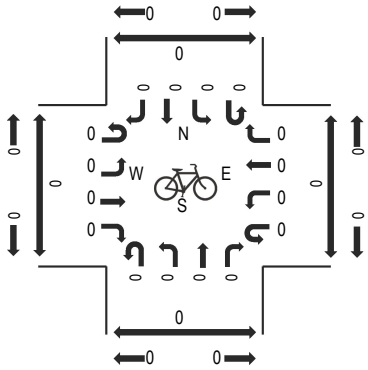
(303) 216-2439
www.alltrafficdata.net

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

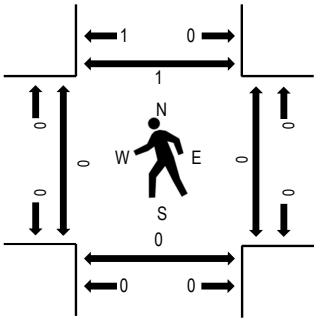
Peak Hour - Motorized Vehicles



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

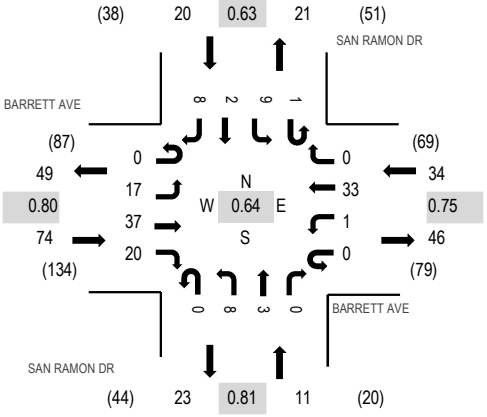
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	9	97	5	0	0	105	3	0	20	6	1	0	8	2	17	273
Mediums	0	0	2	0	0	0	4	1	0	0	0	0	0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

All Traffic Data Services Inc.

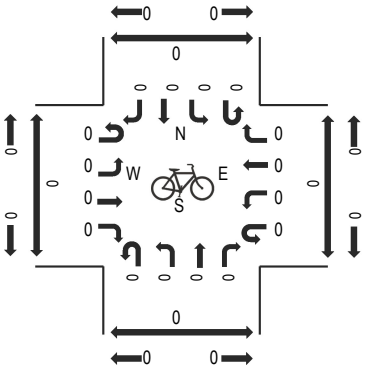
(303) 216-2439
www.alltrafficdata.net

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

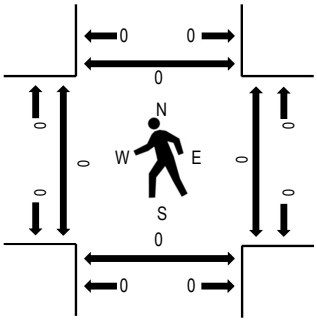
Peak Hour - Motorized Vehicles



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

Traffic Data Service

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File Name : 5AM FINAL
Site Code : 00000005
Start Date : 3/28/2019
Page No : 1

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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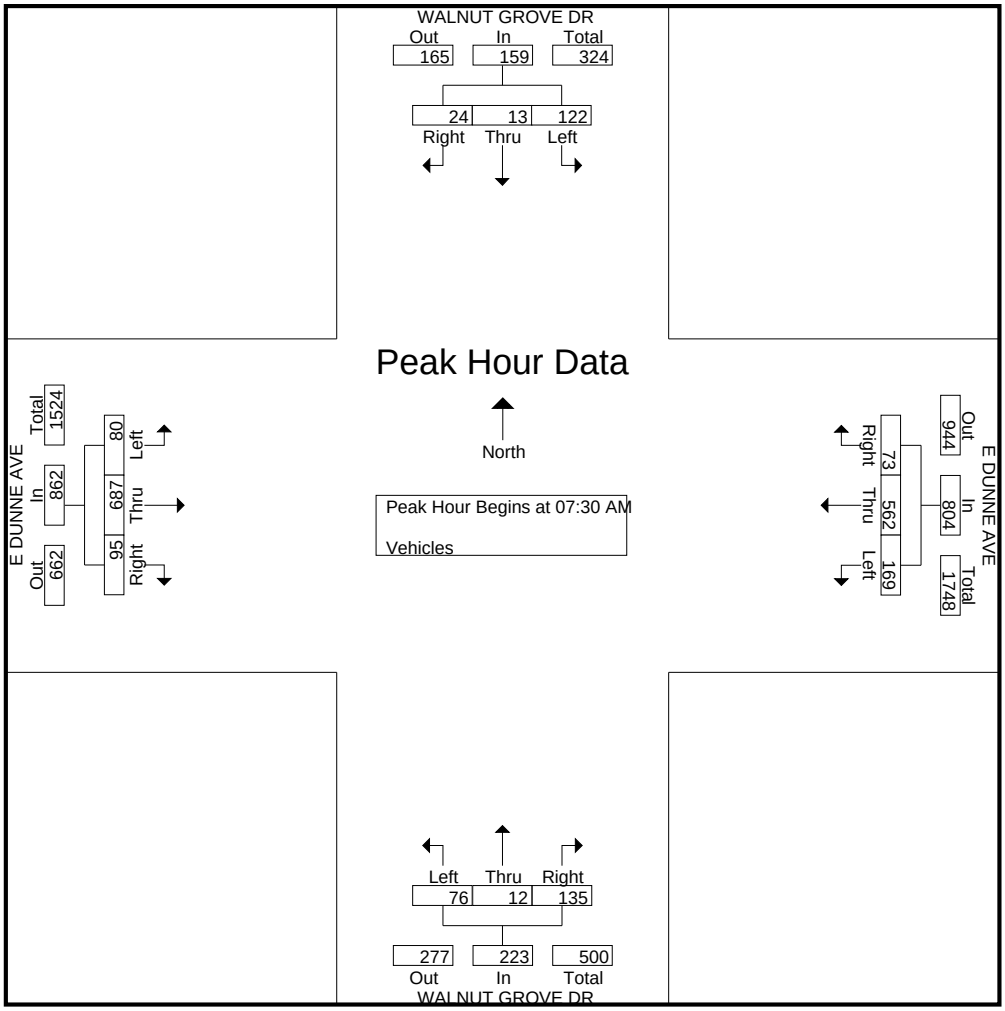

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File Name : 5PM FINAL
Site Code : 00000005
Start Date : 3/28/2019
Page No : 1

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

Traffic Data Service

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File Name : 5PM FINAL
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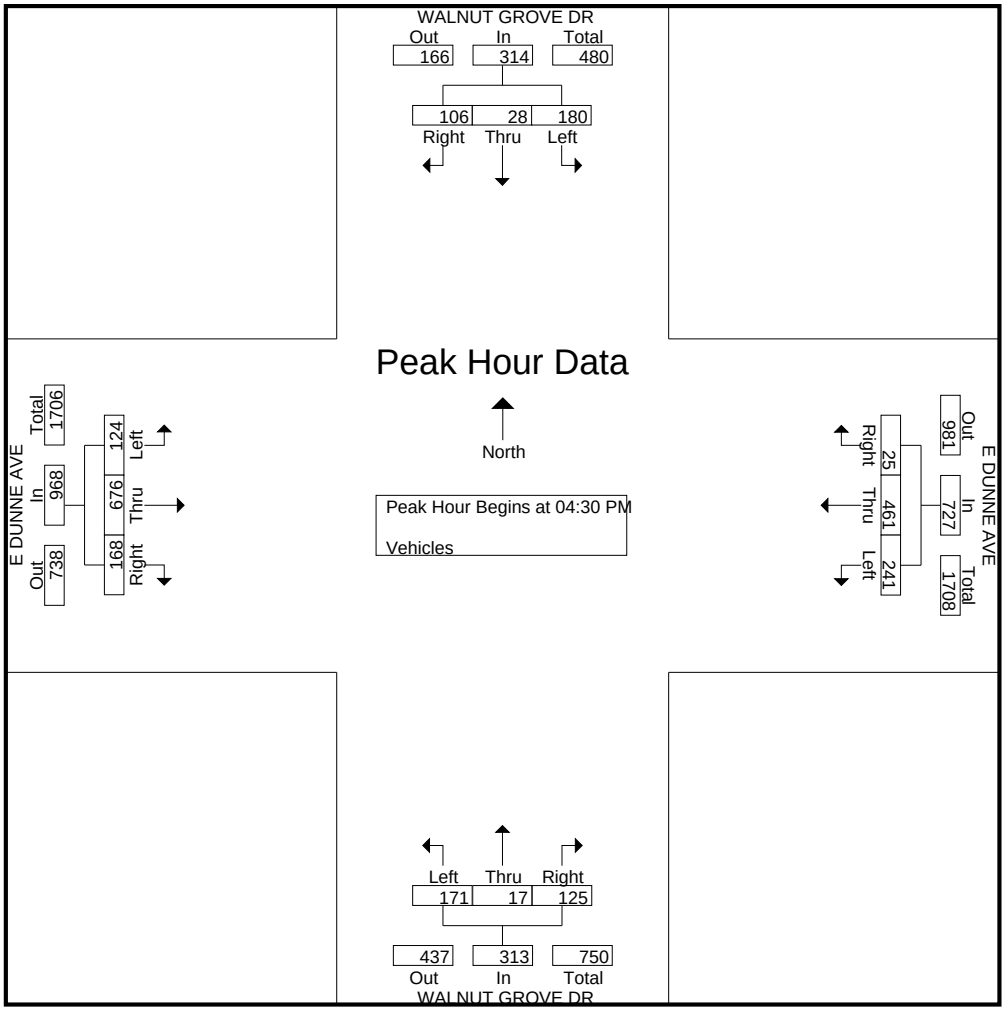

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Site Code : 00000004
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Page No : 1

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

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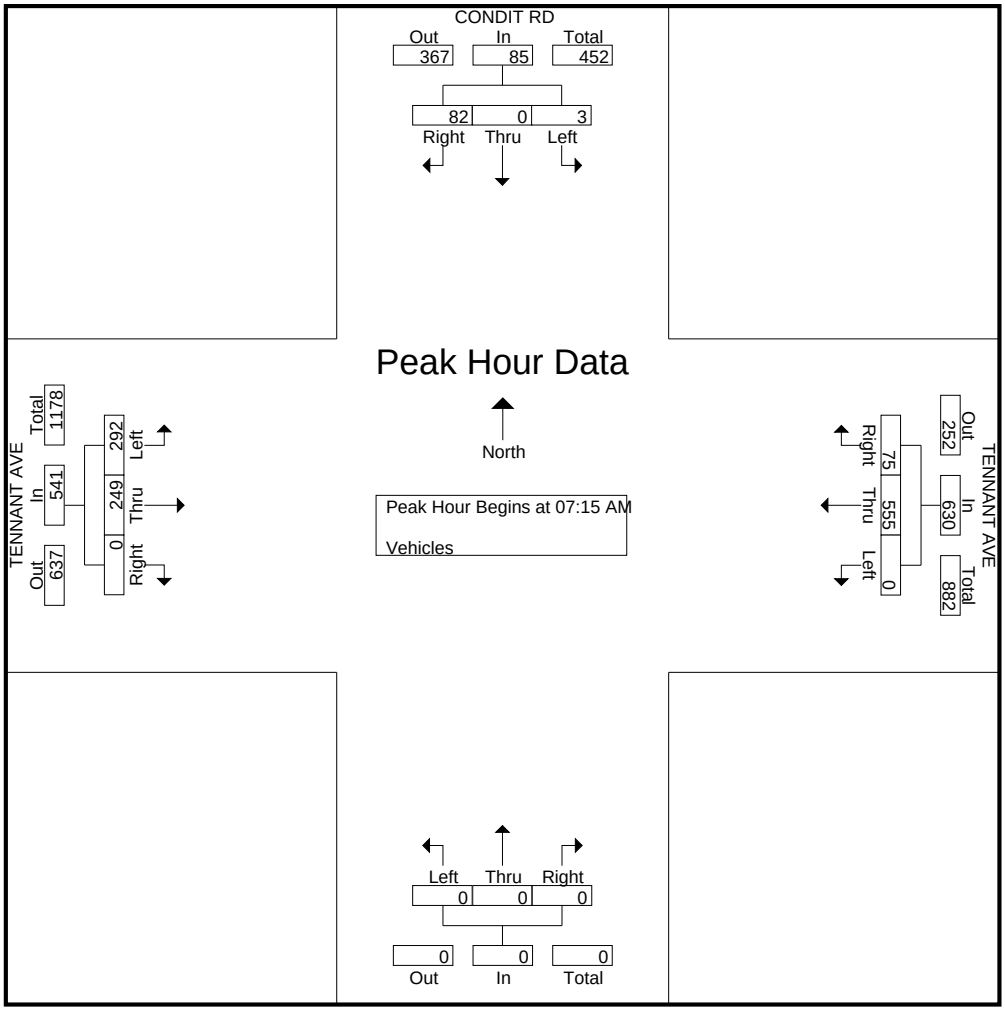

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Groups Printed- Vehicles

	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	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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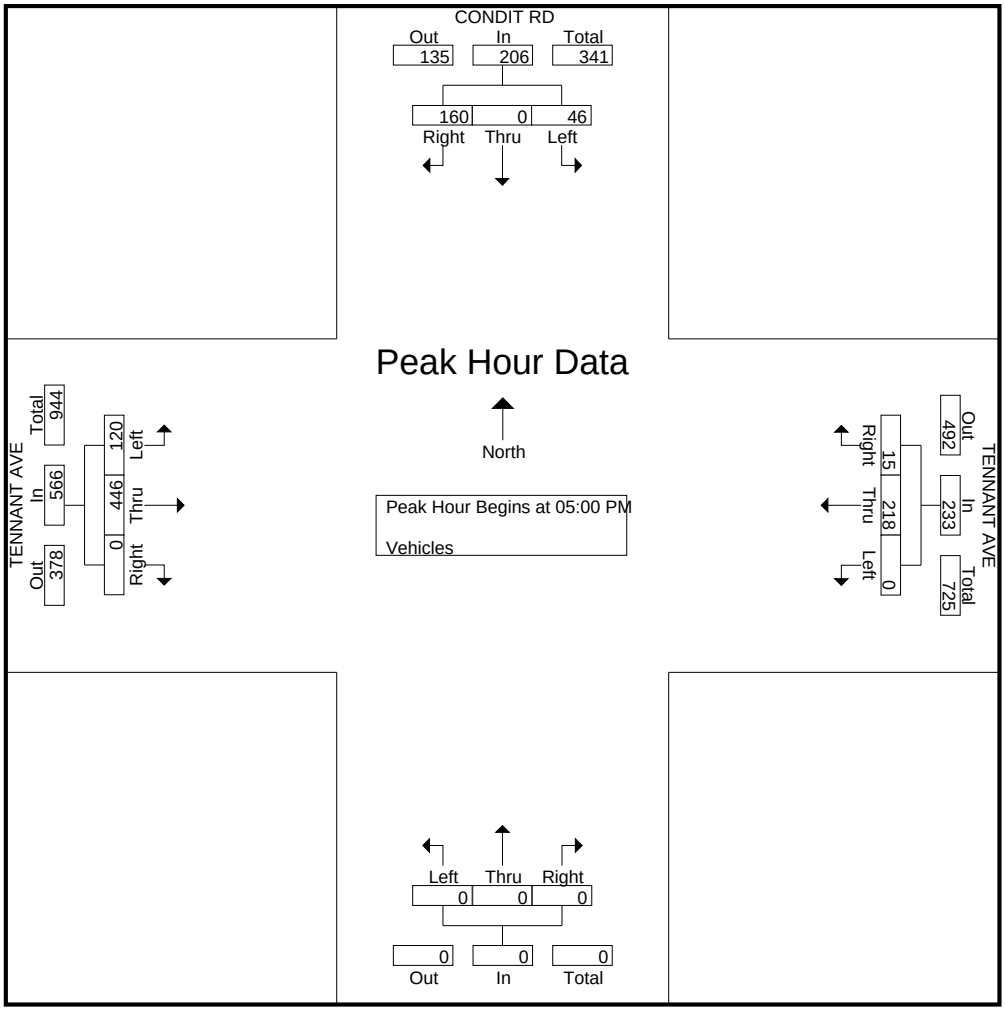

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Groups Printed- Vehicles

	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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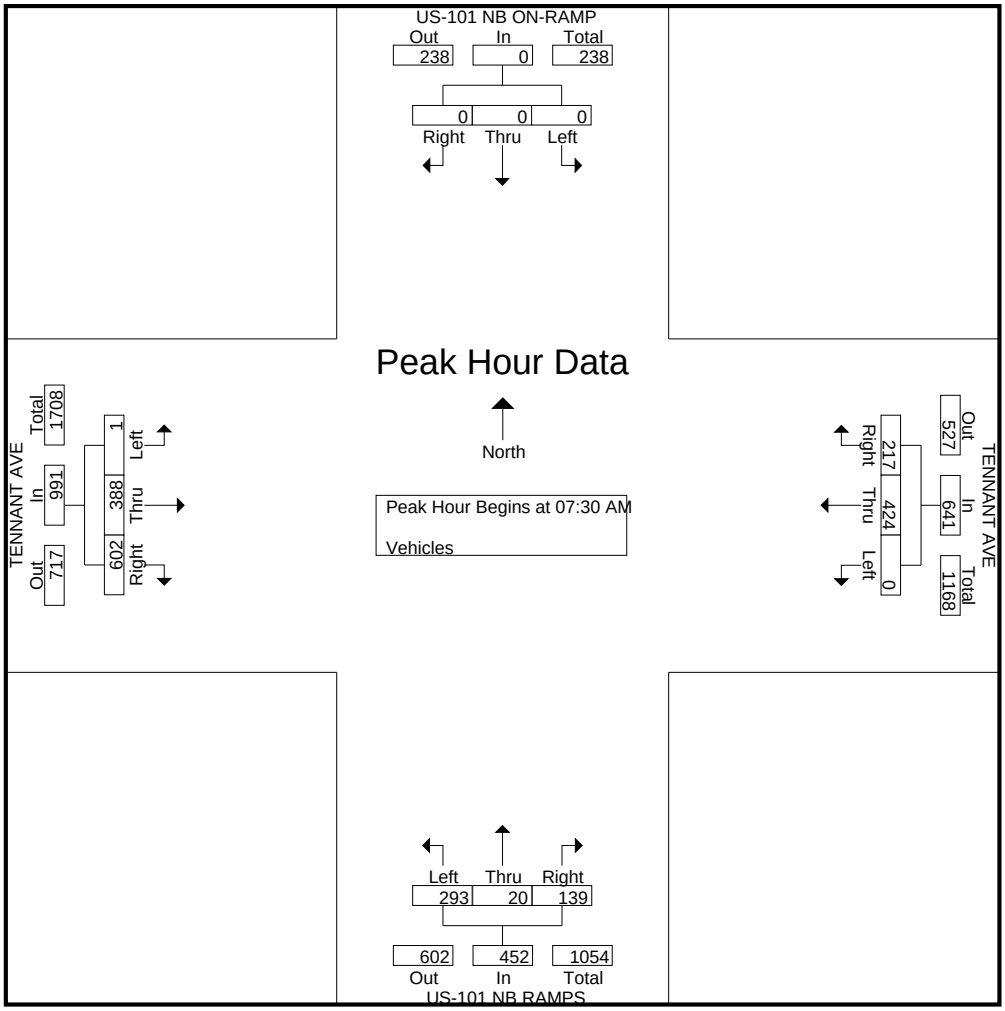

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File Name : 2PM FINAL
Site Code : 00000002
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Groups Printed- Vehicles

	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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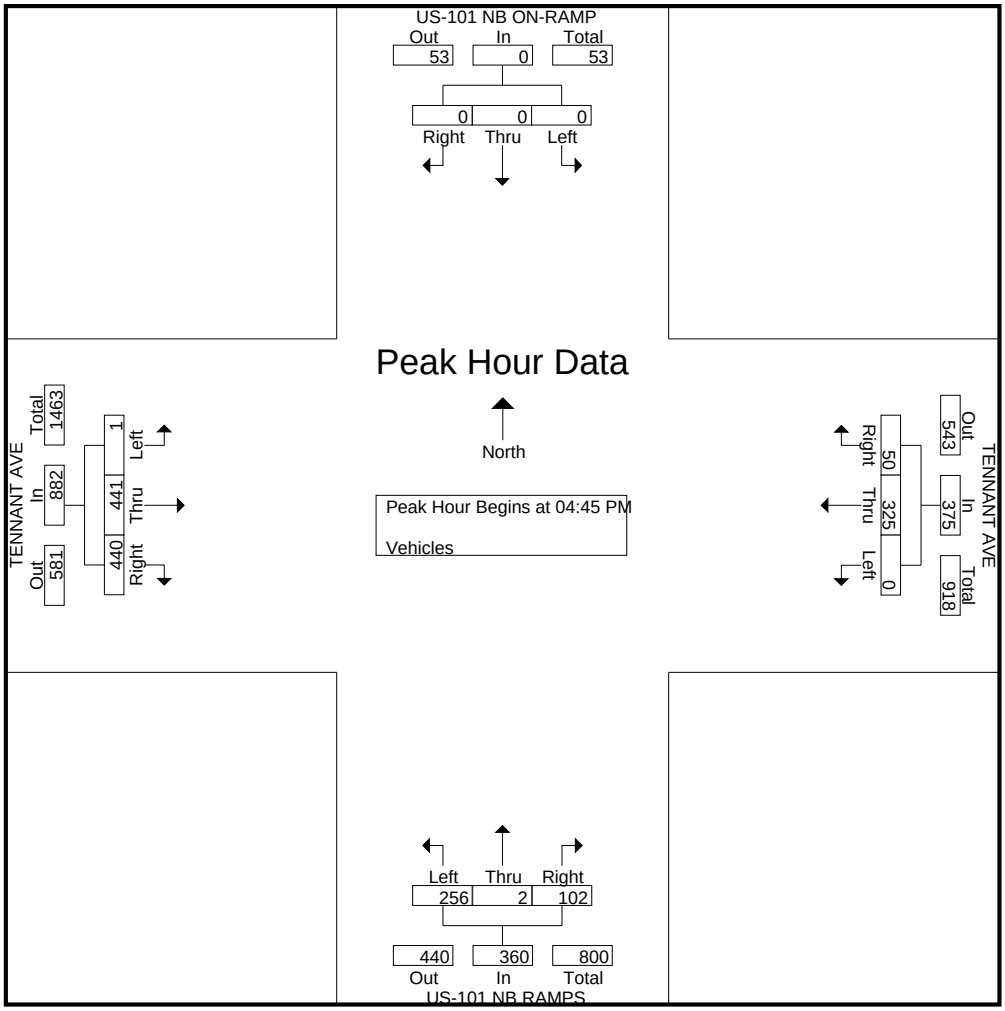

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File Name : 1AM FINAL
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Groups Printed- Vehicles

	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	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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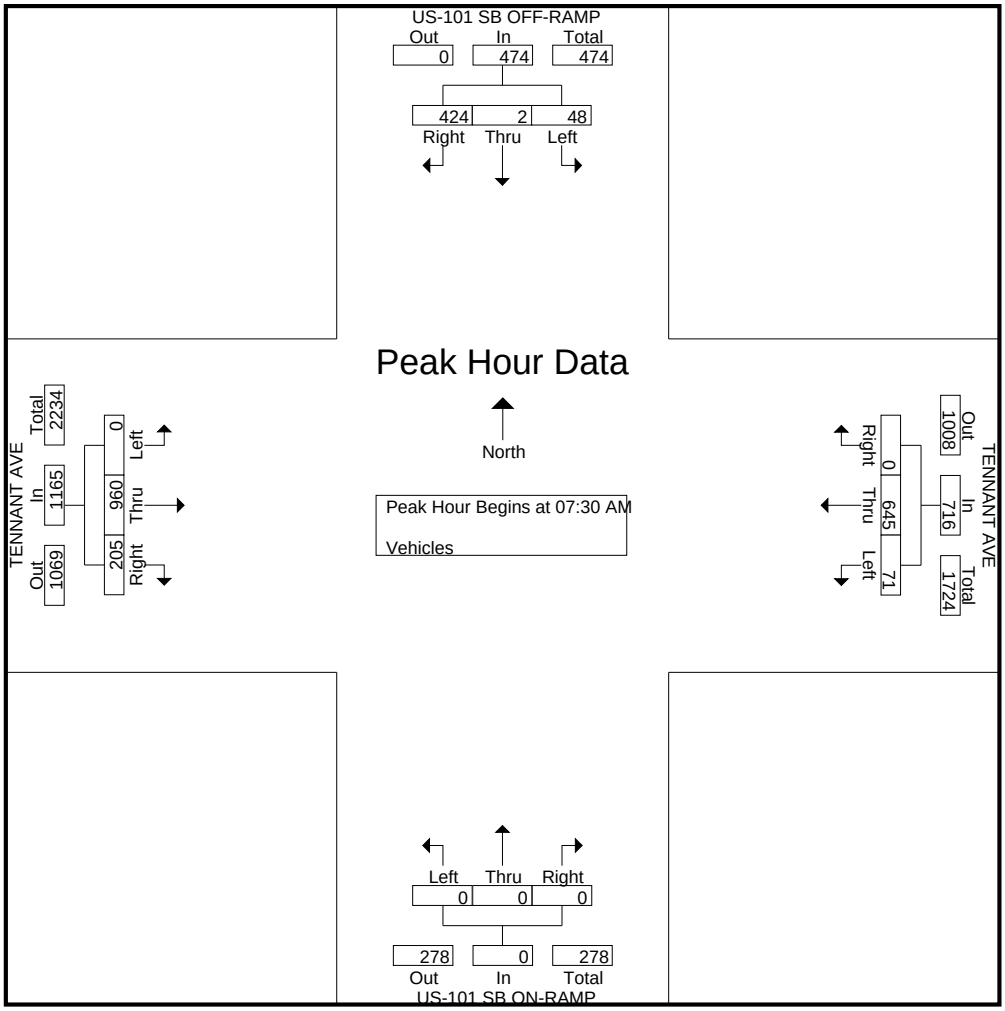

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File Name : 1PM FINAL
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Groups Printed- Vehicles

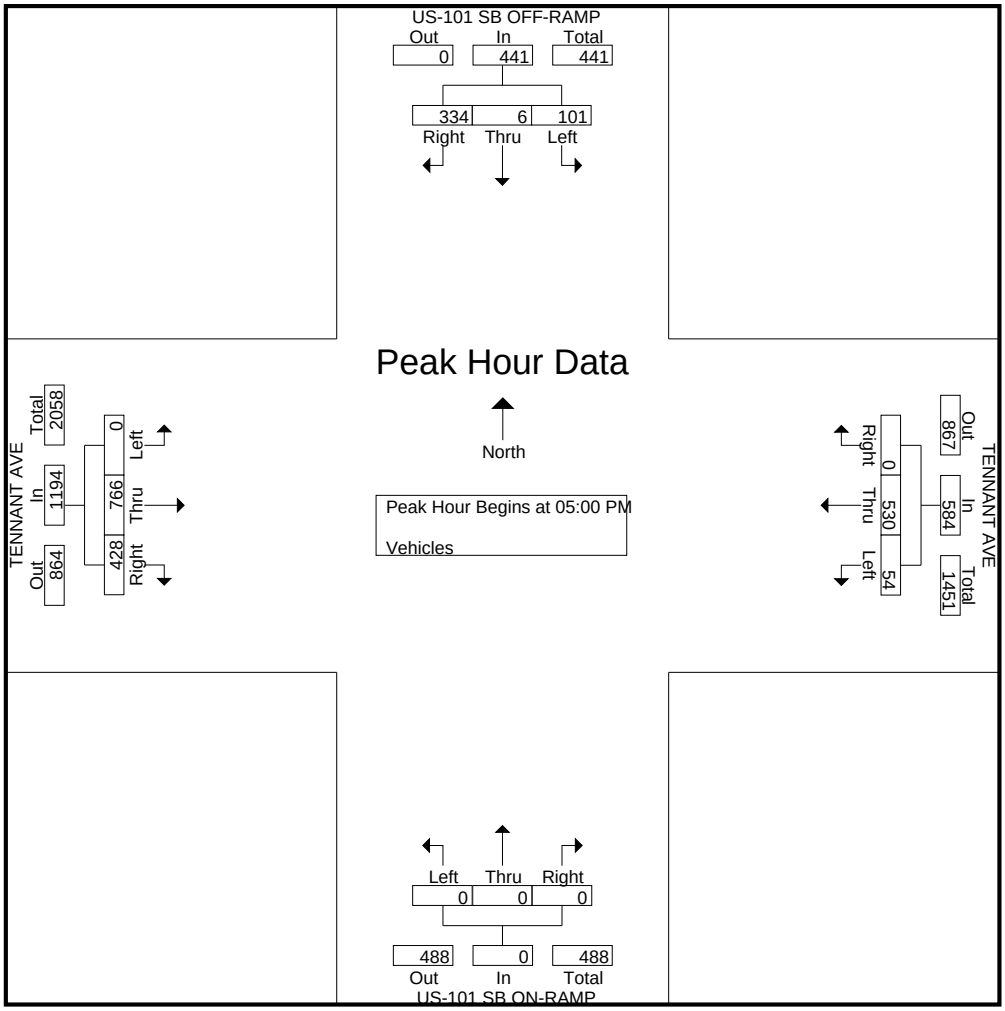
	US-101 SB OFF-RAMP Southbound					TENNANT AVE Westbound					US-101 SB ON-RAMP Northbound					TENNANT AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	71	2	14	0	87	0	111	11	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

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

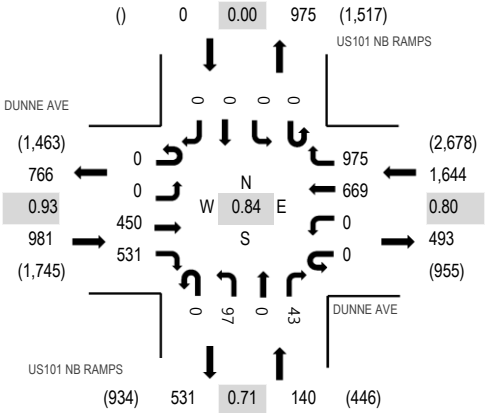
File Name : 1PM FINAL
Site Code : 00000001
Start Date : 6/4/2019
Page No : 2



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

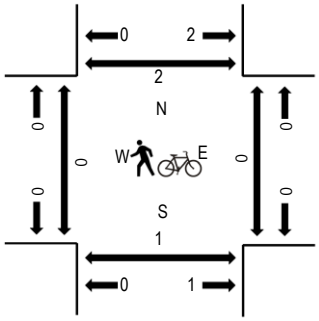
Location: 25 US101 NB RAMPS & DUNNE AVE AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 07:00 AM - 08:00 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

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	Pedestrain 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

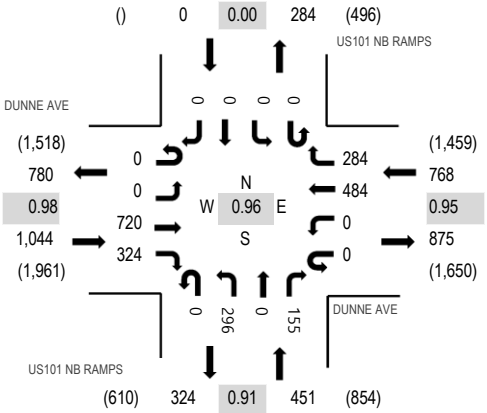
Peak Rolling Hour Flow Rates

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

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

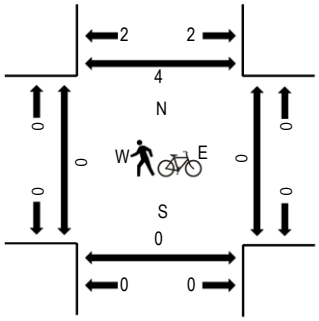
Location: 25 US101 NB RAMPS & DUNNE AVE PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

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	Pedestrain 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

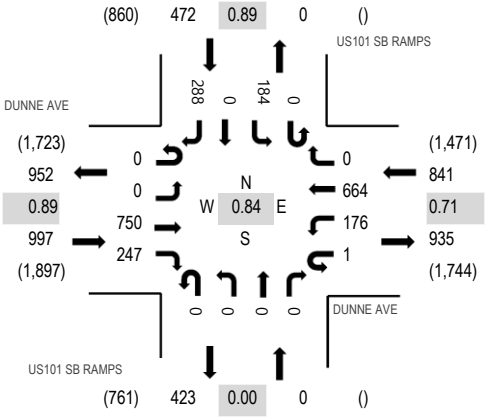
Peak Rolling Hour Flow Rates

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

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

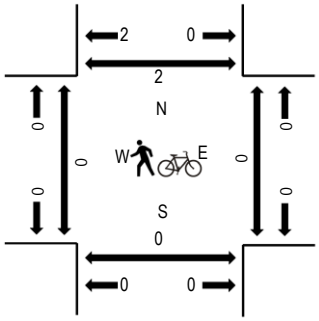
Location: 24 US101 SB RAMPS & DUNNE AVE AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

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	Pedestrain 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

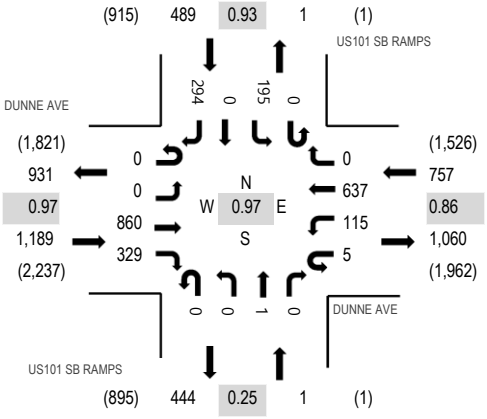
Peak Rolling Hour Flow Rates

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

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

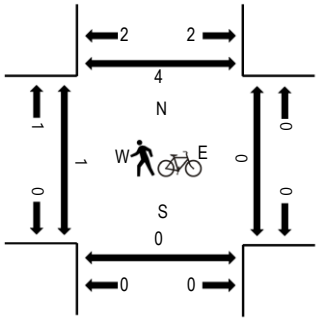
Location: 24 US101 SB RAMPS & DUNNE AVE PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

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	Pedestrain 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

All Traffic Data Services, Inc.

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

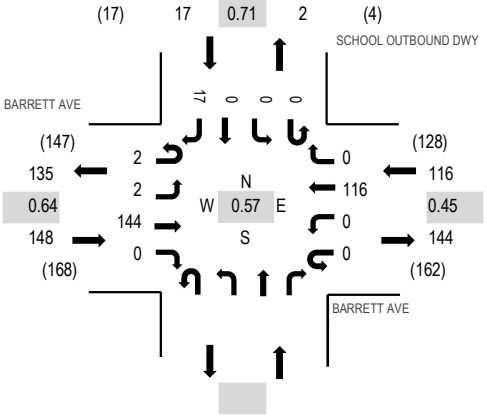
Start Time	06-Feb-20 Thu	EB	WB	Combined Total
12:00 AM		3	11	14
01:00		2	5	7
02:00		3	3	6
03:00		7	2	9
04:00		31	6	37
05:00		63	5	68
06:00		102	15	117
07:00		146	49	195
08:00		112	43	155
09:00		74	43	117
10:00		75	52	127
11:00		73	75	148
12:00 PM		84	79	163
01:00		76	77	153
02:00		81	92	173
03:00		100	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.

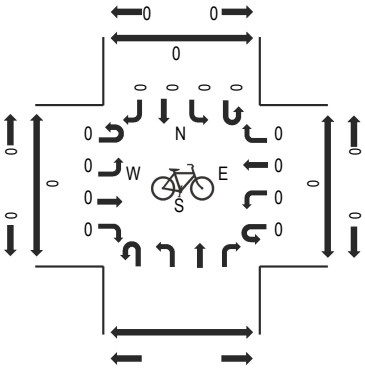
(303) 216-2439
www.alltrafficdata.net

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

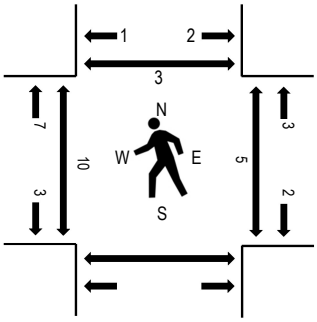
Peak Hour - Motorized Vehicles



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				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

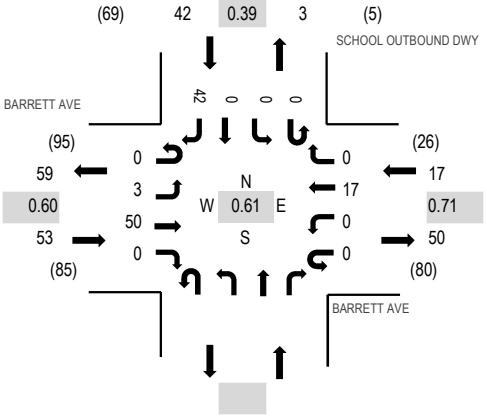
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0					0	0	0	0	0
Lights	2	2	140	0	0	0	115	0					0	0	0	14	273
Mediums	0	0	4	0	0	0	1	0					0	0	0	3	8
Total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

All Traffic Data Services Inc.

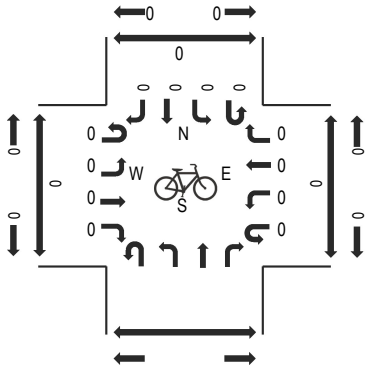
(303) 216-2439
www.alltrafficdata.net

Location: 2 SCHOOL OUTBOUND DWY & BARRETT AVE PM
Date: Tuesday, February 11, 2020
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

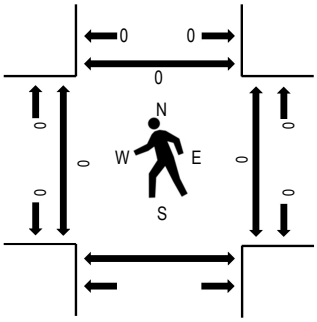
Peak Hour - Motorized Vehicles



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				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
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

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	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

All Traffic Data Services Inc.

(303) 216-2439
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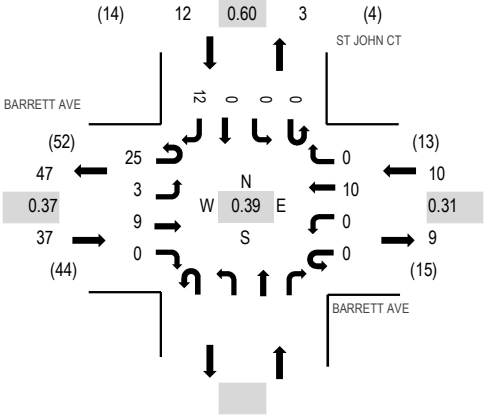
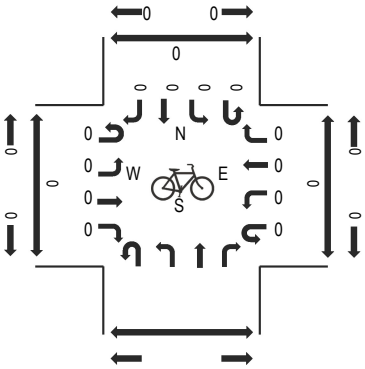
Location: 1 ST JOHN CT & BARRETT AVE AM
Date: Tuesday, February 11, 2020
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

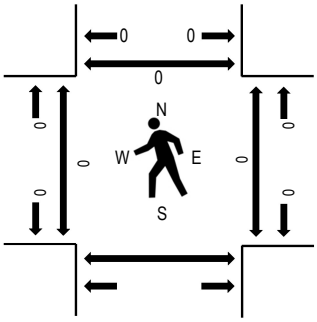
Peak Hour - Motorized Vehicles



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

All Traffic Data Services Inc.

(303) 216-2439
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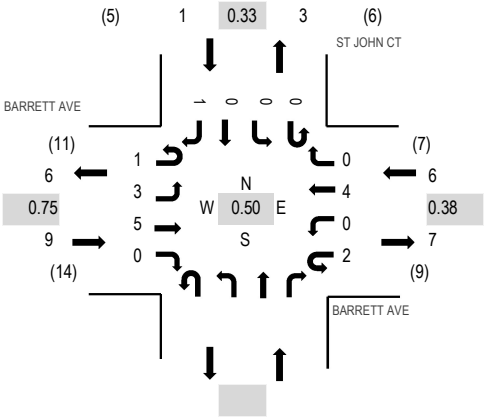
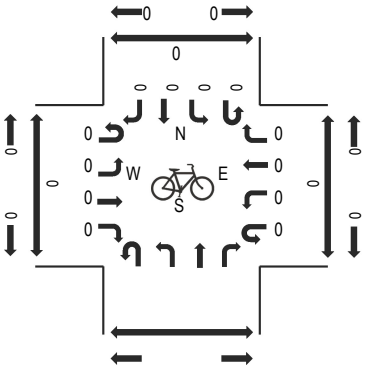
Location: 1 ST JOHN CT & BARRETT AVE PM
Date: Tuesday, February 11, 2020
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

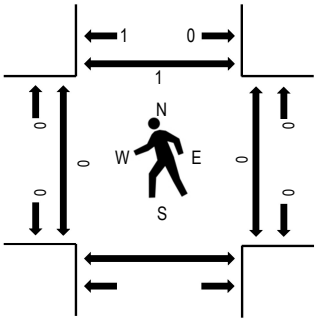
Peak Hour - Motorized Vehicles



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
4:15 PM	0	2	0	0	0	0	0	0					0	0	0	0	2	14	0	0		0
4:30 PM	0	1	2	0	2	0	2	0					0	0	0	1	8	13	0	0		0
4:45 PM	0	0	1	0	0	0	0	0					0	0	0	0	1	6	0	0		1
5:00 PM	0	2	1	0	0	0	0	0					0	0	0	0	3	10	0	0		1
5:15 PM	0	0	0	0	0	0	0	0					0	0	0	1	1		0	0		0
5:30 PM	0	0	1	0	0	0	0	0					0	0	0	0	1		0	0		0
5:45 PM	0	1	0	0	0	0	1	0					0	0	0	3	5		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
16130 Juan Hernandez Drive
Thursday, February 6, 2020

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

Time	15-Minute In	15-Minute Out	15-Minute Total	One Hour In	One Hour Out	One Hour 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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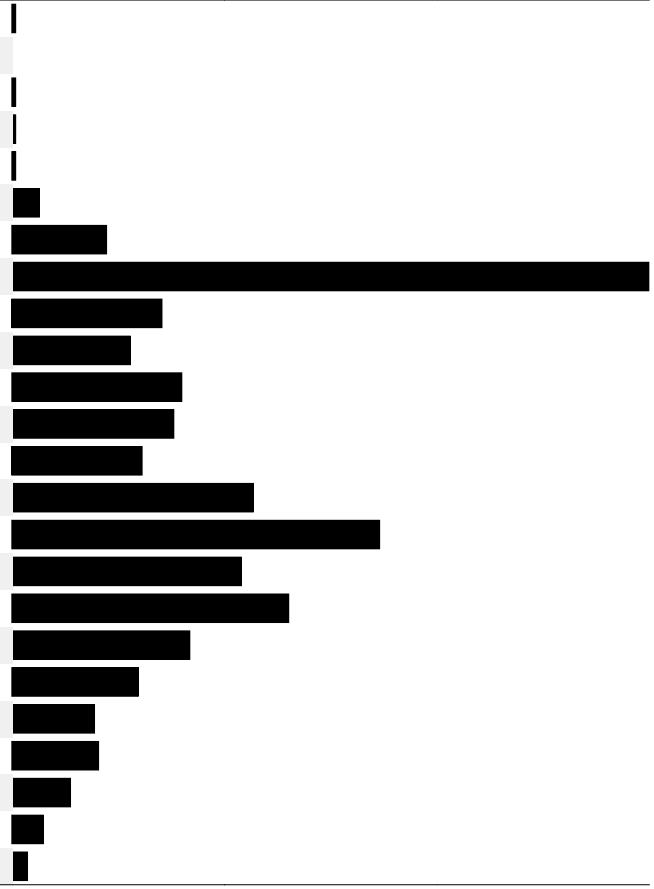
Site Code: 9
JUAN HERNANDEZ DR N.O BARRETT AVE

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	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	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

All Traffic Data Services, Inc.

www.alltrafficdata.net

Site Code: 9
JUAN HERNANDEZ DR N.O BARRETT AVE

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	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	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
05:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
06:00	4	3	0	2	**2**	0	0	0	0	0	0	0	0	0	11	26-35	4
07:00	**7**	**12**	**26**	**19**	1	0	0	0	0	0	0	0	0	0	**65**	21-30	45
08:00	1	0	5	9	2	**1**	0	0	0	0	0	0	0	0	18	21-30	14
09:00	1	1	6	8	1	0	0	0	0	0	0	0	0	0	17	21-30	14
10:00	0	2	11	10	1	0	0	0	0	0	0	0	0	0	24	21-30	21
11:00	2	3	9	6	2	0	0	0	0	0	0	0	0	0	22	21-30	15
12 PM	2	2	1	9	3	0	0	0	0	0	0	0	0	0	17	25-34	12
13:00	6	2	9	**14**	**4**	0	0	0	0	0	0	0	0	0	35	21-30	23
14:00	**15**	**8**	9	7	2	0	0	0	0	0	0	0	0	0	**41**	16-25	17
15:00	1	1	**15**	14	2	0	0	0	0	0	0	0	0	0	33	21-30	29
16:00	0	2	13	13	4	0	0	0	0	0	0	0	0	0	32	21-30	26
17:00	0	2	5	8	3	0	0	0	0	0	0	0	0	0	18	21-30	13
18:00	0	2	8	7	1	0	0	0	0	0	0	0	0	0	18	21-30	15
19:00	0	0	6	6	2	0	0	0	0	0	0	0	0	0	14	21-30	12
20:00	1	2	3	1	0	0	0	**1**	0	0	0	0	0	0	8	16-25	5
21:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	20-29	3
22:00	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4	20-29	3
23:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
Total	40	42	128	140	32	1	0	1	0	0	0	0	0	0	384		
Percent	10.4%	10.9%	33.3%	36.5%	8.3%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	06:00	08:00									07:00		
Vol.	7	12	26	19	2	1									65		
PM Peak	14:00	14:00	15:00	13:00	13:00			20:00							14:00		
Vol.	15	8	15	14	4			1							41		
Total	40	42	128	140	32	1	0	1	0	0	0	0	0	0	384		
Percent	10.4%	10.9%	33.3%	36.5%	8.3%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	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

All Traffic Data Services, Inc.

