APPENDIX A-1

Notice of Preparation

and

Comments Received Regarding the Notice of Preparation

City of Foster City

ESTERO MUNICIPAL IMPROVEMENT DISTRICT

610 FOSTER CITY BOULEVARD
FOSTER CITY, CA 94404-2222

NOTICE OF PREPARATION (NOP)

TO: State Clearinghouse (via Certified Mail)
Affected Agencies (via Certified Mail)
Interested Organizations and Persons (via US Mail)
County Clerk (via US Mail)

FROM: City of Foster City

SUBJECT: **Notice of Preparation of a Draft Programmatic Environmental Impact Report**

LEAD AGENCY: City of Foster City
610 Foster City Boulevard
Foster City, CA 94404
(650) 286-3225

Contact: **Julie Moloney, Senior Planner**
jmoloney@fostercity.org
(650) 286-3242

Notice is hereby given that the City of Foster City will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project described below. Comments are requested on the scope and content of this EIR. The City will use the EIR prepared for this project when considering approval of the project. A description of the project, its location, and the probable environmental effects are provided in the attached materials. **Please provide comments on the scope of this EIR to Julie Moloney, Senior Planner, by August 3, 2012, at the address shown above.**

The City of Foster City invites you to attend a Public Scoping Session on **Thursday, July 19, 2012 at 7:00pm** in the **City Council Chambers, 620 Foster City Boulevard, Foster City, California.** The purpose of the meeting is to introduce the project and to accept comments from the public on the scope of the EIR that will be prepared for the project.

Project Title: **General Plan Land Use and Circulation Element Update**

Project Applicant: City of Foster City

Project Location: City-wide

Project Description:

The updated Land Use and Circulation Element will include the following changes:

1. A new planning timeframe from 2012 to 2025
2. Updated goals, policies and implementation measures related to Land Use and Circulation including:
    a. New sustainability oriented goals, policies and implementation measures and a reference matrix
3. An updated Land Use Plan including the following changes:
    a. Change the City-owned 15-acre parcel between Shell Boulevard and Foster City Boulevard (APN 094-471-100) from Public/Semi Public to Civic Center Mixed Use
    b. Add potential housing sites to be incorporated into the 2014 Housing Element
4. An updated Transportation Plan including:
    a. Improvements to intersections related to SR 92/Foster City Boulevard on- and off-ramps as recommended in the Multi-Project Traffic Analysis, including:

i. Westbound SR 92 On-Ramp Reconstruction.
ii. Lengthen northbound left-turn lane on Foster City Boulevard at Chess Drive to 650 feet.
iii. Construct 2nd Westbound through lane on Chess Drive east of Foster City Boulevard and lengthen Westbound left-turn lane to 300 feet.
iv. Construct 2nd Eastbound Through Lane on Triton Drive East of Foster City Boulevard.
v. Construct 2nd Eastbound through lane on Metro Center Boulevard between SR 92 Eastbound ramps and Foster City Boulevard.
vi. Construct Northbound right-turn lane from Foster City Boulevard to Chess Drive
vii. Close driveway on north side of Chess Drive/Westbound SR 92 Ramps intersection.

b. A change in the Intersection Level of Service policy from using volume to capacity ratios to estimated delay as a basis for the levels A through F.
c. A change in the Intersection Level of Service policy to establish different acceptable levels for different types of intersections, such as a higher level of service required in residential neighborhoods compared to intersections at or near SR 92 on- and off-ramps.
d. Policies related to "Complete Streets" compliant with AB 1358 to ensure that streets serve pedestrians, bicyclists and transit users in addition to vehicle drivers.

DATE: 6/28/12 SIGNATURE: _____
Curtis Banks, Community Development Director

Attachments: Project Description and Probable Environmental Effects
Figure 1 – Project Vicinity and Regional Location Map

POTENTIAL ENVIRONMENTAL EFFECTS

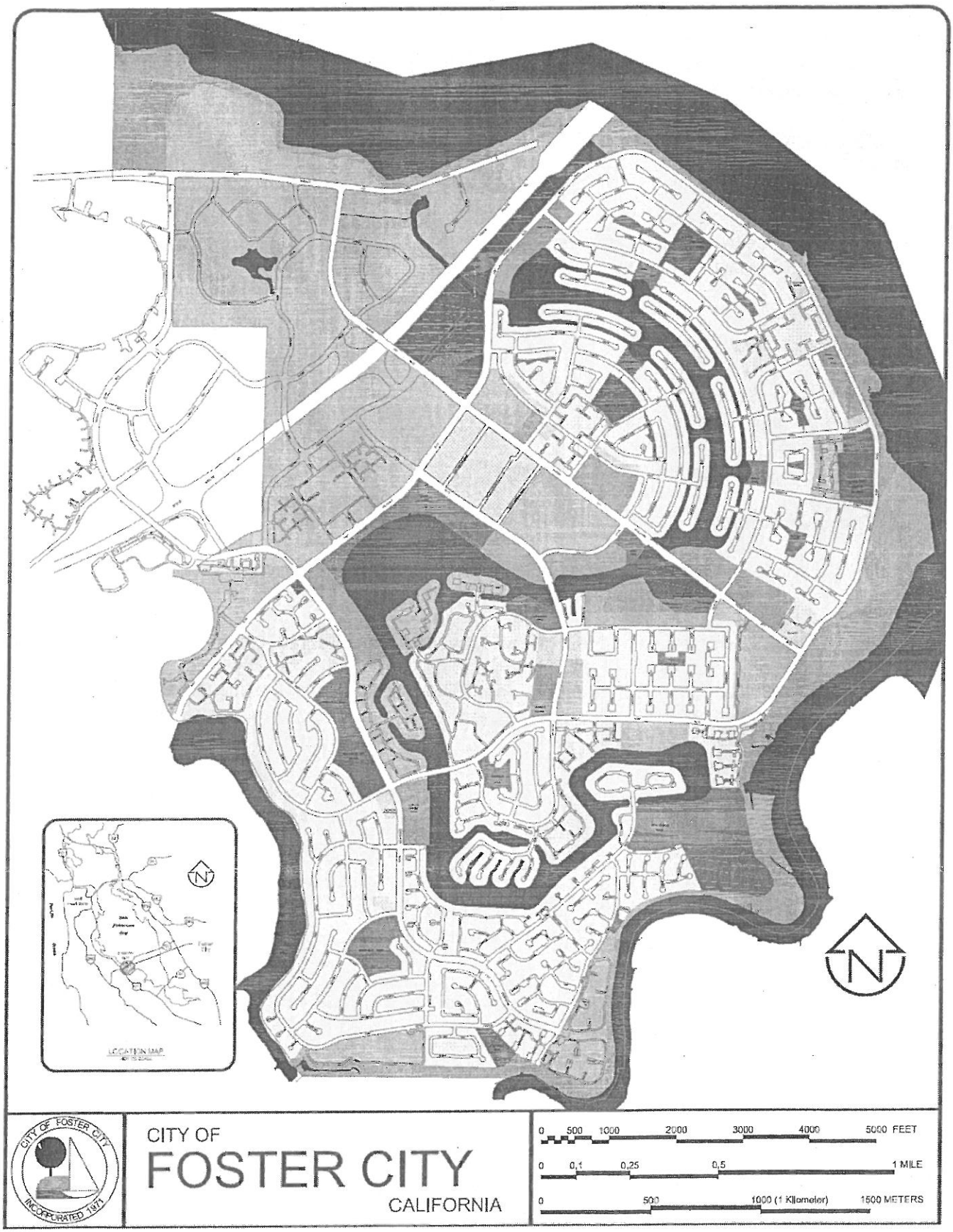
The EIR for this project is anticipated to examine thoroughly the following probable environmental effects of the project:

- Air Quality
- Biological Resources
- Cultural Resources
- Geology, Soils and Seismicity
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise
- Population and Housing
- Public Services and Utilities
- Recreation, Parks and Open Space
- Transportation and Circulation
- Aesthetics/Visual Resources
- Greenhouse Gases and Climate Change
- Energy
- Cumulative Impacts

Topics that are not anticipated to be significant and, after review, may be excluded from a detailed analysis in the EIR include: Agriculture and Forestry Resources, and Mineral Resources.

The level of analysis for these subject areas may be refined or additional subject areas may be analyzed based on responses to this NOP and/or refinements to the project that may occur subsequent to the publication of this NOP. In addition, the EIR will include an analysis of potential alternatives to the proposed project.

Figure 1 – Project Vicinity and Regional Location Map



DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-6053
FAX (510) 286-5559
TTY 711

FOSTER CITY
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JUL 30 2012

PLANNING /
CODE ENFORCEMENT

Flex your power!
Be energy efficient!

July 25, 2012

SMGen078
SCH# 2012032024

Ms. Julie Moloney
City of Foster City
610 Foster City Boulevard
Foster City, CA 94404

Dear Ms. Moloney:

Foster City General Plan Land Use and Circulation Element Update – Notice of Preparation

Thank you for including the California Department of Transportation (Caltrans) in the early stages of the environmental review process for the Foster City General Plan Land Use and Circulation Element Update. The following comments are based on the Notice of Preparation. As the lead agency, the City of Foster City (City) is responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the state right of way (ROW), and Caltrans will not issue a permit until our concerns are adequately addressed, we strongly recommend that the City work with Caltrans to ensure that our concerns are resolved during the environmental process, and in any case prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; see end of this letter for more information regarding encroachment permits.

Vehicle Trip Reduction
We encourage you to locate any needed housing, jobs and neighborhood services near major mass transit centers, with connecting streets configured to facilitate walking and biking, as a means of promoting mass transit use and reducing regional vehicle miles traveled and traffic impacts on the state highways.

We also encourage you to develop Travel Demand Management (TDM) policies to encourage usage of nearby public transit lines and reduce vehicle trips on the state highway system. These policies could include lower parking ratios, car-sharing programs, bicycle parking and showers

for employees, and providing transit passes to residents and employees, among others. For information about parking ratios, see the Metropolitan Transportation Commission (MTC) report *Reforming Parking Policies to Support Smart Growth* or visit the MTC parking webpage: http://www.mtc.ca.gov/planning/smart_growth/parking/.

In addition, secondary impacts on pedestrians and bicyclists resulting from any traffic impact mitigation measures should be analyzed. The analysis should describe any pedestrian and bicycle mitigation measures and safety countermeasures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing vehicle trips and traffic impacts on state highways.

Updated Transportation Plan

1. 4ai: The current proposed geometrics for the westbound State Route (SR) 92 on-ramp reconstruction project has not been approved by Caltrans as it contains non-standard design features.
2. 4b: What are the estimated delays for the level of service (LOS) based on? The intersection LOS at the SR 92 ramp intersections should be based on the Highway Capacity Manual LOS.
3. What is the City's intersection LOS policy for intersections at or near the SR 92 on and off-ramps? Any impacts to these ramps will need to be mitigated.

Traffic Impact Study

Please include the information detailed below in the Traffic Impact Study (TIS) to ensure that project-related impacts to state roadway facilities are thoroughly assessed. We encourage the City to coordinate preparation of the study with our office, and we would appreciate the opportunity to review the scope of work. The Department's *"Guide for the Preparation of Traffic Impact Studies"* should be reviewed prior to initiating any traffic analysis for the project; it is available at the following website:
http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

The Traffic Study should include:

1. Site plan clearly showing project access in relation to nearby state roadways. Ingress and egress for all project components should be clearly identified. State ROW should be clearly identified.

2. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.

3. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all significantly affected roadways, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. The analysis should clearly identify the project's contribution to area traffic and degradation to existing and cumulative levels of service. Lastly, the Caltrans LOS threshold, which is the transition between LOS C and D, and is explained in detail in the Guide for Traffic Studies, should be applied to all state facilities.

4. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.

5. The project's consistency with the San Mateo County Congestion Management Agency's Congestion Management Plan should be evaluated.

6. Mitigation should be identified for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related and/or cumulative traffic. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should also be fully discussed for all proposed mitigation measures.

Encroachment Permit
Please be advised that work that encroaches onto the state ROW requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans, clearly indicating state ROW, must be submitted to the following address: Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information:
http://www.dot.ca.gov/hq/traffops/developserv/permits/

Please forward at least one hard copy and one CD of the environmental document, along with the TIS including Technical Appendices, to the following address below as soon as they are available: Sandra Finegan, Associate Transportation Planner, Office of Transit and Community Planning, Mail Station 10D, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660.

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,

ERIK ALM, AICP
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

Notice of Preparation

July 2, 2012

To: Reviewing Agencies

Re: General Plan Land Use and Circulation Element Update
SCH# 2012072003

Attached for your review and comment is the Notice of Preparation (NOP) for the General Plan Land Use and Circulation Element Update draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Julie Moloney
City of Foster City
610 Foster City Boulevard
Foster City, CA 94404

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

FOSTER CITY
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JUL 09 2012

PLANNING /
CODE ENFORCEMENT

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2012072003
Project Title General Plan Land Use and Circulation Element Update
Lead Agency Foster City

Type NOP Notice of Preparation

Description The updated Land Use and Circulation Element will include the following changes:

1. A new planning timeframe from 2012 to 2025.
2. Updated goals, policies and implementation measures related to Land Use and Circulation.
3. An updated Land Use Plan.
4. An updated transportation Plan.

Lead Agency Contact

Name Julie Moloney
Agency City of Foster City
Phone 650 286-3242 **Fax**
email jmoloney@fostercity.org
Address 610 Foster City Boulevard
City Foster City **State** CA **Zip** 94404

Project Location

County San Mateo
City
Region
Cross Streets City-Wide
Lat / Long
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use

Project Issues Air Quality; Biological Resources; Archaeologic-Historic; Geologic/Seismic; Toxic/Hazardous; Water Quality; Landuse; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Traffic/Circulation; Aesthetic/Visual; Other Issues; Cumulative Effects

Reviewing Agencies Resources Agency; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 3; Native American Heritage Commission; Public Utilities Commission; California Highway Patrol; Department of Housing and Community Development; Caltrans, District 4; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 2

Date Received 07/02/2012 **Start of Review** 07/02/2012 **End of Review** 07/31/2012

Note: Blanks in data fields result from insufficient information provided by lead agency.

City of Foster City

ESTERO MUNICIPAL IMPROVEMENT DISTRICT

610 FOSTER CITY BOULEVARD
FOSTER CITY, CA 94404-2222

2012072003

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JUL - 2 2012
STATE CLEARING HOUSE

NOTICE OF PREPARATION (NOP)

TO: State Clearinghouse (via Certified Mail)
Affected Agencies (via Certified Mail)
Interested Organizations and Persons (via US Mail)
County Clerk (via US Mail)

FROM: City of Foster City

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LEAD AGENCY: City of Foster City
610 Foster City Boulevard
Foster City, CA 94404
(650) 286-3225

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jmoloney@fostercity.org
(650) 286-3242

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Project Location: City-wide

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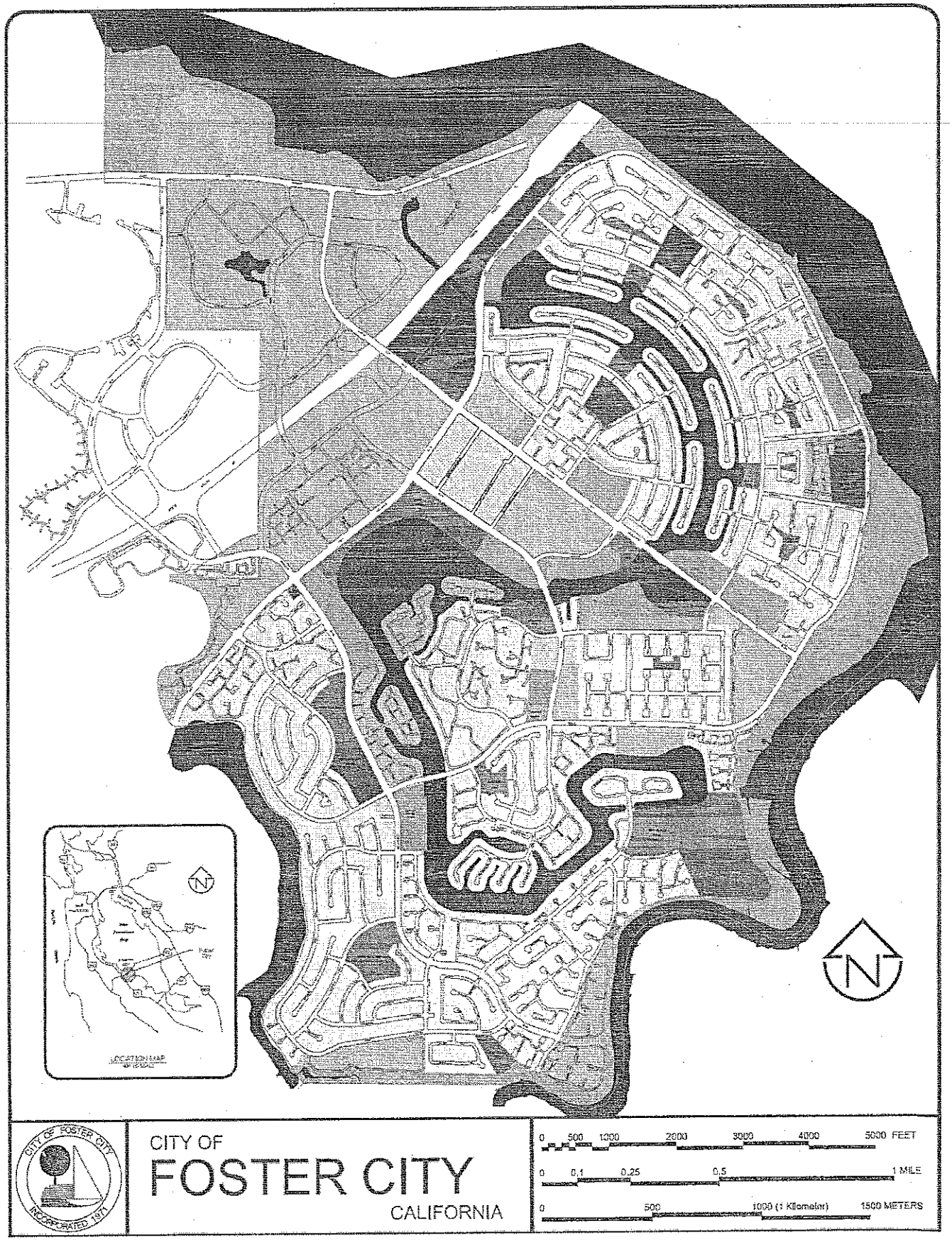
Figure 1 – Project Vicinity and Regional Location Map



NOP Distribution List

County: SAN MATEO

SCH# 2012072003

Resources Agency

- [x] Resources Agency
  Nadell Gayou
- [ ] Dept. of Boating & Waterways
  Nicole Wong
- [ ] California Coastal Commission
  Elizabeth A. Fuchs
- [ ] Colorado River Board
  Gerald R. Zimmerman
- [ ] Dept. of Conservation
  Elizabeth Carpenter
- [ ] California Energy Commission
  Eric Knight
- [ ] Cal Fire
  Dan Foster
- [ ] Central Valley Flood Protection Board
  James Herota
- [x] Office of Historic Preservation
  Ron Parsons
- [x] Dept of Parks & Recreation
  Environmental Stewardship Section
- [ ] California Department of Resources, Recycling & Recovery
  Sue O'Leary
- [ ] S.F. Bay Conservation & Dev't. Comm.
  Steve McAdam
- [x] Dept. of Water Resources Resources Agency
  Nadell Gayou

Fish and Game

- [ ] Depart. of Fish & Game
  Scott Flint
  Environmental Services Division
- [ ] Fish & Game Region 1
  Donald Koch
- [ ] Fish & Game Region 1E
  Laurie Harnsberger
- [ ] Fish & Game Region 2
  Jeff Drongesen
- [x] Fish & Game Region 3
  Charles Armor
- [ ] Fish & Game Region 4
  Julie Vance
- [ ] Fish & Game Region 5
  Leslie Newton-Reed
  Habitat Conservation Program
- [ ] Fish & Game Region 6
  Gabrina Gatchel
  Habitat Conservation Program
- [ ] Fish & Game Region 6 I/M
  Brad Henderson
  Inyo/Mono, Habitat Conservation Program
- [ ] Dept. of Fish & Game M
  George Isaac
  Marine Region

Other Departments

- [ ] Food & Agriculture
  Sandra Schubert
  Dept. of Food and Agriculture
- [ ] Depart. of General Services
  Public School Construction
- [ ] Dept. of General Services
  Anna Garbeff
  Environmental Services Section
- [ ] Dept. of Public Health
  Bridgette Binning
  Dept. of Health/Drinking Water
- [ ] Delta Stewardship Council
  Kevan Samsam

Independent Commissions,Boards

- [ ] Delta Protection Commission
  Michael Machado
- [ ] Cal EMA (Emergency Management Agency)
  Dennis Castrillo
- [x] Native American Heritage Comm.
  Debbie Treadway
- [x] Public Utilities Commission
  Leo Wong
- [ ] Santa Monica Bay Restoration
  Guangyu Wang
- [ ] State Lands Commission
  Jennifer Deleong
- [ ] Tahoe Regional Planning Agency (TRPA)
  Cherry Jacques

Business, Trans & Housing

- [ ] Caltrans - Division of Aeronautics
  Philip Crimmins
- [ ] Caltrans - Planning
  Terri Pencovic
- [x] California Highway Patrol
  Suzann Ikeuchi
  Office of Special Projects
- [x] Housing & Community Development
  CEQA Coordinator
  Housing Policy Division

Dept. of Transportation

- [ ] Caltrans, District 1
  Rex Jackman
- [ ] Caltrans, District 2
  Marcelino Gonzalez
- [ ] Caltrans, District 3
  Gary Arnold
- [x] Caltrans, District 4
  Erik Alm
- [ ] Caltrans, District 5
  David Murray
- [ ] Caltrans, District 6
  Michael Navarro
- [ ] Caltrans, District 7
  Dianna Watson
- [ ] Caltrans, District 8
  Dan Kopulsky
- [ ] Caltrans, District 9
  Gayle Rosander
- [ ] Caltrans, District 10
  Tom Dumas
- [ ] Caltrans, District 11
  Jacob Armstrong
- [ ] Caltrans, District 12
  Marlon Regisford

Cal EPA

Air Resources Board

- [ ] Airport/Energy Projects
  Jim Lerner
- [x] Transportation Projects
  Douglas Ito
- [ ] Industrial Projects
  Mike Tollstrup
- [ ] State Water Resources Control Board
  Regional Programs Unit
  Division of Financial Assistance
- [ ] State Water Resources Control Board
  Student Intern, 401 Water Quality Certification Unit
  Division of Water Quality
- [ ] State Water Resouces Control Board
  Phil Crader
  Division of Water Rights
- [ ] Dept. of Toxic Substances Control
  CEQA Tracking Center
- [ ] Department of Pesticide Regulation
  CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] RWQCB 1
  Cathleen Hudson
  North Coast Region (1)
- [x] RWQCB 2
  Environmental Document Coordinator
  San Francisco Bay Region (2)
- [ ] RWQCB 3
  Central Coast Region (3)
- [ ] RWQCB 4
  Teresa Rodgers
  Los Angeles Region (4)
- [ ] RWQCB 5S
  Central Valley Region (5)
- [ ] RWQCB 5F
  Central Valley Region (5)
  Fresno Branch Office
- [ ] RWQCB 5R
  Central Valley Region (5)
  Redding Branch Office
- [ ] RWQCB 6
  Lahontan Region (6)
- [ ] RWQCB 6V
  Lahontan Region (6)
  Victorville Branch Office
- [ ] RWQCB 7
  Colorado River Basin Region (7)
- [ ] RWQCB 8
  Santa Ana Region (8)
- [ ] RWQCB 9
  San Diego Region (9)

- [ ] Other _____
  _____
  _____

- [ ] _____
  Conservancy

Last Updated 6/26/2012

APPENDIX A-2

Recirculated Notice of Preparation

and

Comments Received Regarding the Recirculated Notice of Preparation

Recirculated Notice of Preparation
Foster City General Plan Update and Climate Action Plan
Draft Program Environmental Impact Report

Date: January 20, 2015

Subject: Recirculated Notice of Preparation of an Environmental Impact Report and Scoping Meeting for the Foster City General Plan Update and Climate Action Plan

To: State Clearinghouse
State Responsible Agencies
State Trustee Agencies
Other Public Agencies
Organizations and Interested Persons

Lead Agency: City of Foster City
Curtis Banks, Community Development Director
610 Foster City Boulevard
Foster City, CA 94404
Phone: 650-286-3225
Email: cbanks@fostercity.org

Reason for Recirculation: The City initially circulated an NOP for the above referenced project for public comment on July 1, 2012 through August 3, 2012. The City also held a public scoping meeting on July 19, 2012. The City received one comment letter from the California Department of Transportation (Caltrans). Since the initial circulation of the NOP, the project has been refined, including proposed changes to policies and programs in the Land Use and Circulation Element, proposed changes to the Land Use Map, and preparation of the Draft Climate Action Plan. The currently proposed changes to the Land Use Map include:

1. **Destination Park:** change from Waterfront Commercial to Park (Site A on Figure 1)
2. **Werder Park:** change from Open Space to Park (Site B on Figure 1)
3. **Elementary School (four sites):** change legend to School
4. **Study Areas:** eliminate two previously designated study areas, (1) Chess Drive Industrial and (2) Marina Site

Based on these changes, and the time that has elapsed since initial publication of the NOP, the City has determined that the NOP should be recirculated with the current project description as refined/modified. The project description is described in greater detail below.

Notice of Preparation: This is to notify public agencies and the general public that the City of Foster City, as the Lead Agency, will prepare an EIR for the Foster City General Plan Update and Climate Action Plan ("project" or "proposed project"). The City of Foster City is interested in the input and/or comments of public agencies and the general public as to the scope and content of the environmental information that is germane to the agencies' statutory responsibilities in connection with the proposed project, and public input. Comments that were provided on the initial NOP remain part of the administrative record for the Project and will be appropriately addressed in the EIR with any new comments that are received during the recirculated NOP public comment period; however, any agency or individual that provided comment on the initial NOP is free to provide new or additional comments.

Comment Period: Consistent with the time limits mandated by State law, your input, comments, or responses must be received in writing and sent at the earliest possible date, but not later than 5:00 p.m., February 19, 2015.

Comments/Input: Please send your comments/input (including name for a contact person in your agency) to: Attn: Curtis Banks, Community Development Director at the City of Foster City, 610 Foster City Boulevard, Foster City, CA 94404. Comments may also be sent via email to: cbanks@fostercity.org.

Scoping Meeting: On February 19, 2015 the City of Foster City Planning Commission will conduct a public scoping meeting to solicit input and comments from public agencies and the general public on the proposed project and scope of the Environmental Impact Report (EIR). This meeting will be held in the City Council Chambers, 620 Foster City Boulevard, Foster City, California at 7:00 p.m.

Project Characteristics

Project Location and Setting

Foster City is located in San Mateo County, midway between San Francisco and San Jose on the western shoreline of the San Francisco Bay, east of U.S. 101, which provides convenient access to San Francisco and the San Francisco Airport to the north, and Santa Clara County and San Jose Airport to the south. The City is bisected by State Route 92 (the J. Arthur Younger Freeway), which runs between Half Moon Bay to the west and Hayward and Highway 880 to the east via the San Mateo-Hayward Bridge. State Route 92 provides convenient access to the East Bay.

The City encompasses 12,345 acres, of which 9,726 acres are part of San Francisco Bay and Belmont Slough, and 2,619 acres are reclaimed marshland. This equates to approximately 4 square miles of land area.

Study Area

The study area for this EIR is all of the land and parcels within the incorporated City limits of Foster City, as shown in Figure 1.

Project Description

The project to be analyzed in the EIR includes three inter-related components: (1) the proposed City of Foster General Plan Land Use and Circulation Element Update (2) an amendment to the City of Foster City General Plan Land Use Map and (3) a separate, stand-alone Climate Action Plan document. These components are collectively referred to as the "project" or "proposed project" and provide the basis for the environmental analysis. Each of these project components is described in greater detail below. Copies of the latest drafts of these components are available on the City's website at: http://tinyurl.com/LUCupdate.

General Plan Land Use and Circulation Element Revisions

The proposed Land Use and Circulation Element focuses on past, present and future development issues affecting Foster City. It establishes a pattern for land use and sets out clear standards for the density of population and the intensity of development for each of the proposed land uses. The Element establishes a direct tie between the timing, amount, type and location of development with the traffic, service and infrastructure demands such development will generate.

These portions of the plan, and principally the Land Use section, bring together all land use issues, constraints and opportunities, balanced with the numerous needs and desires of the community. The proposed Land Use and Circulation Element includes policies and programs affecting both development and redevelopment of land in Foster City.

The proposed Land Use and Circulation Element also relates to many issues addressed in other parts of the General Plan. Among these are the preservation of open space, the provision of affordable housing, the conservation of natural resources, the control of noise, and the protection of life and property from natural or human hazards.

This chapter is a major revision of the 1993 Land Use and Circulation Element of the Foster City General Plan. Many of the development projects now completed or under construction were envisioned at the time the 1993 Land Use and Circulation Element was adopted. However, there have been some changes in the specific mix of housing and commercial building types in several large scale master-planned projects, notably the Pilgrim/Triton and Chess/Hatch areas, and the vacant land adjacent to the Civic Center.

The revised Land Use and Circulation Element includes numerous revisions to existing goals, policies, and implementation measures contained in the 1993 General Plan, as well as new goals, policies, and implementation measures. Tables have been provided on the City's website (http://tinyurl.com/LUCupdate) that depict the proposed changes to the goals, policies and programs of the Land Use and Circulation Element.

General Plan Land Use Map Revisions

The General Plan Land Use Map identifies land use designations for each parcel within the city. The project proposes four changes to the General Plan Land Use Map:

5. **Destination Park:** change from Waterfront Commercial to Park (Site A on Figure 1)
6. **Werder Park:** change from Open Space to Park (Site B on Figure 1)
7. **Elementary School (four sites):** change legend to School
8. **Study Areas:** eliminate two previously designated study areas, (1) Chess Drive Industrial and (2) Marina Site

The proposed General Plan Land Use Map is attached as Figure 1.

Climate Action Plan

The City of Foster City has developed the Climate Action Plan to address challenges that climate change will bring to the community. Climate scientists around the world, represented by the Intergovernmental Panel on Climate Change (IPCC), have acknowledged that, through release of greenhouse gases (GHG), human activity is causing climate shifts. Although climate change is an issue of global concern, effects will be felt locally and so the City has begun taking steps to face associated problems. The Climate Action Plan describes climate change effects and prescribes measures to mitigate negative impacts. By addressing potential issues arising from climate change impacts, the City will better adapt to changing conditions and can protect general community welfare.

Forecasts for GHG emissions into 2020, 2025, and 2050 reveal a large increase in greenhouse gases if no action is taken, but State laws have set GHG reduction targets as part of a greenhouse gas reduction plan. Local governments have also sought to adopt reasonable targets for greenhouse gas reductions based on goals set forth by the State. The Foster City City Council is considering the establishment of the following GHG reduction targets: achieve 15 percent GHG emissions reduction below 2005 levels by 2020, 20 percent below 2005 levels by 2025, and 80 percent below 2005 levels by 2050.

In order to meet greenhouse gas reduction targets, the Climate Action Plan contains a variety of measures to address emissions from different sectors. Many measures have been based on policies proposed over time from sources such as the Sustainability Action Plan, the General Plan, and the Sustainable Foster City Plan. Thus, the Climate Action Plan contains a refined collection of ideas that have been developed from a variety of sources to meet current projected GHG reduction needs.

The measures in the Climate Action Plan are broadly grouped into seven categories:

- <u>Energy (Community):</u> energy efficiency upgrades to residential and commercial buildings through code adoption, funding programs, and urban forestation programs

- Energy (Municipal): energy efficiency upgrades and improvements by the City through revised building standards, solar systems, purchase of environmentally-friendly materials, and leveraging of funds.

- Transportation and Land Use (Community): policies in the General Plan that reduce automobile trips through compact and more efficient land use patterns that promote a balanced mix of land uses, encourage alternative modes of transportation, and encourage use of hybrid and electric cars.

- Transportation-Related Municipal Operations: policies that promote energy efficiency in the City fleet and promote telecommuting and flexible work schedules to reduce vehicle trips.

- Waste (Community): waste diversion from landfills to reduce the generation of methane and other greenhouse gases.

- Energy and Water: energy reduction in the heating and usage of water.

- Education: programs to increase awareness of conservation, sustainability, and the Climate Action Plan

Chapter 4 of the Climate Action Plan presents all measures with background information, a description, cost and financial impacts, implementation process, and calculation assumptions for GHG reductions.

The Climate Action Plan recommends measures that are compatible with the proposed General Plan Land Use and Circulation Element, which means that the GHG reduction measures in the plan will tie into new development projects as well as existing development and municipal and community activities. The Climate Action Plan, as a programmatic tiering document under CEQA, will also serve as a tool for greenhouse gas analysis and mitigation review for new projects. It will help guide future planning, development, and municipal policy decisions. Chapter 5 of the Climate Action Plan discusses implementation, monitoring, implementation measures, implementation timeline, and potential funding sources.

Project Objectives

The project is intended to reflect the desires and vision of Foster City's residents, businesses, and decision-makers for the future development and operation of the City. Historically, Foster City has been committed to continuing the land use pattern envisioned in the original 1961 Master Plan, and maintaining the design qualities, appearance, and scale of its residential neighborhoods and commercial areas. Similarly, the Climate Action Plan is intended to reflect the desires of the City's residents, businesses, and decision-makers to reduce greenhouse gas emissions to address climate change issues to serve both the local community and the global population. In this regard, the primary objectives of the project are to:

- Update the Land Use and Circulation Element to eliminate goals, policies, and programs that are no longer relevant and ensure the Element reflects goals, policies, and

programs needed to guide the development and growth of the City while maintaining and enhancing the quality of life of the citizens through 2025.

- Provide methods for reducing Foster City's greenhouse gas emissions consistent with the direction of the State of California through the Global Warming Solutions Action (AB 32), Governor's Order S-03-05, and Public Resources Code Section 21083.3.

- Create a programmatic tiering document that addresses the elements identified under CEQA Guidelines Section 15183.5(b)(1).

- Address new requirements of State law.

Program EIR Analysis

The City, as the Lead Agency under the California Environmental Quality Act (CEQA), will prepare a Program Environmental Impact Report for the Foster City General Plan Update and Climate Action Plan (project). The EIR will be prepared in accordance with CEQA, implementing the CEQA Guidelines (Guidelines), relevant case law, and City procedures. The General Plan Update and Climate Action Plan is considered a "project" under CEQA, and is therefore subject to CEQA review. As policy documents, the General Plan and Climate Action Plan provide guidance and sets standards for several areas of mandatory environmental review for later "projects" that would be undertaken by local government and the private sector.

The EIR will analyze potentially significant cumulative impacts associated with adoption and implementation of the General Plan Update and the Climate Action Plan. As shown on Figure 1, there are very minor land use changes proposed to the City's Land Use Map. None of the proposed changes would result in an increase in development potential or development intensity within the City. Additionally, approval of the project would not entitle or otherwise directly or indirectly approve or facilitate new development within the City. As such, there is no potential for environmental impacts to occur in the near-term as a result of project approval. The analysis in the Draft EIR will focus on the potential impacts associated with buildout of the Foster City General Plan through 2025. The Draft EIR will include a description of existing baseline environmental conditions relative to each environmental topic contemplated under CEQA, and will include an analysis of potential impacts under cumulative conditions associated with buildout of the General Plan and implementation of the Climate Action Plan.

Pursuant to Section 15063(a) of the CEQA Guidelines, no Initial Study will be prepared for the proposed project. The EIR will evaluate the full range of environmental issues contemplated under CEQA and the CEQA Guidelines, with the exception of Agricultural and Forest Resources and Mineral Resources. There are no agricultural or forest lands located within the City of Foster City. Additionally, there are no known significant deposits of mineral resources located within Foster City. As such, there is no potential for the proposed project to impact these types of resources, and these environmental topics will not be addressed in the Draft EIR.

At this time, the City anticipates that Draft EIR sections will be organized in the following manner:

- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gases and Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Population
- Noise
- Public Services and Utilities
- Transportation and Circulation
- Aesthetics and Visual Resources
- Mandatory Findings of Significance/Cumulative Impacts
- Alternatives

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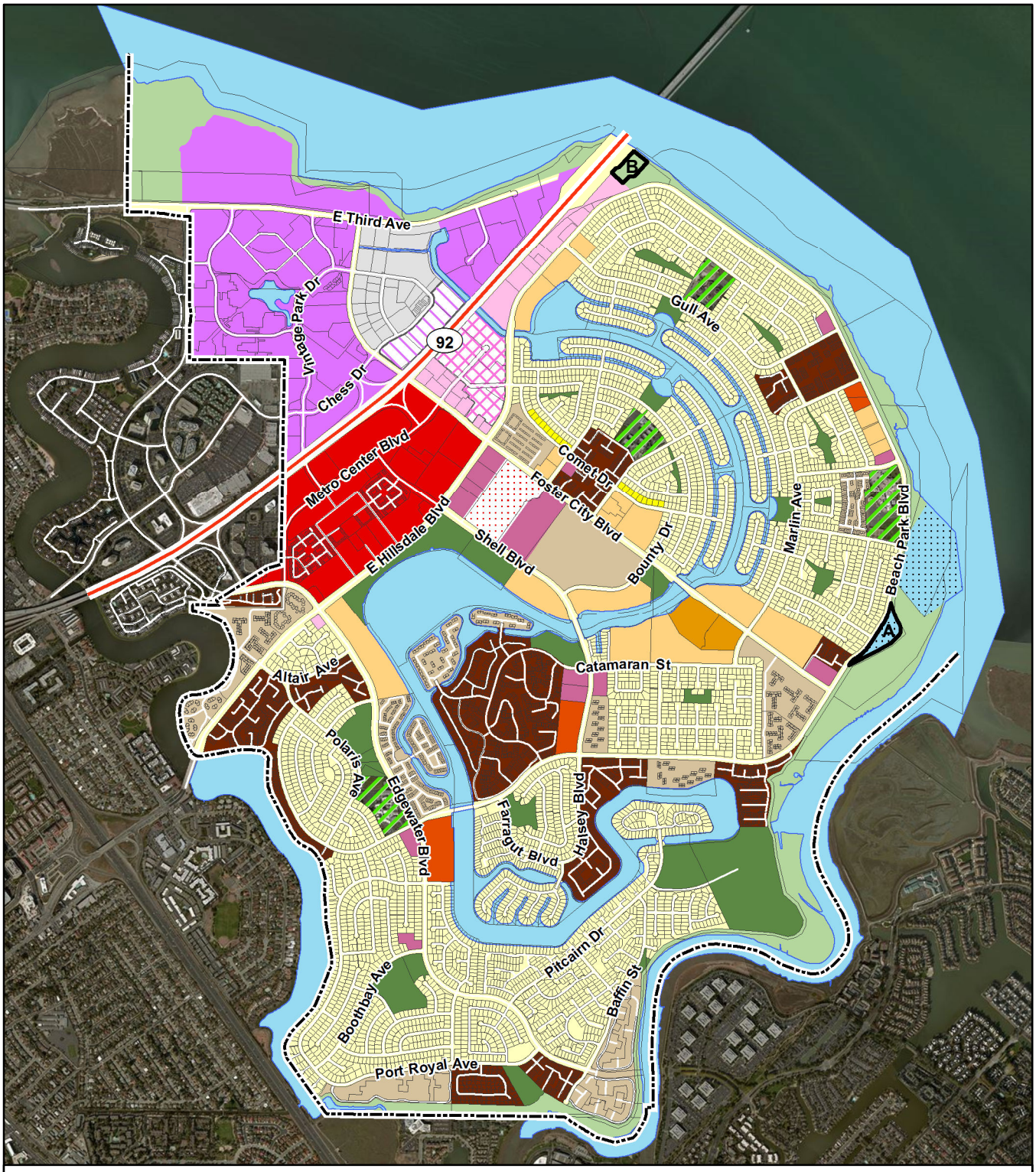

Land Use Designation

- Single Family Residential
- Two Family Residential
- Apartment Residential
- Apartment/Neighborhood Com
- Neighborhood Com
- Condominium Residential
- Townhouse Residential
- School
- Light Industrial
- Open Space
- Parks and Recreation
- Research/Office Park
- Chess/Hatch Office Research
- Public and Semi Public
- Service Commercial
- Service Commercial with Housing
- Town Center Commercial
- Civic Center Mixed Use
- Waterfront Commercial
- Proposed Map Changes

A: Change from Waterfront Commercial to Park

B: Change from Open Space to Park

Figure 1: Proposed General Plan Land Use Map

0 500 1,000
Feet
1:26,000

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

Data source: Foster City GIS. Image courtesy of USGS & Microsoft Corporation. Map date: January 12, 2015.

San Francisco Bay Conservation and Development Commission
455 Golden Gate Avenue, Suite 10600, San Francisco, California 94102 tel 415 352 3600 fax 415 352 3606

February 18, 2015

FOSTER CITY
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Curtis Banks
City of Foster
610 Foster City Boulevard
Foster City, CA 94404

SUBJECT: Notice of Preparation (NOP) for the City of Foster Land Use and Circulation Element Update and Climate Action Plan, SCH# 1991023084; BCDC Inquiry File No. SM.FC.6704.1

Dear Mr. Banks:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for the City of Foster City's Land Use and Circulation Element Update and Climate Action Plan. The project as described includes three elements to be analyzed in the EIR: 1) the proposed City of Foster General Plan Land Use and Circulation Element Update; 2) an amendment to the City of Foster City General Plan Land Use Map, and 3) a separate, stand-alone Climate Action Plan document (collectively "proposed project").

The NOP is dated January 20, 2015, and was received in our office on January 22, 2015. Although the San Francisco Bay Conservation and Development Commission has not reviewed the NOP, the following staff comments are based on the *McAteer-Petris Act*, the *San Francisco Bay Plan* (Bay Plan), the Commission's federally-approved management plan for the San Francisco Bay, and staff review of the NOP as it relates to the Commission's jurisdiction.

Jurisdiction. The Commission exercises permitting authority over San Francisco Bay up to the mean high tide line, including all sloughs and marshlands lying between high tide and five feet above mean sea level. The Commission also has jurisdiction within a shoreline band that extends 100 feet landward of and parallel with the Bay shoreline, as well as over managed wetlands adjacent to the Bay, salt ponds, and certain waterways. Commission permits are required for activities including dredging, fill placement, shoreline development, and substantial changes in use to any land, water or structure within the Commission's jurisdiction. For additional information on policies and permit requirements, please visit BCDC's website at www.bcdc.ca.gov.

The Commission also has land use authority over shoreline areas designated for priority uses in the Bay Plan. In Foster City, the Commission has designated certain areas of the Bay shoreline for waterfront park priority use, and wildlife refuge priority use along Belmont Slough (Redwood Shores Ecological Reserve). The EIR should discuss the consistency of land uses proposed for these areas with the Commission's Bay Plan land use designations, and the applicable Bay Plan policies. The recreation policies guide Commission decisions for waterfront parks, and the tidal marsh and tidal flats, and fish, other aquatic organisms and wildlife policies for wildlife refuges.

Climate Change. Any elements or portions of the proposed project that are located within BCDC's jurisdiction would be subject to the Climate Change policies of the Bay Plan. These policies state, in part, "When planning shoreline areas or designing larger shoreline project, a risk assessment should be prepared by a qualified engineer and should be based on the estimated 100-year flood elevation that takes into account the best estimates of future sea level rise and current flood protection and planned flood protection that will be funded and constructed when needed to provide protection for the proposed project or shoreline area... To protect public safety and ecosystem services, within areas that a risk assessment determines are vulnerable to future shoreline flooding that threatens public safety, all projects – other than repairs of existing facilities, small projects that do not increase risks to public safety, interim projects and infill projects within existing urbanized areas – should be designed to be resilient to a mid-century sea level rise projection... undeveloped areas that are both vulnerable to future flooding and currently sustain significant habitats or species... should be given special consideration for preservation and habitat enhancement and should be encouraged to be used for those purposes."

The EIR should include a discussion of the potential vulnerability of the proposed project to projected sea level rise. It should also discuss the best estimates of future sea level rise that would be used to assess risks for tiered projects within BCDC's jurisdiction and whether any improvements would be consistent with the Bay Plan Climate Change policies. As a planning tool, the preparers of the EIR may wish to refer to the Sea Level Rise and Coastal Flooding Impacts Viewer developed by the NOAA Office for Coastal Management in collaboration with a number of other agencies and organizations. The viewer is available at: http://coast.noaa.gov/digitalcoast/tools/slr/.

The three elements of this proposed project present a prime opportunity to engage in comprehensive planning around sea level rise and climate change adaptation in Foster City, with the potential for integrating land use planning, greenhouse gas reduction actions, and shoreline resilience. While the Climate Action Plan is intended to stand alone, we encourage the integration of its components with the Land Use Element and map, as well as more broadly with the General Plan to more effectively respond to climate change. We also encourage these important climate change planning efforts to build on existing resources, such as the San Mateo County Climate Action Plan Vulnerability Assessment (2011), the San Mateo County Energy Efficiency Climate Action Plan (2013), the California Adaptation Planning Guide (2012) prepared by the California Emergency Management Agency and the California Environmental Protection Agency, the Association of Bay Area Governments Resilience Initiative, and other relevant tools and partnerships. The Governor's Office of Planning and Research is also expected to release an update of the General Plan Guidelines within the timeframe of the development of this EIR. We recommend that the City of Foster City consider this update as part of the planning process.

Appearance, Design, and Scenic Views. The Bay Plan policies on appearance, design, and scenic views state, in part, "All bayfront development should be designed to enhance the pleasure of the user or viewer of the Bay. Maximum efforts should be made to provide, enhance, or preserve views of the Bay and shoreline, especially from public areas, from the Bay itself, and from the opposite shoreline."

The EIR should discuss the impact of the Land Use and Circulation Element Update and map, in particular, to views along shoreline trails and recreational spaces, and any features that would enable or discourage views of the Bay from public access points.

Public Access. Section 66602 of the McAteer-Petris Act states, in part, that "existing public access to the shoreline and waters of the San Francisco Bay is inadequate." The Commission can only approve a project within its jurisdiction if it provides maximum feasible public access, consistent with the project. The Bay Plan policies on public access state, in part that, "in addition to the public access to the Bay provided by waterfront parks, beaches, marinas, and fishing piers, maximum feasible access to and along the waterfront and on any permitted fills should be provided in and through every new development in the Bay or on the shoreline....Whenever public access to the Bay is provided as a condition of development, on fill or on the shoreline, the access should be permanently guaranteed."

The Bay Plan Map No. 6 also includes two policies relevant to public access within the proposed project area. The first is to "[p]rovide continuous public access to Bay and Belmont Slough, including paths, beaches, and small parks." The second is to "[p]rotect and provide public access to shellfish beds offshore." The EIR should discuss how the proposed project is consistent with these policies.

Recreation. The Bay Plan policies on recreation state, in part, that "Diverse and accessible water-oriented recreational facilities, such as marinas, launch ramps, beaches, and fishing piers, should be provided to meet the needs of a growing and diversifying population, and should be well distributed around the Bay and improved to accommodate a broad range of water-oriented recreational activities for people of all races, cultures, ages and income levels." Additionally, Bay Plan Map No. 6 shows that the shoreline of Foster City from the San Mateo Bridge to Belmont Slough, as well as a portion along Belmont Slough leading inland, is designated as a waterfront park or beach priority use area. The EIR should indicate how proposed use along the shoreline aligns with the priority use area designation and how the proposed project will provide diverse, accessible recreational opportunities consistent with these policies.

Transportation. The Bay Plan policies on transportation state, in part, "Transportation projects...should include pedestrian and bicycle paths that will either be a part of the Bay Trail or connect the Bay Trail with other regional and community trails. Transportation projects should be designed to maintain and enhance visual and physical access to the Bay and along the Bay shoreline." It appears that the Bay Trail is within the proposed project area. The EIR should discuss how the Land Use and Circulation Element Update, in particular, provides for non-motorized forms of travel (e.g. bicycles, pedestrians) and how the proposed project will integrate the existing Bay Trail and other regional and community trails.

Fish, Other Aquatic Organisms and Wildlife. The Bay Plan policies on fish, other aquatic organisms and wildlife state, in part, that to benefit these resources "the Bay's tidal marshes, tidal flats and subtidal habitat should be conserved, restored and increased" to the "greatest extent feasible." Furthermore, "[s]pecific habitats that are needed to conserve, increase or prevent the extinction of any native species, species threatened or endangered, species that the California Department of Fish and Game has determined are candidates for listing as endangered or threatened under the California Endangered Species Act, or any species that provides substantial public benefits, should be protected,

whether in the Bay or behind dikes." The EIR should discuss the effect the proposed project would have on fish, other aquatic organisms and wildlife, and whether the proposed project elements would be consistent with the Bay Plan policies on these resources.

Additionally, Bay Plan Map No. 6 shows a designated harbor seal haul-out site near Little Coyote Point in Foster City. For this site, the Bay Plan policies state: "Protect harbor seal haul-out and pupping site where harbor seals rest, give birth and nurse their young. Projects allowed only if protective of harbor seals and other sensitive wildlife." The EIR should discuss whether the proposed project will be protective of harbor seals and sensitive wildlife in this location.

Existing BCDC Permits. The City of Foster City and several private landowners have existing BCDC permits that control the use of land and water within the Commission's jurisdiction. A partial list includes BCDC Permit Nos. 16-91, 15-97, 05-86 and 22-83. The EIR should analyze whether any of the proposed land uses would conflict with these Commission permits.

We appreciate the opportunity to comment on the NOP for the City of Foster Land Use and Circulation Element Update and Climate Action Plan. Please contact me at 415/352-3649 or by email at rebecca.coates-maldoon@bcdc.ca.gov if you have any questions.

Sincerely,

R. Coates-Maldoon

REBECCA COATES-MALDOON
Coastal Planner

cc: Scott Morgan, State Clearinghouse

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
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TTY 711

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Serious Drought.
Help save water!

January 30, 2015

SMGen078
SCH# 1991023084

Mr. Curtis Banks
City of Foster City
610 Foster City Boulevard
Foster City, CA 94404

Dear Mr. Banks:

Land Use and Circulation Element Update and Climate Action Plan – Recirculated Notice of Preparation

Thank you for continuing to include the California Department of Transportation (Caltrans) in the environmental review process for the above project. The following comments are based on the Recirculated Notice of Preparation (NOP). Page 2 of the Recirculated NOP under the paragraph heading "Notice of Preparation" states that, "Comments that were provided on the initial NOP remain part of the administrative record for the Project and will be appropriately addressed in the EIR with any new comments that are received during the Recirculated NOP public comment period…". Therefore, we will not resubmit our previous comments dated July 25, 2012. However, our previous comments still apply and are incorporated here by reference.

Sea Level Rise

The effects of sea level rise may have impacts on transportation facilities located in the project area. Executive Order (EO) S-13-08 directs State agencies planning construction projects in areas vulnerable to sea level rise to begin planning for potential impacts by considering a range of sea level rise scenarios for the years 2050 and 2100. Higher water levels may increase erosion rates, change environmental characteristics that affect material durability, lead to increased groundwater levels and change sediment movement along shores and at estuaries and river mouths, as well as affect soil pore pressure at dikes and levees on which transportation facilities are constructed. All these factors must be addressed through geotechnical and hydrological studies conducted in coordination with Caltrans. We look forward to working with the City of Foster City to provide a safe, sustainable, integrated and efficient transportation system that enhances the area's economy and livability for now and future generations.

Please forward at least one hard copy and one CD of the environmental document, along with the technical appendices, as soon as they are available.

Please feel free to call or email Sandra Finegan at (510) 622-1644 or sandra_finegan@dot.ca.gov with any questions regarding this letter.

Sincerely,

Pat

PATRICIA MAURICE
Acting District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

CALIFORNIA STATE LANDS COMMISSION
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202

JENNIFER LUCCHESI, *Executive Officer*
(916) 574-1800 *Fax* **(916) 574-1810**
California Relay Service TDD Phone **1-800-735-2929**
from Voice Phone **1-800-735-2922**

Contact Phone: **(916) 574-1890**
Contact FAX: **(916) 574-1885**

Established in 1938

February 17, 2015

File Ref: SCH # 1991023084

Mr. Curtis Banks, Community Development Director
City of Foster City
610 Foster City Boulevard
Foster City, CA 94404

Subject: Notice of Preparation (NOP) for Preparation of a Program Environmental Impact Report (PEIR) for the Foster City General Plan Update and Climate Action Plan, San Mateo County

Dear Mr. Banks:

The California State Lands Commission (CSLC) staff has reviewed the subject NOP for a PEIR for the Foster City General Plan Update and Climate Action Plan (Plan or Project), which is being prepared by the city of Foster City (City). The City, as the public agency proposing to carry out the project, is the lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.). The CSLC is a trustee agency for projects that could directly or indirectly affect sovereign lands and their accompanying Public Trust resources or uses. Additionally, because future individual projects under the Plan could involve work on sovereign lands, the CSLC will act as a responsible agency. CSLC staff requests that the City consult with us on preparation of the PEIR as required by CEQA section 21153, subdivision (a), and the State CEQA Guidelines section 15086, subdivisions (a)(1) and (a)(2).

CSLC Jurisdiction and Public Trust Lands

The CSLC has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The CSLC also has certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, §§ 6301, 6306). All tidelands and submerged lands, granted or ungranted, as well as navigable lakes and waterways, are subject to the protections of the Common Law Public Trust.

As general background, the State of California acquired sovereign ownership of all tidelands and submerged lands and beds of navigable lakes and waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of

all people of the State for statewide Public Trust purposes, which include but are not limited to waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. On tidal waterways, the State's sovereign fee ownership extends landward to the mean high tide line, except for areas of fill or artificial accretion or where the boundary has been fixed by agreement or a court. On navigable non-tidal waterways, including lakes, the State holds fee ownership of the bed of the waterway landward to the ordinary low water mark and a Public Trust easement landward to the ordinary high water mark, except where the boundary has been fixed by agreement or a court. Such boundaries may not be readily apparent from present day site inspections.

The NOP includes the Proposed General Plan Use Map as Figure 1. This figure appears to include improvements to waterways subject to the CSLC's jurisdiction (e.g., San Francisco Bay and Belmont Slough). Once more information becomes available about the areas covered under the Project, and additional specifics related to the facilities in Figure 1 are identified, CSLC staff would like the opportunity to review those details to determine what portions, if any, are located within the CSLC's jurisdiction. Please be advised that any uses or crossings of lands under the CSLC's jurisdiction may require a lease. As the Project proceeds, we request that the City consult with the CSLC's Land Management Division contact identified below to determine whether the Project or any component of the Project requires a lease or other authorization from the CSLC.

Please also be advised that the waterways involved in the Project are subject to a public navigational easement. This easement provides that the public has the right to navigate and exercise the incidences of navigation in a lawful manner on State waters that are capable of being physically navigated by oar or motor-propelled small craft. Such uses may include, but are not limited to, boating, rafting, sailing, rowing, fishing, fowling, bathing, skiing, and other water-related public uses. The activities completed under the Project must not restrict or impede the easement right of the public.

These comments are made without prejudice to any future assertion of State ownership or public rights, should circumstances change, or should additional information become available. This letter is not intended, nor should it be construed as a waiver or limitation of any right, title, or interest of the State of California in any lands under its jurisdiction.

Project Description

Foster City is located in San Mateo County, midway between San Francisco and San Jose on the western shoreline of the San Francisco Bay, east of U.S. 101. The Project to be analyzed in the PEIR includes three inter-related components: (1) the proposed City of Foster General Plan Land Use and Circulation Element Update (2) an amendment to the City of Foster City General Plan Land Use Map and (3) a separate, stand-alone Climate Action Plan document. The NOP additionally describes the following objectives and needs:

- Update the City's General Plan Land Use and Circulation Element (General Plan) to eliminate goals, policies, and programs that are no longer relevant; and to ensure the General Plan reflects goals, policies, and programs that are needed

to guide the development and growth of the City, while maintaining and enhancing the quality of life of the citizens through 2025;

- Provide methods for reducing City's greenhouse gas (GHG) emissions consistent with the direction of the State of California through the Global Warming Solutions Action (AB 32), Governor's Order S-03-05, and Public Resources Code section 21083.3;
- Create a programmatic tiering document that addresses the elements identified under the State CEQA Guidelines section 15183.5, subdivision (b)(1); and
- Address new requirements of State law.

Environmental Review

CSLC staff requests that the City consider the following comments when preparing the draft EIR.

General Comments

1. The NOP (p. 1) states that the currently proposed changes to the Land Use Map include:
   - Destination Park: change from Waterfront Commercial to Park (Site A on Figure 1)
   - Werder Park: change from Open Space to Park (Site B on Figure 1)
   - Elementary School (four sites): change legend to School
   - Study Areas: eliminate two previously designated study areas, (1) Chess Drive Industrial and (2) Marina Site

   However, page 3-18 of the draft Land Use and Circulation Element (which the public is directed to review, per page 3 of the NOP) states that "At the present time, only the proposed Foster City Marina site is designated for waterfront commercial uses."

   To aid in the CSLC's jurisdictional review, please clarify if the "Waterfront Commercial" area shown on Figure 1 is the same as the Foster City Marina site, and whether the Marina site will be included in the PEIR study area.

1. Programmatic Document: Because the PEIR is being proposed as a "Programmatic" rather than a "Project-level" document, the CSLC expects the Project components will be presented as a series of distinct but related sequential activities (i.e., specific components). Page 6 of the NOP states:

   "The analysis in the Draft EIR will focus on the potential impacts associated with buildout of the Foster City General Plan through 2025. The Draft EIR will include a description of existing baseline environmental conditions relative to each environmental topic contemplated under CEQA, and will include an analysis of potential impacts under cumulative conditions associated with buildout of the General Plan and implementation of the Climate Action Plan".

The State CEQA Guidelines, section 15168, subdivision (c)(5) states that a program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible; we recommend the City seek to develop the PEIR in a way that streamlines subsequent tiered environmental documents as much as possible by including, for example, formulas or criteria for mitigation measures and standardized protective measures or best management practices that can be broadly applied to future projects (see also comment below).

2. Deferred Mitigation: In order to avoid the improper deferral of mitigation (a common flaw in program-level environmental documents), mitigation measures should either be presented as specific, feasible, and enforceable obligations. Or, the mitigation measures should be presented as formulas containing "performance standards which would mitigate the significant effect of the project and which may be accomplished in more than one specified way" (State CEQA Guidelines, § 15126.4, subd. (b)). As such, the PEIR should make an effort to distinguish what activities and their mitigation measures are being analyzed in sufficient detail to be covered under the PEIR without additional project specific environmental review, and what activities will trigger the need for additional environmental analysis (see State CEQA Guidelines, § 15168, subd.(c)).

3. Project Description: The Project Description (especially for the waterfront commercial development and Park B shown in NOP Figure 1) should be as precise as possible in describing the details of all activities covered by or considered in the Plan. A thorough and complete Project Description will help facilitate meaningful environmental review of potential impacts, mitigation measures, alternatives, minimize the potential for subsequent environmental analysis to be required, and CSLC staff's determination of the extent and locations of its leasing jurisdiction.

Biological Resources

4. Sensitive Species and Habitats: The PEIR should provide an overview of the biological setting and, to the extent feasible in a program level analysis, disclose potentially significant effects on sensitive species and habitats in and around the Project area, including special-status wildlife, fish, and plants. It should also identify feasible mitigation measures (if applicable) to reduce those impacts. The City should conduct queries of the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDB) and U.S. Fish and Wildlife Service's (USFWS) Special Status Species Database to identify any special-status plant or wildlife species that may occur in the Project area. CSLC staff requests that the PEIR discuss the results of these queries, consultations with the appropriate agencies, agency recommended mitigation measures, and other potential agency required permits.

5. Invasive Species: The PEIR should discuss the Project's potential to encourage the establishment or proliferation of aquatic invasive species (AIS) such as the quagga mussel, or other nonindigenous, invasive species including aquatic and terrestrial

plants. For example, construction boats and barges brought in from long stays at distant projects may transport new species to the Project area via hull biofouling, wherein marine and aquatic organisms attach to and accumulate on the hull and other submerged parts of a vessel. If the analysis in the PEIR finds potentially significant AIS impacts, possible mitigation could include contracting vessels and barges from nearby, or requiring contractors to perform a certain degree of hull-cleaning. The CDFW's Invasive Species Program could assist with this analysis as well as with the development of appropriate mitigation (information at www.dfg.ca.gov/invasives/).

6. Construction and Underwater Noises: The PEIR should evaluate noise and vibration impacts on fish and birds from carrying out proposed Project-related construction activities and should consider applying standard mitigation measures like species-specific work windows as defined by CDFW, USFWS, and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NMFS). CSLC staff recommends early consultations with these agencies to minimize the Project impacts on sensitive species. CSLC staff also requests that this discussion be included or referenced in both the Biological Resources and Noise Sections of the PEIR.

Climate Change

7. Greenhouse Gases: Even though the PEIR will include the City's proposed Climate Action Plan, it is unclear form the NOP how this plan will be presented for comment or how it will be evaluated in the context of the General Plan Update components and the GHG emissions analysis required by the State CEQA Guidelines. The City should strive, in developing the PEIR, to demonstrate how the General Plan Update and Climate Action Plan fit together to meet both the goals of the Plan as well as the analysis and mitigation requirements of CEQA.

8. Sea Level Rise: A tremendous amount of State-owned lands and resources under the Commission's jurisdiction will be impacted by rising sea levels. With this in mind, the City should consider discussing in the Draft PEIR the effects of sea level rise on all resource categories potentially affected by the proposed Project. Because of their nature and location, these lands and resources are already vulnerable to a range of natural events, such as storms and extreme high tides. Note that the State of California released the final "Safeguarding California: Reducing Climate Risk, an Update to the 2009 California Climate Adaptation Strategy" (Safeguarding Plan) on July 31, 2014, to provide policy guidance for state decision-makers as part of continuing efforts to prepare for climate risks. The Safeguarding Plan sets forth "actions needed" to safeguard ocean and coastal ecosystems and resources as part of its policy recommendations for state decision-makers. The City should consider discussing in the PEIR (specifically the City's General Plan) the effects of sea level rise on all resource categories potentially affected by the proposed Project; the NOP did not state that sea level rise would be considered in the PEIR.

In addition, at its meeting on December 17, 2009, the CSLC approved the recommendations made in a previously requested staff report, "A Report on Sea Level Rise Preparedness" (Report), which assessed the degree to which the CSLC's grantees and lessees have considered the eventual effects of sea level rise on facilities located within the CSLC's jurisdiction. (The Report can be found on the CSLC's website, www.slc.ca.gov.) One of the Report's recommendations directs CSLC staff to consider the effects of sea level rise on hydrology, soils, geology, transportation, recreation, and other resource categories in all environmental determinations associated with CSLC leases. When considering lease applications, CSLC staff will (1) request information from applicants concerning the potential effects of sea level rise on their proposed projects, (2) if applicable, require applicants to indicate how they plan to address sea level rise and what adaptation strategies are planned during the projected life of their projects, and (3) where appropriate, recommend project modifications that would eliminate or reduce potentially adverse impacts from sea level rise, including adverse impacts on public access.

Cultural Resources

9. Submerged Resources: The PEIR should evaluate potential impacts to submerged cultural resources in the Project area. The CSLC maintains a shipwrecks database that can assist with this analysis. CSLC staff requests that the City contact Assistant Chief Counsel Pam Griggs (see contact information below) to obtain shipwrecks data from the database and CSLC records for the Project site. The database includes known and potential vessels located on the State's tide and submerged lands; however, the locations of many shipwrecks remain unknown. Please note that any submerged archaeological site or submerged historic resource that has remained in State waters for more than 50 years is presumed to be significant. Because of this possibility, CSLC staff recommends the City add a standard requirement or measure such that in the event cultural resources are discovered during any construction activities, Project personnel would halt all activities in the immediate area and notify a qualified archaeologist to determine the appropriate course of action.

10. Title to Resources: The PEIR should also mention that the title to all abandoned shipwrecks, archaeological sites, and historic or cultural resources on or in the tide and submerged lands of California is vested in the State and under the jurisdiction of the CSLC (Pub. Resources Code, § 6313). Should any cultural resources on state lands be discovered during construction of future projects, CSLC should be contacted immediately.

Recreation

11. The PEIR should discuss possible impacts to recreational users in the proposed Project area. As explained earlier in the "CSLC Jurisdiction and Public Trust Lands" Section of this letter that the public has the right to recreational activities such as (but not limited to) boating, rafting, sailing, rowing, fishing, fowling, bathing, skiing,

and other water-related public uses. The proposed Project-related activities must not restrict or impede public access to above explained recreational uses. If possible impacts to recreation are expected, appropriate mitigation measures should be proposed to reduce these impacts. For example, posting construction signs (in advance) in and around the proposed Project area may help in public awareness of possible impeded recreational access to in and around the proposed Project area.

Alternatives

12. In addition to describing mitigation measures that would avoid or reduce the potentially significant impacts of the Project, the City should identify and analyze a range of reasonable alternatives to the proposed Project that would attain most of the Project objectives while avoiding or reducing one or more of the potentially significant impacts (see State CEQA Guidelines, § 15126.6).

Thank you for the opportunity to comment on the NOP for the Project. As a trustee and potentially responsible agency, CSLC staff requests that you consult with us on this Project and keep us advised of changes to the Project description and all other important developments. Please send additional information on the Project to the CSLC staff listed below as the PEIR is being prepared.

Please refer questions concerning environmental review to Cynthia Herzog, Senior Environmental Scientist, at (916) 574-1310 or via e-mail at Cynthia.Herzog@slc.ca.gov. For questions concerning archaeological or historic resources under CSLC jurisdiction, please contact Assistant Chief Counsel Pam Griggs at (916) 574-1854 or via email at Pamela.Griggs@slc.ca.gov. For questions concerning CSLC leasing jurisdiction, please contact Wendy Hall, Public Land Manager at (916) 574-0994, or via email at Wendy.Hall@slc.ca.gov.

Sincerely,

Cy R. Oggins, Chief
Division of Environmental Planning
and Management

cc: Office of Planning and Research
C. Herzog, CSLC
W. Hall, CSLC
J. Rader, CSLC
P. Griggs, CSLC

APPENDIX B

EXISTING TRAFFIC: TRAFFIC NOISE MODEL DATA

Appendix B
FHWA-RD-77-108 Highway Traffic Noise Prediction Model
Data Input Sheet

Project #: 2012-142 Foster City Land Use & Circulation Element Update EIR
Description: Existing Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway Name	Segment Description	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)
1	US 101 (Bayshore Fwy.)	North of East Hillsdale	156,690	82		18	1.9	1.3	65	150	-8
2	US 101 (Bayshore Fwy.)	South of East Hillsdale	177,100	82		18	2.0	1.5	65	400	-8
3	Beach Park Blvd.	Edgewater to Foster City	10,500	87		13	1.0	0.5	35	60	
4	Beach Park Blvd.	North of Foster City	2,440	87		13	1.0	0.5	35	60	
5	Chess Drive	West of Vintage Park	10,040	87		13	1.0	0.5	30	100	
6	Chess Drive	East of Vintage Park	14,630	87		13	1.0	0.5	30	100	
7	Edgewater Boulevard	SR92 to Metro Center	19,710	87		13	1.0	0.5	35	85	
8	Edgewater Boulevard	Metro Center to E. Hillsdale	20,530	87		13	1.0	0.5	40	85	
9	Edgewater Boulevard	E. Hillsdale to Beach Park	24,670	87		13	1.0	0.5	40	75	
10	Edgewater Boulevard	South of Beach Park	16,700	87		13	1.0	0.5	35	60	
11	East Hillsdale Avenue	Norfolk to Altair	36,120	87		13	1.0	0.5	40	75	
12	East Hillsdale Avenue	Altair to Edgewater	31,170	87		13	1.0	0.5	35	75	
13	East Hillsdale Avenue	Edgewater to Shell	20,900	87		13	1.0	0.5	35	100	
14	East Hillsdale Avenue	Shell to Foster City	14,220	87		13	1.0	0.5	35	100	
15	East Hillsdale Avenue	Foster City to Pilgrim	9,410	87		13	1.0	0.5	35	75	
16	East Hillsdale Avenue	East of Pilgrim	10,800	87		13	1.0	0.5	35	75	
17	East Third Avenue	West of Mariners Island	14,200	87		13	1.0	0.5	45	400	
18	East Third Avenue	Mariners Island to Foster City	9,280	87		13	1.0	0.5	45	100	
19	Foster City Boulevard	E. Third to Vintage Park	8,990	87		13	1.0	0.5	35	100	
20	Foster City Boulevard	Vintage Park to Chess	11,060	87		13	1.0	0.5	35	100	
21	Foster City Boulevard	Chess to Metro Center	23,130	87		13	1.0	0.5	35	100	
22	Foster City Boulevard	Metro Center to E. Hillsdale	19,980	87		13	1.0	0.5	35	100	
23	Foster City Boulevard	E. Hillsdale to Marlin	17,220	87		13	1.0	0.5	40	75	
24	Foster City Boulevard	Marlin to Beach Park	5,470	87		13	1.0	0.5	30	60	
25	Metro Center Boulevard	Edgewater to Vintage Park	1,010	87		13	1.0	0.5	35	70	
26	Metro Center Boulevard	Vintage Park to Shell	13,470	87		13	1.0	0.5	35	100	
27	Metro Center Boulevard	Shell to EB SR92	12,070	87		13	1.0	0.5	35	100	
28	Shell Boulevard	Metro Center to E. Hillsdale	8,110	87		13	1.0	0.5	35	70	
29	Shell Boulevard	E. Hillsdale to Beach Park	14,570	87		13	1.0	0.5	35	70	
30	State Route 92	US 101 to Mariner's Island Blvd./E	120,580	87		13	2.3	2.2	65	200	-8
31	State Route 92	Mariner's Island Blvd./Edgewater B	101,510	87		13	2.3	2.2	65	250	-8
32	State Route 92	East of Foster City Blvd.	79,140	87		13	3.2	3.3	65	440	
33	Vintage Park Drive	Metro Center to Chess	14,170	87		13	1.0	0.5	30	100	
34	Vintage Park Drive	Chess to Foster City	5,100	87		13	1.0	0.5	30	100	

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Appendix B

FHWA-RD-77-108 Highway Traffic Noise Prediction Model
Predicted Levels

Project #: 2012-142 Foster City Land Use & Circulation Element Update EIR
Description: Existing Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway Name	Segment Description	Autos	Medium Trucks	Heavy Trucks	Total
1	US 101 (Bayshore Fwy.)	North of East Hillsdale	67.9	56.9	58.7	68.7
2	US 101 (Bayshore Fwy.)	South of East Hillsdale	62.0	51.3	53.5	62.9
3	Beach Park Blvd.	Edgewater to Foster City	61.6	51.4	53.5	62.6
4	Beach Park Blvd.	North of Foster City	55.3	45.0	47.2	56.2
5	Chess Drive	West of Vintage Park	56.1	46.8	50.9	57.7
6	Chess Drive	East of Vintage Park	57.8	48.4	52.5	59.3
7	Edgewater Boulevard	SR92 to Metro Center	62.1	51.8	54.0	63.0
8	Edgewater Boulevard	Metro Center to E. Hillsdale	63.9	52.9	54.7	64.7
9	Edgewater Boulevard	E. Hillsdale to Beach Park	65.5	54.5	56.3	66.3
10	Edgewater Boulevard	South of Beach Park	63.6	53.4	55.6	64.6
11	East Hillsdale Avenue	Norfolk to Altair	67.2	56.2	58.0	68.0
12	East Hillsdale Avenue	Altair to Edgewater	64.9	54.6	56.8	65.8
13	East Hillsdale Avenue	Edgewater to Shell	61.3	51.0	53.2	62.2
14	East Hillsdale Avenue	Shell to Foster City	59.6	49.3	51.5	60.6
15	East Hillsdale Avenue	Foster City to Pilgrim	59.7	49.4	51.6	60.6
16	East Hillsdale Avenue	East of Pilgrim	60.3	50.0	52.2	61.2
17	East Third Avenue	West of Mariners Island	53.7	42.0	43.5	54.3
18	East Third Avenue	Mariners Island to Foster City	60.9	49.2	50.7	61.5
19	Foster City Boulevard	E. Third to Vintage Park	57.6	47.4	49.5	58.6
20	Foster City Boulevard	Vintage Park to Chess	58.5	48.3	50.4	59.5
21	Foster City Boulevard	Chess to Metro Center	61.7	51.5	53.6	62.7
22	Foster City Boulevard	Metro Center to E. Hillsdale	61.1	50.8	53.0	62.0
23	Foster City Boulevard	E. Hillsdale to Marlin	64.0	53.0	54.8	64.8
24	Foster City Boulevard	Marlin to Beach Park	56.8	47.5	51.6	58.3
25	Metro Center Boulevard	Edgewater to Vintage Park	50.4	40.2	42.4	51.4
26	Metro Center Boulevard	Vintage Park to Shell	59.4	49.1	51.3	60.3
27	Metro Center Boulevard	Shell to EB SR92	58.9	48.6	50.8	59.8
28	Shell Boulevard	Metro Center to E. Hillsdale	59.5	49.2	51.4	60.4
29	Shell Boulevard	E. Hillsdale to Beach Park	62.0	51.8	54.0	63.0
30	State Route 92	US 101 to Mariner's Island Blvd./Edgewate	64.0	53.9	57.2	65.1
31	State Route 92	Mariner's Island Blvd./Edgewater Blvd. to F	61.8	51.7	55.0	62.9
32	State Route 92	East of Foster City Blvd.	64.9	56.4	60.0	66.6
33	Vintage Park Drive	Metro Center to Chess	57.6	48.3	52.4	59.1
34	Vintage Park Drive	Chess to Foster City	53.2	43.8	48.0	54.7

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Appendix B

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Noise Contour Output

Project #: 2012-142 Foster City Land Use & Circulation Element Update EIR

Description: Existing Traffic

Ldn/CNEL: Ldn

Hard/Soft: Soft

			-------- Distances to Traffic Noise Contours --------				
Segment	Roadway Name	Segment Description	75	70	65	60	55
1	US 101 (Bayshore Fwy.)	North of East Hillsdale	57	122	263	567	1221
2	US 101 (Bayshore Fwy.)	South of East Hillsdale	62	134	288	622	1339
3	Beach Park Blvd.	Edgewater to Foster City	9	19	41	89	192
4	Beach Park Blvd.	North of Foster City	3	7	16	34	72
5	Chess Drive	West of Vintage Park	7	15	32	70	150
6	Chess Drive	East of Vintage Park	9	19	42	90	193
7	Edgewater Boulevard	SR92 to Metro Center	14	29	63	135	292
8	Edgewater Boulevard	Metro Center to E. Hillsdale	17	38	81	175	377
9	Edgewater Boulevard	E. Hillsdale to Beach Park	20	43	92	198	426
10	Edgewater Boulevard	South of Beach Park	12	26	56	121	261
11	East Hillsdale Avenue	Norfolk to Altair	25	55	118	255	549
12	East Hillsdale Avenue	Altair to Edgewater	18	40	85	184	396
13	East Hillsdale Avenue	Edgewater to Shell	14	30	65	141	303
14	East Hillsdale Avenue	Shell to Foster City	11	23	51	109	235
15	East Hillsdale Avenue	Foster City to Pilgrim	8	18	38	83	178
16	East Hillsdale Avenue	East of Pilgrim	9	20	42	91	195
17	East Third Avenue	West of Mariners Island	17	36	78	168	362
18	East Third Avenue	Mariners Island to Foster City	13	27	59	127	273
19	Foster City Boulevard	E. Third to Vintage Park	8	17	37	80	173
20	Foster City Boulevard	Vintage Park to Chess	9	20	43	92	199
21	Foster City Boulevard	Chess to Metro Center	15	32	70	151	325
22	Foster City Boulevard	Metro Center to E. Hillsdale	14	29	63	137	294
23	Foster City Boulevard	E. Hillsdale to Marlin	16	34	72	156	335
24	Foster City Boulevard	Marlin to Beach Park	5	10	22	47	100
25	Metro Center Boulevard	Edgewater to Vintage Park	2	4	9	19	40
26	Metro Center Boulevard	Vintage Park to Shell	11	23	49	105	226
27	Metro Center Boulevard	Shell to EB SR92	10	21	45	98	210
28	Shell Boulevard	Metro Center to E. Hillsdale	7	16	35	75	161
29	Shell Boulevard	E. Hillsdale to Beach Park	11	24	51	111	239
30	State Route 92	US 101 to Mariner's Island Blvd./Edgewa	44	95	204	440	948
31	State Route 92	Mariner's Island Blvd./Edgewater Blvd. to	39	85	182	392	845
32	State Route 92	East of Foster City Blvd.	120	260	559	1205	2595
33	Vintage Park Drive	Metro Center to Chess	9	19	41	88	189
34	Vintage Park Drive	Chess to Foster City	4	10	21	44	96

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APPENDIX C

CONTINUOUS NOISE MONITORING DATA

Appendix C
Foster City Land Use and Circulation Element
24hr Continuous Noise Monitoring - Site A
Thursday August 16 - Friday August 17, 2012

Hour	Leq	Lmax	L50	L90
11:00	56	69	54	47
12:00	52	72	49	47
13:00	61	76	51	47
14:00	52	73	48	46
15:00	54	78	49	47
16:00	51	70	47	45
17:00	48	61	46	44
18:00	50	65	49	45
19:00	54	66	53	51
20:00	53	64	53	51
21:00	58	87	52	50
22:00	51	65	51	49
23:00	49	62	49	46
0:00	46	60	46	43
1:00	46	65	45	42
2:00	47	71	44	40
3:00	50	64	46	42
4:00	51	69	47	43
5:00	51	61	50	47
6:00	53	72	52	50
7:00	54	73	53	51
8:00	52	58	52	50
9:00	49	59	49	47
10:00	50	70	48	47

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	61.4	47.6	54.6	53.5	45.8	50.1
Lmax (Maximum)	86.6	57.8	69.5	72.1	59.7	65.4
L50 (Median)	53.8	46.1	50.1	52.2	43.6	47.7
L90 (Background)	51.3	44.1	47.8	50.3	40.4	44.9

Computed Ldn, dB	57.5
% Daytime Energy	82%
% Nighttime Energy	18%

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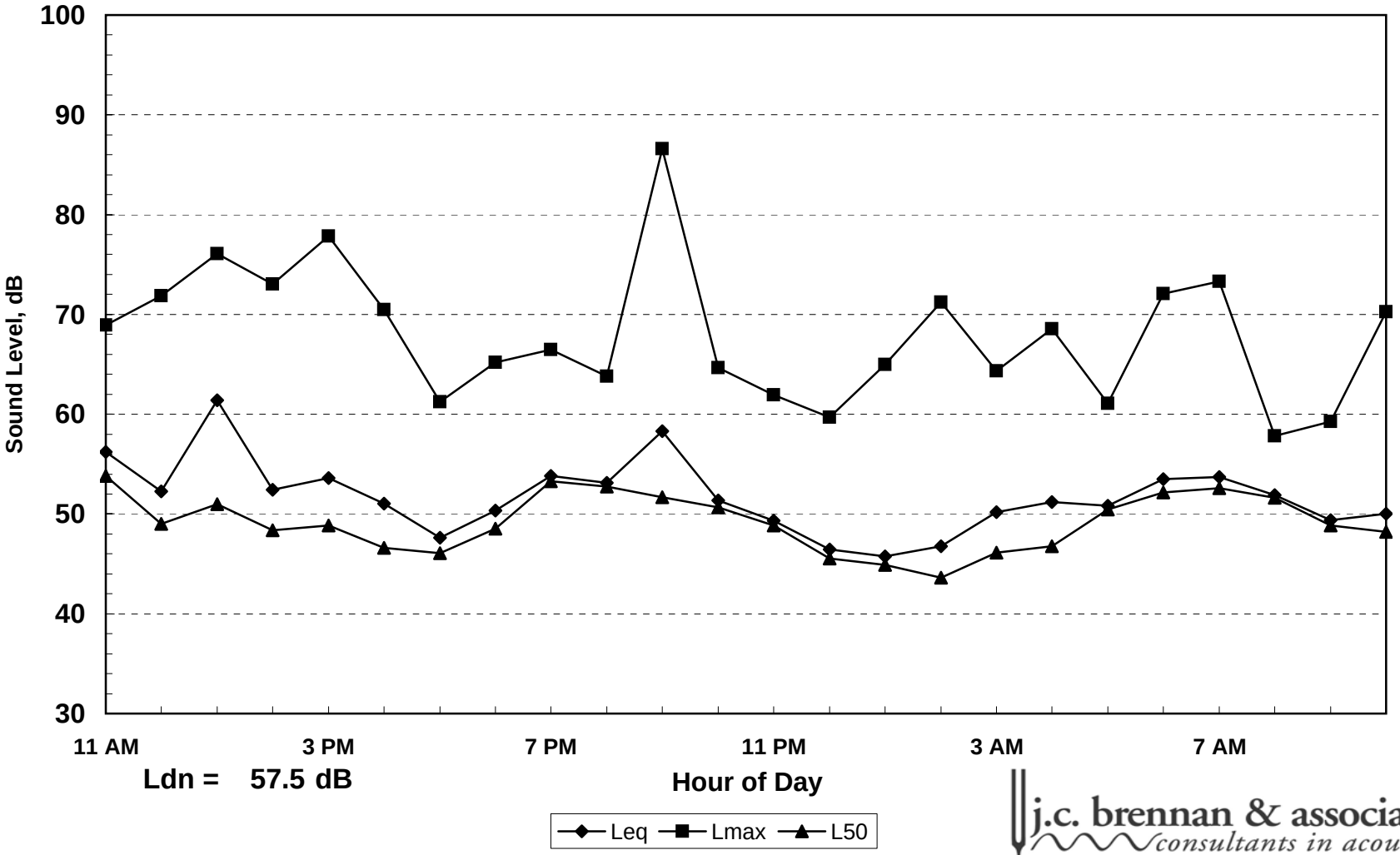
Appendix C

Foster City Land Use and Circulation Element

24hr Continuous Noise Monitoring - Site A

Thursday August 16 - Friday August 17, 2012



Ldn = 57.5 dB

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Appendix C
Foster City Land Use and Circulation Element
24hr Continuous Noise Monitoring - Site B
Thursday August 16 - Friday August 17, 2012

Hour	Leq	Lmax	L50	L90
11:00	67	79	65	63
12:00	67	80	65	62
13:00	67	79	66	63
14:00	70	79	70	68
15:00	71	82	70	69
16:00	71	77	71	69
17:00	70	81	69	67
18:00	70	79	70	68
19:00	69	76	69	67
20:00	68	78	68	65
21:00	68	77	67	64
22:00	67	78	66	63
23:00	64	80	63	60
0:00	63	76	61	57
1:00	61	78	58	53
2:00	56	68	55	51
3:00	55	69	53	48
4:00	60	74	58	51
5:00	64	76	64	60
6:00	66	83	64	57
7:00	67	78	66	63
8:00	67	79	66	63
9:00	68	79	67	65
10:00	68	80	67	65

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	70.7	66.5	68.8	66.7	54.5	63.2
Lmax (Maximum)	81.8	76.2	78.9	82.6	68.4	76.0
L50 (Median)	70.5	64.7	67.7	65.6	53.2	60.3
L90 (Background)	69.1	62.2	65.5	62.8	47.8	55.5

Computed Ldn, dB	71.0
% Daytime Energy	86%
% Nighttime Energy	14%

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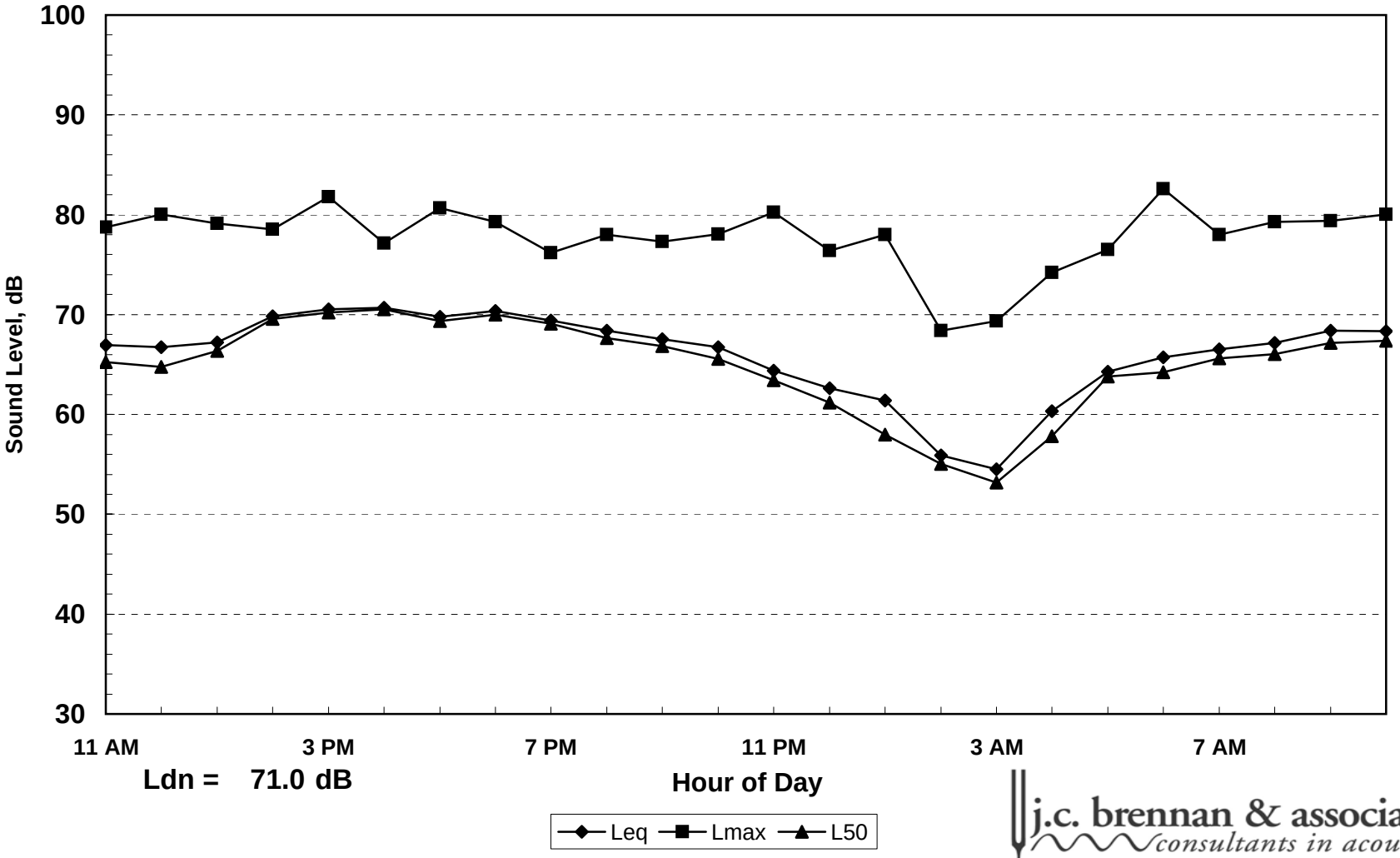
Appendix C

Foster City Land Use and Circulation Element

24hr Continuous Noise Monitoring - Site B

Thursday August 16 - Friday August 17, 2012



Ldn = 71.0 dB

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Appendix C
Foster City Land Use and Circulation Element
24hr Continuous Noise Monitoring - Site C
Thursday August 16 - Friday August 17, 2012

