HEXAGON TRANSPORTATION CONSULTANTS, INC.

Cochrane Commons Mixed-Use Development

Transportation Operations Analysis

Prepared for:

City of Morgan Hill

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Hexagon Transportation Consultants, Inc.
Hexagon Office: 8070 Santa Teresa Boulevard, Suite 230
Gilroy, CA 95020
Hexagon Job Number: 19RD18
Phone: 408.846.7410

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Executive Summary

This report presents the results of the Transportation Operations Analysis (TOA) conducted for the proposed Cochrane Commons Mixed-Use Development in Morgan Hill, California. The project site is located along the north side of Cochrane Road between Mission View Drive and DePaul Drive.

Project Description

The proposed project site is part of a larger commercial development site that was approved for 590,100 square feet (s.f.) of retail space, a 12-pump gas station, and a 14-screen movie theater. A Traffic Impact Analysis (TIA) for the approved development was completed in 2005. Since the approval, 303,608 s.f. of retail space has been constructed along with the gas station. In 2016, as part of the City's update of its General Plan (*Morgan Hill 2035 General Plan,* adopted July 27, 2016), the land use designation on a portion of the undeveloped project site was changed from commercial to mixed-use flex. The mixed-use flex designation allows for a variety of both commercial and residential uses.

The project as now proposed on the remaining undeveloped portion of the site will consist of a mixed-use development that includes up to 498 townhomes/apartments, up to 140,000 s.f. of retail space, and a potential 150-room hotel in lieu of either a portion of the retail square footage or a portion of the residential unit count. To allow for future development flexibility, this analysis evaluates a "worst-case" development scenario in which the hotel uses are considered in addition to the maximum retail, with no reduction in corresponding retail or residential uses. The proposed project also will require a change in the General Plan designation from Commercial to Mixed Use Flex for the remaining portions of the project site that are not currently designated as such. The revised General Plan designation will provide consistency throughout the remaining project site, will be compatible with the amended PUD, and allow for the appropriate mix and integration of uses for the proposed project.

Access to the project site is proposed via a new right-turn only driveway along Cochrane Road as well as the existing signalized Cochrane Road/De Paul Drive intersection. Four driveways also are proposed along Mission View Drive.

Scope of Study

The study consists of a traffic operations analysis that demonstrates the project's consistency with the *Morgan Hill 2035 General Plan* goals and policies.

The current General Plan, *Morgan Hill 2035 General Plan,* adopted in July 2016 uses Level of Service (LOS) as its primary metric for the evaluation of the projected operation of the City's roadway system. Therefore, a traffic operations analysis based upon peak hour intersection level of service analysis is included for consistency with the General Plan goals and policies. The traffic operations analysis

supplements the CEQA required vehicle-miles-traveled (VMT) analysis, which was prepared separately. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

Traffic Operations Analysis

Project Trip Generation

Proposed Project

Based on the ITE rates with trip reductions, the proposed project would generate a total of 9,857 daily vehicle trips, with 506 trips (189 inbound and 317 outbound) occurring during the AM peak hour and 813 trips (457 inbound and 356 outbound) occurring during the PM peak hour.

Approved Project

Based on the ITE rates with trip reductions, the remaining unconstructed portion of the approved commercial/retail development would generate a total of 12,048 daily trips, with 221 trips (143 inbound and 78 outbound) occurring during the AM peak hour and 993 trips (508 inbound and 485 outbound) occurring during the PM peak hour.

Approved Development vs. Proposed Project Trip Differences

The trip estimates indicate that the now proposed mixed-use development on the project site would result in 2,191 fewer daily trips with 285 additional trips during the AM peak hour and 180 fewer trips occurring during the PM peak hour when compared to the previously approved commercial/retail development on the project site.

Intersection Operations Analyses

The results of the traffic operations analysis indicate that based on the City's operating standards, the proposed project would have an adverse effect on intersection operations at the following two study intersections under Year 2030 Cumulative with project conditions.

1. Mission View Drive and Cochrane Road (Without and With Both Projects – AM and PM Peak Hours)
9. Condit Road and Main Avenue (Without and With Both Projects – AM and PM Peak Hours)

However, it must be noted that the intersection operations analysis indicates that the proposed mixed-use project would result in adverse effects at intersections that also are projected to be adversely affected by the previously approved commercial/retail development. Therefore, the proposed mixed-use project would not result in any new or substantially more severe effects on intersection operations than the previously approved commercial/retail development. Furthermore, two intersections (Monterey Road/Dunne Avenue and Cochrane Road/Mission View Road) were shown to be impacted by the approved commercial/retail development in the 2005 EIR. The identified mitigation measures of the 2005 EIR have since been completed.

Nevertheless, descriptions of the adverse effects on intersection operations and potential improvement measures that may be included as part of the project's Conditions of Approval are provided below. However, the identified roadway operations and improvements are not required or considered project impacts per CEQA guidelines.

1. Cochrane Road and Mission View Drive

This intersection is projected to operate at unacceptable LOS F and E during the AM and PM peak hours, respectively, under Year 2030 Cumulative without project conditions. Traffic associated with both the approved and proposed projects would cause the critical delay to decrease or increase by more than four seconds and the volume-to-capacity ratio (V/C) to increase by more than 0.01 during at least one of the peak hours analyzed. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

This intersection was shown to be impacted by the approved commercial/retail development in the 2005 EIR. The identified mitigation, with the exception of a second southbound right-turn lane, have been completed. Dual right-turn lanes at intersections are no longer considered pedestrian and bicyclist friendly and are not recommended. This analysis also does not identify the need for dual right-turn lanes. Therefore, the mitigation for the approved commercial/retail development can be deemed complete.

The addition of a second northbound left-turn lane on Mission View Drive and a cycle length adjustment would be necessary to improve intersection operations. The addition of the second northbound left-turn lane will require lane striping and signal modification but will fit within the existing curb-to-curb pavement width on Mission View Drive. Implementation of this improvement would improve the intersection's level of service to LOS C during both the AM and PM peak hours under Year 2030 Cumulative with both project conditions.

9. Condit Road and Main Avenue

This intersection is projected to operate at unacceptable LOS E and F during the AM and PM peak hours, respectively, under Year 2030 Cumulative without project conditions. Traffic associated with both the approved and proposed projects would cause the critical delay to increase by more than four seconds and the volume-to-capacity ratio (V/C) to increase by more than 0.01 during both the AM and PM peak hours. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

This intersection was not shown to be impacted by the approved commercial/retail development in the 2005 EIR. The addition of an exclusive southbound right-turn lane on Condit Road and a cycle length adjustment would be necessary to improve intersection operations. The addition of the right-turn lane will require signal modifications and lane striping on the southbound approach. Implementation of this improvement would improve the intersection's level of service to LOS D during the PM peak hour under Year 2030 Cumulative with both the approved and proposed project conditions. This intersection is under the jurisdiction of both the City of Morgan Hill and Santa Clara County. Therefore, implementation of the recommended improvements will require City and County approval.

Freeway Segment Level of Service Analysis

The results of the freeway segment analysis show that ten directional mixed-flow lanes and one directional HOV lane on the freeway segments analyzed are projected to operate at an unacceptable LOS F during at least one peak hour under existing conditions and would continue to operate at LOS F conditions with the addition of traffic due to the approved or proposed project.

Improvement of freeway segment operations would require freeway widening to construct additional through lanes, thereby increasing freeway capacity. VTA's Valley Transportation Plan (VTP) 2040 identifies freeway express lane projects along US 101 between Cochrane Road and Whipple Avenue. The planned improvements consist of the conversion of the existing HOV lane to an express lane and

the construction of a second express lane in each direction on US 101. These improvements would increase the capacity of the freeway and help to address the deficiency in freeway operations. However, it is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements due to constraints in the acquisition and cost of right-of-way.

1. Introduction

This report presents the results of the Transportation Analysis (TA) conducted for the proposed Cochrane Commons Mixed-Use Development in Morgan Hill, California. The project site is located along the north side of Cochrane Road between Mission View Drive and DePaul Drive. The project site location and the surrounding study area are shown in Figure 1.

Project Description

The proposed project site is part of a larger commercial development site that was approved for 590,100 square feet (s.f.) of retail space, a 12-pump gas station, and a 14-screen movie theater. A Traffic Impact Analysis (TIA) for the approved development was completed in 2005. Since the approval, 303,608 s.f. of retail space has been constructed along with the gas station. In 2016, as part of the City's update of its General Plan (*Morgan Hill 2035 General Plan,* adopted July 27, 2016), the land use designation on a portion of the undeveloped project site was changed from commercial to mixed-use flex. The mixed-use flex designation allows for a variety of both commercial and residential uses.

The project as now proposed on the remaining undeveloped portion of the site will consist of a mixed-use development that includes up to 498 townhomes/apartments, up to 140,000 s.f. of retail space, and a potential 150-room hotel in lieu of either a portion of the retail square footage or a portion of the residential unit count. To allow for future development flexibility, this analysis evaluates a "worst-case" development scenario in which the hotel uses are considered in addition to the maximum retail, with no reduction in corresponding retail or residential uses. The proposed project also will require a change in the General Plan designation from Commercial to Mixed Use Flex for the remaining portions of the project site that are not currently designated as such. The revised General Plan designation will provide consistency throughout the remaining project site, will be compatible with the amended PUD, and allow for the appropriate mix and integration of uses for the proposed project.

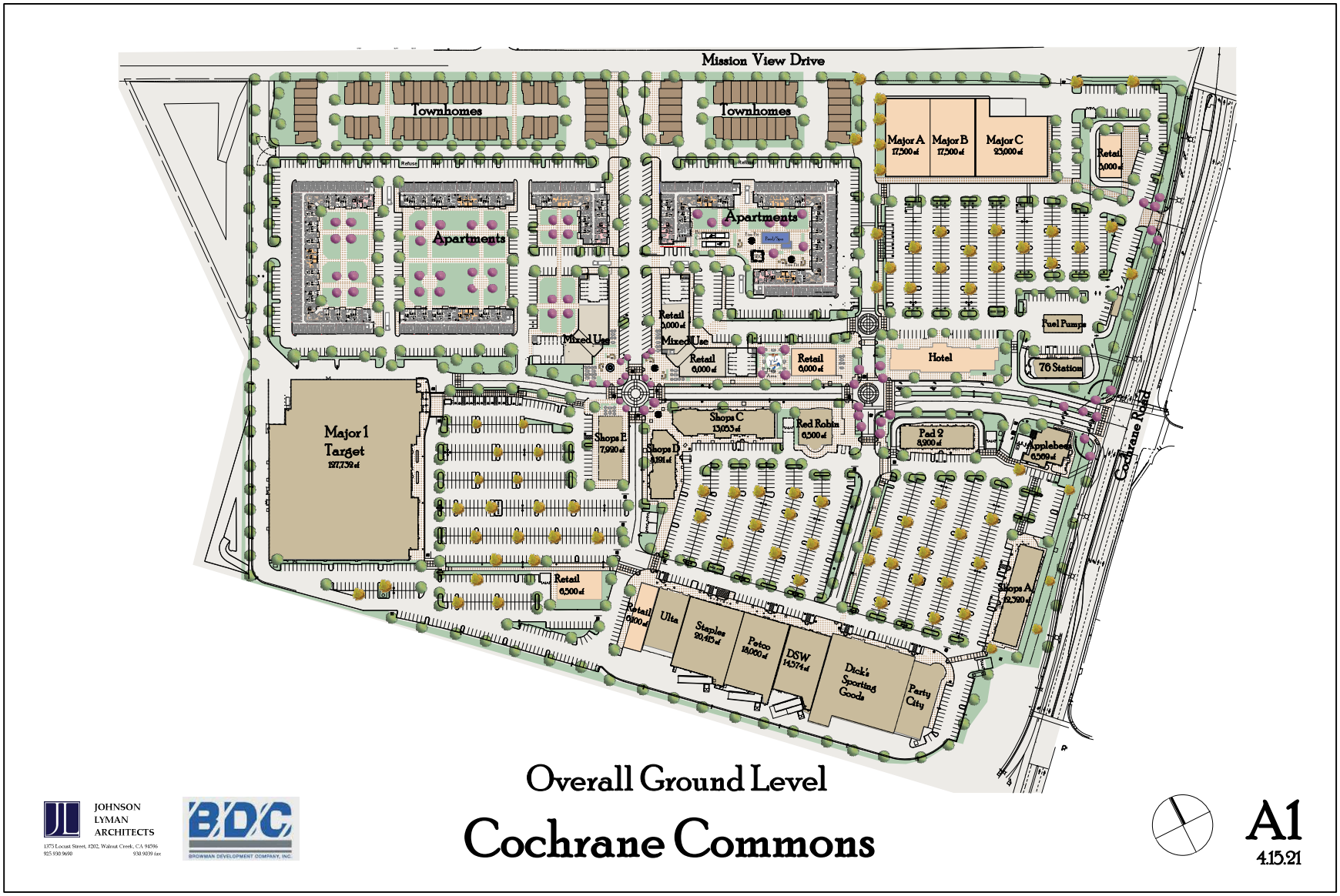
Access to the project site is proposed via a new right-turn only driveway along Cochrane Road as well as the existing signalized Cochrane Road/De Paul Drive intersection. Four driveways also are proposed along Mission View Drive. The project site plan is shown in Figure 2.

Scope of Study

The current General Plan, *Morgan Hill 2035 General Plan,* adopted in July 2016 uses Level of Service (LOS) as its primary metric for the evaluation of the projected operation of the City's roadway system. Therefore, this traffic operations analysis based upon peak hour intersection level of service analysis

Figure 1
Project Site Location

Figure 2
Project Site Plan



has been completed to demonstrate the project's consistency with the *Morgan Hill 2035 General Plan* goals and policies.

The traffic operations analysis supplements the CEQA required VMT analysis, which has been prepared separately. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis. The traffic operations analysis also provides a comparative evaluation of the proposed project and originally approved commercial/retail development to show consistency with the certified EIR. The traffic operations analysis includes the evaluation of a sub-set of intersections studied in the original EIR during the weekday AM and PM peak hours.

The effects of the proposed development on traffic operations on the surrounding roadway system were evaluated following the standards and methodologies set forth by the City of Morgan Hill in its *Guidelines for Preparation of Transportation Impact Reports*, February 2010, Morgan Hill 2035 General Plan, and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP).

Report Organization

The remainder of this report is divided into three 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 traffic operations analysis and the project's effects on the transportation system and describes the recommended roadway improvements. Chapter 4 presents the conclusions of the transportation analysis.

2. Existing Transportation System

This chapter describes the existing transportation system within the project area. It describes transportation facilities 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 Cochrane Road, DePaul Drive, Half Road, Mission View Drive, Main Avenue, 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 site is provided via its interchange at Cochrane Road.

Cochrane Road is designated as an arterial in the project vicinity per the City of Morgan Hill 2035 General Plan and is an east-west divided roadway that runs from Monterey Road to Malaguerra Avenue, east of US 101. Currently, Cochrane Road is a four-lane road between Monterey Road and Cochrane Circle. Between Cochrane Circle and US 101, Cochrane Road widens to three lanes eastbound and two lanes westbound, then narrows back to four lanes east of US 101, and to two lanes east of Mission View Drive. Cochrane Road has posted speed limits of 40 and 45 miles per hour (mph). Access to the project site is provided via its intersections with DePaul Drive, Mission View Drive, and one driveway just west of Mission View Drive.

DePaul Drive is designated as a local street per the City of Morgan Hill 2035 General Plan and is a north-south undivided roadway that intersects Cochrane Road approximately 700 feet east of the US-101 northbound ramps intersection and runs approximately 1,500 feet north and 1,000 feet south of Cochrane Road. Direct access to the project site would be provided via driveways along DePaul Drive north of Cochrane Road.

Half Road is designated as a collector per the City of Morgan Hill 2035 General Plan and is an east-west undivided roadway that runs from Condit Road to Cochrane Road. Half Road has a posted speed limit of 35 miles per hour (mph). Access to the project site is provided via its intersection with Mission View Drive.

Mission View Drive is designated as a collector per the City of Morgan Hill 2035 General Plan and is a north-south two-lane undivided roadway that runs south from Eagle View Drive to Half Road. In the vicinity of the project site, Mission View Drive has a posted speed limit of 40 miles per hour (mph). Mission View Drive runs along the project's eastern frontage. Direct Access to the project site would be provided via driveways along Mission View Drive.

Main Avenue is designated as an arterial per the City of Morgan Hill 2035 General Plan and is a two-lane roadway that runs eastward from its intersection with DeWitt Avenue to Coyote Road at the base of the eastern foothills. The roadway has an overcrossing of US 101, however, no access to US 101 is provided. Access to the project site is provided via its intersection with Condit Road.

Condit Road is designated as a collector per the City of Morgan Hill 2035 General Plan and is a two-lane north-south roadway that extends from Half Road southward to Tennant Avenue. The posted speed limit on Condit Road is 45 mph. Access to the project site is provided via its transition to Half Road.

Existing Bicycle and Pedestrian Facilities

As defined by the Valley Transportation Authority (VTA), bicycle facilities include Class I bikeways (defined as off-street bike paths, which are shared with pedestrians and exclude general motor vehicle traffic), Class II bikeways (defined as striped bike lanes on street), and rated streets. The latter refers to streets frequently used by bicyclists, sharing the roadway with motor vehicles, and includes city-designated Class III bike routes. Rated streets include extreme caution (heavy traffic volumes with high traffic speeds), alert (moderate traffic volumes and speeds), and moderate (low traffic volumes and moderate to low traffic speeds). Class III bikeways only have signs to help guide bicyclists on recommended routes to certain locations.

In the project vicinity, bike lanes are currently provided along the extent of Cochrane Road and Mission View Drive north of Cochrane Road along the project's frontage. An unpaved bike path, the Madrone Channel Trail, runs along the east side of US 101, between Tennant Avenue and Cochrane Road.

The remaining bicycle facilities in the area are located beyond the immediate project vicinity. Bike lanes are currently provided along the following roadways:

- Main Avenue, between Live Oak High School and Peak Avenue;
- Dunne Avenue west of Gallop Drive;
- Hill Road between Dunne Avenue and Diana Avenue;
- Murphy Avenue between Dunne Avenue and Kelly Park Circle;
- Butterfield Boulevard, along its entire length;
- Sutter Boulevard, between Cochrane Road and Butterfield Boulevard;
- Central Avenue, between Butterfield Boulevard and its termination point west of US 101;
- 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;
- Tennant Avenue, between Condit Road and Olympic Drive
- Depot Street, along its entire length;
- Peak Avenue, between Dunne Avenue and Wright Avenue;
- Hale Avenue, between Main Avenue and north of the City of Morgan Hill.

Other bicycle facilities in the City include the following:

- A bike route on Monterey Road, between Dunne Avenue and Main Avenue;

- A paved bike path on the east side of Butterfield Boulevard, between San Pedro Avenue and Central Avenue.
- Along the west bank of Little Llagas Creek, extending from Watsonville Road north to Spring Avenue.

The existing bicycle facilities in the study area are presented graphically in Figure 3.

Pedestrian facilities in the study areas consist primarily of sidewalks, pedestrian push buttons, marked crosswalks, and signal heads at signalized intersections. Sidewalks are provided along at least one of the sides of the following roadways in the vicinity of the project site:

Cochrane Road – sidewalks are provided along the north side of the street between Butterfield Boulevard and White Moon Drive. Along the south side of the street, sidewalks are provided from Monterey Road just east of Mission View Drive with the exception of the segments between US 101 northbound ramps and DePaul Drive and a short segment west of Mission View Drive.

Mission View Drive – sidewalks are provided along the east side of the street between the northern end of Mission View Drive (at Eagle View Drive) until approximately 950 feet north of its intersection with Half Road. There are no sidewalks along the west side of Mission View Drive, with the exception of curb ramps located at the northwest and southwest corners of the Mission View Drive and Cochrane Road intersection.

Sidewalks are not provided on either side of DePaul Drive with the exception of the short segment near the existing Target store.

Existing Transit Service

Existing transit service to the study area is provided by the VTA and Caltrain. The transit services are described below and shown in Figure 4.

VTA Bus Services

The study area is served directly by one local bus (Local Bus Route 87). In addition, Rapid Route 568 operates along Cochrane Road west of US 101.

Local Bus Route 87 operates on Cochrane Road, Mission View Drive, and Half Road in the study area. It runs from Burnett Avenue to the Civic Center (Main and Dewitt) in Morgan Hill. Route 87 operates between 7:00 AM and 6:00 PM with approximately 60-minute headways in the AM and PM commute periods. The nearest Route 87 bus stops to the project site are located near the DePaul Drive and Cochrane Road intersection.

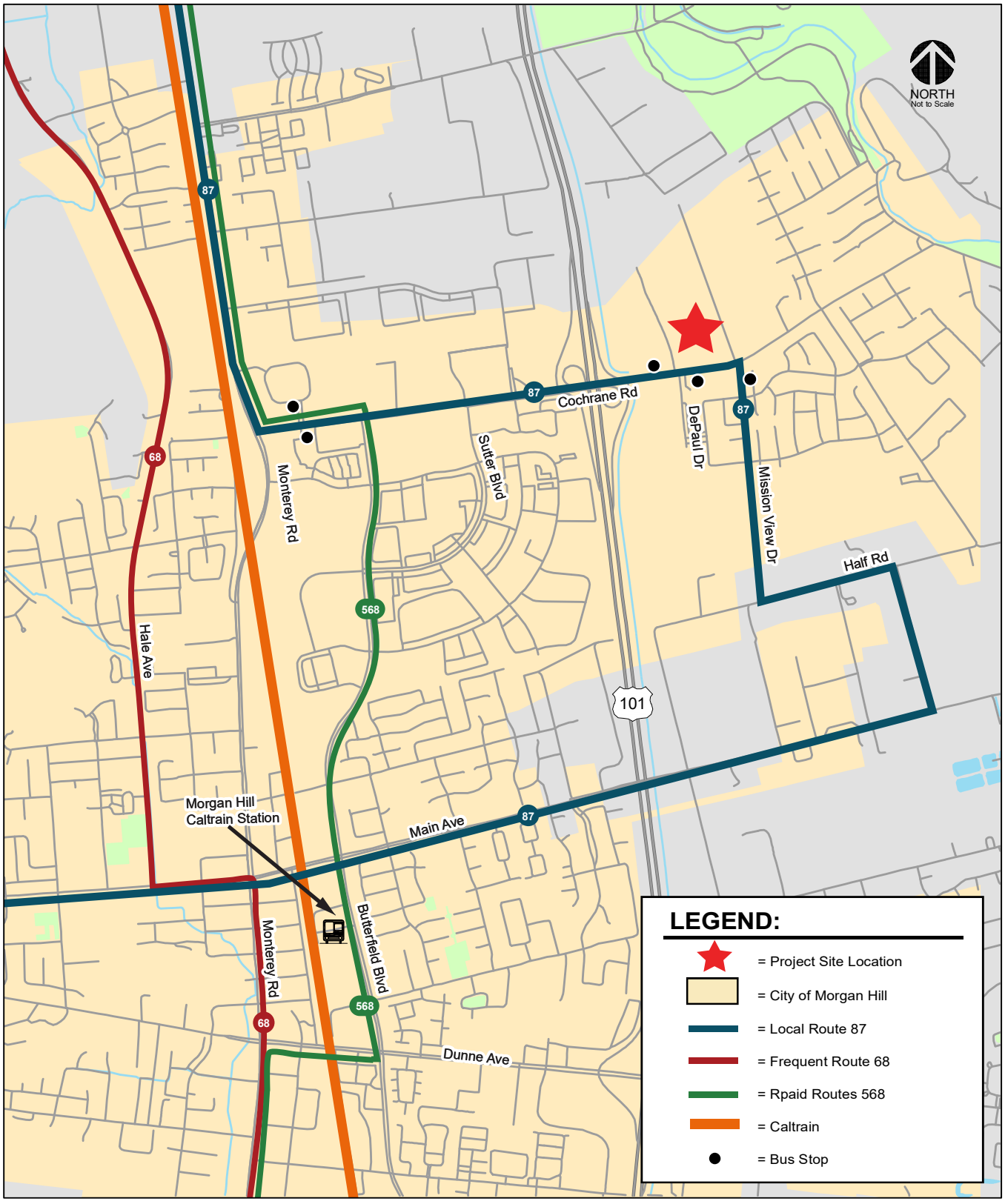
Rapid Route 568 operates on Butterfield Boulevard and Cochrane Road on its route between the Gilroy Transit Center and the San Jose Diridon Transit Center. Route 568 operates between 5:30 AM and 8:00 PM with approximately 30-minute headways in the peak commute periods. The nearest Route 568 bus stops to the project site are located near the Cochrane Circle and Cochrane Road intersection, approximately one mile west of the project site.

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 2.5 miles west of the project site. At the Morgan Hill Station, Caltrain provides only three northbound trains during the morning commute period with approximately 30-minute headways and only three southbound trains during the afternoon commute period with approximately 40- to 80-minute headways.

Figure 3
Existing Bicycle Facilities

Figure 4
Existing Transit Services



3.
Traffic Operations Analysis

This chapter describes the traffic operations analysis which is used by the City of Morgan Hill in identifying potential improvement of the transportation system that may be included as part of the project's Conditions of Approval. However, the identified roadway operations and improvements are not required or considered project impacts per CEQA guidelines. The traffic operations analysis also provides a comparative evaluation of the proposed project and originally approved commercial/retail development, referred to as the "approved project" within this report, to show consistency with the certified EIR.

The chapter presents the method by which project traffic is estimated, intersection operations analysis for existing, existing plus project, Year 2030 Cumulative conditions, Year 2035 General Plan conditions the identification of any adverse effects on study intersections caused by the previously approved commercial/retail development and now proposed project generated trips, and recommended improvements to alleviate the identified operational issues.

Project Description

The proposed project site is part of a larger commercial development site that was approved for 590,100 square feet (s.f.) of retail space, a 12-pump gas station, and a 14-screen movie theater. A Traffic Impact Analysis (TIA) for the approved development was completed in 2005. Since the approval, 303,608 s.f. of retail space has been constructed along with the gas station. In 2016, as part of the City's update of its General Plan (*Morgan Hill 2035 General Plan,* adopted July 27, 2016), the land use designation on a portion of the undeveloped project site was changed from commercial to mixed-use flex. The mixed-use flex designation allows for a variety of both commercial and residential uses.

The project as now proposed on the remaining undeveloped portion of the site will consist of a mixed-use development that includes up to 498 townhomes/apartments, up to 140,000 s.f. of retail space, and a potential 150-room hotel in lieu of either a portion of the retail square footage or a portion of the residential unit count. To allow for future development flexibility, this analysis evaluates a "worst-case" development scenario in which the hotel uses are considered in addition to the maximum retail, with no reduction in corresponding retail or residential uses. The proposed project also will require a change in the General Plan designation from Commercial to Mixed Use Flex for the remaining portions of the project site that are not currently designated as such. The revised General Plan designation will provide

consistency throughout the remaining project site, will be compatible with the amended PUD, and allow for the appropriate mix and integration of uses for the proposed project.

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.

Proposed Project Trips

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. Hexagon prepared trip estimates for the proposed project based on trip generation rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, Eleventh Edition, 2021. Single-Family Detached Housing (Land Use #210), Shopping Center (Land Use #820), and Hotel (Land Use #310) generation rates were used to estimate the number of trips that would be generated by the proposed project. Single-family detached housing trip generation rates were used to estimate the number of trips that would be generated by the proposed townhomes and apartments because the trip-making characteristics of varying types of residential units would be similar due to the limited transit services and employment opportunities within Morgan Hill. In addition, both the proposed townhomes and apartment units are shown to have individual enclosed garages, similar to what is typically provided with single-family homes. Based on ITE trip rates, single-family detached homes generate the greatest number of per unit trips for residential uses. Therefore, the use of single-family detached trip rates provides a conservative estimate of trips for the proposed townhome and apartment units.

Trip Reductions

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 to each of the proposed land uses of the site would be reduced due to the internalization of trips. As prescribed by the VTA *Transportation Impact Analysis Guidelines* (October 2014), trip reduction of 15 and 10 percent (%) to account for the internalization between residential and retail land uses and between hotel and retail uses was applied to the estimated trips for the project, respectively.

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 the retail uses. 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 component of the proposed project.

Based on the ITE rates with trip reductions, the proposed project would generate a total of 9,857 daily vehicle trips, with 506 trips (189 inbound and 317 outbound) occurring during the AM peak hour and 813 trips (457 inbound and 356 outbound) occurring during the PM peak hour. The trip generation estimates for the proposed project are shown in Table 1.

Approved Commercial/Retail Development Project Trips

The project trips for the remaining unconstructed portion of the previously approved commercial/retail development (286,492 s.f. of retail space and a 14-screen movie theater) were estimated based on the trip rates and trip reductions used in the 2005 Cochrane Road PUD TIA prepared by Fehr & Peers.

Based on these trip rates and trip reductions, the remaining unconstructed portion of the approved commercial/retail development would generate a total of 12,048 daily trips, with 221 trips (143 inbound and 78 outbound) occurring during the AM peak hour and 993 trips (508 inbound and 485 outbound) occurring during the PM peak hour. The trip generation estimates for the remaining unconstructed portion of the approved commercial/retail development are shown in Table 1.

Approved Development vs. Proposed Project Trip Differences

The trip estimates indicate that the now proposed mixed-use development on the project site would result in 2,191 fewer daily trips with 285 additional trips during the AM peak hour and 180 fewer trips occurring during the PM peak hour when compared to the previously approved commercial/retail development on the project site. It should be noted that the estimated trips conservatively include trips associated with the potential hotel use in addition to the maximum 140,000 s.f. of retail use. However, the number of residential units and/or retail s.f. would be reduced, if the hotel were to be included in the project. Therefore, the reduction in daily trips for the proposed mixed-use development would be greater than identified above. The difference between the approved and proposed project trip estimates is shown in Table 1.

Trip Distribution and Assignment

The trip distribution patterns for project-generated traffic for the proposed land use were estimated based on existing travel patterns on the surrounding roadway system, locations of complementary land uses, and use of the City of Morgan Hill Traffic Demand Forecasting (TDF) Model. The peak-hour trips associated with the proposed project were added to the transportation network in accordance with the distribution patterns discussed above. The project trip distribution patterns are shown graphically in Figure 5. Figures 6 and 7 show the assignment of the approved commercial/retail development and proposed project traffic on the local transportation network, respectively. A tabular summary of project traffic at each study intersection is contained in Appendix C.

Intersection Operations Methodology

This section presents the methods used to evaluate traffic operations at each of the study intersections for each study scenario. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards, and the criteria defining adverse effects at the study intersections. The intersection operations analysis is intended to quantify the operations of intersections and to identify potential negative effects due to the addition of project traffic. However, a potential adverse effect on a study intersection is not considered a CEQA impact metric.

Table 1
Project Trip Generation Estimates

Land Use	Reduction %	Size	Daily Rate	Daily Trip	AM Peak Hour Rate	AM Split In	AM Split Out	AM Trip In	AM Trip Out	AM Trip Total	PM Peak Hour Rate	PM Split In	PM Split Out	PM Trip In	PM Trip Out	PM Trip Total
Proposed Land Uses																
#210 - Single-Family Detached Housing[1]		498 Dwelling Units	9.430	4,696	0.700	26%	74%	91	258	349	0.940	63%	37%	295	173	468
Residential & Retail Reduction[3]	*15%*			*-704*				*-7*	*-11*	*-18*				*-44*	*-26*	*-70*
#820 - Shopping Center (>150k)[1]		140,000 Square Feet	37.010	5,181	0.840	62%	38%	73	45	118	3.400	48%	52%	228	248	476
Residential & Retail Reduction[3]	*15%*			*-704*				*-11*	*-7*	*-18*				*-26*	*-44*	*-70*
Hotel & Retail Reduction[4]	*10%*			*-184*				*-4*	*-5*	*-9*				*-6*	*-5*	*-11*
Passby Reduction[5]	*20%*			*-79*				*0*	*0*	*0*				*-39*	*-40*	*-79*
#310 - Hotel[1]		150 Occupied Rooms	12.230	1,835	0.620	56%	44%	52	41	93	0.730	49%	51%	54	56	110
Hotel & Retail Reduction[4]	*10%*			*-184*				*-5*	*-4*	*-9*				*-5*	*-6*	*-11*
Total Project Trips				**9,857**				**189**	**317**	**506**				**457**	**356**	**813**
Remaining Approved Land Uses[2]																
Shopping Center		286,492 Square Feet	36.490	10,454	1.030	61%	39%	180	115	295	3.420	48%	52%	470	510	980
Passby (20% daily, 25% peak hours)				*-2,091*				*-37*	*-37*	*-74*				*-123*	*-122*	*-245*
Movie Theater		14 Screens	292.500	4,095	0.000	0%	0%	0	0	0	23.020	60%	40%	193	129	322
Mixed-Use Reduction (10% daily, 20% PM peak hour)				-410				0	0	0				*-32*	*-32*	-64
Total Project Trips				***12,048***				***143***	***78***	***221***				***508***	***485***	***993***
Difference (Proposed - Approved Uses)				**-2,191**				**46**	**239**	**285**				**-51**	**-129**	**-180**

Notes:

[1] ITE Trip Generation Manual, 11th Edition 2021.

[2] Trip rates and reduction percentages were based on the July 2005 Cochrane Road PUD by Fehr & Peers.

[3] As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for a mixed-use development project with residential and retail components is equal to 15% off the smaller trip generator.

[4] As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for a mixed-use development project with hotel and retail components is equal to 10% of the smaller trip generator.

[5] A 20% PM pass-by reduction is typically applied for retail development within Morgan Hill.

Figure 5
Project Trip Distribution

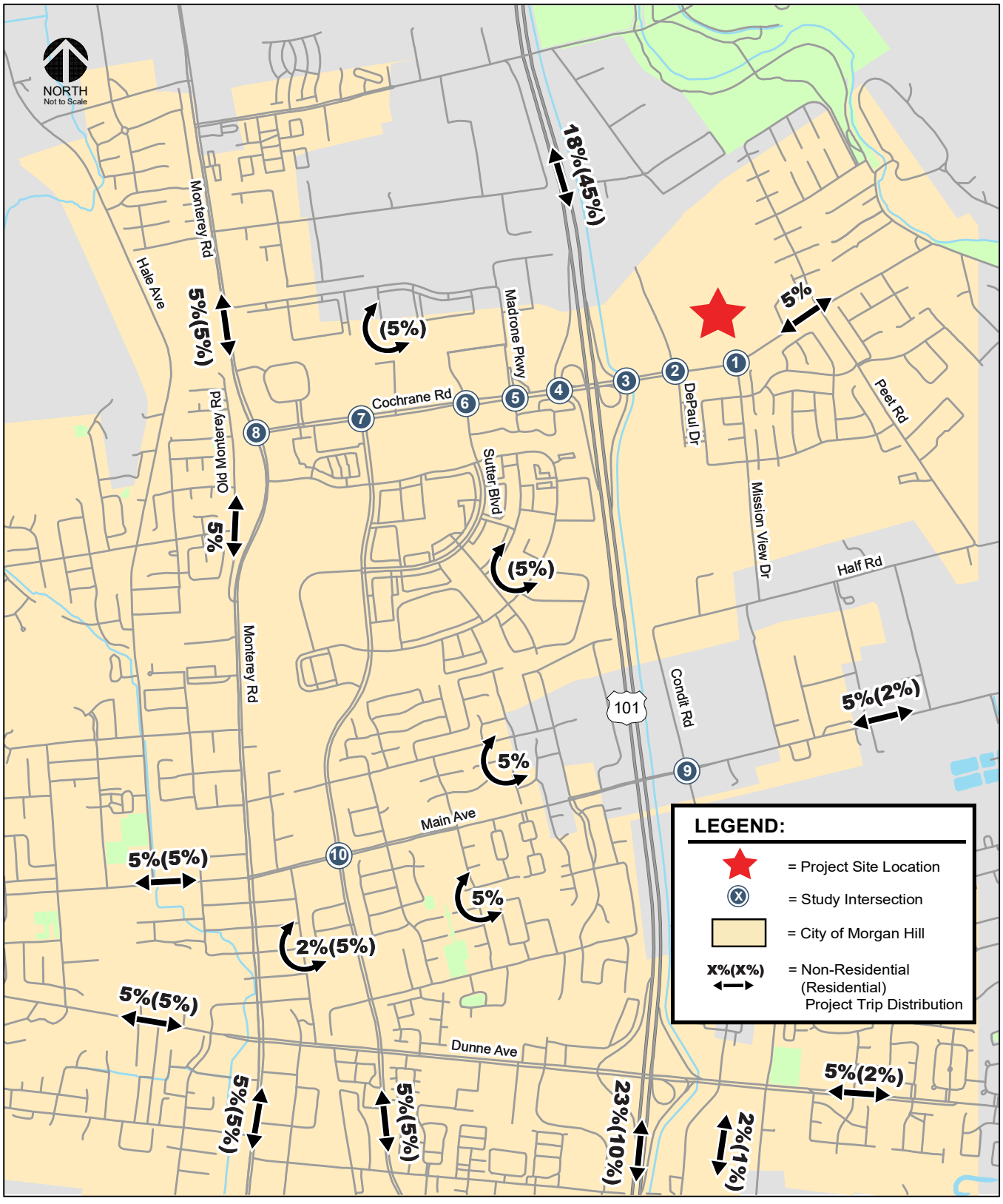


Figure 6
Approved Project Trip Assignment

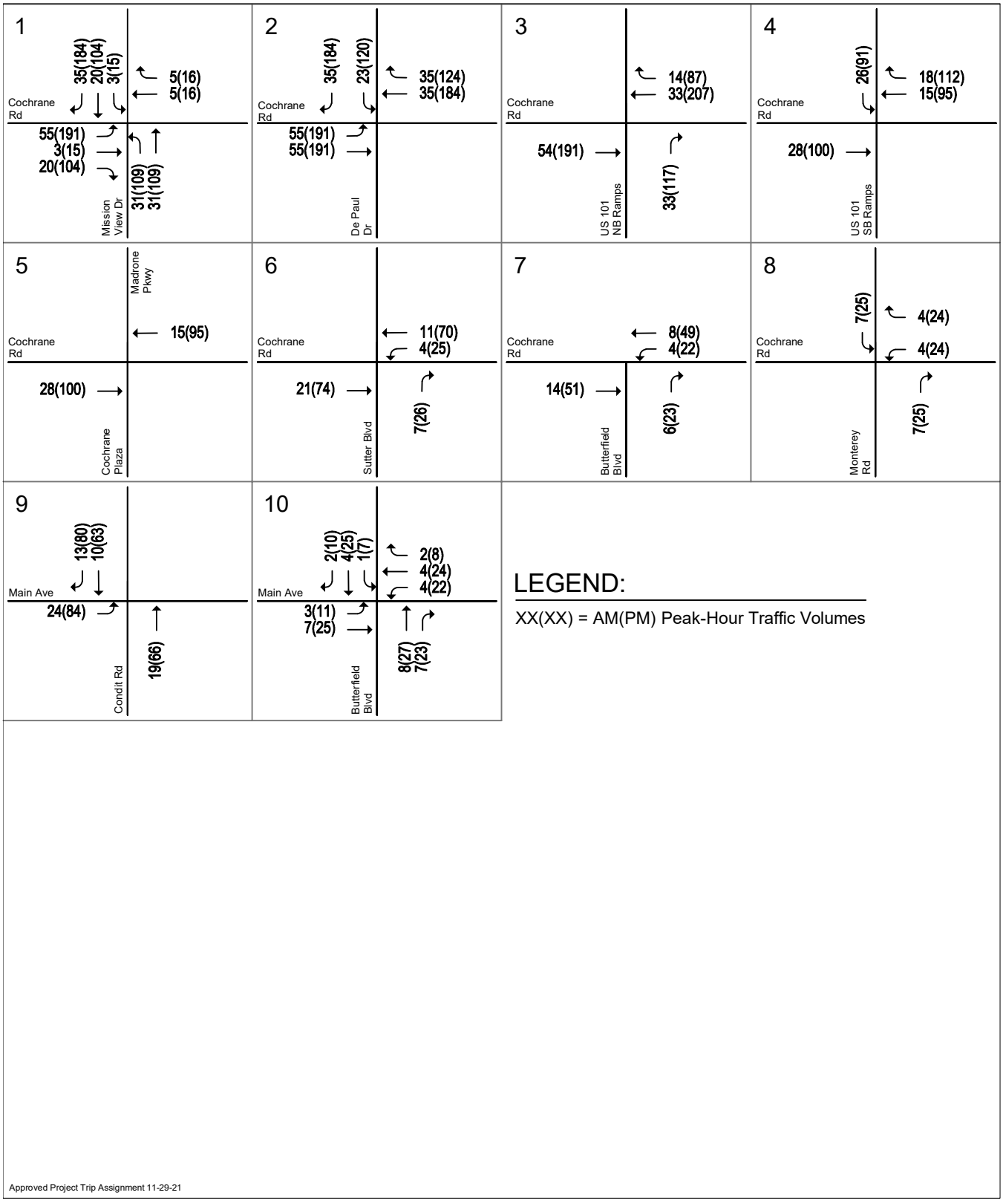
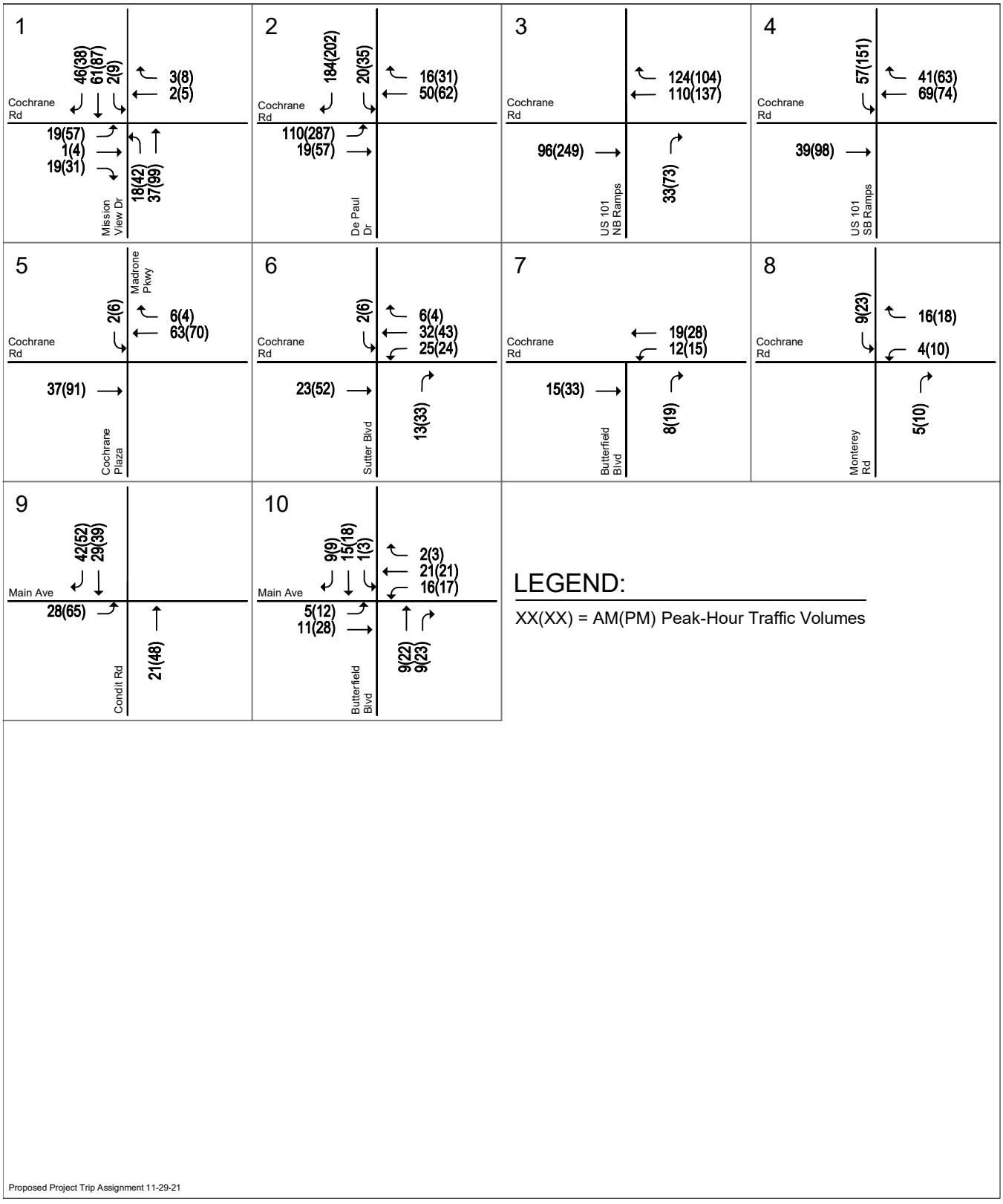


Figure 7
Proposed Project Trip Assignment



Study Intersections

The traffic operations analysis includes an analysis of AM and PM peak-hour traffic conditions for ten signalized intersections. The study intersections were selected in coordination with City staff. The selected intersections are comprised of a sub-set of those intersections studied in the original traffic study for the approved commercial/retail development that would be most affected by any net additional peak hour trips generated by the proposed mixed-use development. The study intersections are identified below.

1. Mission View Drive and Cochrane Road
2. De Paul Drive and Cochrane Road
3. US 101 Northbound Ramps and Cochrane Road
4. US 101 Southbound Ramps and Cochrane Road
5. Madrone Parkway/Cochrane Plaza and Cochrane Road
6. Sutter Boulevard and Cochrane Road
7. Butterfield Boulevard and Cochrane Road
8. Monterey Road and Cochrane Road
9. Condit Road and Main Avenue
10. Butterfield Boulevard and Main 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 the existing peak-hour traffic volumes on the existing roadway network. New traffic counts are not currently being collected due to the current COVID-19 pandemic and its effects on normal traffic conditions. Therefore, existing traffic volumes were represented by pre-pandemic traffic counts with a 1.5% compound annual growth factor applied to counts more than two years old. This growth rate is the net percentage increase in Morgan Hill's population between 2019 and 2020, per the California Department of Finance.

Scenario 2: *Existing Plus Approved Project Conditions*. Approved project-generated traffic volumes were added to existing traffic volumes to estimate existing plus approved project conditions. Existing plus approved project conditions were evaluated relative to existing conditions in order to determine potential adverse effects due to the project.

Scenario 3: *Existing Plus Proposed Project Conditions*. Proposed project-generated traffic volumes were added to existing traffic volumes to estimate existing plus proposed project conditions. Existing plus proposed project conditions were evaluated relative to existing conditions in order to determine potential adverse effects due to the project.

Scenario 4: *Year 2030 Cumulative without Project Conditions.* Year 2030 Cumulative without project conditions represent traffic growth projected to occur in the Year 2030 without the proposed project on the existing transportation network. Projected 2030 traffic growth was developed by interpolating the projected Year 2035 traffic growth.

Scenario 5: *Year 2030 Cumulative with Approved Project Conditions.* Approved project-generated traffic volumes were added to Year 2030 Cumulative without project to estimate Year 2030 Cumulative with approved project conditions. Year 2030 Cumulative with approved

project conditions were evaluated relative to Year 2030 Cumulative without project conditions in order to determine potential adverse effects due to the project.

Scenario 6: *Year 2030 Cumulative with Proposed Project Conditions.* Proposed project-generated traffic volumes were added to Year 2030 Cumulative without project to estimate Year 2030 Cumulative with proposed project conditions. Year 2030 Cumulative with proposed project conditions were evaluated relative to Year 2030 Cumulative without project conditions in order to determine potential adverse effects due to the project.

Scenario 7: *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 8: *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.

Data Requirements

The data required for the analysis were obtained from recently completed traffic studies, the City of Morgan Hill General Plan traffic model, the 2018 CMP Monitoring and Conformance Report, and field observations. The following data were collected from these sources:

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

Lane Configurations

The existing lane configurations at the study intersections were determined by observations in the field and are shown in Figure 8. It is assumed in this analysis that the roadway network and intersection configurations under existing plus project and Year 2030 cumulative without and with project conditions would be the same as described under existing conditions.

Year 2035 General Plan Transportation Network

The Year 2035 General Plan traffic forecasts include land use growth and transportation improvements associated with the 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 2 and Figure 9 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,* which will be required to implement the Year 2035 GP roadway improvements. Figure 10 shows the planned intersection geometries under Year 2035 General Plan conditions.

Figure 8
Existing Lane Configurations

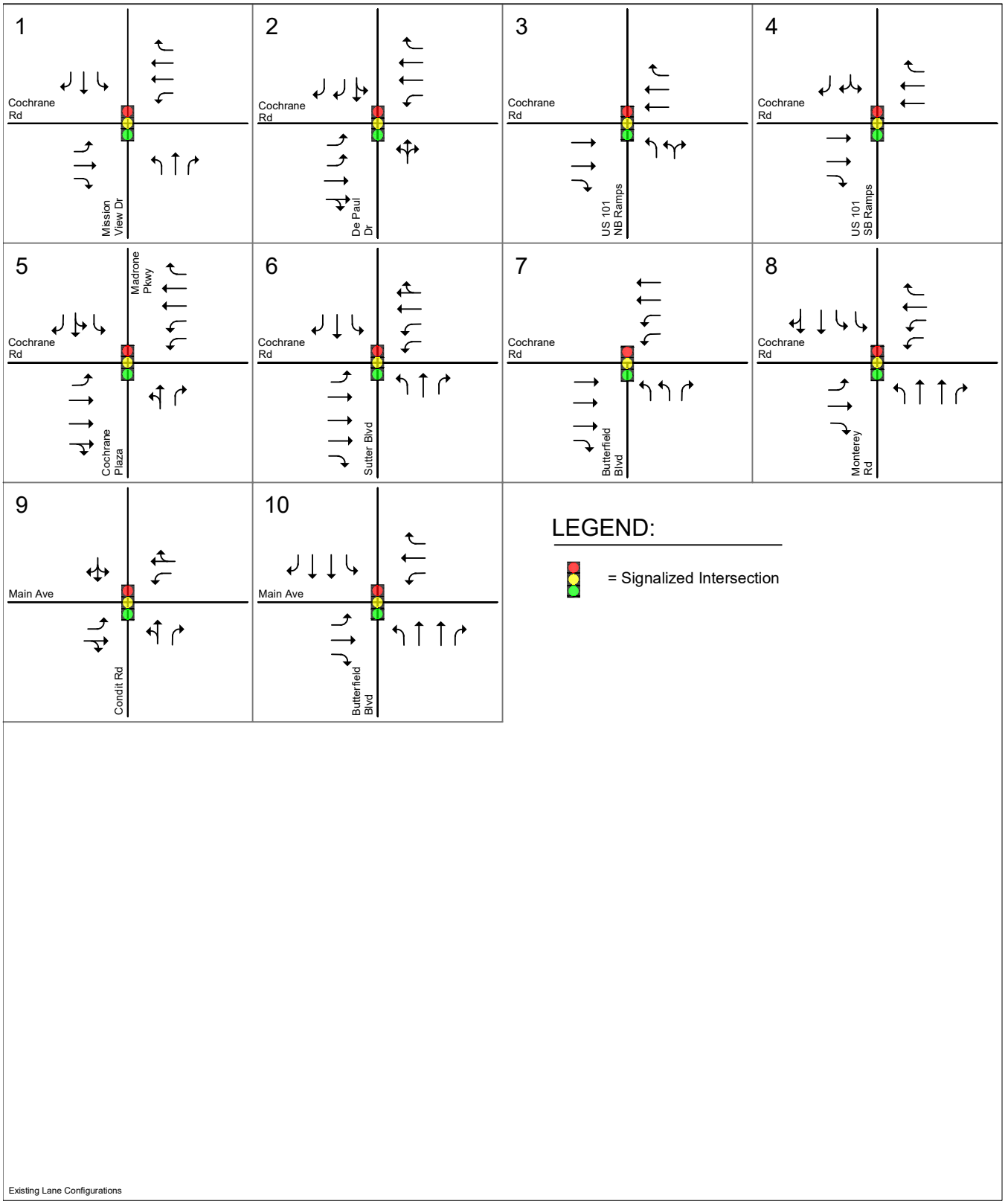


Figure 9
Year 2035 General Plan Roadway Improvements

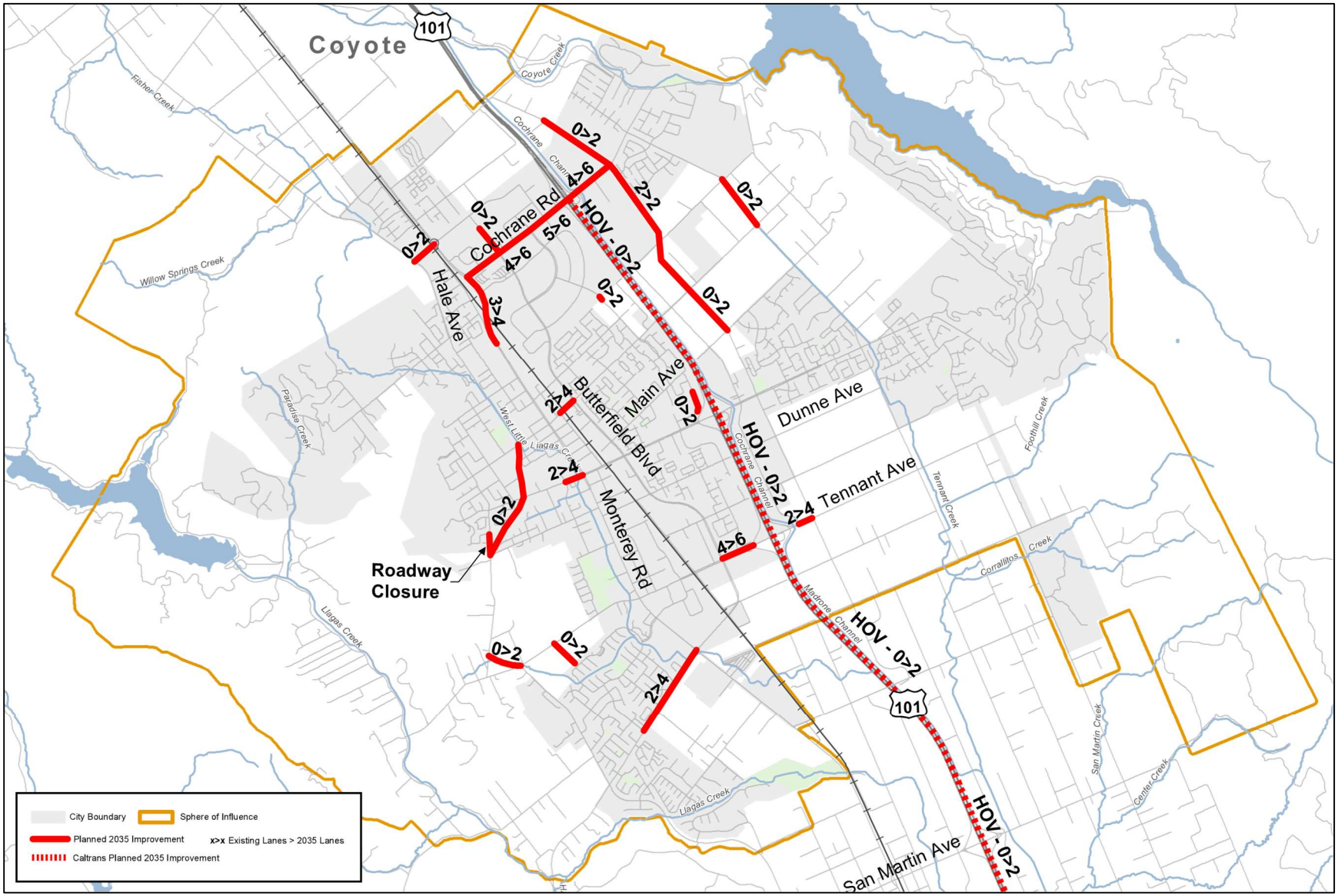


Figure 10
Year 2035 General Plan Intersection Lane Geometrics

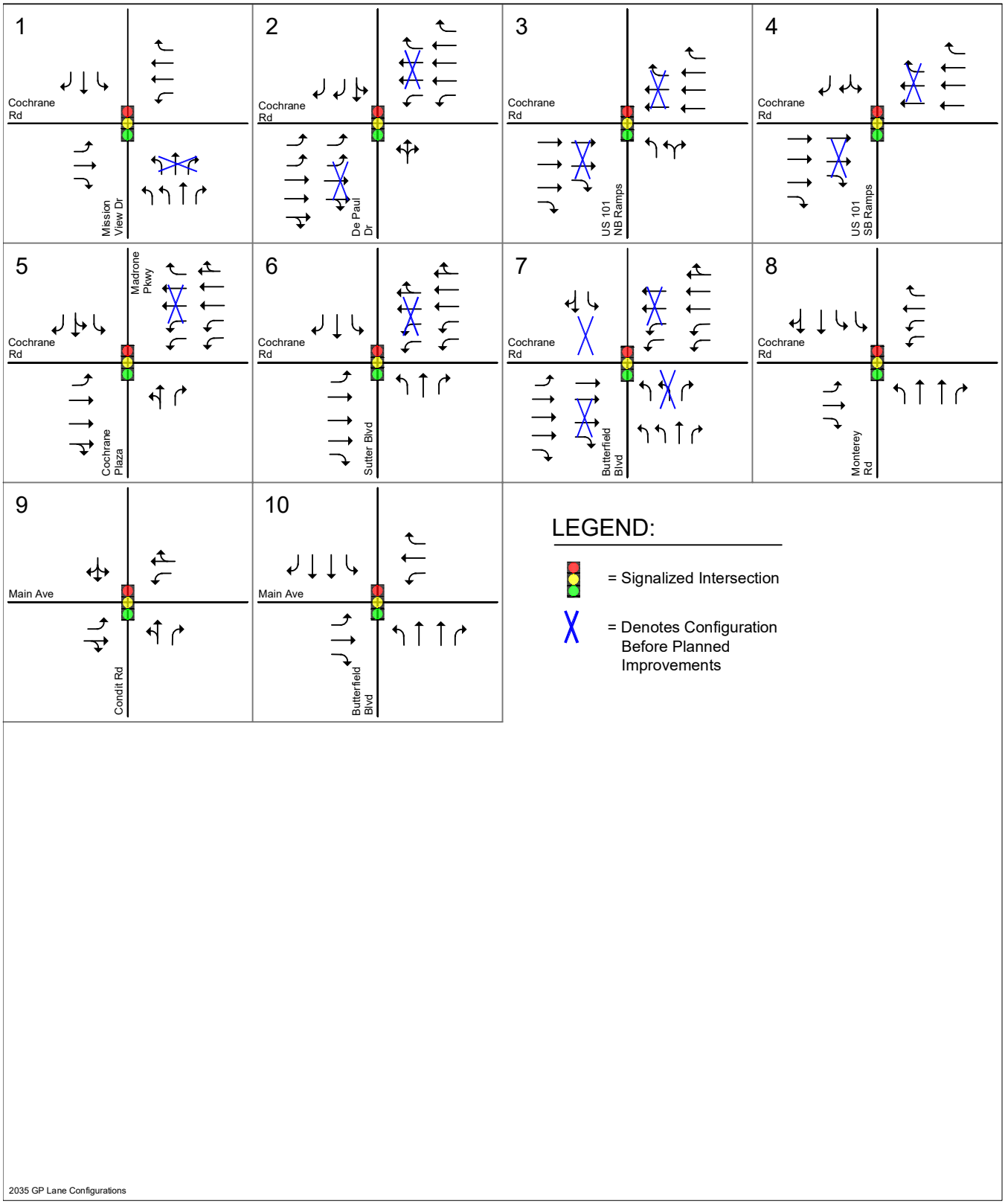


Table 2
Year 2035 General Plan Roadway Improvements

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.

Traffic Volumes

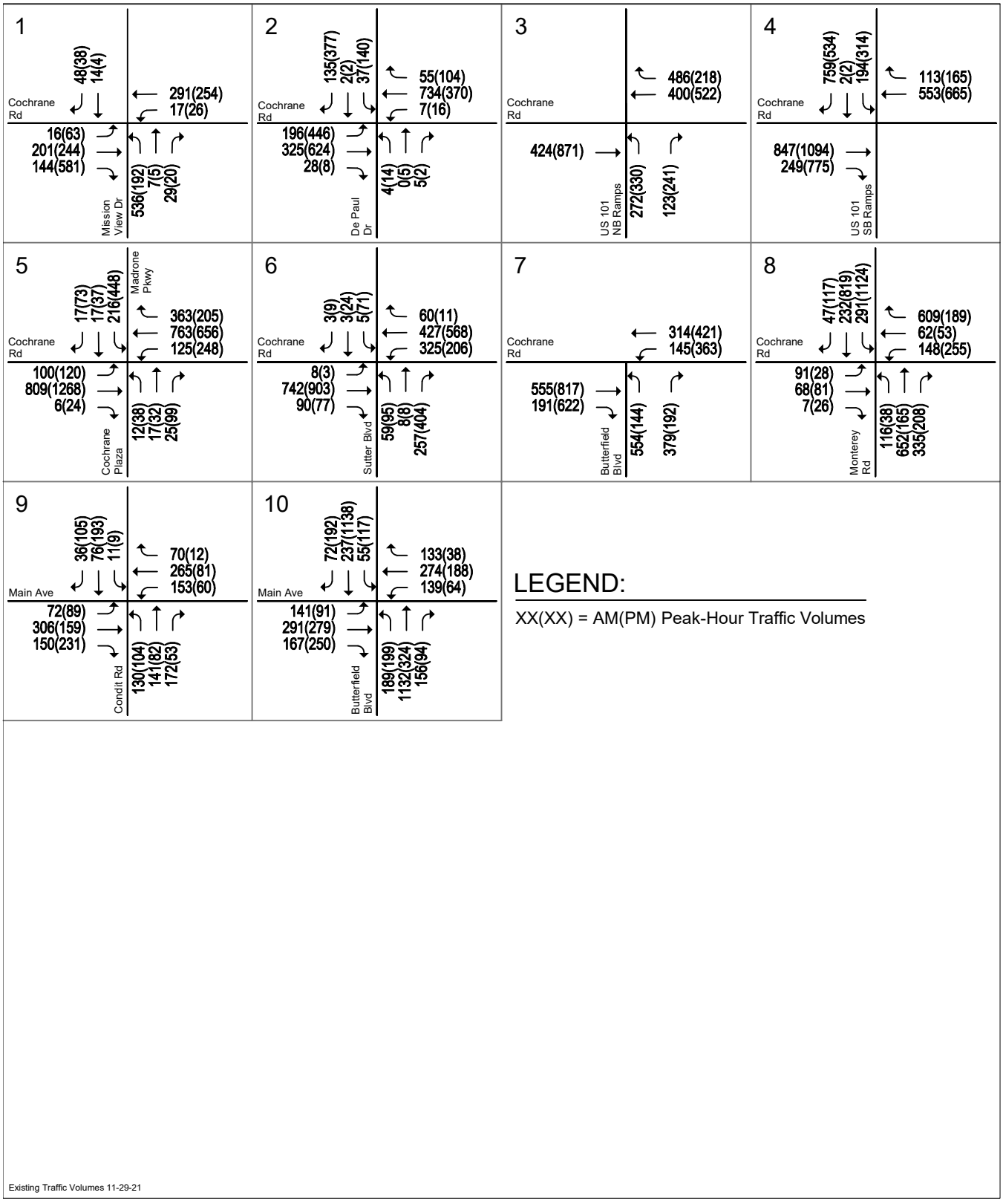
Existing Traffic Volumes

Existing conditions represent the existing peak-hour traffic volumes on the existing roadway network. New traffic counts are not currently being collected due to the current COVID-19 pandemic and its effects on normal traffic conditions. Therefore, existing traffic volumes were represented by pre-pandemic traffic counts with a 1.5% compound annual growth factor applied to counts more than two years old. This growth rate is the net percentage increase in Morgan Hill's population between 2019 and 2020, per the California Department of Finance. The existing peak-hour intersection volumes are shown in Figure 11. Appendix B lists each of the components used to tabulate traffic volumes at each study intersection for each of the study conditions.

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 no project and with project 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.

Figure 11
Existing Traffic Volumes



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.

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 C lists 2035 General Plan no project traffic volumes at each study intersection.

Year 2035 Project Trip Generation Estimates

The 2035 General Plan land uses and traffic model include development on the project site. Therefore, the trips associated with the adopted General Plan land uses for the project site were removed to develop Year 2035 General Plan no project traffic volumes. The adopted 2035 GP land uses for the project site include 188 multi-family residential units, 130,000 s.f. of retail space, and 91,000 s.f. of office space. Hexagon prepared trip estimates for the project site land uses included in the City's General Plan traffic model and compared with those of the proposed development plan. The trip estimates indicate that the proposed development plan is of greater intensity than that assumed in the General Plan traffic model for the project site. The proposed development plan would result in additional 151 AM and 187 PM peak-hour trips to be generated by the project site when compared with the land uses included in the City's General Plan traffic model. The comparison of trip generation per the General Plan traffic model and proposed project is presented in Table 3.

Year 2030 Cumulative Land Use and Traffic Forecasts

The Year 2030 Cumulative without project traffic volumes were then estimated using a growth method that involved adding a proportion (15 Years or 75%) of the 2035 projected growth, with the removal of the trips associated with the adopted General Plan land uses for the project, to existing traffic counts at each of the study intersections. Figure 13 shows the Year 2030 Cumulative without project traffic volumes.

Existing and Year 2030 Cumulative Plus Project Traffic Volumes

The approved commercial/retail and proposed project trips as represented in the project trip assignment were added to the existing traffic, Year 2030 Cumulative without project traffic, and Year 2035 General Plan no project traffic volumes to obtain with project traffic volumes for both the approved commercial/retail and proposed projects under each of the study scenarios. The existing plus project, Year 2030 Cumulative with project, and Year 2035 General Plan with project traffic volumes for both the approved commercial/retail and proposed projects are shown in Figures 14-18.

Table 3
General Plan 2035 Trip Generation Estimates

Land Use	Reduction %	Size	Daily Rate	Daily Trip	AM Peak Hour Rate	AM Split In	AM Split Out	AM Trip In	AM Trip Out	AM Trip Total	PM Peak Hour Rate	PM Split In	PM Split Out	PM Trip In	PM Trip Out	PM Trip Total
Proposed Land Uses																
#210 - Single-Family Detached Housing[1]		498 Dwelling Units	9.430	4,696	0.700	26%	74%	91	258	349	0.940	63%	37%	295	173	468
Residential & Retail Reduction[2]	*15%*			*-704*				*-7*	*-11*	*-18*				*-44*	*-26*	*-70*
#820 - Shopping Center (>150k)[1]		140,000 Square Feet	37.010	5,181	0.840	62%	38%	73	45	118	3.400	48%	52%	228	248	476
Residential & Retail Reduction[2]	*15%*			*-704*				*-11*	*-7*	*-18*				*-26*	*-44*	*-70*
Hotel & Retail Reduction[3]	*10%*			*-184*				*-4*	*-5*	*-9*				*-6*	*-5*	*-11*
Passby Reduction[5]	*20%*			*-79*				*0*	*0*	*0*				*-39*	*-40*	*-79*
#310 - Hotel[1]		150 Occupied Rooms	12.230	1,835	0.620	56%	44%	52	41	93	0.730	49%	51%	54	56	110
Hotel & Retail Reduction[3]	*10%*			*-184*				*-5*	*-4*	*-9*				*-5*	*-6*	*-11*
Total Project Trips				**9,857**				**189**	**317**	**506**				**457**	**356**	**813**
Approved Land Uses																
#210 - Single-Family Detached Housing[1]		188 Dwelling Units	9.430	1,773	0.700	26%	74%	34	98	132	0.940	63%	37%	112	65	177
Residential & Employment Reduction[4]	*3%*			*-32*				*-1*	*-3*	*-4*				*-4*	*-1*	*-5*
Residential & Retail Reduction[2]	*15%*			*-266*				*-6*	*-10*	*-16*				*-17*	*-10*	*-27*
#820 - Shopping Center (>150k)[1]		130,000 Square Feet	37.010	4,811	0.840	62%	38%	68	41	109	3.400	48%	52%	212	230	442
Residential & Retail Reduction[2]	*15%*			*-266*				*-10*	*-6*	*-16*				*-10*	*-17*	*-27*
Passby Reduction[5]	*20%*			*-83*				*0*	*0*	*0*				*-40*	*-43*	*-83*
#710 - General Office Building[1]		91,000 Square Feet	11.747	1,069	1.696	88%	12%	136	18	154	1.687	17%	83%	26	128	154
Residential & Employment Reduction[4]	*3%*			*-32*				*-3*	*-1*	*-4*				*-1*	*-4*	*-5*
Total Project Trips				**6,974**				**218**	**137**	**355**				**278**	**348**	**626**
Difference (Proposed - Approved Uses)				**2,883**				**-29**	**180**	**151**				**179**	**8**	**187**

Notes:

[1] ITE Trip Generation Manual, 11th Edition 2021.

[2] As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for a mixed-use development project with residential and retail components is equal to 15% off the smaller trip generator.

[3] As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for a mixed-use development project with hotel and retail components is equal to 10% of the smaller trip generator.

[4] As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for a mixed-use development project with residential and employment components is equal to 3% of the smaller trip generator.

[5] A 20% PM pass-by reduction is typically applied for retail development within Morgan Hill.

Figure 12
Year 2035 General Plan No Project Traffic Volumes

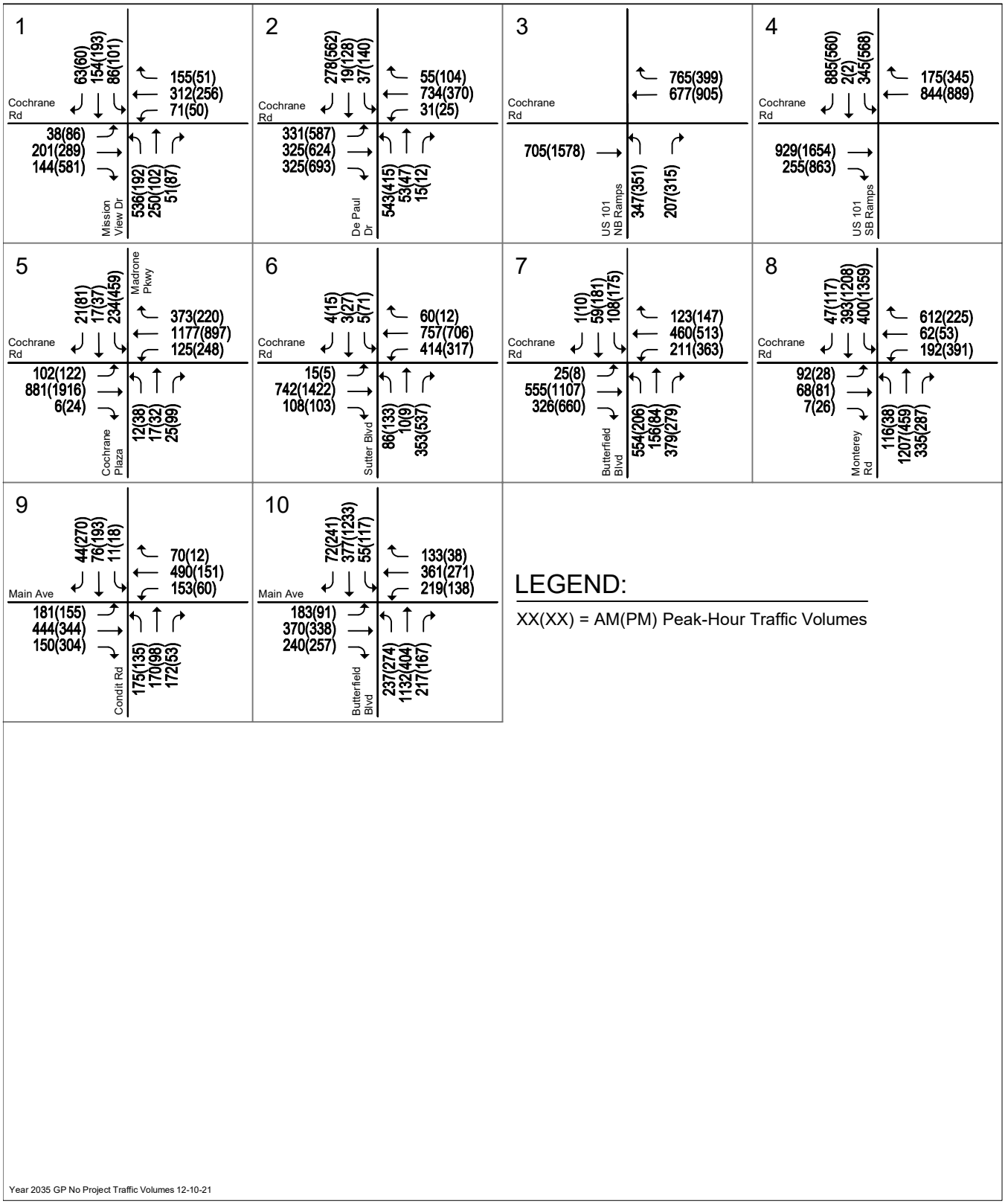


Figure 13
Year 2030 Cumulative without Project Traffic Volumes

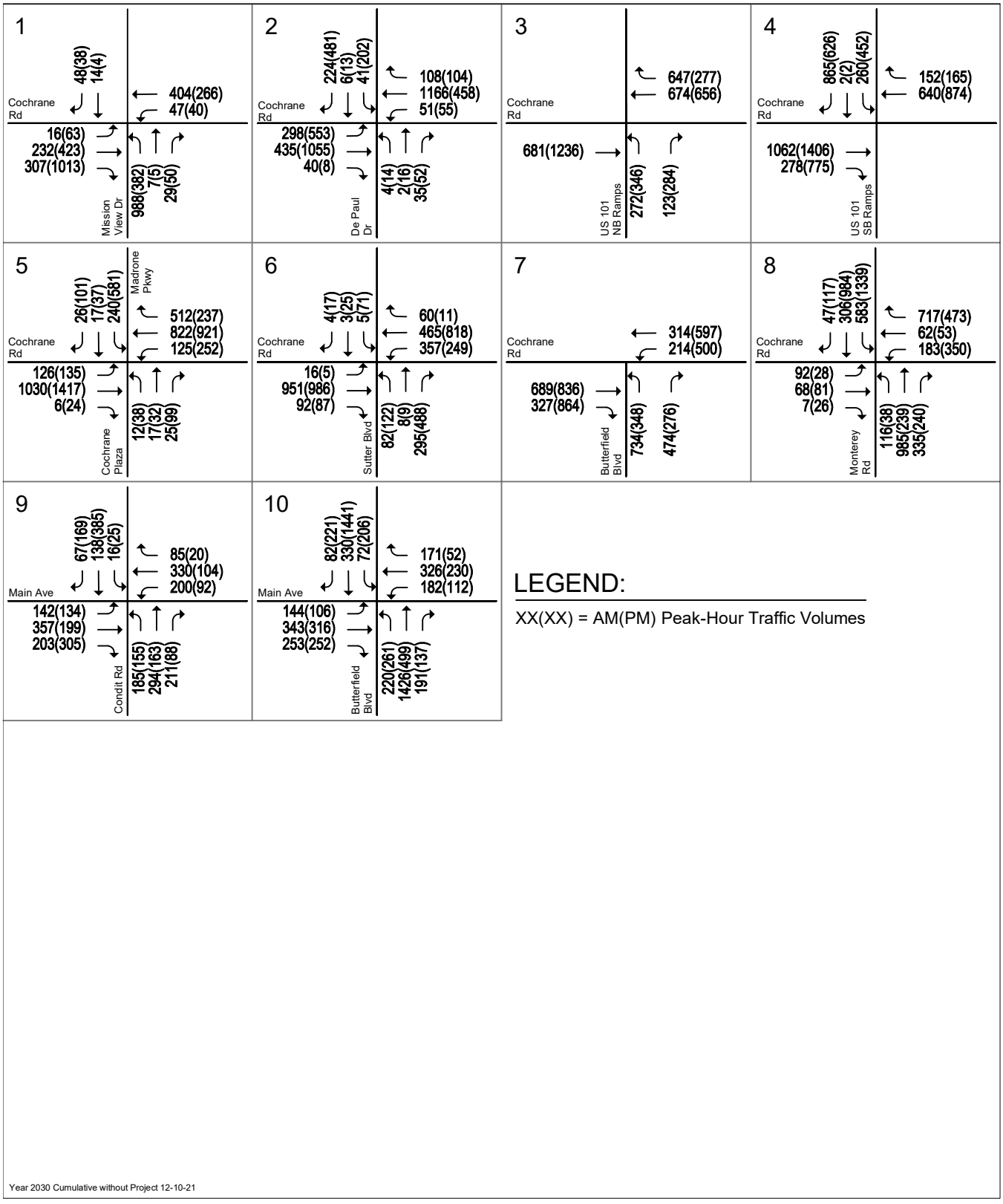


Figure 14
Existing Plus Approved Project Traffic Volumes

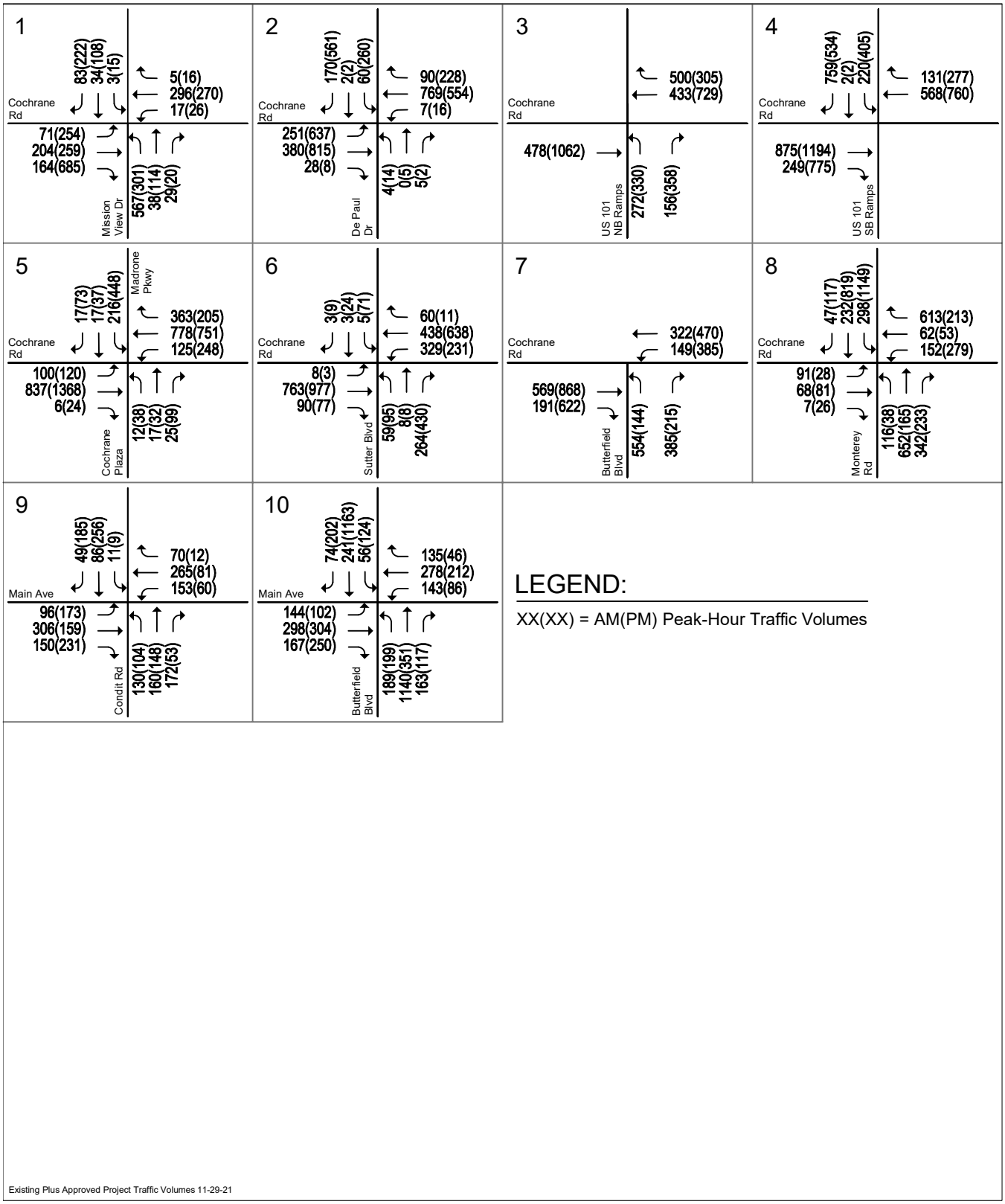


Figure 15
Existing Plus Proposed Project Traffic Volumes

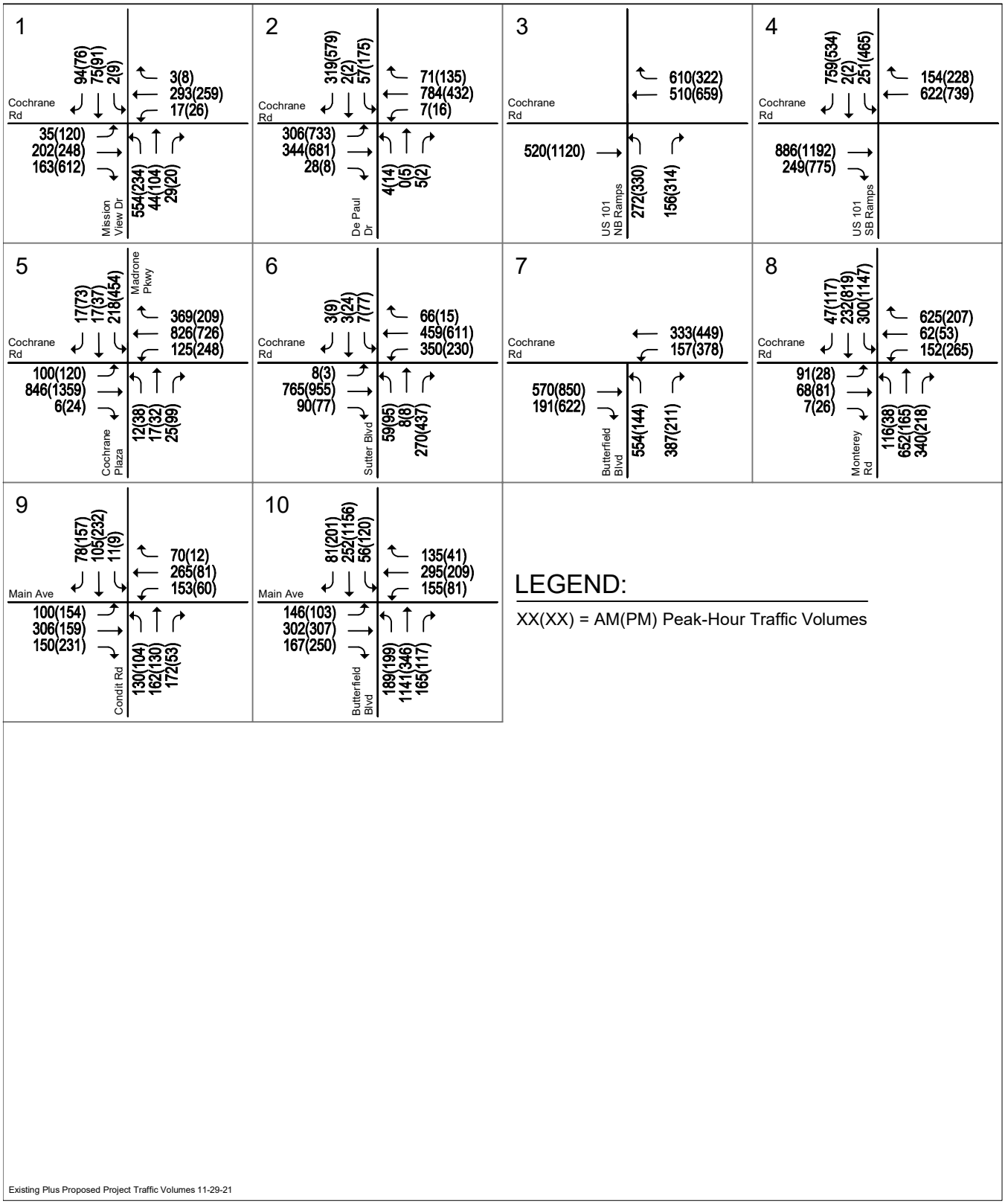


Figure 16
Year 2030 Cumulative with Approved Project Traffic Volumes

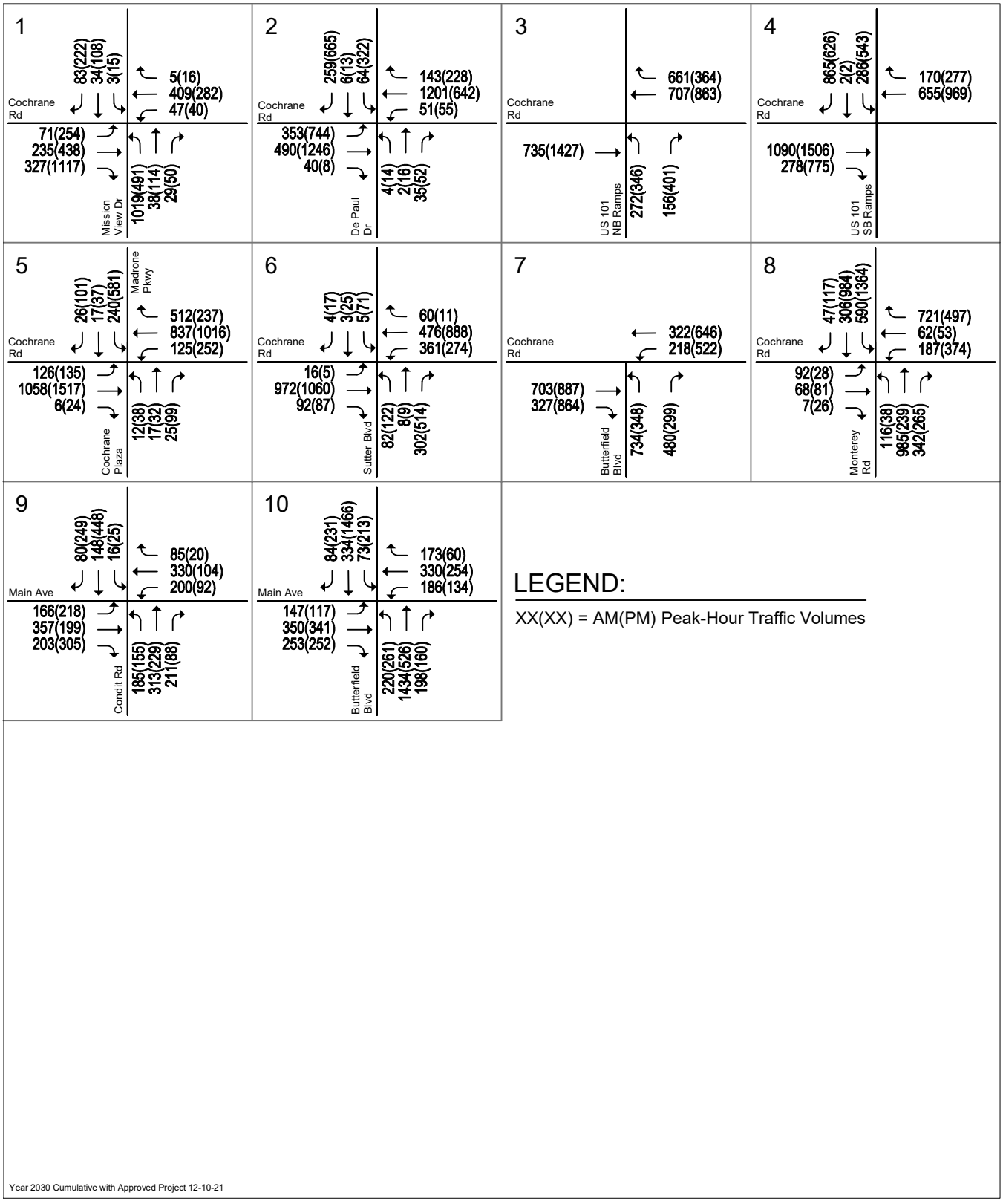


Figure 17
Year 2030 Cumulative with Proposed Project Traffic Volumes

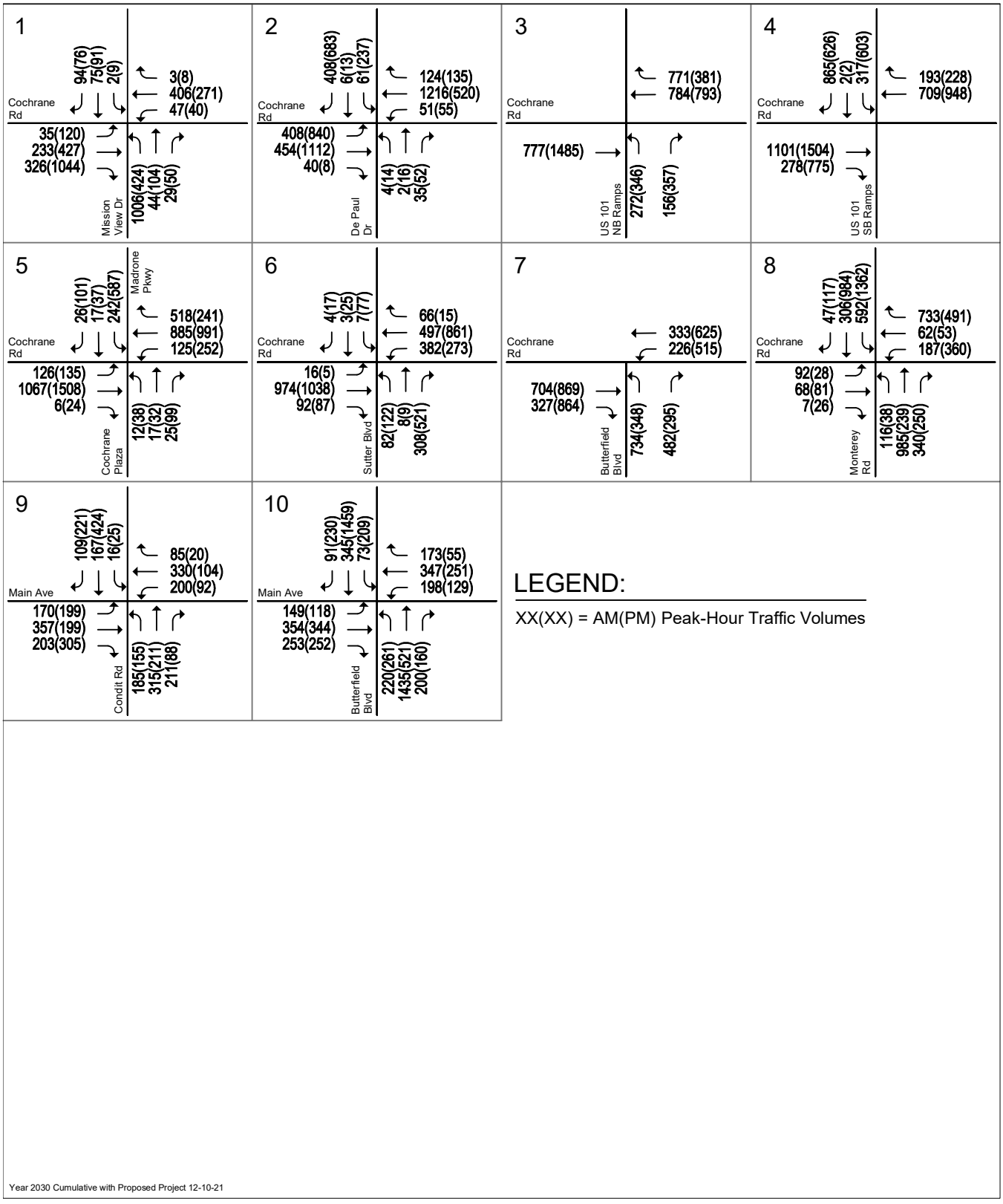
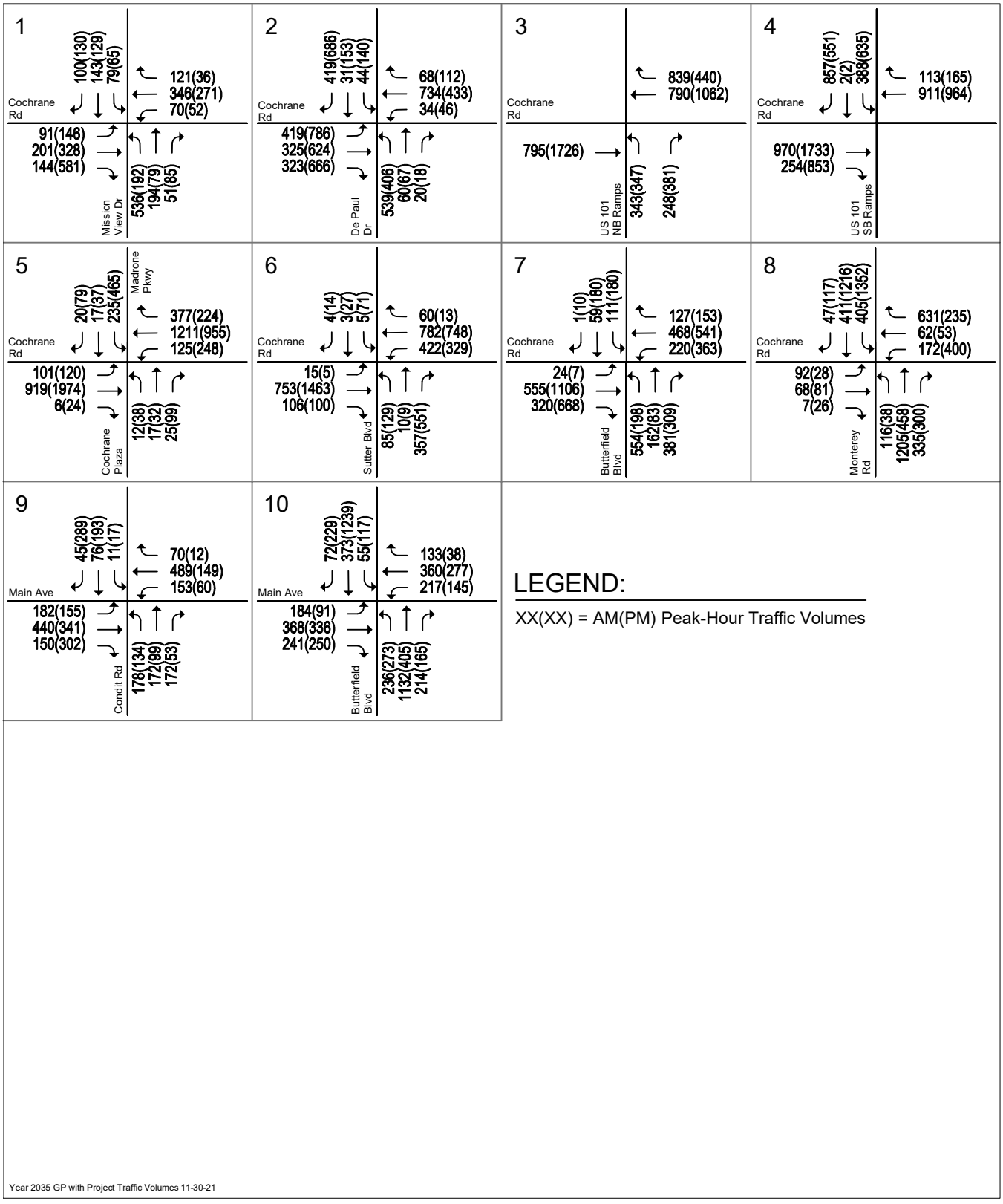


Figure 18
Year 2035 General Plan with Project Traffic Volumes



Intersection Level of Service Standards and Analysis Methodologies

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's level of service standards. The City of Morgan Hill's level of service methodology is TRAFFIX, which is based on the 2000 *Highway Capacity Manual* (HCM) method for signalized intersections. TRAFFIX evaluates signalized intersections operations based on average 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. 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/Monterey, along Monterey Road between Main and Fifth Street, and along Depot Street at First 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 4.