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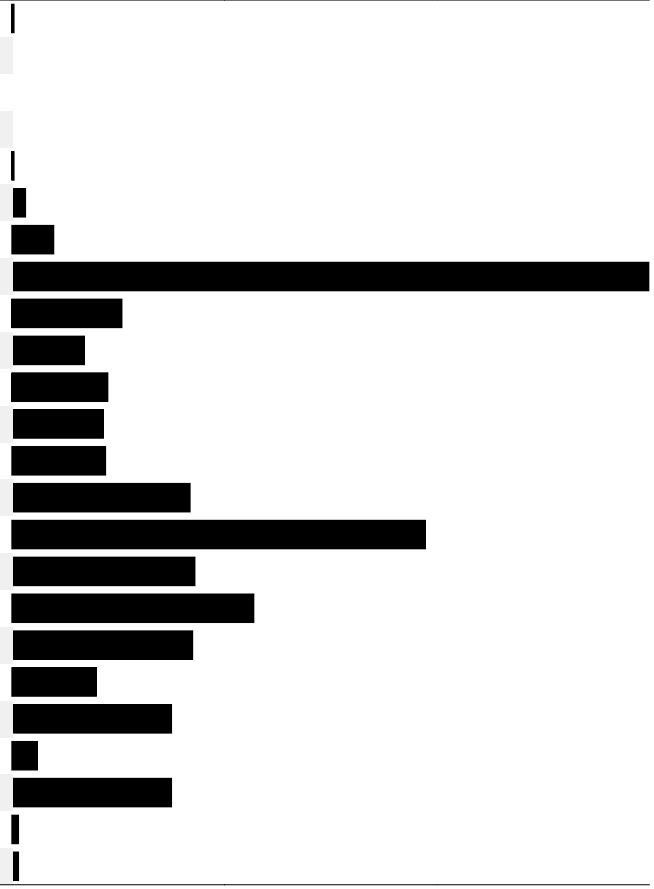
Site Code: 10
BARRETT AVE E.O JUAN HERNANDEZ DR

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



All Traffic Data Services, Inc.

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

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	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	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	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15-24	2
06:00	6	2	1	0	0	0	0	0	0	0	0	0	0	0	9	11-20	4
07:00	**44**	**74**	**27**	2	0	0	0	0	0	0	0	0	0	0	**147**	16-25	101
08:00	0	3	14	3	0	0	0	0	0	0	0	0	0	0	20	16-25	17
09:00	0	8	6	**4**	0	0	0	0	0	0	0	0	0	0	18	16-25	14
10:00	0	12	14	0	0	0	0	0	0	0	0	0	0	0	26	16-25	26
11:00	1	5	8	2	0	0	0	0	0	0	0	0	0	0	16	16-25	13
12 PM	1	9	4	3	0	0	0	0	0	0	0	0	0	0	17	16-25	13
13:00	15	**36**	7	0	0	0	0	0	0	0	0	0	0	0	58	15-24	43
14:00	**22**	19	4	2	0	0	0	0	0	0	0	0	0	0	47	11-20	26
15:00	3	21	12	4	0	0	0	0	0	0	0	0	0	0	40	16-25	33
16:00	5	19	19	5	0	0	0	0	0	0	0	0	0	0	48	16-25	38
17:00	5	17	5	**6**	0	0	0	0	0	0	0	0	0	0	33	16-25	22
18:00	2	5	10	5	0	0	0	0	0	0	0	0	0	0	22	16-25	15
19:00	0	13	**46**	5	0	0	0	0	0	0	0	0	0	0	**64**	16-25	59
20:00	1	1	3	0	0	0	0	0	0	0	0	0	0	0	5	16-25	4
21:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
23:00	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	*	1
Total	106	245	186	42	0	0	0	0	0	0	0	0	0	0	579		
Percent	18.3%	42.3%	32.1%	7.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	09:00											07:00		
Vol.	44	74	27	4											147		
PM Peak	14:00	13:00	19:00	17:00											19:00		
Vol.	22	36	46	6											64		
Total	106	245	186	42	0	0	0	0	0	0	0	0	0	0	579		
Percent	18.3%	42.3%	32.1%	7.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	12 MPH
50th Percentile :	18 MPH
85th Percentile :	23 MPH
95th Percentile :	26 MPH

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

All Traffic Data Services, Inc.

www.alltrafficdata.net

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

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	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	0	1	0	0	0	0	0	0	0	0	0	0	1	19-28	1
05:00	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4	19-28	2
06:00	3	1	4	1	0	0	0	0	0	0	0	0	0	0	9	16-25	5
07:00	**54**	**44**	**23**	3	0	0	0	0	0	0	0	0	0	0	**124**	16-25	67
08:00	5	7	10	**5**	0	0	0	0	0	0	0	0	0	0	27	16-25	17
09:00	1	2	8	2	0	0	0	0	0	0	0	0	0	0	13	18-27	10
10:00	3	5	6	1	0	0	0	0	0	0	0	0	0	0	15	16-25	11
11:00	2	9	8	3	**1**	0	0	0	0	0	0	0	0	0	23	16-25	17
12 PM	6	3	10	4	0	0	0	0	0	0	0	0	0	0	23	21-30	14
13:00	8	5	3	2	0	0	0	0	0	0	0	0	0	0	18	11-20	8
14:00	**96**	**25**	8	0	0	0	0	0	0	0	0	0	0	0	**129**	1-10	64
15:00	22	10	5	1	0	0	0	0	0	0	0	0	0	0	38	11-20	17
16:00	27	16	10	2	0	0	0	0	0	0	0	0	0	0	55	14-23	26
17:00	22	14	7	1	0	0	0	0	0	0	0	0	0	0	44	15-24	21
18:00	7	1	5	1	0	0	0	0	0	0	0	0	0	0	14	16-25	6
19:00	1	2	1	0	0	0	0	0	0	0	0	0	0	0	4	13-22	3
20:00	0	1	4	1	0	0	0	0	0	0	0	0	0	0	6	18-27	5
21:00	9	24	**25**	**8**	0	0	0	0	0	0	0	0	0	0	66	16-25	49
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
Total	267	172	137	38	1	0	0	0	0	0	0	0	0	0	615		
Percent	43.4%	28.0%	22.3%	6.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	08:00	11:00										07:00		
Vol.	54	44	23	5	1										124		
PM Peak	14:00	14:00	21:00	21:00											14:00		
Vol.	96	25	25	8											129		
Total	267	172	137	38	1	0	0	0	0	0	0	0	0	0	615		
Percent	43.4%	28.0%	22.3%	6.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	5 MPH
	50th Percentile :	16 MPH
	85th Percentile :	23 MPH
	95th Percentile :	26 MPH
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

All Traffic Data Services, Inc.

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

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

All Traffic Data Services, Inc.

www.alltrafficdata.net

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

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
02/06/20	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	24-33	2
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	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	1	0	0	4	1	0	0	0	0	0	0	0	0	0	6	24-33	5
06:00	7	0	2	3	2	1	0	0	0	0	0	0	0	0	15	26-35	5
07:00	**9**	**4**	**7**	**36**	**43**	**11**	**2**	0	0	0	0	0	0	0	**112**	26-35	79
08:00	1	2	3	5	9	7	1	0	0	0	0	0	0	0	28	30-39	16
09:00	1	2	1	6	8	3	0	0	0	0	0	0	0	0	21	26-35	14
10:00	1	0	1	9	16	7	0	0	0	0	0	0	0	0	34	26-35	25
11:00	2	0	0	4	15	5	0	0	0	0	0	0	0	0	26	29-38	20
12 PM	1	0	1	7	9	6	0	0	0	0	0	0	0	0	24	26-35	16
13:00	3	0	1	14	**29**	10	**1**	0	0	0	0	0	0	0	58	26-35	43
14:00	**8**	**1**	**7**	12	25	5	1	0	0	0	0	0	0	0	**59**	26-35	37
15:00	0	0	2	5	18	8	0	0	0	0	0	0	0	0	33	31-40	26
16:00	4	0	1	8	15	**15**	0	0	0	0	0	0	0	0	43	31-40	30
17:00	4	1	2	**16**	23	9	1	0	0	0	0	0	0	0	56	26-35	39
18:00	0	0	3	11	16	8	0	0	0	0	0	0	0	0	38	26-35	27
19:00	4	0	2	8	27	9	1	0	0	0	0	0	0	0	51	29-38	36
20:00	0	0	0	8	14	7	0	0	0	0	0	0	0	0	29	26-35	22
21:00	0	0	0	4	3	1	0	0	0	0	0	0	0	0	8	26-35	7
22:00	0	1	0	2	2	1	0	0	0	0	0	0	0	0	6	26-35	4
23:00	0	0	1	2	3	0	1	0	0	0	0	0	0	0	7	26-35	5
Total	46	11	35	165	279	113	8	0	0	0	0	0	0	0	657		
Percent	7.0%	1.7%	5.3%	25.1%	42.5%	17.2%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00	07:00								07:00		
Vol.	9	4	7	36	43	11	2								112		
PM Peak	14:00	14:00	14:00	17:00	13:00	16:00	13:00								14:00		
Vol.	8	1	7	16	29	15	1								59		
Total	46	11	35	165	279	113	8	0	0	0	0	0	0	0	657		
Percent	7.0%	1.7%	5.3%	25.1%	42.5%	17.2%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	25 MPH
	50th Percentile :	31 MPH
	85th Percentile :	35 MPH
	95th Percentile :	38 MPH
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

All Traffic Data Services, Inc.

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

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	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

All Traffic Data Services, Inc.

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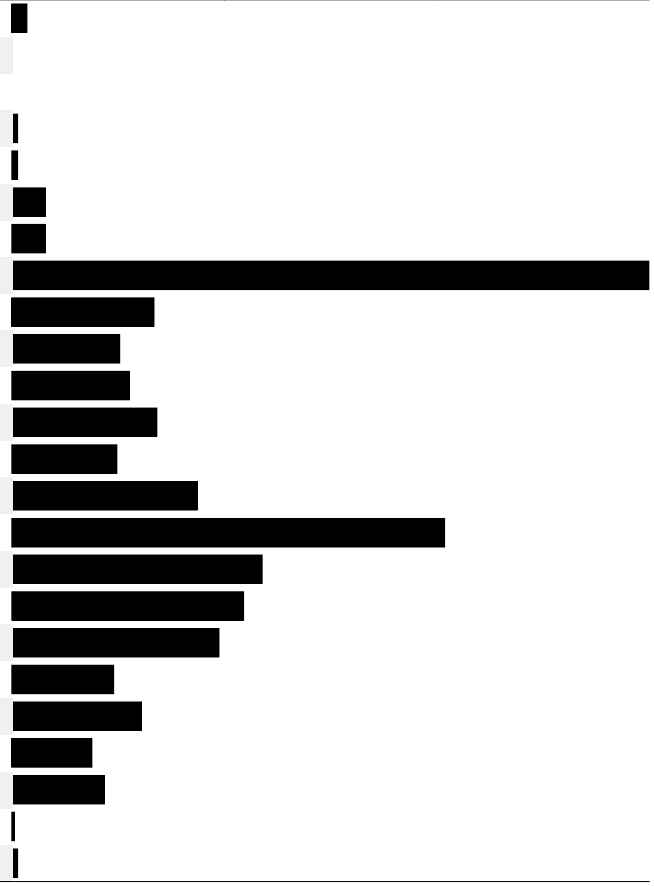
Site Code: 12
BARRETT AVE W.O JUAN HERNANDEZ DR

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



All Traffic Data Services, Inc.

www.alltrafficdata.net

Site Code: 12
BARRETT AVE W.O JUAN HERNANDEZ DR

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
02/06/20	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	11-20	3
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	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
04:00	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
05:00	1	5	2	0	0	0	0	0	0	0	0	0	0	0	8	16-25	7
06:00	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5	16-25	5
07:00	**41**	**38**	**27**	**1**	0	0	0	0	0	0	0	0	0	0	**107**	16-25	65
08:00	4	6	12	0	0	0	0	0	0	0	0	0	0	0	22	16-25	18
09:00	3	10	10	1	0	0	0	0	0	0	0	0	0	0	24	16-25	20
10:00	2	10	7	0	0	0	0	0	0	0	0	0	0	0	19	16-25	17
11:00	9	7	7	0	0	0	0	0	0	0	0	0	0	0	23	16-25	14
12 PM	0	4	13	1	0	0	0	0	0	0	0	0	0	0	18	16-25	17
13:00	5	22	12	**2**	0	0	0	0	0	0	0	0	0	0	41	16-25	34
14:00	**11**	15	**30**	0	0	0	0	0	0	0	0	0	0	0	**56**	16-25	45
15:00	4	**25**	21	1	0	0	0	0	0	0	0	0	0	0	51	16-25	46
16:00	3	12	27	1	0	0	0	0	0	0	0	0	0	0	43	16-25	39
17:00	2	12	15	1	0	0	0	0	0	0	0	0	0	0	30	16-25	27
18:00	1	6	5	0	0	0	0	0	0	0	0	0	0	0	12	16-25	11
19:00	3	16	13	0	0	0	0	0	0	0	0	0	0	0	32	16-25	29
20:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	6	16-25	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	93	197	206	8	0	0	0	0	0	0	0	0	0	0	504		
Percent	18.5%	39.1%	40.9%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00											07:00		
Vol.	41	38	27	1											107		
PM Peak	14:00	15:00	14:00	13:00											14:00		
Vol.	11	25	30	2											56		
Total	93	197	206	8	0	0	0	0	0	0	0	0	0	0	504		
Percent	18.5%	39.1%	40.9%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	12 MPH
50th Percentile :	19 MPH
85th Percentile :	23 MPH
95th Percentile :	24 MPH

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

All Traffic Data Services, Inc.

www.alltrafficdata.net

Site Code: 12
BARRETT AVE W.O JUAN HERNANDEZ DR

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
02/06/20	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	9-18	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3	19-28	2
06:00	0	0	2	3	1	0	0	0	0	0	0	0	0	0	6	21-30	5
07:00	**9**	**7**	**19**	**46**	**17**	**1**	0	0	0	0	0	0	0	0	**99**	21-30	65
08:00	2	3	5	7	6	1	0	0	0	0	0	0	0	0	24	24-33	13
09:00	0	1	3	3	3	1	0	0	0	0	0	0	0	0	11	20-29	6
10:00	1	2	6	10	0	0	0	0	0	0	0	0	0	0	19	21-30	16
11:00	2	4	6	8	3	1	0	0	0	0	0	0	0	0	24	21-30	14
12 PM	0	1	4	3	6	**2**	0	0	0	0	0	0	0	0	16	26-35	9
13:00	1	2	5	9	2	0	0	0	0	0	0	0	0	0	19	21-30	14
14:00	**7**	**11**	**38**	**22**	6	0	0	0	0	0	0	0	0	0	**84**	21-30	60
15:00	0	1	8	13	**7**	1	0	0	0	0	0	0	0	0	30	21-30	21
16:00	0	2	7	17	5	0	**1**	0	0	0	0	0	0	0	32	21-30	24
17:00	3	4	12	13	3	2	0	0	0	0	0	0	0	0	37	21-30	25
18:00	6	3	4	7	1	0	0	0	0	0	0	0	0	0	21	21-30	11
19:00	1	2	3	3	1	0	0	0	0	0	0	0	0	0	10	21-30	6
20:00	1	2	6	8	1	1	1	0	0	0	0	0	0	0	20	21-30	14
21:00	0	1	14	13	2	0	0	0	0	0	0	0	0	0	30	21-30	27
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
23:00	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	19-28	2
Total	33	47	145	188	65	10	2	0	0	0	0	0	0	0	490		
Percent	6.7%	9.6%	29.6%	38.4%	13.3%	2.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	07:00	07:00	07:00	07:00	07:00									07:00		
Vol.	9	7	19	46	17	1									99		
PM Peak	14:00	14:00	14:00	14:00	15:00	12:00	16:00								14:00		
Vol.	7	11	38	22	7	2	1								84		
Total	33	47	145	188	65	10	2	0	0	0	0	0	0	0	490		
Percent	6.7%	9.6%	29.6%	38.4%	13.3%	2.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	19 MPH
50th Percentile :	25 MPH
85th Percentile :	30 MPH
95th Percentile :	34 MPH

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

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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

All Traffic Data Services, Inc.

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

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
02/06/20	2	0	1	0	0	0	0	0	0	0	0	0	0	0	3	8-17	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	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
04:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	11-20	5
05:00	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5	15-24	5
06:00	3	4	1	0	0	0	0	0	0	0	0	0	0	0	8	11-20	5
07:00	4	12	3	0	0	0	0	0	0	0	0	0	0	0	19	16-25	15
08:00	5	**13**	3	0	0	0	0	0	0	0	0	0	0	0	21	15-24	16
09:00	2	7	4	0	0	0	0	0	0	0	0	0	0	0	13	16-25	11
10:00	2	6	0	0	0	0	0	0	0	0	0	0	0	0	8	11-20	7
11:00	**6**	10	**7**	0	0	0	0	0	0	0	0	0	0	0	**23**	16-25	17
12 PM	3	11	2	0	0	0	0	0	0	0	0	0	0	0	16	14-23	13
13:00	2	9	5	0	0	0	0	0	0	0	0	0	0	0	16	16-25	14
14:00	5	11	5	0	0	0	0	0	0	0	0	0	0	0	21	16-25	16
15:00	8	18	12	0	0	0	0	0	0	0	0	0	0	0	38	16-25	30
16:00	8	15	5	**1**	0	0	0	0	0	0	0	0	0	0	29	15-24	20
17:00	**9**	**22**	**13**	0	0	0	0	0	0	0	0	0	0	0	**44**	16-25	35
18:00	8	14	8	0	0	0	0	0	0	0	0	0	0	0	30	16-25	22
19:00	3	10	2	0	0	0	0	0	0	0	0	0	0	0	15	14-23	12
20:00	6	11	3	1	0	0	0	0	0	0	0	0	0	0	21	14-23	14
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	11-20	4
22:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	6	16-25	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
Total	79	189	77	2	0	0	0	0	0	0	0	0	0	0	347		
Percent	22.8%	54.5%	22.2%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	11:00	08:00	11:00												11:00		
Vol.	6	13	7												23		
PM Peak	17:00	17:00	17:00	16:00											17:00		
Vol.	9	22	13	1											44		
Total	79	189	77	2	0	0	0	0	0	0	0	0	0	0	347		
Percent	22.8%	54.5%	22.2%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	9 MPH
50th Percentile :	17 MPH
85th Percentile :	21 MPH
95th Percentile :	24 MPH

Stats

10 MPH Pace Speed :	16-25 MPH
Number in Pace :	266
Percent in Pace :	76.7%
Number of Vehicles > 25 MPH :	2
Percent of Vehicles > 25 MPH :	0.6%
Mean Speed(Average) :	17 MPH

All Traffic Data Services, Inc.

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

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	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

All Traffic Data Services, Inc.

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

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	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

All Traffic Data Services, Inc.

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

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	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
Traffix Node Number: 366
Intersection Name: Juan Hernandez Drive and Tennant Avenue
Peak Hour: AM
Count Date: 2/6/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 33112
Intersection Name: Juan Hernandez Drive and St. James Drive
Peak Hour: AM
Count Date: 2/6/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 11622
Intersection Name: Juan Hernandez Drive and Barrett Avenue
Peak Hour: AM
Count Date: 2/6/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 422
Intersection Name: Monterey Road and Watsonville Road/Butterfield Boulevard
Peak Hour: AM
Count Date: 3/14/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 1111
Intersection Name: Butterfield Boulevard and Tennant Avenue
Peak Hour: AM
Count Date: 2/6/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 11646
Intersection Name: Butterfield Boulevard and Barrett Avenue
Peak Hour: AM
Count Date: 2/6/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 1008
Intersection Name: Butterfield Boulevard and San Pedro Avenue
Peak Hour: AM
Count Date: 3/14/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 123
Intersection Name: Butterfield Boulevard and Dunne Avenue
Peak Hour: AM
Count Date: 5/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 119
Intersection Name: Butterfield Boulevard and Main Avenue
Peak Hour: AM
Count Date: 5/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 6674
Intersection Name: Monterey Road and Tennant Avenue/Edmunson Avenue
Peak Hour: AM
Count Date: 3/14/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 1065
Intersection Name: Vineyard Avenue and Tennant Avenue
Peak Hour: AM
Count Date: 2/6/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 33113
Intersection Name: San Ramon Drive and Barrett Avenue
Peak Hour: AM
Count Date: 2/6/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 1646
Intersection Name: Walnut Grove Drive and Dunne Avenue
Peak Hour: AM
Count Date: 3/28/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 1329
Intersection Name: Condit Road and Tennant Avenue
Peak Hour: AM
Count Date: 6/4/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 344
Intersection Name: US 101 NB Ramps and Tennant Avenue
Peak Hour: AM
Count Date: 6/4/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 554
Intersection Name: US 101 SB Ramps and Tennant Avenue
Peak Hour: AM
Count Date: 6/4/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 125
Intersection Name: US 101 Northbound Ramps and Dunne Avenue
Peak Hour: AM
Count Date: 5/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 124
Intersection Name: US 101 Southbound Ramps and Dunne Avenue
Peak Hour: AM
Count Date: 5/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 33115
Intersection Name: Juan Hernandez Drive and San Pedro Avenue
Peak Hour: AM
Count Date: 2/6/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 366
Intersection Name: Juan Hernandez Drive and Tennant Avenue
Peak Hour: PM
Count Date: 2/6/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 33112
Intersection Name: Juan Hernandez Drive and St. James Drive
Peak Hour: PM
Count Date: 2/6/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 11622
Intersection Name: Juan Hernandez Drive and Barrett Avenue
Peak Hour: PM
Count Date: 2/6/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 422
Intersection Name: Monterey Road and Watsonville Road/Butterfield Boulevard
Peak Hour: PM
Count Date: 3/14/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 1111
Intersection Name: Butterfield Boulevard and Tennant Avenue
Peak Hour: PM
Count Date: 2/6/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 11646
Intersection Name: Butterfield Boulevard and Barrett Avenue
Peak Hour: PM
Count Date: 2/6/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 1008
Intersection Name: Butterfield Boulevard and San Pedro Avenue
Peak Hour: PM
Count Date: 3/14/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 123
Intersection Name: Butterfield Boulevard and Dunne Avenue
Peak Hour: PM
Count Date: 5/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 119
Intersection Name: Butterfield Boulevard and Main Avenue
Peak Hour: PM
Count Date: 5/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 6674
Intersection Name: Monterey Road and Tennant Avenue/Edmunson Avenue
Peak Hour: PM
Count Date: 3/14/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 1065
Intersection Name: Vineyard Avenue and Tennant Avenue
Peak Hour: PM
Count Date: 2/6/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 33113
Intersection Name: San Ramon Drive and Barrett Avenue
Peak Hour: PM
Count Date: 2/6/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 1646
Intersection Name: Walnut Grove Drive and Dunne Avenue
Peak Hour: PM
Count Date: 3/28/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 1329
Intersection Name: Condit Road and Tennant Avenue
Peak Hour: PM
Count Date: 6/4/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 344
Intersection Name: US 101 NB Ramps and Tennant Avenue
Peak Hour: PM
Count Date: 6/4/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 554
Intersection Name: US 101 SB Ramps and Tennant Avenue
Peak Hour: PM
Count Date: 6/4/19

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 125
Intersection Name: US 101 Northbound Ramps and Dunne Avenue
Peak Hour: PM
Count Date: 5/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 124
Intersection Name: US 101 Southbound Ramps and Dunne Avenue
Peak Hour: PM
Count Date: 5/8/18

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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
Traffix Node Number: 33115
Intersection Name: Juan Hernandez Drive and San Pedro Avenue
Peak Hour: PM
Count Date: 2/6/20

	Movements												
	North Approach			East Approach			South Approach			West Approach			Int.
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
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**

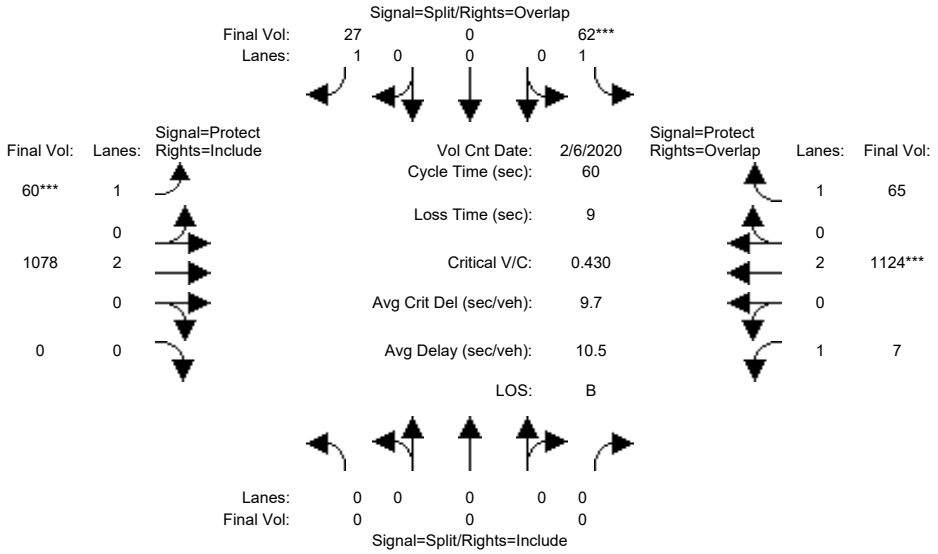
Appendix C

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.

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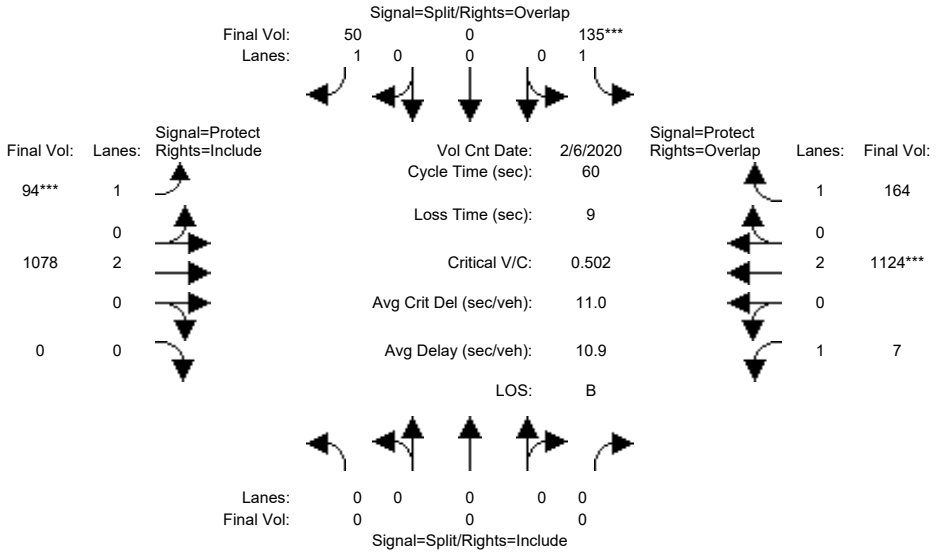
City of Morgan Hill
Lillian Commons Medical Campus Development

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.

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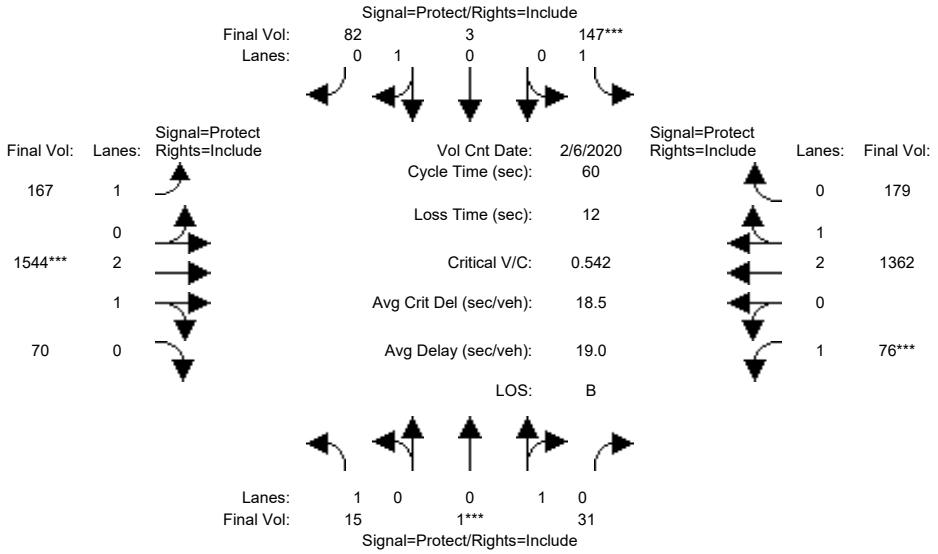
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan No Project AM

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.

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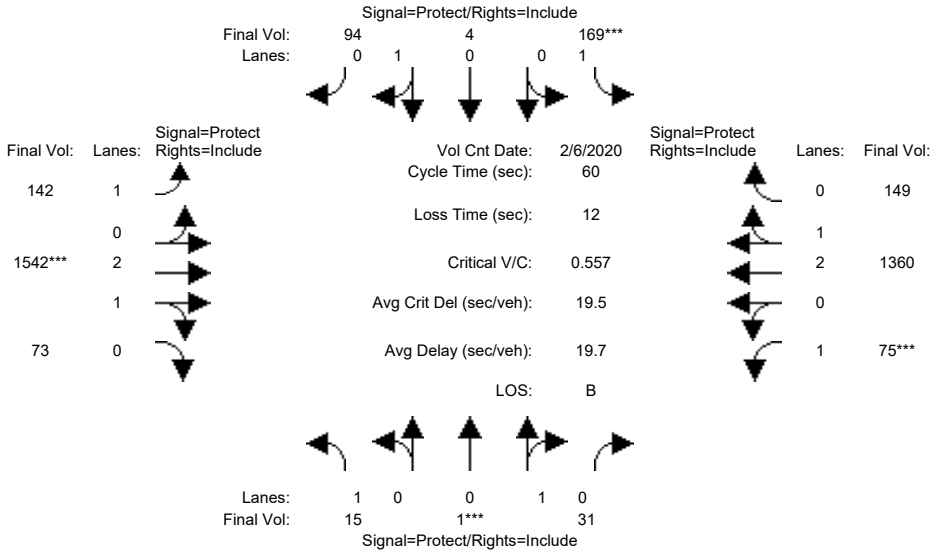
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project AM

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.

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City of Morgan Hill
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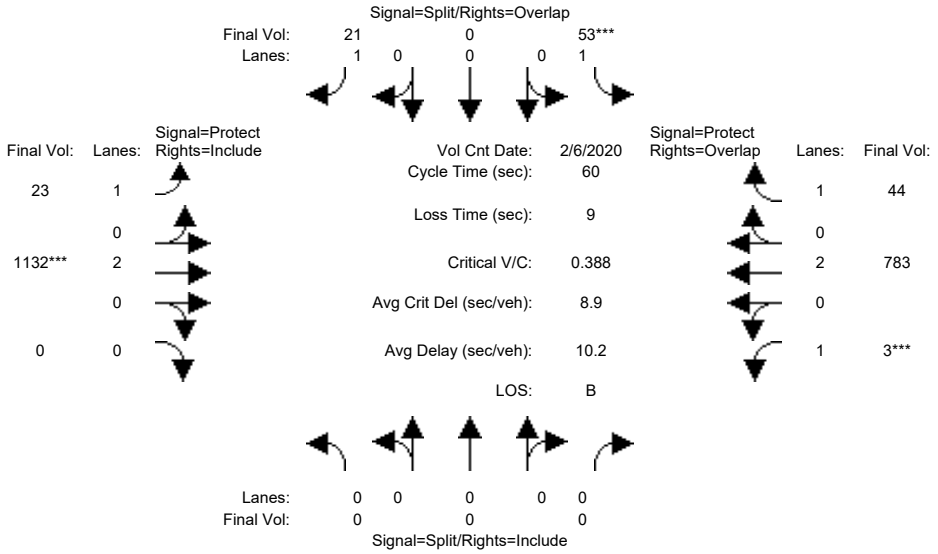
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

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.

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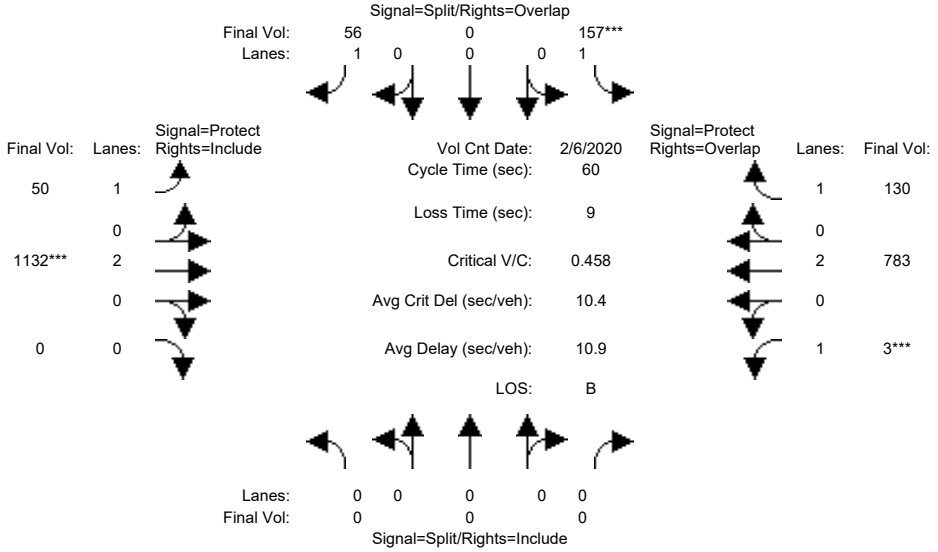
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project PM

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.

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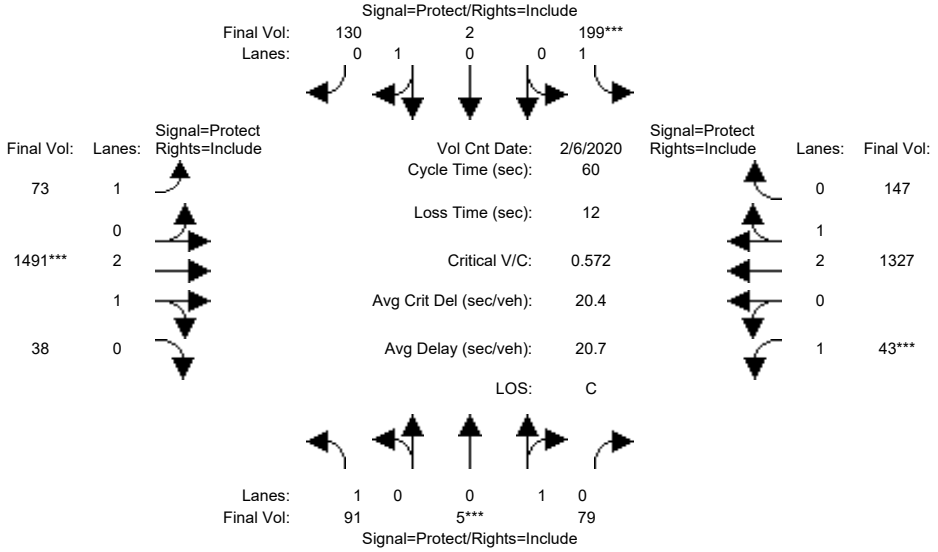

Street Name:	Juan Hernandez Drive						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 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
FinalVolume:	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.

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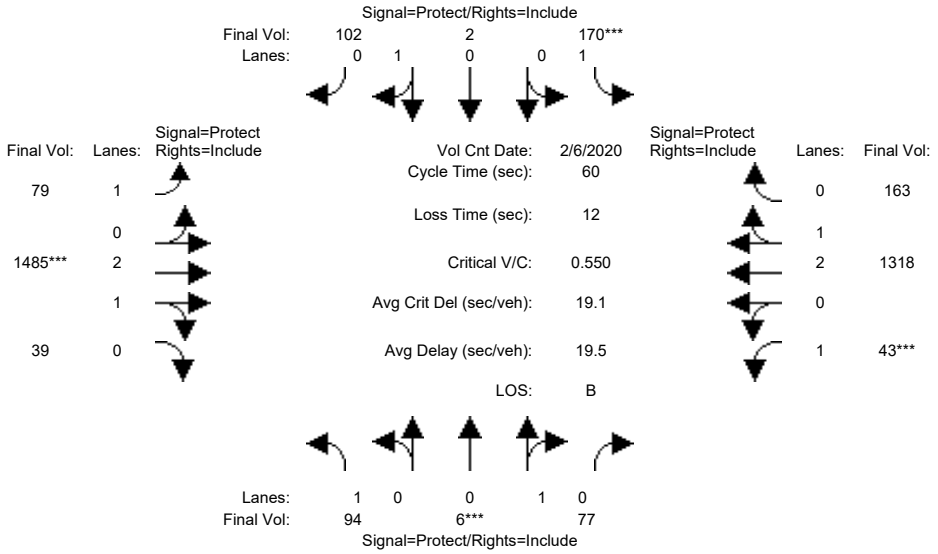
Lillian Commons Medical Campus Development

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.

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City of Morgan Hill
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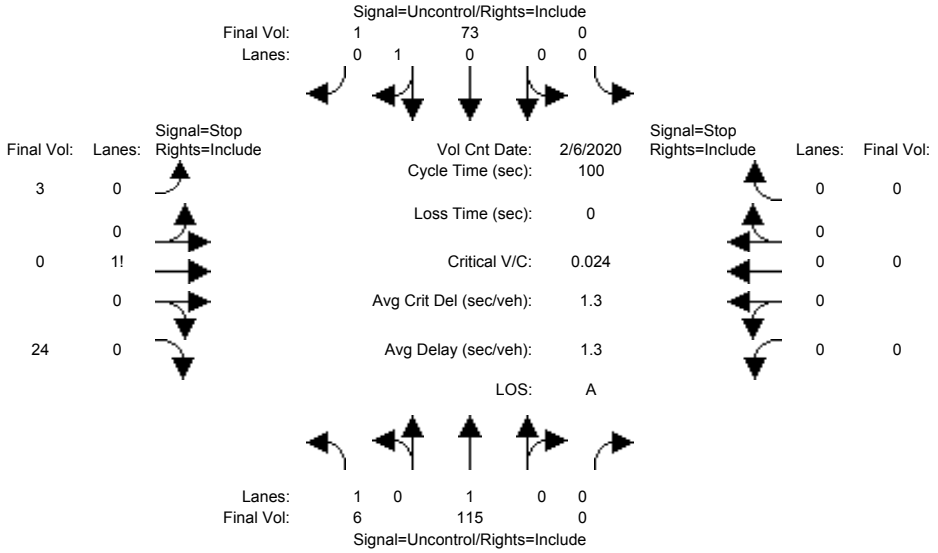
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

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 xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   74 xxxx xxxxx  xxxx xxxx xxxxx   201  201    74  xxxx xxxx xxxxx
Potent Cap.: 1538 xxxx xxxxx  xxxx xxxx xxxxx   793  699   994  xxxx xxxx xxxxx
Move Cap.:   1538 xxxx xxxxx  xxxx xxxx xxxxx   790  696   994  xxxx xxxx xxxxx
Volume/Cap:  0.00 xxxx  xxxx  xxxx xxxx  xxxx  0.00 0.00  0.02  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  966 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  8.8 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    A     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               8.8           xxxxxx
ApproachLOS:         *                *                 A                *
Note: Queue reported is the number of cars per lane.
```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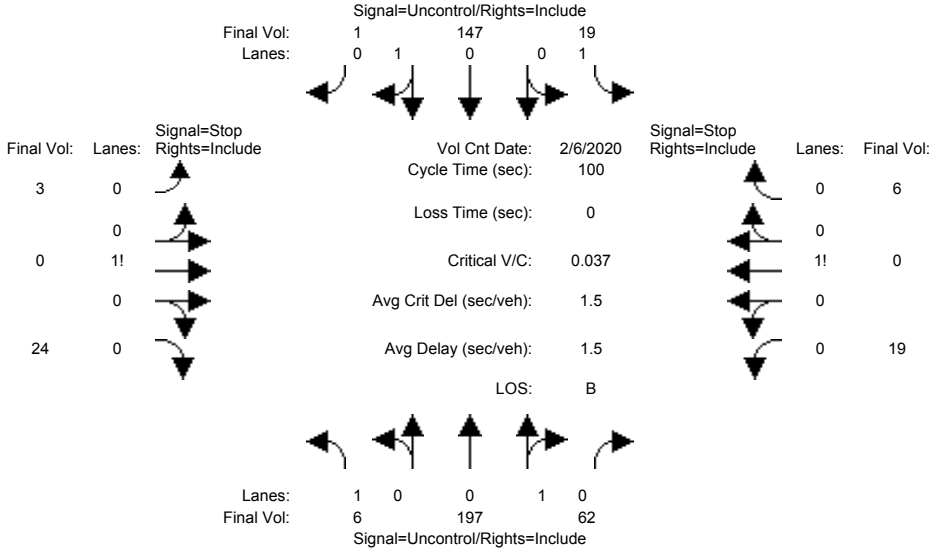
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + Project AM

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:
Cnflict 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.
```

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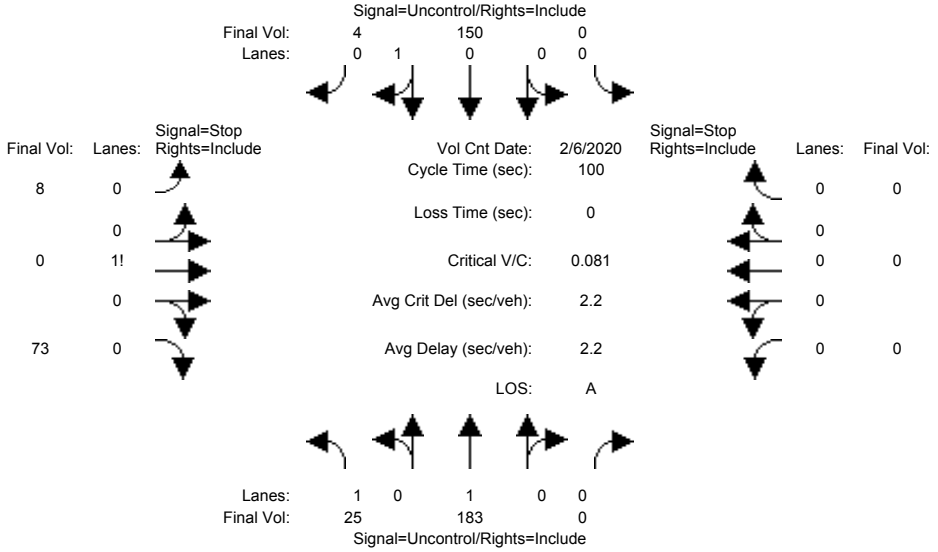
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan No Project AM

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
------------|---------------||---------------||---------------||---------------|
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
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   154 xxxx xxxxx  xxxx xxxx xxxxx   385  385   152  xxxx xxxx xxxxx
Potent Cap.:  1439 xxxx xxxxx  xxxx xxxx xxxxx   622  552   900  xxxx xxxx xxxxx
Move Cap.:    1439 xxxx xxxxx  xxxx xxxx xxxxx   614  542   900  xxxx xxxx xxxxx
Volume/Cap:   0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.01 0.00  0.08  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:     0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:   7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     A    *     *     *    *     *     *    *     *     *    *     *
Movement:      LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  860 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.3 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.6 xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     *     *    *     *     *    A     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               9.6           xxxxxx
ApproachLOS:         *                *                 A                *
Note: Queue reported is the number of cars per lane.
```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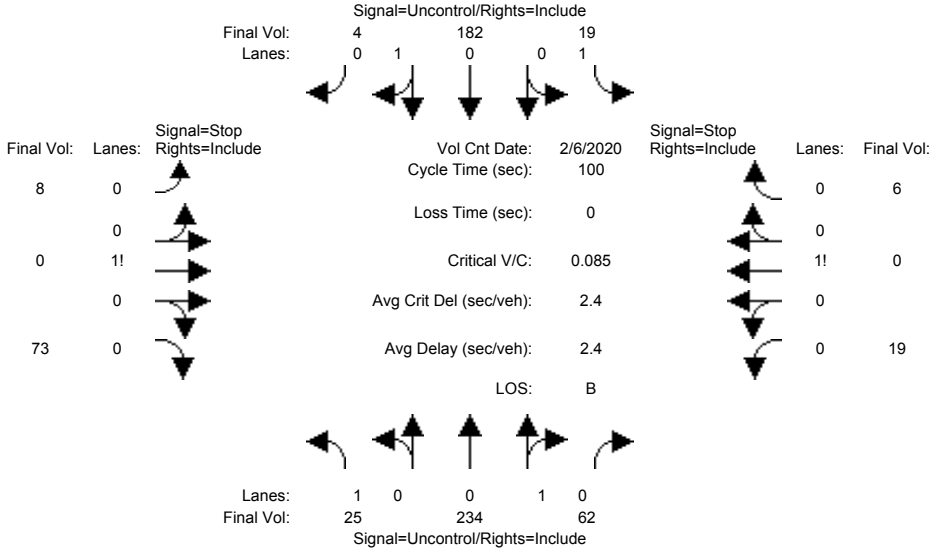
Intersection #33112: Juan Hernandez Drive and St. James Drive