Hour	Leq	Lmax	L50	L90
11:00	62	80	54	51
12:00	63	81	55	51
13:00	60	74	54	52
14:00	61	75	57	54
15:00	61	74	57	54
16:00	62	77	58	55
17:00	62	78	58	55
18:00	62	75	57	55
19:00	61	75	56	53
20:00	62	76	55	52
21:00	61	75	54	51
22:00	61	77	52	50
23:00	56	72	50	48
0:00	55	74	48	46
1:00	57	76	46	44
2:00	48	65	44	43
3:00	47	67	44	42
4:00	54	74	44	42
5:00	54	72	49	47
6:00	59	77	50	47
7:00	61	87	52	49
8:00	62	79	54	50
9:00	64	85	56	52
10:00	62	79	55	52

	Statistical Summary					
	Daytime (7 a.m. - 10 p.m.)			Nighttime (10 p.m. - 7 a.m.)		
	High	Low	Average	High	Low	Average
Leq (Average)	64.2	60.3	61.8	61.2	47.3	56.4
Lmax (Maximum)	87.4	73.6	77.9	77.1	64.5	72.7
L50 (Median)	58.1	51.7	55.5	52.3	43.9	47.6
L90 (Background)	55.3	48.5	52.5	49.6	41.8	45.2

Computed Ldn, dB	64.1
% Daytime Energy	85%
% Nighttime Energy	15%

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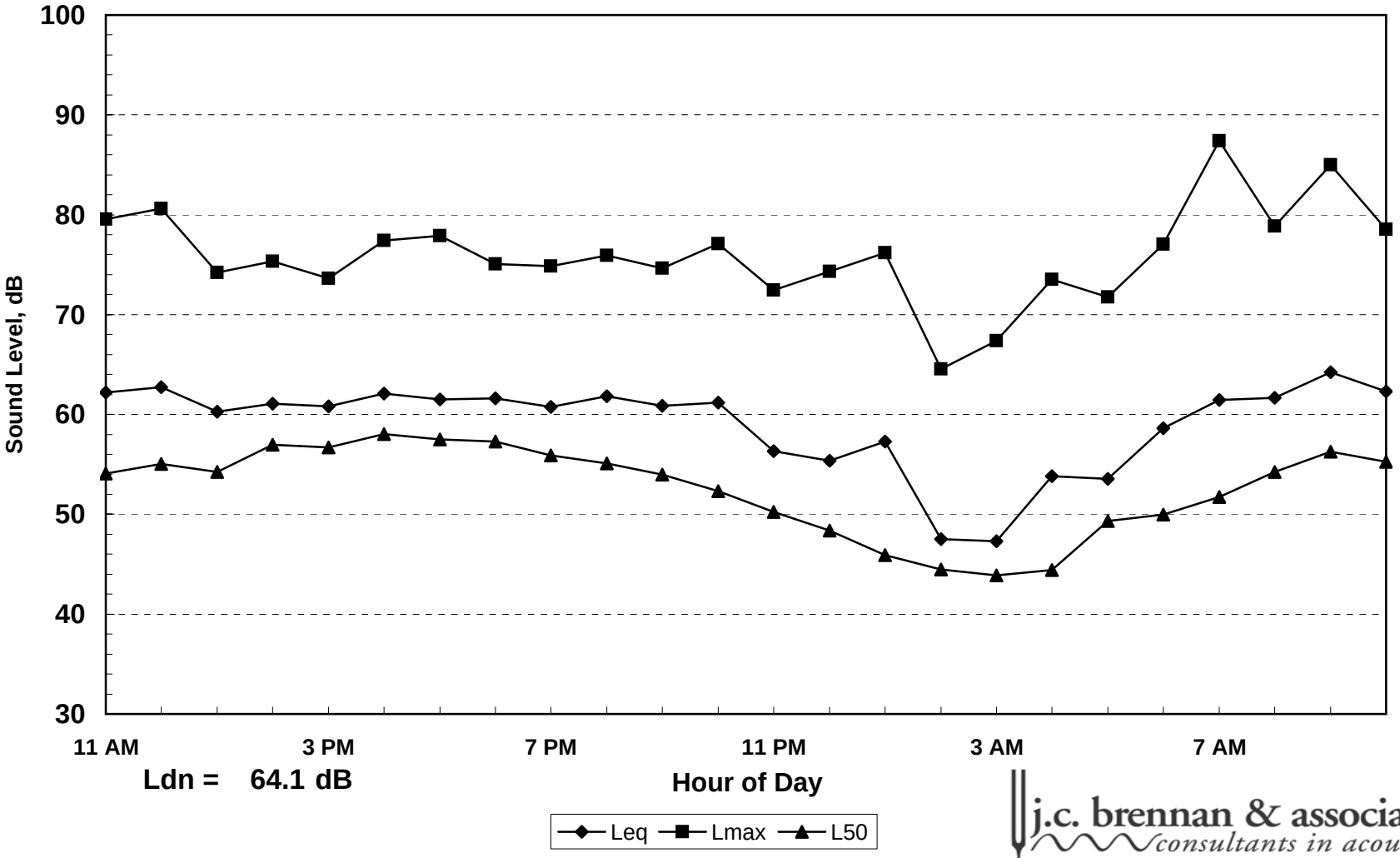
Appendix C

Foster City Land Use and Circulation Element

24hr Continuous Noise Monitoring - Site C

Thursday August 16 - Friday August 17, 2012



Ldn = 64.1 dB

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APPENDIX D

CUMULATIVE CONDITION: TRAFFIC NOISE MODEL DATA

Appendix D
FHWA-RD-77-108 Highway Traffic Noise Prediction Model
Data Input Sheet

Project #: 2012-142 Foster City Land Use & Circulation Element Update EIR
Description: Cumulative Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway Name	Segment Description	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)
1	US 101 (Bayshore Fwy.)	North of East Hillsdale	179,730	82		18	1.9	1.3	65	150	-8
2	US 101 (Bayshore Fwy.)	South of East Hillsdale	201,920	82		18	2.0	1.5	65	400	-8
3	Beach Park Blvd.	Edgewater to Foster City	11,000	87		13	1.0	0.5	35	60	
4	Beach Park Blvd.	North of Foster City	2,900	87		13	1.0	0.5	35	60	
5	Chess Drive	West of Vintage Park	12,200	87		13	1.0	0.5	30	100	
6	Chess Drive	East of Vintage Park	17,300	87		13	1.0	0.5	30	100	
7	Edgewater Boulevard	SR92 to Metro Center	25,600	87		13	1.0	0.5	35	85	
8	Edgewater Boulevard	Metro Center to E. Hillsdale	24,200	87		13	1.0	0.5	40	85	
9	Edgewater Boulevard	E. Hillsdale to Beach Park	27,600	87		13	1.0	0.5	40	75	
10	Edgewater Boulevard	South of Beach Park	20,000	87		13	1.0	0.5	35	60	
11	East Hillsdale Avenue	Norfolk to Altair	38,600	87		13	1.0	0.5	40	75	
12	East Hillsdale Avenue	Altair to Edgewater	33,800	87		13	1.0	0.5	35	75	
13	East Hillsdale Avenue	Edgewater to Shell	23,000	87		13	1.0	0.5	35	100	
14	East Hillsdale Avenue	Shell to Foster City	16,300	87		13	1.0	0.5	35	100	
15	East Hillsdale Avenue	Foster City to Pilgrim	10,300	87		13	1.0	0.5	35	75	
16	East Hillsdale Avenue	East of Pilgrim	11,800	87		13	1.0	0.5	35	75	
17	East Third Avenue	West of Mariners Island	24,200	87		13	1.0	0.5	45	400	
18	East Third Avenue	Mariners Island to Foster City	19,100	87		13	1.0	0.5	45	100	
19	Foster City Boulevard	E. Third to Vintage Park	13,500	87		13	1.0	0.5	35	100	
20	Foster City Boulevard	Vintage Park to Chess	15,700	87		13	1.0	0.5	35	100	
21	Foster City Boulevard	Chess to Metro Center	29,600	87		13	1.0	0.5	35	100	
22	Foster City Boulevard	Metro Center to E. Hillsdale	23,500	87		13	1.0	0.5	35	100	
23	Foster City Boulevard	E. Hillsdale to Marlin	18,480	87		13	1.0	0.5	40	75	
24	Foster City Boulevard	Marlin to Beach Park	3,600	87		13	1.0	0.5	30	60	
25	Metro Center Boulevard	Edgewater to Vintage Park	15,100	87		13	1.0	0.5	35	70	
26	Metro Center Boulevard	Vintage Park to Shell	17,100	87		13	1.0	0.5	35	100	
27	Metro Center Boulevard	Shell to EB SR92	15,300	87		13	1.0	0.5	35	100	
28	Shell Boulevard	Metro Center to E. Hillsdale	10,300	87		13	1.0	0.5	35	70	
29	Shell Boulevard	E. Hillsdale to Beach Park	16,500	87		13	1.0	0.5	35	70	
30	State Route 92	US 101 to Mariner's Island Blvd./E	138,630	87		13	2.3	2.2	65	200	-8
31	State Route 92	Mariner's Island Blvd./Edgewater B	116,240	87		13	2.3	2.2	65	250	-8
32	State Route 92	East of Foster City Blvd.	91,970	87		13	3.2	3.3	65	440	
33	Vintage Park Drive	Metro Center to Chess	19,400	87		13	1.0	0.5	30	100	
34	Vintage Park Drive	Chess to Foster City	11,100	87		13	1.0	0.5	30	100	

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Appendix D

FHWA-RD-77-108 Highway Traffic Noise Prediction Model
Predicted Levels

Project #: 2012-142 Foster City Land Use & Circulation Element Update EIR
Description: Cumulative Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway Name	Segment Description	Autos	Medium Trucks	Heavy Trucks	Total
1	US 101 (Bayshore Fwy.)	North of East Hillsdale	68.4	57.5	59.3	69.3
2	US 101 (Bayshore Fwy.)	South of East Hillsdale	62.6	51.9	54.1	63.4
3	Beach Park Blvd.	Edgewater to Foster City	61.8	51.6	53.7	62.8
4	Beach Park Blvd.	North of Foster City	56.0	45.8	48.0	57.0
5	Chess Drive	West of Vintage Park	57.0	47.6	51.7	58.5
6	Chess Drive	East of Vintage Park	58.5	49.1	53.3	60.0
7	Edgewater Boulevard	SR92 to Metro Center	63.2	53.0	55.1	64.2
8	Edgewater Boulevard	Metro Center to E. Hillsdale	64.6	53.6	55.4	65.4
9	Edgewater Boulevard	E. Hillsdale to Beach Park	66.0	55.0	56.8	66.8
10	Edgewater Boulevard	South of Beach Park	64.4	54.2	56.3	65.4
11	East Hillsdale Avenue	Norfolk to Altair	67.5	56.5	58.3	68.3
12	East Hillsdale Avenue	Altair to Edgewater	65.2	55.0	57.2	66.2
13	East Hillsdale Avenue	Edgewater to Shell	61.7	51.4	53.6	62.6
14	East Hillsdale Avenue	Shell to Foster City	60.2	49.9	52.1	61.2
15	East Hillsdale Avenue	Foster City to Pilgrim	60.1	49.8	52.0	61.0
16	East Hillsdale Avenue	East of Pilgrim	60.7	50.4	52.6	61.6
17	East Third Avenue	West of Mariners Island	56.0	44.3	45.8	56.7
18	East Third Avenue	Mariners Island to Foster City	64.0	52.3	53.8	64.7
19	Foster City Boulevard	E. Third to Vintage Park	59.4	49.1	51.3	60.3
20	Foster City Boulevard	Vintage Park to Chess	60.0	49.8	52.0	61.0
21	Foster City Boulevard	Chess to Metro Center	62.8	52.5	54.7	63.7
22	Foster City Boulevard	Metro Center to E. Hillsdale	61.8	51.5	53.7	62.7
23	Foster City Boulevard	E. Hillsdale to Marlin	64.3	53.3	55.1	65.1
24	Foster City Boulevard	Marlin to Beach Park	55.0	45.7	49.8	56.5
25	Metro Center Boulevard	Edgewater to Vintage Park	62.2	51.9	54.1	63.1
26	Metro Center Boulevard	Vintage Park to Shell	60.4	50.1	52.3	61.4
27	Metro Center Boulevard	Shell to EB SR92	59.9	49.7	51.8	60.9
28	Shell Boulevard	Metro Center to E. Hillsdale	60.5	50.3	52.5	61.5
29	Shell Boulevard	E. Hillsdale to Beach Park	62.6	52.3	54.5	63.5
30	State Route 92	US 101 to Mariner's Island Blvd./Edgewate	64.6	54.5	57.8	65.7
31	State Route 92	Mariner's Island Blvd./Edgewater Blvd. to F	62.4	52.3	55.6	63.5
32	State Route 92	East of Foster City Blvd.	65.6	57.0	60.7	67.2
33	Vintage Park Drive	Metro Center to Chess	59.0	49.6	53.8	60.5
34	Vintage Park Drive	Chess to Foster City	56.6	47.2	51.3	58.1

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Appendix D

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Noise Contour Output

Project #: 2012-142 Foster City Land Use & Circulation Element Update EIR

Description: Cumulative Traffic

Ldn/CNEL: Ldn

Hard/Soft: Soft

			-------- Distances to Traffic Noise Contours --------				
Segment	Roadway Name	Segment Description	75	70	65	60	55
1	US 101 (Bayshore Fwy.)	North of East Hillsdale	62	134	288	621	1337
2	US 101 (Bayshore Fwy.)	South of East Hillsdale	68	146	315	678	1461
3	Beach Park Blvd.	Edgewater to Foster City	9	20	43	92	198
4	Beach Park Blvd.	North of Foster City	4	8	18	38	81
5	Chess Drive	West of Vintage Park	8	17	37	79	171
6	Chess Drive	East of Vintage Park	10	22	47	100	216
7	Edgewater Boulevard	SR92 to Metro Center	16	35	75	161	347
8	Edgewater Boulevard	Metro Center to E. Hillsdale	20	42	91	195	420
9	Edgewater Boulevard	E. Hillsdale to Beach Park	21	46	99	213	459
10	Edgewater Boulevard	South of Beach Park	14	29	63	137	295
11	East Hillsdale Avenue	Norfolk to Altair	27	57	124	266	574
12	East Hillsdale Avenue	Altair to Edgewater	19	42	90	194	418
13	East Hillsdale Avenue	Edgewater to Shell	15	32	70	150	323
14	East Hillsdale Avenue	Shell to Foster City	12	26	55	119	257
15	East Hillsdale Avenue	Foster City to Pilgrim	9	19	41	88	189
16	East Hillsdale Avenue	East of Pilgrim	10	21	45	96	207
17	East Third Avenue	West of Mariners Island	24	52	111	240	517
18	East Third Avenue	Mariners Island to Foster City	20	44	95	205	441
19	Foster City Boulevard	E. Third to Vintage Park	11	23	49	105	227
20	Foster City Boulevard	Vintage Park to Chess	12	25	54	116	251
21	Foster City Boulevard	Chess to Metro Center	18	38	82	178	383
22	Foster City Boulevard	Metro Center to E. Hillsdale	15	33	71	152	328
23	Foster City Boulevard	E. Hillsdale to Marlin	16	35	76	163	351
24	Foster City Boulevard	Marlin to Beach Park	4	8	16	35	76
25	Metro Center Boulevard	Edgewater to Vintage Park	11	24	53	113	244
26	Metro Center Boulevard	Vintage Park to Shell	12	27	57	123	265
27	Metro Center Boulevard	Shell to EB SR92	11	25	53	114	246
28	Shell Boulevard	Metro Center to E. Hillsdale	9	19	41	88	189
29	Shell Boulevard	E. Hillsdale to Beach Park	12	26	56	120	259
30	State Route 92	US 101 to Mariner's Island Blvd./Edgewa	48	104	224	483	1040
31	State Route 92	Mariner's Island Blvd./Edgewater Blvd. to	43	92	199	429	925
32	State Route 92	East of Foster City Blvd.	133	287	618	1332	2869
33	Vintage Park Drive	Metro Center to Chess	11	23	50	108	233
34	Vintage Park Drive	Chess to Foster City	7	16	35	75	161

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Appendix D
FHWA-RD-77-108 Highway Traffic Noise Prediction Model
Data Input Sheet

Project #: 2012-142 Foster City Land Use & Circulation Element Update EIR
Description: Cumulative Plus Project Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway Name	Segment Description	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)
1	US 101 (Bayshore Fwy.)	North of East Hillsdale	179,730	82		18	1.9	1.3	65	150	-8
2	US 101 (Bayshore Fwy.)	South of East Hillsdale	202,030	82		18	2.0	1.5	65	400	-8
3	Beach Park Blvd.	Edgewater to Foster City	11,400	87		13	1.0	0.5	35	60	
4	Beach Park Blvd.	North of Foster City	2,900	87		13	1.0	0.5	35	60	
5	Chess Drive	West of Vintage Park	12,200	87		13	1.0	0.5	30	100	
6	Chess Drive	East of Vintage Park	17,300	87		13	1.0	0.5	30	100	
7	Edgewater Boulevard	SR92 to Metro Center	26,200	87		13	1.0	0.5	35	85	
8	Edgewater Boulevard	Metro Center to E. Hillsdale	24,800	87		13	1.0	0.5	40	85	
9	Edgewater Boulevard	E. Hillsdale to Beach Park	27,600	87		13	1.0	0.5	40	75	
10	Edgewater Boulevard	South of Beach Park	20,400	87		13	1.0	0.5	35	60	
11	East Hillsdale Avenue	Norfolk to Altair	38,700	87		13	1.0	0.5	40	75	
12	East Hillsdale Avenue	Altair to Edgewater	33,900	87		13	1.0	0.5	35	75	
13	East Hillsdale Avenue	Edgewater to Shell	24,000	87		13	1.0	0.5	35	100	
14	East Hillsdale Avenue	Shell to Foster City	16,300	87		13	1.0	0.5	35	100	
15	East Hillsdale Avenue	Foster City to Pilgrim	10,400	87		13	1.0	0.5	35	75	
16	East Hillsdale Avenue	East of Pilgrim	11,900	87		13	1.0	0.5	35	75	
17	East Third Avenue	West of Mariners Island	24,400	87		13	1.0	0.5	45	400	
18	East Third Avenue	Mariners Island to Foster City	19,100	87		13	1.0	0.5	45	100	
19	Foster City Boulevard	E. Third to Vintage Park	13,500	87		13	1.0	0.5	35	100	
20	Foster City Boulevard	Vintage Park to Chess	15,700	87		13	1.0	0.5	35	100	
21	Foster City Boulevard	Chess to Metro Center	29,700	87		13	1.0	0.5	35	100	
22	Foster City Boulevard	Metro Center to E. Hillsdale	23,500	87		13	1.0	0.5	35	100	
23	Foster City Boulevard	E. Hillsdale to Marlin	19,200	87		13	1.0	0.5	40	75	
24	Foster City Boulevard	Marlin to Beach Park	3,600	87		13	1.0	0.5	30	60	
25	Metro Center Boulevard	Edgewater to Vintage Park	15,100	87		13	1.0	0.5	35	70	
26	Metro Center Boulevard	Vintage Park to Shell	17,100	87		13	1.0	0.5	35	100	
27	Metro Center Boulevard	Shell to EB SR92	15,400	87		13	1.0	0.5	35	100	
28	Shell Boulevard	Metro Center to E. Hillsdale	10,400	87		13	1.0	0.5	35	70	
29	Shell Boulevard	E. Hillsdale to Beach Park	17,700	87		13	1.0	0.5	35	70	
30	State Route 92	US 101 to Mariner's Island Blvd./E	138,760	87		13	2.3	2.2	65	200	-8
31	State Route 92	Mariner's Island Blvd./Edgewater B	116,240	87		13	2.3	2.2	65	250	-8
32	State Route 92	East of Foster City Blvd.	92,000	87		13	3.2	3.3	65	440	
33	Vintage Park Drive	Metro Center to Chess	19,400	87		13	1.0	0.5	30	100	
34	Vintage Park Drive	Chess to Foster City	11,100	87		13	1.0	0.5	30	100	

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Appendix D

FHWA-RD-77-108 Highway Traffic Noise Prediction Model
Predicted Levels

Project #: 2012-142 Foster City Land Use & Circulation Element Update EIR
Description: Cumulative Plus Project Traffic
Ldn/CNEL: Ldn
Hard/Soft: Soft

Segment	Roadway Name	Segment Description	Autos	Medium Trucks	Heavy Trucks	Total
1	US 101 (Bayshore Fwy.)	North of East Hillsdale	68.4	57.5	59.3	69.3
2	US 101 (Bayshore Fwy.)	South of East Hillsdale	62.6	51.9	54.1	63.4
3	Beach Park Blvd.	Edgewater to Foster City	62.0	51.7	53.9	62.9
4	Beach Park Blvd.	North of Foster City	56.0	45.8	48.0	57.0
5	Chess Drive	West of Vintage Park	57.0	47.6	51.7	58.5
6	Chess Drive	East of Vintage Park	58.5	49.1	53.3	60.0
7	Edgewater Boulevard	SR92 to Metro Center	63.3	53.1	55.2	64.3
8	Edgewater Boulevard	Metro Center to E. Hillsdale	64.7	53.7	55.5	65.5
9	Edgewater Boulevard	E. Hillsdale to Beach Park	66.0	55.0	56.8	66.8
10	Edgewater Boulevard	South of Beach Park	64.5	54.2	56.4	65.5
11	East Hillsdale Avenue	Norfolk to Altair	67.5	56.5	58.3	68.3
12	East Hillsdale Avenue	Altair to Edgewater	65.2	55.0	57.2	66.2
13	East Hillsdale Avenue	Edgewater to Shell	61.9	51.6	53.8	62.8
14	East Hillsdale Avenue	Shell to Foster City	60.2	49.9	52.1	61.2
15	East Hillsdale Avenue	Foster City to Pilgrim	60.1	49.9	52.0	61.1
16	East Hillsdale Avenue	East of Pilgrim	60.7	50.4	52.6	61.7
17	East Third Avenue	West of Mariners Island	56.0	44.4	45.8	56.7
18	East Third Avenue	Mariners Island to Foster City	64.0	52.3	53.8	64.7
19	Foster City Boulevard	E. Third to Vintage Park	59.4	49.1	51.3	60.3
20	Foster City Boulevard	Vintage Park to Chess	60.0	49.8	52.0	61.0
21	Foster City Boulevard	Chess to Metro Center	62.8	52.5	54.7	63.8
22	Foster City Boulevard	Metro Center to E. Hillsdale	61.8	51.5	53.7	62.7
23	Foster City Boulevard	E. Hillsdale to Marlin	64.4	53.4	55.2	65.2
24	Foster City Boulevard	Marlin to Beach Park	55.0	45.7	49.8	56.5
25	Metro Center Boulevard	Edgewater to Vintage Park	62.2	51.9	54.1	63.1
26	Metro Center Boulevard	Vintage Park to Shell	60.4	50.1	52.3	61.4
27	Metro Center Boulevard	Shell to EB SR92	59.9	49.7	51.9	60.9
28	Shell Boulevard	Metro Center to E. Hillsdale	60.6	50.3	52.5	61.5
29	Shell Boulevard	E. Hillsdale to Beach Park	62.9	52.6	54.8	63.8
30	State Route 92	US 101 to Mariner's Island Blvd./Edgewate	64.6	54.5	57.8	65.7
31	State Route 92	Mariner's Island Blvd./Edgewater Blvd. to F	62.4	52.3	55.6	63.5
32	State Route 92	East of Foster City Blvd.	65.6	57.0	60.7	67.2
33	Vintage Park Drive	Metro Center to Chess	59.0	49.6	53.8	60.5
34	Vintage Park Drive	Chess to Foster City	56.6	47.2	51.3	58.1

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Appendix D

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Noise Contour Output

Project #: 2012-142 Foster City Land Use & Circulation Element Update EIR

Description: Cumulative Plus Project Traffic

Ldn/CNEL: Ldn

Hard/Soft: Soft

			-------- Distances to Traffic Noise Contours --------				
Segment	Roadway Name	Segment Description	75	70	65	60	55
1	US 101 (Bayshore Fwy.)	North of East Hillsdale	62	134	288	621	1337
2	US 101 (Bayshore Fwy.)	South of East Hillsdale	68	146	315	679	1462
3	Beach Park Blvd.	Edgewater to Foster City	9	20	44	94	203
4	Beach Park Blvd.	North of Foster City	4	8	18	38	81
5	Chess Drive	West of Vintage Park	8	17	37	79	171
6	Chess Drive	East of Vintage Park	10	22	47	100	216
7	Edgewater Boulevard	SR92 to Metro Center	16	35	76	164	353
8	Edgewater Boulevard	Metro Center to E. Hillsdale	20	43	92	198	427
9	Edgewater Boulevard	E. Hillsdale to Beach Park	21	46	99	213	459
10	Edgewater Boulevard	South of Beach Park	14	30	64	139	299
11	East Hillsdale Avenue	Norfolk to Altair	27	58	124	267	575
12	East Hillsdale Avenue	Altair to Edgewater	19	42	90	194	419
13	East Hillsdale Avenue	Edgewater to Shell	15	33	72	154	333
14	East Hillsdale Avenue	Shell to Foster City	12	26	55	119	257
15	East Hillsdale Avenue	Foster City to Pilgrim	9	19	41	88	191
16	East Hillsdale Avenue	East of Pilgrim	10	21	45	97	208
17	East Third Avenue	West of Mariners Island	24	52	112	241	519
18	East Third Avenue	Mariners Island to Foster City	20	44	95	205	441
19	Foster City Boulevard	E. Third to Vintage Park	11	23	49	105	227
20	Foster City Boulevard	Vintage Park to Chess	12	25	54	116	251
21	Foster City Boulevard	Chess to Metro Center	18	38	83	178	384
22	Foster City Boulevard	Metro Center to E. Hillsdale	15	33	71	152	328
23	Foster City Boulevard	E. Hillsdale to Marlin	17	36	78	167	360
24	Foster City Boulevard	Marlin to Beach Park	4	8	16	35	76
25	Metro Center Boulevard	Edgewater to Vintage Park	11	24	53	113	244
26	Metro Center Boulevard	Vintage Park to Shell	12	27	57	123	265
27	Metro Center Boulevard	Shell to EB SR92	11	25	53	115	248
28	Shell Boulevard	Metro Center to E. Hillsdale	9	19	41	88	191
29	Shell Boulevard	E. Hillsdale to Beach Park	13	27	59	126	272
30	State Route 92	US 101 to Mariner's Island Blvd./Edgewa	48	104	224	483	1041
31	State Route 92	Mariner's Island Blvd./Edgewater Blvd. to	43	92	199	429	925
32	State Route 92	East of Foster City Blvd.	133	287	618	1332	2869
33	Vintage Park Drive	Metro Center to Chess	11	23	50	108	233
34	Vintage Park Drive	Chess to Foster City	7	16	35	75	161

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APPENDIX E: TRAFFIC COUNTS

MARKS TRAFFIC DATA

mietekm@comcast.net
916.806.0250

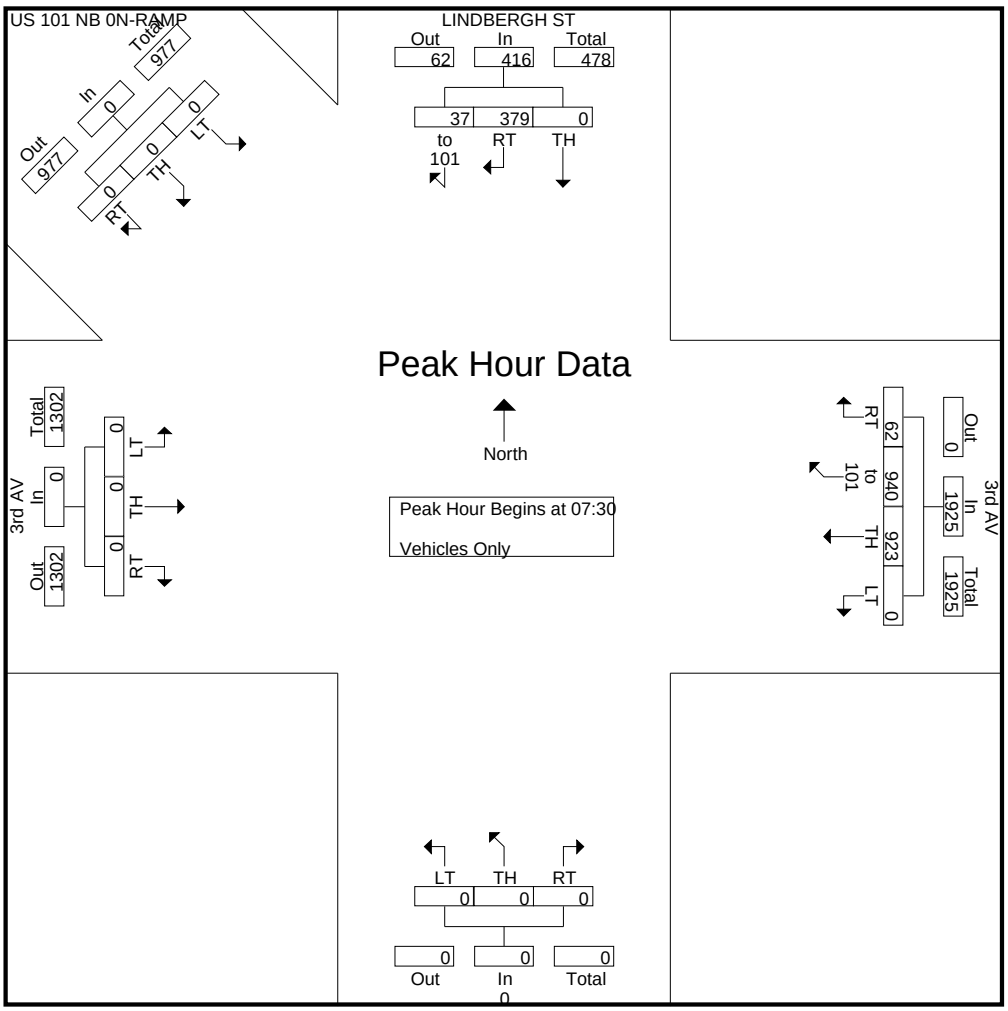
CITY OF FOSTER CITY

File Name : lindbergh-3rd-a
Site Code : 1
Start Date : 2/11/2015
Page No : 1

Groups Printed- Vehicles Only

	LINDBERGH ST Southbound				3rd AV Westbound					0 Northbound				3rd AV Eastbound				US 101 NB 0N-RAMP Southeastbound				
Start Time	to 101	RT	TH	App. Total	RT	to 101	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:30	9	93	0	102	8	224	257	0	489	0	0	0	0	0	0	0	0	0	0	0	0	591
07:45	8	103	0	111	18	211	261	0	490	0	0	0	0	0	0	0	0	0	0	0	0	601
Total	17	196	0	213	26	435	518	0	979	0	0	0	0	0	0	0	0	0	0	0	0	1192
08:00	9	94	0	103	25	232	216	0	473	0	0	0	0	0	0	0	0	0	0	0	0	576
08:15	11	89	0	100	11	273	189	0	473	0	0	0	0	0	0	0	0	0	0	0	0	573
08:30	7	86	0	93	19	248	201	0	468	0	0	0	0	0	0	0	0	0	0	0	0	561
08:45	4	71	0	75	8	207	192	0	407	0	0	0	0	0	0	0	0	0	0	0	0	482
Total	31	340	0	371	63	960	798	0	1821	0	0	0	0	0	0	0	0	0	0	0	0	2192
09:00	5	51	0	56	13	172	156	0	341	0	0	0	0	0	0	0	0	0	0	0	0	397
09:15	9	59	0	68	11	153	122	0	286	0	0	0	0	0	0	0	0	0	0	0	0	354
Grand Total	62	646	0	708	113	1720	1594	0	3427	0	0	0	0	0	0	0	0	0	0	0	0	4135
Apprch %	8.8	91.2	0		3.3	50.2	46.5	0		0	0	0		0	0	0		0	0	0		
Total %	1.5	15.6	0	17.1	2.7	41.6	38.5	0	82.9	0	0	0	0	0	0	0	0	0	0	0	0	

	LINDBERGH ST Southbound				3rd AV Westbound					0 Northbound				3rd AV Eastbound				US 101 NB 0N-RAMP Southeastbound				
Start Time	to 101	RT	TH	App. Total	RT	to 101	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:30 to 09:15 - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:30																						
07:30	9	93	0	102	8	224	257	0	489	0	0	0	0	0	0	0	0	0	0	0	0	591
07:45	8	**103**	0	**111**	18	211	**261**	0	**490**	0	0	0	0	0	0	0	0	0	0	0	0	**601**
08:00	9	94	0	103	**25**	232	216	0	473	0	0	0	0	0	0	0	0	0	0	0	0	576
08:15	**11**	89	0	100	11	**273**	189	0	473	0	0	0	0	0	0	0	0	0	0	0	0	573
Total Volume	37	379	0	416	62	940	923	0	1925	0	0	0	0	0	0	0	0	0	0	0	0	2341
% App. Total	8.9	91.1	0		3.2	48.8	47.9	0		0	0	0		0	0	0		0	0	0		
PHF	.841	.920	.000	.937	.620	.861	.884	.000	.982	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.974



MARKS TRAFFIC DATA

mietekm@comcast.net
916.806.0250

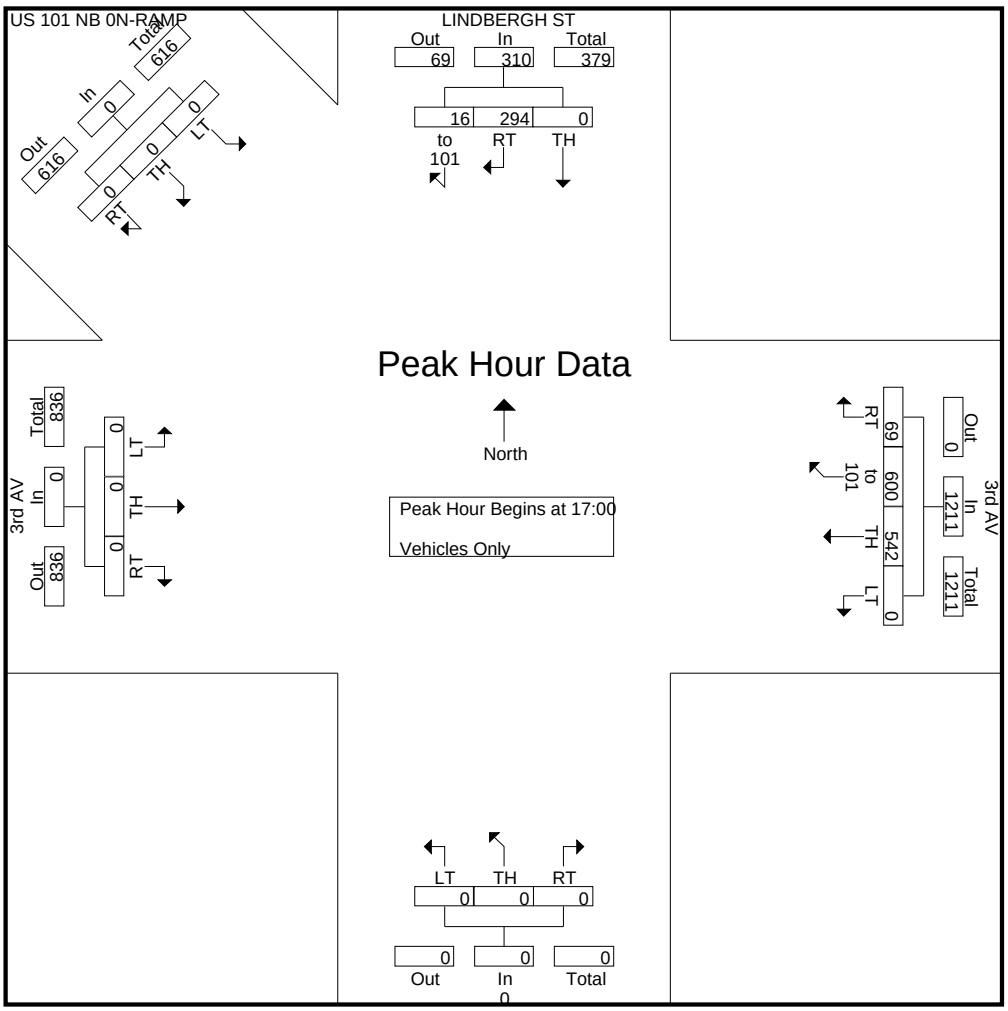
CITY OF FOSTER CITY

File Name : lindbergh-3rd-p
Site Code : 1
Start Date : 2/11/2015
Page No : 1

Groups Printed- Vehicles Only

	LINDBERGH ST Southbound				3rd AV Westbound					0 Northbound				3rd AV Eastbound				US 101 NB 0N-RAMP Southeastbound				
Start Time	to 101	RT	TH	App. Total	RT	to 101	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:30	2	72	0	74	14	110	142	0	266	0	0	0	0	0	0	0	0	0	0	0	0	340
16:45	4	58	0	62	13	123	139	0	275	0	0	0	0	0	0	0	0	0	0	0	0	337
Total	6	130	0	136	27	233	281	0	541	0	0	0	0	0	0	0	0	0	0	0	0	677
17:00	7	65	0	72	18	160	125	0	303	0	0	0	0	0	0	0	0	0	0	0	0	375
17:15	3	77	0	80	13	165	100	0	278	0	0	0	0	0	0	0	0	0	0	0	0	358
17:30	4	79	0	83	20	162	163	0	345	0	0	0	0	0	0	0	0	0	0	0	0	428
17:45	2	73	0	75	18	113	154	0	285	0	0	0	0	0	0	0	0	0	0	0	0	360
Total	16	294	0	310	69	600	542	0	1211	0	0	0	0	0	0	0	0	0	0	0	0	1521
18:00	1	60	0	61	14	117	167	0	298	0	0	0	0	0	0	0	0	0	0	0	0	359
18:15	1	53	0	54	11	113	161	0	285	0	0	0	0	0	0	0	0	0	0	0	0	339
Grand Total	24	537	0	561	121	1063	1151	0	2335	0	0	0	0	0	0	0	0	0	0	0	0	2896
Apprch %	4.3	95.7	0		5.2	45.5	49.3	0		0	0	0		0	0	0		0	0	0		
Total %	0.8	18.5	0	19.4	4.2	36.7	39.7	0	80.6	0	0	0	0	0	0	0	0	0	0	0	0	

	LINDBERGH ST Southbound				3rd AV Westbound					0 Northbound				3rd AV Eastbound				US 101 NB 0N-RAMP Southeastbound				
Start Time	to 101	RT	TH	App. Total	RT	to 101	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 17:00																						
17:00	**7**	65	0	72	18	160	125	0	303	0	0	0	0	0	0	0	0	0	0	0	0	375
17:15	3	77	0	80	13	**165**	100	0	278	0	0	0	0	0	0	0	0	0	0	0	0	358
17:30	4	**79**	0	**83**	**20**	162	**163**	0	**345**	0	0	0	0	0	0	0	0	0	0	0	0	**428**
17:45	2	73	0	75	18	113	154	0	285	0	0	0	0	0	0	0	0	0	0	0	0	360
Total Volume	16	294	0	310	69	600	542	0	1211	0	0	0	0	0	0	0	0	0	0	0	0	1521
% App. Total	5.2	94.8	0		5.7	49.5	44.8	0		0	0	0		0	0	0		0	0	0		
PHF	.571	.930	.000	.934	.863	.909	.831	.000	.878	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.888



Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

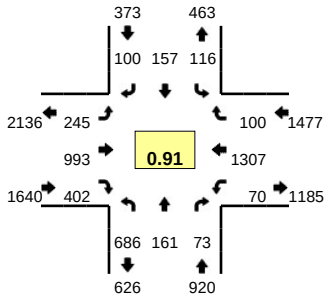
LOCATION: Norfolk St -- East Third Ave

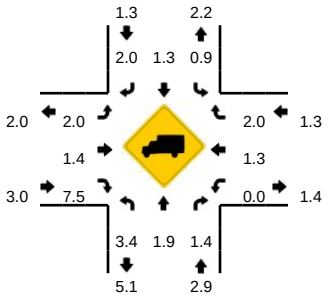
CITY/STATE: Foster City, CA

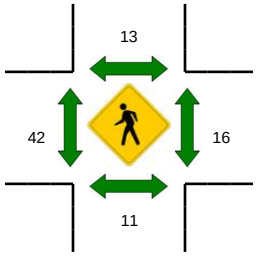
QC JOB #: 13002001

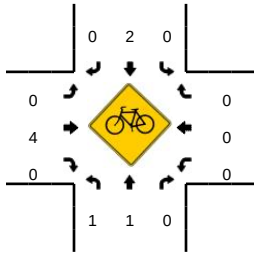
DATE: Tue, Sep 16 2014

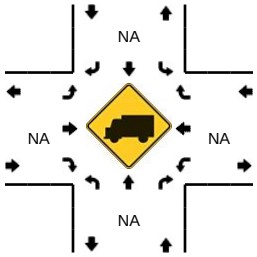
Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 7:55 AM -- 8:10 AM

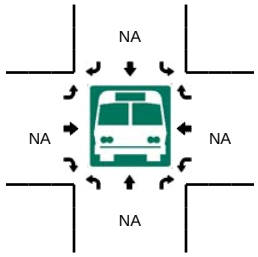












5-Min Count Period Beginning At	Norfolk St (Northbound)				Norfolk St (Southbound)				East Third Ave (Eastbound)				East Third Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	26	2	2	0	3	3	11	0	5	34	14	6	2	40	1	0	149	
7:05 AM	42	6	3	0	5	5	20	0	13	23	19	2	1	29	2	0	170	
7:10 AM	35	6	0	0	5	1	19	0	5	23	19	2	1	47	3	0	166	
7:15 AM	33	4	1	1	4	5	16	0	4	33	16	2	3	62	3	0	187	
7:20 AM	40	3	7	0	10	6	20	0	5	31	23	3	5	52	4	1	210	
7:25 AM	55	4	3	0	4	8	16	0	13	58	28	2	2	98	2	3	296	
7:30 AM	60	9	2	0	4	19	13	0	6	40	31	0	9	65	2	0	260	
7:35 AM	45	7	3	0	4	14	6	0	13	61	45	4	3	129	4	0	338	
7:40 AM	76	11	5	0	7	21	13	0	21	55	36	1	5	103	5	1	360	
7:45 AM	55	13	3	0	1	16	5	0	13	104	44	1	9	129	12	1	406	
7:50 AM	74	26	8	0	9	23	4	0	17	67	29	3	8	83	10	0	361	
7:55 AM	45	15	5	0	10	10	5	0	19	121	49	1	4	119	19	0	422	3325
8:00 AM	71	21	15	0	12	19	9	0	18	61	42	3	12	82	12	0	377	3553
8:05 AM	49	18	5	0	10	9	9	0	20	103	40	3	7	124	9	1	407	3790
8:10 AM	66	15	10	0	15	11	6	0	18	70	21	4	4	83	4	0	327	3951
8:15 AM	46	10	8	0	11	7	8	0	13	106	22	7	2	134	8	0	382	4146
8:20 AM	65	8	10	0	16	11	12	0	16	63	15	5	6	89	5	0	321	4257
8:25 AM	35	8	1	0	9	9	7	0	17	97	39	6	5	143	4	0	380	4341
8:30 AM	59	9	0	0	12	7	16	0	17	85	20	5	2	89	8	0	329	4410
8:35 AM	40	8	5	0	8	9	10	0	6	63	18	1	7	91	6	0	272	4344
8:40 AM	39	3	7	1	8	7	12	0	12	84	22	4	10	104	2	0	315	4299
8:45 AM	46	9	5	0	7	6	6	0	5	70	23	3	2	115	7	0	304	4197
8:50 AM	46	7	7	0	11	7	17	0	6	60	25	2	7	77	6	0	278	4114
8:55 AM	26	0	4	0	9	4	5	0	15	101	23	3	5	112	9	0	316	4008

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	660	216	100	0	128	152	92	0	228	1140	524	28	92	1300	160	4	4824
Heavy Trucks	20	4	0		0	4	0		0	12	36		0	32	0		108
Pedestrians		24				12				32				12			80
Bicycles	0	0	0		0	2	0		0	1	0		0	0	0		3
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/9/2014 10:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

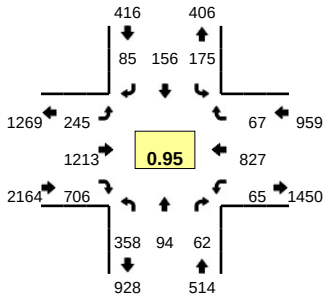
Type of peak hour being reported: Intersection Peak

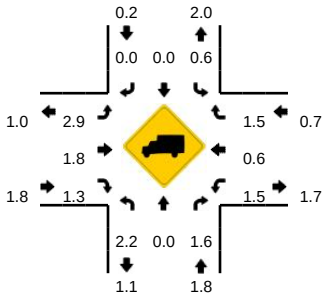
Method for determining peak hour: Total Entering Volume

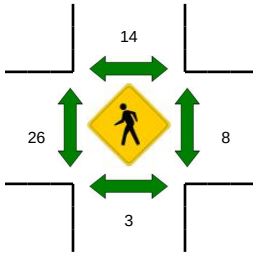
LOCATION: Norfolk St -- East Third Ave
CITY/STATE: Foster City, CA

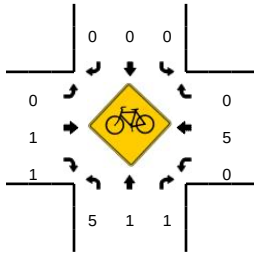
QC JOB #: 13002002
DATE: Thu, Oct 02 2014

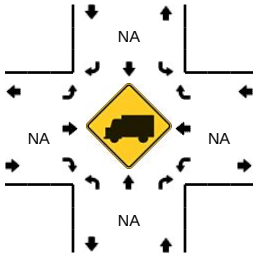
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

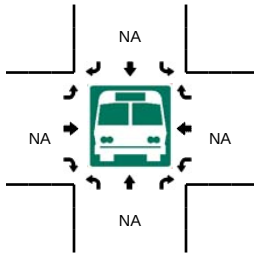












5-Min Count Period Beginning At	Norfolk St (Northbound)				Norfolk St (Southbound)				East Third Ave (Eastbound)				East Third Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	18	9	5	1	10	9	10	0	18	31	55	0	4	38	4	0	212	
4:05 PM	26	0	7	0	6	4	9	0	20	47	40	0	5	60	3	0	227	
4:10 PM	43	2	4	0	13	16	10	0	15	34	35	0	2	32	8	0	214	
4:15 PM	20	1	7	0	5	9	8	0	15	75	40	0	6	44	7	0	237	
4:20 PM	32	7	4	1	15	7	9	0	16	36	46	0	2	31	8	0	214	
4:25 PM	37	6	3	0	13	5	4	0	15	82	39	0	3	49	2	0	258	
4:30 PM	34	5	8	0	10	13	5	0	11	42	44	0	8	34	4	0	218	
4:35 PM	13	5	6	0	8	7	7	0	17	105	53	0	5	56	5	0	287	
4:40 PM	41	5	3	1	18	11	5	0	12	59	51	0	7	57	2	0	272	
4:45 PM	31	4	3	0	8	17	6	0	13	90	68	0	2	58	1	0	301	
4:50 PM	46	8	2	0	13	12	11	0	11	72	51	0	6	58	5	0	295	
4:55 PM	24	4	5	0	8	9	11	0	21	108	57	0	4	79	3	0	333	3068
5:00 PM	41	6	2	0	13	14	7	0	10	73	52	0	3	64	2	0	287	3143
5:05 PM	28	6	3	0	14	9	7	0	23	120	47	0	7	67	3	0	334	3250
5:10 PM	35	9	6	0	17	13	9	0	17	81	52	0	11	78	4	0	332	3368
5:15 PM	30	5	4	0	15	11	6	0	25	122	50	0	4	85	6	0	363	3494
5:20 PM	36	14	4	0	12	15	7	0	24	89	69	0	7	74	9	0	360	3640
5:25 PM	30	4	5	0	11	10	9	0	21	108	71	0	3	72	4	0	348	3730
5:30 PM	26	10	9	0	16	16	4	0	9	96	47	0	2	61	11	0	307	3819
5:35 PM	22	7	5	0	16	11	11	0	29	131	61	0	3	76	7	0	379	3911
5:40 PM	32	12	6	1	21	15	6	0	17	75	64	0	5	58	2	0	314	3953
5:45 PM	27	8	5	0	10	11	8	0	26	120	64	0	8	79	6	0	372	4024
5:50 PM	22	9	9	0	22	14	6	0	23	80	61	0	4	57	8	0	315	4044
5:55 PM	28	4	4	0	8	17	5	0	21	118	68	0	8	56	5	0	342	4053

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	384	92	52	0	152	144	88	0	280	1276	760	0	56	924	76	0	4284
Heavy Trucks	8	0	0		0	0	0		12	24	8		4	4	0		60
Pedestrians		0				4				28				16			48
Bicycles	1	0	1		0	0	0		0	0	0		0	2	0		4
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/9/2014 10:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

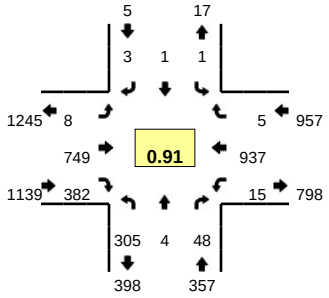
LOCATION: Mariners Island Blvd -- East Third Ave

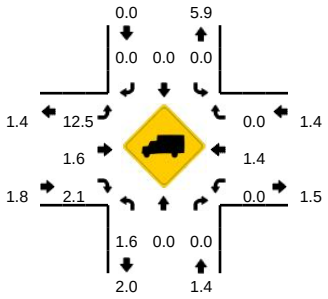
CITY/STATE: Foster City, CA

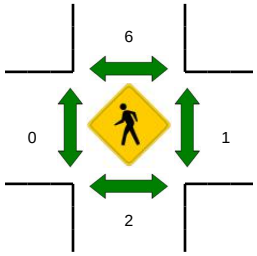
QC JOB #: 13002003

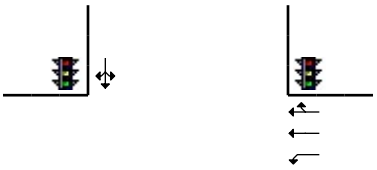
DATE: Tue, Sep 30 2014

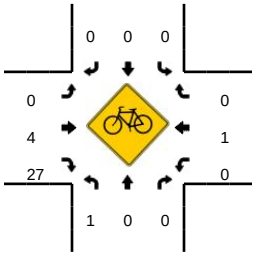
Peak-Hour: 7:45 AM -- 8:45 AM
Peak 15-Min: 8:20 AM -- 8:35 AM

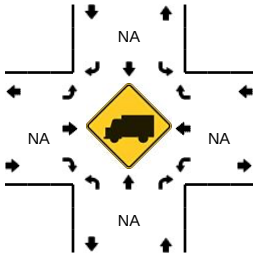


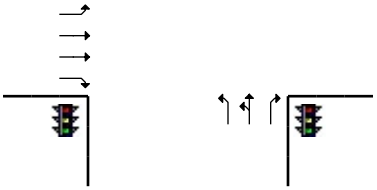


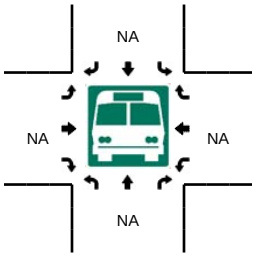












5-Min Count Period Beginning At	Mariners Island Blvd (Northbound)				Mariners Island Blvd (Southbound)				East Third Ave (Eastbound)				East Third Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	10	0	3	0	0	0	0	0	0	17	4	0	0	29	0	0	63	
7:05 AM	10	0	0	0	0	0	0	0	0	20	7	0	1	22	0	0	60	
7:10 AM	16	0	2	0	0	0	0	0	0	14	11	0	0	47	0	0	90	
7:15 AM	14	0	1	0	0	0	0	0	0	14	8	0	1	36	0	1	75	
7:20 AM	18	0	3	0	0	0	0	0	0	25	10	0	0	68	0	0	124	
7:25 AM	33	2	2	0	0	0	0	0	0	49	15	0	0	45	0	0	146	
7:30 AM	16	0	1	0	0	0	0	0	0	39	8	0	1	80	0	0	145	
7:35 AM	33	1	1	0	0	0	0	0	0	37	21	0	0	98	0	0	191	
7:40 AM	46	1	7	1	0	0	0	0	0	33	16	0	0	69	0	0	173	
7:45 AM	20	0	1	0	0	0	2	0	3	45	29	0	3	65	1	0	169	
7:50 AM	29	0	1	0	0	0	0	0	0	61	30	0	1	52	0	0	174	
7:55 AM	36	1	1	0	1	0	0	0	0	81	35	0	1	71	0	0	227	1637
8:00 AM	20	1	3	0	0	0	0	0	0	52	30	0	0	53	1	0	160	1734
8:05 AM	16	0	1	0	0	1	0	0	0	78	36	0	0	86	1	0	219	1893
8:10 AM	34	0	2	0	0	0	0	0	0	65	36	0	2	73	0	0	212	2015
8:15 AM	24	0	4	0	0	0	0	0	0	64	27	0	0	81	0	0	200	2140
8:20 AM	24	0	10	0	0	0	0	0	2	77	35	0	2	83	1	0	234	2250
8:25 AM	28	1	12	0	0	0	0	0	0	44	36	0	1	104	0	0	226	2330
8:30 AM	19	0	4	0	0	0	1	0	1	67	35	0	0	92	0	0	219	2404
8:35 AM	25	0	9	0	0	0	0	0	1	59	29	0	1	105	0	0	229	2442
8:40 AM	30	1	0	0	0	0	0	0	1	56	24	0	4	72	1	0	189	2458
8:45 AM	17	0	2	0	1	0	1	0	0	63	33	0	2	49	0	0	168	2457
8:50 AM	25	0	9	0	1	0	0	0	0	46	29	0	2	61	0	0	173	2456
8:55 AM	26	0	2	0	0	0	0	0	1	48	37	0	0	55	0	0	169	2398

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	284	4	104	0	0	0	4	0	12	752	424	0	12	1116	4	0	2716
Heavy Trucks	0	0	0		0	0	0		0	16	12		0	8	0		36
Pedestrians		4				8				0				0			12
Bicycles	0	0	0		0	0	0		0	1	4		0	0	0		5
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/9/2014 10:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

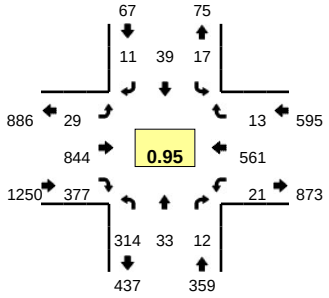
LOCATION: Mariners Island Blvd -- East Third Ave

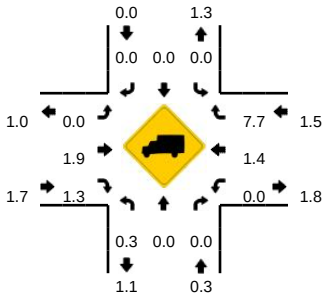
CITY/STATE: Foster City, CA

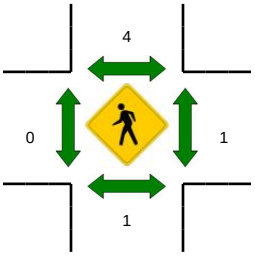
QC JOB #: 13002004

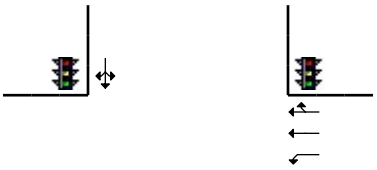
DATE: Tue, Sep 30 2014

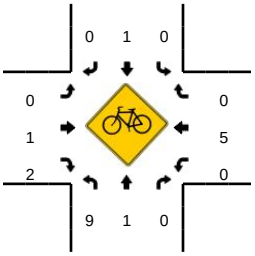
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

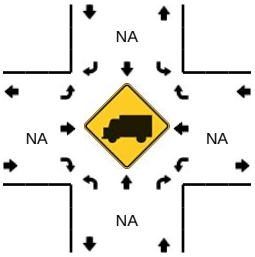


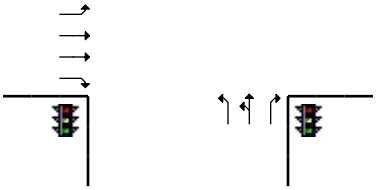


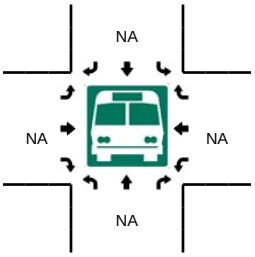












5-Min Count Period Beginning At	Mariners Island Blvd (Northbound)				Mariners Island Blvd (Southbound)				East Third Ave (Eastbound)				East Third Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	19	1	1	0	0	0	2	0	1	24	11	0	1	25	1	0	86	
4:05 PM	18	2	1	0	0	1	2	0	1	26	16	0	1	42	1	0	111	
4:10 PM	22	3	0	0	2	1	1	0	1	18	20	0	4	35	3	0	110	
4:15 PM	13	1	1	0	1	1	1	0	2	32	22	0	1	35	0	0	110	
4:20 PM	17	2	0	0	1	1	1	0	2	23	15	0	0	25	2	0	89	
4:25 PM	19	4	0	0	0	0	0	0	1	45	19	0	0	26	0	0	114	
4:30 PM	12	1	0	0	1	1	1	0	2	25	11	0	4	29	2	0	89	
4:35 PM	27	0	1	0	0	2	3	0	2	41	22	0	2	32	0	0	132	
4:40 PM	21	1	0	0	2	1	0	0	1	43	24	0	0	35	2	0	130	
4:45 PM	21	2	2	0	1	2	4	0	5	56	25	0	0	38	2	0	158	
4:50 PM	27	3	1	0	1	1	1	0	1	36	22	0	0	31	0	0	124	
4:55 PM	26	0	4	0	1	1	0	0	3	50	33	0	0	51	2	0	171	1424
5:00 PM	25	2	4	0	2	3	0	0	3	67	26	0	2	50	3	0	187	1525
5:05 PM	29	0	0	0	2	2	1	0	0	44	35	0	6	71	1	0	191	1605
5:10 PM	24	1	2	0	0	2	0	0	2	59	27	0	1	41	2	0	161	1656
5:15 PM	39	3	0	0	1	4	0	0	4	92	24	0	2	52	0	0	221	1767
5:20 PM	39	3	0	0	0	0	1	0	1	67	31	0	1	40	0	0	183	1861
5:25 PM	17	4	1	0	1	2	0	0	2	75	32	0	1	57	2	0	194	1941
5:30 PM	24	6	0	0	1	3	1	0	1	76	35	0	2	37	1	0	187	2039
5:35 PM	26	5	0	0	2	6	0	0	2	54	28	0	4	48	1	0	176	2083
5:40 PM	14	4	1	0	1	7	2	0	6	79	29	0	0	45	0	0	188	2141
5:45 PM	24	2	1	0	1	2	0	0	2	66	35	0	1	42	1	0	177	2160
5:50 PM	34	2	1	0	6	3	3	0	3	84	44	0	0	33	0	0	213	2249
5:55 PM	19	1	2	0	0	5	3	0	3	81	31	0	1	45	2	0	193	2271

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	380	40	4	0	8	24	4	0	28	936	348	0	16	596	8	0	2392
Heavy Trucks	0	0	0		0	0	0		0	12	0		0	8	0		20
Pedestrians		0				0				0				4			4
Bicycles	1	1	0		0	0	0		0	0	1		0	1	0		4
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/9/2014 10:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

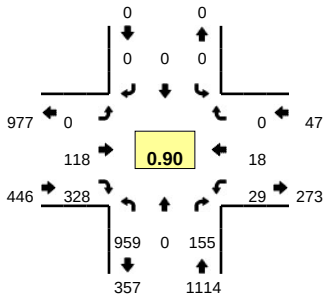
LOCATION: Foster City Blvd -- East Third Ave

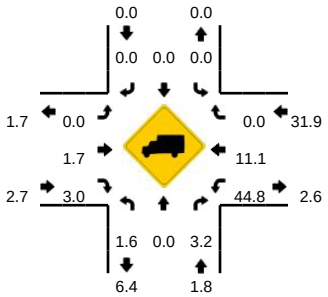
CITY/STATE: Foster City, CA

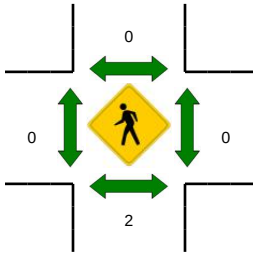
QC JOB #: 13002005

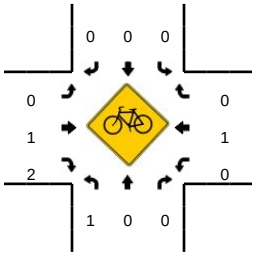
DATE: Wed, Oct 01 2014

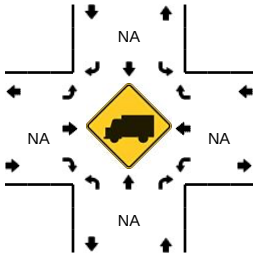
Peak-Hour: 7:55 AM -- 8:55 AM
Peak 15-Min: 8:20 AM -- 8:35 AM

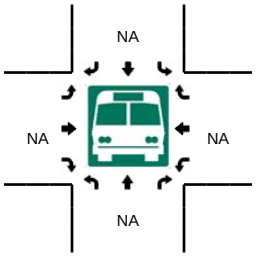












5-Min Count Period Beginning At	Foster City Blvd (Northbound)				Foster City Blvd (Southbound)				East Third Ave (Eastbound)				East Third Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	26	0	9	0	0	0	0	0	0	1	10	0	2	0	0	0	48	
7:05 AM	35	0	6	0	0	0	0	0	0	4	11	0	1	0	0	0	57	
7:10 AM	40	0	9	0	0	0	0	0	0	4	9	0	2	2	0	0	66	
7:15 AM	41	0	4	0	0	0	0	0	0	3	20	0	1	1	0	0	70	
7:20 AM	55	0	7	0	0	0	0	0	0	5	12	0	1	3	0	0	83	
7:25 AM	63	0	5	0	0	0	0	0	0	2	17	0	2	0	0	0	89	
7:30 AM	75	0	5	0	0	0	0	0	0	2	13	0	0	1	0	0	96	
7:35 AM	100	0	7	0	0	0	0	0	0	2	14	0	2	0	0	0	125	
7:40 AM	93	0	9	0	0	0	0	0	0	7	21	0	0	3	0	0	133	
7:45 AM	51	0	3	0	0	0	0	0	0	2	33	0	2	1	0	0	92	
7:50 AM	60	0	6	0	0	0	0	0	0	7	23	0	0	1	0	0	97	
7:55 AM	90	0	10	0	0	0	0	0	0	8	15	0	3	2	0	0	128	1084
8:00 AM	79	0	15	0	0	0	0	0	0	8	39	0	0	1	0	0	142	1178
8:05 AM	57	0	11	0	0	0	0	0	0	8	31	0	4	1	0	0	112	1233
8:10 AM	93	0	6	0	0	0	0	0	0	9	28	0	2	2	0	0	140	1307
8:15 AM	79	0	12	0	0	0	0	0	0	7	39	0	1	1	0	0	139	1376
8:20 AM	90	0	18	0	0	0	0	0	0	6	27	0	5	2	0	0	148	1441
8:25 AM	85	0	17	0	0	0	0	0	0	13	22	0	2	2	0	0	141	1493
8:30 AM	96	0	12	0	0	0	0	0	0	15	29	0	3	3	0	0	158	1555
8:35 AM	85	0	10	0	0	0	0	0	0	12	24	0	4	0	0	0	135	1565
8:40 AM	69	0	16	0	0	0	0	0	0	7	21	0	1	2	0	0	116	1548
8:45 AM	57	0	19	0	0	0	0	0	0	10	29	0	3	1	0	0	119	1575
8:50 AM	79	0	9	0	0	0	0	0	0	15	24	0	1	1	0	0	129	1607
8:55 AM	45	0	12	0	0	0	0	0	0	4	21	0	2	8	0	0	92	1571

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	1084	0	188	0	0	0	0	0	0	136	312	0	40	28	0	0	1788
Heavy Trucks	16	0	8		0	0	0		0	0	4		16	4	0		48
Pedestrians		4				0				0				0			4
Bicycles	1	0	0		0	0	0		0	0	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/9/2014 10:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

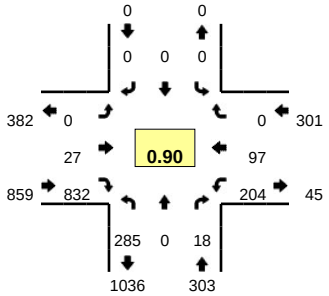
LOCATION: Foster City Blvd -- East Third Ave

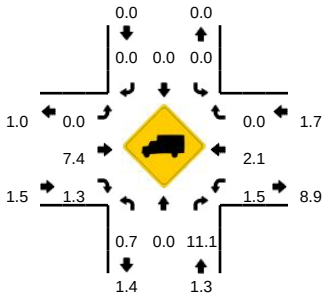
CITY/STATE: Foster City, CA

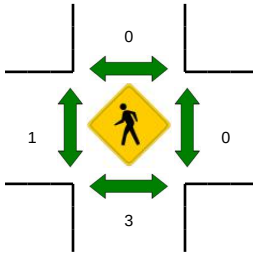
QC JOB #: 13002006

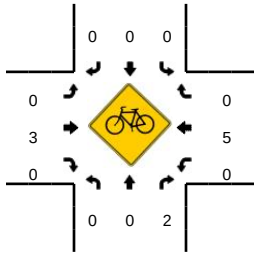
DATE: Wed, Oct 01 2014

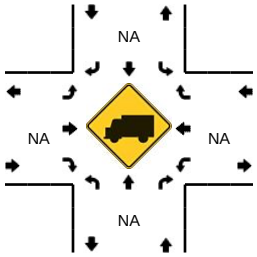
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

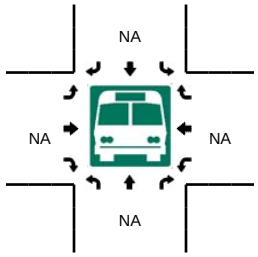












5-Min Count Period Beginning At	Foster City Blvd (Northbound)				Foster City Blvd (Southbound)				East Third Ave (Eastbound)				East Third Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	8	0	6	0	0	0	0	0	0	3	46	0	10	6	0	0	79	
4:05 PM	18	0	4	0	0	0	0	0	0	2	35	0	13	4	0	0	76	
4:10 PM	25	0	2	0	0	0	0	0	0	1	33	0	7	4	0	0	72	
4:15 PM	20	0	0	0	0	0	0	0	0	2	39	0	10	6	0	0	77	
4:20 PM	17	0	2	0	0	0	0	0	0	3	47	0	9	5	0	0	83	
4:25 PM	18	0	3	0	0	0	0	0	0	3	32	0	11	5	0	0	72	
4:30 PM	11	0	0	0	0	0	0	0	0	2	45	0	19	10	0	0	87	
4:35 PM	22	0	2	0	0	0	0	0	0	1	44	0	12	6	0	0	87	
4:40 PM	10	0	5	0	0	0	0	0	0	0	51	0	13	6	0	0	85	
4:45 PM	20	0	4	0	0	0	0	0	0	1	51	0	16	9	0	0	101	
4:50 PM	19	0	0	0	0	0	0	0	0	4	54	0	15	8	0	0	100	
4:55 PM	20	0	3	0	0	0	0	0	0	2	59	0	14	8	0	0	106	1025
5:00 PM	23	0	0	0	0	0	0	0	0	0	56	0	20	11	0	0	110	1056
5:05 PM	33	0	4	0	0	0	0	0	0	5	82	0	21	12	0	0	157	1137
5:10 PM	16	0	1	0	0	0	0	0	0	2	55	0	20	7	0	0	101	1166
5:15 PM	33	0	1	0	0	0	0	0	0	3	76	0	16	6	0	0	135	1224
5:20 PM	22	0	1	0	0	0	0	0	0	2	80	0	17	9	0	0	131	1272
5:25 PM	32	0	2	0	0	0	0	0	0	2	79	0	17	9	0	0	141	1341
5:30 PM	22	0	0	0	0	0	0	0	0	4	80	0	17	7	0	0	130	1384
5:35 PM	19	0	0	0	0	0	0	0	0	0	73	0	22	5	0	0	119	1416
5:40 PM	26	0	2	0	0	0	0	0	0	2	87	0	9	6	0	0	132	1463
5:45 PM	17	0	0	0	0	0	0	0	0	1	41	0	14	5	0	0	78	1440
5:50 PM	17	0	2	0	0	0	0	0	0	1	70	0	16	4	0	0	110	1450
5:55 PM	6	0	3	0	0	0	0	0	0	0	70	0	6	9	0	0	94	1438

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	348	0	16	0	0	0	0	0	0	28	940	0	200	96	0	0	1628
Heavy Trucks	4	0	0		0	0	0		0	0	0		0	0	0		4
Pedestrians		0				0				4				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/9/2014 10:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

MARKS TRAFFIC DATA
mietekm@comcast.net
916.806.0250

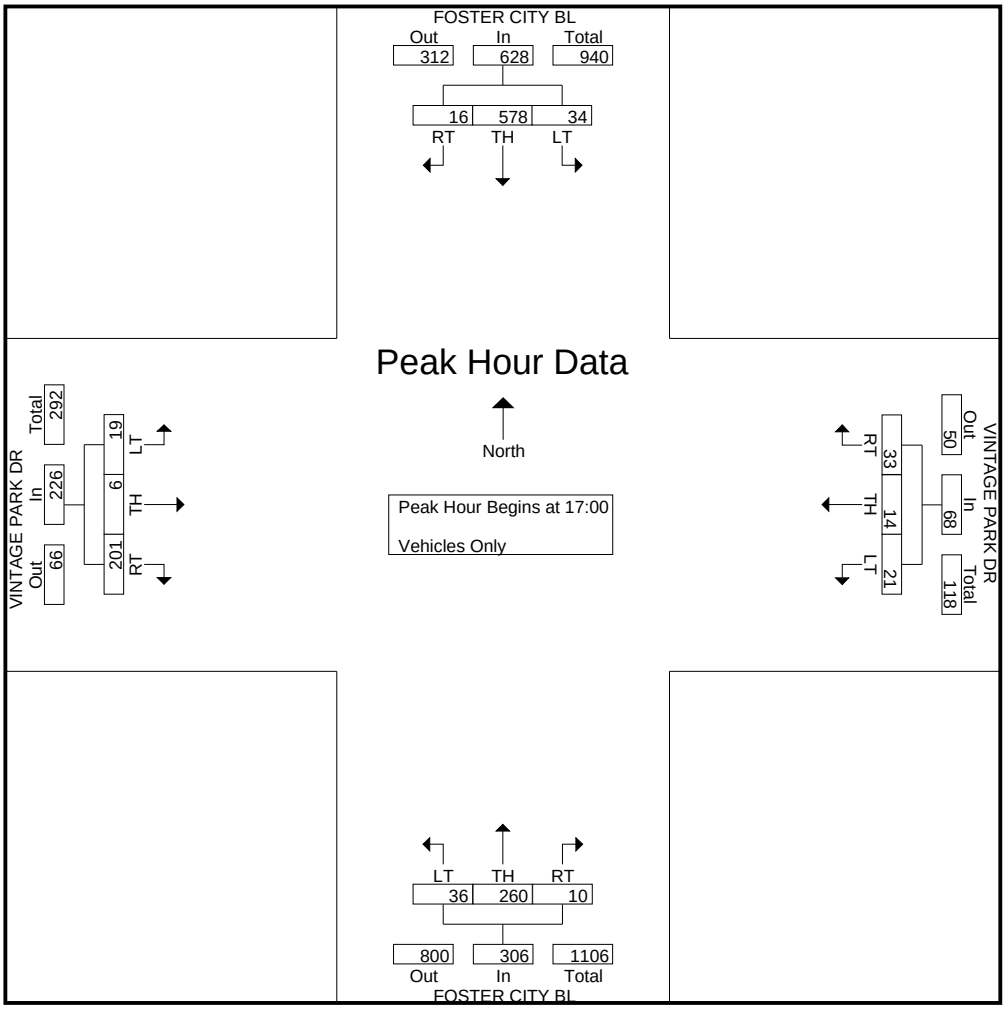
CITY OF FOSTER CITY

File Name : foster city-vintage park-p
Site Code : 6
Start Date : 2/28/2012
Page No : 1

Groups Printed- Vehicles Only

	FOSTER CITY BL Southbound				VINTAGE PARK DR Westbound				FOSTER CITY BL Northbound				VINTAGE PARK DR Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	1	96	3	100	13	2	7	22	1	38	6	45	20	3	1	24	191
16:15	2	81	3	86	9	3	3	15	0	41	9	50	24	1	4	29	180
16:30	2	130	8	140	13	2	7	22	6	56	11	73	37	2	5	44	279
16:45	4	119	7	130	5	1	10	16	2	58	10	70	34	3	0	37	253
Total	9	426	21	456	40	8	27	75	9	193	36	238	115	9	10	134	903
17:00	3	153	5	161	16	2	5	23	3	67	7	77	72	1	5	78	339
17:15	9	137	7	153	5	2	4	11	2	75	9	86	54	1	5	60	310
17:30	2	151	13	166	6	4	4	14	3	61	12	76	45	0	4	49	305
17:45	2	137	9	148	6	6	8	20	2	57	8	67	30	4	5	39	274
Total	16	578	34	628	33	14	21	68	10	260	36	306	201	6	19	226	1228
Grand Total	25	1004	55	1084	73	22	48	143	19	453	72	544	316	15	29	360	2131
Apprch %	2.3	92.6	5.1		51	15.4	33.6		3.5	83.3	13.2		87.8	4.2	8.1		
Total %	1.2	47.1	2.6	50.9	3.4	1	2.3	6.7	0.9	21.3	3.4	25.5	14.8	0.7	1.4	16.9	

	FOSTER CITY BL Southbound				VINTAGE PARK DR Westbound				FOSTER CITY BL Northbound				VINTAGE PARK DR Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	3	**153**	5	161	**16**	2	5	**23**	**3**	67	7	77	**72**	1	**5**	**78**	**339**
17:15	**9**	137	7	153	5	2	4	11	2	**75**	9	**86**	54	1	5	60	310
17:30	2	151	**13**	**166**	6	4	4	14	3	61	**12**	76	45	0	4	49	305
17:45	2	137	9	148	6	**6**	**8**	20	2	57	8	67	30	**4**	5	39	274
Total Volume	16	578	34	628	33	14	21	68	10	260	36	306	201	6	19	226	1228
% App. Total	2.5	92	5.4		48.5	20.6	30.9		3.3	85	11.8		88.9	2.7	8.4		
PHF	.444	.944	.654	.946	.516	.583	.656	.739	.833	.867	.750	.890	.698	.375	.950	.724	.906



MARKS TRAFFIC DATA
mietekm@comcast.net
916.806.0250

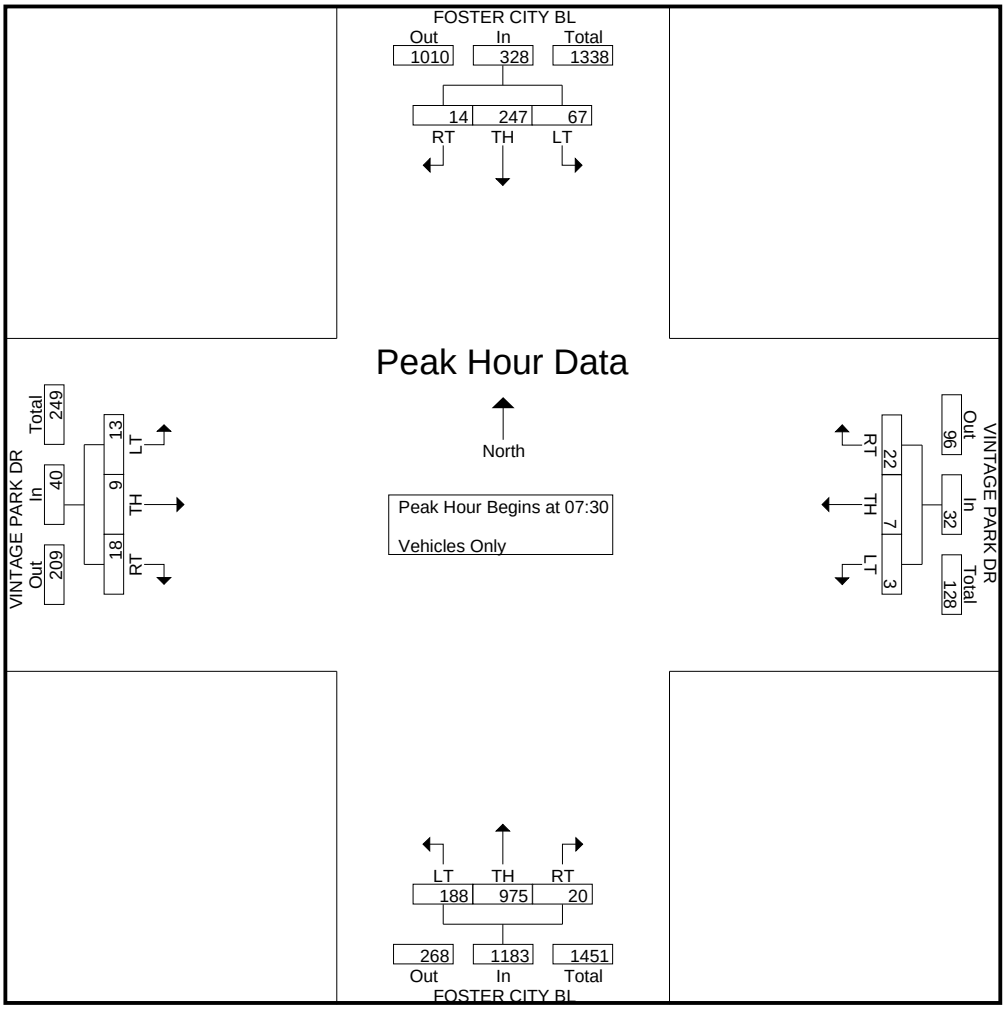
CITY OF FOSTER CITY

File Name : foster city-vintage park-a
Site Code : 6
Start Date : 2/28/2012
Page No : 1

Groups Printed- Vehicles Only

	FOSTER CITY BL Southbound				VINTAGE PARK DR Westbound				FOSTER CITY BL Northbound				VINTAGE PARK DR Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	0	20	5	25	1	2	3	6	5	73	17	95	6	2	2	10	136
07:15	2	33	14	49	3	0	1	4	5	124	24	153	3	0	6	9	215
07:30	2	44	7	53	4	2	1	7	3	272	33	308	6	1	3	10	378
07:45	6	68	20	94	7	1	0	8	2	253	51	306	1	1	4	6	414
Total	10	165	46	221	15	5	5	25	15	722	125	862	16	4	15	35	1143
08:00	5	88	22	115	4	2	2	8	4	212	45	261	6	4	2	12	396
08:15	1	47	18	66	7	2	0	9	11	238	59	308	5	3	4	12	395
08:30	2	30	10	42	6	4	1	11	9	211	54	274	7	1	7	15	342
08:45	2	31	13	46	6	1	1	8	7	146	41	194	5	3	5	13	261
Total	10	196	63	269	23	9	4	36	31	807	199	1037	23	11	18	52	1394
Grand Total	20	361	109	490	38	14	9	61	46	1529	324	1899	39	15	33	87	2537
Apprch %	4.1	73.7	22.2		62.3	23	14.8		2.4	80.5	17.1		44.8	17.2	37.9		
Total %	0.8	14.2	4.3	19.3	1.5	0.6	0.4	2.4	1.8	60.3	12.8	74.9	1.5	0.6	1.3	3.4	

	FOSTER CITY BL Southbound				VINTAGE PARK DR Westbound				FOSTER CITY BL Northbound				VINTAGE PARK DR Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	2	44	7	53	4	**2**	1	7	3	**272**	33	**308**	**6**	1	3	10	378
07:45	**6**	68	20	94	**7**	1	0	8	2	253	51	306	1	1	**4**	6	**414**
08:00	5	**88**	**22**	**115**	4	2	**2**	8	4	212	45	261	6	**4**	2	**12**	396
08:15	1	47	18	66	7	2	0	**9**	**11**	238	**59**	308	5	3	4	12	395
Total Volume	14	247	67	328	22	7	3	32	20	975	188	1183	18	9	13	40	1583
% App. Total	4.3	75.3	20.4		68.8	21.9	9.4		1.7	82.4	15.9		45	22.5	32.5		
PHF	.583	.702	.761	.713	.786	.875	.375	.889	.455	.896	.797	.960	.750	.563	.813	.833	.956



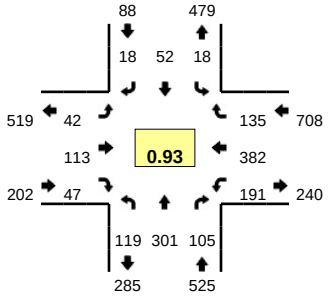
Type of peak hour being reported: Intersection Peak

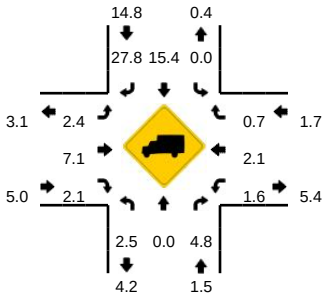
Method for determining peak hour: Total Entering Volume

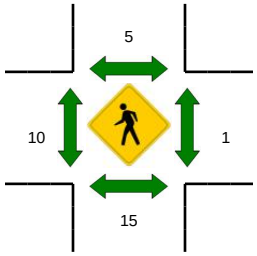
LOCATION: Vintage Park Dr -- Chess Dr
CITY/STATE: Foster City, CA

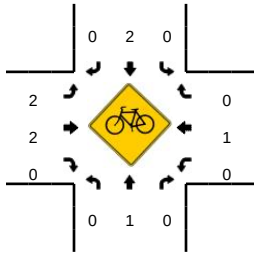
QC JOB #: 13002009
DATE: Tue, Sep 30 2014

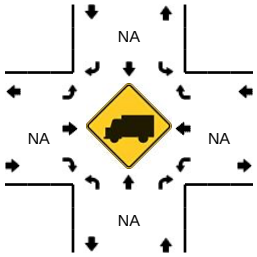
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

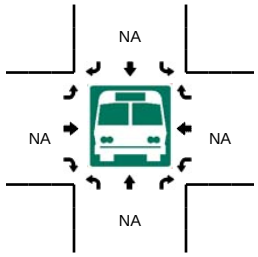












5-Min Count Period Beginning At	Vintage Park Dr (Northbound)				Vintage Park Dr (Southbound)				Chess Dr (Eastbound)				Chess Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	7	3	0	2	1	1	0	1	5	0	0	3	12	7	0	47	
7:05 AM	3	6	10	0	1	0	0	0	0	5	5	0	9	8	4	0	51	
7:10 AM	4	11	6	0	1	2	0	0	3	5	2	0	6	8	6	0	54	
7:15 AM	3	11	5	0	1	2	0	0	2	4	3	0	8	13	6	0	58	
7:20 AM	1	12	9	0	0	1	1	0	3	7	4	0	7	15	7	0	67	
7:25 AM	1	13	10	0	1	1	0	0	3	7	1	0	6	10	6	0	59	
7:30 AM	8	20	7	0	0	2	0	0	2	2	2	0	7	18	4	0	72	
7:35 AM	6	13	10	0	2	0	1	0	0	7	5	0	9	18	10	0	81	
7:40 AM	3	23	14	0	1	2	1	0	2	4	4	0	9	11	10	0	84	
7:45 AM	4	11	12	0	0	5	1	0	4	1	6	0	8	12	9	0	73	
7:50 AM	11	28	7	0	0	1	0	0	2	6	1	0	5	16	6	0	83	
7:55 AM	5	30	8	0	3	5	2	0	5	8	7	0	8	23	12	0	116	845
8:00 AM	9	32	13	0	1	6	1	0	4	12	4	0	15	24	8	2	131	929
8:05 AM	6	14	5	0	4	1	0	0	3	16	3	0	10	31	13	0	106	984
8:10 AM	7	28	12	0	2	3	3	0	1	5	4	0	13	34	16	1	129	1059
8:15 AM	9	39	11	0	1	3	0	0	3	8	4	0	8	26	11	0	123	1124
8:20 AM	5	18	10	0	2	5	0	0	2	8	4	0	19	36	13	0	122	1179
8:25 AM	14	29	6	0	0	5	4	0	3	7	0	0	9	26	5	1	109	1229
8:30 AM	10	26	9	0	0	3	1	0	7	14	5	0	23	40	11	0	149	1306
8:35 AM	10	32	9	0	2	3	2	0	6	9	5	0	19	36	9	1	143	1368
8:40 AM	10	15	2	0	1	5	1	0	2	6	2	0	23	39	11	0	117	1401
8:45 AM	10	18	5	0	1	8	3	0	5	5	1	0	7	32	15	0	110	1438
8:50 AM	10	24	11	0	2	7	1	0	6	11	6	0	25	33	15	0	151	1506
8:55 AM	19	26	12	0	1	3	2	1	0	12	9	0	15	25	8	0	133	1523

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	120	292	80	0	12	44	16	0	60	116	48	0	260	460	124	4	1636
Heavy Trucks	4	0	0		0	0	0		0	0	0		4	16	4		28
Pedestrians		4				12				24				4			44
Bicycles	0	0	0		0	0	0		1	1	0		0	1	0		3
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/9/2014 10:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

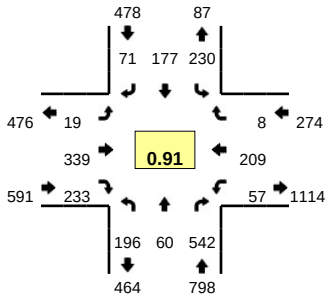
Type of peak hour being reported: Intersection Peak

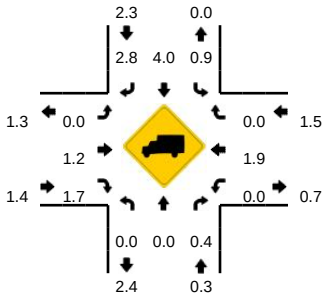
Method for determining peak hour: Total Entering Volume

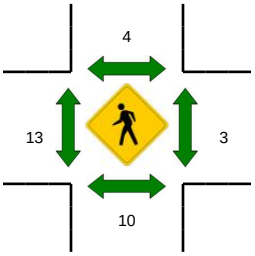
LOCATION: Vintage Park Dr -- Chess Dr
CITY/STATE: Foster City, CA

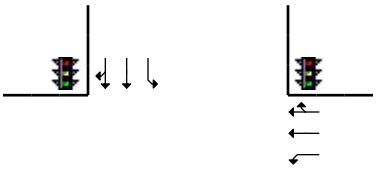
QC JOB #: 13002010
DATE: Tue, Sep 30 2014

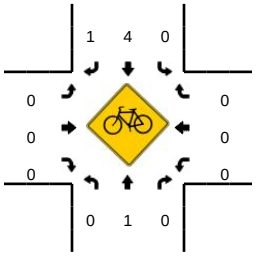
Peak-Hour: 4:55 PM -- 5:55 PM
Peak 15-Min: 5:25 PM -- 5:40 PM