Definition of Adverse Intersection Operations Effects

According to the City of Morgan Hill level of service guidelines, a development is said to create a significant adverse effect 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 no project 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 no project 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.

Table 4
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.

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.

Intersection Operations Analysis

Existing Plus Project Intersection Operations Analysis

The results of the intersection level of service analysis under existing and existing plus project conditions are summarized in Table 5. The level of service calculation sheets are included in Appendix D.

The results of the level of service analysis indicate that, when measured against the City of Morgan Hill level of service standards, all of the study intersections currently operate and are projected to operate at acceptable levels of service, LOS D or better, under existing, existing plus approved project, and existing plus proposed project conditions during each of the peak hours analyzed.

Table 5
Existing Plus Project Intersection Levels of Service

Int. #	Intersection	LOS Standard	Peak Hour	Count Date	Existing		Existing Plus Approved Project				Existing Plus Proposed Project			
					Delay[1]	LOS	Delay[1]	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Mission View Drive and Cochrane Road	D	AM	05/08/18	24.8	C	27.2	C	2.3	0.039	25.6	C	2.0	0.054
			PM	05/08/18	16.2	B	20.7	C	4.0	0.143	17.7	B	1.5	0.079
2	De Paul Drive and Cochrane Road	E	AM	05/08/18	17.9	B	18.8	B	1.4	0.049	19.4	B	2.7	0.074
			PM	05/08/18	18.9	B	23.7	C	7.2	0.220	20.6	C	3.7	0.159
3	US 101 Northbound Ramps and Cochrane Road	E	AM	05/08/18	8.7	A	9.1	A	0.8	0.081	8.7	A	1.3	0.151
			PM	05/08/18	11.4	B	12.7	B	1.7	0.124	12.0	B	1.3	0.119
4	US 101 Southbound Ramps and Cochrane Road	E	AM	05/08/18	13.0	B	13.3	B	0.4	0.025	13.6	B	0.7	0.048
			PM	05/08/18	16.9	B	18.5	B	2.2	0.085	19.6	B	3.5	0.121
5	Madrone Parkway/Cochrane Plaza and Cochrane Road	E	AM	05/08/18	19.2	B	19.2	B	0.0	0.000	19.0	B	-3.2	0.013
			PM	05/08/18	31.8	C	31.1	C	-0.5	0.020	31.3	C	-0.3	0.020
6	Sutter Boulevard and Cochrane Road	D	AM	05/08/18	17.3	B	17.4	B	0.0	0.006	17.5	B	0.2	0.015
			PM	05/08/18	18.3	B	17.4	B	-1.9	-0.058	18.8	B	0.2	0.021
7	Butterfield Boulevard and Cochrane Road	D	AM	05/08/18	12.4	B	12.5	B	0.1	0.004	12.6	B	0.2	0.008
			PM	05/08/18	12.1	B	12.2	B	0.3	0.008	12.2	B	0.2	0.005
8	Monterey Road and Cochrane Road	E	AM	05/08/18	32.0	C	32.1	C	0.1	0.003	32.2	C	0.2	0.010
			PM	05/08/18	23.0	C	23.5	C	0.8	0.018	23.2	C	0.3	0.012
9	Condit Road and Main Avenue	D	AM	05/08/18	28.4	C	29.5	C	1.4	0.028	31.3	C	3.6	0.061
			PM	05/08/18	27.0	C	36.4	D	10.4	0.143	32.1	C	5.7	0.095
10	Butterfield Boulevard and Main Avenue	D	AM	05/08/18	28.2	C	28.5	C	0.5	0.010	29.0	C	1.2	0.020
			PM	05/08/18	30.5	C	31.9	C	2.1	0.036	31.7	C	1.9	0.033

Year 2030 Cumulative with Project Intersection Operations Analysis

The results of the intersection level of service analysis under Year 2030 Cumulative without and with project are summarized in Table 6.

The results of the level of service analysis indicate that the following two intersections would operate at unacceptable levels of service (LOS E or F) during both peak hours under Year 2030 Cumulative without and with both the approved and proposed project conditions when measured against the City of Morgan Hill's level of service standards.

1. Mission View Drive and Cochrane Road (Without and With Both Projects – AM and PM Peak Hours)
9. Condit Road and Main Avenue (Without and With Both Projects – AM and PM Peak Hours)

The remaining study intersections are projected to operate at acceptable levels of service under Year 2030 Cumulative without and with both the approved and proposed project conditions, during each of the peak hours analyzed.

Based on the City's operating standards, both the approved and proposed projects would have an adverse effect on intersection operations at the two intersections identified above during at least one of the peak hours analyzed.

Adverse Intersection Operations Effects and Potential Improvements

This section discusses the adverse intersection operation effects identified under Year 2030 Cumulative with project conditions. However, it must be noted that the intersection operations analysis indicates that the proposed mixed-use project would result in adverse effects at intersections that also are projected to be adversely affected by the previously approved commercial/retail development. Therefore, the proposed mixed-use project would not result in any new or substantially more severe effects on intersection operations than the previously approved commercial/retail development. Furthermore, two intersections (Monterey Road/Dunne Avenue and Cochrane Road/Mission View Road) were shown to be impacted by the approved commercial/retail development in the 2005 EIR. The identified mitigation measures of the 2005 EIR have since been completed.

Nevertheless, descriptions of the adverse effects on intersection operations and potential improvement measures that may be included as part of the project's Conditions of Approval are provided below. However, the identified roadway operations and improvements are not required or considered project impacts per CEQA guidelines.

1. Cochrane Road and Mission View Drive

This intersection is projected to operate at unacceptable LOS F and E during the AM and PM peak hours, respectively, under Year 2030 Cumulative without project conditions. Traffic associated with both the approved and proposed projects would cause the critical delay to decrease or increase by more than four seconds and the volume-to-capacity ratio (V/C) to increase by more than 0.01 during at least one of the peak hours analyzed. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

This intersection was shown to be impacted by the approved commercial/retail development in the 2005 EIR. The identified mitigation, with the exception of a second southbound right-turn lane, have been completed. Dual right-turn lanes at intersections are no longer considered pedestrian and bicyclist friendly and are not recommended. This analysis also does not identify the need for dual right-turn lanes. Therefore, the mitigation for the approved commercial/retail development can be deemed complete.

Table 6
Year 2030 Cumulative Intersection Levels of Service

Int. #	Intersection	LOS Standard	Peak Hour	Year 2030 Cumulative Without Project		Year 2030 Cumulative with Approved Project				Year 2030 Cumulative with Proposed Project			
				Delay[1]	LOS	Delay[1]	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Delay[1]	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Mission View Drive and Cochrane Road	D	AM	**154.2**	**F**	**155.9**	**F**	**-15.8**	**0.034**	**150.0**	**F**	**0.5**	**0.054**
			PM	**62.7**	**E**	**80.9**	**F**	**37.9**	**0.143**	**66.2**	**E**	**8.4**	**0.079**
2	De Paul Drive and Cochrane Road	E	AM	24.0	C	27.7	C	6.1	0.049	32.3	C	13.9	0.074
			PM	21.6	C	39.0	D	29.5	0.148	26.6	C	8.7	0.130
3	US 101 Northbound Ramps and Cochrane Road	E	AM	7.7	A	8.2	A	1.4	0.081	8.1	A	2.2	0.151
			PM	11.6	B	13.5	B	2.9	0.123	12.7	B	2.2	0.113
4	US 101 Southbound Ramps and Cochrane Road	E	AM	14.6	B	15.0	B	0.7	0.025	15.6	B	1.5	0.048
			PM	21.7	C	27.9	C	10.4	0.085	33.1	C	18.7	0.121
5	Madrone Parkway/Cochrane Plaza and Cochrane Road	E	AM	19.4	B	19.3	B	0.0	0.000	19.4	B	0.1	0.005
			PM	33.0	C	32.7	C	-0.2	0.020	32.8	C	-0.1	0.020
6	Sutter Boulevard and Cochrane Road	D	AM	17.9	B	18.0	B	0.1	0.006	18.1	B	0.4	0.015
			PM	18.2	B	20.4	C	3.3	0.229	20.5	C	3.3	0.231
7	Butterfield Boulevard and Cochrane Road	D	AM	12.9	B	12.9	B	0.1	0.004	13.0	B	0.2	0.008
			PM	15.1	B	15.3	B	0.4	0.008	15.2	B	0.3	0.005
8	Monterey Road and Cochrane Road	E	AM	36.2	D	36.3	D	0.1	0.003	36.7	D	0.6	0.010
			PM	24.8	C	25.5	C	1.0	0.018	25.1	C	0.6	0.012
9	Condit Road and Main Avenue	D	AM	52.7	D	**58.7**	**E**	**7.6**	**0.028**	**66.0**	**E**	**17.0**	**0.061**
			PM	**77.1**	**E**	**124.8**	**F**	**58.2**	**0.143**	**107.6**	**F**	**37.5**	**0.095**
10	Butterfield Boulevard and Main Avenue	D	AM	32.0	C	32.4	C	0.8	0.010	33.2	C	1.9	0.020
			PM	37.1	D	39.8	D	4.5	0.036	39.5	D	4.0	0.033

Bold indicates unacceptable level of service.
Bold and boxed indicate significant impact.

The addition of a second northbound left-turn lane on Mission View Drive and a cycle length adjustment would be necessary to improve intersection operations. The addition of the second northbound left-turn lane will require lane striping and signal modification but will fit within the existing curb-to-curb pavement width on Mission View Drive. Implementation of this improvement would improve the intersection's level of service to LOS C during both the AM and PM peak hours under Year 2030 Cumulative with both project conditions.

9. Condit Road and Main Avenue

This intersection is projected to operate at unacceptable LOS E and F during the AM and PM peak hours, respectively, under Year 2030 Cumulative without project conditions. Traffic associated with both the approved and proposed projects would cause the critical delay to increase by more than four seconds and the volume-to-capacity ratio (V/C) to increase by more than 0.01 during both the AM and PM peak hours. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

This intersection was not shown to be impacted by the approved commercial/retail development in the 2005 EIR. The addition of an exclusive southbound right-turn lane on Condit Road and a cycle length adjustment would be necessary to improve intersection operations. The addition of the right-turn lane will require signal modifications and lane striping on the southbound approach. Implementation of this improvement would improve the intersection's level of service to LOS D during the PM peak hour under Year 2030 Cumulative with both the approved and proposed project conditions. This intersection is under the jurisdiction of both the City of Morgan Hill and Santa Clara County. Therefore, implementation of the recommended improvements will require City and County approval.

Year 2035 General Plan with Project Intersection Operations Analysis

The results of the intersection level of service analysis under Year 2035 General Plan no project and with project are summarized in Table 7.

The results of the level of service analysis indicate that the Condit Road/Main Avenue intersection would operate at an unacceptable LOS E during the PM peak hour under Year 2035 General Plan no project conditions when measured against the City of Morgan Hill's level of service standards. However, the addition of the proposed project traffic would not cause the critical delay to increase by more than four seconds or the volume-to-capacity ratio (V/C) to increase by more than 0.01. Therefore, the proposed would not have an adverse effect on the intersection operations.

All of the remaining study intersections are projected to operate at acceptable levels of service under Year 2035 General Plan no project and with project conditions, during each of the peak hours analyzed.

Freeway Segment Evaluation

The City is still required to conform to the requirements of the Valley Transit Authority (VTA) which establishes a uniform program for evaluating the transportation impacts of land-use decisions on the designated CMP Roadway System. The VTA's Congestion Management Program (CMP) has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, the effects of the proposed project on freeway segments in the vicinity of the project area following the current methodologies, as outlined in the *VTA Transportation Impact Analysis Guidelines*, were completed. However, this analysis is presented for informational purposes only. The following seven freeway segments were evaluated:

Table 7
Year 2035 General Plan Intersection Levels of Service

Int. #	Intersection	LOS Standard	Peak Hour	Year 2035 GP No Project Delay[1]	Year 2035 GP No Project LOS	Year 2035 GP with Proposed Project Delay[1]	Year 2035 GP with Proposed Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Mission View Drive and Cochrane Road	D	AM	18.5	B	18.7	B	-0.1	-0.008
			PM	17.5	B	16.7	B	-1.1	-0.041
2	De Paul Drive and Cochrane Road	E	AM	40.9	D	46.2	D	-11.6	0.092
			PM	68.3	E	68.9	E	-3.6	0.025
3	US 101 Northbound Ramps and Cochrane Road	E	AM	9.9	A	10.8	B	2.7	0.072
			PM	12.3	B	13.1	B	1.0	0.063
4	US 101 Southbound Ramps and Cochrane Road	E	AM	15.2	B	15.8	B	0.6	0.026
			PM	21.3	C	23.3	C	3.0	0.052
5	Madrone Parkway/Cochrane Plaza and Cochrane Road	E	AM	18.7	B	18.7	B	0.0	0.008
			PM	29.7	C	29.6	C	0.1	0.013
6	Sutter Boulevard and Cochrane Road	D	AM	17.7	B	17.8	B	0.1	0.005
			PM	22.8	C	23.7	C	1.2	0.019
7	Butterfield Boulevard and Cochrane Road	D	AM	19.0	B	19.1	B	0.1	0.004
			PM	23.6	C	23.8	C	-0.1	0.005
8	Monterey Road and Cochrane Road	E	AM	35.1	D	35.6	D	0.9	0.012
			PM	30.7	C	30.9	C	0.2	0.000
9	Condit Road and Main Avenue	D	AM	37.9	D	38.2	D	0.1	0.001
			PM	**70.0**	**E**	**73.0**	**E**	**3.6**	**0.009**
10	Butterfield Boulevard and Main Avenue	D	AM	32.3	C	32.2	C	-0.2	-0.002
			PM	37.0	D	37.4	D	0.4	0.004

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

Freeway Segment Level of Service Methodology

As prescribed in the CMP technical guidelines, the level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

D = V / S
Where:
D= density, in vehicles per mile per lane (vpmpl)
V= peak hour volume, in vehicles per hour per lane (vphpl)
S= average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to the level of service as shown in Table 8. 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. The CMP defines an acceptable level of service for freeway segments as LOS E or better.

Table 8
Freeway Level of Service Definitions Based on Density

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	0-11
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	>11-18
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	>18-26
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	>26-46
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	>46-58
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	>58

Sources: Transportation Research Board, *2000 Highway Capacity Manual. Traffic Level of Service Analysis Guidelines*, Santa Clara County Transportation Authority Congestion Management Program, June 2003.

Freeway Segment Analysis

The results of the CMP freeway level of service analysis under existing plus approved and proposed project conditions are summarized in Tables 9 and 10. Traffic volumes on the study freeway segments under existing plus project conditions were estimated by adding project trips to the existing volumes obtained from the 2018 CMP Monitoring and Conformance Report.

The results show that ten directional mixed-flow lanes and one directional HOV lane on the freeway segments analyzed are projected to operate at an unacceptable LOS F during at least one peak hour under existing conditions and would continue to operate at LOS F conditions with the addition of traffic due to the approved or proposed project. All other freeway segments analyzed operate at LOS E or better conditions during the AM and PM peak hours.

Improvement of freeway segment operations would require freeway widening to construct additional through lanes, thereby increasing freeway capacity. VTA's Valley Transportation Plan (VTP) 2040 identifies freeway express lane projects along US 101 between Cochrane Road and Whipple Avenue. The planned improvements consist of the conversion of the existing HOV lane to an express lane and the construction of a second express lane in each direction on US 101. These improvements would increase the capacity of the freeway and help to address the deficiency in freeway operations. However, it is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements due to constraints in the acquisition and cost of right-of-way.

Table 9
Freeway Segment Levels of Service for Approved Project

					Existing Plus Approved Project												Project Trips			
					Mixed-Flow Lane						HOV Lane						Mixed-Flow Lane		HOV Lane	
#	Freeway	Segment	Direction	Peak Hour	Speed[1] (mi/h)	# of Lanes	Capacity (pc/hr/ln)	Volume (pc/hr/ln)	Density (pc/hr/ln)	LOS	Speed[1] (mi/h)	Capacity (vph)	Volume (pc/hr/ln)	Density (pc/hr/ln)	LOS	Volume (pc/hr/ln)	% of Capacity	Volume (pc/hr/ln)	% of Capacity
1	US 101	from Masten Avenue to San Martin Avenue	NB	AM	34.20	3	2,300	1,837	54	E	--	--	--	--	--	11	0.5	--	--
			NB	PM	51.80	3	2,300	2,103	41	D	--	--	--	--	--	39	1.7	--	--
2	US 101	from San Martin Avenue to Tennant Avenue	NB	AM	10.40	3	2,300	894	**86**	**F**	--	--	--	--	--	11	0.5	--	--
			NB	PM	60.00	3	2,300	1,899	32	D	--	--	--	--	--	39	1.7	--	--
3	US 101	from Tennant Avenue to East Dunne Avenue	NB	AM	9.40	3	2,300	829	**88**	**F**	--	--	--	--	--	11	0.5	--	--
			NB	PM	59.80	3	2,300	1,910	32	D	--	--	--	--	--	39	1.7	--	--
4	US 101	from East Dunne Avenue to Cochrane Road	NB	AM	21.00	3	2,300	1,432	**68**	**F**	--	--	--	--	--	11	0.5	--	--
			NB	PM	61.60	3	2,300	1,791	29	D	--	--	--	--	--	39	1.7	--	--
5	US 101	from Cochrane Road to Coyote Creek Golf Drive	NB	AM	22.20	3	2,300	1,458	**66**	**F**	71.41	1,650	815	11.0	B	4	0.2	2	0.1
			NB	PM	64.20	3	2,300	1,446	23	C	72.66	1,650	633	9.0	A	25	1.1	11	0.7
6	US 101	from Coyote Creek Golf Drive to Bailey Avenue	NB	AM	32.20	3	2,300	1,771	55	E	75.29	1,650	--[2]	--[2]	--[2]	5	0.2	0	0.0
			NB	PM	64.00	3	2,300	1,489	23	C	76.15	1,650	--[2]	--[2]	--[2]	29	1.3	0	0.0
7	US 101	from Bailey Avenue to SR 85	NB	AM	37.60	3	2,300	1,883	50	E	65.21	1,650	1,332	20.0	C	4	0.2	3	0.2
			NB	PM	63.40	3	2,300	1,564	25	C	72.91	1,650	586	8.0	A	26	1.1	10	0.6
8	US 101	from SR 85 to Bailey Avenue	SB	AM	62.40	3	2,300	1,625	26	D	73.82	1,650	391	5.0	A	8	0.3	2	0.1
			SB	PM	16.00	3	2,300	1,237	**77**	**F**	39.99	1,650	1,782	45.0	D	20	0.9	30	1.8
9	US 101	from Bailey Avenue to Coyote Creek Golf Drive	SB	AM	64.00	3	2,300	1,426	22	C	73.79	1,650	397	5.0	A	8	0.3	2	0.1
			SB	PM	14.80	3	2,300	1,175	**79**	**F**	41.99	1,650	1,779	42.0	D	20	0.9	31	1.9
10	US 101	from Coyote Creek Golf Drive to Cochrane Road	SB	AM	62.80	3	2,300	1,579	25	C	63.14	1,650	1,427	23.0	C	7	0.3	6	0.4
			SB	PM	12.60	3	2,300	1,053	**84**	**F**	21.57	1,650	1,686	**78.0**	**F**	20	0.9	32	1.9
11	US 101	from Cochrane Road to East Dunne Avenue	SB	AM	62.00	3	2,300	1,657	27	D	--	--	--	--	--	6	0.3	--	--
			SB	PM	25.00	3	2,300	1,659	**66**	**F**	--	--	--	--	--	37	1.6	--	--
12	US 101	from East Dunne Avenue to Tennant Avenue	SB	AM	63.00	3	2,300	1,555	25	C	--	--	--	--	--	6	0.3	--	--
			SB	PM	27.00	3	2,300	1,724	**64**	**F**	--	--	--	--	--	37	1.6	--	--
13	US 101	from Tennant Avenue to San Martin Avenue	SB	AM	63.00	3	2,300	1,555	25	C	--	--	--	--	--	6	0.3	--	--
			SB	PM	25.40	3	2,300	1,673	**66**	**F**	--	--	--	--	--	37	1.6	--	--
14	US 101	from San Martin Avenue to Masten Avenue	SB	AM	60.00	3	2,300	1,800	30	D	--	--	--	--	--	6	0.3	--	--
			SB	PM	37.80	3	2,300	1,988	53	E	--	--	--	--	--	37	1.6	--	--

Notes:
[1]Santa Clara Valley Transportation Authority CMP Monitoring & Conformance Report, 2018.
[2]Speed exceeds the bound of the equation used to derive volume and density.
Bold indicates unacceptable LOS.

Table 10
Freeway Segment Levels of Service for Proposed Project

					Existing Plus Proposed Project												Project Trips			
					Mixed-Flow Lane						HOV Lane						Mixed-Flow Lane		HOV Lane	
#	Freeway	Segment	Direction	Peak Hour	Speed[1] (mi/h)	# of Lanes	Capacity (pc/hr/ln)	Volume (pc/hr/ln)	Density (pc/hr/ln)	LOS	Speed[1] (mi/h)	Capacity (vph)	Volume (pc/hr/ln)	Density (pc/hr/ln)	LOS	Volume (pc/hr/ln)	% of Capacity	Volume (pc/hr/ln)	% of Capacity
1	US 101	from Masten Avenue to San Martin Avenue	NB	AM	34.20	3	2,300	1,837	54	E	--	--	--	--	--	11	0.5	--	--
			NB	PM	51.80	3	2,300	2,059	40	D	--	--	--	--	--	24	1.1	--	--
2	US 101	from San Martin Avenue to Tennant Avenue	NB	AM	10.40	3	2,300	894	**86**	**F**	--	--	--	--	--	11	0.5	--	--
			NB	PM	60.00	3	2,300	1,855	31	D	--	--	--	--	--	24	1.1	--	--
3	US 101	from Tennant Avenue to East Dunne Avenue	NB	AM	9.40	3	2,300	829	**88**	**F**	--	--	--	--	--	11	0.5	--	--
			NB	PM	59.80	3	2,300	1,866	31	D	--	--	--	--	--	24	1.1	--	--
4	US 101	from East Dunne Avenue to Cochrane Road	NB	AM	21.00	3	2,300	1,432	**68**	**F**	--	--	--	--	--	11	0.5	--	--
			NB	PM	61.60	3	2,300	1,747	28	D	--	--	--	--	--	24	1.1	--	--
5	US 101	from Cochrane Road to Coyote Creek Golf Drive	NB	AM	22.20	3	2,300	1,550	**70**	**F**	71.41	1,650	833	12.0	B	35	1.5	20	1.2
			NB	PM	64.20	3	2,300	1,460	23	C	72.66	1,650	636	9.0	A	30	1.3	14	0.8
6	US 101	from Coyote Creek Golf Drive to Bailey Avenue	NB	AM	32.20	3	2,300	1,881	58	E	75.29	1,650	--[2]	--[2]	--[2]	41	1.8	0	0.0
			NB	PM	64.00	3	2,300	1,506	24	C	76.15	1,650	--[2]	--[2]	--[2]	35	1.5	0	0.0
7	US 101	from Bailey Avenue to SR 85	NB	AM	37.60	3	2,300	1,972	52	E	65.21	1,650	1,353	21.0	C	33	1.4	24	1.5
			NB	PM	63.40	3	2,300	1,579	25	C	72.91	1,650	588	8.0	A	31	1.3	12	0.7
8	US 101	from SR 85 to Bailey Avenue	SB	AM	62.40	3	2,300	1,654	27	D	73.82	1,650	393	5.0	A	18	0.8	4	0.2
			SB	PM	16.00	3	2,300	1,277	**80**	**F**	39.99	1,650	1,802	45.0	D	34	1.5	50	3.0
9	US 101	from Bailey Avenue to Coyote Creek Golf Drive	SB	AM	64.00	3	2,300	1,454	23	C	73.79	1,650	400	5.0	A	17	0.8	5	0.3
			SB	PM	14.80	3	2,300	1,214	**82**	**F**	41.99	1,650	1,800	43.0	D	33	1.4	52	3.2
10	US 101	from Coyote Creek Golf Drive to Cochrane Road	SB	AM	62.80	3	2,300	1,603	26	D	63.14	1,650	1,434	23.0	C	15	0.6	13	0.8
			SB	PM	12.60	3	2,300	1,091	**87**	**F**	21.57	1,650	1,708	**79.0**	**F**	32	1.4	54	3.3
11	US 101	from Cochrane Road to East Dunne Avenue	SB	AM	62.00	3	2,300	1,680	27	D	--	--	--	--	--	14	0.6	--	--
			SB	PM	25.00	3	2,300	1,610	**64**	**F**	--	--	--	--	--	21	0.9	--	--
12	US 101	from East Dunne Avenue to Tennant Avenue	SB	AM	63.00	3	2,300	1,578	25	C	--	--	--	--	--	14	0.6	--	--
			SB	PM	27.00	3	2,300	1,675	**62**	**F**	--	--	--	--	--	21	0.9	--	--
13	US 101	from Tennant Avenue to San Martin Avenue	SB	AM	63.00	3	2,300	1,578	25	C	--	--	--	--	--	14	0.6	--	--
			SB	PM	25.40	3	2,300	1,624	**64**	**F**	--	--	--	--	--	21	0.9	--	--
14	US 101	from San Martin Avenue to Masten Avenue	SB	AM	60.00	3	2,300	1,823	30	D	--	--	--	--	--	14	0.6	--	--
			SB	PM	37.80	3	2,300	1,939	51	E	--	--	--	--	--	21	0.9	--	--

Notes:
[1]Santa Clara Valley Transportation Authority CMP Monitoring & Conformance Report, 2018.
[2]Speed exceeds the bound of the equation used to derive volume and density.
Bold indicates unacceptable LOS.

4. Conclusions

This supplemental traffic operations analysis was completed to demonstrate the project's consistency with the *Morgan Hill 2035 General Plan* goals and policies. The traffic operations analysis supplements the CEQA required VMT analysis. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

Traffic Operations Analysis

Project Trip Generation

The trip estimates indicate that the now proposed mixed-use development on the project site would result in 2,191 fewer daily trips with 285 additional trips during the AM peak hour and 180 fewer trips occurring during the PM peak hour when compared to the previously approved commercial/retail development on the project site.

Intersection Operations Analyses

The results of the traffic operations analysis indicate that based on the City's operating standards, the proposed project would have an adverse effect on intersection operations at the following two study intersections under Year 2030 Cumulative with project conditions.

1. Mission View Drive and Cochrane Road (Without and With Both Projects – AM and PM Peak Hours)
9. Condit Road and Main Avenue (Without and With Both Projects – AM and PM Peak Hours)

However, it must be noted that the intersection operations analysis indicates that the proposed mixed-use project would result in adverse effects at intersections that also are projected to be adversely affected by the previously approved commercial/retail development. Therefore, the proposed mixed-use project would not result in any new or substantially more severe effects on intersection operations than the previously approved commercial/retail development. Furthermore, two intersections (Monterey Road/Dunne Avenue and Cochrane Road/Mission View Road) were shown to be impacted by the approved commercial/retail development in the 2005 EIR. The identified mitigation measures of the 2005 EIR have since been completed.

Nevertheless, descriptions of the adverse effects on intersection operations and potential improvement measures that may be included as part of the project's Conditions of Approval are provided below.

However, the identified roadway operations and improvements are not required or considered project impacts per CEQA guidelines.

1. Cochrane Road and Mission View Drive

This intersection is projected to operate at unacceptable LOS F and E during the AM and PM peak hours, respectively, under Year 2030 Cumulative without project conditions. Traffic associated with both the approved and proposed projects would cause the critical delay to decrease or increase by more than four seconds and the volume-to-capacity ratio (V/C) to increase by more than 0.01 during at least one of the peak hours analyzed. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

This intersection was shown to be impacted by the approved commercial/retail development in the 2005 EIR. The identified mitigation, with the exception of a second southbound right-turn lane, have been completed. Dual right-turn lanes at intersections are no longer considered pedestrian and bicyclist friendly and are not recommended. This analysis also does not identify the need for dual right-turn lanes. Therefore, the mitigation for the approved commercial/retail development can be deemed complete.

The addition of a second northbound left-turn lane on Mission View Drive and a cycle length adjustment would be necessary to improve intersection operations. The addition of the second northbound left-turn lane will require lane striping and signal modification but will fit within the existing curb-to-curb pavement width on Mission View Drive. Implementation of this improvement would improve the intersection's level of service to LOS C during both the AM and PM peak hours under Year 2030 Cumulative with both project conditions.

9. Condit Road and Main Avenue

This intersection is projected to operate at unacceptable LOS E and F during the AM and PM peak hours, respectively, under Year 2030 Cumulative without project conditions. Traffic associated with both the approved and proposed projects would cause the critical delay to increase by more than four seconds and the volume-to-capacity ratio (V/C) to increase by more than 0.01 during both the AM and PM peak hours. This constitutes an adverse effect on intersection operations based on the City of Morgan Hill's level of service standards.

This intersection was not shown to be impacted by the approved commercial/retail development in the 2005 EIR. The addition of an exclusive southbound right-turn lane on Condit Road and a cycle length adjustment would be necessary to improve intersection operations. The addition of the right-turn lane will require signal modifications and lane striping on the southbound approach. Implementation of this improvement would improve the intersection's level of service to LOS D during the PM peak hour under Year 2030 Cumulative with both the approved and proposed project conditions. This intersection is under the jurisdiction of both the City of Morgan Hill and Santa Clara County. Therefore, implementation of the recommended improvements will require City and County approval.

Freeway Segment Level of Service Analysis

The results of the freeway segment analysis show that ten directional mixed-flow lanes and one directional HOV lane on the freeway segments analyzed are projected to operate at an unacceptable LOS F during at least one peak hour under existing conditions and would continue to operate at LOS F conditions with the addition of traffic due to the approved or proposed project.

Improvement of freeway segment operations would require freeway widening to construct additional through lanes, thereby increasing freeway capacity. VTA's Valley Transportation Plan (VTP) 2040 identifies freeway express lane projects along US 101 between Cochrane Road and Whipple Avenue. The planned improvements consist of the conversion of the existing HOV lane to an express lane and the construction of a second express lane in each direction on US 101. These improvements would increase the capacity of the freeway and help to address the deficiency in freeway operations. However, it is not feasible for an individual development project to bear responsibility for implementing such extensive transportation system improvements due to constraints in the acquisition and cost of right-of-way.

Cochrane Commons Mixed-Use Development

Technical Appendices

December 10, 2021

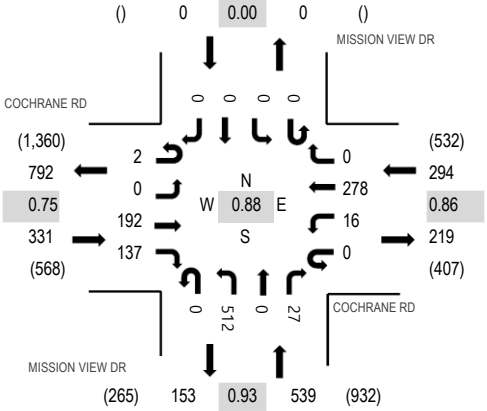
Appendix A

Traffic Counts

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

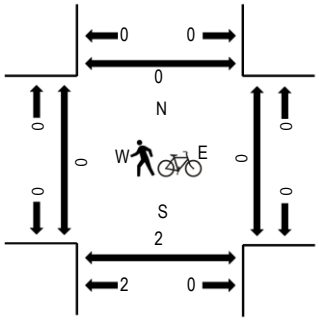
Location: 10 MISSION VIEW DR & COCHRANE RD AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				MISSION VIEW DR Northbound				MISSION VIEW DR Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	33	17	0	7	58	0	0	128	0	18	0	0	0	0	261	1,135	0	0	1	1
7:15 AM	1	0	31	17	0	5	70	0	0	123	0	10	0	0	0	0	257	1,164	0	0	0	0
7:30 AM	0	0	43	24	0	6	84	0	0	124	0	5	0	0	0	0	286	1,127	0	0	1	0
7:45 AM	1	0	61	55	0	4	77	0	0	125	0	8	0	0	0	0	331	1,054	0	0	0	0
8:00 AM	0	0	57	41	0	1	47	0	0	140	0	4	0	0	0	0	290	897	0	0	1	0
8:15 AM	1	0	51	16	0	3	47	0	0	94	0	8	0	0	0	0	220		0	0	0	0
8:30 AM	0	0	27	34	0	9	57	0	0	74	0	12	0	0	0	0	213		0	0	0	1
8:45 AM	2	0	32	24	0	2	55	0	0	52	0	7	0	0	0	0	174		0	0	0	1

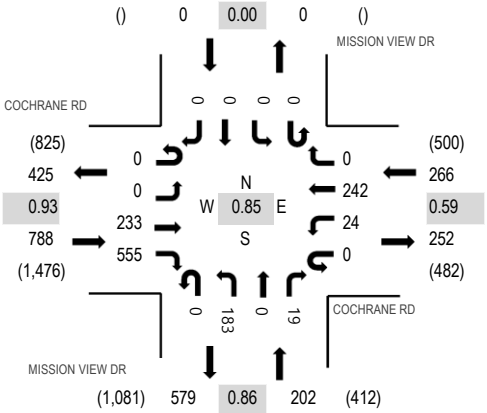
Peak Rolling Hour Flow Rates

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	5	0	0	0	1	0	0	1	0	0	0	0	0	0	7
Lights	2	0	176	130	0	16	276	0	0	505	0	26	0	0	0	0	1,131
Mediums	0	0	11	7	0	0	1	0	0	6	0	1	0	0	0	0	26
Total	2	0	192	137	0	16	278	0	0	512	0	27	0	0	0	0	1,164

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

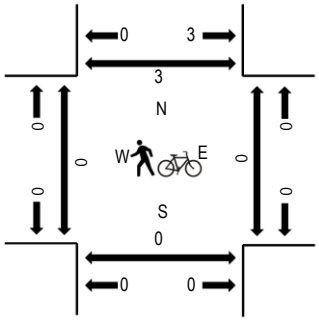
Location: 10 MISSION VIEW DR & COCHRANE RD PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				MISSION VIEW DR Northbound				MISSION VIEW DR Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	5	0	48	114	0	14	49	0	0	70	0	3	0	0	0	0	303	1,132	0	1	0	0
4:15 PM	2	0	58	119	0	2	46	0	0	31	0	4	0	0	0	0	262	1,133	0	0	0	0
4:30 PM	2	0	53	108	0	8	59	0	0	57	0	5	0	0	0	0	292	1,174	0	1	0	2
4:45 PM	0	0	56	123	0	14	42	0	0	37	0	3	0	0	0	0	275	1,252	0	0	0	0
5:00 PM	0	0	44	140	0	9	57	0	0	49	0	5	0	0	0	0	304	1,256	0	0	0	3
5:15 PM	0	0	62	134	0	2	41	0	0	57	0	7	0	0	0	0	303		0	0	0	0
5:30 PM	0	0	59	137	0	10	113	0	0	47	0	4	0	0	0	0	370		0	0	0	0
5:45 PM	0	0	68	144	0	3	31	0	0	30	0	3	0	0	0	0	279		0	0	0	0

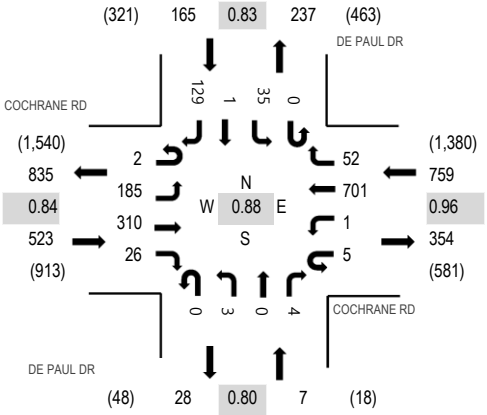
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	0	230	550	0	24	241	0	0	180	0	18	0	0	0	0	1,243
Mediums	0	0	2	5	0	0	1	0	0	3	0	1	0	0	0	0	12
Total	0	0	233	555	0	24	242	0	0	183	0	19	0	0	0	0	1,256

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

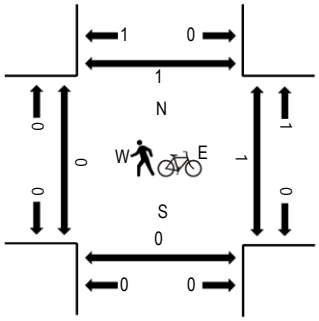
Location: 9 DE PAUL DR & COCHRANE RD AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				DE PAUL DR Northbound				DE PAUL DR Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	22	41	0	0	0	170	13	0	0	0	0	0	8	0	31	285	1,343	2	0	0	2
7:15 AM	0	32	46	3	1	0	175	20	0	0	0	1	0	5	0	34	317	1,442	0	0	0	0
7:30 AM	1	35	54	2	1	0	194	10	0	0	0	0	0	10	0	22	329	1,454	0	0	0	0
7:45 AM	0	47	109	11	2	0	191	15	0	0	0	1	0	12	0	24	412	1,419	0	0	0	0
8:00 AM	0	53	82	8	2	0	167	17	0	0	0	2	0	10	0	43	384	1,289	0	1	0	1
8:15 AM	1	50	65	5	0	1	149	10	0	3	0	1	0	3	1	40	329		0	0	0	0
8:30 AM	1	63	55	9	1	0	112	11	0	4	0	1	0	5	0	32	294		0	0	0	2
8:45 AM	0	53	57	8	2	0	106	10	0	3	2	0	0	4	0	37	282		0	0	0	2

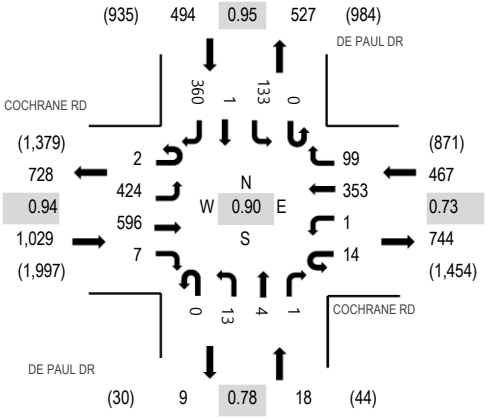
Peak Rolling Hour Flow Rates

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	2	4	0	0	0	3	0	0	0	0	0	0	0	0	1	10
Lights	2	178	292	26	5	1	684	52	0	3	0	4	0	33	1	126	1,407
Mediums	0	5	14	0	0	0	14	0	0	0	0	0	0	2	0	2	37
Total	2	185	310	26	5	1	701	52	0	3	0	4	0	35	1	129	1,454

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

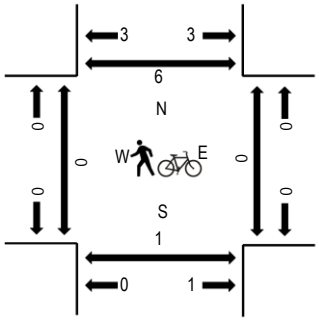
Location: 9 DE PAUL DR & COCHRANE RD PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				DE PAUL DR Northbound				DE PAUL DR Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	79	128	6	2	1	94	24	0	4	2	0	0	35	1	79	455	1,846	0	0	0	0
4:15 PM	0	88	149	3	5	0	68	18	0	4	3	2	0	27	1	87	455	1,880	0	0	0	0
4:30 PM	1	97	130	6	2	1	93	26	0	5	0	1	0	22	0	82	466	1,916	0	0	0	0
4:45 PM	1	101	150	2	5	1	68	16	0	4	3	0	0	25	0	94	470	2,008	0	0	1	5
5:00 PM	0	107	148	1	2	0	82	26	0	3	1	1	0	33	1	84	489	2,001	0	0	0	1
5:15 PM	0	105	145	2	5	0	78	24	0	5	0	0	0	41	0	86	491		0	0	0	0
5:30 PM	1	111	153	2	2	0	125	33	0	1	0	0	0	34	0	96	558		0	0	0	0
5:45 PM	0	107	172	2	2	0	56	12	0	4	0	1	1	32	0	74	463		0	1	0	2

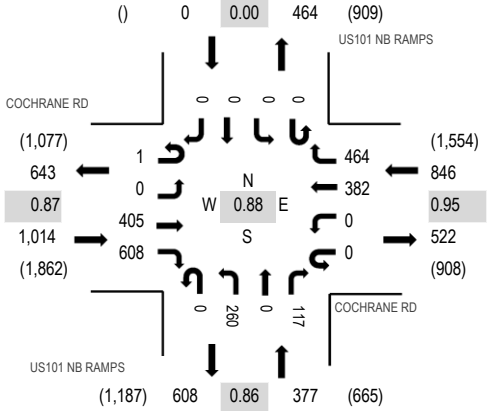
Peak Rolling Hour Flow Rates

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	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	2	421	589	7	14	1	347	99	0	13	4	1	0	132	1	360	1,991
Mediums	0	3	6	0	0	0	6	0	0	0	0	0	0	1	0	0	16
Total	2	424	596	7	14	1	353	99	0	13	4	1	0	133	1	360	2,008

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

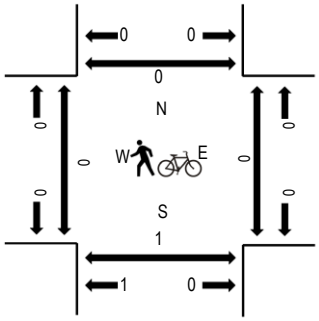
Location: 8 US101 NB RAMPS & COCHRANE RD AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				US101 NB RAMPS Northbound				US101 NB RAMPS Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	47	211	0	0	52	144	0	22	0	17	0	0	0	0	493	2,142	0	0	1	0
7:15 AM	0	0	56	172	0	0	69	144	0	21	0	20	0	0	0	0	482	2,208	0	0	0	0
7:30 AM	0	0	73	162	0	0	101	127	0	51	0	18	0	0	0	0	532	2,237	0	0	1	0
7:45 AM	0	0	132	163	0	0	121	99	0	90	0	30	0	0	0	0	635	2,171	0	0	0	0
8:00 AM	0	0	110	157	0	0	78	124	0	54	0	36	0	0	0	0	559	1,939	0	0	0	0
8:15 AM	1	0	90	126	0	0	82	114	0	65	0	33	0	0	0	0	511		0	0	0	0
8:30 AM	0	0	83	121	0	0	67	88	0	64	0	43	0	0	0	0	466		0	0	0	0
8:45 AM	0	0	83	75	0	0	75	69	0	64	0	37	0	0	0	0	403		0	0	0	0

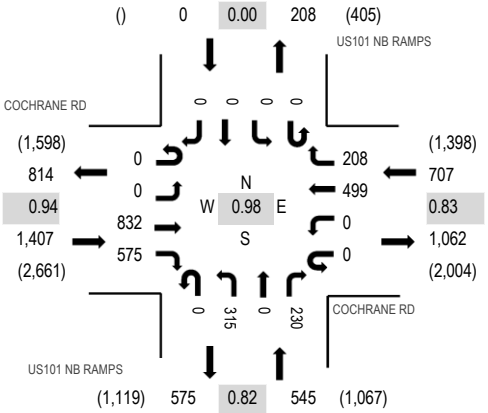
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	8	0	0	1	4	0	7	0	3	0	0	0	0	26
Lights	1	0	386	571	0	0	372	454	0	251	0	108	0	0	0	0	2,143
Mediums	0	0	16	29	0	0	9	6	0	2	0	6	0	0	0	0	68
Total	1	0	405	608	0	0	382	464	0	260	0	117	0	0	0	0	2,237

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

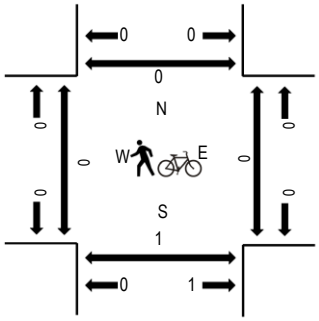
Location: 8 US101 NB RAMPS & COCHRANE RD PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				US101 NB RAMPS Northbound				US101 NB RAMPS Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	148	145	0	0	117	54	0	74	0	61	0	0	0	0	599	2,467	0	0	0	0
4:15 PM	0	0	193	135	0	0	122	41	0	81	0	56	0	0	0	0	628	2,529	0	0	0	0
4:30 PM	0	0	186	154	0	0	132	56	0	65	0	53	0	0	0	0	646	2,582	0	0	0	0
4:45 PM	0	0	183	110	0	0	123	46	0	70	0	62	0	0	0	0	594	2,613	0	0	2	0
5:00 PM	0	0	206	162	0	0	124	47	0	75	0	47	0	0	0	0	661	2,659	0	0	0	0
5:15 PM	0	0	200	143	0	0	126	43	0	100	0	69	0	0	0	0	681		0	0	0	0
5:30 PM	0	0	205	118	0	0	144	76	0	74	0	60	0	0	0	0	677		0	0	0	0
5:45 PM	0	0	221	152	0	0	105	42	0	66	0	54	0	0	0	0	640		0	0	1	0

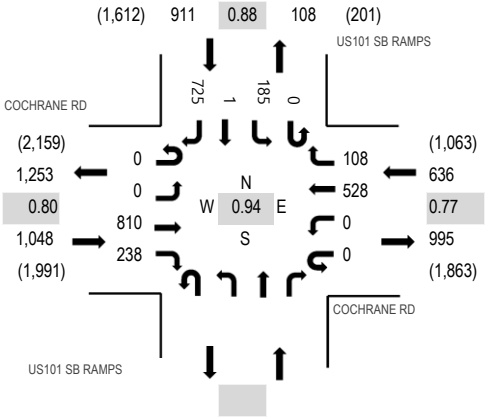
Peak Rolling Hour Flow Rates

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	9	0	0	0	0	0	6	0	0	0	0	0	0	15
Lights	0	0	828	555	0	0	495	207	0	303	0	223	0	0	0	0	2,611
Mediums	0	0	4	11	0	0	4	1	0	6	0	7	0	0	0	0	33
Total	0	0	832	575	0	0	499	208	0	315	0	230	0	0	0	0	2,659

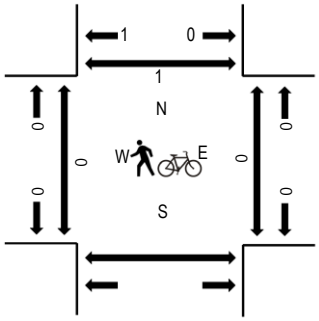
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 7 US101 SB RAMPS & COCHRANE RD 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



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				US101 SB RAMPS Northbound				US101 SB RAMPS Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	240	42	0	0	60	11					0	30	1	109	493	2,311	0	0		0
7:15 AM	0	0	201	40	0	0	63	28					0	26	0	159	517	2,480	0	0		0
7:30 AM	0	0	188	64	0	0	110	39					0	45	0	162	608	2,595	0	0		0
7:45 AM	0	0	178	50	0	0	179	27					0	61	0	198	693	2,495	0	0		0
8:00 AM	0	0	257	71	0	0	118	18					0	36	0	162	662	2,355	0	0		1
8:15 AM	0	0	187	53	0	0	121	24					0	43	1	203	632		0	0		0
8:30 AM	0	0	172	54	0	0	108	23					0	33	0	118	508		0	0		0
8:45 AM	0	0	127	67	0	0	103	31					0	39	0	186	553		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	8	2	0	0	7	2					0	2	0	7	28
Lights	0	0	767	222	0	0	515	101					0	175	1	701	2,482
Mediums	0	0	35	14	0	0	6	5					0	8	0	17	85
Total	0	0	810	238	0	0	528	108					0	185	1	725	2,595

All Traffic Data Services Inc.
(303) 216-2439
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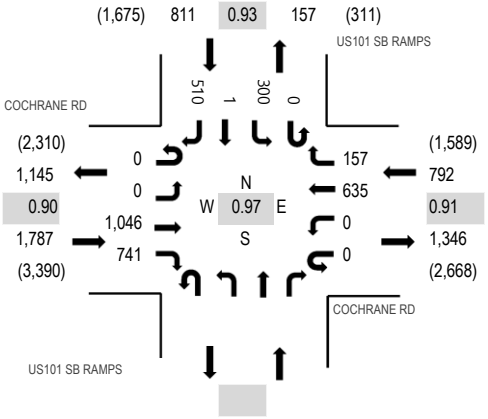
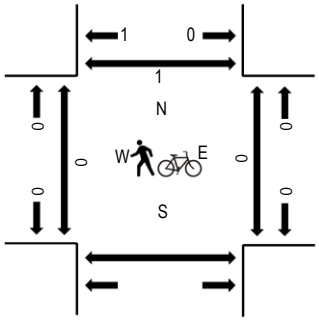
Location: 7 US101 SB RAMPS & COCHRANE RD PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD 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	279	188	0	0	159	37					0	55	0	113	831	3,289	0	0		0
4:15 PM	0	0	228	188	0	0	167	34					0	80	0	97	794	3,335	0	0		0
4:30 PM	0	0	307	193	0	0	157	35					0	56	0	122	870	3,390	0	0		0
4:45 PM	0	0	219	205	0	0	149	37					0	74	1	109	794	3,350	0	0		0
5:00 PM	0	0	273	177	0	0	158	38					0	87	0	144	877	3,365	0	0		0
5:15 PM	0	0	247	166	0	0	171	47					0	83	0	135	849		0	0		1
5:30 PM	0	0	221	122	0	0	185	44					0	113	0	145	830		0	0		0
5:45 PM	0	0	252	125	0	0	132	39					0	94	0	167	809		0	0		1

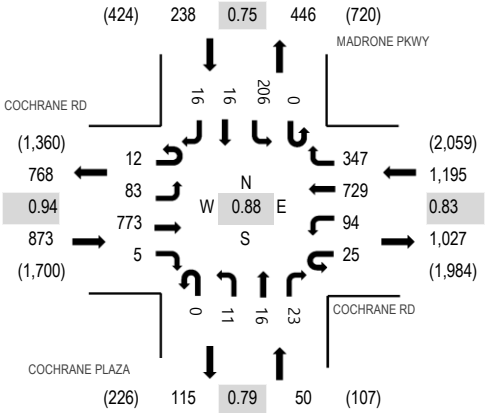
Peak Rolling Hour Flow Rates

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	7	7	0	0	11	0					0	0	0	5	30
Lights	0	0	1,026	729	0	0	618	156					0	298	1	489	3,317
Mediums	0	0	13	5	0	0	6	1					0	2	0	16	43
Total	0	0	1,046	741	0	0	635	157					0	300	1	510	3,390

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

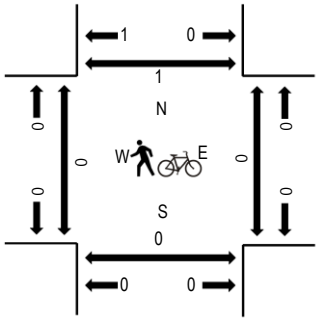
Location: 6 COCHRANE PLAZA & COCHRANE RD AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				COCHRANE PLAZA Northbound				MADRONE PKWY 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	1	23	233	4	4	23	101	43	0	2	3	9	0	32	4	3	485	2,223	0	0	0	1
7:15 AM	2	12	231	0	6	17	135	47	0	1	3	15	0	42	2	4	517	2,298	0	0	0	0
7:30 AM	2	18	210	2	5	18	159	71	0	3	3	4	0	48	5	7	555	2,356	0	0	0	0
7:45 AM	2	18	218	2	8	18	214	120	0	3	9	5	0	44	3	2	666	2,263	0	0	0	0
8:00 AM	3	24	185	1	8	27	148	72	0	3	1	9	0	75	3	1	560	2,067	0	0	0	0
8:15 AM	5	23	160	0	4	31	208	84	0	2	3	5	0	39	5	6	575		0	0	0	1
8:30 AM	5	19	155	2	8	22	136	54	0	2	2	6	0	36	4	11	462		0	0	0	0
8:45 AM	1	16	122	1	7	27	184	50	0	2	2	10	0	41	5	2	470		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	9	0	0	0	9	2	0	0	0	0	0	2	0	0	22
Lights	12	83	724	5	24	92	703	341	0	11	16	23	0	202	16	16	2,268
Mediums	0	0	40	0	1	2	17	4	0	0	0	0	0	2	0	0	66
Total	12	83	773	5	25	94	729	347	0	11	16	23	0	206	16	16	2,356

All Traffic Data Services Inc.
(303) 216-2439
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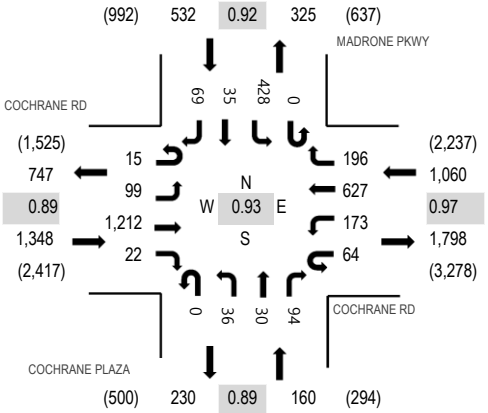
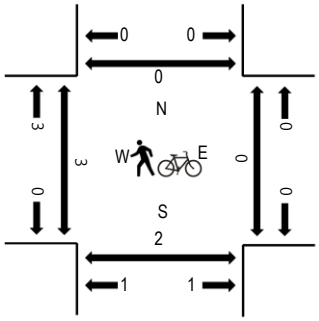
Location: 6 COCHRANE PLAZA & COCHRANE RD PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				COCHRANE PLAZA Northbound				MADRONE PKWY 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	4	15	305	3	24	43	135	58	0	9	7	15	1	91	11	15	736	3,044	0	0	0	0
4:15 PM	6	22	279	6	19	46	154	58	0	5	10	21	0	99	11	14	750	3,100	2	0	0	0
4:30 PM	2	24	345	6	20	43	162	40	0	12	9	25	0	117	10	18	833	3,081	0	0	0	0
4:45 PM	2	23	293	4	16	42	138	42	0	14	5	24	0	97	9	16	725	2,908	0	0	2	0
5:00 PM	5	30	295	6	9	42	173	56	0	5	6	24	0	115	5	21	792	2,896	1	0	0	0
5:15 PM	2	35	229	5	19	59	180	44	0	7	10	22	0	103	11	5	731		0	0	0	1
5:30 PM	2	18	217	5	17	49	189	54	0	4	5	17	0	61	9	13	660		1	0	0	0
5:45 PM	6	24	196	3	31	54	189	32	0	5	9	24	0	109	18	13	713		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	1	5	0	0	0	15	4	0	0	0	0	0	2	0	0	27
Lights	15	98	1,193	22	63	173	596	190	0	35	30	94	0	422	34	68	3,033
Mediums	0	0	14	0	1	0	16	2	0	1	0	0	0	4	1	1	40
Total	15	99	1,212	22	64	173	627	196	0	36	30	94	0	428	35	69	3,100

All Traffic Data Services Inc.

(303) 216-2439
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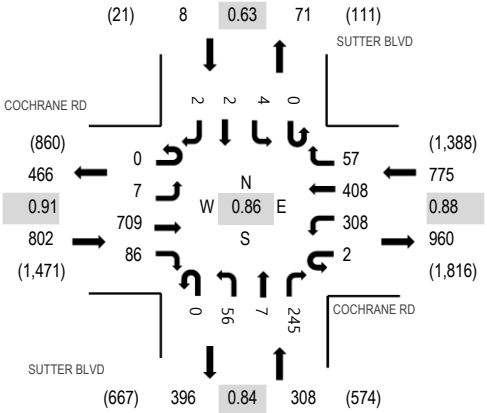
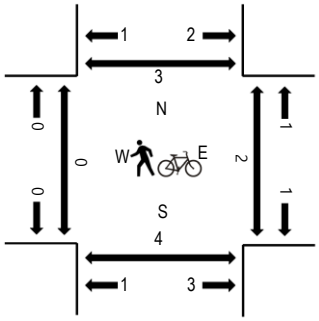
Location: 5 SUTTER BLVD & COCHRANE RD AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				SUTTER BLVD Northbound				SUTTER BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	1	207	6	0	44	66	2	0	7	1	65	0	1	1	0	401	1,818	0	0	0	0
7:15 AM	0	0	178	9	1	57	84	5	0	22	0	74	0	1	0	0	431	1,885	1	0	0	1
7:30 AM	0	0	193	14	0	71	90	6	0	7	1	54	0	0	0	1	437	1,893	0	2	0	1
7:45 AM	0	3	184	43	1	83	112	17	0	15	0	89	0	0	1	1	549	1,819	0	0	1	0
8:00 AM	0	2	183	18	1	69	92	13	0	21	0	67	0	2	0	0	468	1,636	0	0	1	2
8:15 AM	0	2	149	11	0	85	114	21	0	13	6	35	0	2	1	0	439		0	0	1	0
8:30 AM	0	2	142	6	0	58	88	10	0	10	3	38	0	2	3	1	363		0	0	0	1
8:45 AM	0	0	111	7	0	80	104	14	0	10	2	34	0	2	0	2	366		0	0	0	0

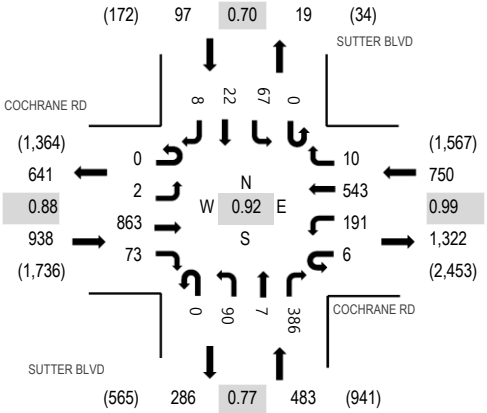
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	3	6	0	0	0	1	3	0	1	0	0	17
Lights	0	7	684	83	2	298	388	57	0	56	6	222	0	3	2	2	1,810
Mediums	0	0	22	3	0	7	14	0	0	0	0	20	0	0	0	0	66
Total	0	7	709	86	2	308	408	57	0	56	7	245	0	4	2	2	1,893

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

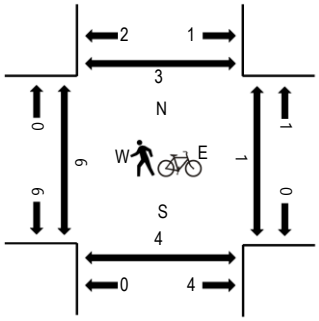
Location: 5 SUTTER BLVD & COCHRANE RD PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				SUTTER BLVD Northbound				SUTTER BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	1	208	28	0	40	141	2	0	29	5	131	0	12	2	5	604	2,258	0	0	0	2
4:15 PM	0	1	196	27	4	54	127	4	0	21	1	88	0	5	4	2	534	2,268	0	0	0	0
4:30 PM	0	1	252	17	1	43	140	2	0	26	3	106	0	21	4	3	619	2,268	2	0	2	0
4:45 PM	0	0	201	15	0	46	117	2	0	21	2	76	0	16	3	2	501	2,178	1	0	0	1
5:00 PM	0	0	214	14	1	48	159	2	0	22	1	116	0	25	11	1	614	2,158	2	1	2	2
5:15 PM	0	0	188	16	1	49	159	1	0	18	0	84	0	15	2	1	534		0	0	1	1
5:30 PM	0	0	167	16	0	46	166	2	0	34	0	76	0	16	4	2	529		3	0	2	1
5:45 PM	0	0	154	20	0	53	154	3	0	14	1	66	0	13	3	0	481		2	2	3	0

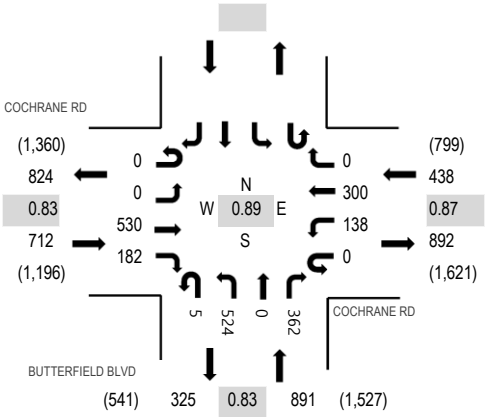
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	7	7	0	0	0	0	0	0	1	1	0	21
Lights	0	2	848	71	6	176	526	10	0	89	6	379	0	66	19	8	2,206
Mediums	0	0	10	2	0	8	10	0	0	1	1	7	0	0	2	0	41
Total	0	2	863	73	6	191	543	10	0	90	7	386	0	67	22	8	2,268

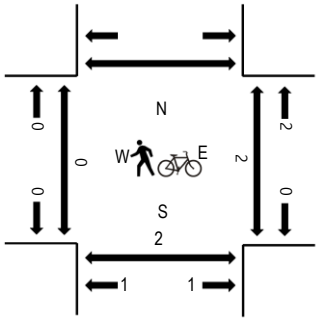
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 3 BUTTERFIELD BLVD & COCHRANE RD 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



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				BUTTERFIELD BLVD Northbound				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	114	16	0	23	42	0	0	100	0	122					417	1,912	0	0	0	
7:15 AM	0	0	111	17	0	27	61	0	0	82	0	107					405	2,010	0	0	1	
7:30 AM	0	0	107	34	0	26	68	0	0	176	0	107					518	2,041	0	2	0	
7:45 AM	0	0	171	44	0	39	72	0	0	159	0	87					572	1,872	0	0	1	
8:00 AM	0	0	131	52	0	30	76	0	0	126	0	100					515	1,610	0	0	0	
8:15 AM	0	0	121	52	0	43	84	0	5	63	0	68					436		0	0	1	
8:30 AM	0	0	90	23	0	39	60	0	1	78	0	58					349		0	0	0	
8:45 AM	0	0	85	28	0	42	67	0	0	46	0	42					310		0	0	0	

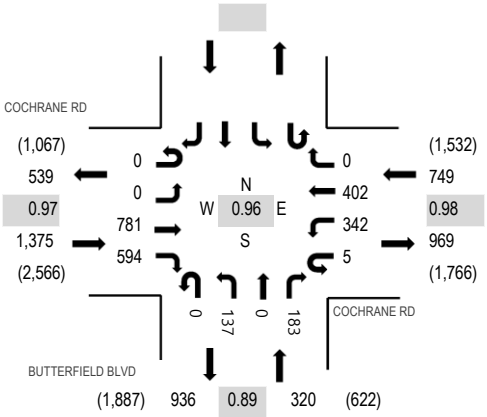
Peak Rolling Hour Flow Rates

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	4	0	0	3	4	0	0	2	0	0					13
Lights	0	0	514	173	0	133	282	0	5	515	0	343					1,965
Mediums	0	0	12	9	0	2	14	0	0	7	0	19					63
Total	0	0	530	182	0	138	300	0	5	524	0	362					2,041

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

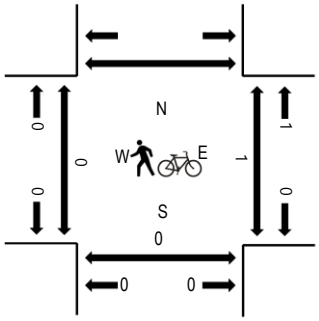
Location: 3 BUTTERFIELD BLVD & COCHRANE RD PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				BUTTERFIELD BLVD Northbound				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	188	149	1	100	129	0	0	29	0	43					639	2,444	0	0	0	
4:15 PM	0	0	184	149	1	79	82	0	0	47	0	42					584	2,422	0	0	0	
4:30 PM	0	0	223	130	1	87	112	0	0	39	0	47					639	2,436	0	0	0	
4:45 PM	0	0	186	166	2	76	79	0	0	22	0	51					582	2,337	0	0	0	
5:00 PM	0	0	171	156	0	93	100	0	0	44	0	53					617	2,276	0	1	3	
5:15 PM	0	0	159	157	0	101	98	0	0	33	0	50					598		0	0	0	
5:30 PM	0	0	148	128	0	90	107	0	0	28	0	39					540		0	0	0	
5:45 PM	0	0	142	130	1	95	98	0	1	20	0	34					521		0	0	2	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	2	0	1	4	0	0	1	0	0					11
Lights	0	0	768	587	5	332	392	0	0	133	0	176					2,393
Mediums	0	0	10	5	0	9	6	0	0	3	0	7					40
Total	0	0	781	594	5	342	402	0	0	137	0	183					2,444

All Traffic Data Services Inc.
(303) 216-2439
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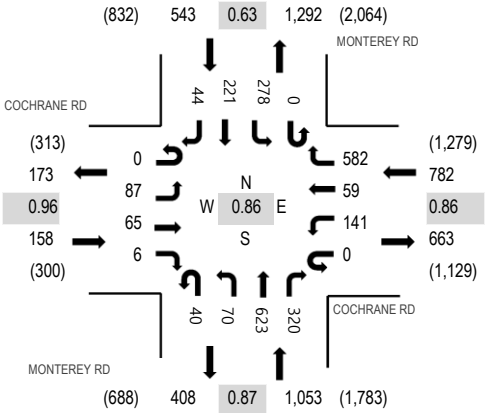
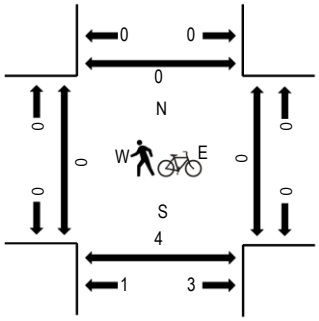
Location: 1 MONTEREY RD & COCHRANE RD AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	21	20	1	0	17	12	107	5	14	134	60	0	29	16	5	441	2,272	0	0	0	0
7:15 AM	0	18	19	0	0	32	8	74	11	18	150	74	0	43	20	11	478	2,536	0	0	2	0
7:30 AM	0	24	17	0	0	28	14	190	10	22	151	77	0	52	24	7	616	2,511	0	0	0	0
7:45 AM	0	20	19	2	0	33	15	179	8	18	180	97	0	79	80	7	737	2,315	0	0	0	0
8:00 AM	0	25	10	4	0	48	22	139	11	12	142	72	0	104	97	19	705	1,922	0	0	1	0
8:15 AM	0	17	21	1	0	37	10	80	8	21	97	76	0	44	30	11	453		0	0	0	0
8:30 AM	0	20	13	3	0	35	12	84	12	16	92	64	0	29	31	9	420		0	0	0	0
8:45 AM	0	10	13	2	0	41	4	58	4	16	52	59	0	38	37	10	344		0	0	0	0

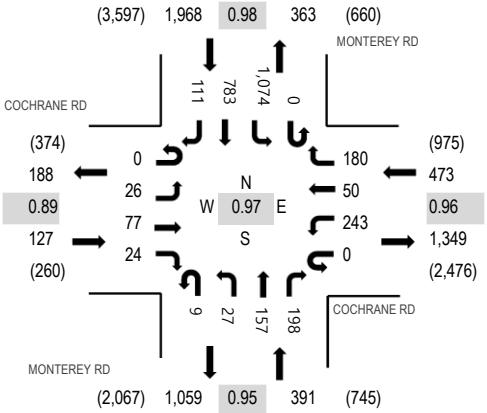
Peak Rolling Hour Flow Rates

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	3	0	0	1	1	0	2	0	0	7
Lights	0	87	63	6	0	139	56	571	40	70	616	315	0	263	219	43	2,488
Mediums	0	0	2	0	0	2	3	8	0	0	6	4	0	13	2	1	41
Total	0	87	65	6	0	141	59	582	40	70	623	320	0	278	221	44	2,536

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

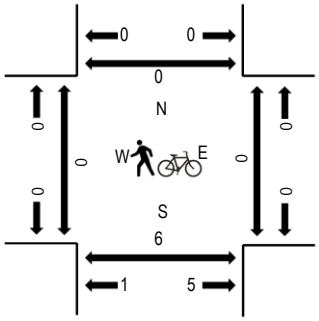
Location: 1 MONTEREY RD & COCHRANE RD PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	COCHRANE RD Eastbound				COCHRANE RD Westbound				MONTEREY RD Northbound				MONTEREY RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	4	18	5	0	67	18	49	2	4	34	54	0	250	189	29	723	2,959	0	0	1	0
4:15 PM	0	9	19	5	0	59	17	45	4	6	43	50	0	269	207	21	754	2,924	0	0	1	0
4:30 PM	0	5	20	6	0	71	11	48	1	12	36	45	0	288	186	30	759	2,868	0	0	0	0
4:45 PM	0	8	20	8	0	46	4	38	2	5	44	49	0	267	201	31	723	2,766	0	0	2	0
5:00 PM	0	9	26	5	0	63	17	49	5	10	23	42	0	232	174	33	688	2,618	0	0	1	0
5:15 PM	0	6	22	5	0	67	12	52	4	10	16	46	0	213	218	27	698		0	0	0	0
5:30 PM	0	5	25	4	0	78	8	40	4	8	35	56	0	213	163	18	657		0	0	0	0
5:45 PM	0	7	16	3	0	71	18	27	3	6	28	58	0	178	141	19	575		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	3	0	0	0	1	0	5	0	0	9
Lights	0	26	76	24	0	243	50	173	9	27	153	195	0	1,062	771	111	2,920
Mediums	0	0	1	0	0	0	0	4	0	0	4	2	0	7	12	0	30
Total	0	26	77	24	0	243	50	180	9	27	157	198	0	1,074	783	111	2,959

All Traffic Data Services Inc.
(303) 216-2439
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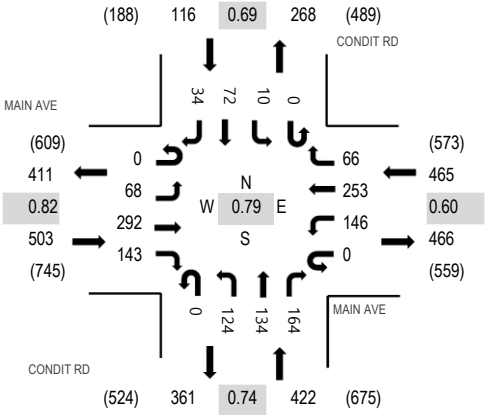
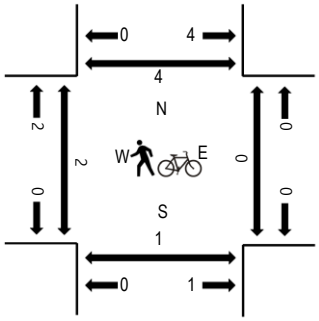
Location: 20 CONDIT RD & MAIN AVE AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MAIN AVE Eastbound				MAIN AVE Westbound				CONDIT RD Northbound				CONDIT RD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	24	4	16	0	3	15	2	0	18	39	8	0	0	6	7	142	1,169	0	0	0	0
7:15 AM	0	24	14	33	0	7	14	8	0	26	35	13	0	0	15	7	196	1,504	0	0	1	0
7:30 AM	0	21	62	60	0	26	48	8	0	30	37	28	0	1	36	5	362	1,506	0	0	0	0
7:45 AM	0	8	120	29	0	41	88	19	0	38	43	63	0	4	5	11	469	1,325	2	0	0	3
8:00 AM	0	20	94	28	0	71	91	32	0	27	23	61	0	2	16	12	477	1,012	0	0	0	0
8:15 AM	0	19	16	26	0	8	26	7	0	29	31	12	0	3	15	6	198		0	0	0	0
8:30 AM	0	15	20	33	0	10	17	3	0	28	32	7	0	0	8	8	181		0	0	0	0
8:45 AM	0	15	21	23	0	6	22	1	0	20	23	4	0	2	3	16	156		0	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	3	1	0	0	0	0	6
Lights	0	68	289	139	0	143	249	66	0	122	127	162	0	10	72	34	1,481
Mediums	0	0	2	3	0	3	4	0	0	2	4	1	0	0	0	0	19
Total	0	68	292	143	0	146	253	66	0	124	134	164	0	10	72	34	1,506

All Traffic Data Services Inc.
(303) 216-2439
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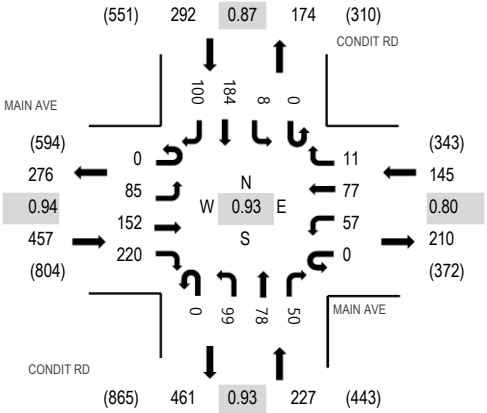
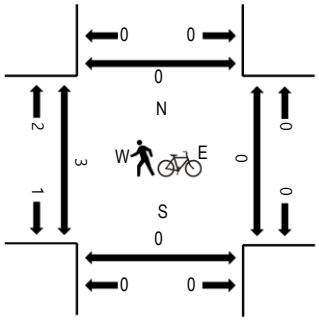
Location: 20 CONDIT RD & MAIN AVE PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

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				CONDIT RD Northbound				CONDIT RD 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	16	26	35	0	23	30	5	0	25	22	12	0	1	41	23	259	1,020	0	0	0	2
4:15 PM	0	15	34	52	0	13	32	3	0	28	15	3	0	4	35	21	255	1,031	0	1	0	0
4:30 PM	0	14	31	49	0	20	37	5	0	35	18	14	0	3	33	20	279	1,049	0	0	0	0
4:45 PM	0	10	22	43	0	12	17	1	0	24	12	8	0	4	48	26	227	1,047	0	0	0	0
5:00 PM	0	22	31	57	0	6	14	0	0	25	23	7	0	1	59	25	270	1,121	0	0	0	0
5:15 PM	0	26	41	55	0	13	9	5	0	21	24	10	0	4	39	26	273		1	0	0	0
5:30 PM	0	18	39	55	0	14	27	3	0	27	17	12	0	1	41	23	277		2	0	0	0
5:45 PM	0	19	41	53	0	24	27	3	0	26	14	21	0	2	45	26	301		0	0	0	0

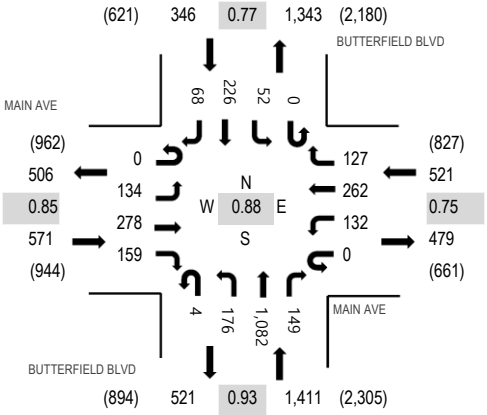
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	85	151	218	0	56	76	11	0	99	74	50	0	8	183	100	1,111
Mediums	0	0	1	2	0	1	1	0	0	0	4	0	0	0	1	0	10
Total	0	85	152	220	0	57	77	11	0	99	78	50	0	8	184	100	1,121

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

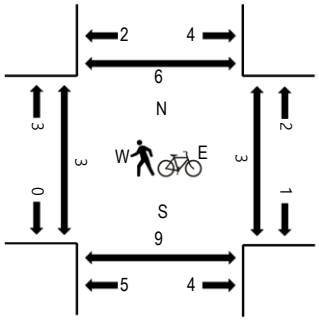
Location: 19 BUTTERFIELD BLVD & MAIN AVE AM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

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					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
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

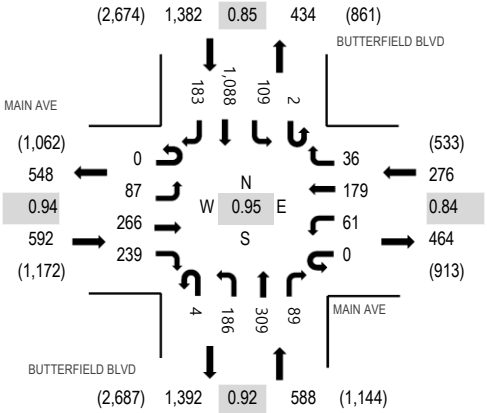
Peak Rolling Hour Flow Rates

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

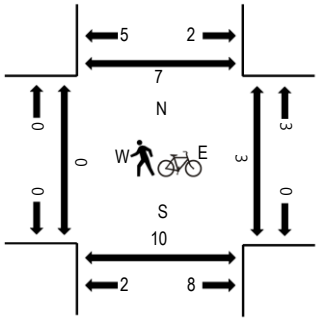
Location: 19 BUTTERFIELD BLVD & MAIN AVE PM
Date and Start Time: Tuesday, May 8, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

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

Appendix B

Volume Summary

Intersection Number: 1
Traffix Node Number: 110
Intersection Name: Cochrane Road and Mission View Drive
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
Counts	45	13	0	0	278	16	27	6	512	137	192	15	1,241
Existing Conditions (with 1.5% compound growth if older than 2 years) (a)	**48**	**14**	**0**	**0**	**291**	**17**	**29**	**7**	**536**	**144**	**201**	**16**	**1,303**
Approved Project Trips (b)	35	20	3	5	5	0	0	31	31	20	3	55	208
Proposed Project Trips (c)	46	61	2	3	2	0	0	37	18	19	1	19	208
Existing + Approved Project Conditions (a+b)	**83**	**34**	**3**	**5**	**296**	**17**	**29**	**38**	**567**	**164**	**204**	**71**	**1,511**
Existing + Proposed Project Conditions (a+c)	**94**	**75**	**2**	**3**	**293**	**17**	**29**	**44**	**554**	**163**	**202**	**35**	**1,511**
2015 Model (d)	0	0	0	0	487	35	24	0	452	151	169	0	1,318
2030 No Project Model (e)	0	0	0	0	600	65	20	0	904	314	200	0	2,103
2030 No Project Conditions f=(a+MAX(e-d,0)	**48**	**14**	**0**	**0**	**404**	**47**	**29**	**7**	**988**	**307**	**232**	**16**	**2,092**
2030 + Approved Project Conditions (f+b)	**83**	**34**	**3**	**5**	**409**	**47**	**29**	**38**	**1019**	**327**	**235**	**71**	**2,300**
2030 + Proposed Project Conditions (f+c)	**94**	**75**	**2**	**3**	**406**	**47**	**29**	**44**	**1006**	**326**	**233**	**35**	**2,300**
2035 GP No Project Model (g)	15	140	86	155	508	89	46	243	234	61	134	22	1,733
2035 GP No Project Conditions (a+MAX(g-d,0)	**63**	**154**	**86**	**155**	**312**	**71**	**51**	**250**	**536**	**144**	**201**	**38**	**2,061**
2035 GP + Project Model (h)	52	129	79	121	542	88	46	187	301	84	141	75	1845
2035 GP + Project Conditions (a+MAX(h-d,0)	**100**	**143**	**79**	**121**	**346**	**70**	**51**	**194**	**536**	**144**	**201**	**91**	**2,076**

Intersection Number: 2
Traffix Node Number: 109
Intersection Name: Cochrane Road and De Paul Drive
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
Counts	129	1	35	52	701	6	4	0	3	26	310	187	1,454
Existing Conditions (with 1.5% compound growth if older than 2 years) (a)	**135**	**2**	**37**	**55**	**734**	**7**	**5**	**0**	**4**	**28**	**325**	**196**	**1,528**
Approved Project Trips (b)	35	0	23	35	35	0	0	0	0	0	55	55	238
Proposed Project Trips (c)	184	0	20	16	50	0	0	0	0	0	19	110	399
Existing + Approved Project Conditions (a+b)	**170**	**2**	**60**	**90**	**769**	**7**	**5**	**0**	**4**	**28**	**380**	**251**	**1,766**
Existing + Proposed Project Conditions (a+c)	**319**	**2**	**57**	**71**	**784**	**7**	**5**	**0**	**4**	**28**	**344**	**306**	**1,927**
2015 Model (d)	138	1	24	82	858	0	0	1	23	31	296	305	1,759
2030 No Project Model (e)	227	5	28	135	1290	44	30	3	0	43	406	407	2,618
2030 No Project Conditions f=(a+MAX(e-d,0)	**224**	**6**	**41**	**108**	**1166**	**51**	**35**	**2**	**4**	**40**	**435**	**298**	**2,410**
2030 + Approved Project Conditions (f+b)	**259**	**6**	**64**	**143**	**1201**	**51**	**35**	**2**	**4**	**40**	**490**	**353**	**2,648**
2030 + Proposed Project Conditions (f+c)	**408**	**6**	**61**	**124**	**1216**	**51**	**35**	**2**	**4**	**40**	**454**	**408**	**2,809**
2035 GP No Project Model (g)	281	18	0	0	734	24	10	54	562	328	207	440	2,658
2035 GP No Project Conditions (a+MAX(g-d,0)	**278**	**19**	**37**	**55**	**734**	**31**	**15**	**53**	**543**	**325**	**325**	**331**	**2,746**
2035 GP + Project Model (h)	422	30	31	95	784	27	15	61	558	326	255	528	3132
2035 GP + Project Conditions (a+MAX(h-d,0)	**419**	**31**	**44**	**68**	**734**	**34**	**20**	**60**	**539**	**323**	**325**	**419**	**3,016**

Intersection Number: 3
Traffix Node Number: 108
Intersection Name: Cochrane Road and US 101 Northbound Ramps
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
Counts	0	0	0	464	382	0	117	0	260	0	405	0	1,628
Existing Conditions (with 1.5% compound growth if older than 2 years) (a)	**0**	**0**	**0**	**486**	**400**	**0**	**123**	**0**	**272**	**0**	**424**	**0**	**1,705**
Approved Project Trips (b)	0	0	0	14	33	0	33	0	0	0	54	0	134
Proposed Project Trips (c)	0	0	0	124	110	0	33	0	0	0	96	0	363
Existing + Approved Project Conditions (a+b)	**0**	**0**	**0**	**500**	**433**	**0**	**156**	**0**	**272**	**0**	**478**	**0**	**1,839**
Existing + Proposed Project Conditions (a+c)	**0**	**0**	**0**	**610**	**510**	**0**	**156**	**0**	**272**	**0**	**520**	**0**	**2,068**
2015 Model (d)	0	0	0	427	593	0	192	0	540	0	440	0	2,192
2030 No Project Model (e)	0	0	0	588	867	0	175	0	391	0	697	0	2,718
2030 No Project Conditions f=(a+MAX(e-d,0)	**0**	**0**	**0**	**647**	**674**	**0**	**123**	**0**	**272**	**0**	**681**	**0**	**2,397**
2030 + Approved Project Conditions (f+b)	**0**	**0**	**0**	**661**	**707**	**0**	**156**	**0**	**272**	**0**	**735**	**0**	**2,531**
2030 + Proposed Project Conditions (f+c)	**0**	**0**	**0**	**771**	**784**	**0**	**156**	**0**	**272**	**0**	**777**	**0**	**2,760**
2035 GP No Project Model (g)	0	0	0	706	870	0	276	0	615	0	721	0	3,188
2035 GP No Project Conditions (a+MAX(g-d,0)	**0**	**0**	**0**	**765**	**677**	**0**	**207**	**0**	**347**	**0**	**705**	**0**	**2,701**
2035 GP + Project Model (h)	0	0	0	780	983	0	317	0	611	0	811	0	3502
2035 GP + Project Conditions (a+MAX(h-d,0)	**0**	**0**	**0**	**839**	**790**	**0**	**248**	**0**	**343**	**0**	**795**	**0**	**3,015**