```
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:       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
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
PasserByVol:     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
PHF Adj:      1.00 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
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:
Cnflict 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    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.
```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Level Of Service Computation Report
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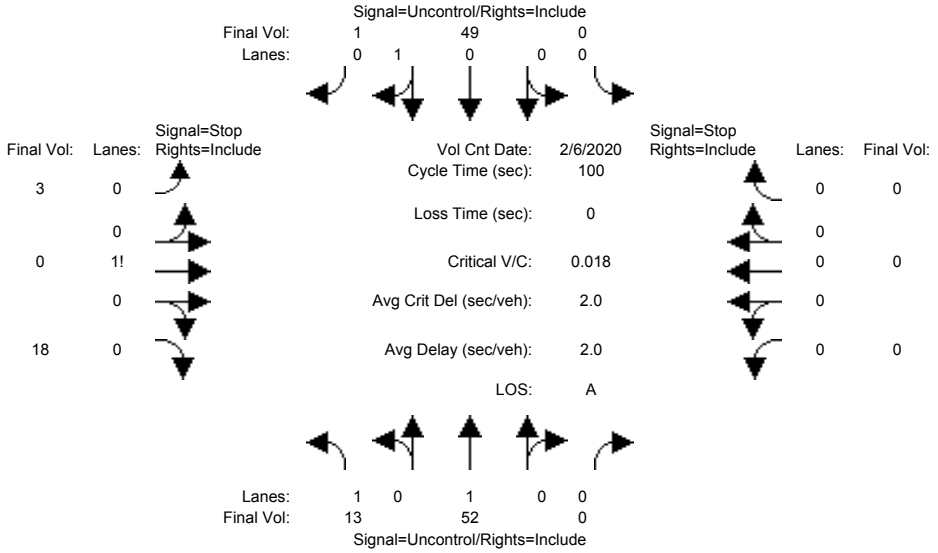
Existing PM

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
------------|---------------||---------------||---------------||---------------|
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
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:  2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   50 xxxx xxxxx  xxxx xxxx xxxxx   128  128    50  xxxx xxxx xxxxx
Potent Cap.: 1570 xxxx xxxxx  xxxx xxxx xxxxx   872  767  1025  xxxx xxxx xxxxx
Move Cap.:   1570 xxxx xxxxx  xxxx xxxx xxxxx   866  760  1025  xxxx xxxx xxxxx
Volume/Cap:  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.00 0.00  0.02  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.3 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    A    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  999 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  8.7 xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    A     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               8.7           xxxxxx
ApproachLOS:         *                *                 A                *
Note: Queue reported is the number of cars per lane.
```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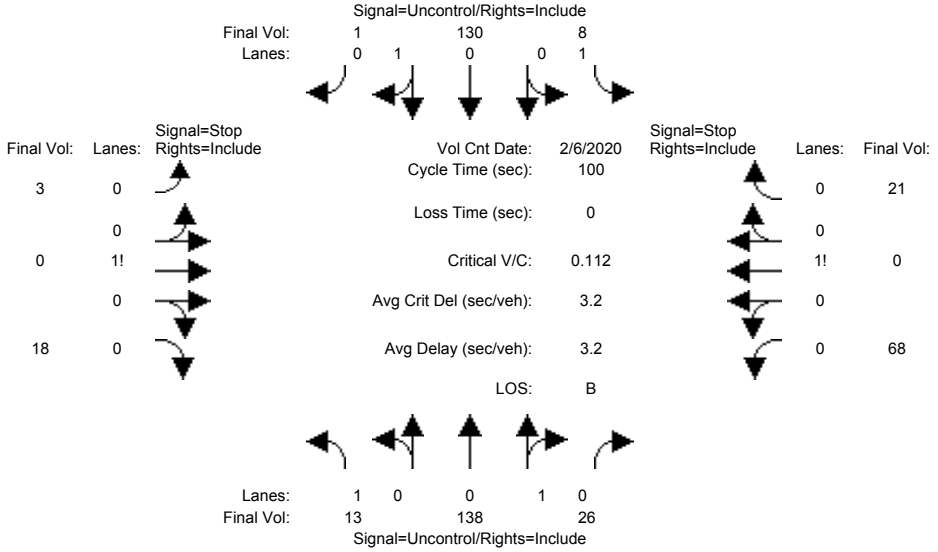
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + Project PM

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
------------|---------------||---------------||---------------||---------------|
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:
Cnflict 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  xxxx  0.01 xxxx  xxxx  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    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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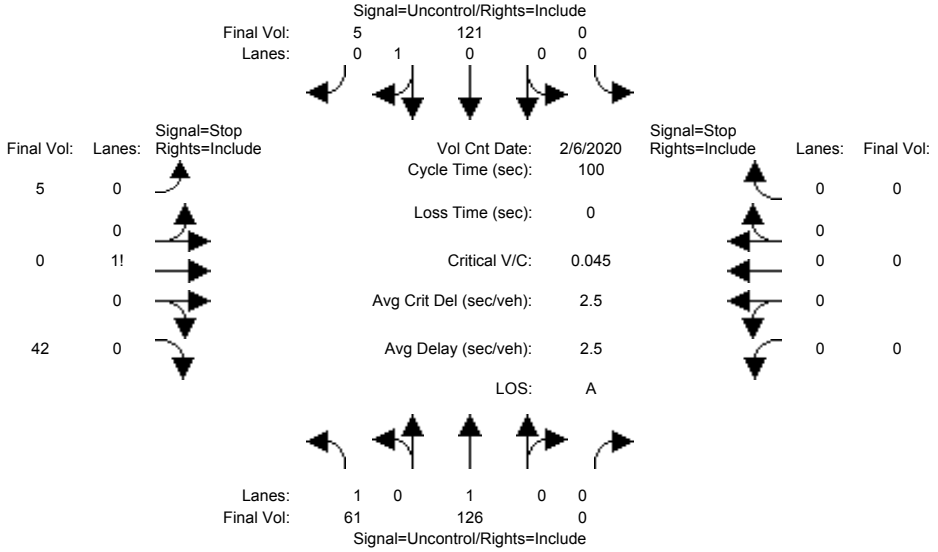
City of Morgan Hill
Lillian Commons Medical Campus Development

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
------------|---------------||---------------||---------------||---------------|
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
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4  6.5   6.2 xxxxx xxxx xxxxx
FollowUpTim:   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5  4.0   3.3 xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:   126 xxxx xxxxx  xxxx xxxx xxxxx   372  372   124  xxxx xxxx xxxxx
Potent Cap.:  1473 xxxx xxxxx  xxxx xxxx xxxxx   633  562   933  xxxx xxxx xxxxx
Move Cap.:    1473 xxxx xxxxx  xxxx xxxx xxxxx   613  538   933  xxxx xxxx xxxxx
Volume/Cap:   0.04 xxxx  xxxx  xxxx xxxx  xxxx  0.01 0.00  0.05  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:     0.1 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:   7.5 xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:     A    *     *     *    *     *     *    *     *     *    *     *
Movement:      LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  884 xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  9.3 xxxxx xxxxx xxxx xxxxx
Shared LOS:      *    *     *     *    *     *     *    A     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx               9.3           xxxxxx
ApproachLOS:         *                *                 A                *
Note: Queue reported is the number of cars per lane.
```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City of Morgan Hill
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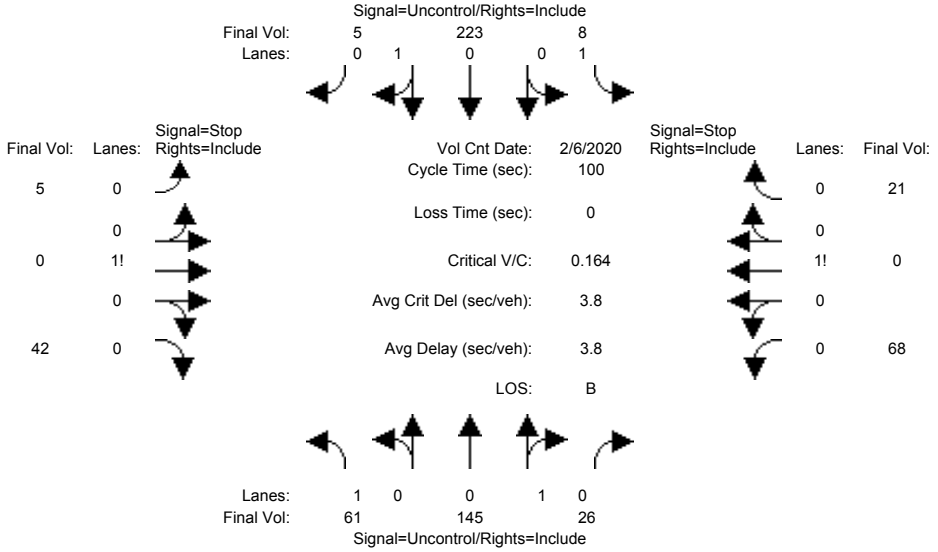
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan + Project PM

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 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:
Cnflict Vol:  228 xxxx xxxxx   171 xxxx xxxxx   532  535   226   543  524   158
Potent Cap.: 1352 xxxx xxxxx  1418 xxxx xxxxx   461  455   819   454  461   893
Move Cap.:   1352 xxxx xxxxx  1418 xxxx xxxxx   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 xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:  7.8 xxxx xxxxx   7.6 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  748 xxxxx  xxxx  474 xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx  0.7 xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 10.1 xxxxx xxxxx 14.3 xxxxx
Shared LOS:     *    *     *     *    *     *     *    B     *     *    B     *
ApproachDel:    xxxxxx           xxxxxx             10.1             14.3
ApproachLOS:         *                *                B                B
Note: Queue reported is the number of cars per lane.
```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City of Morgan Hill
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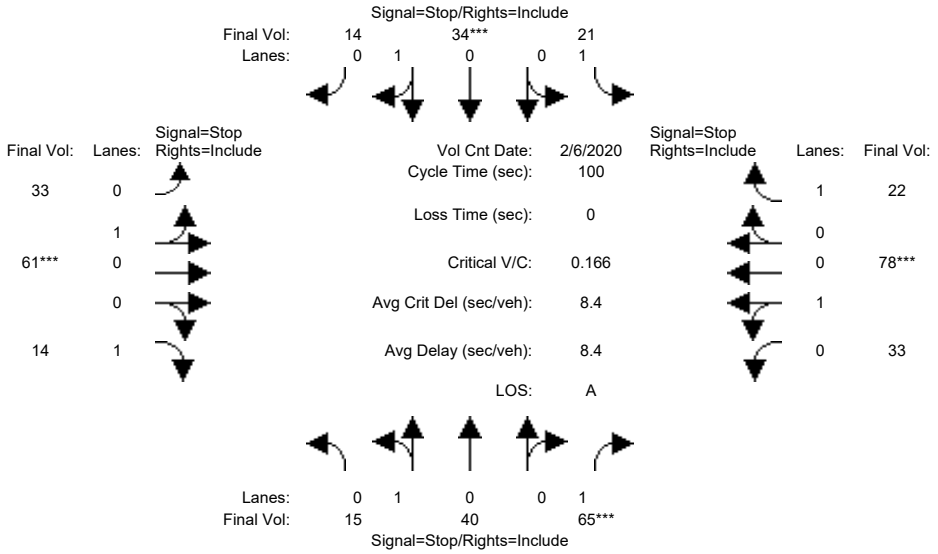
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

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	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:	0	0	0	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.

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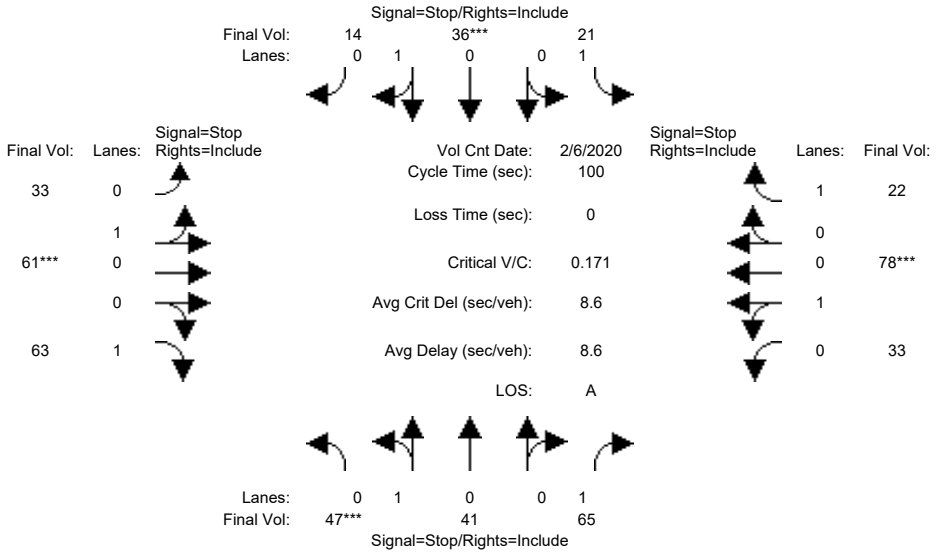
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing + Project AM

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.
```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City of Morgan Hill
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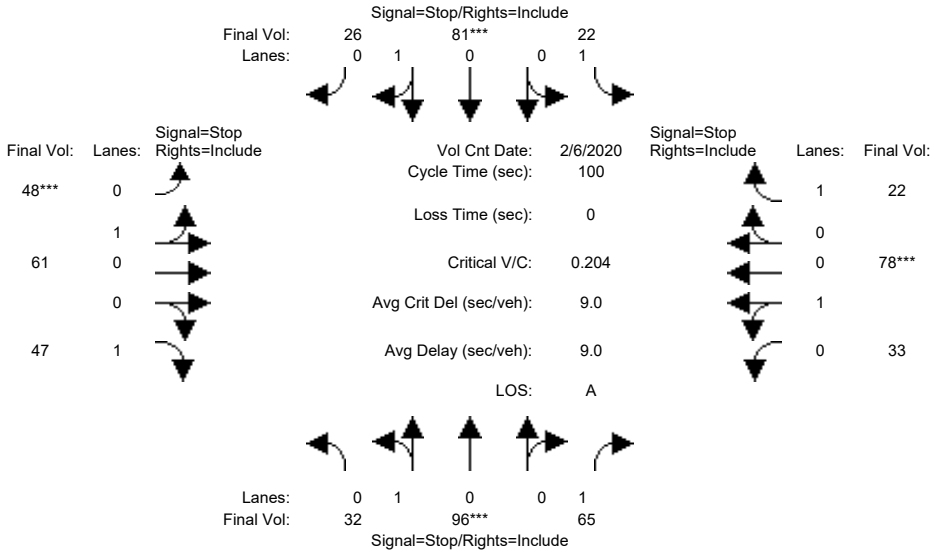
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
2035 General Plan No Project AM

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.

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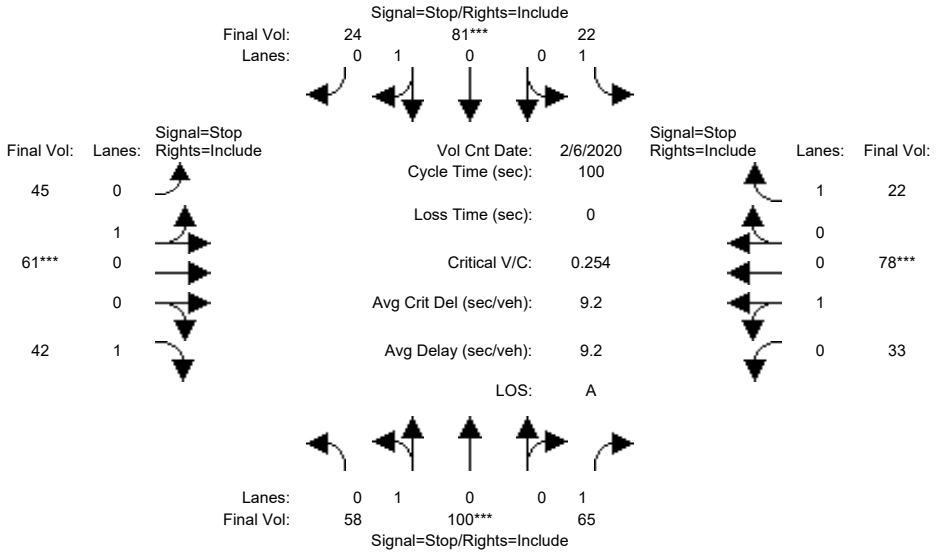
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:   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.
```

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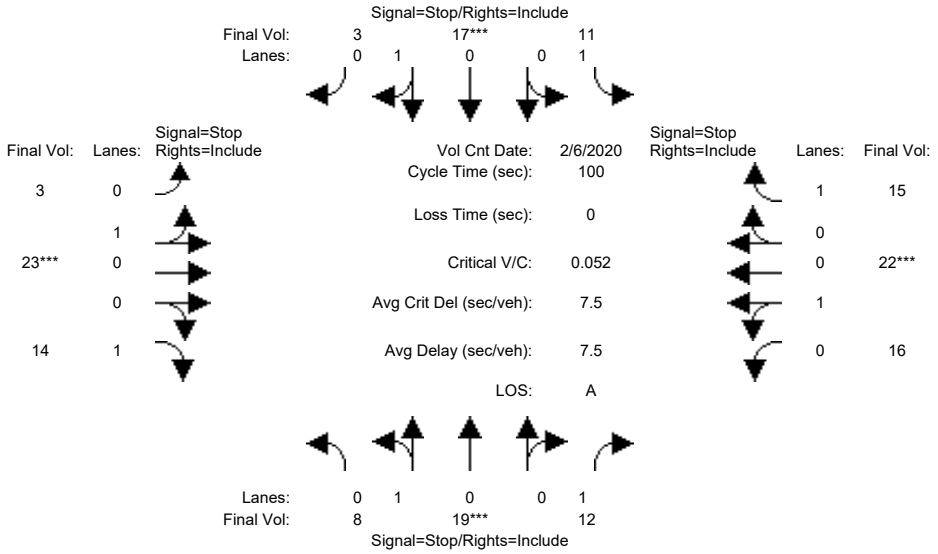
City of Morgan Hill
Lillian Commons Medical Campus Development

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	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:	0	0	0	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
PHF Adj:	1.00	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
MLF Adj:	1.00	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
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.

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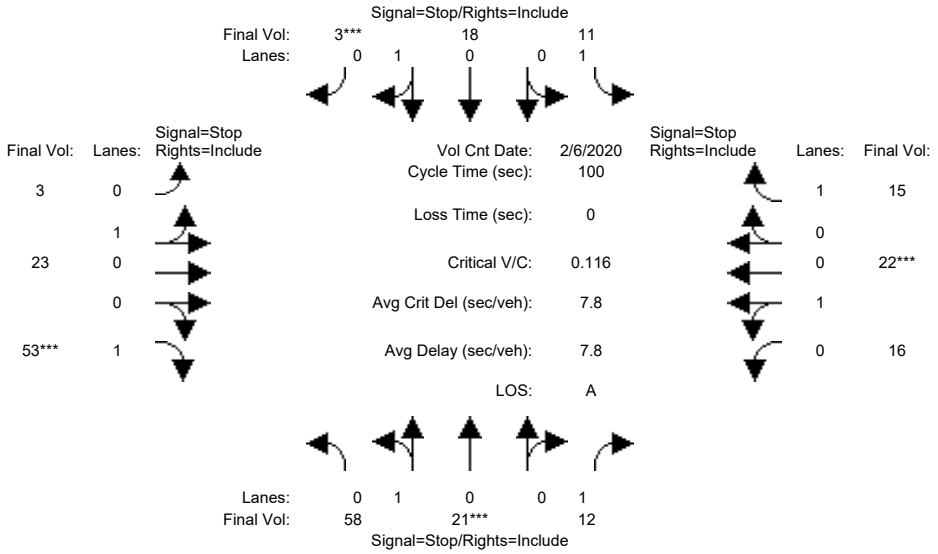
City of Morgan Hill
Lillian Commons Medical Campus Development

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.

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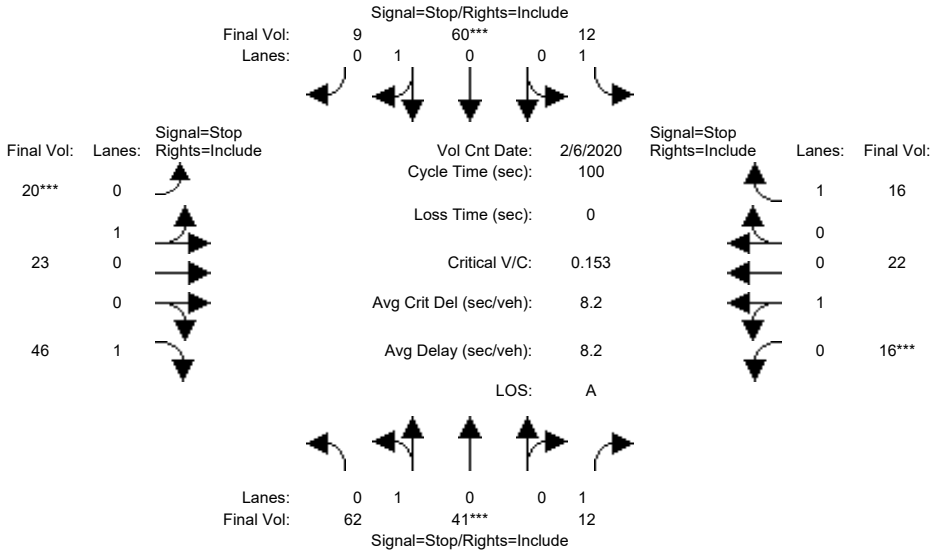
City of Morgan Hill
Lillian Commons Medical Campus Development

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.

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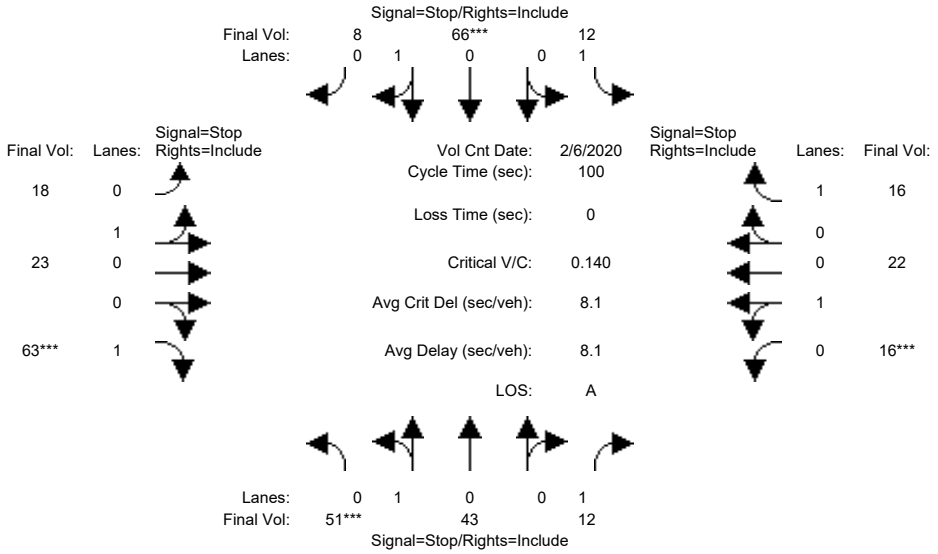
City of Morgan Hill
Lillian Commons Medical Campus Development

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.

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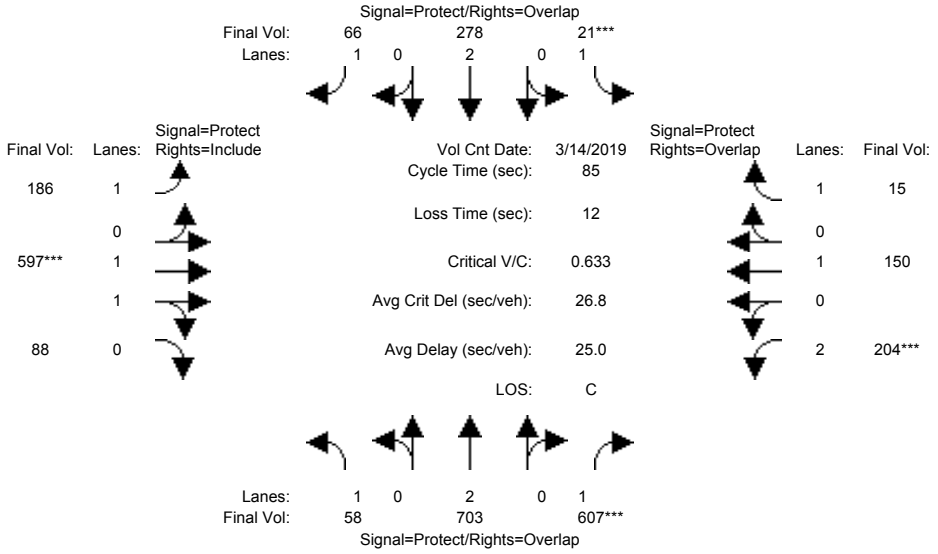
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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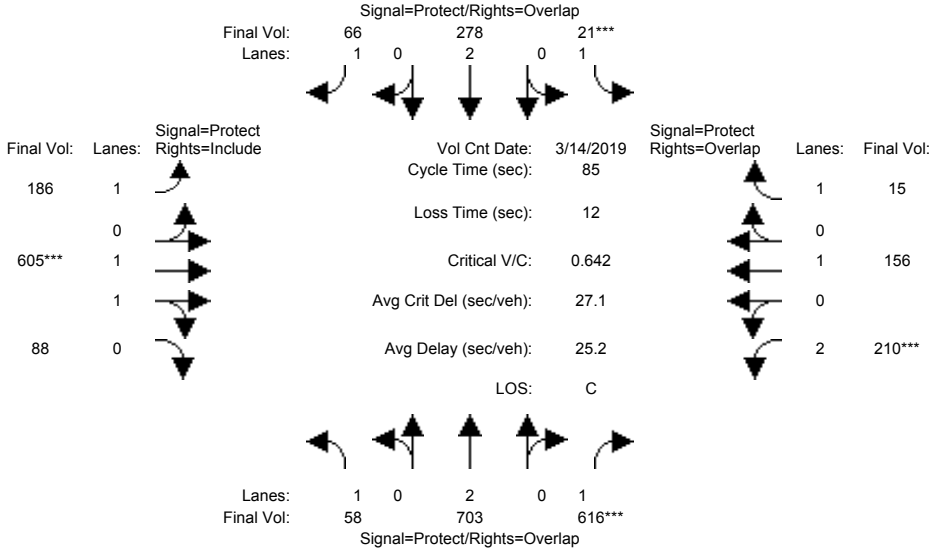
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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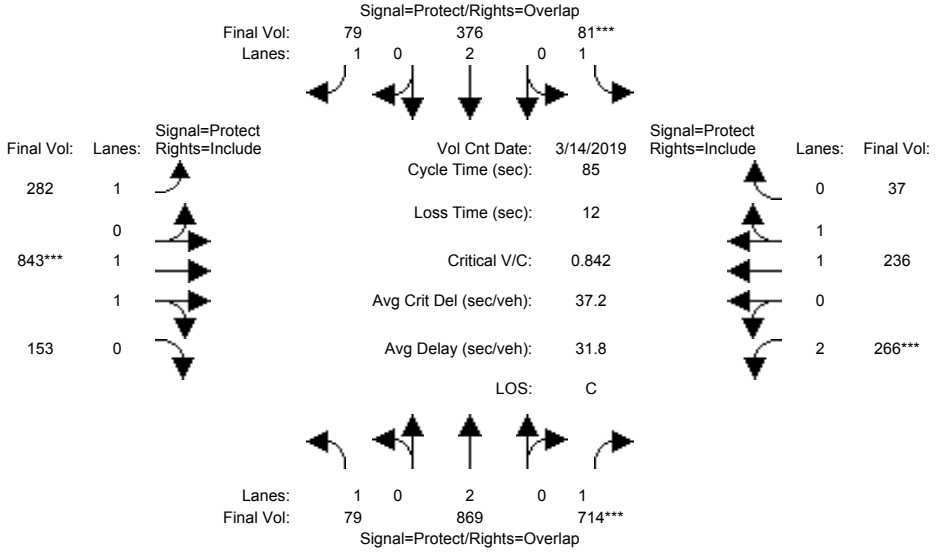
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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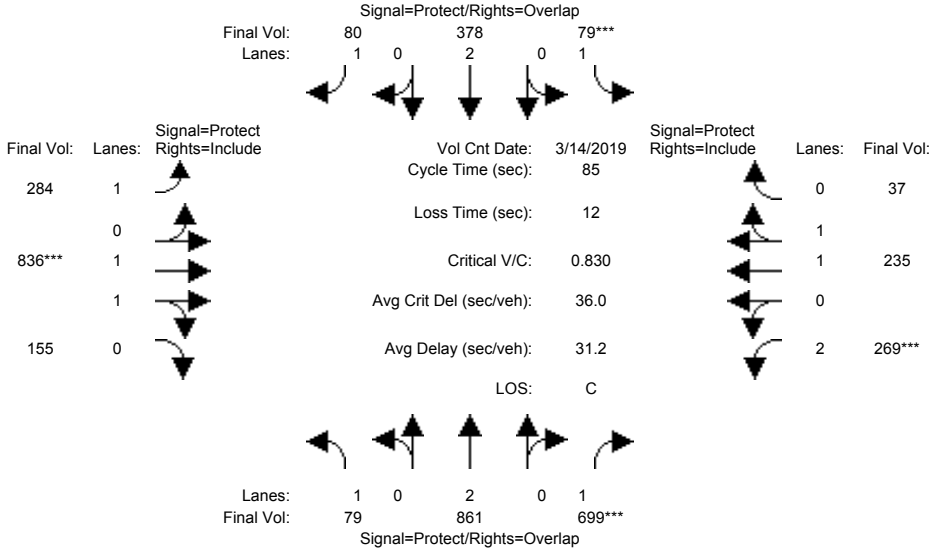
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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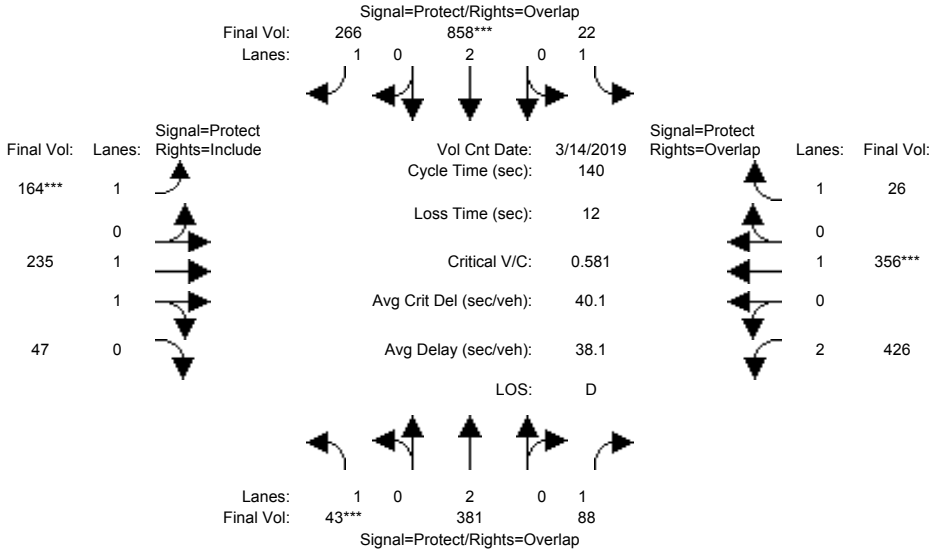
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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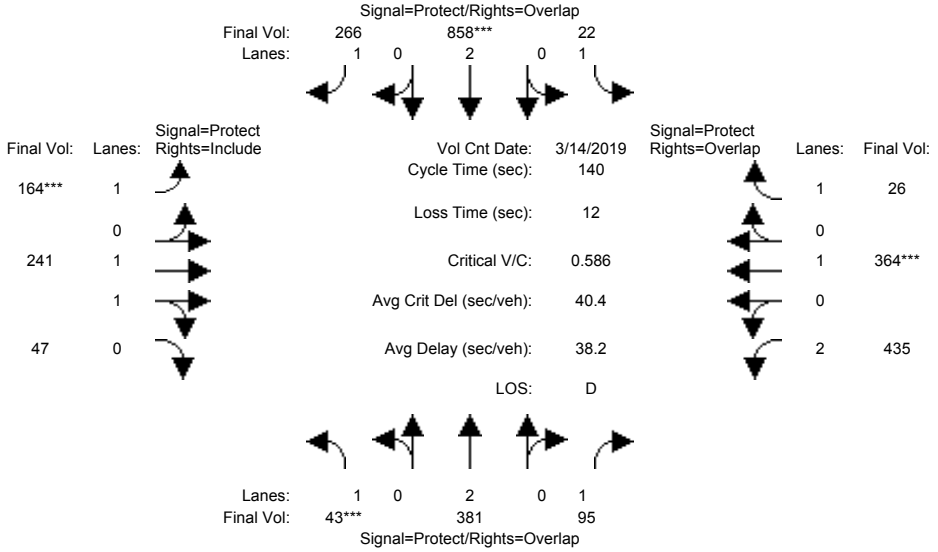
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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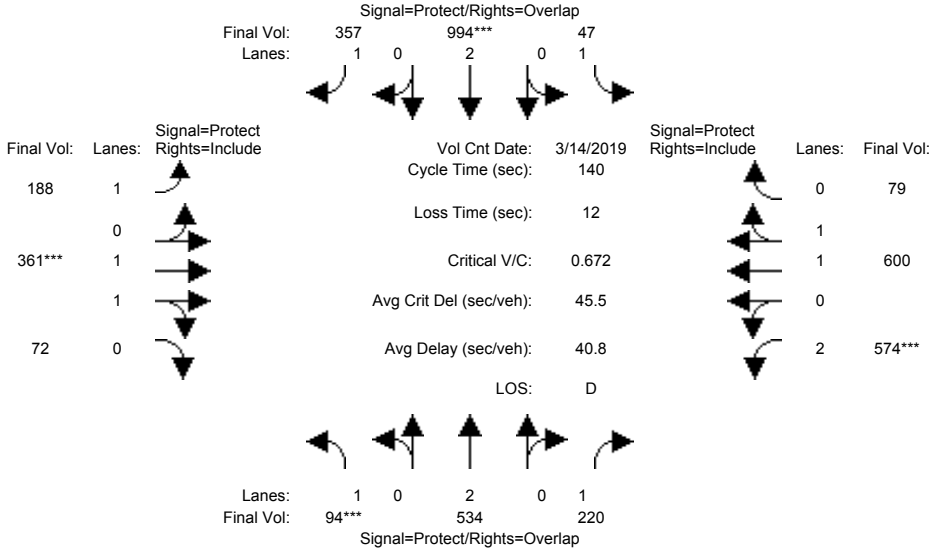
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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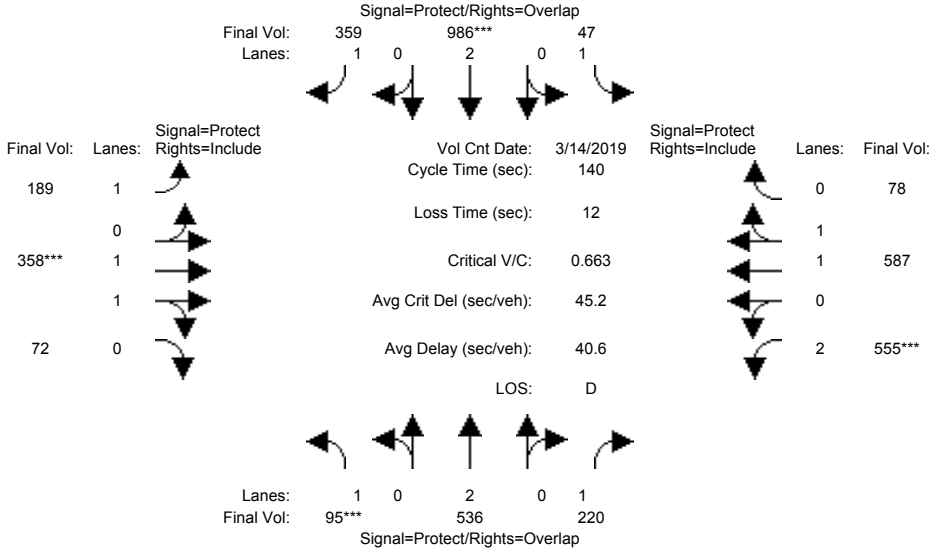
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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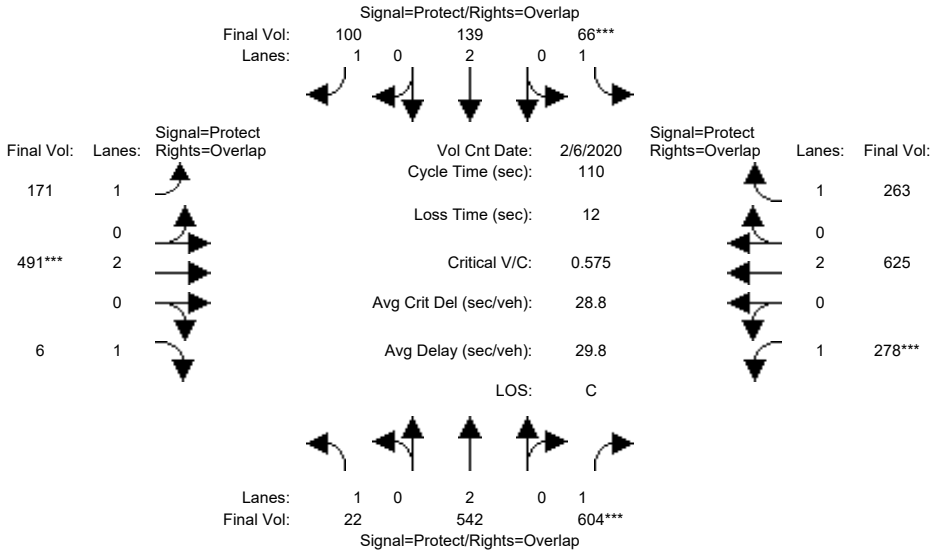
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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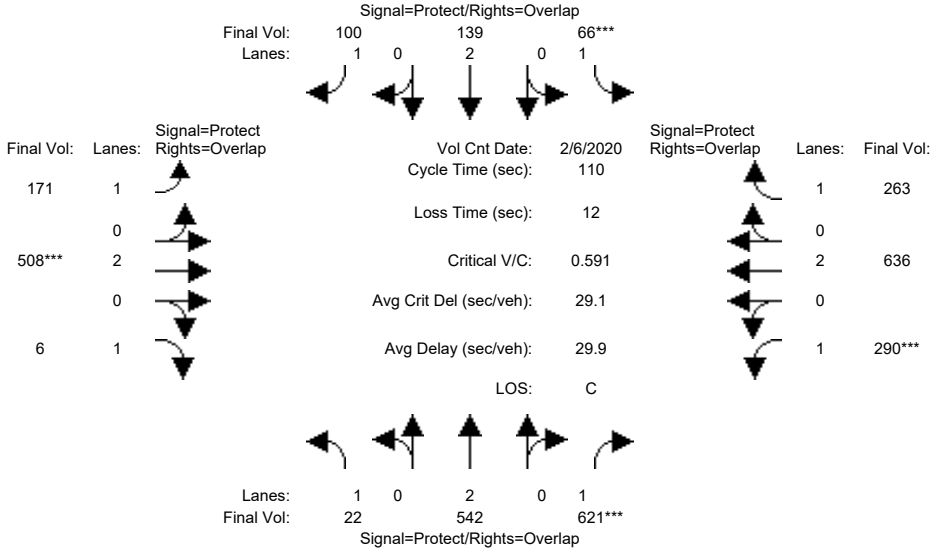
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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Lillian Commons Medical Campus Development

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2000 HCM Operations (Future Volume Alternative)
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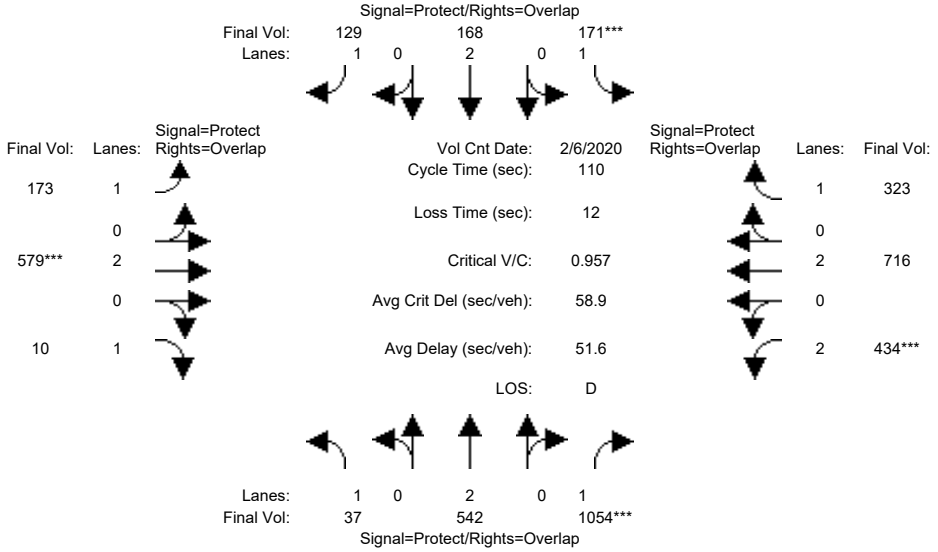

Street Name:	Butterfield Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 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
FinalVolume:	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.