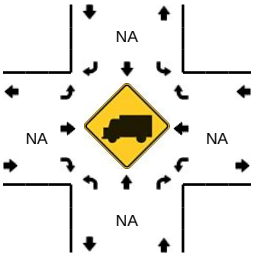


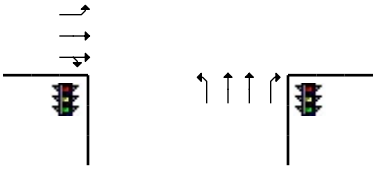


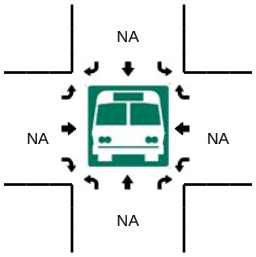












5-Min Count Period Beginning At	Vintage Park Dr (Northbound)				Vintage Park Dr (Southbound)				Chess Dr (Eastbound)				Chess Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	12	3	31	0	7	3	6	1	3	18	12	0	4	11	1	0	112	
4:05 PM	12	3	50	0	13	1	4	0	1	14	12	0	2	17	0	1	130	
4:10 PM	23	3	23	0	15	7	5	0	3	26	14	0	4	17	0	1	141	
4:15 PM	12	4	26	0	3	4	2	0	1	20	17	0	3	13	2	0	107	
4:20 PM	16	1	26	0	11	8	1	0	0	19	16	0	0	11	0	0	109	
4:25 PM	8	3	34	0	11	5	2	0	3	23	21	0	3	16	1	0	130	
4:30 PM	19	5	35	0	19	8	4	0	1	12	24	0	1	23	0	0	151	
4:35 PM	21	1	36	0	18	10	4	0	1	16	13	0	2	13	0	0	135	
4:40 PM	8	6	41	0	12	12	6	0	4	24	13	0	3	15	1	0	145	
4:45 PM	11	3	46	0	18	5	3	0	2	24	10	0	2	10	1	0	135	
4:50 PM	15	7	39	0	19	5	7	0	1	18	11	0	5	17	0	0	144	
4:55 PM	18	3	37	0	15	7	5	0	2	30	15	0	2	16	1	0	151	1590
5:00 PM	15	7	34	0	29	11	8	0	0	21	13	0	5	24	0	0	167	1645
5:05 PM	13	9	60	0	24	18	2	0	0	18	12	0	3	11	0	0	170	1685
5:10 PM	13	4	56	0	22	17	5	0	3	27	24	0	5	19	2	0	197	1741
5:15 PM	29	5	44	0	28	19	15	0	1	28	16	0	3	11	0	0	199	1833
5:20 PM	12	3	33	0	20	15	8	0	5	39	16	0	12	18	0	1	182	1906
5:25 PM	29	3	56	0	21	14	6	0	1	20	25	0	4	22	1	0	202	1978
5:30 PM	14	4	44	0	25	20	4	0	0	30	22	0	5	27	1	1	197	2024
5:35 PM	11	9	55	0	14	11	6	0	3	34	22	0	4	16	1	0	186	2075
5:40 PM	18	4	46	0	12	13	4	0	0	26	18	0	4	14	1	0	160	2090
5:45 PM	16	4	42	0	10	17	7	0	3	32	21	0	4	19	1	0	176	2131
5:50 PM	8	5	35	0	10	15	1	0	1	34	29	0	3	12	0	1	154	2141
5:55 PM	14	7	36	0	16	14	7	0	0	24	17	0	3	11	2	0	151	2141

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	216	64	620	0	240	180	64	0	16	336	276	0	52	260	12	4	2340
Heavy Trucks	0	0	0		0	4	0		0	0	4		0	12	0		20
Pedestrians		8				0				24				4			36
Bicycles	0	1	0		0	0	1		0	0	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/9/2014 10:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

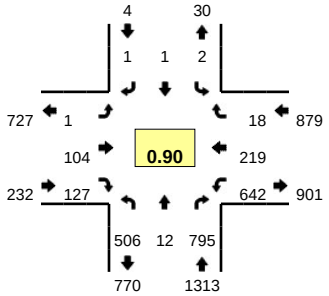
LOCATION: SR 92 Westbound Ramps -- Chess Dr

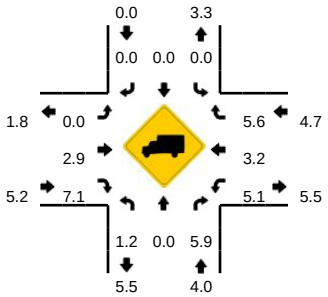
CITY/STATE: Foster City, CA

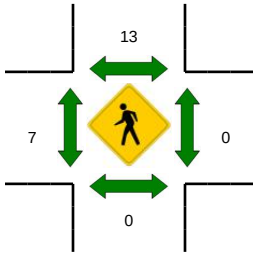
QC JOB #: 13002011

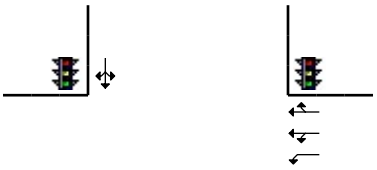
DATE: Tue, Sep 30 2014

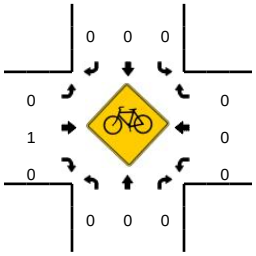
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:30 AM -- 8:45 AM

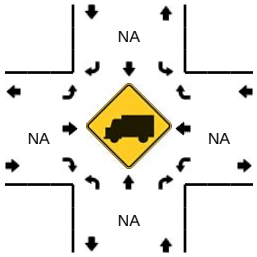


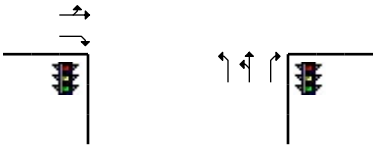


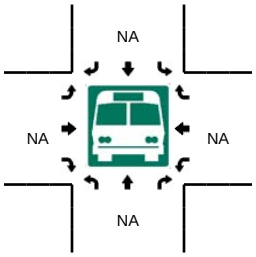












5-Min Count Period Beginning At	SR 92 Westbound Ramps (Northbound)				SR 92 Westbound Ramps (Southbound)				Chess Dr (Eastbound)				Chess Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	13	0	34	0	0	0	0	0	0	1	13	0	50	7	0	0	118	
7:05 AM	17	2	32	0	0	0	1	0	0	3	12	0	44	3	0	0	114	
7:10 AM	19	0	33	0	0	2	0	0	1	1	7	0	72	9	1	0	145	
7:15 AM	24	0	54	0	2	0	0	0	0	7	10	0	53	4	3	0	157	
7:20 AM	23	0	40	0	0	0	0	0	0	8	11	0	51	7	0	0	140	
7:25 AM	20	0	52	0	0	1	0	0	0	5	10	0	55	7	1	0	151	
7:30 AM	14	0	42	0	0	1	0	0	0	0	7	1	80	10	0	0	155	
7:35 AM	35	2	56	0	0	0	0	0	1	4	16	0	64	13	1	0	192	
7:40 AM	24	1	54	0	0	1	0	0	0	4	12	0	85	7	0	0	188	
7:45 AM	25	1	55	0	1	0	0	0	0	9	12	0	60	6	1	0	170	
7:50 AM	13	0	57	0	0	0	0	0	0	0	5	1	84	20	2	0	182	
7:55 AM	35	4	67	0	0	0	0	0	0	12	10	0	41	10	3	0	182	1894
8:00 AM	27	1	58	0	0	0	0	0	0	4	12	0	33	17	3	0	155	1931
8:05 AM	54	1	65	0	0	0	0	0	0	13	13	0	37	18	1	0	202	2019
8:10 AM	33	1	73	0	0	0	1	0	0	5	8	0	71	16	2	0	210	2084
8:15 AM	48	2	56	0	0	0	0	0	0	9	11	1	37	14	1	0	179	2106
8:20 AM	39	0	87	0	0	0	0	0	0	6	7	0	76	15	0	0	230	2196
8:25 AM	33	2	67	0	0	0	0	0	0	10	9	0	62	14	2	0	199	2244
8:30 AM	37	0	80	0	0	0	0	0	0	10	10	0	68	31	1	0	237	2326
8:35 AM	69	2	61	0	1	1	0	0	0	13	13	0	49	16	1	0	226	2360
8:40 AM	33	0	71	0	0	0	0	0	0	6	9	0	67	25	2	0	213	2385
8:45 AM	43	1	46	0	1	0	0	0	0	6	12	0	40	18	1	0	168	2383
8:50 AM	39	1	72	0	0	0	0	0	0	6	11	0	52	20	1	0	202	2403
8:55 AM	51	1	59	0	0	0	0	0	0	16	12	0	50	15	3	0	207	2428

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	556	8	848	0	4	4	0	0	0	116	128	0	736	288	16	0	2704
Heavy Trucks	4	0	56		0	0	0		0	0	0		24	20	0		104
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/9/2014 10:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

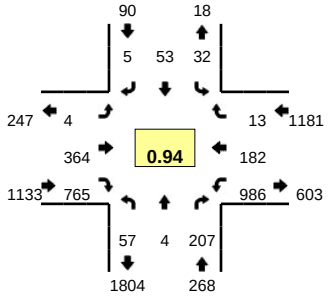
LOCATION: SR 92 Westbound Ramps -- Chess Dr

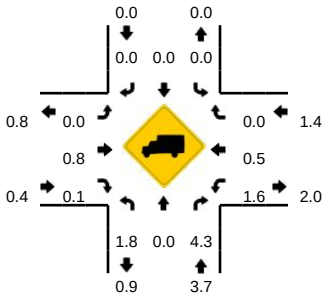
CITY/STATE: Foster City, CA

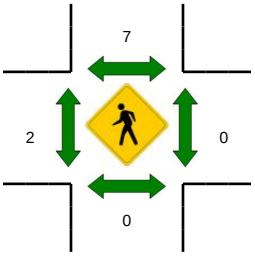
QC JOB #: 13002012

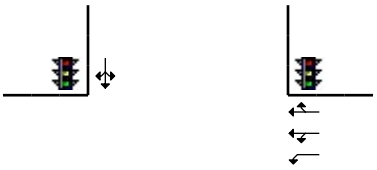
DATE: Tue, Sep 30 2014

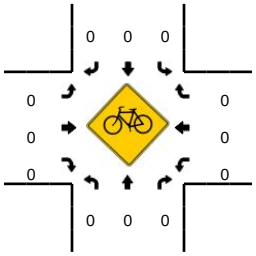
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

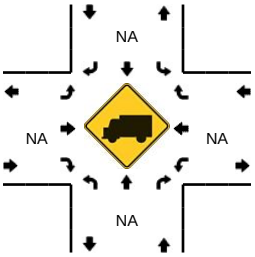


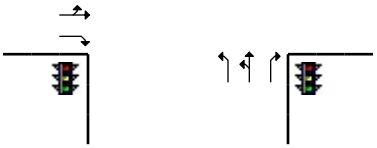


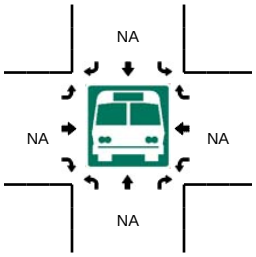












5-Min Count Period Beginning At	SR 92 Westbound Ramps (Northbound)				SR 92 Westbound Ramps (Southbound)				Chess Dr (Eastbound)				Chess Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	1	10	0	0	2	0	0	0	15	50	0	77	9	0	0	166	
4:05 PM	4	0	10	0	3	3	1	0	0	15	65	0	54	16	2	0	173	
4:10 PM	1	0	12	0	1	4	1	0	0	25	43	0	94	18	1	0	200	
4:15 PM	6	0	9	0	1	1	0	0	0	15	34	0	73	10	1	0	150	
4:20 PM	0	0	14	0	1	1	0	0	0	21	39	0	60	9	1	0	146	
4:25 PM	9	0	10	0	1	1	0	0	0	27	46	0	66	14	2	0	176	
4:30 PM	6	0	13	0	4	4	0	0	0	19	42	0	67	18	0	0	173	
4:35 PM	5	0	17	0	0	1	1	0	0	13	46	0	94	9	0	0	186	
4:40 PM	6	0	14	0	2	4	0	0	0	26	75	0	63	11	1	0	202	
4:45 PM	2	0	14	0	2	3	0	0	0	17	50	0	79	12	2	0	181	
4:50 PM	4	2	15	0	0	5	1	0	0	33	65	0	63	14	1	0	203	
4:55 PM	3	0	17	0	2	1	1	0	0	19	44	0	82	14	1	0	184	2140
5:00 PM	6	0	16	0	4	6	0	0	0	35	71	0	57	19	2	0	216	2190
5:05 PM	4	0	21	0	2	7	0	0	0	20	59	0	122	12	2	0	249	2266
5:10 PM	7	1	10	0	5	11	1	0	0	30	96	0	73	11	1	0	246	2312
5:15 PM	6	0	14	0	2	3	0	0	0	23	45	0	106	15	3	0	217	2379
5:20 PM	5	0	19	0	4	1	0	0	0	44	86	1	70	13	0	0	243	2476
5:25 PM	8	0	18	0	3	4	0	0	0	28	55	0	101	23	1	0	241	2541
5:30 PM	8	0	25	0	1	2	1	0	0	40	73	1	63	12	0	0	226	2594
5:35 PM	1	1	19	0	2	2	0	0	0	28	54	1	101	23	0	0	232	2640
5:40 PM	3	0	18	0	4	5	1	0	0	40	74	0	62	11	1	0	219	2657
5:45 PM	2	0	15	0	3	6	0	0	1	24	43	0	86	15	1	0	196	2672
5:50 PM	11	0	15	0	0	6	1	0	0	33	44	1	69	6	0	0	186	2655
5:55 PM	2	0	21	0	0	0	0	0	0	27	41	0	81	17	0	0	189	2660

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	68	4	180	0	36	84	4	0	0	292	800	0	1204	152	24	0	2848
Heavy Trucks	0	0	0		0	0	0		0	0	0		24	0	0		24
Pedestrians		0				8				0				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/9/2014 10:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

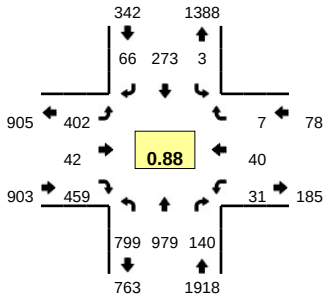
Type of peak hour being reported: Intersection Peak

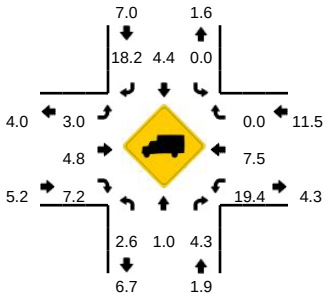
Method for determining peak hour: Total Entering Volume

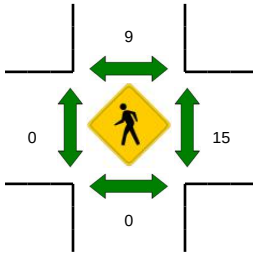
LOCATION: Foster City Blvd -- Chess Dr
CITY/STATE: Foster City, CA

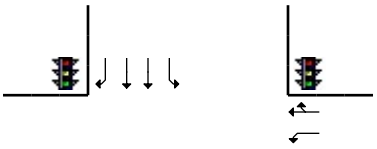
QC JOB #: 13002013
DATE: Tue, Sep 30 2014

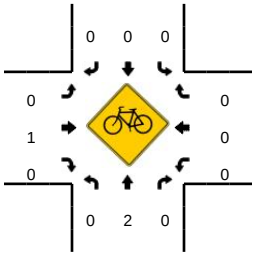
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:25 AM -- 8:40 AM

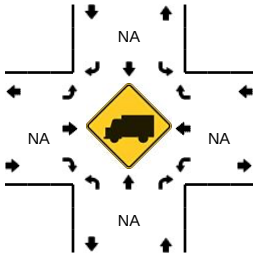


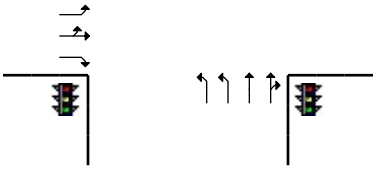


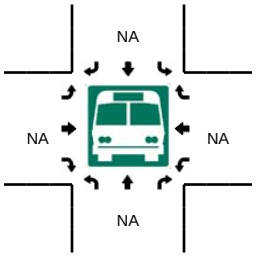












5-Min Count Period Beginning At	Foster City Blvd (Northbound)				Foster City Blvd (Southbound)				Chess Dr (Eastbound)				Chess Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	58	46	10	0	1	4	1	0	11	3	21	0	4	8	1	0	168	
7:05 AM	43	38	9	0	0	5	4	0	15	3	14	0	1	2	0	0	134	
7:10 AM	57	45	3	0	0	6	5	0	19	2	17	0	1	2	1	0	158	
7:15 AM	53	52	10	0	0	7	2	0	18	6	34	0	0	3	0	0	185	
7:20 AM	57	57	8	0	0	12	4	0	14	2	32	0	2	2	0	0	190	
7:25 AM	68	66	5	0	0	18	7	0	18	0	31	0	3	3	3	0	222	
7:30 AM	60	66	6	0	1	16	5	0	23	0	27	0	2	4	1	0	211	
7:35 AM	90	135	10	0	0	19	6	0	19	3	32	0	1	2	0	0	317	
7:40 AM	63	71	10	0	0	20	4	0	24	3	28	0	2	2	1	0	228	
7:45 AM	68	64	6	0	0	20	2	0	23	4	36	0	3	3	2	0	231	
7:50 AM	92	80	8	0	0	12	9	0	19	1	33	0	0	2	2	0	258	
7:55 AM	57	59	15	0	1	26	3	0	29	5	38	0	2	1	0	0	236	2538
8:00 AM	33	79	11	0	0	24	7	0	36	3	25	0	4	7	2	0	231	2601
8:05 AM	71	91	15	0	0	28	4	0	37	5	34	0	1	2	1	0	289	2756
8:10 AM	68	77	9	0	0	31	7	0	32	1	45	0	0	0	0	0	270	2868
8:15 AM	61	88	10	0	2	23	8	0	23	6	38	0	2	2	1	0	264	2947
8:20 AM	63	91	10	0	0	22	3	0	41	2	42	0	0	4	0	0	278	3035
8:25 AM	85	103	8	0	0	20	6	0	46	1	36	0	6	7	0	0	318	3131
8:30 AM	73	90	13	0	0	25	5	0	34	7	42	0	2	1	0	0	292	3212
8:35 AM	84	95	14	0	1	22	4	0	42	2	39	0	2	4	1	0	310	3205
8:40 AM	64	59	8	0	0	17	4	0	41	4	40	0	4	3	1	0	245	3222
8:45 AM	73	76	15	0	0	18	6	0	16	5	26	0	2	3	0	0	240	3231
8:50 AM	44	54	18	0	0	26	3	0	21	1	54	0	1	2	0	0	224	3197
8:55 AM	80	76	9	0	0	17	9	0	33	5	38	0	7	5	1	0	280	3241

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	968	1152	140	0	4	268	60	0	488	40	468	0	40	48	4	0	3680
Heavy Trucks	28	8	8		0	20	4		20	0	36		16	8	0		148
Pedestrians		0				4				0				8			12
Bicycles	0	1	0		0	0	0		0	0	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/9/2014 10:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

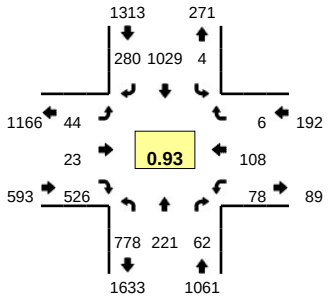
Type of peak hour being reported: Intersection Peak

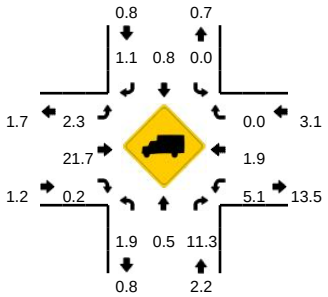
Method for determining peak hour: Total Entering Volume

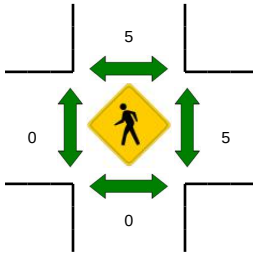
LOCATION: Foster City Blvd -- Chess Dr
CITY/STATE: Foster City, CA

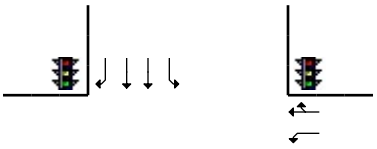
QC JOB #: 13002014
DATE: Tue, Sep 30 2014

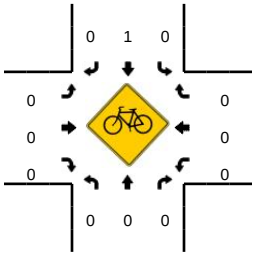
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:20 PM -- 5:35 PM

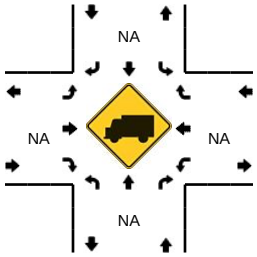


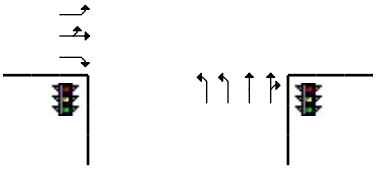


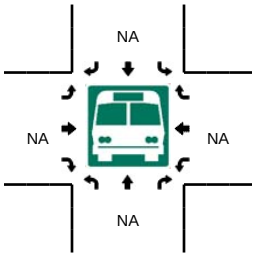












5-Min Count Period Beginning At	Foster City Blvd (Northbound)				Foster City Blvd (Southbound)				Chess Dr (Eastbound)				Chess Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	44	10	7	0	0	37	28	0	1	0	24	0	8	10	0	0	169	
4:05 PM	74	20	4	0	2	44	18	0	5	1	20	0	3	6	1	0	198	
4:10 PM	64	23	5	0	3	37	26	0	5	1	31	0	5	7	2	0	209	
4:15 PM	49	18	8	0	0	42	24	0	7	3	15	0	3	9	0	0	178	
4:20 PM	45	23	8	0	2	59	22	0	3	4	29	0	2	8	0	0	205	
4:25 PM	54	16	8	0	0	46	19	0	3	3	27	0	5	11	0	0	192	
4:30 PM	56	13	5	0	0	33	27	0	5	4	36	0	7	10	0	0	196	
4:35 PM	58	17	7	0	1	65	25	0	1	0	33	0	4	6	1	0	218	
4:40 PM	76	17	5	0	2	43	13	0	2	0	40	0	12	15	2	0	227	
4:45 PM	51	15	6	0	0	82	16	0	3	0	29	0	8	6	1	0	217	
4:50 PM	55	15	3	0	2	58	21	0	4	4	41	0	8	21	1	0	233	
4:55 PM	46	20	8	0	0	78	25	0	6	3	30	0	4	6	0	0	226	2468
5:00 PM	51	11	6	0	1	70	26	0	5	3	46	0	8	19	0	0	246	2545
5:05 PM	76	15	8	0	0	95	28	0	4	2	37	0	3	14	1	0	283	2630
5:10 PM	51	22	9	0	0	77	32	0	1	1	35	0	14	11	2	0	255	2676
5:15 PM	66	15	1	0	1	107	27	0	3	0	35	0	9	12	0	0	276	2774
5:20 PM	72	22	4	0	1	81	20	0	3	6	54	0	12	9	0	0	284	2853
5:25 PM	70	19	2	0	0	102	21	0	2	1	54	0	8	7	0	0	286	2947
5:30 PM	63	24	5	0	0	72	31	0	7	0	59	0	6	9	2	0	278	3029
5:35 PM	75	22	5	0	0	107	15	0	3	1	39	0	1	12	1	0	281	3092
5:40 PM	70	17	5	0	0	70	23	0	4	4	51	0	3	4	0	0	251	3116
5:45 PM	52	19	7	0	0	86	20	0	3	3	35	0	2	3	0	0	230	3129
5:50 PM	67	11	6	0	1	59	17	0	6	2	44	0	6	5	0	0	224	3120
5:55 PM	65	24	4	0	0	103	20	0	3	0	37	0	6	3	0	0	265	3159

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	820	260	44	0	4	1020	288	0	48	28	668	0	104	100	8	0	3392
Heavy Trucks	12	0	0		0	4	4		0	12	0		4	0	0		36
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/9/2014 10:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

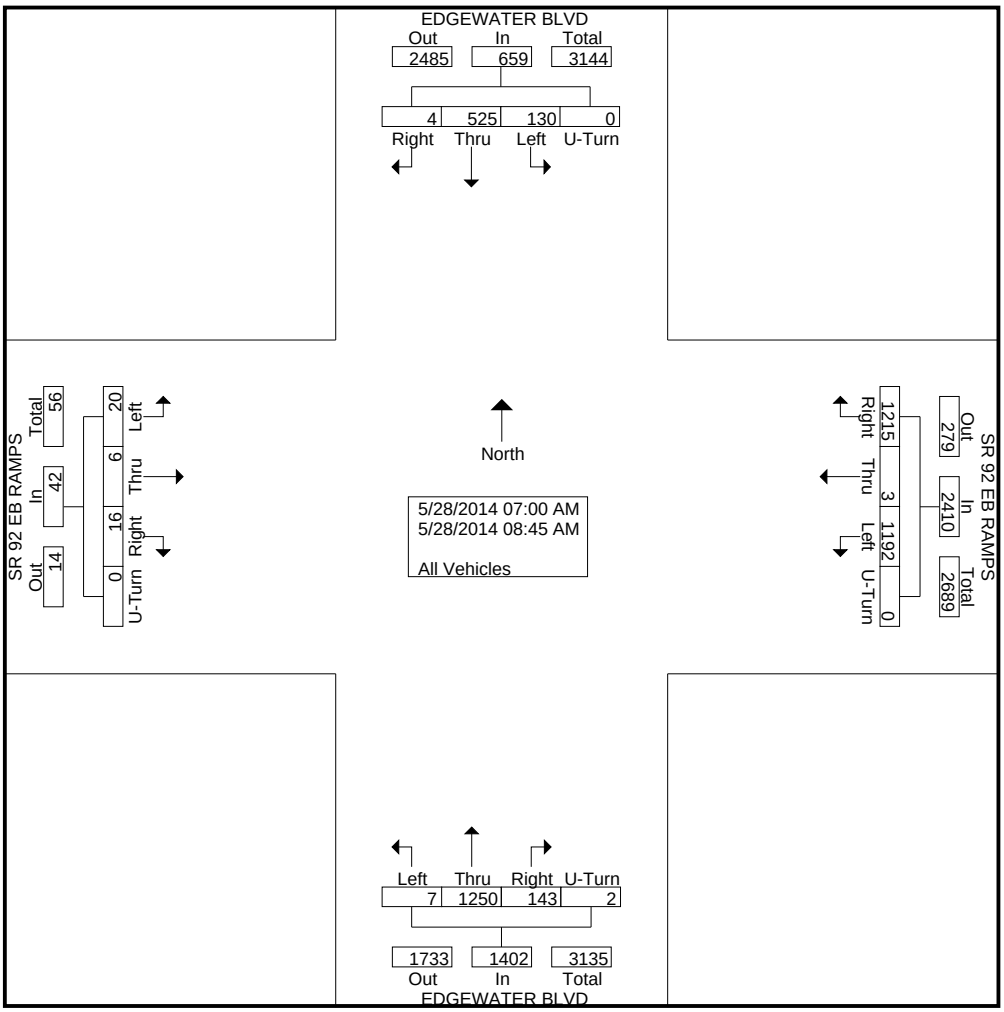
All Traffic Data Services

2187 Kingsbury Cir
Santa Clara, CA, 95054
www.Alltrafficdata.net

File Name : #1 EDGEWATER&SR92EBRAMPSAM
Site Code : 1
Start Date : 5/28/2014
Page No : 1

Groups Printed- All Vehicles

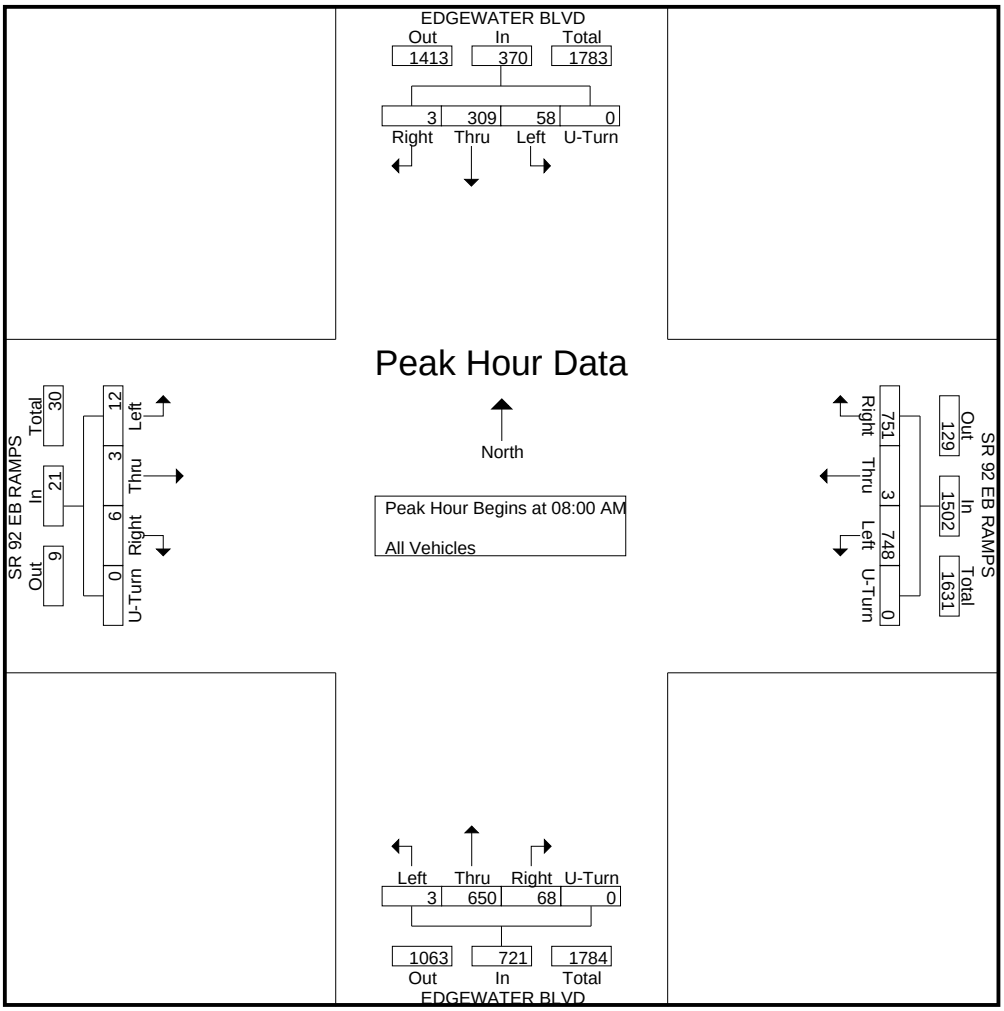
	EDGEWATER BLVD Southbound				SR 92 EB RAMPS Westbound				EDGEWATER BLVD Northbound				SR 92 EB RAMPS Eastbound				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	0	31	16	0	115	0	99	0	14	93	0	0	1	2	0	0	371
07:15 AM	0	45	20	0	105	0	112	0	17	134	1	1	3	1	2	0	441
07:30 AM	1	49	18	0	112	0	98	0	20	200	2	0	3	0	2	0	505
07:45 AM	0	91	18	0	132	0	135	0	24	173	1	1	3	0	4	0	582
Total	1	216	72	0	464	0	444	0	75	600	4	2	10	3	8	0	1899
08:00 AM	1	79	21	0	157	1	203	0	21	152	0	0	0	2	4	0	641
08:15 AM	1	90	11	0	179	1	175	0	19	184	1	0	2	0	2	0	665
08:30 AM	1	62	9	0	193	0	188	0	15	151	2	0	2	1	4	0	628
08:45 AM	0	78	17	0	222	1	182	0	13	163	0	0	2	0	2	0	680
Total	3	309	58	0	751	3	748	0	68	650	3	0	6	3	12	0	2614
Grand Total	4	525	130	0	1215	3	1192	0	143	1250	7	2	16	6	20	0	4513
Apprch %	0.6	79.7	19.7	0	50.4	0.1	49.5	0	10.2	89.2	0.5	0.1	38.1	14.3	47.6	0	
Total %	0.1	11.6	2.9	0	26.9	0.1	26.4	0	3.2	27.7	0.2	0	0.4	0.1	0.4	0	



All Traffic Data Services
2187 Kingsbury Cir
Santa Clara, CA, 95054
www.Alltrafficdata.net

File Name : #1 EDGEWATER&SR92EBRAMPSAM
Site Code : 1
Start Date : 5/28/2014
Page No : 2

	EDGEWATER BLVD Southbound					SR 92 EB RAMPS Westbound					EDGEWATER BLVD Northbound					SR 92 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**1**	79	**21**	0	101	157	**1**	**203**	0	361	**21**	152	0	0	173	0	**2**	**4**	0	6	641
08:15 AM	1	**90**	11	0	**102**	179	1	175	0	355	19	**184**	1	0	**204**	**2**	0	2	0	4	665
08:30 AM	1	62	9	0	72	193	0	188	0	381	15	151	**2**	0	168	2	1	4	0	**7**	628
08:45 AM	0	78	17	0	95	**222**	1	182	0	**405**	13	163	0	0	176	2	0	2	0	4	**680**
Total Volume	3	309	58	0	370	751	3	748	0	1502	68	650	3	0	721	6	3	12	0	21	2614
% App. Total	0.8	83.5	15.7	0		50	0.2	49.8	0		9.4	90.2	0.4	0		28.6	14.3	57.1	0		
PHF	.750	.858	.690	.000	.907	.846	.750	.921	.000	.927	.810	.883	.375	.000	.884	.750	.375	.750	.000	.750	.961

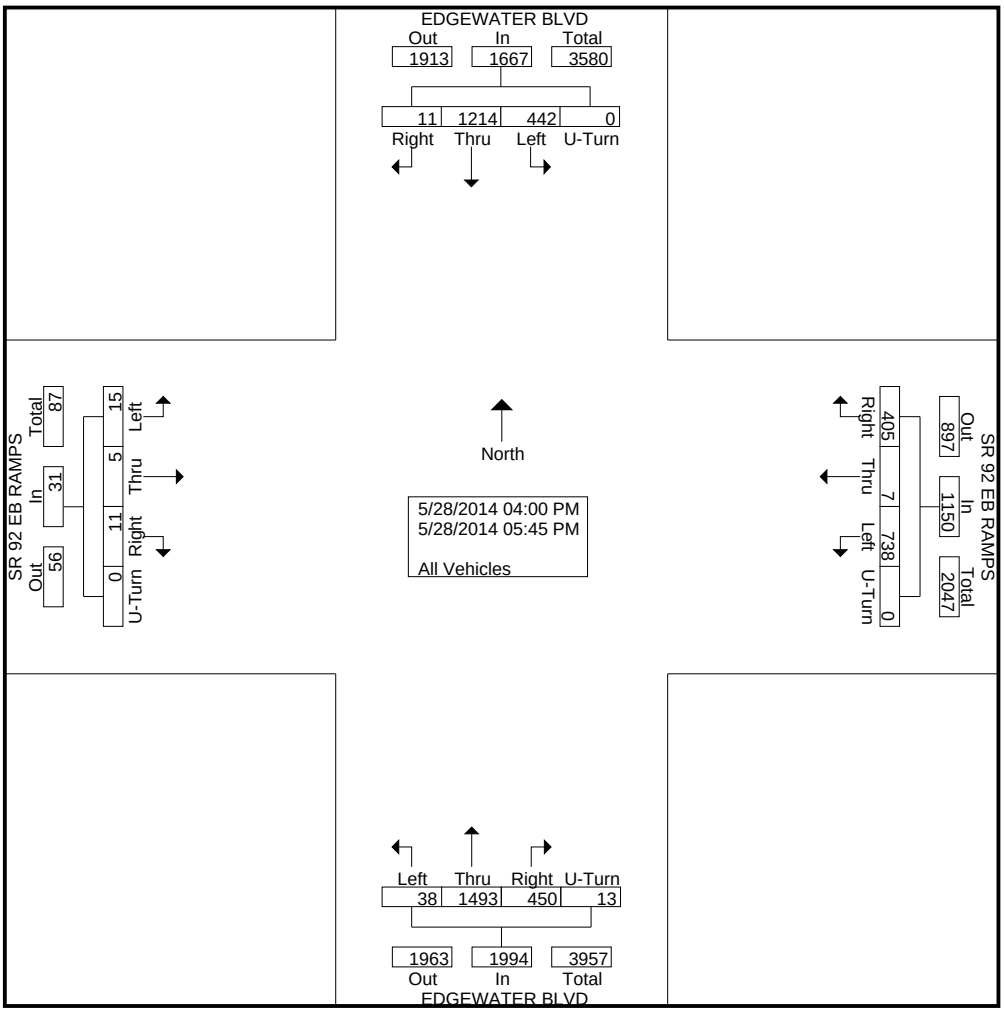


All Traffic Data Services
2187 Kingsbury Cir
Santa Clara, CA, 95054
www.Alltrafficdata.net

File Name : #1 EDGEWATER&SR92EBRAMPSPM
Site Code : 1
Start Date : 5/28/2014
Page No : 1

Groups Printed- All Vehicles

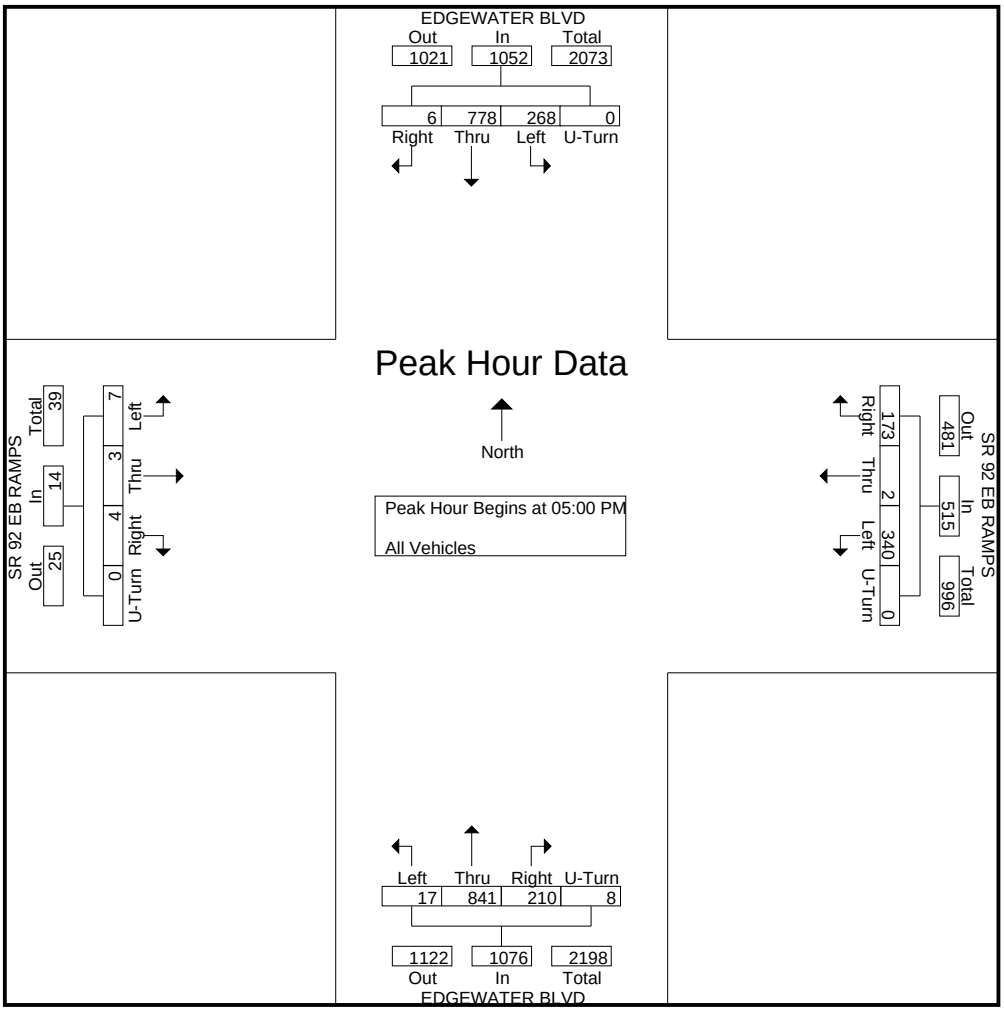
	EDGEWATER BLVD Southbound				SR 92 EB RAMPS Westbound				EDGEWATER BLVD Northbound				SR 92 EB RAMPS Eastbound				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
04:00 PM	1	109	49	0	73	1	88	0	48	172	5	2	2	0	0	0	550
04:15 PM	0	104	35	0	59	1	127	0	62	146	4	0	3	0	5	0	546
04:30 PM	1	101	42	0	47	1	90	0	64	193	6	2	1	0	0	0	548
04:45 PM	3	122	48	0	53	2	93	0	66	141	6	1	1	2	3	0	541
Total	5	436	174	0	232	5	398	0	240	652	21	5	7	2	8	0	2185
05:00 PM	2	158	70	0	44	0	99	0	62	215	6	3	2	2	0	0	663
05:15 PM	2	213	71	0	29	0	81	0	55	217	5	2	1	0	3	0	679
05:30 PM	1	207	68	0	42	0	85	0	46	218	0	0	1	0	3	0	671
05:45 PM	1	200	59	0	58	2	75	0	47	191	6	3	0	1	1	0	644
Total	6	778	268	0	173	2	340	0	210	841	17	8	4	3	7	0	2657
Grand Total	11	1214	442	0	405	7	738	0	450	1493	38	13	11	5	15	0	4842
Apprch %	0.7	72.8	26.5	0	35.2	0.6	64.2	0	22.6	74.9	1.9	0.7	35.5	16.1	48.4	0	
Total %	0.2	25.1	9.1	0	8.4	0.1	15.2	0	9.3	30.8	0.8	0.3	0.2	0.1	0.3	0	



All Traffic Data Services
2187 Kingsbury Cir
Santa Clara, CA, 95054
www.Alltrafficdata.net

File Name : #1 EDGEWATER&SR92EBRAMPSPM
Site Code : 1
Start Date : 5/28/2014
Page No : 2

	EDGEWATER BLVD Southbound					SR 92 EB RAMPS Westbound					EDGEWATER BLVD Northbound					SR 92 EB RAMPS Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**2**	158	70	0	230	44	0	**99**	0	**143**	**62**	215	**6**	**3**	**286**	**2**	**2**	0	0	**4**	663
05:15 PM	2	**213**	**71**	0	**286**	29	0	81	0	110	55	217	5	2	279	1	0	**3**	0	4	**679**
05:30 PM	1	207	68	0	276	42	0	85	0	127	46	**218**	0	0	264	1	0	3	0	4	671
05:45 PM	1	200	59	0	260	**58**	**2**	75	0	135	47	191	6	3	247	0	1	1	0	2	644
Total Volume	6	778	268	0	1052	173	2	340	0	515	210	841	17	8	1076	4	3	7	0	14	2657
% App. Total	0.6	74	25.5	0		33.6	0.4	66	0		19.5	78.2	1.6	0.7		28.6	21.4	50	0		
PHF	.750	.913	.944	.000	.920	.746	.250	.859	.000	.900	.847	.964	.708	.667	.941	.500	.375	.583	.000	.875	.978



MARKS TRAFFIC DATA

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916.806.0250

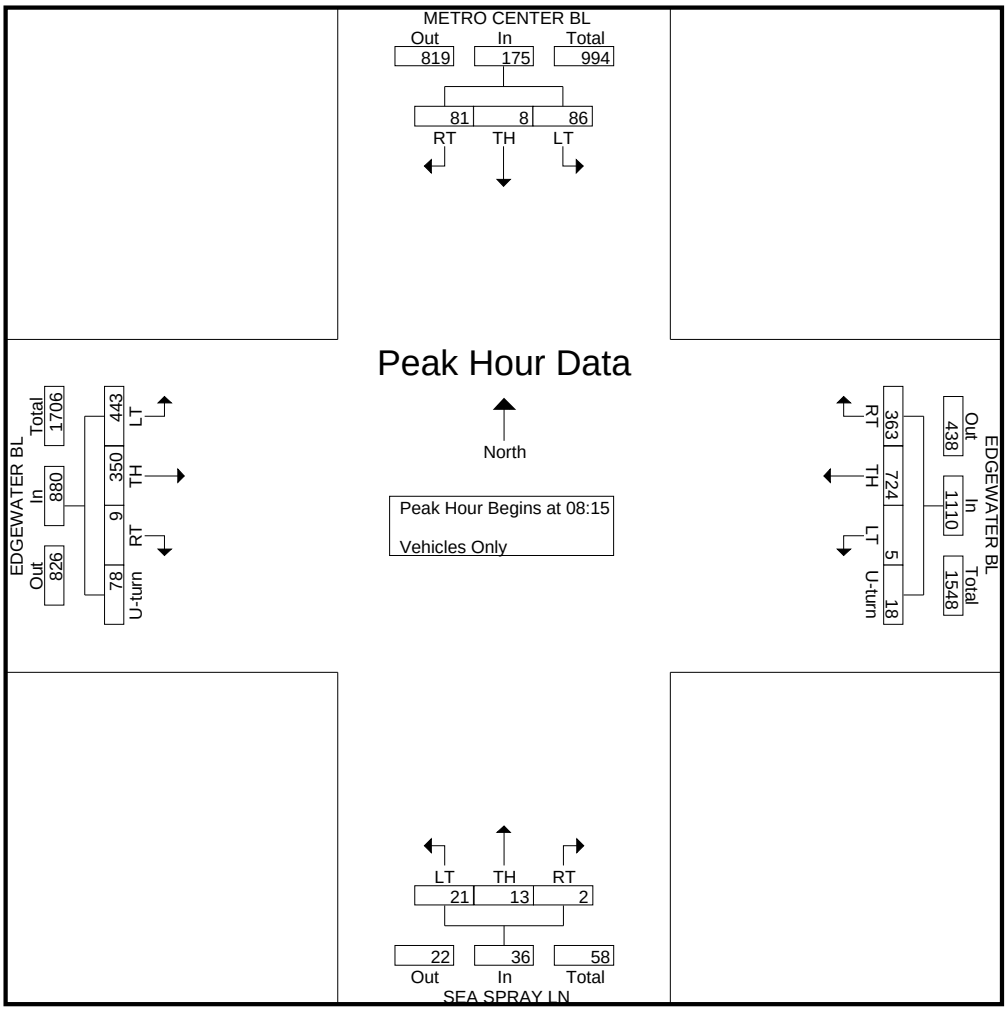
CITY OF FOSTER CITY

File Name : metro-edgewater-a
Site Code : 10
Start Date : 2/11/2015
Page No : 1

Groups Printed- Vehicles Only

	METRO CENTER BL Southbound				EDGEWATER BL Westbound					SEA SPRAY LN Northbound				EDGEWATER BL Eastbound					
Start Time	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
07:30	19	0	18	37	49	189	0	0	238	0	2	6	8	3	68	56	19	146	429
07:45	18	2	28	48	82	204	0	2	288	3	5	9	17	2	119	71	17	209	562
Total	37	2	46	85	131	393	0	2	526	3	7	15	25	5	187	127	36	355	991
08:00	18	0	23	41	84	162	0	2	248	3	3	7	13	3	107	94	19	223	525
08:15	16	1	25	42	76	189	2	1	268	2	4	7	13	2	83	113	17	215	538
08:30	31	5	20	56	82	192	3	8	285	0	2	6	8	3	83	88	24	198	547
08:45	18	2	16	36	107	154	0	5	266	0	3	5	8	1	85	119	18	223	533
Total	83	8	84	175	349	697	5	16	1067	5	12	25	42	9	358	414	78	859	2143
09:00	16	0	25	41	98	189	0	4	291	0	4	3	7	3	99	123	19	244	583
09:15	21	4	24	49	88	136	0	6	230	2	5	4	11	3	78	108	24	213	503
Grand Total	157	14	179	350	666	1415	5	28	2114	10	28	47	85	20	722	772	157	1671	4220
Apprch %	44.9	4	51.1		31.5	66.9	0.2	1.3		11.8	32.9	55.3		1.2	43.2	46.2	9.4		
Total %	3.7	0.3	4.2	8.3	15.8	33.5	0.1	0.7	50.1	0.2	0.7	1.1	2	0.5	17.1	18.3	3.7	39.6	

	METRO CENTER BL Southbound				EDGEWATER BL Westbound					SEA SPRAY LN Northbound				EDGEWATER BL Eastbound					
Start Time	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
Peak Hour Analysis From 07:30 to 09:15 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 08:15																			
08:15	16	1	**25**	42	76	189	2	1	268	**2**	**4**	**7**	**13**	2	83	113	17	215	538
08:30	**31**	**5**	20	**56**	82	**192**	**3**	**8**	285	0	2	6	8	**3**	83	88	**24**	198	547
08:45	18	2	16	36	**107**	154	0	5	266	0	3	5	8	1	85	119	18	223	533
09:00	16	0	25	41	98	189	0	4	**291**	0	4	3	7	3	**99**	**123**	19	**244**	**583**
Total Volume	81	8	86	175	363	724	5	18	1110	2	13	21	36	9	350	443	78	880	2201
% App. Total	46.3	4.6	49.1		32.7	65.2	0.5	1.6		5.6	36.1	58.3		1	39.8	50.3	8.9		
PHF	.653	.400	.860	.781	.848	.943	.417	.563	.954	.250	.813	.750	.692	.750	.884	.900	.813	.902	.944



MARKS TRAFFIC DATA

mietekm@comcast.net
916.806.0250

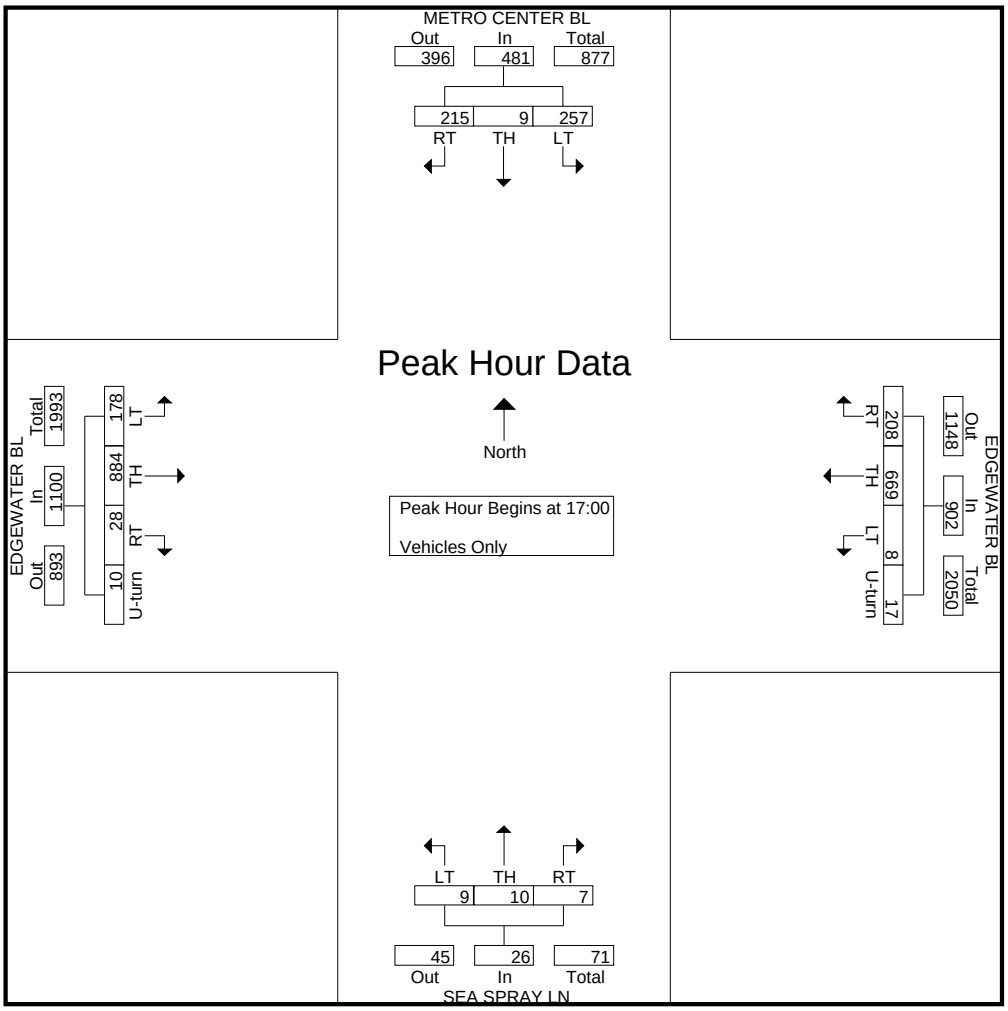
CITY OF FOSTER CITY

File Name : metro-edgewater-p
Site Code : 10
Start Date : 2/11/2015
Page No : 1

Groups Printed- Vehicles Only

	METRO CENTER BL Southbound				EDGEWATER BL Westbound					SEA SPRAY LN Northbound				EDGEWATER BL Eastbound					
Start Time	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
16:30	50	4	59	113	49	157	4	8	218	1	1	2	4	6	175	42	3	226	561
16:45	52	4	48	104	52	168	2	9	231	2	1	0	3	3	187	33	3	226	564
Total	102	8	107	217	101	325	6	17	449	3	2	2	7	9	362	75	6	452	1125
17:00	47	3	69	119	56	188	2	4	250	1	3	1	5	8	209	47	5	269	643
17:15	71	0	63	134	38	164	2	7	211	2	0	3	5	7	197	41	2	247	597
17:30	48	3	60	111	55	164	0	3	222	1	3	0	4	6	245	43	1	295	632
17:45	49	3	65	117	59	153	4	3	219	3	4	5	12	7	233	47	2	289	637
Total	215	9	257	481	208	669	8	17	902	7	10	9	26	28	884	178	10	1100	2509
18:00	53	5	71	129	38	142	3	6	189	0	4	2	6	1	200	46	2	249	573
18:15	34	2	49	85	51	119	1	3	174	0	1	3	4	5	230	37	2	274	537
Grand Total	404	24	484	912	398	1255	18	43	1714	10	17	16	43	43	1676	336	20	2075	4744
Apprch %	44.3	2.6	53.1		23.2	73.2	1.1	2.5		23.3	39.5	37.2		2.1	80.8	16.2	1		
Total %	8.5	0.5	10.2	19.2	8.4	26.5	0.4	0.9	36.1	0.2	0.4	0.3	0.9	0.9	35.3	7.1	0.4	43.7	

	METRO CENTER BL Southbound				EDGEWATER BL Westbound					SEA SPRAY LN Northbound				EDGEWATER BL Eastbound					
Start Time	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 17:00																			
17:00	47	**3**	**69**	119	56	**188**	2	4	**250**	1	3	1	5	**8**	209	**47**	**5**	269	**643**
17:15	**71**	0	63	**134**	38	164	2	**7**	211	2	0	3	5	7	197	41	2	247	597
17:30	48	3	60	111	55	164	0	3	222	1	3	0	4	6	**245**	43	1	**295**	632
17:45	49	3	65	117	**59**	153	**4**	3	219	**3**	**4**	**5**	**12**	7	233	47	2	289	637
Total Volume	215	9	257	481	208	669	8	17	902	7	10	9	26	28	884	178	10	1100	2509
% App. Total	44.7	1.9	53.4		23.1	74.2	0.9	1.9		26.9	38.5	34.6		2.5	80.4	16.2	0.9		
PHF	.757	.750	.931	.897	.881	.890	.500	.607	.902	.583	.625	.450	.542	.875	.902	.947	.500	.932	.976



MARKS TRAFFIC DATA

mietekm@comcast.net
916.806.0250

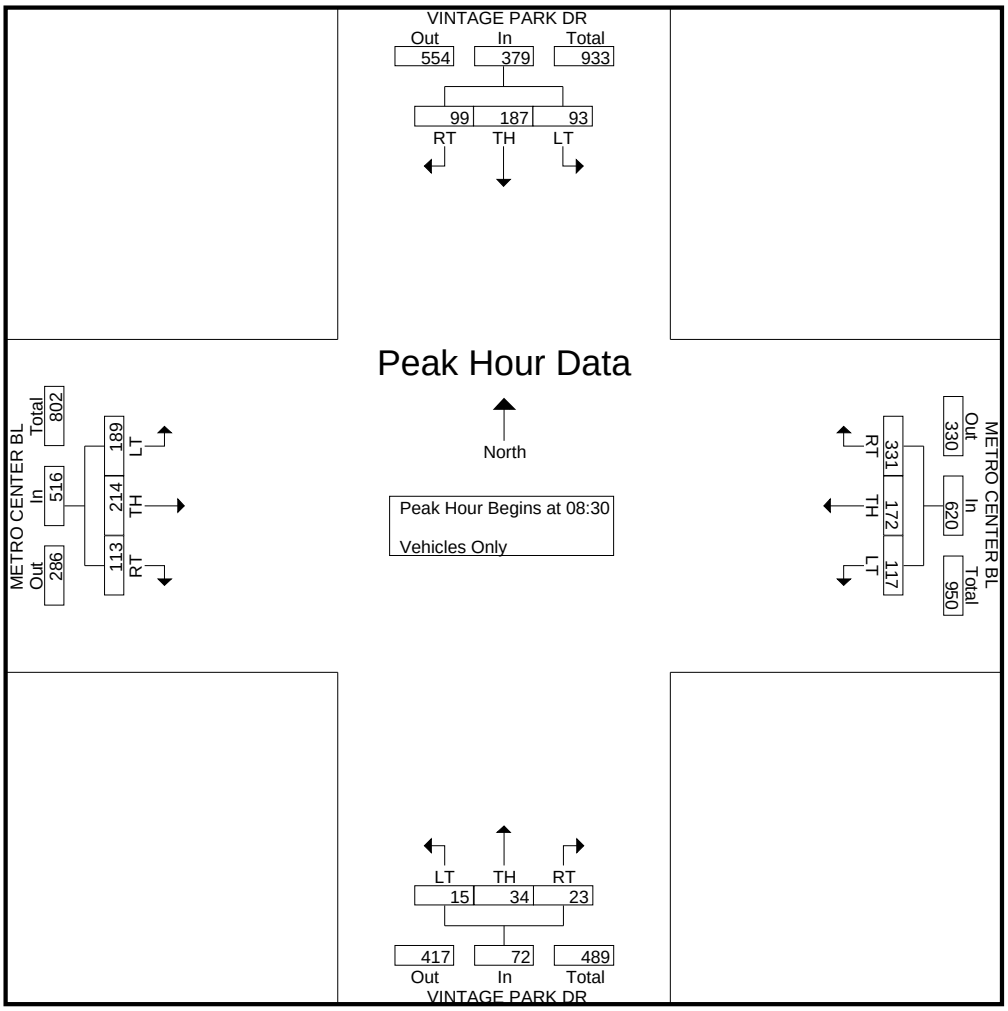
CITY OF FOSTER CITY

File Name : vintage-metro-a
Site Code : 11
Start Date : 2/12/2015
Page No : 1

Groups Printed- Vehicles Only

	VINTAGE PARK DR Southbound				METRO CENTER BL Westbound				VINTAGE PARK DR Northbound				METRO CENTER BL Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:30	19	16	13	48	50	39	13	102	1	15	1	17	21	34	31	86	253
07:45	24	16	22	62	59	39	13	111	6	18	0	24	19	44	42	105	302
Total	43	32	35	110	109	78	26	213	7	33	1	41	40	78	73	191	555
08:00	17	15	24	56	70	33	20	123	4	6	1	11	17	42	40	99	289
08:15	21	37	16	74	69	37	21	127	5	20	0	25	24	52	62	138	364
08:30	24	43	23	90	87	38	24	149	7	8	5	20	27	49	51	127	386
08:45	26	56	15	97	86	51	31	168	5	8	1	14	27	55	58	140	419
Total	88	151	78	317	312	159	96	567	21	42	7	70	95	198	211	504	1458
09:00	20	44	30	94	92	44	31	167	7	9	4	20	24	58	45	127	408
09:15	29	44	25	98	66	39	31	136	4	9	5	18	35	52	35	122	374
Grand Total	180	271	168	619	579	320	184	1083	39	93	17	149	194	386	364	944	2795
Apprch %	29.1	43.8	27.1		53.5	29.5	17		26.2	62.4	11.4		20.6	40.9	38.6		
Total %	6.4	9.7	6	22.1	20.7	11.4	6.6	38.7	1.4	3.3	0.6	5.3	6.9	13.8	13	33.8	

	VINTAGE PARK DR Southbound				METRO CENTER BL Westbound				VINTAGE PARK DR Northbound				METRO CENTER BL Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:30 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30																	
08:30	24	43	23	90	87	38	24	149	**7**	8	**5**	**20**	27	49	51	127	386
08:45	26	**56**	15	97	86	**51**	**31**	**168**	5	8	1	14	27	55	**58**	**140**	**419**
09:00	20	44	**30**	94	**92**	44	31	167	7	**9**	4	20	24	**58**	45	127	408
09:15	**29**	44	25	**98**	66	39	31	136	4	9	5	18	**35**	52	35	122	374
Total Volume	99	187	93	379	331	172	117	620	23	34	15	72	113	214	189	516	1587
% App. Total	26.1	49.3	24.5		53.4	27.7	18.9		31.9	47.2	20.8		21.9	41.5	36.6		
PHF	.853	.835	.775	.967	.899	.843	.944	.923	.821	.944	.750	.900	.807	.922	.815	.921	.947



MARKS TRAFFIC DATA

mietekm@comcast.net
916.806.0250

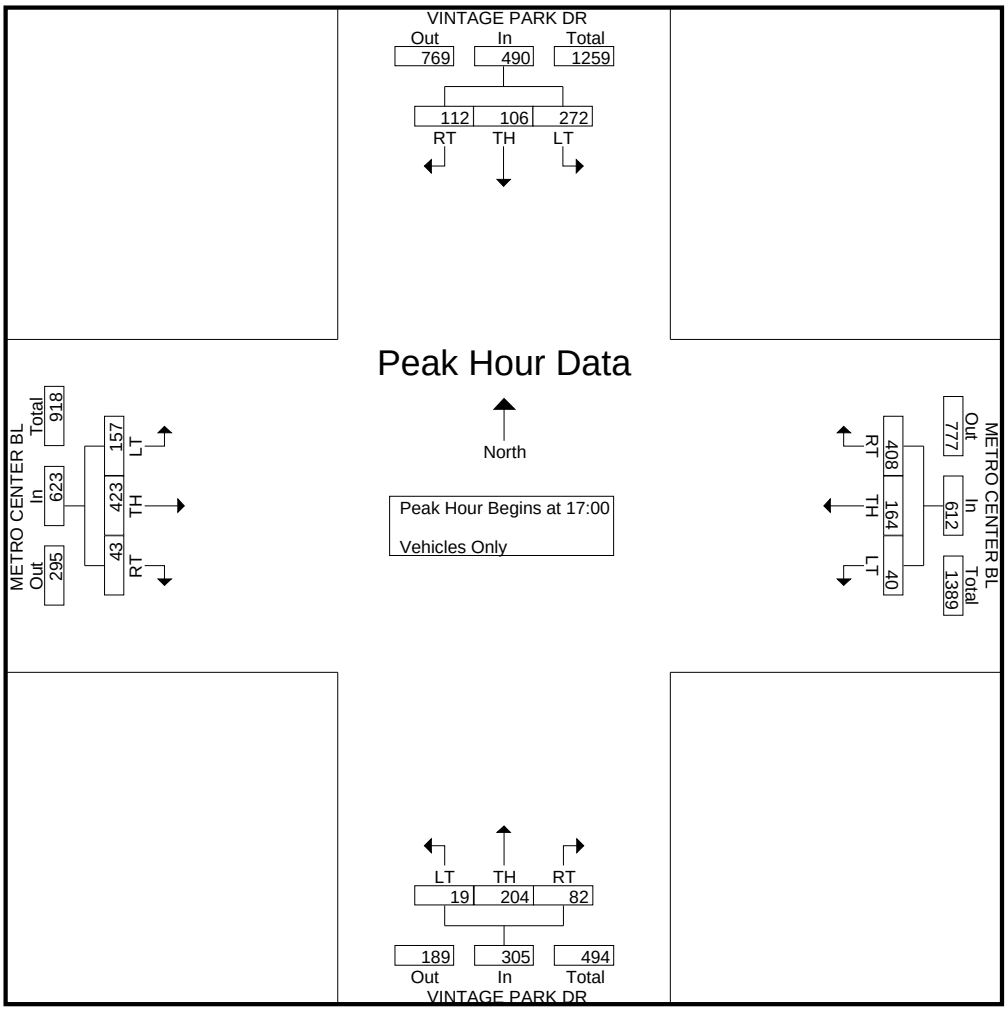
CITY OF FOSTER CITY

File Name : vintage-metro-p
Site Code : 11
Start Date : 2/11/2015
Page No : 1

Groups Printed- Vehicles Only

	VINTAGE PARK DR Southbound				METRO CENTER BL Westbound				VINTAGE PARK DR Northbound				METRO CENTER BL Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:30	19	18	32	69	103	42	11	156	16	49	5	70	12	79	49	140	435
16:45	17	21	54	92	88	44	13	145	9	49	5	63	12	97	34	143	443
Total	36	39	86	161	191	86	24	301	25	98	10	133	24	176	83	283	878
17:00	34	28	72	134	111	30	11	152	26	54	5	85	7	102	44	153	524
17:15	28	20	59	107	124	46	8	178	18	56	5	79	13	111	37	161	525
17:30	20	29	74	123	88	43	11	142	17	50	6	73	9	90	39	138	476
17:45	30	29	67	126	85	45	10	140	21	44	3	68	14	120	37	171	505
Total	112	106	272	490	408	164	40	612	82	204	19	305	43	423	157	623	2030
18:00	40	16	59	115	107	35	9	151	23	44	9	76	12	82	37	131	473
18:15	18	15	41	74	81	37	5	123	12	39	2	53	13	73	35	121	371
Grand Total	206	176	458	840	787	322	78	1187	142	385	40	567	92	754	312	1158	3752
Apprch %	24.5	21	54.5		66.3	27.1	6.6		25	67.9	7.1		7.9	65.1	26.9		
Total %	5.5	4.7	12.2	22.4	21	8.6	2.1	31.6	3.8	10.3	1.1	15.1	2.5	20.1	8.3	30.9	

	VINTAGE PARK DR Southbound				METRO CENTER BL Westbound				VINTAGE PARK DR Northbound				METRO CENTER BL Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	**34**	28	72	**134**	111	30	**11**	152	**26**	54	5	**85**	7	102	**44**	153	524
17:15	28	20	59	107	**124**	**46**	8	**178**	18	**56**	5	79	13	111	37	161	**525**
17:30	20	**29**	**74**	123	88	43	11	142	17	50	**6**	73	9	90	39	138	476
17:45	30	29	67	126	85	45	10	140	21	44	3	68	**14**	**120**	37	**171**	505
Total Volume	112	106	272	490	408	164	40	612	82	204	19	305	43	423	157	623	2030
% App. Total	22.9	21.6	55.5		66.7	26.8	6.5		26.9	66.9	6.2		6.9	67.9	25.2		
PHF	.824	.914	.919	.914	.823	.891	.909	.860	.788	.911	.792	.897	.768	.881	.892	.911	.967



Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

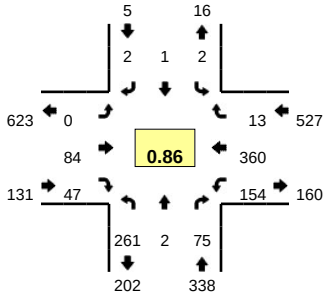
LOCATION: Shell Blvd -- Metro Center Blvd

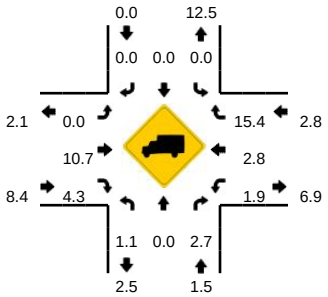
CITY/STATE: Foster City , CA

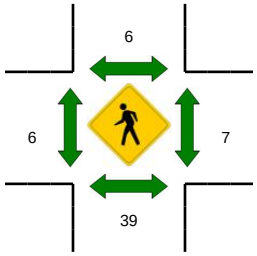
QC JOB #: 13002015

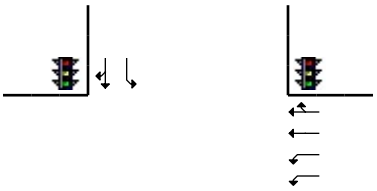
DATE: Tue, Sep 30 2014

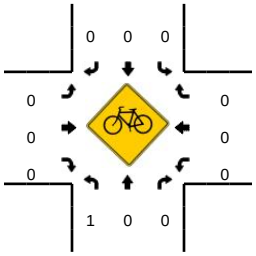
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

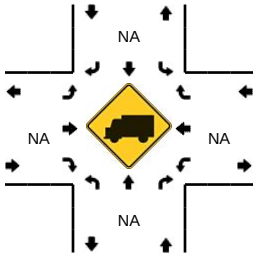


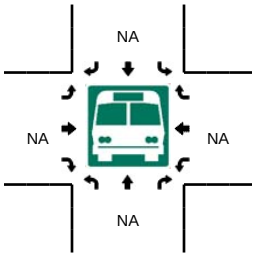












5-Min Count Period Beginning At	Shell Blvd (Northbound)				Shell Blvd (Southbound)				Metro Center Blvd (Eastbound)				Metro Center Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	4	0	4	0	0	0	0	0	0	4	0	0	9	9	1	0	31	
7:05 AM	8	0	4	0	0	0	0	0	0	5	2	0	12	10	0	0	41	
7:10 AM	15	0	5	0	0	0	0	0	0	6	1	0	5	9	0	0	41	
7:15 AM	10	2	5	0	0	2	0	0	0	4	5	0	6	13	3	1	51	
7:20 AM	14	0	6	0	0	1	0	0	0	9	2	0	15	14	0	1	62	
7:25 AM	17	0	5	0	0	0	0	1	0	4	2	0	8	14	0	0	51	
7:30 AM	12	3	10	0	0	1	1	0	0	3	2	0	7	18	1	0	58	
7:35 AM	23	1	12	0	1	0	0	0	0	7	1	0	15	24	0	0	84	
7:40 AM	18	1	6	0	0	0	0	0	0	11	3	0	10	17	1	0	67	
7:45 AM	20	0	7	0	0	0	0	0	0	13	6	0	17	26	1	0	90	
7:50 AM	19	0	9	0	0	0	0	0	0	5	1	0	11	20	1	0	66	
7:55 AM	16	0	4	0	0	0	0	0	0	13	3	0	8	28	2	0	74	716
8:00 AM	27	0	4	0	0	0	0	0	0	5	3	0	15	27	0	0	81	766
8:05 AM	20	0	7	0	0	0	0	0	0	5	3	0	9	21	0	0	65	790
8:10 AM	19	0	5	0	0	0	0	0	0	8	4	0	4	31	0	0	71	820
8:15 AM	18	0	10	0	0	0	0	0	0	7	4	0	5	34	1	0	79	848
8:20 AM	27	0	13	0	0	0	0	0	0	9	1	0	17	25	1	0	93	879
8:25 AM	17	1	5	0	0	1	0	0	0	7	2	0	8	38	0	0	79	907
8:30 AM	25	0	3	0	0	0	0	0	0	8	2	0	8	28	1	0	75	924
8:35 AM	14	0	5	0	0	0	0	0	0	7	4	0	14	32	2	0	78	918
8:40 AM	22	0	3	0	1	0	1	1	0	10	8	0	14	27	2	0	89	940
8:45 AM	25	0	5	0	0	0	0	0	0	6	4	0	20	27	3	0	90	940
8:50 AM	25	0	6	0	0	0	1	0	0	8	6	0	15	27	2	0	90	964
8:55 AM	22	1	9	0	0	0	0	0	0	4	6	0	25	43	1	0	111	1001

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	288	4	80	0	0	0	4	0	0	72	64	0	240	388	24	0	1164
Heavy Trucks	0	0	4		0	0	0		0	8	4		4	12	4		36
Pedestrians		36				0				8				0			44
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/9/2014 10:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

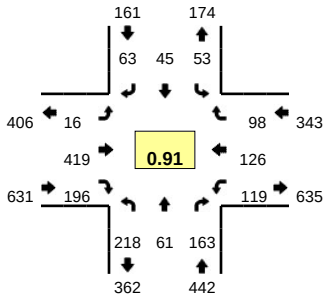
Type of peak hour being reported: Intersection Peak

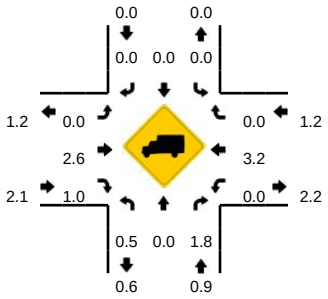
Method for determining peak hour: Total Entering Volume

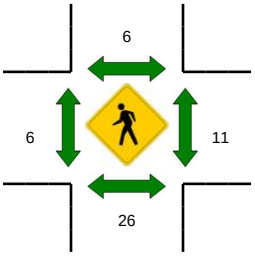
LOCATION: Shell Blvd -- Metro Center Blvd
CITY/STATE: Foster City , CA

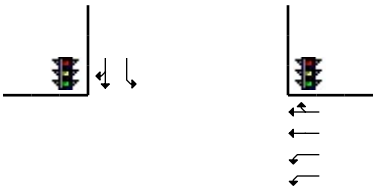
QC JOB #: 13002016
DATE: Tue, Sep 30 2014

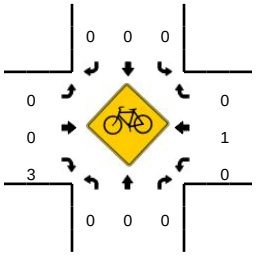
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

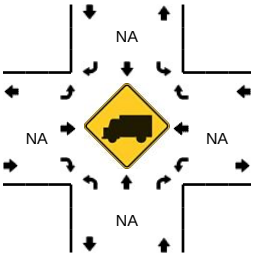


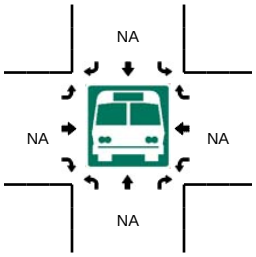












5-Min Count Period Beginning At	Shell Blvd (Northbound)				Shell Blvd (Southbound)				Metro Center Blvd (Eastbound)				Metro Center Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	12	9	10	0	1	2	4	0	1	20	4	0	14	8	15	0	100	
4:05 PM	16	5	12	1	3	2	8	0	0	24	7	0	16	12	13	0	119	
4:10 PM	16	4	16	0	7	8	10	0	1	9	13	0	9	9	9	0	111	
4:15 PM	12	4	15	0	7	1	4	0	2	20	13	0	9	11	14	0	112	
4:20 PM	17	6	6	0	4	6	11	0	3	21	8	0	14	5	11	0	112	
4:25 PM	14	9	11	0	2	1	6	0	2	24	11	0	12	9	17	0	118	
4:30 PM	17	9	14	0	2	4	7	0	1	19	11	0	8	5	10	0	107	
4:35 PM	13	2	10	0	8	5	10	0	0	20	17	0	7	11	14	0	117	
4:40 PM	12	3	13	0	7	3	2	0	1	24	10	0	17	5	12	0	109	
4:45 PM	9	7	11	0	3	7	6	0	4	19	13	0	10	4	9	0	102	
4:50 PM	15	5	11	0	5	2	5	0	0	41	13	0	6	5	7	0	115	
4:55 PM	19	9	15	0	2	6	7	0	1	21	12	0	5	8	9	0	114	1336
5:00 PM	17	4	11	0	3	3	2	0	3	34	17	0	17	15	6	0	132	1368
5:05 PM	26	4	31	0	5	3	7	0	3	34	12	0	13	11	2	0	151	1400
5:10 PM	16	5	11	0	7	3	9	0	3	35	17	0	12	11	11	0	140	1429
5:15 PM	15	7	17	0	5	3	6	0	0	38	19	0	14	9	8	0	141	1458
5:20 PM	16	2	12	0	7	3	4	0	0	42	9	0	4	13	10	0	122	1468
5:25 PM	18	7	20	0	2	7	4	0	2	36	15	0	17	15	7	0	150	1500
5:30 PM	16	2	10	0	6	3	5	0	1	40	18	1	7	10	7	0	126	1519
5:35 PM	20	3	5	1	3	3	9	0	0	22	20	0	11	8	10	0	115	1517
5:40 PM	22	12	10	0	2	4	3	0	1	47	16	0	6	11	5	0	139	1547
5:45 PM	9	3	11	1	5	6	2	0	1	39	21	0	6	7	7	0	118	1563
5:50 PM	9	7	15	0	1	2	6	0	1	26	20	0	4	7	7	0	105	1553
5:55 PM	32	5	10	0	7	5	6	0	0	26	12	0	8	9	18	0	138	1577

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	228	64	236	0	68	36	88	0	24	428	192	0	156	124	84	0	1728
Heavy Trucks	0	0	0		0	0	0		0	12	8		0	0	0		20
Pedestrians		32				12				20				12			76
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/9/2014 10:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

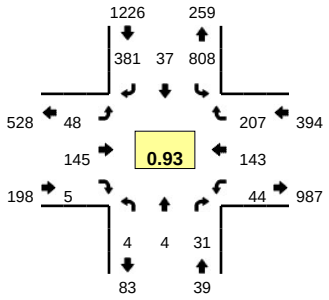
Type of peak hour being reported: Intersection Peak

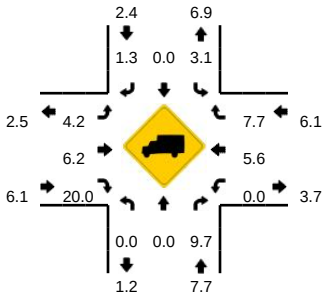
Method for determining peak hour: Total Entering Volume

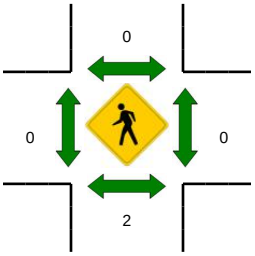
LOCATION: SR 92 Eastbound Ramps -- Metro Center Blvd
CITY/STATE: Foster City, CA

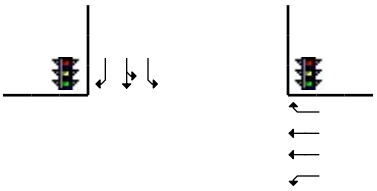
QC JOB #: 13002017
DATE: Tue, Sep 30 2014

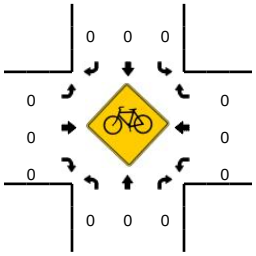
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:45 AM -- 9:00 AM

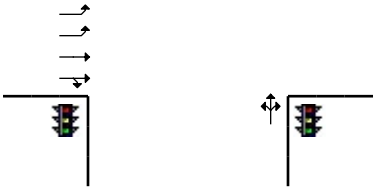


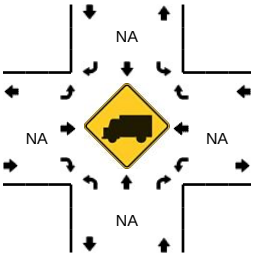


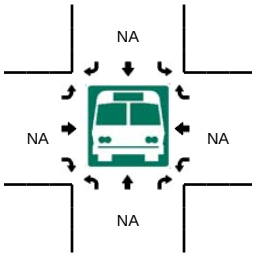












5-Min Count Period Beginning At	SR 92 Eastbound Ramps (Northbound)				SR 92 Eastbound Ramps (Southbound)				Metro Center Blvd (Eastbound)				Metro Center Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	0	0	40	3	10	0	1	10	0	0	4	5	12	0	86	
7:05 AM	0	0	0	0	44	4	19	0	3	8	0	0	1	4	14	0	97	
7:10 AM	0	0	3	0	37	1	7	0	7	6	0	0	1	5	11	0	78	
7:15 AM	0	0	0	0	42	4	16	0	5	7	0	0	2	8	15	0	99	
7:20 AM	0	0	0	0	36	1	18	0	8	7	0	0	0	7	14	0	91	
7:25 AM	0	0	0	0	41	1	13	0	4	5	0	0	2	8	8	0	82	
7:30 AM	0	0	2	0	54	5	28	0	5	8	0	0	3	0	10	0	115	
7:35 AM	0	1	1	0	39	7	24	0	4	12	0	0	5	12	20	0	125	
7:40 AM	0	0	2	0	61	8	21	0	14	10	0	0	1	5	18	0	140	
7:45 AM	0	1	3	0	37	6	27	0	9	17	1	0	5	13	17	2	138	
7:50 AM	2	2	2	0	76	1	25	0	3	9	0	0	1	7	15	0	143	
7:55 AM	0	0	0	0	69	6	26	0	7	16	0	0	6	9	17	0	156	1350
8:00 AM	0	1	1	0	87	4	39	0	2	8	0	0	1	3	19	0	165	1429
8:05 AM	0	1	1	0	67	2	26	0	5	18	0	0	2	11	15	0	148	1480
8:10 AM	1	0	4	0	74	2	26	0	4	8	0	0	2	6	14	0	141	1543
8:15 AM	0	0	2	0	62	4	29	0	4	17	0	0	2	14	22	0	156	1600
8:20 AM	0	1	0	0	71	0	28	0	7	7	0	0	2	10	10	0	136	1645
8:25 AM	1	0	4	0	53	2	30	0	5	18	0	0	4	15	30	0	162	1725
8:30 AM	0	0	1	0	59	0	32	0	1	5	0	0	4	8	23	0	133	1743
8:35 AM	0	0	3	0	60	7	30	0	7	9	1	0	5	19	24	0	165	1783
8:40 AM	0	0	3	0	73	4	29	0	1	10	0	0	7	14	13	0	154	1797
8:45 AM	2	1	3	0	59	5	27	0	4	21	2	0	4	18	12	1	159	1818
8:50 AM	0	0	4	0	79	4	35	0	4	9	1	0	3	7	14	1	161	1836
8:55 AM	0	0	5	0	64	3	50	0	4	15	1	0	5	18	11	1	177	1857

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	8	4	48	0	808	48	448	0	48	180	16	0	48	172	148	12	1988
Heavy Trucks	0	0	0		24	0	12		0	12	4		0	4	4		60
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/9/2014 10:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

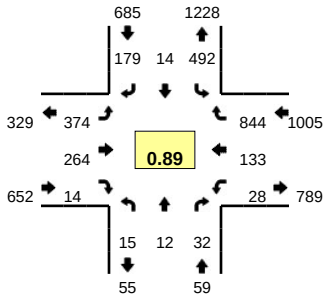
Type of peak hour being reported: Intersection Peak

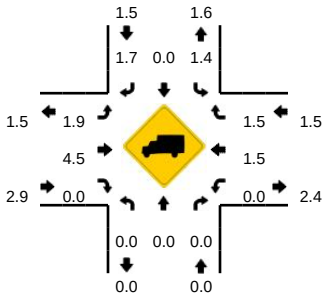
Method for determining peak hour: Total Entering Volume

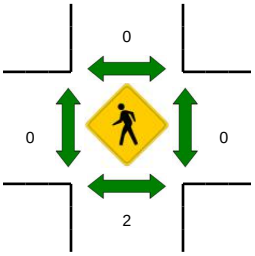
LOCATION: SR 92 Eastbound Ramps -- Metro Center Blvd
CITY/STATE: Foster City, CA

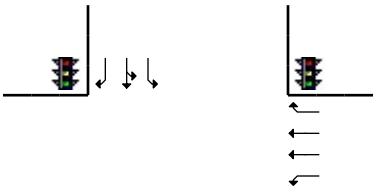
QC JOB #: 13002018
DATE: Tue, Sep 30 2014

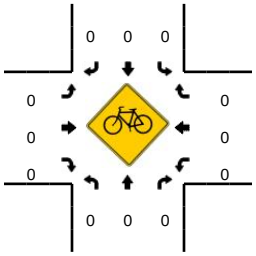
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:25 PM -- 5:40 PM

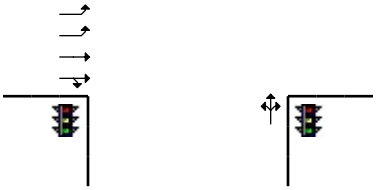


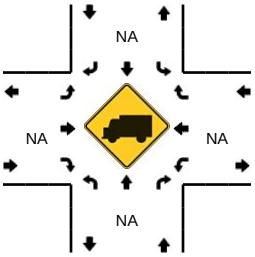


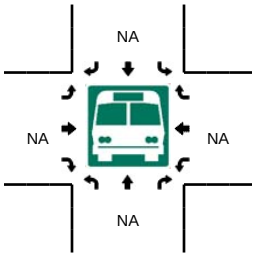












5-Min Count Period Beginning At	SR 92 Eastbound Ramps (Northbound)				SR 92 Eastbound Ramps (Southbound)				Metro Center Blvd (Eastbound)				Metro Center Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	2	1	0	42	4	20	0	14	10	2	0	1	12	38	0	148	
4:05 PM	0	0	3	0	43	4	29	0	25	22	2	0	3	11	55	0	197	
4:10 PM	1	1	4	0	55	3	17	0	19	18	0	0	2	11	41	0	172	
4:15 PM	1	1	5	0	23	5	22	0	21	20	4	0	0	10	51	0	163	
4:20 PM	2	0	3	0	60	5	21	0	19	15	1	0	3	5	51	0	185	
4:25 PM	1	0	1	0	39	2	25	0	19	13	1	0	2	11	38	0	152	
4:30 PM	2	2	1	0	48	4	10	0	13	12	1	0	2	7	43	1	146	
4:35 PM	1	0	2	0	38	1	11	0	35	17	1	0	3	16	51	0	176	
4:40 PM	1	0	3	0	48	8	21	0	15	9	4	0	1	8	64	0	182	
4:45 PM	1	3	2	0	38	1	15	0	31	19	2	0	4	7	56	0	179	
4:50 PM	0	1	3	0	42	3	13	0	22	12	0	0	1	4	58	0	159	
4:55 PM	1	1	5	0	39	3	12	0	41	19	0	0	3	14	56	0	194	2053
5:00 PM	4	1	1	0	23	2	14	0	19	15	2	0	2	12	81	0	176	2081
5:05 PM	0	0	4	0	33	1	14	0	44	32	1	0	2	9	63	0	203	2087
5:10 PM	3	1	2	0	52	0	16	0	23	20	0	0	1	13	79	0	210	2125
5:15 PM	1	0	2	0	34	0	17	0	36	31	1	0	2	15	62	0	201	2163
5:20 PM	1	0	4	0	44	3	16	0	34	11	1	0	6	10	85	0	215	2193
5:25 PM	3	0	1	0	39	0	17	0	36	36	1	0	1	13	78	0	225	2266
5:30 PM	0	3	2	0	75	0	19	0	26	16	1	0	3	5	80	0	230	2350
5:35 PM	0	3	4	0	50	1	15	0	33	28	1	1	2	7	74	0	219	2393
5:40 PM	1	0	3	0	47	2	15	0	27	15	2	0	1	7	67	0	187	2398
5:45 PM	0	3	3	0	20	1	8	0	37	28	0	1	1	10	65	1	178	2397
5:50 PM	0	0	4	0	43	1	12	0	18	12	2	0	3	10	54	0	159	2397
5:55 PM	2	1	2	0	32	3	16	0	39	20	2	0	3	22	56	0	198	2401