Intersection Number: 4
Traffix Node Number: 107
Intersection Name: Cochrane Road and US 101 Southbound Ramps
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
Counts	725	1	185	108	528	0	0	0	0	238	810	0	2,595
Existing Conditions (with 1.5% compound growth if older than 2 years) (a)	**759**	**2**	**194**	**113**	**553**	**0**	**0**	**0**	**0**	**249**	**847**	**0**	**2,717**
Approved Project Trips (b)	0	0	26	18	15	0	0	0	0	0	28	0	87
Proposed Project Trips (c)	0	0	57	41	69	0	0	0	0	0	39	0	206
Existing + Approved Project Conditions (a+b)	**759**	**2**	**220**	**131**	**568**	**0**	**0**	**0**	**0**	**249**	**875**	**0**	**2,804**
Existing + Proposed Project Conditions (a+c)	**759**	**2**	**251**	**154**	**622**	**0**	**0**	**0**	**0**	**249**	**886**	**0**	**2,923**
2015 Model (d)	438	0	182	157	976	0	0	0	0	234	825	0	2,812
2030 No Project Model (e)	544	0	248	196	1063	0	0	0	0	263	1040	0	3,354
2030 No Project Conditions f=(a+MAX(e-d,0)	**865**	**2**	**260**	**152**	**640**	**0**	**0**	**0**	**0**	**278**	**1062**	**0**	**3,259**
2030 + Approved Project Conditions (f+b)	**865**	**2**	**286**	**170**	**655**	**0**	**0**	**0**	**0**	**278**	**1090**	**0**	**3,346**
2030 + Proposed Project Conditions (f+c)	**865**	**2**	**317**	**193**	**709**	**0**	**0**	**0**	**0**	**278**	**1101**	**0**	**3,465**
2035 GP No Project Model (g)	564	0	333	219	1267	0	0	0	0	240	907	0	3,530
2035 GP No Project Conditions (a+MAX(g-d,0)	**885**	**2**	**345**	**175**	**844**	**0**	**0**	**0**	**0**	**255**	**929**	**0**	**3,435**
2035 GP + Project Model (h)	536	0	376	0	1334	0	0	0	0	239	948	0	3433
2035 GP + Project Conditions (a+MAX(h-d,0)	**857**	**2**	**388**	**113**	**911**	**0**	**0**	**0**	**0**	**254**	**970**	**0**	**3,495**

Intersection Number: 5
Traffix Node Number: 106
Intersection Name: Cochrane Road and Madrone Parkway/Cochrane Plaza
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
Counts	16	16	206	347	729	119	23	16	11	5	773	95	2,356
Existing Conditions (with 1.5% compound growth if older than 2 years) (a)	**17**	**17**	**216**	**363**	**763**	**125**	**25**	**17**	**12**	**6**	**809**	**100**	**2,470**
Approved Project Trips (b)	0	0	0	0	15	0	0	0	0	0	28	0	43
Proposed Project Trips (c)	0	0	2	6	63	0	0	0	0	0	37	0	108
Existing + Approved Project Conditions (a+b)	**17**	**17**	**216**	**363**	**778**	**125**	**25**	**17**	**12**	**6**	**837**	**100**	**2,513**
Existing + Proposed Project Conditions (a+c)	**17**	**17**	**218**	**369**	**826**	**125**	**25**	**17**	**12**	**6**	**846**	**100**	**2,578**
2015 Model (d)	19	2	84	214	1025	174	82	2	0	0	894	78	2,574
2030 No Project Model (e)	28	2	108	363	1084	160	80	1	0	0	1115	104	3,045
2030 No Project Conditions f=(a+MAX(e-d,0)	**26**	**17**	**240**	**512**	**822**	**125**	**25**	**17**	**12**	**6**	**1030**	**126**	**2,958**
2030 + Approved Project Conditions (f+b)	**26**	**17**	**240**	**512**	**837**	**125**	**25**	**17**	**12**	**6**	**1058**	**126**	**3,001**
2030 + Proposed Project Conditions (f+c)	**26**	**17**	**242**	**518**	**885**	**125**	**25**	**17**	**12**	**6**	**1067**	**126**	**3,066**
2035 GP No Project Model (g)	23	2	102	224	1439	167	79	1	0	0	966	80	3,083
2035 GP No Project Conditions (a+MAX(g-d,0)	**21**	**17**	**234**	**373**	**1177**	**125**	**25**	**17**	**12**	**6**	**881**	**102**	**2,990**
2035 GP + Project Model (h)	22	2	103	228	1473	168	80	1	0	0	1004	79	3160
2035 GP + Project Conditions (a+MAX(h-d,0)	**20**	**17**	**235**	**377**	**1211**	**125**	**25**	**17**	**12**	**6**	**919**	**101**	**3,065**

Intersection Number: 6
Traffix Node Number: 105
Intersection Name: Cochrane Road and Sutter Boulevard
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
Counts	2	2	4	57	408	310	245	7	56	86	709	7	1,893
Existing Conditions (with 1.5% compound growth if older than 2 years) (a)	**3**	**3**	**5**	**60**	**427**	**325**	**257**	**8**	**59**	**90**	**742**	**8**	**1,987**
Approved Project Trips (b)	0	0	0	0	11	4	7	0	0	0	21	0	43
Proposed Project Trips (c)	0	0	2	6	32	25	13	0	0	0	23	0	101
Existing + Approved Project Conditions (a+b)	**3**	**3**	**5**	**60**	**438**	**329**	**264**	**8**	**59**	**90**	**763**	**8**	**2,030**
Existing + Proposed Project Conditions (a+c)	**3**	**3**	**7**	**66**	**459**	**350**	**270**	**8**	**59**	**90**	**765**	**8**	**2,088**
2015 Model (d)	5	1	10	32	735	278	144	1	64	102	817	22	2,211
2030 No Project Model (e)	6	1	9	29	773	310	182	1	87	104	1026	30	2,558
2030 No Project Conditions f=(a+MAX(e-d,0)	**4**	**3**	**5**	**60**	**465**	**357**	**295**	**8**	**82**	**92**	**951**	**16**	**2,338**
2030 + Approved Project Conditions (f+b)	**4**	**3**	**5**	**60**	**476**	**361**	**302**	**8**	**82**	**92**	**972**	**16**	**2,381**
2030 + Proposed Project Conditions (f+c)	**4**	**3**	**7**	**66**	**497**	**382**	**308**	**8**	**82**	**92**	**974**	**16**	**2,439**
2035 GP No Project Model (g)	6	1	10	30	1065	367	240	3	91	120	795	29	2,757
2035 GP No Project Conditions (a+MAX(g-d,0)	**4**	**3**	**5**	**60**	**757**	**414**	**353**	**10**	**86**	**108**	**742**	**15**	**2,557**
2035 GP + Project Model (h)	6	1	10	31	1090	375	244	3	90	118	828	29	2825
2035 GP + Project Conditions (a+MAX(h-d,0)	**4**	**3**	**5**	**60**	**782**	**422**	**357**	**10**	**85**	**106**	**753**	**15**	**2,602**

Intersection Number: 7
Traffix Node Number: 103
Intersection Name: Butterfield Boulevard and Cochrane Road
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
Counts	0	0	0	0	300	138	362	0	529	182	530	0	2,041
Existing Conditions (with 1.5% compound growth if older than 2 years) (a)	**0**	**0**	**0**	**0**	**314**	**145**	**379**	**0**	**554**	**191**	**555**	**0**	**2,138**
Approved Project Trips (b)	0	0	0	0	8	4	6	0	0	0	14	0	32
Proposed Project Trips (c)	0	0	0	0	19	12	8	0	0	0	15	0	54
Existing + Approved Project Conditions (a+b)	**0**	**0**	**0**	**0**	**322**	**149**	**385**	**0**	**554**	**191**	**569**	**0**	**2,170**
Existing + Proposed Project Conditions (a+c)	**0**	**0**	**0**	**0**	**333**	**157**	**387**	**0**	**554**	**191**	**570**	**0**	**2,192**
2015 Model (d)	0	0	0	0	530	202	354	0	515	204	625	0	2,430
2030 No Project Model (e)	0	0	0	0	510	271	449	0	695	340	759	0	3,024
2030 No Project Conditions f=(a+MAX(e-d,0)	**0**	**0**	**0**	**0**	**314**	**214**	**474**	**0**	**734**	**327**	**689**	**0**	**2,752**
2030 + Approved Project Conditions (f+b)	**0**	**0**	**0**	**0**	**322**	**218**	**480**	**0**	**734**	**327**	**703**	**0**	**2,784**
2030 + Proposed Project Conditions (f+c)	**0**	**0**	**0**	**0**	**333**	**226**	**482**	**0**	**734**	**327**	**704**	**0**	**2,806**
2035 GP No Project Model (g)	1	59	108	123	676	268	347	156	426	339	535	25	3,063
2035 GP No Project Conditions (a+MAX(g-d,0)	**1**	**59**	**108**	**123**	**460**	**211**	**379**	**156**	**554**	**326**	**555**	**25**	**2,957**
2035 GP + Project Model (h)	1	59	111	127	684	277	356	162	418	333	552	24	3104
2035 GP + Project Conditions (a+MAX(h-d,0)	**1**	**59**	**111**	**127**	**468**	**220**	**381**	**162**	**554**	**320**	**555**	**24**	**2,982**

Intersection Number: 8
Traffix Node Number: 101
Intersection Name: Monterey Road and Cochrane Road
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
Counts	44	221	278	582	59	141	320	623	110	6	65	87	2,536
Existing Conditions (with 1.5% compound growth if older than 2 years) (a)	**47**	**232**	**291**	**609**	**62**	**148**	**335**	**652**	**116**	**7**	**68**	**91**	**2,658**
Approved Project Trips (b)	0	0	7	4	0	4	7	0	0	0	0	0	22
Proposed Project Trips (c)	0	0	9	16	0	4	5	0	0	0	0	0	34
Existing + Approved Project Conditions (a+b)	**47**	**232**	**298**	**613**	**62**	**152**	**342**	**652**	**116**	**7**	**68**	**91**	**2,680**
Existing + Proposed Project Conditions (a+c)	**47**	**232**	**300**	**625**	**62**	**152**	**340**	**652**	**116**	**7**	**68**	**91**	**2,692**
2015 Model (d)	1	331	556	906	2	142	263	462	1	0	1	0	2,665
2030 No Project Model (e)	1	405	848	1014	2	177	243	795	1	0	1	1	3,488
2030 No Project Conditions f=(a+MAX(e-d,0)	**47**	**306**	**583**	**717**	**62**	**183**	**335**	**985**	**116**	**7**	**68**	**92**	**3,501**
2030 + Approved Project Conditions (f+b)	**47**	**306**	**590**	**721**	**62**	**187**	**342**	**985**	**116**	**7**	**68**	**92**	**3,523**
2030 + Proposed Project Conditions (f+c)	**47**	**306**	**592**	**733**	**62**	**187**	**340**	**985**	**116**	**7**	**68**	**92**	**3,535**
2035 GP No Project Model (g)	1	492	665	909	2	186	220	1017	1	0	1	1	3,495
2035 GP No Project Conditions (a+MAX(g-d,0)	**47**	**393**	**400**	**612**	**62**	**192**	**335**	**1207**	**116**	**7**	**68**	**92**	**3,531**
2035 GP + Project Model (h)	1	510	670	928	2	166	225	1015	1	0	1	1	3520
2035 GP + Project Conditions (a+MAX(h-d,0)	**47**	**411**	**405**	**631**	**62**	**172**	**335**	**1205**	**116**	**7**	**68**	**92**	**3,551**

Intersection Number: 9
Traffix Node Number: 120
Intersection Name: Main Avenue and Condit Road
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
Counts	34	72	10	66	253	146	164	134	124	143	292	68	1,506
Existing Conditions (with 1.5% compound growth if older than 2 years) (a)	**36**	**76**	**11**	**70**	**265**	**153**	**172**	**141**	**130**	**150**	**306**	**72**	**1,582**
Approved Project Trips (b)	13	10	0	0	0	0	0	19	0	0	0	24	66
Proposed Project Trips (c)	42	29	0	0	0	0	0	21	0	0	0	28	120
Existing + Approved Project Conditions (a+b)	**49**	**86**	**11**	**70**	**265**	**153**	**172**	**160**	**130**	**150**	**306**	**96**	**1,648**
Existing + Proposed Project Conditions (a+c)	**78**	**105**	**11**	**70**	**265**	**153**	**172**	**162**	**130**	**150**	**306**	**100**	**1,702**
2015 Model (d)	38	36	2	6	127	68	72	32	91	75	130	78	755
2030 No Project Model (e)	69	98	7	21	192	115	111	185	146	128	181	148	1,401
2030 No Project Conditions f=(a+MAX(e-d,0)	**67**	**138**	**16**	**85**	**330**	**200**	**211**	**294**	**185**	**203**	**357**	**142**	**2,228**
2030 + Approved Project Conditions (f+b)	**80**	**148**	**16**	**85**	**330**	**200**	**211**	**313**	**185**	**203**	**357**	**166**	**2,294**
2030 + Proposed Project Conditions (f+c)	**109**	**167**	**16**	**85**	**330**	**200**	**211**	**315**	**185**	**203**	**357**	**170**	**2,348**
2035 GP No Project Model (g)	46	31	0	2	352	18	10	61	136	64	268	187	1,175
2035 GP No Project Conditions (a+MAX(g-d,0)	**44**	**76**	**11**	**70**	**490**	**153**	**172**	**170**	**175**	**150**	**444**	**181**	**2,136**
2035 GP + Project Model (h)	47	33	0	2	351	18	9	63	139	64	264	188	1178
2035 GP + Project Conditions (a+MAX(h-d,0)	**45**	**76**	**11**	**70**	**489**	**153**	**172**	**172**	**178**	**150**	**440**	**182**	**2,138**

Intersection Number: 10
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
Counts	68	226	52	127	262	132	149	1082	180	159	278	134	2,849
Existing Conditions (with 1.5% compound growth if older than 2 years) (a)	**72**	**237**	**55**	**133**	**274**	**139**	**156**	**1132**	**189**	**167**	**291**	**141**	**2,986**
Approved Project Trips (b)	2	4	1	2	4	4	7	8	0	0	7	3	42
Proposed Project Trips (c)	9	15	1	2	21	16	9	9	0	0	11	5	98
Existing + Approved Project Conditions (a+b)	**74**	**241**	**56**	**135**	**278**	**143**	**163**	**1140**	**189**	**167**	**298**	**144**	**3,028**
Existing + Proposed Project Conditions (a+c)	**81**	**252**	**56**	**135**	**295**	**155**	**165**	**1141**	**189**	**167**	**302**	**146**	**3,084**
2015 Model (d)	132	190	76	226	176	172	122	846	191	225	127	219	2,702
2030 No Project Model (e)	142	283	93	264	228	215	157	1140	222	311	179	222	3,456
2030 No Project Conditions f=(a+MAX(e-d,0)	**82**	**330**	**72**	**171**	**326**	**182**	**191**	**1426**	**220**	**253**	**343**	**144**	**3,740**
2030 + Approved Project Conditions (f+b)	**84**	**334**	**73**	**173**	**330**	**186**	**198**	**1434**	**220**	**253**	**350**	**147**	**3,782**
2030 + Proposed Project Conditions (f+c)	**91**	**345**	**73**	**173**	**347**	**198**	**200**	**1435**	**220**	**253**	**354**	**149**	**3,838**
2035 GP No Project Model (g)	129	330	52	125	263	252	183	842	239	298	206	261	3,180
2035 GP No Project Conditions (a+MAX(g-d,0)	**72**	**377**	**55**	**133**	**361**	**219**	**217**	**1132**	**237**	**240**	**370**	**183**	**3,596**
2035 GP + Project Model (h)	131	326	52	124	262	250	180	842	238	299	204	262	3170
2035 GP + Project Conditions (a+MAX(h-d,0)	**72**	**373**	**55**	**133**	**360**	**217**	**214**	**1132**	**236**	**241**	**368**	**184**	**3,585**

Intersection Number: 1
Traffix Node Number: 110
Intersection Name: Cochrane Road and Mission View Drive
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
Counts	36	3	0	0	242	24	19	4	183	555	233	60	1,359
Existing Conditions (with 1.5% compound growth if older than 2 years) (a)	**38**	**4**	**0**	**0**	**254**	**26**	**20**	**5**	**192**	**581**	**244**	**63**	**1,427**
Approved Project Trips (b)	184	104	15	16	16	0	0	109	109	104	15	191	863
Proposed Project Trips (c)	38	87	9	8	5	0	0	99	42	31	4	57	380
Existing + Approved Project Conditions (a+b)	**222**	**108**	**15**	**16**	**270**	**26**	**20**	**114**	**301**	**685**	**259**	**254**	**2,290**
Existing + Proposed Project Conditions (a+c)	**76**	**91**	**9**	**8**	**259**	**26**	**20**	**104**	**234**	**612**	**248**	**120**	**1,807**
2015 Model (d)	0	0	0	0	202	14	14	0	187	497	450	0	1,364
2030 No Project Model (e)	0	0	0	0	214	28	44	0	377	929	629	0	2,221
2030 No Project Conditions f=(a+MAX(e-d,0)	**38**	**4**	**0**	**0**	**266**	**40**	**50**	**5**	**382**	**1013**	**423**	**63**	**2,284**
2030 + Approved Project Conditions (f+b)	**222**	**108**	**15**	**16**	**282**	**40**	**50**	**114**	**491**	**1117**	**438**	**254**	**3,147**
2030 + Proposed Project Conditions (f+c)	**76**	**91**	**9**	**8**	**271**	**40**	**50**	**104**	**424**	**1044**	**427**	**120**	**2,664**
2035 GP No Project Model (g)	22	189	101	51	204	38	81	97	103	226	495	23	1,630
2035 GP No Project Conditions (a+MAX(g-d,0)	**60**	**193**	**101**	**51**	**256**	**50**	**87**	**102**	**192**	**581**	**289**	**86**	**2,048**
2035 GP + Project Model (h)	92	125	65	36	219	40	79	74	142	309	534	83	1798
2035 GP + Project Conditions (a+MAX(h-d,0)	**130**	**129**	**65**	**36**	**271**	**52**	**85**	**79**	**192**	**581**	**328**	**146**	**2,094**

Intersection Number: 2
Traffix Node Number: 109
Intersection Name: Cochrane Road and De Paul Drive
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
Counts	360	1	133	99	353	15	1	4	13	7	596	426	2,008
Existing Conditions (with 1.5% compound growth if older than 2 years) (a)	**377**	**2**	**140**	**104**	**370**	**16**	**2**	**5**	**14**	**8**	**624**	**446**	**2,108**
Approved Project Trips (b)	184	0	120	124	184	0	0	0	0	0	191	191	994
Proposed Project Trips (c)	202	0	35	31	62	0	0	0	0	0	57	287	674
Existing + Approved Project Conditions (a+b)	**561**	**2**	**260**	**228**	**554**	**16**	**2**	**5**	**14**	**8**	**815**	**637**	**3,102**
Existing + Proposed Project Conditions (a+c)	**579**	**2**	**175**	**135**	**432**	**16**	**2**	**5**	**14**	**8**	**681**	**733**	**2,782**
2015 Model (d)	383	4	156	47	341	0	0	4	46	40	790	265	2,076
2030 No Project Model (e)	487	15	218	39	429	39	50	15	36	0	1221	372	2,921
2030 No Project Conditions f=(a+MAX(e-d,0)	**481**	**13**	**202**	**104**	**458**	**55**	**52**	**16**	**14**	**8**	**1055**	**553**	**3,011**
2030 + Approved Project Conditions (f+b)	**665**	**13**	**322**	**228**	**642**	**55**	**52**	**16**	**14**	**8**	**1246**	**744**	**4,005**
2030 + Proposed Project Conditions (f+c)	**683**	**13**	**237**	**135**	**520**	**55**	**52**	**16**	**14**	**8**	**1112**	**840**	**3,685**
2035 GP No Project Model (g)	568	130	0	0	321	9	10	46	447	725	733	406	3,395
2035 GP No Project Conditions (a+MAX(g-d,0)	**562**	**128**	**140**	**104**	**370**	**25**	**12**	**47**	**415**	**693**	**624**	**587**	**3,707**
2035 GP + Project Model (h)	692	155	133	55	404	30	16	66	438	698	777	605	4069
2035 GP + Project Conditions (a+MAX(h-d,0)	**686**	**153**	**140**	**112**	**433**	**46**	**18**	**67**	**406**	**666**	**624**	**786**	**4,137**

Intersection Number: 3
Traffix Node Number: 108
Intersection Name: Cochrane Road and US 101 Northbound Ramps
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
Counts	0	0	0	208	499	0	230	0	315	0	832	0	2,084
Existing Conditions (with 1.5% compound growth if older than 2 years) (a)	**0**	**0**	**0**	**218**	**522**	**0**	**241**	**0**	**330**	**0**	**871**	**0**	**2,182**
Approved Project Trips (b)	0	0	0	87	207	0	117	0	0	0	191	0	602
Proposed Project Trips (c)	0	0	0	104	137	0	73	0	0	0	249	0	563
Existing + Approved Project Conditions (a+b)	**0**	**0**	**0**	**305**	**729**	**0**	**358**	**0**	**330**	**0**	**1062**	**0**	**2,784**
Existing + Proposed Project Conditions (a+c)	**0**	**0**	**0**	**322**	**659**	**0**	**314**	**0**	**330**	**0**	**1120**	**0**	**2,745**
2015 Model (d)	0	0	0	208	563	0	219	0	245	0	877	0	2,112
2030 No Project Model (e)	0	0	0	267	697	0	262	0	261	0	1242	0	2,729
2030 No Project Conditions f=(a+MAX(e-d,0)	**0**	**0**	**0**	**277**	**656**	**0**	**284**	**0**	**346**	**0**	**1236**	**0**	**2,799**
2030 + Approved Project Conditions (f+b)	**0**	**0**	**0**	**364**	**863**	**0**	**401**	**0**	**346**	**0**	**1427**	**0**	**3,401**
2030 + Proposed Project Conditions (f+c)	**0**	**0**	**0**	**381**	**793**	**0**	**357**	**0**	**346**	**0**	**1485**	**0**	**3,362**
2035 GP No Project Model (g)	0	0	0	389	946	0	293	0	266	0	1584	0	3,478
2035 GP No Project Conditions (a+MAX(g-d,0)	**0**	**0**	**0**	**399**	**905**	**0**	**315**	**0**	**351**	**0**	**1578**	**0**	**3,548**
2035 GP + Project Model (h)	0	0	0	430	1103	0	359	0	262	0	1732	0	3886
2035 GP + Project Conditions (a+MAX(h-d,0)	**0**	**0**	**0**	**440**	**1062**	**0**	**381**	**0**	**347**	**0**	**1726**	**0**	**3,956**

Intersection Number: 4
Traffix Node Number: 107
Intersection Name: Cochrane Road and US 101 Southbound Ramps
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
Counts	510	1	300	157	635	0	0	0	0	741	1046	0	3,390
Existing Conditions (with 1.5% compound growth if older than 2 years) (a)	**534**	**2**	**314**	**165**	**665**	**0**	**0**	**0**	**0**	**775**	**1094**	**0**	**3,549**
Approved Project Trips (b)	0	0	91	112	95	0	0	0	0	0	100	0	398
Proposed Project Trips (c)	0	0	151	63	74	0	0	0	0	0	98	0	386
Existing + Approved Project Conditions (a+b)	**534**	**2**	**405**	**277**	**760**	**0**	**0**	**0**	**0**	**775**	**1194**	**0**	**3,947**
Existing + Proposed Project Conditions (a+c)	**534**	**2**	**465**	**228**	**739**	**0**	**0**	**0**	**0**	**775**	**1192**	**0**	**3,935**
2015 Model (d)	403	0	369	271	537	0	0	0	0	492	953	0	3,025
2030 No Project Model (e)	495	0	507	212	746	0	0	0	0	449	1265	0	3,674
2030 No Project Conditions f=(a+MAX(e-d,0)	**626**	**2**	**452**	**165**	**874**	**0**	**0**	**0**	**0**	**775**	**1406**	**0**	**4,300**
2030 + Approved Project Conditions (f+b)	**626**	**2**	**543**	**277**	**969**	**0**	**0**	**0**	**0**	**775**	**1506**	**0**	**4,698**
2030 + Proposed Project Conditions (f+c)	**626**	**2**	**603**	**228**	**948**	**0**	**0**	**0**	**0**	**775**	**1504**	**0**	**4,686**
2035 GP No Project Model (g)	429	0	623	451	761	0	0	0	0	580	1513	0	4,357
2035 GP No Project Conditions (a+MAX(g-d,0)	**560**	**2**	**568**	**345**	**889**	**0**	**0**	**0**	**0**	**863**	**1654**	**0**	**4,881**
2035 GP + Project Model (h)	420	0	690	0	836	0	0	0	0	570	1592	0	4108
2035 GP + Project Conditions (a+MAX(h-d,0)	**551**	**2**	**635**	**165**	**964**	**0**	**0**	**0**	**0**	**853**	**1733**	**0**	**4,903**

Intersection Number: 5
Traffix Node Number: 106
Intersection Name: Cochrane Road and Madrone Parkway/Cochrane Plaza
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
Counts	69	35	428	196	627	237	94	30	36	22	1212	114	3,100
Existing Conditions (with 1.5% compound growth if older than 2 years) (a)	**73**	**37**	**448**	**205**	**656**	**248**	**99**	**32**	**38**	**24**	**1268**	**120**	**3,248**
Approved Project Trips (b)	0	0	0	0	95	0	0	0	0	0	100	0	195
Proposed Project Trips (c)	0	0	6	4	70	0	0	0	0	0	91	0	171
Existing + Approved Project Conditions (a+b)	**73**	**37**	**448**	**205**	**751**	**248**	**99**	**32**	**38**	**24**	**1368**	**120**	**3,443**
Existing + Proposed Project Conditions (a+c)	**73**	**37**	**454**	**209**	**726**	**248**	**99**	**32**	**38**	**24**	**1359**	**120**	**3,419**
2015 Model (d)	97	7	270	110	714	117	229	7	0	0	946	59	2,556
2030 No Project Model (e)	125	6	403	142	979	121	216	6	0	0	1095	74	3,167
2030 No Project Conditions f=(a+MAX(e-d,0)	**101**	**37**	**581**	**237**	**921**	**252**	**99**	**32**	**38**	**24**	**1417**	**135**	**3,874**
2030 + Approved Project Conditions (f+b)	**101**	**37**	**581**	**237**	**1016**	**252**	**99**	**32**	**38**	**24**	**1517**	**135**	**4,069**
2030 + Proposed Project Conditions (f+c)	**101**	**37**	**587**	**241**	**991**	**252**	**99**	**32**	**38**	**24**	**1508**	**135**	**4,045**
2035 GP No Project Model (g)	105	5	281	125	955	110	218	6	0	0	1594	61	3,460
2035 GP No Project Conditions (a+MAX(g-d,0)	**81**	**37**	**459**	**220**	**897**	**248**	**99**	**32**	**38**	**24**	**1916**	**122**	**4,173**
2035 GP + Project Model (h)	103	5	287	129	1013	114	222	5	0	0	1652	59	3589
2035 GP + Project Conditions (a+MAX(h-d,0)	**79**	**37**	**465**	**224**	**955**	**248**	**99**	**32**	**38**	**24**	**1974**	**120**	**4,295**

Intersection Number: 6
Traffix Node Number: 105
Intersection Name: Cochrane Road and Sutter Boulevard
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
Counts	8	22	67	10	543	197	386	7	90	73	863	2	2,268
Existing Conditions (with 1.5% compound growth if older than 2 years) (a)	**9**	**24**	**71**	**11**	**568**	**206**	**404**	**8**	**95**	**77**	**903**	**3**	**2,379**
Approved Project Trips (b)	0	0	0	0	70	25	26	0	0	0	74	0	195
Proposed Project Trips (c)	0	0	6	4	43	24	33	0	0	0	52	0	162
Existing + Approved Project Conditions (a+b)	**9**	**24**	**71**	**11**	**638**	**231**	**430**	**8**	**95**	**77**	**977**	**3**	**2,574**
Existing + Proposed Project Conditions (a+c)	**9**	**24**	**77**	**15**	**611**	**230**	**437**	**8**	**95**	**77**	**955**	**3**	**2,541**
2015 Model (d)	26	2	33	10	652	149	273	2	165	104	698	11	2,125
2030 No Project Model (e)	34	3	31	10	902	192	357	3	192	114	781	13	2,632
2030 No Project Conditions f=(a+MAX(e-d,0)	**17**	**25**	**71**	**11**	**818**	**249**	**488**	**9**	**122**	**87**	**986**	**5**	**2,888**
2030 + Approved Project Conditions (f+b)	**17**	**25**	**71**	**11**	**888**	**274**	**514**	**9**	**122**	**87**	**1060**	**5**	**3,083**
2030 + Proposed Project Conditions (f+c)	**17**	**25**	**77**	**15**	**861**	**273**	**521**	**9**	**122**	**87**	**1038**	**5**	**3,050**
2035 GP No Project Model (g)	32	5	32	11	790	260	406	3	203	130	1217	13	3,102
2035 GP No Project Conditions (a+MAX(g-d,0)	**15**	**27**	**71**	**12**	**706**	**317**	**537**	**9**	**133**	**103**	**1422**	**5**	**3,357**
2035 GP + Project Model (h)	31	5	33	12	832	272	420	3	199	127	1258	13	3205
2035 GP + Project Conditions (a+MAX(h-d,0)	**14**	**27**	**71**	**13**	**748**	**329**	**551**	**9**	**129**	**100**	**1463**	**5**	**3,459**

Intersection Number: 7
Traffix Node Number: 103
Intersection Name: Butterfield Boulevard and Cochrane Road
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
Counts	0	0	0	0	402	347	183	0	137	594	781	0	2,444
Existing Conditions (with 1.5% compound growth if older than 2 years) (a)	**0**	**0**	**0**	**0**	**421**	**363**	**192**	**0**	**144**	**622**	**817**	**0**	**2,559**
Approved Project Trips (b)	0	0	0	0	49	22	23	0	0	0	51	0	145
Proposed Project Trips (c)	0	0	0	0	28	15	19	0	0	0	33	0	95
Existing + Approved Project Conditions (a+b)	**0**	**0**	**0**	**0**	**470**	**385**	**215**	**0**	**144**	**622**	**868**	**0**	**2,704**
Existing + Proposed Project Conditions (a+c)	**0**	**0**	**0**	**0**	**449**	**378**	**211**	**0**	**144**	**622**	**850**	**0**	**2,654**
2015 Model (d)	0	0	0	0	488	414	247	0	375	456	521	0	2,501
2030 No Project Model (e)	0	0	0	0	664	551	331	0	579	698	540	0	3,363
2030 No Project Conditions f=(a+MAX(e-d,0)	**0**	**0**	**0**	**0**	**597**	**500**	**276**	**0**	**348**	**864**	**836**	**0**	**3,421**
2030 + Approved Project Conditions (f+b)	**0**	**0**	**0**	**0**	**646**	**522**	**299**	**0**	**348**	**864**	**887**	**0**	**3,566**
2030 + Proposed Project Conditions (f+c)	**0**	**0**	**0**	**0**	**625**	**515**	**295**	**0**	**348**	**864**	**869**	**0**	**3,516**
2035 GP No Project Model (g)	10	181	175	147	580	389	334	84	437	494	811	8	3,650
2035 GP No Project Conditions (a+MAX(g-d,0)	**10**	**181**	**175**	**147**	**513**	**363**	**279**	**84**	**206**	**660**	**1107**	**8**	**3,733**
2035 GP + Project Model (h)	10	180	180	153	608	389	364	83	429	502	810	7	3715
2035 GP + Project Conditions (a+MAX(h-d,0)	**10**	**180**	**180**	**153**	**541**	**363**	**309**	**83**	**198**	**668**	**1106**	**7**	**3,798**

Intersection Number: 8
Traffix Node Number: 101
Intersection Name: Monterey Road and Cochrane Road
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
Counts	111	783	1074	180	50	243	198	157	36	24	77	26	2,959
Existing Conditions (with 1.5% compound growth if older than 2 years) (a)	**117**	**819**	**1124**	**189**	**53**	**255**	**208**	**165**	**38**	**26**	**81**	**28**	**3,103**
Approved Project Trips (b)	0	0	25	24	0	24	25	0	0	0	0	0	98
Proposed Project Trips (c)	0	0	23	18	0	10	10	0	0	0	0	0	61
Existing + Approved Project Conditions (a+b)	**117**	**819**	**1149**	**213**	**53**	**279**	**233**	**165**	**38**	**26**	**81**	**28**	**3,201**
Existing + Proposed Project Conditions (a+c)	**117**	**819**	**1147**	**207**	**53**	**265**	**218**	**165**	**38**	**26**	**81**	**28**	**3,164**
2015 Model (d)	1	629	813	621	2	227	155	130	1	2	3	1	2,585
2030 No Project Model (e)	1	794	1028	905	2	322	187	204	1	2	3	1	3,450
2030 No Project Conditions f=(a+MAX(e-d,0)	**117**	**984**	**1339**	**473**	**53**	**350**	**240**	**239**	**38**	**26**	**81**	**28**	**3,968**
2030 + Approved Project Conditions (f+b)	**117**	**984**	**1364**	**497**	**53**	**374**	**265**	**239**	**38**	**26**	**81**	**28**	**4,066**
2030 + Proposed Project Conditions (f+c)	**117**	**984**	**1362**	**491**	**53**	**360**	**250**	**239**	**38**	**26**	**81**	**28**	**4,029**
2035 GP No Project Model (g)	1	1018	1048	657	2	363	234	424	1	2	3	1	3,754
2035 GP No Project Conditions (a+MAX(g-d,0)	**117**	**1208**	**1359**	**225**	**53**	**391**	**287**	**459**	**38**	**26**	**81**	**28**	**4,272**
2035 GP + Project Model (h)	1	1026	1041	667	2	372	247	423	1	2	3	1	3786
2035 GP + Project Conditions (a+MAX(h-d,0)	**117**	**1216**	**1352**	**235**	**53**	**400**	**300**	**458**	**38**	**26**	**81**	**28**	**4,304**

Intersection Number: 9
Traffix Node Number: 120
Intersection Name: Main Avenue and Condit Road
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
Counts	100	184	8	11	77	57	50	78	99	220	152	85	1,121
Existing Conditions (with 1.5% compound growth if older than 2 years) (a)	**105**	**193**	**9**	**12**	**81**	**60**	**53**	**82**	**104**	**231**	**159**	**89**	**1,178**
Approved Project Trips (b)	80	63	0	0	0	0	0	66	0	0	0	84	293
Proposed Project Trips (c)	52	39	0	0	0	0	0	48	0	0	0	65	204
Existing + Approved Project Conditions (a+b)	**185**	**256**	**9**	**12**	**81**	**60**	**53**	**148**	**104**	**231**	**159**	**173**	**1,471**
Existing + Proposed Project Conditions (a+c)	**157**	**232**	**9**	**12**	**81**	**60**	**53**	**130**	**104**	**231**	**159**	**154**	**1,382**
2015 Model (d)	63	123	6	2	59	62	51	30	95	82	71	49	693
2030 No Project Model (e)	127	315	22	10	82	94	86	111	146	156	111	94	1,354
2030 No Project Conditions f=(a+MAX(e-d,0)	**169**	**385**	**25**	**20**	**104**	**92**	**88**	**163**	**155**	**305**	**199**	**134**	**1,839**
2030 + Approved Project Conditions (f+b)	**249**	**448**	**25**	**20**	**104**	**92**	**88**	**229**	**155**	**305**	**199**	**218**	**2,132**
2030 + Proposed Project Conditions (f+c)	**221**	**424**	**25**	**20**	**104**	**92**	**88**	**211**	**155**	**305**	**199**	**199**	**2,043**
2035 GP No Project Model (g)	228	120	15	1	129	15	20	46	126	155	256	115	1,226
2035 GP No Project Conditions (a+MAX(g-d,0)	**270**	**193**	**18**	**12**	**151**	**60**	**53**	**98**	**135**	**304**	**344**	**155**	**1,793**
2035 GP + Project Model (h)	247	109	14	1	127	15	20	47	125	153	253	115	1226
2035 GP + Project Conditions (a+MAX(h-d,0)	**289**	**193**	**17**	**12**	**149**	**60**	**53**	**99**	**134**	**302**	**341**	**155**	**1,804**

Intersection Number: 10
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
Counts	183	1088	111	36	179	61	89	309	190	239	266	87	2,838
Existing Conditions (with 1.5% compound growth if older than 2 years) (a)	**192**	**1138**	**117**	**38**	**188**	**64**	**94**	**324**	**199**	**250**	**279**	**91**	**2,974**
Approved Project Trips (b)	10	25	7	8	24	22	23	27	0	0	25	11	182
Proposed Project Trips (c)	9	18	3	3	21	17	23	22	0	0	28	12	156
Existing + Approved Project Conditions (a+b)	**202**	**1163**	**124**	**46**	**212**	**86**	**117**	**351**	**199**	**250**	**304**	**102**	**3,156**
Existing + Proposed Project Conditions (a+c)	**201**	**1156**	**120**	**41**	**209**	**81**	**117**	**346**	**199**	**250**	**307**	**103**	**3,130**
2015 Model (d)	239	935	239	70	80	111	121	447	204	304	125	183	3,058
2030 No Project Model (e)	268	1238	328	84	122	159	164	622	266	306	162	198	3,917
2030 No Project Conditions f=(a+MAX(e-d,0)	**221**	**1441**	**206**	**52**	**230**	**112**	**137**	**499**	**261**	**252**	**316**	**106**	**3,833**
2030 + Approved Project Conditions (f+b)	**231**	**1466**	**213**	**60**	**254**	**134**	**160**	**526**	**261**	**252**	**341**	**117**	**4,015**
2030 + Proposed Project Conditions (f+c)	**230**	**1459**	**209**	**55**	**251**	**129**	**160**	**521**	**261**	**252**	**344**	**118**	**3,989**
2035 GP No Project Model (g)	288	1030	144	47	163	185	194	527	279	311	184	178	3,530
2035 GP No Project Conditions (a+MAX(g-d,0)	**241**	**1233**	**117**	**38**	**271**	**138**	**167**	**404**	**274**	**257**	**338**	**91**	**3,569**
2035 GP + Project Model (h)	276	1036	145	46	169	192	192	528	278	304	182	181	3529
2035 GP + Project Conditions (a+MAX(h-d,0)	**229**	**1239**	**117**	**38**	**277**	**145**	**165**	**405**	**273**	**250**	**336**	**91**	**3,565**

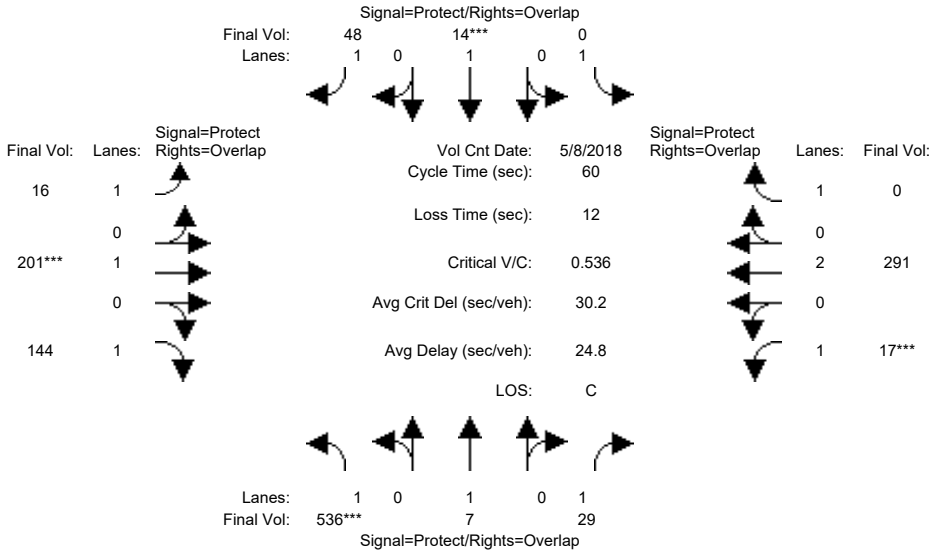
Appendix C

Level of Service Calculations

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #110: Mission View Drive and Cochrane Road



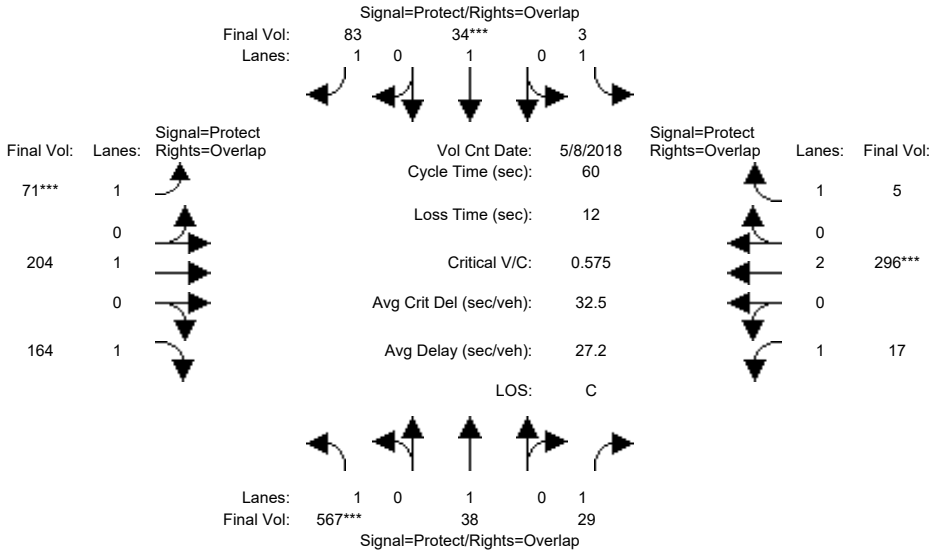
Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	536	7	29	0	14	48	16	201	144	17	291	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:	536	7	29	0	14	48	16	201	144	17	291	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:	536	7	29	0	14	48	16	201	144	17	291	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:	536	7	29	0	14	48	16	201	144	17	291	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	536	7	29	0	14	48	16	201	144	17	291	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:	536	7	29	0	14	48	16	201	144	17	291	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.31	0.00	0.02	0.00	0.01	0.03	0.01	0.11	0.08	0.01	0.08	0.00
Crit Moves:	****				****			****			****	
Green Time:	21.0	31.0	38.0	0.0	10.0	17.0	7.0	10.0	31.0	7.0	10.0	0.0
Volume/Cap:	0.88	0.01	0.03	0.00	0.04	0.10	0.08	0.63	0.16	0.08	0.46	0.00
Delay/Veh:	31.6	7.0	4.1	0.0	21.0	15.9	23.8	27.5	7.7	23.8	23.1	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:	31.6	7.0	4.1	0.0	21.0	15.9	23.8	27.5	7.7	23.8	23.1	0.0
LOS by Move:	C	A	A	A	C	B	C	C	A	C	C	A
HCM2k95thQ:	25	0	0	0	1	2	1	7	3	1	6	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #110: Mission View Drive and Cochrane Road



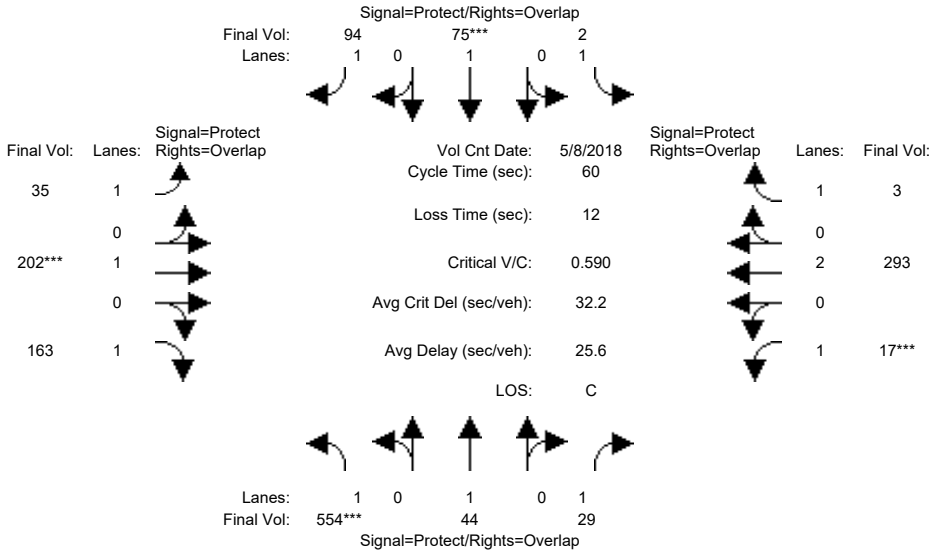
Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	536	7	29	0	14	48	16	201	144	17	291	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:	536	7	29	0	14	48	16	201	144	17	291	0
Added Vol:	31	31	0	3	20	35	55	3	20	0	5	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	567	38	29	3	34	83	71	204	164	17	296	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:	567	38	29	3	34	83	71	204	164	17	296	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	38	29	3	34	83	71	204	164	17	296	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	567	38	29	3	34	83	71	204	164	17	296	5
Saturation Flow 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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.02	0.02	0.00	0.02	0.05	0.04	0.11	0.09	0.01	0.08	0.00
Crit Moves:	****				****		****				****	
Green Time:	21.0	18.2	25.2	12.8	10.0	17.0	7.0	10.0	31.0	7.0	10.0	22.8
Volume/Cap:	0.93	0.07	0.04	0.01	0.11	0.17	0.35	0.64	0.18	0.08	0.47	0.01
Delay/Veh:	38.9	14.9	10.3	18.6	21.4	16.3	25.4	27.9	7.8	23.8	23.1	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	14.9	10.3	18.6	21.4	16.3	25.4	27.9	7.8	23.8	23.1	11.6
LOS by Move:	D	B	B	B	C	B	C	C	A	C	C	B
HCM2k95thQ:	28	1	1	0	1	3	3	7	3	1	6	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #110: Mission View Drive and Cochrane Road



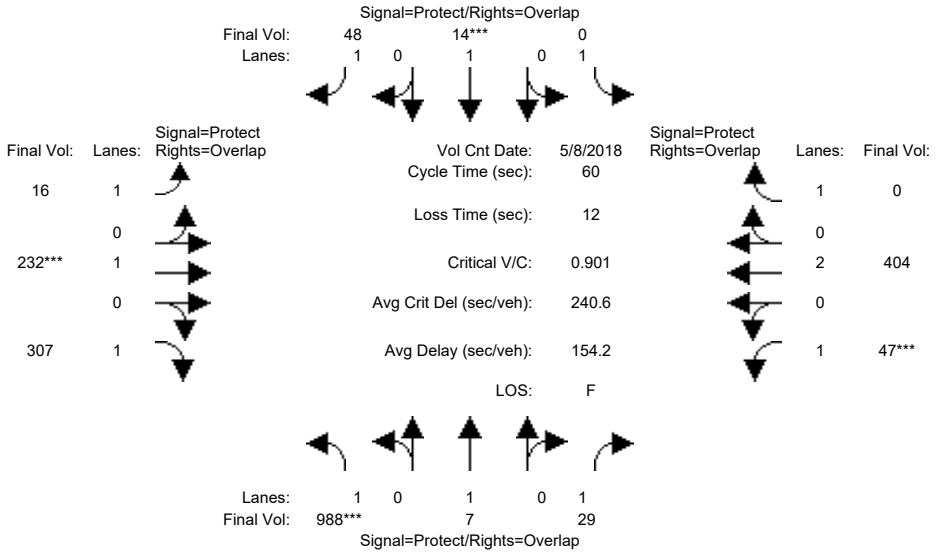
Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	536	7	29	0	14	48	16	201	144	17	291	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:	536	7	29	0	14	48	16	201	144	17	291	0
Added Vol:	18	37	0	2	61	46	19	1	19	0	2	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	554	44	29	2	75	94	35	202	163	17	293	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	554	44	29	2	75	94	35	202	163	17	293	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	554	44	29	2	75	94	35	202	163	17	293	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	554	44	29	2	75	94	35	202	163	17	293	3
Saturation Flow 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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.02	0.02	0.00	0.04	0.05	0.02	0.11	0.09	0.01	0.08	0.00
Crit Moves:	****				****			****			****	
Green Time:	21.0	18.2	25.2	12.8	10.0	17.0	7.0	10.0	31.0	7.0	10.0	22.8
Volume/Cap:	0.90	0.08	0.04	0.01	0.24	0.19	0.17	0.64	0.18	0.08	0.46	0.00
Delay/Veh:	35.5	14.9	10.3	18.6	22.1	16.5	24.3	27.6	7.8	23.8	23.1	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	14.9	10.3	18.6	22.1	16.5	24.3	27.6	7.8	23.8	23.1	11.6
LOS by Move:	D	B	B	B	C	B	C	C	A	C	C	B
HCM2k95thQ:	27	1	1	0	3	3	1	7	3	1	6	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 No Project AM

Intersection #110: Mission View Drive and Cochrane Road



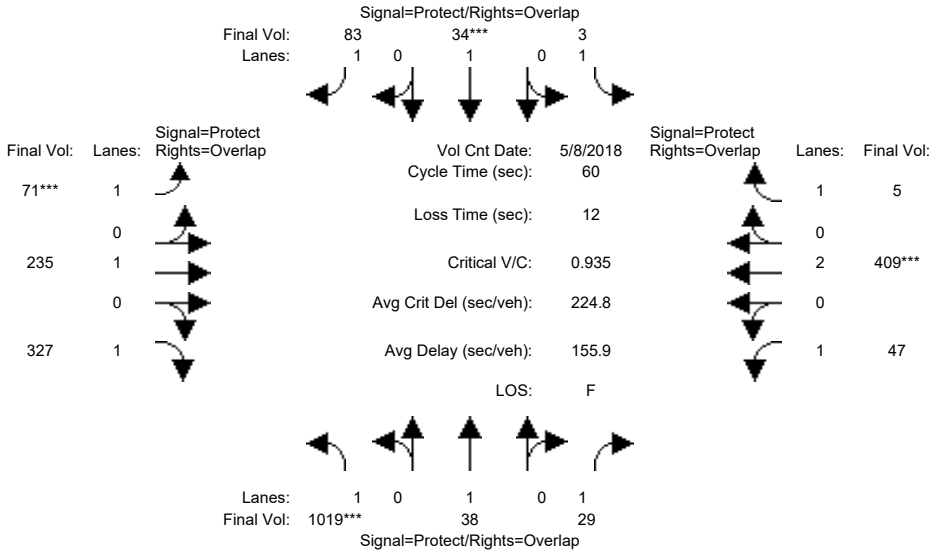
Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	988	7	29	0	14	48	16	232	307	47	404	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:	988	7	29	0	14	48	16	232	307	47	404	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:	988	7	29	0	14	48	16	232	307	47	404	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:	988	7	29	0	14	48	16	232	307	47	404	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	988	7	29	0	14	48	16	232	307	47	404	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:	988	7	29	0	14	48	16	232	307	47	404	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.56	0.00	0.02	0.00	0.01	0.03	0.01	0.12	0.18	0.03	0.11	0.00
Crit Moves:	****				****			****			****	
Green Time:	21.0	31.0	38.0	0.0	10.0	17.0	7.0	10.0	31.0	7.0	10.0	0.0
Volume/Cap:	1.61	0.01	0.03	0.00	0.04	0.10	0.08	0.73	0.34	0.23	0.64	0.00
Delay/Veh:	302.9	7.0	4.1	0.0	21.0	15.9	23.8	32.3	8.7	24.6	25.5	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:	302.9	7.0	4.1	0.0	21.0	15.9	23.8	32.3	8.7	24.6	25.5	0.0
LOS by Move:	F	A	A	A	C	B	C	C	A	C	C	A
HCM2k95thQ:	108	0	0	0	1	2	1	8	7	2	9	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Approved Proj AM

Intersection #110: Mission View Drive and Cochrane Road



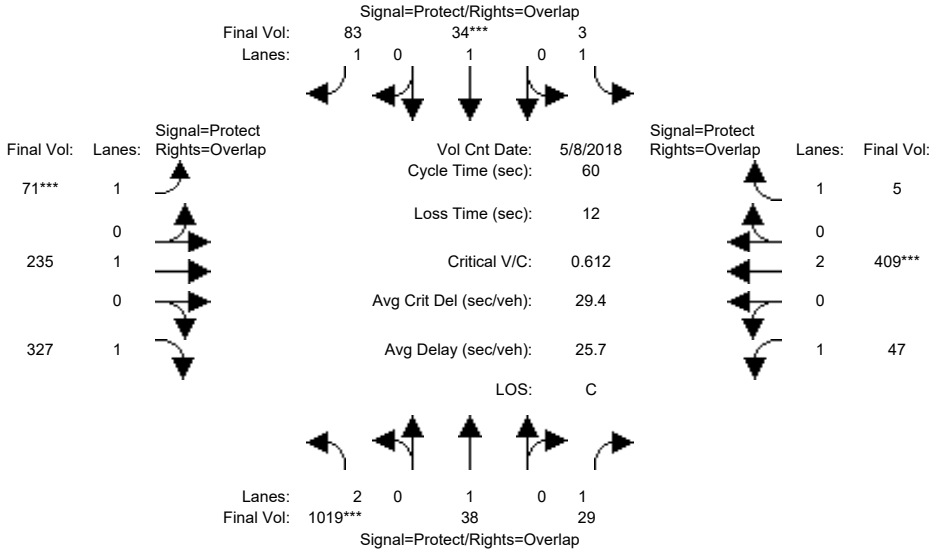
Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	988	7	29	0	14	48	16	232	307	47	404	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:	988	7	29	0	14	48	16	232	307	47	404	0
Added Vol:	31	31	0	3	20	35	55	3	20	0	5	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1019	38	29	3	34	83	71	235	327	47	409	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:	1019	38	29	3	34	83	71	235	327	47	409	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1019	38	29	3	34	83	71	235	327	47	409	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1019	38	29	3	34	83	71	235	327	47	409	5
Saturation Flow 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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.58	0.02	0.02	0.00	0.02	0.05	0.04	0.12	0.19	0.03	0.11	0.00
Crit Moves:	****				****		****				****	
Green Time:	21.0	18.2	25.2	12.8	10.0	17.0	7.0	10.0	31.0	7.0	10.0	22.8
Volume/Cap:	1.66	0.07	0.04	0.01	0.11	0.17	0.35	0.74	0.36	0.23	0.65	0.01
Delay/Veh:	325.3	14.9	10.3	18.6	21.4	16.3	25.4	32.9	8.9	24.6	25.7	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	325.3	14.9	10.3	18.6	21.4	16.3	25.4	32.9	8.9	24.6	25.7	11.6
LOS by Move:	F	B	B	B	C	B	C	C	A	C	C	B
HCM2k95thQ:	115	1	1	0	1	3	3	9	7	2	9	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Approved Proj AM (Miti)

Intersection #110: Mission View Drive and Cochrane Road



Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	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:	988	7	29	0	14	48	16	232	307	47	404	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:	988	7	29	0	14	48	16	232	307	47	404	0
Added Vol:	31	31	0	3	20	35	55	3	20	0	5	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1019	38	29	3	34	83	71	235	327	47	409	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:	1019	38	29	3	34	83	71	235	327	47	409	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1019	38	29	3	34	83	71	235	327	47	409	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1019	38	29	3	34	83	71	235	327	47	409	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.02	0.02	0.00	0.02	0.05	0.04	0.12	0.19	0.03	0.11	0.00
Crit Moves:	****				****		****				****	
Green Time:	21.0	18.2	25.2	12.8	10.0	17.0	7.0	10.0	31.0	7.0	10.0	22.8
Volume/Cap:	0.92	0.07	0.04	0.01	0.11	0.17	0.35	0.74	0.36	0.23	0.65	0.01
Delay/Veh:	31.5	14.9	10.3	18.6	21.4	16.3	25.4	32.9	8.9	24.6	25.7	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	14.9	10.3	18.6	21.4	16.3	25.4	32.9	8.9	24.6	25.7	11.6
LOS by Move:	C	B	B	B	C	B	C	C	A	C	C	B
HCM2k95thQ:	28	1	1	0	1	3	3	9	7	2	9	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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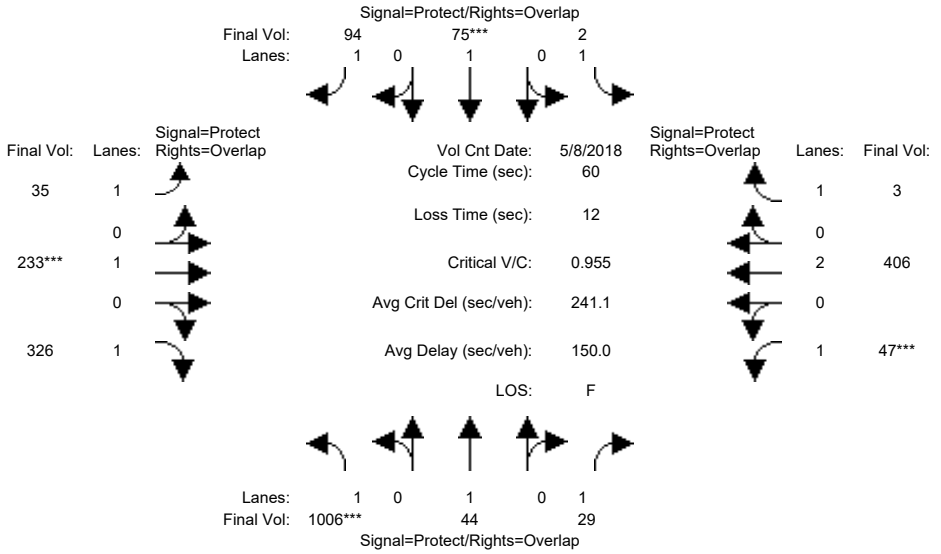
Intersection #110: Mission View Drive and Cochrane Road



Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	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:	988	7	29	0	14	48	16	232	307	47	404	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:	988	7	29	0	14	48	16	232	307	47	404	0
Added Vol:	18	37	0	2	61	46	19	1	19	0	2	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1006	44	29	2	75	94	35	233	326	47	406	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1006	44	29	2	75	94	35	233	326	47	406	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1006	44	29	2	75	94	35	233	326	47	406	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1006	44	29	2	75	94	35	233	326	47	406	3
Saturation Flow 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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.57	0.02	0.02	0.00	0.04	0.05	0.02	0.12	0.19	0.03	0.11	0.00
Crit Moves:	****				****			****			****	
Green Time:	21.0	18.2	25.2	12.8	10.0	17.0	7.0	10.0	31.0	7.0	10.0	22.8
Volume/Cap:	1.64	0.08	0.04	0.01	0.24	0.19	0.17	0.74	0.36	0.23	0.64	0.00
Delay/Veh:	315.9	14.9	10.3	18.6	22.1	16.5	24.3	32.4	8.9	24.6	25.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	315.9	14.9	10.3	18.6	22.1	16.5	24.3	32.4	8.9	24.6	25.6	11.6
LOS by Move:	F	B	B	B	C	B	C	C	A	C	C	B
HCM2k95thQ:	112	1	1	0	3	3	1	8	7	2	9	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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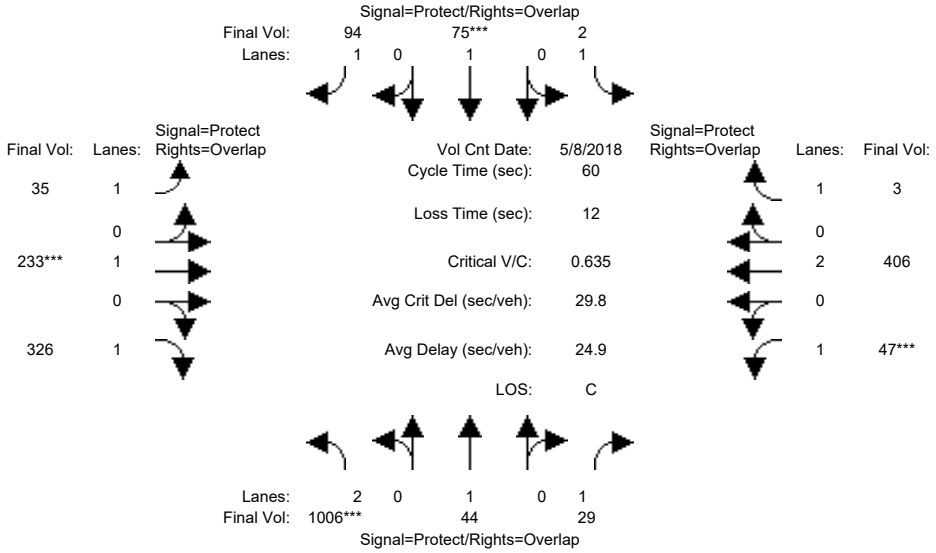

Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	988	7	29	0	14	48	16	232	307	47	404	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:	988	7	29	0	14	48	16	232	307	47	404	0
Added Vol:	18	37	0	2	61	46	19	1	19	0	2	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1006	44	29	2	75	94	35	233	326	47	406	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1006	44	29	2	75	94	35	233	326	47	406	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1006	44	29	2	75	94	35	233	326	47	406	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1006	44	29	2	75	94	35	233	326	47	406	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.32	0.02	0.02	0.00	0.04	0.05	0.02	0.12	0.19	0.03	0.11	0.00
Crit Moves:	****				****			****			****	
Green Time:	21.0	18.2	25.2	12.8	10.0	17.0	7.0	10.0	31.0	7.0	10.0	22.8
Volume/Cap:	0.91	0.08	0.04	0.01	0.24	0.19	0.17	0.74	0.36	0.23	0.64	0.00
Delay/Veh:	30.0	14.9	10.3	18.6	22.1	16.5	24.3	32.4	8.9	24.6	25.6	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	14.9	10.3	18.6	22.1	16.5	24.3	32.4	8.9	24.6	25.6	11.6
LOS by Move:	C	B	B	B	C	B	C	C	A	C	C	B
HCM2k95thQ:	27	1	1	0	3	3	1	8	7	2	9	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

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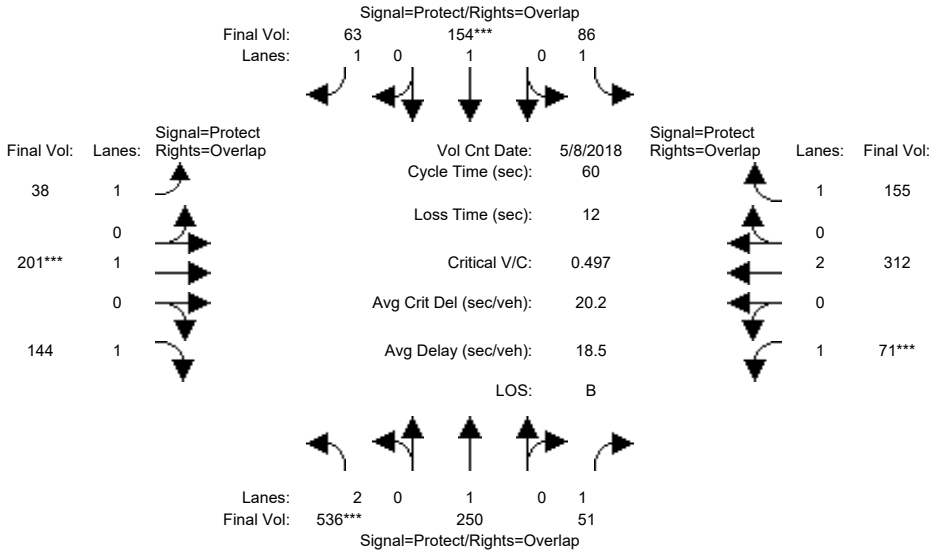

Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	536	250	51	86	154	63	38	201	144	71	312	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	536	250	51	86	154	63	38	201	144	71	312	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	536	250	51	86	154	63	38	201	144	71	312	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	536	250	51	86	154	63	38	201	144	71	312	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	536	250	51	86	154	63	38	201	144	71	312	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	536	250	51	86	154	63	38	201	144	71	312	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.13	0.03	0.05	0.08	0.04	0.02	0.11	0.08	0.04	0.08	0.09
Crit Moves:	****				****			****			****	
Green Time:	19.1	17.1	24.1	12.0	10.0	17.8	7.8	11.9	31.0	7.0	11.1	23.1
Volume/Cap:	0.53	0.46	0.07	0.25	0.49	0.12	0.17	0.53	0.16	0.35	0.44	0.23
Delay/Veh:	17.3	18.3	11.1	20.6	23.8	15.5	23.6	23.1	7.7	25.4	22.1	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	18.3	11.1	20.6	23.8	15.5	23.6	23.1	7.7	25.4	22.1	12.6
LOS by Move:	B	B	B	C	C	B	C	C	A	C	C	B
HCM2k95thQ:	11	8	1	3	6	2	1	7	3	3	6	4

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
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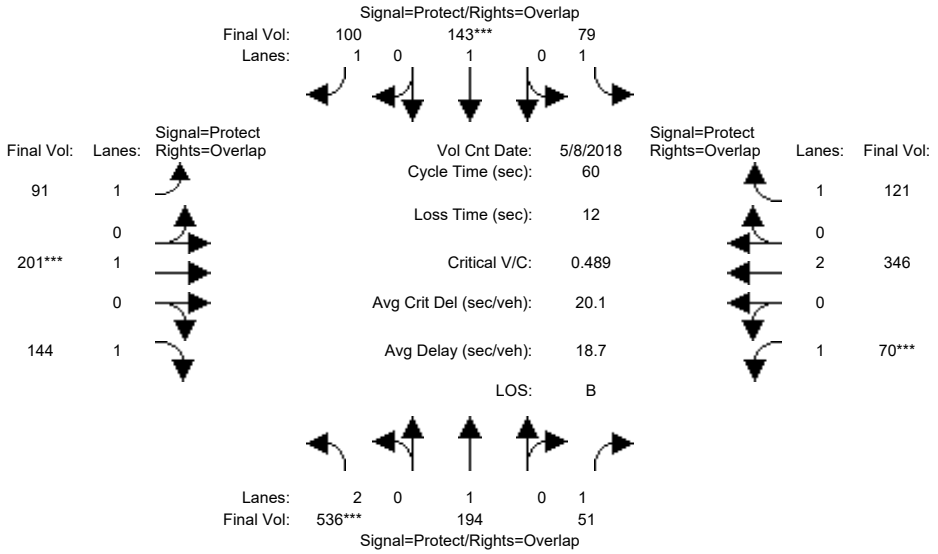
Year 2035 GP + Proposed Proj AM

Intersection #110: Mission View Drive and Cochrane Road



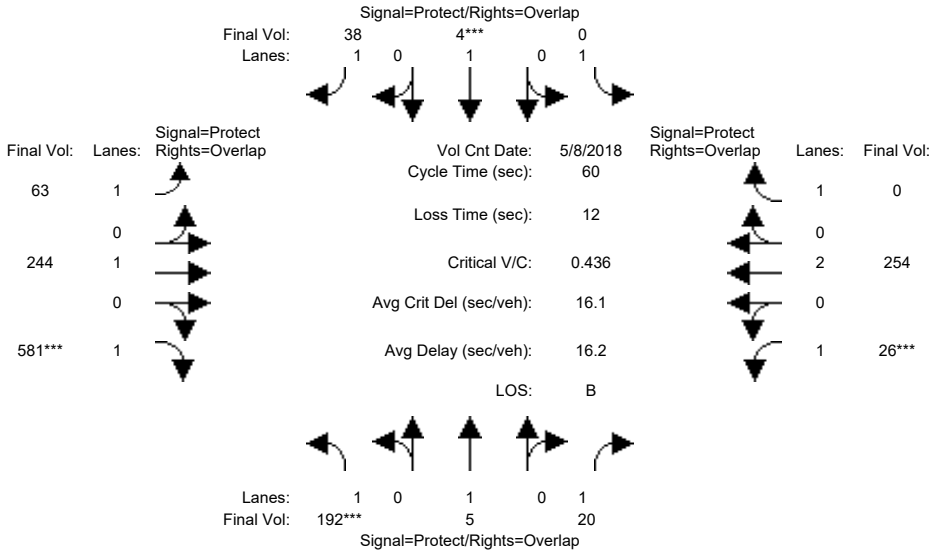
Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	536	194	51	79	143	100	91	201	144	70	346	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	536	194	51	79	143	100	91	201	144	70	346	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	536	194	51	79	143	100	91	201	144	70	346	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	536	194	51	79	143	100	91	201	144	70	346	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	536	194	51	79	143	100	91	201	144	70	346	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	536	194	51	79	143	100	91	201	144	70	346	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.10	0.03	0.05	0.08	0.06	0.05	0.11	0.08	0.04	0.09	0.07
Crit Moves:	****				****			****			****	
Green Time:	19.1	17.1	24.1	12.0	10.0	17.8	7.8	11.9	31.0	7.0	11.1	23.1
Volume/Cap:	0.53	0.36	0.07	0.23	0.45	0.19	0.40	0.53	0.16	0.34	0.49	0.18
Delay/Veh:	17.3	17.5	11.1	20.4	23.6	15.9	25.1	23.1	7.7	25.4	22.5	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:	17.3	17.5	11.1	20.4	23.6	15.9	25.1	23.1	7.7	25.4	22.5	12.3
LOS by Move:	B	B	B	C	C	B	C	C	A	C	C	B
HCM2k95thQ:	11	6	1	3	6	3	3	7	3	3	7	3

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #110: Mission View Drive and Cochrane Road



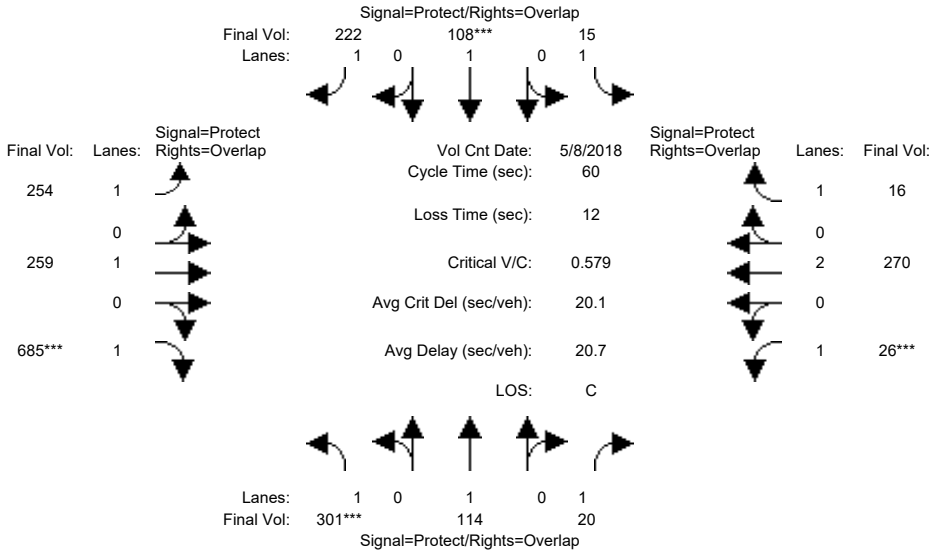
Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	192	5	20	0	4	38	63	244	581	26	254	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:	192	5	20	0	4	38	63	244	581	26	254	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:	192	5	20	0	4	38	63	244	581	26	254	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:	192	5	20	0	4	38	63	244	581	26	254	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	5	20	0	4	38	63	244	581	26	254	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:	192	5	20	0	4	38	63	244	581	26	254	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.01	0.00	0.00	0.02	0.04	0.13	0.33	0.01	0.07	0.00
Crit Moves:	****				****				****	****		
Green Time:	10.5	20.5	27.5	0.0	10.0	21.3	11.3	20.5	31.0	7.0	16.2	0.0
Volume/Cap:	0.63	0.01	0.02	0.00	0.01	0.06	0.19	0.38	0.64	0.13	0.25	0.00
Delay/Veh:	27.1	13.1	8.9	0.0	20.9	12.8	20.8	15.3	12.1	24.0	17.3	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:	27.1	13.1	8.9	0.0	20.9	12.8	20.8	15.3	12.1	24.0	17.3	0.0
LOS by Move:	C	B	A	A	C	B	C	B	B	C	B	A
HCM2k95thQ:	9	0	0	0	0	1	2	7	16	1	4	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #110: Mission View Drive and Cochrane Road



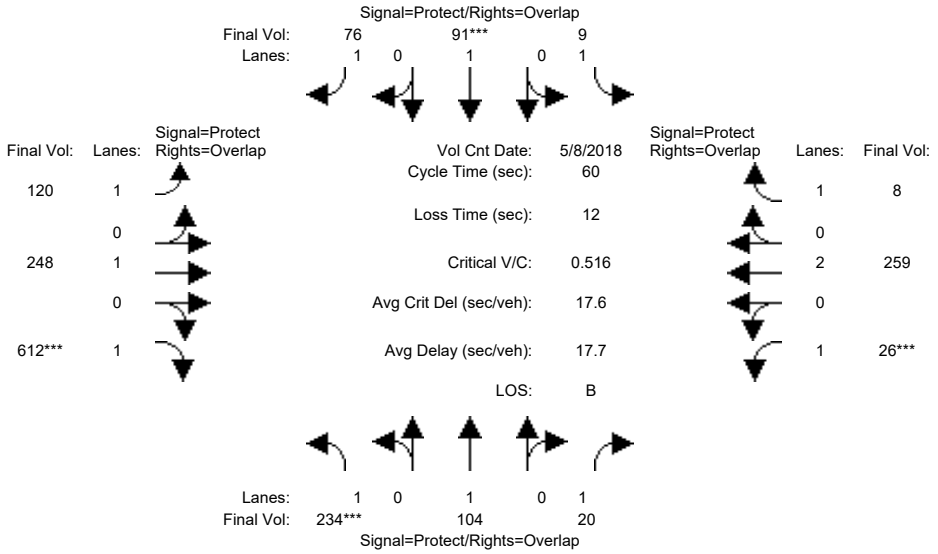
Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	192	5	20	0	4	38	63	244	581	26	254	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:	192	5	20	0	4	38	63	244	581	26	254	0
Added Vol:	109	109	0	15	104	184	191	15	104	0	16	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	114	20	15	108	222	254	259	685	26	270	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:	301	114	20	15	108	222	254	259	685	26	270	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	114	20	15	108	222	254	259	685	26	270	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:	301	114	20	15	108	222	254	259	685	26	270	16
Saturation Flow 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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.06	0.01	0.01	0.06	0.13	0.15	0.14	0.39	0.01	0.07	0.01
Crit Moves:	****				****				****	****		
Green Time:	13.6	13.9	20.9	9.7	10.0	21.3	11.3	17.4	31.0	7.0	13.0	22.8
Volume/Cap:	0.76	0.26	0.03	0.05	0.34	0.36	0.77	0.47	0.76	0.13	0.33	0.02
Delay/Veh:	29.8	19.2	12.9	21.3	22.7	14.6	33.4	18.2	15.2	24.0	20.0	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:	29.8	19.2	12.9	21.3	22.7	14.6	33.4	18.2	15.2	24.0	20.0	11.7
LOS by Move:	C	B	B	C	C	B	C	B	B	C	C	B
HCM2k95thQ:	15	4	1	1	4	7	10	7	20	1	5	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #110: Mission View Drive and Cochrane Road



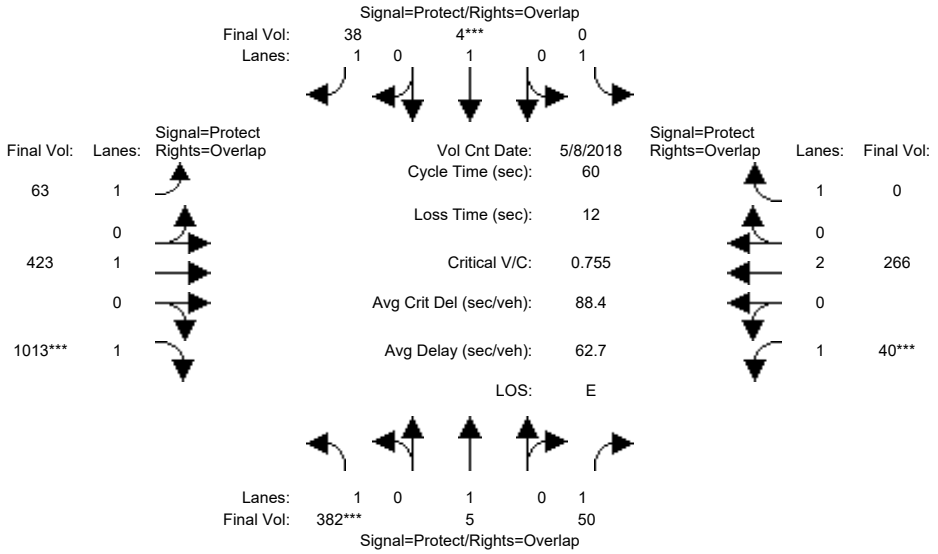
Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	192	5	20	0	4	38	63	244	581	26	254	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:	192	5	20	0	4	38	63	244	581	26	254	0
Added Vol:	42	99	0	9	87	38	57	4	31	0	5	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	104	20	9	91	76	120	248	612	26	259	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	104	20	9	91	76	120	248	612	26	259	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	104	20	9	91	76	120	248	612	26	259	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	104	20	9	91	76	120	248	612	26	259	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.05	0.01	0.01	0.05	0.04	0.07	0.13	0.35	0.01	0.07	0.00
Crit Moves:	****				****				****	****		
Green Time:	11.9	12.9	19.9	9.0	10.0	20.8	10.8	19.1	31.0	7.0	15.4	24.4
Volume/Cap:	0.68	0.26	0.03	0.03	0.29	0.13	0.38	0.41	0.68	0.13	0.27	0.01
Delay/Veh:	27.6	19.9	13.6	21.8	22.4	13.5	22.5	16.4	12.8	24.0	18.0	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	19.9	13.6	21.8	22.4	13.5	22.5	16.4	12.8	24.0	18.0	10.6
LOS by Move:	C	B	B	C	C	B	C	B	B	C	B	B
HCM2k95thQ:	11	4	1	0	4	2	4	7	17	1	4	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 No Project PM

Intersection #110: Mission View Drive and Cochrane Road



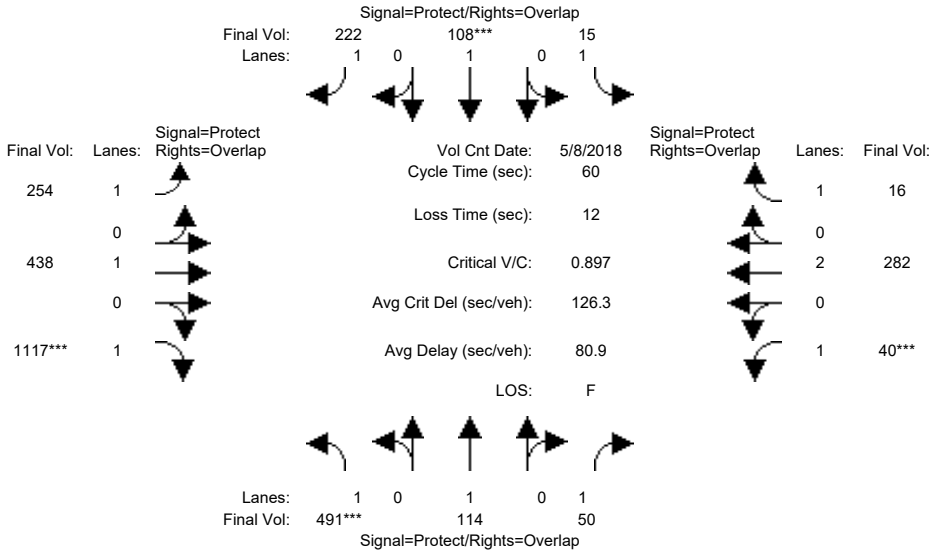
Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	382	5	50	0	4	38	63	423	1013	40	266	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:	382	5	50	0	4	38	63	423	1013	40	266	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:	382	5	50	0	4	38	63	423	1013	40	266	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:	382	5	50	0	4	38	63	423	1013	40	266	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	5	50	0	4	38	63	423	1013	40	266	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:	382	5	50	0	4	38	63	423	1013	40	266	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.03	0.00	0.00	0.02	0.04	0.22	0.58	0.02	0.07	0.00
Crit Moves:	****				****				****	****		
Green Time:	11.7	21.7	28.7	0.0	10.0	20.8	10.8	19.3	31.0	7.0	15.5	0.0
Volume/Cap:	1.12	0.01	0.06	0.00	0.01	0.06	0.20	0.69	1.12	0.20	0.27	0.00
Delay/Veh:	109.5	12.3	8.4	0.0	20.9	13.1	21.2	21.1	83.3	24.4	17.9	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:	109.5	12.3	8.4	0.0	20.9	13.1	21.2	21.1	83.3	24.4	17.9	0.0
LOS by Move:	F	B	A	A	C	B	C	C	F	C	B	A
HCM2k95thQ:	30	0	1	0	0	1	2	13	56	2	4	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Approved Proj PM

Intersection #110: Mission View Drive and Cochrane Road



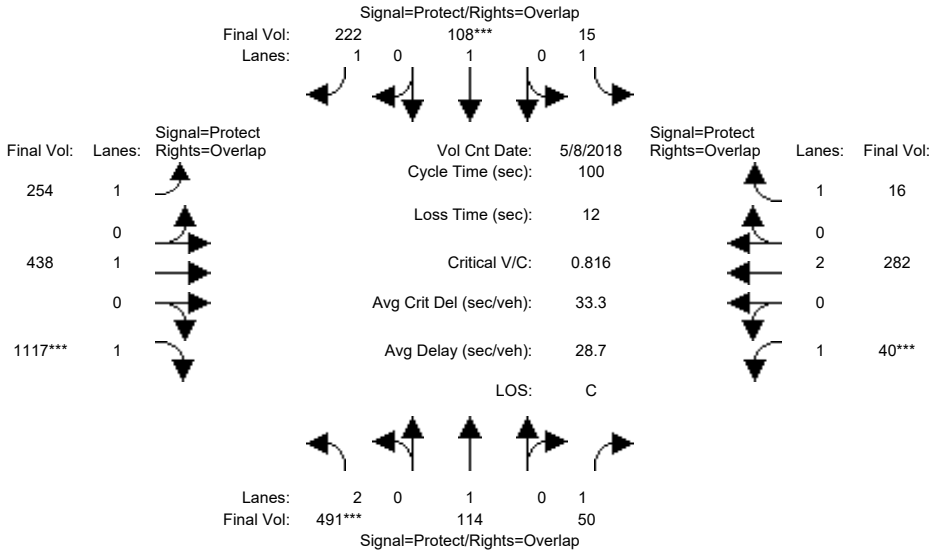
Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	382	5	50	0	4	38	63	423	1013	40	266	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:	382	5	50	0	4	38	63	423	1013	40	266	0
Added Vol:	109	109	0	15	104	184	191	15	104	0	16	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	491	114	50	15	108	222	254	438	1117	40	282	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:	491	114	50	15	108	222	254	438	1117	40	282	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	491	114	50	15	108	222	254	438	1117	40	282	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:	491	114	50	15	108	222	254	438	1117	40	282	16
Saturation Flow 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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.06	0.03	0.01	0.06	0.13	0.15	0.23	0.64	0.02	0.07	0.01
Crit Moves:	****				****				****	****		
Green Time:	13.6	13.9	20.9	9.7	10.0	21.3	11.3	17.4	31.0	7.0	13.0	22.8
Volume/Cap:	1.24	0.26	0.08	0.05	0.34	0.36	0.77	0.80	1.24	0.20	0.34	0.02
Delay/Veh:	149.1	19.2	13.2	21.3	22.7	14.6	33.4	27.6	130.0	24.4	20.1	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:	149.1	19.2	13.2	21.3	22.7	14.6	33.4	27.6	130.0	24.4	20.1	11.7
LOS by Move:	F	B	B	C	C	B	C	C	F	C	C	B
HCM2k95thQ:	42	4	1	1	4	7	9	13	76	2	5	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Approved Proj PM (Miti)

Intersection #110: Mission View Drive and Cochrane Road



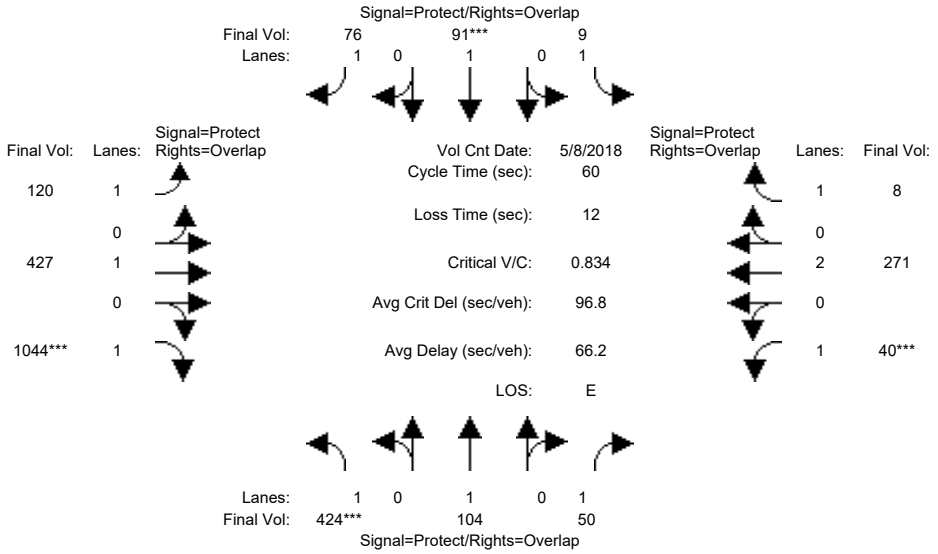
Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	382	5	50	0	4	38	63	423	1013	40	266	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:	382	5	50	0	4	38	63	423	1013	40	266	0
Added Vol:	109	109	0	15	104	184	191	15	104	0	16	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	491	114	50	15	108	222	254	438	1117	40	282	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:	491	114	50	15	108	222	254	438	1117	40	282	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	491	114	50	15	108	222	254	438	1117	40	282	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:	491	114	50	15	108	222	254	438	1117	40	282	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.06	0.03	0.01	0.06	0.13	0.15	0.23	0.64	0.02	0.07	0.01
Crit Moves:	****				****				****	****		
Green Time:	17.3	16.1	23.1	11.3	10.0	45.9	35.9	53.7	71.0	7.0	24.7	36.0
Volume/Cap:	0.90	0.37	0.12	0.08	0.57	0.28	0.40	0.43	0.90	0.33	0.30	0.03
Delay/Veh:	58.2	38.2	30.6	39.9	47.0	16.9	24.4	14.2	20.6	45.8	30.8	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:	58.2	38.2	30.6	39.9	47.0	16.9	24.4	14.2	20.6	45.8	30.8	20.7
LOS by Move:	E	D	C	D	D	B	C	B	C	D	C	C
HCM2k95thQ:	22	7	3	1	8	9	11	14	45	3	7	1

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Proposed Proj PM

Intersection #110: Mission View Drive and Cochrane Road



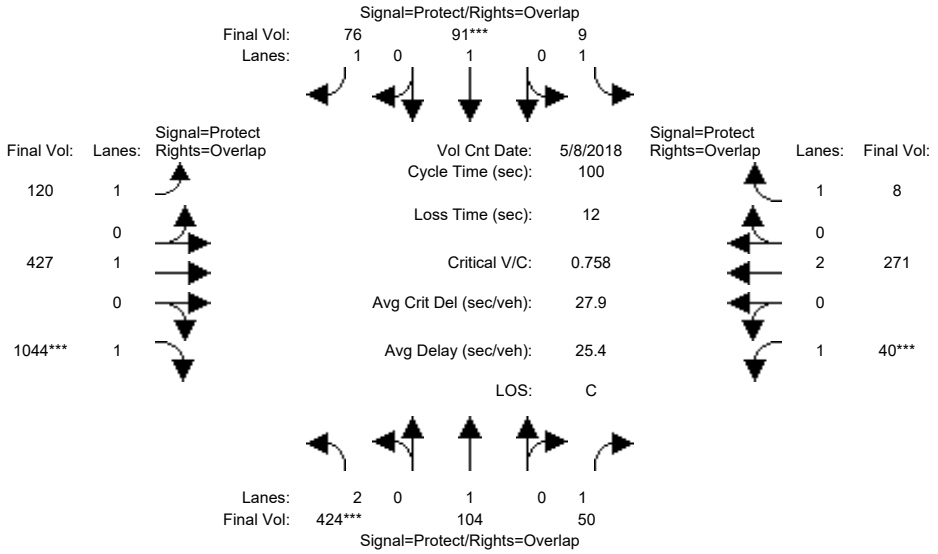
Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	382	5	50	0	4	38	63	423	1013	40	266	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:	382	5	50	0	4	38	63	423	1013	40	266	0
Added Vol:	42	99	0	9	87	38	57	4	31	0	5	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	424	104	50	9	91	76	120	427	1044	40	271	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	424	104	50	9	91	76	120	427	1044	40	271	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	424	104	50	9	91	76	120	427	1044	40	271	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	424	104	50	9	91	76	120	427	1044	40	271	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.05	0.03	0.01	0.05	0.04	0.07	0.22	0.60	0.02	0.07	0.00
Crit Moves:	****				****				****	****		
Green Time:	12.6	13.3	20.3	9.3	10.0	20.5	10.5	18.4	31.0	7.0	14.9	24.2
Volume/Cap:	1.15	0.25	0.08	0.03	0.29	0.13	0.39	0.73	1.15	0.20	0.29	0.01
Delay/Veh:	119.8	19.5	13.6	21.6	22.4	13.7	22.8	23.4	96.7	24.4	18.4	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	119.8	19.5	13.6	21.6	22.4	13.7	22.8	23.4	96.7	24.4	18.4	10.7
LOS by Move:	F	B	B	C	C	B	C	C	F	C	B	B
HCM2k95thQ:	34	4	1	0	4	2	4	13	61	2	5	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Proposed Proj PM (Miti)