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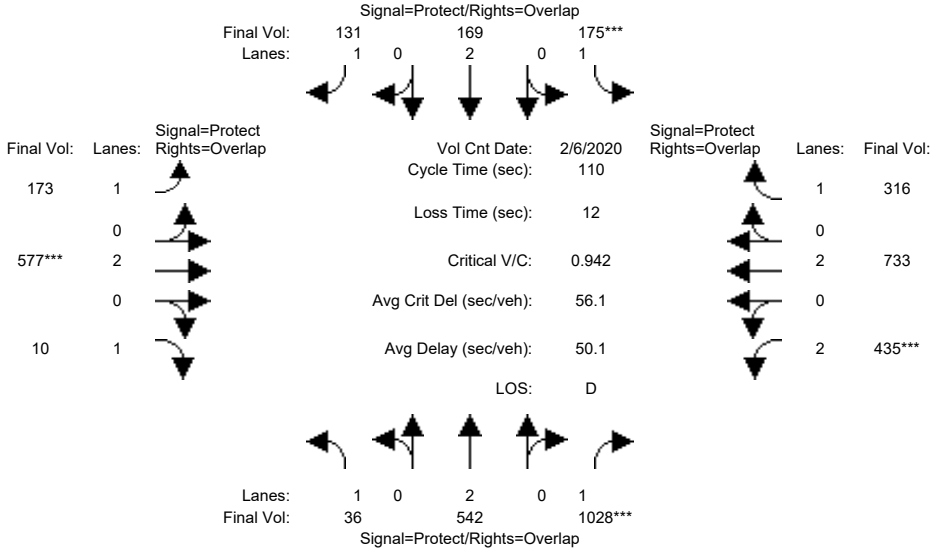
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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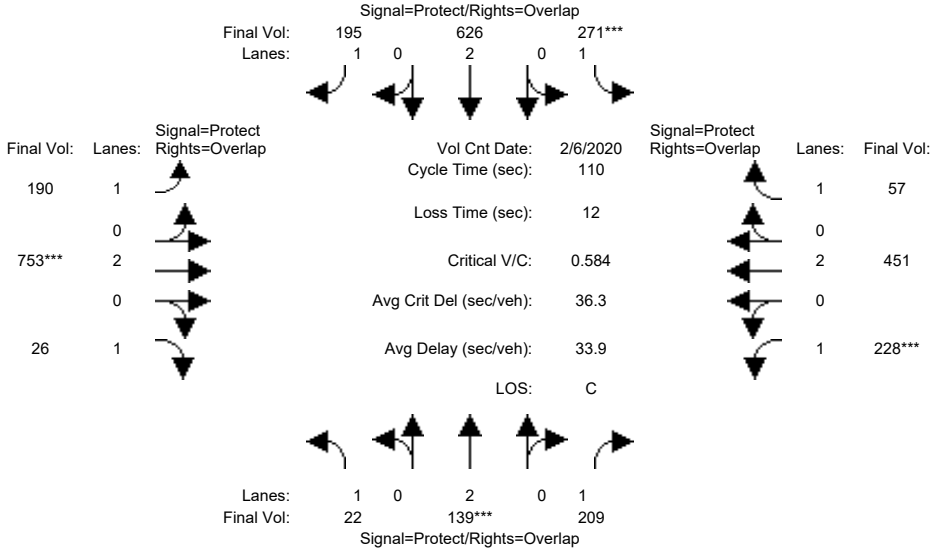
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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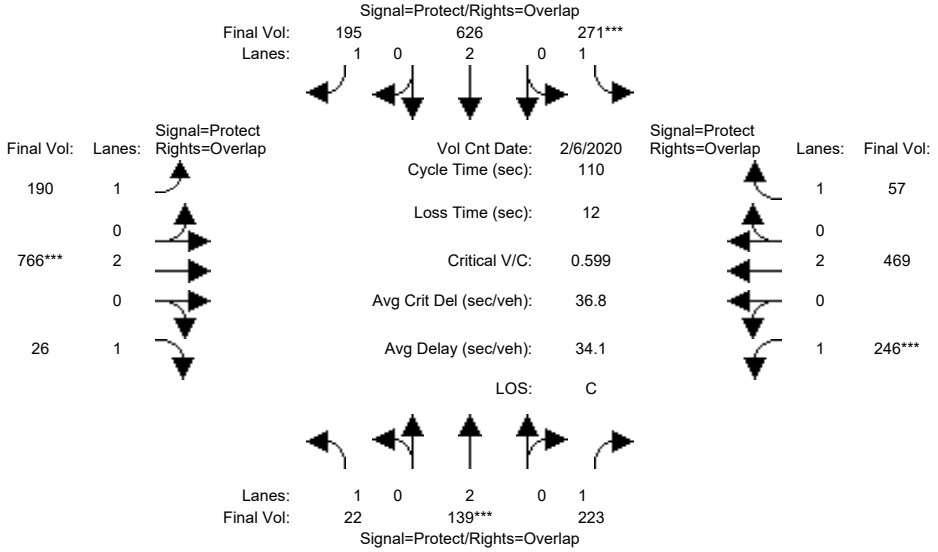
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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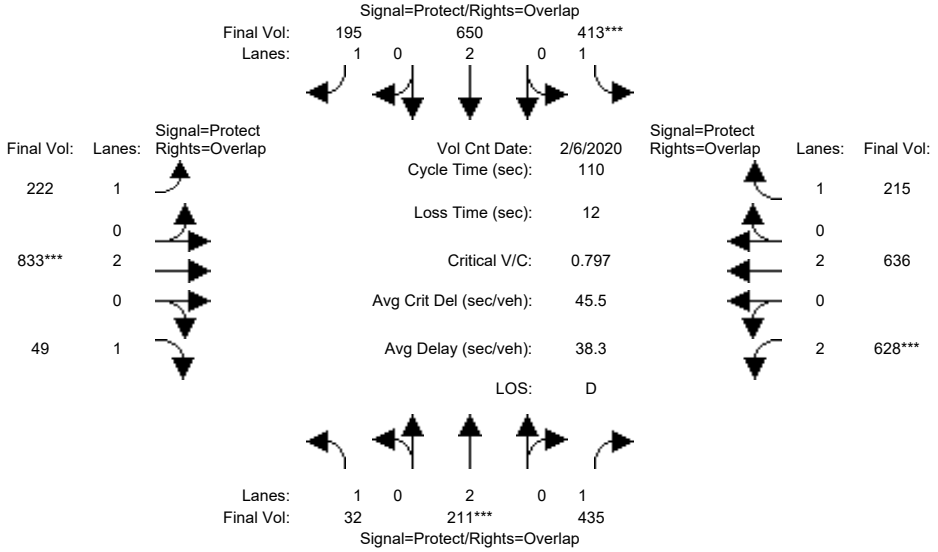
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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Lillian Commons Medical Campus Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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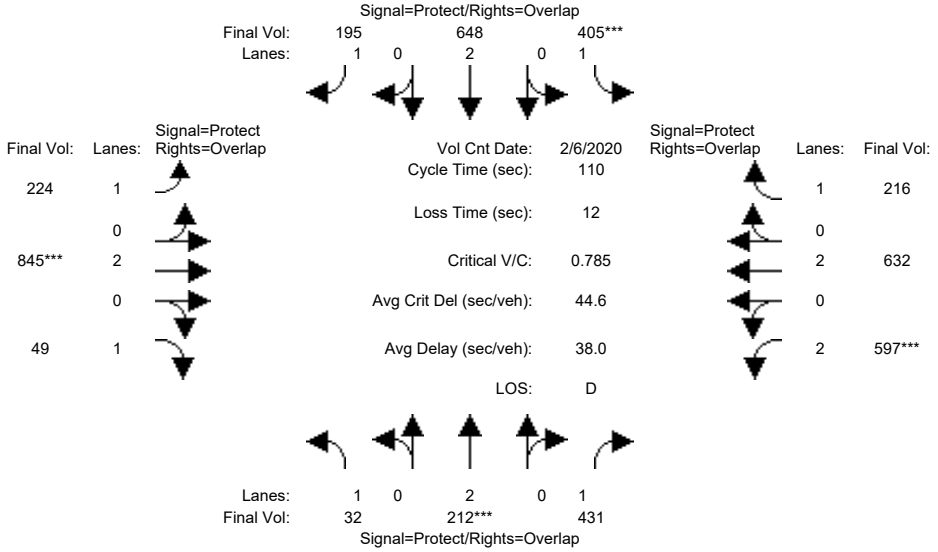
Intersection #1111: Butterfield Boulevard and Tennant Avenue



Street Name:	Butterfield Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 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
FinalVolume:	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.

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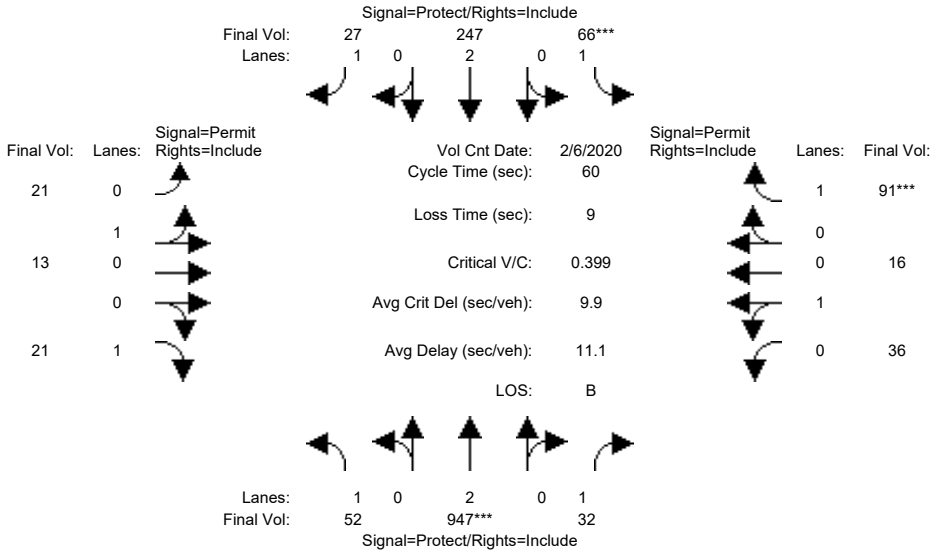
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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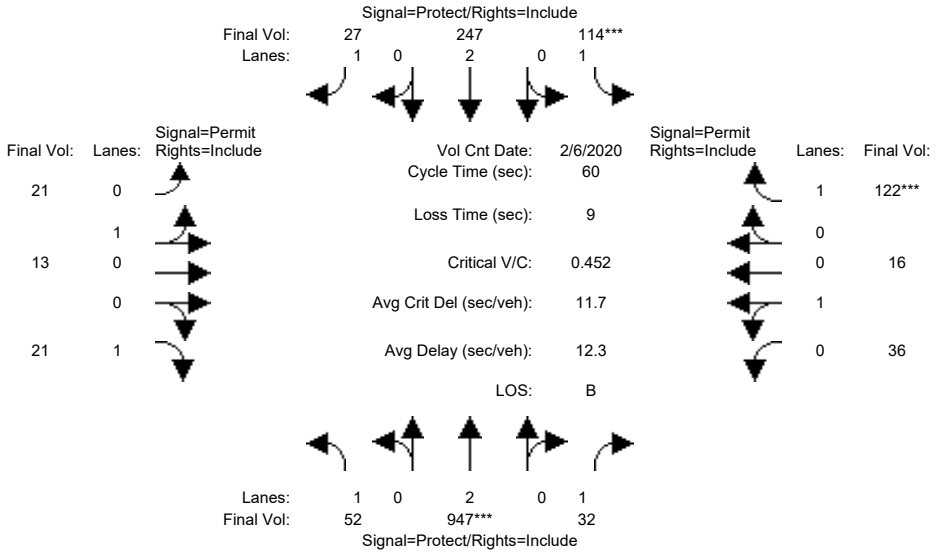
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project AM

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
FinalVolume:	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.

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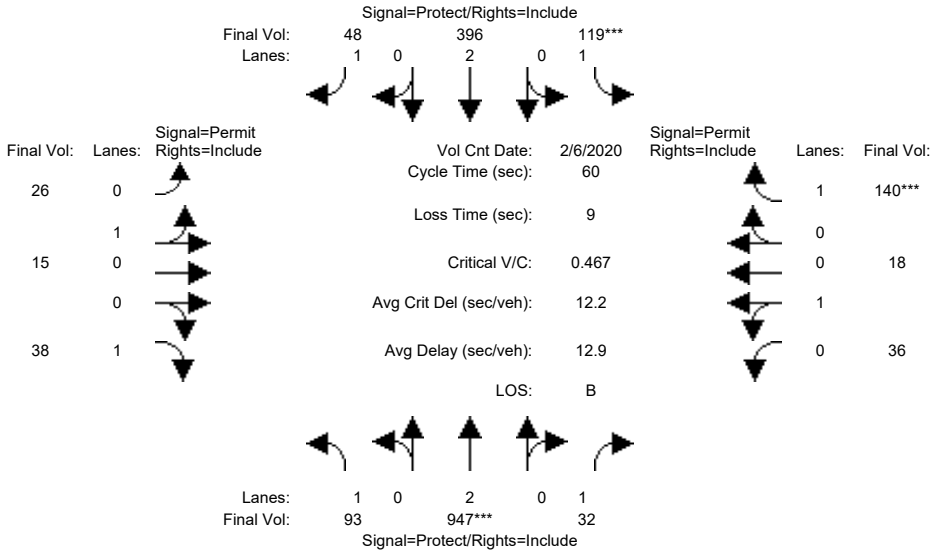
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan No Project AM

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
FinalVolume:	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.

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Lillian Commons Medical Campus Development

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

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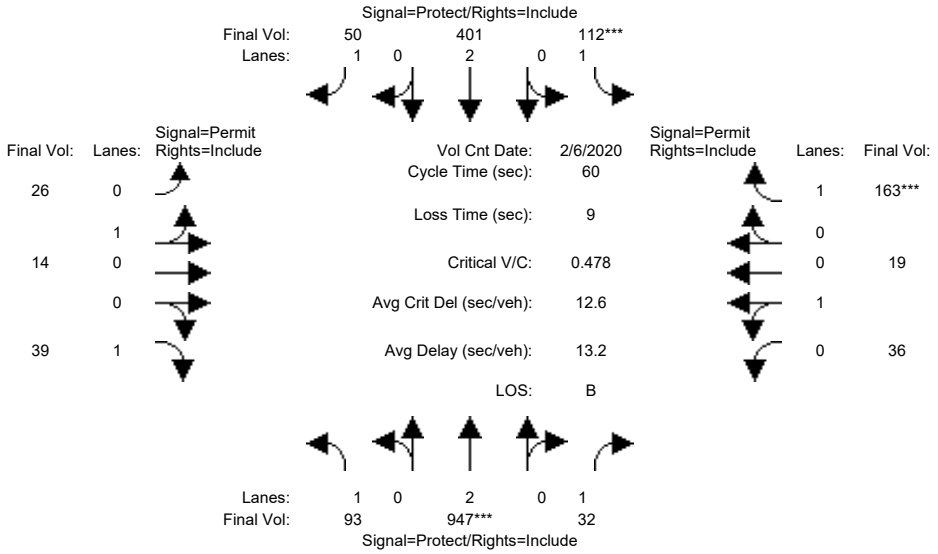

Street Name:	Butterfield Boulevard						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 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
FinalVolume:	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.

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2000 HCM Operations (Future Volume Alternative)
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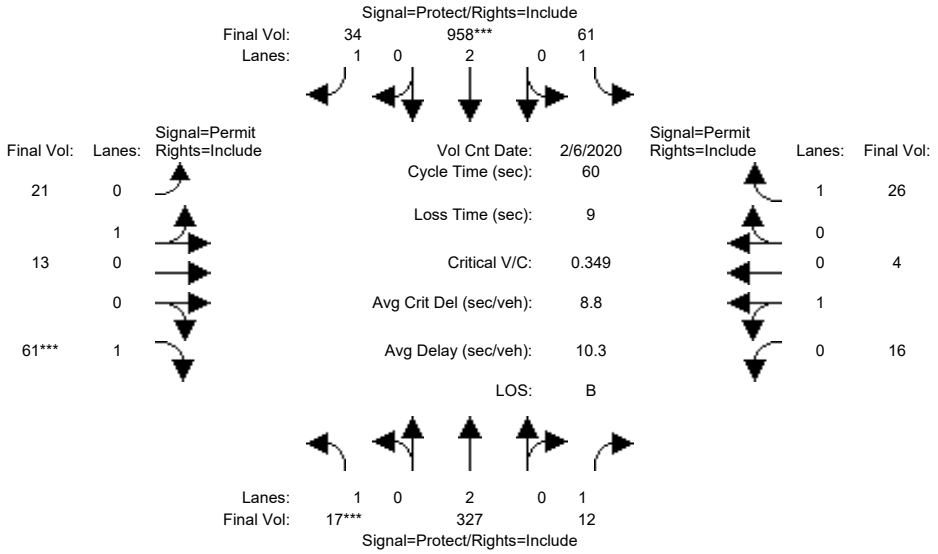

Street Name:	Butterfield Boulevard						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 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
FinalVolume:	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.

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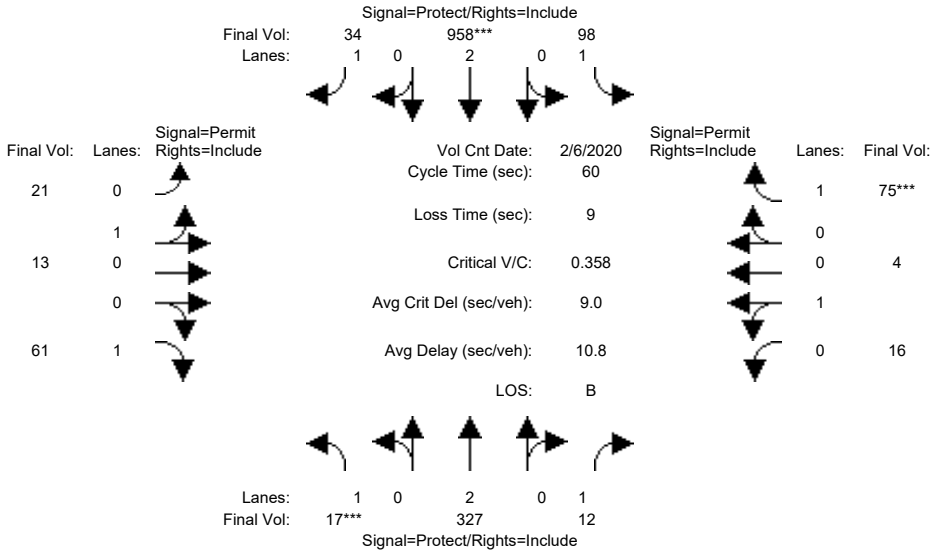

Street Name:	Butterfield Boulevard						Barrett Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 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
FinalVolume:	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.

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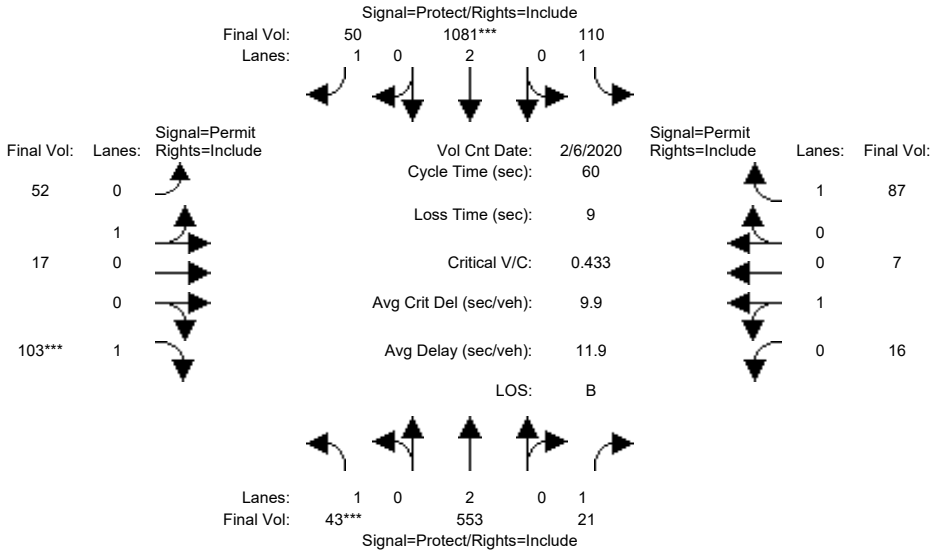
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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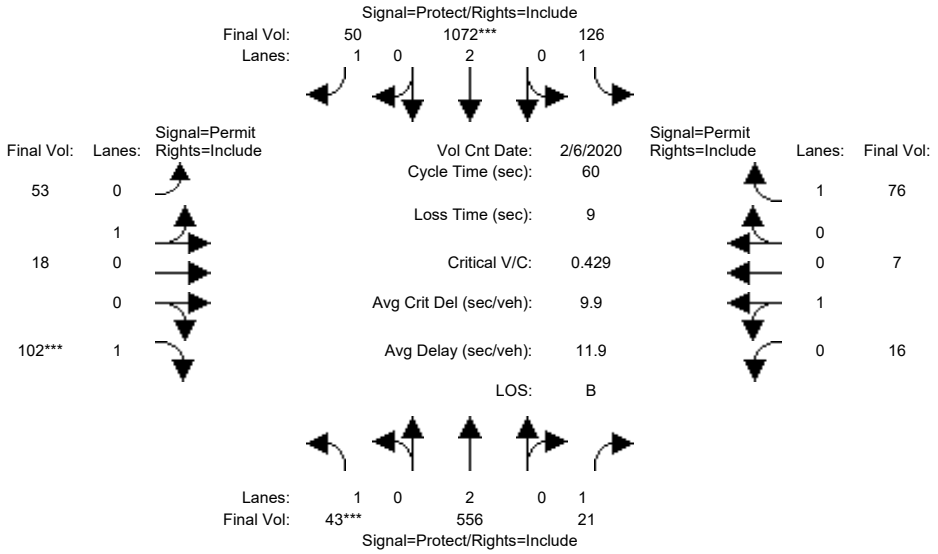
City of Morgan Hill
Lillian Commons Medical Campus Development

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			East 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	556	21	126	1072	50	53	18	102	16	7	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	556	21	126	1072	50	53	18	102	16	7	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	556	21	126	1072	50	53	18	102	16	7	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	556	21	126	1072	50	53	18	102	16	7	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	556	21	126	1072	50	53	18	102	16	7	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	556	21	126	1072	50	53	18	102	16	7	76
Saturation 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	1344	456	1750	1252	548	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.01	0.07	0.28	0.03	0.04	0.04	0.06	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:	0.21	0.36	0.03	0.26	0.50	0.05	0.24	0.24	0.35	0.08	0.08	0.26
Delay/Veh:	24.5	12.7	10.9	17.0	8.0	5.8	22.1	22.1	22.9	21.2	21.2	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	12.7	10.9	17.0	8.0	5.8	22.1	22.1	22.9	21.2	21.2	22.3
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.

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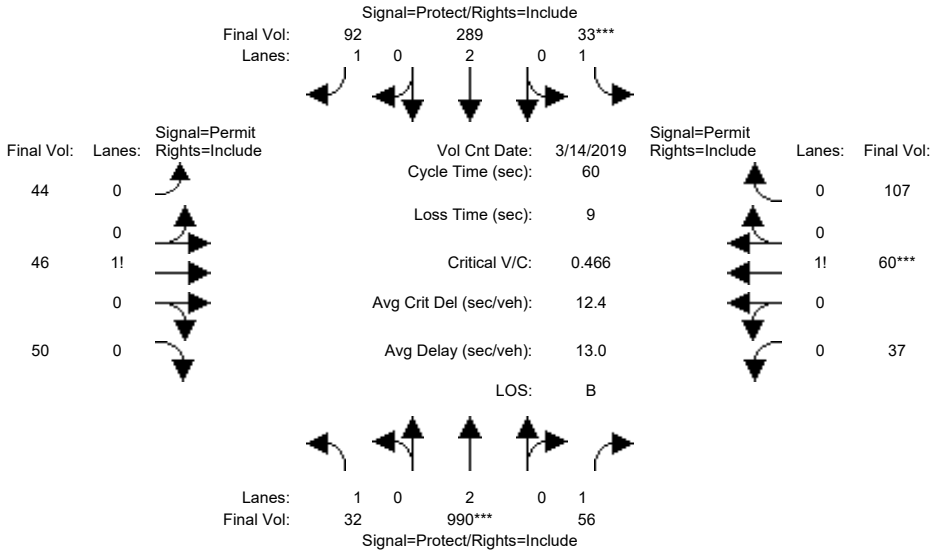
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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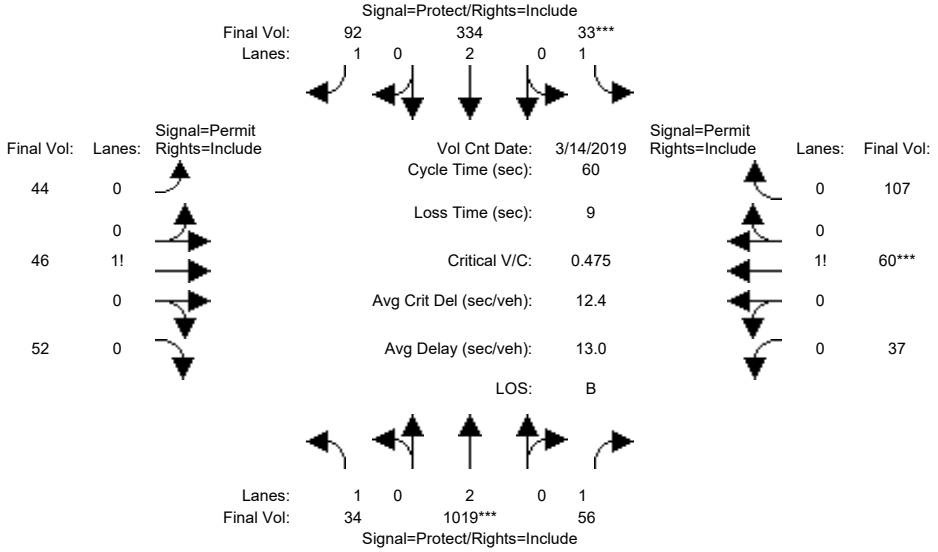
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project AM

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
FinalVolume:	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.

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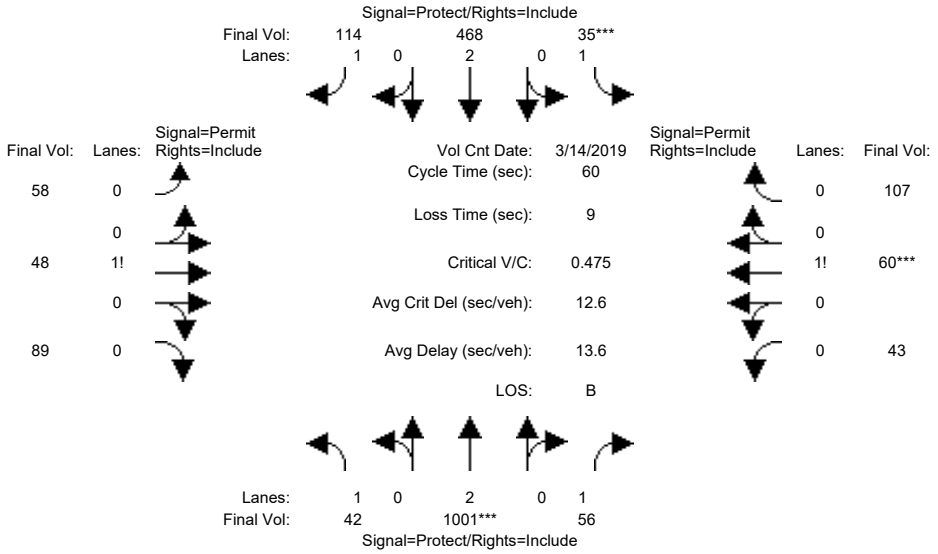
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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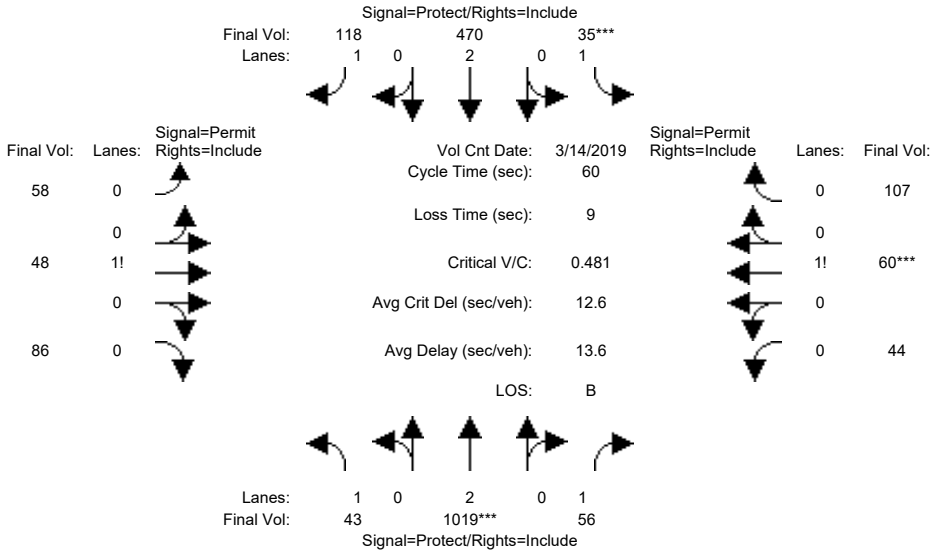
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project AM

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
FinalVolume:	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.

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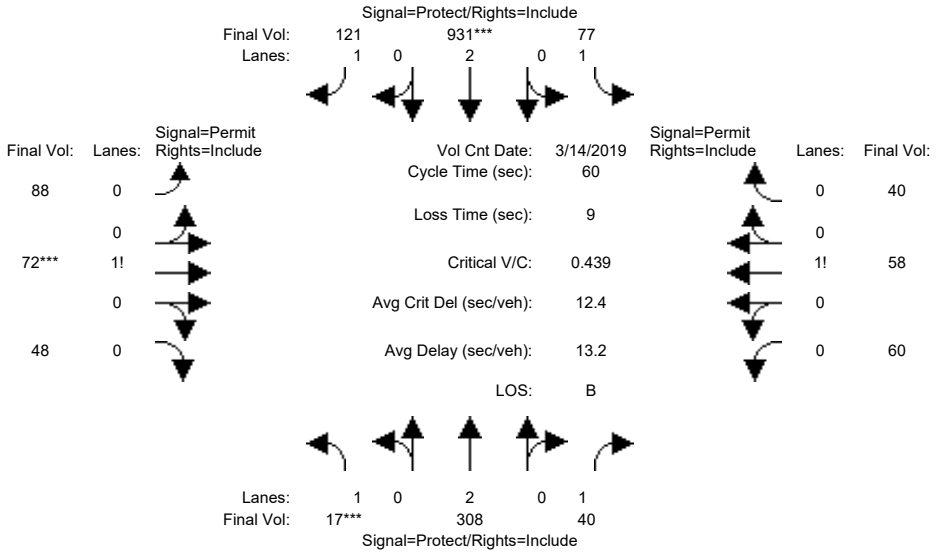
City of Morgan Hill
Lillian Commons Medical Campus Development

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.

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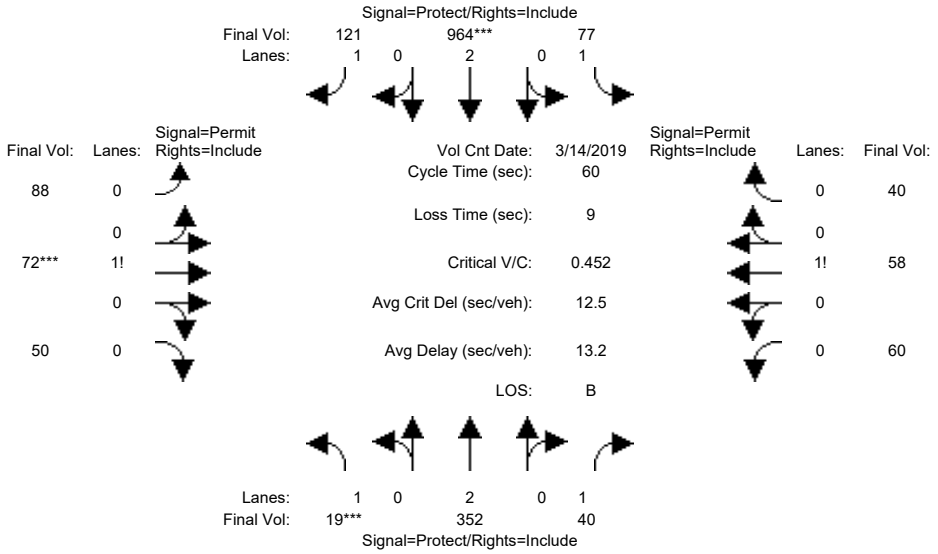
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project PM

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
FinalVolume:	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.

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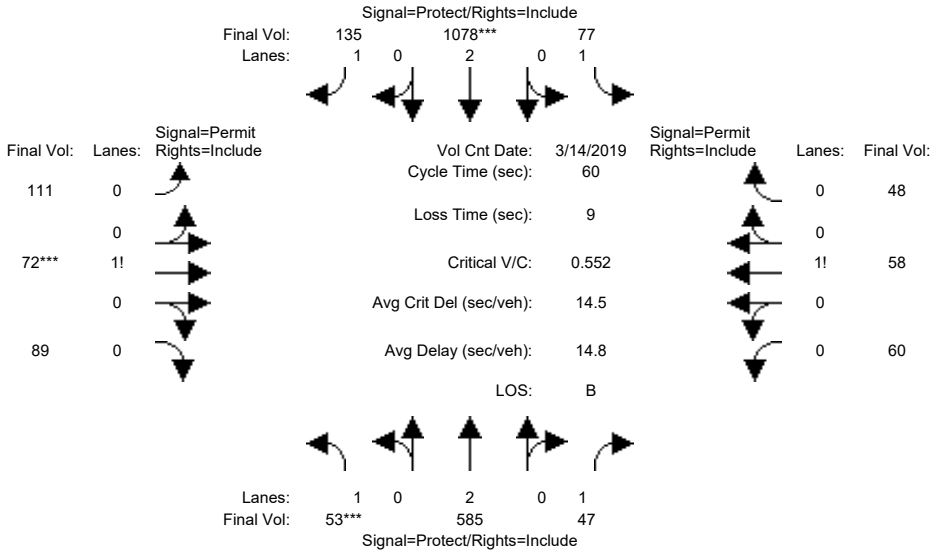
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan No Project PM

Intersection #1008: Butterfield Boulevard and San Pedro Avenue

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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
FinalVolume:   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.
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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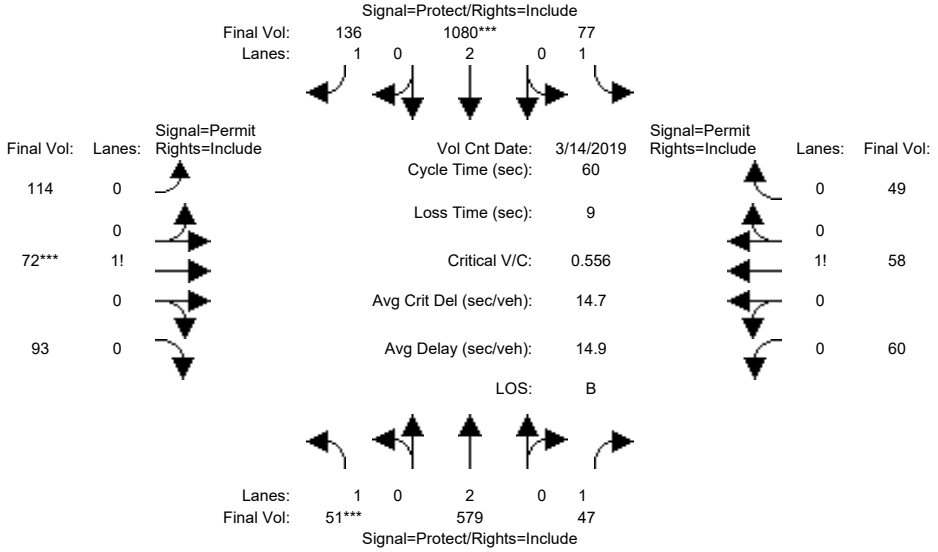

Street Name:	Butterfield Boulevard						San Pedro Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 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
FinalVolume:	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.

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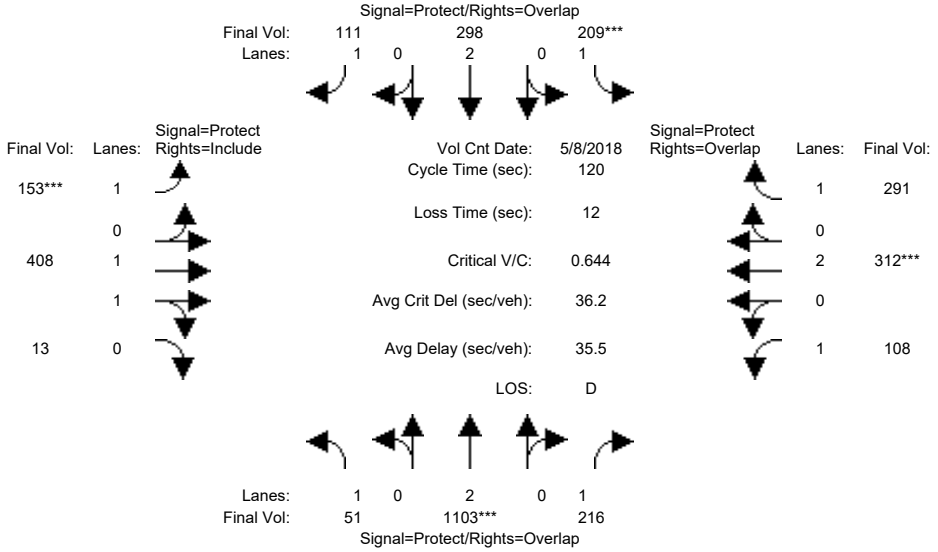
City of Morgan Hill
Lillian Commons Medical Campus Development

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

Intersection #123: Butterfield Boulevard and Dunne Avenue

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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
FinalVolume:   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.
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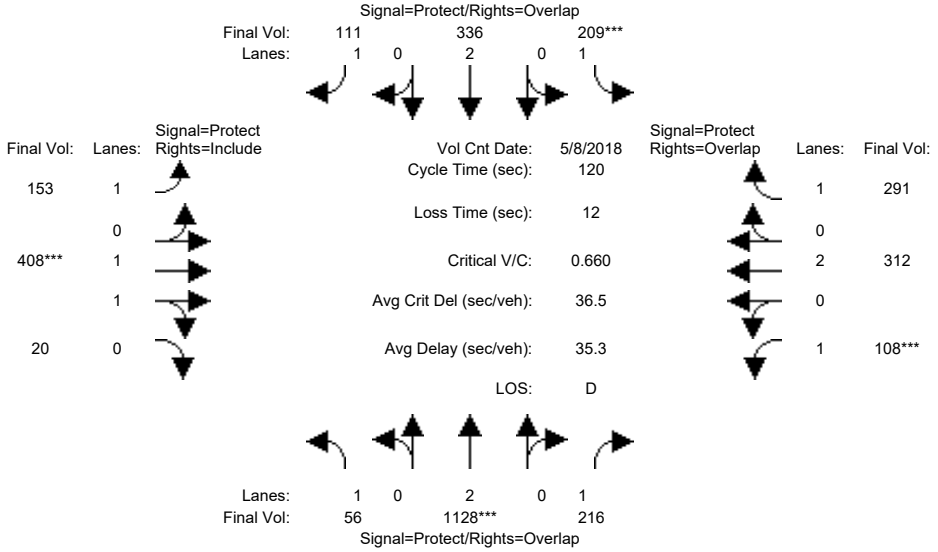
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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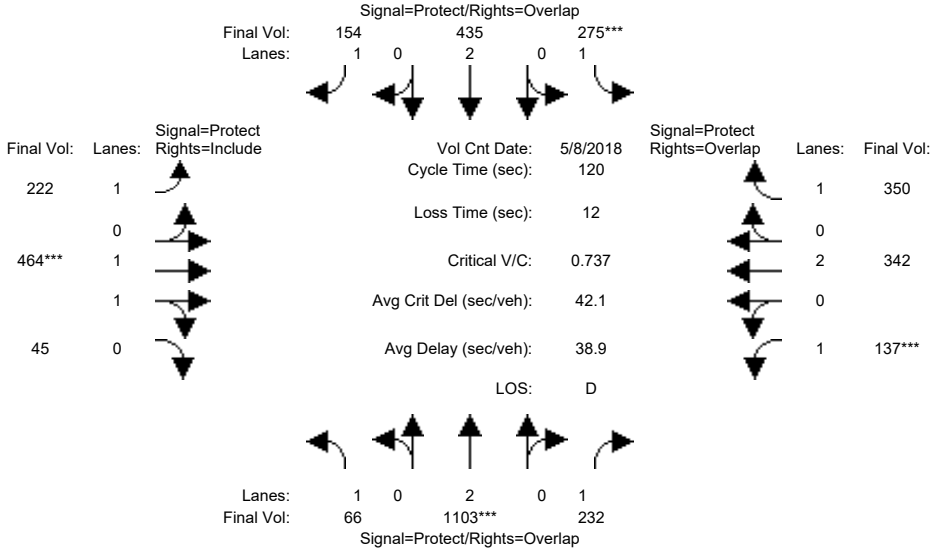
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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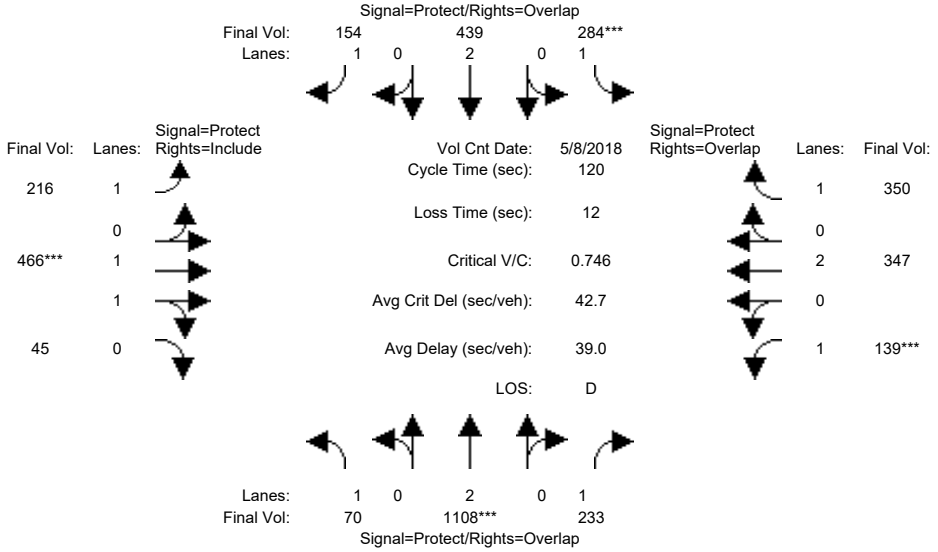
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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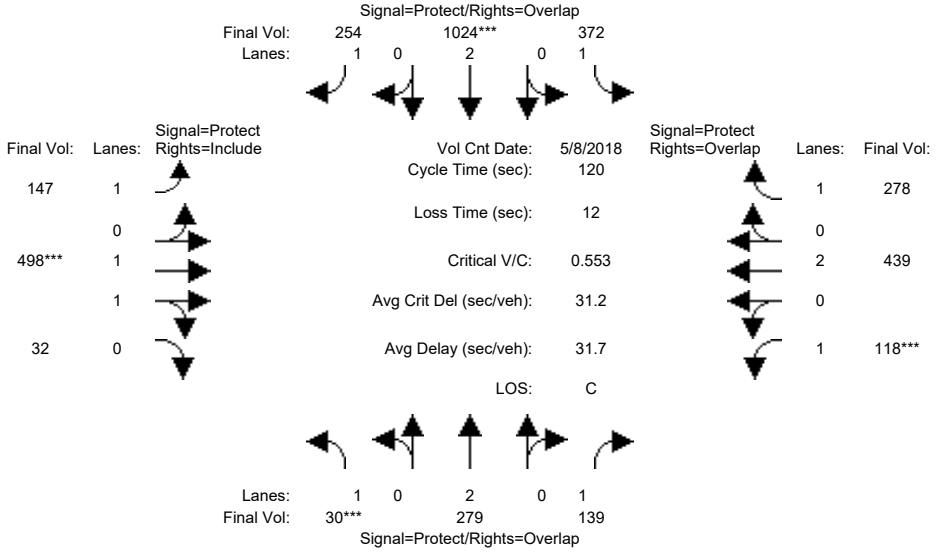
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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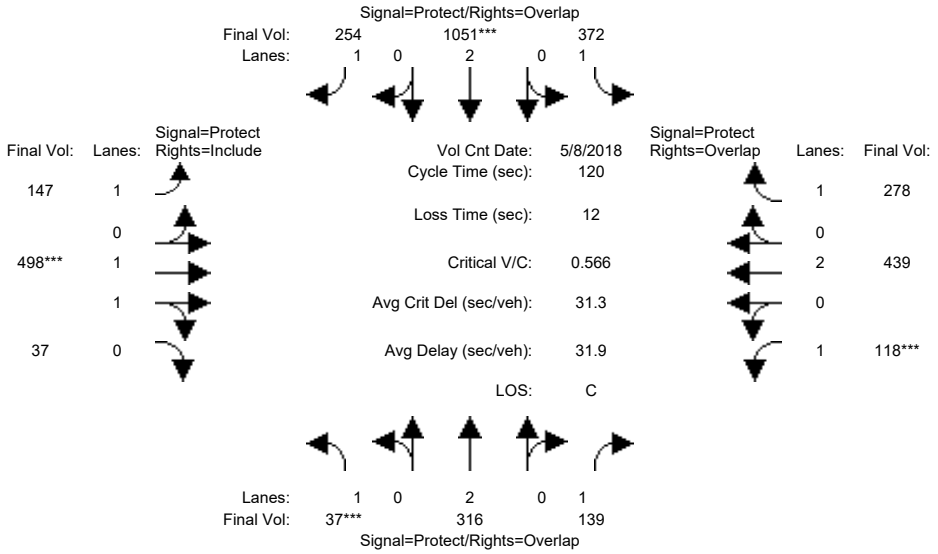
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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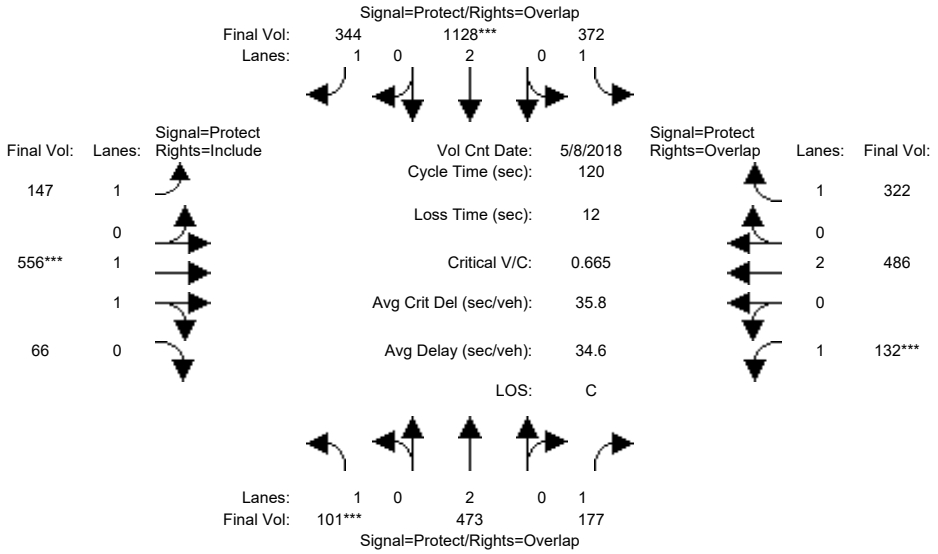
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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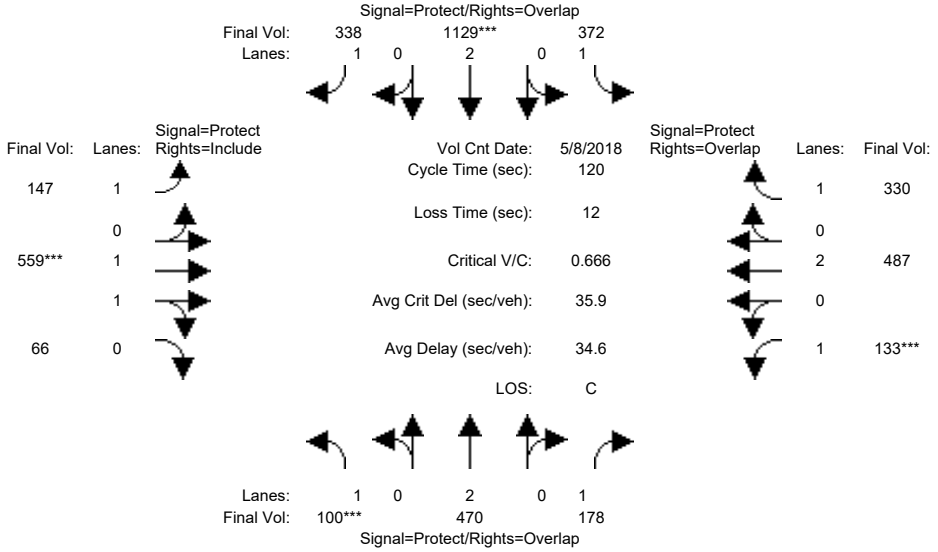
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project PM

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
FinalVolume:	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.