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	24	28	0	656	4	204	0	380	320	12	4	24	100	928	0	2696
Heavy Trucks	0	0	0		8	0	4		0	12	0		0	4	16		44
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/9/2014 10:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

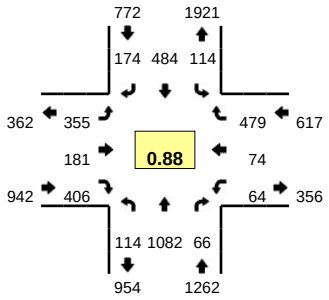
LOCATION: Metro Center Blvd-Triton Dr -- Foster City Blvd

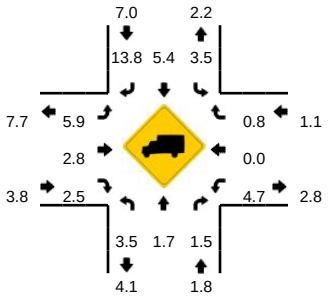
QC JOB #: 13002019

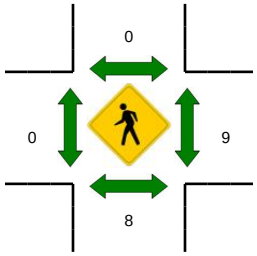
CITY/STATE: Foster City, CA

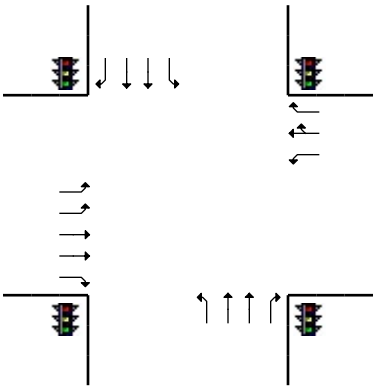
DATE: Wed, Oct 01 2014

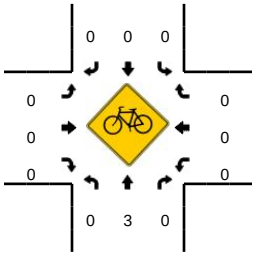
Peak-Hour: 7:40 AM -- 8:40 AM
Peak 15-Min: 8:10 AM -- 8:25 AM

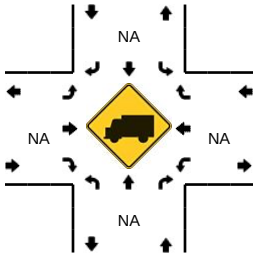


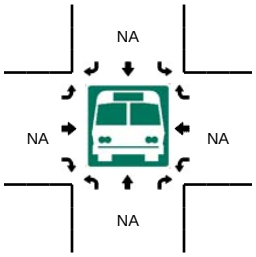












5-Min Count Period Beginning At	Metro Center Blvd-Triton Dr (Northbound)				Metro Center Blvd-Triton Dr (Southbound)				Foster City Blvd (Eastbound)				Foster City Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	39	4	0	7	13	9	0	27	11	16	0	3	3	17	0	152	
7:05 AM	15	48	4	0	9	15	10	0	21	5	15	0	6	9	29	0	186	
7:10 AM	8	56	6	0	14	19	4	0	32	16	12	0	1	6	34	0	208	
7:15 AM	4	58	4	0	7	18	12	0	26	10	13	0	4	5	24	0	185	
7:20 AM	11	71	3	0	14	17	11	0	29	9	15	0	1	6	43	0	230	
7:25 AM	5	108	8	0	11	32	7	0	29	11	10	0	3	5	44	0	273	
7:30 AM	8	74	4	0	4	24	6	0	20	10	12	0	5	8	54	0	229	
7:35 AM	10	105	4	0	9	33	8	0	23	6	23	0	3	6	53	0	283	
7:40 AM	6	121	5	0	15	35	10	0	27	6	15	0	4	3	39	0	286	
7:45 AM	16	59	4	0	9	24	14	0	25	11	28	0	4	12	33	0	239	
7:50 AM	7	104	3	0	4	41	16	0	19	11	27	0	5	6	42	0	285	
7:55 AM	10	58	4	0	8	37	9	0	35	17	53	0	5	7	29	0	272	2828
8:00 AM	4	75	4	0	3	59	17	2	19	16	40	0	6	3	32	0	280	2956
8:05 AM	6	64	6	0	16	38	17	0	39	26	43	0	2	5	42	0	304	3074
8:10 AM	9	108	8	0	8	56	13	0	24	21	34	0	4	6	37	0	328	3194
8:15 AM	12	91	8	0	8	37	11	1	38	13	46	0	6	11	52	0	334	3343
8:20 AM	17	125	7	0	15	46	15	0	33	13	30	0	8	4	42	0	355	3468
8:25 AM	9	78	8	0	6	31	13	0	33	21	28	0	6	10	44	0	287	3482
8:30 AM	12	126	6	0	12	53	21	2	25	10	21	0	7	6	38	0	339	3592
8:35 AM	6	73	3	0	5	27	18	0	38	16	41	0	7	1	49	0	284	3593
8:40 AM	8	88	7	0	10	36	21	0	29	7	23	0	8	9	34	0	280	3587
8:45 AM	7	61	4	0	10	18	12	0	37	15	22	0	7	7	41	0	241	3589
8:50 AM	7	92	6	0	4	47	11	0	22	11	26	0	1	6	32	0	265	3569
8:55 AM	11	57	6	0	9	28	25	0	32	23	52	0	3	3	29	0	278	3575

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	152	1296	92	0	124	556	156	4	380	188	440	0	72	84	524	0	4068
Heavy Trucks	0	32	0		8	8	28		16	0	4		8	0	4		108
Pedestrians		12				0				0				12			24
Bicycles	0	2	0		0	0	0		0	0	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/9/2014 10:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

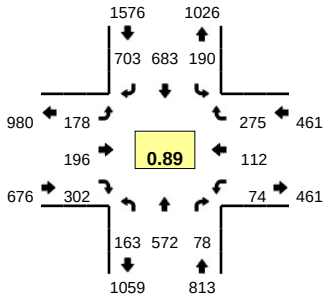
LOCATION: Metro Center Blvd-Triton Dr -- Foster City Blvd

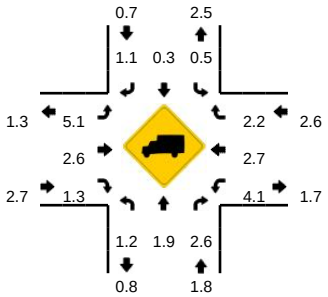
QC JOB #: 13002020

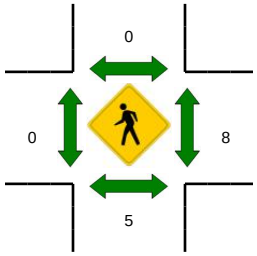
CITY/STATE: Foster City, CA

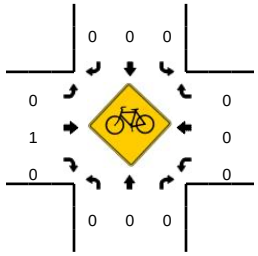
DATE: Wed, Oct 01 2014

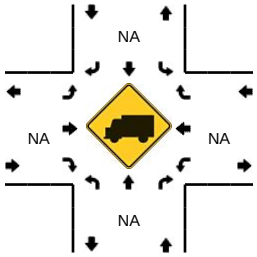
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

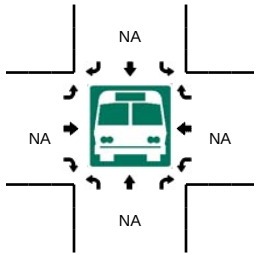












5-Min Count Period Beginning At	Metro Center Blvd-Triton Dr (Northbound)				Metro Center Blvd-Triton Dr (Southbound)				Foster City Blvd (Eastbound)				Foster City Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	42	7	0	8	28	45	0	17	11	30	0	9	7	24	0	233	
4:05 PM	11	52	8	0	14	29	31	0	15	17	42	0	2	7	20	0	248	
4:10 PM	18	68	7	0	10	22	37	0	22	15	22	0	5	4	17	0	247	
4:15 PM	9	46	1	0	15	26	40	0	18	11	35	0	6	8	15	0	230	
4:20 PM	15	46	7	0	10	39	43	0	9	11	28	0	3	12	32	0	255	
4:25 PM	12	32	5	0	10	33	34	0	24	17	35	0	2	7	9	0	220	
4:30 PM	11	50	7	0	10	42	56	0	21	10	27	0	4	12	18	0	268	
4:35 PM	13	54	3	0	6	32	43	0	17	17	25	0	0	7	21	0	238	
4:40 PM	13	32	5	0	15	34	53	0	21	17	41	0	7	7	21	0	266	
4:45 PM	16	58	1	0	8	54	69	0	15	20	30	0	6	10	20	0	307	
4:50 PM	11	43	6	0	12	43	47	0	9	32	31	0	1	8	13	0	256	
4:55 PM	11	50	6	0	7	60	51	0	8	14	26	0	7	11	15	0	266	3034
5:00 PM	17	39	9	0	10	38	47	0	10	15	26	0	5	6	22	0	244	3045
5:05 PM	10	51	8	0	9	59	75	1	12	11	23	0	8	11	22	0	300	3097
5:10 PM	16	55	3	0	12	37	51	1	23	23	29	0	7	8	33	0	298	3148
5:15 PM	11	59	10	0	17	66	79	0	14	13	35	0	4	7	26	0	341	3259
5:20 PM	10	36	7	0	14	50	62	0	21	18	28	0	6	10	20	0	282	3286
5:25 PM	14	69	3	0	20	81	74	0	13	12	34	0	7	12	25	0	364	3430
5:30 PM	13	38	5	0	15	45	39	0	16	20	20	0	4	11	22	0	248	3410
5:35 PM	17	61	5	0	10	86	49	0	11	19	22	0	7	11	18	0	316	3488
5:40 PM	15	34	5	0	24	50	53	0	18	14	21	0	7	8	32	0	281	3503
5:45 PM	16	55	9	0	21	67	58	0	11	14	20	0	4	8	25	0	308	3504
5:50 PM	14	30	11	0	15	39	44	0	17	22	26	1	8	11	16	0	254	3502
5:55 PM	10	45	3	0	20	65	72	1	10	15	18	1	7	9	14	0	290	3526

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	140	656	80	0	204	788	860	0	192	172	388	0	68	116	284	0	3948
Heavy Trucks	4	4	0		0	8	4		8	8	0		0	0	0		36
Pedestrians		0				0				0				4			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/9/2014 10:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

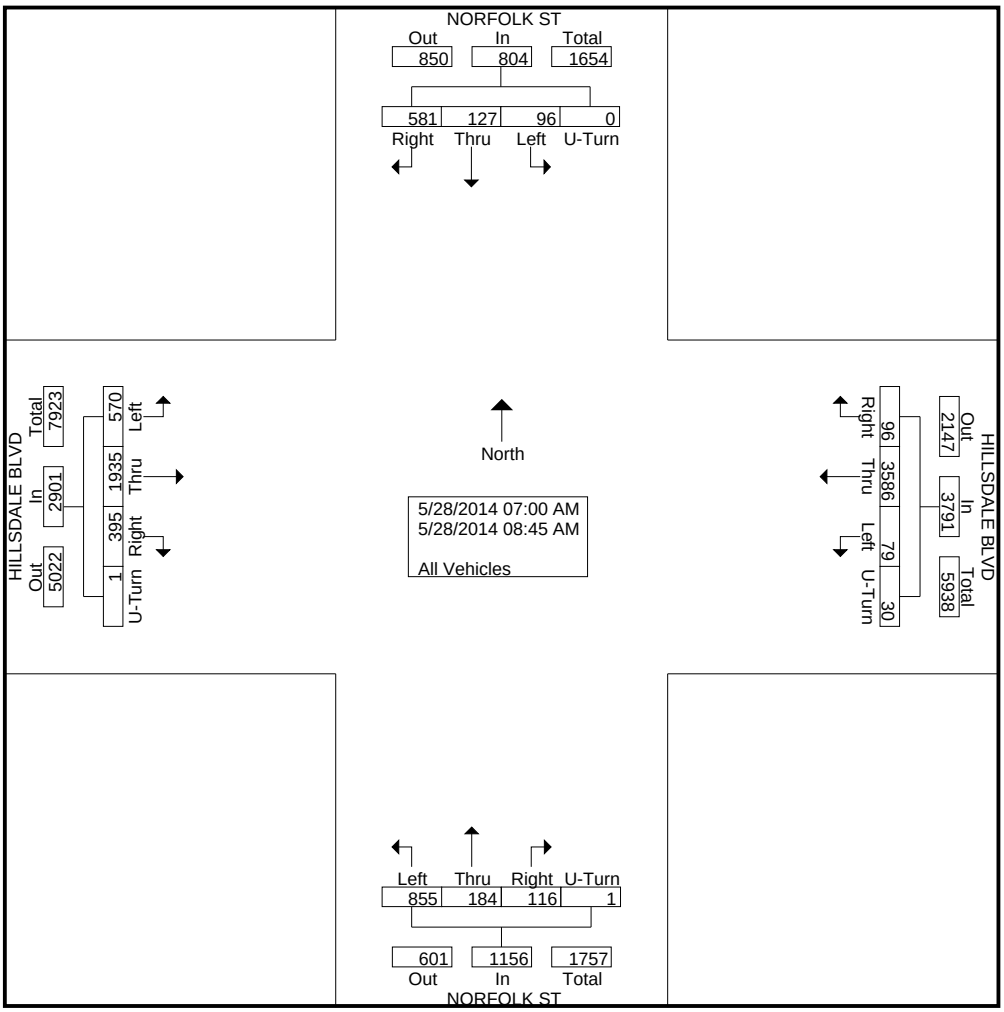
All Traffic Data Services

2187 Kingsbury Cir
Santa Clara, CA, 95054
www.Alltrafficdata.net

File Name : #2 NORFOLK&HILLSDALEAM
Site Code : 2
Start Date : 5/28/2014
Page No : 1

Groups Printed- All Vehicles

	NORFOLK ST Southbound				HILLSDALE BLVD Westbound				NORFOLK ST Northbound				HILLSDALE BLVD Eastbound				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	42	4	3	0	5	306	4	0	8	13	79	0	27	100	32	0	623
07:15 AM	60	8	3	0	8	389	2	3	12	12	105	1	27	142	31	1	804
07:30 AM	72	17	8	0	8	463	1	1	13	39	135	0	39	235	79	0	1110
07:45 AM	100	11	11	0	12	584	9	7	13	34	125	0	41	334	94	0	1375
Total	274	40	25	0	33	1742	16	11	46	98	444	1	134	811	236	1	3912
08:00 AM	91	26	26	0	10	386	11	3	17	30	99	0	73	282	96	0	1150
08:15 AM	69	23	13	0	22	526	15	7	12	18	106	0	78	296	84	0	1269
08:30 AM	72	24	11	0	20	500	25	4	21	16	110	0	52	287	80	0	1222
08:45 AM	75	14	21	0	11	432	12	5	20	22	96	0	58	259	74	0	1099
Total	307	87	71	0	63	1844	63	19	70	86	411	0	261	1124	334	0	4740
Grand Total	581	127	96	0	96	3586	79	30	116	184	855	1	395	1935	570	1	8652
Apprch %	72.3	15.8	11.9	0	2.5	94.6	2.1	0.8	10	15.9	74	0.1	13.6	66.7	19.6	0	
Total %	6.7	1.5	1.1	0	1.1	41.4	0.9	0.3	1.3	2.1	9.9	0	4.6	22.4	6.6	0	

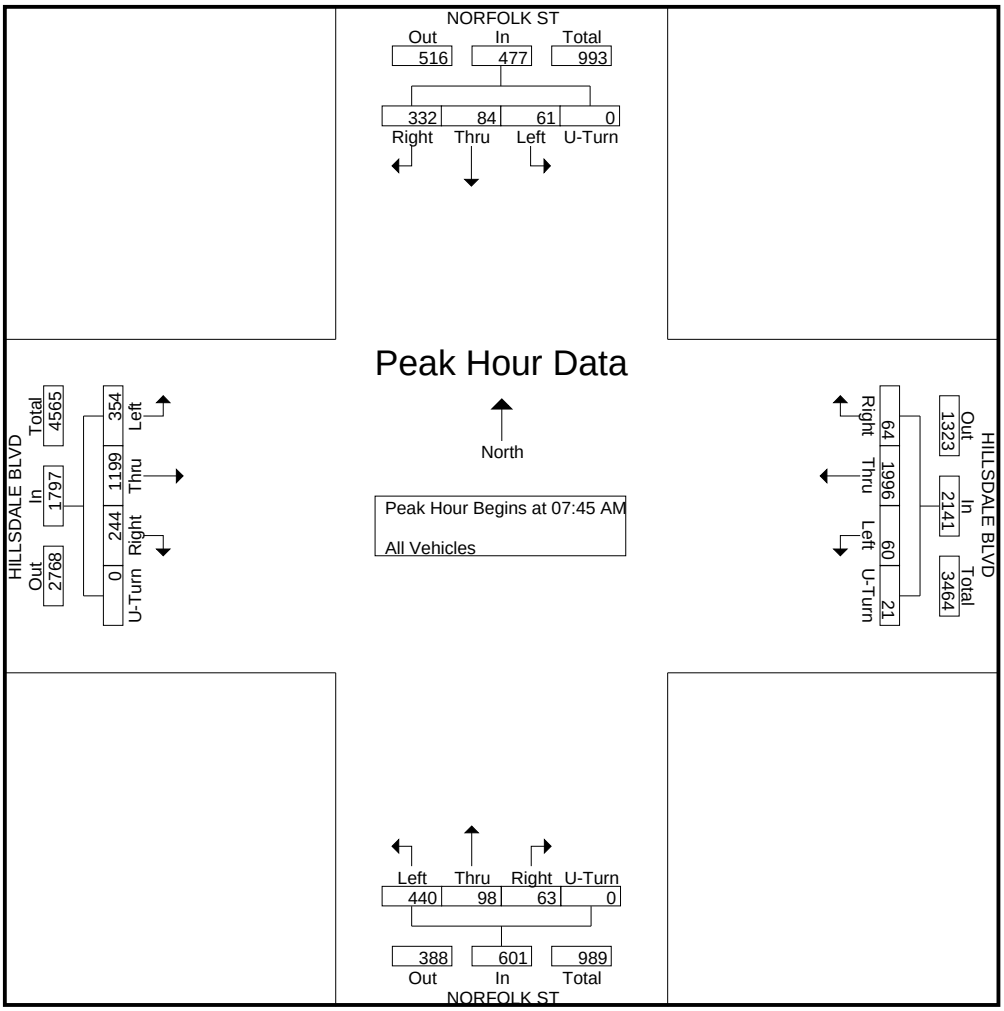


All Traffic Data Services

2187 Kingsbury Cir
Santa Clara, CA, 95054
www.Alltrafficdata.net

File Name : #2 NORFOLK&HILLSDALEAM
Site Code : 2
Start Date : 5/28/2014
Page No : 2

	NORFOLK ST Southbound					HILLSDALE BLVD Westbound					NORFOLK ST Northbound					HILLSDALE BLVD Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**100**	11	11	0	122	12	**584**	9	**7**	**612**	13	**34**	**125**	0	**172**	41	**334**	94	0	**469**	**1375**
08:00 AM	91	**26**	**26**	0	**143**	10	386	11	3	410	17	30	99	0	146	73	282	**96**	0	451	1150
08:15 AM	69	23	13	0	105	**22**	526	15	7	570	12	18	106	0	136	**78**	296	84	0	458	1269
08:30 AM	72	24	11	0	107	20	500	**25**	4	549	**21**	16	110	0	147	52	287	80	0	419	1222
Total Volume	332	84	61	0	477	64	1996	60	21	2141	63	98	440	0	601	244	1199	354	0	1797	5016
% App. Total	69.6	17.6	12.8	0		3	93.2	2.8	1		10.5	16.3	73.2	0		13.6	66.7	19.7	0		
PHF	.830	.808	.587	.000	.834	.727	.854	.600	.750	.875	.750	.721	.880	.000	.874	.782	.897	.922	.000	.958	.912



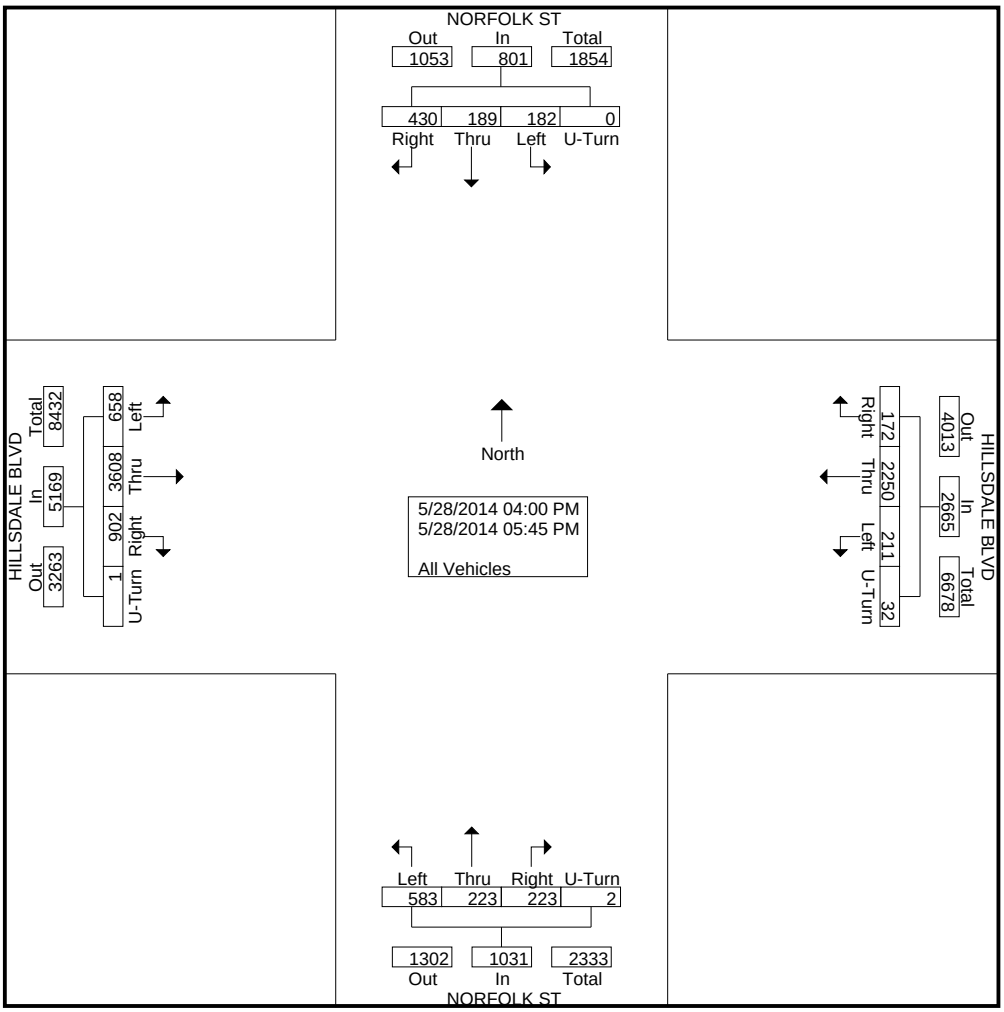
All Traffic Data Services

2187 Kingsbury Cir
Santa Clara, CA, 95054
www.Alltrafficdata.net

File Name : #2 NORFOLK&HILLSDALEPM
Site Code : 2
Start Date : 5/28/2014
Page No : 1

Groups Printed- All Vehicles

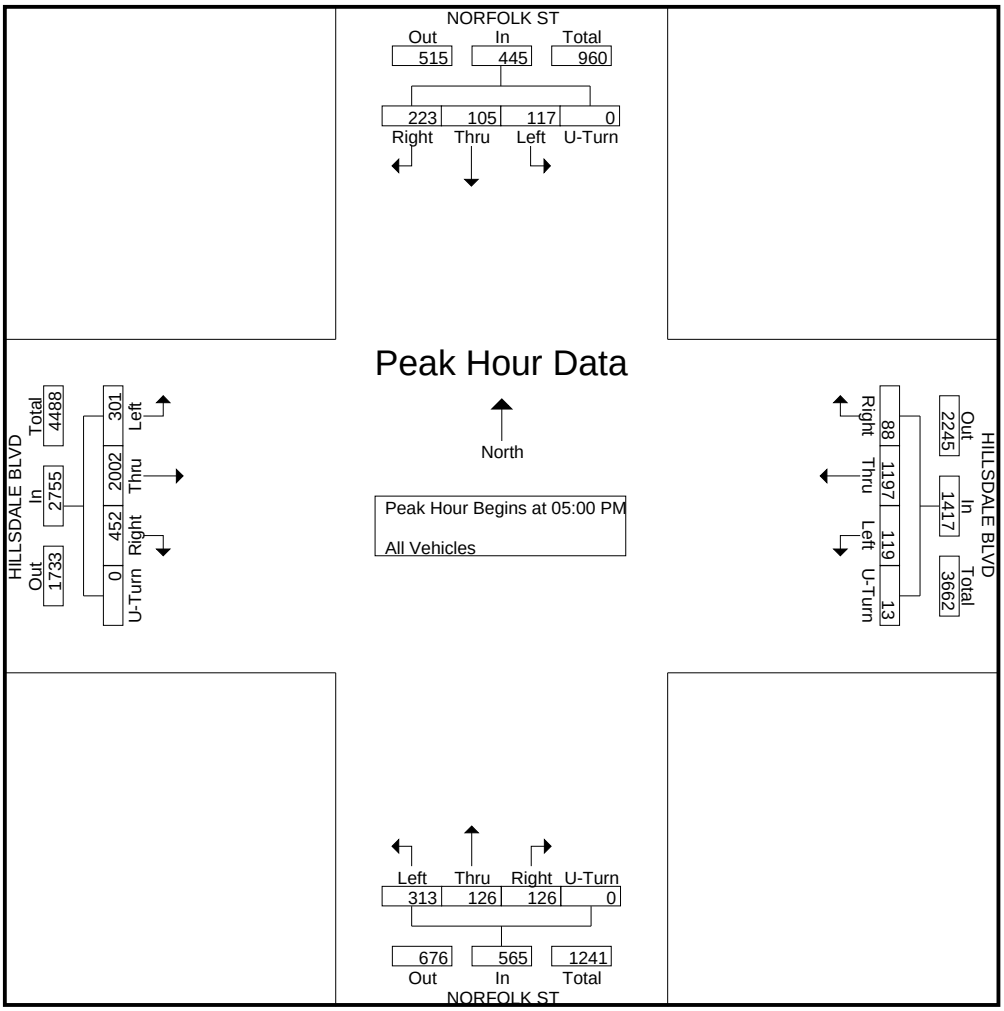
	NORFOLK ST Southbound				HILLSDALE BLVD Westbound				NORFOLK ST Northbound				HILLSDALE BLVD Eastbound				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
04:00 PM	47	14	10	0	19	286	29	6	26	33	64	1	110	399	79	0	1123
04:15 PM	47	26	20	0	20	227	22	2	26	16	69	0	89	373	115	0	1052
04:30 PM	46	29	21	0	28	299	19	6	25	22	63	0	123	402	66	1	1150
04:45 PM	67	15	14	0	17	241	22	5	20	26	74	1	128	432	97	0	1159
Total	207	84	65	0	84	1053	92	19	97	97	270	2	450	1606	357	1	4484
05:00 PM	59	20	27	0	17	269	20	2	26	30	84	0	96	544	77	0	1271
05:15 PM	55	32	34	0	28	325	22	2	29	32	75	0	113	507	89	0	1343
05:30 PM	60	31	28	0	22	320	43	4	36	41	78	0	112	456	60	0	1291
05:45 PM	49	22	28	0	21	283	34	5	35	23	76	0	131	495	75	0	1277
Total	223	105	117	0	88	1197	119	13	126	126	313	0	452	2002	301	0	5182
Grand Total	430	189	182	0	172	2250	211	32	223	223	583	2	902	3608	658	1	9666
Apprch %	53.7	23.6	22.7	0	6.5	84.4	7.9	1.2	21.6	21.6	56.5	0.2	17.5	69.8	12.7	0	
Total %	4.4	2	1.9	0	1.8	23.3	2.2	0.3	2.3	2.3	6	0	9.3	37.3	6.8	0	



All Traffic Data Services
2187 Kingsbury Cir
Santa Clara, CA, 95054
www.Alltrafficdata.net

File Name : #2 NORFOLK&HILLSDALEPM
Site Code : 2
Start Date : 5/28/2014
Page No : 2

	NORFOLK ST Southbound					HILLSDALE BLVD Westbound					NORFOLK ST Northbound					HILLSDALE BLVD Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	59	20	27	0	106	17	269	20	2	308	26	30	**84**	0	140	96	**544**	77	0	**717**	1271
05:15 PM	55	**32**	**34**	0	**121**	**28**	**325**	22	2	377	29	32	75	0	136	113	507	**89**	0	709	**1343**
05:30 PM	**60**	31	28	0	119	22	320	**43**	4	**389**	**36**	**41**	78	0	**155**	112	456	60	0	628	1291
05:45 PM	49	22	28	0	99	21	283	34	**5**	343	35	23	76	0	134	**131**	495	75	0	701	1277
Total Volume	223	105	117	0	445	88	1197	119	13	1417	126	126	313	0	565	452	2002	301	0	2755	5182
% App. Total	50.1	23.6	26.3	0		6.2	84.5	8.4	0.9		22.3	22.3	55.4	0		16.4	72.7	10.9	0		
PHF	.929	.820	.860	.000	.919	.786	.921	.692	.650	.911	.875	.768	.932	.000	.911	.863	.920	.846	.000	.961	.965



Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

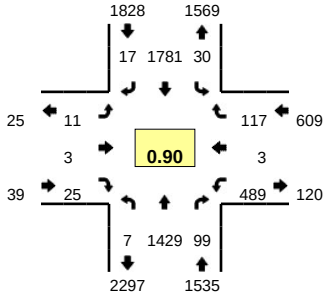
LOCATION: E Hillsdale Blvd -- Altair Ave

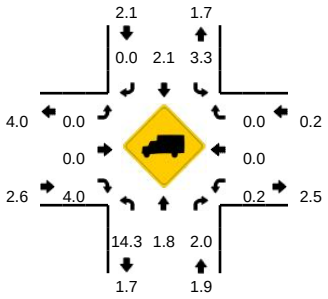
CITY/STATE: Foster City, CA

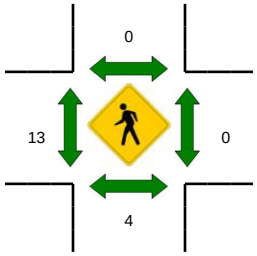
QC JOB #: 13002021

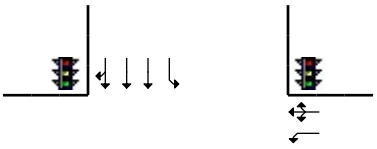
DATE: Tue, Sep 30 2014

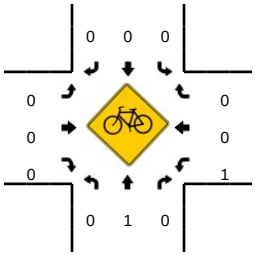
Peak-Hour: 7:40 AM -- 8:40 AM
Peak 15-Min: 8:05 AM -- 8:20 AM

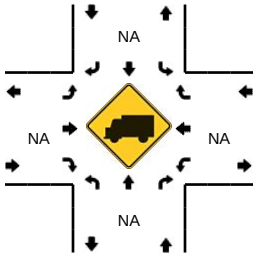


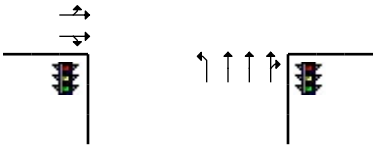


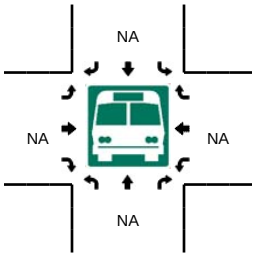












5-Min Count Period Beginning At	E Hillsdale Blvd (Northbound)				E Hillsdale Blvd (Southbound)				Altair Ave (Eastbound)				Altair Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	51	4	1	2	77	0	0	0	0	2	0	12	0	0	0	149	
7:05 AM	1	46	1	0	0	89	0	1	0	0	4	0	12	0	1	0	155	
7:10 AM	2	58	3	1	1	87	0	1	1	0	5	0	17	0	3	0	179	
7:15 AM	0	50	2	1	0	100	1	0	0	0	2	0	31	0	1	0	188	
7:20 AM	0	69	3	0	0	113	2	1	2	0	2	0	45	0	1	0	238	
7:25 AM	1	66	3	0	2	133	1	1	0	0	2	0	37	0	1	0	247	
7:30 AM	1	96	5	1	2	120	0	1	0	0	0	0	38	0	3	0	267	
7:35 AM	0	100	9	0	0	119	1	0	0	1	5	0	46	1	4	0	286	
7:40 AM	0	98	9	0	3	153	0	0	1	0	3	0	54	1	4	0	326	
7:45 AM	0	96	7	0	3	155	1	0	0	0	1	0	41	0	4	0	308	
7:50 AM	0	87	11	0	0	128	2	1	0	1	1	0	36	0	11	0	278	
7:55 AM	0	137	14	0	2	129	0	1	0	0	2	0	26	0	17	0	328	2949
8:00 AM	1	125	6	0	0	135	0	3	1	0	3	0	47	0	18	0	339	3139
8:05 AM	3	142	9	0	2	138	1	2	2	0	2	0	45	0	14	0	360	3344
8:10 AM	0	140	7	0	1	164	0	2	2	0	5	0	42	0	14	0	377	3542
8:15 AM	1	146	7	1	3	161	0	0	0	0	2	0	40	0	11	0	372	3726
8:20 AM	0	112	2	1	0	150	4	1	0	0	1	0	60	1	8	0	340	3828
8:25 AM	0	96	8	0	1	142	3	1	4	1	3	0	44	1	8	0	312	3893
8:30 AM	0	129	12	0	1	149	3	0	0	1	1	0	33	0	3	0	332	3958
8:35 AM	0	121	7	0	2	177	3	1	1	0	1	0	21	0	5	0	339	4011
8:40 AM	2	111	7	0	1	110	3	0	1	0	3	0	39	1	7	0	285	3970
8:45 AM	1	105	5	0	4	145	3	1	1	0	2	0	27	0	6	0	300	3962
8:50 AM	0	145	7	0	0	114	1	1	0	1	4	0	19	0	7	0	299	3983
8:55 AM	0	94	8	0	0	104	1	1	0	0	4	0	33	1	8	0	254	3909

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	16	1712	92	4	24	1852	4	16	16	0	36	0	508	0	156	0	4436
Heavy Trucks	4	20	0		4	20	0		0	0	4		0	0	0		52
Pedestrians		4				0				16				0			20
Bicycles	0	1	0		0	0	0		0	0	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/9/2014 10:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

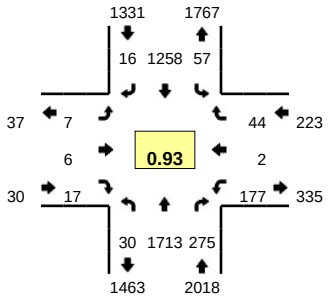
Type of peak hour being reported: Intersection Peak

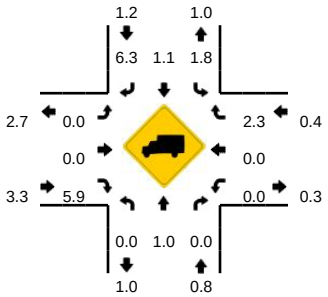
Method for determining peak hour: Total Entering Volume

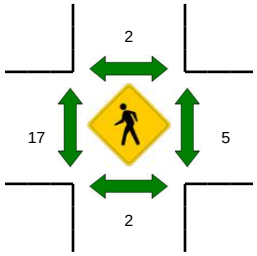
LOCATION: Altair Ave -- East Hillsdale Blvd
CITY/STATE: Foster City, CA

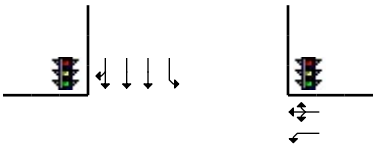
QC JOB #: 13002022
DATE: Tue, Sep 30 2014

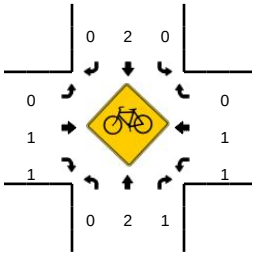
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

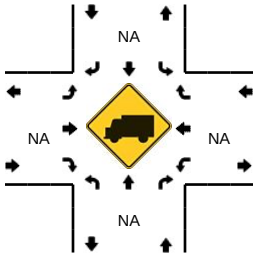


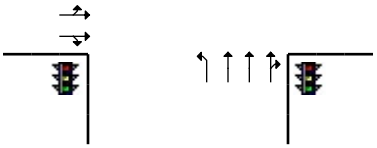


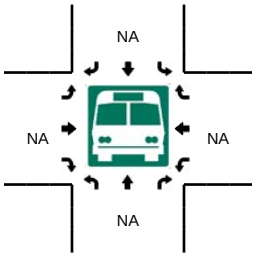












5-Min Count Period Beginning At	Altair Ave (Northbound)				Altair Ave (Southbound)				East Hillsdale Blvd (Eastbound)				East Hillsdale Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	113	19	0	5	85	2	0	0	0	2	0	7	0	1	0	237	
4:05 PM	3	81	12	0	5	89	0	0	0	0	1	0	15	0	4	0	210	
4:10 PM	2	149	13	0	4	102	1	1	0	1	1	0	14	0	3	0	291	
4:15 PM	1	85	9	1	7	73	1	0	1	0	1	0	16	0	3	0	198	
4:20 PM	2	137	17	1	4	82	0	3	1	0	3	0	13	1	3	0	267	
4:25 PM	1	113	17	0	6	88	0	0	0	0	1	0	12	1	3	0	242	
4:30 PM	1	146	15	1	4	87	0	1	0	0	0	0	9	0	7	0	271	
4:35 PM	1	115	13	2	1	102	0	0	0	0	0	0	17	0	1	0	252	
4:40 PM	2	118	22	0	4	83	2	1	0	0	0	0	14	0	6	0	252	
4:45 PM	0	102	15	1	2	72	0	1	2	0	0	0	16	0	1	0	212	
4:50 PM	0	163	21	4	6	77	1	0	2	1	0	0	9	0	0	0	284	
4:55 PM	4	138	26	3	4	94	0	0	1	1	1	0	10	0	1	0	283	2999
5:00 PM	0	101	18	0	3	88	0	1	0	0	1	0	14	0	5	0	231	2993
5:05 PM	0	193	34	0	1	126	2	0	0	0	2	0	20	0	7	0	385	3168
5:10 PM	1	142	9	1	4	126	3	0	2	1	2	0	18	0	3	0	312	3189
5:15 PM	0	108	19	3	3	110	3	0	0	0	3	0	14	1	4	0	268	3259
5:20 PM	1	143	22	0	8	89	1	0	0	0	1	0	23	0	8	0	296	3288
5:25 PM	2	134	24	0	6	98	0	1	0	3	3	0	16	0	1	0	288	3334
5:30 PM	2	156	33	0	3	98	1	0	0	0	0	0	14	0	3	0	310	3373
5:35 PM	5	115	26	0	3	127	1	0	2	0	0	0	6	0	5	0	290	3411
5:40 PM	4	182	23	0	6	107	2	0	0	0	3	0	13	1	2	0	343	3502
5:45 PM	0	138	20	0	7	118	2	1	0	0	1	0	20	0	5	0	312	3602
5:50 PM	1	100	25	0	5	101	2	1	1	0	3	0	8	0	2	0	249	3567
5:55 PM	5	141	23	2	6	77	2	1	0	1	1	0	16	0	3	0	278	3562

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	1772	248	16	32	1448	32	0	8	4	28	0	208	4	56	0	3860
Heavy Trucks	0	12	0		0	16	4		0	0	0		0	0	0		32
Pedestrians		4				0				12				0			16
Bicycles	0	1	0		0	0	0		0	0	1		0	0	0		2
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/9/2014 10:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

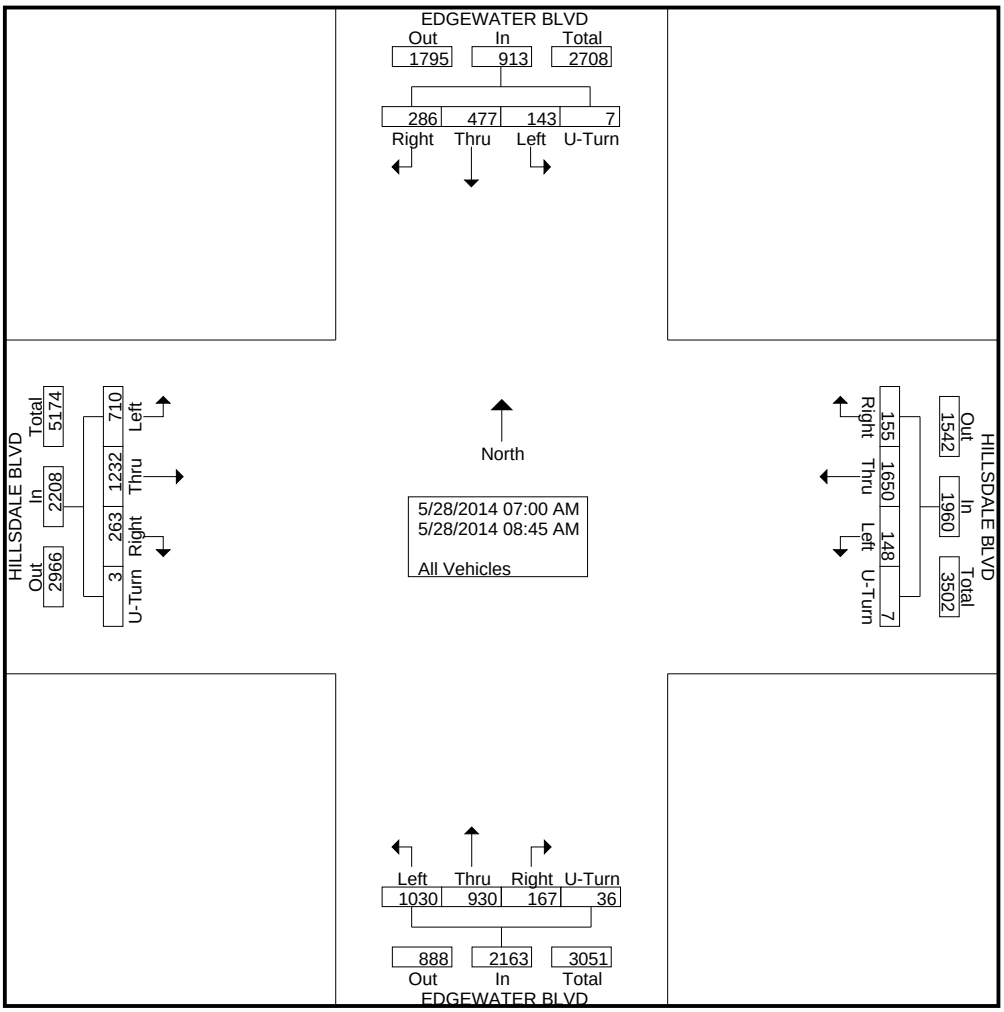
All Traffic Data Services

2187 Kingsbury Cir
Santa Clara, CA, 95054
www.Alltrafficdata.net

File Name : #3 EDGEWATER&HILLSDALEAM
Site Code : 3
Start Date : 5/28/2014
Page No : 1

Groups Printed- All Vehicles

	EDGEWATER BLVD Southbound				HILLSDALE BLVD Westbound				EDGEWATER BLVD Northbound				HILLSDALE BLVD Eastbound				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	13	28	9	0	10	105	9	0	9	77	117	4	14	74	40	0	509
07:15 AM	38	27	5	1	10	186	8	0	13	117	124	2	16	84	60	0	691
07:30 AM	26	40	15	1	11	185	11	0	11	168	163	4	28	130	88	0	881
07:45 AM	39	91	19	1	22	189	21	1	31	104	111	4	44	184	107	0	968
Total	116	186	48	3	53	665	49	1	64	466	515	14	102	472	295	0	3049
08:00 AM	43	89	35	1	24	236	22	3	38	116	138	10	38	234	90	1	1118
08:15 AM	51	79	19	1	28	267	31	1	20	117	126	6	43	162	124	0	1075
08:30 AM	42	52	22	1	28	274	18	2	24	123	132	4	32	182	99	1	1036
08:45 AM	34	71	19	1	22	208	28	0	21	108	119	2	48	182	102	1	966
Total	170	291	95	4	102	985	99	6	103	464	515	22	161	760	415	3	4195
Grand Total	286	477	143	7	155	1650	148	7	167	930	1030	36	263	1232	710	3	7244
Apprch %	31.3	52.2	15.7	0.8	7.9	84.2	7.6	0.4	7.7	43	47.6	1.7	11.9	55.8	32.2	0.1	
Total %	3.9	6.6	2	0.1	2.1	22.8	2	0.1	2.3	12.8	14.2	0.5	3.6	17	9.8	0	



All Traffic Data Services

2187 Kingsbury Cir
Santa Clara, CA, 95054
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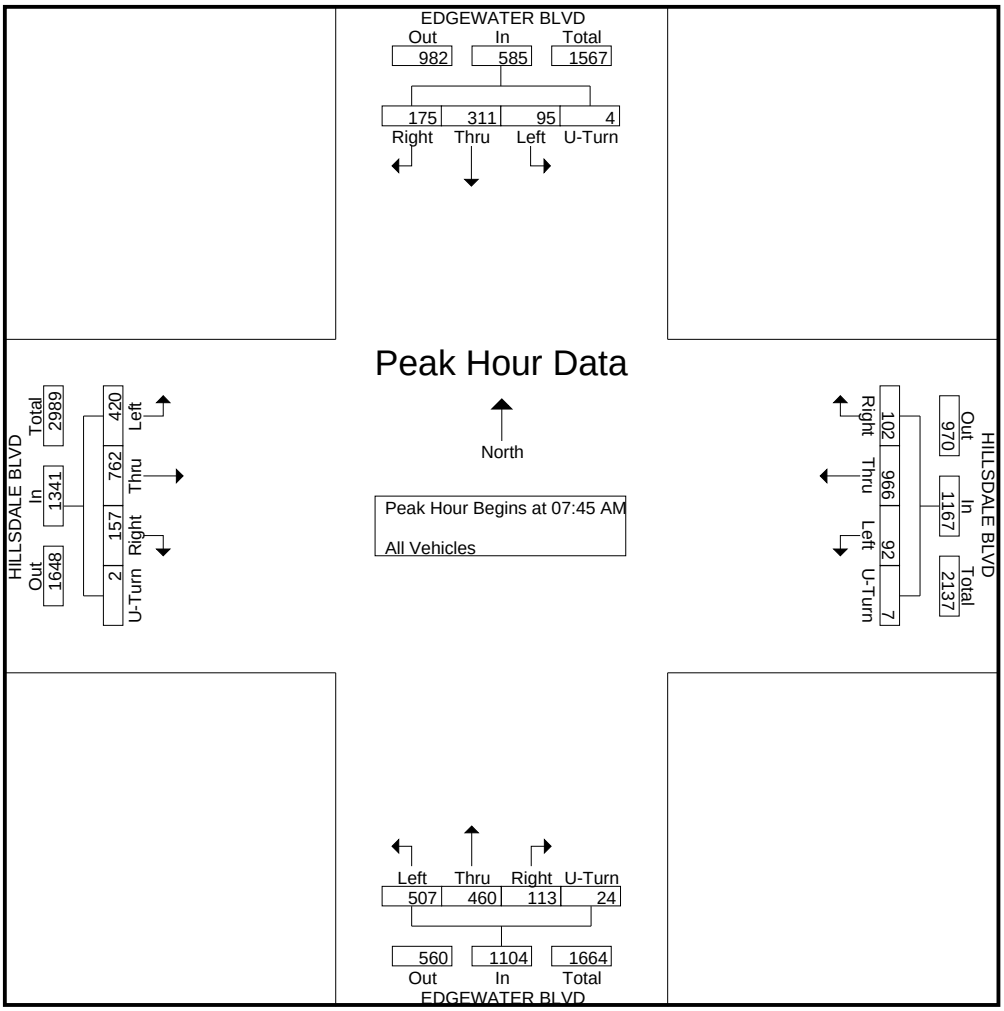
File Name : #3 EDGEWATER&HILLSDALEAM
Site Code : 3
Start Date : 5/28/2014
Page No : 2

	EDGEWATER BLVD Southbound					HILLSDALE BLVD Westbound					EDGEWATER BLVD Northbound					HILLSDALE BLVD Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	39	**91**	19	**1**	150	22	189	21	1	233	31	104	111	4	250	**44**	184	107	0	335	968
08:00 AM	43	89	**35**	1	**168**	24	236	22	**3**	285	**38**	116	**138**	**10**	**302**	38	**234**	90	**1**	**363**	**1118**
08:15 AM	**51**	79	19	1	150	**28**	267	**31**	1	**327**	20	117	126	6	269	43	162	**124**	0	329	1075
08:30 AM	42	52	22	1	117	28	**274**	18	2	322	24	**123**	132	4	283	32	182	99	1	314	1036
Total Volume	175	311	95	4	585	102	966	92	7	1167	113	460	507	24	1104	157	762	420	2	1341	4197
% App. Total	29.9	53.2	16.2	0.7		8.7	82.8	7.9	0.6		10.2	41.7	45.9	2.2		11.7	56.8	31.3	0.1		
PHF	.858	.854	.679	1.00	.871	.911	.881	.742	.583	.892	.743	.935	.918	.600	.914	.892	.814	.847	.500	.924	.939



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2187 Kingsbury Cir
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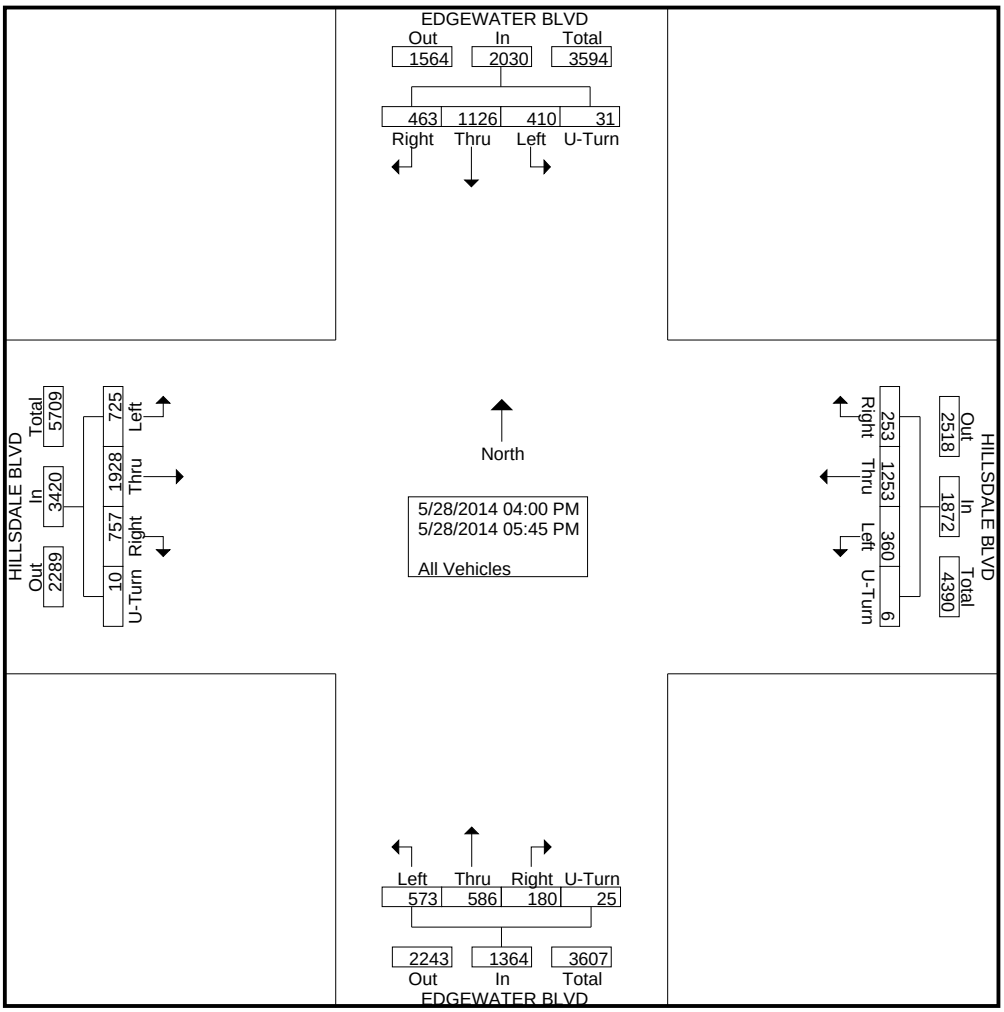
File Name : #3 EDGEWATER&HILLSDALEPM
Site Code : 3
Start Date : 5/28/2014
Page No : 1

Groups Printed- All Vehicles

	EDGEWATER BLVD Southbound				HILLSDALE BLVD Westbound				EDGEWATER BLVD Northbound				HILLSDALE BLVD Eastbound				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
04:00 PM	37	116	34	3	28	160	29	1	24	49	66	2	78	206	92	2	927
04:15 PM	59	130	30	9	37	107	43	0	21	81	71	5	81	190	91	1	956
04:30 PM	52	102	43	2	20	143	35	1	20	66	66	2	81	185	75	1	894
04:45 PM	39	106	42	3	30	131	52	0	16	57	50	5	96	242	86	4	959
Total	187	454	149	17	115	541	159	2	81	253	253	14	336	823	344	8	3736
05:00 PM	58	151	68	6	37	173	42	0	21	92	79	2	90	267	79	0	1165
05:15 PM	82	166	71	1	26	211	50	0	26	82	75	2	110	307	111	0	1320
05:30 PM	80	163	51	5	37	165	56	1	29	91	98	3	116	247	109	2	1253
05:45 PM	56	192	71	2	38	163	53	3	23	68	68	4	105	284	82	0	1212
Total	276	672	261	14	138	712	201	4	99	333	320	11	421	1105	381	2	4950
Grand Total	463	1126	410	31	253	1253	360	6	180	586	573	25	757	1928	725	10	8686
Apprch %	22.8	55.5	20.2	1.5	13.5	66.9	19.2	0.3	13.2	43	42	1.8	22.1	56.4	21.2	0.3	
Total %	5.3	13	4.7	0.4	2.9	14.4	4.1	0.1	2.1	6.7	6.6	0.3	8.7	22.2	8.3	0.1	



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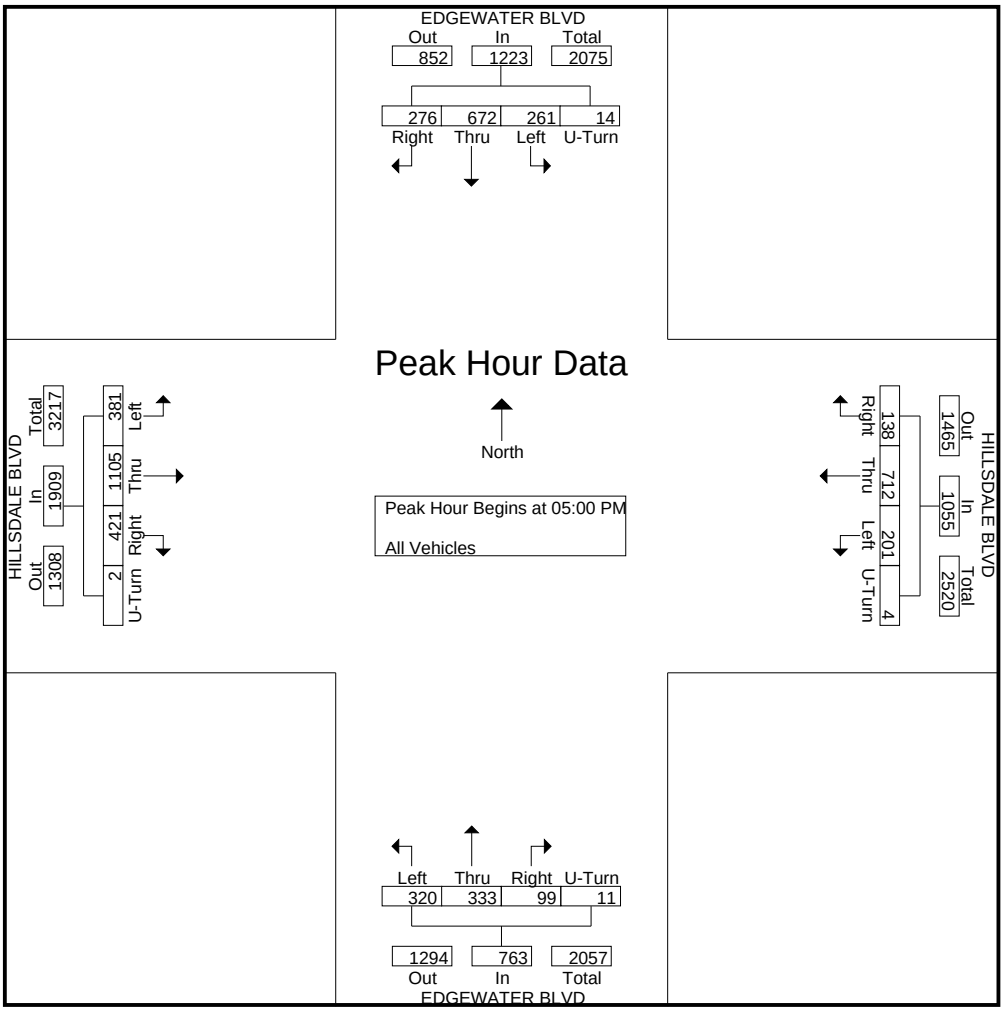
File Name : #3 EDGEWATER&HILLSDALEPM
Site Code : 3
Start Date : 5/28/2014
Page No : 2

	EDGEWATER BLVD Southbound					HILLSDALE BLVD Westbound					EDGEWATER BLVD Northbound					HILLSDALE BLVD Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	58	151	68	**6**	283	37	173	42	0	252	21	**92**	79	2	194	90	267	79	0	436	1165
05:15 PM	**82**	166	**71**	1	320	26	**211**	50	0	**287**	26	82	75	2	185	110	**307**	**111**	0	**528**	**1320**
05:30 PM	80	163	51	5	299	37	165	**56**	1	259	**29**	91	**98**	3	**221**	**116**	247	109	**2**	474	1253
05:45 PM	56	**192**	71	2	**321**	**38**	163	53	**3**	257	23	68	68	**4**	163	105	284	82	0	471	1212
Total Volume	276	672	261	14	1223	138	712	201	4	1055	99	333	320	11	763	421	1105	381	2	1909	4950
% App. Total	22.6	54.9	21.3	1.1		13.1	67.5	19.1	0.4		13	43.6	41.9	1.4		22.1	57.9	20	0.1		
PHF	.841	.875	.919	.583	.952	.908	.844	.897	.333	.919	.853	.905	.816	.688	.863	.907	.900	.858	.250	.904	.938



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2187 Kingsbury Cir
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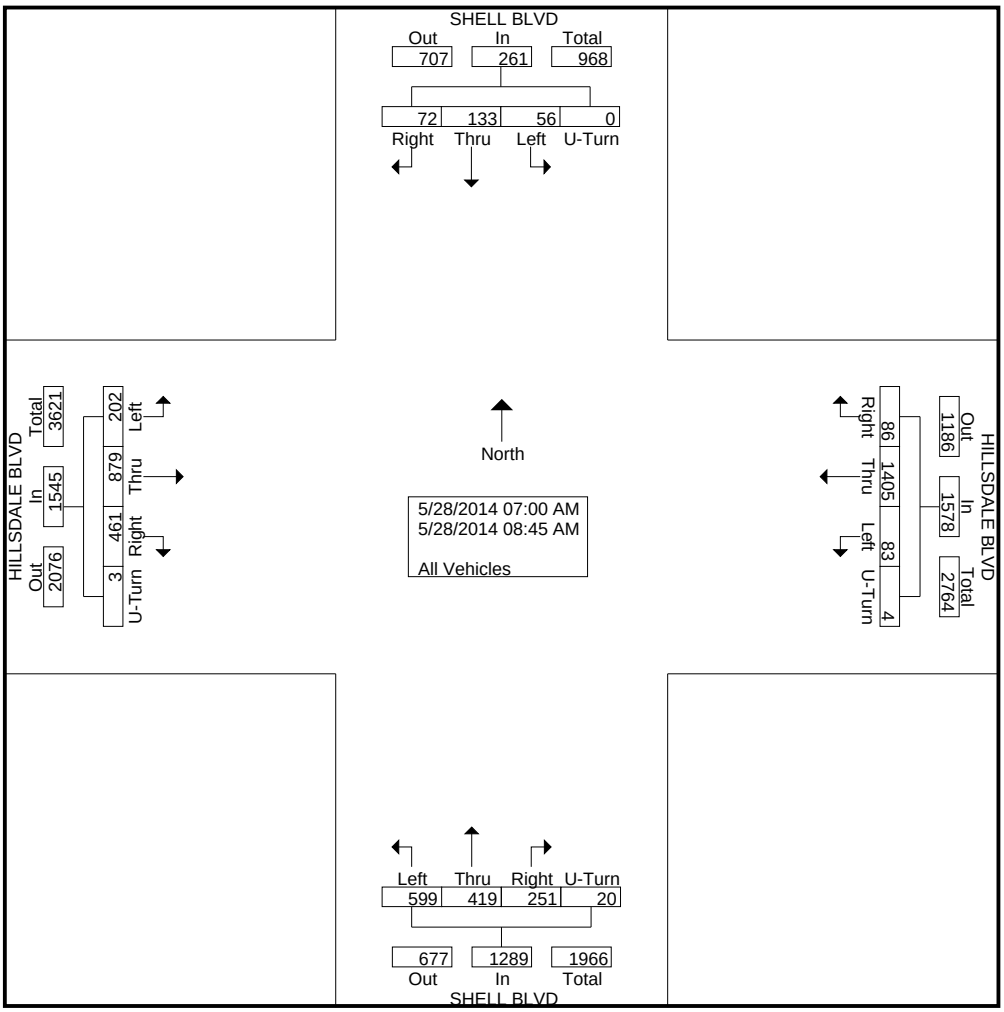
File Name : #5 SHELL&HILLSDALEAM
Site Code : 5
Start Date : 5/28/2014
Page No : 1

Groups Printed- All Vehicles

	SHELL BLVD Southbound				HILLSDALE BLVD Westbound				SHELL BLVD Northbound				HILLSDALE BLVD Eastbound				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	1	13	4	0	4	87	4	2	11	30	34	0	32	41	14	0	277
07:15 AM	6	9	4	0	4	147	9	1	21	36	52	0	41	57	21	0	408
07:30 AM	9	14	3	0	8	171	5	1	36	49	55	0	52	94	17	0	514
07:45 AM	11	16	10	0	11	163	10	0	26	62	91	3	64	141	21	0	629
Total	27	52	21	0	27	568	28	4	94	177	232	3	189	333	73	0	1828
08:00 AM	8	17	11	0	11	218	14	0	51	60	82	0	87	207	33	2	801
08:15 AM	5	20	6	0	16	245	17	0	49	63	106	4	63	112	28	0	734
08:30 AM	19	25	9	0	20	232	14	0	21	60	96	5	69	121	32	1	724
08:45 AM	13	19	9	0	12	142	10	0	36	59	83	8	53	106	36	0	586
Total	45	81	35	0	59	837	55	0	157	242	367	17	272	546	129	3	2845
Grand Total	72	133	56	0	86	1405	83	4	251	419	599	20	461	879	202	3	4673
Apprch %	27.6	51	21.5	0	5.4	89	5.3	0.3	19.5	32.5	46.5	1.6	29.8	56.9	13.1	0.2	
Total %	1.5	2.8	1.2	0	1.8	30.1	1.8	0.1	5.4	9	12.8	0.4	9.9	18.8	4.3	0.1	



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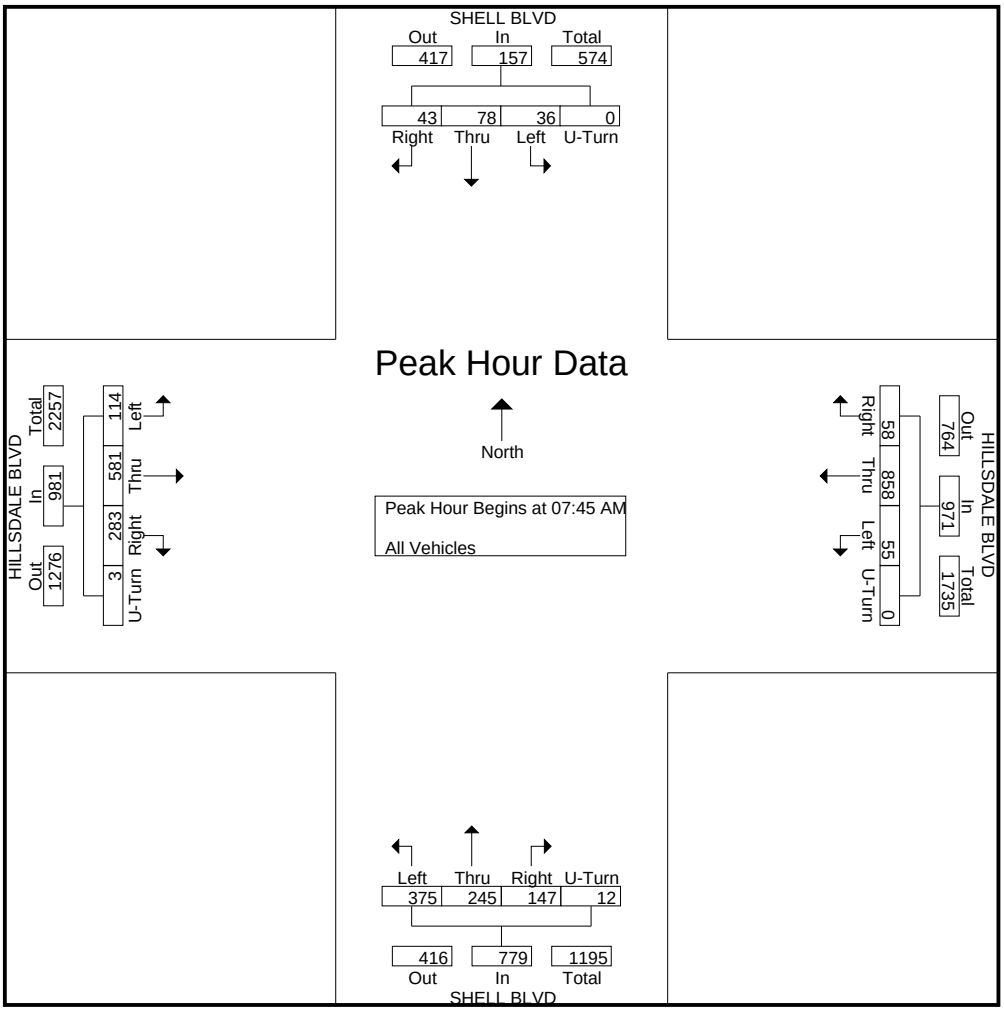
File Name : #5 SHELL&HILLSDALEAM
Site Code : 5
Start Date : 5/28/2014
Page No : 2

	SHELL BLVD Southbound					HILLSDALE BLVD Westbound					SHELL BLVD Northbound					HILLSDALE BLVD Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	11	16	10	0	37	11	163	10	0	184	26	62	91	3	182	64	141	21	0	226	629
08:00 AM	8	17	**11**	0	36	11	218	14	0	243	**51**	60	82	0	193	**87**	**207**	**33**	**2**	**329**	**801**
08:15 AM	5	20	6	0	31	16	**245**	**17**	0	**278**	49	**63**	**106**	4	**222**	63	112	28	0	203	734
08:30 AM	**19**	**25**	9	0	**53**	**20**	232	14	0	266	21	60	96	**5**	182	69	121	32	1	223	724
Total Volume	43	78	36	0	157	58	858	55	0	971	147	245	375	12	779	283	581	114	3	981	2888
% App. Total	27.4	49.7	22.9	0		6	88.4	5.7	0		18.9	31.5	48.1	1.5		28.8	59.2	11.6	0.3		
PHF	.566	.780	.818	.000	.741	.725	.876	.809	.000	.873	.721	.972	.884	.600	.877	.813	.702	.864	.375	.745	.901



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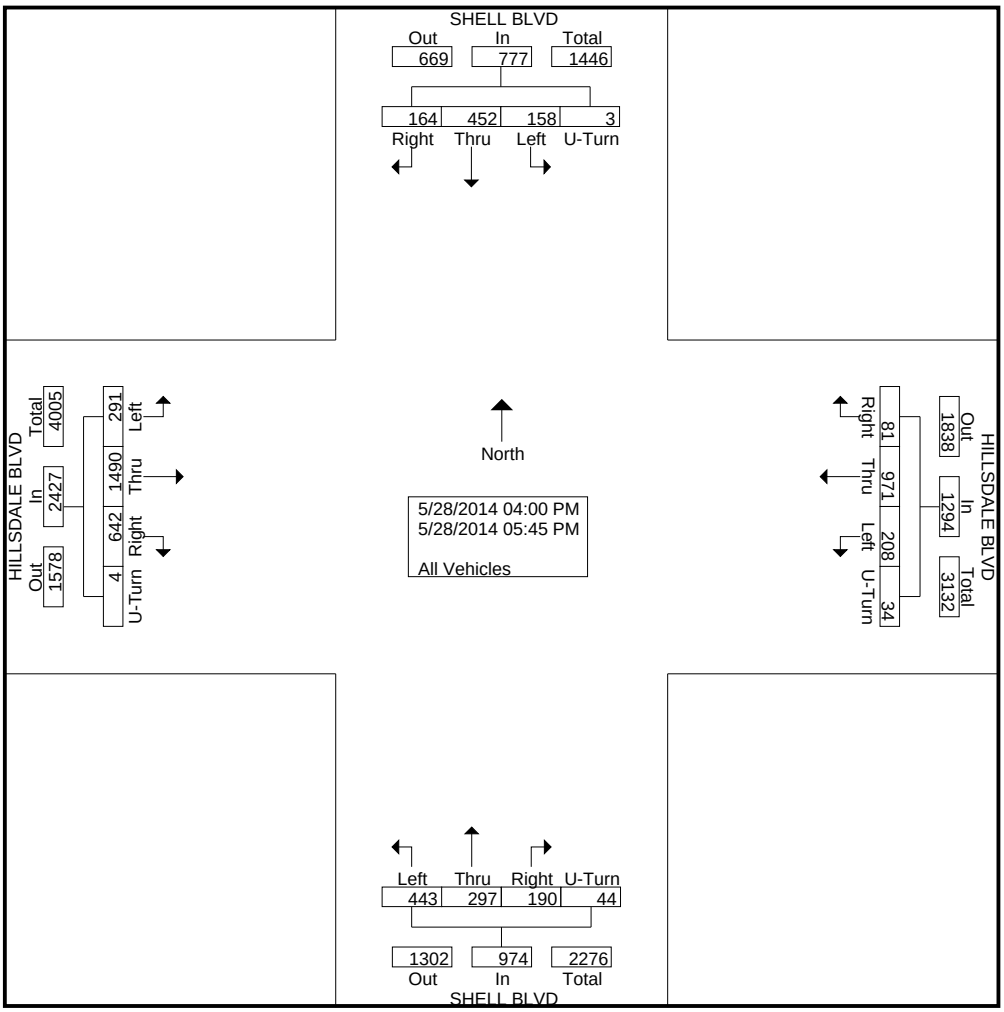
File Name : #5 SHELL&HILLSDALEPM
Site Code : 5
Start Date : 5/28/2014
Page No : 1

Groups Printed- All Vehicles

	SHELL BLVD Southbound				HILLSDALE BLVD Westbound				SHELL BLVD Northbound				HILLSDALE BLVD Eastbound				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
04:00 PM	23	51	7	0	8	117	8	3	18	39	49	1	49	164	32	0	569
04:15 PM	27	57	22	0	6	86	15	8	19	25	53	5	75	173	37	2	610
04:30 PM	20	56	15	1	11	117	24	1	20	33	59	4	65	149	26	0	601
04:45 PM	17	56	12	1	13	96	37	3	26	32	50	0	90	159	34	0	626
Total	87	220	56	2	38	416	84	15	83	129	211	10	279	645	129	2	2406
05:00 PM	25	57	31	0	6	155	21	4	23	44	75	3	81	233	39	1	798
05:15 PM	14	53	15	0	14	142	29	6	27	40	54	8	98	207	51	0	758
05:30 PM	17	57	30	0	11	118	28	5	32	44	63	10	83	196	33	1	728
05:45 PM	21	65	26	1	12	140	46	4	25	40	40	13	101	209	39	0	782
Total	77	232	102	1	43	555	124	19	107	168	232	34	363	845	162	2	3066
Grand Total	164	452	158	3	81	971	208	34	190	297	443	44	642	1490	291	4	5472
Apprch %	21.1	58.2	20.3	0.4	6.3	75	16.1	2.6	19.5	30.5	45.5	4.5	26.5	61.4	12	0.2	
Total %	3	8.3	2.9	0.1	1.5	17.7	3.8	0.6	3.5	5.4	8.1	0.8	11.7	27.2	5.3	0.1	



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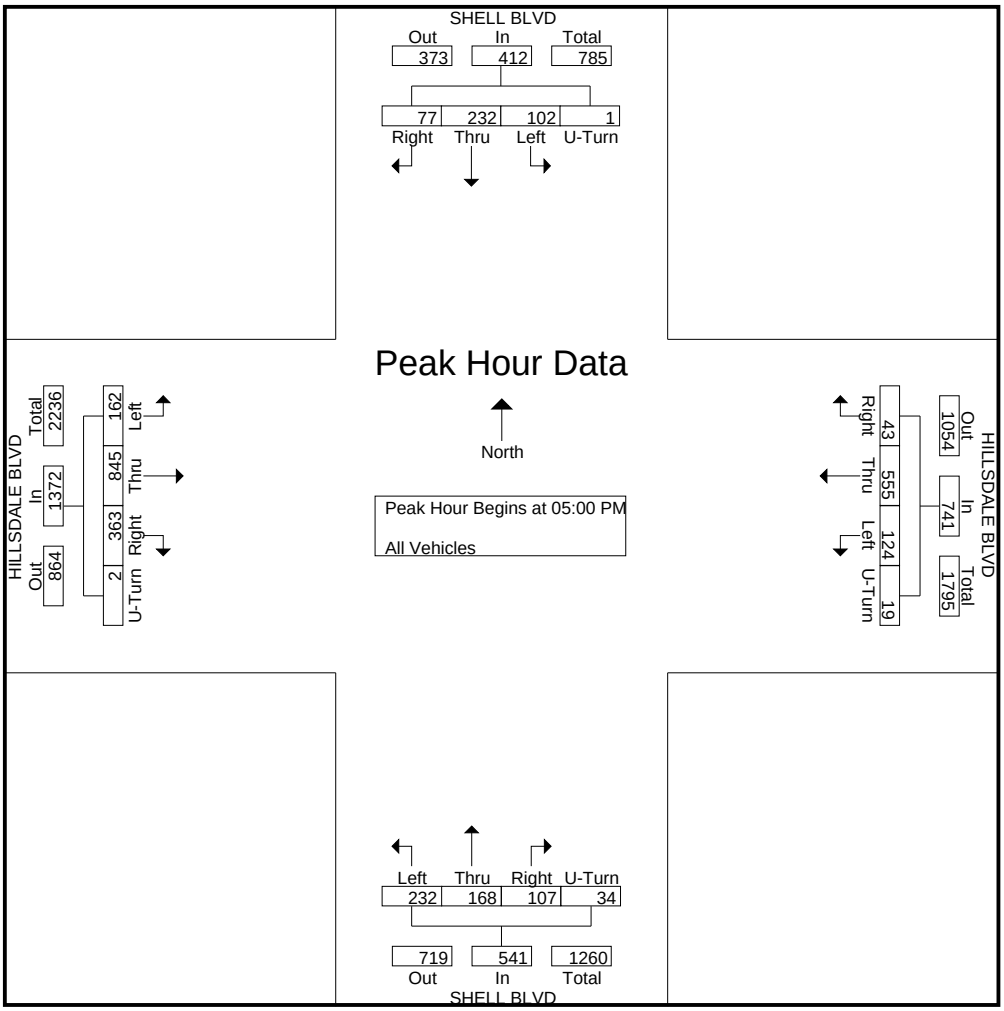
File Name : #5 SHELL&HILLSDALEPM
Site Code : 5
Start Date : 5/28/2014
Page No : 2

	SHELL BLVD Southbound					HILLSDALE BLVD Westbound					SHELL BLVD Northbound					HILLSDALE BLVD Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**25**	57	**31**	0	**113**	6	**155**	21	4	186	23	**44**	**75**	3	145	81	**233**	39	**1**	354	**798**
05:15 PM	14	53	15	0	82	**14**	142	29	**6**	191	27	40	54	8	129	98	207	**51**	0	**356**	758
05:30 PM	17	57	30	0	104	11	118	28	5	162	**32**	44	63	10	**149**	83	196	33	1	313	728
05:45 PM	21	**65**	26	**1**	113	12	140	**46**	4	**202**	25	40	40	**13**	118	**101**	209	39	0	349	782
Total Volume	77	232	102	1	412	43	555	124	19	741	107	168	232	34	541	363	845	162	2	1372	3066
% App. Total	18.7	56.3	24.8	0.2		5.8	74.9	16.7	2.6		19.8	31.1	42.9	6.3		26.5	61.6	11.8	0.1		
PHF	.770	.892	.823	.250	.912	.768	.895	.674	.792	.917	.836	.955	.773	.654	.908	.899	.907	.794	.500	.963	.961



Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

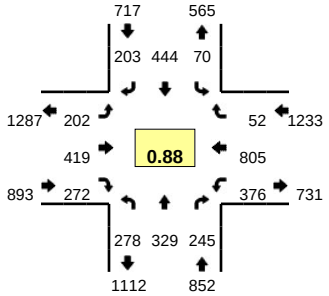
LOCATION: E Hillsdale Blvd -- Foster City Blvd

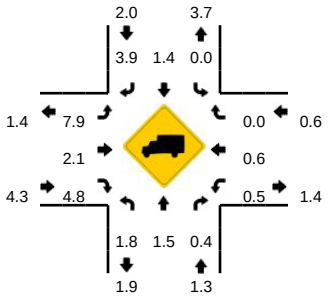
QC JOB #: 13002023

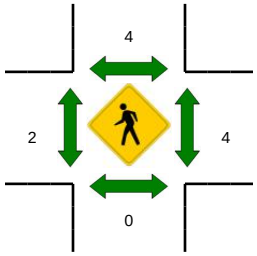
CITY/STATE: Foster City, CA

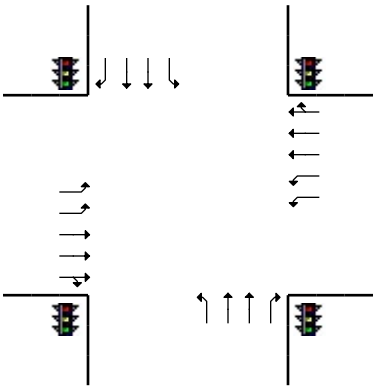
DATE: Tue, Sep 30 2014

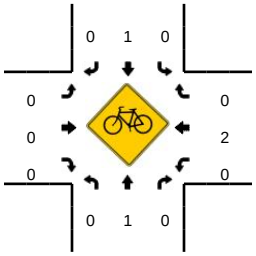
Peak-Hour: 7:50 AM -- 8:50 AM
Peak 15-Min: 8:05 AM -- 8:20 AM

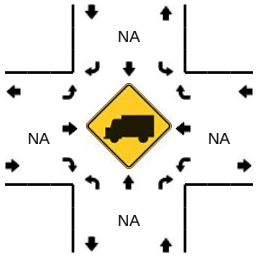


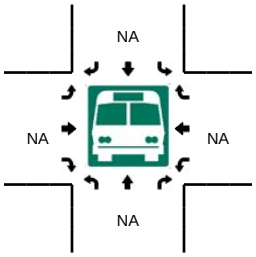












5-Min Count Period Beginning At	E Hillsdale Blvd (Northbound)				E Hillsdale Blvd (Southbound)				Foster City Blvd (Eastbound)				Foster City Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	2	9	1	3	11	5	1	9	16	8	0	16	43	0	0	131	
7:05 AM	6	7	6	0	1	9	4	0	4	13	9	0	15	55	0	0	129	
7:10 AM	8	9	5	0	2	16	5	0	4	12	14	0	22	42	1	0	140	
7:15 AM	15	8	4	1	0	23	3	0	4	20	12	0	18	80	0	0	188	
7:20 AM	12	9	7	0	1	27	13	0	6	9	13	3	24	44	1	0	169	
7:25 AM	15	10	6	1	2	25	11	0	11	26	15	2	33	71	0	1	229	
7:30 AM	25	15	11	2	2	18	17	2	11	17	11	0	16	83	0	1	231	
7:35 AM	17	16	5	2	2	27	17	0	7	23	23	2	25	91	2	0	259	
7:40 AM	9	18	13	2	3	23	16	0	10	28	15	0	32	81	0	1	251	
7:45 AM	24	15	17	1	4	25	21	3	6	28	21	5	23	61	0	0	254	
7:50 AM	11	18	11	0	3	26	21	0	12	40	21	0	33	60	1	0	257	
7:55 AM	30	52	31	2	3	19	8	0	15	43	20	1	30	56	4	0	314	2552
8:00 AM	16	30	7	1	2	27	7	1	19	52	18	4	48	36	5	0	273	2694
8:05 AM	25	41	32	4	6	37	13	1	17	33	24	2	34	88	12	1	370	2935
8:10 AM	7	55	21	3	2	39	13	0	29	29	24	2	31	63	3	2	323	3118
8:15 AM	29	37	24	3	9	29	14	1	12	39	27	3	34	87	7	0	355	3285
8:20 AM	17	17	20	1	5	51	32	0	16	25	29	2	43	69	3	1	331	3447
8:25 AM	24	14	22	3	7	56	21	2	8	36	29	0	33	98	5	0	358	3576
8:30 AM	25	13	12	2	7	68	28	0	15	19	14	3	26	54	5	0	291	3636
8:35 AM	21	17	30	2	9	22	21	0	10	45	20	3	14	83	3	0	300	3677
8:40 AM	19	17	15	1	5	42	12	1	16	22	23	1	26	56	1	0	257	3683
8:45 AM	30	18	20	2	5	28	13	1	8	36	23	4	20	55	3	0	266	3695
8:50 AM	14	19	26	2	2	25	16	0	14	27	28	6	23	44	4	0	250	3688
8:55 AM	23	13	19	3	4	30	14	0	12	48	33	0	15	70	6	0	290	3664

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	244	532	308	40	68	420	160	8	232	404	300	28	396	952	88	12	4192
Heavy Trucks	4	12	0		0	0	0		24	8	4		4	4	0		60
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	1	0		0	0	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/9/2014 10:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

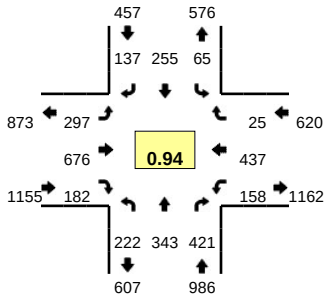
LOCATION: E Hillsdale Blvd -- Foster City Blvd

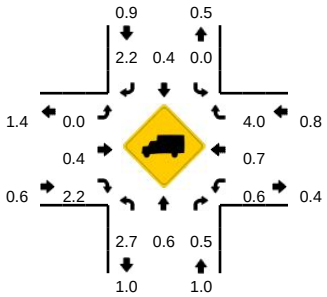
QC JOB #: 13002024

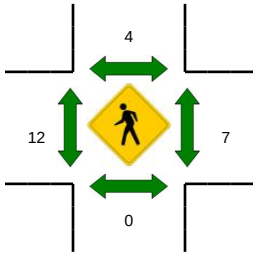
CITY/STATE: Foster City, CA

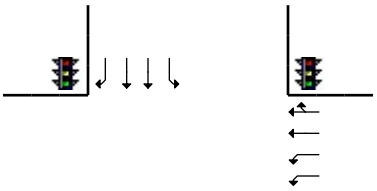
DATE: Tue, Sep 30 2014

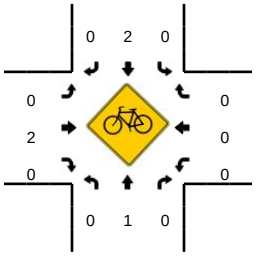
Peak-Hour: 4:55 PM -- 5:55 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

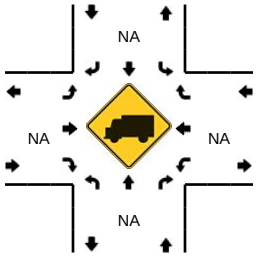


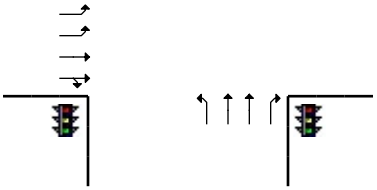


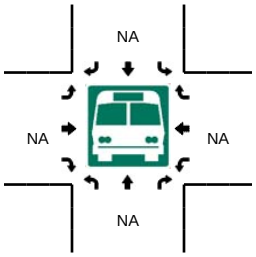












5-Min Count Period Beginning At	E Hillsdale Blvd (Northbound)				E Hillsdale Blvd (Southbound)				Foster City Blvd (Eastbound)				Foster City Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	16	30	31	1	5	16	4	0	12	25	7	6	6	24	2	1	186	
4:05 PM	13	18	21	0	5	10	11	0	14	33	8	4	17	47	0	1	202	
4:10 PM	14	13	20	2	3	26	11	0	21	30	13	2	9	30	2	0	196	
4:15 PM	13	29	18	4	4	16	10	0	6	15	5	1	11	29	1	0	162	
4:20 PM	21	26	19	2	3	16	10	0	16	40	9	5	13	29	0	0	209	
4:25 PM	12	21	20	2	4	15	4	1	4	45	10	0	16	27	2	0	183	
4:30 PM	24	19	29	1	7	12	5	0	9	39	14	5	8	26	1	0	199	
4:35 PM	23	20	16	0	3	16	8	0	14	33	7	6	11	38	4	0	199	
4:40 PM	14	25	23	0	3	18	10	0	12	45	13	3	5	31	1	0	203	
4:45 PM	14	20	24	1	6	22	6	0	12	36	11	7	15	29	1	1	205	
4:50 PM	14	18	25	1	6	6	10	0	17	64	14	5	13	40	3	0	236	
4:55 PM	24	32	39	1	1	25	7	1	13	43	11	5	14	35	1	0	252	2432
5:00 PM	15	12	26	1	7	16	11	0	11	48	17	3	9	34	2	0	212	2458
5:05 PM	15	36	41	2	3	26	18	0	16	38	12	12	19	30	0	1	269	2525
5:10 PM	21	20	30	1	9	20	13	0	22	72	18	10	12	51	3	0	302	2631
5:15 PM	13	38	51	0	4	20	17	0	14	42	22	7	21	23	1	2	275	2744
5:20 PM	12	22	28	3	7	18	8	0	14	73	16	7	8	36	3	0	255	2790
5:25 PM	17	17	37	0	5	15	9	1	24	51	17	11	10	29	1	1	245	2852
5:30 PM	21	37	32	2	6	16	10	2	20	75	24	6	13	35	4	0	303	2956
5:35 PM	14	31	28	0	3	19	14	2	17	55	14	11	7	39	1	0	255	3012
5:40 PM	16	29	37	5	5	26	10	0	18	74	11	11	11	40	3	1	297	3106
5:45 PM	15	32	34	2	3	32	15	0	20	35	11	7	19	29	2	0	256	3157
5:50 PM	21	37	38	1	6	22	5	0	13	70	9	5	9	56	4	1	297	3218
5:55 PM	13	31	28	0	2	27	11	0	17	42	10	9	18	29	0	2	239	3205