Intersection #110: Mission View Drive and Cochrane Road



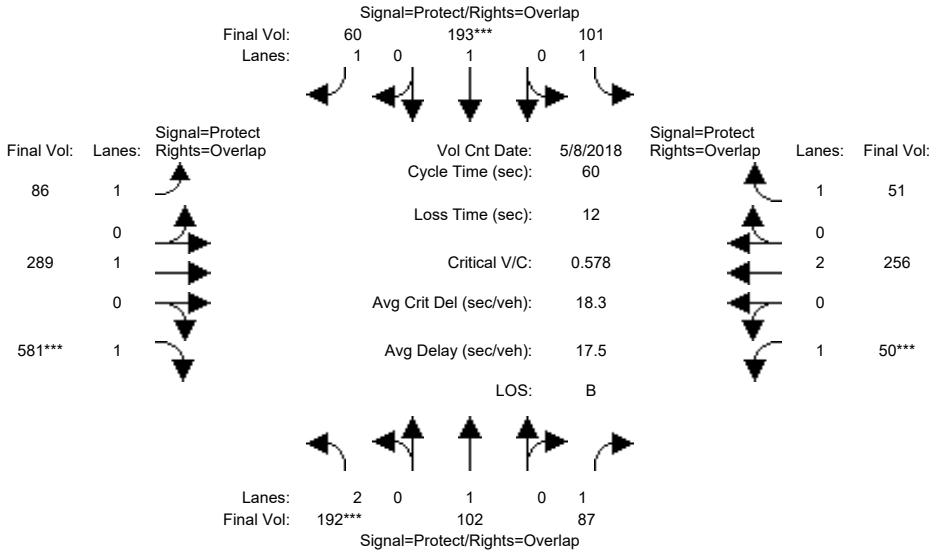
Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	382	5	50	0	4	38	63	423	1013	40	266	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:	382	5	50	0	4	38	63	423	1013	40	266	0
Added Vol:	42	99	0	9	87	38	57	4	31	0	5	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	424	104	50	9	91	76	120	427	1044	40	271	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	424	104	50	9	91	76	120	427	1044	40	271	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	424	104	50	9	91	76	120	427	1044	40	271	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	424	104	50	9	91	76	120	427	1044	40	271	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.05	0.03	0.01	0.05	0.04	0.07	0.22	0.60	0.02	0.07	0.00
Crit Moves:	****				****				****	****		
Green Time:	16.0	15.3	22.3	10.7	10.0	35.5	25.5	55.0	71.0	7.0	36.5	47.2
Volume/Cap:	0.84	0.36	0.13	0.05	0.48	0.12	0.27	0.41	0.84	0.33	0.20	0.01
Delay/Veh:	52.7	38.7	31.2	40.2	44.4	21.8	30.1	13.3	15.7	45.8	21.8	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	38.7	31.2	40.2	44.4	21.8	30.1	13.3	15.7	45.8	21.8	14.0
LOS by Move:	D	D	C	D	D	C	C	B	B	D	C	B
HCM2k95thQ:	19	6	3	1	7	3	6	13	40	3	6	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #110: Mission View Drive and Cochrane Road



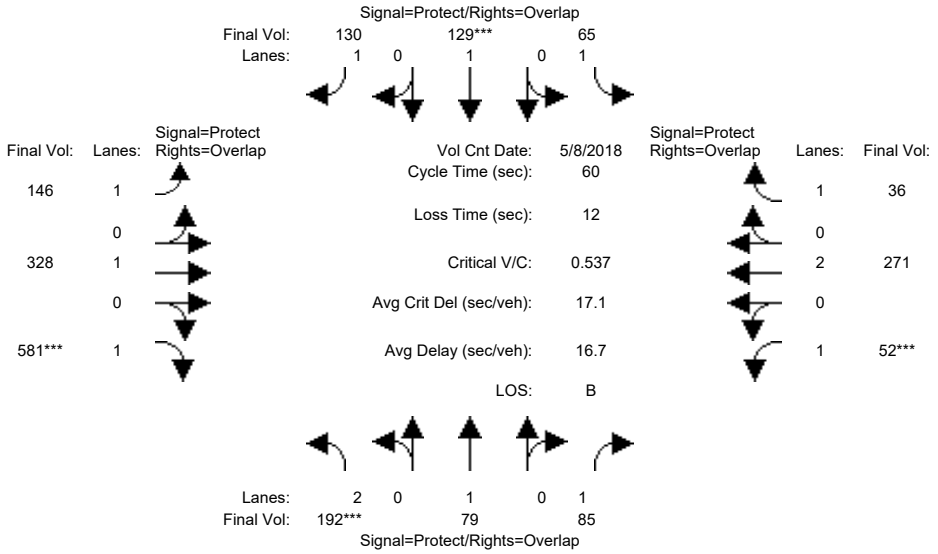
Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	192	102	87	101	193	60	86	289	581	50	256	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	102	87	101	193	60	86	289	581	50	256	51
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	102	87	101	193	60	86	289	581	50	256	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	102	87	101	193	60	86	289	581	50	256	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	102	87	101	193	60	86	289	581	50	256	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	192	102	87	101	193	60	86	289	581	50	256	51
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.06	0.10	0.03	0.05	0.15	0.33	0.03	0.07	0.03
Crit Moves:	****				****				****	****		
Green Time:	7.0	10.5	17.5	7.4	10.9	23.3	12.4	23.1	30.1	7.0	17.7	25.1
Volume/Cap:	0.52	0.31	0.17	0.47	0.56	0.09	0.24	0.40	0.66	0.24	0.23	0.07
Delay/Veh:	26.3	22.1	16.0	26.1	24.4	11.7	20.2	13.7	13.0	24.7	16.1	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	22.1	16.0	26.1	24.4	11.7	20.2	13.7	13.0	24.7	16.1	10.5
LOS by Move:	C	C	B	C	C	B	C	B	B	C	B	B
HCM2k95thQ:	6	4	3	5	8	2	3	7	16	2	4	1

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP + Proposed Proj PM

Intersection #110: Mission View Drive and Cochrane Road



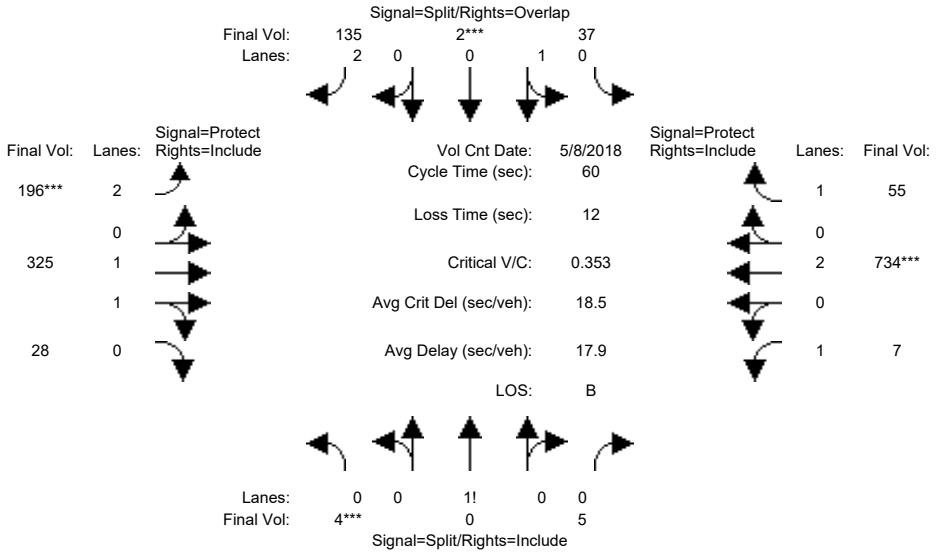
Street Name:	Mission View Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	192	79	85	65	129	130	146	328	581	52	271	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:	192	79	85	65	129	130	146	328	581	52	271	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:	192	79	85	65	129	130	146	328	581	52	271	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:	192	79	85	65	129	130	146	328	581	52	271	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	79	85	65	129	130	146	328	581	52	271	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:	192	79	85	65	129	130	146	328	581	52	271	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	1900	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.05	0.04	0.07	0.07	0.08	0.17	0.33	0.03	0.07	0.02
Crit Moves:	****				****				****	****		
Green Time:	7.0	10.0	17.0	7.0	10.0	22.8	12.8	24.0	31.0	7.0	18.2	25.2
Volume/Cap:	0.52	0.25	0.17	0.32	0.41	0.20	0.39	0.43	0.64	0.25	0.23	0.05
Delay/Veh:	26.3	22.2	16.4	25.2	23.2	12.6	21.0	13.4	12.1	24.8	15.8	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	22.2	16.4	25.2	23.2	12.6	21.0	13.4	12.1	24.8	15.8	10.3
LOS by Move:	C	C	B	C	C	B	C	B	B	C	B	B
HCM2k95thQ:	6	3	3	3	5	4	5	8	16	2	4	1

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #109: De Paul Drive and Cochrane Road



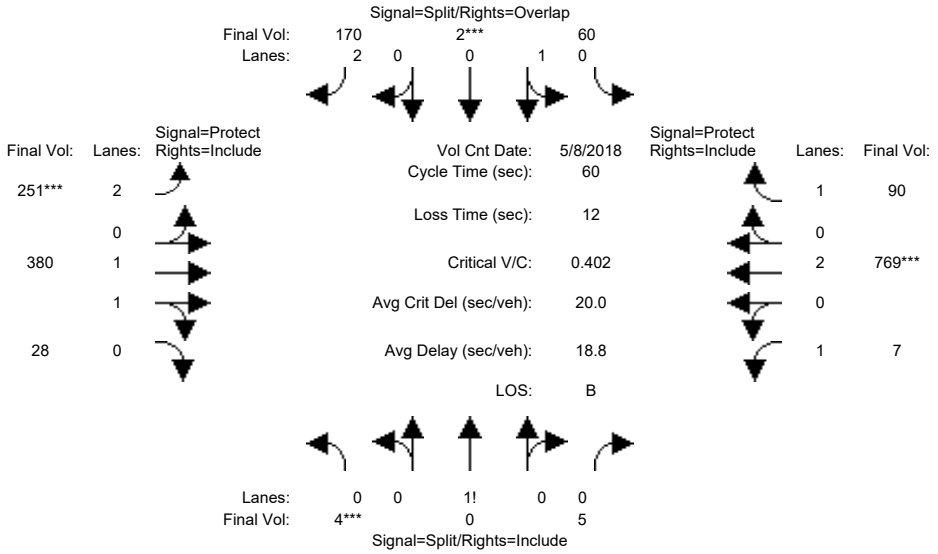
Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	4	0	5	37	2	135	196	325	28	7	734	55
Growth Adj:	1.00	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	0	5	37	2	135	196	325	28	7	734	55
Added Vol:	0	0	0	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	0	5	37	2	135	196	325	28	7	734	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	5	37	2	135	196	325	28	7	734	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	37	2	135	196	325	28	7	734	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	0	5	37	2	135	196	325	28	7	734	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.83	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.44	0.00	0.56	0.95	0.05	2.00	2.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	778	0	972	1708	92	3150	3150	3406	293	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.02	0.02	0.04	0.06	0.10	0.10	0.00	0.19	0.03
Crit Moves:	****				****		****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	17.0	7.0	16.5	16.5	11.5	21.0	21.0
Volume/Cap:	0.03	0.00	0.03	0.13	0.13	0.15	0.53	0.35	0.35	0.02	0.55	0.09
Delay/Veh:	21.0	0.0	21.0	21.5	21.5	16.2	26.5	17.7	17.7	19.7	16.2	13.2
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:	21.0	0.0	21.0	21.5	21.5	16.2	26.5	17.7	17.7	19.7	16.2	13.2
LOS by Move:	C	A	C	C	C	B	C	B	B	B	B	B
HCM2k95thQ:	0	0	0	2	2	2	6	6	6	0	10	1

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #109: De Paul Drive and Cochrane Road



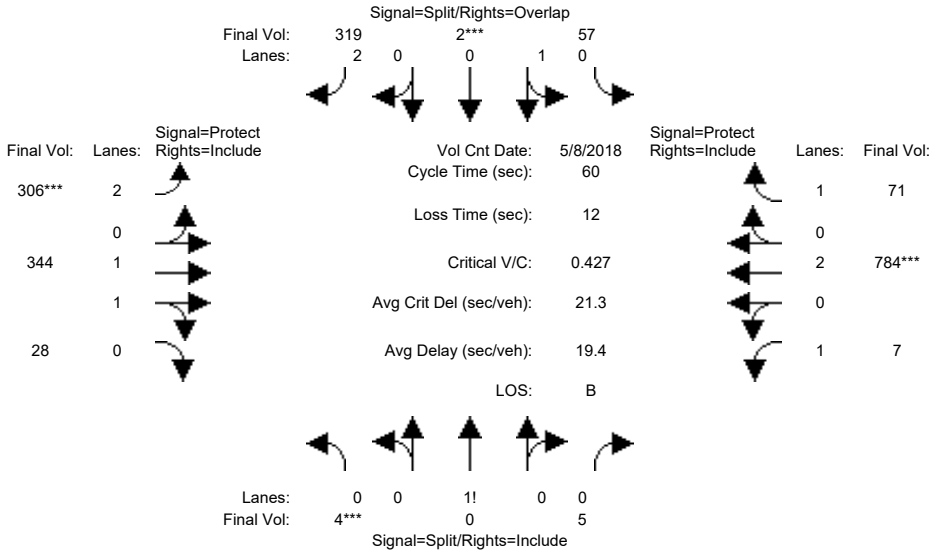
Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	4	0	5	37	2	135	196	325	28	7	734	55
Growth Adj:	1.00	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	0	5	37	2	135	196	325	28	7	734	55
Added Vol:	0	0	0	23	0	35	55	55	0	0	35	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	5	60	2	170	251	380	28	7	769	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	0	5	60	2	170	251	380	28	7	769	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	60	2	170	251	380	28	7	769	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	0	5	60	2	170	251	380	28	7	769	90
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.83	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.44	0.00	0.56	0.97	0.03	2.00	2.00	1.86	0.14	1.00	2.00	1.00
Final Sat.:	778	0	972	1742	58	3150	3150	3446	254	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.03	0.03	0.05	0.08	0.11	0.11	0.00	0.20	0.05
Crit Moves:	****				****		****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	17.9	7.9	16.5	16.5	11.5	20.1	20.1
Volume/Cap:	0.03	0.00	0.03	0.21	0.21	0.18	0.60	0.40	0.40	0.02	0.60	0.15
Delay/Veh:	21.0	0.0	21.0	21.9	21.9	15.7	27.1	18.0	18.0	19.7	17.5	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.0	0.0	21.0	21.9	21.9	15.7	27.1	18.0	18.0	19.7	17.5	14.1
LOS by Move:	C	A	C	C	C	B	C	B	B	B	B	B
HCM2k95thQ:	0	0	0	2	2	3	7	7	7	0	11	2

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #109: De Paul Drive and Cochrane Road



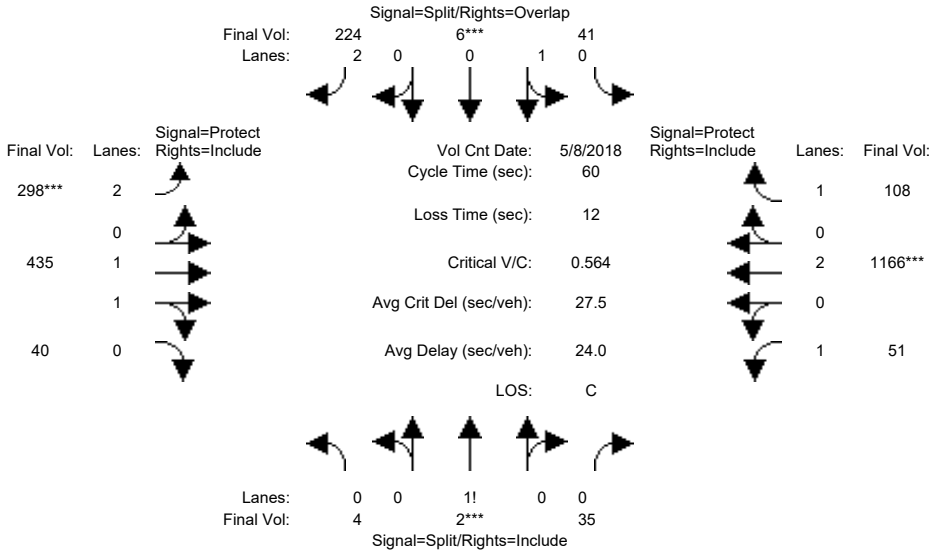
Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	4	0	5	37	2	135	196	325	28	7	734	55
Growth Adj:	1.00	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	0	5	37	2	135	196	325	28	7	734	55
Added Vol:	0	0	0	20	0	184	110	19	0	0	50	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	0	5	57	2	319	306	344	28	7	784	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	0	5	57	2	319	306	344	28	7	784	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	5	57	2	319	306	344	28	7	784	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	0	5	57	2	319	306	344	28	7	784	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.83	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.44	0.00	0.56	0.97	0.03	2.00	2.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	778	0	972	1739	61	3150	3150	3421	278	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.03	0.03	0.10	0.10	0.10	0.10	0.00	0.21	0.04
Crit Moves:	****				****		****				****	
Green Time:	10.0	0.0	10.0	10.0	10.0	19.0	9.0	16.5	16.5	11.5	19.0	19.0
Volume/Cap:	0.03	0.00	0.03	0.20	0.20	0.32	0.65	0.37	0.37	0.02	0.65	0.13
Delay/Veh:	21.0	0.0	21.0	21.9	21.9	15.8	27.3	17.8	17.8	19.7	18.9	14.7
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:	21.0	0.0	21.0	21.9	21.9	15.8	27.3	17.8	17.8	19.7	18.9	14.7
LOS by Move:	C	A	C	C	C	B	C	B	B	B	B	B
HCM2k95thQ:	0	0	0	2	2	6	9	6	6	0	12	2

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 No Project AM

Intersection #109: De Paul Drive and Cochrane Road



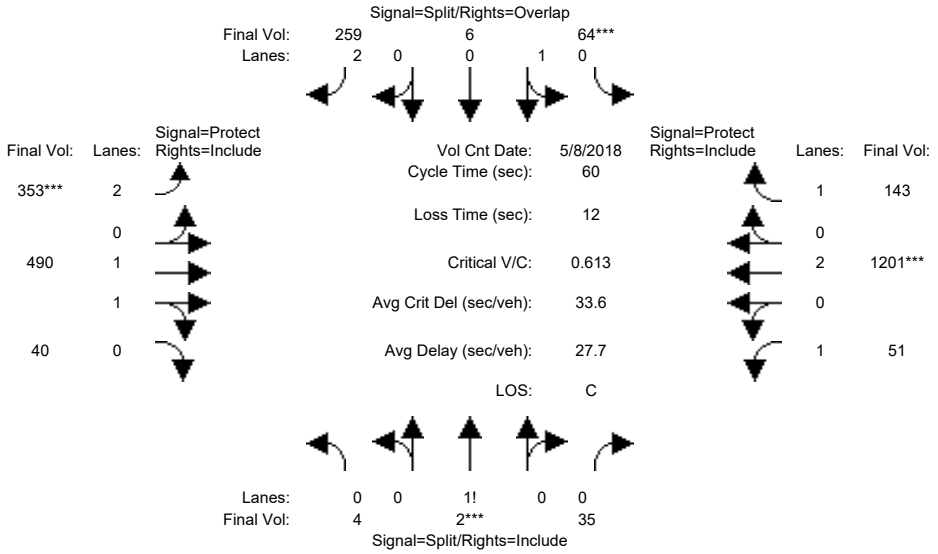
Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	4	2	35	41	6	224	298	435	40	51	1166	108
Growth Adj:	1.00	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	2	35	41	6	224	298	435	40	51	1166	108
Added Vol:	0	0	0	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	2	35	41	6	224	298	435	40	51	1166	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2	35	41	6	224	298	435	40	51	1166	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	35	41	6	224	298	435	40	51	1166	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	2	35	41	6	224	298	435	40	51	1166	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.83	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.10	0.05	0.85	0.87	0.13	2.00	2.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	171	85	1494	1570	230	3150	3150	3388	312	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.03	0.07	0.09	0.13	0.13	0.03	0.31	0.06
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	17.0	7.0	16.5	16.5	11.5	21.0	21.0
Volume/Cap:	0.14	0.14	0.14	0.16	0.16	0.25	0.81	0.47	0.47	0.15	0.88	0.18
Delay/Veh:	21.6	21.6	21.6	21.6	21.6	16.7	38.6	18.5	18.5	20.4	25.2	13.6
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:	21.6	21.6	21.6	21.6	21.6	16.7	38.6	18.5	18.5	20.4	25.2	13.6
LOS by Move:	C	C	C	C	C	B	D	B	B	C	C	B
HCM2k95thQ:	2	2	2	2	2	4	11	8	8	2	20	3

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Approved Proj AM

Intersection #109: De Paul Drive and Cochrane Road



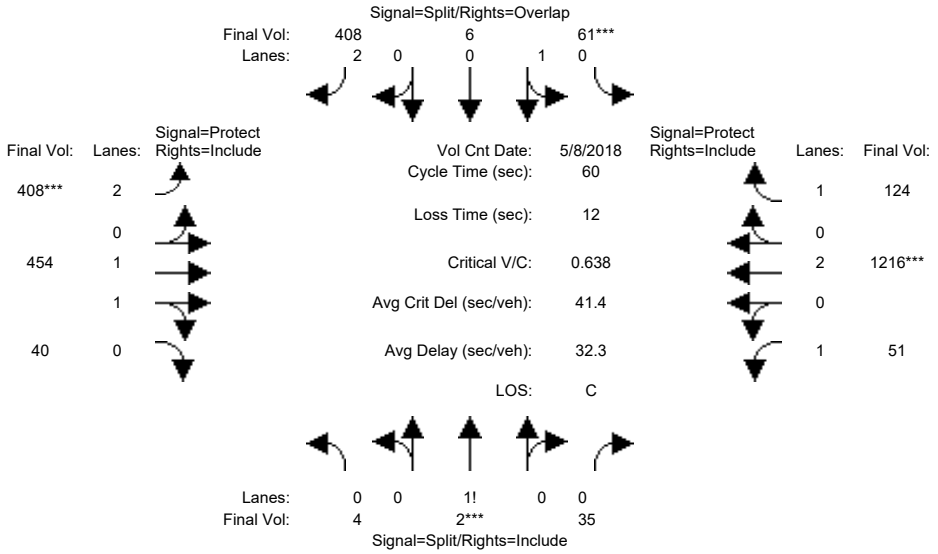
Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	4	2	35	41	6	224	298	435	40	51	1166	108
Growth Adj:	1.00	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	2	35	41	6	224	298	435	40	51	1166	108
Added Vol:	0	0	0	23	0	35	55	55	0	0	35	35
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	35	64	6	259	353	490	40	51	1201	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2	35	64	6	259	353	490	40	51	1201	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	35	64	6	259	353	490	40	51	1201	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	2	35	64	6	259	353	490	40	51	1201	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.83	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.10	0.05	0.85	0.91	0.09	2.00	2.00	1.84	0.16	1.00	2.00	1.00
Final Sat.:	171	85	1494	1646	154	3150	3150	3421	279	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.04	0.04	0.08	0.11	0.14	0.14	0.03	0.32	0.08
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	17.3	7.3	16.5	16.5	11.5	20.7	20.7
Volume/Cap:	0.14	0.14	0.14	0.23	0.23	0.28	0.92	0.52	0.52	0.15	0.92	0.24
Delay/Veh:	21.6	21.6	21.6	22.1	22.1	16.7	52.4	18.9	18.9	20.4	29.2	14.2
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:	21.6	21.6	21.6	22.1	22.1	16.7	52.4	18.9	18.9	20.4	29.2	14.2
LOS by Move:	C	C	C	C	C	B	D	B	B	C	C	B
HCM2k95thQ:	2	2	2	3	3	5	14	10	10	2	22	4

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Proposed Proj AM

Intersection #109: De Paul Drive and Cochrane Road



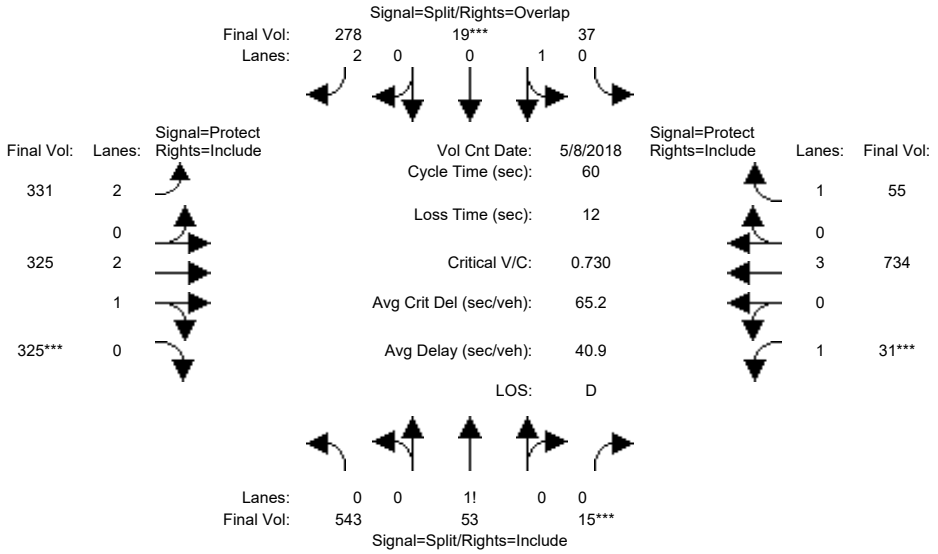
Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	4	2	35	41	6	224	298	435	40	51	1166	108
Growth Adj:	1.00	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	2	35	41	6	224	298	435	40	51	1166	108
Added Vol:	0	0	0	20	0	184	110	19	0	0	50	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	2	35	61	6	408	408	454	40	51	1216	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2	35	61	6	408	408	454	40	51	1216	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	35	61	6	408	408	454	40	51	1216	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	2	35	61	6	408	408	454	40	51	1216	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.83	0.83	0.98	0.95	0.92	1.00	0.92
Lanes:	0.10	0.05	0.85	0.91	0.09	2.00	2.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	171	85	1494	1639	161	3150	3150	3400	300	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.04	0.04	0.13	0.13	0.13	0.13	0.03	0.32	0.07
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	18.1	8.1	16.5	16.5	11.5	19.9	19.9
Volume/Cap:	0.14	0.14	0.14	0.22	0.22	0.43	0.96	0.49	0.49	0.15	0.96	0.21
Delay/Veh:	21.6	21.6	21.6	22.0	22.0	17.1	60.0	18.6	18.6	20.4	36.9	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:	21.6	21.6	21.6	22.0	22.0	17.1	60.0	18.6	18.6	20.4	36.9	14.6
LOS by Move:	C	C	C	C	C	B	E	B	B	C	D	B
HCM2k95thQ:	2	2	2	3	3	8	17	9	9	2	24	3

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #109: De Paul Drive and Cochrane Road



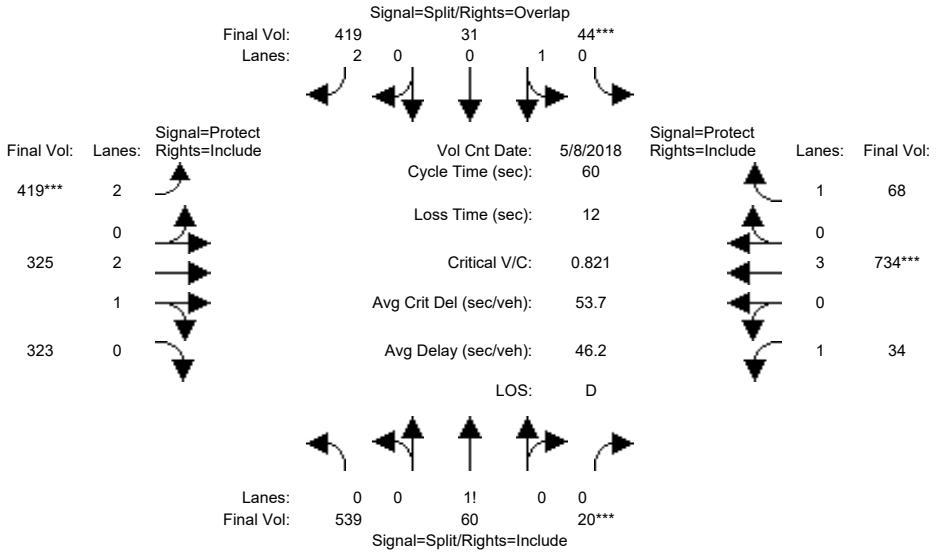
Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	543	53	15	37	19	278	331	325	325	31	734	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	543	53	15	37	19	278	331	325	325	31	734	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	543	53	15	37	19	278	331	325	325	31	734	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	543	53	15	37	19	278	331	325	325	31	734	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	543	53	15	37	19	278	331	325	325	31	734	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	543	53	15	37	19	278	331	325	325	31	734	55
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.89	0.09	0.02	0.66	0.34	2.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1555	152	43	1189	611	3150	3150	3800	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.03	0.03	0.09	0.11	0.09	0.19	0.02	0.13	0.03
Crit Moves:			****		****				****	****		
Green Time:	20.2	20.2	20.2	10.0	10.0	17.3	7.3	10.8	10.8	7.0	10.4	10.4
Volume/Cap:	1.04	1.04	1.04	0.19	0.19	0.31	0.86	0.48	1.04	0.15	0.74	0.18
Delay/Veh:	66.3	66.3	66.3	21.8	21.8	16.8	43.6	22.4	69.9	24.2	26.5	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.3	66.3	66.3	21.8	21.8	16.8	43.6	22.4	69.9	24.2	26.5	21.4
LOS by Move:	E	E	E	C	C	B	D	C	E	C	C	C
HCM2k95thQ:	36	36	36	2	2	5	13	7	24	1	9	2

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP + Proposed Proj AM

Intersection #109: De Paul Drive and Cochrane Road



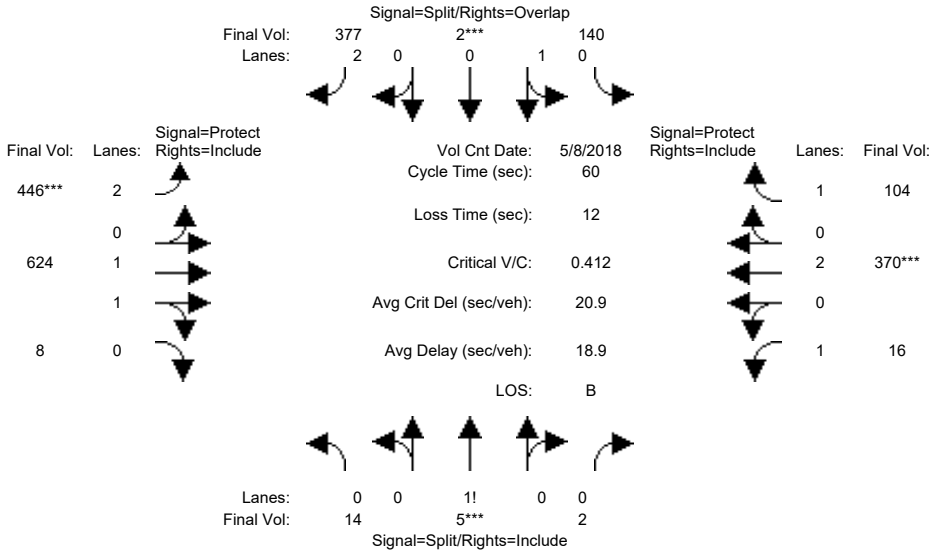
Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	539	60	20	44	31	419	419	325	323	34	734	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	539	60	20	44	31	419	419	325	323	34	734	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	539	60	20	44	31	419	419	325	323	34	734	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	539	60	20	44	31	419	419	325	323	34	734	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	539	60	20	44	31	419	419	325	323	34	734	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	539	60	20	44	31	419	419	325	323	34	734	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.87	0.10	0.03	0.59	0.41	2.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1524	170	57	1056	744	3150	3150	3800	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.35	0.04	0.04	0.13	0.13	0.09	0.18	0.02	0.13	0.04
Crit Moves:			****	****			****				****	
Green Time:	20.3	20.3	20.3	10.0	10.0	17.7	7.7	10.7	10.7	7.0	10.0	10.0
Volume/Cap:	1.04	1.04	1.04	0.25	0.25	0.45	1.04	0.48	1.04	0.17	0.77	0.23
Delay/Veh:	68.4	68.4	68.4	22.2	22.2	17.6	82.7	22.5	71.4	24.3	27.9	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.4	68.4	68.4	22.2	22.2	17.6	82.7	22.5	71.4	24.3	27.9	22.1
LOS by Move:	E	E	E	C	C	B	F	C	E	C	C	C
HCM2k95thQ:	37	37	37	3	3	8	19	7	24	1	9	2

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #109: De Paul Drive and Cochrane Road



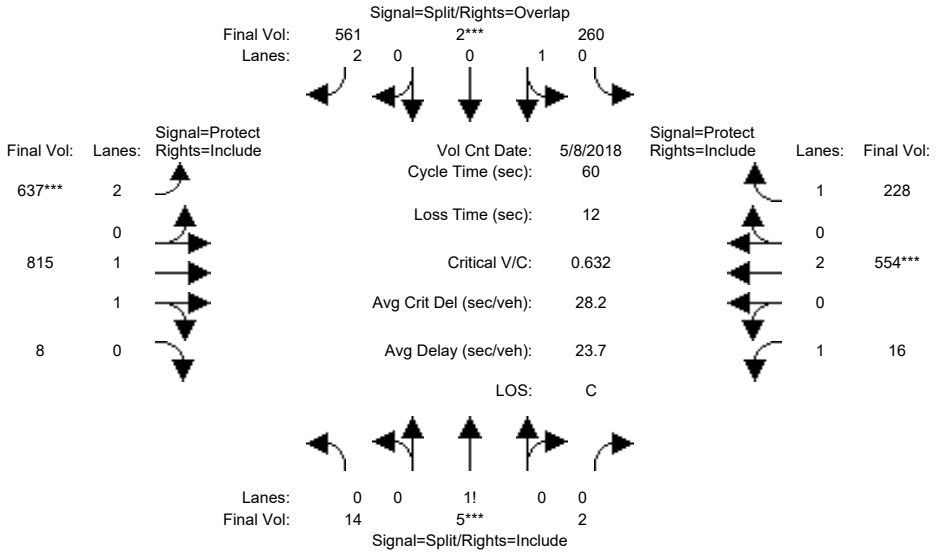
Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	14	5	2	140	2	377	446	624	8	16	370	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	5	2	140	2	377	446	624	8	16	370	104
Added Vol:	0	0	0	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	5	2	140	2	377	446	624	8	16	370	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	5	2	140	2	377	446	624	8	16	370	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	5	2	140	2	377	446	624	8	16	370	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	5	2	140	2	377	446	624	8	16	370	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.67	0.24	0.09	0.99	0.01	2.00	2.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1167	417	167	1775	25	3150	3150	3653	47	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.08	0.12	0.14	0.17	0.17	0.01	0.10	0.06
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	26.6	16.6	16.6	16.6	11.4	11.4	11.4
Volume/Cap:	0.07	0.07	0.07	0.47	0.47	0.27	0.51	0.62	0.62	0.05	0.51	0.31
Delay/Veh:	21.2	21.2	21.2	23.8	23.8	10.7	18.8	20.0	20.0	20.0	22.4	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	21.2	21.2	23.8	23.8	10.7	18.8	20.0	20.0	20.0	22.4	21.5
LOS by Move:	C	C	C	C	C	B	B	C	C	B	C	C
HCM2k95thQ:	1	1	1	6	6	6	9	12	12	1	6	4

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #109: De Paul Drive and Cochrane Road



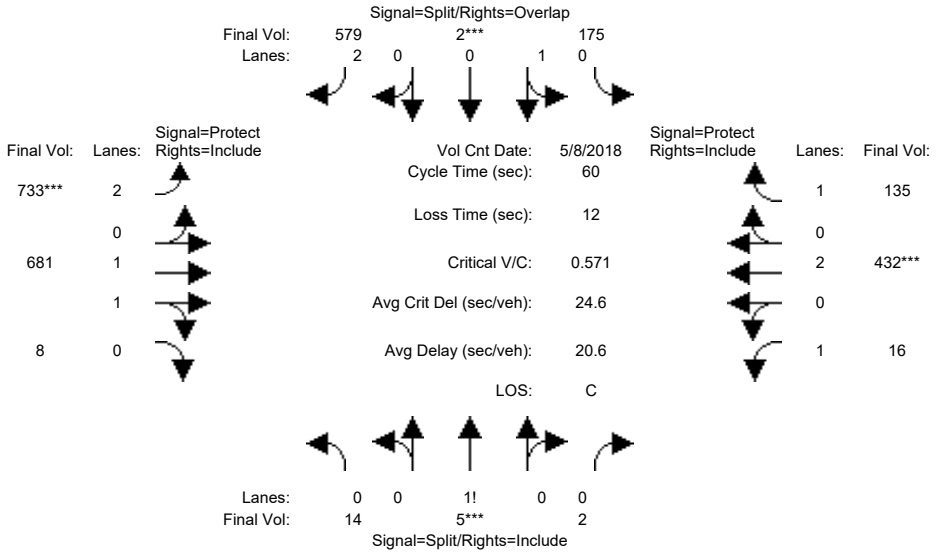
Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	14	5	2	140	2	377	446	624	8	16	370	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	5	2	140	2	377	446	624	8	16	370	104
Added Vol:	0	0	0	120	0	184	191	191	0	0	184	124
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	5	2	260	2	561	637	815	8	16	554	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	5	2	260	2	561	637	815	8	16	554	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	5	2	260	2	561	637	815	8	16	554	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	5	2	260	2	561	637	815	8	16	554	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.67	0.24	0.09	0.99	0.01	2.00	2.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1167	417	167	1786	14	3150	3150	3664	36	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.15	0.15	0.18	0.20	0.22	0.22	0.01	0.15	0.13
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	10.0	11.2	11.2	26.8	15.6	17.6	17.6	9.2	11.2	11.2
Volume/Cap:	0.07	0.07	0.07	0.78	0.78	0.40	0.78	0.76	0.76	0.06	0.78	0.70
Delay/Veh:	21.2	21.2	21.2	34.3	34.3	11.4	25.4	22.5	22.5	21.8	28.7	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	21.2	21.2	34.3	34.3	11.4	25.4	22.5	22.5	21.8	28.7	29.2
LOS by Move:	C	C	C	C	C	B	C	C	C	C	C	C
HCM2k95thQ:	1	1	1	14	14	9	17	17	17	1	10	9

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #109: De Paul Drive and Cochrane Road



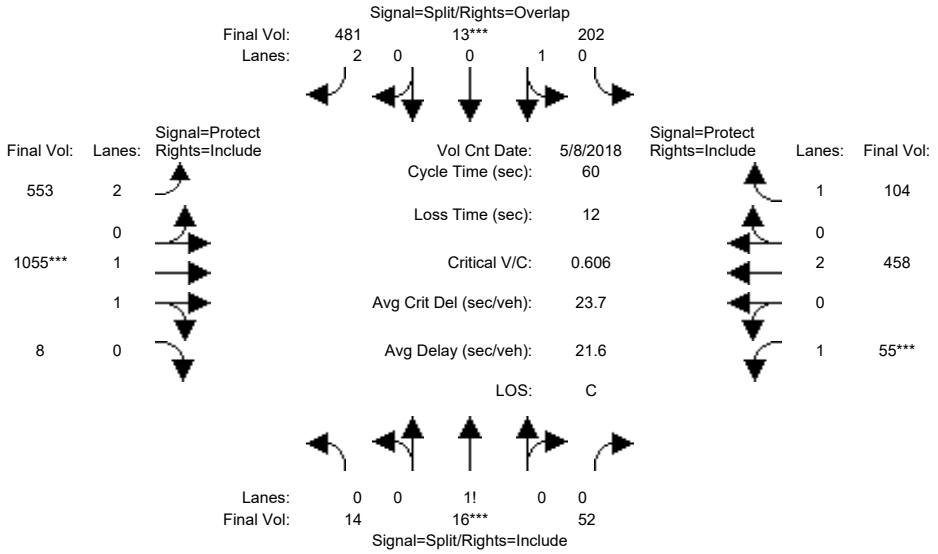
Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	14	5	2	140	2	377	446	624	8	16	370	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	5	2	140	2	377	446	624	8	16	370	104
Added Vol:	0	0	0	35	0	202	287	57	0	0	62	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	5	2	175	2	579	733	681	8	16	432	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	5	2	175	2	579	733	681	8	16	432	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	5	2	175	2	579	733	681	8	16	432	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	5	2	175	2	579	733	681	8	16	432	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.67	0.24	0.09	0.99	0.01	2.00	2.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1167	417	167	1780	20	3150	3150	3657	43	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.10	0.10	0.18	0.23	0.19	0.19	0.01	0.11	0.08
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	28.0	18.0	17.2	17.2	10.8	10.0	10.0
Volume/Cap:	0.07	0.07	0.07	0.59	0.59	0.39	0.78	0.65	0.65	0.05	0.68	0.46
Delay/Veh:	21.2	21.2	21.2	26.2	26.2	10.6	23.2	20.2	20.2	20.4	26.6	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.2	21.2	21.2	26.2	26.2	10.6	23.2	20.2	20.2	20.4	26.6	23.7
LOS by Move:	C	C	C	C	C	B	C	C	C	C	C	C
HCM2k95thQ:	1	1	1	8	8	9	18	13	13	1	8	5

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 No Project PM

Intersection #109: De Paul Drive and Cochrane Road



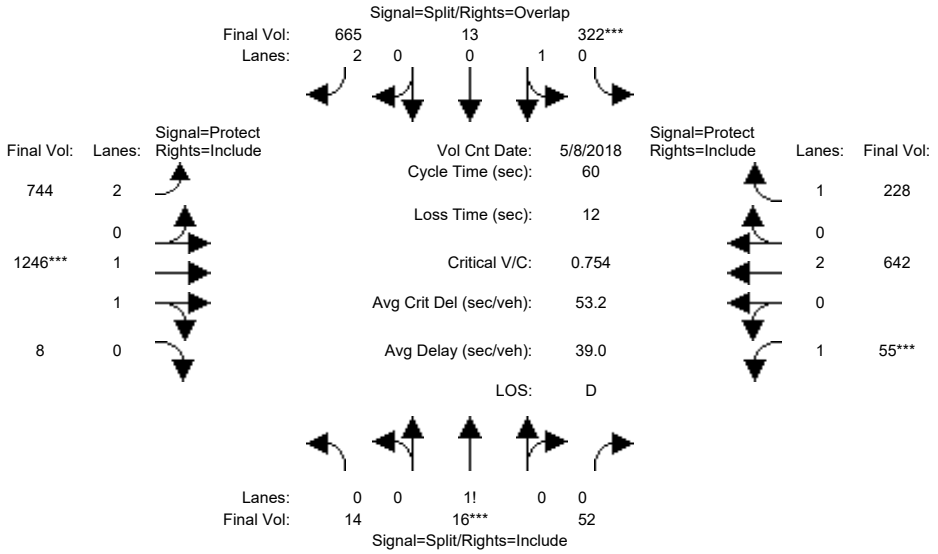
Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	14	16	52	202	13	481	553	1055	8	55	458	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	16	52	202	13	481	553	1055	8	55	458	104
Added Vol:	0	0	0	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	16	52	202	13	481	553	1055	8	55	458	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	16	52	202	13	481	553	1055	8	55	458	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	16	52	202	13	481	553	1055	8	55	458	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	16	52	202	13	481	553	1055	8	55	458	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.17	0.20	0.63	0.94	0.06	2.00	2.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	299	341	1110	1691	109	3150	3150	3672	28	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.12	0.12	0.15	0.18	0.29	0.29	0.03	0.12	0.06
Crit Moves:		****			****			****			****	
Green Time:	10.0	10.0	10.0	10.0	10.0	24.4	14.4	21.0	21.0	7.0	13.6	13.6
Volume/Cap:	0.28	0.28	0.28	0.72	0.72	0.38	0.73	0.82	0.82	0.27	0.53	0.26
Delay/Veh:	22.4	22.4	22.4	31.7	31.7	12.7	24.8	22.1	22.1	24.9	21.0	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:	22.4	22.4	22.4	31.7	31.7	12.7	24.8	22.1	22.1	24.9	21.0	19.4
LOS by Move:	C	C	C	C	C	B	C	C	C	C	C	B
HCM2k95thQ:	3	3	3	11	11	8	14	22	22	2	7	3

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Approved Proj PM

Intersection #109: De Paul Drive and Cochrane Road



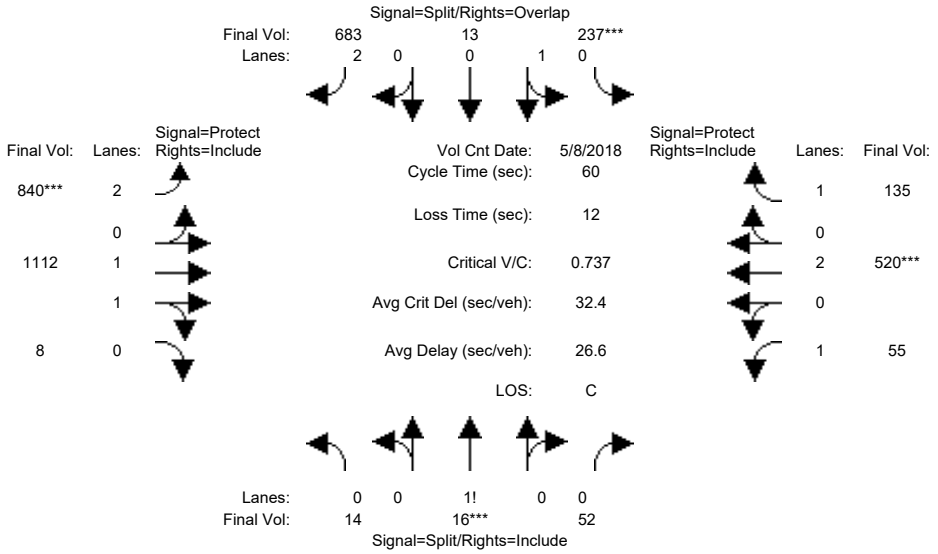
Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	14	16	52	202	13	481	553	1055	8	55	458	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	16	52	202	13	481	553	1055	8	55	458	104
Added Vol:	0	0	0	120	0	184	191	191	0	0	184	124
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	16	52	322	13	665	744	1246	8	55	642	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	16	52	322	13	665	744	1246	8	55	642	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	16	52	322	13	665	744	1246	8	55	642	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	16	52	322	13	665	744	1246	8	55	642	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.17	0.20	0.63	0.96	0.04	2.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	299	341	1110	1730	70	3150	3150	3676	24	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.19	0.19	0.21	0.24	0.34	0.34	0.03	0.17	0.13
Crit Moves:		****		****				****		****		
Green Time:	10.0	10.0	10.0	11.0	11.0	26.7	15.7	20.0	20.0	7.0	11.3	11.3
Volume/Cap:	0.28	0.28	0.28	1.02	1.02	0.47	0.90	1.02	1.02	0.27	0.90	0.69
Delay/Veh:	22.4	22.4	22.4	78.2	78.2	11.9	34.2	49.7	49.7	24.9	38.2	29.1
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:	22.4	22.4	22.4	78.2	78.2	11.9	34.2	49.7	49.7	24.9	38.2	29.1
LOS by Move:	C	C	C	E	E	B	C	D	D	C	D	C
HCM2k95thQ:	3	3	3	23	23	11	22	34	34	2	13	9

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Proposed Proj PM

Intersection #109: De Paul Drive and Cochrane Road



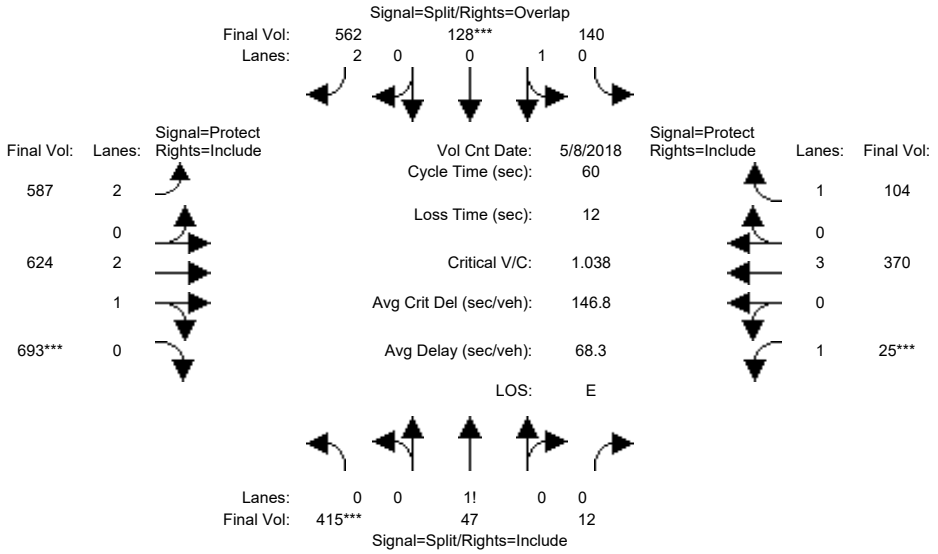
Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	14	16	52	202	13	481	553	1055	8	55	458	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	16	52	202	13	481	553	1055	8	55	458	104
Added Vol:	0	0	0	35	0	202	287	57	0	0	62	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	16	52	237	13	683	840	1112	8	55	520	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	16	52	237	13	683	840	1112	8	55	520	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	16	52	237	13	683	840	1112	8	55	520	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	16	52	237	13	683	840	1112	8	55	520	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.83	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.17	0.20	0.63	0.95	0.05	2.00	2.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	299	341	1110	1706	94	3150	3150	3674	26	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.14	0.14	0.22	0.27	0.30	0.30	0.03	0.14	0.08
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	28.0	18.0	20.2	20.2	7.8	10.0	10.0
Volume/Cap:	0.28	0.28	0.28	0.83	0.83	0.46	0.89	0.90	0.90	0.24	0.82	0.46
Delay/Veh:	22.4	22.4	22.4	42.0	42.0	11.1	30.4	27.9	27.9	24.0	32.6	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.4	22.4	22.4	42.0	42.0	11.1	30.4	27.9	27.9	24.0	32.6	23.7
LOS by Move:	C	C	C	D	D	B	C	C	C	C	C	C
HCM2k95thQ:	3	3	3	14	14	11	23	26	26	2	10	5

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #109: De Paul Drive and Cochrane Road



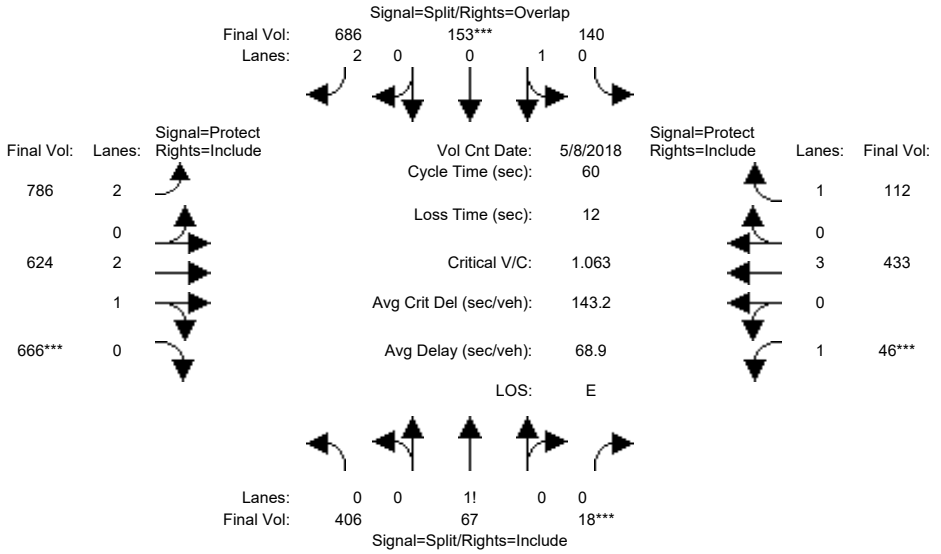
Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	415	47	12	140	128	562	587	624	693	25	370	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	415	47	12	140	128	562	587	624	693	25	370	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	415	47	12	140	128	562	587	624	693	25	370	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	415	47	12	140	128	562	587	624	693	25	370	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	415	47	12	140	128	562	587	624	693	25	370	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	415	47	12	140	128	562	587	624	693	25	370	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.88	0.10	0.02	0.52	0.48	2.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1532	174	44	940	860	3150	3150	3800	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.27	0.15	0.15	0.18	0.19	0.16	0.40	0.01	0.06	0.06
Crit Moves:	****				****				****	****		
Green Time:	12.6	12.6	12.6	10.0	10.0	23.4	13.4	18.4	18.4	7.0	12.0	12.0
Volume/Cap:	1.29	1.29	1.29	0.89	0.89	0.46	0.83	0.54	1.29	0.12	0.32	0.30
Delay/Veh:	173.5	174	173.5	51.2	51.2	13.8	30.7	17.5	159.0	24.0	20.7	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	173.5	174	173.5	51.2	51.2	13.8	30.7	17.5	159.0	24.0	20.7	20.9
LOS by Move:	F	F	F	D	D	B	C	B	F	C	C	C
HCM2k95thQ:	44	44	44	16	16	10	17	11	59	1	4	4

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP + Proposed Proj PM

Intersection #109: De Paul Drive and Cochrane Road



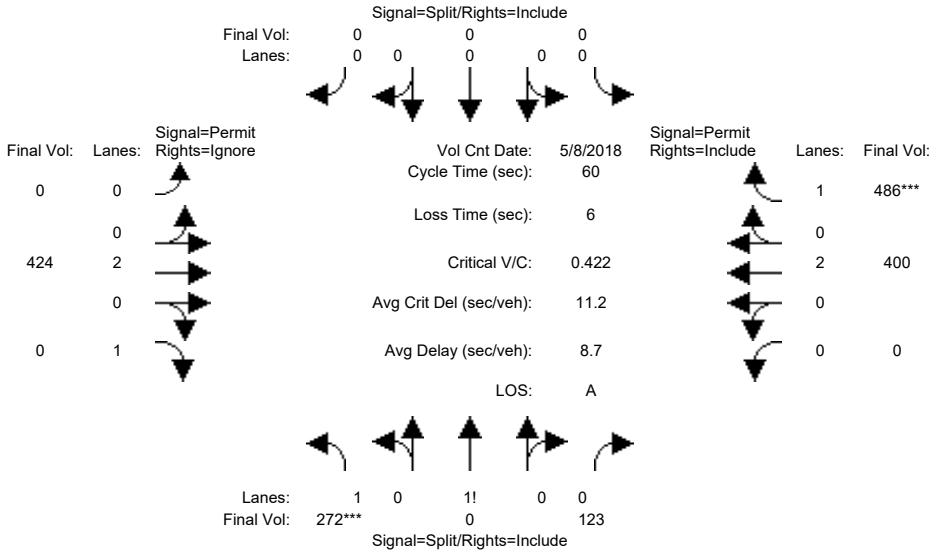
Street Name:	De Paul Drive						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	406	67	18	140	153	686	786	624	666	46	433	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	406	67	18	140	153	686	786	624	666	46	433	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	406	67	18	140	153	686	786	624	666	46	433	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	406	67	18	140	153	686	786	624	666	46	433	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	67	18	140	153	686	786	624	666	46	433	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	406	67	18	140	153	686	786	624	666	46	433	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.83	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.83	0.13	0.04	0.48	0.52	2.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	1447	239	64	860	940	3150	3150	3800	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.16	0.16	0.22	0.25	0.16	0.38	0.03	0.08	0.06
Crit Moves:			****		****				****	****		
Green Time:	13.2	13.2	13.2	10.0	10.0	24.8	14.8	17.8	17.8	7.0	10.0	10.0
Volume/Cap:	1.28	1.28	1.28	0.98	0.98	0.53	1.01	0.55	1.28	0.23	0.46	0.38
Delay/Veh:	167.9	168	167.9	70.3	70.3	13.6	56.9	18.0	154.6	24.6	22.9	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	167.9	168	167.9	70.3	70.3	13.6	56.9	18.0	154.6	24.6	22.9	23.1
LOS by Move:	F	F	F	E	E	B	E	B	F	C	C	C
HCM2k95thQ:	44	44	44	20	20	12	28	11	56	2	5	4

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #108: US 101 Northbound Ramps and Cochrane Road



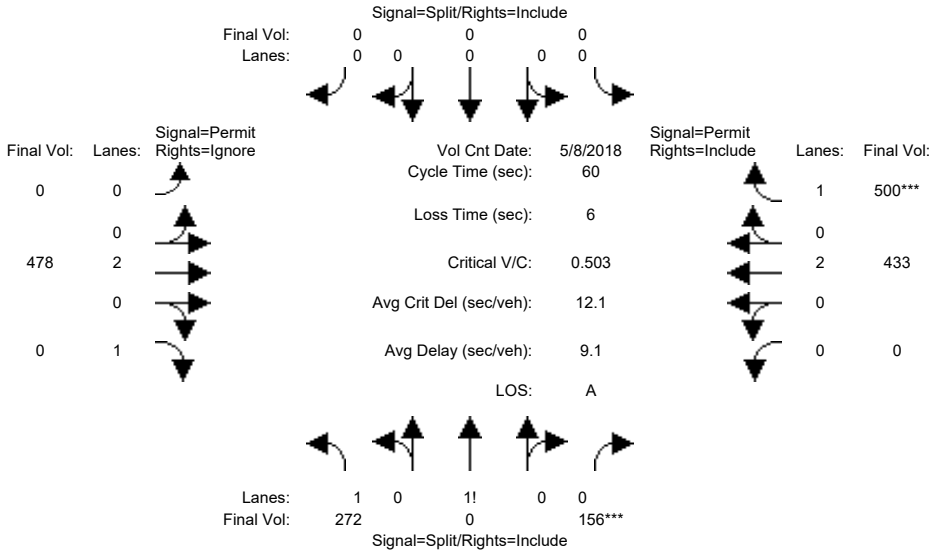
Street Name:	US 101 Northbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	272	0	123	0	0	0	0	424	0	0	400	486
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	272	0	123	0	0	0	0	424	0	0	400	486
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	272	0	123	0	0	0	0	424	0	0	400	486
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:	272	0	123	0	0	0	0	424	0	0	400	486
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	0	123	0	0	0	0	424	0	0	400	486
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:	272	0	123	0	0	0	0	424	0	0	400	486
Saturation Flow 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:	1.53	0.00	0.47	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2669	0	831	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.15	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.11	0.28
Crit Moves:	****											****
Green Time:	18.8	0.0	18.8	0.0	0.0	0.0	0.0	35.2	0.0	0.0	35.2	35.2
Volume/Cap:	0.33	0.00	0.47	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.18	0.47
Delay/Veh:	15.9	0.0	17.0	0.0	0.0	0.0	0.0	5.8	0.0	0.0	5.8	7.4
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:	15.9	0.0	17.0	0.0	0.0	0.0	0.0	5.8	0.0	0.0	5.8	7.4
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	6	0	9	0	0	0	0	4	0	0	4	11

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #108: US 101 Northbound Ramps and Cochrane Road



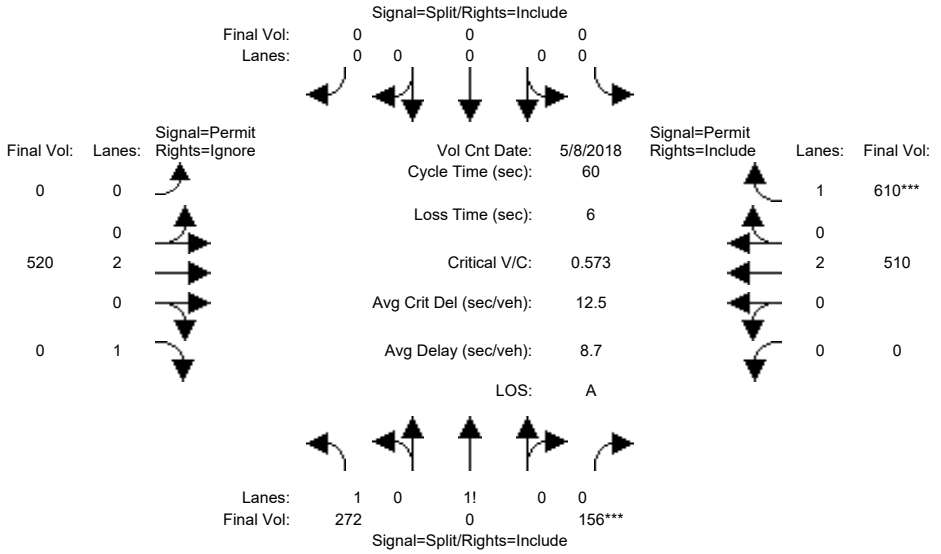
Street Name:	US 101 Northbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	272	0	123	0	0	0	0	424	0	0	400	486
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	272	0	123	0	0	0	0	424	0	0	400	486
Added Vol:	0	0	33	0	0	0	0	54	0	0	33	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	272	0	156	0	0	0	0	478	0	0	433	500
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:	272	0	156	0	0	0	0	478	0	0	433	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	0	156	0	0	0	0	478	0	0	433	500
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:	272	0	156	0	0	0	0	478	0	0	433	500
Saturation Flow 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:	1.47	0.00	0.53	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2565	0	935	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.17	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.11	0.29
Crit Moves:			****									****
Green Time:	19.9	0.0	19.9	0.0	0.0	0.0	0.0	34.1	0.0	0.0	34.1	34.1
Volume/Cap:	0.32	0.00	0.50	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.20	0.50
Delay/Veh:	15.1	0.0	16.6	0.0	0.0	0.0	0.0	6.5	0.0	0.0	6.4	8.2
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:	15.1	0.0	16.6	0.0	0.0	0.0	0.0	6.5	0.0	0.0	6.4	8.2
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	6	0	10	0	0	0	0	4	0	0	4	12

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #108: US 101 Northbound Ramps and Cochrane Road



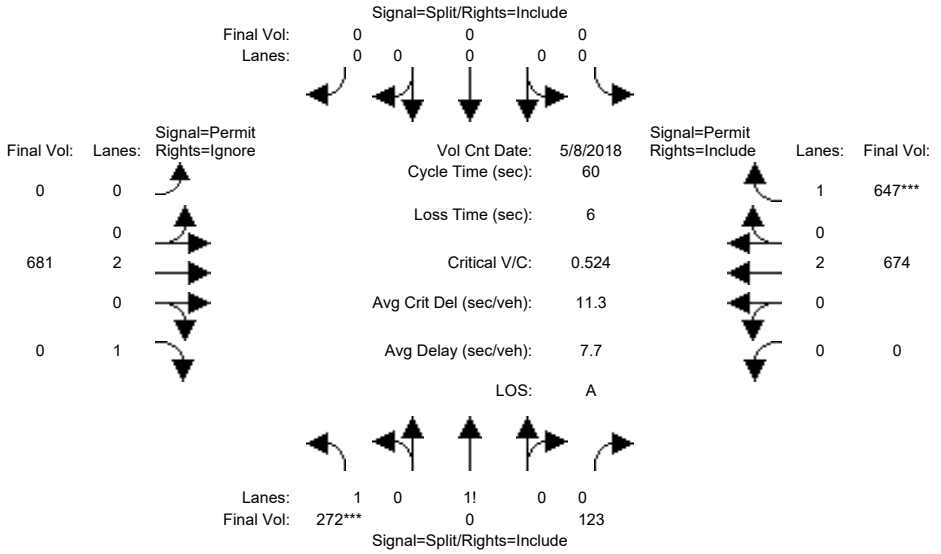
Street Name:	US 101 Northbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	272	0	123	0	0	0	0	424	0	0	400	486
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	272	0	123	0	0	0	0	424	0	0	400	486
Added Vol:	0	0	33	0	0	0	0	96	0	0	110	124
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	272	0	156	0	0	0	0	520	0	0	510	610
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:	272	0	156	0	0	0	0	520	0	0	510	610
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	0	156	0	0	0	0	520	0	0	510	610
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:	272	0	156	0	0	0	0	520	0	0	510	610
Saturation Flow 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:	1.47	0.00	0.53	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2565	0	935	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.17	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.13	0.35
Crit Moves:			****									****
Green Time:	17.5	0.0	17.5	0.0	0.0	0.0	0.0	36.5	0.0	0.0	36.5	36.5
Volume/Cap:	0.36	0.00	0.57	0.00	0.00	0.00	0.00	0.22	0.00	0.00	0.22	0.57
Delay/Veh:	17.0	0.0	19.2	0.0	0.0	0.0	0.0	5.4	0.0	0.0	5.4	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	0.0	19.2	0.0	0.0	0.0	0.0	5.4	0.0	0.0	5.4	7.8
LOS by Move:	B	A	B	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	6	0	11	0	0	0	0	4	0	0	4	15

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 No Project AM

Intersection #108: US 101 Northbound Ramps and Cochrane Road



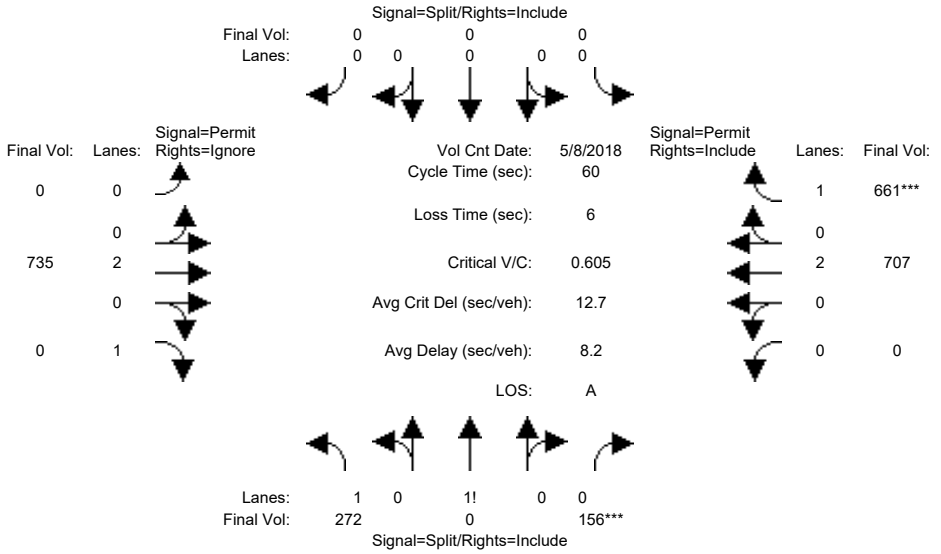
Street Name:	US 101 Northbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	272	0	123	0	0	0	0	681	0	0	674	647
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	272	0	123	0	0	0	0	681	0	0	674	647
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	272	0	123	0	0	0	0	681	0	0	674	647
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:	272	0	123	0	0	0	0	681	0	0	674	647
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	0	123	0	0	0	0	681	0	0	674	647
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:	272	0	123	0	0	0	0	681	0	0	674	647
Saturation Flow 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:	1.53	0.00	0.47	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2669	0	831	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.15	0.00	0.00	0.00	0.00	0.18	0.00	0.00	0.18	0.37
Crit Moves:	****											****
Green Time:	15.4	0.0	15.4	0.0	0.0	0.0	0.0	38.6	0.0	0.0	38.6	38.6
Volume/Cap:	0.40	0.00	0.58	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.28	0.58
Delay/Veh:	18.7	0.0	20.6	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.7	6.8
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:	18.7	0.0	20.6	0.0	0.0	0.0	0.0	4.7	0.0	0.0	4.7	6.8
LOS by Move:	B	A	C	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	7	0	10	0	0	0	0	5	0	0	6	15

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Approved Proj AM

Intersection #108: US 101 Northbound Ramps and Cochrane Road



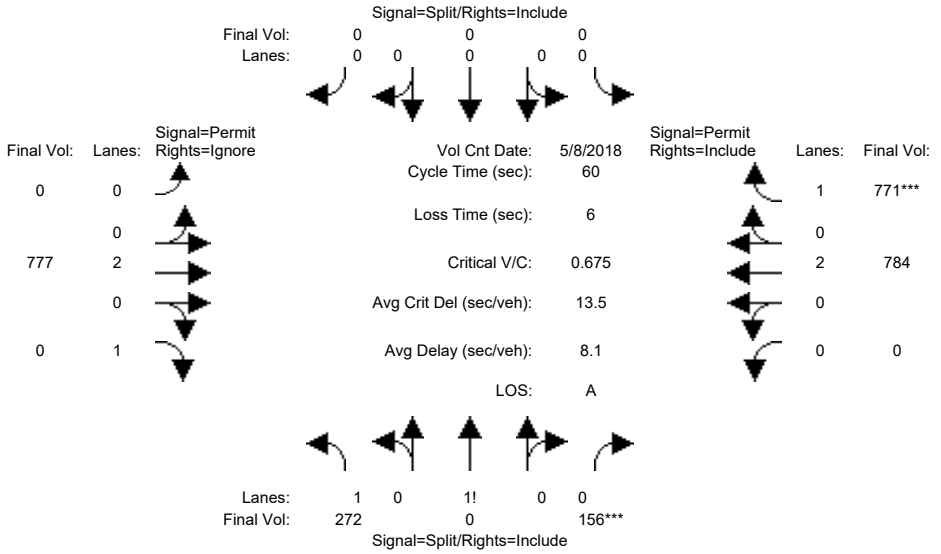
Street Name:	US 101 Northbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	272	0	123	0	0	0	0	681	0	0	674	647
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	272	0	123	0	0	0	0	681	0	0	674	647
Added Vol:	0	0	33	0	0	0	0	54	0	0	33	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	272	0	156	0	0	0	0	735	0	0	707	661
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:	272	0	156	0	0	0	0	735	0	0	707	661
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	0	156	0	0	0	0	735	0	0	707	661
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:	272	0	156	0	0	0	0	735	0	0	707	661
Saturation Flow 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:	1.47	0.00	0.53	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2565	0	935	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.17	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.19	0.38
Crit Moves:			****									****
Green Time:	16.5	0.0	16.5	0.0	0.0	0.0	0.0	37.5	0.0	0.0	37.5	37.5
Volume/Cap:	0.38	0.00	0.61	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.30	0.61
Delay/Veh:	17.8	0.0	20.4	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.3	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.8	0.0	20.4	0.0	0.0	0.0	0.0	5.3	0.0	0.0	5.3	7.8
LOS by Move:	B	A	C	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	7	0	12	0	0	0	0	6	0	0	6	16

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Proposed Proj AM

Intersection #108: US 101 Northbound Ramps and Cochrane Road



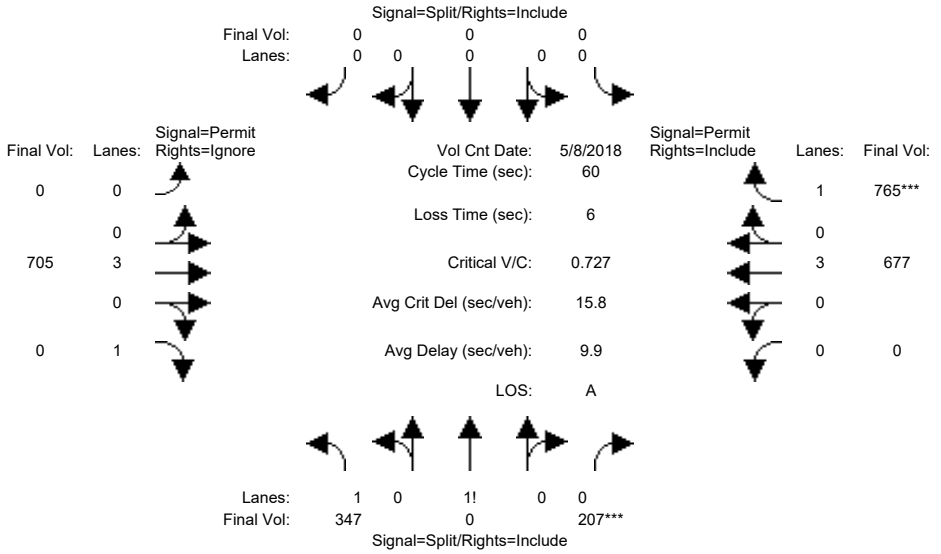
Street Name:	US 101 Northbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	272	0	123	0	0	0	0	681	0	0	674	647
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	272	0	123	0	0	0	0	681	0	0	674	647
Added Vol:	0	0	33	0	0	0	0	96	0	0	110	124
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	272	0	156	0	0	0	0	777	0	0	784	771
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:	272	0	156	0	0	0	0	777	0	0	784	771
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	0	156	0	0	0	0	777	0	0	784	771
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:	272	0	156	0	0	0	0	777	0	0	784	771
Saturation Flow 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:	1.47	0.00	0.53	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2565	0	935	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.17	0.00	0.00	0.00	0.00	0.20	0.00	0.00	0.21	0.44
Crit Moves:			****									****
Green Time:	14.8	0.0	14.8	0.0	0.0	0.0	0.0	39.2	0.0	0.0	39.2	39.2
Volume/Cap:	0.43	0.00	0.67	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.32	0.67
Delay/Veh:	19.3	0.0	23.3	0.0	0.0	0.0	0.0	4.6	0.0	0.0	4.6	8.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.3	0.0	23.3	0.0	0.0	0.0	0.0	4.6	0.0	0.0	4.6	8.1
LOS by Move:	B	A	C	A	A	A	A	A	A	A	A	A
HCM2k95thQ:	7	0	13	0	0	0	0	6	0	0	7	20

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #108: US 101 Northbound Ramps and Cochrane Road



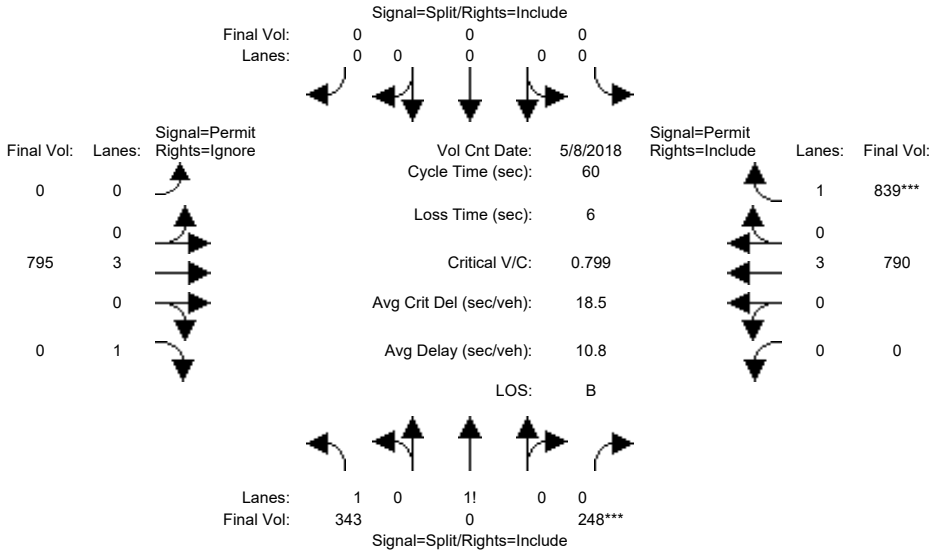
Street Name:	US 101 Northbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	347	0	207	0	0	0	0	705	0	0	677	765
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	347	0	207	0	0	0	0	705	0	0	677	765
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	347	0	207	0	0	0	0	705	0	0	677	765
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:	347	0	207	0	0	0	0	705	0	0	677	765
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	0	207	0	0	0	0	705	0	0	677	765
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:	347	0	207	0	0	0	0	705	0	0	677	765
Saturation Flow 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:	1.46	0.00	0.54	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2548	0	952	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.22	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.12	0.44
Crit Moves:			****									****
Green Time:	17.9	0.0	17.9	0.0	0.0	0.0	0.0	36.1	0.0	0.0	36.1	36.1
Volume/Cap:	0.46	0.00	0.73	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.20	0.73
Delay/Veh:	17.3	0.0	22.4	0.0	0.0	0.0	0.0	5.5	0.0	0.0	5.4	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	0.0	22.4	0.0	0.0	0.0	0.0	5.5	0.0	0.0	5.4	11.1
LOS by Move:	B	A	C	A	A	A	A	A	A	A	A	B
HCM2k95thQ:	9	0	16	0	0	0	0	4	0	0	4	22

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP + Proposed Proj AM

Intersection #108: US 101 Northbound Ramps and Cochrane Road



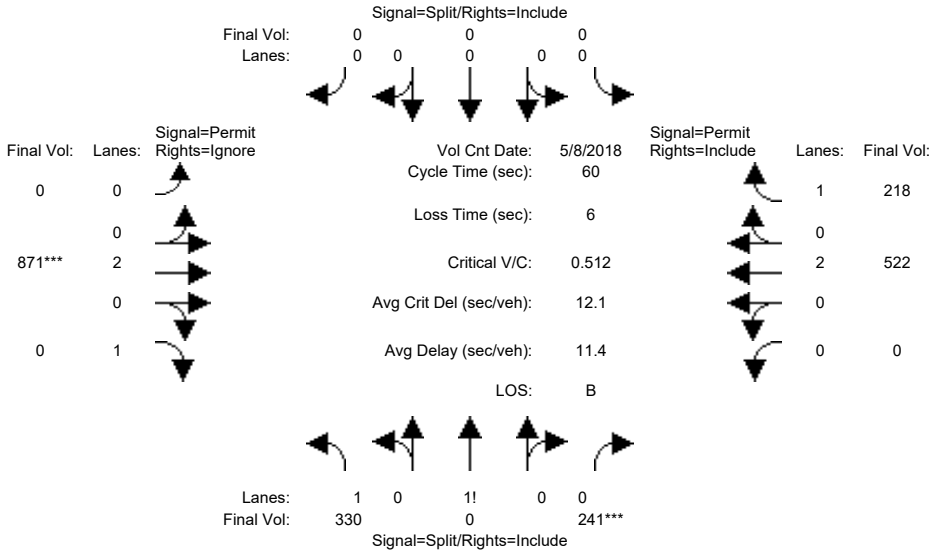
Street Name:	US 101 Northbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	343	0	248	0	0	0	0	795	0	0	790	839
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	343	0	248	0	0	0	0	795	0	0	790	839
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	0	248	0	0	0	0	795	0	0	790	839
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:	343	0	248	0	0	0	0	795	0	0	790	839
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	0	248	0	0	0	0	795	0	0	790	839
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:	343	0	248	0	0	0	0	795	0	0	790	839
Saturation Flow 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:	1.41	0.00	0.59	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2465	0	1035	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.24	0.00	0.00	0.00	0.00	0.14	0.00	0.00	0.14	0.48
Crit Moves:			****									****
Green Time:	18.0	0.0	18.0	0.0	0.0	0.0	0.0	36.0	0.0	0.0	36.0	36.0
Volume/Cap:	0.46	0.00	0.80	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.23	0.80
Delay/Veh:	17.3	0.0	25.5	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.6	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.3	0.0	25.5	0.0	0.0	0.0	0.0	5.6	0.0	0.0	5.6	13.6
LOS by Move:	B	A	C	A	A	A	A	A	A	A	A	B
HCM2k95thQ:	9	0	19	0	0	0	0	4	0	0	5	27

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #108: US 101 Northbound Ramps and Cochrane Road



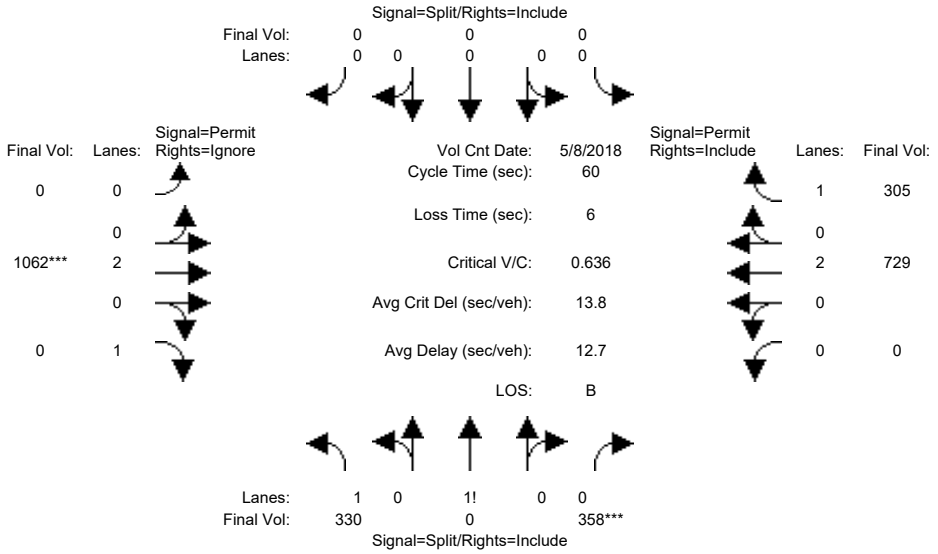
Street Name:	US 101 Northbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	330	0	241	0	0	0	0	871	0	0	522	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	0	241	0	0	0	0	871	0	0	522	218
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	0	241	0	0	0	0	871	0	0	522	218
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:	330	0	241	0	0	0	0	871	0	0	522	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	0	241	0	0	0	0	871	0	0	522	218
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:	330	0	241	0	0	0	0	871	0	0	522	218
Saturation Flow 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:	1.41	0.00	0.59	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2461	0	1039	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.23	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.14	0.12
Crit Moves:			****					****				
Green Time:	27.2	0.0	27.2	0.0	0.0	0.0	0.0	26.8	0.0	0.0	26.8	26.8
Volume/Cap:	0.30	0.00	0.51	0.00	0.00	0.00	0.00	0.51	0.00	0.00	0.31	0.28
Delay/Veh:	10.5	0.0	12.1	0.0	0.0	0.0	0.0	12.2	0.0	0.0	10.7	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	0.0	12.1	0.0	0.0	0.0	0.0	12.2	0.0	0.0	10.7	10.7
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	6	0	12	0	0	0	0	11	0	0	6	6

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #108: US 101 Northbound Ramps and Cochrane Road



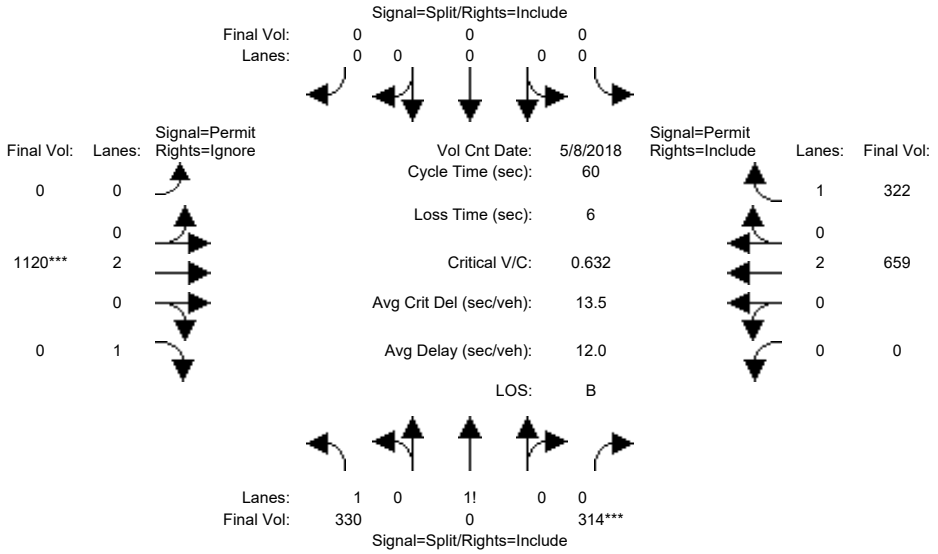
Street Name:	US 101 Northbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	330	0	241	0	0	0	0	871	0	0	522	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	0	241	0	0	0	0	871	0	0	522	218
Added Vol:	0	0	117	0	0	0	0	191	0	0	207	87
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	0	358	0	0	0	0	1062	0	0	729	305
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:	330	0	358	0	0	0	0	1062	0	0	729	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	0	358	0	0	0	0	1062	0	0	729	305
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:	330	0	358	0	0	0	0	1062	0	0	729	305
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.32	0.00	0.68	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2313	0	1221	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.29	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.19	0.17
Crit Moves:			****					****				
Green Time:	27.6	0.0	27.6	0.0	0.0	0.0	0.0	26.4	0.0	0.0	26.4	26.4
Volume/Cap:	0.31	0.00	0.64	0.00	0.00	0.00	0.00	0.64	0.00	0.00	0.44	0.40
Delay/Veh:	10.3	0.0	13.6	0.0	0.0	0.0	0.0	13.9	0.0	0.0	11.9	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:	10.3	0.0	13.6	0.0	0.0	0.0	0.0	13.9	0.0	0.0	11.9	11.8
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	7	0	16	0	0	0	0	14	0	0	10	9

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #108: US 101 Northbound Ramps and Cochrane Road



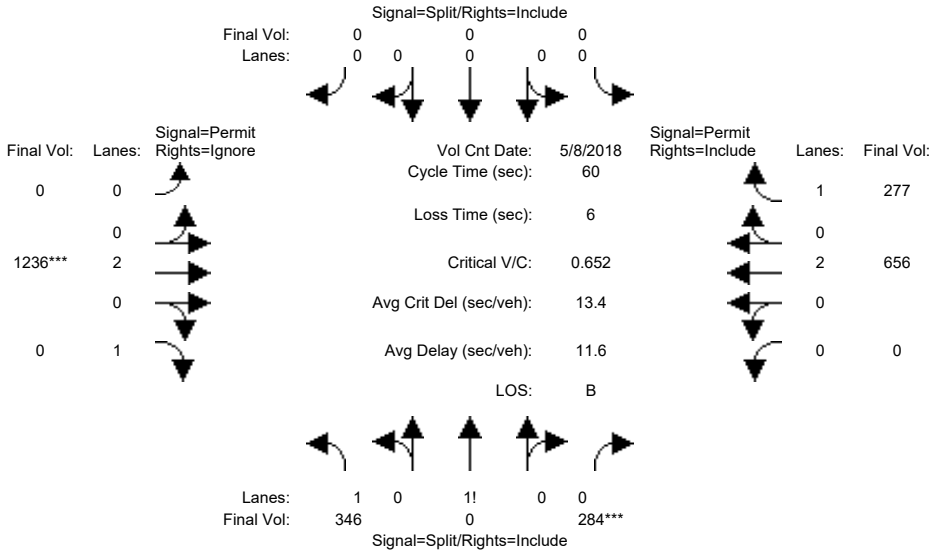
Street Name:	US 101 Northbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	330	0	241	0	0	0	0	871	0	0	522	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	0	241	0	0	0	0	871	0	0	522	218
Added Vol:	0	0	73	0	0	0	0	249	0	0	137	104
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	0	314	0	0	0	0	1120	0	0	659	322
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:	330	0	314	0	0	0	0	1120	0	0	659	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	0	314	0	0	0	0	1120	0	0	659	322
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:	330	0	314	0	0	0	0	1120	0	0	659	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	1.00	0.92	0.92	1.00	0.92
Lanes:	1.34	0.00	0.66	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2353	0	1147	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.27	0.00	0.00	0.00	0.00	0.29	0.00	0.00	0.17	0.18
Crit Moves:			****					****				
Green Time:	26.0	0.0	26.0	0.0	0.0	0.0	0.0	28.0	0.0	0.0	28.0	28.0
Volume/Cap:	0.32	0.00	0.63	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.37	0.39
Delay/Veh:	11.3	0.0	14.6	0.0	0.0	0.0	0.0	12.8	0.0	0.0	10.5	10.8
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:	11.3	0.0	14.6	0.0	0.0	0.0	0.0	12.8	0.0	0.0	10.5	10.8
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	7	0	16	0	0	0	0	14	0	0	8	9