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City of Morgan Hill
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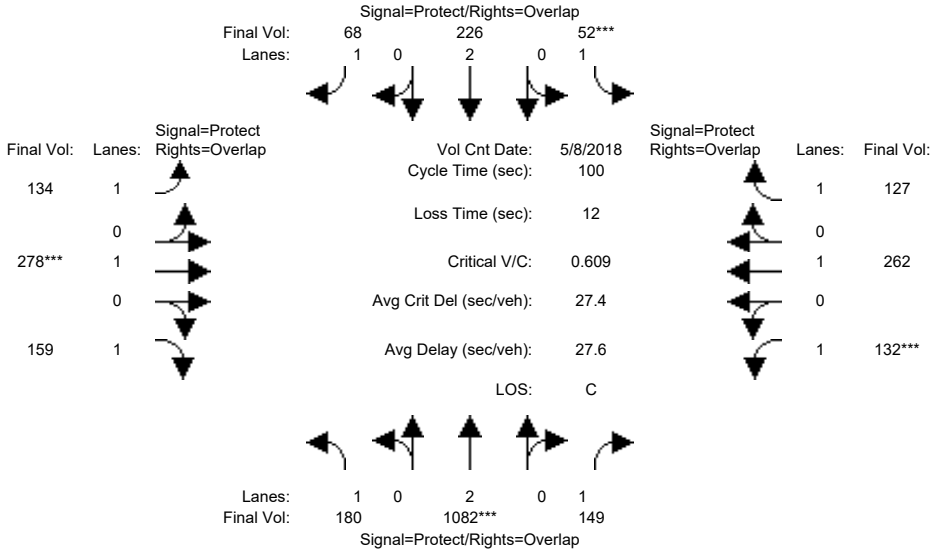
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

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
FinalVolume:	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.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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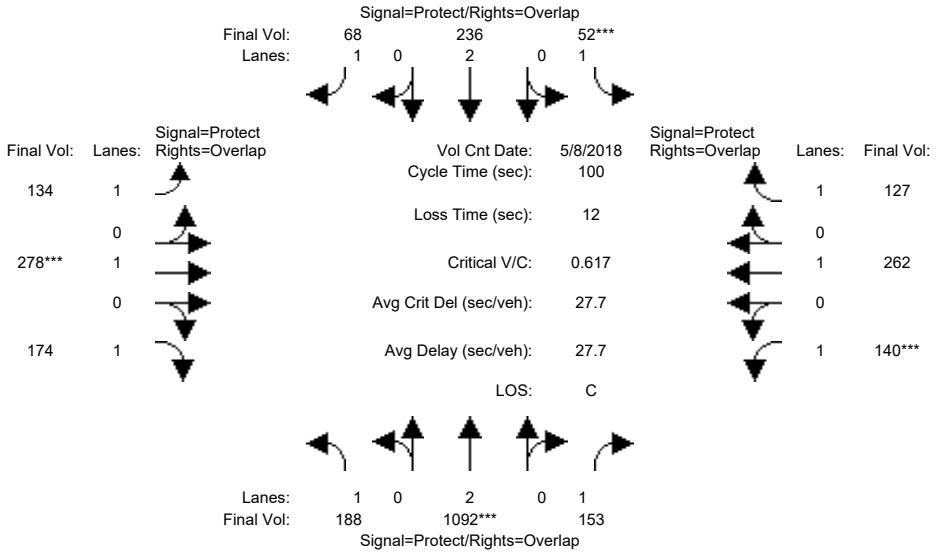
Intersection #119: Butterfield Boulevard and Main Avenue



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
FinalVolume:	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.

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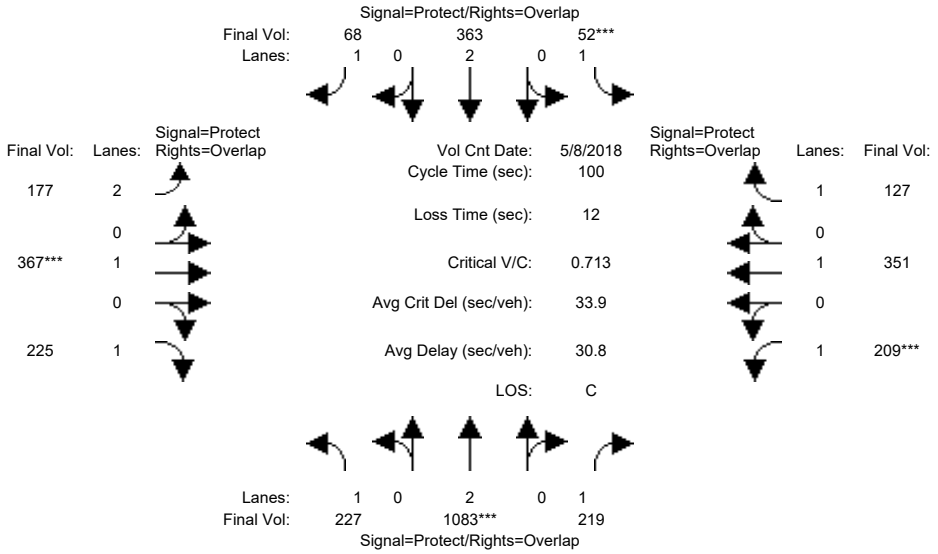

Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 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
FinalVolume:	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.

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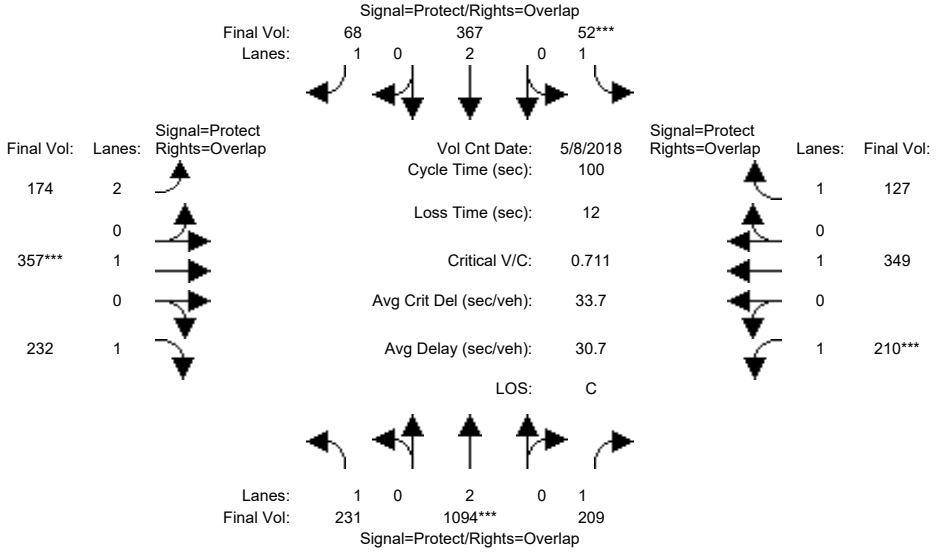
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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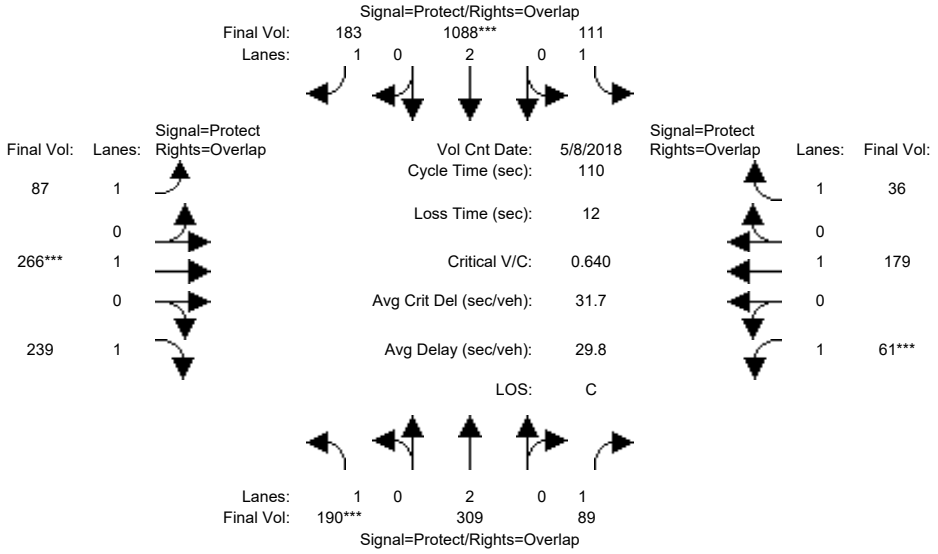
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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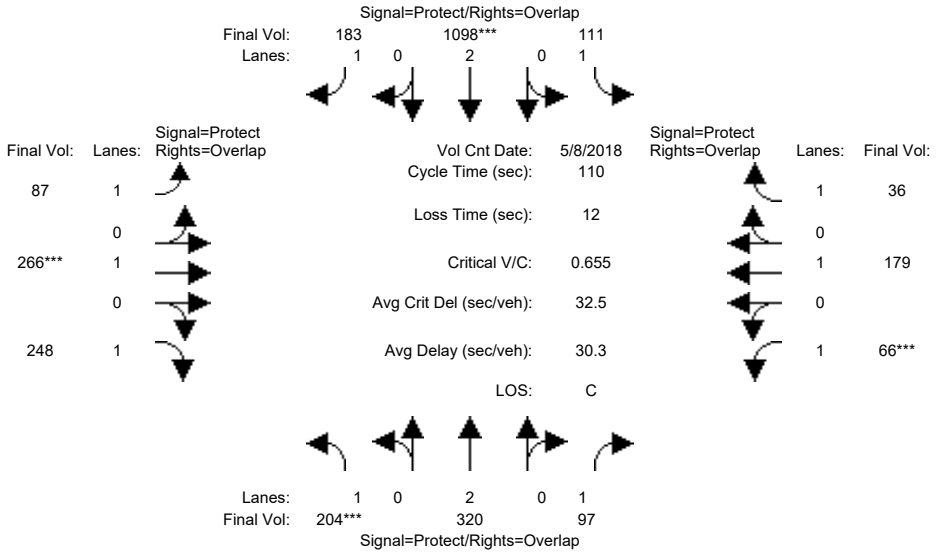
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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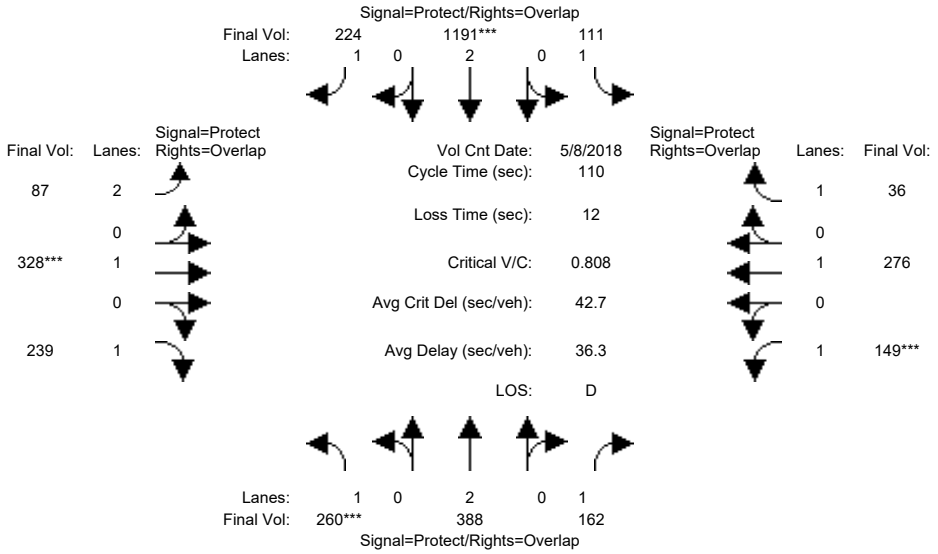
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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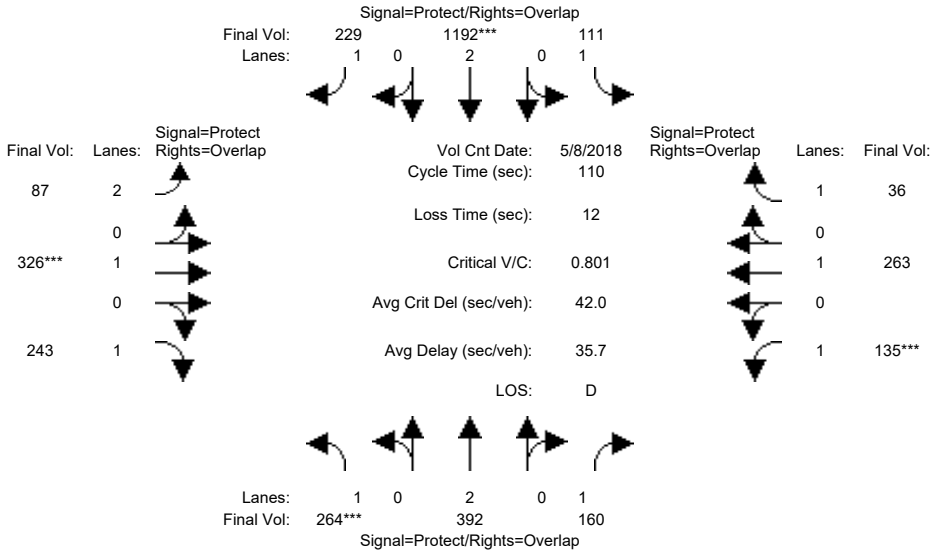
Intersection #119: Butterfield Boulevard and Main Avenue



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
FinalVolume:	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.

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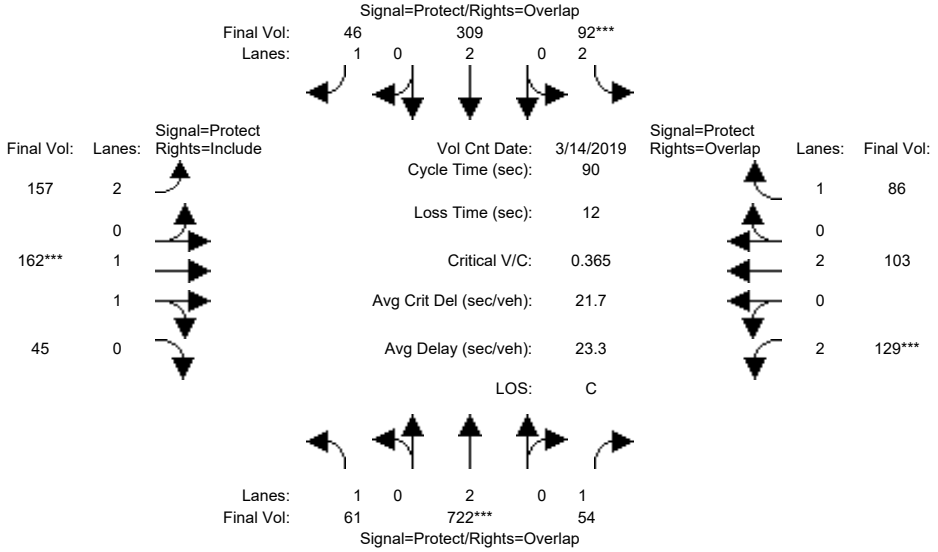
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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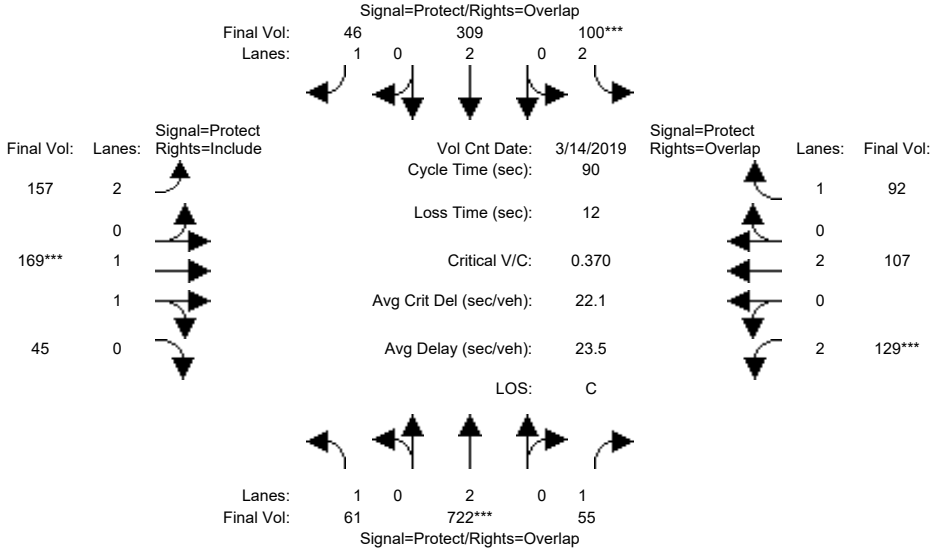
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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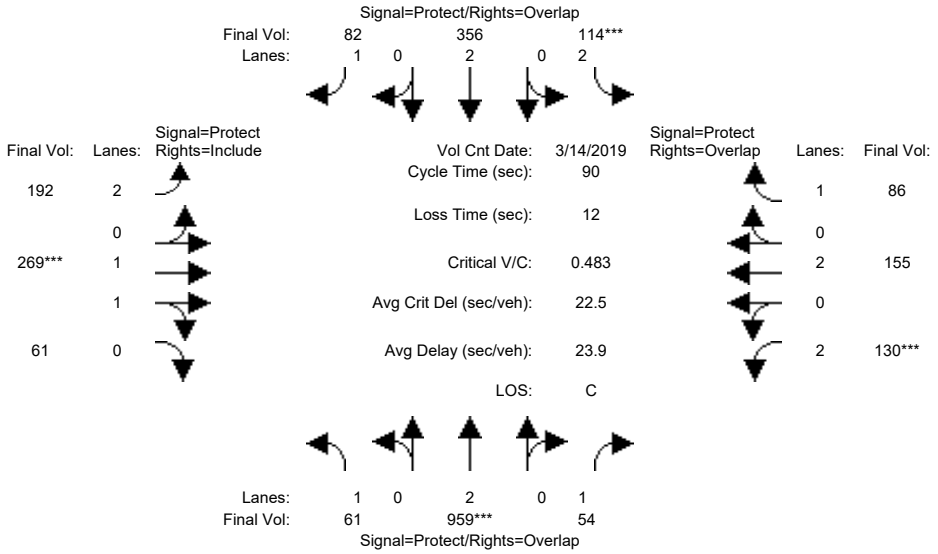
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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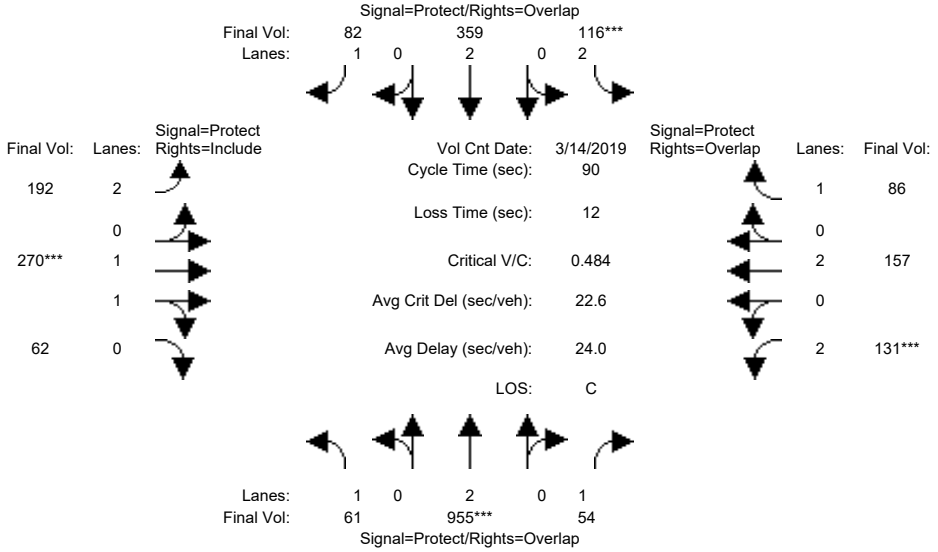
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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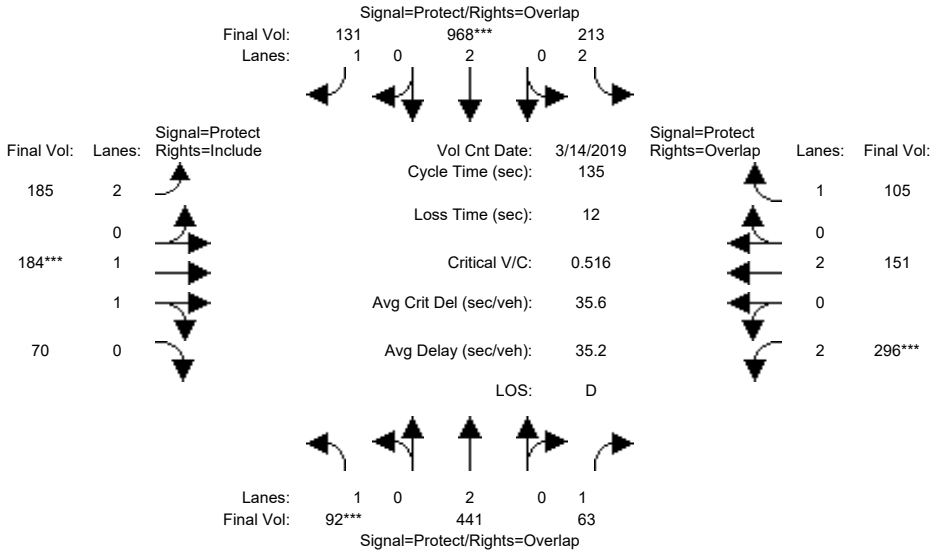
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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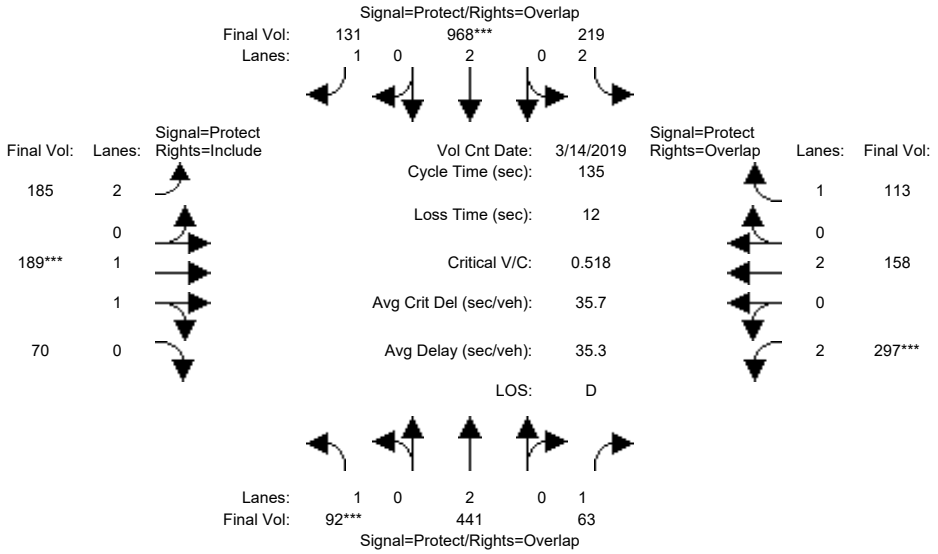
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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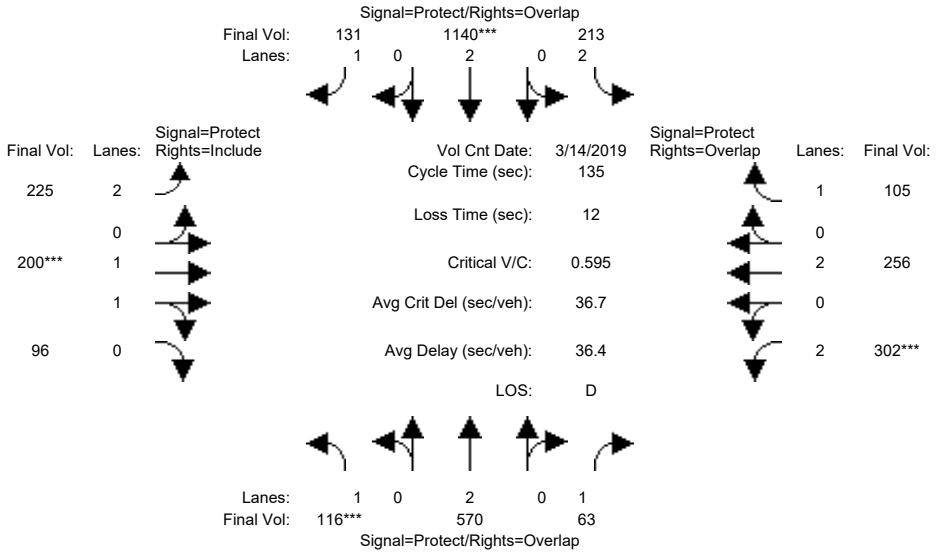
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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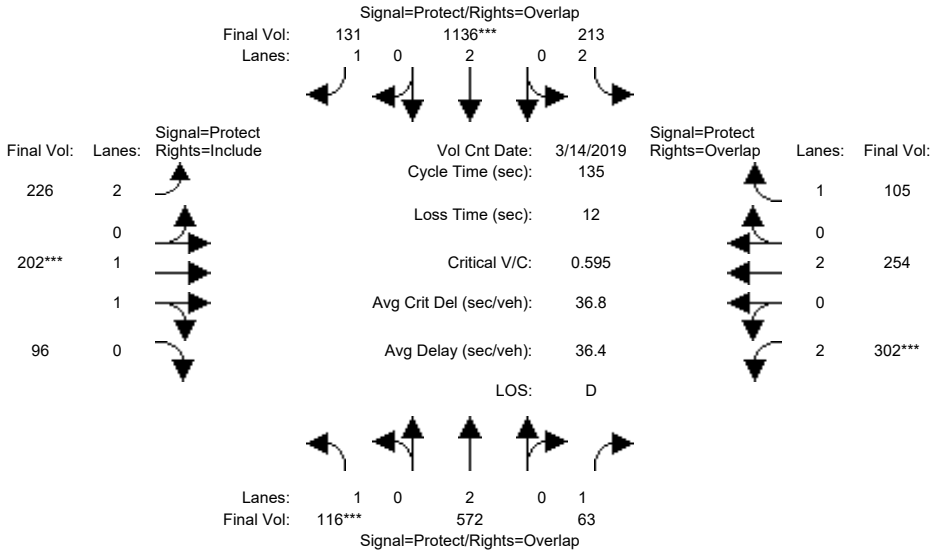
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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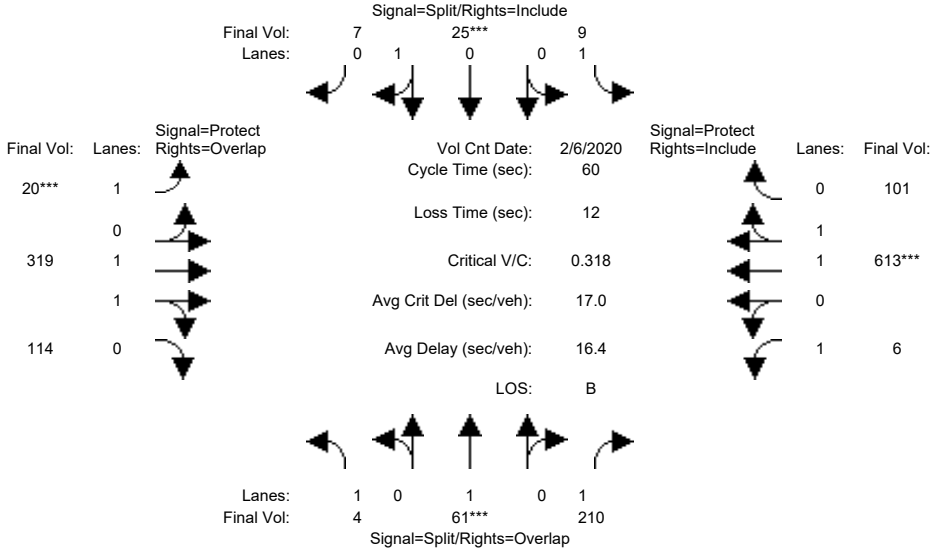
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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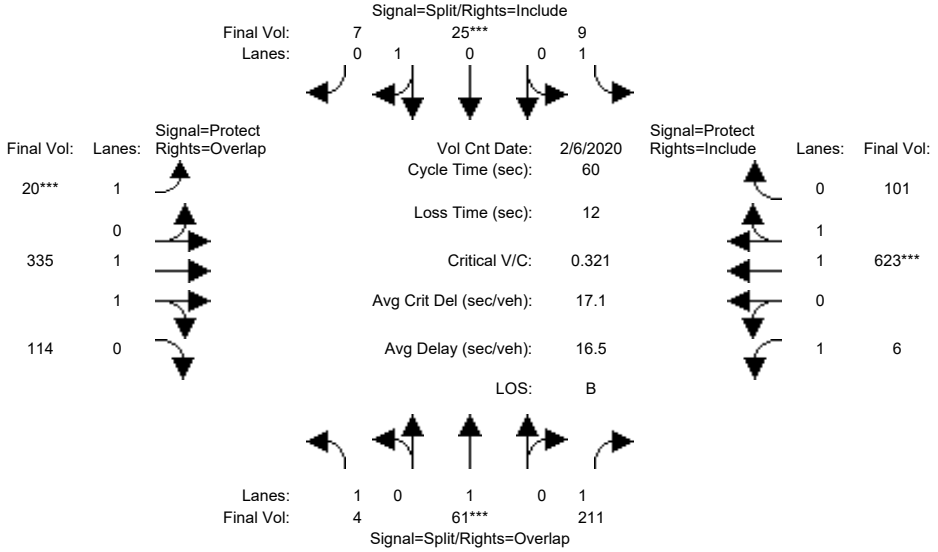
City of Morgan Hill
Lillian Commons Medical Campus Development

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.

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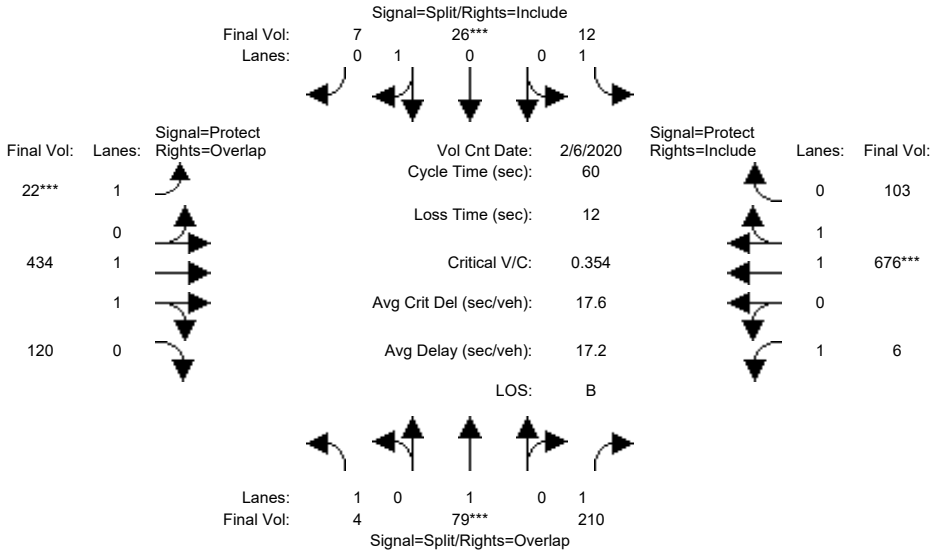
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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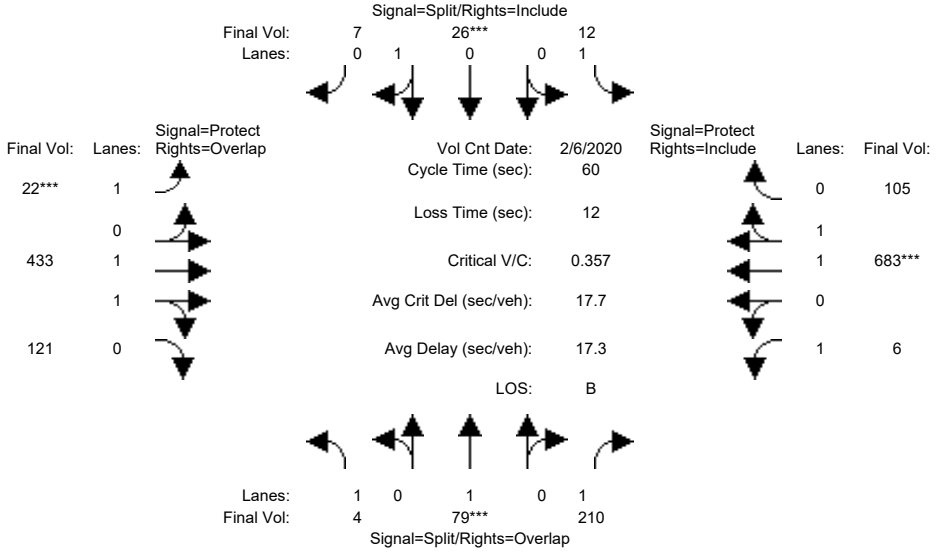
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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City of Morgan Hill
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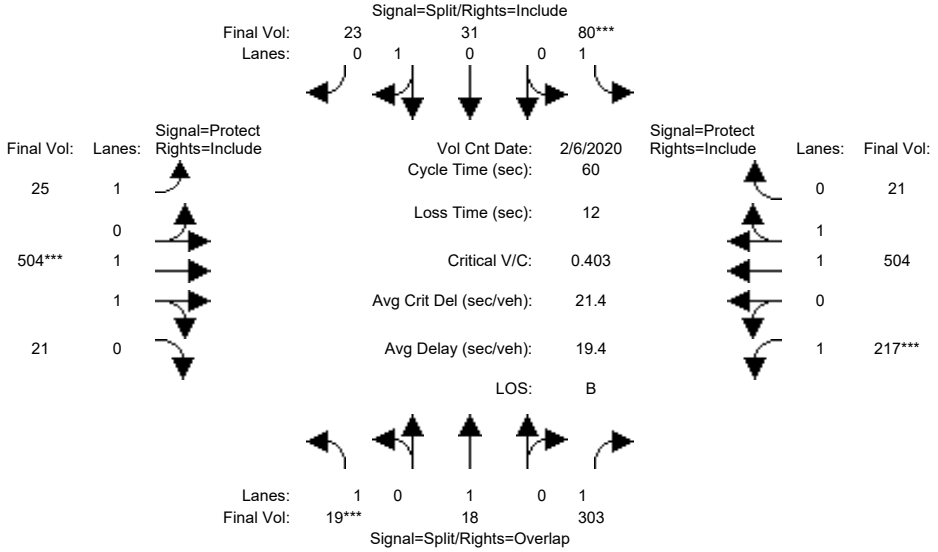
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

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
FinalVolume:	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.

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2000 HCM Operations (Future Volume Alternative)
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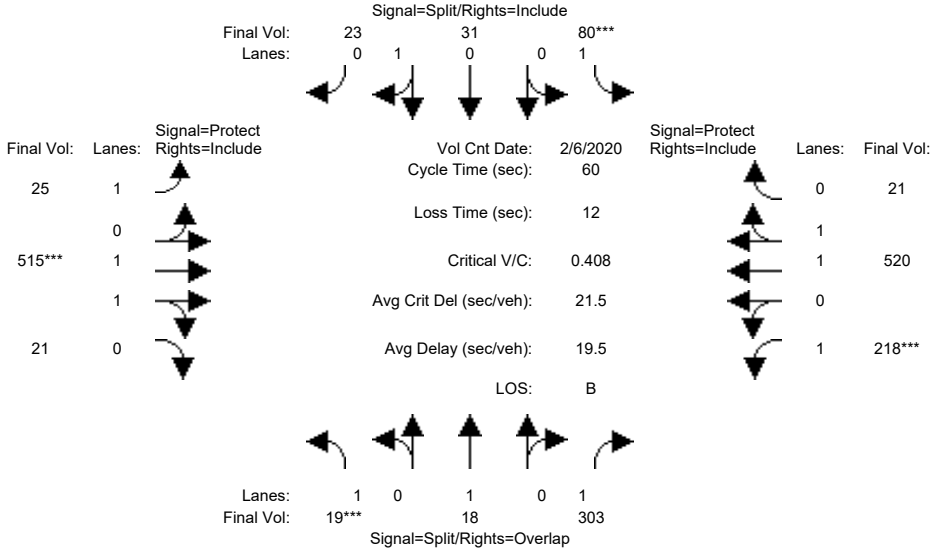

Street Name:	Vineyard Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 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
FinalVolume:	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.

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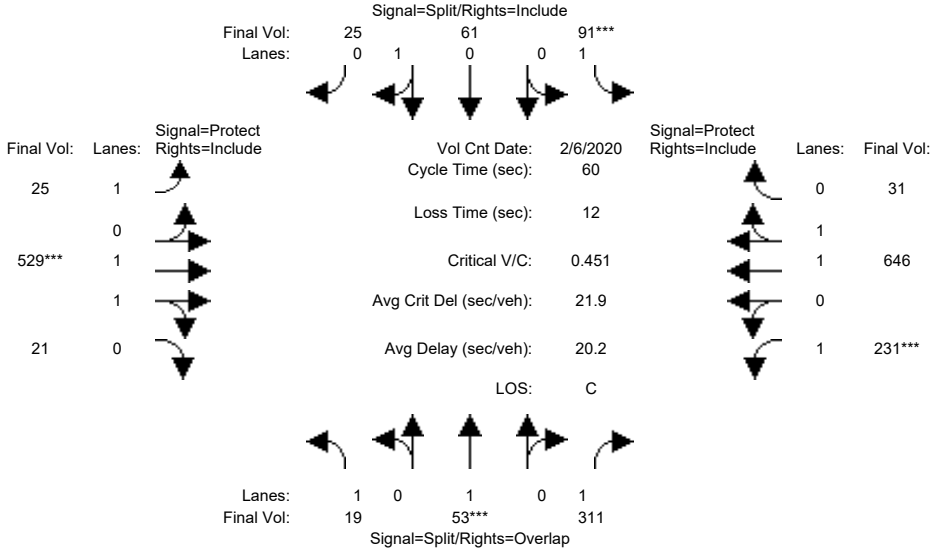

Street Name:	Vineyard Boulevard						Tennant Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 6 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
FinalVolume:	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.

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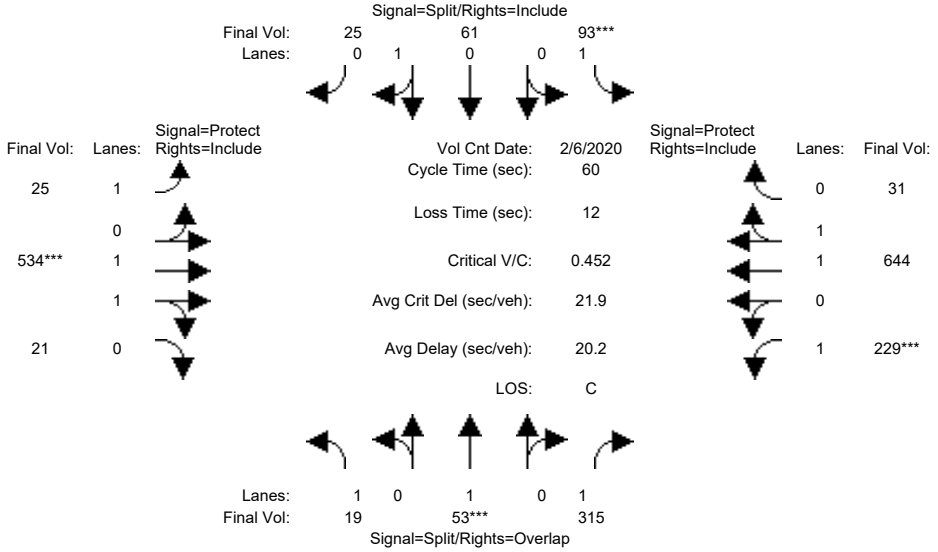
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project PM

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
FinalVolume:	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.