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	204	388	388	28	56	244	136	16	220	816	196	112	124	456	32	4	3420
Heavy Trucks	8	0	4		0	0	4		0	4	4		0	4	0		28
Pedestrians		0				8				4				8			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 10/9/2014 10:13 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

MARKS TRAFFIC DATA

mietekm@comcast.net
916.806.0250

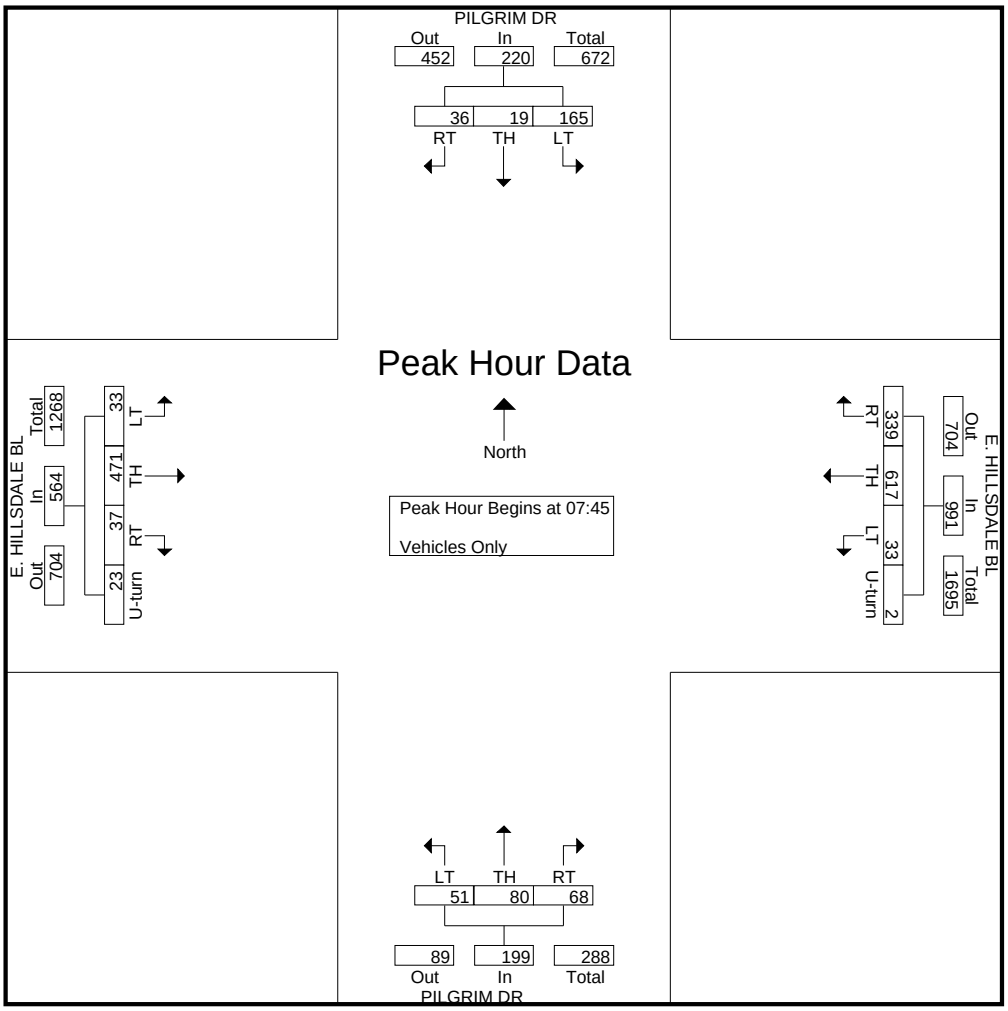
CITY OF FOSTER CITY

File Name : pilgrim-hillsdale-a
Site Code : 20
Start Date : 2/11/2015
Page No : 1

Groups Printed- Vehicles Only

	PILGRIM DR Southbound				E. HILLSDALE BL Westbound					PILGRIM DR Northbound				E. HILLSDALE BL Eastbound					
Start Time	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
07:30	5	2	18	25	83	94	4	0	181	1	30	12	43	11	45	12	7	75	324
07:45	8	4	31	43	61	102	8	1	172	14	16	9	39	16	99	6	8	129	383
Total	13	6	49	68	144	196	12	1	353	15	46	21	82	27	144	18	15	204	707
08:00	9	8	59	76	69	147	10	1	227	34	20	14	68	8	178	8	2	196	567
08:15	11	3	40	54	131	207	9	0	347	16	26	16	58	7	136	8	5	156	615
08:30	8	4	35	47	78	161	6	0	245	4	18	12	34	6	58	11	8	83	409
08:45	9	4	12	25	64	114	5	1	184	3	13	9	25	8	69	14	6	97	331
Total	37	19	146	202	342	629	30	2	1003	57	77	51	185	29	441	41	21	532	1922
09:00	3	3	20	26	43	101	0	0	144	3	15	8	26	7	55	16	5	83	279
09:15	3	4	17	24	37	79	2	0	118	4	15	7	26	3	50	9	10	72	240
Grand Total	56	32	232	320	566	1005	44	3	1618	79	153	87	319	66	690	84	51	891	3148
Apprch %	17.5	10	72.5		35	62.1	2.7	0.2		24.8	48	27.3		7.4	77.4	9.4	5.7		
Total %	1.8	1	7.4	10.2	18	31.9	1.4	0.1	51.4	2.5	4.9	2.8	10.1	2.1	21.9	2.7	1.6	28.3	

	PILGRIM DR Southbound				E. HILLSDALE BL Westbound					PILGRIM DR Northbound				E. HILLSDALE BL Eastbound					
Start Time	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
Peak Hour Analysis From 07:30 to 09:15 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 07:45																			
07:45	8	4	31	43	61	102	8	**1**	172	14	16	9	39	**16**	99	6	**8**	129	383
08:00	9	**8**	**59**	**76**	69	147	**10**	1	227	**34**	20	14	**68**	8	**178**	8	2	**196**	567
08:15	**11**	3	40	54	**131**	**207**	9	0	**347**	16	**26**	**16**	58	7	136	8	5	156	**615**
08:30	8	4	35	47	78	161	6	0	245	4	18	12	34	6	58	**11**	8	83	409
Total Volume	36	19	165	220	339	617	33	2	991	68	80	51	199	37	471	33	23	564	1974
% App. Total	16.4	8.6	75		34.2	62.3	3.3	0.2		34.2	40.2	25.6		6.6	83.5	5.9	4.1		
PHF	.818	.594	.699	.724	.647	.745	.825	.500	.714	.500	.769	.797	.732	.578	.662	.750	.719	.719	.802



MARKS TRAFFIC DATA

mietekm@comcast.net
916.806.0250

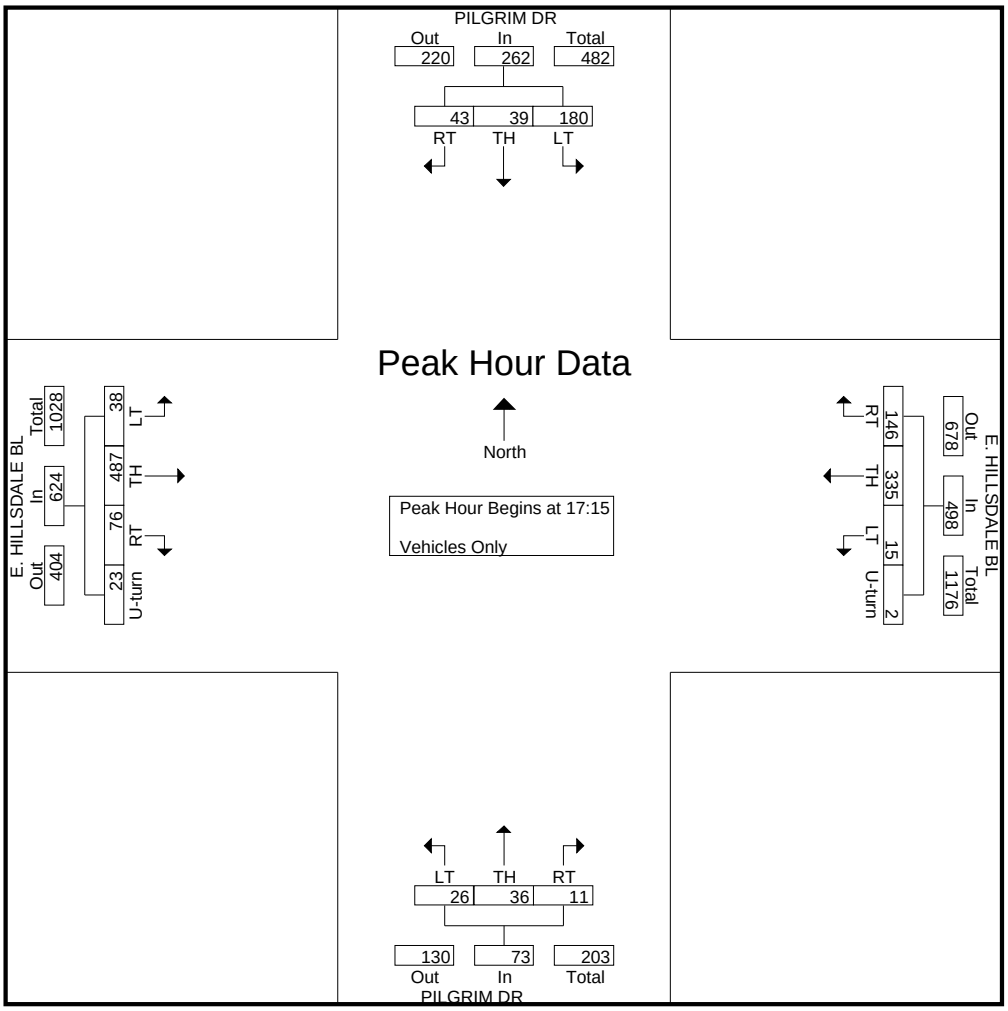
CITY OF FOSTER CITY

File Name : pilgrim-hillsdale-p
Site Code : 20
Start Date : 2/11/2015
Page No : 1

Groups Printed- Vehicles Only

	PILGRIM DR Southbound				E. HILLSDALE BL Westbound					PILGRIM DR Northbound				E. HILLSDALE BL Eastbound					
Start Time	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
16:30	12	5	23	40	33	80	1	0	114	4	6	9	19	8	87	11	3	109	282
16:45	8	9	31	48	28	71	4	0	103	4	8	5	17	12	100	8	5	125	293
Total	20	14	54	88	61	151	5	0	217	8	14	14	36	20	187	19	8	234	575
17:00	14	9	31	54	49	81	4	0	134	0	6	6	12	27	107	11	5	150	350
17:15	12	7	52	71	34	72	7	0	113	3	10	7	20	19	108	15	2	144	348
17:30	11	10	36	57	43	85	3	1	132	1	6	4	11	17	111	8	5	141	341
17:45	10	13	44	67	29	78	4	1	112	3	11	8	22	20	149	10	7	186	387
Total	47	39	163	249	155	316	18	2	491	7	33	25	65	83	475	44	19	621	1426
18:00	10	9	48	67	40	100	1	0	141	4	9	7	20	20	119	5	9	153	381
18:15	7	10	49	66	33	61	2	1	97	4	5	9	18	10	86	10	4	110	291
Grand Total	84	72	314	470	289	628	26	3	946	23	61	55	139	133	867	78	40	1118	2673
Apprch %	17.9	15.3	66.8		30.5	66.4	2.7	0.3		16.5	43.9	39.6		11.9	77.5	7	3.6		
Total %	3.1	2.7	11.7	17.6	10.8	23.5	1	0.1	35.4	0.9	2.3	2.1	5.2	5	32.4	2.9	1.5	41.8	

	PILGRIM DR Southbound				E. HILLSDALE BL Westbound					PILGRIM DR Northbound				E. HILLSDALE BL Eastbound					
Start Time	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 17:15																			
17:15	**12**	7	**52**	**71**	34	72	**7**	0	113	3	10	7	20	19	108	**15**	2	144	348
17:30	11	10	36	57	**43**	85	3	**1**	132	1	6	4	11	17	111	8	5	141	341
17:45	10	**13**	44	67	29	78	4	1	112	3	**11**	**8**	**22**	**20**	**149**	10	7	**186**	**387**
18:00	10	9	48	67	40	**100**	1	0	**141**	**4**	9	7	20	20	119	5	**9**	153	381
Total Volume	43	39	180	262	146	335	15	2	498	11	36	26	73	76	487	38	23	624	1457
% App. Total	16.4	14.9	68.7		29.3	67.3	3	0.4		15.1	49.3	35.6		12.2	78	6.1	3.7		
PHF	.896	.750	.865	.923	.849	.838	.536	.500	.883	.688	.818	.813	.830	.950	.817	.633	.639	.839	.941



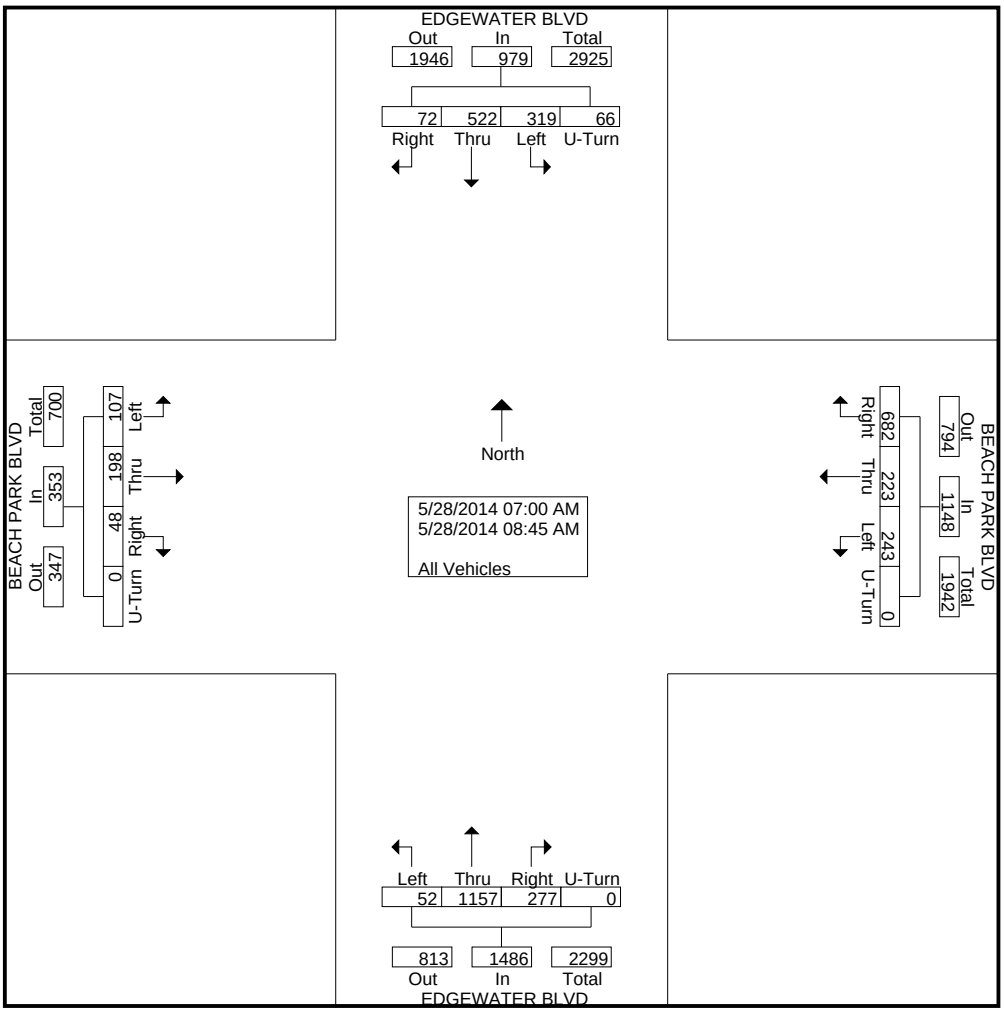
All Traffic Data Services

2187 Kingsbury Cir
Santa Clara, CA, 95054
www.Alltrafficdata.net

File Name : #4 EDGEWATER&BEACHPARKAM
Site Code : 4
Start Date : 5/28/2014
Page No : 1

Groups Printed- All Vehicles

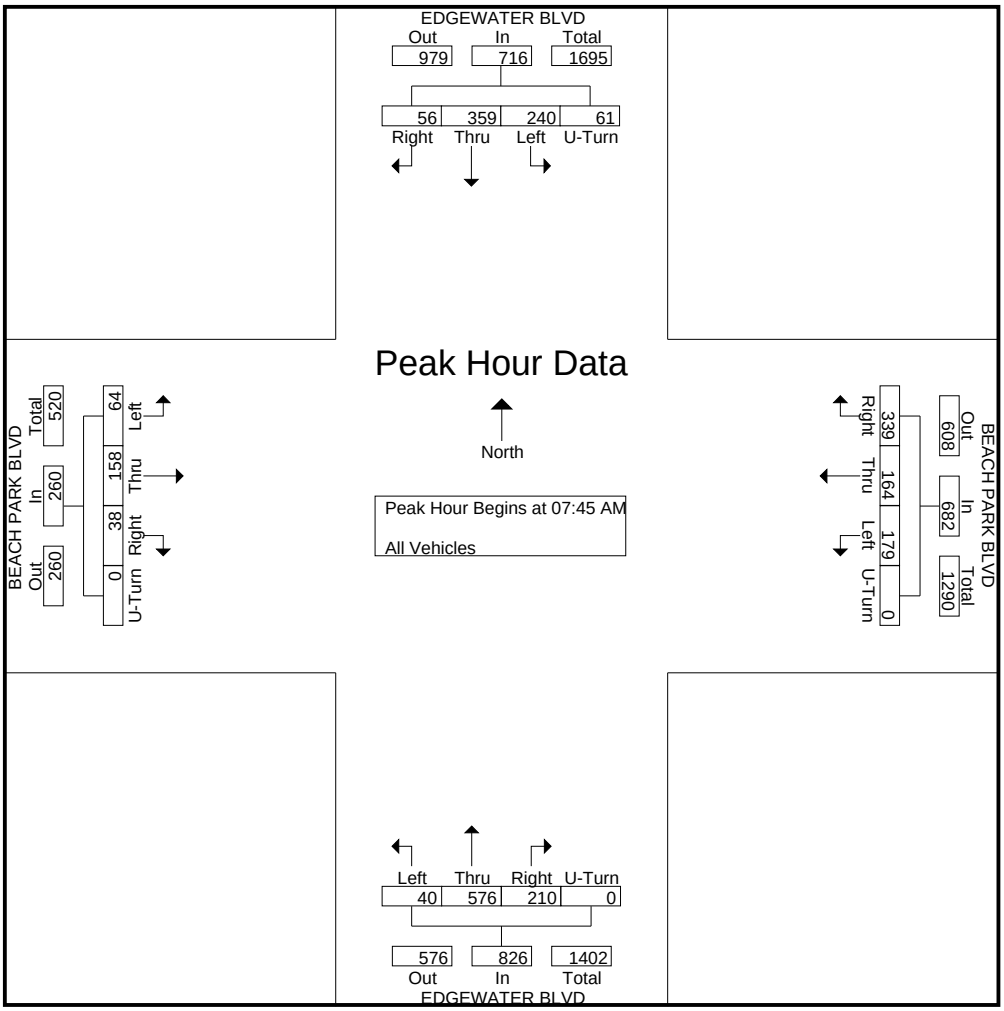
	EDGEWATER BLVD Southbound				BEACH PARK BLVD Westbound				EDGEWATER BLVD Northbound				BEACH PARK BLVD Eastbound				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
07:00 AM	1	24	12	1	64	5	5	0	10	122	2	0	2	6	2	0	256
07:15 AM	4	25	11	0	70	15	15	0	10	149	1	0	1	6	7	0	314
07:30 AM	7	26	27	3	111	31	13	0	16	180	6	0	4	15	8	0	447
07:45 AM	18	81	58	11	83	51	17	0	29	148	17	0	6	32	16	0	567
Total	30	156	108	15	328	102	50	0	65	599	26	0	13	59	33	0	1584
08:00 AM	24	89	79	20	93	66	57	0	106	148	17	0	9	73	14	0	795
08:15 AM	9	104	67	25	95	36	70	0	45	143	5	0	14	33	11	0	657
08:30 AM	5	85	36	5	68	11	35	0	30	137	1	0	9	20	23	0	465
08:45 AM	4	88	29	1	98	8	31	0	31	130	3	0	3	13	26	0	465
Total	42	366	211	51	354	121	193	0	212	558	26	0	35	139	74	0	2382
Grand Total	72	522	319	66	682	223	243	0	277	1157	52	0	48	198	107	0	3966
Apprch %	7.4	53.3	32.6	6.7	59.4	19.4	21.2	0	18.6	77.9	3.5	0	13.6	56.1	30.3	0	
Total %	1.8	13.2	8	1.7	17.2	5.6	6.1	0	7	29.2	1.3	0	1.2	5	2.7	0	



All Traffic Data Services
2187 Kingsbury Cir
Santa Clara, CA, 95054
www.Alltrafficdata.net

File Name : #4 EDGEWATER&BEACHPARKAM
Site Code : 4
Start Date : 5/28/2014
Page No : 2

	EDGEWATER BLVD Southbound					BEACH PARK BLVD Westbound					EDGEWATER BLVD Northbound					BEACH PARK BLVD Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	18	81	58	11	168	83	51	17	0	151	29	**148**	**17**	0	194	6	32	16	0	54	567
08:00 AM	**24**	89	**79**	20	**212**	93	**66**	57	0	**216**	**106**	148	17	0	**271**	9	**73**	14	0	**96**	**795**
08:15 AM	9	**104**	67	**25**	205	**95**	36	**70**	0	201	45	143	5	0	193	**14**	33	11	0	58	657
08:30 AM	5	85	36	5	131	68	11	35	0	114	30	137	1	0	168	9	20	**23**	0	52	465
Total Volume	56	359	240	61	716	339	164	179	0	682	210	576	40	0	826	38	158	64	0	260	2484
% App. Total	7.8	50.1	33.5	8.5		49.7	24	26.2	0		25.4	69.7	4.8	0		14.6	60.8	24.6	0		
PHF	.583	.863	.759	.610	.844	.892	.621	.639	.000	.789	.495	.973	.588	.000	.762	.679	.541	.696	.000	.677	.781



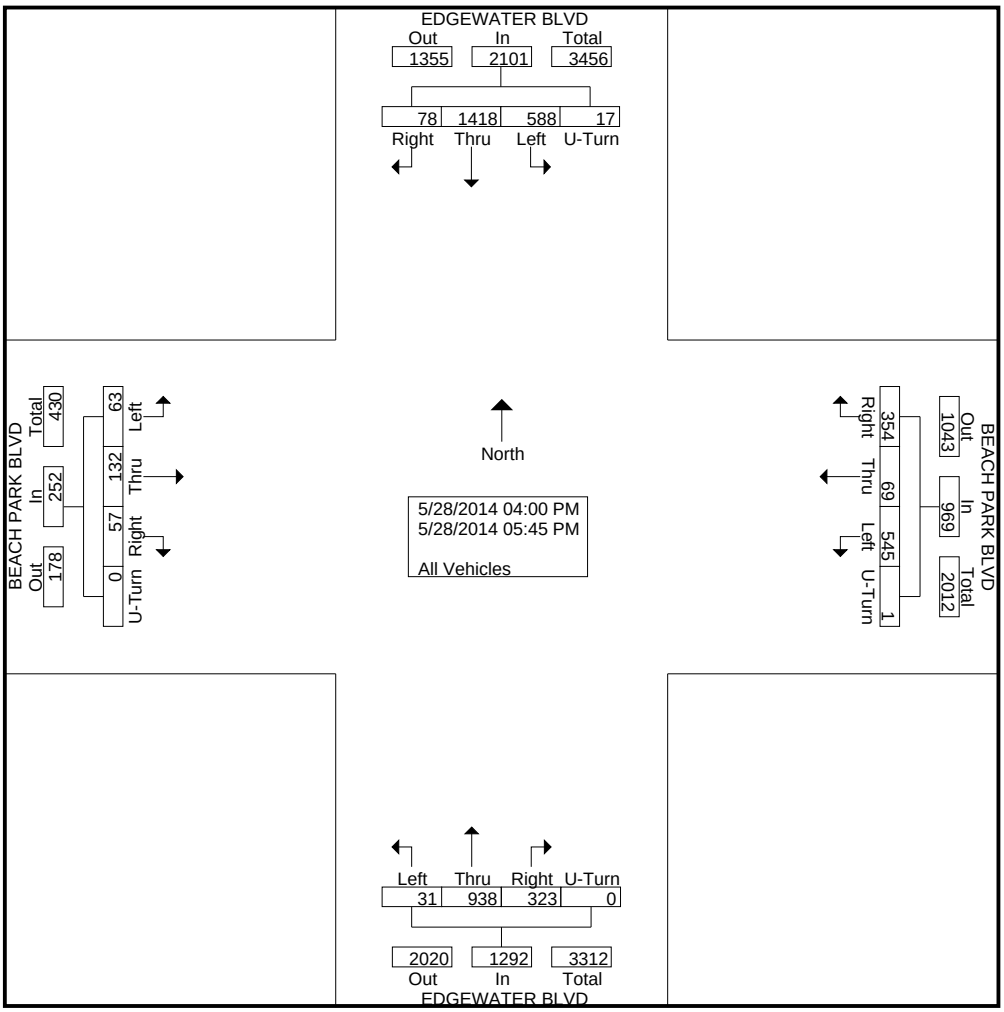
All Traffic Data Services

2187 Kingsbury Cir
Santa Clara, CA, 95054
www.Alltrafficdata.net

File Name : #4 EDGEWATER&BEACHPARKPM
Site Code : 4
Start Date : 5/28/2014
Page No : 1

Groups Printed- All Vehicles

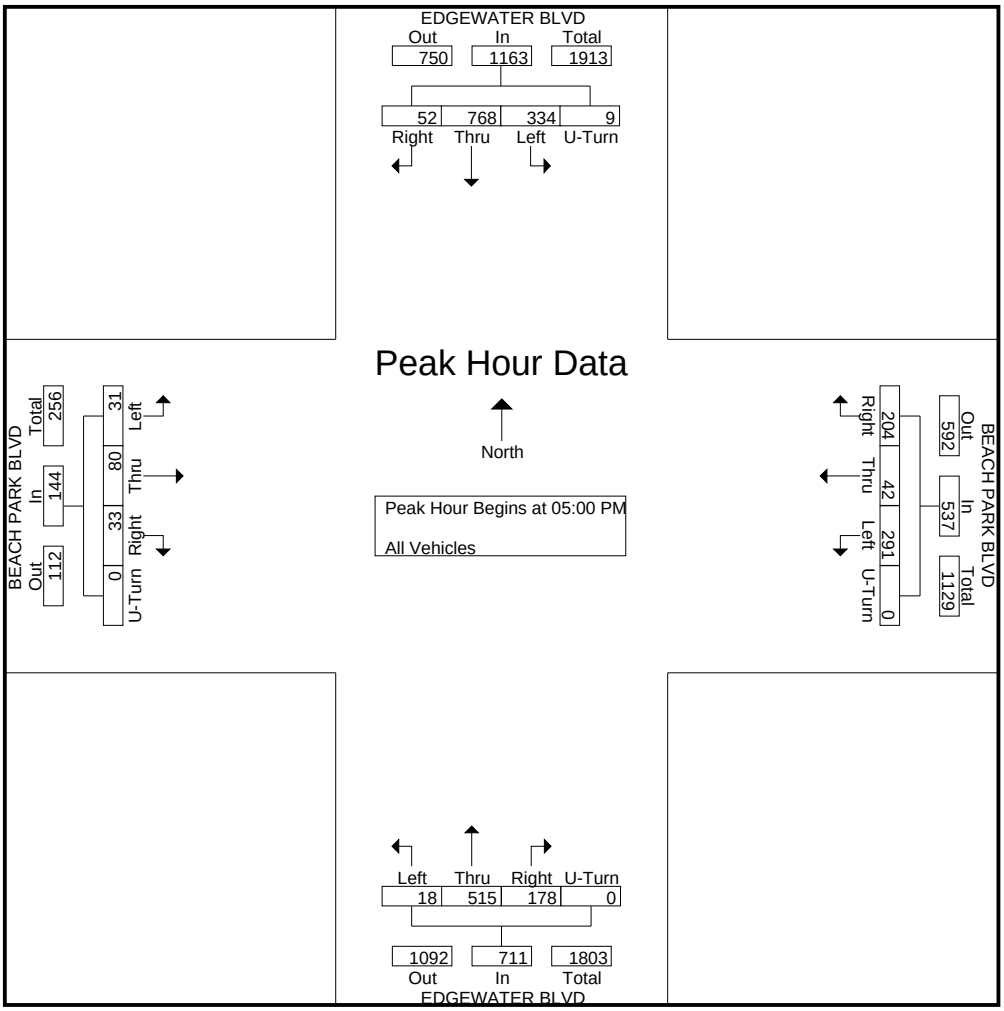
	EDGEWATER BLVD Southbound				BEACH PARK BLVD Westbound				EDGEWATER BLVD Northbound				BEACH PARK BLVD Eastbound				
Start Time	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Right	Thru	Left	U-Turn	Int. Total
04:00 PM	5	150	68	3	27	7	63	1	42	107	3	0	6	12	9	0	503
04:15 PM	5	177	55	1	44	7	48	0	34	125	5	0	2	9	9	0	521
04:30 PM	8	154	56	2	47	8	64	0	28	95	3	0	8	13	9	0	495
04:45 PM	8	169	75	2	32	5	79	0	41	96	2	0	8	18	5	0	540
Total	26	650	254	8	150	27	254	1	145	423	13	0	24	52	32	0	2059
05:00 PM	11	174	83	2	49	8	61	0	40	147	5	0	12	18	4	0	614
05:15 PM	17	202	85	3	62	12	84	0	42	110	6	0	4	12	7	0	646
05:30 PM	11	190	77	2	47	14	81	0	45	132	4	0	8	28	13	0	652
05:45 PM	13	202	89	2	46	8	65	0	51	126	3	0	9	22	7	0	643
Total	52	768	334	9	204	42	291	0	178	515	18	0	33	80	31	0	2555
Grand Total	78	1418	588	17	354	69	545	1	323	938	31	0	57	132	63	0	4614
Apprch %	3.7	67.5	28	0.8	36.5	7.1	56.2	0.1	25	72.6	2.4	0	22.6	52.4	25	0	
Total %	1.7	30.7	12.7	0.4	7.7	1.5	11.8	0	7	20.3	0.7	0	1.2	2.9	1.4	0	



All Traffic Data Services
2187 Kingsbury Cir
Santa Clara, CA, 95054
www.Alltrafficdata.net

File Name : #4 EDGEWATER&BEACHPARKPM
Site Code : 4
Start Date : 5/28/2014
Page No : 2

	EDGEWATER BLVD Southbound					BEACH PARK BLVD Westbound					EDGEWATER BLVD Northbound					BEACH PARK BLVD Eastbound					
Start Time	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Right	Thru	Left	U-Turn	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	11	174	83	2	270	49	8	61	0	118	40	**147**	5	0	**192**	**12**	18	4	0	34	614
05:15 PM	**17**	**202**	85	**3**	**307**	**62**	12	**84**	0	**158**	42	110	**6**	0	158	4	12	7	0	23	646
05:30 PM	11	190	77	2	280	47	**14**	81	0	142	45	132	4	0	181	8	**28**	**13**	0	**49**	**652**
05:45 PM	13	202	**89**	2	306	46	8	65	0	119	**51**	126	3	0	180	9	22	7	0	38	643
Total Volume	52	768	334	9	1163	204	42	291	0	537	178	515	18	0	711	33	80	31	0	144	2555
% App. Total	4.5	66	28.7	0.8		38	7.8	54.2	0		25	72.4	2.5	0		22.9	55.6	21.5	0		
PHF	.765	.950	.938	.750	.947	.823	.750	.866	.000	.850	.873	.876	.750	.000	.926	.688	.714	.596	.000	.735	.980



MARKS TRAFFIC DATA

mietekm@comcast.net
916.806.0250

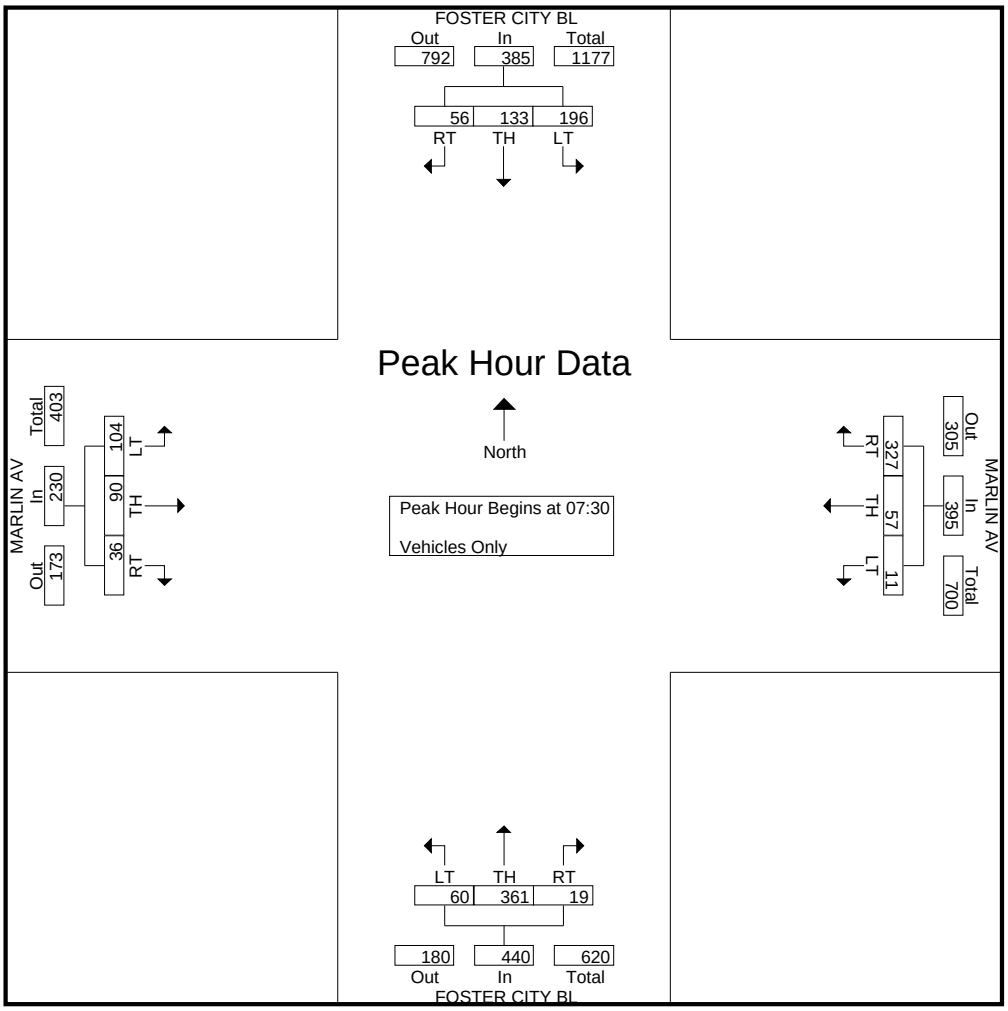
CITY OF FOSTER CITY

File Name : foster city-marlin-a
Site Code : 22
Start Date : 2/11/2015
Page No : 1

Groups Printed- Vehicles Only

	FOSTER CITY BL Southbound				MARLIN AV Westbound				FOSTER CITY BL Northbound				MARLIN AV Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:30	9	16	48	73	86	9	3	98	2	71	4	77	6	11	19	36	284
07:45	12	25	56	93	92	10	1	103	2	78	5	85	8	19	20	47	328
Total	21	41	104	166	178	19	4	201	4	149	9	162	14	30	39	83	612
08:00	18	55	55	128	74	13	4	91	11	101	19	131	14	47	32	93	443
08:15	17	37	37	91	75	25	3	103	4	111	32	147	8	13	33	54	395
08:30	12	25	20	57	52	19	3	74	0	47	8	55	5	7	31	43	229
08:45	9	19	21	49	55	13	1	69	4	33	6	43	6	4	20	30	191
Total	56	136	133	325	256	70	11	337	19	292	65	376	33	71	116	220	1258
09:00	15	13	19	47	57	5	0	62	3	51	8	62	1	8	12	21	192
09:15	16	18	27	61	47	13	0	60	1	28	4	33	3	1	19	23	177
Grand Total	108	208	283	599	538	107	15	660	27	520	86	633	51	110	186	347	2239
Apprch %	18	34.7	47.2		81.5	16.2	2.3		4.3	82.1	13.6		14.7	31.7	53.6		
Total %	4.8	9.3	12.6	26.8	24	4.8	0.7	29.5	1.2	23.2	3.8	28.3	2.3	4.9	8.3	15.5	

	FOSTER CITY BL Southbound				MARLIN AV Westbound				FOSTER CITY BL Northbound				MARLIN AV Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 07:30 to 09:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30																	
07:30	9	16	48	73	86	9	3	98	2	71	4	77	6	11	19	36	284
07:45	12	25	**56**	93	**92**	10	1	**103**	2	78	5	85	8	19	20	47	328
08:00	**18**	**55**	55	**128**	74	13	**4**	91	**11**	101	19	131	**14**	**47**	32	**93**	**443**
08:15	17	37	37	91	75	**25**	3	103	4	**111**	**32**	**147**	8	13	**33**	54	395
Total Volume	56	133	196	385	327	57	11	395	19	361	60	440	36	90	104	230	1450
% App. Total	14.5	34.5	50.9		82.8	14.4	2.8		4.3	82	13.6		15.7	39.1	45.2		
PHF	.778	.605	.875	.752	.889	.570	.688	.959	.432	.813	.469	.748	.643	.479	.788	.618	.818



MARKS TRAFFIC DATA

mietekm@comcast.net
916.806.0250

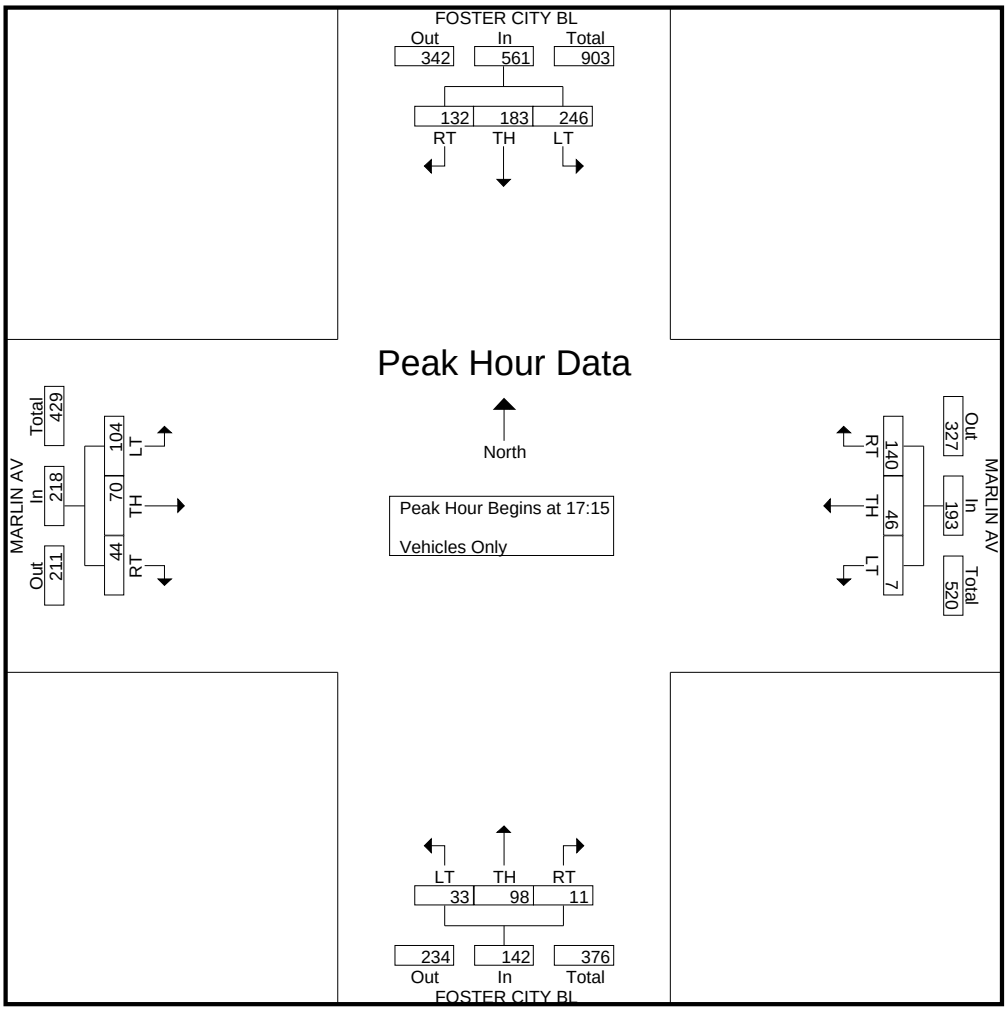
CITY OF FOSTER CITY

File Name : foster city-marlin-p
Site Code : 22
Start Date : 2/11/2015
Page No : 1

Groups Printed- Vehicles Only

	FOSTER CITY BL Southbound				MARLIN AV Westbound				FOSTER CITY BL Northbound				MARLIN AV Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:30	26	29	54	109	35	8	1	44	0	21	5	26	7	11	20	38	217
16:45	18	29	54	101	28	8	0	36	1	9	8	18	6	14	22	42	197
Total	44	58	108	210	63	16	1	80	1	30	13	44	13	25	42	80	414
17:00	23	33	50	106	39	7	0	46	3	25	10	38	5	11	30	46	236
17:15	24	43	52	119	41	13	3	57	4	24	12	40	10	11	30	51	267
17:30	45	48	57	150	32	10	2	44	4	40	9	53	14	17	22	53	300
17:45	26	45	67	138	30	17	1	48	2	14	5	21	12	21	34	67	274
Total	118	169	226	513	142	47	6	195	13	103	36	152	41	60	116	217	1077
18:00	37	47	70	154	37	6	1	44	1	20	7	28	8	21	18	47	273
18:15	23	48	71	142	22	8	3	33	1	25	4	30	16	19	15	50	255
Grand Total	222	322	475	1019	264	77	11	352	16	178	60	254	78	125	191	394	2019
Apprch %	21.8	31.6	46.6		75	21.9	3.1		6.3	70.1	23.6		19.8	31.7	48.5		
Total %	11	15.9	23.5	50.5	13.1	3.8	0.5	17.4	0.8	8.8	3	12.6	3.9	6.2	9.5	19.5	

	FOSTER CITY BL Southbound				MARLIN AV Westbound				FOSTER CITY BL Northbound				MARLIN AV Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:15																	
17:15	24	43	52	119	**41**	13	**3**	**57**	**4**	24	**12**	40	10	11	30	51	267
17:30	**45**	**48**	57	150	32	10	2	44	4	**40**	9	**53**	**14**	17	22	53	**300**
17:45	26	45	67	138	30	**17**	1	48	2	14	5	21	12	**21**	**34**	**67**	274
18:00	37	47	**70**	**154**	37	6	1	44	1	20	7	28	8	21	18	47	273
Total Volume	132	183	246	561	140	46	7	193	11	98	33	142	44	70	104	218	1114
% App. Total	23.5	32.6	43.9		72.5	23.8	3.6		7.7	69	23.2		20.2	32.1	47.7		
PHF	.733	.953	.879	.911	.854	.676	.583	.846	.688	.613	.688	.670	.786	.833	.765	.813	.928



MARKS TRAFFIC DATA

mietekm@comcast.net
916.806.0250

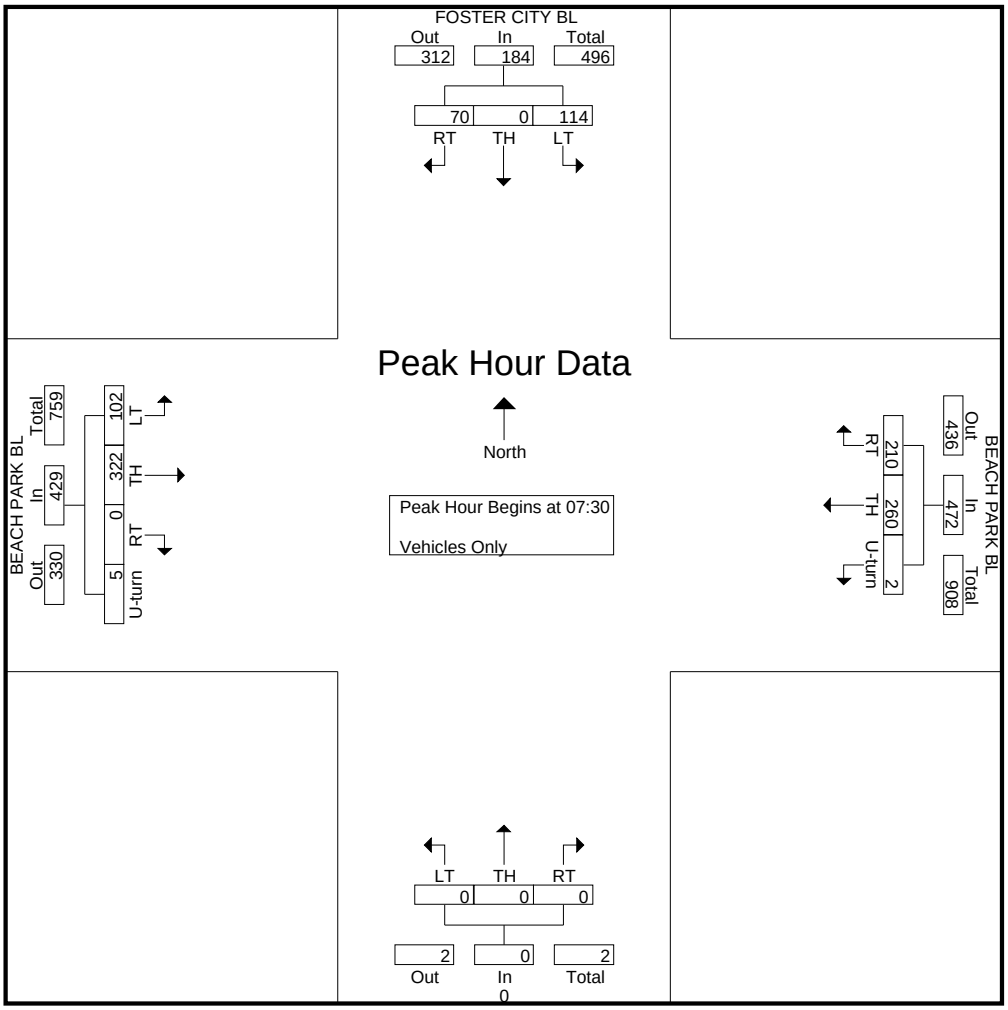
CITY OF FOSTER CITY

File Name : foster city-beach park-a
Site Code : 23
Start Date : 2/11/2015
Page No : 1

Groups Printed- Vehicles Only

	FOSTER CITY BL Southbound				BEACH PARK BL Westbound				0 Northbound				BEACH PARK BL Eastbound					
Start Time	RT	TH	LT	App. Total	RT	TH	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
07:30	15	0	11	26	24	24	0	48	0	0	0	0	0	24	29	0	53	127
07:45	18	0	14	32	26	26	0	52	0	0	0	0	0	75	24	2	101	185
Total	33	0	25	58	50	50	0	100	0	0	0	0	0	99	53	2	154	312
08:00	16	0	75	91	79	101	1	181	0	0	0	0	0	170	25	2	197	469
08:15	21	0	14	35	81	109	1	191	0	0	0	0	0	53	24	1	78	304
08:30	11	0	8	19	12	25	0	37	0	0	0	0	0	19	11	0	30	86
08:45	14	0	2	16	9	13	0	22	0	0	0	0	0	9	20	1	30	68
Total	62	0	99	161	181	248	2	431	0	0	0	0	0	251	80	4	335	927
09:00	8	0	4	12	10	22	1	33	0	0	0	0	0	11	18	1	30	75
09:15	11	0	4	15	4	16	3	23	0	0	0	0	0	6	20	1	27	65
Grand Total	114	0	132	246	245	336	6	587	0	0	0	0	0	367	171	8	546	1379
Apprch %	46.3	0	53.7		41.7	57.2	1		0	0	0		0	67.2	31.3	1.5		
Total %	8.3	0	9.6	17.8	17.8	24.4	0.4	42.6	0	0	0	0	0	26.6	12.4	0.6	39.6	

	FOSTER CITY BL Southbound				BEACH PARK BL Westbound				0 Northbound				BEACH PARK BL Eastbound					
Start Time	RT	TH	LT	App. Total	RT	TH	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
Peak Hour Analysis From 07:30 to 09:15 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:30																		
07:30	15	0	11	26	24	24	0	48	0	0	0	0	0	24	**29**	0	53	127
07:45	18	0	14	32	26	26	0	52	0	0	0	0	0	75	24	**2**	101	185
08:00	16	0	**75**	**91**	79	101	**1**	181	0	0	0	0	0	**170**	25	2	**197**	**469**
08:15	**21**	0	14	35	**81**	**109**	1	**191**	0	0	0	0	0	53	24	1	78	304
Total Volume	70	0	114	184	210	260	2	472	0	0	0	0	0	322	102	5	429	1085
% App. Total	38	0	62		44.5	55.1	0.4		0	0	0		0	75.1	23.8	1.2		
PHF	.833	.000	.380	.505	.648	.596	.500	.618	.000	.000	.000	.000	.000	.474	.879	.625	.544	.578



MARKS TRAFFIC DATA

mietekm@comcast.net
916.806.0250

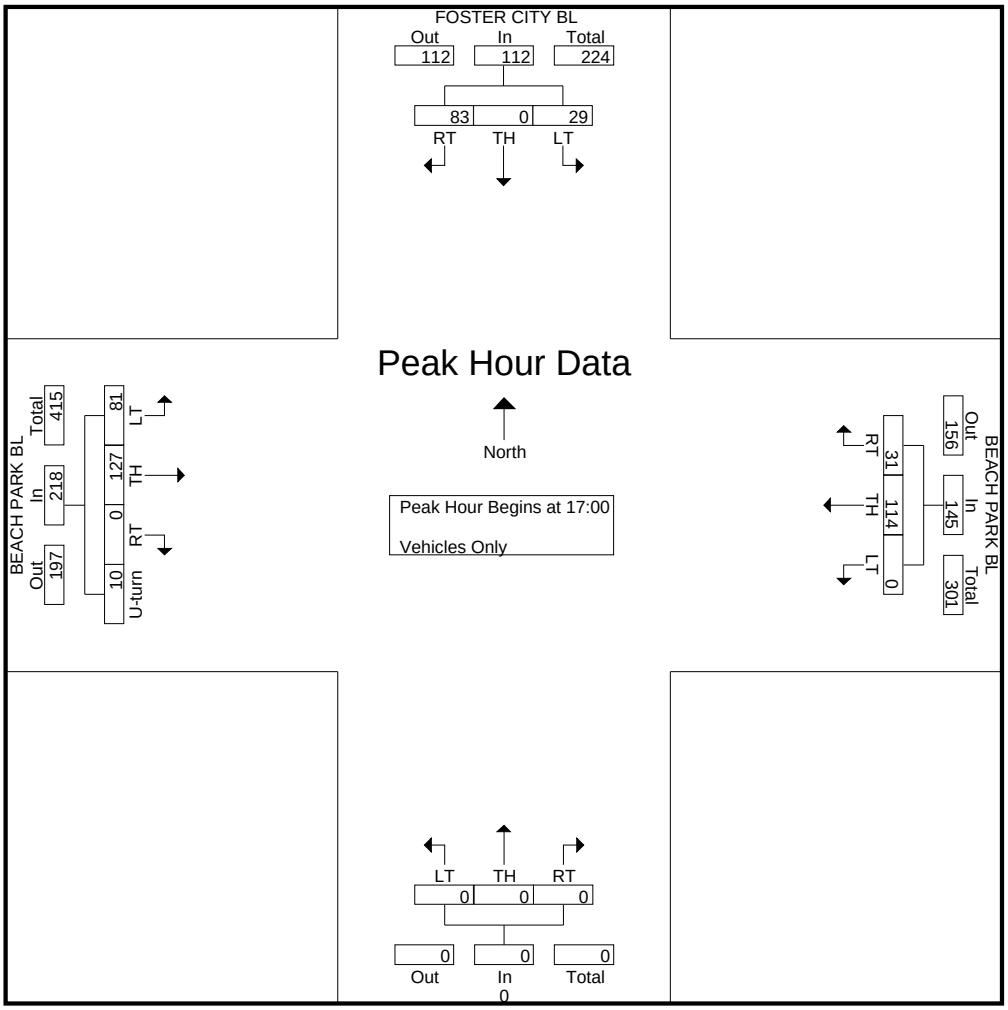
CITY OF FOSTER CITY

File Name : foster city-beach park-p
Site Code : 23
Start Date : 2/11/2015
Page No : 1

Groups Printed- Vehicles Only

	FOSTER CITY BL Southbound				BEACH PARK BL Westbound				0 Northbound				BEACH PARK BL Eastbound					
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
16:30	14	0	6	20	9	16	0	25	0	0	0	0	0	21	13	3	37	82
16:45	20	0	8	28	4	19	0	23	0	0	0	0	0	30	12	3	45	96
Total	34	0	14	48	13	35	0	48	0	0	0	0	0	51	25	6	82	178
17:00	17	0	1	18	12	25	0	37	0	0	0	0	0	33	20	0	53	108
17:15	24	0	11	35	8	31	0	39	0	0	0	0	0	30	23	3	56	130
17:30	16	0	10	26	7	32	0	39	0	0	0	0	0	32	23	3	58	123
17:45	26	0	7	33	4	26	0	30	0	0	0	0	0	32	15	4	51	114
Total	83	0	29	112	31	114	0	145	0	0	0	0	0	127	81	10	218	475
18:00	23	0	8	31	12	18	0	30	0	0	0	0	0	23	11	2	36	97
18:15	18	0	7	25	9	20	0	29	0	0	0	0	0	28	21	3	52	106
Grand Total	158	0	58	216	65	187	0	252	0	0	0	0	0	229	138	21	388	856
Apprch %	73.1	0	26.9		25.8	74.2	0		0	0	0		0	59	35.6	5.4		
Total %	18.5	0	6.8	25.2	7.6	21.8	0	29.4	0	0	0	0	0	26.8	16.1	2.5	45.3	

	FOSTER CITY BL Southbound				BEACH PARK BL Westbound				0 Northbound				BEACH PARK BL Eastbound					
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
Peak Hour Analysis From 16:30 to 18:15 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 17:00																		
17:00	17	0	1	18	**12**	25	0	37	0	0	0	0	0	**33**	20	0	53	108
17:15	24	0	**11**	**35**	8	31	0	**39**	0	0	0	0	0	30	**23**	3	56	**130**
17:30	16	0	10	26	7	**32**	0	39	0	0	0	0	0	32	23	3	**58**	123
17:45	**26**	0	7	33	4	26	0	30	0	0	0	0	0	32	15	**4**	51	114
Total Volume	83	0	29	112	31	114	0	145	0	0	0	0	0	127	81	10	218	475
% App. Total	74.1	0	25.9		21.4	78.6	0		0	0	0		0	58.3	37.2	4.6		
PHF	.798	.000	.659	.800	.646	.891	.000	.929	.000	.000	.000	.000	.000	.962	.880	.625	.940	.913

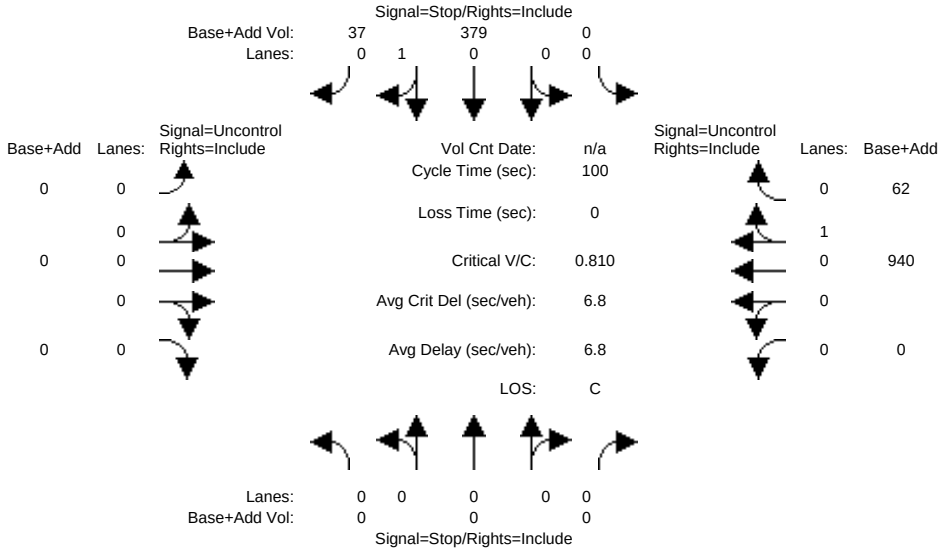


APPENDIX F: ISOLATED INTERSECTION ANALYSIS (TRAFFIX RESULTS)

Foster City General Plan Update
SF12-0627

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

Intersection #1: E. Third Ave/Lindbergh St/US 101 NB On Ramp



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Volume Module:																
Base Vol:	0	0	0	0	379	37	0	0	0	0	940	62				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	0	379	37	0	0	0	0	940	62				
Added Vol:	0	0	0	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	0	379	37	0	0	0	0	940	62				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97				
PHF Volume:	0	0	0	0	391	38	0	0	0	0	969	64				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
FinalVolume:	0	0	0	0	391	38	0	0	0	0	969	64				
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx	xxxxx	1.6	3.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	xxxxx	xxxx	xxxxx	xxxxx	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx	xxxx	527	527	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	xxxx	xxxx	xxxxx	xxxx	482	448	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	xxxx	xxxx	xxxxx	xxxx	482	448	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	xxxx	xxxx	xxxx	xxxx	0.81	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	*	*	*	*	*	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	615	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	5.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	23.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	*	*	*	*	*	C	*	*	*	*	*	*				
ApproachDel:	xxxxxx			23.2			xxxxxx			xxxxxx						
ApproachLOS:	*			C			*			*						

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

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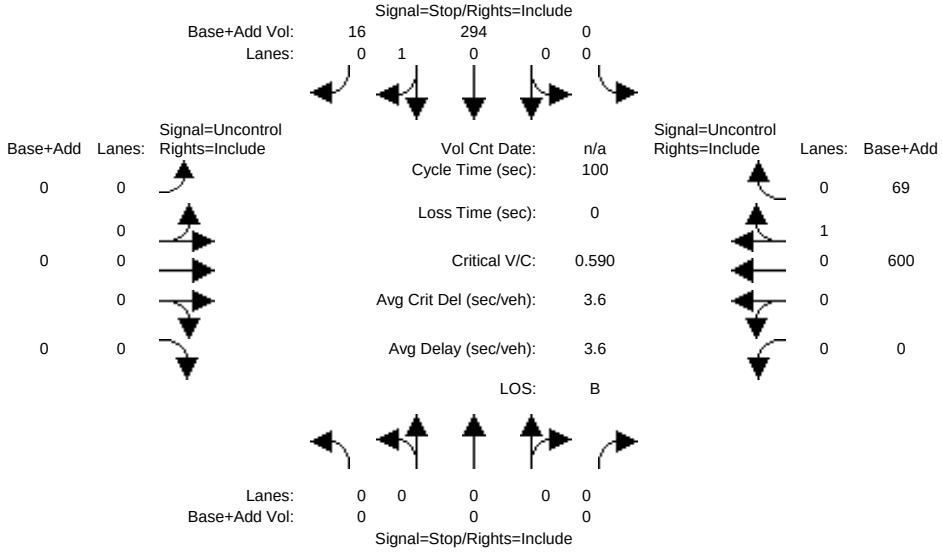
Foster City General Plan Update
SF12-0627

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

Intersection #1: E. Third Ave/Lindbergh St/US 101 NB On Ramp



Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Volume Module:																								
Base Vol:	0		0		0		0		294		16		0		0		0		0		600		69	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		0		0		0		294		16		0		0		0		0		600		69	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		0		0		0		294		16		0		0		0		0		600		69	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89	
PHF Volume:	0		0		0		0		330		18		0		0		0		0		674		78	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	0		0		0		0		330		18		0		0		0		0		674		78	
Critical Gap Module:																								
Critical Gp:	xxxxx		xxxx		xxxxx		xxxxx		1.9		6.2		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
FollowUpTim:	xxxxx		xxxx		xxxxx		xxxxx		4.0		3.3		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Capacity Module:																								
Cnflict Vol:	xxxx		xxxx		xxxxx		xxxx		230		230		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Potent Cap.:	xxxx		xxxx		xxxxx		xxxx		560		505		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Move Cap.:	xxxx		xxxx		xxxxx		xxxx		560		505		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Volume/Cap:	xxxx		xxxx		xxxx		xxxx		0.59		0.04		xxxx		xxxx		xxxx		xxxx		xxxx		xxxx	
Level Of Service Module:																								
2Way95thQ:	xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Control Del:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
LOS by Move:	*		*		*		*		*		*		*		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		xxxx		xxxxx		xxxx		xxxx		911		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
SharedQueue:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		1.8		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shrd ConDel:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		11.4		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shared LOS:	*		*		*		*		*		B		*		*		*		*		*		*	
ApproachDel:	xxxxxx						11.4						xxxxxx						xxxxxx					
ApproachLOS:	*						B						*						*					

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

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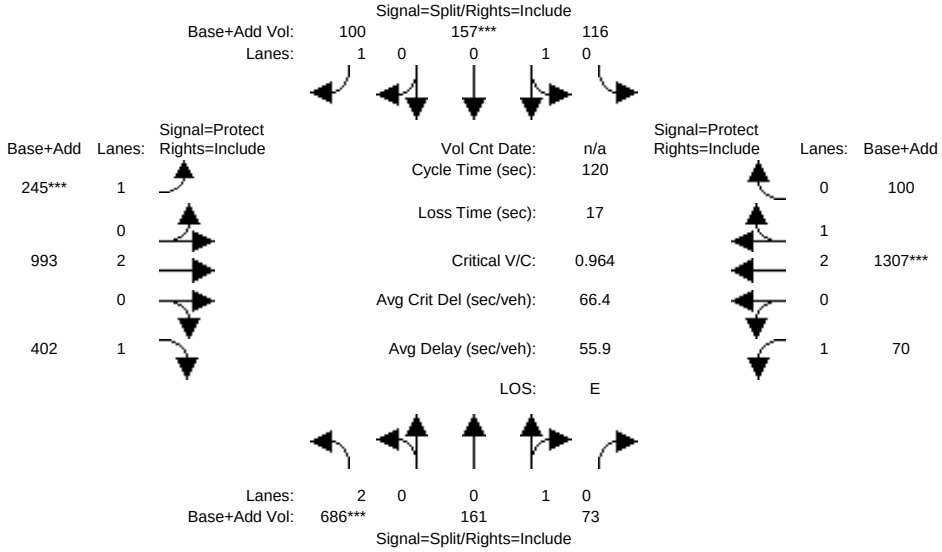
Intersection #2: Norfolk St/East Third Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	8	8	8	12	12	12	8	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	3.5	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	686	161	73	116	157	100	245	993	402	70	1307	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	686	161	73	116	157	100	245	993	402	70	1307	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	686	161	73	116	157	100	245	993	402	70	1307	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	754	177	80	127	173	110	269	1091	442	77	1436	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	754	177	80	127	173	110	269	1091	442	77	1436	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	754	177	80	127	173	110	269	1091	442	77	1436	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.94	0.98	0.98	0.82	0.95	0.95	0.69	0.95	0.90	0.90
Lanes:	2.00	0.69	0.31	0.42	0.58	1.00	1.00	2.00	1.00	1.00	2.79	0.21
Final Sat.:	3502	1242	563	790	1070	1562	1805	3610	1311	1805	4763	364
Capacity Analysis Module:												
Vol/Sat:	0.22	0.14	0.14	0.16	0.16	0.07	0.15	0.30	0.34	0.04	0.30	0.30
Crit Moves:	****				****		****				****	
Green/Cycle:	0.22	0.22	0.22	0.17	0.17	0.17	0.15	0.39	0.39	0.08	0.31	0.31
Volume/Cap:	0.96	0.64	0.64	0.96	0.96	0.42	0.96	0.77	0.86	0.55	0.96	0.96
Delay/Veh:	69.7	45.6	45.6	90.7	90.7	45.8	94.2	34.7	47.7	58.1	55.3	55.3
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:	69.7	45.6	45.6	90.7	90.7	45.8	94.2	34.7	47.7	58.1	55.3	55.3
LOS by Move:	E	D	D	F	F	D	F	C	D	E	E	E
HCM2kAvgQ:	19	9	9	15	15	4	12	19	16	4	26	26

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

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2000 HCM Operations (Future Volume Alternative)
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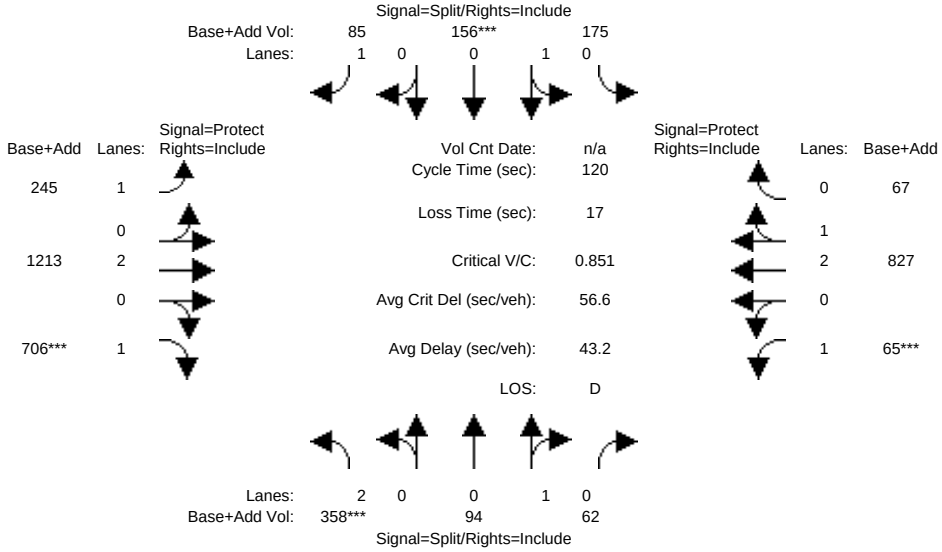
Intersection #2: Norfolk St/East Third Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	4	4	0	8	0	12	12	12	8	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	3.5	5.0	5.0
Volume Module:												
Base Vol:	358	94	62	175	156	85	245	1213	706	65	827	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	358	94	62	175	156	85	245	1213	706	65	827	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	94	62	175	156	85	245	1213	706	65	827	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	377	99	65	184	164	89	258	1277	743	68	871	71
Reduct Vol:	0	0	0	0	0	0	0	0	180	0	0	0
Reduced Vol:	377	99	65	184	164	89	258	1277	563	68	871	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:	377	99	65	184	164	89	258	1277	563	68	871	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.93	0.97	0.97	0.83	0.95	0.95	0.75	0.95	0.90	0.89
Lanes:	2.00	0.60	0.40	0.53	0.47	1.00	1.00	2.00	1.00	1.00	2.77	0.23
Final Sat.:	3502	1073	708	978	872	1582	1805	3610	1419	1805	4743	384
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.09	0.19	0.19	0.06	0.14	0.35	0.40	0.04	0.18	0.18
Crit Moves:	****				****				****	****		
Green/Cycle:	0.12	0.12	0.12	0.22	0.22	0.22	0.23	0.45	0.45	0.07	0.29	0.29
Volume/Cap:	0.88	0.75	0.75	0.88	0.88	0.26	0.63	0.78	0.88	0.57	0.63	0.63
Delay/Veh:	69.5	64.3	64.3	64.5	64.5	39.6	44.8	30.2	42.5	60.6	37.6	37.6
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:	69.5	64.3	64.3	64.5	64.5	39.6	44.8	30.2	42.5	60.6	37.6	37.6
LOS by Move:	E	E	E	E	E	D	D	C	D	E	D	D
HCM2kAvgQ:	10	8	8	15	15	3	9	21	20	3	12	11

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

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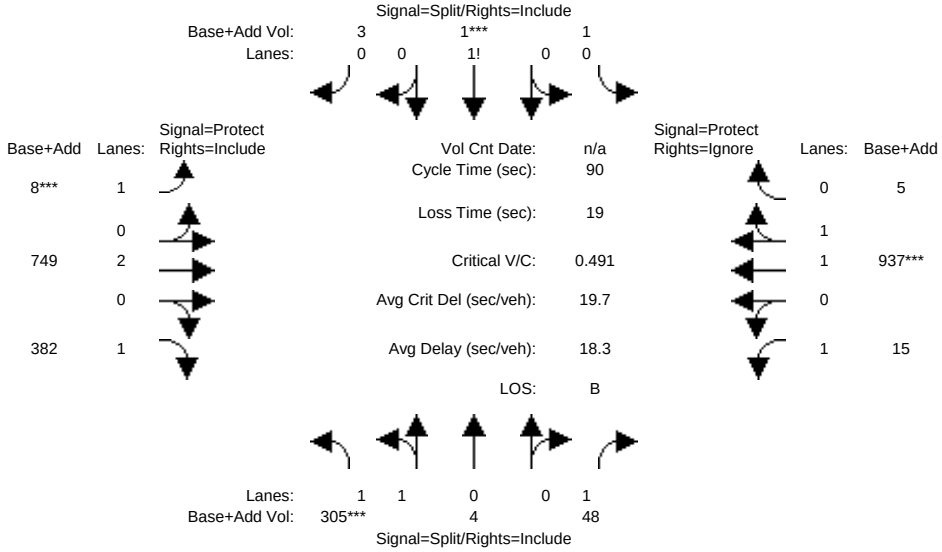
Intersection #3: Mariners Island Blvd/East Third Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	4	8	8	4	8	8
Y+R:	4.2	4.2	4.2	4.6	4.6	4.6	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	305	4	48	1	1	3	8	749	382	15	937	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	4	48	1	1	3	8	749	382	15	937	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	4	48	1	1	3	8	749	382	15	937	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	0.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00
PHF Volume:	335	4	53	1	1	3	9	823	420	16	1030	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	4	53	1	1	3	9	823	420	16	1030	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	335	4	53	1	1	3	9	823	420	16	1030	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.91	0.91	0.91	0.95	0.95	0.83	0.95	0.95	0.95
Lanes:	1.97	0.03	1.00	0.20	0.20	0.60	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3575	47	1610	345	345	1034	1805	3610	1569	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.03	0.00	0.00	0.00	0.00	0.23	0.27	0.01	0.29	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.04	0.04	0.04	0.04	0.49	0.49	0.08	0.53	0.00
Volume/Cap:	0.54	0.54	0.19	0.07	0.07	0.07	0.11	0.47	0.55	0.11	0.54	0.00
Delay/Veh:	34.9	34.9	32.1	41.6	41.6	41.6	41.9	15.4	16.8	38.7	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:	34.9	34.9	32.1	41.6	41.6	41.6	41.9	15.4	16.8	38.7	14.4	0.0
LOS by Move:	C	C	C	D	D	D	D	B	B	D	B	A
HCM2kAvgQ:	5	5	1	0	0	0	0	8	8	0	10	0

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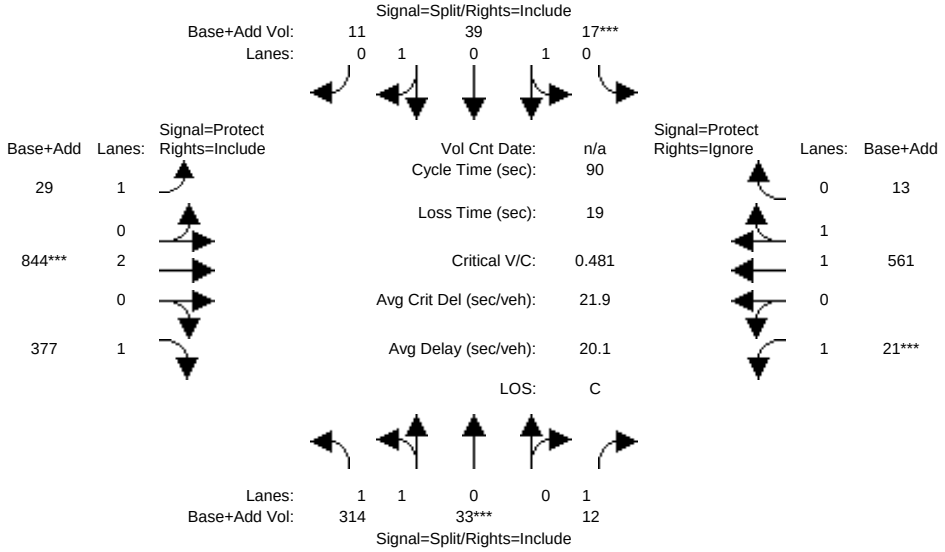
Intersection #3: Mariners Island Blvd/East Third Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	4	8	8	4	8	8
Y+R:	4.2	4.2	4.2	4.6	4.6	4.6	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	314	33	12	17	39	11	29	844	377	21	561	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:	314	33	12	17	39	11	29	844	377	21	561	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:	314	33	12	17	39	11	29	844	377	21	561	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	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	331	35	13	18	41	12	31	888	397	22	591	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	35	13	18	41	12	31	888	397	22	591	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	331	35	13	18	41	12	31	888	397	22	591	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.84	0.91	0.91	0.91	0.95	0.95	0.84	0.95	0.95	0.95
Lanes:	1.81	0.19	1.00	0.51	1.16	0.33	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3291	346	1592	881	2021	570	1805	3610	1594	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.01	0.02	0.02	0.02	0.02	0.25	0.25	0.01	0.16	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.20	0.20	0.20	0.04	0.04	0.04	0.12	0.50	0.50	0.04	0.43	0.00
Volume/Cap:	0.50	0.50	0.04	0.46	0.46	0.46	0.15	0.50	0.50	0.28	0.38	0.00
Delay/Veh:	32.3	32.3	28.9	44.1	44.1	44.1	36.1	15.3	15.7	43.5	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:	32.3	32.3	28.9	44.1	44.1	44.1	36.1	15.3	15.7	43.5	17.9	0.0
LOS by Move:	C	C	C	D	D	D	D	B	B	D	B	A
HCM2kAvgQ:	5	5	0	2	2	2	1	9	8	1	6	0

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

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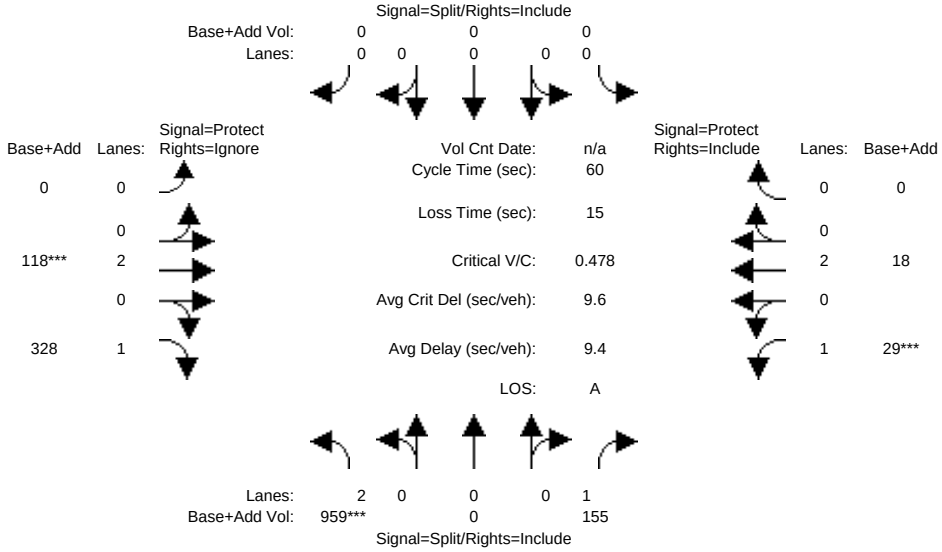
Intersection #4: Foster City Blvd/East Third Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	0	0	0	4	4	4	4	4	4
Y+R:	4.6	4.6	4.6	4.0	4.0	4.0	6.0	6.0	6.0	4.1	6.0	6.0
Volume Module:												
Base Vol:	959	0	155	0	0	0	0	118	328	29	18	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:	959	0	155	0	0	0	0	118	328	29	18	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:	959	0	155	0	0	0	0	118	328	29	18	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	1066	0	172	0	0	0	0	131	0	32	20	0
Reduct Vol:	0	0	69	0	0	0	0	0	0	0	0	0
Reduced Vol:	1066	0	103	0	0	0	0	131	0	32	20	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1066	0	103	0	0	0	0	131	0	32	20	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3502	0	1612	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.30	0.00	0.06	0.00	0.00	0.00	0.00	0.04	0.00	0.02	0.01	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.61	0.00	0.61	0.00	0.00	0.00	0.00	0.07	0.00	0.07	0.14	0.00
Volume/Cap:	0.50	0.00	0.10	0.00	0.00	0.00	0.00	0.50	0.00	0.27	0.04	0.00
Delay/Veh:	6.7	0.0	4.9	0.0	0.0	0.0	0.0	28.2	0.0	27.8	22.4	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:	6.7	0.0	4.9	0.0	0.0	0.0	0.0	28.2	0.0	27.8	22.4	0.0
LOS by Move:	A	A	A	A	A	A	A	C	A	C	C	A
HCM2kAvgQ:	6	0	1	0	0	0	0	1	0	1	0	0

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

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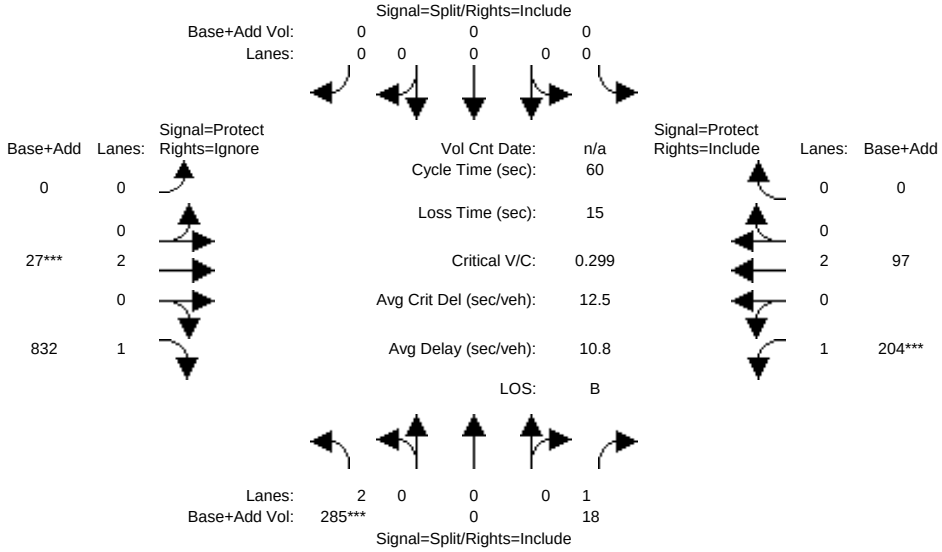
Intersection #4: Foster City Blvd/East Third Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	0	0	0	4	4	4	4	4	4
Y+R:	4.6	4.6	4.6	4.0	4.0	4.0	6.0	6.0	6.0	4.1	6.0	6.0
Volume Module:												
Base Vol:	285	0	18	0	0	0	0	27	832	204	97	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:	285	0	18	0	0	0	0	27	832	204	97	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:	285	0	18	0	0	0	0	27	832	204	97	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	317	0	20	0	0	0	0	30	0	227	108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	0	20	0	0	0	0	30	0	227	108	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	317	0	20	0	0	0	0	30	0	227	108	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3502	0	1610	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.01	0.00	0.00	0.00	0.00	0.01	0.00	0.13	0.03	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.07	0.00	0.40	0.46	0.00
Volume/Cap:	0.32	0.00	0.04	0.00	0.00	0.00	0.00	0.12	0.00	0.32	0.06	0.00
Delay/Veh:	17.0	0.0	15.5	0.0	0.0	0.0	0.0	24.7	0.0	4.5	1.2	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:	17.0	0.0	15.5	0.0	0.0	0.0	0.0	24.7	0.0	4.5	1.2	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	A	A
HCM2kAvgQ:	2	0	0	0	0	0	0	0	0	1	0	0

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

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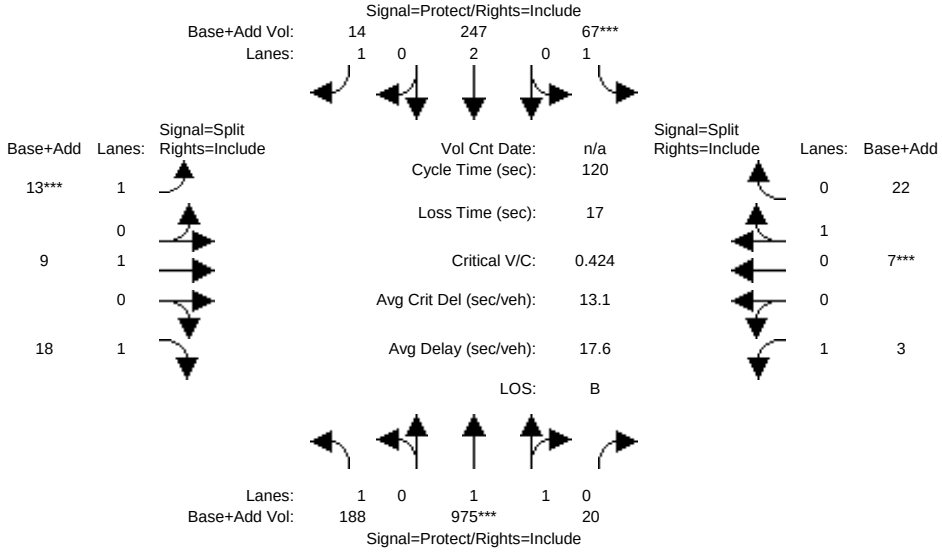
Intersection #5: Foster City Blvd/Vintage - Chess



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	8	8	4	8	8	4	4	4	4	4	4
Y+R:	3.6	4.9	4.9	3.6	4.6	4.6	4.1	4.1	4.1	4.1	4.1	4.1
Volume Module:												
Base Vol:	188	975	20	67	247	14	13	9	18	3	7	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	975	20	67	247	14	13	9	18	3	7	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	975	20	67	247	14	13	9	18	3	7	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	202	1048	22	72	266	15	14	10	19	3	8	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	1048	22	72	266	15	14	10	19	3	8	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	202	1048	22	72	266	15	14	10	19	3	8	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.78	0.95	1.00	0.82	0.95	0.89	0.86
Lanes:	1.00	1.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.24	0.76
Final Sat.:	1805	3527	72	1805	3610	1489	1805	1900	1552	1805	398	1252
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.30	0.04	0.07	0.01	0.01	0.01	0.01	0.00	0.02	0.02
Crit Moves:		****		****			****				****	
Green/Cycle:	0.47	0.69	0.69	0.09	0.31	0.31	0.03	0.03	0.03	0.04	0.04	0.04
Volume/Cap:	0.24	0.43	0.43	0.43	0.24	0.03	0.23	0.15	0.37	0.04	0.43	0.43
Delay/Veh:	19.0	8.4	8.4	53.3	31.0	28.9	58.5	57.5	61.3	55.2	60.0	60.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	8.4	8.4	53.3	31.0	28.9	58.5	57.5	61.3	55.2	60.0	60.0
LOS by Move:	B	A	A	D	C	C	E	E	E	E	E	E
HCM2kAvgQ:	4	9	9	2	4	0	1	0	1	0	2	2

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

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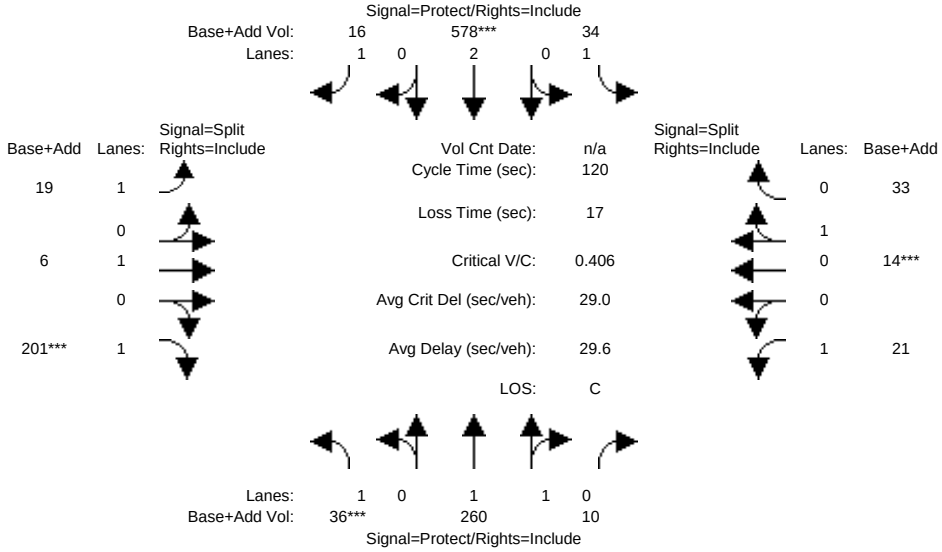
Intersection #5: Foster City Blvd/Vintage - Chess



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	8	8	4	8	8	4	4	4	4	4	4
Y+R:	3.6	4.9	4.9	3.6	4.6	4.6	4.1	4.1	4.1	4.1	4.1	4.1
Volume Module:												
Base Vol:	36	260	10	34	578	16	19	6	201	21	14	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	260	10	34	578	16	19	6	201	21	14	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	260	10	34	578	16	19	6	201	21	14	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	40	286	11	37	635	18	21	7	221	23	15	36
Reduct Vol:	0	0	0	0	0	0	0	0	35	0	0	0
Reduced Vol:	40	286	11	37	635	18	21	7	186	23	15	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:	40	286	11	37	635	18	21	7	186	23	15	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.94	0.94	0.95	0.95	0.78	0.95	1.00	0.82	0.95	0.90	0.87
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.29	0.71
Final Sat.:	1805	3455	133	1805	3610	1489	1805	1900	1552	1805	498	1174
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.02	0.18	0.01	0.01	0.00	0.12	0.01	0.03	0.03
Crit Moves:	****				****				****		****	
Green/Cycle:	0.05	0.35	0.35	0.14	0.43	0.43	0.29	0.29	0.29	0.08	0.08	0.08
Volume/Cap:	0.41	0.24	0.24	0.15	0.41	0.03	0.04	0.01	0.41	0.17	0.41	0.41
Delay/Veh:	57.7	28.0	28.0	45.6	23.6	19.5	30.2	29.9	34.5	52.5	55.0	55.0
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:	57.7	28.0	28.0	45.6	23.6	19.5	30.2	29.9	34.5	52.5	55.0	55.0
LOS by Move:	E	C	C	D	C	B	C	C	C	D	D	D
HCM2kAvgQ:	2	4	4	1	8	0	1	0	6	1	2	2