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 No Project PM

Intersection #108: US 101 Northbound Ramps and Cochrane Road



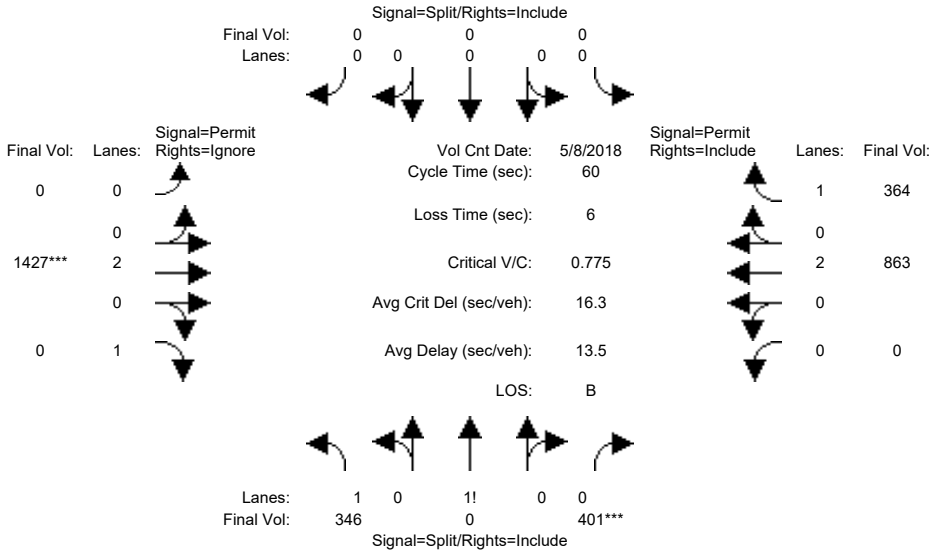
Street Name:	US 101 Northbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	346	0	284	0	0	0	0	1236	0	0	656	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	0	284	0	0	0	0	1236	0	0	656	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	346	0	284	0	0	0	0	1236	0	0	656	277
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:	346	0	284	0	0	0	0	1236	0	0	656	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	0	284	0	0	0	0	1236	0	0	656	277
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:	346	0	284	0	0	0	0	1236	0	0	656	277
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.38	0.00	0.62	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2412	0	1088	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.26	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.17	0.16
Crit Moves:			****					****				
Green Time:	24.0	0.0	24.0	0.0	0.0	0.0	0.0	30.0	0.0	0.0	30.0	30.0
Volume/Cap:	0.36	0.00	0.65	0.00	0.00	0.00	0.00	0.65	0.00	0.00	0.35	0.32
Delay/Veh:	12.7	0.0	16.2	0.0	0.0	0.0	0.0	12.0	0.0	0.0	9.2	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	0.0	16.2	0.0	0.0	0.0	0.0	12.0	0.0	0.0	9.2	9.1
LOS by Move:	B	A	B	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	7	0	16	0	0	0	0	15	0	0	8	7

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Approved Proj PM

Intersection #108: US 101 Northbound Ramps and Cochrane Road



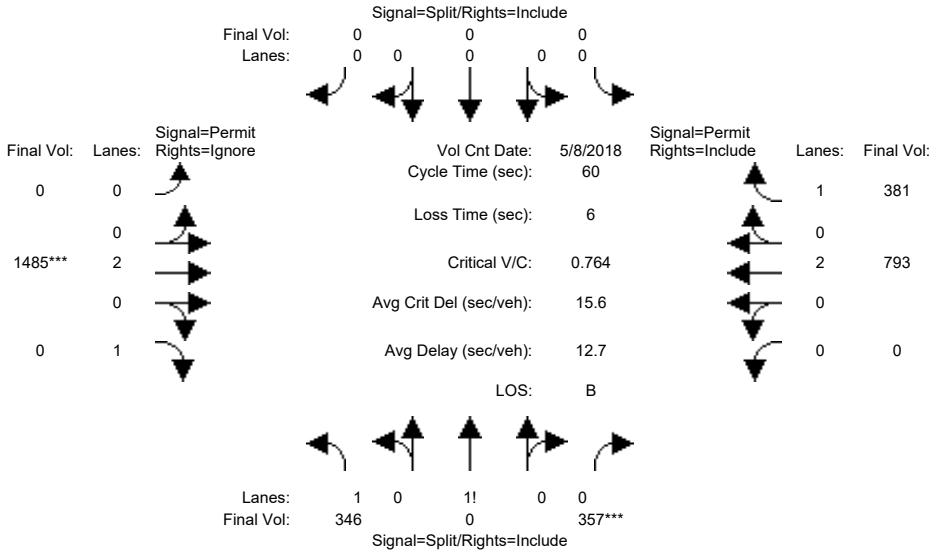
Street Name:	US 101 Northbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	346	0	284	0	0	0	0	1236	0	0	656	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	0	284	0	0	0	0	1236	0	0	656	277
Added Vol:	0	0	117	0	0	0	0	191	0	0	207	87
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	346	0	401	0	0	0	0	1427	0	0	863	364
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:	346	0	401	0	0	0	0	1427	0	0	863	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	0	401	0	0	0	0	1427	0	0	863	364
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:	346	0	401	0	0	0	0	1427	0	0	863	364
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.31	0.00	0.69	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2288	0	1247	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.32	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.23	0.21
Crit Moves:			****					****				
Green Time:	24.9	0.0	24.9	0.0	0.0	0.0	0.0	29.1	0.0	0.0	29.1	29.1
Volume/Cap:	0.36	0.00	0.77	0.00	0.00	0.00	0.00	0.77	0.00	0.00	0.47	0.43
Delay/Veh:	12.2	0.0	19.1	0.0	0.0	0.0	0.0	14.9	0.0	0.0	10.5	10.4
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:	12.2	0.0	19.1	0.0	0.0	0.0	0.0	14.9	0.0	0.0	10.5	10.4
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	8	0	21	0	0	0	0	19	0	0	11	10

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Proposed Proj PM

Intersection #108: US 101 Northbound Ramps and Cochrane Road



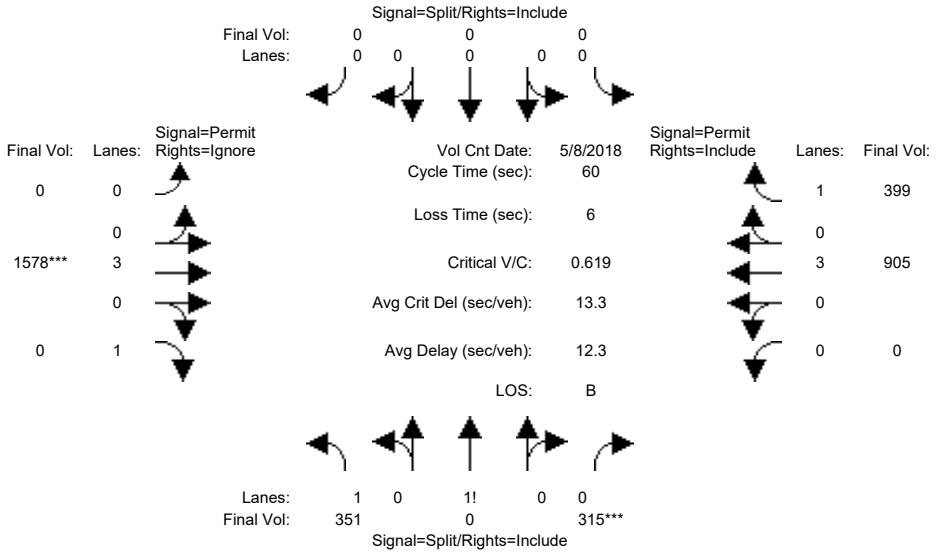
Street Name:	US 101 Northbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	346	0	284	0	0	0	0	1236	0	0	656	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	0	284	0	0	0	0	1236	0	0	656	277
Added Vol:	0	0	73	0	0	0	0	249	0	0	137	104
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	346	0	357	0	0	0	0	1485	0	0	793	381
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:	346	0	357	0	0	0	0	1485	0	0	793	381
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	0	357	0	0	0	0	1485	0	0	793	381
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:	346	0	357	0	0	0	0	1485	0	0	793	381
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.33	0.00	0.67	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	2332	0	1201	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.30	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.21	0.22
Crit Moves:			****					****				
Green Time:	23.3	0.0	23.3	0.0	0.0	0.0	0.0	30.7	0.0	0.0	30.7	30.7
Volume/Cap:	0.38	0.00	0.76	0.00	0.00	0.00	0.00	0.76	0.00	0.00	0.41	0.43
Delay/Veh:	13.3	0.0	19.8	0.0	0.0	0.0	0.0	13.6	0.0	0.0	9.2	9.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.3	0.0	19.8	0.0	0.0	0.0	0.0	13.6	0.0	0.0	9.2	9.5
LOS by Move:	B	A	B	A	A	A	A	B	A	A	A	A
HCM2k95thQ:	8	0	20	0	0	0	0	19	0	0	9	10

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #108: US 101 Northbound Ramps and Cochrane Road



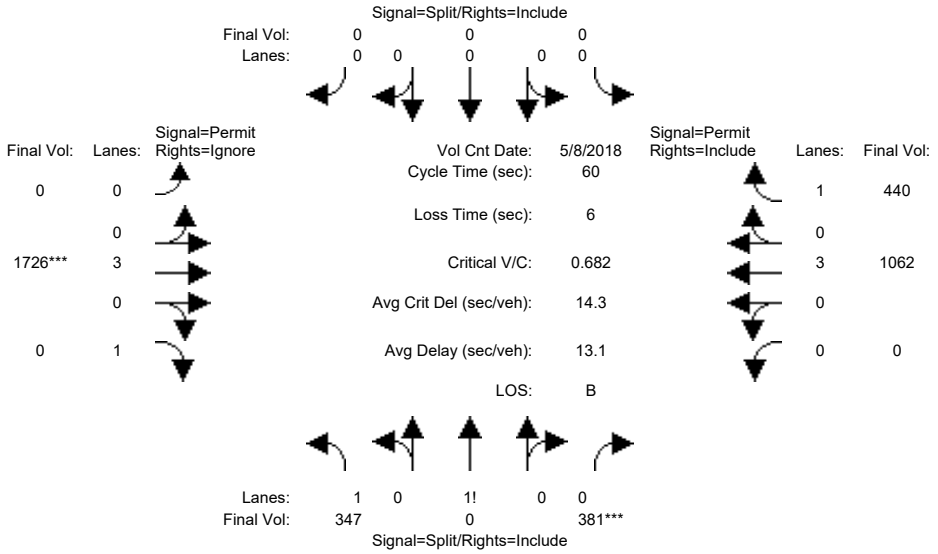
Street Name:	US 101 Northbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	351	0	315	0	0	0	0	1578	0	0	905	399
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	0	315	0	0	0	0	1578	0	0	905	399
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	0	315	0	0	0	0	1578	0	0	905	399
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:	351	0	315	0	0	0	0	1578	0	0	905	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	0	315	0	0	0	0	1578	0	0	905	399
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:	351	0	315	0	0	0	0	1578	0	0	905	399
Saturation Flow 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:	1.36	0.00	0.64	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2376	0	1124	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.28	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.16	0.23
Crit Moves:			****					****				
Green Time:	27.2	0.0	27.2	0.0	0.0	0.0	0.0	26.8	0.0	0.0	26.8	26.8
Volume/Cap:	0.33	0.00	0.62	0.00	0.00	0.00	0.00	0.62	0.00	0.00	0.36	0.51
Delay/Veh:	10.6	0.0	13.6	0.0	0.0	0.0	0.0	13.1	0.0	0.0	11.0	12.4
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:	10.6	0.0	13.6	0.0	0.0	0.0	0.0	13.1	0.0	0.0	11.0	12.4
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	7	0	16	0	0	0	0	13	0	0	8	12

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP + Proposed Proj PM

Intersection #108: US 101 Northbound Ramps and Cochrane Road



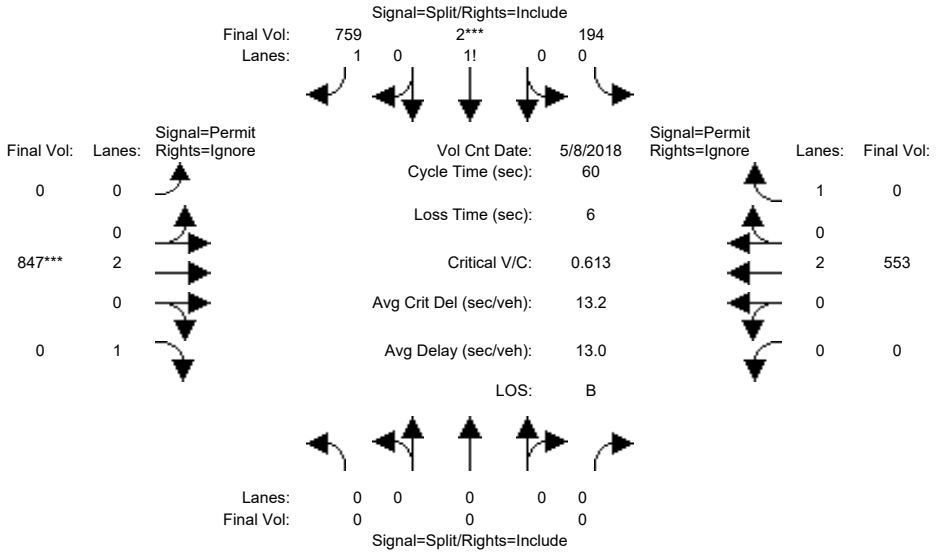
Street Name:	US 101 Northbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	347	0	381	0	0	0	0	1726	0	0	1062	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	347	0	381	0	0	0	0	1726	0	0	1062	440
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	347	0	381	0	0	0	0	1726	0	0	1062	440
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:	347	0	381	0	0	0	0	1726	0	0	1062	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	0	381	0	0	0	0	1726	0	0	1062	440
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:	347	0	381	0	0	0	0	1726	0	0	1062	440
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.32	0.00	0.68	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	2308	0	1226	0	0	0	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.31	0.00	0.00	0.00	0.00	0.30	0.00	0.00	0.19	0.25
Crit Moves:			****					****				
Green Time:	27.4	0.0	27.4	0.0	0.0	0.0	0.0	26.6	0.0	0.0	26.6	26.6
Volume/Cap:	0.33	0.00	0.68	0.00	0.00	0.00	0.00	0.68	0.00	0.00	0.42	0.57
Delay/Veh:	10.5	0.0	14.7	0.0	0.0	0.0	0.0	14.1	0.0	0.0	11.5	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	0.0	14.7	0.0	0.0	0.0	0.0	14.1	0.0	0.0	11.5	13.4
LOS by Move:	B	A	B	A	A	A	A	B	A	A	B	B
HCM2k95thQ:	7	0	18	0	0	0	0	15	0	0	9	14

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #107: US 101 Southbound Ramps and Cochrane Road



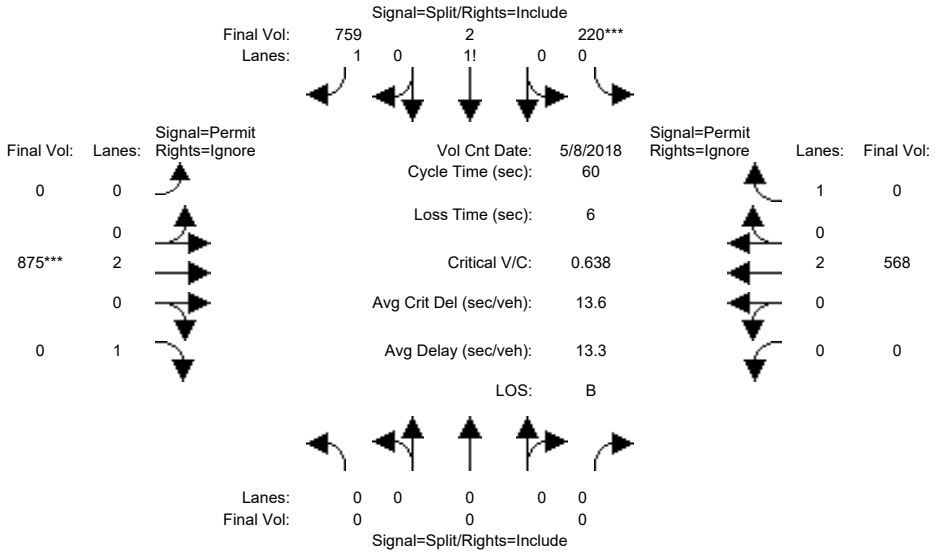
Street Name:	US 101 Southbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	194	2	759	0	847	249	0	553	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	194	2	759	0	847	249	0	553	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	194	2	759	0	847	249	0	553	113
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:	0	0	0	194	2	759	0	847	0	0	553	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	194	2	759	0	847	0	0	553	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:	0	0	0	194	2	759	0	847	0	0	553	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	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.33	0.01	1.66	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	590	6	2904	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.33	0.26	0.00	0.22	0.00	0.00	0.15	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	32.2	32.2	32.2	0.0	21.8	0.0	0.0	21.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.61	0.61	0.49	0.00	0.61	0.00	0.00	0.40	0.00
Delay/Veh:	0.0	0.0	0.0	10.3	10.3	8.9	0.0	16.5	0.0	0.0	14.4	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	10.3	10.3	8.9	0.0	16.5	0.0	0.0	14.4	0.0
LOS by Move:	A	A	A	B	B	A	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	16	16	12	0	12	0	0	7	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #107: US 101 Southbound Ramps and Cochrane Road



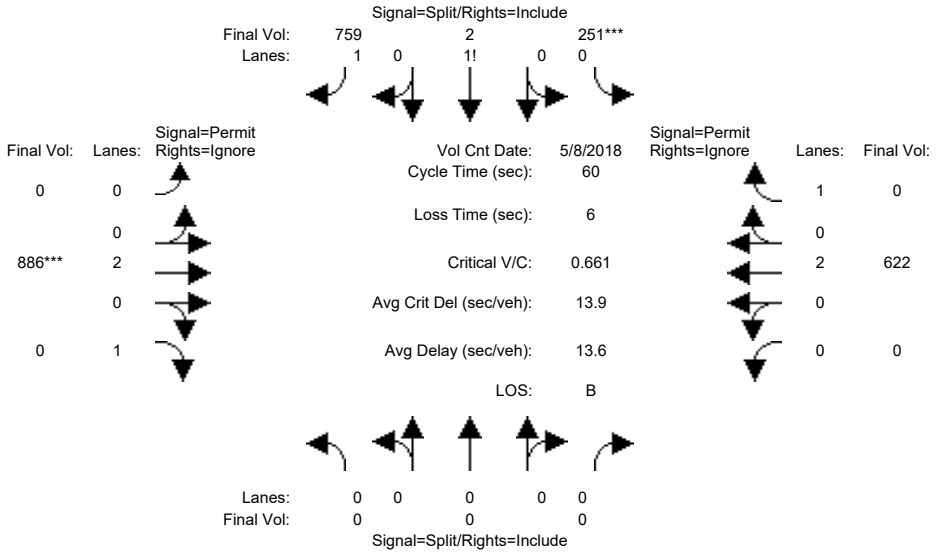
Street Name:	US 101 Southbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	194	2	759	0	847	249	0	553	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	194	2	759	0	847	249	0	553	113
Added Vol:	0	0	0	26	0	0	0	28	0	0	15	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	220	2	759	0	875	249	0	568	131
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:	0	0	0	220	2	759	0	875	0	0	568	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	220	2	759	0	875	0	0	568	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:	0	0	0	220	2	759	0	875	0	0	568	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	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.36	0.01	1.63	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	640	6	2854	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.34	0.27	0.00	0.23	0.00	0.00	0.15	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	32.3	32.3	32.3	0.0	21.7	0.0	0.0	21.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.64	0.64	0.49	0.00	0.64	0.00	0.00	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	10.6	10.6	8.9	0.0	16.9	0.0	0.0	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	10.6	10.6	8.9	0.0	16.9	0.0	0.0	14.6	0.0
LOS by Move:	A	A	A	B	B	A	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	17	17	12	0	13	0	0	8	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #107: US 101 Southbound Ramps and Cochrane Road



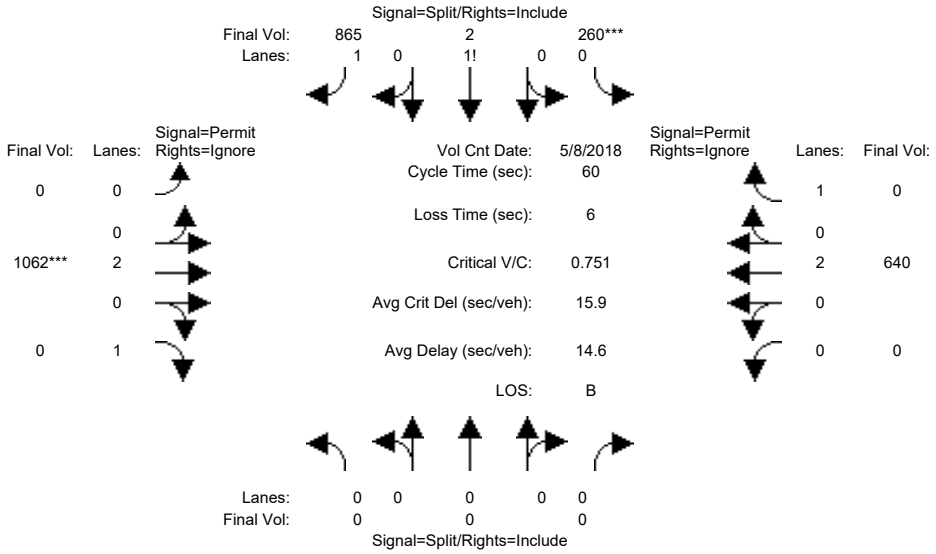
Street Name:	US 101 Southbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	194	2	759	0	847	249	0	553	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	194	2	759	0	847	249	0	553	113
Added Vol:	0	0	0	57	0	0	0	39	0	0	69	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	251	2	759	0	886	249	0	622	154
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:	0	0	0	251	2	759	0	886	0	0	622	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	251	2	759	0	886	0	0	622	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:	0	0	0	251	2	759	0	886	0	0	622	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	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.39	0.01	1.60	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	694	6	2800	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.36	0.36	0.27	0.00	0.23	0.00	0.00	0.16	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	32.8	32.8	32.8	0.0	21.2	0.0	0.0	21.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.66	0.66	0.50	0.00	0.66	0.00	0.00	0.46	0.00
Delay/Veh:	0.0	0.0	0.0	10.7	10.7	8.6	0.0	17.6	0.0	0.0	15.3	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	10.7	10.7	8.6	0.0	17.6	0.0	0.0	15.3	0.0
LOS by Move:	A	A	A	B	B	A	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	18	18	12	0	13	0	0	9	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 No Project AM

Intersection #107: US 101 Southbound Ramps and Cochrane Road



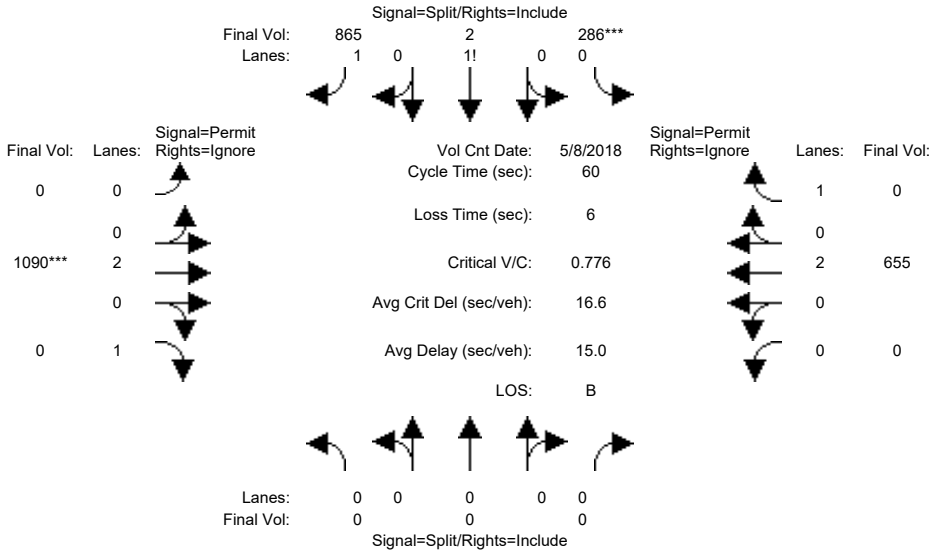
Street Name:	US 101 Southbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	260	2	865	0	1062	278	0	640	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:	0	0	0	260	2	865	0	1062	278	0	640	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:	0	0	0	260	2	865	0	1062	278	0	640	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	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:	0	0	0	260	2	865	0	1062	0	0	640	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	260	2	865	0	1062	0	0	640	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:	0	0	0	260	2	865	0	1062	0	0	640	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.37	0.01	1.62	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	655	5	2840	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.40	0.40	0.30	0.00	0.28	0.00	0.00	0.17	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	31.7	31.7	31.7	0.0	22.3	0.0	0.0	22.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.75	0.75	0.58	0.00	0.75	0.00	0.00	0.45	0.00
Delay/Veh:	0.0	0.0	0.0	13.3	13.3	10.0	0.0	18.7	0.0	0.0	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	13.3	13.3	10.0	0.0	18.7	0.0	0.0	14.5	0.0
LOS by Move:	A	A	A	B	B	B	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	23	23	15	0	16	0	0	9	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Approved Proj AM

Intersection #107: US 101 Southbound Ramps and Cochrane Road



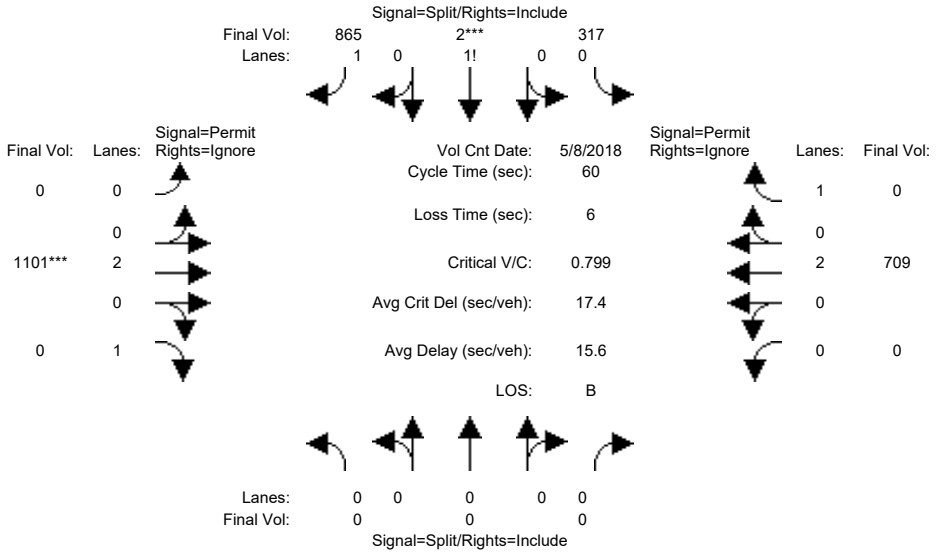
Street Name:	US 101 Southbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	260	2	865	0	1062	278	0	640	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:	0	0	0	260	2	865	0	1062	278	0	640	152
Added Vol:	0	0	0	26	0	0	0	28	0	0	15	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	286	2	865	0	1090	278	0	655	170
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:	0	0	0	286	2	865	0	1090	0	0	655	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	286	2	865	0	1090	0	0	655	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:	0	0	0	286	2	865	0	1090	0	0	655	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	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.39	0.01	1.60	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	695	5	2800	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.41	0.41	0.31	0.00	0.29	0.00	0.00	0.17	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	31.8	31.8	31.8	0.0	22.2	0.0	0.0	22.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.78	0.78	0.58	0.00	0.78	0.00	0.00	0.47	0.00
Delay/Veh:	0.0	0.0	0.0	13.9	13.9	10.0	0.0	19.5	0.0	0.0	14.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	13.9	13.9	10.0	0.0	19.5	0.0	0.0	14.7	0.0
LOS by Move:	A	A	A	B	B	B	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	24	24	15	0	17	0	0	9	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Proposed Proj AM

Intersection #107: US 101 Southbound Ramps and Cochrane Road



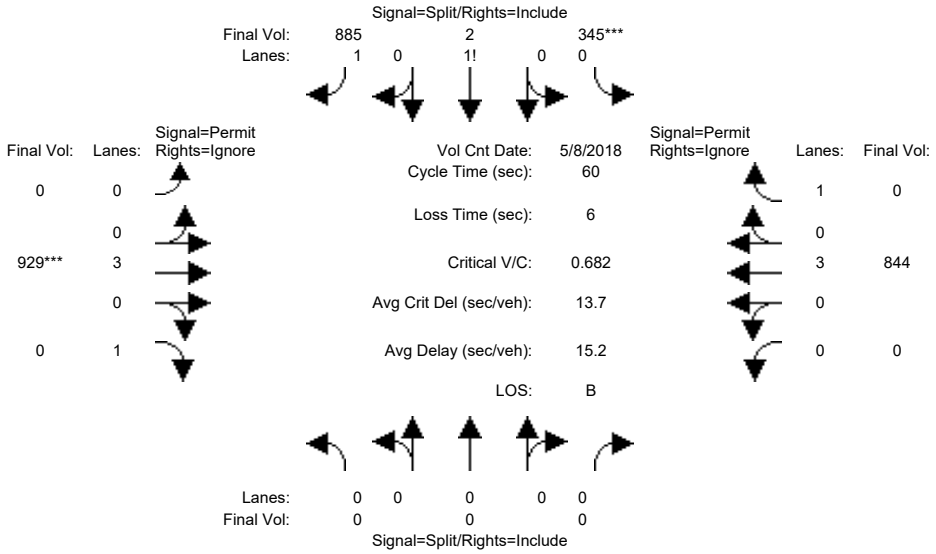
Street Name:	US 101 Southbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	260	2	865	0	1062	278	0	640	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:	0	0	0	260	2	865	0	1062	278	0	640	152
Added Vol:	0	0	0	57	0	0	0	39	0	0	69	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	317	2	865	0	1101	278	0	709	193
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:	0	0	0	317	2	865	0	1101	0	0	709	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	317	2	865	0	1101	0	0	709	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:	0	0	0	317	2	865	0	1101	0	0	709	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	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.42	0.01	1.57	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	738	5	2757	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.43	0.43	0.31	0.00	0.29	0.00	0.00	0.19	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	32.2	32.2	32.2	0.0	21.8	0.0	0.0	21.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.80	0.80	0.58	0.00	0.80	0.00	0.00	0.51	0.00
Delay/Veh:	0.0	0.0	0.0	14.4	14.4	9.8	0.0	20.6	0.0	0.0	15.3	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	14.4	14.4	9.8	0.0	20.6	0.0	0.0	15.3	0.0
LOS by Move:	A	A	A	B	B	A	A	C	A	A	B	A
HCM2k95thQ:	0	0	0	26	26	15	0	18	0	0	10	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #107: US 101 Southbound Ramps and Cochrane Road



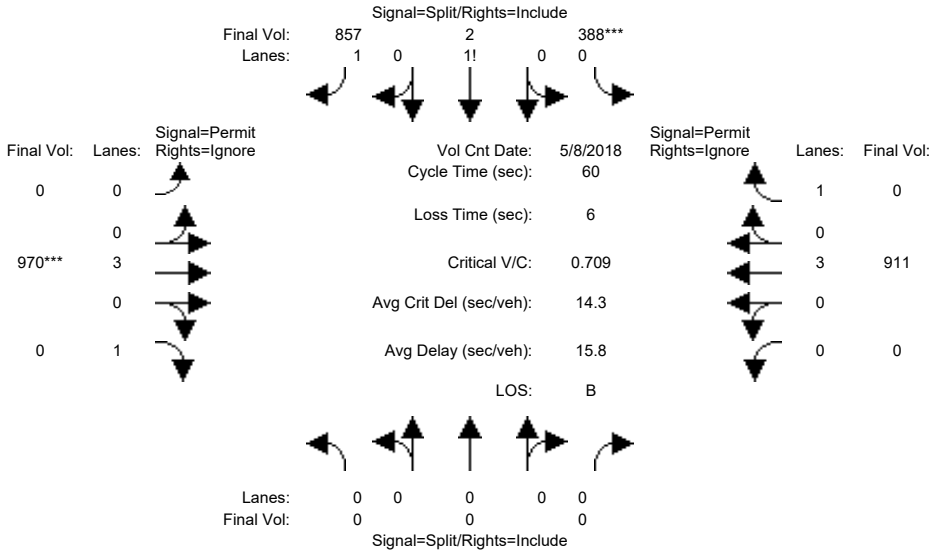
Street Name:	US 101 Southbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	345	2	885	0	929	255	0	844	175
Growth Adj:	1.00	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	345	2	885	0	929	255	0	844	175
Added Vol:	0	0	0	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	345	2	885	0	929	255	0	844	175
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:	0	0	0	345	2	885	0	929	0	0	844	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	2	885	0	929	0	0	844	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:	0	0	0	345	2	885	0	929	0	0	844	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	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.43	0.01	1.56	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	765	4	2731	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.45	0.45	0.32	0.00	0.16	0.00	0.00	0.15	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	39.7	39.7	39.7	0.0	14.3	0.0	0.0	14.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.68	0.68	0.49	0.00	0.68	0.00	0.00	0.62	0.00
Delay/Veh:	0.0	0.0	0.0	7.4	7.4	5.2	0.0	22.2	0.0	0.0	21.3	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	7.4	7.4	5.2	0.0	22.2	0.0	0.0	21.3	0.0
LOS by Move:	A	A	A	A	A	A	A	C	A	A	C	A
HCM2k95thQ:	0	0	0	20	20	12	0	10	0	0	9	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP + Proposed Proj AM

Intersection #107: US 101 Southbound Ramps and Cochrane Road



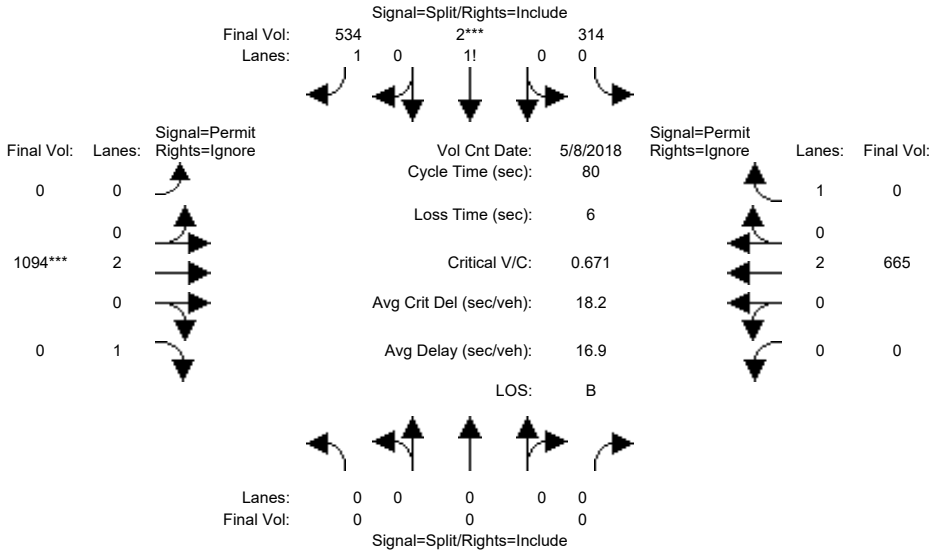
Street Name:	US 101 Southbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	388	2	857	0	970	254	0	911	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	388	2	857	0	970	254	0	911	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	388	2	857	0	970	254	0	911	113
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:	0	0	0	388	2	857	0	970	0	0	911	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	388	2	857	0	970	0	0	911	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:	0	0	0	388	2	857	0	970	0	0	911	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	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.47	0.01	1.52	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	830	4	2666	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.47	0.47	0.32	0.00	0.17	0.00	0.00	0.16	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	39.6	39.6	39.6	0.0	14.4	0.0	0.0	14.4	0.0
Volume/Cap:	0.00	0.00	0.00	0.71	0.71	0.49	0.00	0.71	0.00	0.00	0.67	0.00
Delay/Veh:	0.0	0.0	0.0	7.9	7.9	5.3	0.0	22.6	0.0	0.0	21.9	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	7.9	7.9	5.3	0.0	22.6	0.0	0.0	21.9	0.0
LOS by Move:	A	A	A	A	A	A	A	C	A	A	C	A
HCM2k95thQ:	0	0	0	21	21	12	0	11	0	0	10	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #107: US 101 Southbound Ramps and Cochrane Road



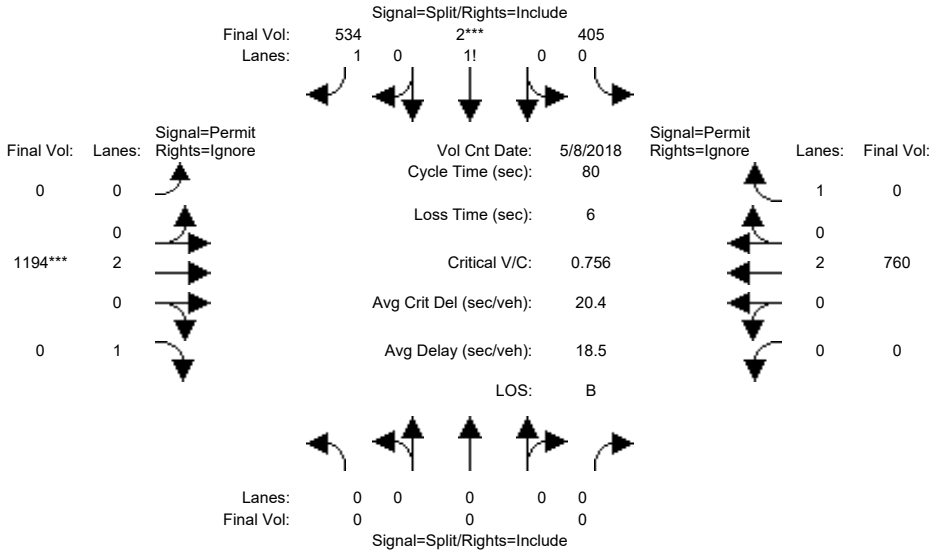
Street Name:	US 101 Southbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	314	2	534	0	1094	775	0	665	165
Growth Adj:	1.00	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	314	2	534	0	1094	775	0	665	165
Added Vol:	0	0	0	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	314	2	534	0	1094	775	0	665	165
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:	0	0	0	314	2	534	0	1094	0	0	665	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	314	2	534	0	1094	0	0	665	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:	0	0	0	314	2	534	0	1094	0	0	665	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	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.54	0.01	1.45	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	943	6	2551	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.33	0.21	0.00	0.29	0.00	0.00	0.17	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	39.7	39.7	39.7	0.0	34.3	0.0	0.0	34.3	0.0
Volume/Cap:	0.00	0.00	0.00	0.67	0.67	0.42	0.00	0.67	0.00	0.00	0.41	0.00
Delay/Veh:	0.0	0.0	0.0	16.6	16.6	13.0	0.0	19.4	0.0	0.0	16.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	16.6	16.6	13.0	0.0	19.4	0.0	0.0	16.0	0.0
LOS by Move:	A	A	A	B	B	B	A	B	A	A	B	A
HCM2k95thQ:	0	0	0	23	23	12	0	20	0	0	11	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #107: US 101 Southbound Ramps and Cochrane Road



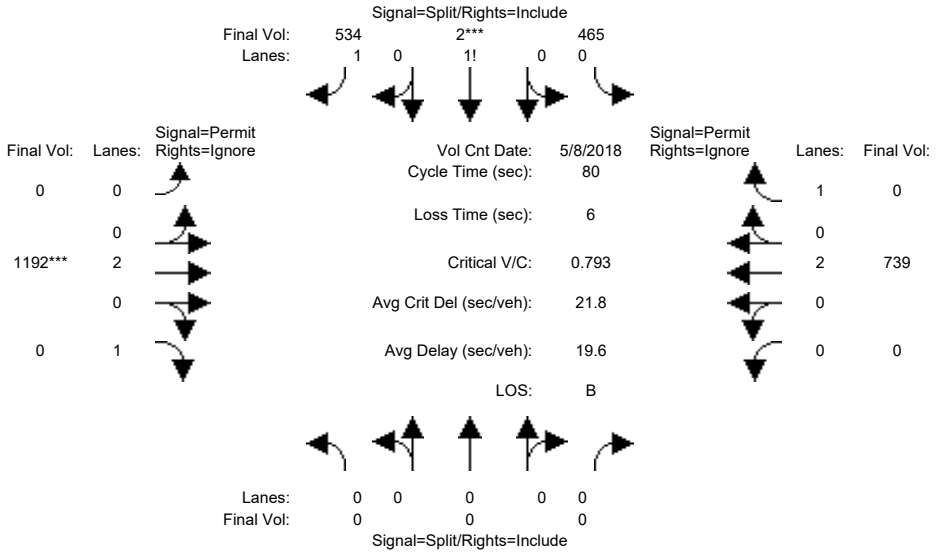
Street Name:	US 101 Southbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	314	2	534	0	1094	775	0	665	165
Growth Adj:	1.00	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	314	2	534	0	1094	775	0	665	165
Added Vol:	0	0	0	91	0	0	0	100	0	0	95	112
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	405	2	534	0	1194	775	0	760	277
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:	0	0	0	405	2	534	0	1194	0	0	760	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	405	2	534	0	1194	0	0	760	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:	0	0	0	405	2	534	0	1194	0	0	760	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.60	0.01	1.39	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1052	5	2443	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.39	0.39	0.22	0.00	0.31	0.00	0.00	0.20	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	40.8	40.8	40.8	0.0	33.2	0.0	0.0	33.2	0.0
Volume/Cap:	0.00	0.00	0.00	0.76	0.76	0.43	0.00	0.76	0.00	0.00	0.48	0.00
Delay/Veh:	0.0	0.0	0.0	18.4	18.4	12.5	0.0	22.1	0.0	0.0	17.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.4	18.4	12.5	0.0	22.1	0.0	0.0	17.3	0.0
LOS by Move:	A	A	A	B	B	B	A	C	A	A	B	A
HCM2k95thQ:	0	0	0	28	28	13	0	23	0	0	13	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #107: US 101 Southbound Ramps and Cochrane Road



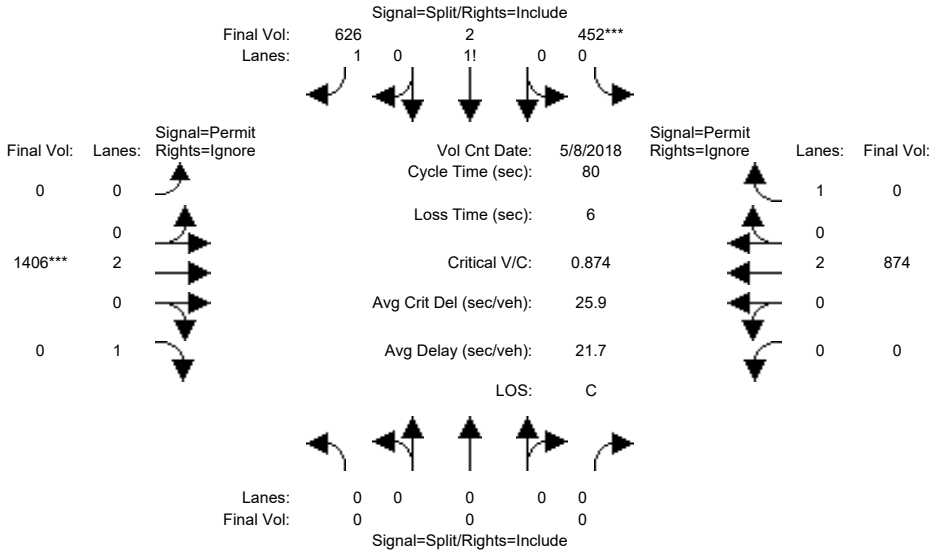
Street Name:	US 101 Southbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	314	2	534	0	1094	775	0	665	165
Growth Adj:	1.00	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	314	2	534	0	1094	775	0	665	165
Added Vol:	0	0	0	151	0	0	0	98	0	0	74	63
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	465	2	534	0	1192	775	0	739	228
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:	0	0	0	465	2	534	0	1192	0	0	739	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	465	2	534	0	1192	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:	0	0	0	465	2	534	0	1192	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	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.63	0.01	1.36	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1109	5	2387	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.42	0.42	0.22	0.00	0.31	0.00	0.00	0.19	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	42.3	42.3	42.3	0.0	31.7	0.0	0.0	31.7	0.0
Volume/Cap:	0.00	0.00	0.00	0.79	0.79	0.42	0.00	0.79	0.00	0.00	0.49	0.00
Delay/Veh:	0.0	0.0	0.0	18.8	18.8	11.5	0.0	24.2	0.0	0.0	18.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	18.8	18.8	11.5	0.0	24.2	0.0	0.0	18.4	0.0
LOS by Move:	A	A	A	B	B	B	A	C	A	A	B	A
HCM2k95thQ:	0	0	0	31	31	12	0	24	0	0	13	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 No Project PM

Intersection #107: US 101 Southbound Ramps and Cochrane Road



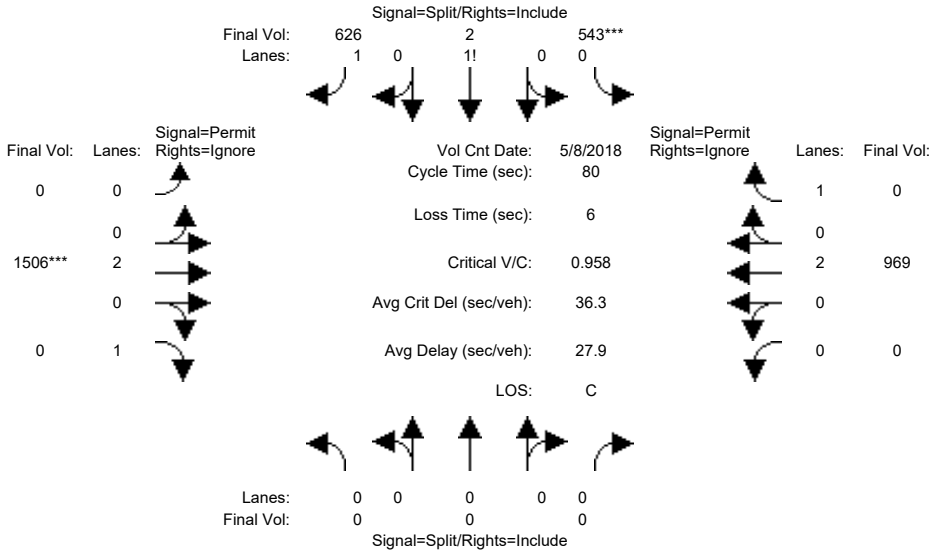
Street Name:	US 101 Southbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	452	2	626	0	1406	775	0	874	165
Growth Adj:	1.00	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	452	2	626	0	1406	775	0	874	165
Added Vol:	0	0	0	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	452	2	626	0	1406	775	0	874	165
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:	0	0	0	452	2	626	0	1406	0	0	874	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	452	2	626	0	1406	0	0	874	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:	0	0	0	452	2	626	0	1406	0	0	874	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	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.59	0.01	1.40	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1031	5	2464	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.44	0.44	0.25	0.00	0.37	0.00	0.00	0.23	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	40.1	40.1	40.1	0.0	33.9	0.0	0.0	33.9	0.0
Volume/Cap:	0.00	0.00	0.00	0.87	0.87	0.51	0.00	0.87	0.00	0.00	0.54	0.00
Delay/Veh:	0.0	0.0	0.0	24.8	24.8	13.5	0.0	26.7	0.0	0.0	17.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	24.8	24.8	13.5	0.0	26.7	0.0	0.0	17.7	0.0
LOS by Move:	A	A	A	C	C	B	A	C	A	A	B	A
HCM2k95thQ:	0	0	0	36	36	15	0	29	0	0	15	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Approved Proj PM

Intersection #107: US 101 Southbound Ramps and Cochrane Road



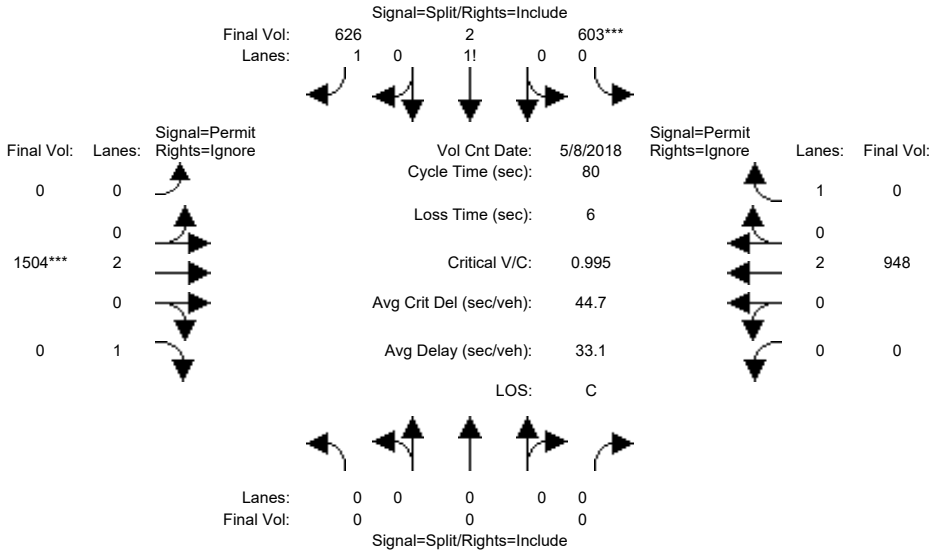
Street Name:	US 101 Southbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	452	2	626	0	1406	775	0	874	165
Growth Adj:	1.00	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	452	2	626	0	1406	775	0	874	165
Added Vol:	0	0	0	91	0	0	0	100	0	0	95	112
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	543	2	626	0	1506	775	0	969	277
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:	0	0	0	543	2	626	0	1506	0	0	969	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	543	2	626	0	1506	0	0	969	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:	0	0	0	543	2	626	0	1506	0	0	969	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	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.63	0.01	1.36	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1108	4	2388	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.49	0.49	0.26	0.00	0.40	0.00	0.00	0.26	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	40.9	40.9	40.9	0.0	33.1	0.0	0.0	33.1	0.0
Volume/Cap:	0.00	0.00	0.00	0.96	0.96	0.51	0.00	0.96	0.00	0.00	0.62	0.00
Delay/Veh:	0.0	0.0	0.0	35.5	35.5	13.1	0.0	36.9	0.0	0.0	19.2	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	35.5	35.5	13.1	0.0	36.9	0.0	0.0	19.2	0.0
LOS by Move:	A	A	A	D	D	B	A	D	A	A	B	A
HCM2k95thQ:	0	0	0	46	46	16	0	35	0	0	17	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Proposed Proj PM

Intersection #107: US 101 Southbound Ramps and Cochrane Road



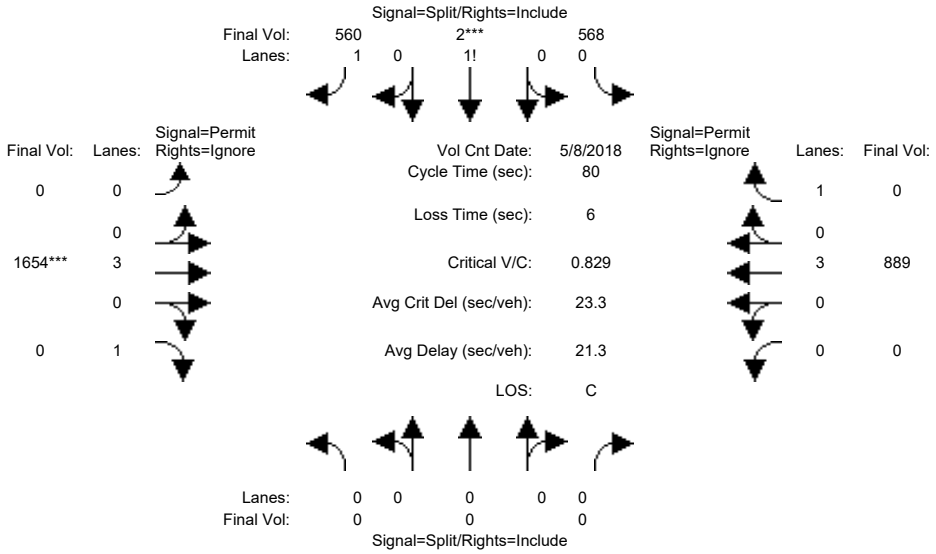
Street Name:	US 101 Southbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	452	2	626	0	1406	775	0	874	165
Growth Adj:	1.00	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	452	2	626	0	1406	775	0	874	165
Added Vol:	0	0	0	151	0	0	0	98	0	0	74	63
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	603	2	626	0	1504	775	0	948	228
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:	0	0	0	603	2	626	0	1504	0	0	948	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	603	2	626	0	1504	0	0	948	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:	0	0	0	603	2	626	0	1504	0	0	948	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	0.92	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.65	0.01	1.34	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1150	4	2347	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.52	0.52	0.27	0.00	0.40	0.00	0.00	0.25	0.00
Crit Moves:				****				****				
Green Time:	0.0	0.0	0.0	42.2	42.2	42.2	0.0	31.8	0.0	0.0	31.8	0.0
Volume/Cap:	0.00	0.00	0.00	0.99	0.99	0.51	0.00	0.99	0.00	0.00	0.63	0.00
Delay/Veh:	0.0	0.0	0.0	43.1	43.1	12.4	0.0	45.9	0.0	0.0	20.2	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	43.1	43.1	12.4	0.0	45.9	0.0	0.0	20.2	0.0
LOS by Move:	A	A	A	D	D	B	A	D	A	A	C	A
HCM2k95thQ:	0	0	0	52	52	16	0	38	0	0	17	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #107: US 101 Southbound Ramps and Cochrane Road



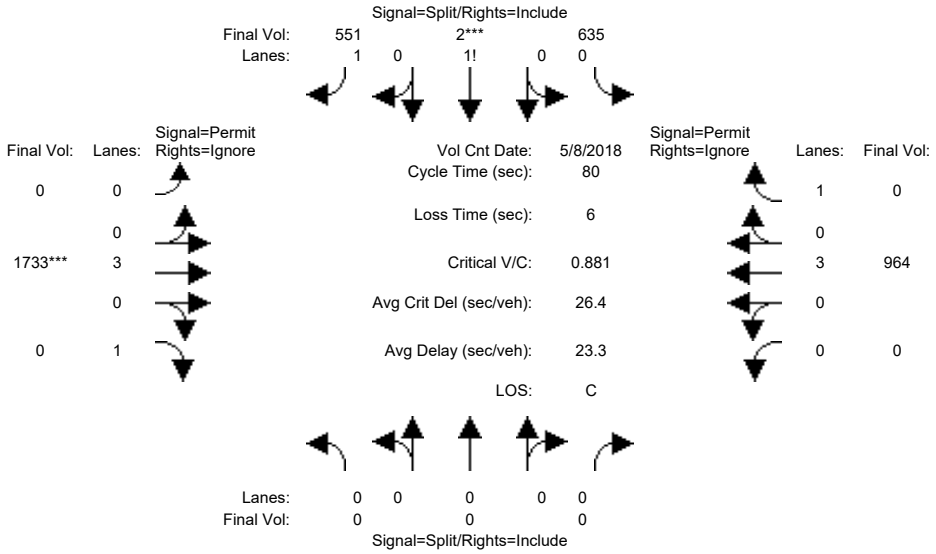
Street Name:	US 101 Southbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	568	2	560	0	1654	863	0	889	345
Growth Adj:	1.00	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	568	2	560	0	1654	863	0	889	345
Added Vol:	0	0	0	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	568	2	560	0	1654	863	0	889	345
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:	0	0	0	568	2	560	0	1654	0	0	889	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	568	2	560	0	1654	0	0	889	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:	0	0	0	568	2	560	0	1654	0	0	889	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	0.66	0.01	1.33	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1192	4	2337	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.48	0.48	0.24	0.00	0.29	0.00	0.00	0.16	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	46.0	46.0	46.0	0.0	28.0	0.0	0.0	28.0	0.0
Volume/Cap:	0.00	0.00	0.00	0.83	0.83	0.42	0.00	0.83	0.00	0.00	0.45	0.00
Delay/Veh:	0.0	0.0	0.0	18.2	18.2	9.6	0.0	26.9	0.0	0.0	20.2	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	18.2	18.2	9.6	0.0	26.9	0.0	0.0	20.2	0.0
LOS by Move:	A	A	A	B	B	A	A	C	A	A	C	A
HCM2k95thQ:	0	0	0	35	35	12	0	23	0	0	11	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP + Proposed Proj PM

Intersection #107: US 101 Southbound Ramps and Cochrane Road



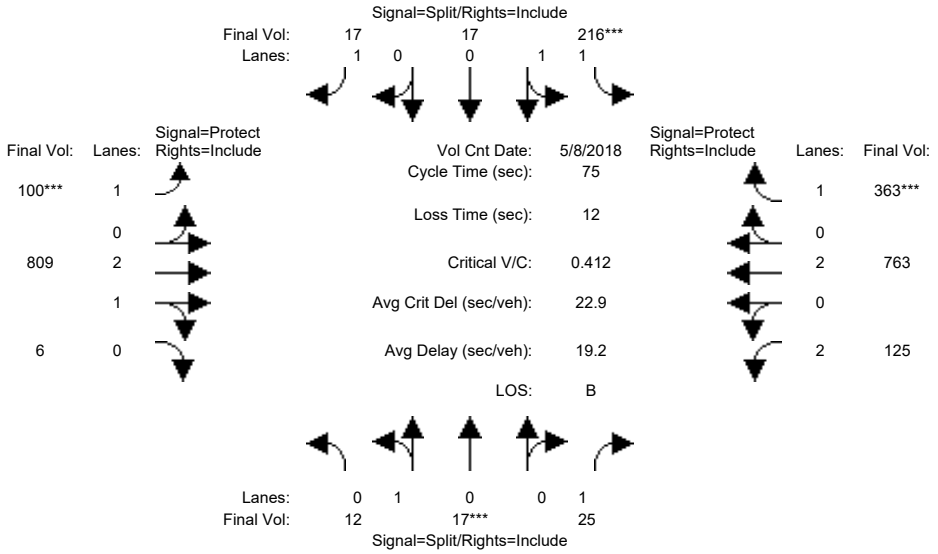
Street Name:	US 101 Southbound Ramps						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	0	0	0	635	2	551	0	1733	853	0	964	165
Growth Adj:	1.00	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	635	2	551	0	1733	853	0	964	165
Added Vol:	0	0	0	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	635	2	551	0	1733	853	0	964	165
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:	0	0	0	635	2	551	0	1733	0	0	964	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	635	2	551	0	1733	0	0	964	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:	0	0	0	635	2	551	0	1733	0	0	964	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	0.69	0.01	1.30	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1242	4	2289	0	5700	1750	0	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.51	0.51	0.24	0.00	0.30	0.00	0.00	0.17	0.00
Crit Moves:					****			****				
Green Time:	0.0	0.0	0.0	46.4	46.4	46.4	0.0	27.6	0.0	0.0	27.6	0.0
Volume/Cap:	0.00	0.00	0.00	0.88	0.88	0.42	0.00	0.88	0.00	0.00	0.49	0.00
Delay/Veh:	0.0	0.0	0.0	21.5	21.5	9.4	0.0	29.7	0.0	0.0	20.9	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	21.5	21.5	9.4	0.0	29.7	0.0	0.0	20.9	0.0
LOS by Move:	A	A	A	C	C	A	A	C	A	A	C	A
HCM2k95thQ:	0	0	0	40	40	12	0	25	0	0	12	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



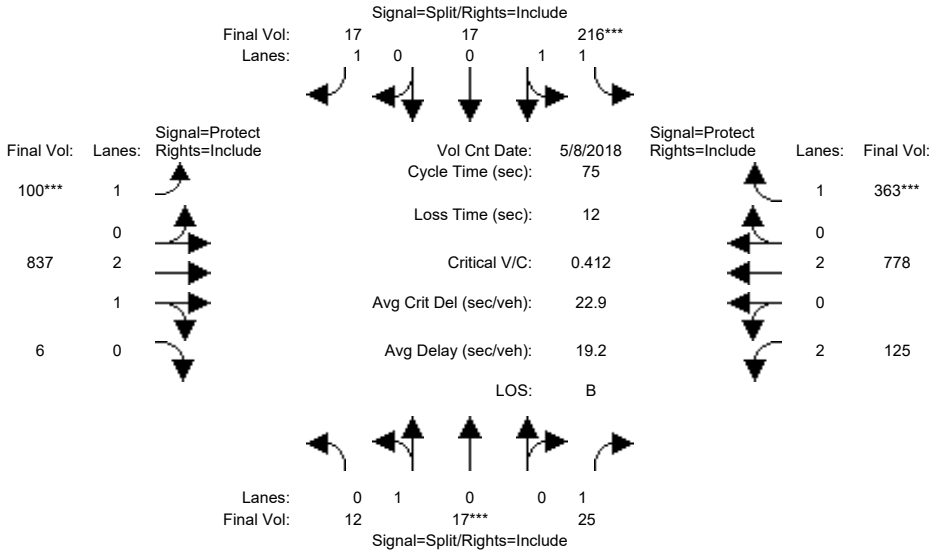
Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	12	17	25	216	17	17	100	809	6	125	763	363
Growth Adj:	1.00	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	17	25	216	17	17	100	809	6	125	763	363
Added Vol:	0	0	0	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	17	25	216	17	17	100	809	6	125	763	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	17	25	216	17	17	100	809	6	125	763	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	17	25	216	17	17	100	809	6	125	763	363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	17	25	216	17	17	100	809	6	125	763	363
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.41	0.59	1.00	1.86	0.14	1.00	1.00	2.98	0.02	2.00	2.00	1.00
Final Sat.:	745	1055	1750	3291	259	1750	1750	5559	41	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.07	0.07	0.01	0.06	0.15	0.15	0.04	0.20	0.21
Crit Moves:		****		****			****					****
Green Time:	10.0	10.0	10.0	10.5	10.5	10.5	9.2	25.9	25.9	16.6	33.3	33.3
Volume/Cap:	0.12	0.12	0.11	0.47	0.47	0.07	0.47	0.42	0.42	0.18	0.45	0.47
Delay/Veh:	28.9	28.9	28.8	30.3	30.3	28.1	32.3	19.0	19.0	23.8	14.7	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:	28.9	28.9	28.8	30.3	30.3	28.1	32.3	19.0	19.0	23.8	14.7	15.1
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	1	1	1	6	6	1	5	9	9	3	11	12

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



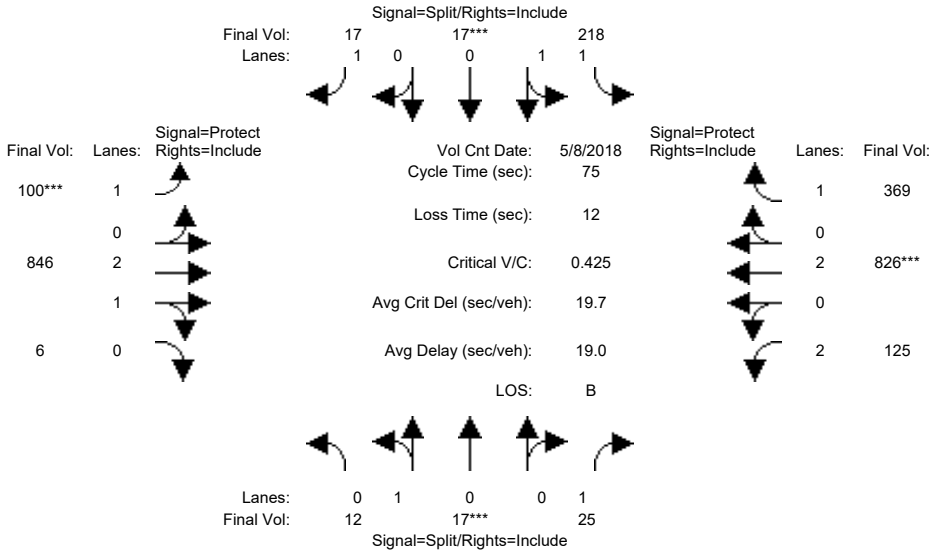
Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	12	17	25	216	17	17	100	809	6	125	763	363
Growth Adj:	1.00	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	17	25	216	17	17	100	809	6	125	763	363
Added Vol:	0	0	0	0	0	0	0	28	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	17	25	216	17	17	100	837	6	125	778	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	17	25	216	17	17	100	837	6	125	778	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	17	25	216	17	17	100	837	6	125	778	363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	17	25	216	17	17	100	837	6	125	778	363
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.41	0.59	1.00	1.86	0.14	1.00	1.00	2.98	0.02	2.00	2.00	1.00
Final Sat.:	745	1055	1750	3291	259	1750	1750	5560	40	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.07	0.07	0.01	0.06	0.15	0.15	0.04	0.20	0.21
Crit Moves:		****		****			****					****
Green Time:	10.0	10.0	10.0	10.5	10.5	10.5	9.2	26.2	26.2	16.3	33.3	33.3
Volume/Cap:	0.12	0.12	0.11	0.47	0.47	0.07	0.47	0.43	0.43	0.18	0.46	0.47
Delay/Veh:	28.9	28.9	28.8	30.3	30.3	28.1	32.3	18.8	18.8	24.1	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:	28.9	28.9	28.8	30.3	30.3	28.1	32.3	18.8	18.8	24.1	14.8	15.1
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	1	1	1	6	6	1	5	10	10	3	12	12

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



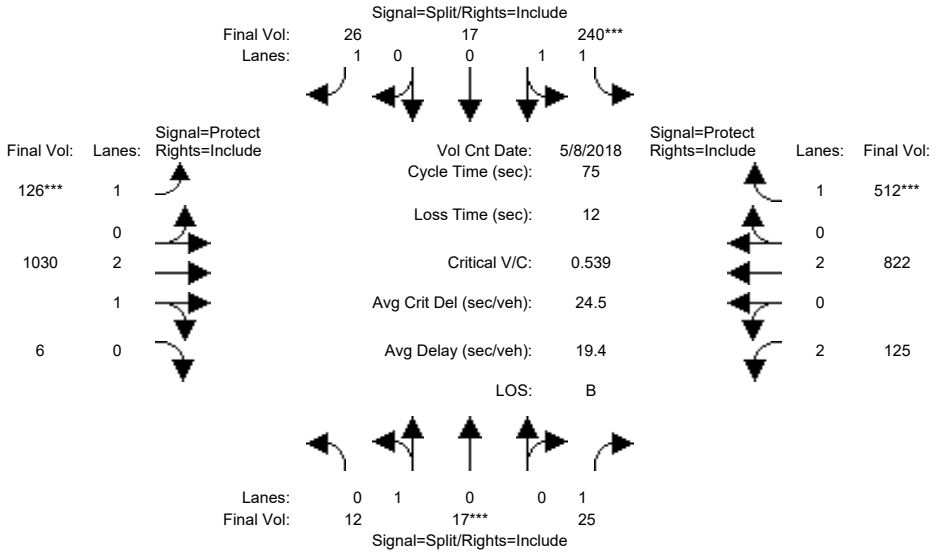
Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	12	17	25	216	17	17	100	809	6	125	763	363
Growth Adj:	1.00	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	17	25	216	17	17	100	809	6	125	763	363
Added Vol:	0	0	0	2	0	0	0	37	0	0	63	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	17	25	218	17	17	100	846	6	125	826	369
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	17	25	218	17	17	100	846	6	125	826	369
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	17	25	218	17	17	100	846	6	125	826	369
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	17	25	218	17	17	100	846	6	125	826	369
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.41	0.59	1.00	1.86	0.14	1.00	1.00	2.98	0.02	2.00	2.00	1.00
Final Sat.:	745	1055	1750	3293	257	1750	1750	5561	39	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.07	0.07	0.01	0.06	0.15	0.15	0.04	0.22	0.21
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	10.0	10.3	10.3	10.3	8.9	26.5	26.5	16.2	33.8	33.8
Volume/Cap:	0.12	0.12	0.11	0.48	0.48	0.07	0.48	0.43	0.43	0.18	0.48	0.47
Delay/Veh:	28.9	28.9	28.8	30.6	30.6	28.3	32.7	18.7	18.7	24.1	14.7	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	28.9	28.8	30.6	30.6	28.3	32.7	18.7	18.7	24.1	14.7	14.8
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	1	1	1	7	7	1	5	10	10	3	12	12

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 No Project AM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



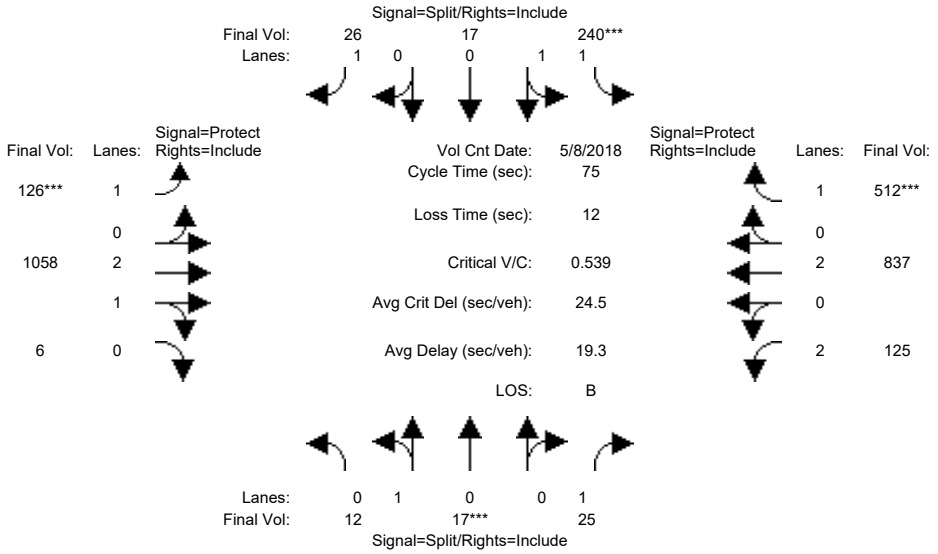
Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	12	17	25	240	17	26	126	1030	6	125	822	512
Growth Adj:	1.00	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	17	25	240	17	26	126	1030	6	125	822	512
Added Vol:	0	0	0	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	17	25	240	17	26	126	1030	6	125	822	512
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	17	25	240	17	26	126	1030	6	125	822	512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	17	25	240	17	26	126	1030	6	125	822	512
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	17	25	240	17	26	126	1030	6	125	822	512
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.41	0.59	1.00	1.87	0.13	1.00	1.00	2.98	0.02	2.00	2.00	1.00
Final Sat.:	745	1055	1750	3315	235	1750	1750	5568	32	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.07	0.07	0.01	0.07	0.19	0.19	0.04	0.22	0.29
Crit Moves:		****		****			****					****
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	8.5	28.6	28.6	14.4	34.5	34.5
Volume/Cap:	0.12	0.12	0.11	0.54	0.54	0.11	0.64	0.49	0.49	0.21	0.47	0.64
Delay/Veh:	28.9	28.9	28.8	31.7	31.7	28.8	38.4	17.8	17.8	25.6	14.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	28.9	28.8	31.7	31.7	28.8	38.4	17.8	17.8	25.6	14.1	17.1
LOS by Move:	C	C	C	C	C	C	D	B	B	C	B	B
HCM2k95thQ:	1	1	1	8	8	1	6	11	11	3	12	18

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Approved Proj AM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	12	17	25	240	17	26	126	1030	6	125	822	512
Growth Adj:	1.00	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	17	25	240	17	26	126	1030	6	125	822	512
Added Vol:	0	0	0	0	0	0	0	28	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	17	25	240	17	26	126	1058	6	125	837	512
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	17	25	240	17	26	126	1058	6	125	837	512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	17	25	240	17	26	126	1058	6	125	837	512
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	17	25	240	17	26	126	1058	6	125	837	512
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.41	0.59	1.00	1.87	0.13	1.00	1.00	2.98	0.02	2.00	2.00	1.00
Final Sat.:	745	1055	1750	3315	235	1750	1750	5568	32	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.07	0.07	0.01	0.07	0.19	0.19	0.04	0.22	0.29
Crit Moves:		****		****			****					****
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	8.5	28.8	28.8	14.2	34.5	34.5
Volume/Cap:	0.12	0.12	0.11	0.54	0.54	0.11	0.64	0.49	0.49	0.21	0.48	0.64
Delay/Veh:	28.9	28.9	28.8	31.7	31.7	28.8	38.4	17.7	17.7	25.9	14.2	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	28.9	28.8	31.7	31.7	28.8	38.4	17.7	17.7	25.9	14.2	17.1
LOS by Move:	C	C	C	C	C	C	D	B	B	C	B	B
HCM2k95thQ:	1	1	1	8	8	1	6	12	12	3	12	18

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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Year 2030 + Proposed Proj AM

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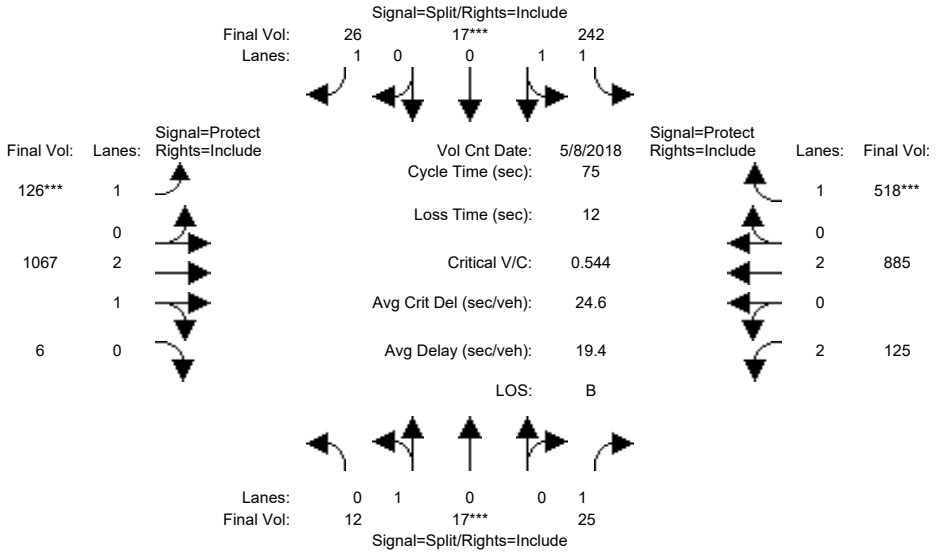


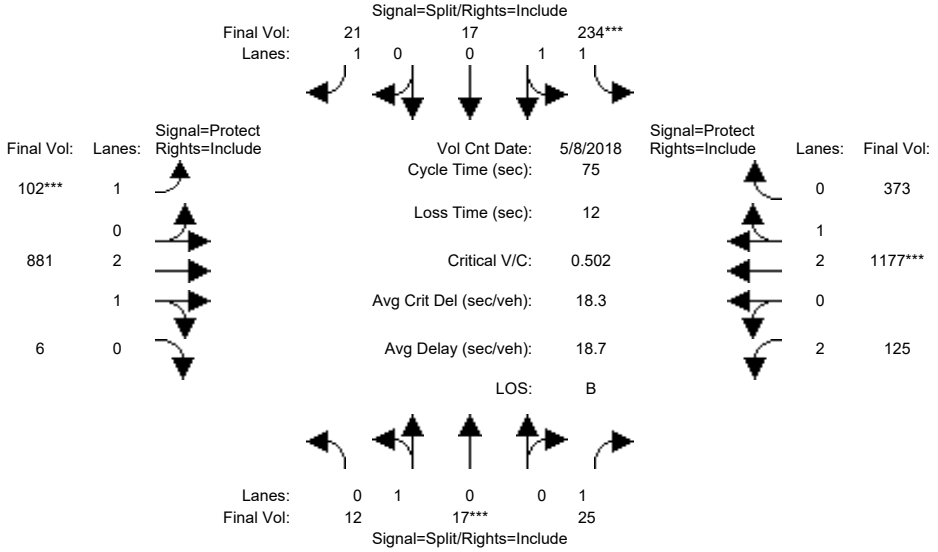
Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	12	17	25	240	17	26	126	1030	6	125	822	512
Growth Adj:	1.00	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	17	25	240	17	26	126	1030	6	125	822	512
Added Vol:	0	0	0	2	0	0	0	37	0	0	63	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	17	25	242	17	26	126	1067	6	125	885	518
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	17	25	242	17	26	126	1067	6	125	885	518
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	17	25	242	17	26	126	1067	6	125	885	518
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	17	25	242	17	26	126	1067	6	125	885	518
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.41	0.59	1.00	1.87	0.13	1.00	1.00	2.98	0.02	2.00	2.00	1.00
Final Sat.:	745	1055	1750	3317	233	1750	1750	5569	31	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.07	0.07	0.01	0.07	0.19	0.19	0.04	0.23	0.30
Crit Moves:		****			****		****					****
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	8.4	28.9	28.9	14.1	34.6	34.6
Volume/Cap:	0.12	0.12	0.11	0.55	0.55	0.11	0.64	0.50	0.50	0.21	0.51	0.64
Delay/Veh:	28.9	28.9	28.8	31.7	31.7	28.8	38.9	17.7	17.7	25.9	14.4	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	28.9	28.8	31.7	31.7	28.8	38.9	17.7	17.7	25.9	14.4	17.2
LOS by Move:	C	C	C	C	C	C	D	B	B	C	B	B
HCM2k95thQ:	1	1	1	8	8	1	6	12	12	3	13	18

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



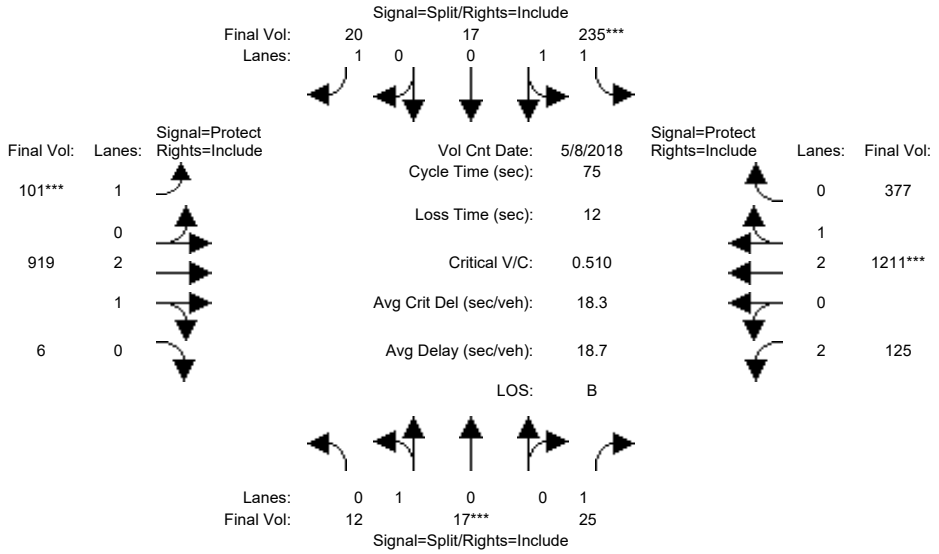
Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	12	17	25	234	17	21	102	881	6	125	1177	373
Growth Adj:	1.00	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	17	25	234	17	21	102	881	6	125	1177	373
Added Vol:	0	0	0	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	17	25	234	17	21	102	881	6	125	1177	373
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	17	25	234	17	21	102	881	6	125	1177	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	17	25	234	17	21	102	881	6	125	1177	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	17	25	234	17	21	102	881	6	125	1177	373
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	0.99	0.95
Lanes:	0.41	0.59	1.00	1.87	0.13	1.00	1.00	2.98	0.02	2.00	2.25	0.75
Final Sat.:	745	1055	1750	3310	240	1750	1750	5562	38	3150	4251	1347
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.07	0.07	0.01	0.06	0.16	0.16	0.04	0.28	0.28
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.5	27.1	27.1	15.9	35.5	35.5
Volume/Cap:	0.12	0.12	0.11	0.53	0.53	0.09	0.58	0.44	0.44	0.19	0.58	0.58
Delay/Veh:	28.9	28.9	28.8	31.5	31.5	28.7	37.3	18.4	18.4	24.3	14.7	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	28.9	28.8	31.5	31.5	28.7	37.3	18.4	18.4	24.3	14.7	14.7
LOS by Move:	C	C	C	C	C	C	D	B	B	C	B	B
HCM2k95thQ:	1	1	1	7	7	1	5	10	10	3	16	16

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP + Proposed Proj AM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



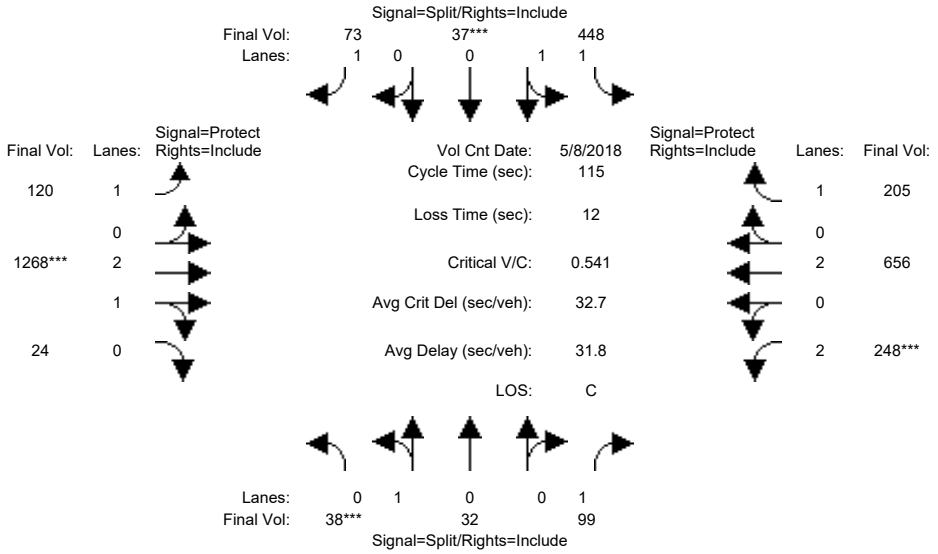
Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	12	17	25	235	17	20	101	919	6	125	1211	377
Growth Adj:	1.00	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	17	25	235	17	20	101	919	6	125	1211	377
Added Vol:	0	0	0	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	17	25	235	17	20	101	919	6	125	1211	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	17	25	235	17	20	101	919	6	125	1211	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	17	25	235	17	20	101	919	6	125	1211	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	17	25	235	17	20	101	919	6	125	1211	377
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	0.99	0.95
Lanes:	0.41	0.59	1.00	1.87	0.13	1.00	1.00	2.98	0.02	2.00	2.26	0.74
Final Sat.:	745	1055	1750	3310	239	1750	1750	5564	36	3150	4269	1329
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.07	0.07	0.01	0.06	0.17	0.17	0.04	0.28	0.28
Crit Moves:		****		****			****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	10.0	7.3	27.5	27.5	15.5	35.7	35.7
Volume/Cap:	0.12	0.12	0.11	0.53	0.53	0.09	0.60	0.45	0.45	0.19	0.60	0.60
Delay/Veh:	28.9	28.9	28.8	31.5	31.5	28.7	38.1	18.2	18.2	24.7	14.7	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	28.9	28.8	31.5	31.5	28.7	38.1	18.2	18.2	24.7	14.7	14.7
LOS by Move:	C	C	C	C	C	C	D	B	B	C	B	B
HCM2k95thQ:	1	1	1	7	7	1	5	10	10	3	16	16

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



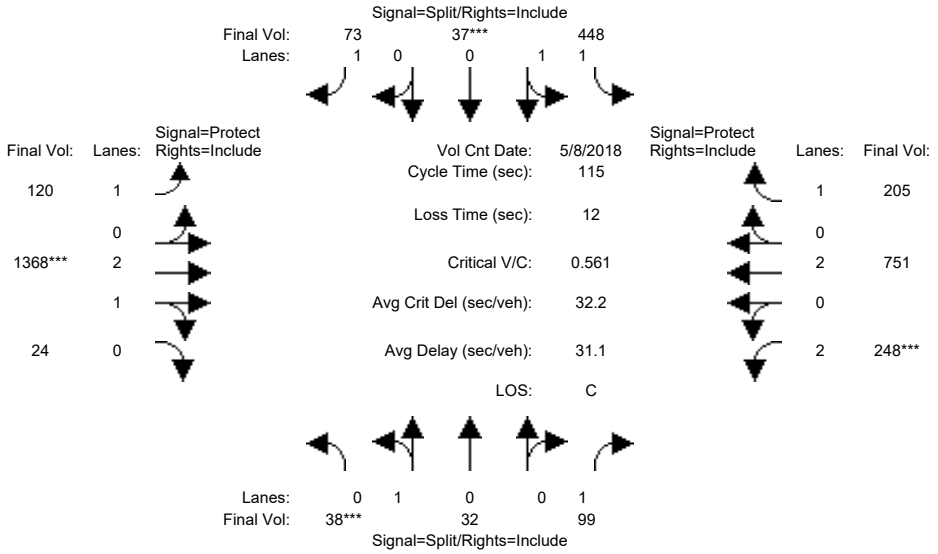
Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	38	32	99	448	37	73	120	1268	24	248	656	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	32	99	448	37	73	120	1268	24	248	656	205
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	32	99	448	37	73	120	1268	24	248	656	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	32	99	448	37	73	120	1268	24	248	656	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	32	99	448	37	73	120	1268	24	248	656	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	32	99	448	37	73	120	1268	24	248	656	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.54	0.46	1.00	1.85	0.15	1.00	1.00	2.94	0.06	2.00	2.00	1.00
Final Sat.:	977	823	1750	3279	271	1750	1750	5496	104	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.06	0.14	0.14	0.04	0.07	0.23	0.23	0.08	0.17	0.12
Crit Moves:	****				****			****			****	
Green Time:	12.0	12.0	12.0	27.9	27.9	27.9	17.9	47.1	47.1	16.1	45.2	45.2
Volume/Cap:	0.37	0.37	0.54	0.56	0.56	0.17	0.44	0.56	0.56	0.56	0.44	0.30
Delay/Veh:	49.2	49.2	52.2	39.1	39.1	34.6	45.1	26.4	26.4	47.9	25.8	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	49.2	52.2	39.1	39.1	34.6	45.1	26.4	26.4	47.9	25.8	24.3
LOS by Move:	D	D	D	D	D	C	D	C	C	D	C	C
HCM2k95thQ:	6	6	9	16	16	4	8	21	21	10	15	10

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



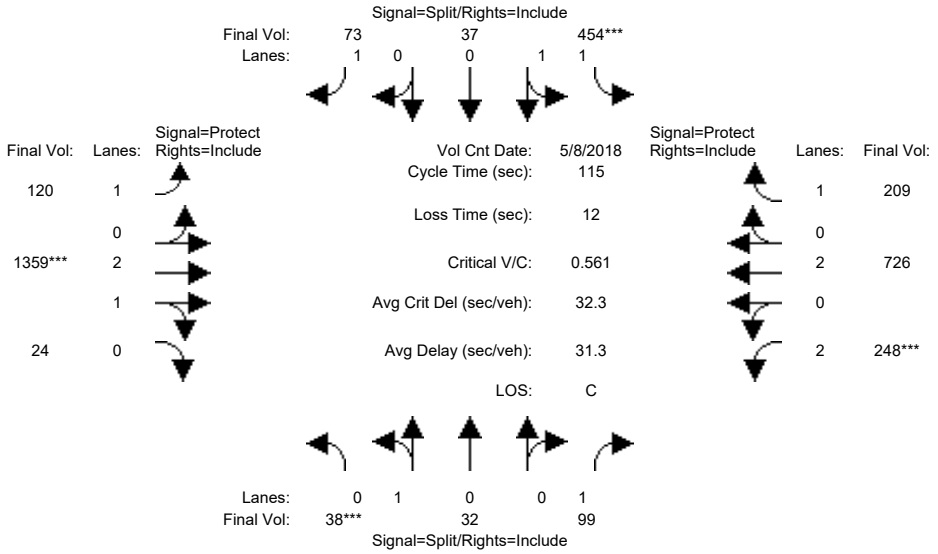
Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	38	32	99	448	37	73	120	1268	24	248	656	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	32	99	448	37	73	120	1268	24	248	656	205
Added Vol:	0	0	0	0	0	0	0	100	0	0	95	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	32	99	448	37	73	120	1368	24	248	751	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	32	99	448	37	73	120	1368	24	248	751	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	32	99	448	37	73	120	1368	24	248	751	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	32	99	448	37	73	120	1368	24	248	751	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.54	0.46	1.00	1.85	0.15	1.00	1.00	2.95	0.05	2.00	2.00	1.00
Final Sat.:	977	823	1750	3279	271	1750	1750	5503	97	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.06	0.14	0.14	0.04	0.07	0.25	0.25	0.08	0.20	0.12
Crit Moves:	****				****			****			****	
Green Time:	11.6	11.6	11.6	26.9	26.9	26.9	16.6	49.0	49.0	15.5	47.9	47.9
Volume/Cap:	0.39	0.39	0.56	0.58	0.58	0.18	0.47	0.58	0.58	0.58	0.47	0.28
Delay/Veh:	49.7	49.7	53.4	40.1	40.1	35.4	46.6	25.6	25.6	48.8	24.6	22.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	49.7	53.4	40.1	40.1	35.4	46.6	25.6	25.6	48.8	24.6	22.4
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	6	6	9	16	16	5	8	22	22	10	17	10