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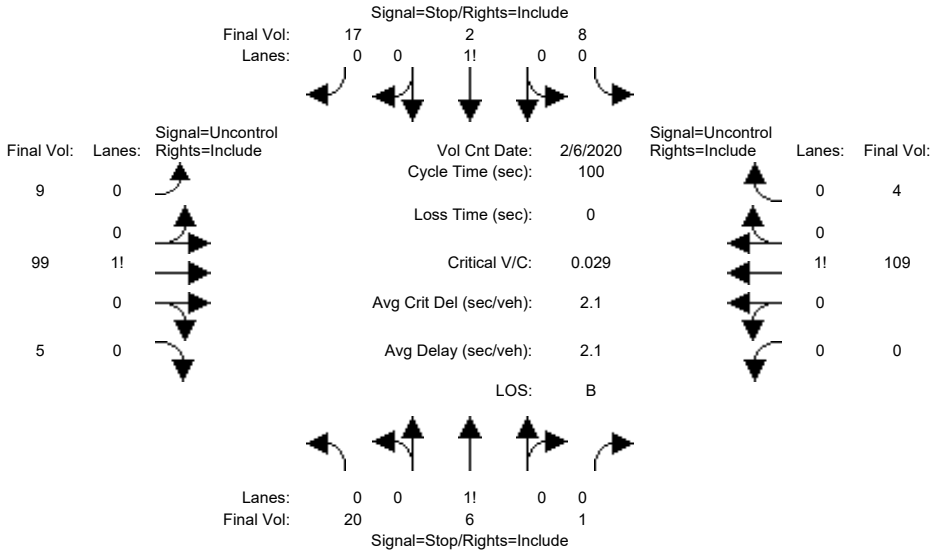
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

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
FinalVolume:   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:
Cnflict 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    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  700 xxxxx  xxxx  841 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue: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.
```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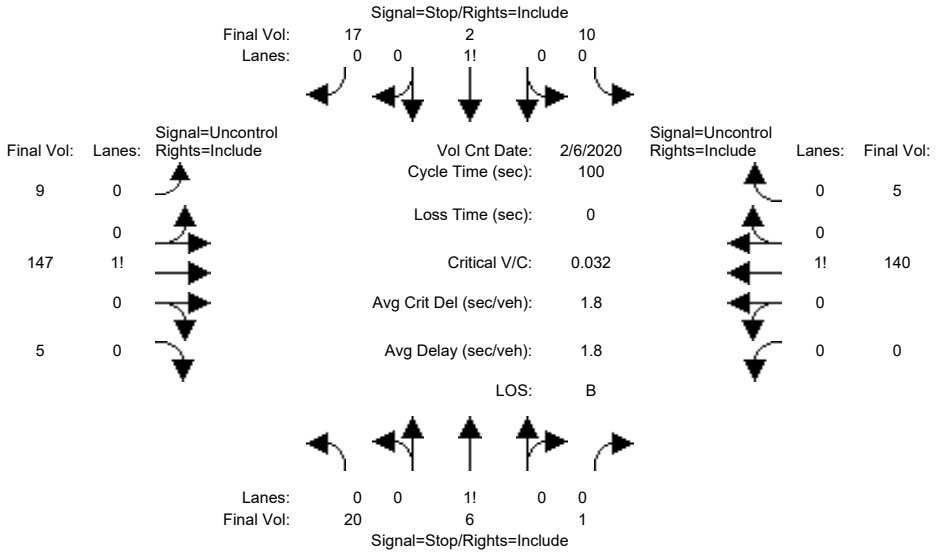
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + Project AM

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
FinalVolume:   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:
Cnflict 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:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  624 xxxxx  xxxx  768 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.1 xxxxx xxxxx  0.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx 11.0 xxxxx xxxxx  9.9 xxxxx xxxxx xxxx xxxxx xxxxx 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.
```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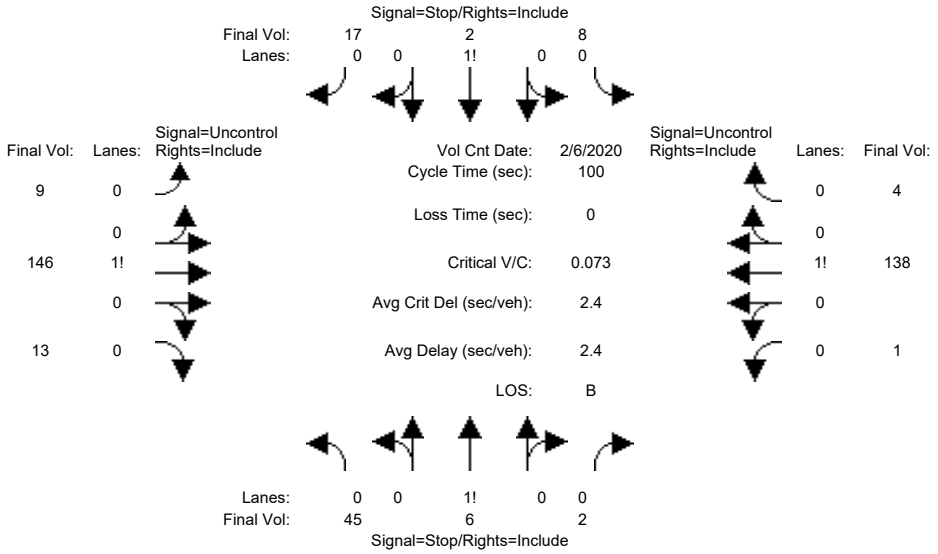
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan No Project AM

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
FinalVolume:   45    6     2     8    2    17     9  146    13     1  138     4
------------|---------------||---------------||---------------||---------------|
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:
Cnflict 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  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   7.5 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.
```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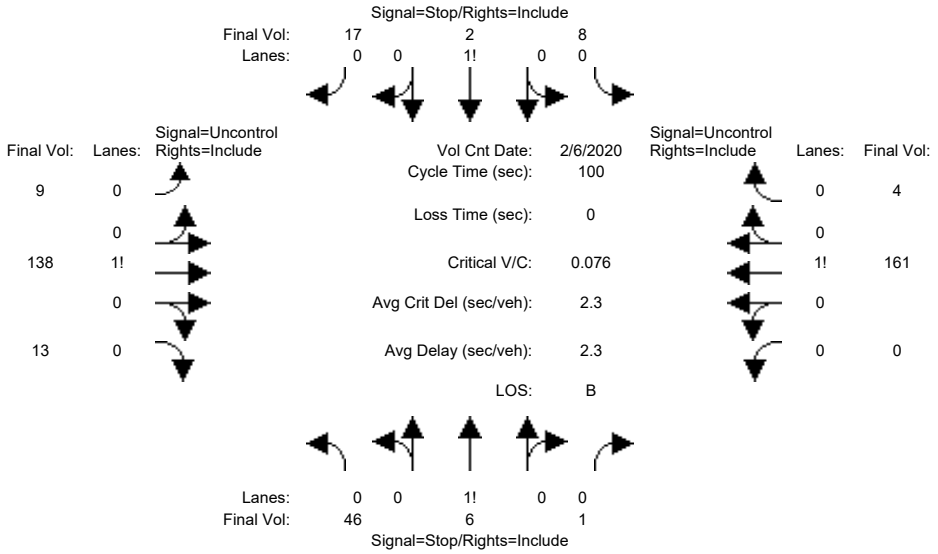
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan + Project AM

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
FinalVolume:   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:
Cnflict 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:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  608 xxxxx  xxxx  761 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 11.5 xxxxx xxxxx  9.9 xxxxx xxxxx xxxx xxxxx xxxxx 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.
```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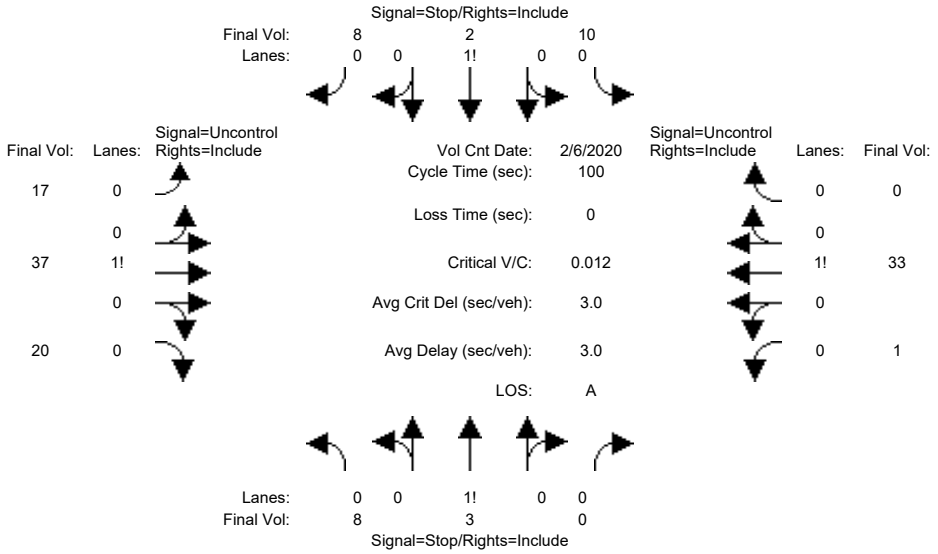
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

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
FinalVolume:    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:
Cnflict 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    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  822 xxxx xxxxx  xxxx  909 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  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.
```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City of Morgan Hill
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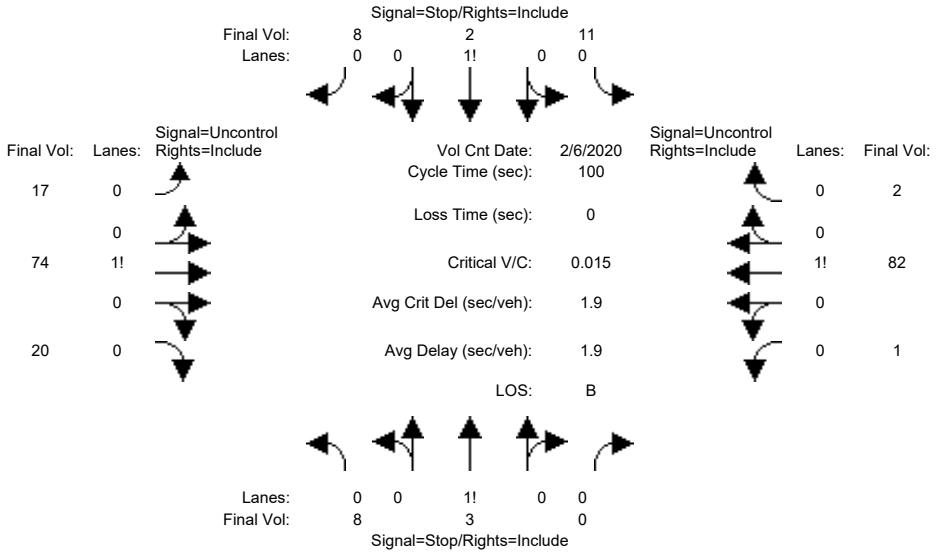
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + Project PM

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
FinalVolume:    8    3     0    11    2     8    17   74    20     1   82     2
------------|---------------||---------------||---------------||---------------|
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:
Cnflict Vol:  208  204 xxxxx   205  213    83    84 xxxx xxxxx    94 xxxx xxxxx
Potent Cap.:  754  696 xxxxx   758  688   982  1526 xxxx xxxxx  1513 xxxx xxxxx
Move Cap.:    739  688 xxxxx   748  680   982  1526 xxxx xxxxx  1513 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   7.4 xxxx xxxxx   7.4 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.:  724 xxxx xxxxx  xxxx  814 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:  0.0 xxxx xxxxx xxxxx  0.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel: 10.0 xxxx xxxxx xxxxx  9.5 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     B    *     *     *    A     *     *    *     *     *    *     *
ApproachDel:      10.0              9.5           xxxxxx           xxxxxx
ApproachLOS:         B                A                *                *
Note: Queue reported is the number of cars per lane.
```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City of Morgan Hill
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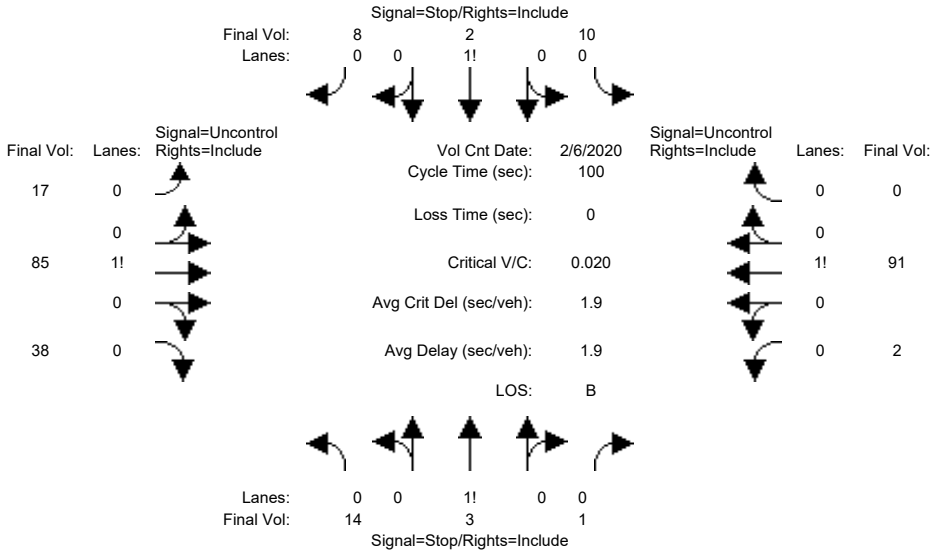
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan No Project PM

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
FinalVolume:   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 xxxxx   4.1 xxxx xxxxx
FollowUpTim:  3.5  4.0   3.3   3.5  4.0   3.3   2.2 xxxx xxxxx   2.2 xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  238  233   104   235  252    91    91 xxxx xxxxx   123 xxxx xxxxx
Potent Cap.:  721  671   956   724  655   972  1517 xxxx xxxxx  1477 xxxx xxxxx
Move Cap.:    706  662   956   714  646   972  1517 xxxx xxxxx  1477 xxxx xxxxx
Volume/Cap:  0.02 0.00  0.00  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   7.4 xxxx xxxxx   7.4 xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     A    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx  709 xxxxx  xxxx  789 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx  0.1 xxxxx xxxxx  0.1 xxxxx xxxxx xxxx xxxxx   0.0 xxxx xxxxx
Shrd ConDel:xxxxx 10.2 xxxxx xxxxx  9.7 xxxxx xxxxx xxxx xxxxx   7.4 xxxx xxxxx
Shared LOS:     *    B     *     *    A     *     *    *     *     A    *     *
ApproachDel:      10.2              9.7           xxxxxx           xxxxxx
ApproachLOS:         B                A                *                *
Note: Queue reported is the number of cars per lane.
```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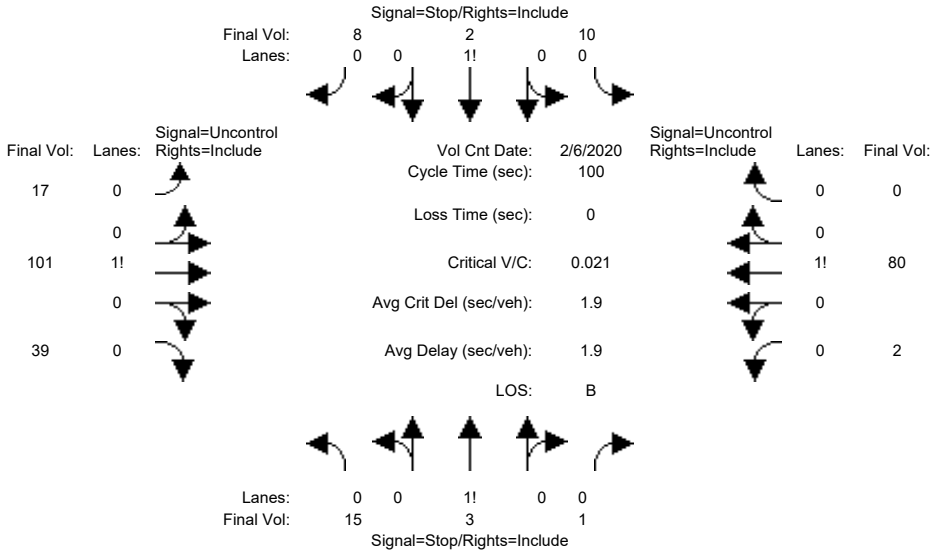
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan + Project PM

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
FinalVolume:   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:
Cnflict 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  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   7.4 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
SharedQueue: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    *     *
ApproachDel:      10.3               9.7           xxxxxx           xxxxxx
ApproachLOS:         B                 A                *                *
Note: Queue reported is the number of cars per lane.
```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City of Morgan Hill
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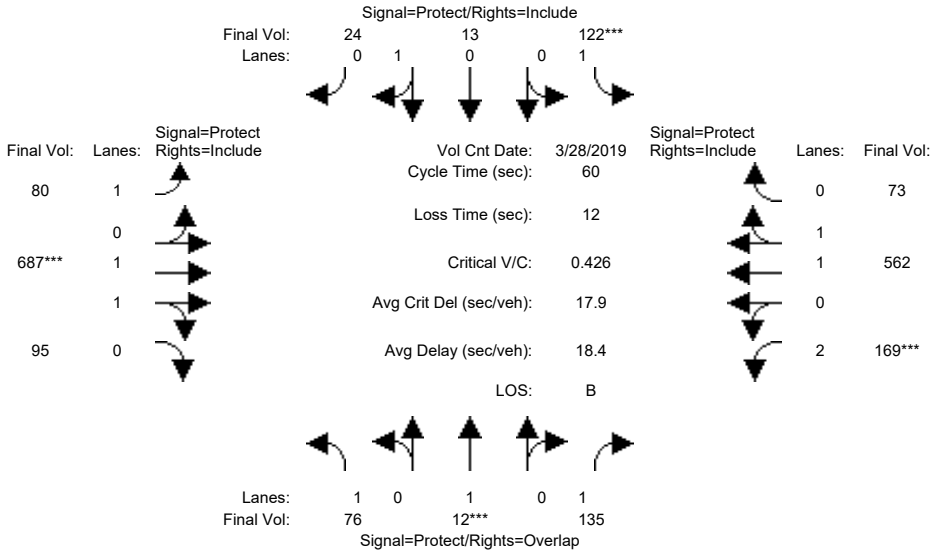
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

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
FinalVolume:	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.

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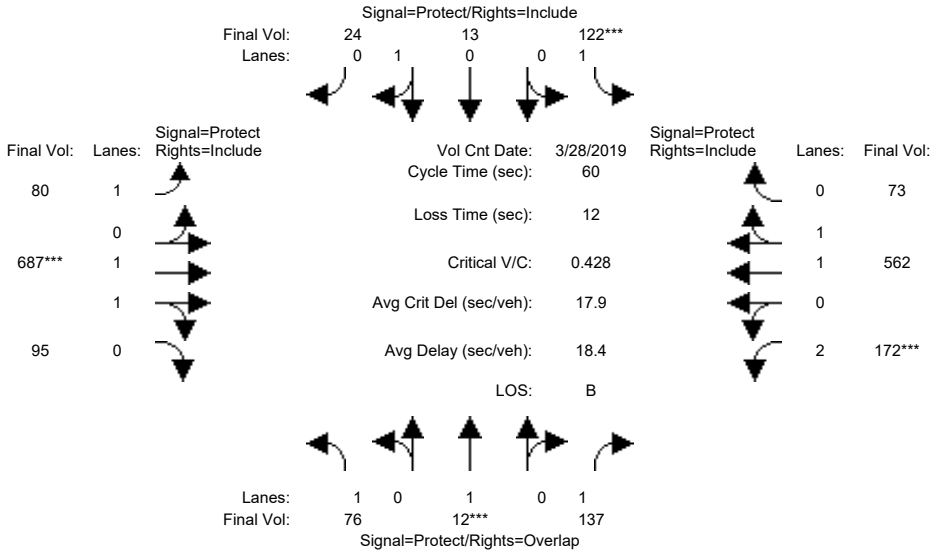
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project AM

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
FinalVolume:	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.

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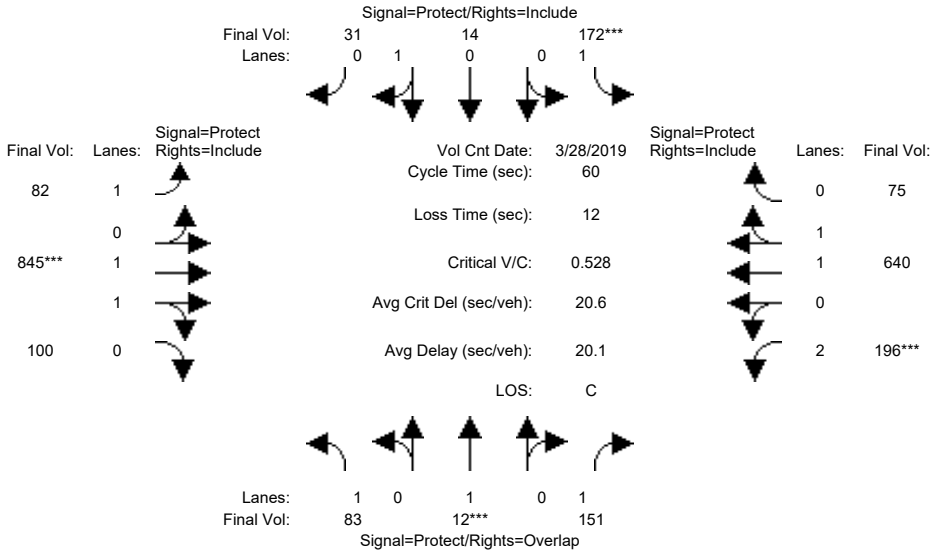
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan No Project AM

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
FinalVolume:	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.

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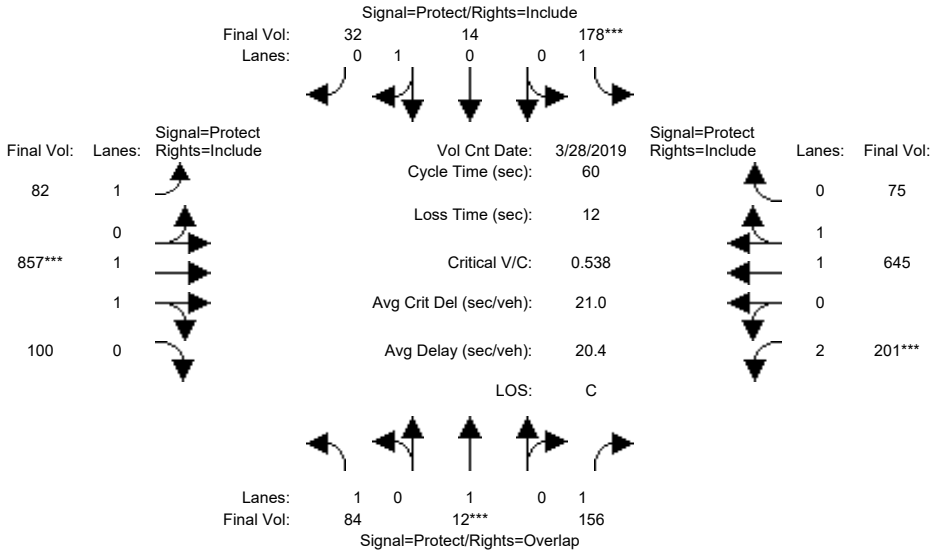
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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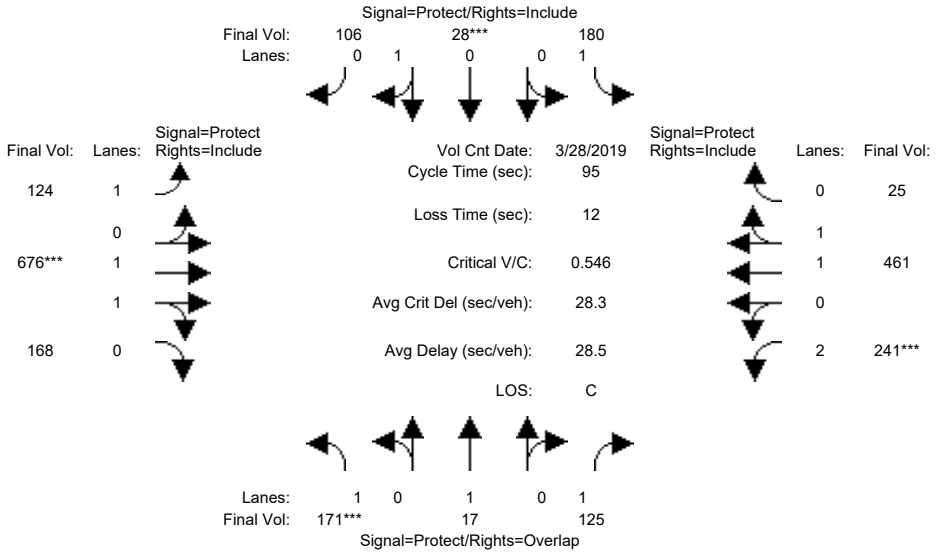
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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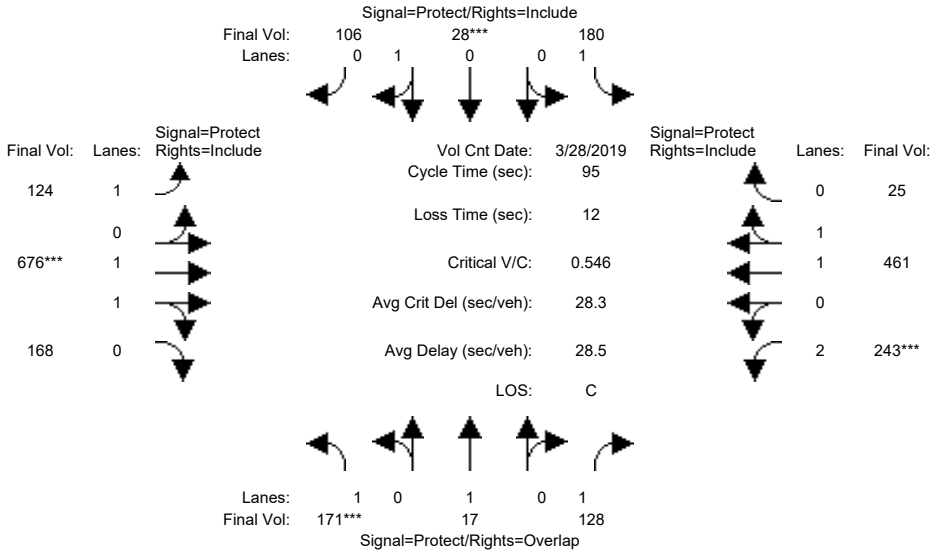
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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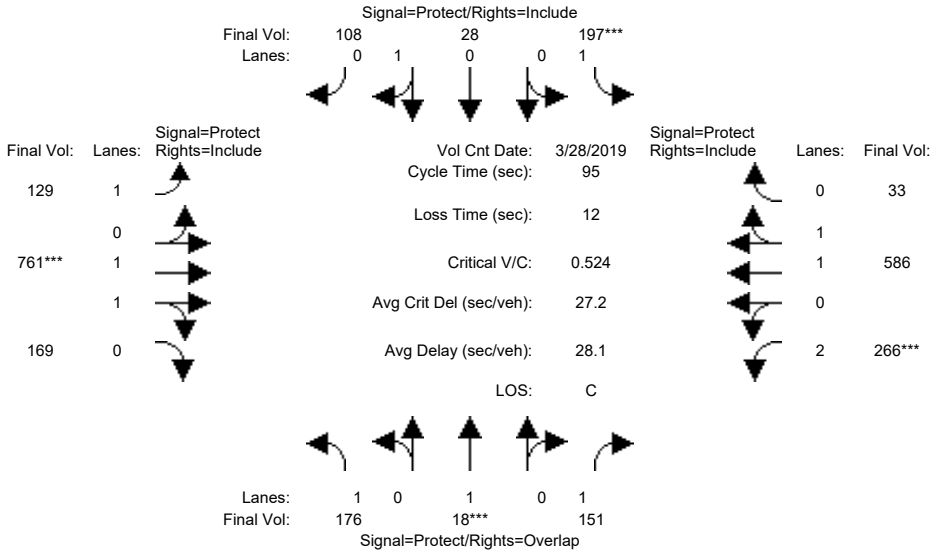
City of Morgan Hill
Lillian Commons Medical Campus Development

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
FinalVolume:	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.

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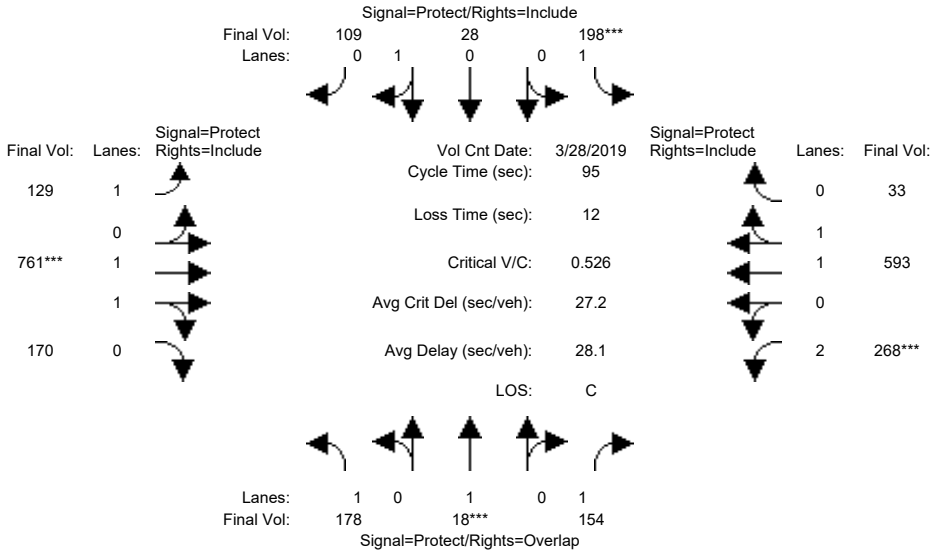

Street Name:	Walnut Grove Drive						Dunne Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Mar 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
FinalVolume:	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.

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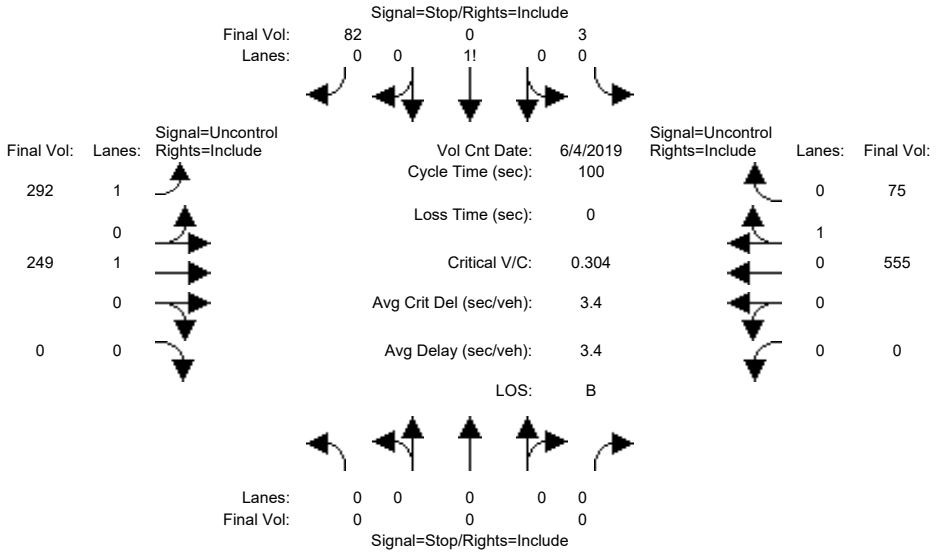
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

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
FinalVolume:    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
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1426 1426   593   630 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   151  137   510   962 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   115   95   510   962 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.03 0.00  0.16  0.30 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   1.3 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.4 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  455 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 14.7 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    B     *     *    *     *     *    *     *
ApproachDel:    xxxxxx            14.7           xxxxxx           xxxxxx
ApproachLOS:         *              B                *                *
Note: Queue reported is the number of cars per lane.
```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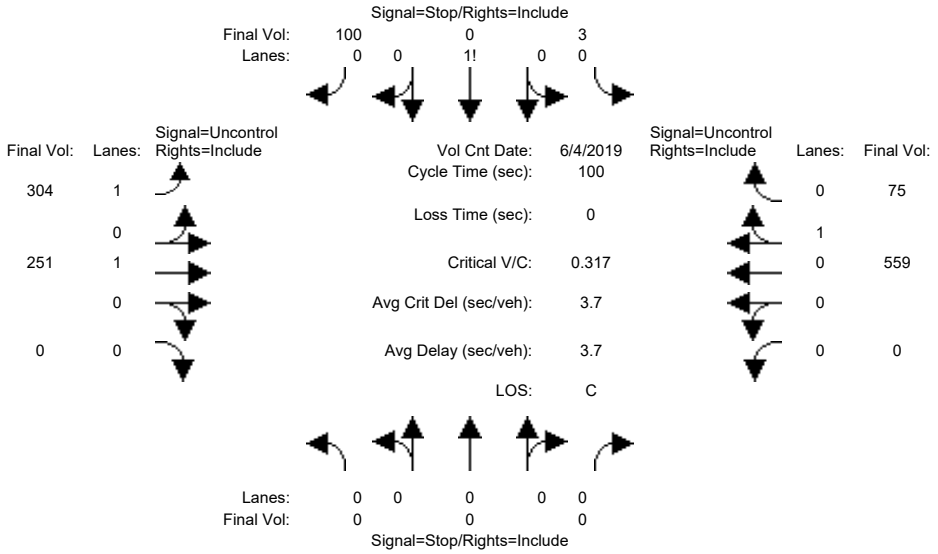
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + Project AM

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
FinalVolume:    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
FollowUpTim:xxxxx xxxx xxxxx   3.5  4.0   3.3   2.2 xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  1456 1456   597   634 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   145  131   507   959 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   109   90   507   959 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.03 0.00  0.20  0.32 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   1.4 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.5 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  458 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  0.9 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 15.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    C     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             15.1           xxxxxx           xxxxxx
ApproachLOS:         *                C                *                *
Note: Queue reported is the number of cars per lane.
```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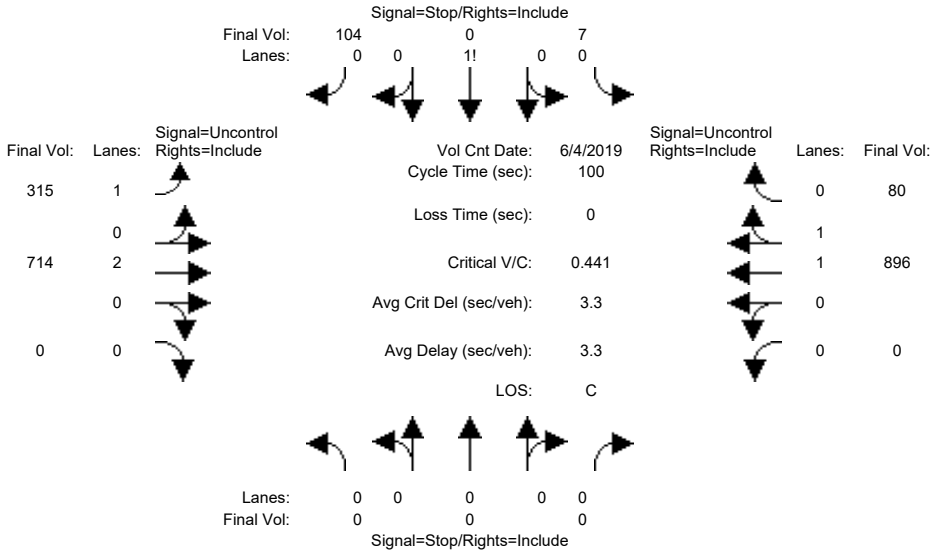
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan No Project AM

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
FinalVolume:    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:
Cnflict 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    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.
```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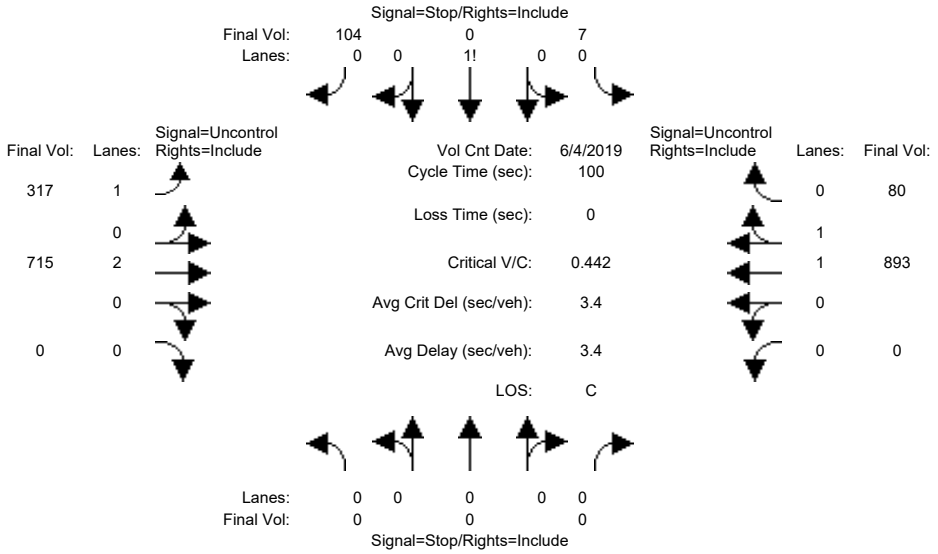
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan + Project AM

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
------------|---------------||---------------||---------------||---------------|
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
FinalVolume:    0    0     0     7    0   104   317  715     0     0  893    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:
Cnflict Vol: xxxx xxxx xxxxx  1925 2282   487   973 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx    60   40   532   717 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx    39   22   532   717 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    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.
```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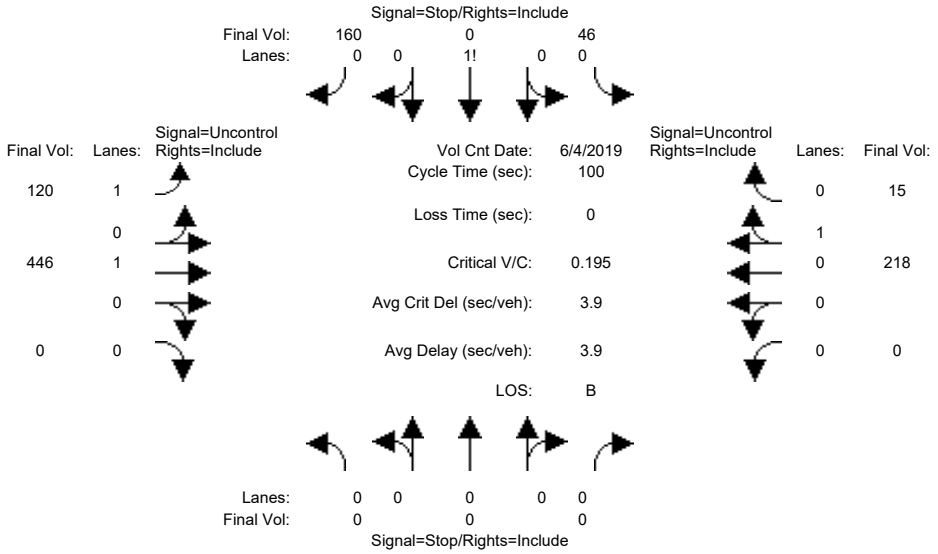
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

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
------------|---------------||---------------||---------------||---------------|
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
FinalVolume:    0    0     0    46    0   160   120  446     0     0  218    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:
Cnflict Vol: xxxx xxxx xxxxx   912  912   226   233 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   307  276   819  1346 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   286  251   819  1346 xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  0.16 0.00  0.20  0.09 xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx   0.3 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.9 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     A    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  578 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  1.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 14.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    B     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             14.6           xxxxxx           xxxxxx
ApproachLOS:         *                B                *                *
Note: Queue reported is the number of cars per lane.
```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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
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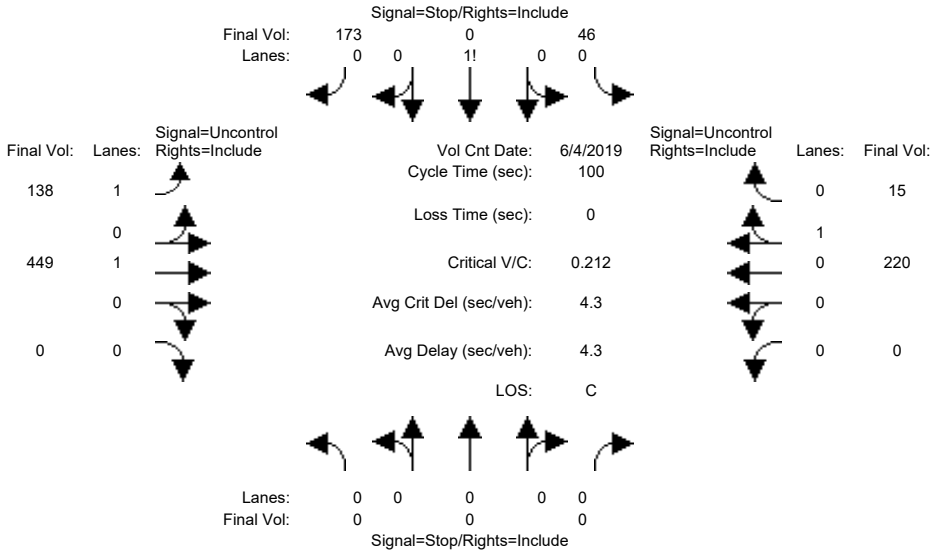
Intersection #1329: Condit Road and Tennant Avenue




```
Street Name:           Condit Road                        Tennant Avenue
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 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
FinalVolume:    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:
Cnflict 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
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.
```

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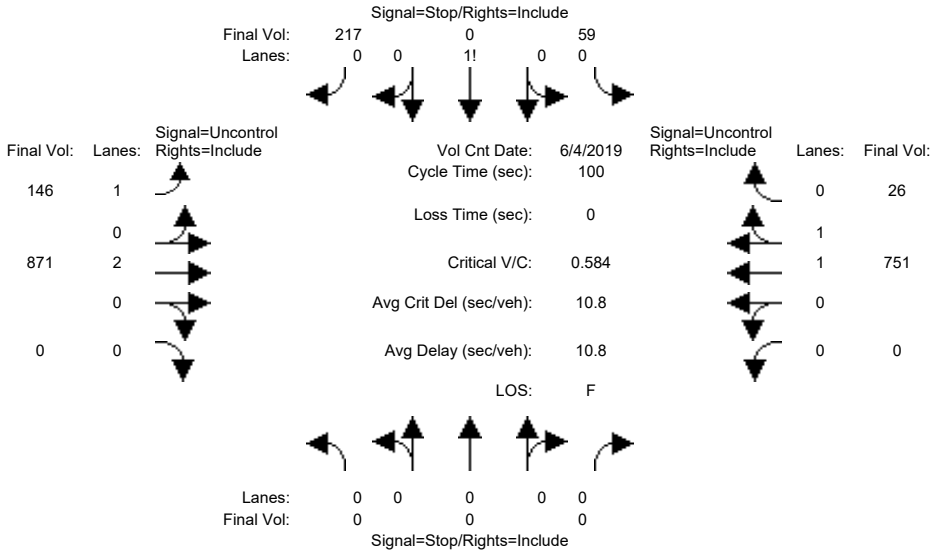
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan No Project PM

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
FinalVolume:    0    0     0    59    0   217   146  871     0     0  751    26
------------|---------------||---------------||---------------||---------------|
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:
Cnflict Vol: xxxx xxxx xxxxx  1492 1927   389   777 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   116   67   616   848 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx   101   56   616   848 xxxx xxxxx  xxxx xxxx xxxxx
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 xxxxx  xxxx xxxx xxxxx   0.6 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.1 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  295 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  9.1 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 76.0 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    F     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             76.0           xxxxxx           xxxxxx
ApproachLOS:         *                F                *                *
Note: Queue reported is the number of cars per lane.
```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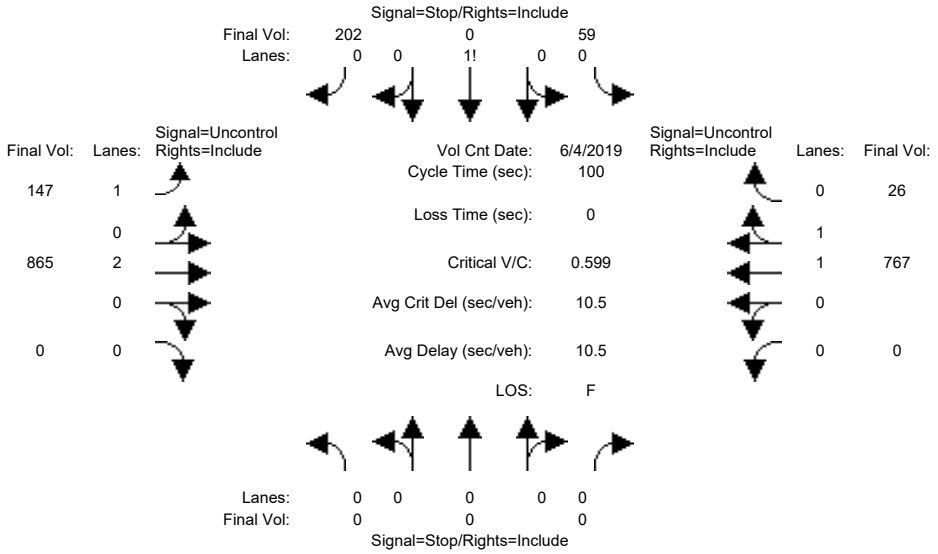
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan + Project PM