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

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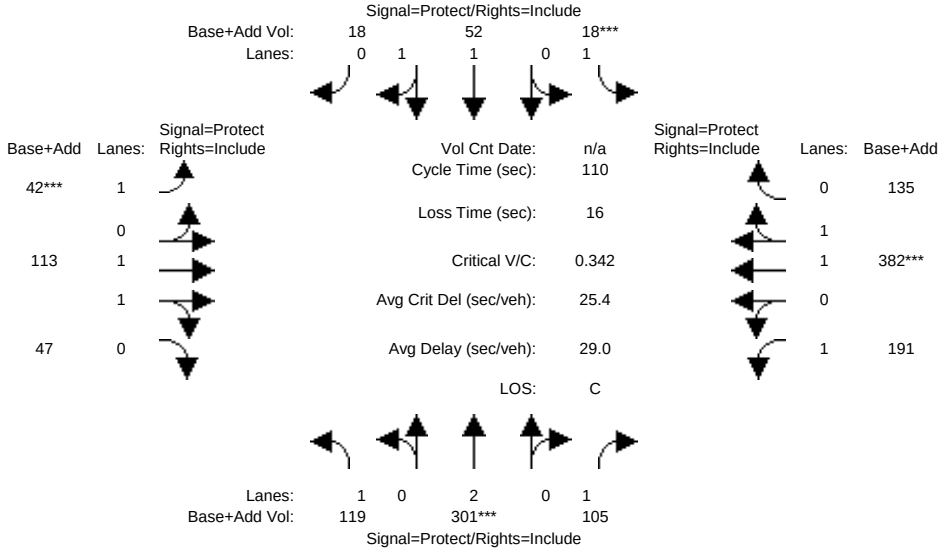
Intersection #6: Vintage Park Dr/Chess Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	4	4	4	4	4	4
Y+R:	3.6	4.2	4.2	3.6	4.2	4.2	4.1	4.2	4.2	3.6	3.7	3.7
Volume Module:												
Base Vol:	119	301	105	18	52	18	42	113	47	191	382	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	301	105	18	52	18	42	113	47	191	382	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	301	105	18	52	18	42	113	47	191	382	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	131	331	115	20	57	20	46	124	52	210	420	148
Reduct Vol:	0	0	90	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	331	25	20	57	20	46	124	52	210	420	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	331	25	20	57	20	46	124	52	210	420	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.82	0.95	0.91	0.91	0.95	0.91	0.90	0.95	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	1.48	0.52	1.00	1.41	0.59	1.00	1.48	0.52
Final Sat.:	1805	3610	1551	1805	2573	891	1805	2431	1011	1805	2561	905
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.02	0.01	0.02	0.02	0.03	0.05	0.05	0.12	0.16	0.16
Crit Moves:		****		****			****				****	
Green/Cycle:	0.20	0.27	0.27	0.04	0.10	0.10	0.07	0.17	0.17	0.38	0.48	0.48
Volume/Cap:	0.36	0.34	0.06	0.30	0.22	0.22	0.34	0.30	0.30	0.30	0.34	0.34
Delay/Veh:	38.4	32.8	30.1	54.2	45.8	45.8	49.9	40.4	40.4	23.9	18.1	18.1
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:	38.4	32.8	30.1	54.2	45.8	45.8	49.9	40.4	40.4	23.9	18.1	18.1
LOS by Move:	D	C	C	D	D	D	D	D	D	C	B	B
HCM2kAvgQ:	4	5	1	1	1	1	2	3	3	5	6	6

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

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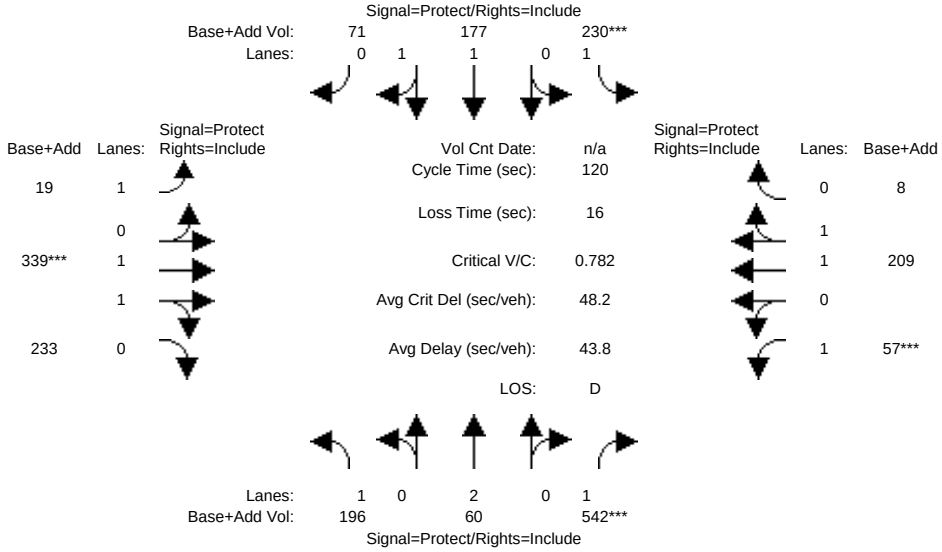
Intersection #6: Vintage Park Dr/Chess Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	4	4	4	4	4	4
Y+R:	3.6	4.2	4.2	3.6	4.2	4.2	4.1	4.2	4.2	3.6	3.7	3.7
Volume Module:												
Base Vol:	196	60	542	230	177	71	19	339	233	57	209	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	60	542	230	177	71	19	339	233	57	209	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	60	542	230	177	71	19	339	233	57	209	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	215	66	596	253	195	78	21	373	256	63	230	9
Reduct Vol:	0	0	101	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	66	495	253	195	78	21	373	256	63	230	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	215	66	495	253	195	78	21	373	256	63	230	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.82	0.95	0.91	0.90	0.95	0.89	0.88	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	1.42	0.58	1.00	1.18	0.82	1.00	1.93	0.07
Final Sat.:	1805	3610	1562	1805	2461	987	1805	2002	1376	1805	3456	132
Capacity Analysis Module:												
Vol/Sat:	0.12	0.02	0.32	0.14	0.08	0.08	0.01	0.19	0.19	0.03	0.07	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.35	0.41	0.41	0.18	0.23	0.23	0.09	0.24	0.24	0.04	0.19	0.19
Volume/Cap:	0.34	0.05	0.78	0.78	0.34	0.34	0.12	0.78	0.78	0.78	0.35	0.35
Delay/Veh:	29.0	21.6	37.3	58.7	38.6	38.6	50.1	47.8	47.8	94.7	42.7	42.7
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:	29.0	21.6	37.3	58.7	38.6	38.6	50.1	47.8	47.8	94.7	42.7	42.7
LOS by Move:	C	C	D	E	D	D	D	D	D	F	D	D
HCM2kAvgQ:	6	1	16	11	4	4	1	13	13	3	4	4

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

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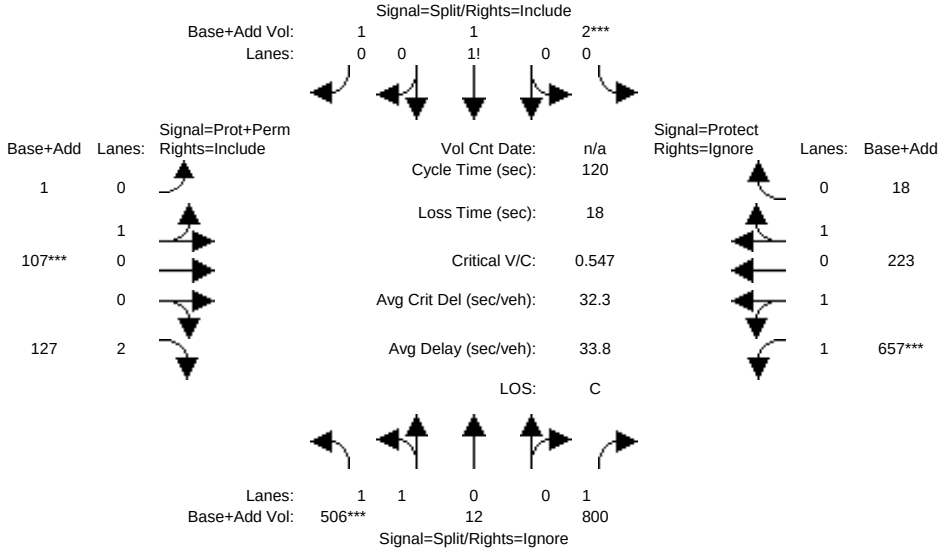
Intersection #7: SR 92 Westbound Ramps/Chess Dr



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	4	4	4	5	5	5	6	5	5
Y+R:	5.5	5.5	5.5	3.7	3.7	3.7	4.1	4.1	4.1	4.5	4.5	4.5
Volume Module:												
Base Vol:	506	12	800	2	1	1	1	107	127	657	223	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	506	12	800	2	1	1	1	107	127	657	223	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	506	12	800	2	1	1	1	107	127	657	223	18
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00
PHF Volume:	562	13	0	2	1	1	1	119	141	730	248	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	562	13	0	2	1	1	1	119	141	730	248	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	562	13	0	2	1	1	1	119	141	730	248	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.94	0.94	0.94	0.93	1.00	0.71	0.92	0.92	0.95
Lanes:	1.95	0.05	1.00	0.50	0.25	0.25	0.01	0.99	2.00	2.00	1.00	0.00
Final Sat.:	3538	84	1900	894	447	447	18	1882	2701	3480	1740	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.00	0.00	0.00	0.00	0.06	0.06	0.05	0.21	0.14	0.00
Crit Moves:	****			****				****		****		
Green/Cycle:	0.30	0.30	0.00	0.03	0.03	0.03	0.55	0.12	0.12	0.40	0.36	0.00
Volume/Cap:	0.53	0.53	0.00	0.07	0.07	0.07	0.11	0.53	0.44	0.53	0.40	0.00
Delay/Veh:	35.4	35.4	0.0	56.7	56.7	56.7	44.6	52.0	50.0	27.9	29.0	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:	35.4	35.4	0.0	56.7	56.7	56.7	44.6	52.0	50.0	27.9	29.0	0.0
LOS by Move:	D	D	A	E	E	E	D	D	D	C	C	A
HCM2kAvgQ:	9	9	0	0	0	0	2	4	3	11	7	0

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

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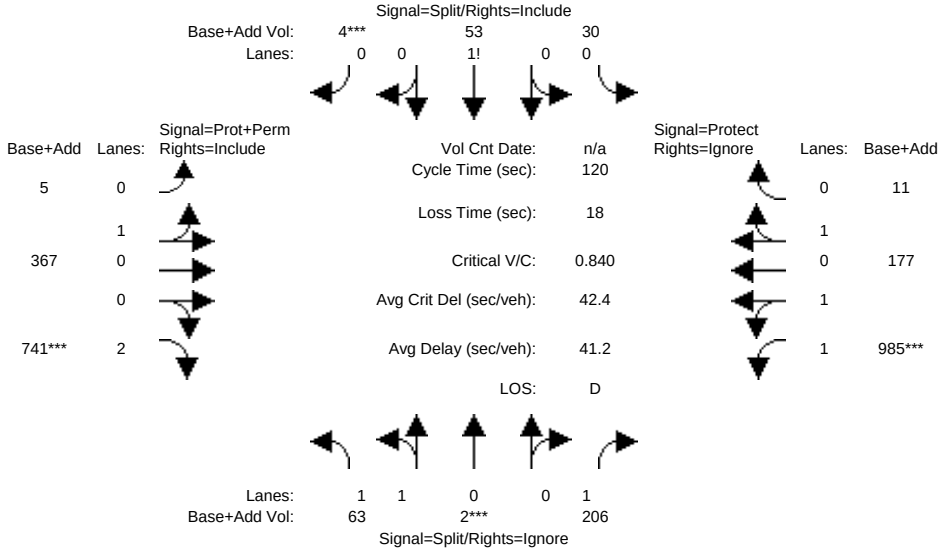
Intersection #7: SR 92 Westbound Ramps/Chess Dr



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	4	4	4	5	5	5	6	5	5
Y+R:	5.5	5.5	5.5	3.7	3.7	3.7	4.1	4.1	4.1	4.5	4.5	4.5
Volume Module:												
Base Vol:	63	2	206	30	53	4	5	367	741	985	177	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:	63	2	206	30	53	4	5	367	741	985	177	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:	63	2	206	30	53	4	5	367	741	985	177	11
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00
PHF Volume:	67	2	0	32	56	4	5	390	788	1048	188	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	2	0	32	56	4	5	390	788	1048	188	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	67	2	0	32	56	4	5	390	788	1048	188	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.98	0.98	0.98	1.34	1.00	0.75	0.91	0.91	0.95
Lanes:	1.94	0.06	1.00	0.34	0.61	0.05	0.01	0.99	2.00	2.00	1.00	0.00
Final Sat.:	3514	112	1900	640	1131	85	26	1873	2834	3462	1731	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.05	0.05	0.05	0.21	0.21	0.28	0.30	0.11	0.00
Crit Moves:		****				****			****	****		
Green/Cycle:	0.08	0.08	0.00	0.06	0.06	0.06	0.74	0.34	0.34	0.37	0.24	0.00
Volume/Cap:	0.23	0.23	0.00	0.82	0.82	0.82	0.28	0.62	0.82	0.82	0.45	0.00
Delay/Veh:	51.8	51.8	0.0	92.2	92.2	92.2	21.9	35.0	42.2	38.2	38.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	51.8	0.0	92.2	92.2	92.2	21.9	35.0	42.2	38.2	38.8	0.0
LOS by Move:	D	D	A	F	F	F	C	D	D	D	D	A
HCM2kAvgQ:	1	1	0	5	5	5	5	12	15	20	6	0

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

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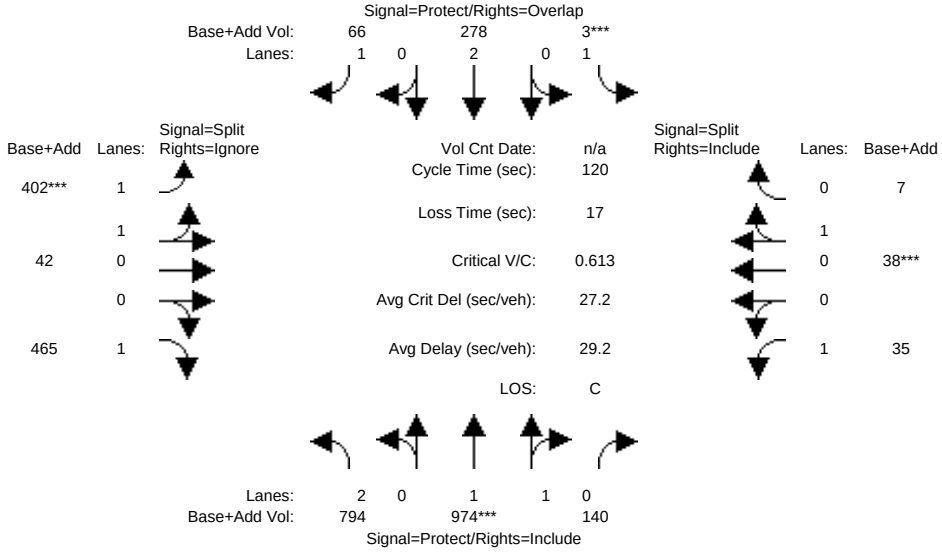
Intersection #8: Foster City Blvd/Chess Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	4	4	4	4	4	4
Y+R:	3.6	4.9	4.9	4.5	4.6	4.6	3.6	3.6	3.6	3.7	3.7	3.7
Volume Module:												
Base Vol:	794	974	140	3	278	66	402	42	465	35	38	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	794	974	140	3	278	66	402	42	465	35	38	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	794	974	140	3	278	66	402	42	465	35	38	7
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.00	0.88	0.88	0.88
PHF Volume:	902	1107	159	3	316	75	457	48	0	40	43	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	902	1107	159	3	316	75	457	48	0	40	43	8
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:	902	1107	159	3	316	75	457	48	0	40	43	8
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	0.82	0.96	0.96	1.00	0.95	0.98	0.97
Lanes:	2.00	1.75	0.25	1.00	2.00	1.00	1.81	0.19	1.00	1.00	0.84	0.16
Final Sat.:	3502	3095	445	1805	3610	1558	3293	344	1900	1805	1567	289
Capacity Analysis Module:												
Vol/Sat:	0.26	0.36	0.36	0.00	0.09	0.05	0.14	0.14	0.00	0.02	0.03	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.45	0.56	0.56	0.03	0.15	0.37	0.22	0.22	0.00	0.04	0.04	0.04
Volume/Cap:	0.58	0.64	0.64	0.06	0.58	0.13	0.64	0.64	0.00	0.51	0.64	0.64
Delay/Veh:	25.4	18.5	18.5	56.6	48.9	25.1	44.3	44.3	0.0	61.5	72.0	72.0
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:	25.4	18.5	18.5	56.6	48.9	25.1	44.3	44.3	0.0	61.5	72.0	72.0
LOS by Move:	C	B	B	E	D	C	D	D	A	E	E	E
HCM2kAvgQ:	12	16	16	0	6	2	9	9	0	2	3	3

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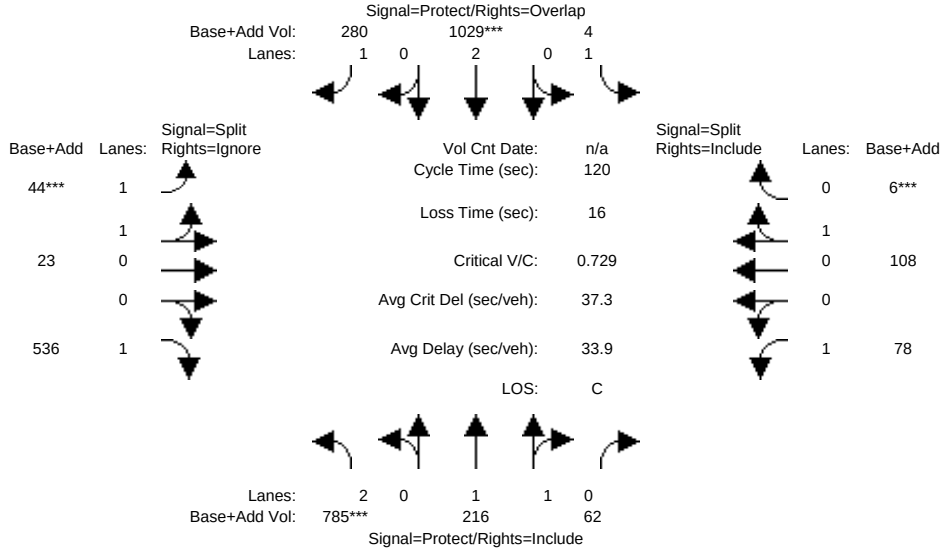
Intersection #8: Foster City Blvd/Chess Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	4	4	4	4	4	4
Y+R:	3.6	4.9	4.9	4.5	4.6	4.6	3.6	3.6	3.6	3.7	3.7	3.7
Volume Module:												
Base Vol:	785	216	62	4	1029	280	44	23	536	78	108	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	785	216	62	4	1029	280	44	23	536	78	108	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	785	216	62	4	1029	280	44	23	536	78	108	6
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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00	0.93	0.93	0.93
PHF Volume:	844	232	67	4	1106	301	47	25	0	84	116	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	844	232	67	4	1106	301	47	25	0	84	116	6
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:	844	232	67	4	1106	301	47	25	0	84	116	6
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	0.81	0.97	0.97	1.00	0.95	0.99	0.99
Lanes:	2.00	1.55	0.45	1.00	2.00	1.00	1.31	0.69	1.00	1.00	0.95	0.05
Final Sat.:	3502	2712	779	1805	3610	1547	2416	1263	1900	1805	1786	99
Capacity Analysis Module:												
Vol/Sat:	0.24	0.09	0.09	0.00	0.31	0.19	0.02	0.02	0.00	0.05	0.07	0.07
Crit Moves:	****				****		****					****
Green/Cycle:	0.33	0.54	0.54	0.21	0.42	0.45	0.03	0.03	0.00	0.09	0.09	0.09
Volume/Cap:	0.74	0.16	0.16	0.01	0.74	0.43	0.59	0.59	0.00	0.53	0.74	0.74
Delay/Veh:	38.2	14.2	14.2	37.7	31.3	22.9	64.4	64.4	0.0	55.5	68.9	68.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	14.2	14.2	37.7	31.3	22.9	64.4	64.4	0.0	55.5	68.9	68.9
LOS by Move:	D	B	B	D	C	C	E	E	A	E	E	E
HCM2kAvgQ:	14	3	3	0	19	8	2	2	0	4	6	6

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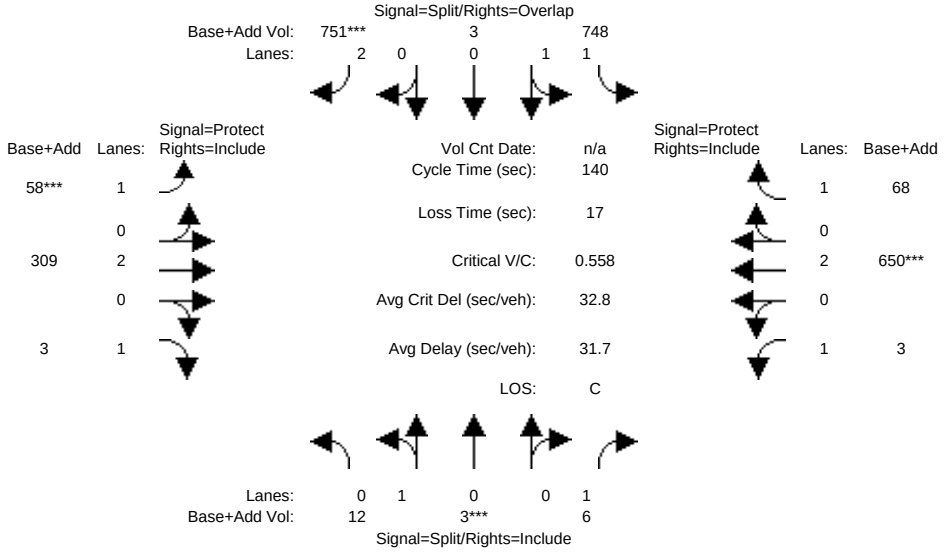
Intersection #9: SR 92 Eastbound Ramps/Edgewater Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	6	6	6	4	6	6	4	6	6
Y+R:	3.7	3.7	3.7	5.0	5.0	5.0	3.6	5.0	5.0	3.6	5.0	5.0
Volume Module:												
Base Vol:	12	3	6	748	3	751	58	309	3	3	650	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:	12	3	6	748	3	751	58	309	3	3	650	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:	12	3	6	748	3	751	58	309	3	3	650	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	12	3	6	778	3	781	60	322	3	3	676	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	3	6	778	3	781	60	322	3	3	676	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:	12	3	6	778	3	781	60	322	3	3	676	71
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.82	0.95	0.95	0.70	0.95	0.95	0.85	0.95	0.95	0.79
Lanes:	0.80	0.20	1.00	1.99	0.01	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1462	366	1552	3607	14	2657	1805	3610	1615	1805	3610	1492
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.22	0.22	0.29	0.03	0.09	0.00	0.00	0.19	0.05
Crit Moves:		****				****	****				****	
Green/Cycle:	0.03	0.03	0.03	0.46	0.46	0.52	0.06	0.30	0.30	0.09	0.33	0.33
Volume/Cap:	0.30	0.30	0.14	0.47	0.47	0.57	0.57	0.30	0.01	0.02	0.57	0.14
Delay/Veh:	69.8	69.8	67.8	26.2	26.2	23.5	71.1	38.3	34.9	57.5	39.2	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.8	69.8	67.8	26.2	26.2	23.5	71.1	38.3	34.9	57.5	39.2	33.0
LOS by Move:	E	E	E	C	C	C	E	D	C	E	D	C
HCM2kAvgQ:	1	1	0	11	11	13	3	5	0	0	12	2

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

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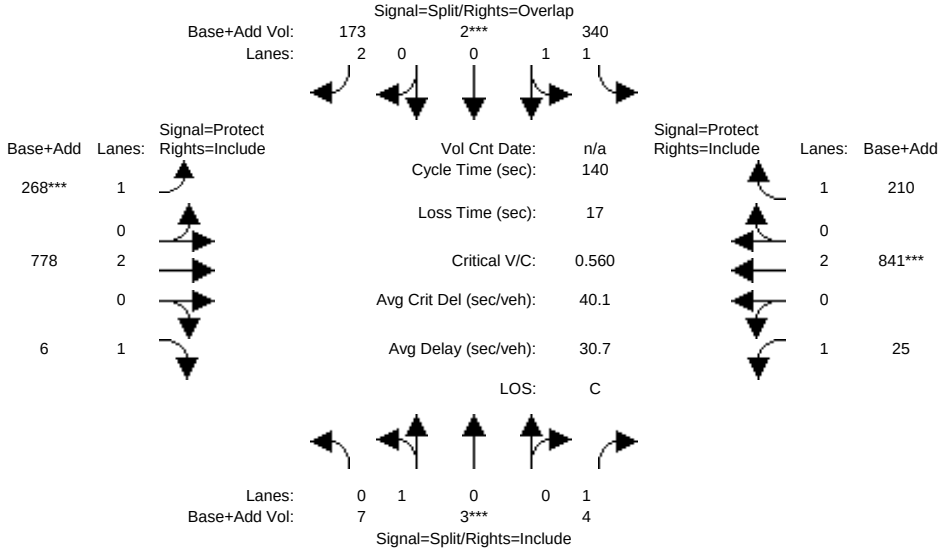
Intersection #9: SR 92 Eastbound Ramps/Edgewater Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	6	6	6	4	6	6	4	6	6
Y+R:	3.7	3.7	3.7	5.0	5.0	5.0	4.0	4.0	3.6	3.6	5.0	5.0
Volume Module:												
Base Vol:	7	3	4	340	2	173	268	778	6	25	841	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	3	4	340	2	173	268	778	6	25	841	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	3	4	340	2	173	268	778	6	25	841	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	7	3	4	348	2	177	274	796	6	26	860	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	3	4	348	2	177	274	796	6	26	860	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	3	4	348	2	177	274	796	6	26	860	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.82	0.95	0.95	0.70	0.95	0.95	0.85	0.95	0.95	0.79
Lanes:	0.70	0.30	1.00	1.99	0.01	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1285	551	1552	3600	21	2657	1805	3610	1615	1805	3610	1492
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.10	0.10	0.07	0.15	0.22	0.00	0.01	0.24	0.14
Crit Moves:		****			****		****				****	
Green/Cycle:	0.03	0.03	0.03	0.17	0.17	0.43	0.27	0.60	0.60	0.08	0.42	0.42
Volume/Cap:	0.19	0.19	0.09	0.57	0.57	0.15	0.57	0.37	0.01	0.18	0.57	0.35
Delay/Veh:	68.2	68.2	67.1	54.9	54.9	24.1	46.2	14.2	11.1	61.0	31.9	28.2
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:	68.2	68.2	67.1	54.9	54.9	24.1	46.2	14.2	11.1	61.0	31.9	28.2
LOS by Move:	E	E	E	D	D	C	D	B	B	E	C	C
HCM2kAvgQ:	1	1	0	8	8	3	10	9	0	1	14	6

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

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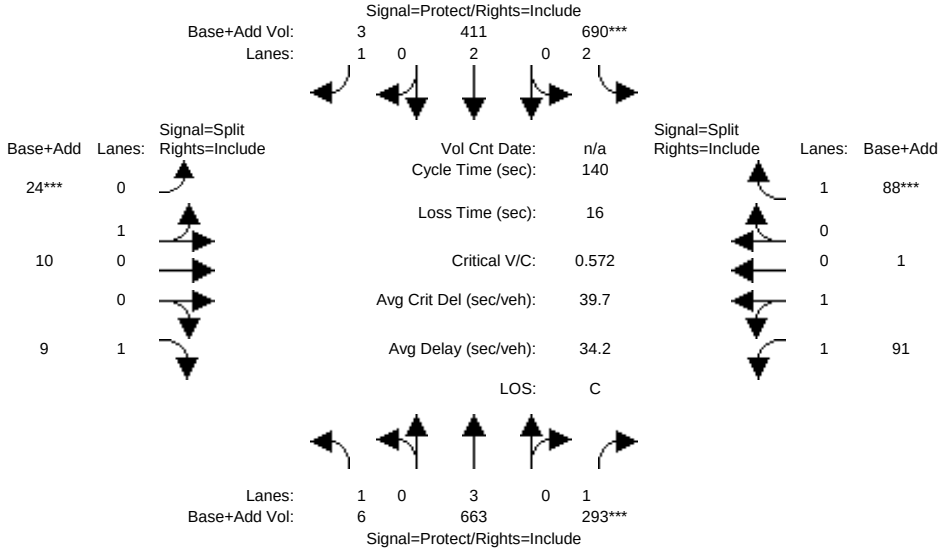
Intersection #10: Metro Center Blvd/Edgewater Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	4	8	8	6	6	6	6	6	6
Y+R:	3.6	4.9	4.9	3.6	4.9	4.9	3.7	3.7	3.7	3.7	3.7	3.7
Volume Module:												
Base Vol:	6	663	293	690	411	3	24	10	9	91	1	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	663	293	690	411	3	24	10	9	91	1	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	663	293	690	411	3	24	10	9	91	1	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	713	315	742	442	3	26	11	10	98	1	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	713	315	742	442	3	26	11	10	98	1	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	713	315	742	442	3	26	11	10	98	1	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.77	0.92	0.95	0.75	0.97	0.97	0.82	0.95	0.95	0.82
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.71	0.29	1.00	1.98	0.02	1.00
Final Sat.:	1805	5187	1468	3502	3610	1433	1296	540	1559	3582	39	1566
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.21	0.21	0.12	0.00	0.02	0.02	0.01	0.03	0.03	0.06
Crit Moves:			****	****			****					****
Green/Cycle:	0.19	0.37	0.37	0.37	0.55	0.55	0.04	0.04	0.04	0.10	0.10	0.10
Volume/Cap:	0.02	0.37	0.58	0.58	0.22	0.00	0.46	0.46	0.14	0.26	0.26	0.58
Delay/Veh:	46.0	32.2	36.8	36.3	16.4	14.4	69.7	69.7	65.5	58.1	58.1	64.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	32.2	36.8	36.3	16.4	14.4	69.7	69.7	65.5	58.1	58.1	64.8
LOS by Move:	D	C	D	D	B	B	E	E	E	E	E	E
HCM2kAvgQ:	0	8	11	13	5	0	2	2	1	2	2	5

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

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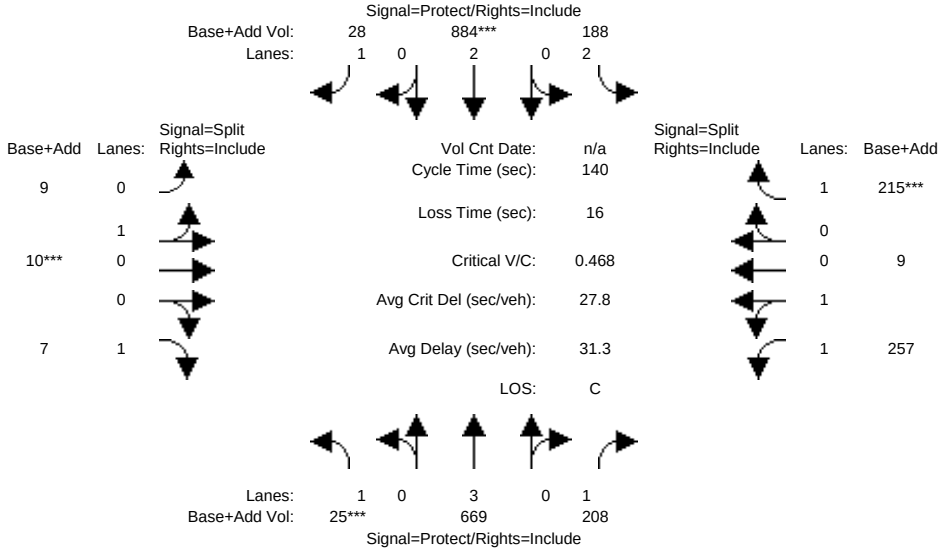
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #10: Metro Center Blvd/Edgewater Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	4	8	8	6	6	6	6	6	6
Y+R:	3.6	4.9	4.9	3.6	4.9	4.9	3.7	3.7	3.7	3.7	3.7	3.7
Volume Module:												
Base Vol:	25	669	208	188	884	28	9	10	7	257	9	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	669	208	188	884	28	9	10	7	257	9	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	669	208	188	884	28	9	10	7	257	9	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	26	683	212	192	902	29	9	10	7	262	9	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	683	212	192	902	29	9	10	7	262	9	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	683	212	192	902	29	9	10	7	262	9	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.77	0.92	0.95	0.75	0.98	0.98	0.82	0.95	0.95	0.82
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.47	0.53	1.00	1.93	0.07	1.00
Final Sat.:	1805	5187	1468	3502	3610	1433	879	977	1559	3503	123	1566
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.14	0.05	0.25	0.02	0.01	0.01	0.00	0.07	0.07	0.14
Crit Moves:	****				****			****				****
Green/Cycle:	0.04	0.40	0.40	0.15	0.51	0.51	0.04	0.04	0.04	0.29	0.29	0.29
Volume/Cap:	0.33	0.33	0.36	0.36	0.49	0.04	0.24	0.24	0.11	0.26	0.26	0.49
Delay/Veh:	67.5	28.8	29.6	53.6	22.4	17.0	66.4	66.4	65.1	38.6	38.6	42.2
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:	67.5	28.8	29.6	53.6	22.4	17.0	66.4	66.4	65.1	38.6	38.6	42.2
LOS by Move:	E	C	C	D	C	B	E	E	E	D	D	D
HCM2kAvgQ:	1	7	6	4	13	1	1	1	0	4	4	8

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

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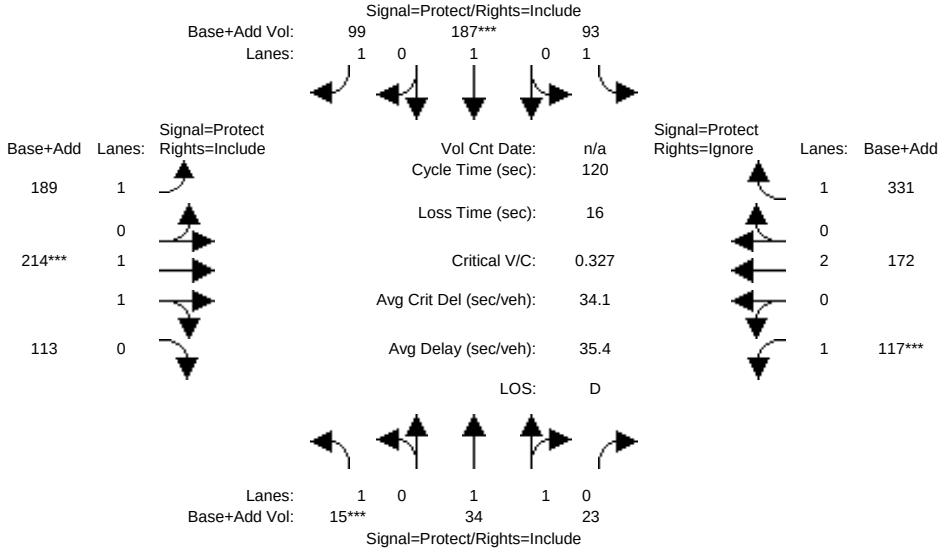
Existing AM

Intersection #11: Vintage Park Dr/Metro Center Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	5	6	6	5	6	6
Y+R:	3.5	4.2	4.2	3.5	3.7	3.7	3.5	4.5	4.5	3.5	4.5	4.5
Volume Module:												
Base Vol:	15	34	23	93	187	99	189	214	113	117	172	331
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	34	23	93	187	99	189	214	113	117	172	331
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	34	23	93	187	99	189	214	113	117	172	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	16	36	24	98	197	104	199	225	119	123	181	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	36	24	98	197	104	199	225	119	123	181	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	16	36	24	98	197	104	199	225	119	123	181	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.86	0.95	1.00	0.77	0.95	0.90	0.84	0.95	0.95	1.00
Lanes:	1.00	1.18	0.82	1.00	1.00	1.00	1.00	1.28	0.72	1.00	2.00	1.00
Final Sat.:	1805	1994	1349	1805	1900	1459	1805	2186	1154	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.10	0.07	0.11	0.10	0.10	0.07	0.05	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.03	0.17	0.17	0.18	0.31	0.31	0.36	0.31	0.31	0.21	0.16	0.00
Volume/Cap:	0.26	0.11	0.11	0.30	0.33	0.23	0.31	0.33	0.33	0.33	0.31	0.00
Delay/Veh:	58.9	42.5	42.5	43.1	31.8	30.7	28.2	31.8	31.8	41.0	44.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	42.5	42.5	43.1	31.8	30.7	28.2	31.8	31.8	41.0	44.6	0.0
LOS by Move:	E	D	D	D	C	C	C	C	C	D	D	A
HCM2kAvgQ:	1	1	1	3	5	3	5	5	5	4	3	0

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

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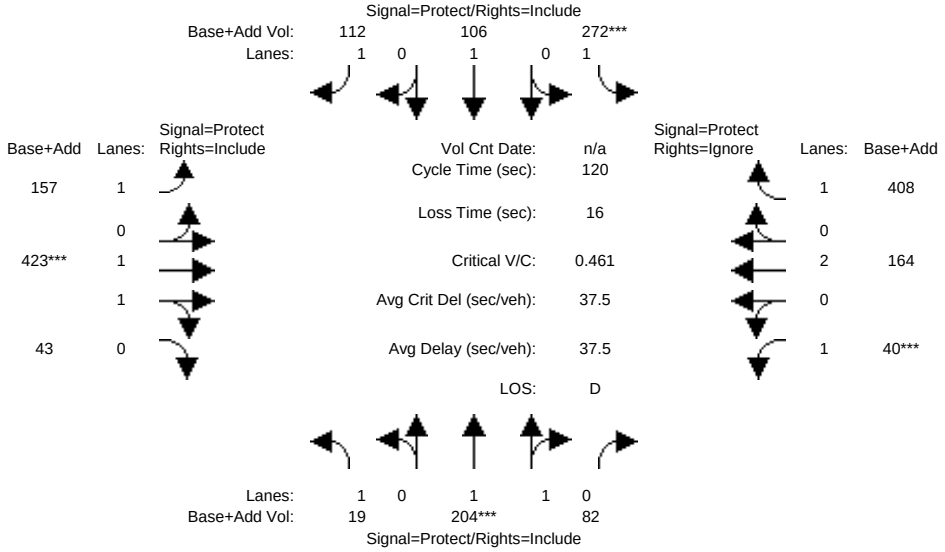
Intersection #11: Vintage Park Dr/Metro Center Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	5	6	6	5	6	6
Y+R:	3.5	4.2	4.2	3.5	3.7	3.7	3.5	4.5	4.5	3.5	4.5	4.5
Volume Module:												
Base Vol:	19	204	82	272	106	112	157	423	43	40	164	408
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	204	82	272	106	112	157	423	43	40	164	408
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	204	82	272	106	112	157	423	43	40	164	408
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.00
PHF Volume:	20	210	85	280	109	115	162	436	44	41	169	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	210	85	280	109	115	162	436	44	41	169	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	210	85	280	109	115	162	436	44	41	169	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.89	0.95	1.00	0.77	0.95	0.94	0.92	0.95	0.95	1.00
Lanes:	1.00	1.42	0.58	1.00	1.00	1.00	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1805	2447	984	1805	1900	1459	1805	3226	328	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.16	0.06	0.08	0.09	0.14	0.14	0.02	0.05	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.16	0.19	0.19	0.34	0.37	0.37	0.22	0.29	0.29	0.05	0.12	0.00
Volume/Cap:	0.07	0.46	0.46	0.46	0.16	0.21	0.41	0.46	0.46	0.46	0.38	0.00
Delay/Veh:	43.4	44.0	44.0	31.8	25.5	26.2	40.8	35.0	35.0	59.2	49.0	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:	43.4	44.0	44.0	31.8	25.5	26.2	40.8	35.0	35.0	59.2	49.0	0.0
LOS by Move:	D	D	D	C	C	C	D	C	C	E	D	A
HCM2kAvgQ:	1	5	5	8	3	3	5	8	8	2	3	0

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

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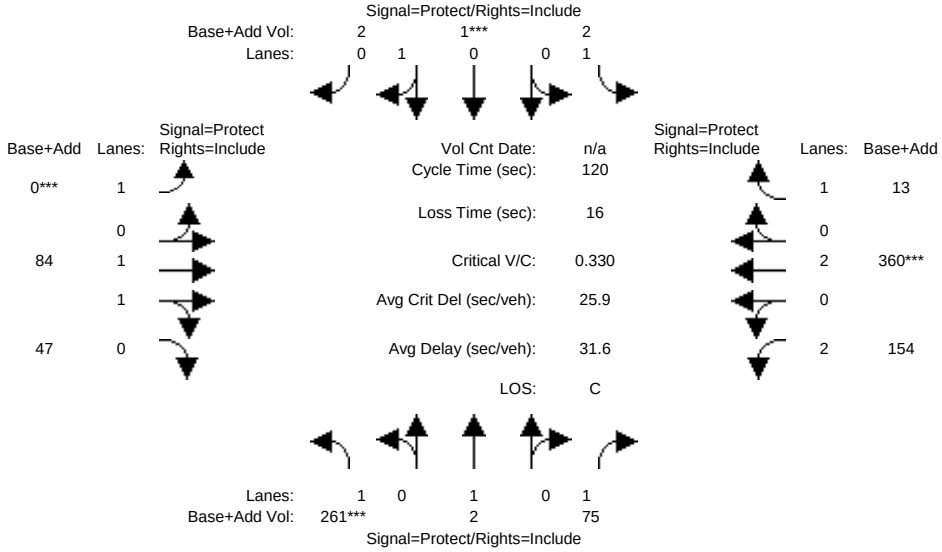
Existing AM

Intersection #12: Shell Blvd/Metro Center Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	6	6	6	4	6	6	4	6	6
Y+R:	3.5	4.5	4.5	4.5	4.5	4.5	3.5	4.5	4.5	3.5	4.5	4.5
Volume Module:												
Base Vol:	261	2	75	2	1	2	0	84	47	154	360	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:	261	2	75	2	1	2	0	84	47	154	360	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:	261	2	75	2	1	2	0	84	47	154	360	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	303	2	87	2	1	2	0	98	55	179	419	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	2	87	2	1	2	0	98	55	179	419	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:	303	2	87	2	1	2	0	98	55	179	419	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.80	0.95	0.90	0.89	1.00	0.90	0.89	0.92	0.95	0.82
Lanes:	1.00	1.00	1.00	1.00	0.33	0.67	1.00	1.28	0.72	2.00	2.00	1.00
Final Sat.:	1805	1900	1523	1805	567	1134	1900	2183	1222	3502	3610	1560
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.06	0.00	0.00	0.00	0.00	0.04	0.04	0.05	0.12	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.48	0.28	0.28	0.25	0.05	0.05	0.00	0.16	0.16	0.17	0.33	0.33
Volume/Cap:	0.35	0.00	0.20	0.01	0.04	0.04	0.00	0.27	0.27	0.30	0.35	0.03
Delay/Veh:	19.5	30.7	32.8	33.9	54.5	54.5	0.0	44.1	44.1	44.0	30.3	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:	19.5	30.7	32.8	33.9	54.5	54.5	0.0	44.1	44.1	44.0	30.3	27.0
LOS by Move:	B	C	C	C	D	D	A	D	D	D	C	C
HCM2kAvgQ:	7	0	2	0	0	0	0	3	3	3	6	0

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

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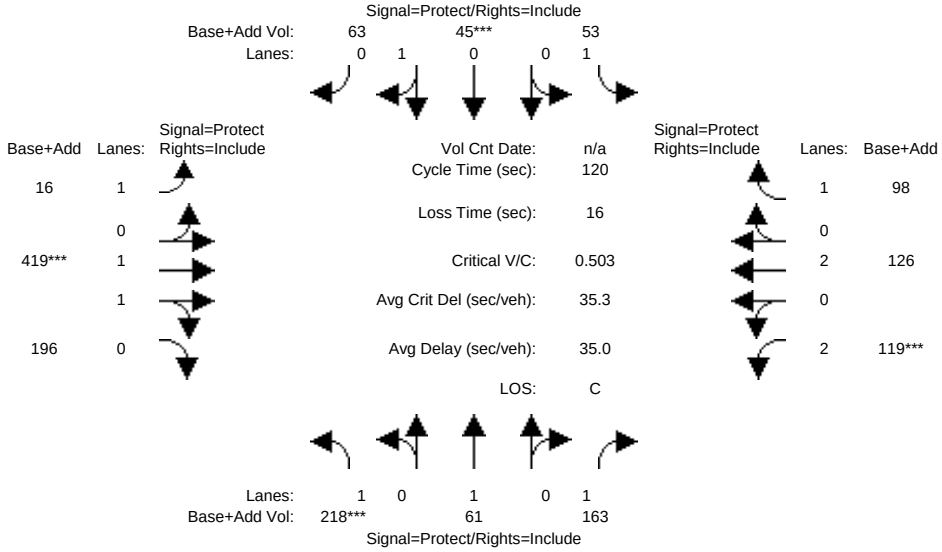
Intersection #12: Shell Blvd/Metro Center Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	6	6	6	4	6	6	4	6	6
Y+R:	3.5	4.5	4.5	4.5	4.5	4.5	3.5	4.5	4.5	3.5	4.5	4.5
Volume Module:												
Base Vol:	218	61	163	53	45	63	16	419	196	119	126	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	218	61	163	53	45	63	16	419	196	119	126	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	218	61	163	53	45	63	16	419	196	119	126	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	240	67	179	58	49	69	18	460	215	131	138	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	67	179	58	49	69	18	460	215	131	138	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:	240	67	179	58	49	69	18	460	215	131	138	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.82	0.95	0.91	0.91	0.95	0.90	0.90	0.92	0.95	0.79
Lanes:	1.00	1.00	1.00	1.00	0.41	0.59	1.00	1.36	0.64	2.00	2.00	1.00
Final Sat.:	1805	1900	1553	1805	720	1008	1805	2336	1093	3502	3610	1492
Capacity Analysis Module:												
Vol/Sat:	0.13	0.04	0.12	0.03	0.07	0.07	0.01	0.20	0.20	0.04	0.04	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.26	0.28	0.28	0.12	0.14	0.14	0.15	0.39	0.39	0.07	0.32	0.32
Volume/Cap:	0.50	0.13	0.41	0.27	0.50	0.50	0.07	0.50	0.50	0.50	0.12	0.23
Delay/Veh:	38.3	32.4	35.9	48.5	49.7	49.7	44.2	27.9	27.9	55.0	29.0	30.2
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:	38.3	32.4	35.9	48.5	49.7	49.7	44.2	27.9	27.9	55.0	29.0	30.2
LOS by Move:	D	C	D	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	8	2	6	2	5	5	1	10	10	2	2	3

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

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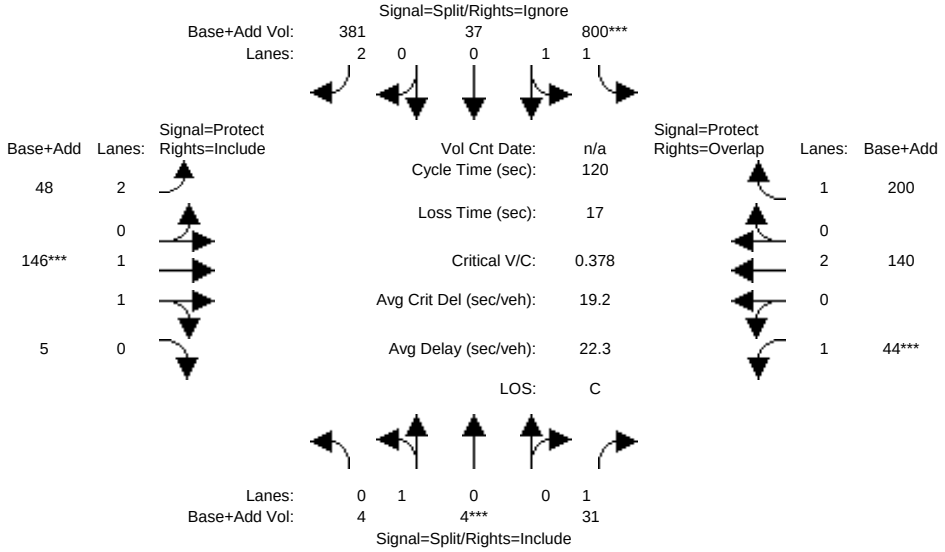
Intersection #13: SR 92 Eastbound Ramps/Metro Center Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	10	10	10	4	4	4	4	4	4
Y+R:	4.2	4.2	4.2	5.0	5.0	5.0	3.6	4.5	4.5	3.6	4.5	4.5
Volume Module:												
Base Vol:	4	4	31	800	37	381	48	146	5	44	140	200
Growth Adj:	1.00	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	4	31	800	37	381	48	146	5	44	140	200
Added Vol:	0	0	0	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	4	31	800	37	381	48	146	5	44	140	200
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	4	4	33	860	40	0	52	157	5	47	151	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	4	33	860	40	0	52	157	5	47	151	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	4	33	860	40	0	52	157	5	47	151	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.98	0.98	0.85	0.95	0.95	0.88	0.92	0.95	0.95	0.95	0.95	0.85
Lanes:	0.50	0.50	1.00	1.91	0.09	2.00	2.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	927	927	1610	3465	160	3344	3502	3473	119	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.25	0.25	0.00	0.01	0.05	0.05	0.03	0.04	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.05	0.05	0.05	0.62	0.62	0.00	0.08	0.11	0.11	0.07	0.10	0.72
Volume/Cap:	0.08	0.08	0.38	0.40	0.40	0.00	0.18	0.40	0.40	0.40	0.42	0.18
Delay/Veh:	54.2	54.2	57.4	11.4	11.4	0.0	51.9	50.0	50.0	55.9	51.5	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	54.2	57.4	11.4	11.4	0.0	51.9	50.0	50.0	55.9	51.5	5.4
LOS by Move:	D	D	E	B	B	A	D	D	D	E	D	A
HCM2kAvgQ:	0	0	2	8	8	0	1	3	3	2	3	2

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

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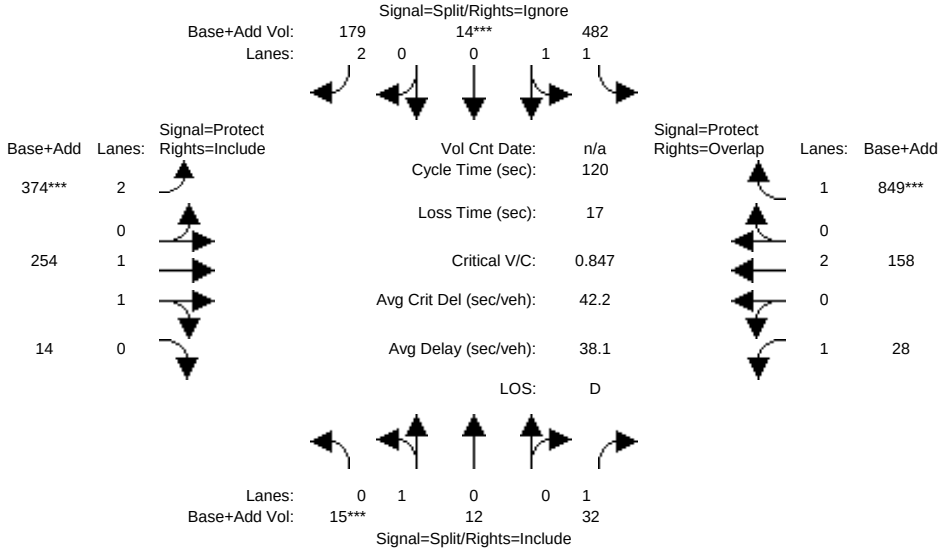
Intersection #13: SR 92 Eastbound Ramps/Metro Center Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	10	10	10	4	4	4	4	4	4
Y+R:	4.2	4.2	4.2	5.0	5.0	5.0	3.6	4.5	4.5	3.6	4.5	4.5
Volume Module:												
Base Vol:	15	12	32	482	14	179	374	254	14	28	158	849
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	12	32	482	14	179	374	254	14	28	158	849
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	12	32	482	14	179	374	254	14	28	158	849
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.00	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	17	13	36	542	16	0	420	285	16	31	178	954
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	13	36	542	16	0	420	285	16	31	178	954
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	13	36	542	16	0	420	285	16	31	178	954
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.85	0.95	0.95	0.88	0.92	0.94	0.94	0.95	0.95	0.85
Lanes:	0.56	0.44	1.00	1.94	0.06	2.00	2.00	1.90	0.10	1.00	2.00	1.00
Final Sat.:	1027	822	1610	3523	102	3344	3502	3394	187	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.15	0.15	0.00	0.12	0.08	0.08	0.02	0.05	0.59
Crit Moves:	****				****		****					****
Green/Cycle:	0.03	0.03	0.03	0.18	0.18	0.00	0.14	0.46	0.46	0.18	0.51	0.69
Volume/Cap:	0.49	0.49	0.67	0.86	0.86	0.00	0.86	0.18	0.18	0.09	0.10	0.86
Delay/Veh:	63.1	63.1	85.5	59.2	59.2	0.0	65.0	18.9	18.9	40.8	15.3	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:	63.1	63.1	85.5	59.2	59.2	0.0	65.0	18.9	18.9	40.8	15.3	21.5
LOS by Move:	E	E	F	E	E	A	E	B	B	D	B	C
HCM2kAvgQ:	2	2	2	13	13	0	8	3	3	1	2	28

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

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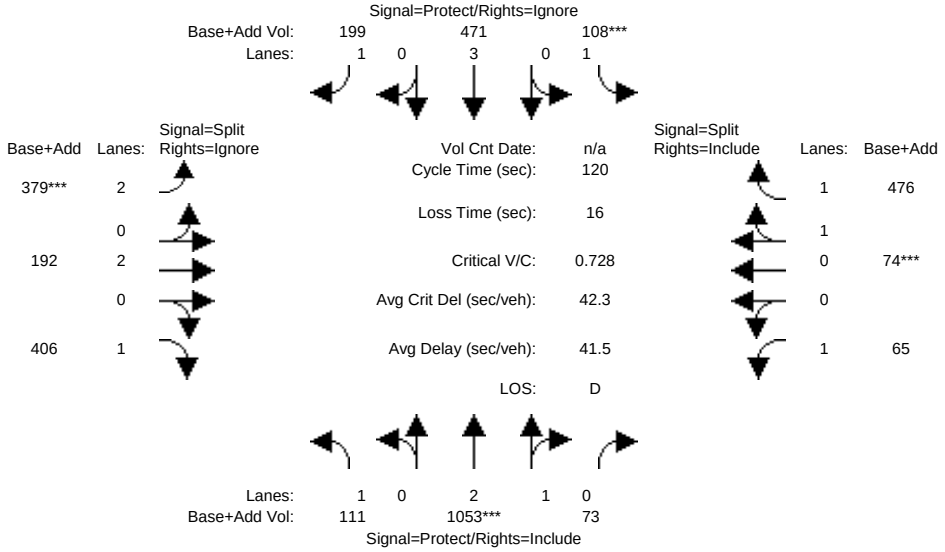
Intersection #14: Foster City Blvd/Metro - Triton



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	6	6	6	6	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	4.2	4.2	4.2	3.7	3.7	3.7
Volume Module:												
Base Vol:	111	1053	73	108	471	199	379	192	406	65	74	476
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1053	73	108	471	199	379	192	406	65	74	476
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1053	73	108	471	199	379	192	406	65	74	476
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.00	0.88	0.88	0.00	0.88	0.88	0.88
PHF Volume:	126	1197	83	123	535	0	431	218	0	74	84	541
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1197	83	123	535	0	431	218	0	74	84	541
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	126	1197	83	123	535	0	431	218	0	74	84	541
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	1.00	0.92	0.95	1.00	0.95	0.87	0.86
Lanes:	1.00	2.81	0.19	1.00	3.00	1.00	2.00	2.00	1.00	1.00	0.27	1.73
Final Sat.:	1805	4802	333	1805	5187	1900	3502	3610	1900	1805	441	2836
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.25	0.07	0.10	0.00	0.12	0.06	0.00	0.04	0.19	0.19
Crit Moves:		****		****			****				****	
Green/Cycle:	0.18	0.34	0.34	0.09	0.26	0.00	0.17	0.17	0.00	0.26	0.26	0.26
Volume/Cap:	0.40	0.73	0.73	0.73	0.40	0.00	0.73	0.36	0.00	0.16	0.73	0.73
Delay/Veh:	44.6	36.1	36.1	67.7	36.9	0.0	51.8	44.5	0.0	34.2	43.5	43.5
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:	44.6	36.1	36.1	67.7	36.9	0.0	51.8	44.5	0.0	34.2	43.5	43.5
LOS by Move:	D	D	D	E	D	A	D	D	A	C	D	D
HCM2kAvgQ:	4	15	15	5	6	0	8	4	0	2	12	12

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

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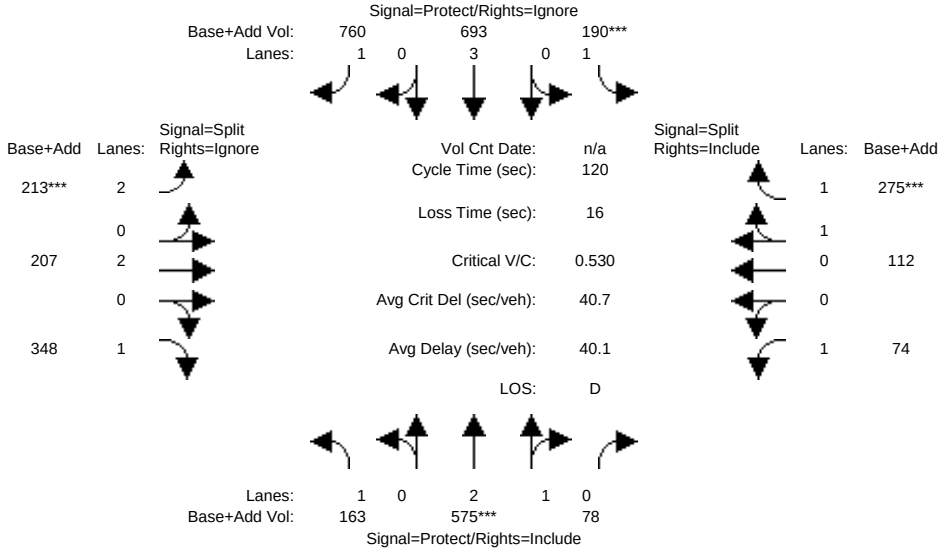
Intersection #14: Foster City Blvd/Metro - Triton



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	6	6	6	6	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	4.2	4.2	4.2	3.7	3.7	3.7
Volume Module:												
Base Vol:	163	575	78	190	693	760	213	207	348	74	112	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	575	78	190	693	760	213	207	348	74	112	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	575	78	190	693	760	213	207	348	74	112	275
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.00	0.89	0.89	0.00	0.89	0.89	0.89
PHF Volume:	183	646	88	213	779	0	239	233	0	83	126	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	646	88	213	779	0	239	233	0	83	126	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	183	646	88	213	779	0	239	233	0	83	126	309
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.91	1.00	0.92	0.95	1.00	0.95	0.89	0.89
Lanes:	1.00	2.64	0.36	1.00	3.00	1.00	2.00	2.00	1.00	1.00	0.58	1.42
Final Sat.:	1805	4485	608	1805	5187	1900	3502	3610	1900	1805	977	2398
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.14	0.12	0.15	0.00	0.07	0.06	0.00	0.05	0.13	0.13
Crit Moves:		****		****			****					****
Green/Cycle:	0.20	0.27	0.27	0.22	0.30	0.00	0.13	0.13	0.00	0.24	0.24	0.24
Volume/Cap:	0.51	0.53	0.53	0.53	0.51	0.00	0.53	0.50	0.00	0.19	0.53	0.53
Delay/Veh:	44.0	37.6	37.6	42.4	35.3	0.0	50.1	49.5	0.0	36.3	40.1	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	37.6	37.6	42.4	35.3	0.0	50.1	49.5	0.0	36.3	40.1	40.1
LOS by Move:	D	D	D	D	D	A	D	D	A	D	D	D
HCM2kAvgQ:	6	8	8	7	8	0	4	4	0	2	7	7

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

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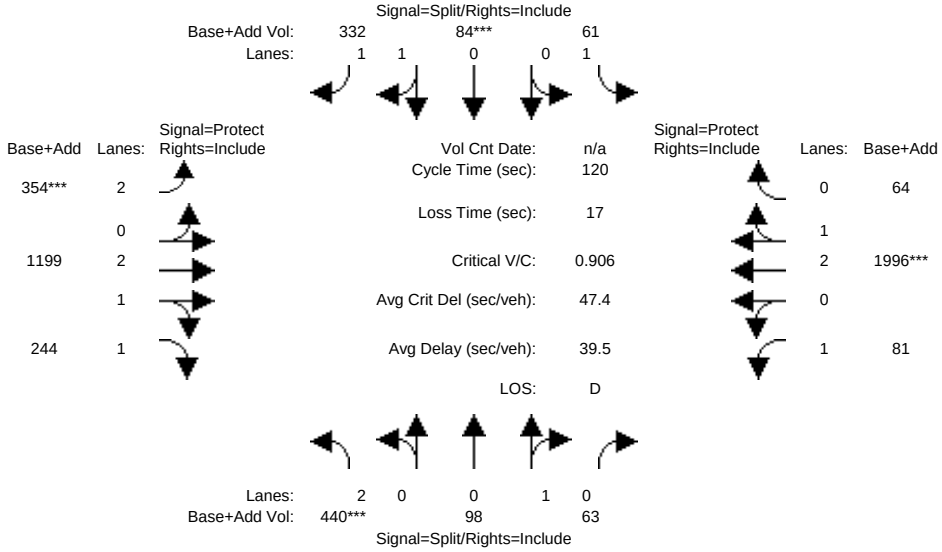
Intersection #15: Norfolk Street/East Hillsdale Blvd



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	4	4	4	10	10	4	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	5.3	5.3	3.7	3.7	5.3	5.3
Volume Module:												
Base Vol:	440	98	63	61	84	332	354	1199	244	81	1996	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	98	63	61	84	332	354	1199	244	81	1996	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	98	63	61	84	332	354	1199	244	81	1996	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	482	107	69	67	92	364	388	1315	268	89	2189	70
Reduct Vol:	0	0	0	0	0	150	0	0	0	0	0	0
Reduced Vol:	482	107	69	67	92	214	388	1315	268	89	2189	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:	482	107	69	67	92	214	388	1315	268	89	2189	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.93	0.95	0.90	0.88	0.92	0.89	0.88	0.95	0.91	0.90
Lanes:	2.00	0.61	0.39	1.00	0.59	1.41	2.00	3.00	1.00	1.00	2.91	0.09
Final Sat.:	3502	1083	696	1805	1011	2350	3502	5057	1664	1805	5000	160
Capacity Analysis Module:												
Vol/Sat:	0.14	0.10	0.10	0.04	0.09	0.09	0.11	0.26	0.16	0.05	0.44	0.44
Crit Moves:	****				****		****				****	
Green/Cycle:	0.15	0.15	0.15	0.10	0.10	0.10	0.12	0.51	0.51	0.10	0.48	0.48
Volume/Cap:	0.91	0.65	0.65	0.37	0.91	0.91	0.91	0.51	0.32	0.51	0.91	0.91
Delay/Veh:	69.1	53.5	53.5	51.7	80.1	80.1	74.4	19.7	17.3	54.1	33.7	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:	69.1	53.5	53.5	51.7	80.1	80.1	74.4	19.7	17.3	54.1	33.7	33.7
LOS by Move:	E	D	D	D	F	F	E	B	B	D	C	C
HCM2kAvgQ:	12	7	7	3	9	9	8	11	6	3	28	28

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

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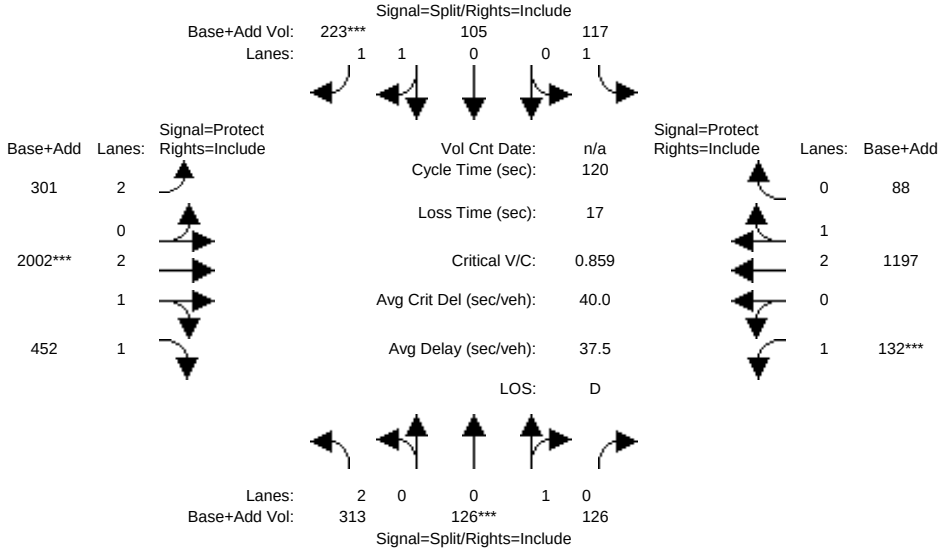
Intersection #15: Norfolk Street/East Hillsdale Blvd



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	4	4	4	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	3.7	5.3	5.3	3.7	5.3	5.3
Volume Module:												
Base Vol:	313	126	126	117	105	223	301	2002	452	132	1197	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	126	126	117	105	223	301	2002	452	132	1197	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	313	126	126	117	105	223	301	2002	452	132	1197	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	324	131	131	121	109	231	312	2075	468	137	1240	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	131	131	121	109	231	312	2075	468	137	1240	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	324	131	131	121	109	231	312	2075	468	137	1240	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.91	0.95	0.90	0.88	0.92	0.88	0.87	0.95	0.90	0.90
Lanes:	2.00	0.50	0.50	1.00	0.63	1.37	2.00	3.00	1.00	1.00	2.79	0.21
Final Sat.:	3502	872	872	1805	1080	2294	3502	5042	1656	1805	4782	352
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.07	0.10	0.10	0.09	0.41	0.28	0.08	0.26	0.26
Crit Moves:		****				****		****		****		
Green/Cycle:	0.17	0.17	0.17	0.12	0.12	0.12	0.14	0.48	0.48	0.09	0.42	0.42
Volume/Cap:	0.53	0.86	0.86	0.57	0.86	0.86	0.61	0.86	0.59	0.86	0.61	0.61
Delay/Veh:	46.0	69.2	69.2	53.9	69.0	69.0	50.4	30.5	22.9	88.6	27.6	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	69.2	69.2	53.9	69.0	69.0	50.4	30.5	22.9	88.6	27.6	27.6
LOS by Move:	D	E	E	D	E	E	D	C	C	F	C	C
HCM2kAvgQ:	6	12	12	5	9	9	6	26	14	6	14	14

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

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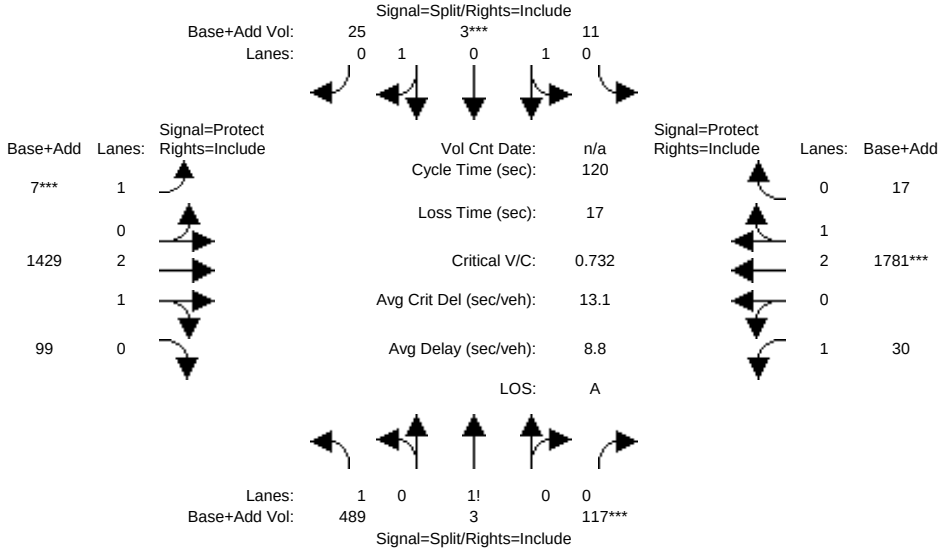
Intersection #16: Altair Ave/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	4	6	6	4	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	3.6	5.0	5.0	3.6	5.0	5.0
Volume Module:												
Base Vol:	489	3	117	11	3	25	7	1429	99	30	1781	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	489	3	117	11	3	25	7	1429	99	30	1781	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	489	3	117	11	3	25	7	1429	99	30	1781	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	543	3	130	12	3	28	8	1588	110	33	1979	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	543	3	130	12	3	28	8	1588	110	33	1979	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	543	3	130	12	3	28	8	1588	110	33	1979	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.85	0.85	0.84	0.95	0.90	0.90	0.95	0.91	0.91
Lanes:	1.67	0.01	0.32	0.79	0.21	1.00	1.00	2.81	0.19	1.00	2.97	0.03
Final Sat.:	2962	15	569	1264	345	1589	1805	4802	333	1805	5133	49
Capacity Analysis Module:												
Vol/Sat:	0.18	0.23	0.23	0.01	0.01	0.02	0.00	0.33	0.33	0.02	0.39	0.39
Crit Moves:			****		****		****				****	
Green/Cycle:	0.29	0.29	0.29	0.03	0.03	0.03	0.03	0.48	0.48	0.05	0.50	0.50
Volume/Cap:	0.62	0.78	0.78	0.29	0.29	0.52	0.13	0.69	0.69	0.38	0.78	0.78
Delay/Veh:	37.7	43.1	43.1	57.7	57.7	63.1	55.3	2.5	2.5	55.3	1.8	1.8
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:	37.7	43.1	43.1	57.7	57.7	63.1	55.3	2.5	2.5	55.3	1.8	1.8
LOS by Move:	D	D	D	E	E	E	E	A	A	E	A	A
HCM2kAvgQ:	11	15	15	1	1	2	0	4	4	1	2	2

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

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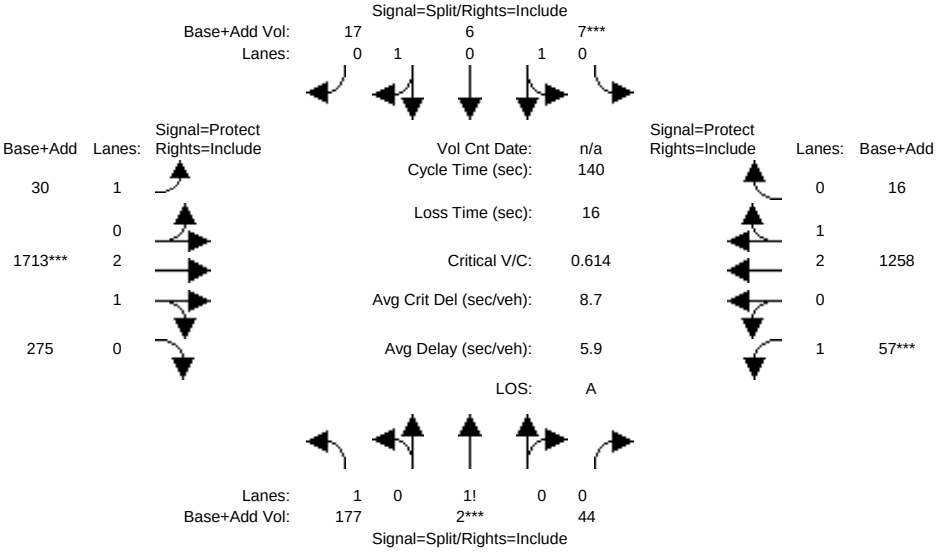
Intersection #16: Altair Ave/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	6	6	4	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	3.6	5.0	5.0	3.6	5.0	5.0
Volume Module:												
Base Vol:	177	2	44	7	6	17	30	1713	275	57	1258	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	2	44	7	6	17	30	1713	275	57	1258	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	2	44	7	6	17	30	1713	275	57	1258	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	190	2	47	8	6	18	32	1842	296	61	1353	17
Reduct Vol:	0	0	0	0	0	10	0	0	0	0	0	0
Reduced Vol:	190	2	47	8	6	8	32	1842	296	61	1353	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	2	47	8	6	8	32	1842	296	61	1353	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.88	0.88	0.87	0.95	0.89	0.89	0.95	0.91	0.91
Lanes:	1.66	0.01	0.33	0.67	0.58	0.75	1.00	2.58	0.42	1.00	2.96	0.04
Final Sat.:	2938	26	579	1126	965	1239	1805	4374	702	1805	5112	65
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.01	0.01	0.01	0.02	0.42	0.42	0.03	0.26	0.26
Crit Moves:		****		****				****		****		
Green/Cycle:	0.13	0.13	0.13	0.03	0.03	0.03	0.07	0.67	0.67	0.05	0.66	0.66
Volume/Cap:	0.50	0.63	0.63	0.23	0.23	0.23	0.25	0.63	0.63	0.63	0.40	0.40
Delay/Veh:	57.4	60.9	60.9	67.8	67.8	67.8	57.9	0.4	0.4	73.2	0.1	0.1
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:	57.4	60.9	60.9	67.8	67.8	67.8	57.9	0.4	0.4	73.2	0.1	0.1
LOS by Move:	E	E	E	E	E	E	E	A	A	E	A	A
HCM2kAvgQ:	5	7	7	1	1	1	1	1	1	3	1	1

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

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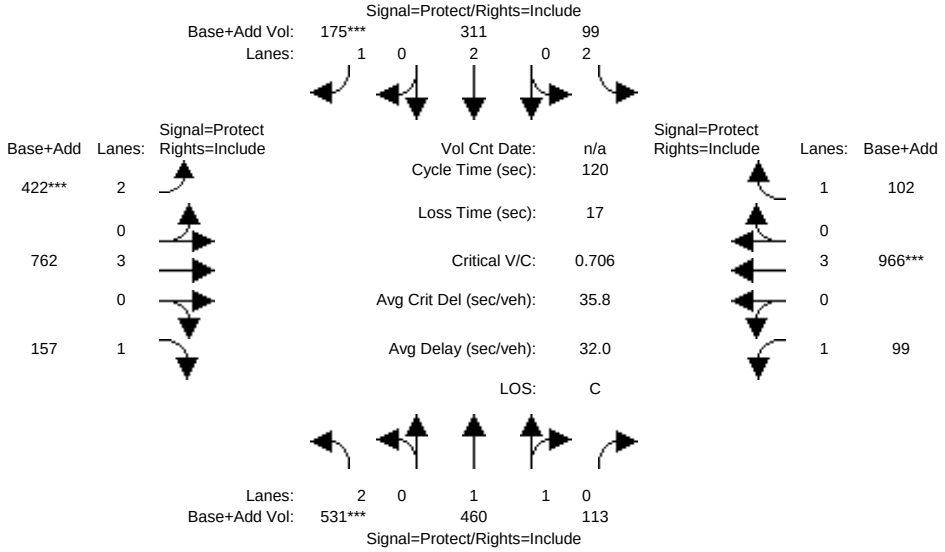
Intersection #17: Edgewater Blvd/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	4.6	4.6	4.0	4.9	4.9	4.5	5.0	5.0
Volume Module:												
Base Vol:	531	460	113	99	311	175	422	762	157	99	966	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	531	460	113	99	311	175	422	762	157	99	966	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	531	460	113	99	311	175	422	762	157	99	966	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	565	490	120	105	331	186	449	812	167	105	1029	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	565	490	120	105	331	186	449	812	167	105	1029	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	565	490	120	105	331	186	449	812	167	105	1029	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.83	0.92	0.91	0.82	0.95	0.91	0.82
Lanes:	2.00	1.60	0.40	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2808	690	3502	3610	1577	3502	5187	1561	1805	5187	1567
Capacity Analysis Module:												
Vol/Sat:	0.16	0.17	0.17	0.03	0.09	0.12	0.13	0.16	0.11	0.06	0.20	0.07
Crit Moves:	****					****	****				****	
Green/Cycle:	0.23	0.33	0.33	0.06	0.17	0.17	0.18	0.34	0.34	0.13	0.28	0.28
Volume/Cap:	0.71	0.52	0.52	0.47	0.55	0.71	0.71	0.46	0.32	0.46	0.71	0.25
Delay/Veh:	45.5	32.8	32.8	55.8	46.9	55.6	39.5	15.6	14.9	43.2	25.2	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:	45.5	32.8	32.8	55.8	46.9	55.6	39.5	15.6	14.9	43.2	25.2	20.6
LOS by Move:	D	C	C	E	D	E	D	B	B	D	C	C
HCM2kAvgQ:	11	10	10	3	6	8	7	5	2	3	10	2

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

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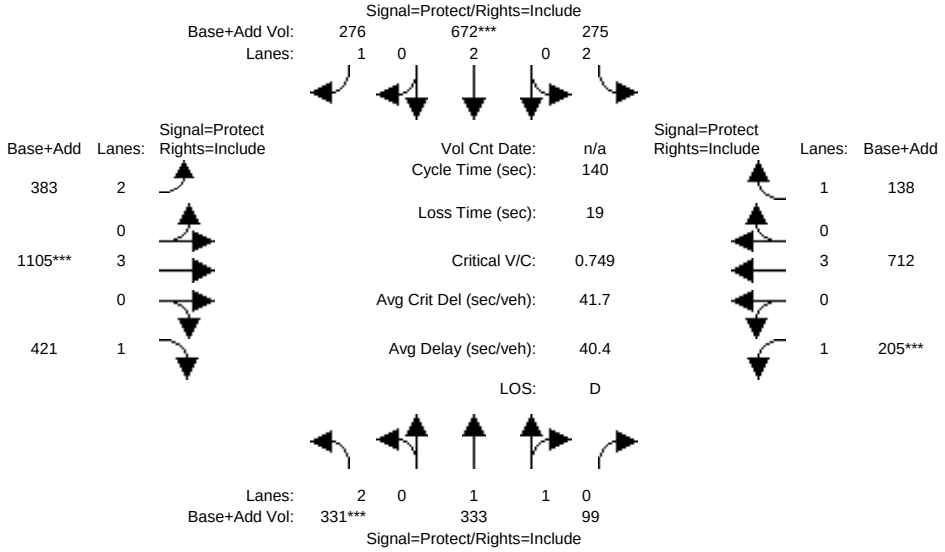
Intersection #17: Edgewater Blvd/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	4.6	4.6	4.0	4.9	4.9	4.5	5.0	5.0
Volume Module:												
Base Vol:	331	333	99	275	672	276	383	1105	421	205	712	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	331	333	99	275	672	276	383	1105	421	205	712	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	333	99	275	672	276	383	1105	421	205	712	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	353	355	106	293	716	294	408	1178	449	219	759	147
Reduct Vol:	0	0	0	0	0	0	0	0	264	0	0	0
Reduced Vol:	353	355	106	293	716	294	408	1178	185	219	759	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:	353	355	106	293	716	294	408	1178	185	219	759	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.91	0.92	0.95	0.83	0.92	0.91	0.82	0.95	0.91	0.82
Lanes:	2.00	1.54	0.46	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2684	798	3502	3610	1570	3502	5187	1552	1805	5187	1559
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.13	0.08	0.20	0.19	0.12	0.23	0.12	0.12	0.15	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.13	0.24	0.24	0.15	0.26	0.26	0.21	0.30	0.30	0.16	0.26	0.26
Volume/Cap:	0.75	0.54	0.54	0.54	0.75	0.71	0.57	0.75	0.39	0.75	0.57	0.36
Delay/Veh:	64.9	46.7	46.7	55.7	50.5	52.1	38.0	26.9	22.3	55.5	29.9	28.2
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:	64.9	46.7	46.7	55.7	50.5	52.1	38.0	26.9	22.3	55.5	29.9	28.2
LOS by Move:	E	D	D	E	D	D	D	C	C	E	C	C
HCM2kAvgQ:	9	9	9	7	16	12	7	13	4	9	8	4

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

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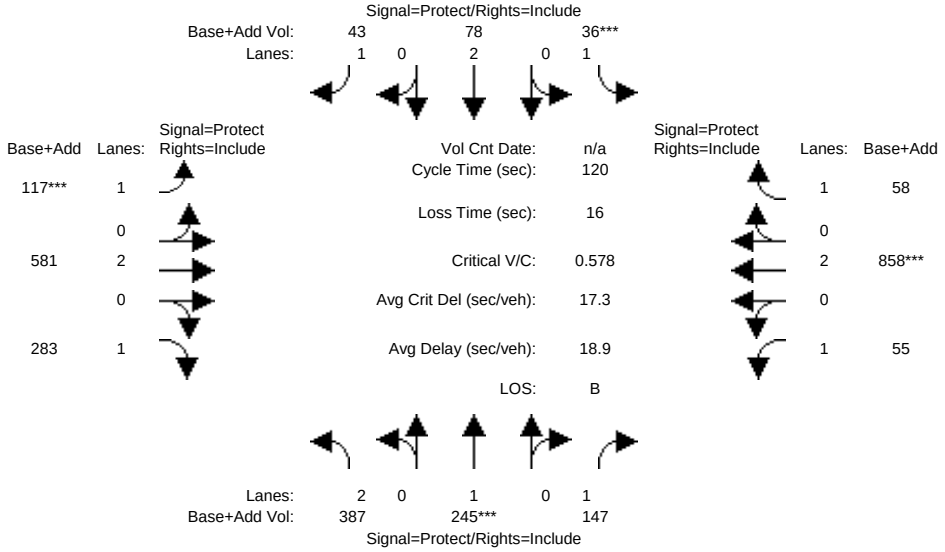
Intersection #18: Shell Blvd/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	4.1	4.6	4.6
Volume Module:												
Base Vol:	387	245	147	36	78	43	117	581	283	55	858	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	387	245	147	36	78	43	117	581	283	55	858	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	387	245	147	36	78	43	117	581	283	55	858	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	430	272	163	40	87	48	130	645	314	61	952	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	272	163	40	87	48	130	645	314	61	952	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	430	272	163	40	87	48	130	645	314	61	952	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.82	0.95	0.95	0.82	0.95	0.95	0.82	0.95	0.95	0.79
Lanes:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	1900	1561	1805	3610	1561	1805	3610	1561	1805	3610	1510
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.10	0.02	0.02	0.03	0.07	0.18	0.20	0.03	0.26	0.04
Crit Moves:		****		****			****				****	
Green/Cycle:	0.20	0.25	0.25	0.04	0.08	0.08	0.12	0.50	0.50	0.08	0.46	0.46
Volume/Cap:	0.60	0.58	0.42	0.58	0.29	0.37	0.58	0.36	0.40	0.40	0.58	0.09
Delay/Veh:	44.9	41.4	38.7	68.3	52.3	53.9	46.2	0.3	0.6	49.2	4.4	3.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	41.4	38.7	68.3	52.3	53.9	46.2	0.3	0.6	49.2	4.4	3.0
LOS by Move:	D	D	D	E	D	D	D	A	A	D	A	A
HCM2kAvgQ:	7	9	5	2	2	2	4	1	1	2	4	0

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

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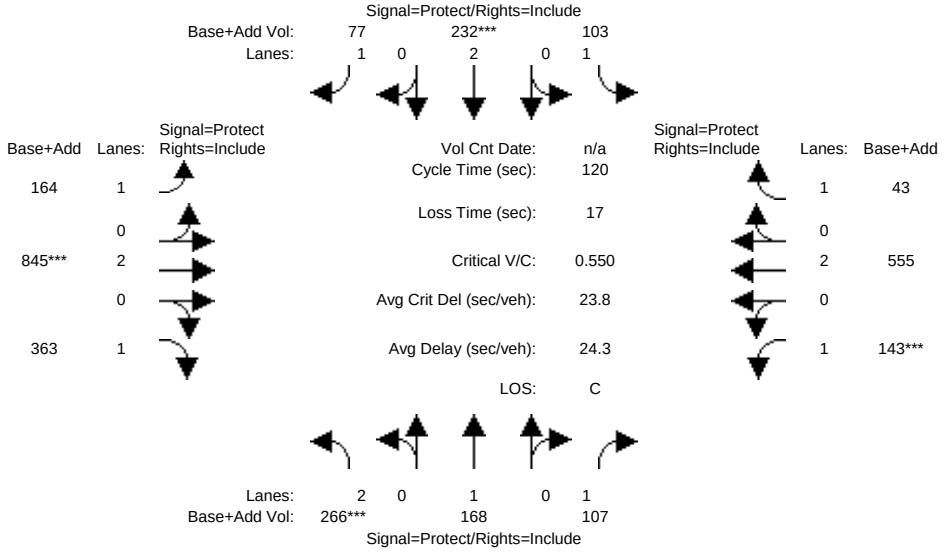
Intersection #18: Shell Blvd/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	4.1	4.6	4.6
Volume Module:												
Base Vol:	266	168	107	103	232	77	164	845	363	143	555	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	168	107	103	232	77	164	845	363	143	555	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	168	107	103	232	77	164	845	363	143	555	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	277	175	111	107	241	80	171	879	378	149	578	45
Reduct Vol:	0	0	0	0	0	0	0	0	152	0	0	0
Reduced Vol:	277	175	111	107	241	80	171	879	226	149	578	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	277	175	111	107	241	80	171	879	226	149	578	45
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.82	0.95	0.95	0.82	0.95	0.95	0.82	0.95	0.95	0.79
Lanes:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	1900	1561	1805	3610	1561	1805	3610	1561	1805	3610	1510
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.07	0.06	0.07	0.05	0.09	0.24	0.14	0.08	0.16	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.16	0.16	0.10	0.12	0.12	0.22	0.44	0.44	0.15	0.37	0.37
Volume/Cap:	0.55	0.57	0.44	0.57	0.55	0.42	0.43	0.55	0.33	0.55	0.43	0.08
Delay/Veh:	49.1	49.0	46.7	55.3	51.1	50.3	29.7	5.4	4.7	41.3	11.6	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	49.0	46.7	55.3	51.1	50.3	29.7	5.4	4.7	41.3	11.6	9.9
LOS by Move:	D	D	D	E	D	D	C	A	A	D	B	A
HCM2kAvgQ:	5	6	4	5	5	3	4	4	2	5	5	0