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



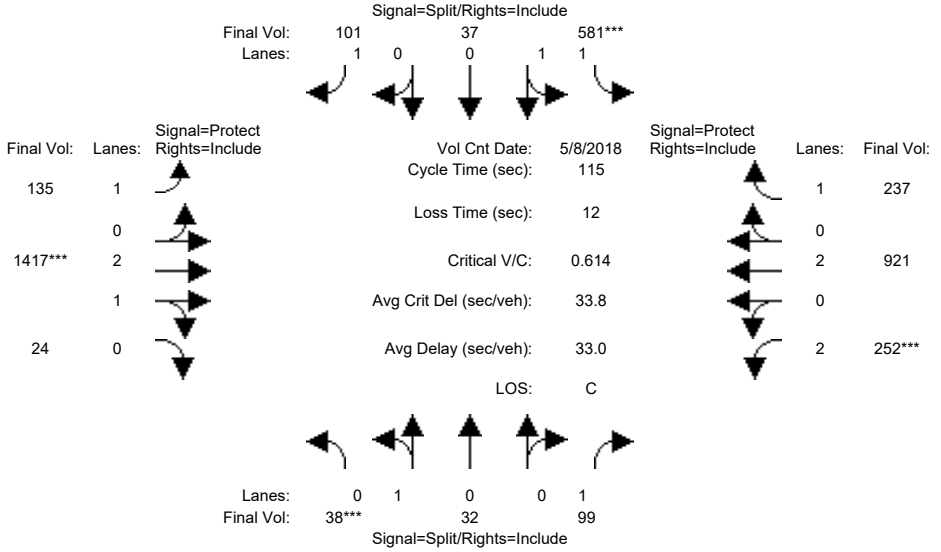
Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	38	32	99	448	37	73	120	1268	24	248	656	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	32	99	448	37	73	120	1268	24	248	656	205
Added Vol:	0	0	0	6	0	0	0	91	0	0	70	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	32	99	454	37	73	120	1359	24	248	726	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	32	99	454	37	73	120	1359	24	248	726	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	32	99	454	37	73	120	1359	24	248	726	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	32	99	454	37	73	120	1359	24	248	726	209
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.54	0.46	1.00	1.85	0.15	1.00	1.00	2.95	0.05	2.00	2.00	1.00
Final Sat.:	977	823	1750	3282	268	1750	1750	5503	97	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.06	0.14	0.14	0.04	0.07	0.25	0.25	0.08	0.19	0.12
Crit Moves:	****			****				****		****		
Green Time:	11.6	11.6	11.6	27.2	27.2	27.2	16.9	48.7	48.7	15.5	47.2	47.2
Volume/Cap:	0.39	0.39	0.56	0.58	0.58	0.18	0.47	0.58	0.58	0.58	0.47	0.29
Delay/Veh:	49.7	49.7	53.4	39.9	39.9	35.1	46.2	25.8	25.8	48.8	24.9	22.9
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:	49.7	49.7	53.4	39.9	39.9	35.1	46.2	25.8	25.8	48.8	24.9	22.9
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	C
HCM2k95thQ:	6	6	9	16	16	5	8	22	22	10	17	10

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 No Project PM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



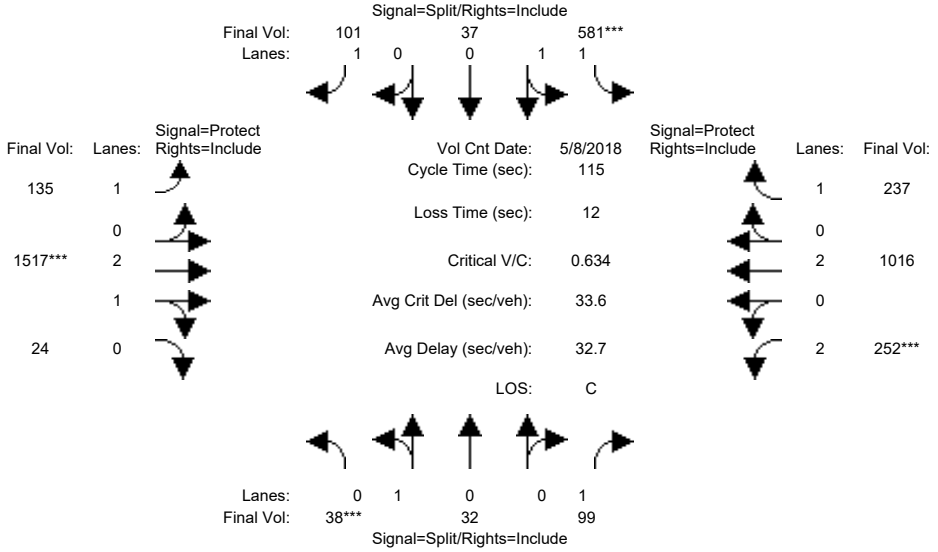
Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	38	32	99	581	37	101	135	1417	24	252	921	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	32	99	581	37	101	135	1417	24	252	921	237
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	32	99	581	37	101	135	1417	24	252	921	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	32	99	581	37	101	135	1417	24	252	921	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	32	99	581	37	101	135	1417	24	252	921	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	32	99	581	37	101	135	1417	24	252	921	237
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.54	0.46	1.00	1.88	0.12	1.00	1.00	2.95	0.05	2.00	2.00	1.00
Final Sat.:	977	823	1750	3337	213	1750	1750	5507	93	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.06	0.17	0.17	0.06	0.08	0.26	0.26	0.08	0.24	0.14
Crit Moves:	****			****				****		****		
Green Time:	10.6	10.6	10.6	31.5	31.5	31.5	14.7	46.5	46.5	14.5	46.2	46.2
Volume/Cap:	0.42	0.42	0.61	0.64	0.64	0.21	0.60	0.64	0.64	0.64	0.60	0.34
Delay/Veh:	51.1	51.1	57.1	38.2	38.2	32.4	52.0	28.1	28.1	51.2	27.8	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	51.1	57.1	38.2	38.2	32.4	52.0	28.1	28.1	51.2	27.8	24.1
LOS by Move:	D	D	E	D	D	C	D	C	C	D	C	C
HCM2k95thQ:	6	6	9	20	20	6	9	24	24	10	22	12

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Approved Proj PM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



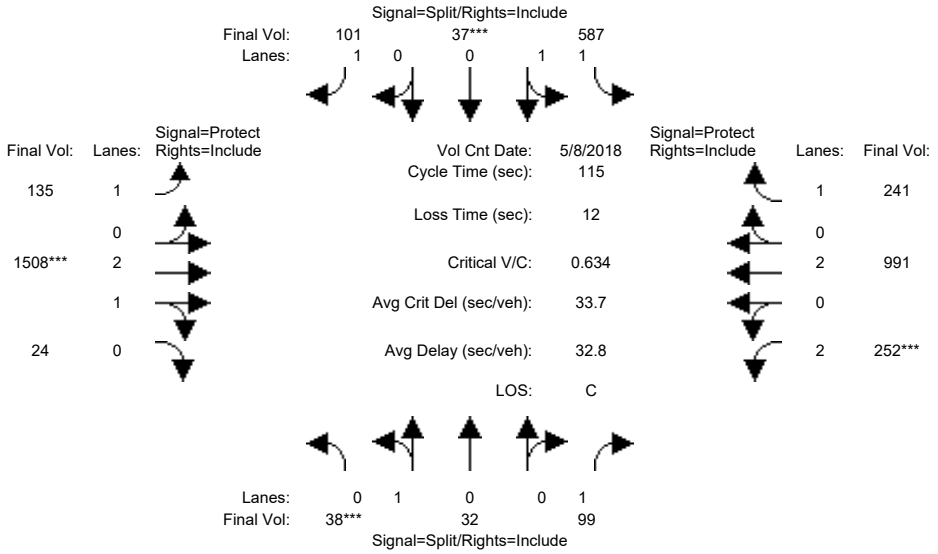
Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	38	32	99	581	37	101	135	1417	24	252	921	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	32	99	581	37	101	135	1417	24	252	921	237
Added Vol:	0	0	0	0	0	0	0	100	0	0	95	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	32	99	581	37	101	135	1517	24	252	1016	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	32	99	581	37	101	135	1517	24	252	1016	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	32	99	581	37	101	135	1517	24	252	1016	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	32	99	581	37	101	135	1517	24	252	1016	237
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.54	0.46	1.00	1.88	0.12	1.00	1.00	2.95	0.05	2.00	2.00	1.00
Final Sat.:	977	823	1750	3337	213	1750	1750	5513	87	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.06	0.17	0.17	0.06	0.08	0.28	0.28	0.08	0.27	0.14
Crit Moves:	****			****				****		****		
Green Time:	10.3	10.3	10.3	30.5	30.5	30.5	13.9	48.2	48.2	14.0	48.3	48.3
Volume/Cap:	0.44	0.44	0.63	0.66	0.66	0.22	0.64	0.66	0.66	0.66	0.64	0.32
Delay/Veh:	51.5	51.5	58.8	39.3	39.3	33.2	54.4	27.4	27.4	52.3	27.3	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:	51.5	51.5	58.8	39.3	39.3	33.2	54.4	27.4	27.4	52.3	27.3	22.6
LOS by Move:	D	D	E	D	D	C	D	C	C	D	C	C
HCM2k95thQ:	6	6	9	20	20	6	9	25	25	10	24	11

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Proposed Proj PM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



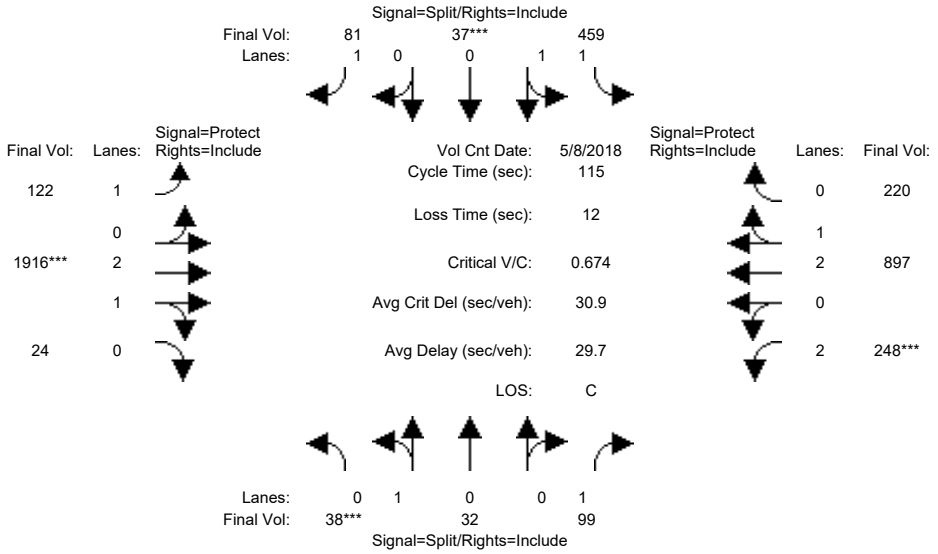
Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	38	32	99	581	37	101	135	1417	24	252	921	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	32	99	581	37	101	135	1417	24	252	921	237
Added Vol:	0	0	0	6	0	0	0	91	0	0	70	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	32	99	587	37	101	135	1508	24	252	991	241
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	32	99	587	37	101	135	1508	24	252	991	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	32	99	587	37	101	135	1508	24	252	991	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	32	99	587	37	101	135	1508	24	252	991	241
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	0.54	0.46	1.00	1.88	0.12	1.00	1.00	2.95	0.05	2.00	2.00	1.00
Final Sat.:	977	823	1750	3339	210	1750	1750	5512	88	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.06	0.18	0.18	0.06	0.08	0.27	0.27	0.08	0.26	0.14
Crit Moves:	****				****			****			****	
Green Time:	10.3	10.3	10.3	30.8	30.8	30.8	14.1	47.9	47.9	14.0	47.8	47.8
Volume/Cap:	0.44	0.44	0.63	0.66	0.66	0.22	0.63	0.66	0.66	0.66	0.63	0.33
Delay/Veh:	51.5	51.5	58.9	39.1	39.1	32.9	53.7	27.6	27.6	52.3	27.4	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	51.5	58.9	39.1	39.1	32.9	53.7	27.6	27.6	52.3	27.4	23.0
LOS by Move:	D	D	E	D	D	C	D	C	C	D	C	C
HCM2k95thQ:	6	6	9	20	20	6	9	25	25	10	24	11

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



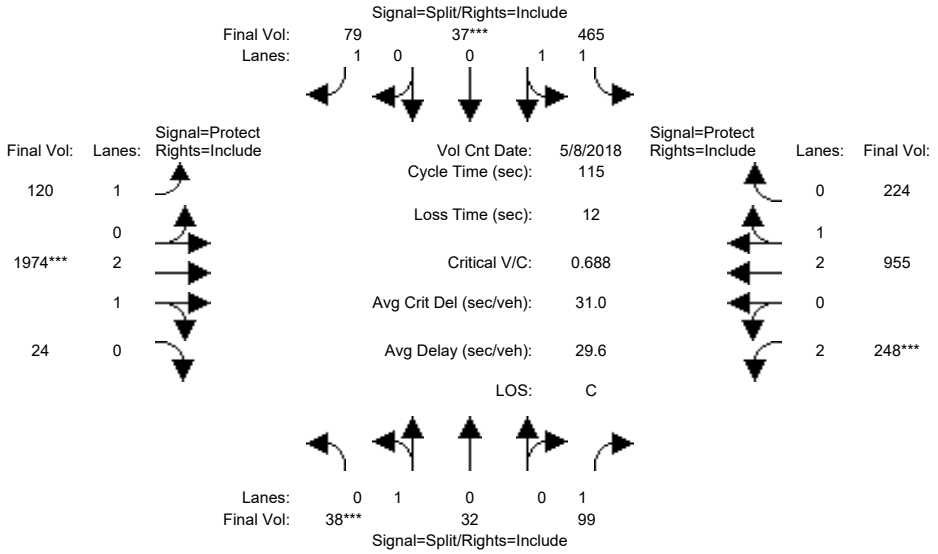
Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	38	32	99	459	37	81	122	1916	24	248	897	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	32	99	459	37	81	122	1916	24	248	897	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	32	99	459	37	81	122	1916	24	248	897	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	32	99	459	37	81	122	1916	24	248	897	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	32	99	459	37	81	122	1916	24	248	897	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	32	99	459	37	81	122	1916	24	248	897	220
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	0.99	0.95
Lanes:	0.54	0.46	1.00	1.85	0.15	1.00	1.00	2.96	0.04	2.00	2.39	0.61
Final Sat.:	977	823	1750	3285	265	1750	1750	5531	69	3150	4496	1103
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.06	0.14	0.14	0.05	0.07	0.35	0.35	0.08	0.20	0.20
Crit Moves:	****				****			****			****	
Green Time:	10.0	10.0	10.0	23.0	23.0	23.0	18.1	57.0	57.0	13.0	51.9	51.9
Volume/Cap:	0.45	0.45	0.65	0.70	0.70	0.23	0.44	0.70	0.70	0.70	0.44	0.44
Delay/Veh:	51.9	51.9	60.4	45.9	45.9	38.9	45.0	23.2	23.2	55.2	21.8	21.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	51.9	60.4	45.9	45.9	38.9	45.0	23.2	23.2	55.2	21.8	21.8
LOS by Move:	D	D	E	D	D	D	D	C	C	E	C	C
HCM2k95thQ:	6	6	10	18	18	5	8	30	30	10	16	16

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP + Proposed Proj PM

Intersection #106: Madrone Parkway/Cochrane Plaza and Cochrane Road



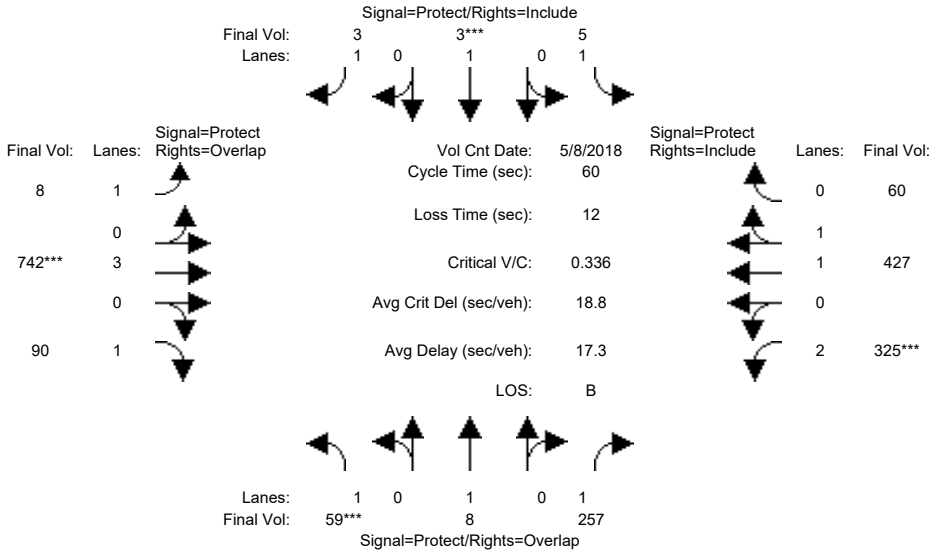
Street Name:	Madrone Parkway/Cochrane Plaza						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	38	32	99	465	37	79	120	1974	24	248	955	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	32	99	465	37	79	120	1974	24	248	955	224
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	32	99	465	37	79	120	1974	24	248	955	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	32	99	465	37	79	120	1974	24	248	955	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	32	99	465	37	79	120	1974	24	248	955	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	32	99	465	37	79	120	1974	24	248	955	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.83	0.99	0.95
Lanes:	0.54	0.46	1.00	1.85	0.15	1.00	1.00	2.96	0.04	2.00	2.41	0.59
Final Sat.:	977	823	1750	3288	262	1750	1750	5533	67	3150	4535	1064
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.06	0.14	0.14	0.05	0.07	0.36	0.36	0.08	0.21	0.21
Crit Moves:	****				****			****			****	
Green Time:	10.0	10.0	10.0	22.8	22.8	22.8	17.2	57.5	57.5	12.7	53.0	53.0
Volume/Cap:	0.45	0.45	0.65	0.71	0.71	0.23	0.46	0.71	0.71	0.71	0.46	0.46
Delay/Veh:	51.9	51.9	60.4	46.5	46.5	39.0	45.9	23.2	23.2	56.2	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	51.9	60.4	46.5	46.5	39.0	45.9	23.2	23.2	56.2	21.3	21.3
LOS by Move:	D	D	E	D	D	D	D	C	C	E	C	C
HCM2k95thQ:	6	6	10	19	19	5	8	31	31	10	17	17

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #105: Sutter Boulevard and Cochrane Road



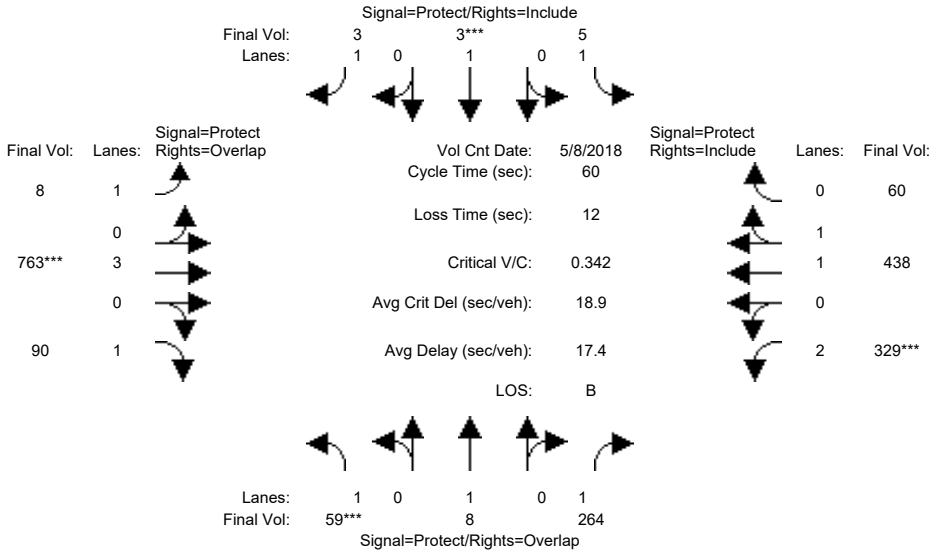
Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	59	8	257	5	3	3	8	742	90	325	427	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	8	257	5	3	3	8	742	90	325	427	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	8	257	5	3	3	8	742	90	325	427	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	8	257	5	3	3	8	742	90	325	427	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	8	257	5	3	3	8	742	90	325	427	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	8	257	5	3	3	8	742	90	325	427	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.75	0.25
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3244	456
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.15	0.00	0.00	0.00	0.00	0.13	0.05	0.10	0.13	0.13
Crit Moves:	****				****			****			****	
Green Time:	7.0	10.0	23.7	7.0	10.0	10.0	12.8	17.3	24.3	13.7	18.2	18.2
Volume/Cap:	0.29	0.03	0.37	0.02	0.01	0.01	0.02	0.45	0.13	0.45	0.43	0.43
Delay/Veh:	25.0	21.0	13.2	23.5	20.9	20.9	18.7	17.7	11.3	20.4	17.0	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	21.0	13.2	23.5	20.9	20.9	18.7	17.7	11.3	20.4	17.0	17.0
LOS by Move:	C	C	B	C	C	C	B	B	B	C	B	B
HCM2k95thQ:	3	0	8	0	0	0	0	7	2	6	7	7

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #105: Sutter Boulevard and Cochrane Road



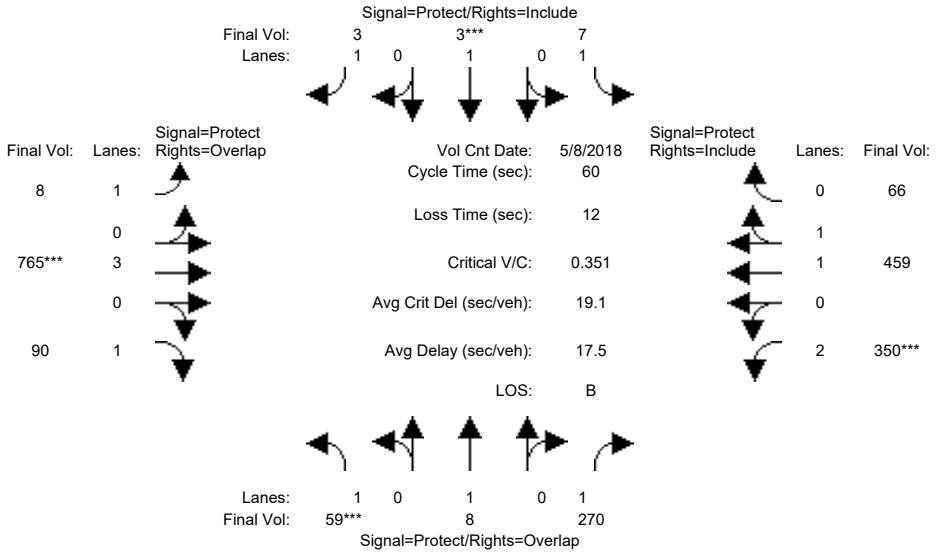
Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	59	8	257	5	3	3	8	742	90	325	427	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	8	257	5	3	3	8	742	90	325	427	60
Added Vol:	0	0	7	0	0	0	0	21	0	4	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	8	264	5	3	3	8	763	90	329	438	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	8	264	5	3	3	8	763	90	329	438	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	8	264	5	3	3	8	763	90	329	438	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	8	264	5	3	3	8	763	90	329	438	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.75	0.25
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3254	446
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.15	0.00	0.00	0.00	0.00	0.13	0.05	0.10	0.13	0.13
Crit Moves:	****				****			****		****		
Green Time:	7.0	10.0	23.6	7.0	10.0	10.0	12.8	17.4	24.4	13.6	18.2	18.2
Volume/Cap:	0.29	0.03	0.38	0.02	0.01	0.01	0.02	0.46	0.13	0.46	0.44	0.44
Delay/Veh:	25.0	21.0	13.4	23.5	20.9	20.9	18.7	17.7	11.2	20.5	17.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	21.0	13.4	23.5	20.9	20.9	18.7	17.7	11.2	20.5	17.1	17.1
LOS by Move:	C	C	B	C	C	C	B	B	B	C	B	B
HCM2k95thQ:	3	0	8	0	0	0	0	7	2	6	7	7

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #105: Sutter Boulevard and Cochrane Road



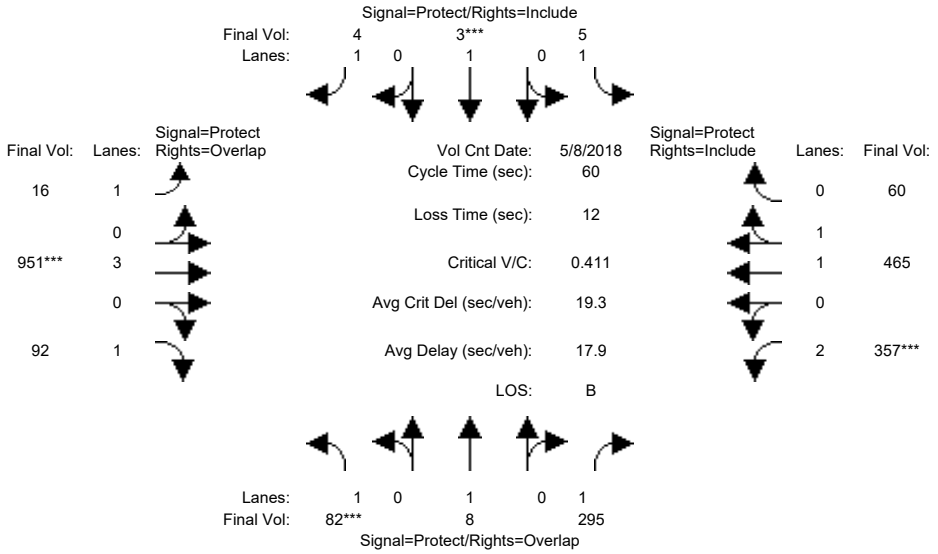
Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	59	8	257	5	3	3	8	742	90	325	427	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	8	257	5	3	3	8	742	90	325	427	60
Added Vol:	0	0	13	2	0	0	0	23	0	25	32	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	8	270	7	3	3	8	765	90	350	459	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	8	270	7	3	3	8	765	90	350	459	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	8	270	7	3	3	8	765	90	350	459	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	8	270	7	3	3	8	765	90	350	459	66
Saturation Flow 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	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.74	0.26
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3235	465
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.15	0.00	0.00	0.00	0.00	0.13	0.05	0.11	0.14	0.14
Crit Moves:	****				****			****		****		
Green Time:	7.0	10.0	24.0	7.0	10.0	10.0	12.8	17.0	24.0	14.0	18.2	18.2
Volume/Cap:	0.29	0.03	0.39	0.03	0.01	0.01	0.02	0.47	0.13	0.47	0.47	0.47
Delay/Veh:	25.0	21.0	13.1	23.6	20.9	20.9	18.7	18.1	11.5	20.3	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	21.0	13.1	23.6	20.9	20.9	18.7	18.1	11.5	20.3	17.2	17.2
LOS by Move:	C	C	B	C	C	C	B	B	B	C	B	B
HCM2k95thQ:	3	0	8	0	0	0	0	8	2	7	8	8

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 No Project AM

Intersection #105: Sutter Boulevard and Cochrane Road



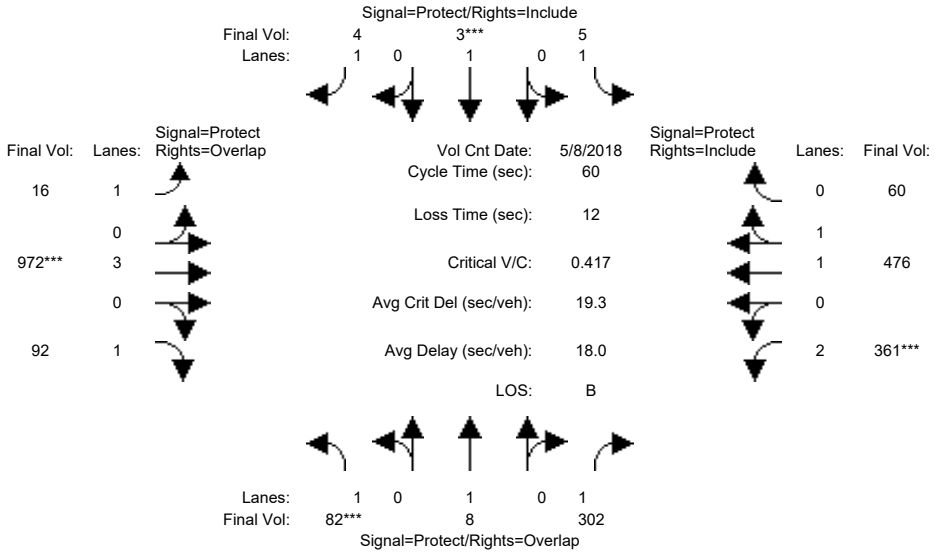
Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	82	8	295	5	3	4	16	951	92	357	465	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	8	295	5	3	4	16	951	92	357	465	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	8	295	5	3	4	16	951	92	357	465	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	8	295	5	3	4	16	951	92	357	465	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	8	295	5	3	4	16	951	92	357	465	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	8	295	5	3	4	16	951	92	357	465	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.77	0.23
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3277	423
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.17	0.00	0.00	0.00	0.01	0.17	0.05	0.11	0.14	0.14
Crit Moves:	****				****			****			****	
Green Time:	7.0	10.0	22.5	7.0	10.0	10.0	12.8	18.5	25.5	12.5	18.2	18.2
Volume/Cap:	0.40	0.03	0.45	0.02	0.01	0.01	0.04	0.54	0.12	0.54	0.47	0.47
Delay/Veh:	25.9	21.0	14.6	23.5	20.9	20.9	18.8	17.6	10.6	22.1	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	21.0	14.6	23.5	20.9	20.9	18.8	17.6	10.6	22.1	17.2	17.2
LOS by Move:	C	C	B	C	C	C	B	B	B	C	B	B
HCM2k95thQ:	4	0	9	0	0	0	1	9	2	7	8	8

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Approved Proj AM

Intersection #105: Sutter Boulevard and Cochrane Road



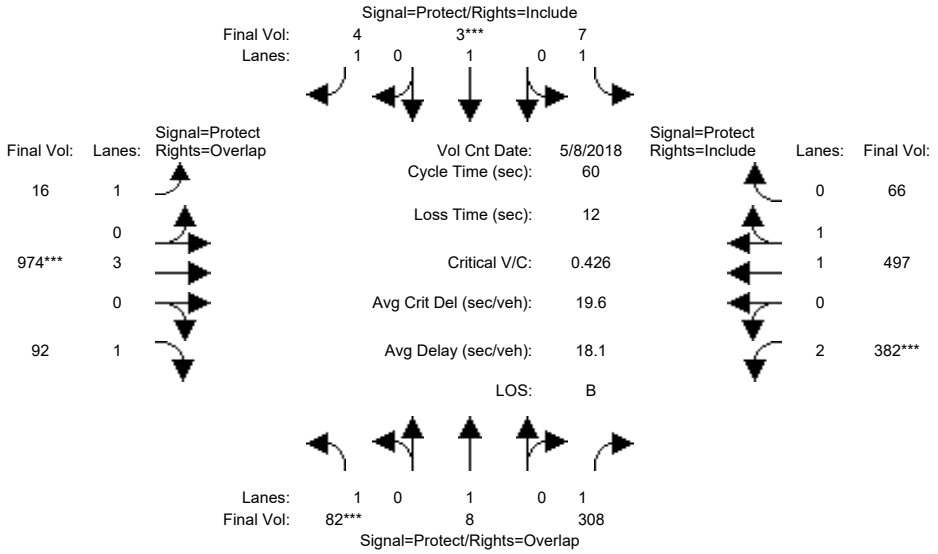
Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	82	8	295	5	3	4	16	951	92	357	465	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	8	295	5	3	4	16	951	92	357	465	60
Added Vol:	0	0	7	0	0	0	0	21	0	4	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	8	302	5	3	4	16	972	92	361	476	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	8	302	5	3	4	16	972	92	361	476	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	8	302	5	3	4	16	972	92	361	476	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	8	302	5	3	4	16	972	92	361	476	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.77	0.23
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3286	414
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.17	0.00	0.00	0.00	0.01	0.17	0.05	0.11	0.14	0.14
Crit Moves:	****				****			****			****	
Green Time:	7.0	10.0	22.5	7.0	10.0	10.0	12.8	18.5	25.5	12.5	18.2	18.2
Volume/Cap:	0.40	0.03	0.46	0.02	0.01	0.01	0.04	0.55	0.12	0.55	0.48	0.48
Delay/Veh:	25.9	21.0	14.7	23.5	20.9	20.9	18.8	17.6	10.5	22.3	17.3	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	21.0	14.7	23.5	20.9	20.9	18.8	17.6	10.5	22.3	17.3	17.3
LOS by Move:	C	C	B	C	C	C	B	B	B	C	B	B
HCM2k95thQ:	4	0	10	0	0	0	1	10	2	7	8	8

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Proposed Proj AM

Intersection #105: Sutter Boulevard and Cochrane Road



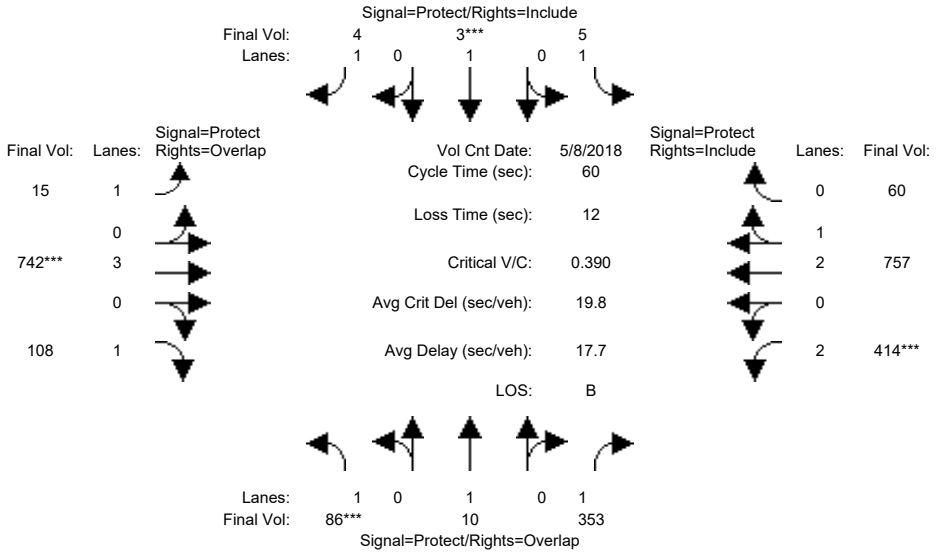
Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	82	8	295	5	3	4	16	951	92	357	465	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	8	295	5	3	4	16	951	92	357	465	60
Added Vol:	0	0	13	2	0	0	0	23	0	25	32	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	8	308	7	3	4	16	974	92	382	497	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	8	308	7	3	4	16	974	92	382	497	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	8	308	7	3	4	16	974	92	382	497	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	8	308	7	3	4	16	974	92	382	497	66
Saturation Flow 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	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.76	0.24
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3266	434
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.18	0.00	0.00	0.00	0.01	0.17	0.05	0.12	0.15	0.15
Crit Moves:	****				****			****			****	
Green Time:	7.0	10.0	22.9	7.0	10.0	10.0	12.8	18.1	25.1	12.9	18.2	18.2
Volume/Cap:	0.40	0.03	0.46	0.03	0.01	0.01	0.04	0.57	0.13	0.57	0.50	0.50
Delay/Veh:	25.9	21.0	14.5	23.6	20.9	20.9	18.8	18.1	10.8	22.2	17.5	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:	25.9	21.0	14.5	23.6	20.9	20.9	18.8	18.1	10.8	22.2	17.5	17.5
LOS by Move:	C	C	B	C	C	C	B	B	B	C	B	B
HCM2k95thQ:	4	0	10	0	0	0	1	10	2	8	8	8

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #105: Sutter Boulevard and Cochrane Road



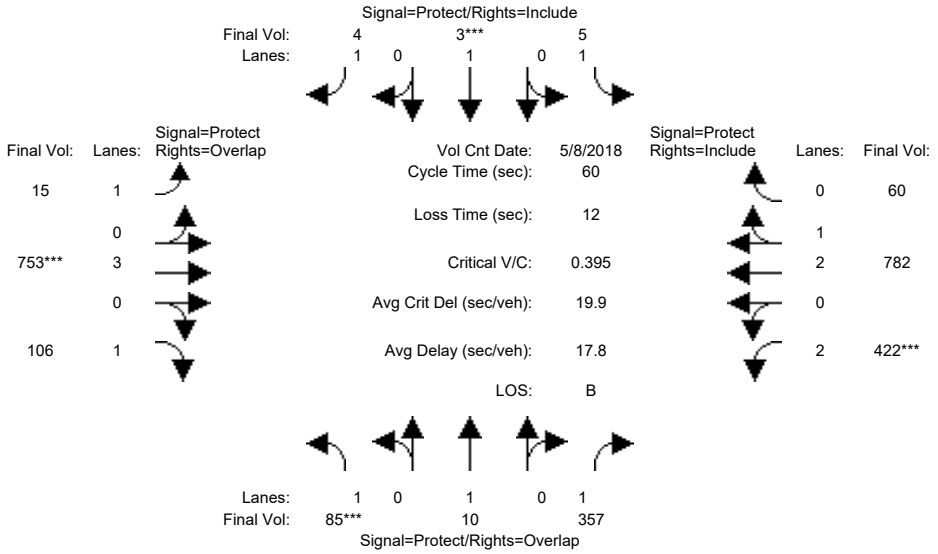
Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	86	10	353	5	3	4	15	742	108	414	757	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	10	353	5	3	4	15	742	108	414	757	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	10	353	5	3	4	15	742	108	414	757	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	10	353	5	3	4	15	742	108	414	757	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	10	353	5	3	4	15	742	108	414	757	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	10	353	5	3	4	15	742	108	414	757	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	2.77	0.23
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	5188	411
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.20	0.00	0.00	0.00	0.01	0.13	0.06	0.13	0.15	0.15
Crit Moves:	****				****			****			****	
Green Time:	7.0	10.0	25.6	7.0	10.0	10.0	12.8	15.4	22.4	15.6	18.2	18.2
Volume/Cap:	0.42	0.03	0.47	0.02	0.01	0.01	0.04	0.51	0.17	0.51	0.48	0.48
Delay/Veh:	26.0	21.0	12.8	23.5	20.9	20.9	18.8	19.3	12.7	19.5	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	21.0	12.8	23.5	20.9	20.9	18.8	19.3	12.7	19.5	17.2	17.2
LOS by Move:	C	C	B	C	C	C	B	B	B	B	B	B
HCM2k95thQ:	4	0	11	0	0	0	0	8	3	8	8	8

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP + Proposed Proj AM

Intersection #105: Sutter Boulevard and Cochrane Road



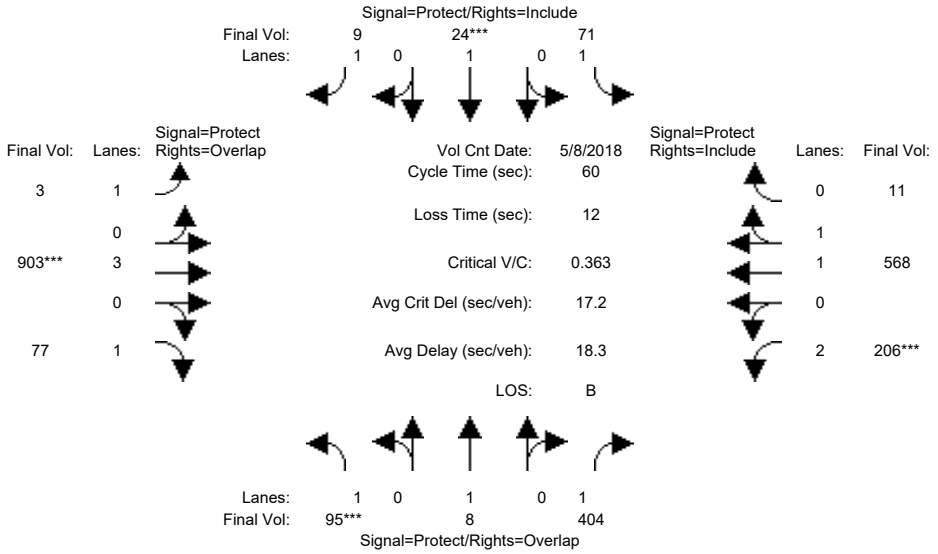
Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	85	10	357	5	3	4	15	753	106	422	782	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	10	357	5	3	4	15	753	106	422	782	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	10	357	5	3	4	15	753	106	422	782	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	10	357	5	3	4	15	753	106	422	782	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	10	357	5	3	4	15	753	106	422	782	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	10	357	5	3	4	15	753	106	422	782	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	2.78	0.22
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	5200	399
Capacity Analysis Module:												
Vol/Sat:	0.05	0.01	0.20	0.00	0.00	0.00	0.01	0.13	0.06	0.13	0.15	0.15
Crit Moves:	****				****			****		****		
Green Time:	7.0	10.0	25.6	7.0	10.0	10.0	12.8	15.4	22.4	15.6	18.2	18.2
Volume/Cap:	0.42	0.03	0.48	0.02	0.01	0.01	0.04	0.51	0.16	0.51	0.49	0.49
Delay/Veh:	26.0	21.0	12.9	23.5	20.9	20.9	18.8	19.4	12.7	19.5	17.3	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	21.0	12.9	23.5	20.9	20.9	18.8	19.4	12.7	19.5	17.3	17.3
LOS by Move:	C	C	B	C	C	C	B	B	B	B	B	B
HCM2k95thQ:	4	0	11	0	0	0	0	8	3	8	8	8

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #105: Sutter Boulevard and Cochrane Road



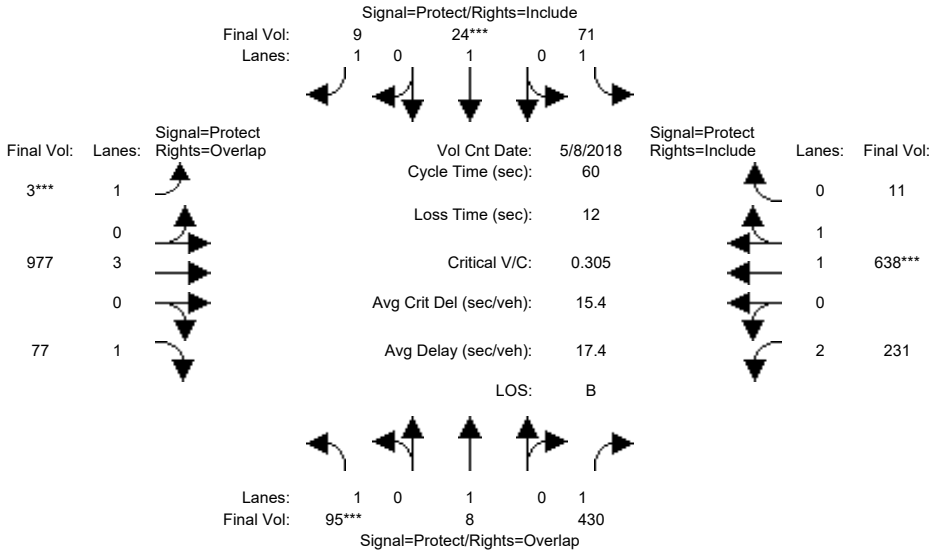
Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	95	8	404	71	24	9	3	903	77	206	568	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	8	404	71	24	9	3	903	77	206	568	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	8	404	71	24	9	3	903	77	206	568	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	8	404	71	24	9	3	903	77	206	568	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	8	404	71	24	9	3	903	77	206	568	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	8	404	71	24	9	3	903	77	206	568	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.96	0.04
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3630	70
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.23	0.04	0.01	0.01	0.00	0.16	0.04	0.07	0.16	0.16
Crit Moves:	****				****			****			****	
Green Time:	7.4	10.2	19.2	7.2	10.0	10.0	12.6	21.6	29.1	8.9	18.0	18.0
Volume/Cap:	0.44	0.02	0.72	0.34	0.08	0.03	0.01	0.44	0.09	0.44	0.52	0.52
Delay/Veh:	25.8	20.7	22.7	25.2	21.2	21.0	18.8	14.7	8.4	23.9	17.9	17.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	20.7	22.7	25.2	21.2	21.0	18.8	14.7	8.4	23.9	17.9	17.9
LOS by Move:	C	C	C	C	C	C	B	B	A	C	B	B
HCM2k95thQ:	5	0	16	3	1	0	0	8	2	4	9	9

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #105: Sutter Boulevard and Cochrane Road



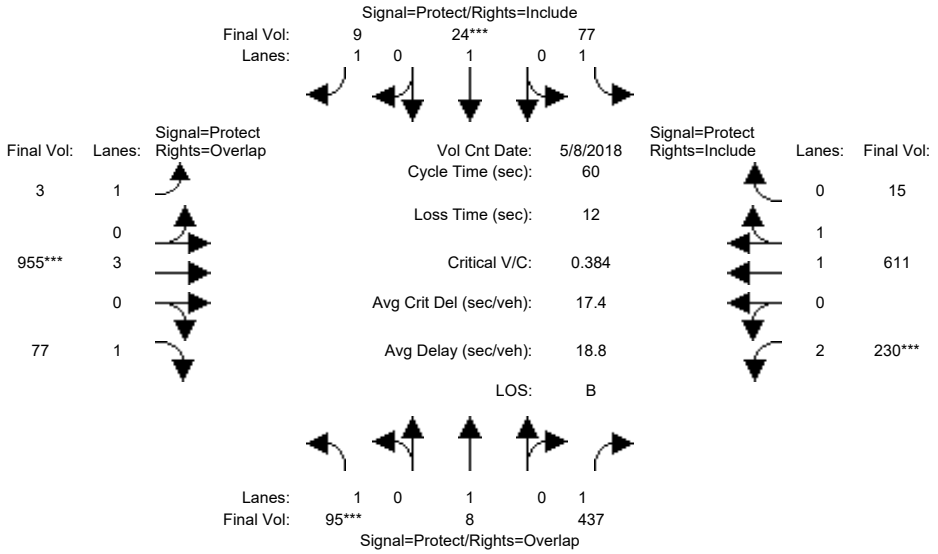
Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	95	8	404	71	24	9	3	903	77	206	568	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	8	404	71	24	9	3	903	77	206	568	11
Added Vol:	0	0	26	0	0	0	0	74	0	25	70	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	8	430	71	24	9	3	977	77	231	638	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	8	430	71	24	9	3	977	77	231	638	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	8	430	71	24	9	3	977	77	231	638	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	8	430	71	24	9	3	977	77	231	638	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.97	0.03
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3637	63
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.25	0.04	0.01	0.01	0.00	0.17	0.04	0.07	0.18	0.18
Crit Moves:	****				****		****				****	
Green Time:	7.3	10.3	22.7	7.0	10.0	10.0	7.0	18.3	25.6	12.4	23.7	23.7
Volume/Cap:	0.44	0.02	0.65	0.35	0.08	0.03	0.01	0.56	0.10	0.35	0.44	0.44
Delay/Veh:	25.9	20.7	17.6	25.4	21.2	21.0	23.5	18.0	10.4	20.7	13.6	13.6
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:	25.9	20.7	17.6	25.4	21.2	21.0	23.5	18.0	10.4	20.7	13.6	13.6
LOS by Move:	C	C	B	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	5	0	15	3	1	0	0	10	2	4	9	9

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #105: Sutter Boulevard and Cochrane Road



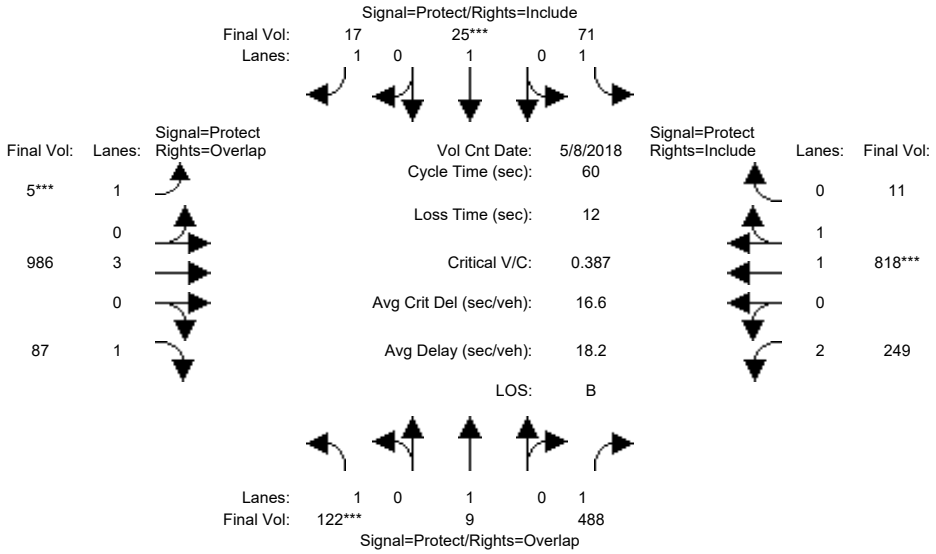
Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	95	8	404	71	24	9	3	903	77	206	568	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	8	404	71	24	9	3	903	77	206	568	11
Added Vol:	0	0	33	6	0	0	0	52	0	24	43	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	8	437	77	24	9	3	955	77	230	611	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:	95	8	437	77	24	9	3	955	77	230	611	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	8	437	77	24	9	3	955	77	230	611	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:	95	8	437	77	24	9	3	955	77	230	611	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	1.00	0.92	0.83	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.95	0.05
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3611	89
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.25	0.04	0.01	0.01	0.00	0.17	0.04	0.07	0.17	0.17
Crit Moves:	****				****			****			****	
Green Time:	7.0	10.0	19.4	7.0	10.0	10.0	12.7	21.6	28.6	9.4	18.3	18.3
Volume/Cap:	0.47	0.03	0.77	0.38	0.08	0.03	0.01	0.47	0.09	0.47	0.55	0.55
Delay/Veh:	26.4	21.0	24.8	25.7	21.2	21.0	18.7	14.9	8.6	23.7	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	21.0	24.8	25.7	21.2	21.0	18.7	14.9	8.6	23.7	18.0	18.0
LOS by Move:	C	C	C	C	C	C	B	B	A	C	B	B
HCM2k95thQ:	5	0	18	4	1	0	0	9	2	5	10	10

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 No Project PM

Intersection #105: Sutter Boulevard and Cochrane Road



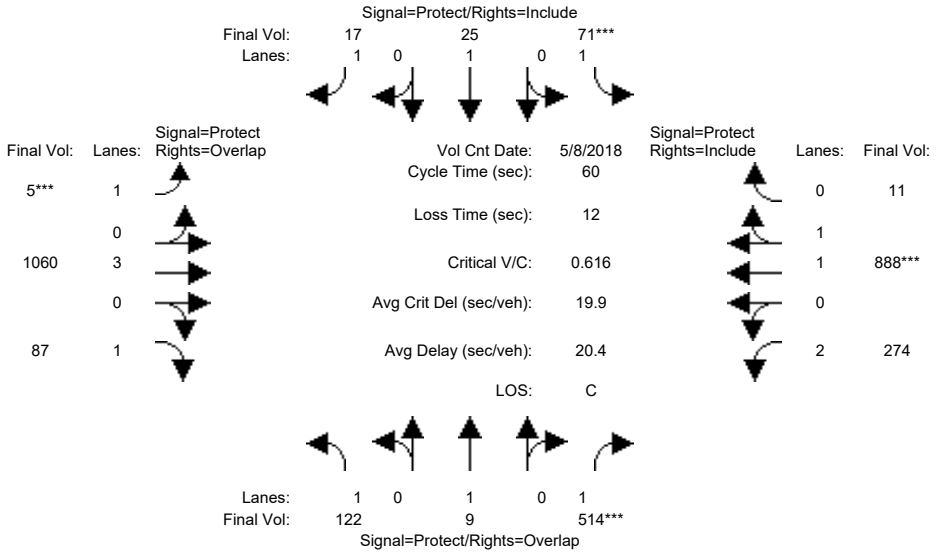
Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	122	9	488	71	25	17	5	986	87	249	818	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	9	488	71	25	17	5	986	87	249	818	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	9	488	71	25	17	5	986	87	249	818	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	9	488	71	25	17	5	986	87	249	818	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	9	488	71	25	17	5	986	87	249	818	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	9	488	71	25	17	5	986	87	249	818	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.97	0.03
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3651	49
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.28	0.04	0.01	0.01	0.00	0.17	0.05	0.08	0.22	0.22
Crit Moves:	****				****		****				****	
Green Time:	7.4	10.4	22.7	7.0	10.0	10.0	7.0	18.3	25.7	12.3	23.6	23.6
Volume/Cap:	0.57	0.03	0.74	0.35	0.08	0.06	0.02	0.57	0.12	0.38	0.57	0.57
Delay/Veh:	28.4	20.7	20.4	25.4	21.2	21.1	23.5	18.0	10.4	20.9	14.7	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.4	20.7	20.4	25.4	21.2	21.1	23.5	18.0	10.4	20.9	14.7	14.7
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2k95thQ:	7	0	19	3	1	1	0	10	2	5	12	12

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Approved Proj PM

Intersection #105: Sutter Boulevard and Cochrane Road



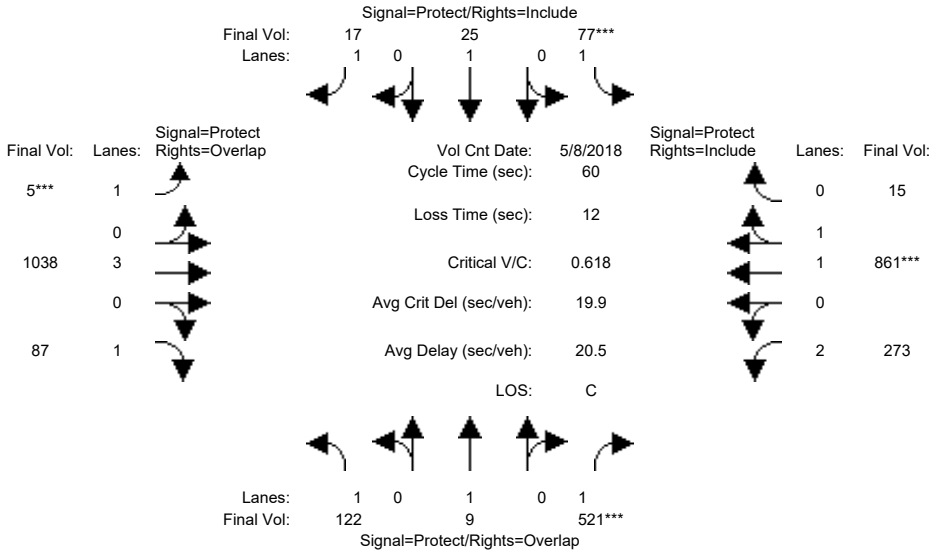
Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	122	9	488	71	25	17	5	986	87	249	818	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	9	488	71	25	17	5	986	87	249	818	11
Added Vol:	0	0	26	0	0	0	0	74	0	25	70	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	9	514	71	25	17	5	1060	87	274	888	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	9	514	71	25	17	5	1060	87	274	888	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	9	514	71	25	17	5	1060	87	274	888	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	9	514	71	25	17	5	1060	87	274	888	11
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.97	0.03
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3655	45
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.29	0.04	0.01	0.01	0.00	0.19	0.05	0.09	0.24	0.24
Crit Moves:			****	****			****				****	
Green Time:	8.8	14.3	24.6	7.0	12.5	12.5	7.0	16.4	25.2	10.3	19.7	19.7
Volume/Cap:	0.48	0.02	0.72	0.35	0.06	0.05	0.02	0.68	0.12	0.51	0.74	0.74
Delay/Veh:	24.9	17.5	18.2	25.4	19.1	19.0	23.5	20.7	10.7	23.4	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:	24.9	17.5	18.2	25.4	19.1	19.0	23.5	20.7	10.7	23.4	20.4	20.4
LOS by Move:	C	B	B	C	B	B	C	C	B	C	C	C
HCM2k95thQ:	6	0	19	3	1	1	0	12	2	5	14	14

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Proposed Proj PM

Intersection #105: Sutter Boulevard and Cochrane Road



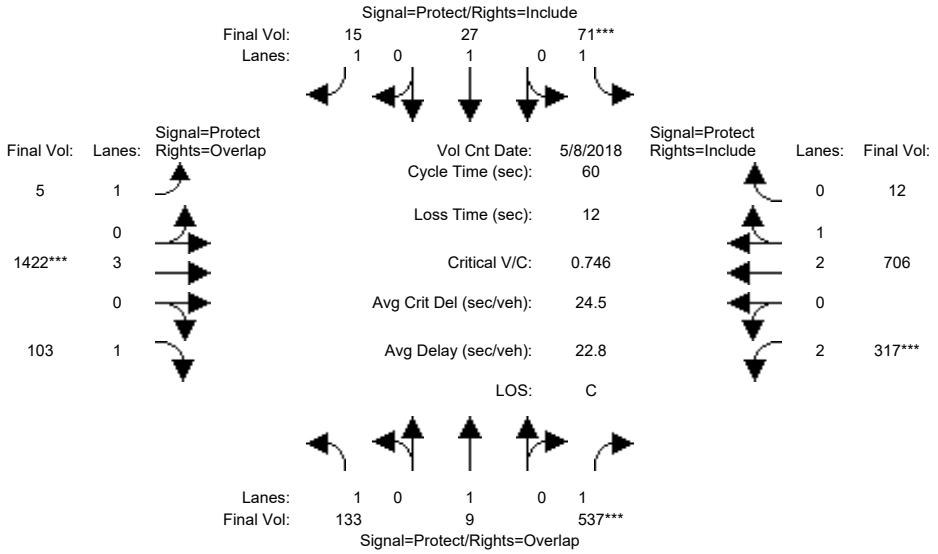
Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	122	9	488	71	25	17	5	986	87	249	818	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	9	488	71	25	17	5	986	87	249	818	11
Added Vol:	0	0	33	6	0	0	0	52	0	24	43	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	9	521	77	25	17	5	1038	87	273	861	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:	122	9	521	77	25	17	5	1038	87	273	861	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	9	521	77	25	17	5	1038	87	273	861	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:	122	9	521	77	25	17	5	1038	87	273	861	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	1.00	0.92	0.83	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	1.96	0.04
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	3637	63
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.30	0.04	0.01	0.01	0.00	0.18	0.05	0.09	0.24	0.24
Crit Moves:			****	****			****				****	
Green Time:	8.9	14.7	25.0	7.0	12.8	12.8	7.0	16.0	25.0	10.3	19.3	19.3
Volume/Cap:	0.47	0.02	0.71	0.38	0.06	0.05	0.02	0.68	0.12	0.51	0.74	0.74
Delay/Veh:	24.7	17.2	17.9	25.7	18.9	18.8	23.5	21.0	10.8	23.4	20.6	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.7	17.2	17.9	25.7	18.9	18.8	23.5	21.0	10.8	23.4	20.6	20.6
LOS by Move:	C	B	B	C	B	B	C	C	B	C	C	C
HCM2k95thQ:	6	0	19	4	1	1	0	11	2	5	14	14

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #105: Sutter Boulevard and Cochrane Road



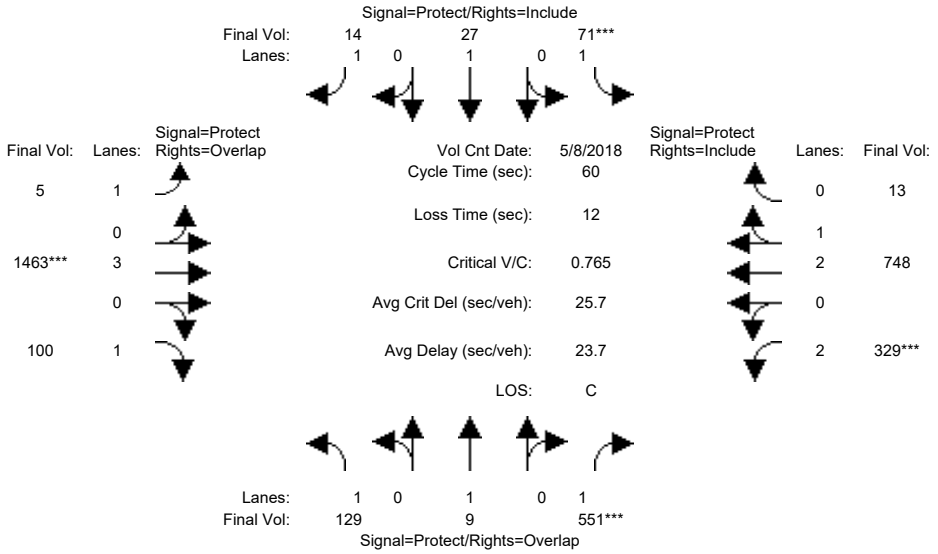
Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	133	9	537	71	27	15	5	1422	103	317	706	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	9	537	71	27	15	5	1422	103	317	706	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	9	537	71	27	15	5	1422	103	317	706	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	9	537	71	27	15	5	1422	103	317	706	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	9	537	71	27	15	5	1422	103	317	706	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	9	537	71	27	15	5	1422	103	317	706	12
Saturation Flow 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	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	2.95	0.05
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	5506	94
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.31	0.04	0.01	0.01	0.00	0.25	0.06	0.10	0.13	0.13
Crit Moves:			****	****				****		****		
Green Time:	8.8	14.4	22.1	7.0	12.6	12.6	10.9	18.9	27.8	7.6	15.6	15.6
Volume/Cap:	0.52	0.02	0.83	0.35	0.07	0.04	0.02	0.79	0.13	0.79	0.49	0.49
Delay/Veh:	25.4	17.4	26.5	25.4	19.1	18.9	20.1	21.2	9.3	35.6	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:	25.4	17.4	26.5	25.4	19.1	18.9	20.1	21.2	9.3	35.6	19.1	19.1
LOS by Move:	C	B	C	C	B	B	C	C	A	D	B	B
HCM2k95thQ:	6	0	23	3	1	1	0	16	2	8	7	7

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP + Proposed Proj PM

Intersection #105: Sutter Boulevard and Cochrane Road



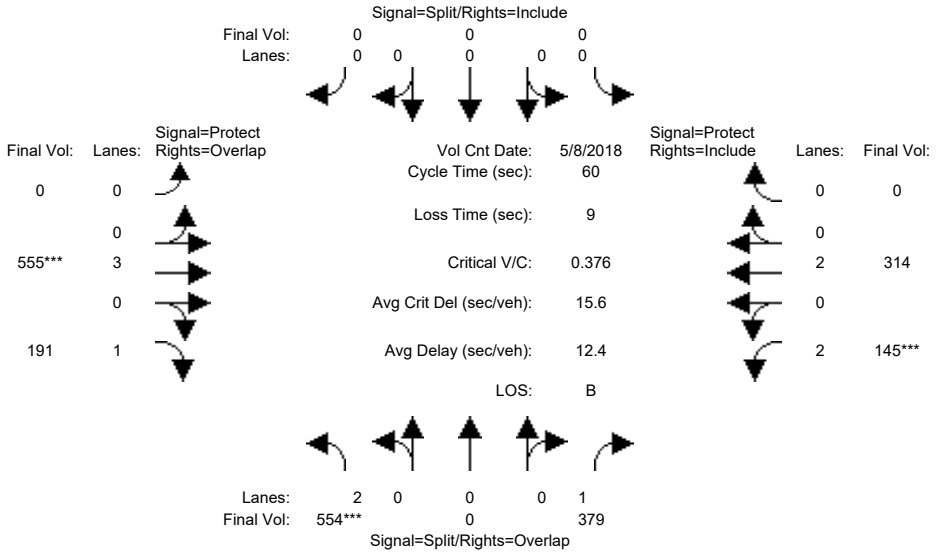
Street Name:	Sutter Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	129	9	551	71	27	14	5	1463	100	329	748	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	9	551	71	27	14	5	1463	100	329	748	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	9	551	71	27	14	5	1463	100	329	748	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	9	551	71	27	14	5	1463	100	329	748	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	9	551	71	27	14	5	1463	100	329	748	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	9	551	71	27	14	5	1463	100	329	748	13
Saturation Flow 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	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	2.00	2.95	0.05
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	5700	1750	3150	5504	96
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.31	0.04	0.01	0.01	0.00	0.26	0.06	0.10	0.14	0.14
Crit Moves:			****	****				****		****		
Green Time:	8.9	14.5	22.2	7.0	12.7	12.7	10.9	18.8	27.7	7.7	15.6	15.6
Volume/Cap:	0.50	0.02	0.85	0.35	0.07	0.04	0.02	0.82	0.12	0.82	0.52	0.52
Delay/Veh:	25.0	17.3	27.9	25.4	19.0	18.9	20.2	22.1	9.3	37.9	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:	25.0	17.3	27.9	25.4	19.0	18.9	20.2	22.1	9.3	37.9	19.4	19.4
LOS by Move:	C	B	C	C	B	B	C	C	A	D	B	B
HCM2k95thQ:	6	0	24	3	1	1	0	17	2	8	8	8

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #103: Butterfield Boulevard and Cochrane Road



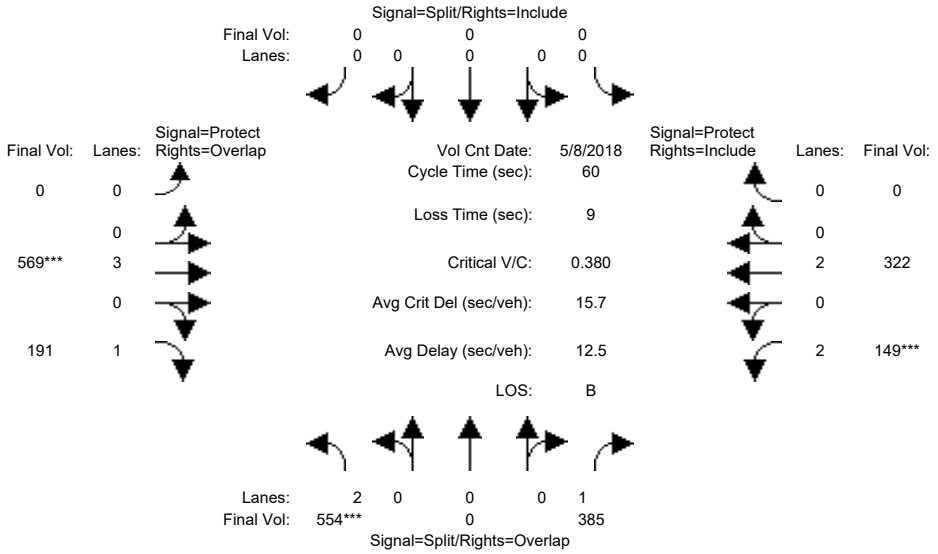
Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	554	0	379	0	0	0	0	555	191	145	314	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:	554	0	379	0	0	0	0	555	191	145	314	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:	554	0	379	0	0	0	0	555	191	145	314	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:	554	0	379	0	0	0	0	555	191	145	314	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	554	0	379	0	0	0	0	555	191	145	314	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:	554	0	379	0	0	0	0	555	191	145	314	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.22	0.00	0.00	0.00	0.00	0.10	0.11	0.05	0.08	0.00
Crit Moves:	****							****		****		
Green Time:	28.1	0.0	35.4	0.0	0.0	0.0	0.0	15.6	43.6	7.4	22.9	0.0
Volume/Cap:	0.38	0.00	0.37	0.00	0.00	0.00	0.00	0.38	0.15	0.38	0.22	0.00
Delay/Veh:	10.5	0.0	6.6	0.0	0.0	0.0	0.0	18.4	2.6	24.8	12.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.5	0.0	6.6	0.0	0.0	0.0	0.0	18.4	2.6	24.8	12.6	0.0
LOS by Move:	B	A	A	A	A	A	A	B	A	C	B	A
HCM2k95thQ:	8	0	8	0	0	0	0	5	2	3	4	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #103: Butterfield Boulevard and Cochrane Road



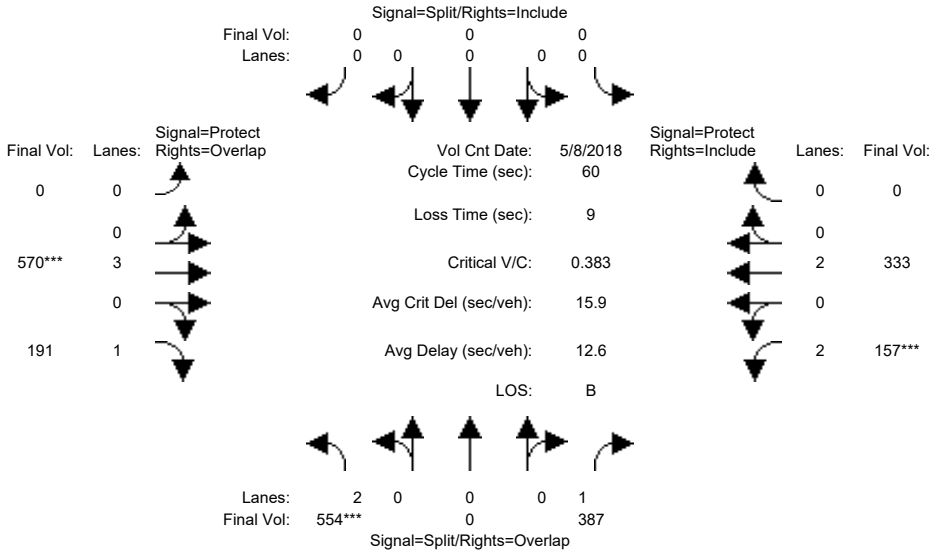
Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	554	0	379	0	0	0	0	555	191	145	314	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:	554	0	379	0	0	0	0	555	191	145	314	0
Added Vol:	0	0	6	0	0	0	0	14	0	4	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	554	0	385	0	0	0	0	569	191	149	322	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:	554	0	385	0	0	0	0	569	191	149	322	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	554	0	385	0	0	0	0	569	191	149	322	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:	554	0	385	0	0	0	0	569	191	149	322	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.22	0.00	0.00	0.00	0.00	0.10	0.11	0.05	0.08	0.00
Crit Moves:	****							****		****		
Green Time:	27.8	0.0	35.2	0.0	0.0	0.0	0.0	15.8	43.5	7.5	23.2	0.0
Volume/Cap:	0.38	0.00	0.37	0.00	0.00	0.00	0.00	0.38	0.15	0.38	0.22	0.00
Delay/Veh:	10.7	0.0	6.8	0.0	0.0	0.0	0.0	18.3	2.6	24.8	12.4	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:	10.7	0.0	6.8	0.0	0.0	0.0	0.0	18.3	2.6	24.8	12.4	0.0
LOS by Move:	B	A	A	A	A	A	A	B	A	C	B	A
HCM2k95thQ:	8	0	8	0	0	0	0	6	2	3	4	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #103: Butterfield Boulevard and Cochrane Road



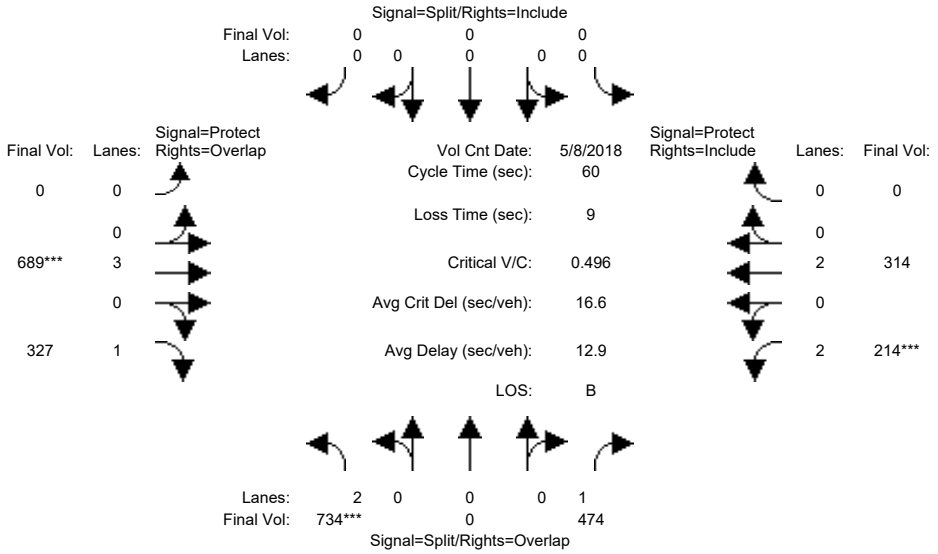
Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	554	0	379	0	0	0	0	555	191	145	314	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:	554	0	379	0	0	0	0	555	191	145	314	0
Added Vol:	0	0	8	0	0	0	0	15	0	12	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	554	0	387	0	0	0	0	570	191	157	333	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:	554	0	387	0	0	0	0	570	191	157	333	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	554	0	387	0	0	0	0	570	191	157	333	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:	554	0	387	0	0	0	0	570	191	157	333	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.22	0.00	0.00	0.00	0.00	0.10	0.11	0.05	0.09	0.00
Crit Moves:	****							****		****		
Green Time:	27.5	0.0	35.3	0.0	0.0	0.0	0.0	15.7	43.2	7.8	23.5	0.0
Volume/Cap:	0.38	0.00	0.38	0.00	0.00	0.00	0.00	0.38	0.15	0.38	0.22	0.00
Delay/Veh:	10.8	0.0	6.7	0.0	0.0	0.0	0.0	18.4	2.7	24.5	12.3	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:	10.8	0.0	6.7	0.0	0.0	0.0	0.0	18.4	2.7	24.5	12.3	0.0
LOS by Move:	B	A	A	A	A	A	A	B	A	C	B	A
HCM2k95thQ:	8	0	8	0	0	0	0	6	2	3	4	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 No Project AM

Intersection #103: Butterfield Boulevard and Cochrane Road



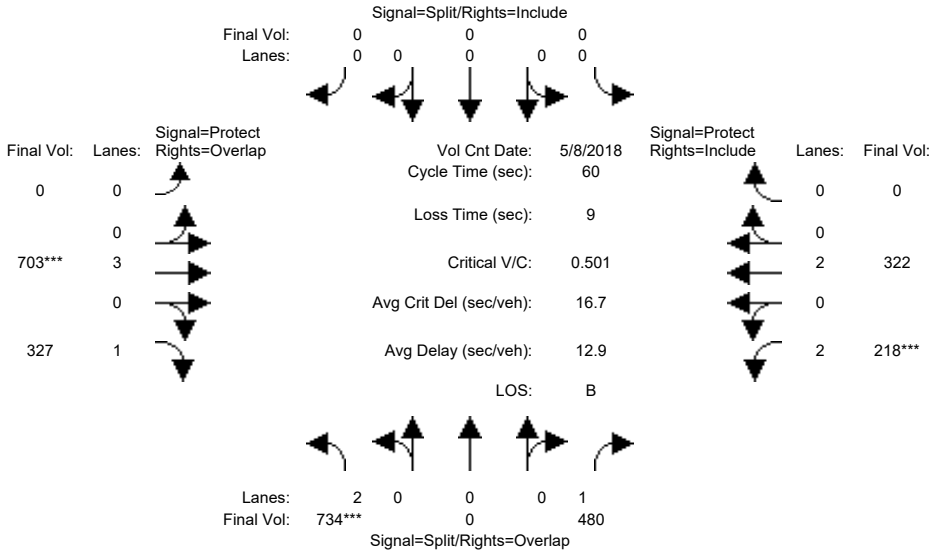
Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	734	0	474	0	0	0	0	689	327	214	314	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:	734	0	474	0	0	0	0	689	327	214	314	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:	734	0	474	0	0	0	0	689	327	214	314	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:	734	0	474	0	0	0	0	689	327	214	314	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	734	0	474	0	0	0	0	689	327	214	314	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:	734	0	474	0	0	0	0	689	327	214	314	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.27	0.00	0.00	0.00	0.00	0.12	0.19	0.07	0.08	0.00
Crit Moves:	****							****		****		
Green Time:	28.2	0.0	36.4	0.0	0.0	0.0	0.0	14.6	42.8	8.2	22.8	0.0
Volume/Cap:	0.50	0.00	0.45	0.00	0.00	0.00	0.00	0.50	0.26	0.50	0.22	0.00
Delay/Veh:	11.3	0.0	6.7	0.0	0.0	0.0	0.0	19.8	3.1	24.9	12.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.3	0.0	6.7	0.0	0.0	0.0	0.0	19.8	3.1	24.9	12.6	0.0
LOS by Move:	B	A	A	A	A	A	A	B	A	C	B	A
HCM2k95thQ:	11	0	10	0	0	0	0	7	5	4	4	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Approved Proj AM

Intersection #103: Butterfield Boulevard and Cochrane Road



Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	734	0	474	0	0	0	0	689	327	214	314	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:	734	0	474	0	0	0	0	689	327	214	314	0
Added Vol:	0	0	6	0	0	0	0	14	0	4	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	734	0	480	0	0	0	0	703	327	218	322	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:	734	0	480	0	0	0	0	703	327	218	322	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	734	0	480	0	0	0	0	703	327	218	322	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:	734	0	480	0	0	0	0	703	327	218	322	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.27	0.00	0.00	0.00	0.00	0.12	0.19	0.07	0.08	0.00
Crit Moves:	****							****		****		
Green Time:	27.9	0.0	36.2	0.0	0.0	0.0	0.0	14.8	42.7	8.3	23.1	0.0
Volume/Cap:	0.50	0.00	0.45	0.00	0.00	0.00	0.00	0.50	0.26	0.50	0.22	0.00
Delay/Veh:	11.4	0.0	6.8	0.0	0.0	0.0	0.0	19.7	3.2	24.8	12.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.4	0.0	6.8	0.0	0.0	0.0	0.0	19.7	3.2	24.8	12.5	0.0
LOS by Move:	B	A	A	A	A	A	A	B	A	C	B	A
HCM2k95thQ:	11	0	10	0	0	0	0	7	5	5	4	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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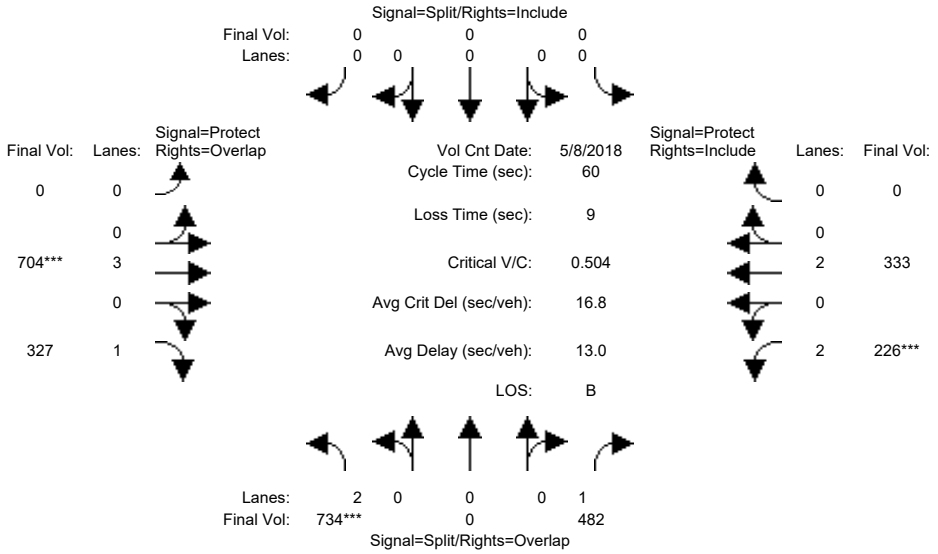
Intersection #103: Butterfield Boulevard and Cochrane Road



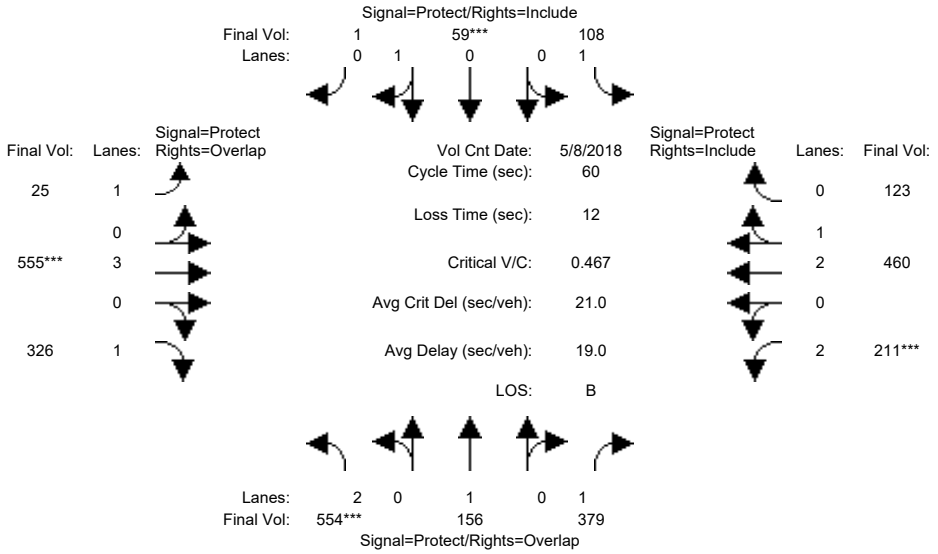
Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	734	0	474	0	0	0	0	689	327	214	314	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:	734	0	474	0	0	0	0	689	327	214	314	0
Added Vol:	0	0	8	0	0	0	0	15	0	12	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	734	0	482	0	0	0	0	704	327	226	333	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:	734	0	482	0	0	0	0	704	327	226	333	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	734	0	482	0	0	0	0	704	327	226	333	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:	734	0	482	0	0	0	0	704	327	226	333	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.28	0.00	0.00	0.00	0.00	0.12	0.19	0.07	0.09	0.00
Crit Moves:	****							****		****		
Green Time:	27.7	0.0	36.3	0.0	0.0	0.0	0.0	14.7	42.5	8.5	23.3	0.0
Volume/Cap:	0.50	0.00	0.46	0.00	0.00	0.00	0.00	0.50	0.26	0.50	0.23	0.00
Delay/Veh:	11.6	0.0	6.8	0.0	0.0	0.0	0.0	19.8	3.3	24.7	12.4	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:	11.6	0.0	6.8	0.0	0.0	0.0	0.0	19.8	3.3	24.7	12.4	0.0
LOS by Move:	B	A	A	A	A	A	A	B	A	C	B	A
HCM2k95thQ:	11	0	10	0	0	0	0	7	5	5	4	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #103: Butterfield Boulevard and Cochrane Road



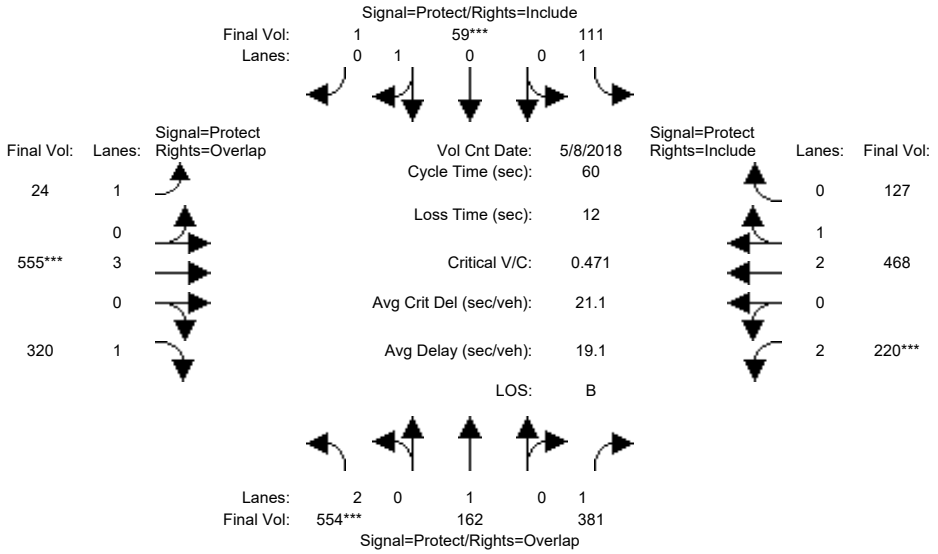
Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	554	156	379	108	59	1	25	555	326	211	460	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	554	156	379	108	59	1	25	555	326	211	460	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	554	156	379	108	59	1	25	555	326	211	460	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	554	156	379	108	59	1	25	555	326	211	460	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	554	156	379	108	59	1	25	555	326	211	460	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	554	156	379	108	59	1	25	555	326	211	460	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	0.98	0.02	1.00	3.00	1.00	2.00	2.34	0.66
Final Sat.:	3150	1900	1750	1750	1770	30	1750	5700	1750	3150	4417	1181
Capacity Analysis Module:												
Vol/Sat:	0.18	0.08	0.22	0.06	0.03	0.03	0.01	0.10	0.19	0.07	0.10	0.10
Crit Moves:	****				****			****			****	
Green Time:	19.6	17.4	24.9	12.2	10.0	10.0	7.6	10.9	30.5	7.5	10.8	10.8
Volume/Cap:	0.54	0.28	0.52	0.30	0.20	0.20	0.11	0.54	0.37	0.54	0.58	0.58
Delay/Veh:	17.0	16.7	13.8	20.8	21.9	21.9	23.5	22.8	9.2	26.1	23.4	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:	17.0	16.7	13.8	20.8	21.9	21.9	23.5	22.8	9.2	26.1	23.4	23.4
LOS by Move:	B	B	B	C	C	C	C	C	A	C	C	C
HCM2k95thQ:	10	4	11	4	2	2	1	6	8	5	7	7

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP + Proposed Proj AM

Intersection #103: Butterfield Boulevard and Cochrane Road



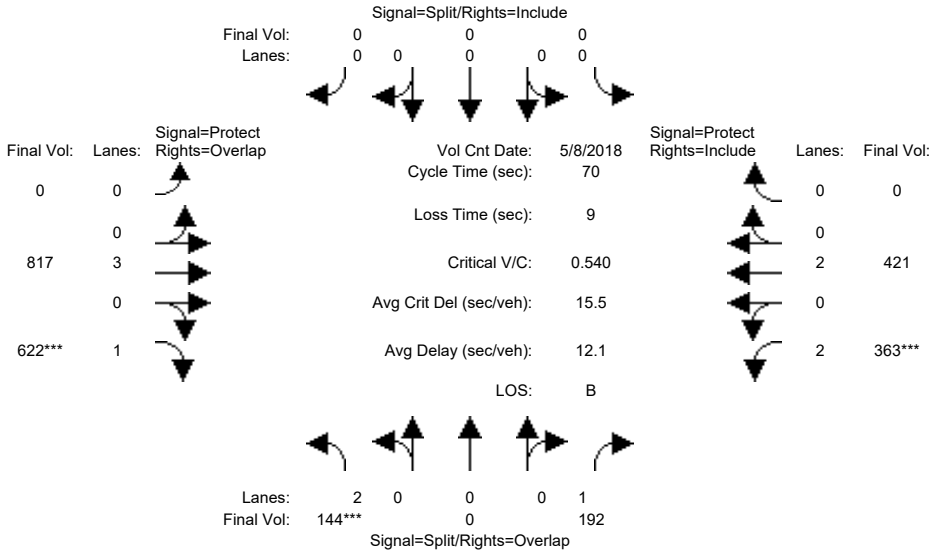
Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	554	162	381	111	59	1	24	555	320	220	468	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:	554	162	381	111	59	1	24	555	320	220	468	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:	554	162	381	111	59	1	24	555	320	220	468	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:	554	162	381	111	59	1	24	555	320	220	468	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	554	162	381	111	59	1	24	555	320	220	468	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:	554	162	381	111	59	1	24	555	320	220	468	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	0.98	0.02	1.00	3.00	1.00	2.00	2.34	0.66
Final Sat.:	3150	1900	1750	1750	1770	30	1750	5700	1750	3150	4403	1195
Capacity Analysis Module:												
Vol/Sat:	0.18	0.09	0.22	0.06	0.03	0.03	0.01	0.10	0.18	0.07	0.11	0.11
Crit Moves:	****				****			****		****		
Green Time:	19.5	17.3	25.1	12.1	10.0	10.0	7.6	10.8	30.3	7.7	10.9	10.9
Volume/Cap:	0.54	0.30	0.52	0.31	0.20	0.20	0.11	0.54	0.36	0.54	0.59	0.59
Delay/Veh:	17.2	16.9	13.7	20.9	21.9	21.9	23.4	23.0	9.3	26.0	23.4	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:	17.2	16.9	13.7	20.9	21.9	21.9	23.4	23.0	9.3	26.0	23.4	23.4
LOS by Move:	B	B	B	C	C	C	C	C	A	C	C	C
HCM2k95thQ:	10	4	11	4	2	2	1	6	8	5	7	7