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
FinalVolume:    0    0     0    59    0   202   147  865     0     0  767    26
------------|---------------||---------------||---------------||---------------|
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:
Cnflict Vol: xxxx xxxx xxxxx  1507 1939   397   793 xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx   114   66   609   837 xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx    98   55   609   837 xxxx xxxxx  xxxx xxxx xxxxx
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 xxxxx  xxxx xxxx xxxxx   0.6 xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx  10.2 xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     B    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx  280 xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx  8.8 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx 77.3 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    F     *     *    *     *     *    *     *
ApproachDel:    xxxxxx             77.3           xxxxxx           xxxxxx
ApproachLOS:         *                F                *                *
Note: Queue reported is the number of cars per lane.
```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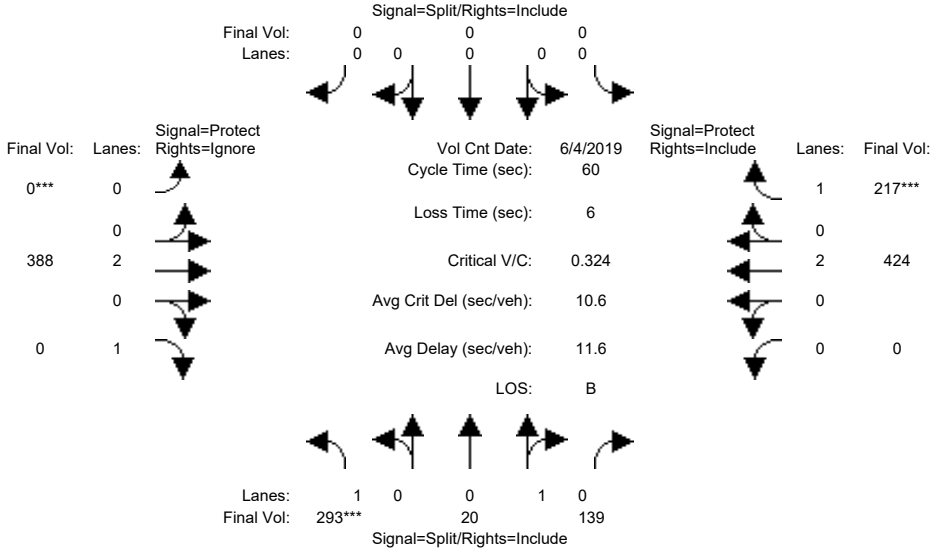
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

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
FinalVolume:	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.

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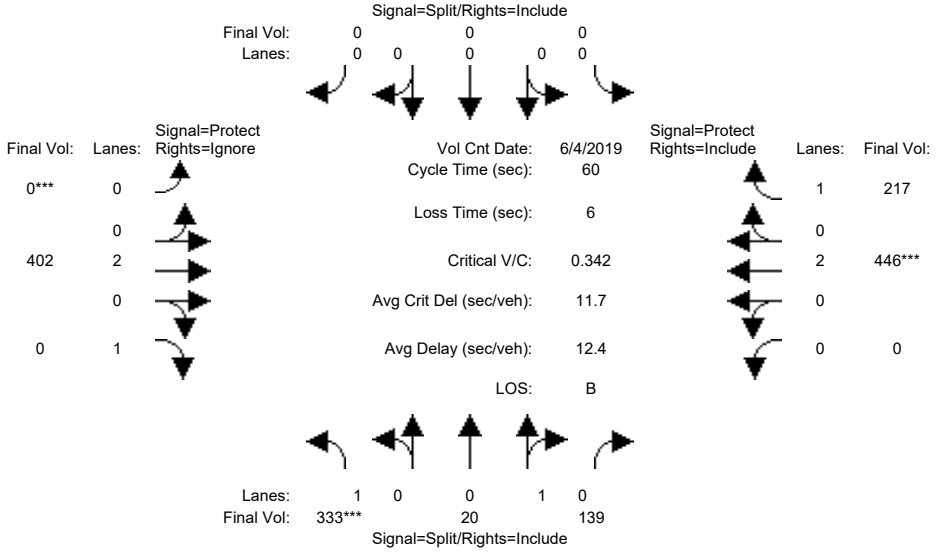
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project AM

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
FinalVolume:	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.

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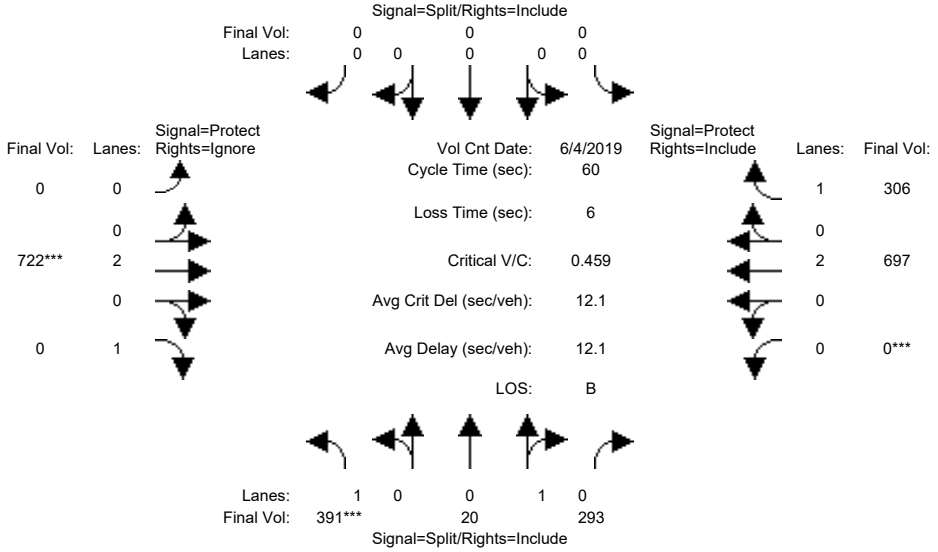
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan No Project AM

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.

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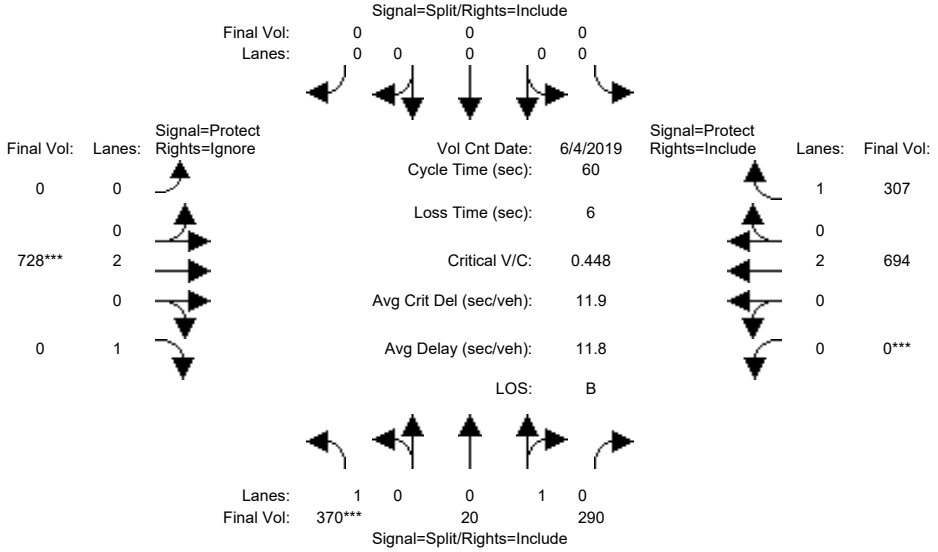
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project AM

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
FinalVolume:	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.

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City of Morgan Hill
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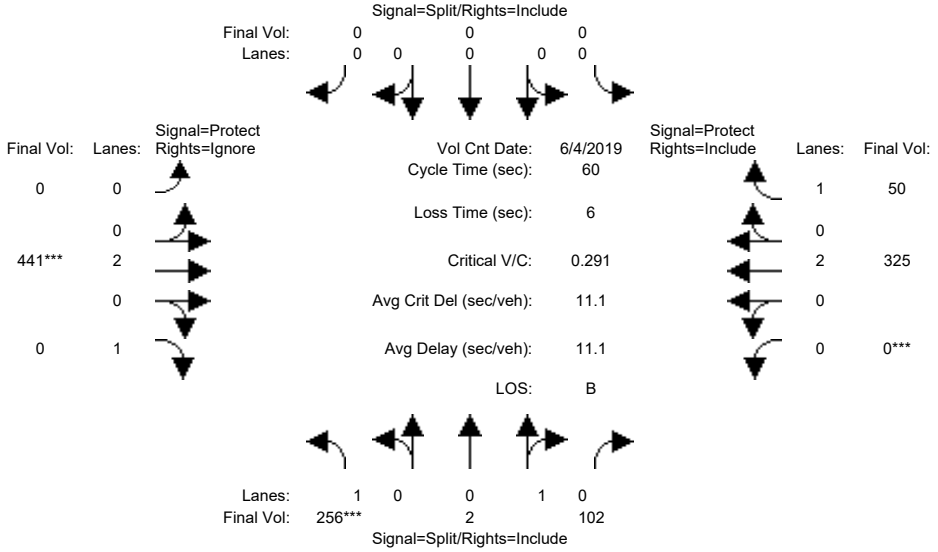
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

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.

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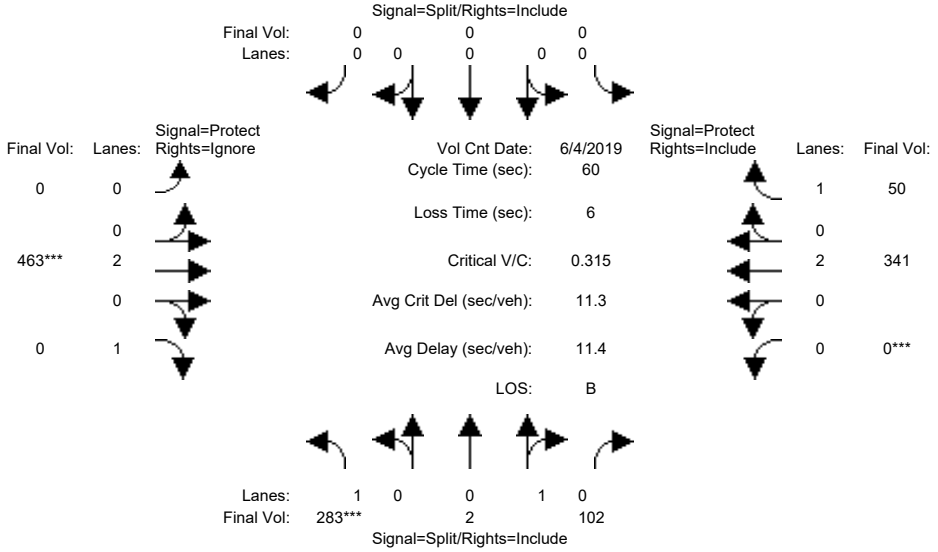
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project PM

Intersection #344: US 101 Northbound Ramps and Tennant Avenue

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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.
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City of Morgan Hill
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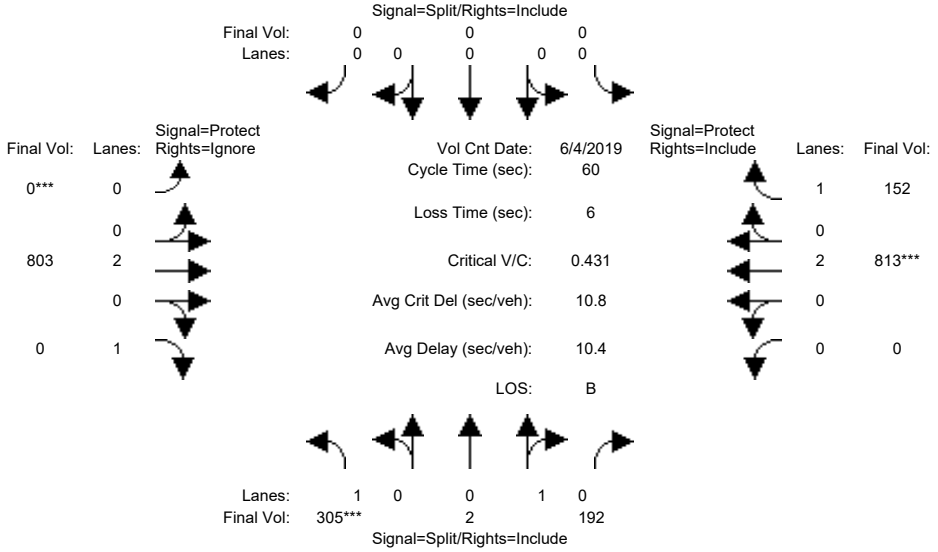
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan No Project PM

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
FinalVolume:	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.

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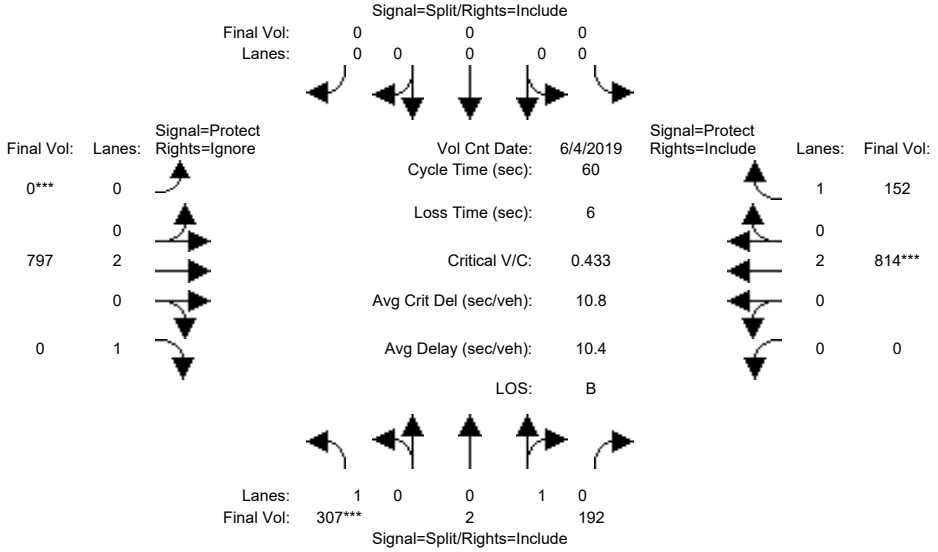
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project PM

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
FinalVolume:	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.

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City of Morgan Hill
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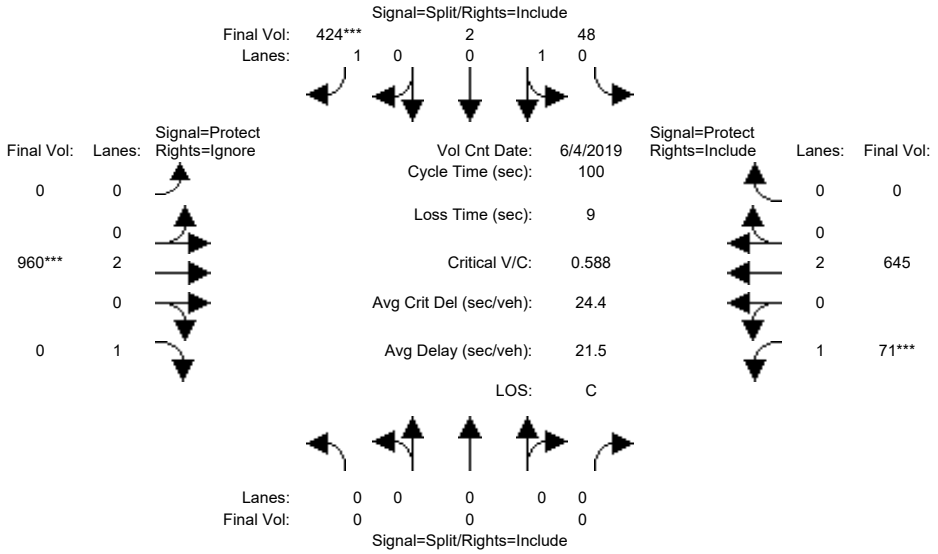
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

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.

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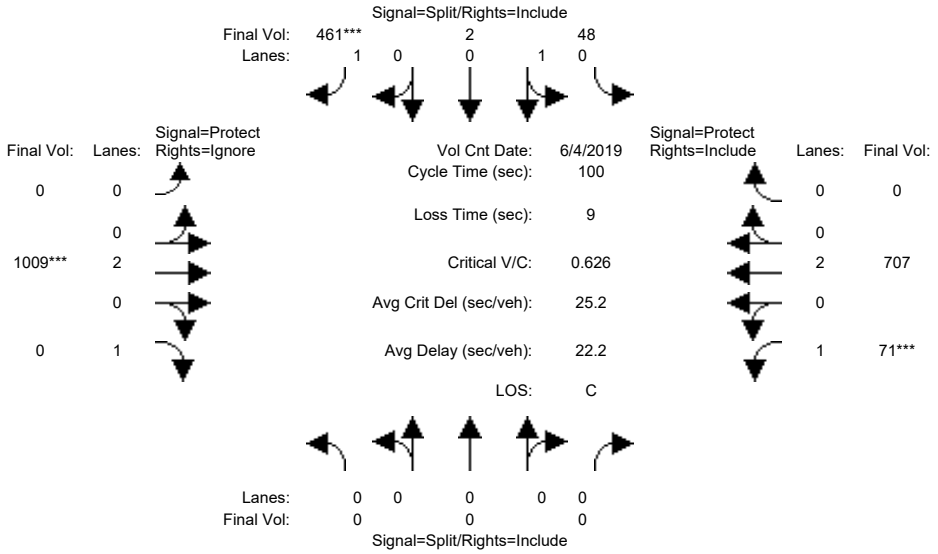
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project AM

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.

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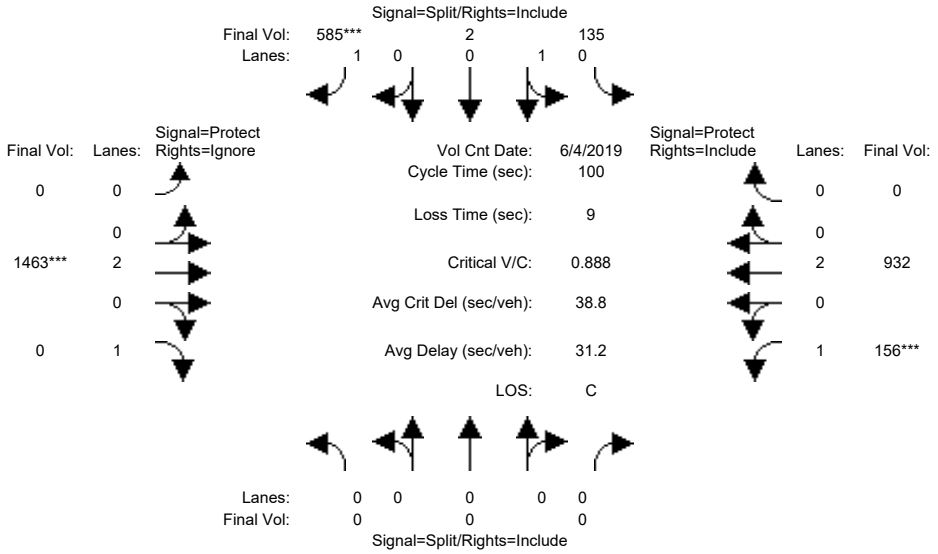
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan No Project AM

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.

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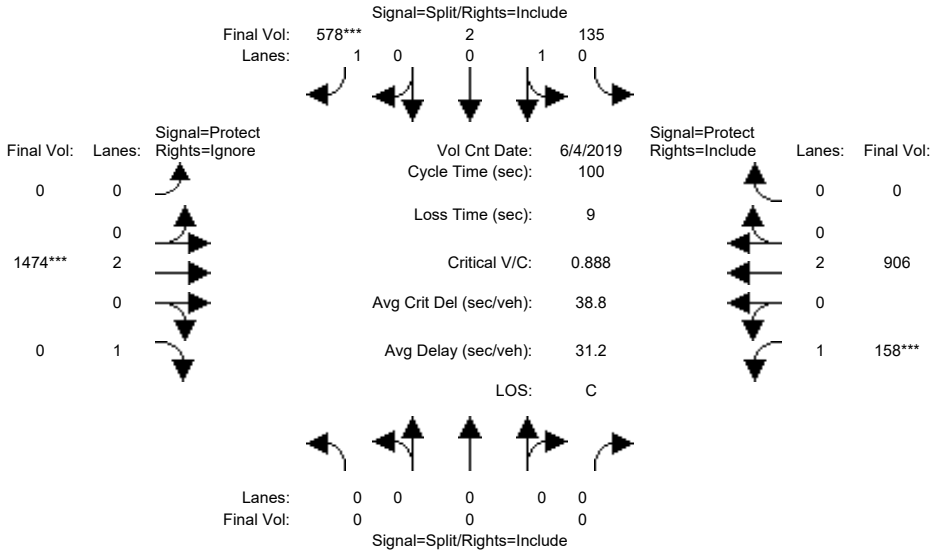
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project AM

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.

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City of Morgan Hill
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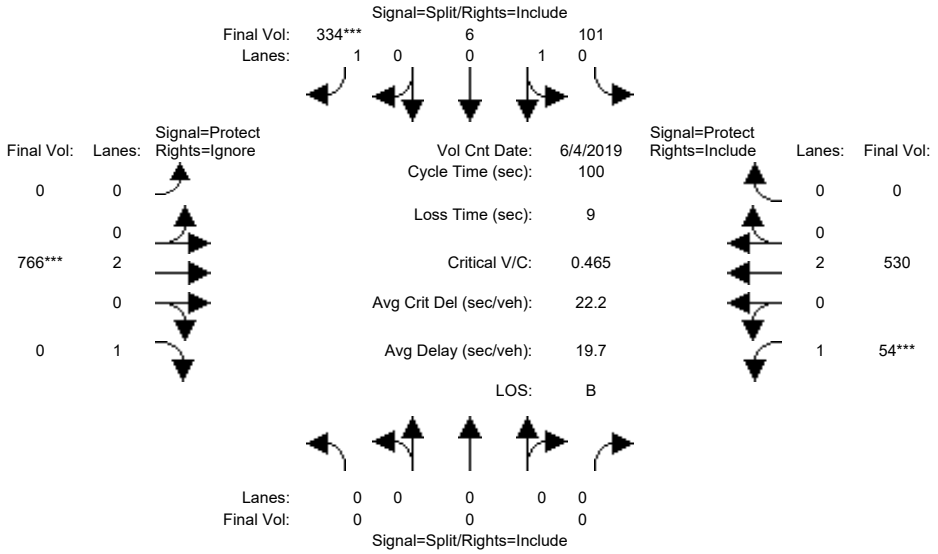
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

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.

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2000 HCM Operations (Future Volume Alternative)
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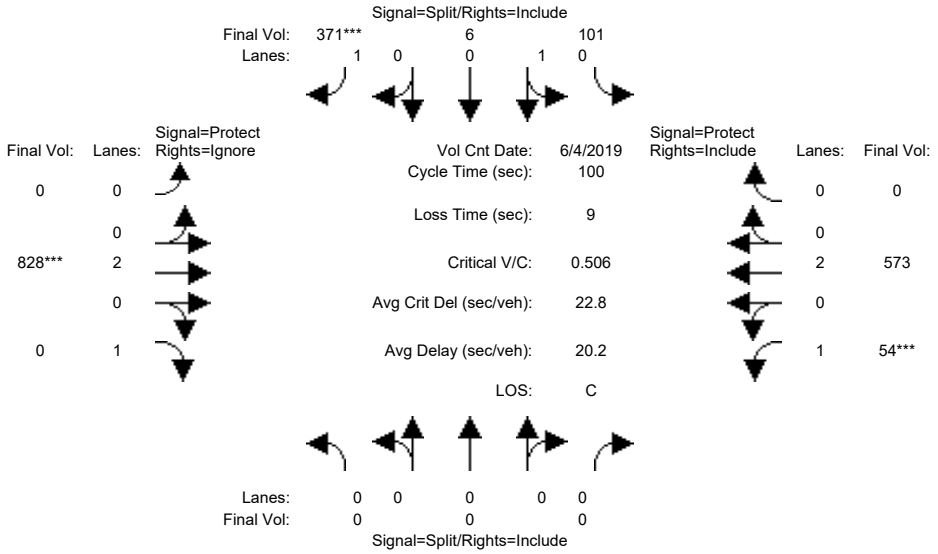
Intersection #554: US 101 Southbound Ramps and Tennant Avenue



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.

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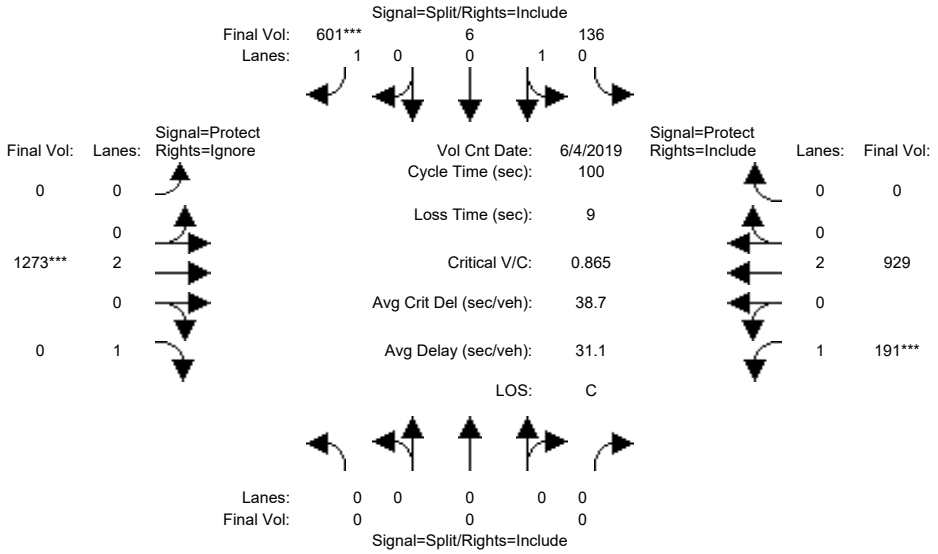
2035 General Plan No Project PM

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
FinalVolume:	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.

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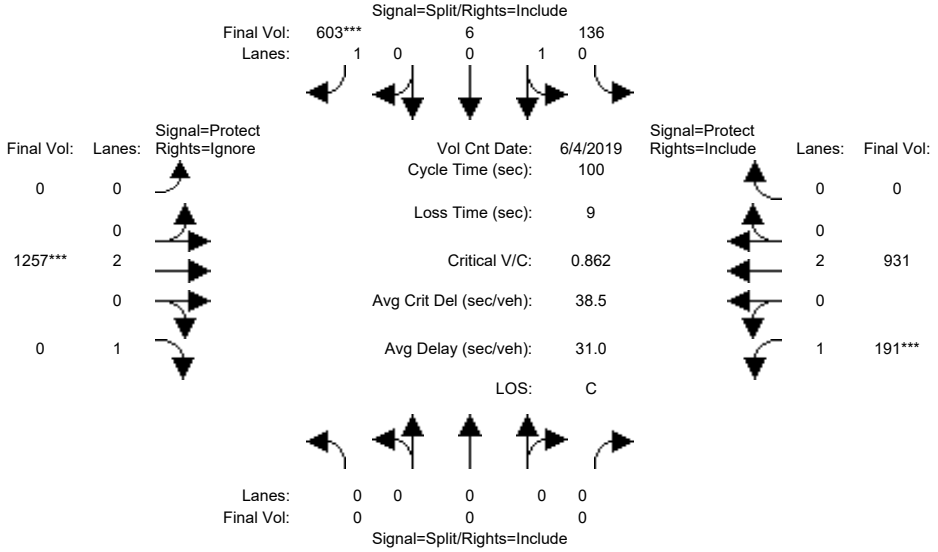
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project PM

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
FinalVolume:	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.

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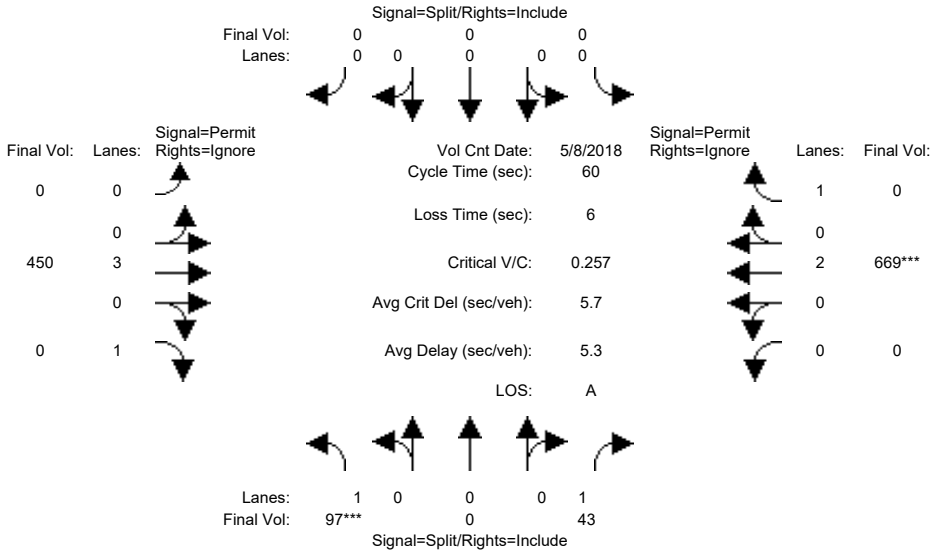
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

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.

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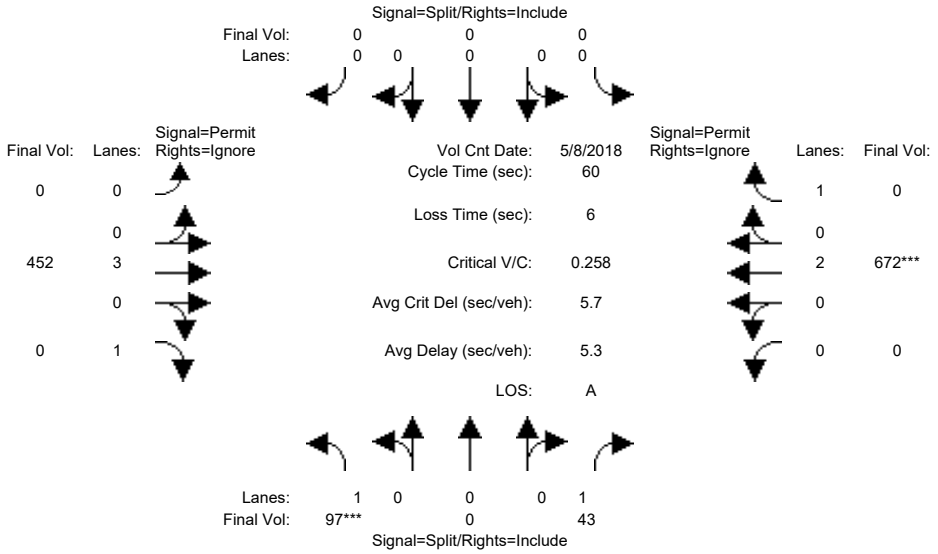
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project AM

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.

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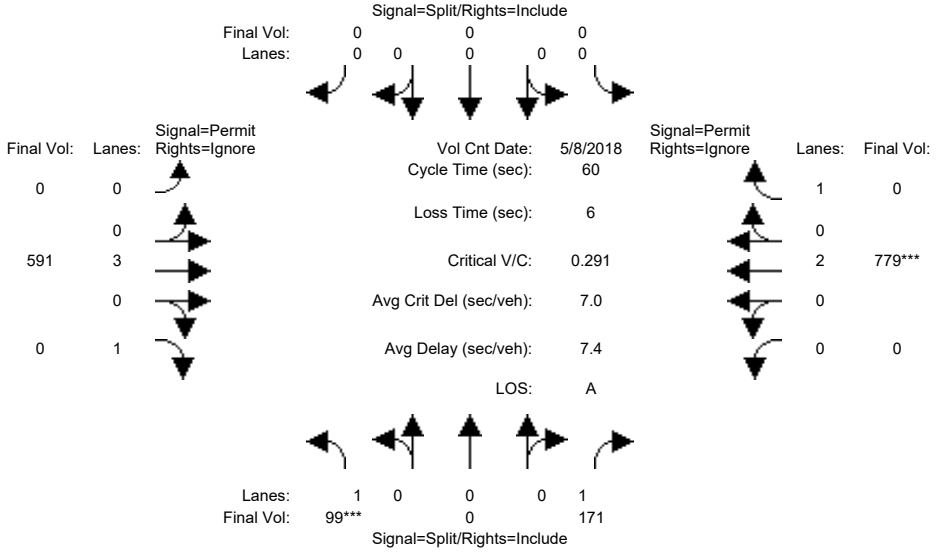
2000 HCM Operations (Future Volume Alternative)
2035 General Plan No Project AM

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.

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2000 HCM Operations (Future Volume Alternative)
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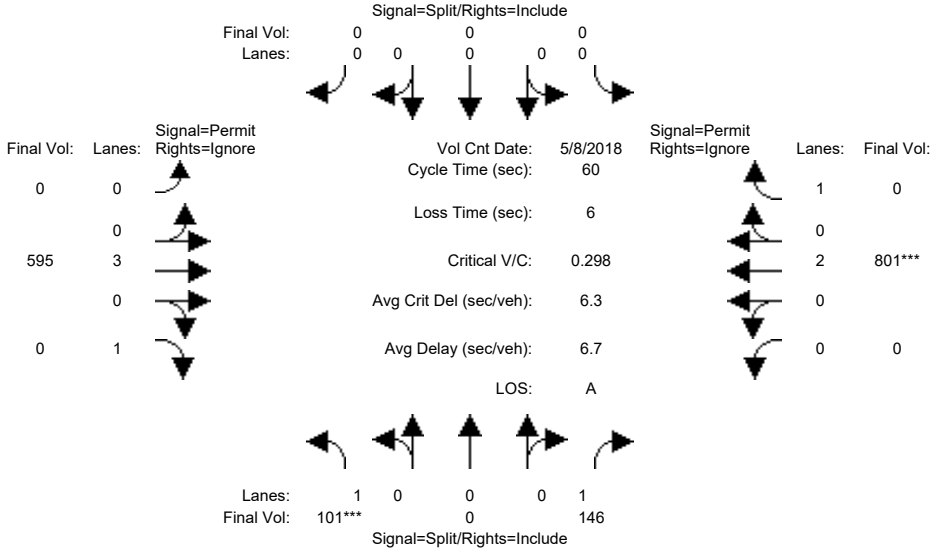
Intersection #125: US 101 Northbound Ramps and Dunne Avenue



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.

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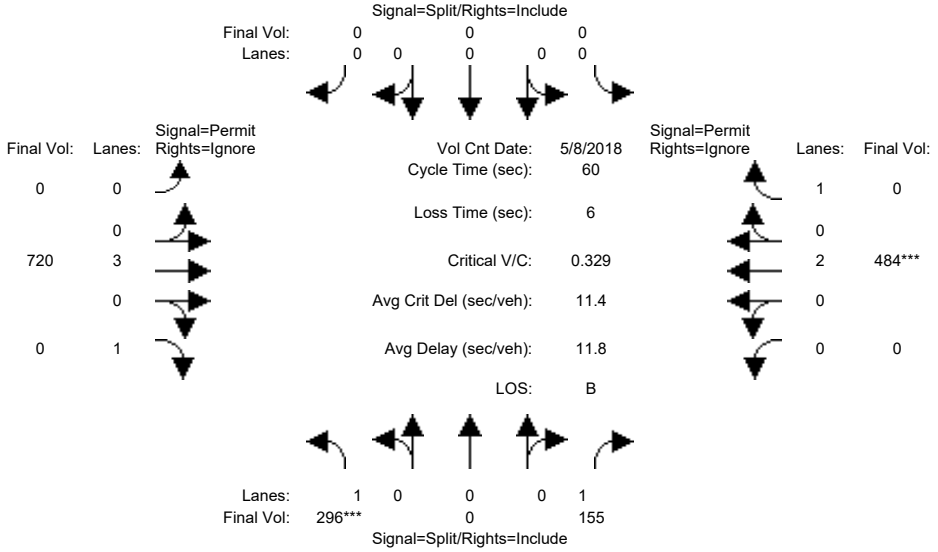
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

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.

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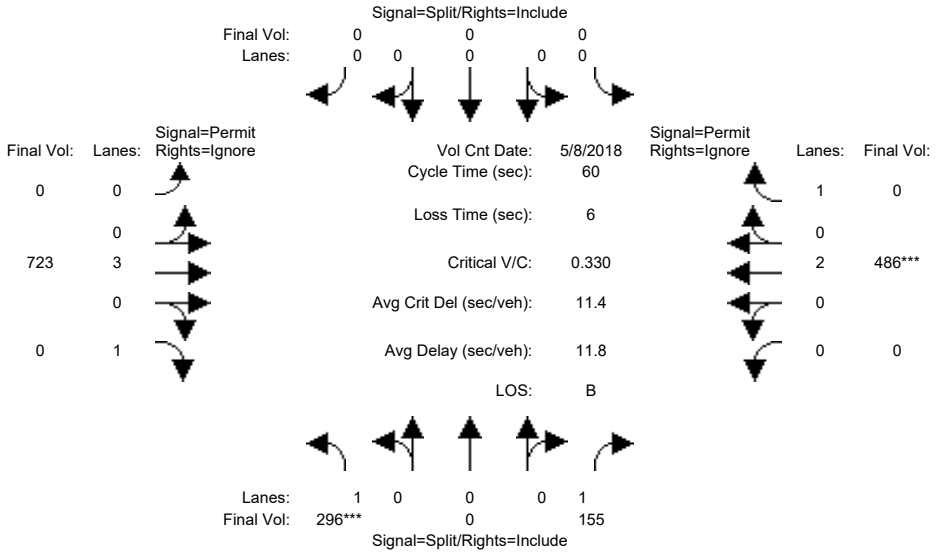
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project PM

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.

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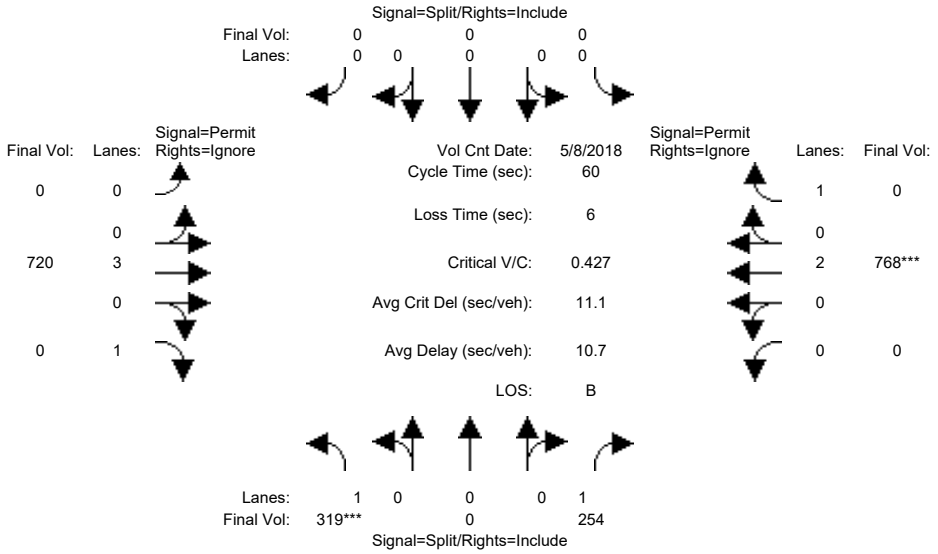
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan No Project PM

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	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:	319	0	254	0	0	0	0	720	0	0	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:	319	0	254	0	0	0	0	720	0	0	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:	319	0	254	0	0	0	0	720	0	0	768	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:	319	0	254	0	0	0	0	720	0	0	768	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	0	254	0	0	0	0	720	0	0	768	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:	319	0	254	0	0	0	0	720	0	0	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	0.92	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	0.15	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.20	0.00
Crit Moves:	****										****	
Green Time:	25.6	0.0	25.6	0.0	0.0	0.0	0.0	28.4	0.0	0.0	28.4	0.0
Volume/Cap:	0.43	0.00	0.34	0.00	0.00	0.00	0.00	0.27	0.00	0.00	0.43	0.00
Delay/Veh:	12.4	0.0	11.8	0.0	0.0	0.0	0.0	9.6	0.0	0.0	10.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.4	0.0	11.8	0.0	0.0	0.0	0.0	9.6	0.0	0.0	10.6	0.0
LOS by Move:	B	A	B	A	A	A	A	A	A	A	B	A
HCM2kAvgQ:	5	0	4	0	0	0	0	3	0	0	5	0

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

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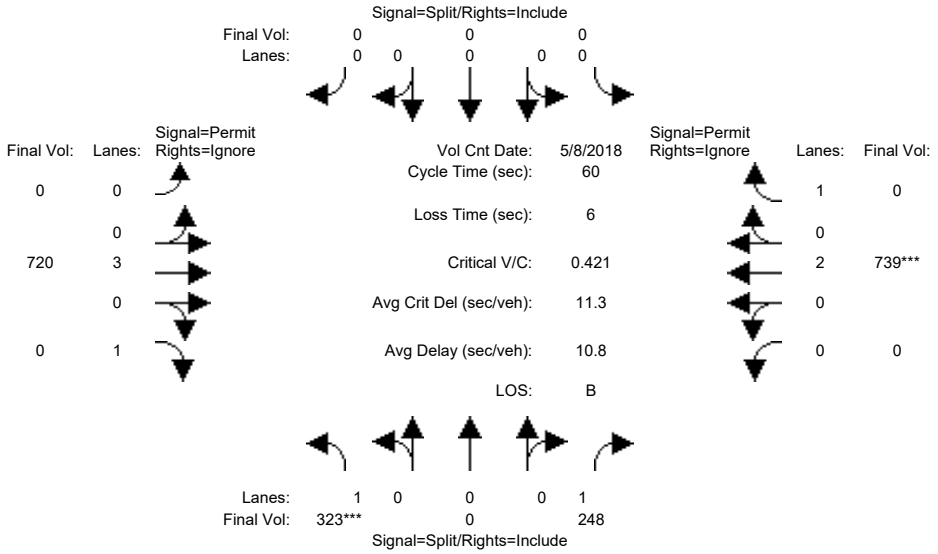
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project PM

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.

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City of Morgan Hill
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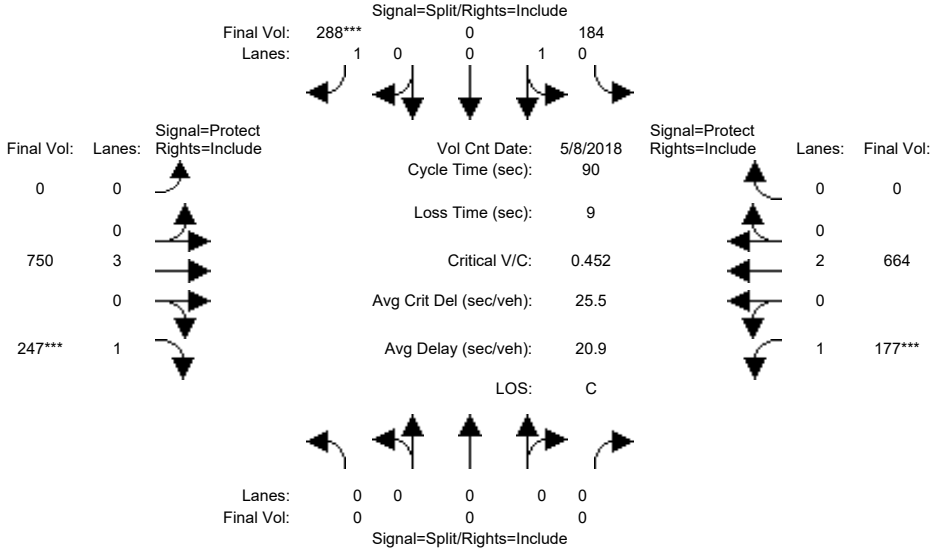
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

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
FinalVolume:	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.

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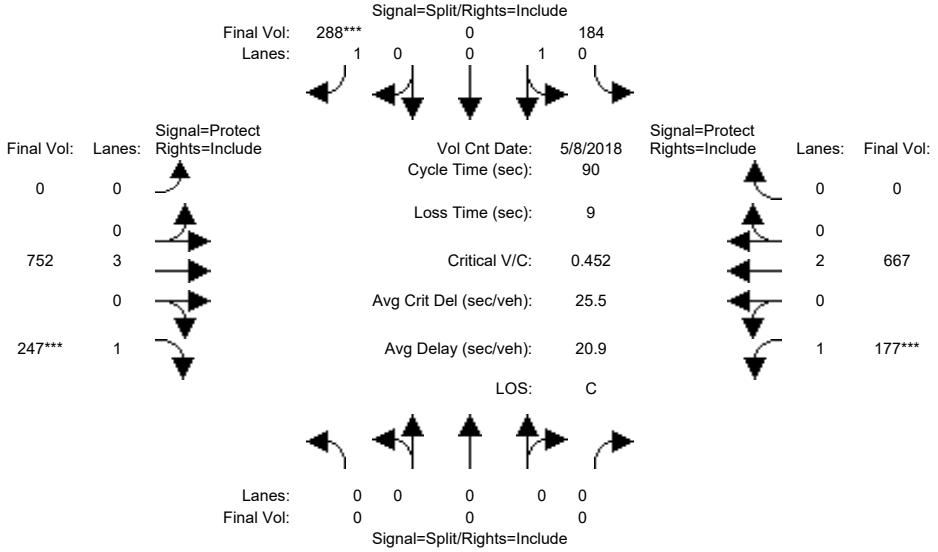
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing + Project AM

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
FinalVolume:	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.

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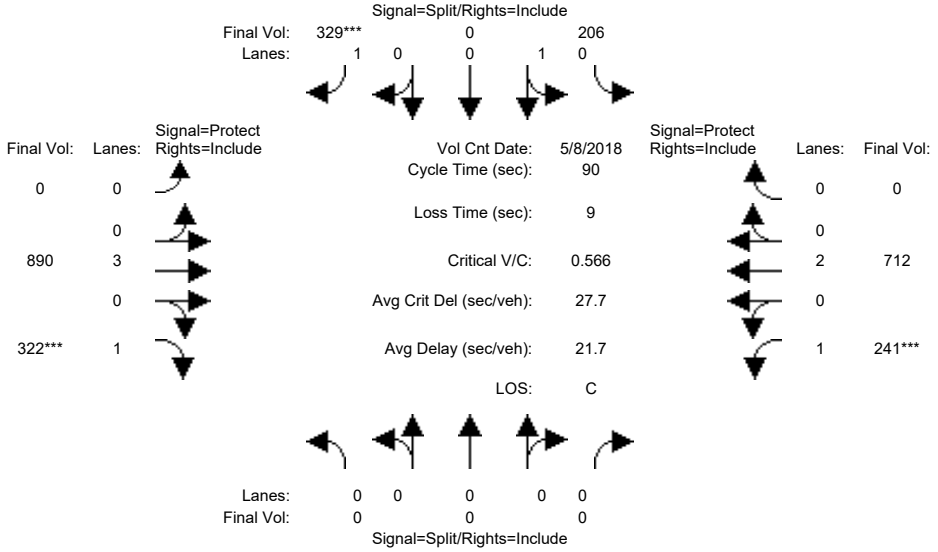
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan No Project AM

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
FinalVolume:	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.

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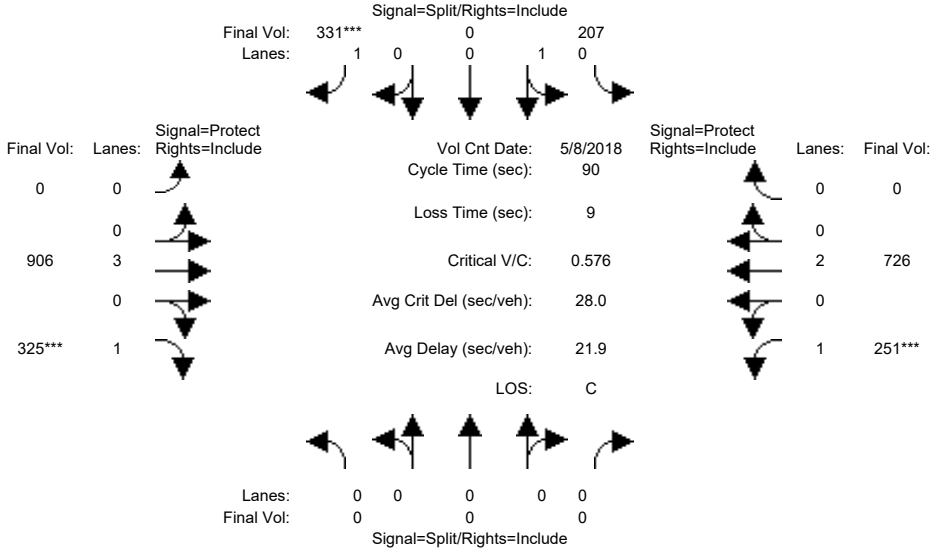
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project AM

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
FinalVolume:	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.

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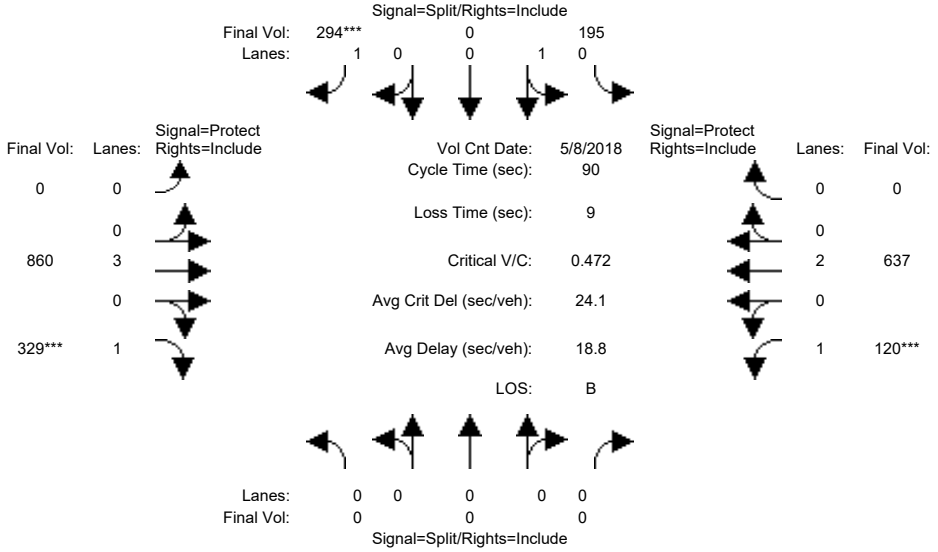
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

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
FinalVolume:	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.

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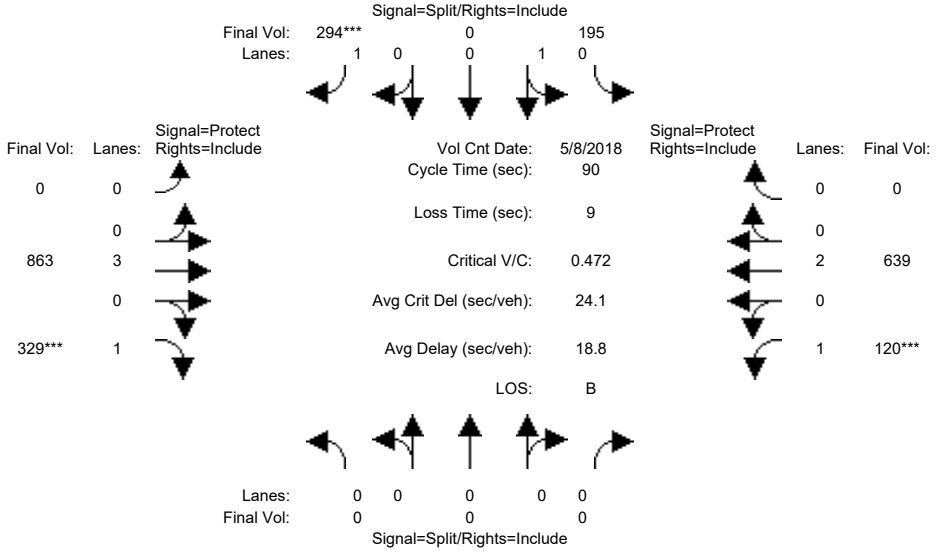
Intersection #124: US 101 Southbound Ramps and Dunne Avenue



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.

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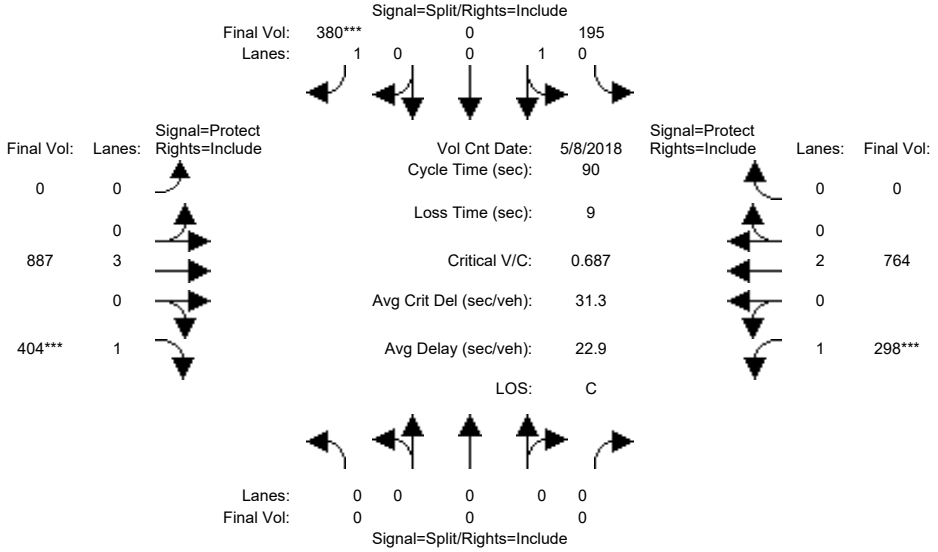
2000 HCM Operations (Future Volume Alternative)
2035 General Plan No Project PM

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
FinalVolume:	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.

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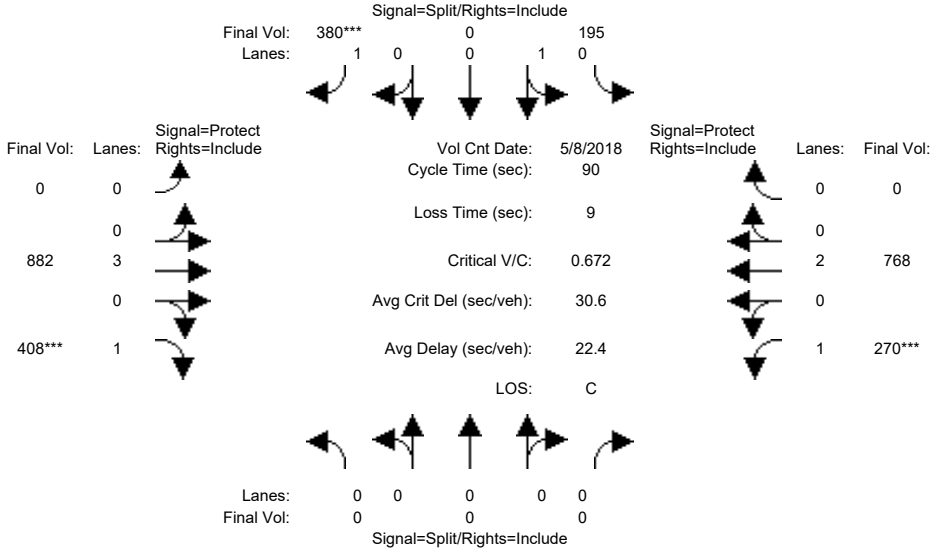
2000 HCM Operations (Future Volume Alternative)
2035 General Plan + Project PM

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
FinalVolume:	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.

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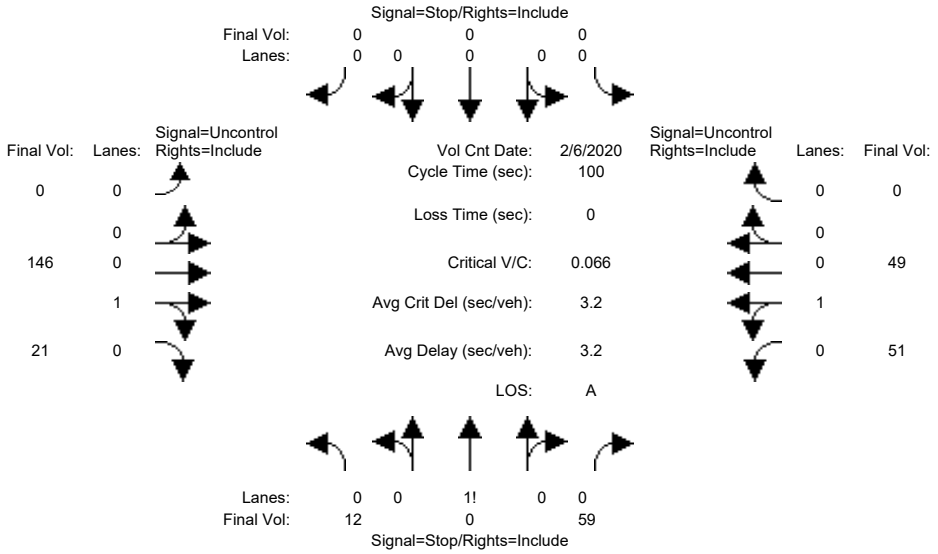
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2035 General Plan No Project AM

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:
Cnflict 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    LT - LTR - RT
Shared Cap.: xxxx  846 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  9.6 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx   7.6 xxxx xxxxx
Shared LOS:     *    A     *     *    *     *     *    *     *     A    *     *
ApproachDel:       9.6           xxxxxx           xxxxxx           xxxxxx
ApproachLOS:         A                *                *                *
Note: Queue reported is the number of cars per lane.
```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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
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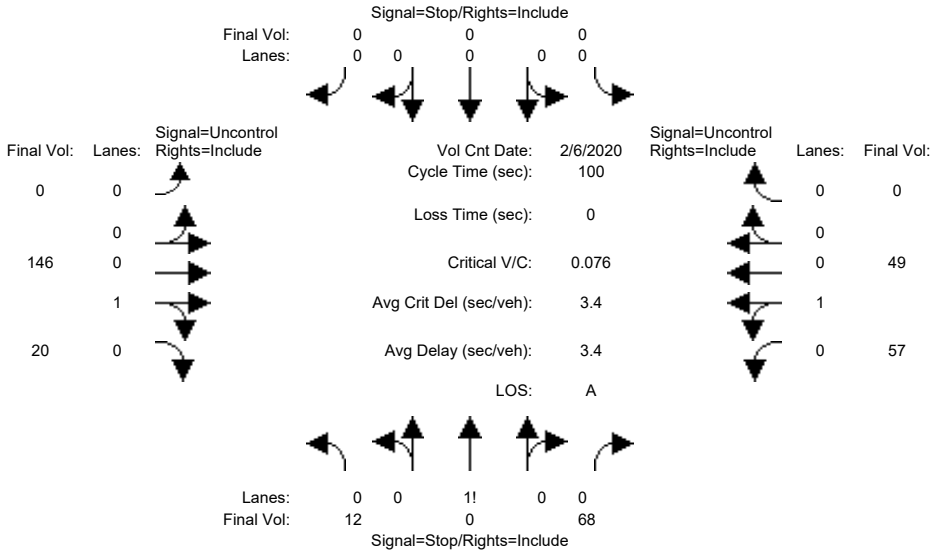
Intersection #33115: Juan Hernandez Drive and San Pedro Avenue




```
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    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
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
PasserByVol:    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
PHF Adj:     1.00 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
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:
Cnflict 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    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.
```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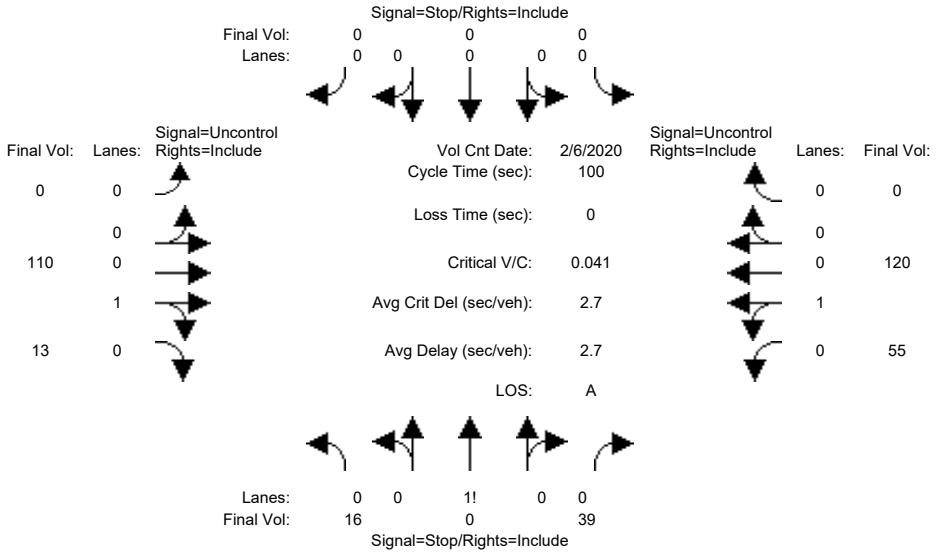
Intersection #33115: Juan Hernandez Drive and San Pedro Avenue




```
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
FinalVolume:   16    0    39     0    0     0     0  110    13    55  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:
Cnflict Vol:  347  347   117  xxxx xxxx xxxxx  xxxx xxxx xxxxx   123 xxxx xxxxx
Potent Cap.:  654  580   941  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1477 xxxx xxxxx
Move Cap.:    635  558   941  xxxx xxxx xxxxx  xxxx xxxx xxxxx  1477 xxxx xxxxx
Volume/Cap:  0.03 0.00  0.04  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    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.
```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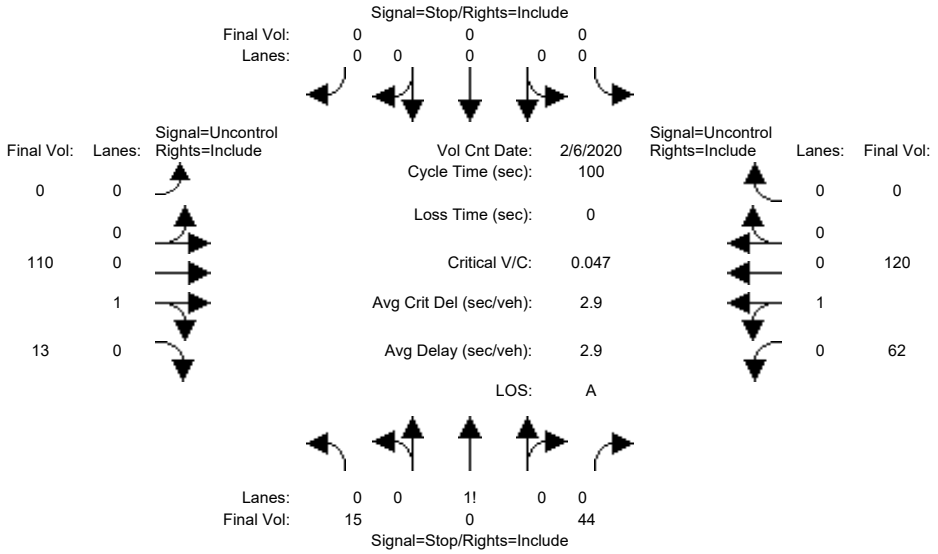
Intersection #33115: Juan Hernandez Drive and San Pedro Avenue




```
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:
Cnflict 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    LT - LTR - RT
Shared Cap.: xxxx  832 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.
```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Appendix D