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

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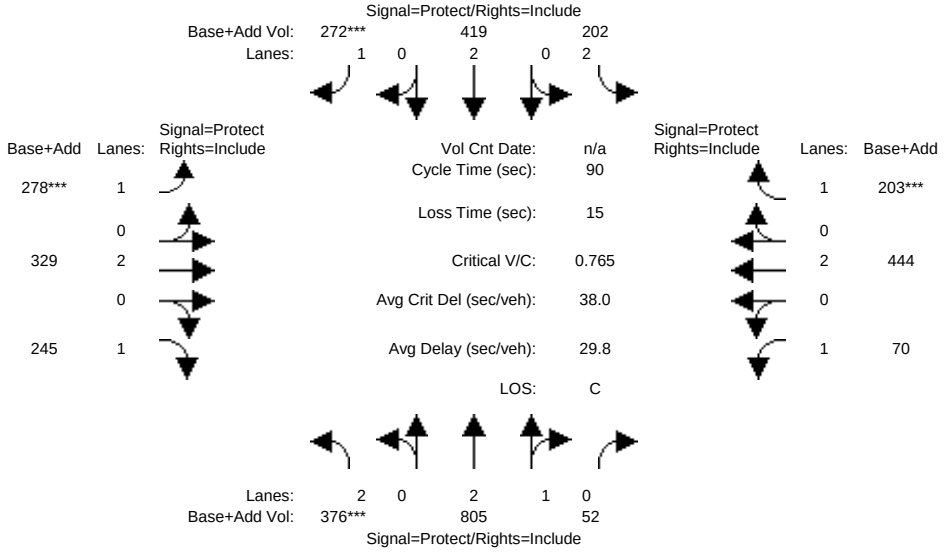
Intersection #19: Foster City Boulevard/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6
Volume Module:												
Base Vol:	376	805	52	202	419	272	278	329	245	70	444	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	376	805	52	202	419	272	278	329	245	70	444	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	376	805	52	202	419	272	278	329	245	70	444	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	427	915	59	230	476	309	316	374	278	80	505	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	427	915	59	230	476	309	316	374	278	80	505	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	427	915	59	230	476	309	316	374	278	80	505	231
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.95	0.83	0.95	0.95	0.85	0.95	0.95	0.84
Lanes:	2.00	2.82	0.18	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4828	312	3502	3610	1586	1805	3610	1611	1805	3610	1587
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.07	0.13	0.19	0.18	0.10	0.17	0.04	0.14	0.15
Crit Moves:	****					****	****					****
Green/Cycle:	0.16	0.31	0.31	0.11	0.25	0.25	0.23	0.33	0.33	0.09	0.19	0.19
Volume/Cap:	0.76	0.62	0.62	0.62	0.52	0.76	0.76	0.31	0.52	0.51	0.74	0.76
Delay/Veh:	42.4	27.3	27.3	41.5	29.3	39.5	31.1	11.3	13.0	38.6	30.4	37.5
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:	42.4	27.3	27.3	41.5	29.3	39.5	31.1	11.3	13.0	38.6	30.4	37.5
LOS by Move:	D	C	C	D	C	D	C	B	B	D	C	D
HCM2kAvgQ:	6	8	8	3	6	8	9	3	5	2	7	6

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

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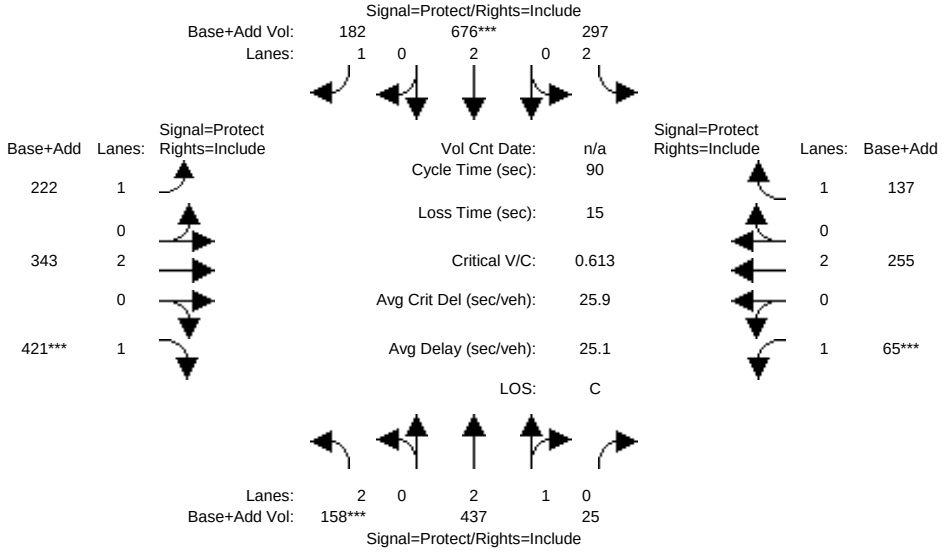
Intersection #19: Foster City Boulevard/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6
Volume Module:												
Base Vol:	158	437	25	297	676	182	222	343	421	65	255	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	437	25	297	676	182	222	343	421	65	255	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	437	25	297	676	182	222	343	421	65	255	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	168	465	27	316	719	194	236	365	448	69	271	146
Reduct Vol:	0	0	0	0	0	0	0	0	94	0	0	0
Reduced Vol:	168	465	27	316	719	194	236	365	354	69	271	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	465	27	316	719	194	236	365	354	69	271	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.95	0.83	0.95	0.95	0.83	0.95	0.95	0.84
Lanes:	2.00	2.84	0.16	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4867	278	3502	3610	1585	1805	3610	1572	1805	3610	1604
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.09	0.20	0.12	0.13	0.10	0.23	0.04	0.08	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.21	0.21	0.20	0.33	0.33	0.25	0.37	0.37	0.06	0.18	0.18
Volume/Cap:	0.61	0.46	0.46	0.46	0.61	0.38	0.52	0.28	0.61	0.61	0.43	0.52
Delay/Veh:	44.2	31.6	31.6	32.5	26.6	23.8	20.1	8.5	11.7	48.0	26.4	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	31.6	31.6	32.5	26.6	23.8	20.1	8.5	11.7	48.0	26.4	28.1
LOS by Move:	D	C	C	C	C	C	C	A	B	D	C	C
HCM2kAvgQ:	2	4	4	4	9	4	5	2	6	2	3	3

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

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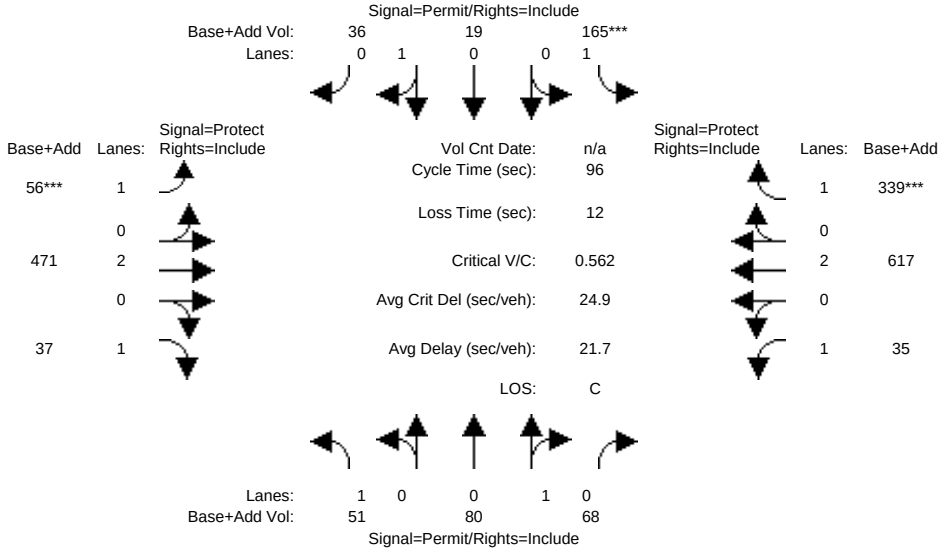
Intersection #20: Pilgrim Dr/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	6	6	6	6	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	3.5	4.6	4.6	3.5	4.6	4.6
Volume Module:												
Base Vol:	51	80	68	165	19	36	56	471	37	35	617	339
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	80	68	165	19	36	56	471	37	35	617	339
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	80	68	165	19	36	56	471	37	35	617	339
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	64	100	85	206	24	45	70	589	46	44	771	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	100	85	206	24	45	70	589	46	44	771	424
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	100	85	206	24	45	70	589	46	44	771	424
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.93	0.93	0.57	0.90	0.90	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.54	0.46	1.00	0.35	0.65	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1355	956	813	1083	592	1122	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.19	0.04	0.04	0.04	0.16	0.03	0.02	0.21	0.26
Crit Moves:				****			****					****
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.07	0.39	0.39	0.15	0.47	0.47
Volume/Cap:	0.14	0.31	0.31	0.56	0.12	0.12	0.56	0.42	0.07	0.16	0.46	0.56
Delay/Veh:	22.1	23.7	23.7	27.9	21.9	21.9	49.0	21.7	18.6	36.0	17.5	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	23.7	23.7	27.9	21.9	21.9	49.0	21.7	18.6	36.0	17.5	19.5
LOS by Move:	C	C	C	C	C	C	D	C	B	D	B	B
HCM2kAvgQ:	1	4	4	6	1	1	2	6	1	1	8	9

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

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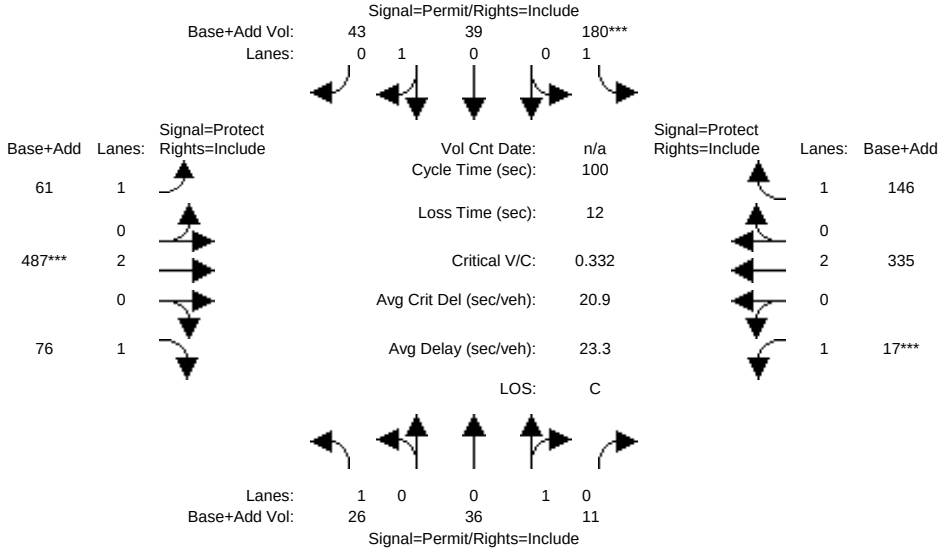
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #20: Pilgrim Dr/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	6	6	6	6	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	3.5	4.0	4.0	3.5	4.0	4.0
Volume Module:												
Base Vol:	26	36	11	180	39	43	61	487	76	17	335	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	36	11	180	39	43	61	487	76	17	335	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	36	11	180	39	43	61	487	76	17	335	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	28	38	12	191	41	46	65	518	81	18	356	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	38	12	191	41	46	65	518	81	18	356	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:	28	38	12	191	41	46	65	518	81	18	356	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.97	0.97	0.73	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.77	0.23	1.00	0.48	0.52	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1328	1404	429	1381	832	918	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.14	0.05	0.05	0.04	0.14	0.05	0.01	0.10	0.10
Crit Moves:				****				****		****		
Green/Cycle:	0.40	0.40	0.40	0.40	0.40	0.40	0.18	0.42	0.42	0.06	0.30	0.30
Volume/Cap:	0.05	0.07	0.07	0.34	0.12	0.12	0.20	0.34	0.12	0.17	0.33	0.32
Delay/Veh:	18.2	18.4	18.4	21.1	18.8	18.8	35.1	20.0	18.0	45.4	27.6	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.2	18.4	18.4	21.1	18.8	18.8	35.1	20.0	18.0	45.4	27.6	27.8
LOS by Move:	B	B	B	C	B	B	D	B	B	D	C	C
HCM2kAvgQ:	1	1	1	4	2	2	2	5	1	1	5	4

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

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2000 HCM Operations (Future Volume Alternative)
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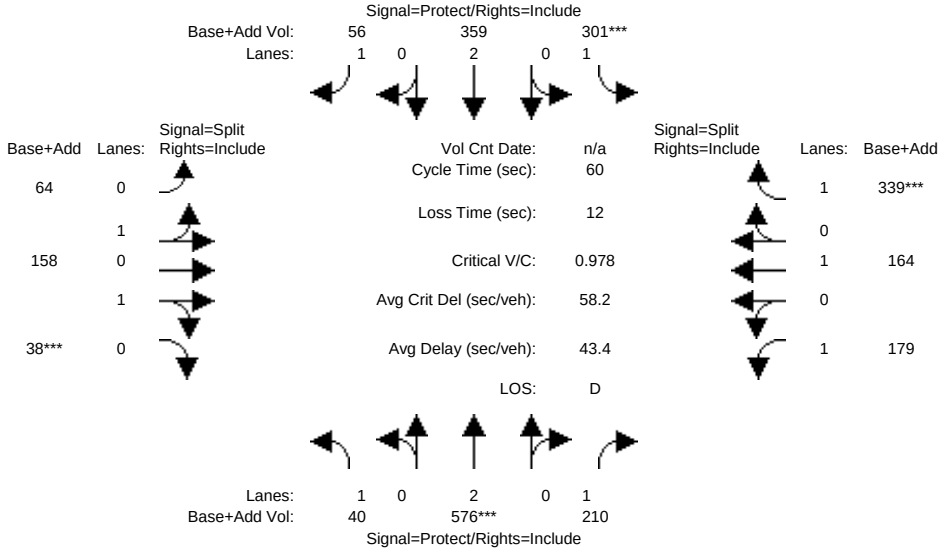
Intersection #21: Edgewater Blvd/Beach Park Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	6	6	6	4	4	4	4	4	4
Y+R:	3.5	5.0	5.0	3.5	5.5	5.5	4.0	4.0	4.0	3.5	3.5	3.5
Volume Module:												
Base Vol:	40	576	210	301	359	56	64	158	38	179	164	339
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	576	210	301	359	56	64	158	38	179	164	339
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	576	210	301	359	56	64	158	38	179	164	339
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	51	738	269	385	460	72	82	202	49	229	210	434
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	738	269	385	460	72	82	202	49	229	210	434
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	738	269	385	460	72	82	202	49	229	210	434
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.92	0.92	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.49	1.22	0.29	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	859	2120	510	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.17	0.21	0.13	0.04	0.10	0.10	0.10	0.13	0.11	0.27
Crit Moves:		****		****					****			****
Green/Cycle:	0.15	0.21	0.21	0.22	0.28	0.28	0.10	0.10	0.10	0.27	0.27	0.27
Volume/Cap:	0.19	0.98	0.80	0.98	0.45	0.16	0.98	0.98	0.98	0.46	0.40	0.98
Delay/Veh:	22.8	50.7	34.9	62.5	18.1	16.4	69.6	69.6	69.6	18.7	18.2	58.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	50.7	34.9	62.5	18.1	16.4	69.6	69.6	69.6	18.7	18.2	58.3
LOS by Move:	C	D	C	E	B	B	E	E	E	B	B	E
HCM2kAvgQ:	1	13	7	13	4	1	7	7	7	4	4	14

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

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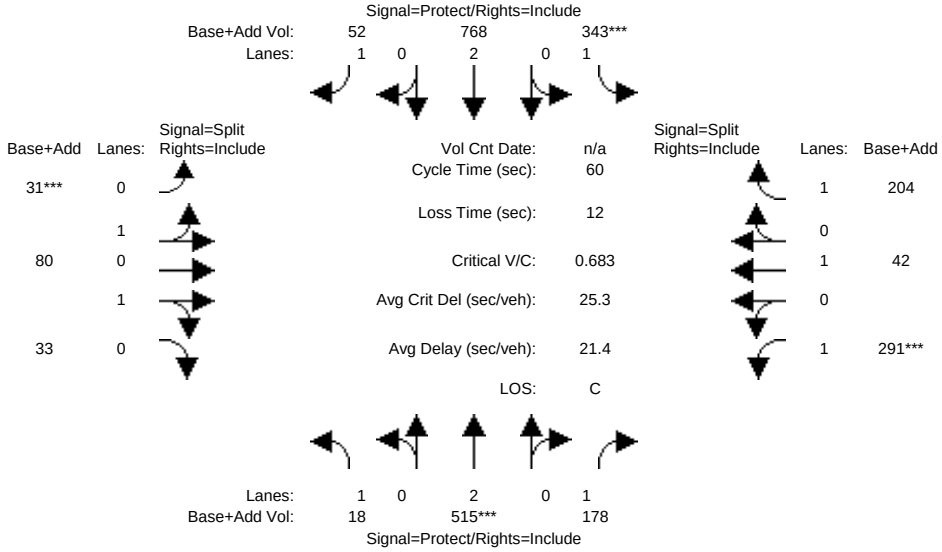
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #21: Edgewater Blvd/Beach Park Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	6	6	6	4	4	4	4	4	4
Y+R:	3.5	5.0	5.0	3.5	5.5	5.5	4.0	4.0	4.0	3.5	3.5	3.5
Volume Module:												
Base Vol:	18	515	178	343	768	52	31	80	33	291	42	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	515	178	343	768	52	31	80	33	291	42	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	515	178	343	768	52	31	80	33	291	42	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	18	526	182	350	784	53	32	82	34	297	43	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	526	182	350	784	53	32	82	34	297	43	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	526	182	350	784	53	32	82	34	297	43	208
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.91	0.91	0.91	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.43	1.11	0.46	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	742	1916	790	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.11	0.19	0.22	0.03	0.04	0.04	0.04	0.16	0.02	0.13
Crit Moves:		****		****			****			****		
Green/Cycle:	0.12	0.21	0.21	0.28	0.38	0.38	0.07	0.07	0.07	0.24	0.24	0.24
Volume/Cap:	0.09	0.69	0.53	0.69	0.57	0.09	0.64	0.64	0.64	0.69	0.09	0.54
Delay/Veh:	23.9	24.5	22.6	23.1	15.4	12.1	33.2	33.2	33.2	25.4	17.8	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:	23.9	24.5	22.6	23.1	15.4	12.1	33.2	33.2	33.2	25.4	17.8	21.4
LOS by Move:	C	C	C	C	B	B	C	C	C	C	B	C
HCM2kAvgQ:	0	6	4	7	7	1	3	3	3	6	1	4

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

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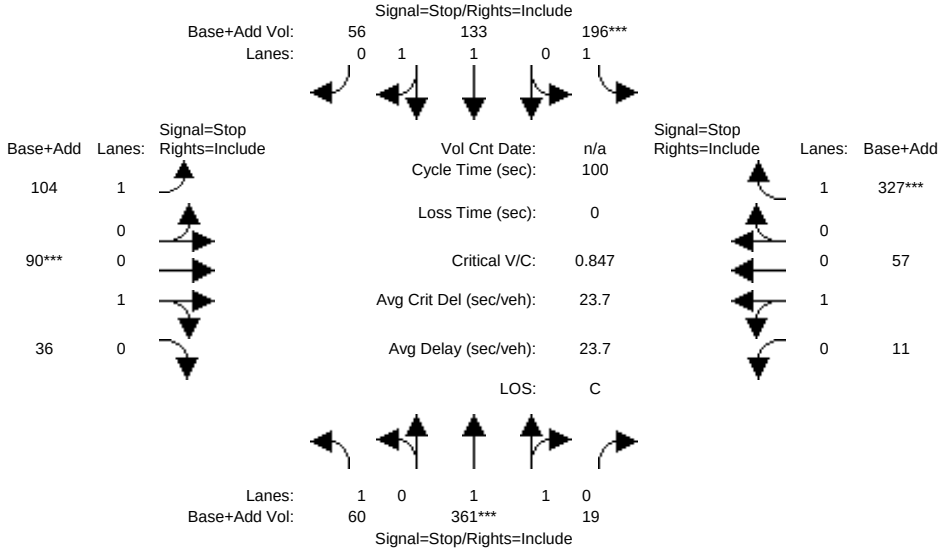
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

Intersection #22: Foster City Blvd/Marlin Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	60	361	19	196	133	56	104	90	36	11	57	327
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	361	19	196	133	56	104	90	36	11	57	327
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	361	19	196	133	56	104	90	36	11	57	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	73	440	23	239	162	68	127	110	44	13	70	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	440	23	239	162	68	127	110	44	13	70	399
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	440	23	239	162	68	127	110	44	13	70	399
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.41	0.59	1.00	0.71	0.29	0.16	0.84	1.00
Final Sat.:	370	757	40	371	549	238	374	289	116	67	349	471
Capacity Analysis Module:												
Vol/Sat:	0.20	0.58	0.58	0.64	0.30	0.29	0.34	0.38	0.38	0.20	0.20	0.85
Crit Moves:		****		****				****				****
Delay/Veh:	14.2	22.3	22.1	26.8	15.0	14.4	16.2	15.9	15.9	13.0	13.0	38.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.2	22.3	22.1	26.8	15.0	14.4	16.2	15.9	15.9	13.0	13.0	38.1
LOS by Move:	B	C	C	D	B	B	C	C	C	B	B	E
ApproachDel:		21.2			20.9			16.0			33.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		21.2			20.9			16.0			33.8	
LOS by Appr:		C			C			C			D	
AllWayAvgQ:	0.2	1.2	1.2	1.5	0.4	0.4	0.4	0.5	0.5	0.2	0.2	3.6

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

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Foster City General Plan Update
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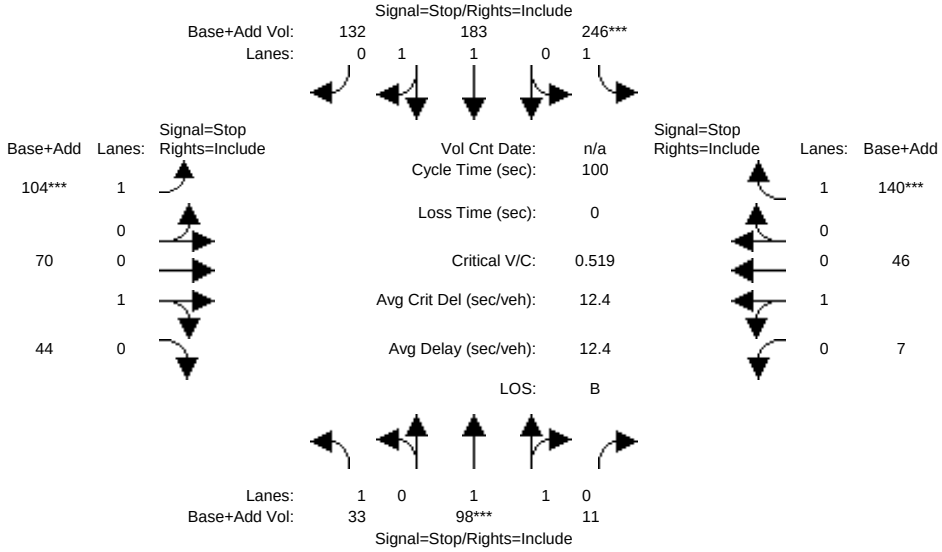
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #22: Foster City Blvd/Marlin Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	33	98	11	246	183	132	104	70	44	7	46	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	98	11	246	183	132	104	70	44	7	46	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	98	11	246	183	132	104	70	44	7	46	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	35	105	12	265	197	142	112	75	47	8	49	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	105	12	265	197	142	112	75	47	8	49	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	105	12	265	197	142	112	75	47	8	49	151
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.16	0.84	1.00	0.61	0.39	0.13	0.87	1.00
Final Sat.:	432	835	95	510	642	501	469	320	201	65	425	549
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.12	0.52	0.31	0.28	0.24	0.24	0.24	0.12	0.12	0.27
Crit Moves:		****		****			****					****
Delay/Veh:	11.2	10.9	10.8	16.5	11.7	10.7	12.1	11.1	11.1	10.5	10.5	11.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.2	10.9	10.8	16.5	11.7	10.7	12.1	11.1	11.1	10.5	10.5	11.0
LOS by Move:	B	B	B	C	B	B	B	B	B	B	B	B
ApproachDel:		11.0			13.6			11.6			10.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.0			13.6			11.6			10.9	
LOS by Appr:		B			B			B			B	
AllWayAvgQ:	0.1	0.1	0.1	1.0	0.4	0.4	0.3	0.3	0.3	0.1	0.1	0.3

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

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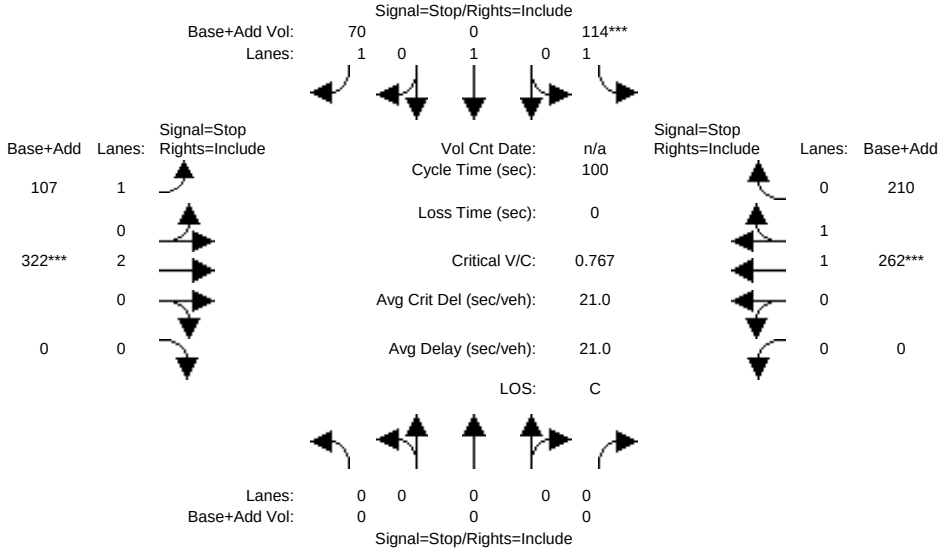
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing AM

Intersection #23: Foster City Blvd/Beach Pk Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	114	0	70	107	322	0	0	262	210
Growth Adj:	1.00	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	114	0	70	107	322	0	0	262	210
Added Vol:	0	0	0	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	114	0	70	107	322	0	0	262	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58
PHF Volume:	0	0	0	197	0	121	184	555	0	0	452	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	197	0	121	184	555	0	0	452	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	197	0	121	184	555	0	0	452	362
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	2.00	0.00	0.00	1.11	0.89
Final Sat.:	0	0	0	421	439	484	444	952	0	0	589	512
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.47	0.00	0.25	0.42	0.58	xxxx	xxxx	0.77	0.71
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	17.5	0.0	11.9	16.0	19.7	0.0	0.0	27.8	21.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.5	0.0	11.9	16.0	19.7	0.0	0.0	27.8	21.9
LOS by Move:	*	*	*	C	*	B	C	C	*	*	D	C
ApproachDel:	xxxxxx			15.4			18.7			25.2		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			15.4			18.7			25.2		
LOS by Appr:	*			C			C			D		
AllWayAvgQ:	0.0	0.0	0.0	0.8	0.0	0.3	0.7	1.3	0.0	0.0	2.8	2.1

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

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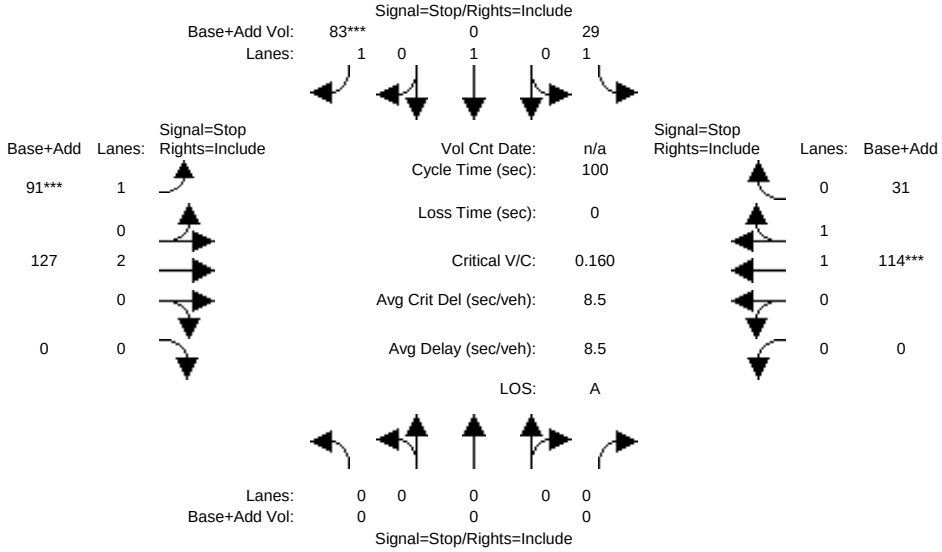
Foster City General Plan Update
SF12-0627

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

Intersection #23: Foster City Blvd/Beach Pk Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	29	0	83	91	127	0	0	114	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	83	91	127	0	0	114	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	83	91	127	0	0	114	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	32	0	91	100	140	0	0	125	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	0	91	100	140	0	0	125	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	32	0	91	100	140	0	0	125	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	2.00	0.00	0.00	1.57	0.43
Final Sat.:	0	0	0	582	631	721	624	1364	0	0	1118	315
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.05	0.00	0.13	0.16	0.10	xxxx	xxxx	0.11	0.11
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	8.9	0.0	8.1	9.4	8.4	0.0	0.0	8.2	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.9	0.0	8.1	9.4	8.4	0.0	0.0	8.2	8.0
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			8.3			8.8			8.2		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			8.3			8.8			8.2		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.1	0.2	0.1	0.0	0.0	0.1	0.1

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

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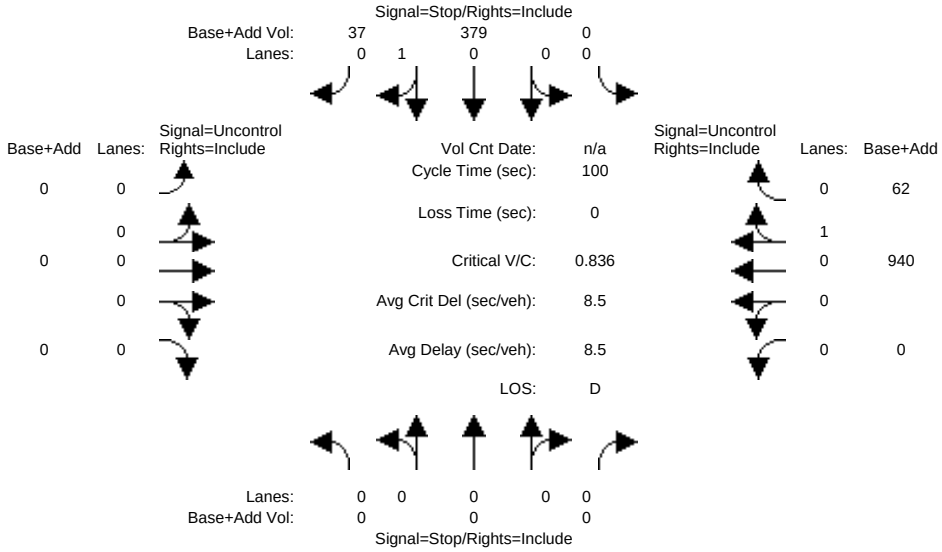
Foster City General Plan Update
SF12-0627

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative + project AM

Intersection #1: E. Third Ave/Lindbergh St/US 101 NB On Ramp




```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0    0     0     0  379    37     0    0     0     0  940    62
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0    0     0     0  379    37     0    0     0     0  940    62
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
PasserByVol:    0    0     0     0    0     0     0    0     0     0  271     0
Initial Fut:    0    0     0     0  379    37     0    0     0     0 1211    62
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.97 0.97  0.97  0.97 0.97  0.97  0.97 0.97  0.97  0.97 0.97  0.97
PHF Volume:     0    0     0     0  391    38     0    0     0     0 1248    64
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0    0     0     0  391    38     0    0     0     0 1248    64
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx xxxxx  1.6   3.1 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx  4.0   3.3 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx  xxxx 1051  1051  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx  xxxx  468   336  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Move Cap.:   xxxx xxxx xxxxx  xxxx  468   336  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Volume/Cap:  xxxx xxxx  xxxx  xxxx 0.84  0.11  xxxx xxxx  xxxx  xxxx xxxx  xxxx
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
LOS by Move:    *    *     *     *    *     *     *    *     *     *    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx   531  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx   7.8 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx  34.4 xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     D     *    *     *     *    *     *
ApproachDel:    xxxxxx            34.4           xxxxxx           xxxxxx
ApproachLOS:         *              D                *                *
Note: Queue reported is the number of cars per lane.
```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Foster City General Plan Update
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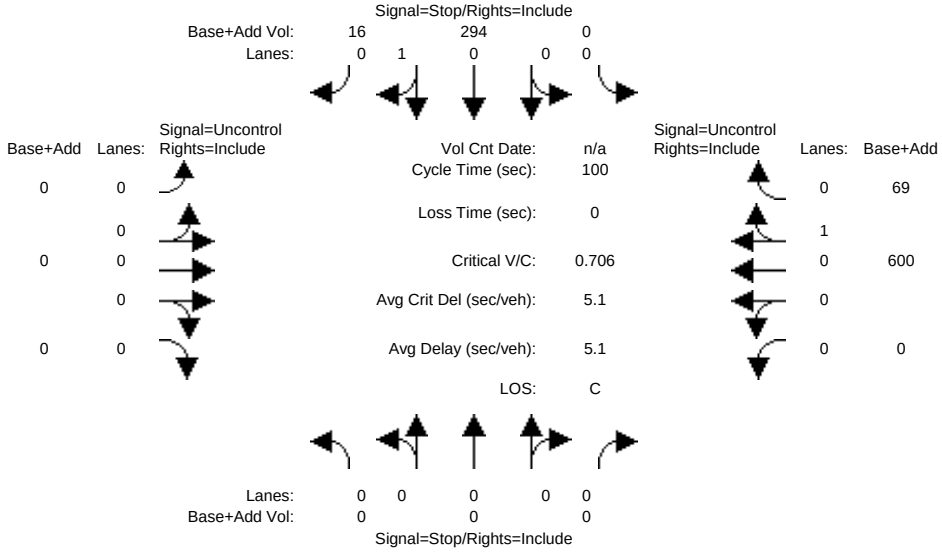
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative + Project PM

Intersection #1: E. Third Ave/Lindbergh St/US 101 NB On Ramp



Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Volume Module:																								
Base Vol:	0		0		0		0		294		16		0		0		0		0		600		69	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		0		0		0		294		16		0		0		0		0		600		69	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		513		0	
Initial Fut:	0		0		0		0		294		16		0		0		0		0		1113		69	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89		0.89	
PHF Volume:	0		0		0		0		330		18		0		0		0		0		1251		78	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	0		0		0		0		330		18		0		0		0		0		1251		78	
Critical Gap Module:																								
Critical Gp:	xxxxx		xxxx		xxxxx		xxxxx		1.9		6.2		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
FollowUpTim:	xxxxx		xxxx		xxxxx		xxxxx		4.0		3.3		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Capacity Module:																								
Cnflict Vol:	xxxx		xxxx		xxxxx		xxxx		1108		1108		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Potent Cap.:	xxxx		xxxx		xxxxx		xxxx		468		138		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Move Cap.:	xxxx		xxxx		xxxxx		xxxx		468		138		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Volume/Cap:	xxxx		xxxx		xxxx		xxxx		0.71		0.13		xxxx		xxxx		xxxx		xxxx		xxxx		xxxx	
Level Of Service Module:																								
2Way95thQ:	xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
Control Del:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
LOS by Move:	*		*		*		*		*		*		*		*		*		*		*		*	
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx		xxxx		xxxxx		xxxx		xxxx		522		xxxx		xxxx		xxxxx		xxxx		xxxx		xxxxx	
SharedQueue:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		4.9		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shrd ConDel:	xxxxx		xxxx		xxxxx		xxxxx		xxxx		24.7		xxxxx		xxxx		xxxxx		xxxxx		xxxx		xxxxx	
Shared LOS:	*		*		*		*		*		C		*		*		*		*		*		*	
ApproachDel:	xxxxxx								24.7				xxxxxx						xxxxxx					
ApproachLOS:	*								C				*						*					

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

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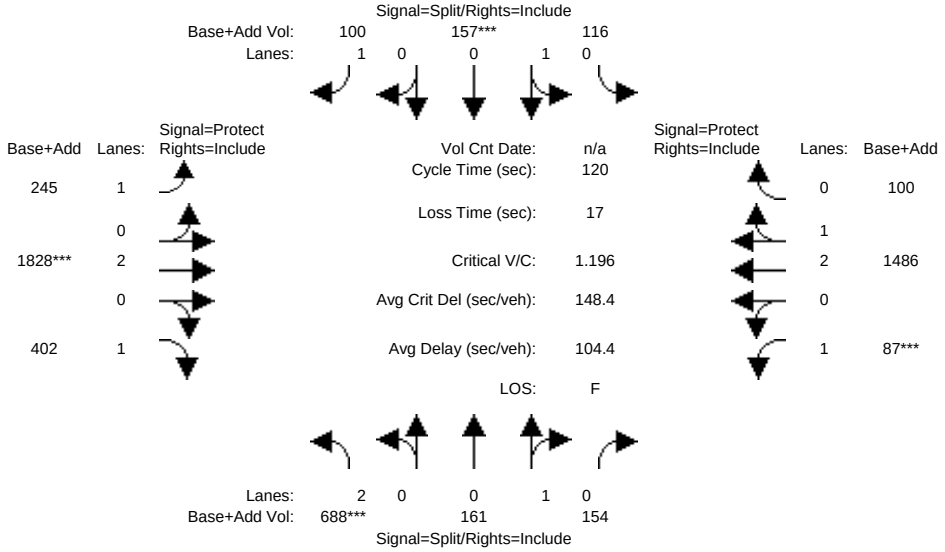
Foster City General Plan Update
SF12-0627

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + project AM

Intersection #2: Norfolk St/East Third Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	8	8	8	12	12	12	8	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	3.5	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	686	161	73	116	157	100	245	993	402	70	1307	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	686	161	73	116	157	100	245	993	402	70	1307	100
Added Vol:	2	0	81	0	0	0	0	835	0	17	179	0
PasserByVol:	0	0	0	0	0	0	0	131	0	0	158	0
Initial Fut:	688	161	154	116	157	100	245	1959	402	87	1644	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	756	177	169	127	173	110	269	2153	442	96	1807	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	756	177	169	127	173	110	269	2153	442	96	1807	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	756	177	169	127	173	110	269	2153	442	96	1807	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.91	0.98	0.98	0.82	0.95	0.95	0.69	0.95	0.90	0.90
Lanes:	2.00	0.51	0.49	0.42	0.58	1.00	1.00	2.00	1.00	1.00	2.83	0.17
Final Sat.:	3502	893	855	790	1070	1562	1805	3610	1311	1805	4844	295
Capacity Analysis Module:												
Vol/Sat:	0.22	0.20	0.20	0.16	0.16	0.07	0.15	0.60	0.34	0.05	0.37	0.37
Crit Moves:	****				****			****		****		
Green/Cycle:	0.18	0.18	0.18	0.13	0.13	0.13	0.16	0.48	0.48	0.07	0.39	0.39
Volume/Cap:	1.23	1.13	1.13	1.23	1.23	0.54	0.95	1.23	0.69	0.79	0.95	0.95
Delay/Veh:	166.7	140	139.9	186.0	186	51.5	89.1	140	27.3	84.7	45.3	45.3
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:	166.7	140	139.9	186.0	186	51.5	89.1	140	27.3	84.7	45.3	45.3
LOS by Move:	F	F	F	F	F	D	F	F	C	F	D	D
HCM2kAvgQ:	26	21	21	21	21	4	10	66	12	5	30	30

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

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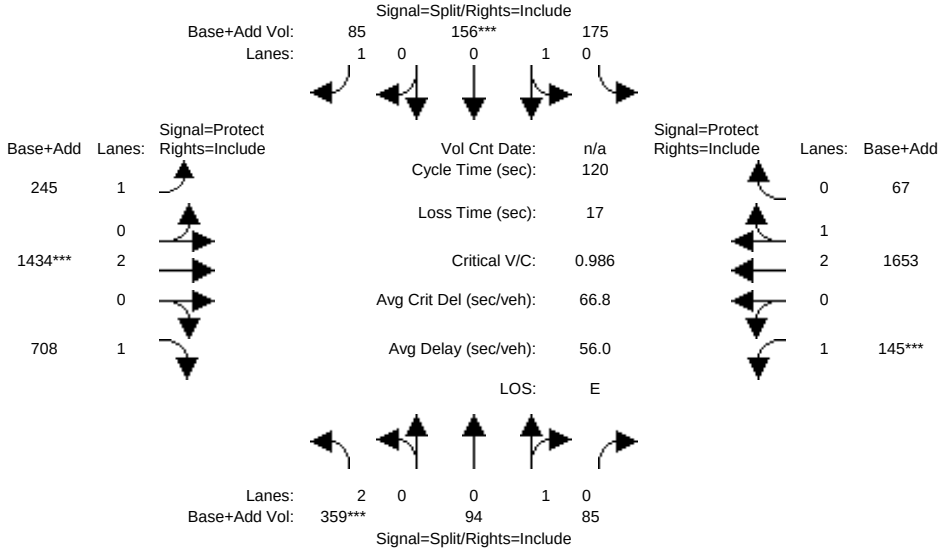
Foster City General Plan Update
SF12-0627

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

Intersection #2: Norfolk St/East Third Ave



Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	0		4		4		0		8		0		12		12		12		8		12		12	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		5.0		5.0		3.5		5.0		5.0	
Volume Module:																								
Base Vol:	358		94		62		175		156		85		245		1213		706		65		827		67	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	358		94		62		175		156		85		245		1213		706		65		827		67	
Added Vol:	1		0		23		0		0		0		0		221		2		80		826		0	
PasserByVol:	0		0		0		0		0		0		0		164		0		0		6		0	
Initial Fut:	359		94		85		175		156		85		245		1598		708		145		1659		67	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95		0.95	
PHF Volume:	378		99		89		184		164		89		258		1682		745		153		1746		71	
Reduct Vol:	0		0		0		0		0		0		0		0		180		0		0		0	
Reduced Vol:	378		99		89		184		164		89		258		1682		565		153		1746		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:	378		99		89		184		164		89		258		1682		565		153		1746		71	
Saturation Flow Module:																								
Sat/Lane:	1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900		1900	
Adjustment:	0.92		0.93		0.92		0.97		0.97		0.83		0.95		0.95		0.75		0.95		0.90		0.90	
Lanes:	2.00		0.52		0.48		0.53		0.47		1.00		1.00		2.00		1.00		1.00		2.88		0.12	
Final Sat.:	3502		923		835		978		872		1582		1805		3610		1419		1805		4955		200	
Capacity Analysis Module:																								
Vol/Sat:	0.11		0.11		0.11		0.19		0.19		0.06		0.14		0.47		0.40		0.08		0.35		0.35	
Crit Moves:	****								****						****				****					
Green/Cycle:	0.11		0.11		0.11		0.19		0.19		0.19		0.16		0.47		0.47		0.09		0.40		0.40	
Volume/Cap:	0.99		0.98		0.98		0.99		0.99		0.30		0.89		0.99		0.84		0.99		0.89		0.89	
Delay/Veh:	95.6		112		112.1		92.5		92.5		42.2		75.6		49.9		37.3		122.9		38.8		38.8	
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:	95.6		112		112.1		92.5		92.5		42.2		75.6		49.9		37.3		122.9		38.8		38.8	
LOS by Move:	F		F		F		F		F		D		E		D		D		F		D		D	
HCM2kAvgQ:	11		11		11		18		18		3		9		35		18		9		26		26	

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

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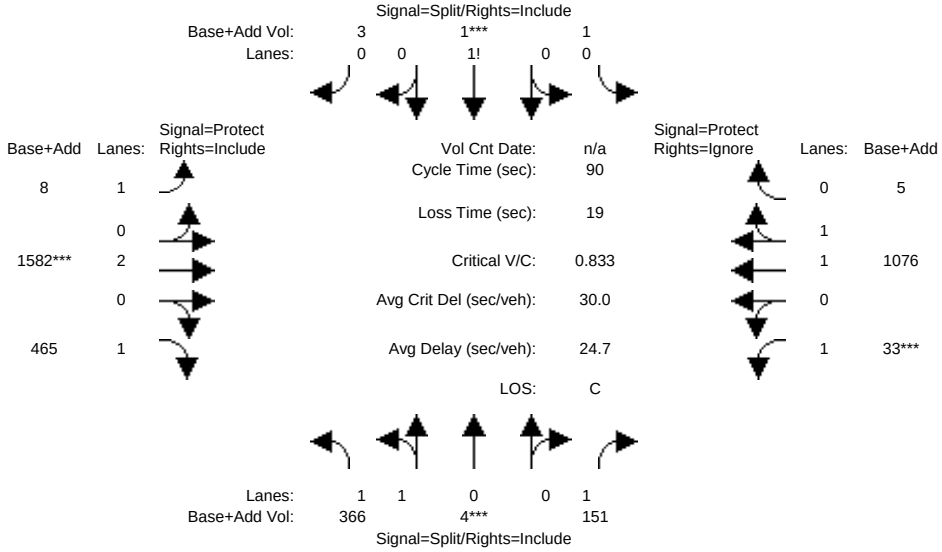
Intersection #3: Mariners Island Blvd/East Third Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	4	8	8	4	8	8
Y+R:	4.2	4.2	4.2	4.6	4.6	4.6	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	305	4	48	1	1	3	8	749	382	15	937	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	4	48	1	1	3	8	749	382	15	937	5
Added Vol:	61	0	103	0	0	0	0	833	83	18	139	0
PasserByVol:	0	0	0	0	0	0	0	131	0	0	158	0
Initial Fut:	366	4	151	1	1	3	8	1713	465	33	1234	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	0.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00
PHF Volume:	402	4	166	1	1	3	9	1882	511	36	1356	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	402	4	166	1	1	3	9	1882	511	36	1356	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	402	4	166	1	1	3	9	1882	511	36	1356	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.91	0.91	0.91	0.95	0.95	0.83	0.95	0.95	0.95
Lanes:	1.98	0.02	1.00	0.20	0.20	0.60	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3582	39	1610	345	345	1034	1805	3610	1569	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.10	0.00	0.00	0.00	0.00	0.52	0.33	0.02	0.38	0.00
Crit Moves:		****			****			****		****		
Green/Cycle:	0.12	0.12	0.12	0.04	0.04	0.04	0.07	0.58	0.58	0.04	0.55	0.00
Volume/Cap:	0.91	0.91	0.83	0.07	0.07	0.07	0.07	0.91	0.57	0.45	0.68	0.00
Delay/Veh:	60.5	60.5	63.0	41.6	41.6	41.6	39.7	23.0	12.8	45.9	15.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.5	60.5	63.0	41.6	41.6	41.6	39.7	23.0	12.8	45.9	15.2	0.0
LOS by Move:	E	E	E	D	D	D	D	C	B	D	B	A
HCM2kAvgQ:	9	9	7	0	0	0	0	28	9	1	14	0

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

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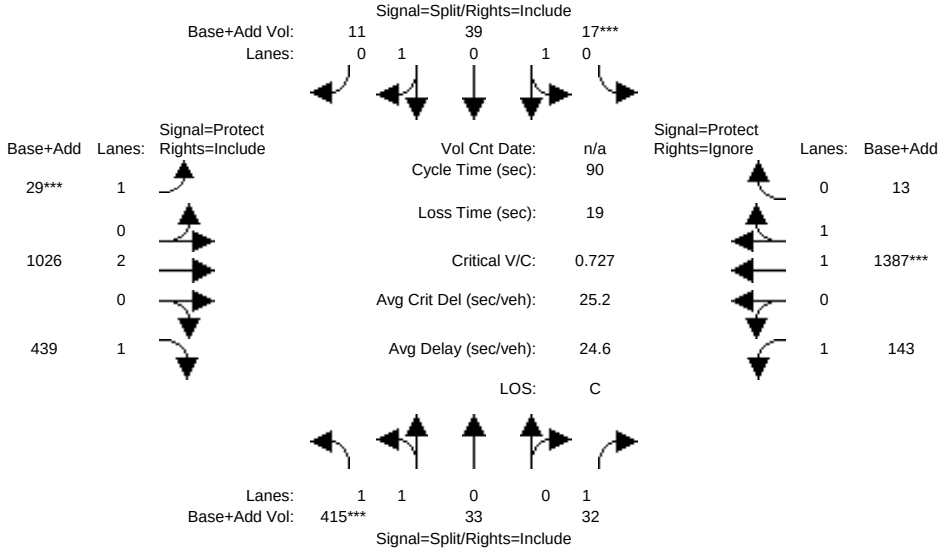
Intersection #3: Mariners Island Blvd/East Third Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	4	8	8	4	8	8
Y+R:	4.2	4.2	4.2	4.6	4.6	4.6	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	314	33	12	17	39	11	29	844	377	21	561	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:	314	33	12	17	39	11	29	844	377	21	561	13
Added Vol:	101	0	20	0	0	0	0	182	62	122	826	0
PasserByVol:	0	0	0	0	0	0	0	164	0	0	6	0
Initial Fut:	415	33	32	17	39	11	29	1190	439	143	1393	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	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	437	35	34	18	41	12	31	1253	462	151	1466	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	35	34	18	41	12	31	1253	462	151	1466	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	437	35	34	18	41	12	31	1253	462	151	1466	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.84	0.91	0.91	0.91	0.95	0.95	0.84	0.95	0.95	0.95
Lanes:	1.85	0.15	1.00	0.51	1.16	0.33	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3365	268	1592	881	2021	570	1805	3610	1594	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.02	0.02	0.02	0.02	0.02	0.35	0.29	0.08	0.41	0.00
Crit Moves:	****			****			****				****	
Green/Cycle:	0.17	0.17	0.17	0.04	0.04	0.04	0.04	0.46	0.46	0.11	0.53	0.00
Volume/Cap:	0.77	0.77	0.12	0.46	0.46	0.46	0.38	0.75	0.63	0.75	0.77	0.00
Delay/Veh:	41.4	41.4	31.9	44.1	44.1	44.1	44.8	21.7	19.9	53.1	18.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.4	41.4	31.9	44.1	44.1	44.1	44.8	21.7	19.9	53.1	18.6	0.0
LOS by Move:	D	D	C	D	D	D	D	C	B	D	B	A
HCM2kAvgQ:	8	8	1	2	2	2	1	16	10	4	16	0

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

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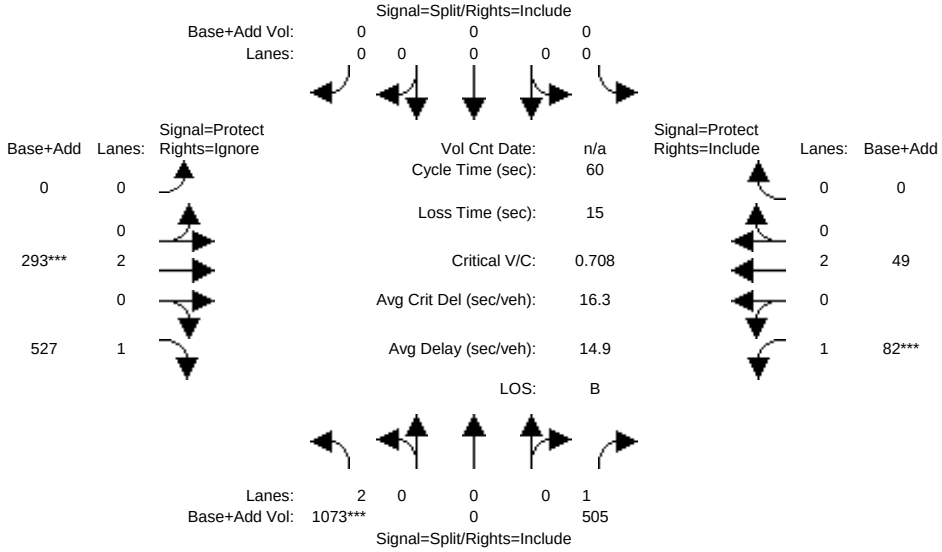
Intersection #4: Foster City Blvd/East Third Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	0	0	0	4	4	4	4	4	4
Y+R:	4.6	4.6	4.6	4.0	4.0	4.0	6.0	6.0	6.0	4.1	6.0	6.0
Volume Module:												
Base Vol:	959	0	155	0	0	0	0	118	328	29	18	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:	959	0	155	0	0	0	0	118	328	29	18	0
Added Vol:	114	0	350	0	0	0	0	175	199	53	31	0
PasserByVol:	158	0	0	0	0	0	0	0	131	0	0	0
Initial Fut:	1231	0	505	0	0	0	0	293	658	82	49	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	1368	0	561	0	0	0	0	326	0	91	54	0
Reduct Vol:	0	0	69	0	0	0	0	0	0	0	0	0
Reduced Vol:	1368	0	492	0	0	0	0	326	0	91	54	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1368	0	492	0	0	0	0	326	0	91	54	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3502	0	1612	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.39	0.00	0.31	0.00	0.00	0.00	0.00	0.09	0.00	0.05	0.02	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.55	0.00	0.55	0.00	0.00	0.00	0.00	0.13	0.00	0.07	0.20	0.00
Volume/Cap:	0.71	0.00	0.55	0.00	0.00	0.00	0.00	0.71	0.00	0.71	0.08	0.00
Delay/Veh:	11.1	0.0	9.5	0.0	0.0	0.0	0.0	30.2	0.0	43.9	19.6	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:	11.1	0.0	9.5	0.0	0.0	0.0	0.0	30.2	0.0	43.9	19.6	0.0
LOS by Move:	B	A	A	A	A	A	A	C	A	D	B	A
HCM2kAvgQ:	9	0	6	0	0	0	0	3	0	3	0	0

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

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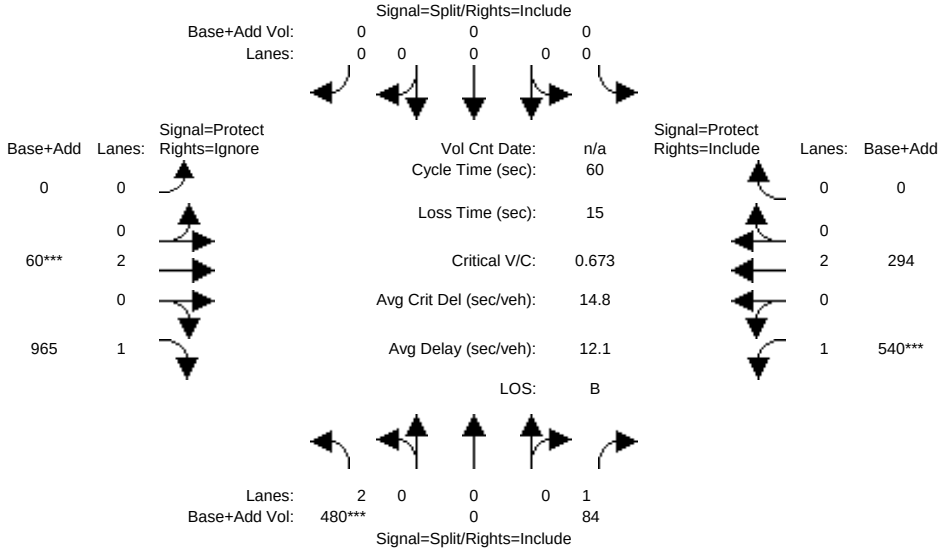
Intersection #4: Foster City Blvd/East Third Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	0	0	0	4	4	4	4	4	4
Y+R:	4.6	4.6	4.6	4.0	4.0	4.0	6.0	6.0	6.0	4.1	6.0	6.0
Volume Module:												
Base Vol:	285	0	18	0	0	0	0	27	832	204	97	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:	285	0	18	0	0	0	0	27	832	204	97	0
Added Vol:	195	0	66	0	0	0	0	33	133	336	197	0
PasserByVol:	6	0	0	0	0	0	0	0	164	0	0	0
Initial Fut:	486	0	84	0	0	0	0	60	1129	540	294	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	540	0	93	0	0	0	0	67	0	600	327	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	0	93	0	0	0	0	67	0	600	327	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	540	0	93	0	0	0	0	67	0	600	327	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3502	0	1610	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.06	0.00	0.00	0.00	0.00	0.02	0.00	0.33	0.09	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.22	0.00	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.47	0.53	0.00
Volume/Cap:	0.71	0.00	0.27	0.00	0.00	0.00	0.00	0.28	0.00	0.71	0.17	0.00
Delay/Veh:	25.0	0.0	20.0	0.0	0.0	0.0	0.0	25.4	0.0	4.5	0.0	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:	25.0	0.0	20.0	0.0	0.0	0.0	0.0	25.4	0.0	4.5	0.0	0.0
LOS by Move:	C	A	B	A	A	A	A	C	A	A	A	A
HCM2kAvgQ:	5	0	1	0	0	0	0	1	0	4	0	0

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

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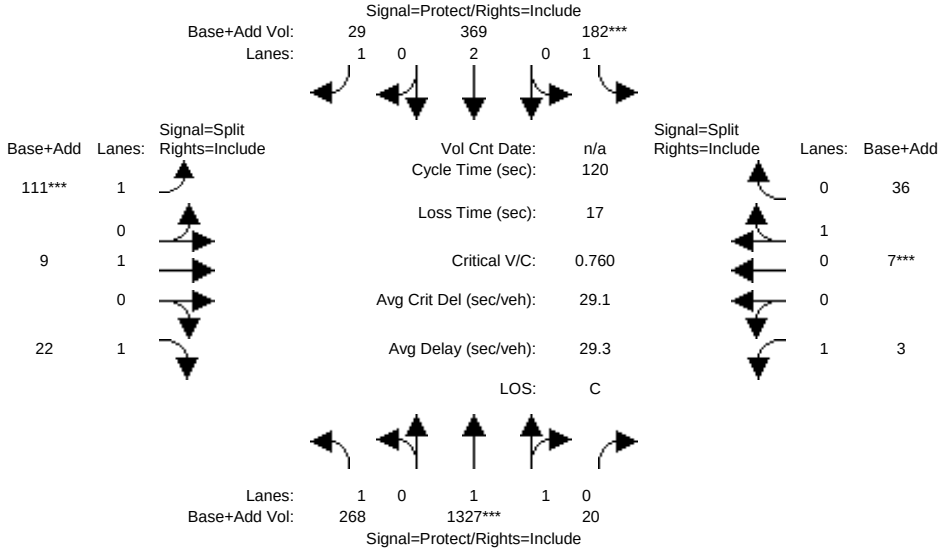
Intersection #5: Foster City Blvd/Vintage - Chess



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	8	8	4	8	8	4	4	4	4	4	4
Y+R:	3.6	4.9	4.9	3.6	4.6	4.6	4.1	4.1	4.1	4.1	4.1	4.1
Volume Module:												
Base Vol:	188	975	20	67	247	14	13	9	18	3	7	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	975	20	67	247	14	13	9	18	3	7	22
Added Vol:	80	352	0	115	122	15	98	0	4	0	0	14
PasserByVol:	0	158	0	0	131	0	0	0	0	0	0	0
Initial Fut:	268	1485	20	182	500	29	111	9	22	3	7	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	288	1597	22	196	538	31	119	10	24	3	8	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	1597	22	196	538	31	119	10	24	3	8	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	1597	22	196	538	31	119	10	24	3	8	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.78	0.95	1.00	0.82	0.95	0.87	0.85
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.16	0.84
Final Sat.:	1805	3555	48	1805	3610	1489	1805	1900	1552	1805	264	1357
Capacity Analysis Module:												
Vol/Sat:	0.16	0.45	0.45	0.11	0.15	0.02	0.07	0.01	0.02	0.00	0.03	0.03
Crit Moves:		****		****			****				****	
Green/Cycle:	0.38	0.59	0.59	0.14	0.35	0.35	0.09	0.09	0.09	0.04	0.04	0.04
Volume/Cap:	0.42	0.76	0.76	0.76	0.42	0.06	0.76	0.06	0.18	0.05	0.76	0.76
Delay/Veh:	27.9	19.9	19.9	61.8	29.6	25.6	72.8	50.4	51.4	56.0	99.3	99.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	19.9	19.9	61.8	29.6	25.6	72.8	50.4	51.4	56.0	99.3	99.3
LOS by Move:	C	B	B	E	C	C	E	D	D	E	F	F
HCM2kAvgQ:	8	24	24	7	8	1	6	0	1	0	3	3

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

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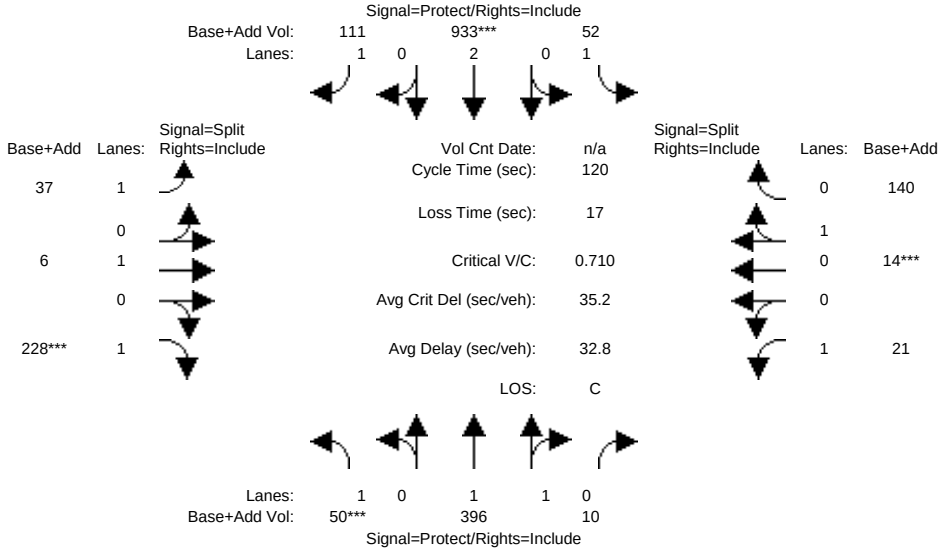
Intersection #5: Foster City Blvd/Vintage - Chess



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	8	8	4	8	8	4	4	4	4	4	4
Y+R:	3.6	4.9	4.9	3.6	4.6	4.6	4.1	4.1	4.1	4.1	4.1	4.1
Volume Module:												
Base Vol:	36	260	10	34	578	16	19	6	201	21	14	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	260	10	34	578	16	19	6	201	21	14	33
Added Vol:	14	136	0	18	355	95	18	0	27	0	0	107
PasserByVol:	0	6	0	0	164	0	0	0	0	0	0	0
Initial Fut:	50	402	10	52	1097	111	37	6	228	21	14	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	55	442	11	57	1205	122	41	7	251	23	15	154
Reduct Vol:	0	0	0	0	0	0	0	0	35	0	0	0
Reduced Vol:	55	442	11	57	1205	122	41	7	216	23	15	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	442	11	57	1205	122	41	7	216	23	15	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.94	0.95	0.95	0.78	0.95	1.00	0.82	0.95	0.86	0.84
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.09	0.91
Final Sat.:	1805	3508	87	1805	3610	1489	1805	1900	1552	1805	145	1451
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.03	0.33	0.08	0.02	0.00	0.14	0.01	0.11	0.11
Crit Moves:	****				****				****		****	
Green/Cycle:	0.04	0.41	0.41	0.11	0.47	0.47	0.20	0.20	0.20	0.15	0.15	0.15
Volume/Cap:	0.71	0.31	0.31	0.29	0.71	0.17	0.12	0.02	0.71	0.09	0.71	0.71
Delay/Veh:	82.9	24.4	24.4	50.2	26.7	18.4	39.9	39.0	52.7	44.1	58.1	58.1
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:	82.9	24.4	24.4	50.2	26.7	18.4	39.9	39.0	52.7	44.1	58.1	58.1
LOS by Move:	F	C	C	D	C	B	D	D	D	D	E	E
HCM2kAvgQ:	3	6	6	2	19	2	1	0	9	1	8	7

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

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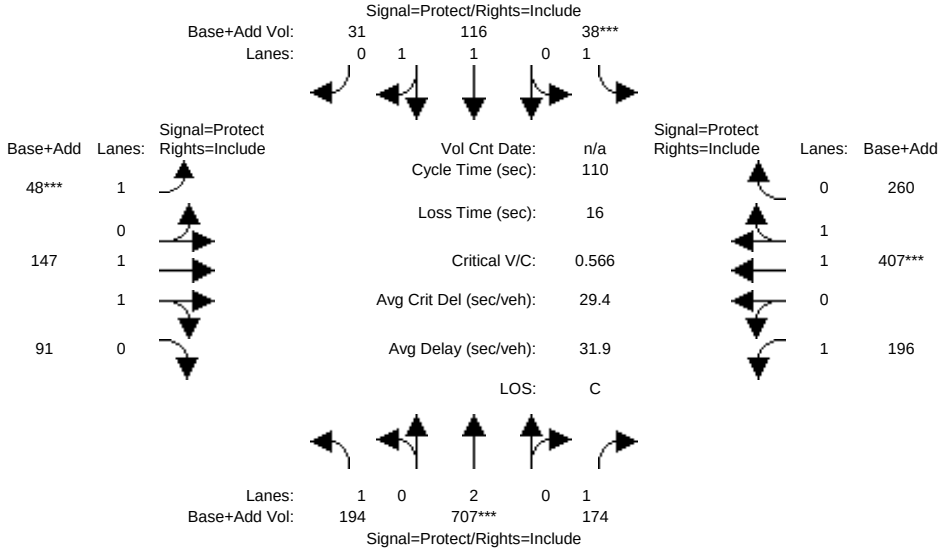
Intersection #6: Vintage Park Dr/Chess Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	4	4	4	4	4	4
Y+R:	3.6	4.2	4.2	3.6	4.2	4.2	4.1	4.2	4.2	3.6	3.7	3.7
Volume Module:												
Base Vol:	119	301	105	18	52	18	42	113	47	191	382	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	301	105	18	52	18	42	113	47	191	382	135
Added Vol:	75	406	69	20	64	13	6	34	44	5	25	125
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	707	174	38	116	31	48	147	91	196	407	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	213	777	191	42	127	34	53	162	100	215	447	286
Reduct Vol:	0	0	90	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	777	101	42	127	34	53	162	100	215	447	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	777	101	42	127	34	53	162	100	215	447	286
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.82	0.95	0.92	0.92	0.95	0.90	0.89	0.95	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.58	0.42	1.00	1.23	0.77	1.00	1.22	0.78
Final Sat.:	1805	3610	1551	1805	2755	736	1805	2094	1296	1805	2070	1323
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.07	0.02	0.05	0.05	0.03	0.08	0.08	0.12	0.22	0.22
Crit Moves:		****		****			****				****	
Green/Cycle:	0.30	0.38	0.38	0.04	0.12	0.12	0.05	0.17	0.17	0.26	0.38	0.38
Volume/Cap:	0.39	0.57	0.17	0.57	0.39	0.39	0.57	0.45	0.45	0.45	0.57	0.57
Delay/Veh:	30.8	27.5	22.7	61.6	45.4	45.4	58.8	41.6	41.6	34.6	27.4	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	27.5	22.7	61.6	45.4	45.4	58.8	41.6	41.6	34.6	27.4	27.4
LOS by Move:	C	C	C	E	D	D	E	D	D	C	C	C
HCM2kAvgQ:	5	11	2	2	3	3	3	5	5	6	10	10

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

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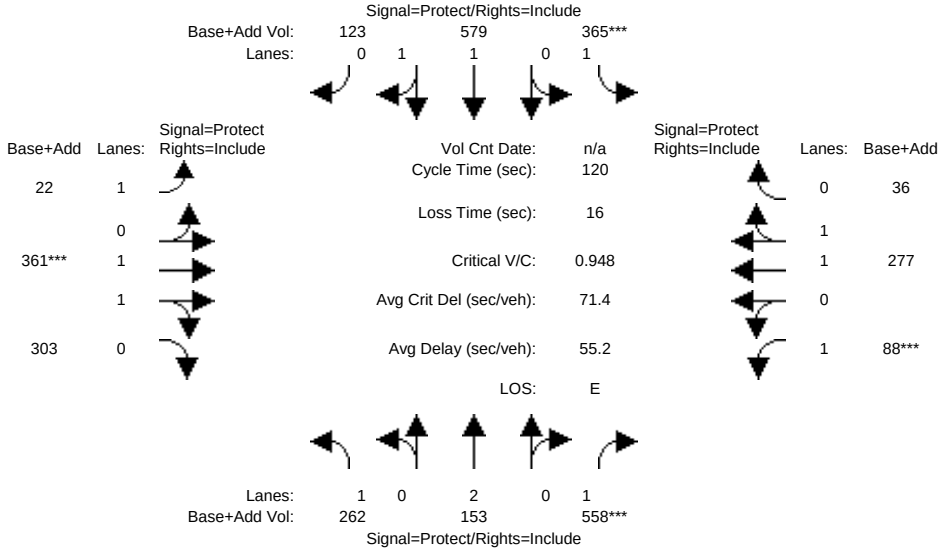
Intersection #6: Vintage Park Dr/Chess Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	4	4	4	4	4	4
Y+R:	3.6	4.2	4.2	3.6	4.2	4.2	4.1	4.2	4.2	3.6	3.7	3.7
Volume Module:												
Base Vol:	196	60	542	230	177	71	19	339	233	57	209	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	60	542	230	177	71	19	339	233	57	209	8
Added Vol:	66	93	16	135	402	52	3	22	70	31	68	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	153	558	365	579	123	22	361	303	88	277	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	288	168	613	401	636	135	24	397	333	97	304	40
Reduct Vol:	0	0	101	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	168	512	401	636	135	24	397	333	97	304	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	168	512	401	636	135	24	397	333	97	304	40
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.82	0.95	0.93	0.92	0.95	0.89	0.88	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.65	0.35	1.00	1.08	0.92	1.00	1.77	0.23
Final Sat.:	1805	3610	1562	1805	2898	616	1805	1821	1528	1805	3140	408
Capacity Analysis Module:												
Vol/Sat:	0.16	0.05	0.33	0.22	0.22	0.22	0.01	0.22	0.22	0.05	0.10	0.10
Crit Moves:			****	****				****		****		
Green/Cycle:	0.24	0.35	0.35	0.23	0.34	0.34	0.07	0.23	0.23	0.06	0.21	0.21
Volume/Cap:	0.65	0.13	0.95	0.95	0.65	0.65	0.18	0.95	0.95	0.95	0.45	0.45
Delay/Veh:	44.3	27.0	64.4	75.9	35.2	35.2	52.9	66.2	66.2	128.6	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	27.0	64.4	75.9	35.2	35.2	52.9	66.2	66.2	128.6	41.6	41.6
LOS by Move:	D	C	E	E	D	D	D	E	E	F	D	D
HCM2kAvgQ:	9	2	20	19	13	13	1	18	18	4	6	6

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

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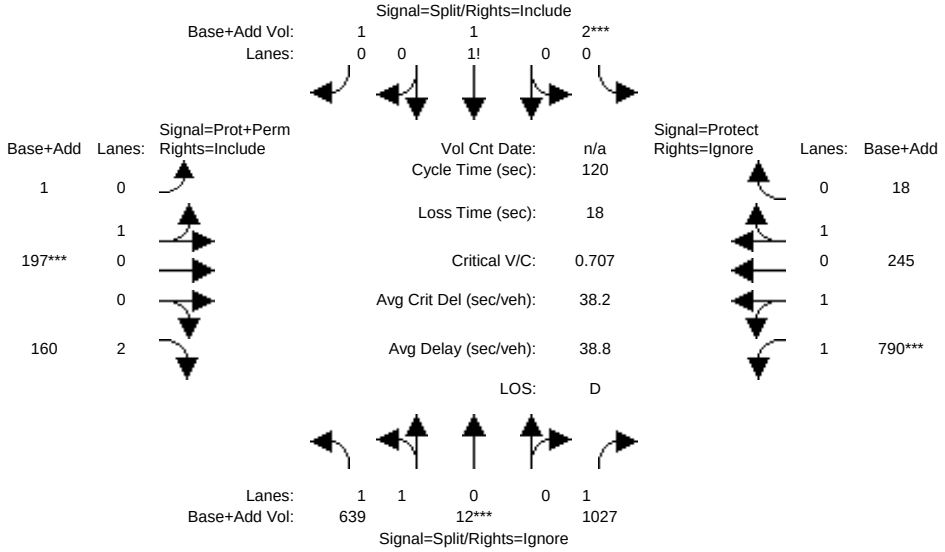
Intersection #7: SR 92 Westbound Ramps/Chess Dr



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	4	4	4	5	5	5	6	5	5
Y+R:	5.5	5.5	5.5	3.7	3.7	3.7	4.1	4.1	4.1	4.5	4.5	4.5
Volume Module:												
Base Vol:	506	12	800	2	1	1	1	107	127	657	223	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	506	12	800	2	1	1	1	107	127	657	223	18
Added Vol:	133	0	227	0	0	0	0	90	33	133	22	0
PasserByVol:	0	0	158	0	0	0	0	0	0	0	0	0
Initial Fut:	639	12	1185	2	1	1	1	197	160	790	245	18
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00
PHF Volume:	710	13	0	2	1	1	1	219	178	878	272	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	710	13	0	2	1	1	1	219	178	878	272	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	710	13	0	2	1	1	1	219	178	878	272	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.94	0.94	0.94	0.51	1.00	0.72	0.91	0.91	0.95
Lanes:	1.96	0.04	1.00	0.50	0.25	0.25	0.01	0.99	2.00	2.00	1.00	0.00
Final Sat.:	3555	67	1900	894	447	447	10	1890	2721	3476	1738	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.00	0.00	0.00	0.00	0.12	0.12	0.07	0.25	0.16	0.00
Crit Moves:		****		****				****		****		
Green/Cycle:	0.29	0.29	0.00	0.03	0.03	0.03	0.56	0.17	0.17	0.36	0.30	0.00
Volume/Cap:	0.70	0.70	0.00	0.07	0.07	0.07	0.21	0.70	0.39	0.70	0.51	0.00
Delay/Veh:	40.2	40.2	0.0	56.7	56.7	56.7	39.3	53.8	45.2	33.9	34.6	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:	40.2	40.2	0.0	56.7	56.7	56.7	39.3	53.8	45.2	33.9	34.6	0.0
LOS by Move:	D	D	A	E	E	E	D	D	D	C	C	A
HCM2kAvgQ:	13	13	0	0	0	0	4	8	3	15	9	0

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

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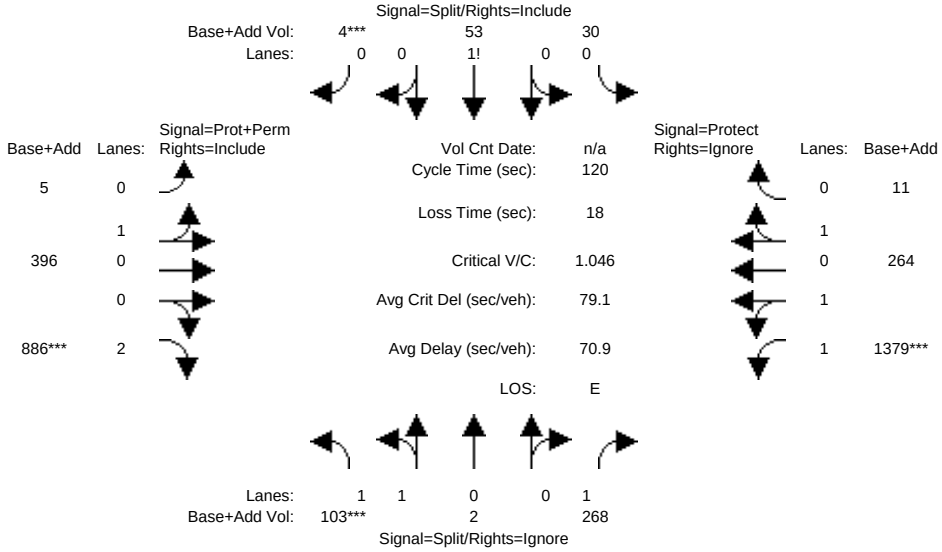
Intersection #7: SR 92 Westbound Ramps/Chess Dr



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	4	4	4	5	5	5	6	5	5
Y+R:	5.5	5.5	5.5	3.7	3.7	3.7	4.1	4.1	4.1	4.5	4.5	4.5
Volume Module:												
Base Vol:	63	2	206	30	53	4	5	367	741	985	177	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:	63	2	206	30	53	4	5	367	741	985	177	11
Added Vol:	40	0	62	0	0	0	0	29	145	394	87	0
PasserByVol:	0	0	6	0	0	0	0	0	0	0	0	0
Initial Fut:	103	2	274	30	53	4	5	396	886	1379	264	11
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00
PHF Volume:	110	2	0	32	56	4	5	421	943	1467	281	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	2	0	32	56	4	5	421	943	1467	281	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	110	2	0	32	56	4	5	421	943	1467	281	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.98	0.98	0.98	1.25	1.00	0.75	0.91	0.91	0.95
Lanes:	1.96	0.04	1.00	0.34	0.61	0.05	0.01	0.99	2.00	2.00	1.00	0.00
Final Sat.:	3552	69	1900	640	1131	85	24	1874	2833	3466	1733	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.05	0.05	0.05	0.22	0.22	0.33	0.42	0.16	0.00
Crit Moves:	****					****			****	****		
Green/Cycle:	0.08	0.08	0.00	0.05	0.05	0.05	0.75	0.32	0.32	0.40	0.30	0.00
Volume/Cap:	0.37	0.37	0.00	1.05	1.05	1.05	0.30	0.71	1.05	1.05	0.54	0.00
Delay/Veh:	52.8	52.8	0.0	167.6	168	167.6	25.2	40.1	85.4	72.7	35.1	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:	52.8	52.8	0.0	167.6	168	167.6	25.2	40.1	85.4	72.7	35.1	0.0
LOS by Move:	D	D	A	F	F	F	C	D	F	E	D	A
HCM2kAvgQ:	2	2	0	7	7	7	5	13	23	38	9	0

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

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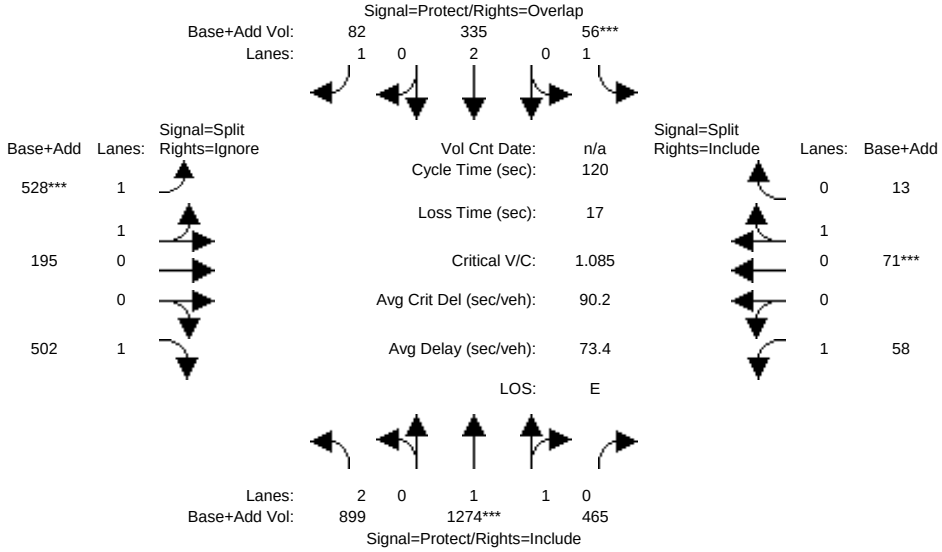
Cumulative + project AM

Intersection #8: Foster City Blvd/Chess Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	4	4	4	4	4	4
Y+R:	3.6	4.9	4.9	4.5	4.6	4.6	3.6	3.6	3.6	3.7	3.7	3.7
Volume Module:												
Base Vol:	794	974	140	3	278	66	402	42	465	35	38	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	794	974	140	3	278	66	402	42	465	35	38	7
Added Vol:	105	300	325	53	57	16	126	153	37	23	33	6
PasserByVol:	0	0	0	0	131	0	158	0	0	0	0	0
Initial Fut:	899	1274	465	56	466	82	686	195	502	58	71	13
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:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.00	0.88	0.88	0.88
PHF Volume:	1022	1448	528	64	530	93	780	222	0	66	81	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1022	1448	528	64	530	93	780	222	0	66	81	15
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:	1022	1448	528	64	530	93	780	222	0	66	81	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.95	0.82	0.96	0.96	1.00	0.95	0.98	0.97
Lanes:	2.00	1.46	0.54	1.00	2.00	1.00	1.56	0.44	1.00	1.00	0.84	0.16
Final Sat.:	3502	2534	925	1805	3610	1558	2849	810	1900	1805	1568	287
Capacity Analysis Module:												
Vol/Sat:	0.29	0.57	0.57	0.04	0.15	0.06	0.27	0.27	0.00	0.04	0.05	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.37	0.53	0.53	0.03	0.19	0.44	0.25	0.25	0.00	0.05	0.05	0.05
Volume/Cap:	0.78	1.09	1.09	1.06	0.78	0.14	1.09	1.09	0.00	0.77	1.09	1.09
Delay/Veh:	36.6	77.3	77.3	191.0	52.5	20.2	100.9	101	0.0	90.6	179	178.6
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:	36.6	77.3	77.3	191.0	52.5	20.2	100.9	101	0.0	90.6	179	178.6
LOS by Move:	D	E	E	F	D	C	F	F	A	F	F	F
HCM2kAvgQ:	16	46	46	5	12	2	27	27	0	4	7	7

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

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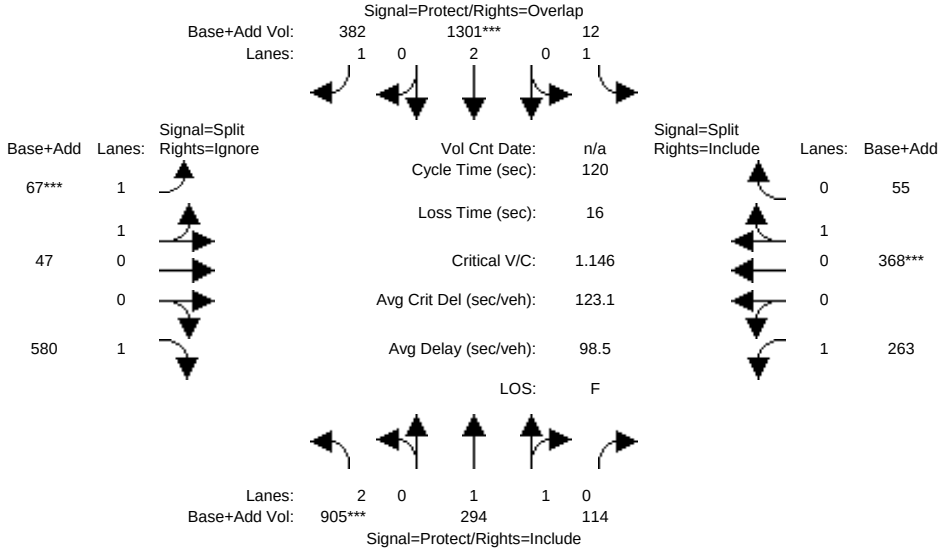
Intersection #8: Foster City Blvd/Chess Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	4	4	4	4	4	4
Y+R:	3.6	4.9	4.9	4.5	4.6	4.6	3.6	3.6	3.6	3.7	3.7	3.7
Volume Module:												
Base Vol:	785	216	62	4	1029	280	44	23	536	78	108	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	785	216	62	4	1029	280	44	23	536	78	108	6
Added Vol:	120	78	52	8	272	102	23	24	44	185	260	49
PasserByVol:	0	0	0	0	164	0	6	0	0	0	0	0
Initial Fut:	905	294	114	12	1465	382	73	47	580	263	368	55
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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00	0.93	0.93	0.93
PHF Volume:	973	316	123	13	1575	411	78	51	0	283	396	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	973	316	123	13	1575	411	78	51	0	283	396	59
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:	973	316	123	13	1575	411	78	51	0	283	396	59
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.95	0.95	0.81	0.97	0.97	1.00	0.95	0.98	0.98
Lanes:	2.00	1.44	0.56	1.00	2.00	1.00	1.22	0.78	1.00	1.00	0.87	0.13
Final Sat.:	3502	2492	966	1805	3610	1547	2242	1444	1900	1805	1621	242
Capacity Analysis Module:												
Vol/Sat:	0.28	0.13	0.13	0.01	0.44	0.27	0.04	0.04	0.00	0.16	0.24	0.24
Crit Moves:	****				****		****				****	
Green/Cycle:	0.24	0.49	0.49	0.13	0.38	0.41	0.03	0.03	0.00	0.21	0.21	0.21
Volume/Cap:	1.15	0.26	0.26	0.06	1.15	0.64	1.05	1.05	0.00	0.74	1.15	1.15
Delay/Veh:	126.6	17.8	17.8	45.9	114	30.4	153.3	153	0.0	51.6	140	140.1
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:	126.6	17.8	17.8	45.9	114	30.4	153.3	153	0.0	51.6	140	140.1
LOS by Move:	F	B	B	D	F	C	F	F	A	D	F	F
HCM2kAvgQ:	27	5	5	0	47	13	5	5	0	11	27	27

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

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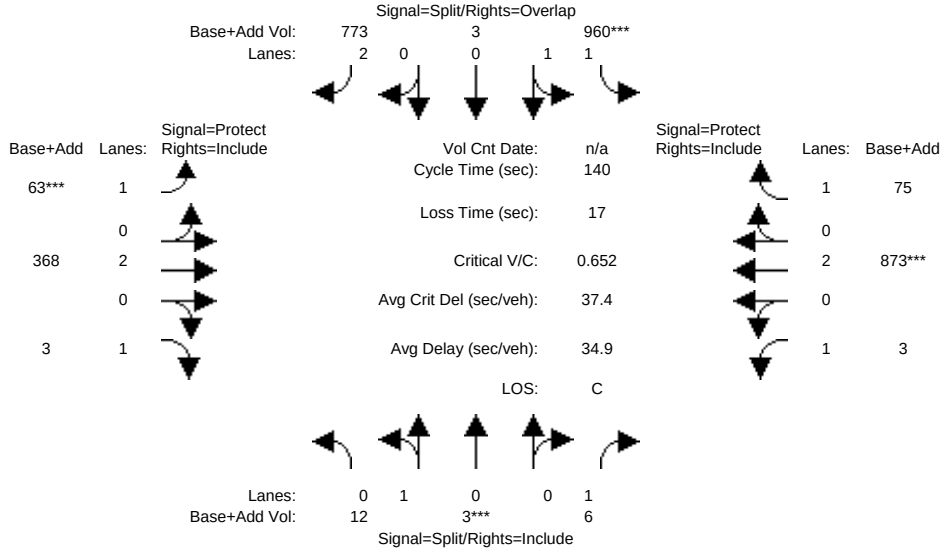
Intersection #9: SR 92 Eastbound Ramps/Edgewater Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	6	6	6	4	6	6	4	6	6
Y+R:	3.7	3.7	3.7	5.0	5.0	5.0	3.6	5.0	5.0	3.6	5.0	5.0
Volume Module:												
Base Vol:	12	3	6	748	3	751	58	309	3	3	650	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:	12	3	6	748	3	751	58	309	3	3	650	68
Added Vol:	0	0	0	212	0	22	5	59	0	0	223	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	3	6	960	3	773	63	368	3	3	873	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	12	3	6	999	3	804	66	383	3	3	908	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	3	6	999	3	804	66	383	3	3	908	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	3	6	999	3	804	66	383	3	3	908	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.82	0.95	0.95	0.70	0.95	0.95	0.85	0.95	0.95	0.79
Lanes:	0.80	0.20	1.00	1.99	0.01	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1462	366	1552	3610	11	2657	1805	3610	1615	1805	3610	1492
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.28	0.28	0.30	0.04	0.11	0.00	0.00	0.25	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.03	0.03	0.03	0.42	0.42	0.47	0.05	0.34	0.34	0.09	0.38	0.38
Volume/Cap:	0.30	0.30	0.14	0.66	0.66	0.64	0.66	0.31	0.01	0.02	0.66	0.14
Delay/Veh:	69.8	69.8	67.8	34.1	34.1	29.2	80.7	34.1	30.4	57.9	37.3	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.8	69.8	67.8	34.1	34.1	29.2	80.7	34.1	30.4	57.9	37.3	28.6
LOS by Move:	E	E	E	C	C	C	F	C	C	E	D	C
HCM2kAvgQ:	1	1	0	18	18	15	3	6	0	0	17	2