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #103: Butterfield Boulevard and Cochrane Road



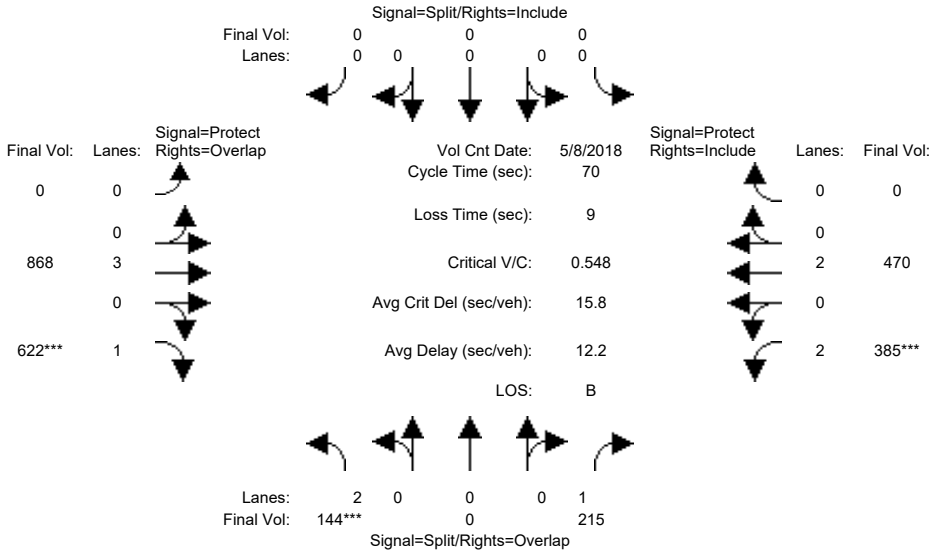
Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	144	0	192	0	0	0	0	817	622	363	421	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:	144	0	192	0	0	0	0	817	622	363	421	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:	144	0	192	0	0	0	0	817	622	363	421	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:	144	0	192	0	0	0	0	817	622	363	421	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	0	192	0	0	0	0	817	622	363	421	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:	144	0	192	0	0	0	0	817	622	363	421	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.11	0.00	0.00	0.00	0.00	0.14	0.36	0.12	0.11	0.00
Crit Moves:	****								****	****		
Green Time:	10.0	0.0	27.9	0.0	0.0	0.0	0.0	33.1	43.1	17.9	51.0	0.0
Volume/Cap:	0.32	0.00	0.27	0.00	0.00	0.00	0.00	0.30	0.58	0.45	0.15	0.00
Delay/Veh:	27.4	0.0	14.4	0.0	0.0	0.0	0.0	11.4	8.8	22.3	2.9	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:	27.4	0.0	14.4	0.0	0.0	0.0	0.0	11.4	8.8	22.3	2.9	0.0
LOS by Move:	C	A	B	A	A	A	A	B	A	C	A	A
HCM2k95thQ:	3	0	6	0	0	0	0	7	16	8	3	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #103: Butterfield Boulevard and Cochrane Road



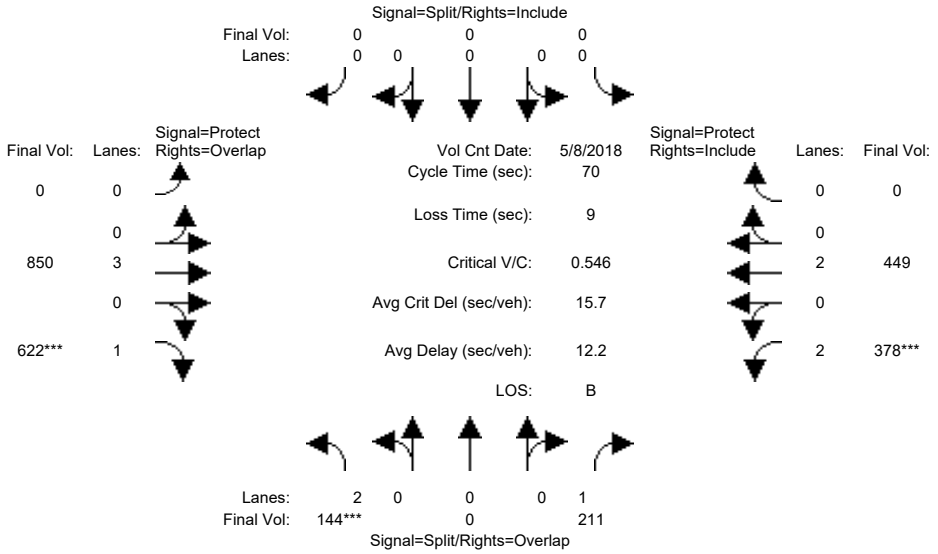
Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	144	0	192	0	0	0	0	817	622	363	421	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:	144	0	192	0	0	0	0	817	622	363	421	0
Added Vol:	0	0	23	0	0	0	0	51	0	22	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	0	215	0	0	0	0	868	622	385	470	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:	144	0	215	0	0	0	0	868	622	385	470	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	0	215	0	0	0	0	868	622	385	470	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:	144	0	215	0	0	0	0	868	622	385	470	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.12	0.00	0.00	0.00	0.00	0.15	0.36	0.12	0.12	0.00
Crit Moves:	****								****	****		
Green Time:	10.0	0.0	28.6	0.0	0.0	0.0	0.0	32.4	42.4	18.6	51.0	0.0
Volume/Cap:	0.32	0.00	0.30	0.00	0.00	0.00	0.00	0.33	0.59	0.46	0.17	0.00
Delay/Veh:	27.4	0.0	14.2	0.0	0.0	0.0	0.0	12.0	9.3	21.9	3.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	0.0	14.2	0.0	0.0	0.0	0.0	12.0	9.3	21.9	3.0	0.0
LOS by Move:	C	A	B	A	A	A	A	B	A	C	A	A
HCM2k95thQ:	3	0	7	0	0	0	0	7	16	8	3	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #103: Butterfield Boulevard and Cochrane Road



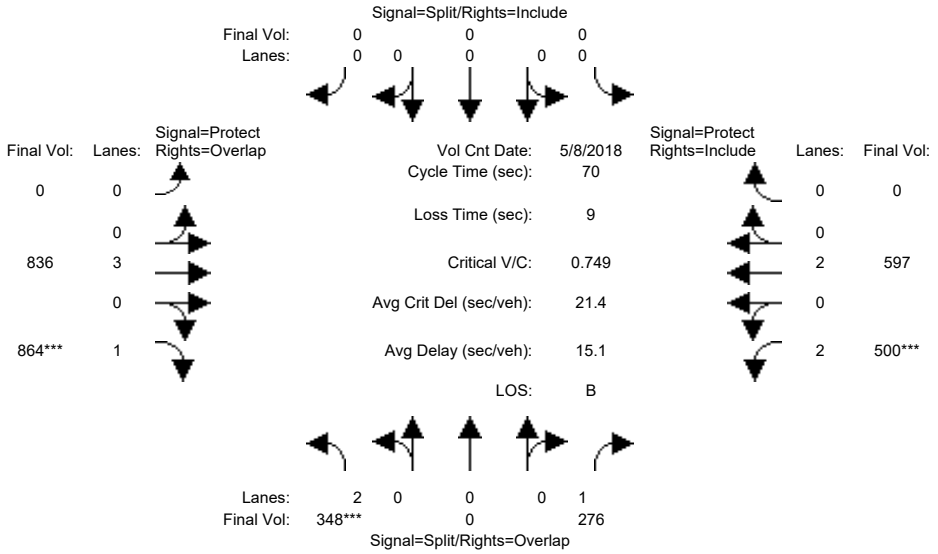
Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	144	0	192	0	0	0	0	817	622	363	421	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:	144	0	192	0	0	0	0	817	622	363	421	0
Added Vol:	0	0	19	0	0	0	0	33	0	15	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	0	211	0	0	0	0	850	622	378	449	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:	144	0	211	0	0	0	0	850	622	378	449	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	0	211	0	0	0	0	850	622	378	449	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:	144	0	211	0	0	0	0	850	622	378	449	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.12	0.00	0.00	0.00	0.00	0.15	0.36	0.12	0.12	0.00
Crit Moves:	****								****	****		
Green Time:	10.0	0.0	28.4	0.0	0.0	0.0	0.0	32.6	42.6	18.4	51.0	0.0
Volume/Cap:	0.32	0.00	0.30	0.00	0.00	0.00	0.00	0.32	0.58	0.46	0.16	0.00
Delay/Veh:	27.4	0.0	14.3	0.0	0.0	0.0	0.0	11.8	9.2	22.0	3.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.4	0.0	14.3	0.0	0.0	0.0	0.0	11.8	9.2	22.0	3.0	0.0
LOS by Move:	C	A	B	A	A	A	A	B	A	C	A	A
HCM2k95thQ:	3	0	6	0	0	0	0	7	16	8	3	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 No Project PM

Intersection #103: Butterfield Boulevard and Cochrane Road



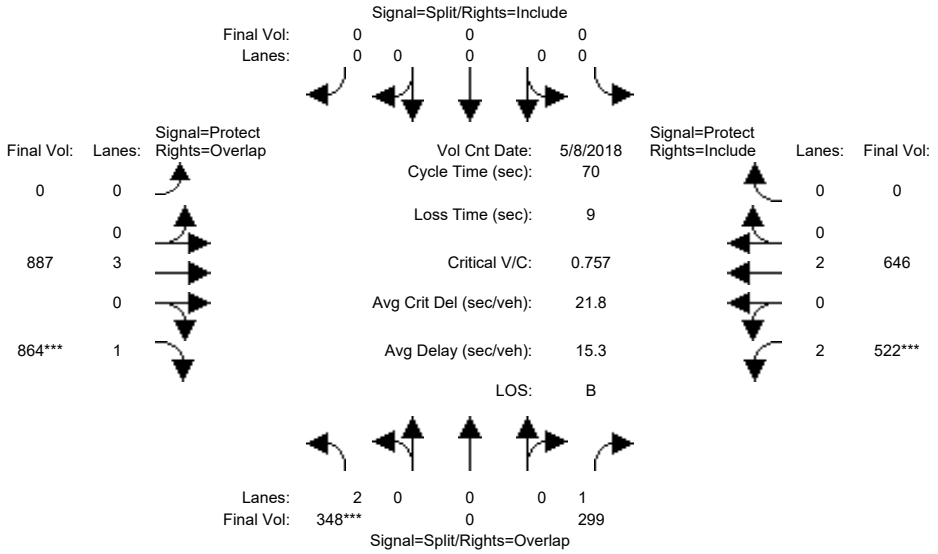
Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	348	0	276	0	0	0	0	836	864	500	597	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:	348	0	276	0	0	0	0	836	864	500	597	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:	348	0	276	0	0	0	0	836	864	500	597	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:	348	0	276	0	0	0	0	836	864	500	597	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	0	276	0	0	0	0	836	864	500	597	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:	348	0	276	0	0	0	0	836	864	500	597	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.16	0.00	0.00	0.00	0.00	0.15	0.49	0.16	0.16	0.00
Crit Moves:	****								****	****		
Green Time:	10.3	0.0	26.1	0.0	0.0	0.0	0.0	34.9	45.2	15.8	50.7	0.0
Volume/Cap:	0.75	0.00	0.42	0.00	0.00	0.00	0.00	0.29	0.76	0.70	0.22	0.00
Delay/Veh:	35.2	0.0	16.8	0.0	0.0	0.0	0.0	10.4	11.8	28.2	3.2	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:	35.2	0.0	16.8	0.0	0.0	0.0	0.0	10.4	11.8	28.2	3.2	0.0
LOS by Move:	D	A	B	A	A	A	A	B	B	C	A	A
HCM2k95thQ:	9	0	9	0	0	0	0	7	25	12	4	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Approved Proj PM

Intersection #103: Butterfield Boulevard and Cochrane Road



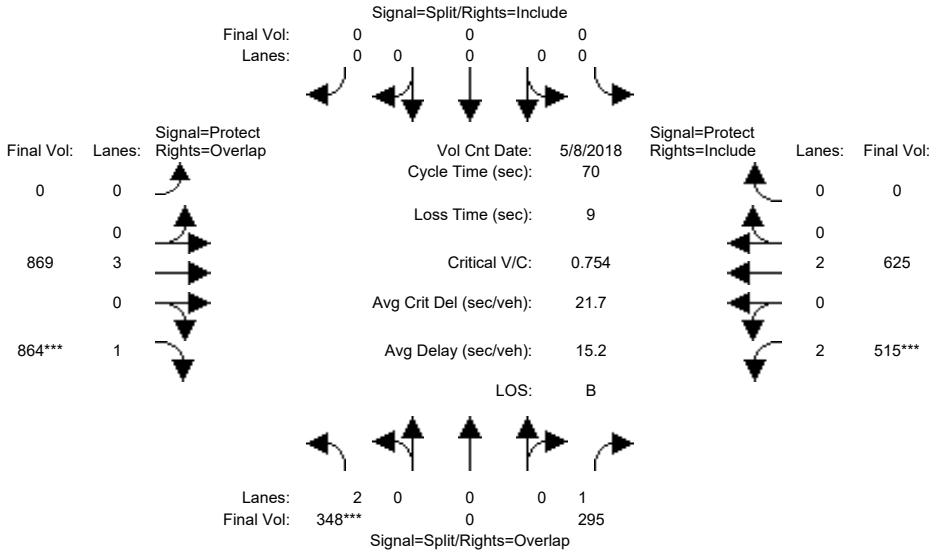
Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	348	0	276	0	0	0	0	836	864	500	597	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:	348	0	276	0	0	0	0	836	864	500	597	0
Added Vol:	0	0	23	0	0	0	0	51	0	22	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	348	0	299	0	0	0	0	887	864	522	646	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:	348	0	299	0	0	0	0	887	864	522	646	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	0	299	0	0	0	0	887	864	522	646	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:	348	0	299	0	0	0	0	887	864	522	646	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.17	0.00	0.00	0.00	0.00	0.16	0.49	0.17	0.17	0.00
Crit Moves:	****								****	****		
Green Time:	10.2	0.0	26.5	0.0	0.0	0.0	0.0	34.5	44.7	16.3	50.8	0.0
Volume/Cap:	0.76	0.00	0.45	0.00	0.00	0.00	0.00	0.32	0.77	0.71	0.23	0.00
Delay/Veh:	35.8	0.0	16.8	0.0	0.0	0.0	0.0	10.7	12.4	28.0	3.2	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:	35.8	0.0	16.8	0.0	0.0	0.0	0.0	10.7	12.4	28.0	3.2	0.0
LOS by Move:	D	A	B	A	A	A	A	B	B	C	A	A
HCM2k95thQ:	9	0	10	0	0	0	0	7	25	12	4	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Proposed Proj PM

Intersection #103: Butterfield Boulevard and Cochrane Road



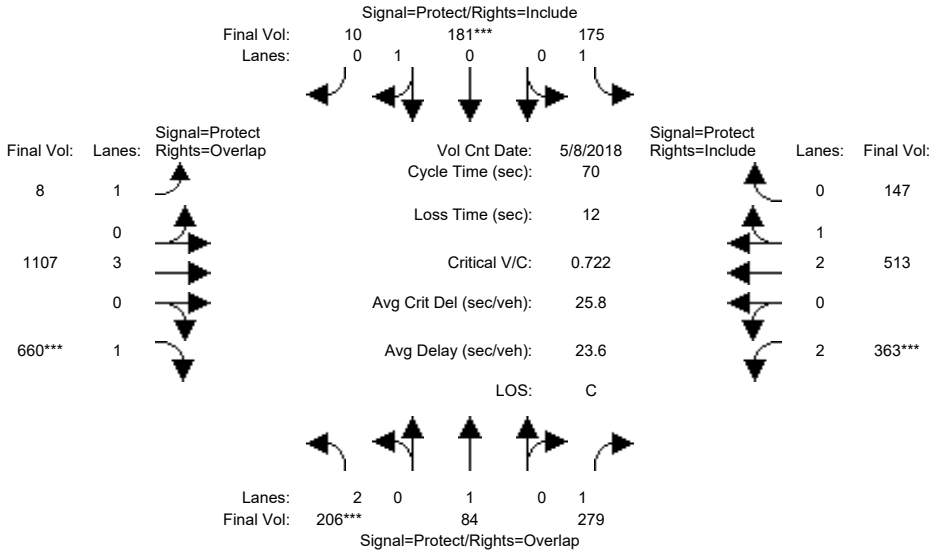
Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	348	0	276	0	0	0	0	836	864	500	597	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:	348	0	276	0	0	0	0	836	864	500	597	0
Added Vol:	0	0	19	0	0	0	0	33	0	15	28	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	348	0	295	0	0	0	0	869	864	515	625	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:	348	0	295	0	0	0	0	869	864	515	625	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	0	295	0	0	0	0	869	864	515	625	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:	348	0	295	0	0	0	0	869	864	515	625	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	3150	0	1750	0	0	0	0	5700	1750	3150	3800	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.17	0.00	0.00	0.00	0.00	0.15	0.49	0.16	0.16	0.00
Crit Moves:	****								****	****		
Green Time:	10.3	0.0	26.4	0.0	0.0	0.0	0.0	34.6	44.9	16.1	50.7	0.0
Volume/Cap:	0.75	0.00	0.45	0.00	0.00	0.00	0.00	0.31	0.77	0.71	0.23	0.00
Delay/Veh:	35.6	0.0	16.8	0.0	0.0	0.0	0.0	10.6	12.2	28.0	3.2	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:	35.6	0.0	16.8	0.0	0.0	0.0	0.0	10.6	12.2	28.0	3.2	0.0
LOS by Move:	D	A	B	A	A	A	A	B	B	C	A	A
HCM2k95thQ:	9	0	10	0	0	0	0	7	25	12	4	0

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #103: Butterfield Boulevard and Cochrane Road



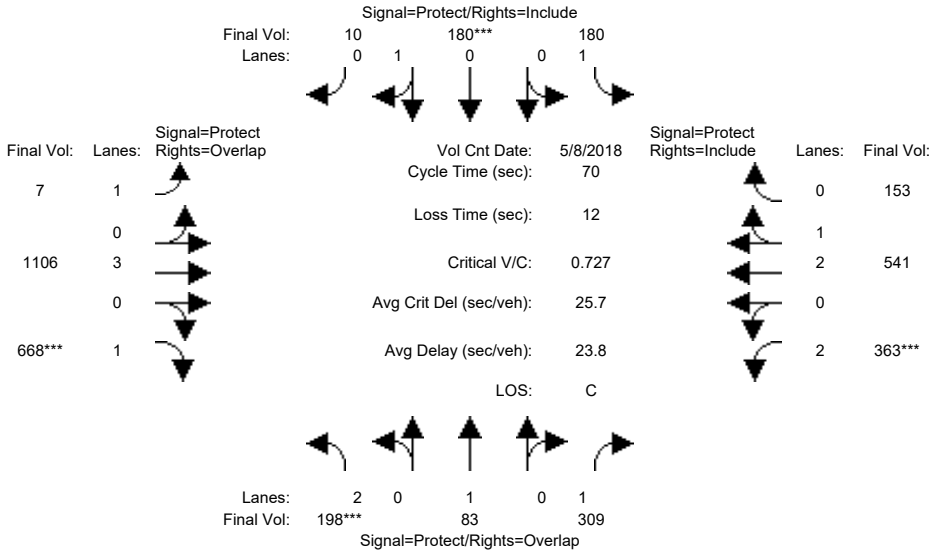
Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	206	84	279	175	181	10	8	1107	660	363	513	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:	206	84	279	175	181	10	8	1107	660	363	513	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:	206	84	279	175	181	10	8	1107	660	363	513	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:	206	84	279	175	181	10	8	1107	660	363	513	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	84	279	175	181	10	8	1107	660	363	513	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:	206	84	279	175	181	10	8	1107	660	363	513	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	0.95	0.05	1.00	3.00	1.00	2.00	2.31	0.69
Final Sat.:	3150	1900	1750	1750	1706	94	1750	5700	1750	3150	4351	1247
Capacity Analysis Module:												
Vol/Sat:	0.07	0.04	0.16	0.10	0.11	0.11	0.00	0.19	0.38	0.12	0.12	0.12
Crit Moves:	****				****				****	****		
Green Time:	7.0	10.5	22.3	7.4	10.9	10.9	16.5	28.4	35.4	11.8	23.6	23.6
Volume/Cap:	0.65	0.29	0.50	0.95	0.68	0.68	0.02	0.48	0.75	0.68	0.35	0.35
Delay/Veh:	35.2	27.0	20.1	83.5	34.8	34.8	20.5	15.5	17.3	31.0	17.5	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:	35.2	27.0	20.1	83.5	34.8	34.8	20.5	15.5	17.3	31.0	17.5	17.5
LOS by Move:	D	C	C	F	C	C	C	B	B	C	B	B
HCM2k95thQ:	5	3	10	15	11	11	0	11	22	9	7	7

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP + Proposed Proj PM

Intersection #103: Butterfield Boulevard and Cochrane Road



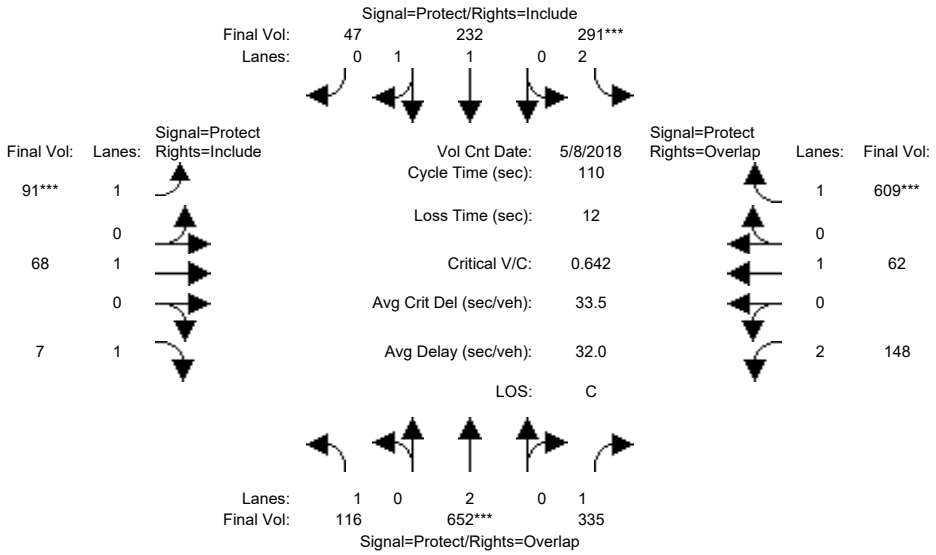
Street Name:	Butterfield Boulevard						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	198	83	309	180	180	10	7	1106	668	363	541	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	83	309	180	180	10	7	1106	668	363	541	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	83	309	180	180	10	7	1106	668	363	541	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	83	309	180	180	10	7	1106	668	363	541	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	83	309	180	180	10	7	1106	668	363	541	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	83	309	180	180	10	7	1106	668	363	541	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	1.00	1.00	1.00	0.95	0.05	1.00	3.00	1.00	2.00	2.31	0.69
Final Sat.:	3150	1900	1750	1750	1705	95	1750	5700	1750	3150	4364	1234
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.18	0.10	0.11	0.11	0.00	0.19	0.38	0.12	0.12	0.12
Crit Moves:	****				****				****	****		
Green Time:	7.0	10.3	22.0	7.4	10.7	10.7	16.6	28.6	35.6	11.7	23.7	23.7
Volume/Cap:	0.63	0.30	0.56	0.97	0.69	0.69	0.02	0.48	0.75	0.69	0.37	0.37
Delay/Veh:	34.3	27.2	21.3	88.6	35.3	35.3	20.5	15.4	17.3	31.3	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	27.2	21.3	88.6	35.3	35.3	20.5	15.4	17.3	31.3	17.6	17.6
LOS by Move:	C	C	C	F	D	D	C	B	B	C	B	B
HCM2k95thQ:	5	3	11	16	11	11	0	11	23	9	7	7

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #101: Monterey Road and Cochrane Road



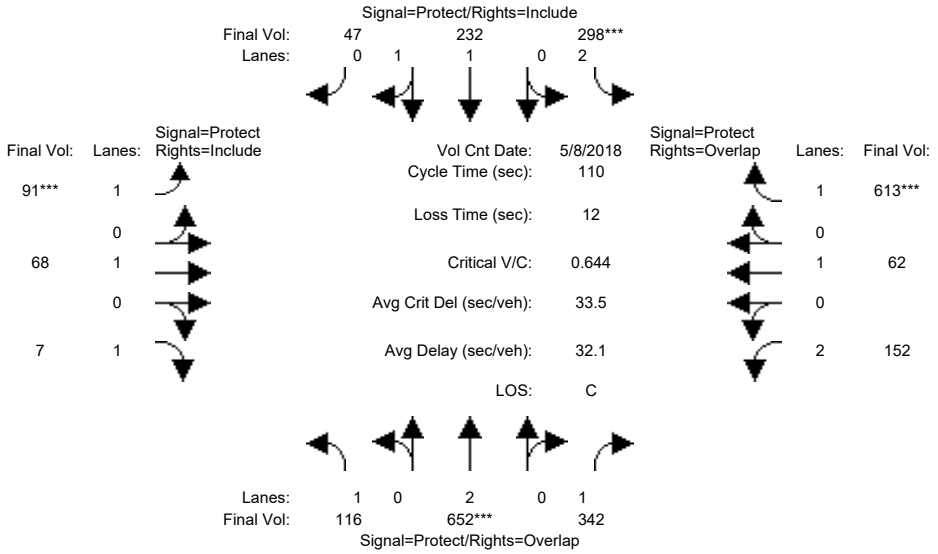
Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	116	652	335	291	232	47	91	68	7	148	62	609
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	652	335	291	232	47	91	68	7	148	62	609
Added Vol:	0	0	0	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	652	335	291	232	47	91	68	7	148	62	609
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	652	335	291	232	47	91	68	7	148	62	609
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	652	335	291	232	47	91	68	7	148	62	609
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	652	335	291	232	47	91	68	7	148	62	609
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.65	0.35	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3076	623	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.19	0.09	0.08	0.08	0.05	0.04	0.00	0.05	0.03	0.35
Crit Moves:		****		****			****					****
Green Time:	19.1	29.4	51.1	15.8	26.2	26.2	8.9	31.0	31.0	21.7	43.8	59.7
Volume/Cap:	0.38	0.64	0.41	0.64	0.32	0.32	0.64	0.13	0.01	0.24	0.08	0.64
Delay/Veh:	41.0	37.0	19.8	47.5	34.8	34.8	58.6	29.5	28.5	37.4	20.6	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:	41.0	37.0	19.8	47.5	34.8	34.8	58.6	29.5	28.5	37.4	20.6	19.2
LOS by Move:	D	D	B	D	C	C	E	C	C	D	C	B
HCM2k95thQ:	8	19	15	11	8	8	9	3	0	5	3	27

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #101: Monterey Road and Cochrane Road



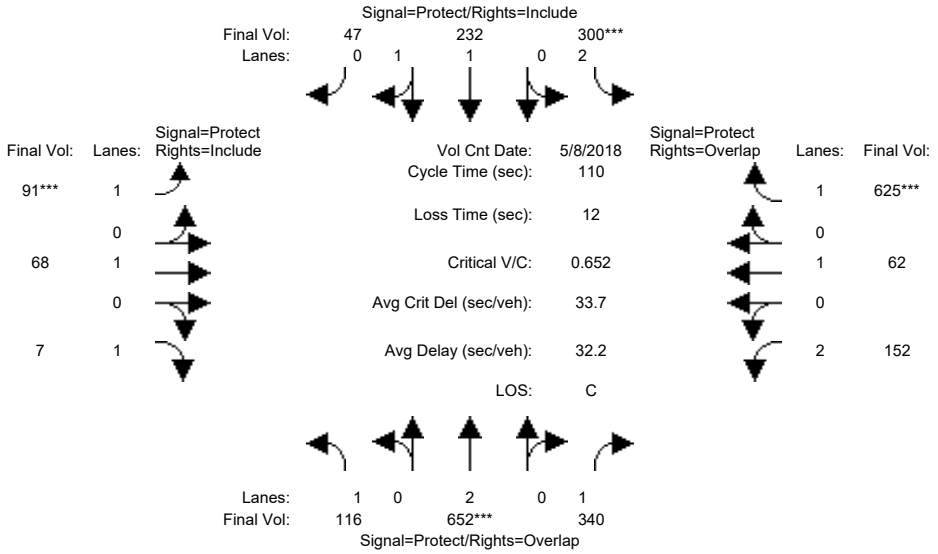
Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	116	652	335	291	232	47	91	68	7	148	62	609
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	652	335	291	232	47	91	68	7	148	62	609
Added Vol:	0	0	7	7	0	0	0	0	0	4	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	652	342	298	232	47	91	68	7	152	62	613
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	652	342	298	232	47	91	68	7	152	62	613
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	652	342	298	232	47	91	68	7	152	62	613
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	652	342	298	232	47	91	68	7	152	62	613
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.65	0.35	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3076	623	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.20	0.09	0.08	0.08	0.05	0.04	0.00	0.05	0.03	0.35
Crit Moves:		****		****			****					****
Green Time:	19.2	29.3	50.9	16.2	26.3	26.3	8.9	30.9	30.9	21.6	43.7	59.8
Volume/Cap:	0.38	0.64	0.42	0.64	0.32	0.32	0.64	0.13	0.01	0.25	0.08	0.64
Delay/Veh:	41.0	37.2	20.1	47.3	34.7	34.7	58.8	29.6	28.6	37.5	20.7	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.0	37.2	20.1	47.3	34.7	34.7	58.8	29.6	28.6	37.5	20.7	19.1
LOS by Move:	D	D	C	D	C	C	E	C	C	D	C	B
HCM2k95thQ:	8	19	16	11	8	8	9	3	0	5	3	27

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #101: Monterey Road and Cochrane Road



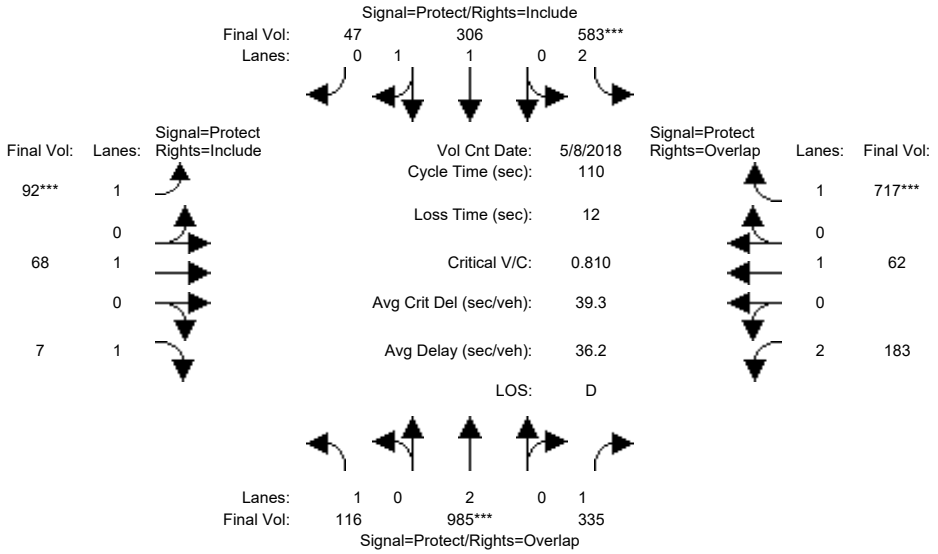
Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	116	652	335	291	232	47	91	68	7	148	62	609
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	652	335	291	232	47	91	68	7	148	62	609
Added Vol:	0	0	5	9	0	0	0	0	0	4	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	652	340	300	232	47	91	68	7	152	62	625
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	652	340	300	232	47	91	68	7	152	62	625
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	652	340	300	232	47	91	68	7	152	62	625
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	652	340	300	232	47	91	68	7	152	62	625
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.65	0.35	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3076	623	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.19	0.10	0.08	0.08	0.05	0.04	0.00	0.05	0.03	0.36
Crit Moves:		****		****			****					****
Green Time:	19.0	29.0	50.8	16.1	26.0	26.0	8.8	31.2	31.2	21.8	44.2	60.3
Volume/Cap:	0.38	0.65	0.42	0.65	0.32	0.32	0.65	0.13	0.01	0.24	0.08	0.65
Delay/Veh:	41.1	37.6	20.1	47.6	34.9	34.9	59.6	29.4	28.4	37.3	20.4	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:	41.1	37.6	20.1	47.6	34.9	34.9	59.6	29.4	28.4	37.3	20.4	19.1
LOS by Move:	D	D	C	D	C	C	E	C	C	D	C	B
HCM2k95thQ:	8	19	16	11	8	8	9	3	0	5	3	28

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 No Project AM

Intersection #101: Monterey Road and Cochrane Road



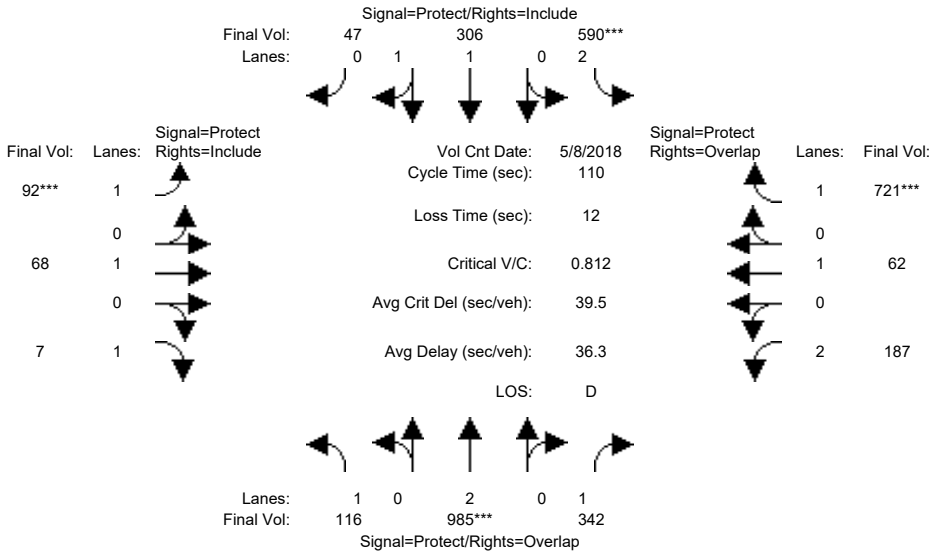
Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	116	985	335	583	306	47	92	68	7	183	62	717
Growth Adj:	1.00	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	985	335	583	306	47	92	68	7	183	62	717
Added Vol:	0	0	0	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	985	335	583	306	47	92	68	7	183	62	717
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	985	335	583	306	47	92	68	7	183	62	717
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	985	335	583	306	47	92	68	7	183	62	717
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	985	335	583	306	47	92	68	7	183	62	717
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.73	0.27	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3207	493	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.19	0.19	0.10	0.10	0.05	0.04	0.00	0.06	0.03	0.41
Crit Moves:		****		****			****					****
Green Time:	24.7	35.2	50.7	25.1	35.6	35.6	7.1	22.1	22.1	15.5	30.5	55.7
Volume/Cap:	0.29	0.81	0.42	0.81	0.29	0.29	0.81	0.18	0.02	0.41	0.12	0.81
Delay/Veh:	35.8	38.5	20.1	47.0	27.9	27.9	84.4	36.6	35.2	43.7	29.8	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	38.5	20.1	47.0	27.9	27.9	84.4	36.6	35.2	43.7	29.8	28.4
LOS by Move:	D	D	C	D	C	C	F	D	D	D	C	C
HCM2k95thQ:	7	30	15	21	9	9	10	4	0	7	3	38

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Approved Proj AM

Intersection #101: Monterey Road and Cochrane Road



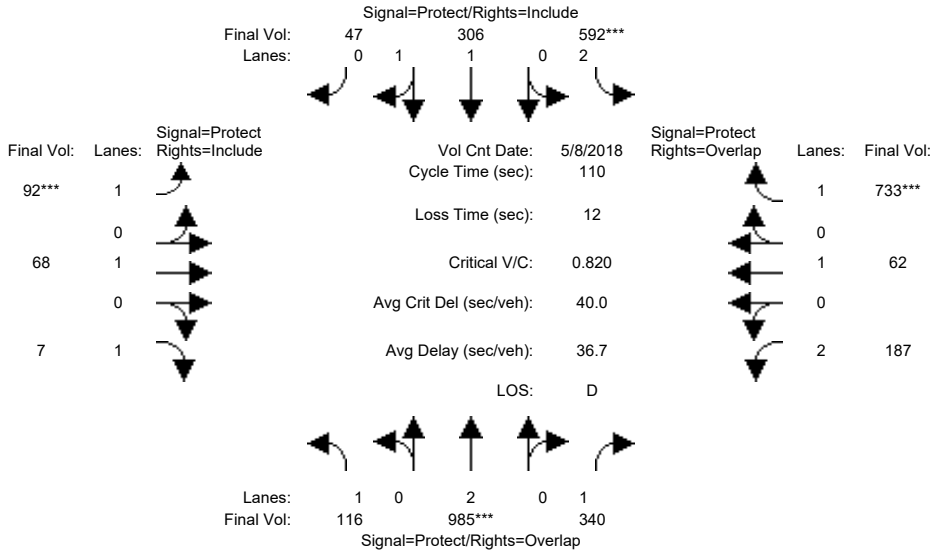
Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	116	985	335	583	306	47	92	68	7	183	62	717
Growth Adj:	1.00	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	985	335	583	306	47	92	68	7	183	62	717
Added Vol:	0	0	7	7	0	0	0	0	0	4	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	985	342	590	306	47	92	68	7	187	62	721
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	985	342	590	306	47	92	68	7	187	62	721
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	985	342	590	306	47	92	68	7	187	62	721
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	985	342	590	306	47	92	68	7	187	62	721
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.73	0.27	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3207	493	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.20	0.19	0.10	0.10	0.05	0.04	0.00	0.06	0.03	0.41
Crit Moves:		****		****			****					****
Green Time:	24.8	35.1	50.6	25.4	35.7	35.7	7.1	22.1	22.1	15.5	30.4	55.8
Volume/Cap:	0.29	0.81	0.43	0.81	0.29	0.29	0.81	0.18	0.02	0.42	0.12	0.81
Delay/Veh:	35.8	38.7	20.3	47.0	27.9	27.9	85.0	36.7	35.3	43.8	29.9	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.8	38.7	20.3	47.0	27.9	27.9	85.0	36.7	35.3	43.8	29.9	28.5
LOS by Move:	D	D	C	D	C	C	F	D	D	D	C	C
HCM2k95thQ:	7	30	16	22	9	9	10	4	0	7	3	38

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Proposed Proj AM

Intersection #101: Monterey Road and Cochrane Road



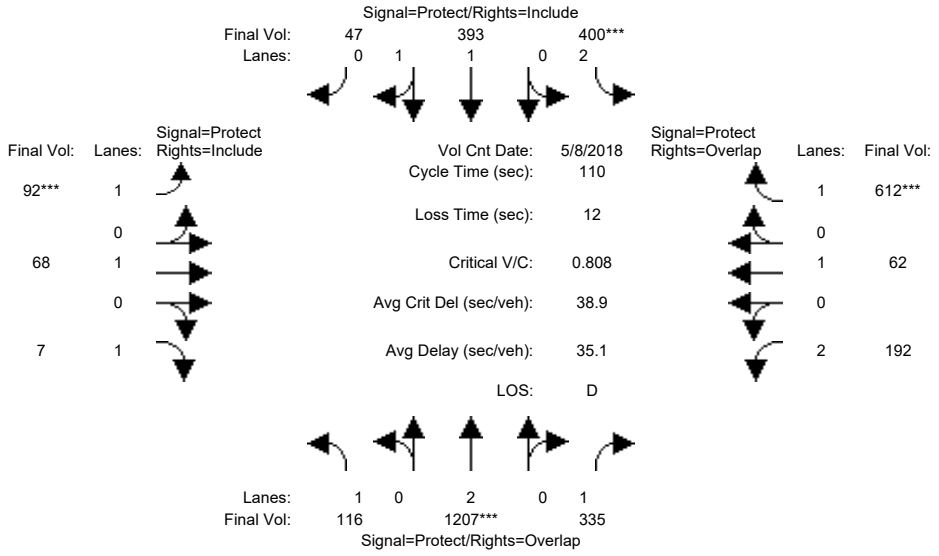
Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	116	985	335	583	306	47	92	68	7	183	62	717
Growth Adj:	1.00	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	985	335	583	306	47	92	68	7	183	62	717
Added Vol:	0	0	5	9	0	0	0	0	0	4	0	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	985	340	592	306	47	92	68	7	187	62	733
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	985	340	592	306	47	92	68	7	187	62	733
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	985	340	592	306	47	92	68	7	187	62	733
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	985	340	592	306	47	92	68	7	187	62	733
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.73	0.27	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3207	493	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.19	0.19	0.10	0.10	0.05	0.04	0.00	0.06	0.03	0.42
Crit Moves:		****		****			****					****
Green Time:	24.6	34.8	50.4	25.2	35.4	35.4	7.1	22.4	22.4	15.7	31.0	56.2
Volume/Cap:	0.30	0.82	0.42	0.82	0.30	0.30	0.82	0.18	0.02	0.42	0.12	0.82
Delay/Veh:	35.9	39.3	20.4	47.7	28.1	28.1	86.9	36.4	35.1	43.6	29.4	28.7
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:	35.9	39.3	20.4	47.7	28.1	28.1	86.9	36.4	35.1	43.6	29.4	28.7
LOS by Move:	D	D	C	D	C	C	F	D	D	D	C	C
HCM2k95thQ:	7	30	16	22	9	9	11	4	0	7	3	39

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #101: Monterey Road and Cochrane Road



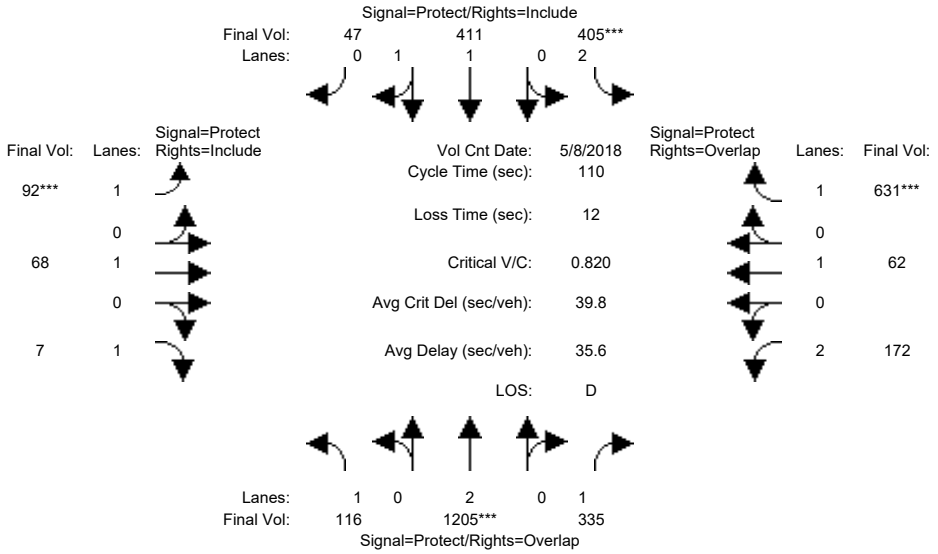
Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	116	1207	335	400	393	47	92	68	7	192	62	612
Growth Adj:	1.00	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	1207	335	400	393	47	92	68	7	192	62	612
Added Vol:	0	0	0	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	1207	335	400	393	47	92	68	7	192	62	612
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1207	335	400	393	47	92	68	7	192	62	612
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1207	335	400	393	47	92	68	7	192	62	612
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	1207	335	400	393	47	92	68	7	192	62	612
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.78	0.22	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3304	395	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.19	0.13	0.12	0.12	0.05	0.04	0.00	0.06	0.03	0.35
Crit Moves:		****		****			****					****
Green Time:	21.7	43.2	58.7	17.3	38.9	38.9	7.2	22.0	22.0	15.4	30.3	47.6
Volume/Cap:	0.34	0.81	0.36	0.81	0.34	0.34	0.81	0.18	0.02	0.43	0.12	0.81
Delay/Veh:	38.6	33.1	15.0	54.3	26.3	26.3	84.0	36.7	35.3	44.0	29.9	33.7
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:	38.6	33.1	15.0	54.3	26.3	26.3	84.0	36.7	35.3	44.0	29.9	33.7
LOS by Move:	D	C	B	D	C	C	F	D	D	D	C	C
HCM2k95thQ:	8	34	13	16	10	10	10	4	0	7	3	34

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP + Proposed Proj AM

Intersection #101: Monterey Road and Cochrane Road



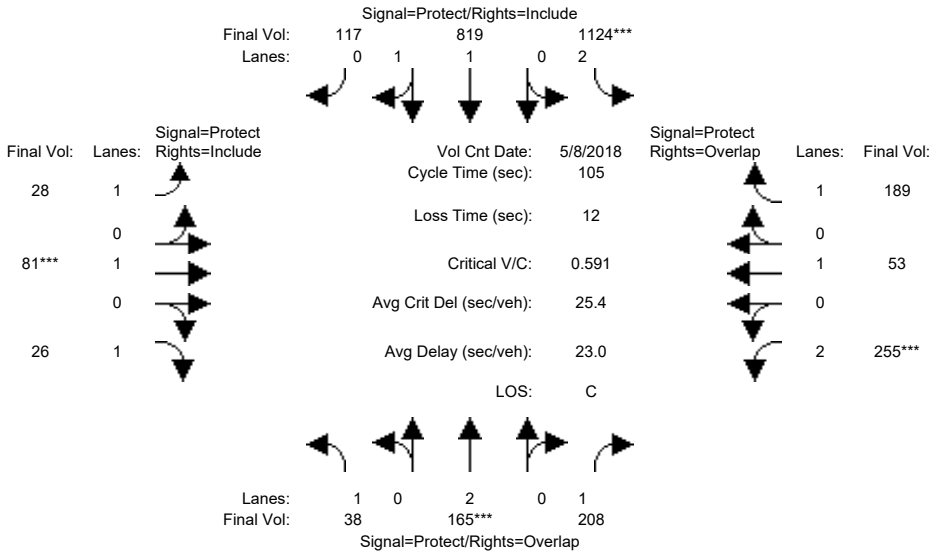
Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	116	1205	335	405	411	47	92	68	7	172	62	631
Growth Adj:	1.00	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	1205	335	405	411	47	92	68	7	172	62	631
Added Vol:	0	0	0	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	1205	335	405	411	47	92	68	7	172	62	631
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1205	335	405	411	47	92	68	7	172	62	631
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1205	335	405	411	47	92	68	7	172	62	631
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	1205	335	405	411	47	92	68	7	172	62	631
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.79	0.21	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3320	380	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.19	0.13	0.12	0.12	0.05	0.04	0.00	0.05	0.03	0.36
Crit Moves:		****		****			****					****
Green Time:	20.9	42.6	58.3	17.3	39.0	39.0	7.1	22.5	22.5	15.7	31.1	48.4
Volume/Cap:	0.35	0.82	0.36	0.82	0.35	0.35	0.82	0.18	0.02	0.38	0.12	0.82
Delay/Veh:	39.3	34.1	15.3	55.3	26.3	26.3	86.8	36.3	35.0	43.3	29.3	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	34.1	15.3	55.3	26.3	26.3	86.8	36.3	35.0	43.3	29.3	33.9
LOS by Move:	D	C	B	E	C	C	F	D	C	D	C	C
HCM2k95thQ:	8	34	13	16	11	11	11	4	0	6	3	35

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #101: Monterey Road and Cochrane Road



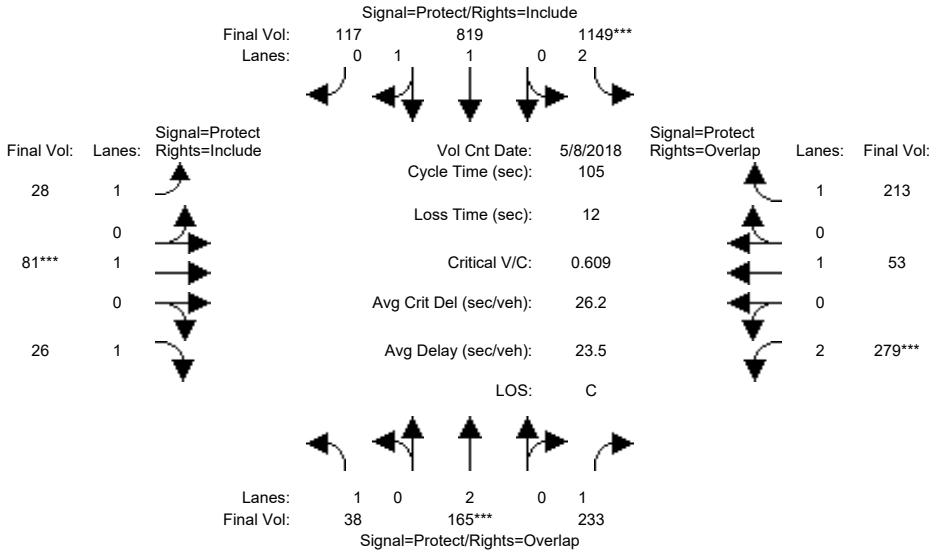
Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	38	165	208	1124	819	117	28	81	26	255	53	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	165	208	1124	819	117	28	81	26	255	53	189
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	165	208	1124	819	117	28	81	26	255	53	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	165	208	1124	819	117	28	81	26	255	53	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	165	208	1124	819	117	28	81	26	255	53	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	165	208	1124	819	117	28	81	26	255	53	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.74	0.26	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3237	462	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.12	0.36	0.25	0.25	0.02	0.04	0.01	0.08	0.03	0.11
Crit Moves:		****		****				****		****		
Green Time:	14.5	10.0	23.5	59.5	55.0	55.0	9.7	10.0	10.0	13.5	13.8	73.3
Volume/Cap:	0.16	0.46	0.53	0.63	0.48	0.48	0.17	0.45	0.16	0.63	0.21	0.15
Delay/Veh:	40.2	45.8	37.3	16.1	16.1	16.1	44.5	46.7	44.1	46.6	41.1	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	45.8	37.3	16.1	16.1	16.1	44.5	46.7	44.1	46.6	41.1	5.4
LOS by Move:	D	D	D	B	B	B	D	D	D	D	D	A
HCM2k95thQ:	3	6	13	25	17	17	2	6	2	9	3	4

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #101: Monterey Road and Cochrane Road



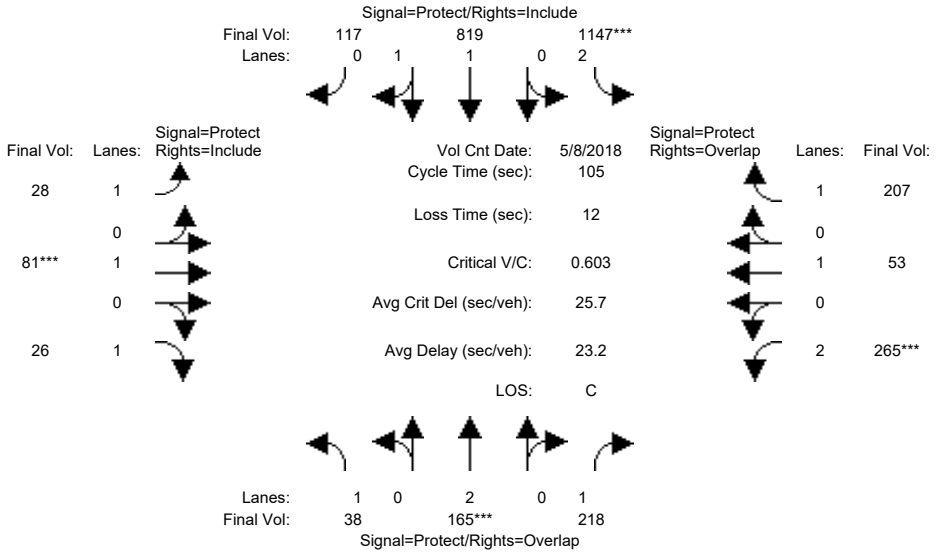
Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	38	165	208	1124	819	117	28	81	26	255	53	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	165	208	1124	819	117	28	81	26	255	53	189
Added Vol:	0	0	25	25	0	0	0	0	0	24	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	165	233	1149	819	117	28	81	26	279	53	213
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	165	233	1149	819	117	28	81	26	279	53	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	165	233	1149	819	117	28	81	26	279	53	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	165	233	1149	819	117	28	81	26	279	53	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.74	0.26	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3237	462	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.13	0.36	0.25	0.25	0.02	0.04	0.01	0.09	0.03	0.12
Crit Moves:		****		****				****		****		
Green Time:	14.3	10.0	24.3	58.7	54.4	54.4	10.0	10.0	10.0	14.3	14.3	73.0
Volume/Cap:	0.16	0.46	0.58	0.65	0.49	0.49	0.17	0.45	0.16	0.65	0.21	0.18
Delay/Veh:	40.3	45.8	37.9	16.9	16.5	16.5	44.2	46.7	44.1	46.6	40.7	5.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	45.8	37.9	16.9	16.5	16.5	44.2	46.7	44.1	46.6	40.7	5.6
LOS by Move:	D	D	D	B	B	B	D	D	D	D	D	A
HCM2k95thQ:	3	6	15	26	17	17	2	6	2	10	3	5

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #101: Monterey Road and Cochrane Road



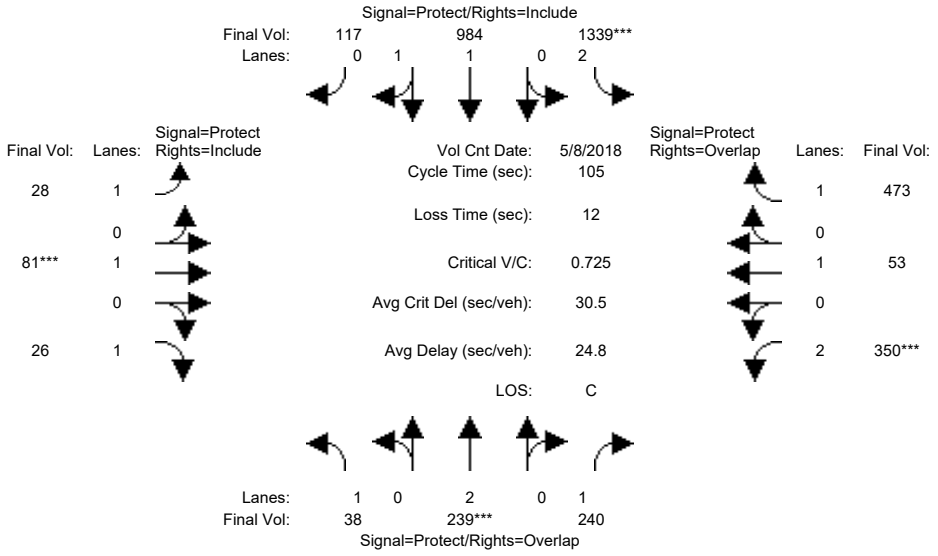
Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	38	165	208	1124	819	117	28	81	26	255	53	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	165	208	1124	819	117	28	81	26	255	53	189
Added Vol:	0	0	10	23	0	0	0	0	0	10	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	165	218	1147	819	117	28	81	26	265	53	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	165	218	1147	819	117	28	81	26	265	53	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	165	218	1147	819	117	28	81	26	265	53	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	165	218	1147	819	117	28	81	26	265	53	207
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.74	0.26	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3237	462	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.12	0.36	0.25	0.25	0.02	0.04	0.01	0.08	0.03	0.12
Crit Moves:		****		****				****		****		
Green Time:	14.5	10.0	23.7	59.3	54.8	54.8	9.8	10.0	10.0	13.7	13.9	73.2
Volume/Cap:	0.16	0.46	0.55	0.64	0.48	0.48	0.17	0.45	0.16	0.64	0.21	0.17
Delay/Veh:	40.2	45.8	37.6	16.5	16.2	16.2	44.4	46.7	44.1	46.9	41.0	5.5
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:	40.2	45.8	37.6	16.5	16.2	16.2	44.4	46.7	44.1	46.9	41.0	5.5
LOS by Move:	D	D	D	B	B	B	D	D	D	D	D	A
HCM2k95thQ:	3	6	14	26	17	17	2	6	2	10	3	5

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 No Project PM

Intersection #101: Monterey Road and Cochrane Road



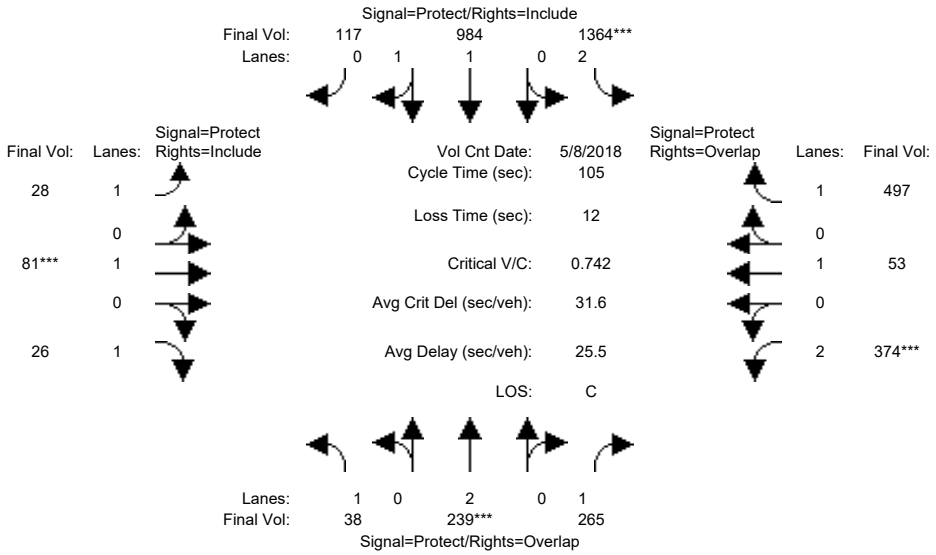
Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	38	239	240	1339	984	117	28	81	26	350	53	473
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	239	240	1339	984	117	28	81	26	350	53	473
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	239	240	1339	984	117	28	81	26	350	53	473
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	239	240	1339	984	117	28	81	26	350	53	473
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	239	240	1339	984	117	28	81	26	350	53	473
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	239	240	1339	984	117	28	81	26	350	53	473
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.78	0.22	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3307	393	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.14	0.43	0.30	0.30	0.02	0.04	0.01	0.11	0.03	0.27
Crit Moves:		****		****				****		****		
Green Time:	12.4	10.0	25.1	57.9	55.5	55.5	10.3	10.0	10.0	15.1	14.8	72.7
Volume/Cap:	0.18	0.66	0.57	0.77	0.56	0.56	0.16	0.45	0.16	0.77	0.20	0.39
Delay/Veh:	42.1	50.3	37.1	20.6	17.0	17.0	43.8	46.7	44.1	51.2	40.2	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	50.3	37.1	20.6	17.0	17.0	43.8	46.7	44.1	51.2	40.2	7.0
LOS by Move:	D	D	D	C	B	B	D	D	D	D	D	A
HCM2k95thQ:	3	10	15	32	21	21	2	6	2	13	3	13

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Approved Proj PM

Intersection #101: Monterey Road and Cochrane Road



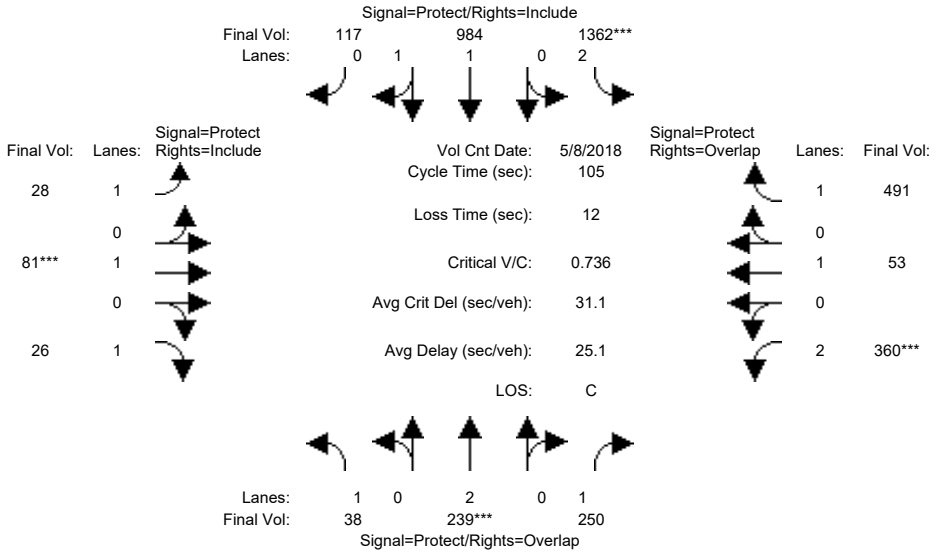
Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	38	239	240	1339	984	117	28	81	26	350	53	473
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	239	240	1339	984	117	28	81	26	350	53	473
Added Vol:	0	0	25	25	0	0	0	0	0	24	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	239	265	1364	984	117	28	81	26	374	53	497
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	239	265	1364	984	117	28	81	26	374	53	497
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	239	265	1364	984	117	28	81	26	374	53	497
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	239	265	1364	984	117	28	81	26	374	53	497
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.78	0.22	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3307	393	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.15	0.43	0.30	0.30	0.02	0.04	0.01	0.12	0.03	0.28
Crit Moves:		****		****				****		****		
Green Time:	12.3	10.0	25.7	57.3	55.0	55.0	10.6	10.0	10.0	15.7	15.1	72.4
Volume/Cap:	0.19	0.66	0.62	0.79	0.57	0.57	0.16	0.45	0.16	0.79	0.19	0.41
Delay/Veh:	42.3	50.3	38.0	21.7	17.4	17.4	43.6	46.7	44.1	52.1	39.9	7.3
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:	42.3	50.3	38.0	21.7	17.4	17.4	43.6	46.7	44.1	52.1	39.9	7.3
LOS by Move:	D	D	D	C	B	B	D	D	D	D	D	A
HCM2k95thQ:	3	10	17	34	21	21	2	6	2	14	3	14

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Proposed Proj PM

Intersection #101: Monterey Road and Cochrane Road



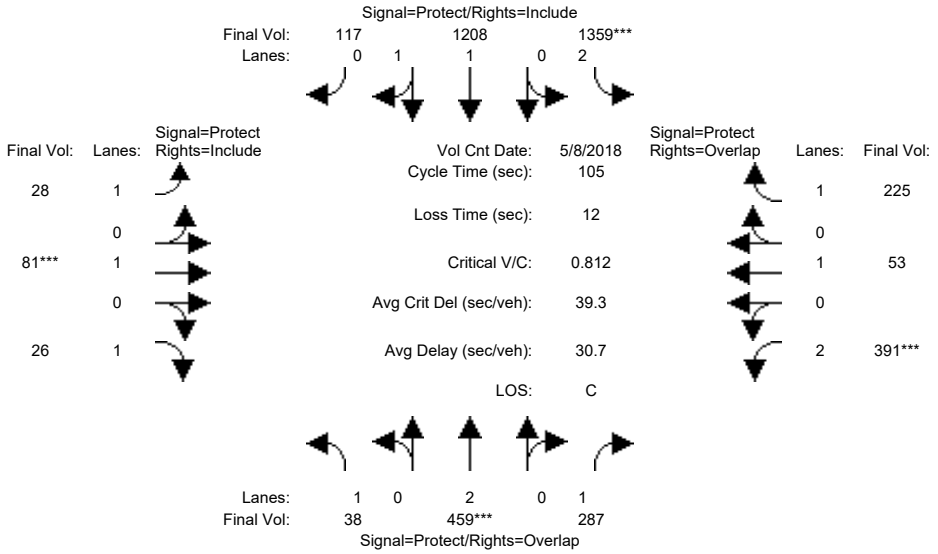
Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	38	239	240	1339	984	117	28	81	26	350	53	473
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	239	240	1339	984	117	28	81	26	350	53	473
Added Vol:	0	0	10	23	0	0	0	0	0	10	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	239	250	1362	984	117	28	81	26	360	53	491
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	239	250	1362	984	117	28	81	26	360	53	491
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	239	250	1362	984	117	28	81	26	360	53	491
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	239	250	1362	984	117	28	81	26	360	53	491
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.78	0.22	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3307	393	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.14	0.43	0.30	0.30	0.02	0.04	0.01	0.11	0.03	0.28
Crit Moves:		****		****				****		****		
Green Time:	12.4	10.0	25.3	57.7	55.3	55.3	10.4	10.0	10.0	15.3	14.9	72.6
Volume/Cap:	0.18	0.66	0.59	0.79	0.56	0.56	0.16	0.45	0.16	0.79	0.20	0.41
Delay/Veh:	42.2	50.3	37.6	21.2	17.1	17.1	43.7	46.7	44.1	52.1	40.2	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.2	50.3	37.6	21.2	17.1	17.1	43.7	46.7	44.1	52.1	40.2	7.2
LOS by Move:	D	D	D	C	B	B	D	D	D	D	D	A
HCM2k95thQ:	3	10	16	33	21	21	2	6	2	13	3	14

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #101: Monterey Road and Cochrane Road



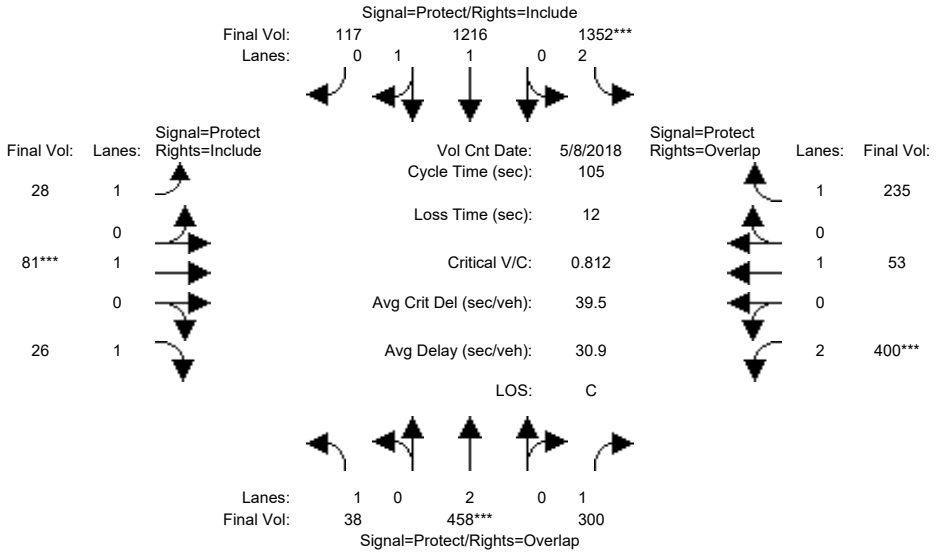
Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	38	459	287	1359	1208	117	28	81	26	391	53	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	459	287	1359	1208	117	28	81	26	391	53	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	459	287	1359	1208	117	28	81	26	391	53	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	459	287	1359	1208	117	28	81	26	391	53	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	459	287	1359	1208	117	28	81	26	391	53	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	459	287	1359	1208	117	28	81	26	391	53	225
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.82	0.18	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3373	327	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.16	0.43	0.36	0.36	0.02	0.04	0.01	0.12	0.03	0.13
Crit Moves:		****		****				****		****		
Green Time:	10.6	14.8	30.1	52.9	57.1	57.1	10.4	10.0	10.0	15.2	14.8	67.8
Volume/Cap:	0.21	0.86	0.57	0.86	0.66	0.66	0.16	0.45	0.16	0.86	0.20	0.20
Delay/Veh:	44.0	56.8	33.6	27.5	17.8	17.8	43.8	46.7	44.1	58.5	40.2	7.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	56.8	33.6	27.5	17.8	17.8	43.8	46.7	44.1	58.5	40.2	7.7
LOS by Move:	D	E	C	C	B	B	D	D	D	E	D	A
HCM2k95thQ:	3	18	17	36	25	25	2	6	2	15	3	6

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP + Proposed Proj PM

Intersection #101: Monterey Road and Cochrane Road



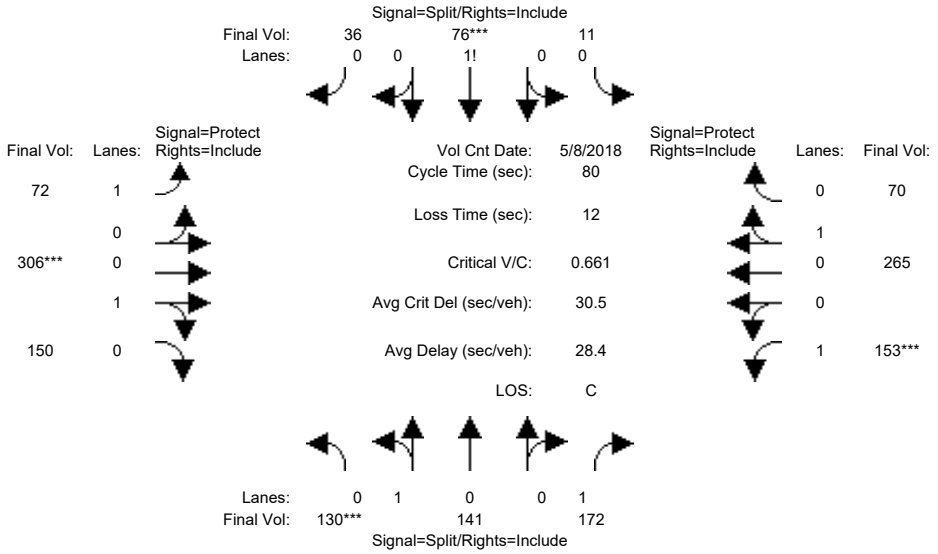
Street Name:	Monterey Road						Cochrane Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	38	458	300	1352	1216	117	28	81	26	400	53	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	458	300	1352	1216	117	28	81	26	400	53	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	458	300	1352	1216	117	28	81	26	400	53	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	458	300	1352	1216	117	28	81	26	400	53	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	458	300	1352	1216	117	28	81	26	400	53	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	458	300	1352	1216	117	28	81	26	400	53	235
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	2.00	1.82	0.18	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	3800	1750	3150	3375	325	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.17	0.43	0.36	0.36	0.02	0.04	0.01	0.13	0.03	0.13
Crit Moves:		****		****				****		****		
Green Time:	10.5	14.8	30.4	52.6	56.9	56.9	10.5	10.0	10.0	15.6	15.0	67.7
Volume/Cap:	0.22	0.86	0.59	0.86	0.66	0.66	0.16	0.45	0.16	0.86	0.19	0.21
Delay/Veh:	44.1	56.9	33.9	27.7	18.1	18.1	43.6	46.7	44.1	58.0	40.0	7.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	56.9	33.9	27.7	18.1	18.1	43.6	46.7	44.1	58.0	40.0	7.8
LOS by Move:	D	E	C	C	B	B	D	D	D	E	D	A
HCM2k95thQ:	3	18	18	36	26	26	2	6	2	16	3	7

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #120: Condit Road and Main Avenue



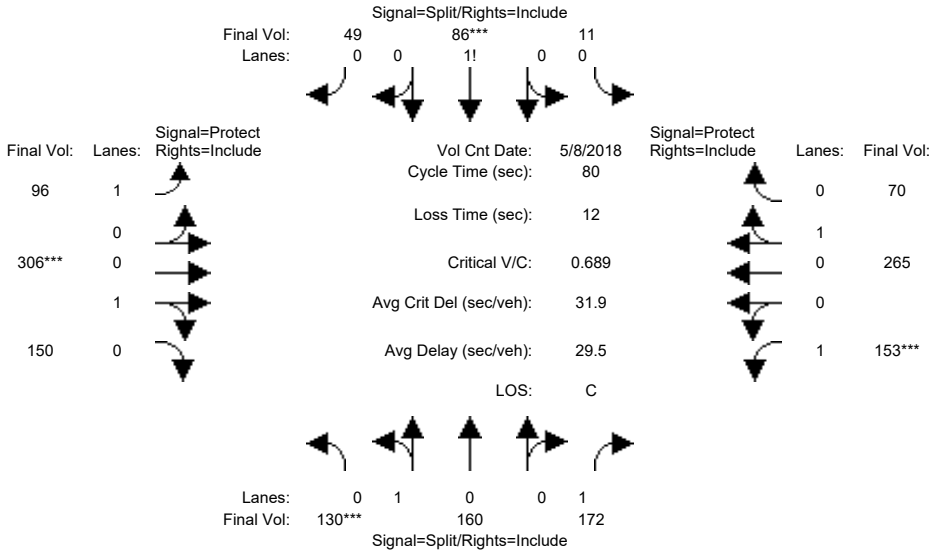
Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	130	141	172	11	76	36	72	306	150	153	265	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	141	172	11	76	36	72	306	150	153	265	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	141	172	11	76	36	72	306	150	153	265	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	141	172	11	76	36	72	306	150	153	265	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	141	172	11	76	36	72	306	150	153	265	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	141	172	11	76	36	72	306	150	153	265	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.48	0.52	1.00	0.09	0.62	0.29	1.00	0.67	0.33	1.00	0.79	0.21
Final Sat.:	863	937	1750	157	1081	512	1750	1208	592	1750	1424	376
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.10	0.07	0.07	0.07	0.04	0.25	0.25	0.09	0.19	0.19
Crit Moves:	****				****			****			****	
Green Time:	17.8	17.8	17.8	10.0	10.0	10.0	12.9	29.9	29.9	10.3	27.4	27.4
Volume/Cap:	0.68	0.68	0.44	0.56	0.56	0.56	0.26	0.68	0.68	0.68	0.54	0.54
Delay/Veh:	33.1	33.1	27.6	36.3	36.3	36.3	29.9	23.8	23.8	41.3	22.3	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:	33.1	33.1	27.6	36.3	36.3	36.3	29.9	23.8	23.8	41.3	22.3	22.3
LOS by Move:	C	C	C	D	D	D	C	C	C	D	C	C
HCM2k95thQ:	15	15	9	8	8	8	4	20	20	10	14	14

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #120: Condit Road and Main Avenue



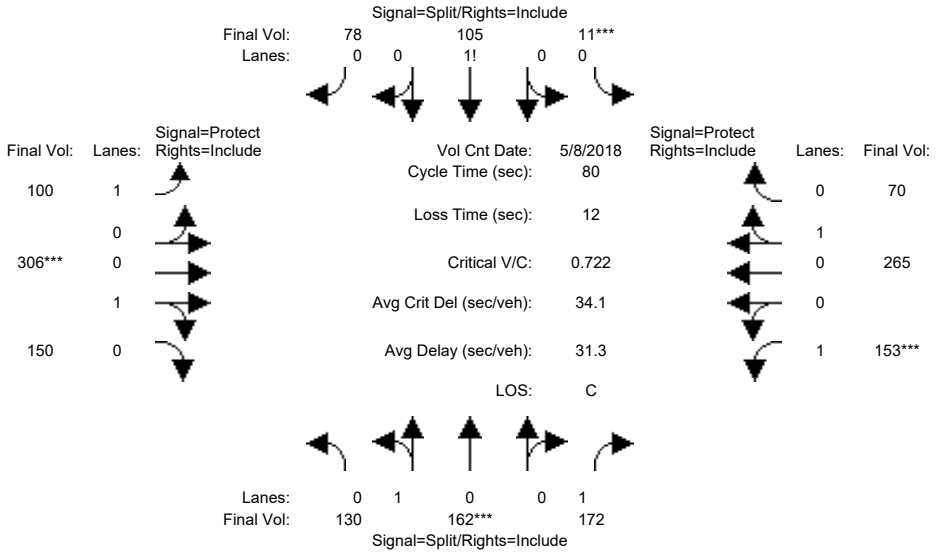
Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	130	141	172	11	76	36	72	306	150	153	265	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	141	172	11	76	36	72	306	150	153	265	70
Added Vol:	0	19	0	0	10	13	24	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	160	172	11	86	49	96	306	150	153	265	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	160	172	11	86	49	96	306	150	153	265	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	160	172	11	86	49	96	306	150	153	265	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	160	172	11	86	49	96	306	150	153	265	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.45	0.55	1.00	0.07	0.59	0.34	1.00	0.67	0.33	1.00	0.79	0.21
Final Sat.:	807	993	1750	132	1031	587	1750	1208	592	1750	1424	376
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.10	0.08	0.08	0.08	0.05	0.25	0.25	0.09	0.19	0.19
Crit Moves:	****				****			****			****	
Green Time:	18.6	18.6	18.6	10.0	10.0	10.0	12.6	29.3	29.3	10.1	26.8	26.8
Volume/Cap:	0.69	0.69	0.42	0.67	0.67	0.67	0.35	0.69	0.69	0.69	0.56	0.56
Delay/Veh:	33.0	33.0	26.8	41.1	41.1	41.1	30.8	24.7	24.7	42.5	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	33.0	26.8	41.1	41.1	41.1	30.8	24.7	24.7	42.5	22.9	22.9
LOS by Move:	C	C	C	D	D	D	C	C	C	D	C	C
HCM2k95thQ:	15	15	8	10	10	10	5	20	20	11	14	14

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #120: Condit Road and Main Avenue



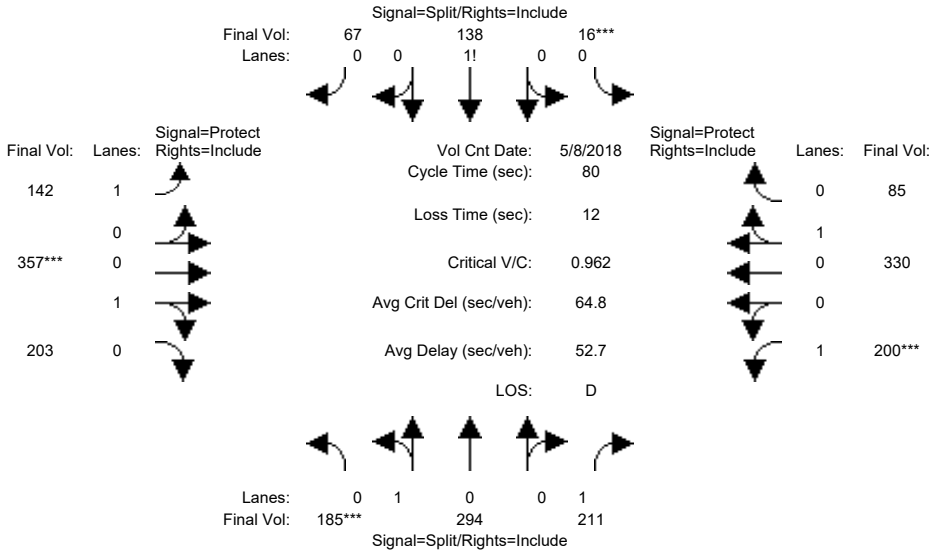
Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	130	141	172	11	76	36	72	306	150	153	265	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	141	172	11	76	36	72	306	150	153	265	70
Added Vol:	0	21	0	0	29	42	28	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	162	172	11	105	78	100	306	150	153	265	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	162	172	11	105	78	100	306	150	153	265	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	162	172	11	105	78	100	306	150	153	265	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	162	172	11	105	78	100	306	150	153	265	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.45	0.55	1.00	0.06	0.54	0.40	1.00	0.67	0.33	1.00	0.79	0.21
Final Sat.:	801	999	1750	99	947	704	1750	1208	592	1750	1424	376
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.10	0.11	0.11	0.11	0.06	0.25	0.25	0.09	0.19	0.19
Crit Moves:		****		****				****		****		
Green Time:	18.0	18.0	18.0	12.3	12.3	12.3	12.1	28.1	28.1	9.7	25.7	25.7
Volume/Cap:	0.72	0.72	0.44	0.72	0.72	0.72	0.38	0.72	0.72	0.72	0.58	0.58
Delay/Veh:	35.0	35.0	27.5	41.5	41.5	41.5	31.5	26.7	26.7	45.4	24.1	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	35.0	27.5	41.5	41.5	41.5	31.5	26.7	26.7	45.4	24.1	24.1
LOS by Move:	C	C	C	D	D	D	C	C	C	D	C	C
HCM2k95thQ:	16	16	9	13	13	13	6	21	21	11	15	15

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 No Project AM

Intersection #120: Condit Road and Main Avenue



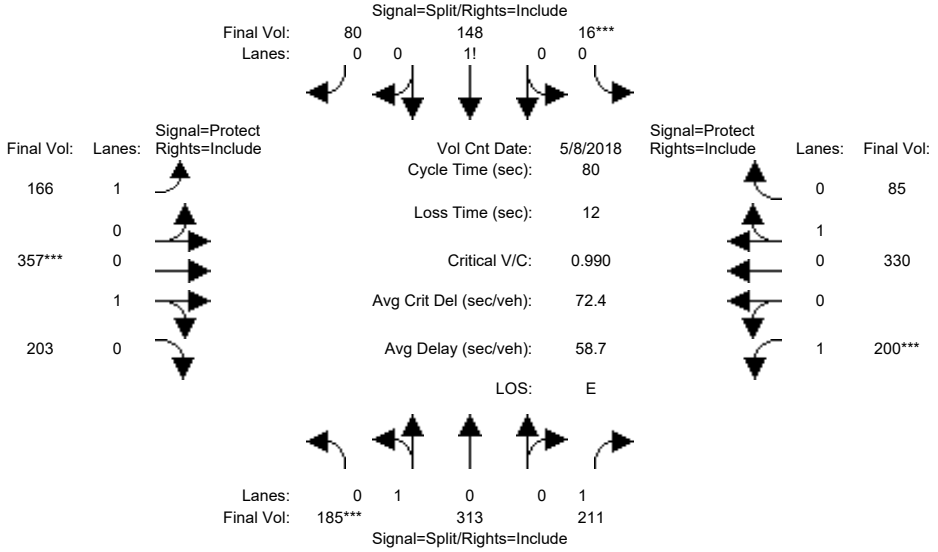
Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	185	294	211	16	138	67	142	357	203	200	330	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	294	211	16	138	67	142	357	203	200	330	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	294	211	16	138	67	142	357	203	200	330	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	294	211	16	138	67	142	357	203	200	330	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	294	211	16	138	67	142	357	203	200	330	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	294	211	16	138	67	142	357	203	200	330	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.39	0.61	1.00	0.07	0.63	0.30	1.00	0.64	0.36	1.00	0.80	0.20
Final Sat.:	695	1105	1750	127	1093	531	1750	1147	652	1750	1431	369
Capacity Analysis Module:												
Vol/Sat:	0.27	0.27	0.12	0.13	0.13	0.13	0.08	0.31	0.31	0.11	0.23	0.23
Crit Moves:	****			****				****		****		
Green Time:	22.1	22.1	22.1	10.5	10.5	10.5	9.7	25.9	25.9	9.5	25.6	25.6
Volume/Cap:	0.96	0.96	0.44	0.96	0.96	0.96	0.67	0.96	0.96	0.96	0.72	0.72
Delay/Veh:	59.3	59.3	24.4	83.1	83.1	83.1	41.4	54.5	54.5	86.5	28.4	28.4
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:	59.3	59.3	24.4	83.1	83.1	83.1	41.4	54.5	54.5	86.5	28.4	28.4
LOS by Move:	E	E	C	F	F	F	D	D	D	F	C	C
HCM2k95thQ:	31	31	10	19	19	19	10	34	34	18	20	20

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Approved Proj AM

Intersection #120: Condit Road and Main Avenue



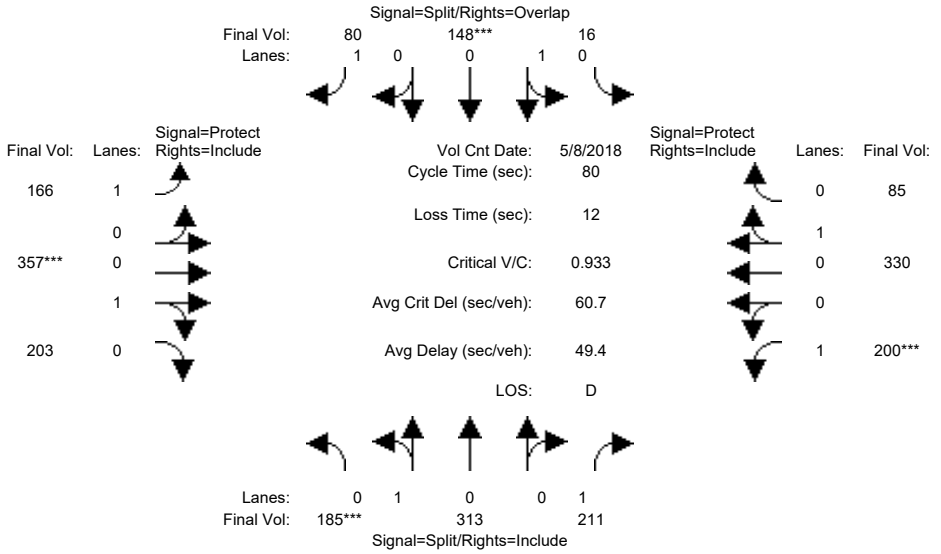
Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	185	294	211	16	138	67	142	357	203	200	330	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	294	211	16	138	67	142	357	203	200	330	85
Added Vol:	0	19	0	0	10	13	24	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	313	211	16	148	80	166	357	203	200	330	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	313	211	16	148	80	166	357	203	200	330	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	313	211	16	148	80	166	357	203	200	330	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	313	211	16	148	80	166	357	203	200	330	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.37	0.63	1.00	0.06	0.61	0.33	1.00	0.64	0.36	1.00	0.80	0.20
Final Sat.:	669	1131	1750	115	1061	574	1750	1147	652	1750	1431	369
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.12	0.14	0.14	0.14	0.09	0.31	0.31	0.11	0.23	0.23
Crit Moves:	****			****				****		****		
Green Time:	22.4	22.4	22.4	11.3	11.3	11.3	10.0	25.1	25.1	9.2	24.4	24.4
Volume/Cap:	0.99	0.99	0.43	0.99	0.99	0.99	0.76	0.99	0.99	0.99	0.76	0.76
Delay/Veh:	66.1	66.1	24.2	88.7	88.7	88.7	47.9	62.5	62.5	95.6	31.2	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.1	66.1	24.2	88.7	88.7	88.7	47.9	62.5	62.5	95.6	31.2	31.2
LOS by Move:	E	E	C	F	F	F	D	E	E	F	C	C
HCM2k95thQ:	33	33	10	21	21	21	12	36	36	18	21	21

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Approved Proj AM (Miti)

Intersection #120: Condit Road and Main Avenue



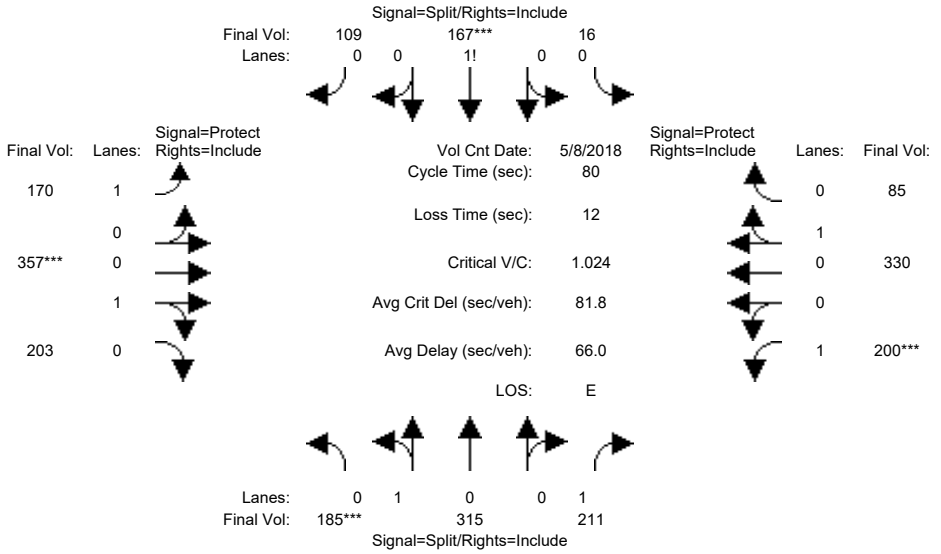
Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	185	294	211	16	138	67	142	357	203	200	330	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	294	211	16	138	67	142	357	203	200	330	85
Added Vol:	0	19	0	0	10	13	24	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	313	211	16	148	80	166	357	203	200	330	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	313	211	16	148	80	166	357	203	200	330	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	313	211	16	148	80	166	357	203	200	330	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	313	211	16	148	80	166	357	203	200	330	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.37	0.63	1.00	0.10	0.90	1.00	1.00	0.64	0.36	1.00	0.80	0.20
Final Sat.:	669	1131	1750	176	1624	1750	1750	1147	652	1750	1431	369
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.12	0.09	0.09	0.05	0.09	0.31	0.31	0.11	0.23	0.23
Crit Moves:	****				****			****			****	
Green Time:	22.9	22.9	22.9	10.0	10.0	20.2	10.2	25.7	25.7	9.4	24.9	24.9
Volume/Cap:	0.97	0.97	0.42	0.73	0.73	0.18	0.74	0.97	0.97	0.97	0.74	0.74
Delay/Veh:	59.8	59.8	23.8	45.1	45.1	23.6	46.0	56.2	56.2	88.5	29.9	29.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	59.8	23.8	45.1	45.1	23.6	46.0	56.2	56.2	88.5	29.9	29.9
LOS by Move:	E	E	C	D	D	C	D	E	E	F	C	C
HCM2k95thQ:	32	32	10	11	11	4	12	35	35	18	20	20