Signal Warrant Analysis

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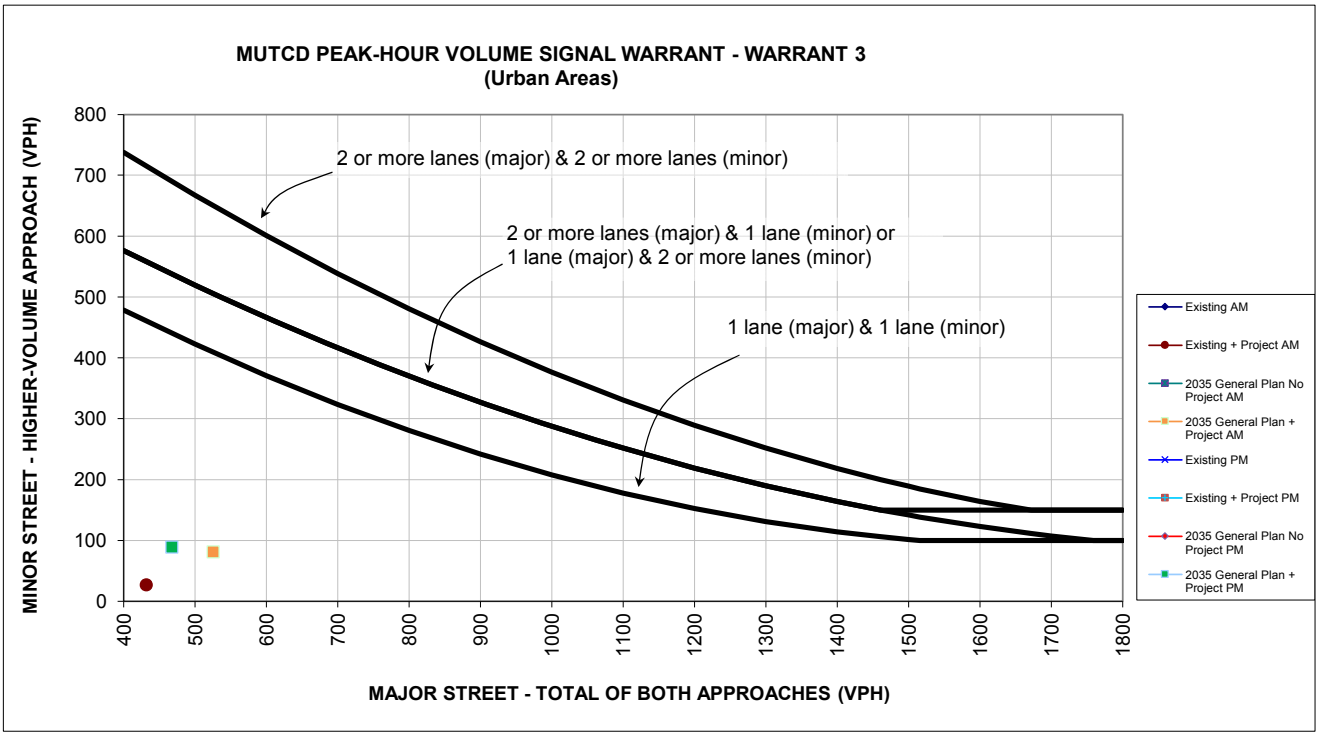
2 . Juan Hernandez Drive and St. James Drive



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	Existing + Project AM	2035 General Plan No Project AM	2035 General Plan + Project AM
		One	2 or More				
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
		One	2 or More				
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

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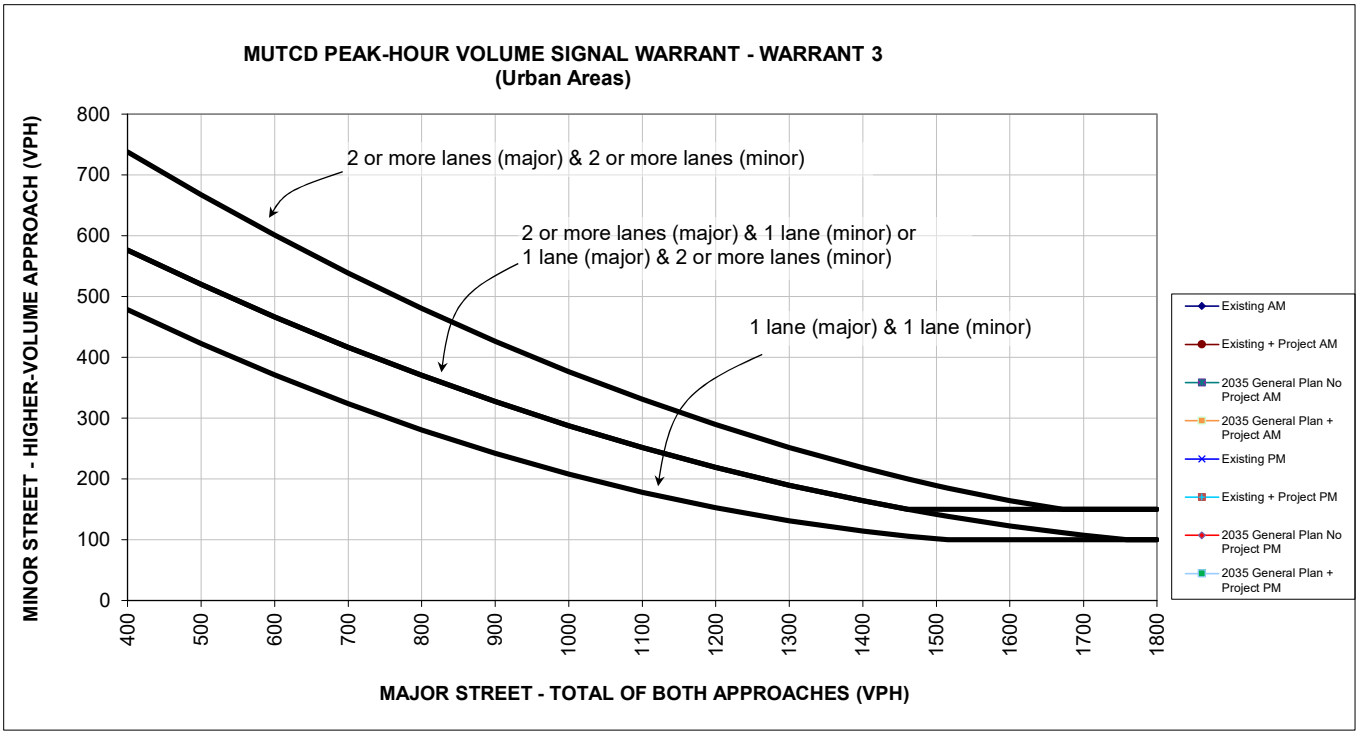
3 . Juan Hernandez Drive and Barrett Avenue



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	Existing + Project AM	2035 General Plan No Project AM	2035 General Plan + Project AM
		One	2 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	2 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

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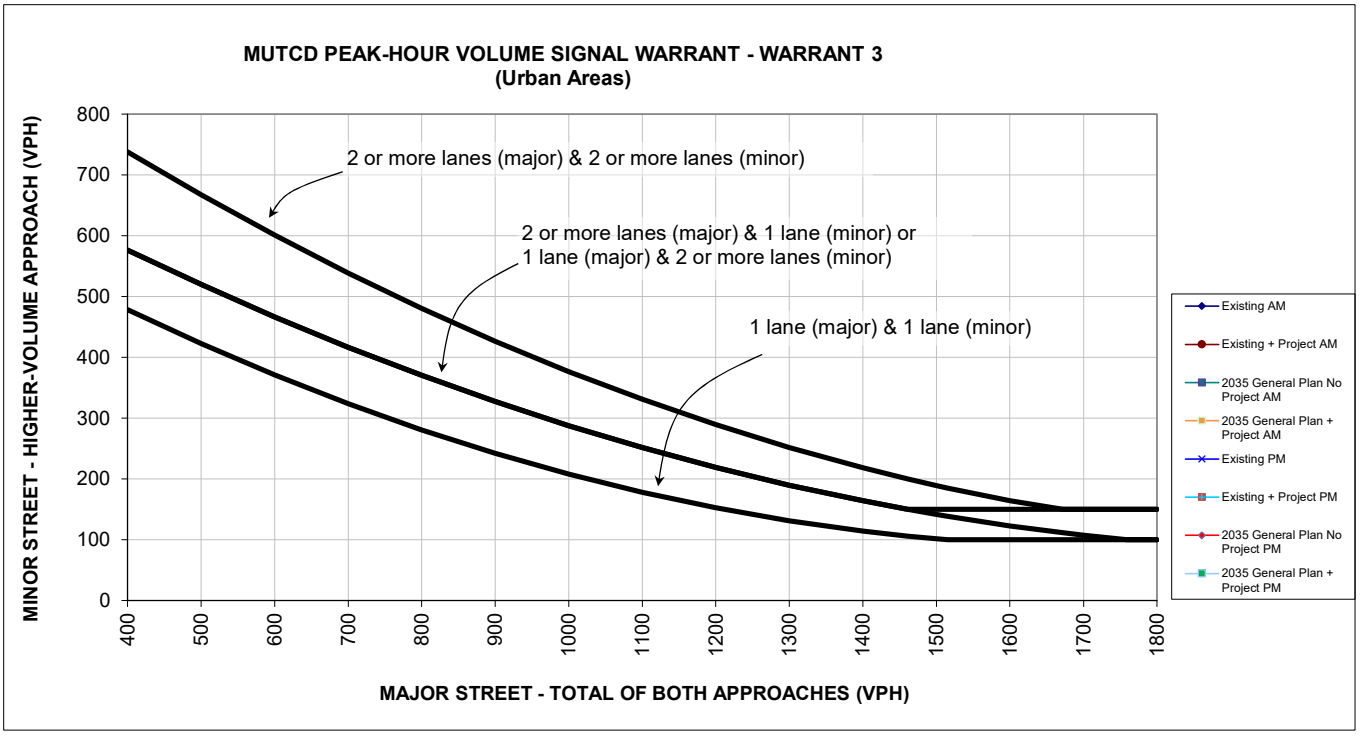
12 . San Ramon Drive and Barrett Avenue



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	Existing + Project AM	2035 General Plan No Project AM	2035 General Plan + Project AM
		One	2 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	2 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

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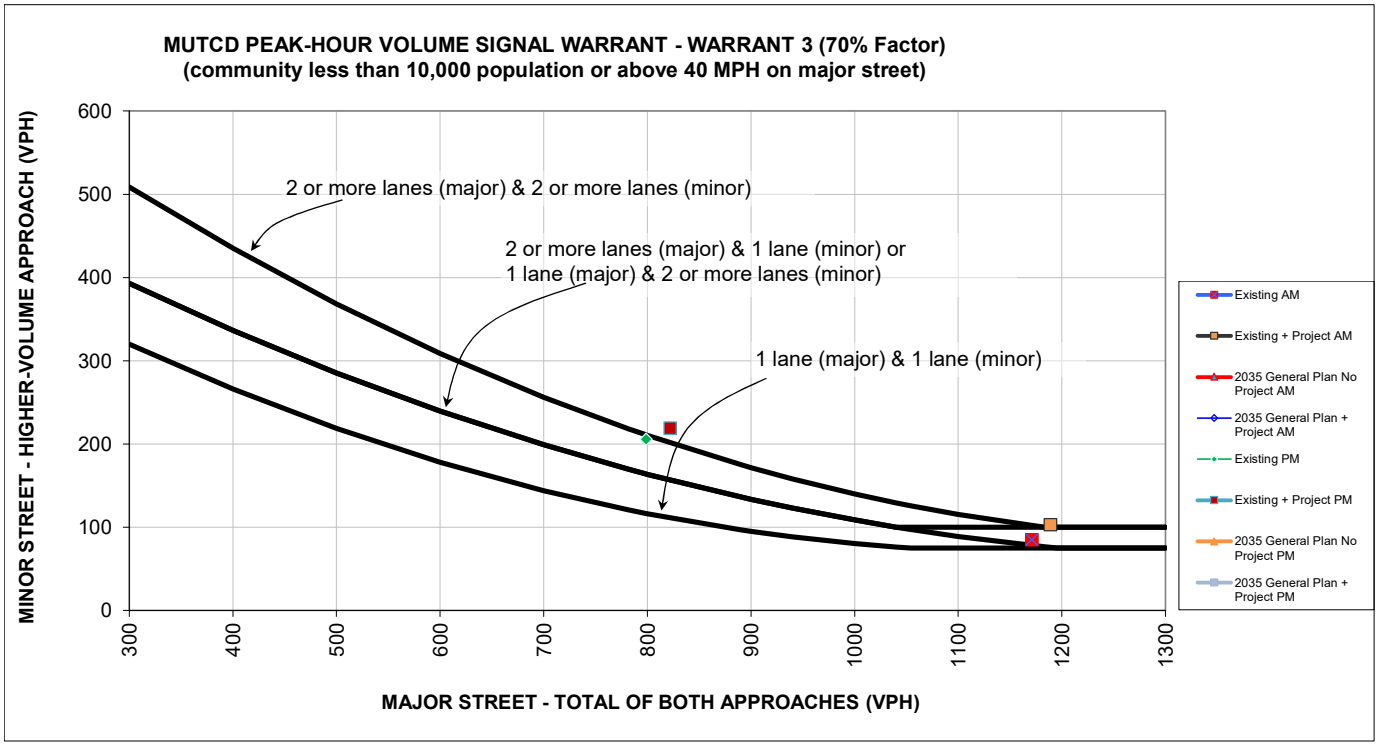
14 . Condit Road and Tennant Avenue



Source: Figure 4C-4 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing AM	Existing + Project AM	2035 General Plan No Project AM	2035 General Plan + Project AM
		One	2 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	2 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**

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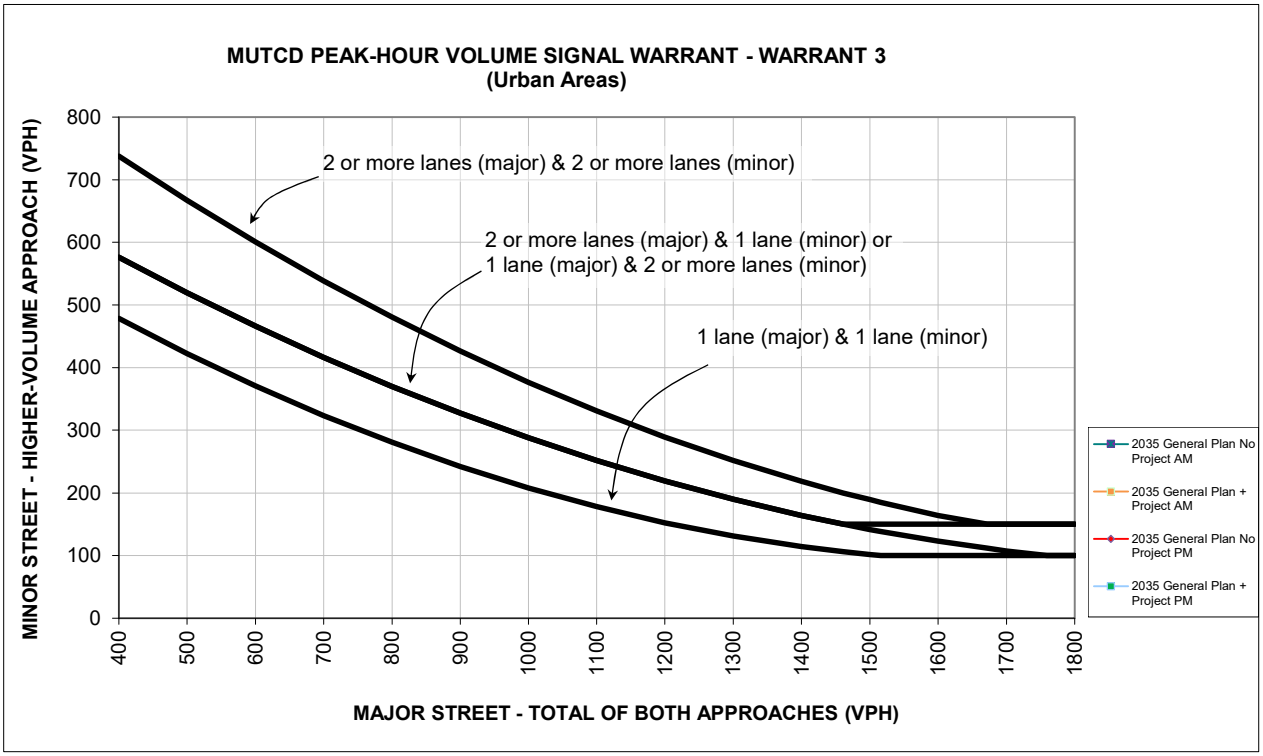
19 . Juan Hernandez Drive and San Pedro Avenue



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		2035 General Plan No Project AM	2035 General Plan + Project AM
		One	2 or 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
		One	2 or 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

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

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
0.1054	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

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

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
0.0730	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

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
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0.0000	1.0000	16
0.0000	1.0000	17
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0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
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0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
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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 Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.6
Percentile = 95% 4

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

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

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
0.4346	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

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

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
0.8006	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

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

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
0.8280	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
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

Butterfield/Barrett
SBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.1
Percentile = 95% 3

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
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
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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 Plus Project Conditions
Avg. Queue Per Lane in Veh= 1.9
Percentile = 95% 4

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
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

Butterfield/Barrett
SBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 1.0
Percentile = 95% 3

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
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

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
0.1953	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

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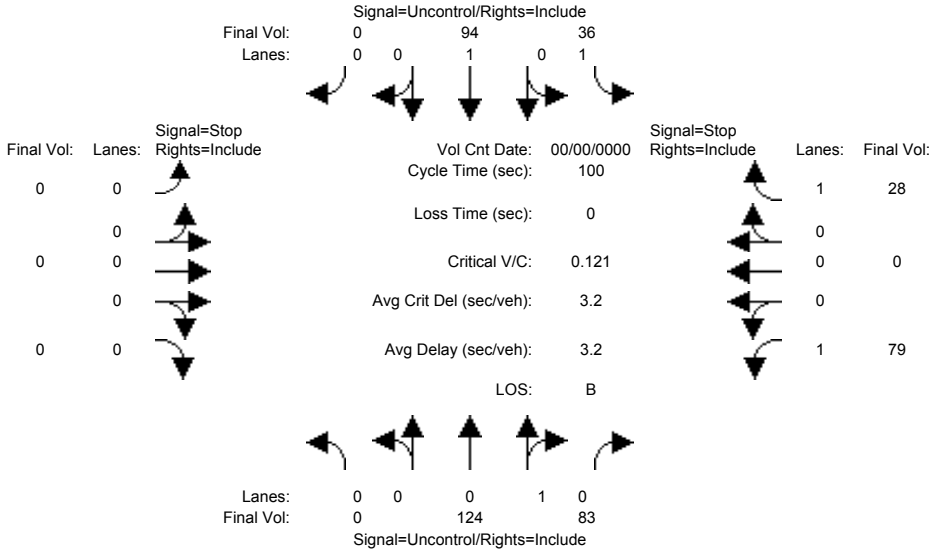
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + Project AM

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   74     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  118     0     0   74     0     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 xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   207 xxxx xxxxx  xxxx xxxx xxxxx   332 xxxx   166
Potent Cap.: xxxx xxxx xxxxx  1376 xxxx xxxxx  xxxx xxxx xxxxx   667 xxxx   884
Move Cap.:   xxxx xxxx xxxxx  1376 xxxx xxxxx  xxxx xxxx xxxxx   654 xxxx   884
Volume/Cap:  xxxx xxxx  xxxx  0.03 xxxx  xxxx  xxxx xxxx  xxxx  0.12 xxxx  0.03
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.4 xxxx   0.1
Control Del:xxxxx xxxx xxxxx   7.7 xxxx xxxxx xxxxx xxxx xxxxx  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.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             10.7
ApproachLOS:         *                *                *                B
Note: Queue reported is the number of cars per lane.
```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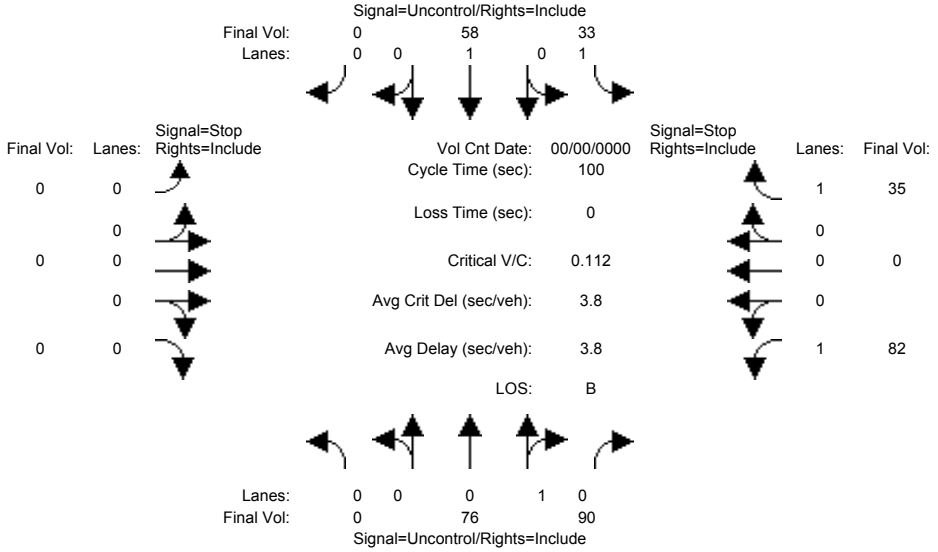
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing + Project PM

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 xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx   166 xxxx xxxxx  xxxx xxxx xxxxx   245 xxxx   121
Potent Cap.: xxxx xxxx xxxxx  1424 xxxx xxxxx  xxxx xxxx xxxxx   748 xxxx   936
Move Cap.:   xxxx xxxx xxxxx  1424 xxxx xxxxx  xxxx xxxx xxxxx   735 xxxx   936
Volume/Cap:  xxxx xxxx  xxxx  0.02 xxxx  xxxx  xxxx xxxx  xxxx  0.11 xxxx  0.04
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx   0.4 xxxx   0.1
Control Del:xxxxx xxxx xxxxx   7.6 xxxx xxxxx xxxxx xxxx xxxxx  10.5 xxxx   9.0
LOS by Move:    *    *     *     A    *     *     *    *     *     B    *     A
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             10.1
ApproachLOS:         *                *                *                 B
Note: Queue reported is the number of cars per lane.
```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Level Of Service Computation Report
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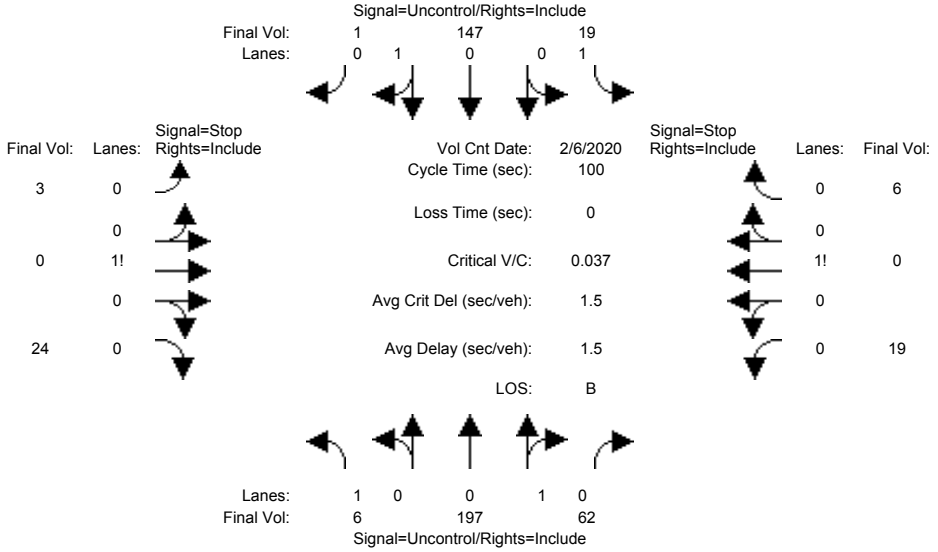
Intersection #33112: Juan Hernandez Drive and St. James Drive




```
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:
Cnflict 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.
```

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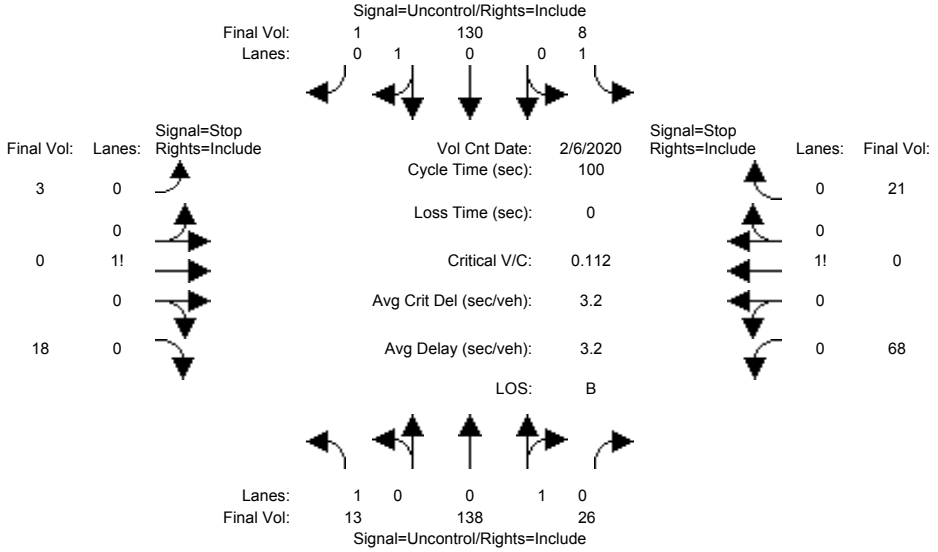
City of Morgan Hill
Lillian Commons Medical Campus Development

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
------------|---------------||---------------||---------------||---------------|
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:
Cnflict 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  xxxx  0.01 xxxx  xxxx  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    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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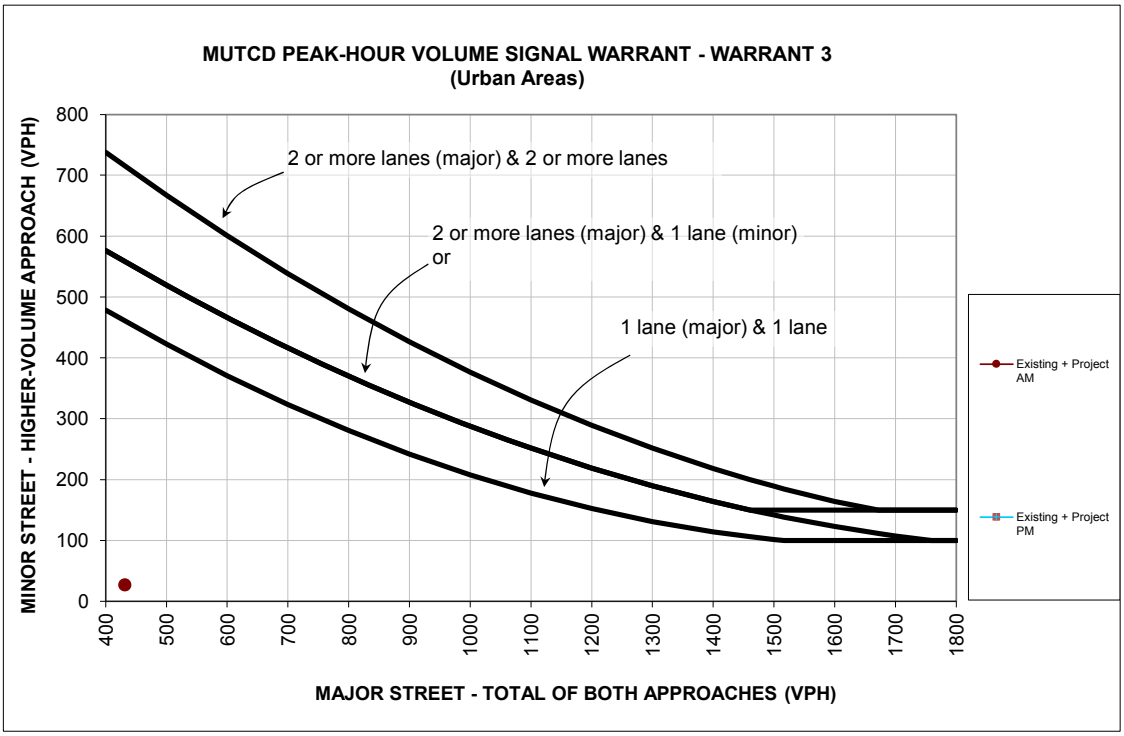
2 . Juan Hernandez Drive and St. James Drive



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing + Project AM
		One	2 or 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
		One	2 or 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

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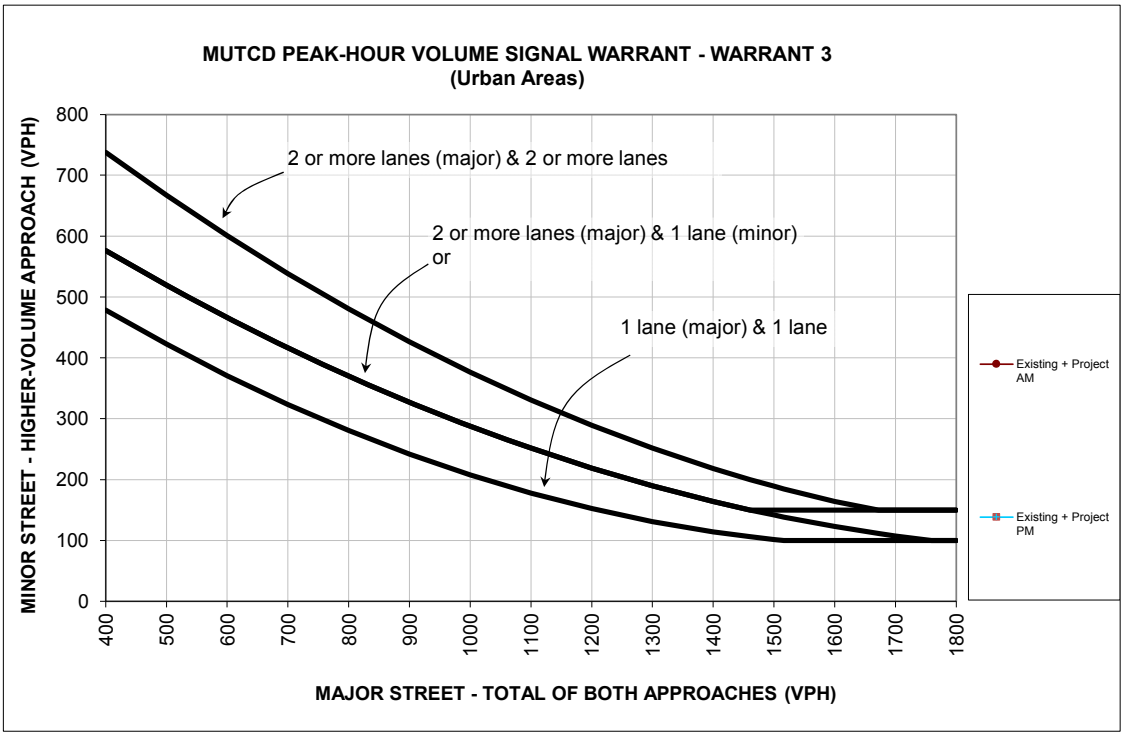
23 . Juan Hernandez Drive and Northern Driveway



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes
and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes		Existing + Project AM
		One	2 or 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
		One	2 or 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 Left		Westbound Left		Westbound Right		Northbound Left		Southbound 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
95th %. Queue (veh/ln.)	1	1	1	1	1	1	1	1	1	1	1	1
95th %. 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