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Proposed Proj AM

Intersection #120: Condit Road and Main Avenue



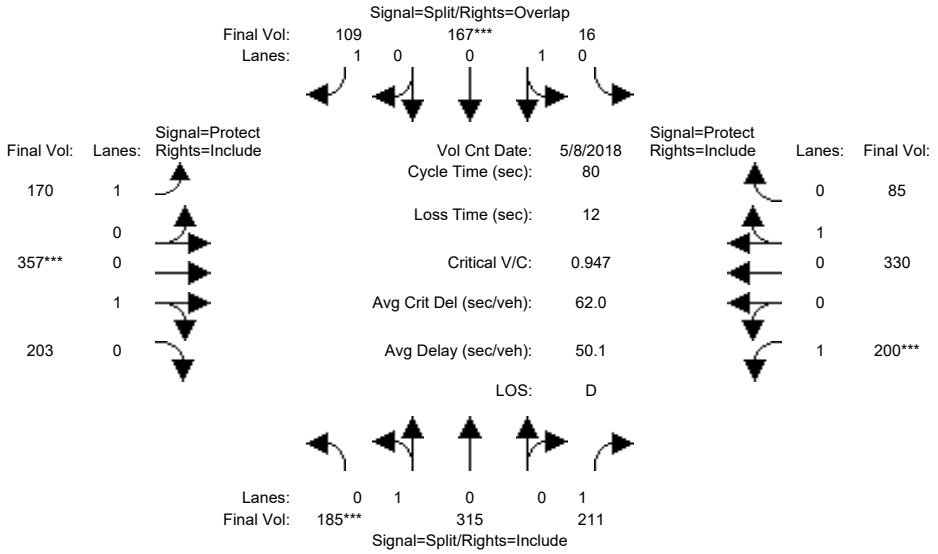
Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	185	294	211	16	138	67	142	357	203	200	330	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	294	211	16	138	67	142	357	203	200	330	85
Added Vol:	0	21	0	0	29	42	28	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	315	211	16	167	109	170	357	203	200	330	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	315	211	16	167	109	170	357	203	200	330	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	315	211	16	167	109	170	357	203	200	330	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	315	211	16	167	109	170	357	203	200	330	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.37	0.63	1.00	0.05	0.58	0.37	1.00	0.64	0.36	1.00	0.80	0.20
Final Sat.:	666	1134	1750	96	1001	653	1750	1147	652	1750	1431	369
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.12	0.17	0.17	0.17	0.10	0.31	0.31	0.11	0.23	0.23
Crit Moves:	****				****			****			****	
Green Time:	21.7	21.7	21.7	13.0	13.0	13.0	9.9	24.3	24.3	8.9	23.4	23.4
Volume/Cap:	1.02	1.02	0.44	1.02	1.02	1.02	0.79	1.02	1.02	1.02	0.79	0.79
Delay/Veh:	76.0	76.0	24.8	93.0	93.0	93.0	51.5	72.4	72.4	106.2	33.9	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.0	76.0	24.8	93.0	93.0	93.0	51.5	72.4	72.4	106.2	33.9	33.9
LOS by Move:	E	E	C	F	F	F	D	E	E	F	C	C
HCM2k95thQ:	35	35	10	25	25	25	13	38	38	19	22	22

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Proposed Proj AM (Miti)

Intersection #120: Condit Road and Main Avenue



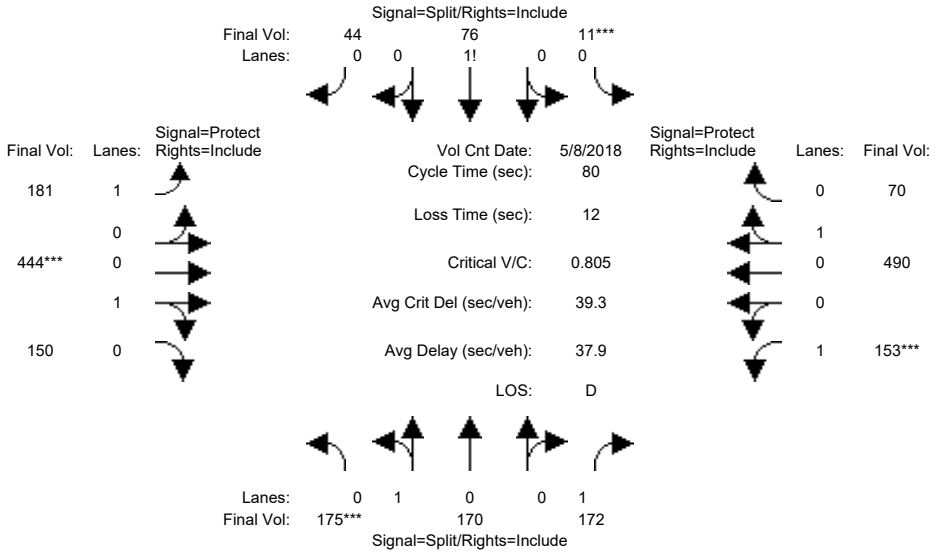
Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	185	294	211	16	138	67	142	357	203	200	330	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	294	211	16	138	67	142	357	203	200	330	85
Added Vol:	0	21	0	0	29	42	28	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	315	211	16	167	109	170	357	203	200	330	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	315	211	16	167	109	170	357	203	200	330	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	315	211	16	167	109	170	357	203	200	330	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	315	211	16	167	109	170	357	203	200	330	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.37	0.63	1.00	0.09	0.91	1.00	1.00	0.64	0.36	1.00	0.80	0.20
Final Sat.:	666	1134	1750	157	1643	1750	1750	1147	652	1750	1431	369
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.12	0.10	0.10	0.06	0.10	0.31	0.31	0.11	0.23	0.23
Crit Moves:	****				****			****			****	
Green Time:	22.9	22.9	22.9	10.0	10.0	20.4	10.4	25.7	25.7	9.4	24.7	24.7
Volume/Cap:	0.97	0.97	0.42	0.81	0.81	0.24	0.75	0.97	0.97	0.97	0.75	0.75
Delay/Veh:	60.1	60.1	23.7	53.9	53.9	24.0	46.3	56.6	56.6	89.0	30.4	30.4
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	60.1	23.7	53.9	53.9	24.0	46.3	56.6	56.6	89.0	30.4	30.4
LOS by Move:	E	E	C	D	D	C	D	E	E	F	C	C
HCM2k95thQ:	32	32	9	13	13	5	12	35	35	18	21	21

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #120: Condit Road and Main Avenue



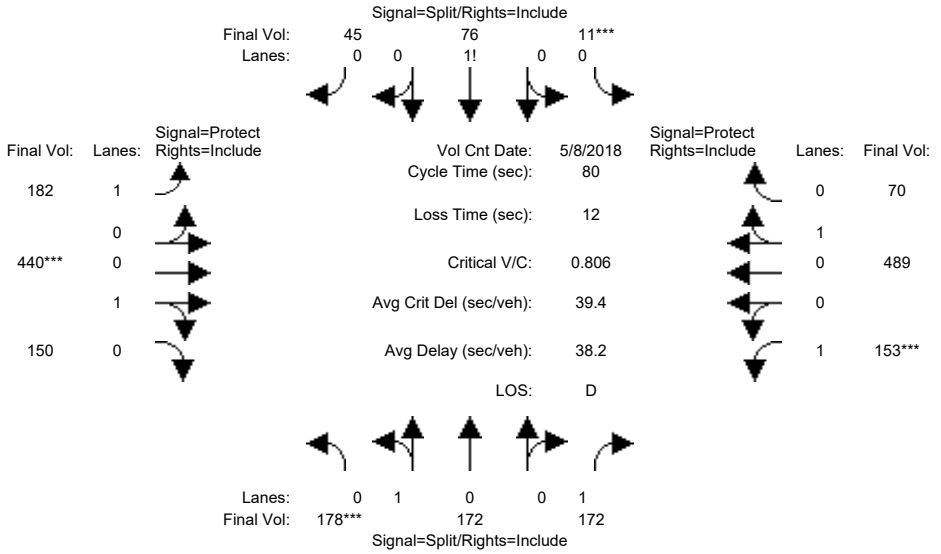
Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	175	170	172	11	76	44	181	444	150	153	490	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	170	172	11	76	44	181	444	150	153	490	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	170	172	11	76	44	181	444	150	153	490	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	170	172	11	76	44	181	444	150	153	490	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	170	172	11	76	44	181	444	150	153	490	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	175	170	172	11	76	44	181	444	150	153	490	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.51	0.49	1.00	0.08	0.58	0.34	1.00	0.75	0.25	1.00	0.87	0.13
Final Sat.:	913	887	1750	147	1015	588	1750	1345	455	1750	1575	225
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.10	0.07	0.07	0.07	0.10	0.33	0.33	0.09	0.31	0.31
Crit Moves:	****			****				****		****		
Green Time:	18.3	18.3	18.3	10.0	10.0	10.0	9.9	31.4	31.4	8.3	29.8	29.8
Volume/Cap:	0.84	0.84	0.43	0.60	0.60	0.60	0.83	0.84	0.84	0.84	0.83	0.83
Delay/Veh:	43.8	43.8	27.2	37.6	37.6	37.6	57.6	30.9	30.9	63.0	31.7	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	43.8	27.2	37.6	37.6	37.6	57.6	30.9	30.9	63.0	31.7	31.7
LOS by Move:	D	D	C	D	D	D	E	C	C	E	C	C
HCM2k95thQ:	21	21	8	9	9	9	14	29	29	13	28	28

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP + Proposed Proj AM

Intersection #120: Condit Road and Main Avenue



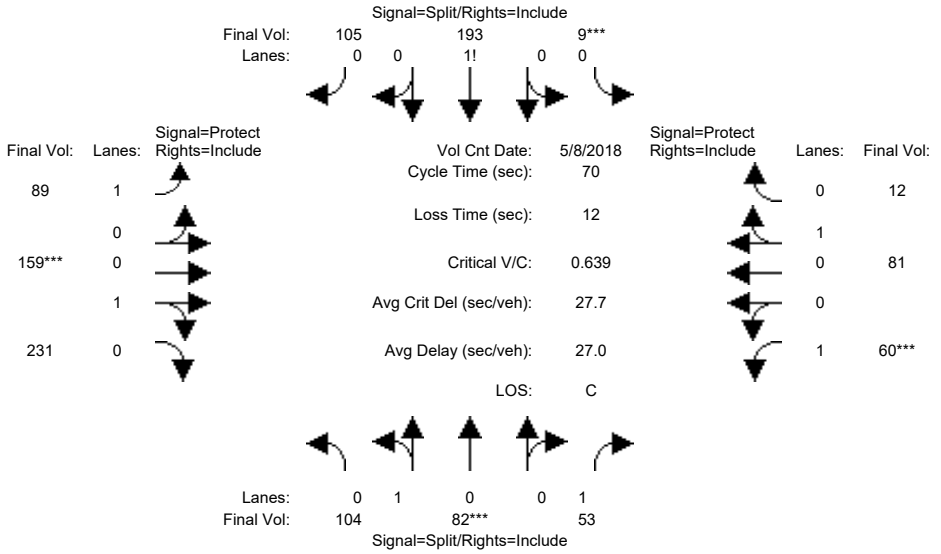
Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	178	172	172	11	76	45	182	440	150	153	489	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	172	172	11	76	45	182	440	150	153	489	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	172	172	11	76	45	182	440	150	153	489	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	172	172	11	76	45	182	440	150	153	489	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	172	172	11	76	45	182	440	150	153	489	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	172	172	11	76	45	182	440	150	153	489	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.51	0.49	1.00	0.08	0.58	0.34	1.00	0.75	0.25	1.00	0.87	0.13
Final Sat.:	915	885	1750	146	1008	597	1750	1342	458	1750	1575	225
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.10	0.08	0.08	0.08	0.10	0.33	0.33	0.09	0.31	0.31
Crit Moves:	****			****				****		****		
Green Time:	18.5	18.5	18.5	10.0	10.0	10.0	9.9	31.2	31.2	8.3	29.6	29.6
Volume/Cap:	0.84	0.84	0.43	0.60	0.60	0.60	0.84	0.84	0.84	0.84	0.84	0.84
Delay/Veh:	43.6	43.6	26.9	37.8	37.8	37.8	58.5	31.1	31.1	63.2	32.4	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	43.6	26.9	37.8	37.8	37.8	58.5	31.1	31.1	63.2	32.4	32.4
LOS by Move:	D	D	C	D	D	D	E	C	C	E	C	C
HCM2k95thQ:	21	21	8	9	9	9	14	29	29	13	28	28

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #120: Condit Road and Main Avenue



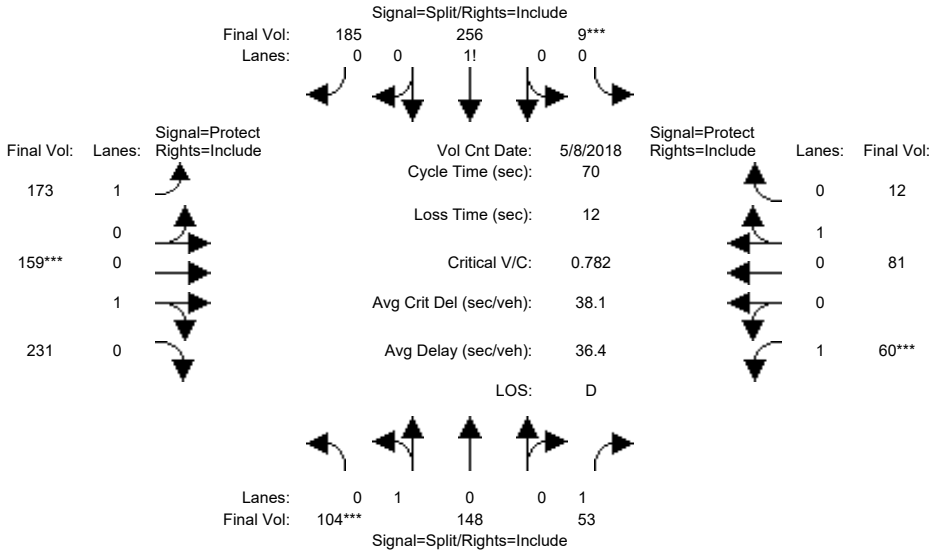
Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	104	82	53	9	193	105	89	159	231	60	81	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	82	53	9	193	105	89	159	231	60	81	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	82	53	9	193	105	89	159	231	60	81	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	82	53	9	193	105	89	159	231	60	81	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	82	53	9	193	105	89	159	231	60	81	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	82	53	9	193	105	89	159	231	60	81	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.56	0.44	1.00	0.03	0.63	0.34	1.00	0.41	0.59	1.00	0.87	0.13
Final Sat.:	1006	794	1750	51	1100	599	1750	734	1066	1750	1568	232
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.03	0.18	0.18	0.18	0.05	0.22	0.22	0.03	0.05	0.05
Crit Moves:		****		****				****		****		
Green Time:	10.6	10.6	10.6	18.1	18.1	18.1	12.1	22.3	22.3	7.0	17.2	17.2
Volume/Cap:	0.68	0.68	0.20	0.68	0.68	0.68	0.30	0.68	0.68	0.34	0.21	0.21
Delay/Veh:	34.9	34.9	26.3	27.6	27.6	27.6	25.8	24.1	24.1	30.5	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	34.9	26.3	27.6	27.6	27.6	25.8	24.1	24.1	30.5	21.2	21.2
LOS by Move:	C	C	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	11	11	3	15	15	15	4	17	17	3	4	4

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #120: Condit Road and Main Avenue



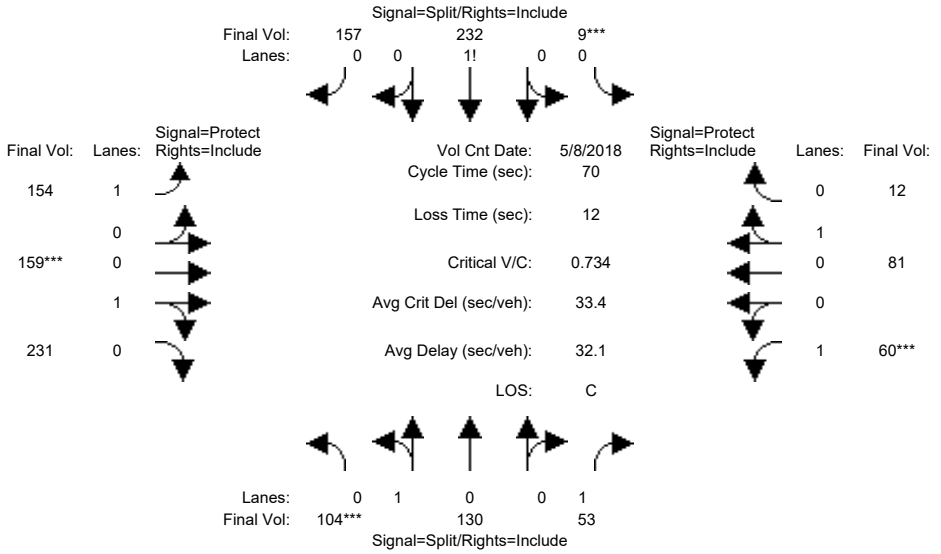
Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	104	82	53	9	193	105	89	159	231	60	81	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	82	53	9	193	105	89	159	231	60	81	12
Added Vol:	0	66	0	0	63	80	84	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	148	53	9	256	185	173	159	231	60	81	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	148	53	9	256	185	173	159	231	60	81	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	148	53	9	256	185	173	159	231	60	81	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	148	53	9	256	185	173	159	231	60	81	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.41	0.59	1.00	0.02	0.57	0.41	1.00	0.41	0.59	1.00	0.87	0.13
Final Sat.:	743	1057	1750	35	996	719	1750	734	1066	1750	1568	232
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.03	0.26	0.26	0.26	0.10	0.22	0.22	0.03	0.05	0.05
Crit Moves:	****			****				****		****		
Green Time:	11.6	11.6	11.6	21.4	21.4	21.4	10.3	18.0	18.0	7.0	14.7	14.7
Volume/Cap:	0.84	0.84	0.18	0.84	0.84	0.84	0.67	0.84	0.84	0.34	0.25	0.25
Delay/Veh:	47.3	47.3	25.4	34.3	34.3	34.3	35.0	37.8	37.8	30.5	23.4	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:	47.3	47.3	25.4	34.3	34.3	34.3	35.0	37.8	37.8	30.5	23.4	23.4
LOS by Move:	D	D	C	C	C	C	D	D	D	C	C	C
HCM2k95thQ:	16	16	2	23	23	23	10	21	21	3	4	4

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #120: Condit Road and Main Avenue



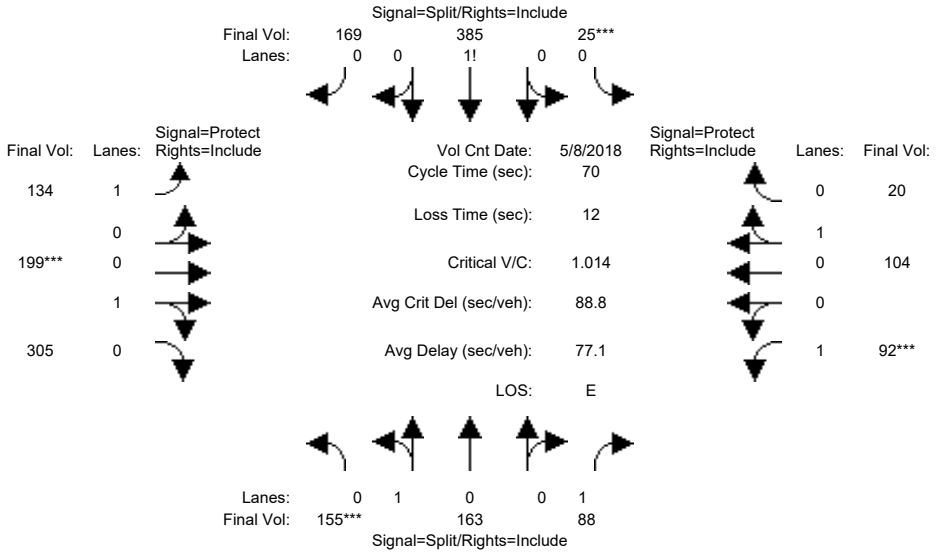
Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	104	82	53	9	193	105	89	159	231	60	81	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	82	53	9	193	105	89	159	231	60	81	12
Added Vol:	0	48	0	0	39	52	65	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	130	53	9	232	157	154	159	231	60	81	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	130	53	9	232	157	154	159	231	60	81	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	130	53	9	232	157	154	159	231	60	81	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	130	53	9	232	157	154	159	231	60	81	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.44	0.56	1.00	0.02	0.59	0.39	1.00	0.41	0.59	1.00	0.87	0.13
Final Sat.:	800	1000	1750	40	1020	690	1750	734	1066	1750	1568	232
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.03	0.23	0.23	0.23	0.09	0.22	0.22	0.03	0.05	0.05
Crit Moves:	****			****				****		****		
Green Time:	11.5	11.5	11.5	20.2	20.2	20.2	10.8	19.2	19.2	7.0	15.4	15.4
Volume/Cap:	0.79	0.79	0.18	0.79	0.79	0.79	0.57	0.79	0.79	0.34	0.23	0.23
Delay/Veh:	41.2	41.2	25.5	31.0	31.0	31.0	30.3	31.7	31.7	30.5	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:	41.2	41.2	25.5	31.0	31.0	31.0	30.3	31.7	31.7	30.5	22.7	22.7
LOS by Move:	D	D	C	C	C	C	C	C	C	C	C	C
HCM2k95thQ:	14	14	2	20	20	20	8	19	19	3	4	4

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 No Project PM

Intersection #120: Condit Road and Main Avenue



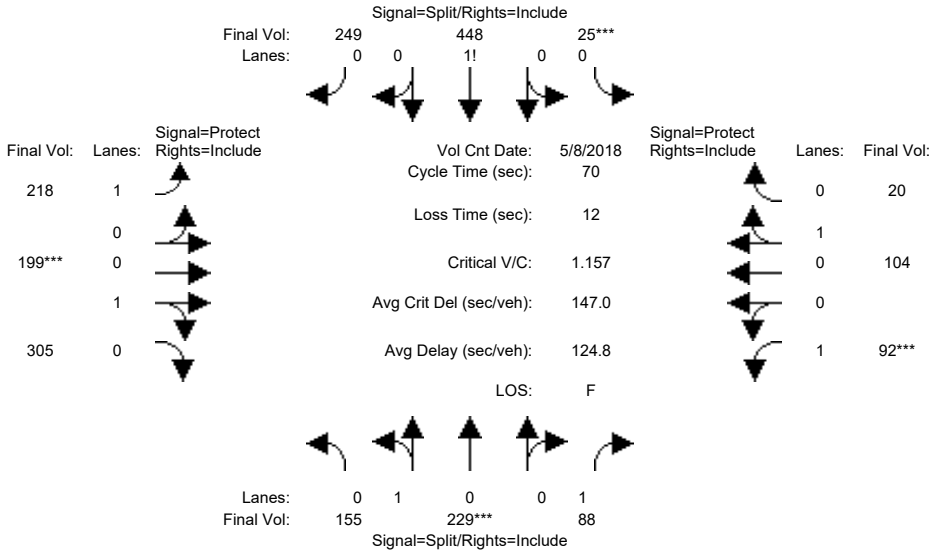
Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	155	163	88	25	385	169	134	199	305	92	104	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	163	88	25	385	169	134	199	305	92	104	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	163	88	25	385	169	134	199	305	92	104	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	163	88	25	385	169	134	199	305	92	104	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	163	88	25	385	169	134	199	305	92	104	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	163	88	25	385	169	134	199	305	92	104	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.49	0.51	1.00	0.04	0.67	0.29	1.00	0.39	0.61	1.00	0.84	0.16
Final Sat.:	877	923	1750	76	1164	511	1750	711	1089	1750	1510	290
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.05	0.33	0.33	0.33	0.08	0.28	0.28	0.05	0.07	0.07
Crit Moves:	****			****				****		****		
Green Time:	11.4	11.4	11.4	21.4	21.4	21.4	10.3	18.1	18.1	7.0	14.8	14.8
Volume/Cap:	1.08	1.08	0.31	1.08	1.08	1.08	0.52	1.08	1.08	0.53	0.33	0.33
Delay/Veh:	105.0	105	26.4	86.8	86.8	86.8	29.4	91.1	91.1	32.9	23.9	23.9
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:	105.0	105	26.4	86.8	86.8	86.8	29.4	91.1	91.1	32.9	23.9	23.9
LOS by Move:	F	F	C	F	F	F	C	F	F	C	C	C
HCM2k95thQ:	26	26	4	41	41	41	7	36	36	6	5	5

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Approved Proj PM

Intersection #120: Condit Road and Main Avenue



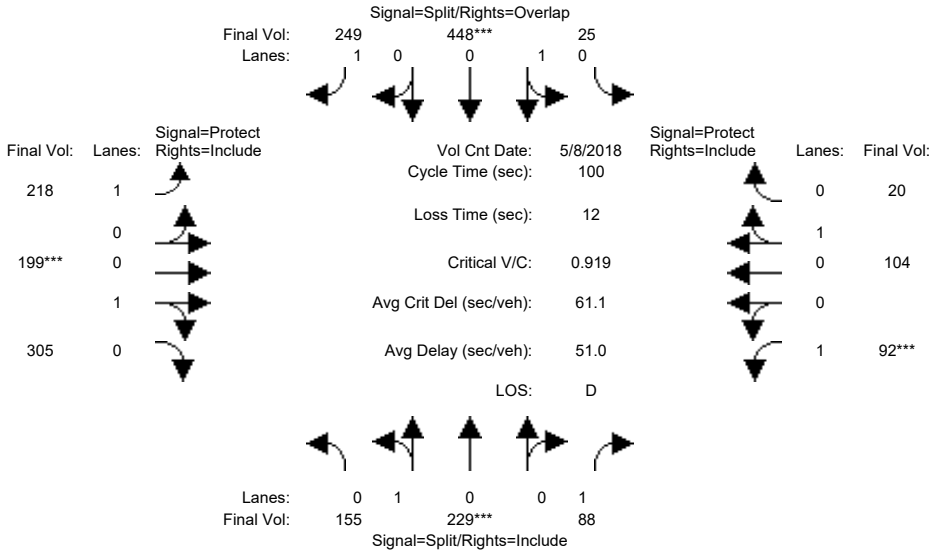
Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	155	163	88	25	385	169	134	199	305	92	104	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	163	88	25	385	169	134	199	305	92	104	20
Added Vol:	0	66	0	0	63	80	84	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	229	88	25	448	249	218	199	305	92	104	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	229	88	25	448	249	218	199	305	92	104	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	229	88	25	448	249	218	199	305	92	104	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	229	88	25	448	249	218	199	305	92	104	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.40	0.60	1.00	0.03	0.63	0.34	1.00	0.39	0.61	1.00	0.84	0.16
Final Sat.:	727	1073	1750	61	1086	604	1750	711	1089	1750	1510	290
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.05	0.41	0.41	0.41	0.12	0.28	0.28	0.05	0.07	0.07
Crit Moves:		****		****				****		****		
Green Time:	12.0	12.0	12.0	23.2	23.2	23.2	10.6	15.8	15.8	7.0	12.2	12.2
Volume/Cap:	1.24	1.24	0.29	1.24	1.24	1.24	0.82	1.24	1.24	0.53	0.40	0.40
Delay/Veh:	162.9	163	25.8	147.0	147	147.0	47.1	156	155.9	32.9	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	162.9	163	25.8	147.0	147	147.0	47.1	156	155.9	32.9	26.5	26.5
LOS by Move:	F	F	C	F	F	F	D	F	F	C	C	C
HCM2k95thQ:	36	36	4	61	61	61	14	45	45	6	6	6

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Approved Proj PM (Miti)

Intersection #120: Condit Road and Main Avenue



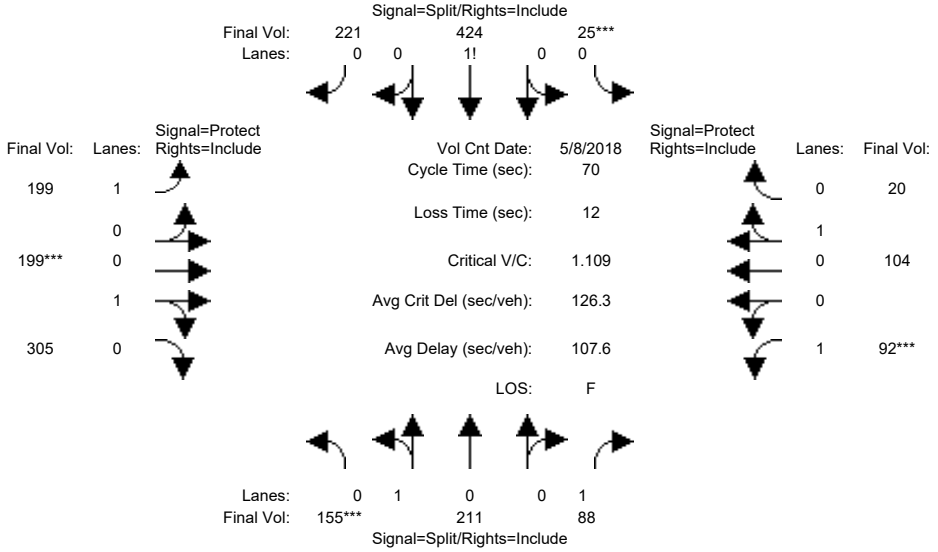
Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	155	163	88	25	385	169	134	199	305	92	104	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	163	88	25	385	169	134	199	305	92	104	20
Added Vol:	0	66	0	0	63	80	84	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	229	88	25	448	249	218	199	305	92	104	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	229	88	25	448	249	218	199	305	92	104	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	229	88	25	448	249	218	199	305	92	104	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	229	88	25	448	249	218	199	305	92	104	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.40	0.60	1.00	0.05	0.95	1.00	1.00	0.39	0.61	1.00	0.84	0.16
Final Sat.:	727	1073	1750	95	1705	1750	1750	711	1089	1750	1510	290
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.05	0.26	0.26	0.14	0.12	0.28	0.28	0.05	0.07	0.07
Crit Moves:		****			****			****			****	
Green Time:	22.9	22.9	22.9	28.2	28.2	48.7	20.5	30.0	30.0	7.0	16.5	16.5
Volume/Cap:	0.93	0.93	0.22	0.93	0.93	0.29	0.61	0.93	0.93	0.75	0.42	0.42
Delay/Veh:	66.1	66.1	31.6	59.5	59.5	15.5	39.1	57.5	57.5	68.2	38.4	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.1	66.1	31.6	59.5	59.5	15.5	39.1	57.5	57.5	68.2	38.4	38.4
LOS by Move:	E	E	C	E	E	B	D	E	E	E	D	D
HCM2k95thQ:	29	29	5	33	33	10	14	35	35	9	8	8

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Proposed Proj PM

Intersection #120: Condit Road and Main Avenue



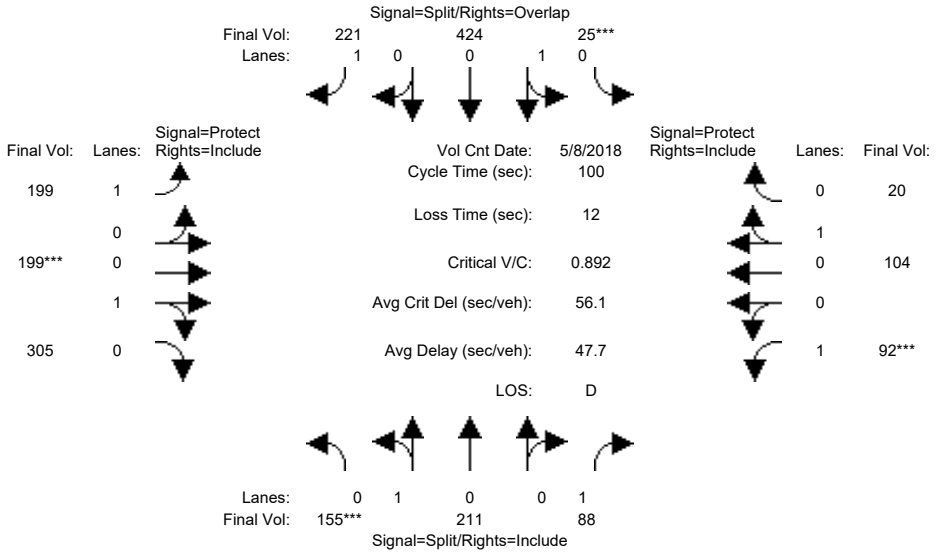
Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	155	163	88	25	385	169	134	199	305	92	104	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	163	88	25	385	169	134	199	305	92	104	20
Added Vol:	0	48	0	0	39	52	65	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	211	88	25	424	221	199	199	305	92	104	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	211	88	25	424	221	199	199	305	92	104	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	211	88	25	424	221	199	199	305	92	104	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	211	88	25	424	221	199	199	305	92	104	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.42	0.58	1.00	0.04	0.63	0.33	1.00	0.39	0.61	1.00	0.84	0.16
Final Sat.:	762	1038	1750	65	1107	577	1750	711	1089	1750	1510	290
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.05	0.38	0.38	0.38	0.11	0.28	0.28	0.05	0.07	0.07
Crit Moves:	****			****				****		****		
Green Time:	12.0	12.0	12.0	22.5	22.5	22.5	10.4	16.5	16.5	7.0	13.1	13.1
Volume/Cap:	1.19	1.19	0.29	1.19	1.19	1.19	0.76	1.19	1.19	0.53	0.37	0.37
Delay/Veh:	141.8	142	25.9	125.5	126	125.5	41.3	133	133.1	32.9	25.5	25.5
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:	141.8	142	25.9	125.5	126	125.5	41.3	133	133.1	32.9	25.5	25.5
LOS by Move:	F	F	C	F	F	F	D	F	F	C	C	C
HCM2k95thQ:	33	33	4	53	53	53	13	42	42	6	6	6

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Proposed Proj PM (Miti)

Intersection #120: Condit Road and Main Avenue



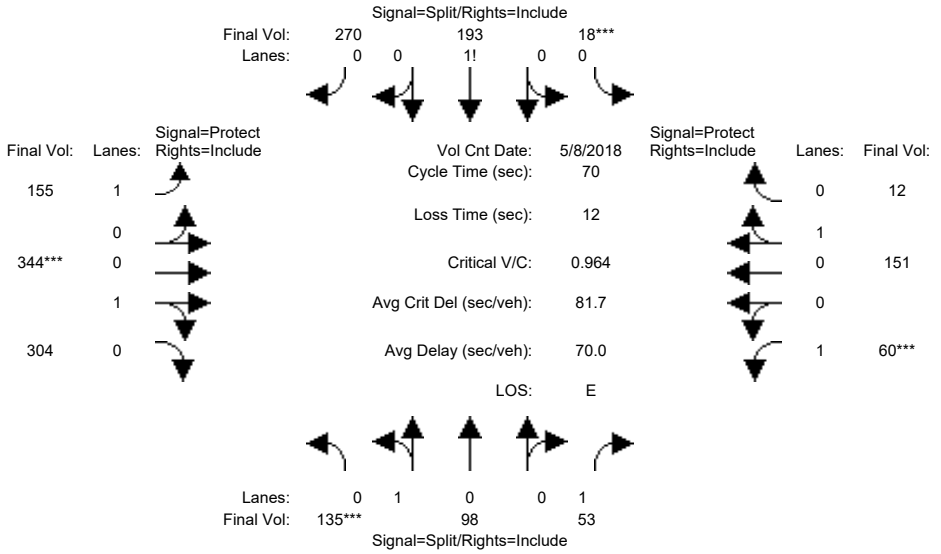
Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	155	163	88	25	385	169	134	199	305	92	104	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	163	88	25	385	169	134	199	305	92	104	20
Added Vol:	0	48	0	0	39	52	65	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	211	88	25	424	221	199	199	305	92	104	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	211	88	25	424	221	199	199	305	92	104	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	211	88	25	424	221	199	199	305	92	104	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	211	88	25	424	221	199	199	305	92	104	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.95	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.42	0.58	1.00	0.06	0.94	1.00	1.00	0.39	0.61	1.00	0.84	0.16
Final Sat.:	762	1038	1750	100	1700	1750	1750	711	1089	1750	1510	290
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.05	0.25	0.25	0.13	0.11	0.28	0.28	0.05	0.07	0.07
Crit Moves:	****			****				****		****		
Green Time:	22.5	22.5	22.5	27.6	27.6	47.8	20.2	31.0	31.0	7.0	17.8	17.8
Volume/Cap:	0.90	0.90	0.22	0.90	0.90	0.26	0.56	0.90	0.90	0.75	0.39	0.39
Delay/Veh:	60.9	60.9	31.9	54.9	54.9	15.8	38.0	51.3	51.3	68.2	37.1	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	60.9	31.9	54.9	54.9	15.8	38.0	51.3	51.3	68.2	37.1	37.1
LOS by Move:	E	E	C	D	D	B	D	D	D	E	D	D
HCM2k95thQ:	27	27	5	31	31	9	13	33	33	9	8	8

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #120: Condit Road and Main Avenue



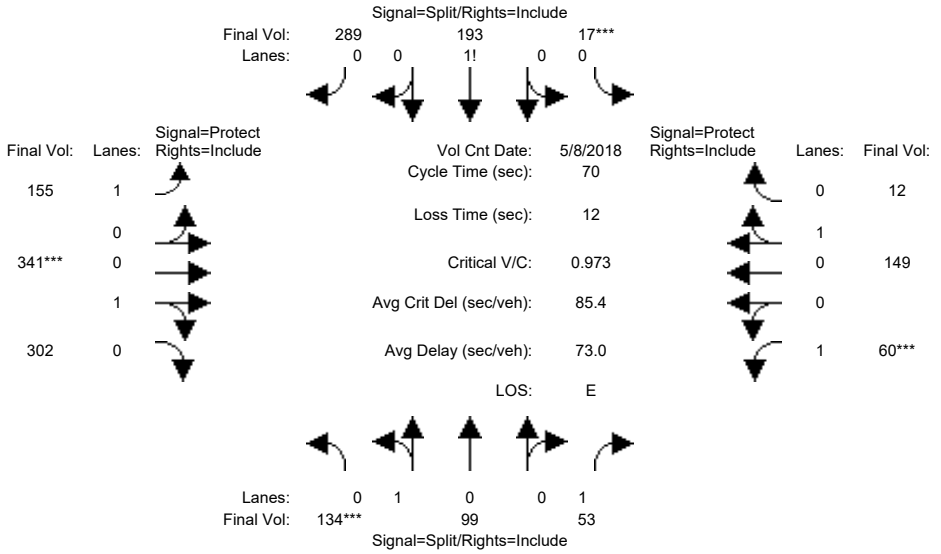
Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	135	98	53	18	193	270	155	344	304	60	151	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	98	53	18	193	270	155	344	304	60	151	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	98	53	18	193	270	155	344	304	60	151	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	98	53	18	193	270	155	344	304	60	151	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	98	53	18	193	270	155	344	304	60	151	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	98	53	18	193	270	155	344	304	60	151	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.58	0.42	1.00	0.04	0.40	0.56	1.00	0.53	0.47	1.00	0.93	0.07
Final Sat.:	1043	757	1750	65	702	982	1750	956	844	1750	1667	133
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.03	0.27	0.27	0.27	0.09	0.36	0.36	0.03	0.09	0.09
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	10.0	17.8	17.8	17.8	12.5	23.2	23.2	7.0	17.8	17.8
Volume/Cap:	0.91	0.91	0.21	1.08	1.08	1.08	0.50	1.08	1.08	0.34	0.36	0.36
Delay/Veh:	62.0	62.0	26.9	93.3	93.3	93.3	27.2	85.0	85.0	30.5	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:	62.0	62.0	26.9	93.3	93.3	93.3	27.2	85.0	85.0	30.5	21.9	21.9
LOS by Move:	E	E	C	F	F	F	C	F	F	C	C	C
HCM2k95thQ:	17	17	3	36	36	36	8	43	43	3	7	7

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP + Proposed Proj PM

Intersection #120: Condit Road and Main Avenue



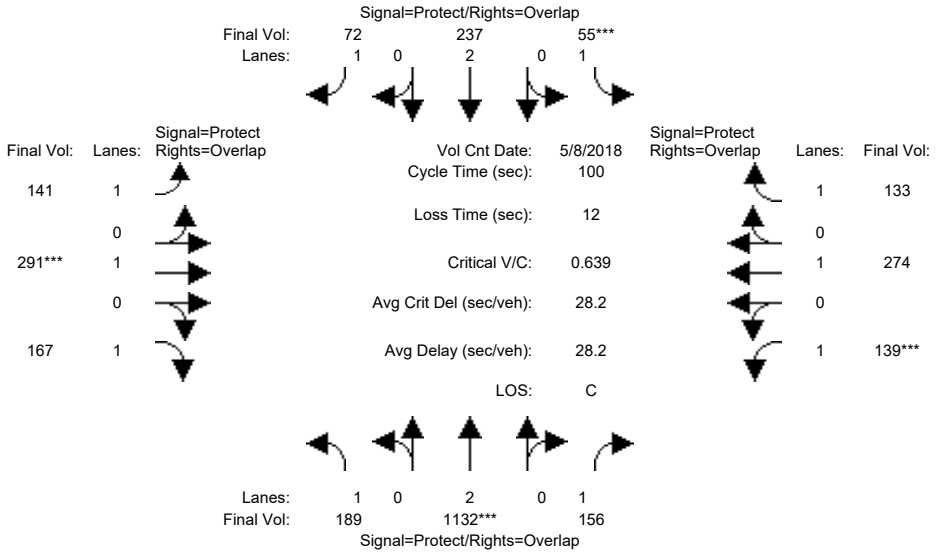
Street Name:	Condit Road						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	134	99	53	17	193	289	155	341	302	60	149	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	99	53	17	193	289	155	341	302	60	149	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	99	53	17	193	289	155	341	302	60	149	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	99	53	17	193	289	155	341	302	60	149	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	99	53	17	193	289	155	341	302	60	149	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	99	53	17	193	289	155	341	302	60	149	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.58	0.42	1.00	0.03	0.39	0.58	1.00	0.53	0.47	1.00	0.93	0.07
Final Sat.:	1035	765	1750	60	677	1014	1750	955	845	1750	1666	134
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.03	0.29	0.29	0.29	0.09	0.36	0.36	0.03	0.09	0.09
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	10.0	18.2	18.2	18.2	12.3	22.8	22.8	7.0	17.5	17.5
Volume/Cap:	0.91	0.91	0.21	1.10	1.10	1.10	0.51	1.10	1.10	0.34	0.36	0.36
Delay/Veh:	62.0	62.0	26.9	96.9	96.9	96.9	27.5	90.0	90.0	30.5	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.0	62.0	26.9	96.9	96.9	96.9	27.5	90.0	90.0	30.5	22.1	22.1
LOS by Move:	E	E	C	F	F	F	C	F	F	C	C	C
HCM2k95thQ:	17	17	3	37	37	37	8	44	44	3	7	7

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #119: Butterfield Boulevard and Main Avenue



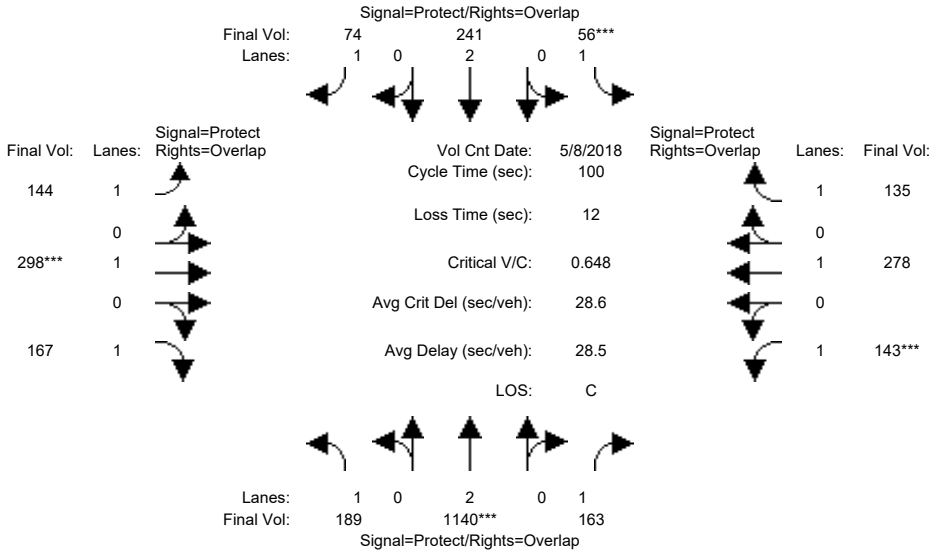
Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	189	1132	156	55	237	72	141	291	167	139	274	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	1132	156	55	237	72	141	291	167	139	274	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	1132	156	55	237	72	141	291	167	139	274	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	1132	156	55	237	72	141	291	167	139	274	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	1132	156	55	237	72	141	291	167	139	274	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	1132	156	55	237	72	141	291	167	139	274	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	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	0.30	0.09	0.03	0.06	0.04	0.08	0.15	0.10	0.08	0.14	0.08
Crit Moves:		****		****				****		****		
Green Time:	27.3	45.5	57.6	7.0	25.2	38.0	12.7	23.4	50.6	12.1	22.8	29.8
Volume/Cap:	0.40	0.65	0.15	0.45	0.25	0.11	0.63	0.65	0.19	0.65	0.63	0.26
Delay/Veh:	30.2	22.1	9.9	47.3	29.9	20.1	47.2	38.2	13.6	49.1	37.9	26.9
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:	30.2	22.1	9.9	47.3	29.9	20.1	47.2	38.2	13.6	49.1	37.9	26.9
LOS by Move:	C	C	A	D	C	C	D	D	B	D	D	C
HCM2k95thQ:	9	23	5	4	6	3	9	15	6	11	16	7

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #119: Butterfield Boulevard and Main Avenue



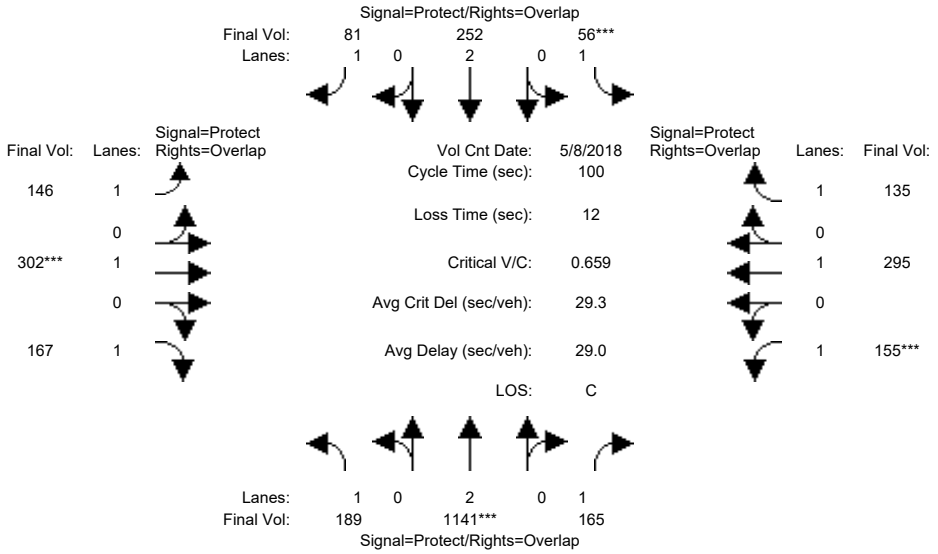
Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	189	1132	156	55	237	72	141	291	167	139	274	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	1132	156	55	237	72	141	291	167	139	274	133
Added Vol:	0	8	7	1	4	2	3	7	0	4	4	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	1140	163	56	241	74	144	298	167	143	278	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	1140	163	56	241	74	144	298	167	143	278	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	1140	163	56	241	74	144	298	167	143	278	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	1140	163	56	241	74	144	298	167	143	278	135
Saturation Flow 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	0.30	0.09	0.03	0.06	0.04	0.08	0.16	0.10	0.08	0.15	0.08
Crit Moves:		****		****				****		****		
Green Time:	27.1	45.1	57.4	7.0	25.1	38.0	12.9	23.6	50.7	12.3	23.0	30.0
Volume/Cap:	0.40	0.66	0.16	0.46	0.25	0.11	0.64	0.66	0.19	0.66	0.64	0.26
Delay/Veh:	30.4	22.5	10.1	47.4	30.1	20.2	47.2	38.4	13.6	49.5	37.9	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:	30.4	22.5	10.1	47.4	30.1	20.2	47.2	38.4	13.6	49.5	37.9	26.8
LOS by Move:	C	C	B	D	C	C	D	D	B	D	D	C
HCM2k95thQ:	9	23	5	4	6	3	9	15	6	11	16	7

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #119: Butterfield Boulevard and Main Avenue



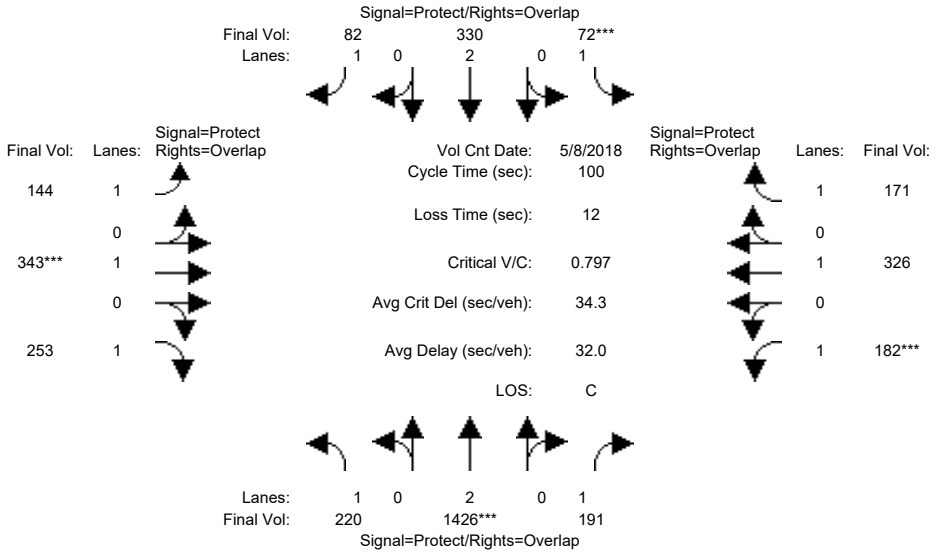
Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	189	1132	156	55	237	72	141	291	167	139	274	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	1132	156	55	237	72	141	291	167	139	274	133
Added Vol:	0	9	9	1	15	9	5	11	0	16	21	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	1141	165	56	252	81	146	302	167	155	295	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	1141	165	56	252	81	146	302	167	155	295	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	1141	165	56	252	81	146	302	167	155	295	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	1141	165	56	252	81	146	302	167	155	295	135
Saturation Flow 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	0.30	0.09	0.03	0.07	0.05	0.08	0.16	0.10	0.09	0.16	0.08
Crit Moves:		****		****				****		****		
Green Time:	26.7	44.4	57.5	7.0	24.7	37.5	12.8	23.5	50.2	13.1	23.8	30.8
Volume/Cap:	0.40	0.68	0.16	0.46	0.27	0.12	0.65	0.68	0.19	0.68	0.65	0.25
Delay/Veh:	30.7	23.2	10.1	47.4	30.5	20.6	48.2	38.9	13.8	49.2	37.7	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.7	23.2	10.1	47.4	30.5	20.6	48.2	38.9	13.8	49.2	37.7	26.2
LOS by Move:	C	C	B	D	C	C	D	D	B	D	D	C
HCM2k95thQ:	9	24	5	4	6	3	9	16	6	12	17	7

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 No Project AM

Intersection #119: Butterfield Boulevard and Main Avenue



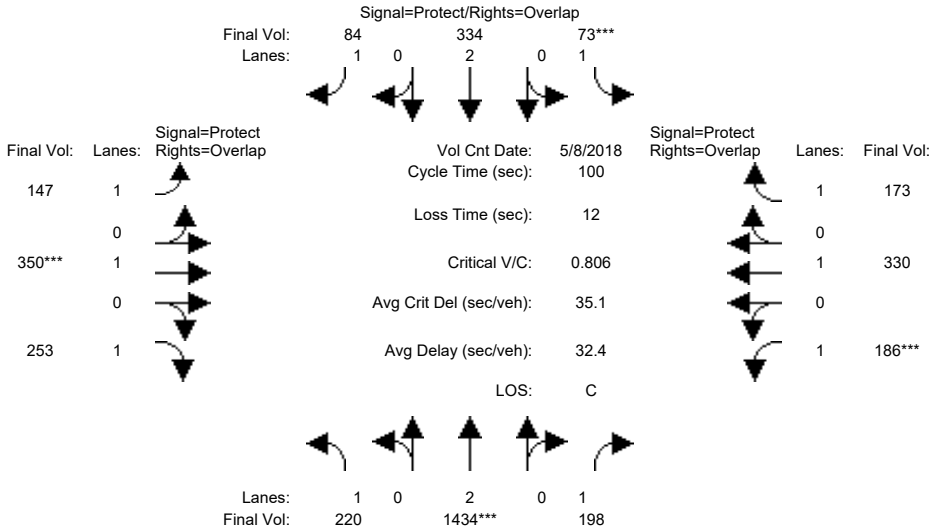
Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	220	1426	191	72	330	82	144	343	253	182	326	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1426	191	72	330	82	144	343	253	182	326	171
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1426	191	72	330	82	144	343	253	182	326	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1426	191	72	330	82	144	343	253	182	326	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1426	191	72	330	82	144	343	253	182	326	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	1426	191	72	330	82	144	343	253	182	326	171
Saturation Flow 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:	0.13	0.38	0.11	0.04	0.09	0.05	0.08	0.18	0.14	0.10	0.17	0.10
Crit Moves:		****		****				****		****		
Green Time:	29.6	46.1	58.8	7.0	23.5	34.8	11.3	22.2	51.7	12.8	23.6	30.6
Volume/Cap:	0.43	0.81	0.19	0.59	0.37	0.13	0.73	0.81	0.28	0.81	0.73	0.32
Delay/Veh:	28.9	26.3	9.6	52.4	32.3	22.4	55.5	48.6	13.8	62.5	41.1	27.0
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:	28.9	26.3	9.6	52.4	32.3	22.4	55.5	48.6	13.8	62.5	41.1	27.0
LOS by Move:	C	C	A	D	C	C	E	D	B	E	D	C
HCM2k95thQ:	10	30	5	5	8	4	9	18	9	15	20	9

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Approved Proj AM

Intersection #119: Butterfield Boulevard and Main Avenue



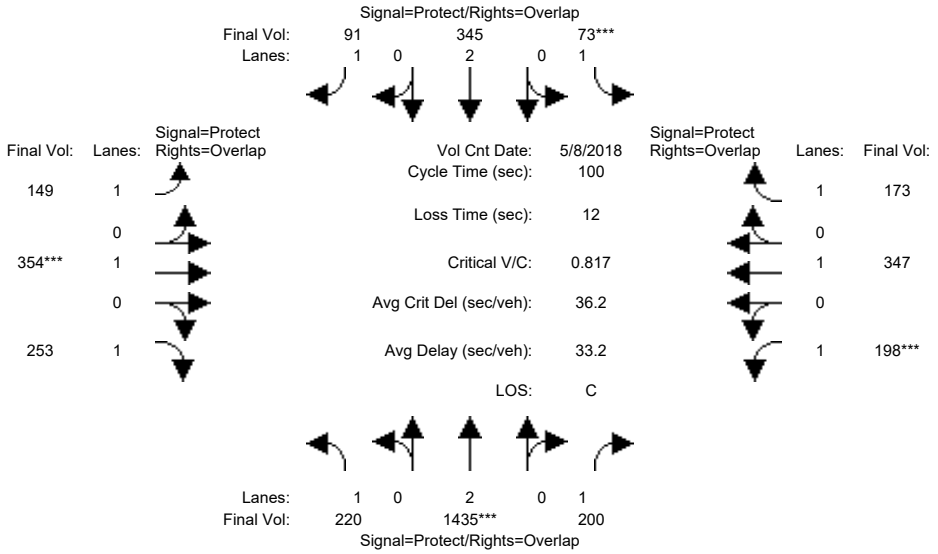
Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	220	1426	191	72	330	82	144	343	253	182	326	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1426	191	72	330	82	144	343	253	182	326	171
Added Vol:	0	8	7	1	4	2	3	7	0	4	4	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1434	198	73	334	84	147	350	253	186	330	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1434	198	73	334	84	147	350	253	186	330	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1434	198	73	334	84	147	350	253	186	330	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	1434	198	73	334	84	147	350	253	186	330	173
Saturation Flow 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:	0.13	0.38	0.11	0.04	0.09	0.05	0.08	0.18	0.14	0.11	0.17	0.10
Crit Moves:		****		****				****		****		
Green Time:	29.4	45.8	58.7	7.0	23.4	34.9	11.5	22.3	51.7	12.9	23.7	30.7
Volume/Cap:	0.43	0.82	0.19	0.60	0.38	0.14	0.73	0.82	0.28	0.82	0.73	0.32
Delay/Veh:	29.1	27.0	9.7	52.9	32.5	22.4	55.6	49.4	13.8	63.7	41.2	27.0
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:	29.1	27.0	9.7	52.9	32.5	22.4	55.6	49.4	13.8	63.7	41.2	27.0
LOS by Move:	C	C	A	D	C	C	E	D	B	E	D	C
HCM2k95thQ:	10	30	6	5	8	4	9	19	9	16	20	9

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Proposed Proj AM

Intersection #119: Butterfield Boulevard and Main Avenue



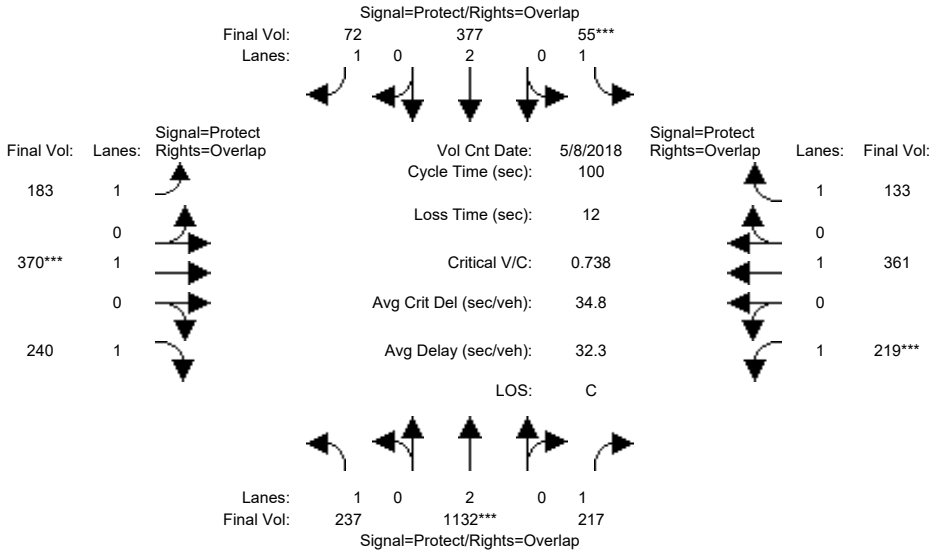
Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	220	1426	191	72	330	82	144	343	253	182	326	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1426	191	72	330	82	144	343	253	182	326	171
Added Vol:	0	9	9	1	15	9	5	11	0	16	21	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1435	200	73	345	91	149	354	253	198	347	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1435	200	73	345	91	149	354	253	198	347	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1435	200	73	345	91	149	354	253	198	347	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	1435	200	73	345	91	149	354	253	198	347	173
Saturation Flow 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:	0.13	0.38	0.11	0.04	0.09	0.05	0.09	0.19	0.14	0.11	0.18	0.10
Crit Moves:		****		****				****		****		
Green Time:	29.1	45.2	58.7	7.0	23.1	34.5	11.4	22.3	51.3	13.5	24.4	31.4
Volume/Cap:	0.43	0.84	0.19	0.60	0.39	0.15	0.75	0.84	0.28	0.84	0.75	0.31
Delay/Veh:	29.4	27.9	9.7	52.9	32.8	22.7	57.3	50.6	14.0	64.1	41.5	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:	29.4	27.9	9.7	52.9	32.8	22.7	57.3	50.6	14.0	64.1	41.5	26.4
LOS by Move:	C	C	A	D	C	C	E	D	B	E	D	C
HCM2k95thQ:	11	31	6	5	9	4	9	19	9	17	21	9

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #119: Butterfield Boulevard and Main Avenue



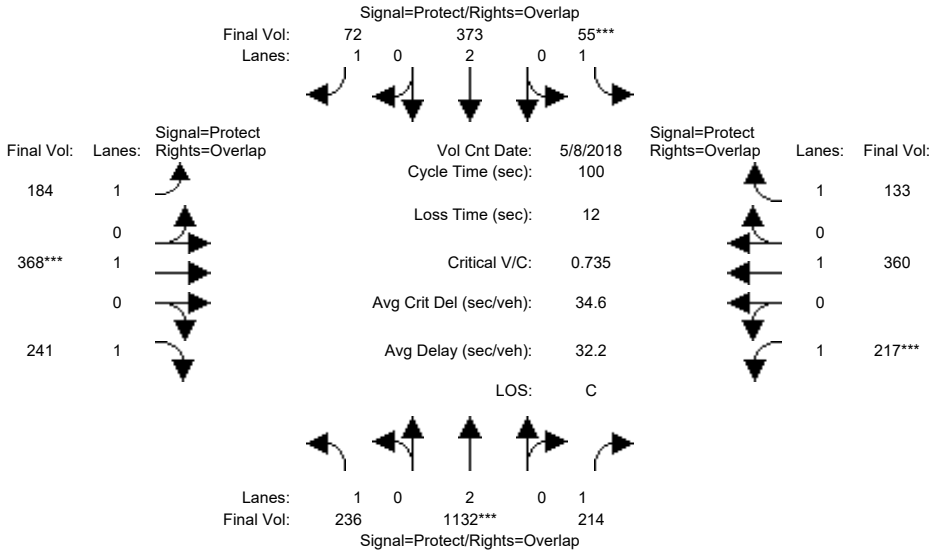
Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	237	1132	217	55	377	72	183	370	240	219	361	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	1132	217	55	377	72	183	370	240	219	361	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	237	1132	217	55	377	72	183	370	240	219	361	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	1132	217	55	377	72	183	370	240	219	361	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	1132	217	55	377	72	183	370	240	219	361	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	1132	217	55	377	72	183	370	240	219	361	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	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:	0.14	0.30	0.12	0.03	0.10	0.04	0.10	0.19	0.14	0.13	0.19	0.08
Crit Moves:		****		****				****		****		
Green Time:	26.5	39.1	55.5	7.0	19.6	34.5	14.9	25.5	52.0	16.4	27.1	34.1
Volume/Cap:	0.51	0.76	0.22	0.45	0.51	0.12	0.70	0.76	0.26	0.76	0.70	0.22
Delay/Veh:	32.2	28.8	11.4	47.3	36.5	22.5	48.8	41.5	13.5	51.4	37.2	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.2	28.8	11.4	47.3	36.5	22.5	48.8	41.5	13.5	51.4	37.2	23.7
LOS by Move:	C	C	B	D	D	C	D	D	B	D	D	C
HCM2k95thQ:	12	25	7	4	10	3	10	18	8	16	20	6

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP + Proposed Proj AM

Intersection #119: Butterfield Boulevard and Main Avenue



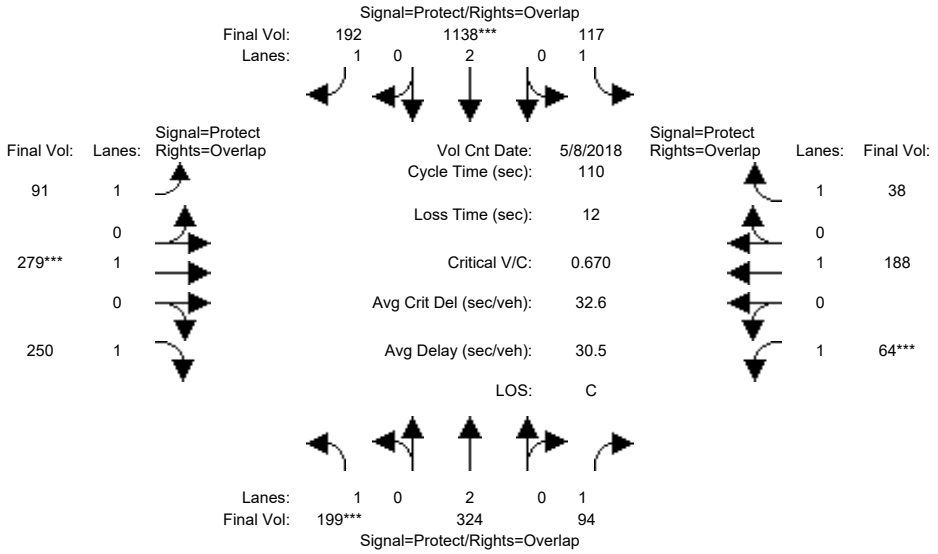
Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	236	1132	214	55	373	72	184	368	241	217	360	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	1132	214	55	373	72	184	368	241	217	360	133
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	1132	214	55	373	72	184	368	241	217	360	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	1132	214	55	373	72	184	368	241	217	360	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	1132	214	55	373	72	184	368	241	217	360	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	1132	214	55	373	72	184	368	241	217	360	133
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	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:	0.13	0.30	0.12	0.03	0.10	0.04	0.11	0.19	0.14	0.12	0.19	0.08
Crit Moves:		****		****				****		****		
Green Time:	26.5	39.2	55.5	7.0	19.7	34.6	14.9	25.5	52.0	16.3	26.9	33.9
Volume/Cap:	0.51	0.76	0.22	0.45	0.50	0.12	0.70	0.76	0.26	0.76	0.70	0.22
Delay/Veh:	32.1	28.7	11.4	47.3	36.3	22.4	48.9	41.3	13.5	51.2	37.4	23.8
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:	32.1	28.7	11.4	47.3	36.3	22.4	48.9	41.3	13.5	51.2	37.4	23.8
LOS by Move:	C	C	B	D	D	C	D	D	B	D	D	C
HCM2k95thQ:	12	25	7	4	10	3	10	18	8	16	20	6

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #119: Butterfield Boulevard and Main Avenue



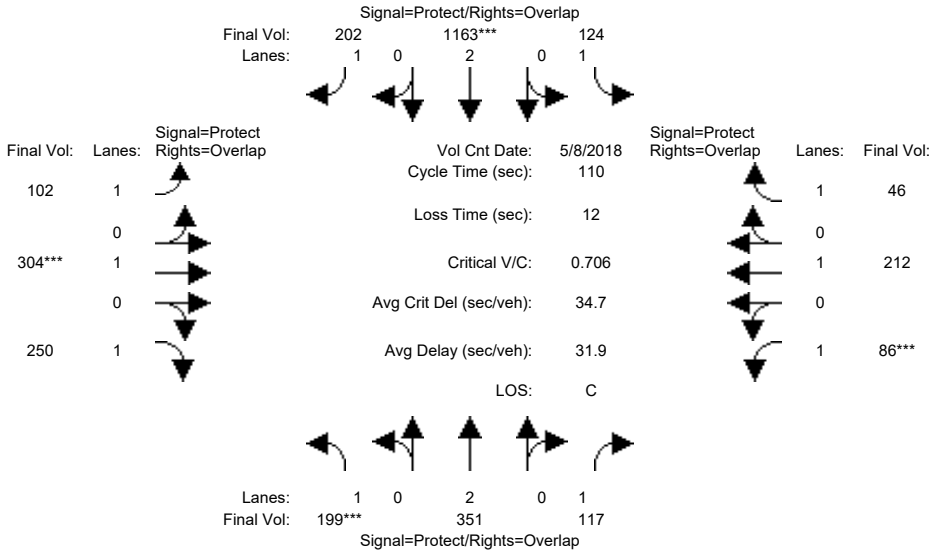
Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	199	324	94	117	1138	192	91	279	250	64	188	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	324	94	117	1138	192	91	279	250	64	188	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	324	94	117	1138	192	91	279	250	64	188	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	324	94	117	1138	192	91	279	250	64	188	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	324	94	117	1138	192	91	279	250	64	188	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	324	94	117	1138	192	91	279	250	64	188	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	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	0.09	0.05	0.07	0.30	0.11	0.05	0.15	0.14	0.04	0.10	0.02
Crit Moves:	****				****			****			****	
Green Time:	18.5	38.7	45.7	28.5	48.7	60.7	12.1	23.9	42.3	7.0	18.8	47.2
Volume/Cap:	0.68	0.24	0.13	0.26	0.68	0.20	0.47	0.68	0.37	0.57	0.58	0.05
Delay/Veh:	49.2	25.4	19.9	32.7	25.5	12.5	47.8	44.0	24.6	57.2	44.6	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.2	25.4	19.9	32.7	25.5	12.5	47.8	44.0	24.6	57.2	44.6	18.3
LOS by Move:	D	C	B	C	C	B	D	D	C	E	D	B
HCM2k95thQ:	13	7	4	6	26	7	6	16	12	6	13	2

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #119: Butterfield Boulevard and Main Avenue



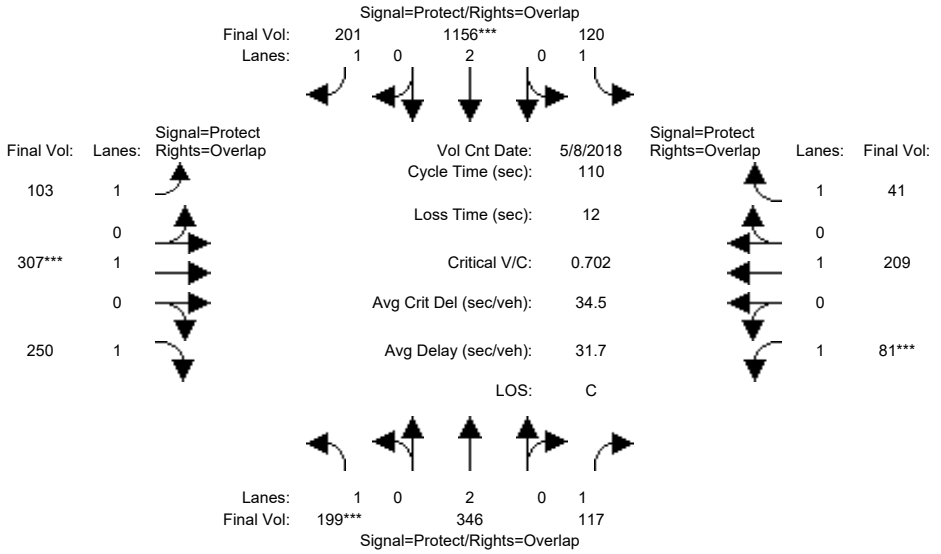
Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	199	324	94	117	1138	192	91	279	250	64	188	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	324	94	117	1138	192	91	279	250	64	188	38
Added Vol:	0	27	23	7	25	10	11	25	0	22	24	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	351	117	124	1163	202	102	304	250	86	212	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	351	117	124	1163	202	102	304	250	86	212	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	351	117	124	1163	202	102	304	250	86	212	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	351	117	124	1163	202	102	304	250	86	212	46
Saturation Flow 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	0.09	0.07	0.07	0.31	0.12	0.06	0.16	0.14	0.05	0.11	0.03
Crit Moves:	****				****			****			****	
Green Time:	17.7	37.0	44.7	28.4	47.7	59.5	11.8	24.9	42.7	7.7	20.8	49.1
Volume/Cap:	0.71	0.27	0.16	0.27	0.71	0.21	0.54	0.71	0.37	0.71	0.59	0.06
Delay/Veh:	51.6	26.8	20.9	32.9	26.9	13.2	49.7	44.4	24.4	67.3	43.4	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	26.8	20.9	32.9	26.9	13.2	49.7	44.4	24.4	67.3	43.4	17.3
LOS by Move:	D	C	C	C	C	B	D	D	C	E	D	B
HCM2k95thQ:	13	8	5	7	28	7	7	17	12	9	14	2

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #119: Butterfield Boulevard and Main Avenue



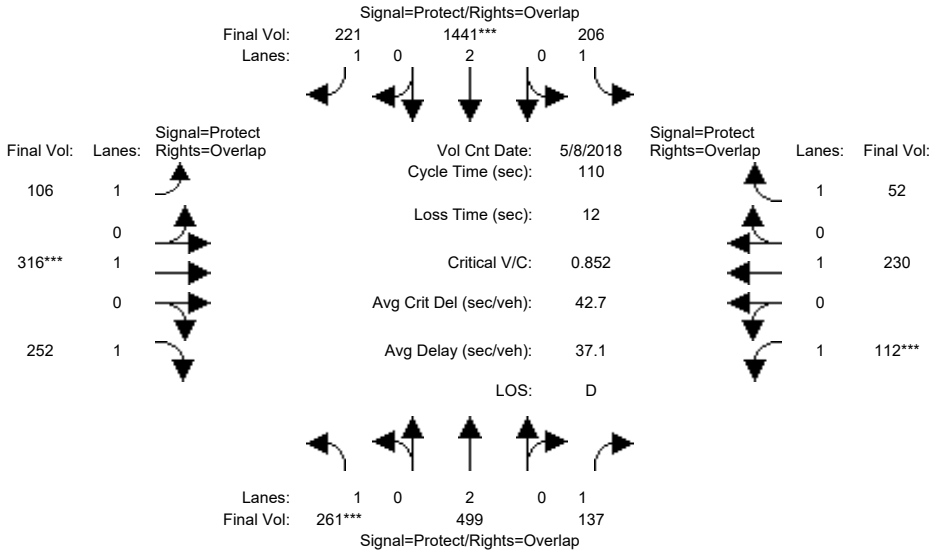
Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	199	324	94	117	1138	192	91	279	250	64	188	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	324	94	117	1138	192	91	279	250	64	188	38
Added Vol:	0	22	23	3	18	9	12	28	0	17	21	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	199	346	117	120	1156	201	103	307	250	81	209	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	199	346	117	120	1156	201	103	307	250	81	209	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	346	117	120	1156	201	103	307	250	81	209	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	199	346	117	120	1156	201	103	307	250	81	209	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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	0.09	0.07	0.07	0.30	0.11	0.06	0.16	0.14	0.05	0.11	0.02
Crit Moves:	****				****			****			****	
Green Time:	17.8	37.3	44.6	28.1	47.6	59.6	11.9	25.3	43.1	7.2	20.6	48.7
Volume/Cap:	0.70	0.27	0.16	0.27	0.70	0.21	0.54	0.70	0.36	0.70	0.59	0.05
Delay/Veh:	51.3	26.5	21.0	33.0	26.8	13.2	49.6	44.0	24.1	68.0	43.3	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:	51.3	26.5	21.0	33.0	26.8	13.2	49.6	44.0	24.1	68.0	43.3	17.5
LOS by Move:	D	C	C	C	C	B	D	D	C	E	D	B
HCM2k95thQ:	13	8	5	7	27	7	7	17	12	9	14	2

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 No Project PM

Intersection #119: Butterfield Boulevard and Main Avenue



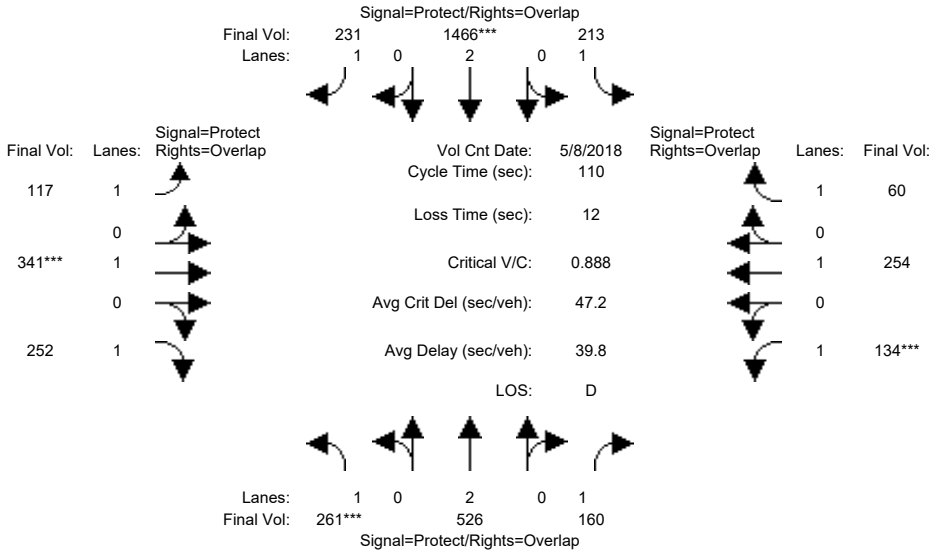
Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	261	499	137	206	1441	221	106	316	252	112	230	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	499	137	206	1441	221	106	316	252	112	230	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	261	499	137	206	1441	221	106	316	252	112	230	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	499	137	206	1441	221	106	316	252	112	230	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	499	137	206	1441	221	106	316	252	112	230	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	499	137	206	1441	221	106	316	252	112	230	52
Saturation Flow 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:	0.15	0.13	0.08	0.12	0.38	0.13	0.06	0.17	0.14	0.06	0.12	0.03
Crit Moves:	****				****			****		****		
Green Time:	19.3	36.0	44.3	32.3	49.0	59.2	10.3	21.5	40.7	8.3	19.5	51.8
Volume/Cap:	0.85	0.40	0.19	0.40	0.85	0.23	0.65	0.85	0.39	0.85	0.68	0.06
Delay/Veh:	63.8	28.9	21.5	31.7	31.6	13.5	57.1	59.6	25.9	88.4	48.0	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.8	28.9	21.5	31.7	31.6	13.5	57.1	59.6	25.9	88.4	48.0	15.9
LOS by Move:	E	C	C	C	C	B	E	E	C	F	D	B
HCM2k95thQ:	18	12	6	11	37	8	7	19	12	12	16	2

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Approved Proj PM

Intersection #119: Butterfield Boulevard and Main Avenue



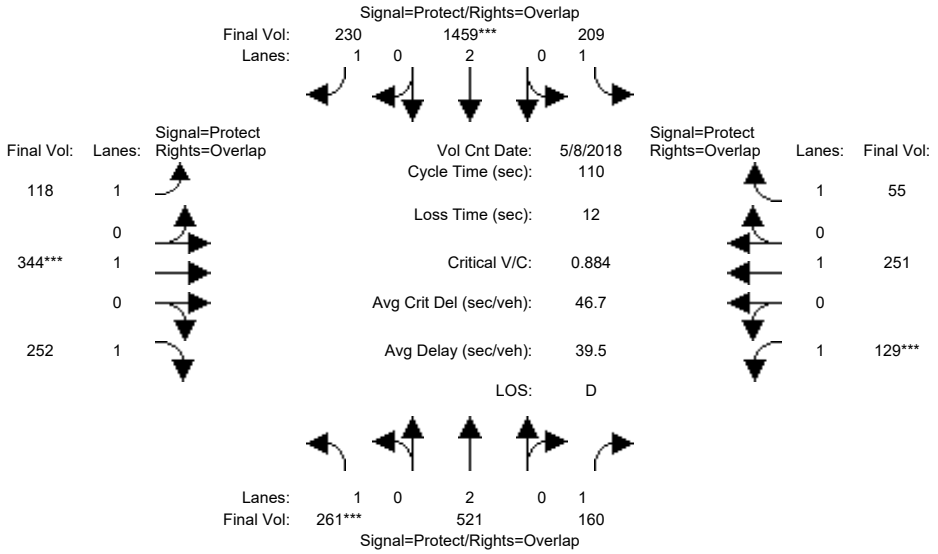
Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	261	499	137	206	1441	221	106	316	252	112	230	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	499	137	206	1441	221	106	316	252	112	230	52
Added Vol:	0	27	23	7	25	10	11	25	0	22	24	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	261	526	160	213	1466	231	117	341	252	134	254	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	526	160	213	1466	231	117	341	252	134	254	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	526	160	213	1466	231	117	341	252	134	254	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	526	160	213	1466	231	117	341	252	134	254	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	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:	0.15	0.14	0.09	0.12	0.39	0.13	0.07	0.18	0.14	0.08	0.13	0.03
Crit Moves:	****				****			****			****	
Green Time:	18.5	35.3	44.8	31.0	47.8	58.4	10.6	22.2	40.7	9.5	21.1	52.2
Volume/Cap:	0.89	0.43	0.22	0.43	0.89	0.25	0.70	0.89	0.39	0.89	0.70	0.07
Delay/Veh:	70.9	29.7	21.5	32.9	34.9	14.1	60.1	64.0	25.9	91.9	47.2	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.9	29.7	21.5	32.9	34.9	14.1	60.1	64.0	25.9	91.9	47.2	15.8
LOS by Move:	E	C	C	C	C	B	E	E	C	F	D	B
HCM2k95thQ:	19	13	7	12	39	8	8	21	12	15	17	2

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2030 + Proposed Proj PM

Intersection #119: Butterfield Boulevard and Main Avenue



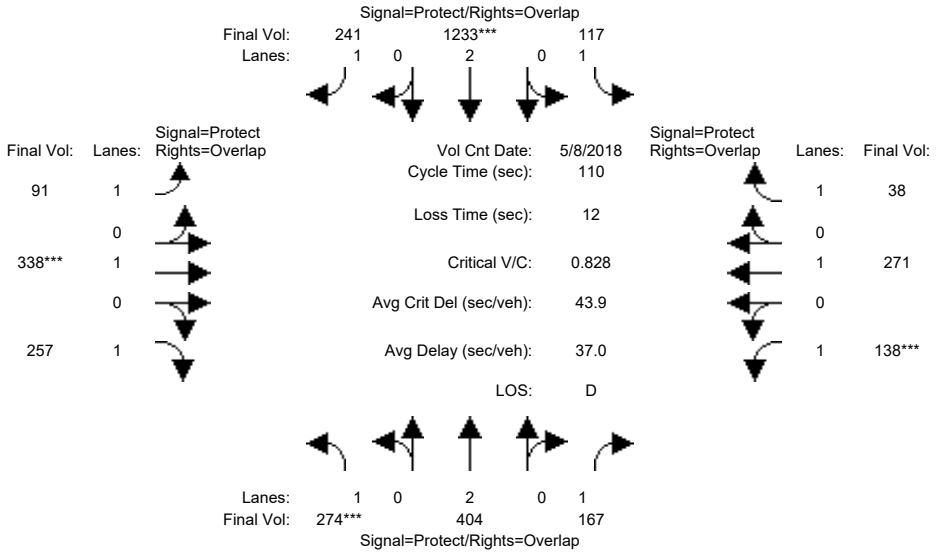
Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	261	499	137	206	1441	221	106	316	252	112	230	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	499	137	206	1441	221	106	316	252	112	230	52
Added Vol:	0	22	23	3	18	9	12	28	0	17	21	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	261	521	160	209	1459	230	118	344	252	129	251	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	521	160	209	1459	230	118	344	252	129	251	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	521	160	209	1459	230	118	344	252	129	251	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	521	160	209	1459	230	118	344	252	129	251	55
Saturation Flow 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:	0.15	0.14	0.09	0.12	0.38	0.13	0.07	0.18	0.14	0.07	0.13	0.03
Crit Moves:	****				****			****			****	
Green Time:	18.6	35.4	44.6	30.9	47.8	58.5	10.7	22.5	41.1	9.2	21.0	51.9
Volume/Cap:	0.88	0.43	0.23	0.43	0.88	0.25	0.69	0.88	0.39	0.88	0.69	0.07
Delay/Veh:	70.2	29.5	21.6	32.9	34.7	14.0	59.7	63.1	25.6	92.3	47.2	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.2	29.5	21.6	32.9	34.7	14.0	59.7	63.1	25.6	92.3	47.2	15.9
LOS by Move:	E	C	C	C	C	B	E	E	C	F	D	B
HCM2k95thQ:	19	13	7	11	39	8	8	21	12	14	17	2

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

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

Intersection #119: Butterfield Boulevard and Main Avenue



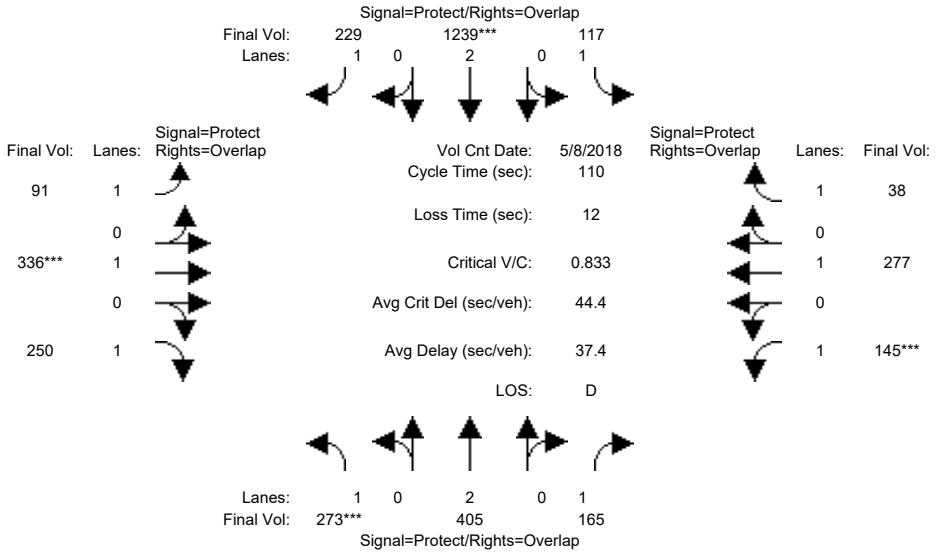
Street Name:	Butterfield Boulevard						Main Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 8 May 2018 <<												
Base Vol:	274	404	167	117	1233	241	91	338	257	138	271	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	274	404	167	117	1233	241	91	338	257	138	271	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	404	167	117	1233	241	91	338	257	138	271	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	404	167	117	1233	241	91	338	257	138	271	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	404	167	117	1233	241	91	338	257	138	271	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	274	404	167	117	1233	241	91	338	257	138	271	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	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:	0.16	0.11	0.10	0.07	0.32	0.14	0.05	0.18	0.15	0.08	0.14	0.02
Crit Moves:	****				****			****			****	
Green Time:	20.8	39.2	49.7	24.7	43.1	53.6	10.5	23.6	44.4	10.5	23.6	48.3
Volume/Cap:	0.83	0.30	0.21	0.30	0.83	0.28	0.54	0.83	0.36	0.83	0.67	0.05
Delay/Veh:	58.7	25.6	18.4	35.9	34.1	16.9	51.1	54.4	23.2	76.6	43.7	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.7	25.6	18.4	35.9	34.1	16.9	51.1	54.4	23.2	76.6	43.7	17.7
LOS by Move:	E	C	B	D	C	B	D	D	C	E	D	B
HCM2k95thQ:	19	9	7	7	33	10	6	20	12	14	17	2

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

City of Morgan Hill
Cochrane Commons Mixed-Use Development

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Year 2035 GP + Proposed Proj 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:	273	405	165	117	1239	229	91	336	250	145	277	38
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	405	165	117	1239	229	91	336	250	145	277	38
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	273	405	165	117	1239	229	91	336	250	145	277	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	273	405	165	117	1239	229	91	336	250	145	277	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	405	165	117	1239	229	91	336	250	145	277	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	273	405	165	117	1239	229	91	336	250	145	277	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	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:	0.16	0.11	0.09	0.07	0.33	0.13	0.05	0.18	0.14	0.08	0.15	0.02
Crit Moves:	****				****			****		****		
Green Time:	20.6	39.1	50.1	24.6	43.1	53.5	10.4	23.4	44.0	10.9	23.9	48.4
Volume/Cap:	0.83	0.30	0.21	0.30	0.83	0.27	0.55	0.83	0.36	0.83	0.67	0.05
Delay/Veh:	59.4	25.7	18.1	36.0	34.4	16.9	51.4	55.2	23.4	76.2	43.7	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	25.7	18.1	36.0	34.4	16.9	51.4	55.2	23.4	76.2	43.7	17.6
LOS by Move:	E	C	B	D	C	B	D	E	C	E	D	B
HCM2k95thQ:	19	9	7	7	33	9	6	20	12	14	18	2

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