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

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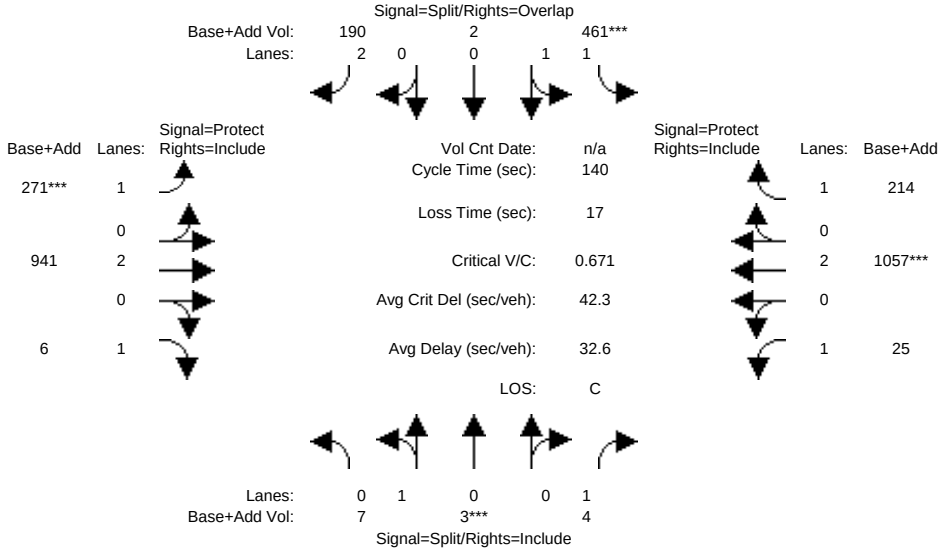
Intersection #9: SR 92 Eastbound Ramps/Edgewater Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	6	6	6	4	6	6	4	6	6
Y+R:	3.7	3.7	3.7	5.0	5.0	5.0	4.0	4.0	3.6	3.6	5.0	5.0
Volume Module:												
Base Vol:	7	3	4	340	2	173	268	778	6	25	841	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	3	4	340	2	173	268	778	6	25	841	210
Added Vol:	0	0	0	121	0	17	3	163	0	0	216	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	3	4	461	2	190	271	941	6	25	1057	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	7	3	4	471	2	194	277	962	6	26	1081	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	3	4	471	2	194	277	962	6	26	1081	219
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	3	4	471	2	194	277	962	6	26	1081	219
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.82	0.95	0.95	0.70	0.95	0.95	0.85	0.95	0.95	0.79
Lanes:	0.70	0.30	1.00	1.99	0.01	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1285	551	1552	3606	16	2657	1805	3610	1615	1805	3610	1492
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.13	0.13	0.07	0.15	0.27	0.00	0.01	0.30	0.15
Crit Moves:		****		****			****				****	
Green/Cycle:	0.03	0.03	0.03	0.19	0.19	0.41	0.22	0.60	0.60	0.06	0.44	0.44
Volume/Cap:	0.19	0.19	0.09	0.69	0.69	0.18	0.69	0.45	0.01	0.22	0.69	0.34
Delay/Veh:	68.2	68.2	67.1	55.7	55.7	26.0	54.7	15.7	11.5	63.2	33.1	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:	68.2	68.2	67.1	55.7	55.7	26.0	54.7	15.7	11.5	63.2	33.1	26.4
LOS by Move:	E	E	E	E	E	C	D	B	B	E	C	C
HCM2kAvgQ:	1	1	0	10	10	3	11	12	0	1	19	6

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

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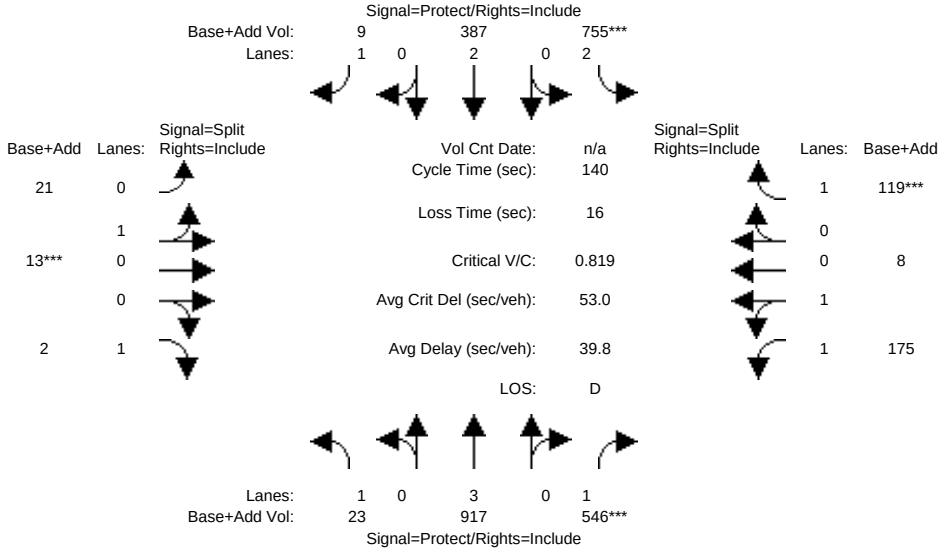
Intersection #10: Metro Center Blvd/Edgewater Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	4	8	8	6	6	6	6	6	6
Y+R:	3.6	4.9	4.9	3.6	4.9	4.9	3.7	3.7	3.7	3.7	3.7	3.7
Volume Module:												
Base Vol:	23	724	363	521	350	9	21	13	2	86	8	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	724	363	521	350	9	21	13	2	86	8	81
Added Vol:	0	193	183	234	37	0	0	0	0	89	0	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	917	546	755	387	9	21	13	2	175	8	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	24	976	581	803	412	10	22	14	2	186	9	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	976	581	803	412	10	22	14	2	186	9	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:	24	976	581	803	412	10	22	14	2	186	9	127
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.77	0.92	0.95	0.75	0.97	0.97	0.82	0.95	0.95	0.82
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.62	0.38	1.00	1.91	0.09	1.00
Final Sat.:	1805	5187	1468	3502	3610	1433	1138	705	1559	3467	158	1566
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.40	0.23	0.11	0.01	0.02	0.02	0.00	0.05	0.05	0.08
Crit Moves:			****	****				****				****
Green/Cycle:	0.20	0.47	0.47	0.27	0.54	0.54	0.04	0.04	0.04	0.10	0.10	0.10
Volume/Cap:	0.07	0.40	0.84	0.84	0.21	0.01	0.46	0.46	0.03	0.56	0.56	0.84
Delay/Veh:	45.1	24.1	41.1	54.5	16.6	14.8	69.6	69.6	64.4	62.4	62.4	93.8
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:	45.1	24.1	41.1	54.5	16.6	14.8	69.6	69.6	64.4	62.4	62.4	93.8
LOS by Move:	D	C	D	D	B	B	E	E	E	E	E	F
HCM2kAvgQ:	1	10	24	17	5	0	2	2	0	5	5	8

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

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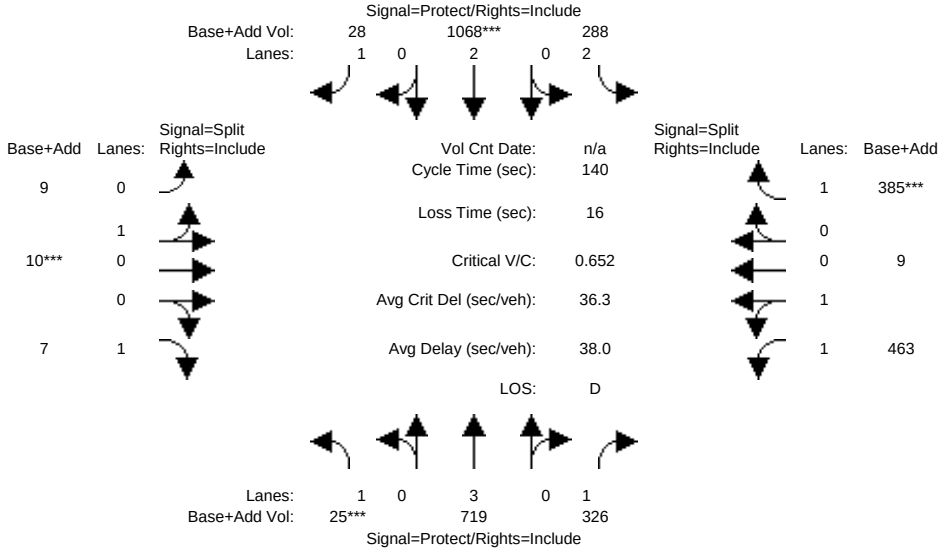
Intersection #10: Metro Center Blvd/Edgewater Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	4	8	8	6	6	6	6	6	6
Y+R:	3.6	4.9	4.9	3.6	4.9	4.9	3.7	3.7	3.7	3.7	3.7	3.7
Volume Module:												
Base Vol:	25	669	208	188	884	28	9	10	7	257	9	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	669	208	188	884	28	9	10	7	257	9	215
Added Vol:	0	50	118	100	184	0	0	0	0	206	0	170
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	719	326	288	1068	28	9	10	7	463	9	385
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	26	734	333	294	1090	29	9	10	7	472	9	393
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	734	333	294	1090	29	9	10	7	472	9	393
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	734	333	294	1090	29	9	10	7	472	9	393
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.77	0.92	0.95	0.75	0.98	0.98	0.82	0.95	0.95	0.82
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.47	0.53	1.00	1.96	0.04	1.00
Final Sat.:	1805	5187	1468	3502	3610	1433	879	977	1559	3552	69	1566
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.23	0.08	0.30	0.02	0.01	0.01	0.00	0.13	0.13	0.25
Crit Moves:	****				****			****				****
Green/Cycle:	0.04	0.35	0.35	0.13	0.44	0.44	0.04	0.04	0.04	0.36	0.36	0.36
Volume/Cap:	0.33	0.40	0.65	0.65	0.69	0.05	0.24	0.24	0.11	0.37	0.37	0.69
Delay/Veh:	67.5	34.6	41.1	61.1	33.1	22.7	66.4	66.4	65.1	32.9	32.9	41.5
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:	67.5	34.6	41.1	61.1	33.1	22.7	66.4	66.4	65.1	32.9	32.9	41.5
LOS by Move:	E	C	D	E	C	C	E	E	E	C	C	D
HCM2kAvgQ:	1	9	13	6	19	1	1	1	0	7	7	15

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

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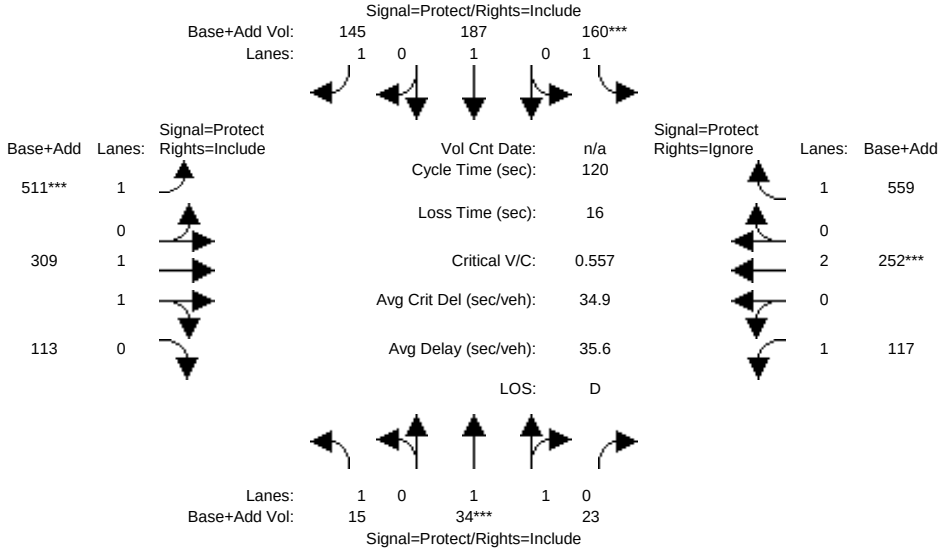
Intersection #11: Vintage Park Dr/Metro Center Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	5	6	6	5	6	6
Y+R:	3.5	4.2	4.2	3.5	3.7	3.7	3.5	4.5	4.5	3.5	4.5	4.5
Volume Module:												
Base Vol:	15	34	23	93	187	99	189	214	113	117	172	331
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	34	23	93	187	99	189	214	113	117	172	331
Added Vol:	0	0	0	67	0	46	322	95	0	0	80	228
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	34	23	160	187	145	511	309	113	117	252	559
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	16	36	24	168	197	153	538	325	119	123	265	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	36	24	168	197	153	538	325	119	123	265	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	16	36	24	168	197	153	538	325	119	123	265	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.86	0.95	1.00	0.77	0.95	0.91	0.87	0.95	0.95	1.00
Lanes:	1.00	1.18	0.82	1.00	1.00	1.00	1.00	1.44	0.56	1.00	2.00	1.00
Final Sat.:	1805	1994	1349	1805	1900	1459	1805	2501	915	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.09	0.10	0.10	0.30	0.13	0.13	0.07	0.07	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.05	0.05	0.05	0.16	0.16	0.16	0.52	0.43	0.43	0.22	0.13	0.00
Volume/Cap:	0.17	0.36	0.36	0.57	0.64	0.64	0.57	0.30	0.30	0.30	0.57	0.00
Delay/Veh:	55.3	56.5	56.5	48.9	51.4	53.0	20.2	22.7	22.7	39.1	50.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	56.5	56.5	48.9	51.4	53.0	20.2	22.7	22.7	39.1	50.8	0.0
LOS by Move:	E	E	E	D	D	D	C	C	C	D	D	A
HCM2kAvgQ:	1	2	2	6	7	5	13	6	5	4	6	0

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

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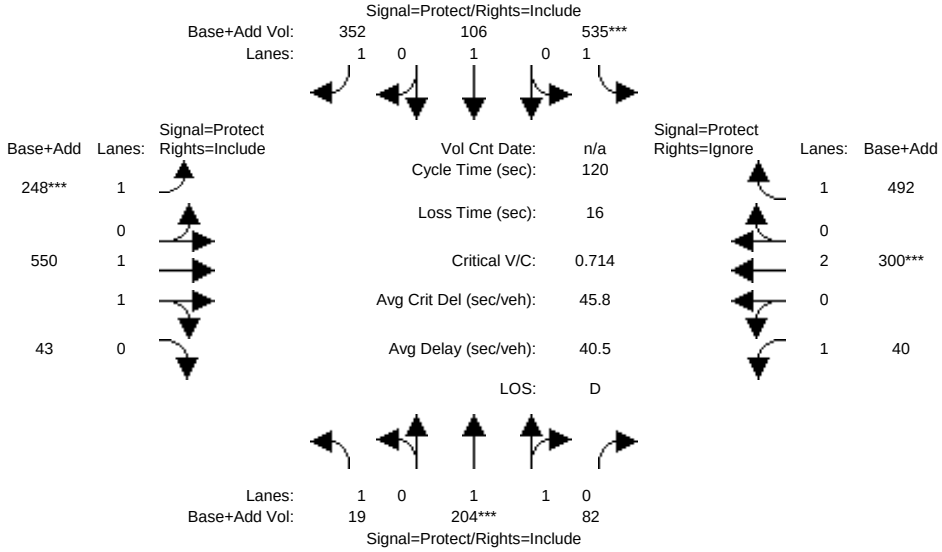
Intersection #11: Vintage Park Dr/Metro Center Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	5	6	6	5	6	6
Y+R:	3.5	4.2	4.2	3.5	3.7	3.7	3.5	4.5	4.5	3.5	4.5	4.5
Volume Module:												
Base Vol:	19	204	82	272	106	112	157	423	43	40	164	408
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	204	82	272	106	112	157	423	43	40	164	408
Added Vol:	0	0	0	263	0	240	91	127	0	0	136	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	204	82	535	106	352	248	550	43	40	300	492
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.00
PHF Volume:	20	210	85	552	109	363	256	567	44	41	309	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	210	85	552	109	363	256	567	44	41	309	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	20	210	85	552	109	363	256	567	44	41	309	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.89	0.95	1.00	0.77	0.95	0.94	0.93	0.95	0.95	1.00
Lanes:	1.00	1.42	0.58	1.00	1.00	1.00	1.00	1.85	0.15	1.00	2.00	1.00
Final Sat.:	1805	2447	984	1805	1900	1459	1805	3308	259	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.31	0.06	0.25	0.14	0.17	0.17	0.02	0.09	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.12	0.12	0.43	0.48	0.48	0.20	0.26	0.26	0.06	0.12	0.00
Volume/Cap:	0.17	0.71	0.71	0.71	0.12	0.51	0.71	0.67	0.67	0.37	0.71	0.00
Delay/Veh:	53.7	56.6	56.6	31.5	17.0	22.0	51.6	42.0	42.0	56.0	56.4	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:	53.7	56.6	56.6	31.5	17.0	22.0	51.6	42.0	42.0	56.0	56.4	0.0
LOS by Move:	D	E	E	C	B	C	D	D	D	E	E	A
HCM2kAvgQ:	1	7	7	16	2	9	10	11	11	2	7	0

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

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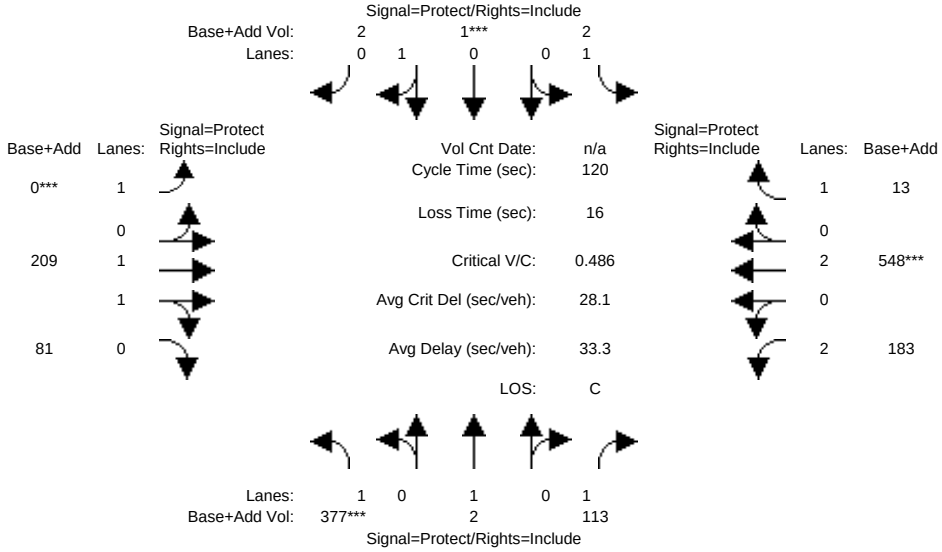
Intersection #12: Shell Blvd/Metro Center Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	6	6	6	4	6	6	4	6	6
Y+R:	3.5	4.5	4.5	4.5	4.5	4.5	3.5	4.5	4.5	3.5	4.5	4.5
Volume Module:												
Base Vol:	261	2	75	2	1	2	0	84	47	154	360	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:	261	2	75	2	1	2	0	84	47	154	360	13
Added Vol:	116	0	38	0	0	0	0	125	34	29	188	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	377	2	113	2	1	2	0	209	81	183	548	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:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	438	2	131	2	1	2	0	243	94	213	637	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	2	131	2	1	2	0	243	94	213	637	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:	438	2	131	2	1	2	0	243	94	213	637	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.80	0.95	0.90	0.89	1.00	0.91	0.90	0.92	0.95	0.82
Lanes:	1.00	1.00	1.00	1.00	0.33	0.67	1.00	1.44	0.56	2.00	2.00	1.00
Final Sat.:	1805	1900	1523	1805	567	1134	1900	2488	964	3502	3610	1560
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.09	0.00	0.00	0.00	0.00	0.10	0.10	0.06	0.18	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.47	0.33	0.33	0.19	0.05	0.05	0.00	0.21	0.21	0.13	0.34	0.34
Volume/Cap:	0.51	0.00	0.26	0.01	0.04	0.04	0.00	0.46	0.46	0.46	0.51	0.03
Delay/Veh:	22.6	26.9	29.7	39.2	54.5	54.5	0.0	41.8	41.8	48.9	31.8	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	26.9	29.7	39.2	54.5	54.5	0.0	41.8	41.8	48.9	31.8	26.1
LOS by Move:	C	C	C	D	D	D	A	D	D	D	C	C
HCM2kAvgQ:	11	0	4	0	0	0	0	6	6	4	9	0

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

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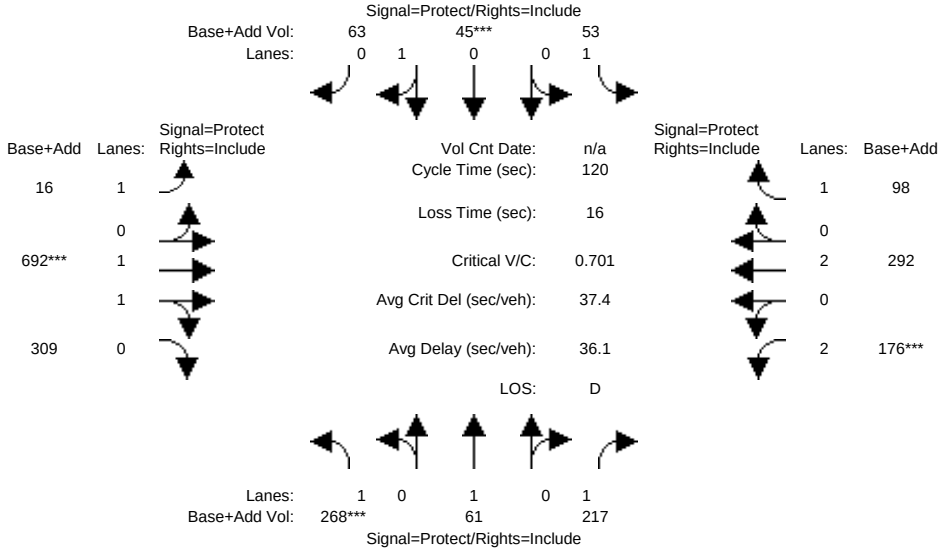
Intersection #12: Shell Blvd/Metro Center Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	6	6	6	4	6	6	4	6	6
Y+R:	3.5	4.5	4.5	4.5	4.5	4.5	3.5	4.5	4.5	3.5	4.5	4.5
Volume Module:												
Base Vol:	218	61	163	53	45	63	16	419	196	119	126	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	218	61	163	53	45	63	16	419	196	119	126	98
Added Vol:	50	0	54	0	0	0	0	273	113	57	166	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	61	217	53	45	63	16	692	309	176	292	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	295	67	238	58	49	69	18	760	340	193	321	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	67	238	58	49	69	18	760	340	193	321	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:	295	67	238	58	49	69	18	760	340	193	321	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.82	0.95	0.91	0.91	0.95	0.91	0.90	0.92	0.95	0.79
Lanes:	1.00	1.00	1.00	1.00	0.41	0.59	1.00	1.38	0.62	2.00	2.00	1.00
Final Sat.:	1805	1900	1553	1805	720	1008	1805	2375	1061	3502	3610	1492
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.15	0.03	0.07	0.07	0.01	0.32	0.32	0.06	0.09	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.23	0.25	0.25	0.08	0.10	0.10	0.15	0.46	0.46	0.08	0.39	0.39
Volume/Cap:	0.70	0.14	0.62	0.40	0.70	0.70	0.07	0.70	0.70	0.70	0.23	0.19
Delay/Veh:	47.4	35.2	42.9	54.1	64.7	64.7	44.3	27.5	27.5	61.7	24.6	24.2
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:	47.4	35.2	42.9	54.1	64.7	64.7	44.3	27.5	27.5	61.7	24.6	24.2
LOS by Move:	D	D	D	D	E	E	D	C	C	E	C	C
HCM2kAvgQ:	11	2	9	2	6	6	1	18	18	4	4	2

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

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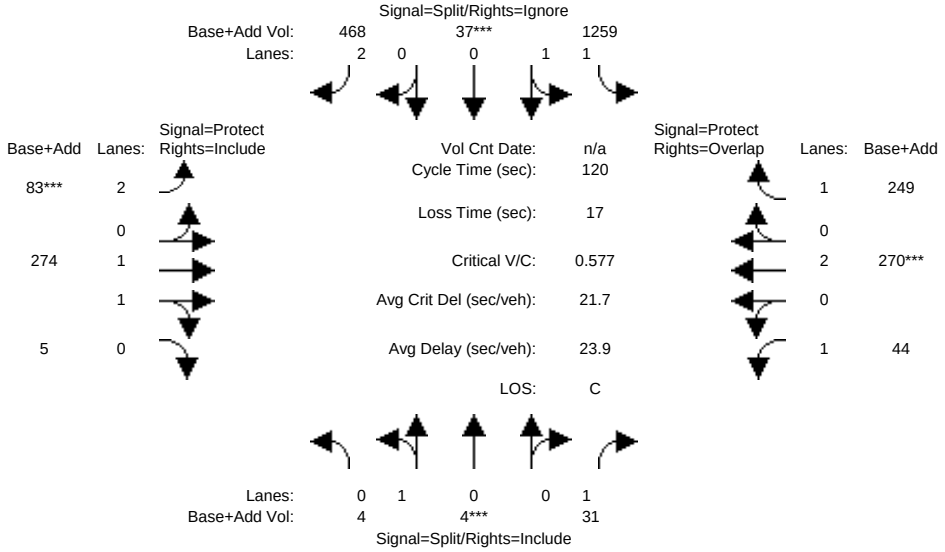
Intersection #13: SR 92 Eastbound Ramps/Metro Center Blvd



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	4		4	4	10		10	10	4		4	4	4		4	4
Y+R:	4.2		4.2	4.2	5.0		5.0	5.0	3.6		4.5	4.5	3.6		4.5	4.5
Volume Module:																
Base Vol:	4		4	31	800		37	381	48		146	5	44		140	200
Growth Adj:	1.00		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		4	31	800		37	381	48		146	5	44		140	200
Added Vol:	0		0	0	459		0	87	35		128	0	0		130	49
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	131
Initial Fut:	4		4	31	1259		37	468	83		274	5	44		270	380
User Adj:	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.93		0.93	0.93	0.93		0.93	0.00	0.93		0.93	0.93	0.93		0.93	0.93
PHF Volume:	4		4	33	1354		40	0	89		295	5	47		290	409
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	4		4	33	1354		40	0	89		295	5	47		290	409
PCE Adj:	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	0.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	4		4	33	1354		40	0	89		295	5	47		290	409
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.98		0.98	0.85	0.95		0.95	0.88	0.92		0.95	0.95	0.95		0.95	0.85
Lanes:	0.50		0.50	1.00	1.94		0.06	2.00	2.00		1.96	0.04	1.00		2.00	1.00
Final Sat.:	927		927	1610	3522		103	3344	3502		3535	65	1805		3610	1615
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.02	0.38		0.38	0.00	0.03		0.08	0.08	0.03		0.08	0.25
Crit Moves:			****				****		****						****	
Green/Cycle:	0.04		0.04	0.04	0.64		0.64	0.00	0.04		0.13	0.13	0.05		0.13	0.78
Volume/Cap:	0.13		0.13	0.58	0.60		0.60	0.00	0.60		0.66	0.66	0.52		0.60	0.32
Delay/Veh:	56.9		56.9	70.5	12.7		12.7	0.0	62.8		53.4	53.4	60.6		50.8	4.1
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:	56.9		56.9	70.5	12.7		12.7	0.0	62.8		53.4	53.4	60.6		50.8	4.1
LOS by Move:	E		E	E	B		B	A	E		D	D	E		D	A
HCM2kAvgQ:	0		0	2	15		15	0	2		6	6	2		5	4

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

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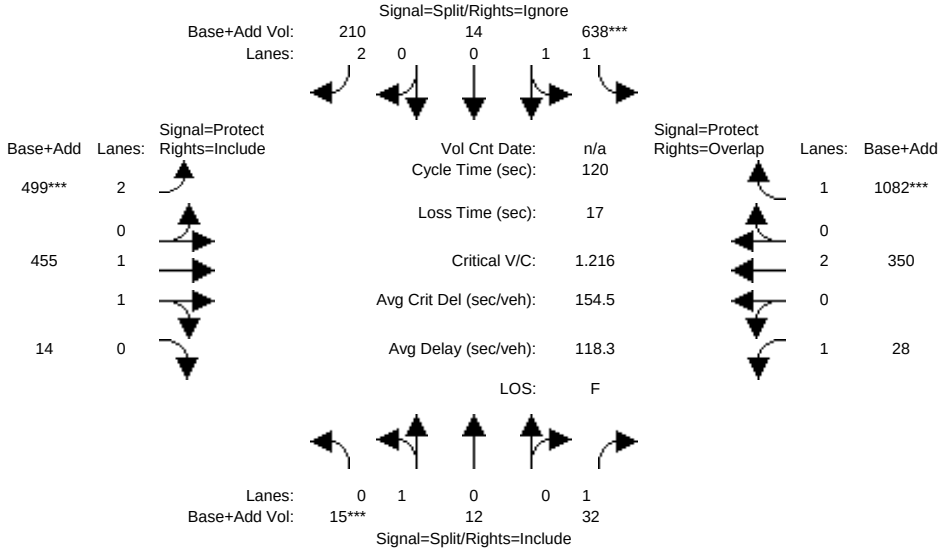
Intersection #13: SR 92 Eastbound Ramps/Metro Center Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	10	10	10	4	4	4	4	4	4
Y+R:	4.2	4.2	4.2	5.0	5.0	5.0	3.6	4.5	4.5	3.6	4.5	4.5
Volume Module:												
Base Vol:	15	12	32	482	14	179	374	254	14	28	158	849
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	12	32	482	14	179	374	254	14	28	158	849
Added Vol:	0	0	0	156	0	31	125	201	0	0	192	233
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	164
Initial Fut:	15	12	32	638	14	210	499	455	14	28	350	1246
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.00	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	17	13	36	717	16	0	561	511	16	31	393	1400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	13	36	717	16	0	561	511	16	31	393	1400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	13	36	717	16	0	561	511	16	31	393	1400
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.85	0.95	0.95	0.88	0.92	0.95	0.95	0.95	0.95	0.85
Lanes:	0.56	0.44	1.00	1.96	0.04	2.00	2.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1027	822	1610	3544	78	3344	3502	3488	107	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.20	0.20	0.00	0.16	0.15	0.15	0.02	0.11	0.87
Crit Moves:	****			****			****					****
Green/Cycle:	0.03	0.03	0.03	0.16	0.16	0.00	0.13	0.54	0.54	0.12	0.53	0.70
Volume/Cap:	0.49	0.49	0.67	1.24	1.24	0.00	1.24	0.27	0.27	0.14	0.20	1.24
Delay/Veh:	63.1	63.1	85.5	174.2	174	0.0	180.0	15.0	15.0	47.3	14.7	136.0
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:	63.1	63.1	85.5	174.2	174	0.0	180.0	15.0	15.0	47.3	14.7	136.0
LOS by Move:	E	E	F	F	F	A	F	B	B	D	B	F
HCM2kAvgQ:	2	2	2	25	25	0	18	5	5	1	4	83

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

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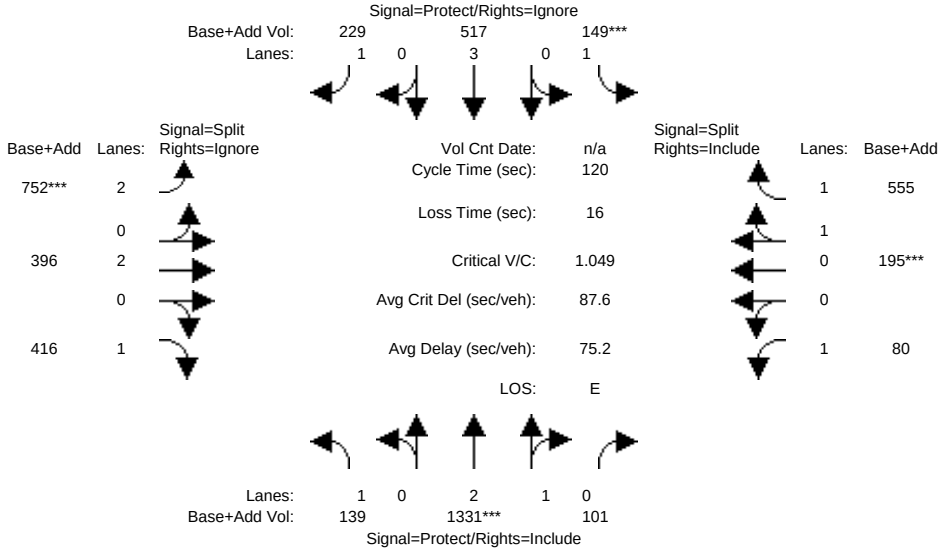
Intersection #14: Foster City Blvd/Metro - Triton



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	6	6	6	6	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	4.2	4.2	4.2	3.7	3.7	3.7
Volume Module:												
Base Vol:	111	1053	73	108	471	199	379	192	406	65	74	476
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1053	73	108	471	199	379	192	406	65	74	476
Added Vol:	28	278	28	41	46	30	373	204	10	15	121	79
PasserByVol:	0	0	0	0	0	131	0	0	0	0	0	0
Initial Fut:	139	1331	101	149	517	360	752	396	416	80	195	555
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.00	0.88	0.88	0.00	0.88	0.88	0.88
PHF Volume:	158	1513	115	169	588	0	855	450	0	91	222	631
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1513	115	169	588	0	855	450	0	91	222	631
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	158	1513	115	169	588	0	855	450	0	91	222	631
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	1.00	0.92	0.95	1.00	0.95	0.89	0.88
Lanes:	1.00	2.79	0.21	1.00	3.00	1.00	2.00	2.00	1.00	1.00	0.52	1.48
Final Sat.:	1805	4767	362	1805	5187	1900	3502	3610	1900	1805	873	2484
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.32	0.09	0.11	0.00	0.24	0.12	0.00	0.05	0.25	0.25
Crit Moves:		****		****			****				****	
Green/Cycle:	0.17	0.30	0.30	0.09	0.22	0.00	0.23	0.23	0.00	0.24	0.24	0.24
Volume/Cap:	0.51	1.05	1.05	1.05	0.51	0.00	1.05	0.54	0.00	0.21	1.05	1.05
Delay/Veh:	46.7	78.7	78.7	139.0	41.4	0.0	91.2	41.0	0.0	36.5	90.6	90.6
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:	46.7	78.7	78.7	139.0	41.4	0.0	91.2	41.0	0.0	36.5	90.6	90.6
LOS by Move:	D	E	E	F	D	A	F	D	A	D	F	F
HCM2kAvgQ:	5	27	27	8	7	0	21	7	0	3	23	23

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

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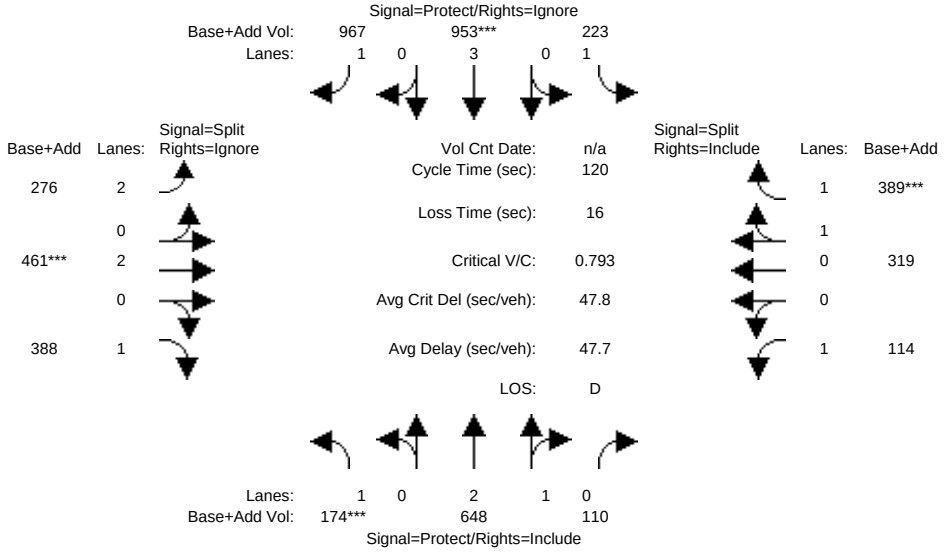
Intersection #14: Foster City Blvd/Metro - Triton



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	6	6	6	6	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	4.2	4.2	4.2	3.7	3.7	3.7
Volume Module:												
Base Vol:	163	575	78	190	693	760	213	207	348	74	112	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	575	78	190	693	760	213	207	348	74	112	275
Added Vol:	11	73	32	33	260	207	63	254	40	40	207	114
PasserByVol:	0	0	0	0	0	164	0	0	0	0	0	0
Initial Fut:	174	648	110	223	953	1131	276	461	388	114	319	389
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.00	0.89	0.89	0.00	0.89	0.89	0.89
PHF Volume:	196	728	124	251	1071	0	310	518	0	128	358	437
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	728	124	251	1071	0	310	518	0	128	358	437
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	196	728	124	251	1071	0	310	518	0	128	358	437
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.89	0.95	0.91	1.00	0.92	0.95	1.00	0.95	0.92	0.91
Lanes:	1.00	2.56	0.44	1.00	3.00	1.00	2.00	2.00	1.00	1.00	0.90	1.10
Final Sat.:	1805	4336	736	1805	5187	1900	3502	3610	1900	1805	1567	1911
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.17	0.14	0.21	0.00	0.09	0.14	0.00	0.07	0.23	0.23
Crit Moves:	****				****			****				****
Green/Cycle:	0.14	0.22	0.22	0.18	0.26	0.00	0.18	0.18	0.00	0.29	0.29	0.29
Volume/Cap:	0.79	0.77	0.77	0.77	0.79	0.00	0.49	0.79	0.00	0.25	0.79	0.79
Delay/Veh:	66.1	47.6	47.6	57.8	44.7	0.0	44.8	53.6	0.0	32.9	43.8	43.8
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:	66.1	47.6	47.6	57.8	44.7	0.0	44.8	53.6	0.0	32.9	43.8	43.8
LOS by Move:	E	D	D	E	D	A	D	D	A	C	D	D
HCM2kAvgQ:	7	11	11	8	12	0	5	10	0	4	15	15

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

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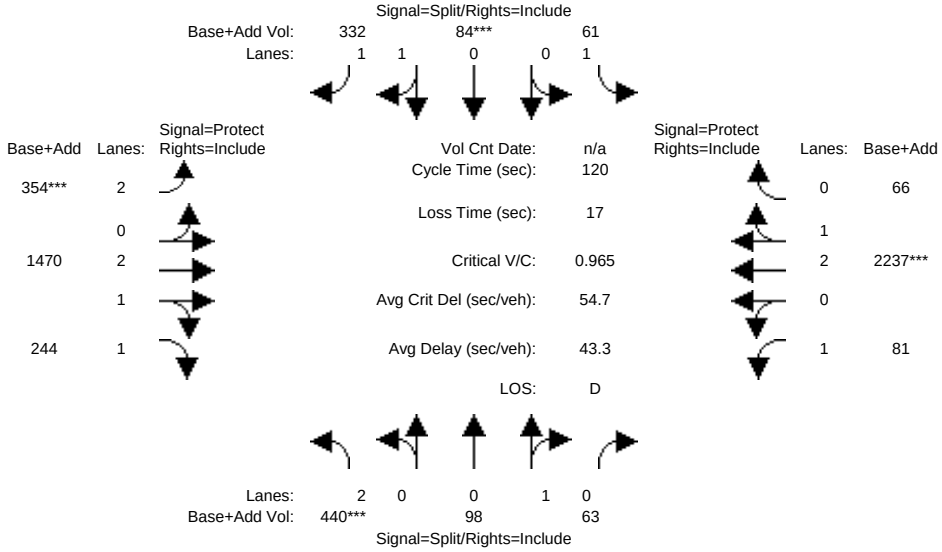
Intersection #15: Norfolk Street/East Hillsdale Blvd



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	4	4	4	10	10	4	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	5.3	5.3	3.7	3.7	5.3	5.3
Volume Module:												
Base Vol:	440	98	63	61	84	332	354	1199	244	81	1996	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	98	63	61	84	332	354	1199	244	81	1996	64
Added Vol:	0	0	0	0	0	0	0	271	0	0	241	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	98	63	61	84	332	354	1470	244	81	2237	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	482	107	69	67	92	364	388	1612	268	89	2453	72
Reduct Vol:	0	0	0	0	0	150	0	0	0	0	0	0
Reduced Vol:	482	107	69	67	92	214	388	1612	268	89	2453	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	482	107	69	67	92	214	388	1612	268	89	2453	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.93	0.95	0.90	0.88	0.92	0.89	0.88	0.95	0.91	0.90
Lanes:	2.00	0.61	0.39	1.00	0.59	1.41	2.00	3.00	1.00	1.00	2.91	0.09
Final Sat.:	3502	1083	696	1805	1011	2350	3502	5078	1674	1805	5018	148
Capacity Analysis Module:												
Vol/Sat:	0.14	0.10	0.10	0.04	0.09	0.09	0.11	0.32	0.16	0.05	0.49	0.49
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.14	0.14	0.09	0.09	0.09	0.11	0.54	0.54	0.08	0.51	0.51
Volume/Cap:	0.97	0.69	0.69	0.39	0.97	0.97	0.97	0.59	0.30	0.59	0.97	0.97
Delay/Veh:	82.5	57.1	57.1	52.6	95.2	95.2	88.6	19.1	15.3	59.1	39.3	39.3
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:	82.5	57.1	57.1	52.6	95.2	95.2	88.6	19.1	15.3	59.1	39.3	39.3
LOS by Move:	F	E	E	D	F	F	F	B	B	E	D	D
HCM2kAvgQ:	13	8	7	3	9	9	9	14	6	3	34	34

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

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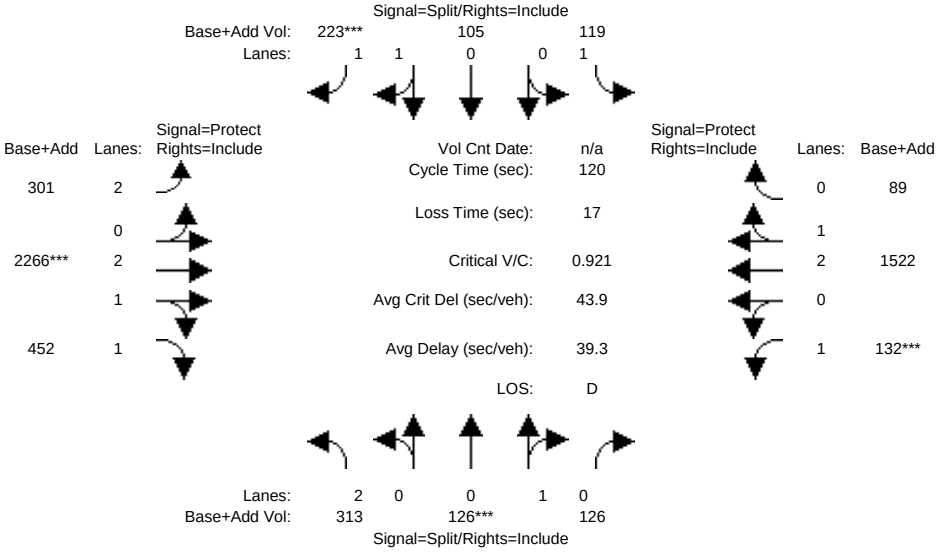
Intersection #15: Norfolk Street/East Hillsdale Blvd



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	4	4	4	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	3.7	5.3	5.3	3.7	5.3	5.3
Volume Module:												
Base Vol:	313	126	126	117	105	223	301	2002	452	132	1197	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	126	126	117	105	223	301	2002	452	132	1197	88
Added Vol:	0	0	0	2	0	0	0	264	0	0	325	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	313	126	126	119	105	223	301	2266	452	132	1522	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	324	131	131	123	109	231	312	2348	468	137	1577	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	131	131	123	109	231	312	2348	468	137	1577	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	324	131	131	123	109	231	312	2348	468	137	1577	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.91	0.95	0.90	0.88	0.92	0.89	0.88	0.95	0.90	0.90
Lanes:	2.00	0.50	0.50	1.00	0.63	1.37	2.00	3.00	1.00	1.00	2.83	0.17
Final Sat.:	3502	872	872	1805	1080	2294	3502	5057	1664	1805	4860	284
Capacity Analysis Module:												
Vol/Sat:	0.09	0.15	0.15	0.07	0.10	0.10	0.09	0.46	0.28	0.08	0.32	0.32
Crit Moves:		****				****		****		****		
Green/Cycle:	0.16	0.16	0.16	0.11	0.11	0.11	0.13	0.50	0.50	0.08	0.46	0.46
Volume/Cap:	0.57	0.92	0.92	0.63	0.92	0.92	0.70	0.92	0.56	0.91	0.70	0.70
Delay/Veh:	47.8	83.2	83.2	57.3	81.1	81.1	55.4	32.9	20.7	102.0	26.8	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:	47.8	83.2	83.2	57.3	81.1	81.1	55.4	32.9	20.7	102.0	26.8	26.8
LOS by Move:	D	F	F	E	F	F	E	C	C	F	C	C
HCM2kAvgQ:	6	13	13	5	9	9	6	32	13	6	18	18

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

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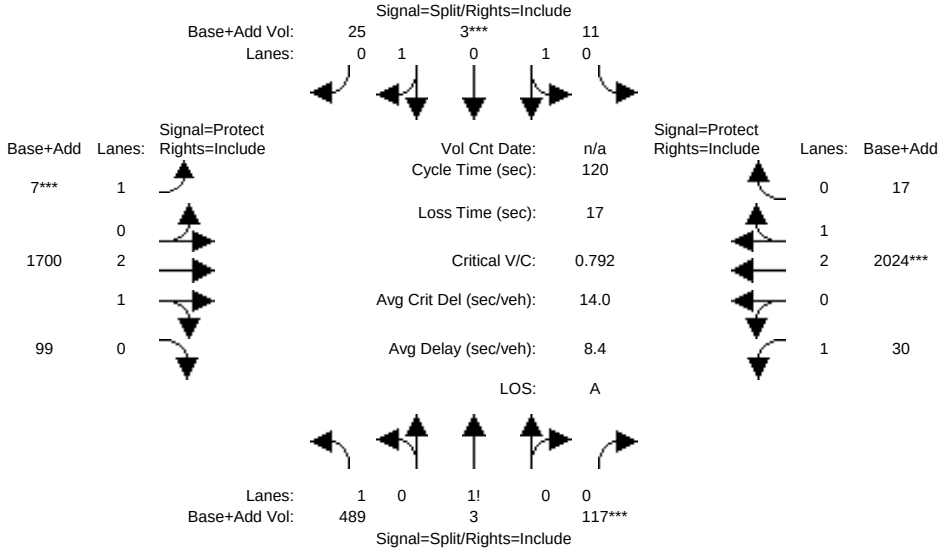
Cumulative + project AM

Intersection #16: Altair Ave/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	4	6	6	4	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	3.6	5.0	5.0	3.6	5.0	5.0
Volume Module:												
Base Vol:	489	3	117	11	3	25	7	1429	99	30	1781	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	489	3	117	11	3	25	7	1429	99	30	1781	17
Added Vol:	0	0	0	0	0	0	0	271	0	0	243	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	489	3	117	11	3	25	7	1700	99	30	2024	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	543	3	130	12	3	28	8	1889	110	33	2249	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	543	3	130	12	3	28	8	1889	110	33	2249	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	543	3	130	12	3	28	8	1889	110	33	2249	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.85	0.85	0.84	0.95	0.90	0.90	0.95	0.91	0.91
Lanes:	1.67	0.01	0.32	0.79	0.21	1.00	1.00	2.83	0.17	1.00	2.98	0.02
Final Sat.:	2962	15	569	1264	345	1589	1805	4862	283	1805	5139	43
Capacity Analysis Module:												
Vol/Sat:	0.18	0.23	0.23	0.01	0.01	0.02	0.00	0.39	0.39	0.02	0.44	0.44
Crit Moves:			****		****		****				****	
Green/Cycle:	0.27	0.27	0.27	0.03	0.03	0.03	0.03	0.51	0.51	0.04	0.52	0.52
Volume/Cap:	0.68	0.84	0.84	0.29	0.29	0.52	0.13	0.76	0.76	0.42	0.84	0.84
Delay/Veh:	40.8	49.2	49.2	57.7	57.7	63.1	55.3	1.4	1.4	57.0	2.6	2.6
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:	40.8	49.2	49.2	57.7	57.7	63.1	55.3	1.4	1.4	57.0	2.6	2.6
LOS by Move:	D	D	D	E	E	E	E	A	A	E	A	A
HCM2kAvgQ:	12	17	17	1	1	2	0	2	2	1	2	2

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

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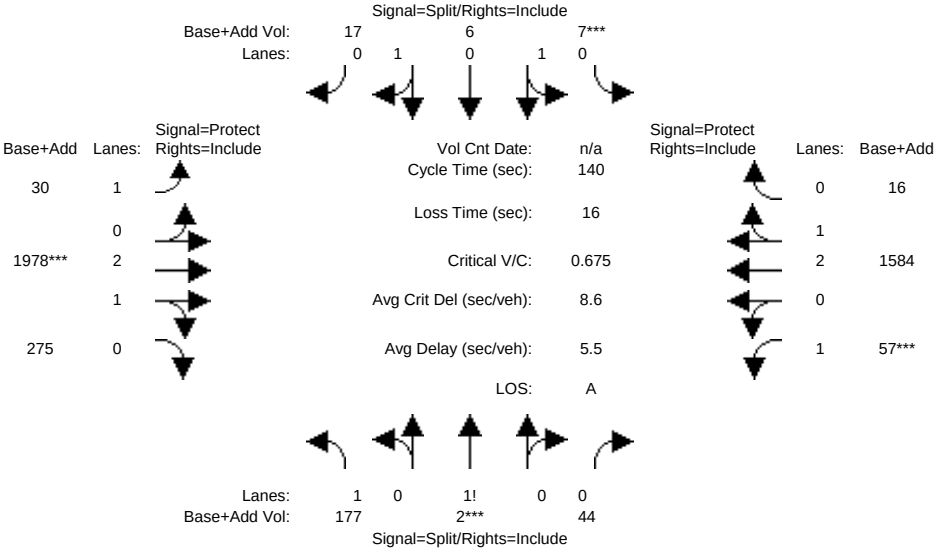
Intersection #16: Altair Ave/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	4	4	4	4	4	4	6	6	4	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	3.6	5.0	5.0	3.6	5.0	5.0
Volume Module:												
Base Vol:	177	2	44	7	6	17	30	1713	275	57	1258	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	2	44	7	6	17	30	1713	275	57	1258	16
Added Vol:	0	0	0	0	0	0	0	265	0	0	326	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	2	44	7	6	17	30	1978	275	57	1584	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	190	2	47	8	6	18	32	2127	296	61	1703	17
Reduct Vol:	0	0	0	0	0	10	0	0	0	0	0	0
Reduced Vol:	190	2	47	8	6	8	32	2127	296	61	1703	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	2	47	8	6	8	32	2127	296	61	1703	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.88	0.88	0.87	0.95	0.89	0.89	0.95	0.91	0.91
Lanes:	1.66	0.01	0.33	0.67	0.58	0.75	1.00	2.63	0.37	1.00	2.97	0.03
Final Sat.:	2938	26	579	1126	965	1239	1805	4470	622	1805	5130	52
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.01	0.01	0.01	0.02	0.48	0.48	0.03	0.33	0.33
Crit Moves:		****		****				****		****		
Green/Cycle:	0.12	0.12	0.12	0.03	0.03	0.03	0.06	0.69	0.69	0.05	0.68	0.68
Volume/Cap:	0.55	0.69	0.69	0.23	0.23	0.23	0.31	0.69	0.69	0.69	0.49	0.49
Delay/Veh:	59.6	65.0	65.0	67.8	67.8	67.8	60.9	0.6	0.6	82.7	0.1	0.1
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:	59.6	65.0	65.0	67.8	67.8	67.8	60.9	0.6	0.6	82.7	0.1	0.1
LOS by Move:	E	E	E	E	E	E	E	A	A	F	A	A
HCM2kAvgQ:	5	7	7	1	1	1	1	1	1	3	1	1

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

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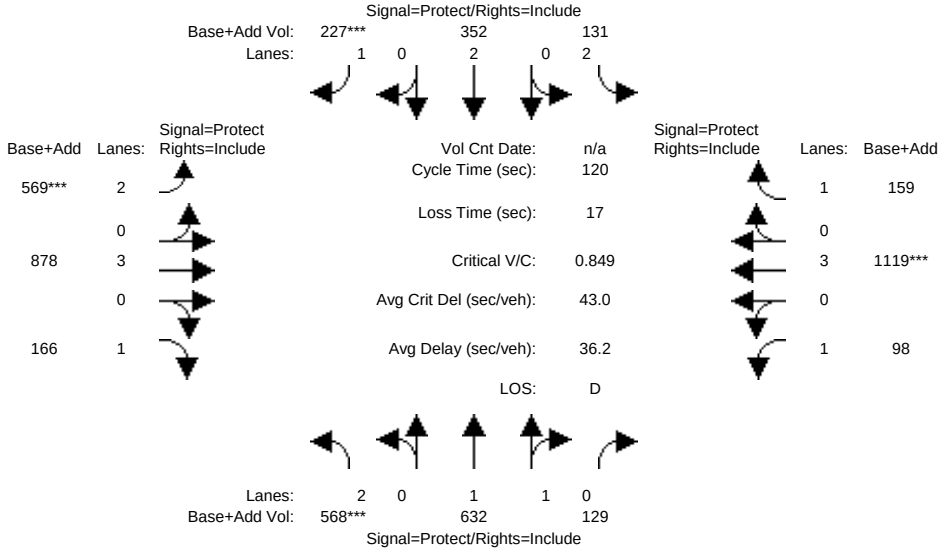
Intersection #17: Edgewater Blvd/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	4.6	4.6	4.0	4.9	4.9	4.5	5.0	5.0
Volume Module:												
Base Vol:	531	460	113	99	311	175	422	762	157	99	966	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	531	460	113	99	311	175	422	762	157	99	966	102
Added Vol:	37	172	16	32	41	52	147	116	9	-1	153	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	568	632	129	131	352	227	569	878	166	98	1119	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	605	673	137	140	375	242	606	935	177	104	1192	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	605	673	137	140	375	242	606	935	177	104	1192	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	605	673	137	140	375	242	606	935	177	104	1192	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.92	0.95	0.83	0.92	0.91	0.82	0.95	0.91	0.82
Lanes:	2.00	1.66	0.34	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2921	596	3502	3610	1577	3502	5187	1561	1805	5187	1567
Capacity Analysis Module:												
Vol/Sat:	0.17	0.23	0.23	0.04	0.10	0.15	0.17	0.18	0.11	0.06	0.23	0.11
Crit Moves:	****					****	****				****	
Green/Cycle:	0.20	0.33	0.33	0.06	0.18	0.18	0.20	0.36	0.36	0.12	0.27	0.27
Volume/Cap:	0.85	0.70	0.70	0.70	0.58	0.85	0.85	0.50	0.32	0.50	0.85	0.40
Delay/Veh:	55.5	37.3	37.3	66.5	46.2	68.3	43.7	13.4	12.5	45.3	31.2	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	37.3	37.3	66.5	46.2	68.3	43.7	13.4	12.5	45.3	31.2	23.1
LOS by Move:	E	D	D	E	D	E	D	B	B	D	C	C
HCM2kAvgQ:	14	15	15	4	7	11	11	5	2	3	14	4

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

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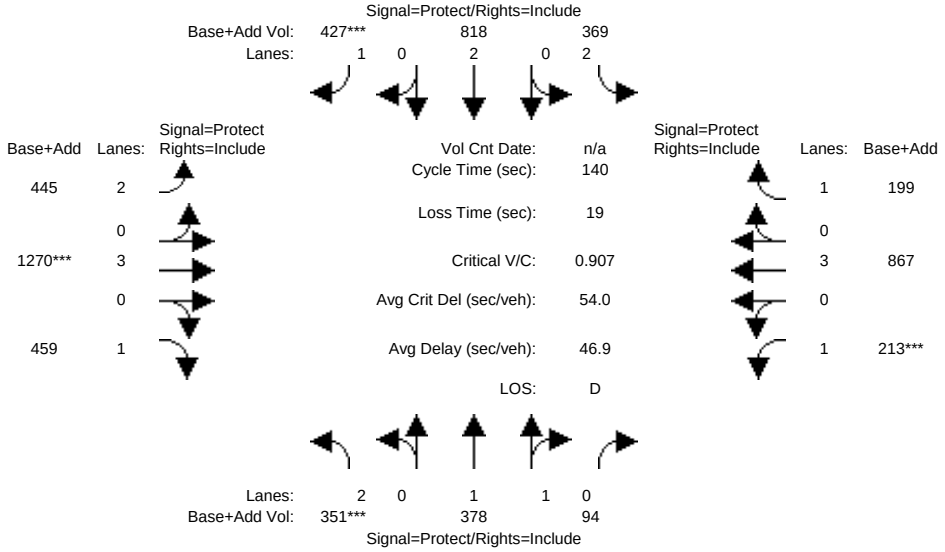
Intersection #17: Edgewater Blvd/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	4.6	4.6	4.0	4.9	4.9	4.5	5.0	5.0
Volume Module:												
Base Vol:	331	333	99	275	672	276	383	1105	421	205	712	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	331	333	99	275	672	276	383	1105	421	205	712	138
Added Vol:	20	45	-5	94	146	151	62	165	38	8	155	61
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	378	94	369	818	427	445	1270	459	213	867	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	374	403	100	393	872	455	474	1354	489	227	924	212
Reduct Vol:	0	0	0	0	0	0	0	0	264	0	0	0
Reduced Vol:	374	403	100	393	872	455	474	1354	225	227	924	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	403	100	393	872	455	474	1354	225	227	924	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.83	0.92	0.91	0.82	0.95	0.91	0.82
Lanes:	2.00	1.60	0.40	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2801	697	3502	3610	1570	3502	5187	1552	1805	5187	1559
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.14	0.11	0.24	0.29	0.14	0.26	0.15	0.13	0.18	0.14
Crit Moves:	****					****		****		****		
Green/Cycle:	0.12	0.25	0.25	0.19	0.32	0.32	0.18	0.29	0.29	0.14	0.24	0.24
Volume/Cap:	0.91	0.59	0.59	0.59	0.76	0.91	0.74	0.91	0.50	0.91	0.74	0.56
Delay/Veh:	84.2	47.6	47.6	52.8	45.6	65.7	46.1	36.9	25.7	83.0	35.5	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.2	47.6	47.6	52.8	45.6	65.7	46.1	36.9	25.7	83.0	35.5	33.5
LOS by Move:	F	D	D	D	D	E	D	D	C	F	D	C
HCM2kAvgQ:	11	10	10	8	19	22	9	20	6	10	12	6

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

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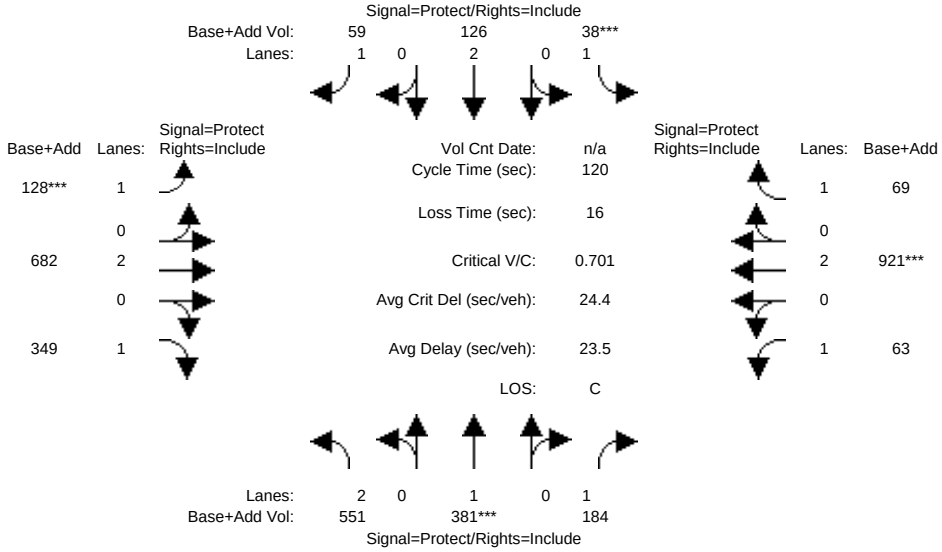
Intersection #18: Shell Blvd/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	4.1	4.6	4.6
Volume Module:												
Base Vol:	387	245	147	36	78	43	117	581	283	55	858	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	387	245	147	36	78	43	117	581	283	55	858	58
Added Vol:	164	136	37	2	48	16	11	101	66	8	63	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	551	381	184	38	126	59	128	682	349	63	921	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	612	423	204	42	140	65	142	757	387	70	1022	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	612	423	204	42	140	65	142	757	387	70	1022	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	612	423	204	42	140	65	142	757	387	70	1022	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.82	0.95	0.95	0.82	0.95	0.95	0.82	0.95	0.95	0.79
Lanes:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	1900	1561	1805	3610	1561	1805	3610	1561	1805	3610	1510
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.13	0.02	0.04	0.04	0.08	0.21	0.25	0.04	0.28	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.27	0.32	0.32	0.03	0.08	0.08	0.11	0.45	0.45	0.07	0.40	0.40
Volume/Cap:	0.64	0.70	0.41	0.70	0.50	0.54	0.70	0.47	0.56	0.56	0.70	0.13
Delay/Veh:	39.9	39.7	32.7	88.3	54.4	57.9	55.3	4.7	5.7	55.4	11.2	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:	39.9	39.7	32.7	88.3	54.4	57.9	55.3	4.7	5.7	55.4	11.2	7.3
LOS by Move:	D	D	C	F	D	E	E	A	A	E	B	A
HCM2kAvgQ:	10	14	6	3	3	3	5	3	4	3	10	1

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

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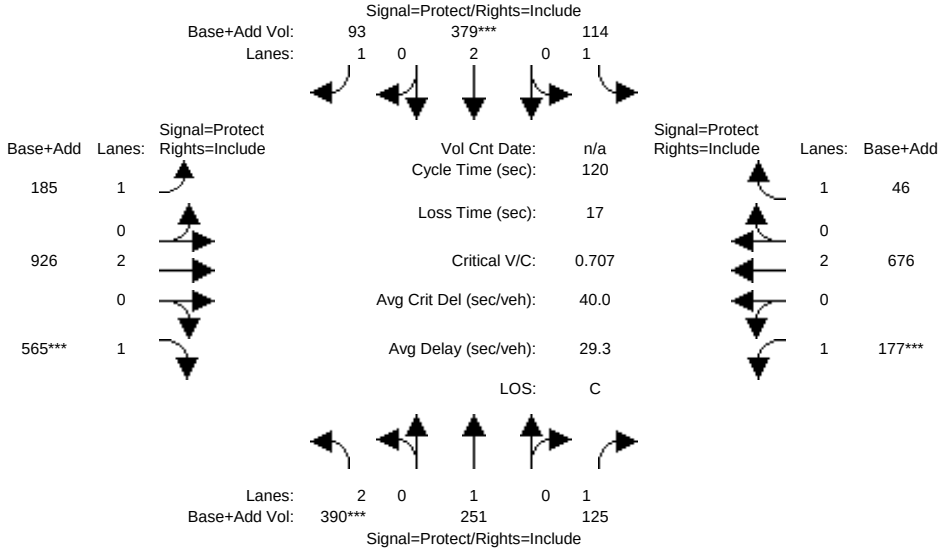
Intersection #18: Shell Blvd/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	4.1	4.6	4.6
Volume Module:												
Base Vol:	266	168	107	103	232	77	164	845	363	143	555	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	168	107	103	232	77	164	845	363	143	555	43
Added Vol:	124	83	18	11	147	16	21	81	202	34	121	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	251	125	114	379	93	185	926	565	177	676	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	406	261	130	119	394	97	193	964	588	184	703	48
Reduct Vol:	0	0	0	0	0	0	0	0	152	0	0	0
Reduced Vol:	406	261	130	119	394	97	193	964	436	184	703	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	406	261	130	119	394	97	193	964	436	184	703	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.82	0.95	0.95	0.82	0.95	0.95	0.82	0.95	0.95	0.79
Lanes:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	1900	1561	1805	3610	1561	1805	3610	1561	1805	3610	1510
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.08	0.07	0.11	0.06	0.11	0.27	0.28	0.10	0.19	0.03
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.22	0.22	0.10	0.15	0.15	0.19	0.40	0.40	0.14	0.35	0.35
Volume/Cap:	0.71	0.64	0.39	0.64	0.71	0.40	0.56	0.68	0.71	0.71	0.56	0.09
Delay/Veh:	51.5	46.1	41.0	58.8	52.3	46.8	35.6	11.7	14.3	49.2	15.2	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	46.1	41.0	58.8	52.3	46.8	35.6	11.7	14.3	49.2	15.2	12.3
LOS by Move:	D	D	D	E	D	D	D	B	B	D	B	B
HCM2kAvgQ:	7	9	4	5	9	4	6	9	8	7	7	1

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

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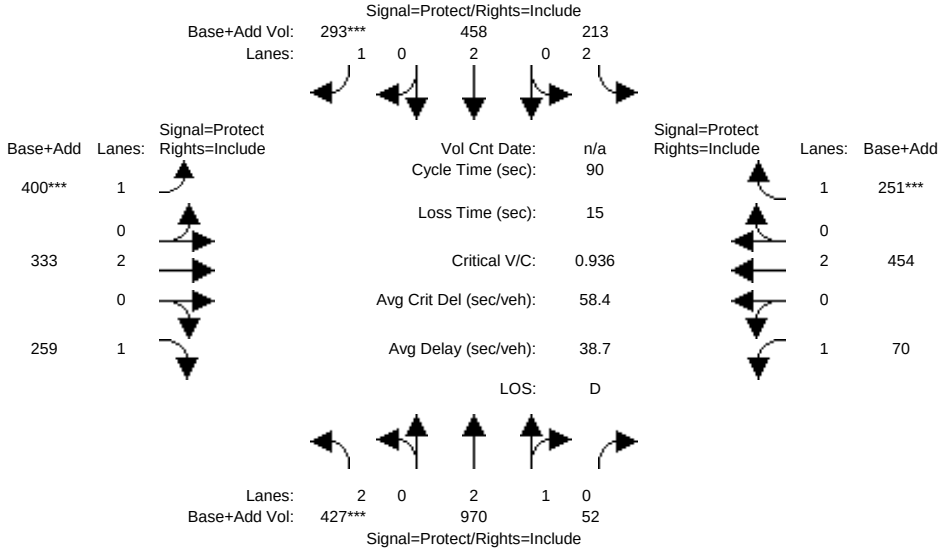
Intersection #19: Foster City Boulevard/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6
Volume Module:												
Base Vol:	376	805	52	202	419	272	278	329	245	70	444	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	376	805	52	202	419	272	278	329	245	70	444	203
Added Vol:	51	165	0	11	39	21	122	4	14	0	10	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	427	970	52	213	458	293	400	333	259	70	454	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	485	1102	59	242	520	333	455	378	294	80	516	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1102	59	242	520	333	455	378	294	80	516	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	485	1102	59	242	520	333	455	378	294	80	516	285
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.95	0.83	0.95	0.95	0.85	0.95	0.95	0.84
Lanes:	2.00	2.85	0.15	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4884	262	3502	3610	1586	1805	3610	1611	1805	3610	1587
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.23	0.07	0.14	0.21	0.25	0.10	0.18	0.04	0.14	0.18
Crit Moves:	****					****	****					****
Green/Cycle:	0.15	0.29	0.29	0.09	0.22	0.22	0.27	0.37	0.37	0.09	0.19	0.19
Volume/Cap:	0.94	0.79	0.79	0.79	0.64	0.94	0.94	0.28	0.49	0.49	0.74	0.94
Delay/Veh:	62.5	32.7	32.7	53.4	33.4	65.9	46.0	8.3	9.6	37.4	30.5	62.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.5	32.7	32.7	53.4	33.4	65.9	46.0	8.3	9.6	37.4	30.5	62.3
LOS by Move:	E	C	C	D	C	E	D	A	A	D	C	E
HCM2kAvgQ:	8	11	11	4	7	11	16	2	4	2	7	9

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

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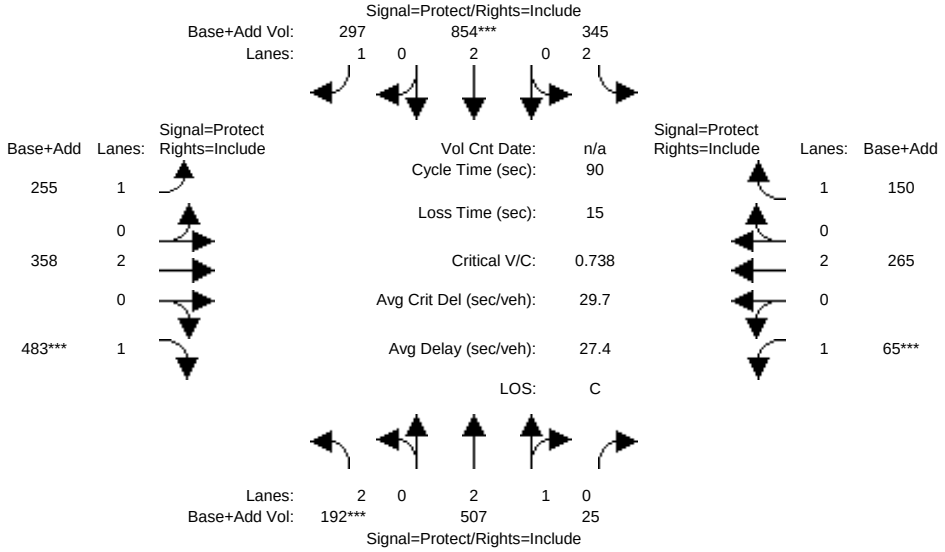
Intersection #19: Foster City Boulevard/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6
Volume Module:												
Base Vol:	158	437	25	297	676	182	222	343	421	65	255	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	437	25	297	676	182	222	343	421	65	255	137
Added Vol:	34	70	0	48	178	115	33	15	62	0	10	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	507	25	345	854	297	255	358	483	65	265	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	204	539	27	367	909	316	271	381	514	69	282	160
Reduct Vol:	0	0	0	0	0	0	0	0	94	0	0	0
Reduced Vol:	204	539	27	367	909	316	271	381	420	69	282	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	539	27	367	909	316	271	381	420	69	282	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.95	0.83	0.95	0.95	0.83	0.95	0.95	0.84
Lanes:	2.00	2.86	0.14	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4909	242	3502	3610	1585	1805	3610	1572	1805	3610	1604
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.10	0.25	0.20	0.15	0.11	0.27	0.04	0.08	0.10
Crit Moves:	****				****				****	****		
Green/Cycle:	0.08	0.21	0.21	0.20	0.34	0.34	0.25	0.36	0.36	0.05	0.16	0.16
Volume/Cap:	0.74	0.51	0.51	0.51	0.74	0.59	0.60	0.29	0.74	0.74	0.47	0.60
Delay/Veh:	50.6	31.6	31.6	32.4	28.5	26.1	22.3	9.0	15.9	66.1	27.9	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	31.6	31.6	32.4	28.5	26.1	22.3	9.0	15.9	66.1	27.9	31.9
LOS by Move:	D	C	C	C	C	C	C	A	B	E	C	C
HCM2kAvgQ:	3	5	5	4	11	7	6	2	9	2	3	4

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

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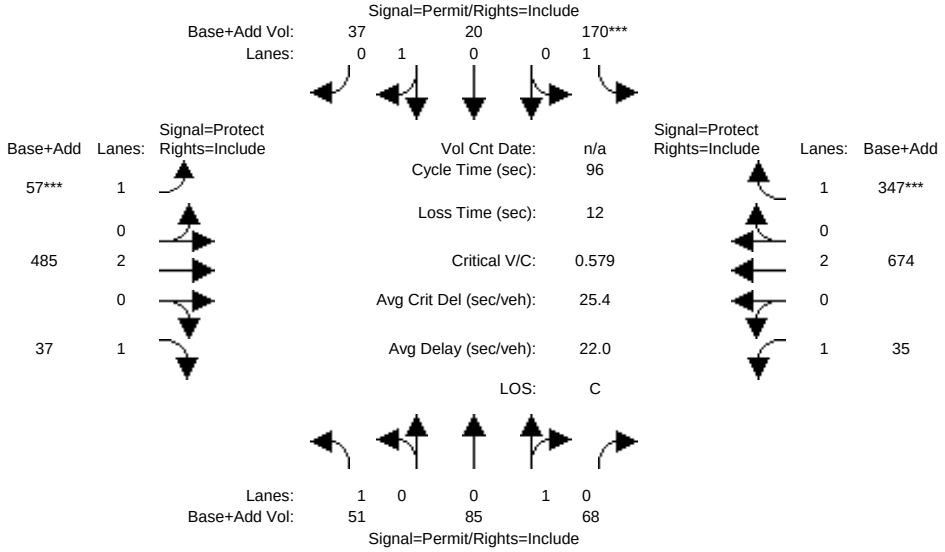
Intersection #20: Pilgrim Dr/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	6	6	6	6	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	3.5	4.6	4.6	3.5	4.6	4.6
Volume Module:												
Base Vol:	51	80	68	165	19	36	56	471	37	35	617	339
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	80	68	165	19	36	56	471	37	35	617	339
Added Vol:	0	5	0	5	1	1	1	14	0	0	57	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	85	68	170	20	37	57	485	37	35	674	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	64	106	85	213	25	46	71	606	46	44	843	434
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	106	85	213	25	46	71	606	46	44	843	434
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	106	85	213	25	46	71	606	46	44	843	434
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.71	0.93	0.93	0.56	0.90	0.90	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.56	0.44	1.00	0.35	0.65	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1351	985	788	1070	602	1114	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.11	0.20	0.04	0.04	0.04	0.17	0.03	0.02	0.23	0.27
Crit Moves:				****			****					****
Green/Cycle:	0.34	0.34	0.34	0.34	0.34	0.34	0.07	0.39	0.39	0.14	0.46	0.46
Volume/Cap:	0.14	0.31	0.31	0.58	0.12	0.12	0.58	0.43	0.07	0.17	0.50	0.58
Delay/Veh:	21.9	23.5	23.5	28.2	21.7	21.7	50.1	21.8	18.6	36.3	18.2	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	23.5	23.5	28.2	21.7	21.7	50.1	21.8	18.6	36.3	18.2	20.0
LOS by Move:	C	C	C	C	C	C	D	C	B	D	B	C
HCM2kAvgQ:	1	4	4	6	1	1	2	7	1	1	9	10

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

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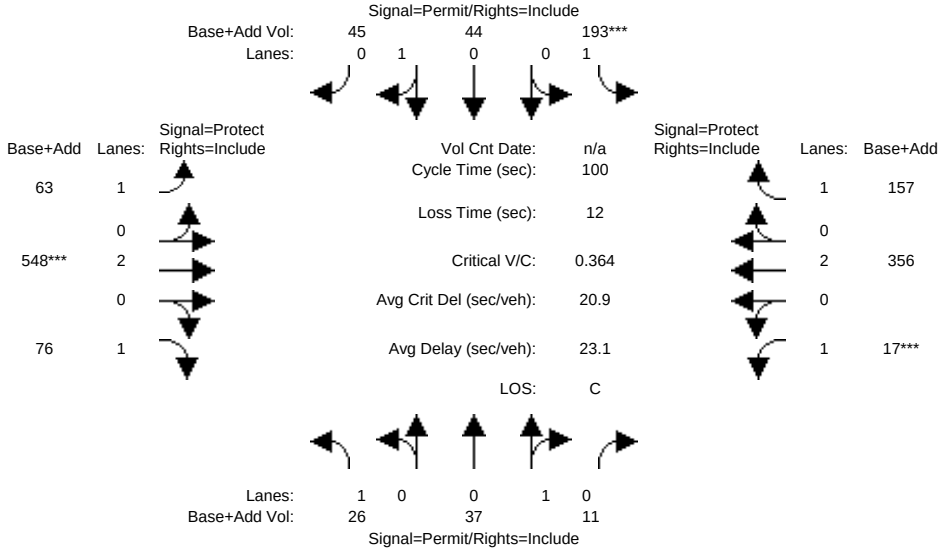
Intersection #20: Pilgrim Dr/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	4	6	6	6	6	6	6	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	3.5	4.0	4.0	3.5	4.0	4.0
Volume Module:												
Base Vol:	26	36	11	180	39	43	61	487	76	17	335	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	36	11	180	39	43	61	487	76	17	335	146
Added Vol:	0	1	0	13	5	2	2	61	0	0	21	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	37	11	193	44	45	63	548	76	17	356	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	28	39	12	205	47	48	67	583	81	18	379	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	39	12	205	47	48	67	583	81	18	379	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	39	12	205	47	48	67	583	81	18	379	167
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.97	0.97	0.73	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.77	0.23	1.00	0.49	0.51	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1317	1415	421	1379	868	888	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.15	0.05	0.05	0.04	0.16	0.05	0.01	0.10	0.10
Crit Moves:				****				****		****		
Green/Cycle:	0.39	0.39	0.39	0.39	0.39	0.39	0.18	0.43	0.43	0.06	0.31	0.31
Volume/Cap:	0.05	0.07	0.07	0.38	0.14	0.14	0.21	0.38	0.12	0.17	0.34	0.33
Delay/Veh:	18.8	19.0	19.0	22.1	19.5	19.5	35.5	19.8	17.4	45.4	26.8	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:	18.8	19.0	19.0	22.1	19.5	19.5	35.5	19.8	17.4	45.4	26.8	27.0
LOS by Move:	B	B	B	C	B	B	D	B	B	D	C	C
HCM2kAvgQ:	1	1	1	5	2	2	2	6	1	1	5	4

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

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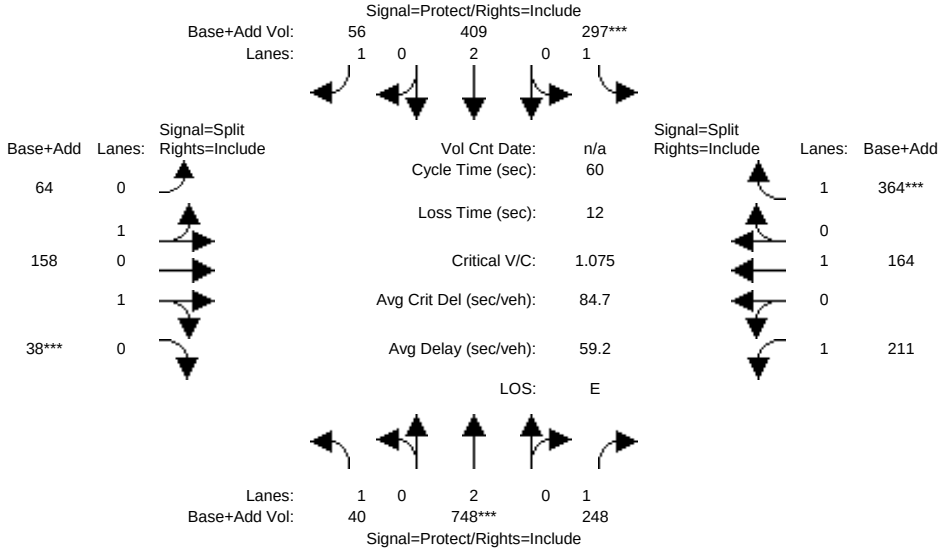
Intersection #21: Edgewater Blvd/Beach Park Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	6	6	6	4	4	4	4	4	4
Y+R:	3.5	5.0	5.0	3.5	5.5	5.5	4.0	4.0	4.0	3.5	3.5	3.5
Volume Module:												
Base Vol:	40	576	210	301	359	56	64	158	38	179	164	339
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	576	210	301	359	56	64	158	38	179	164	339
Added Vol:	0	172	38	-4	50	0	0	0	0	32	0	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	748	248	297	409	56	64	158	38	211	164	364
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	51	958	318	380	524	72	82	202	49	270	210	466
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	958	318	380	524	72	82	202	49	270	210	466
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	958	318	380	524	72	82	202	49	270	210	466
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.92	0.92	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.49	1.22	0.29	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	859	2120	510	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.20	0.21	0.15	0.04	0.10	0.10	0.10	0.15	0.11	0.29
Crit Moves:		****		****					****			****
Green/Cycle:	0.14	0.25	0.25	0.20	0.30	0.30	0.09	0.09	0.09	0.27	0.27	0.27
Volume/Cap:	0.20	1.08	0.80	1.08	0.48	0.15	1.08	1.08	1.08	0.56	0.41	1.08
Delay/Veh:	23.3	75.0	31.9	93.4	17.4	15.4	99.9	99.9	99.9	20.3	18.6	86.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	75.0	31.9	93.4	17.4	15.4	99.9	99.9	99.9	20.3	18.6	86.7
LOS by Move:	C	E	C	F	B	B	F	F	F	C	B	F
HCM2kAvgQ:	1	19	8	15	5	1	8	8	8	5	4	18

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

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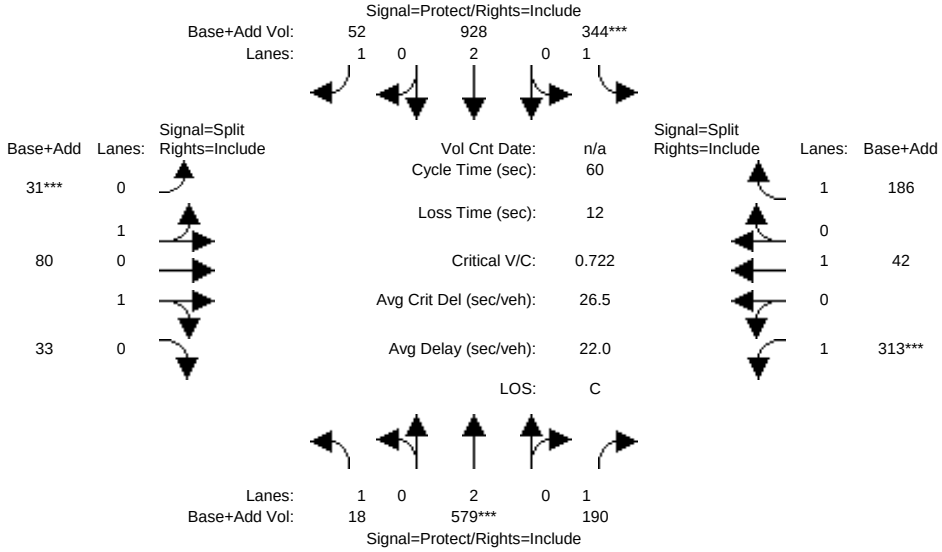
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project PM

Intersection #21: Edgewater Blvd/Beach Park Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	6	6	6	6	6	4	4	4	4	4	4
Y+R:	3.5	5.0	5.0	3.5	5.5	5.5	4.0	4.0	4.0	3.5	3.5	3.5
Volume Module:												
Base Vol:	18	515	178	343	768	52	31	80	33	291	42	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	515	178	343	768	52	31	80	33	291	42	204
Added Vol:	0	64	12	1	160	0	0	0	0	22	0	-18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	579	190	344	928	52	31	80	33	313	42	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	18	591	194	351	947	53	32	82	34	319	43	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	591	194	351	947	53	32	82	34	319	43	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	591	194	351	947	53	32	82	34	319	43	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.91	0.91	0.91	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.43	1.11	0.46	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	742	1916	790	1805	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.12	0.19	0.26	0.03	0.04	0.04	0.04	0.18	0.02	0.12
Crit Moves:		****		****			****			****		
Green/Cycle:	0.10	0.22	0.22	0.27	0.39	0.39	0.07	0.07	0.07	0.24	0.24	0.24
Volume/Cap:	0.10	0.73	0.54	0.73	0.67	0.08	0.64	0.64	0.64	0.73	0.09	0.48
Delay/Veh:	24.8	25.0	22.1	25.6	16.3	11.5	33.2	33.2	33.2	27.1	17.7	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	25.0	22.1	25.6	16.3	11.5	33.2	33.2	33.2	27.1	17.7	20.5
LOS by Move:	C	C	C	C	B	B	C	C	C	C	B	C
HCM2kAvgQ:	0	7	4	8	9	1	3	3	3	7	1	4

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

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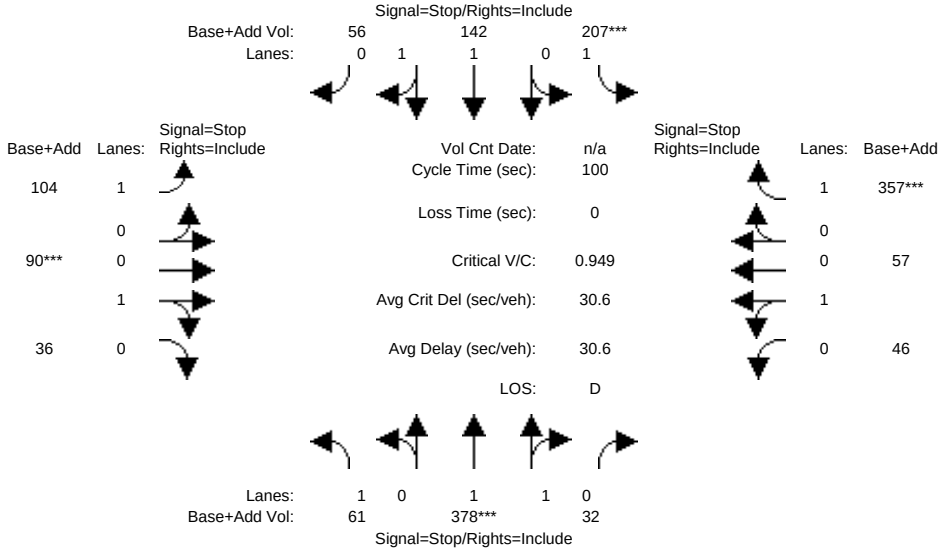
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative + project AM

Intersection #22: Foster City Blvd/Marlin Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	60	361	19	196	133	56	104	90	36	11	57	327
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	361	19	196	133	56	104	90	36	11	57	327
Added Vol:	1	17	13	11	9	0	0	0	0	35	0	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	378	32	207	142	56	104	90	36	46	57	357
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	74	461	39	252	173	68	127	110	44	56	70	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	461	39	252	173	68	127	110	44	56	70	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	461	39	252	173	68	127	110	44	56	70	435
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.43	0.57	1.00	0.71	0.29	0.45	0.55	1.00
Final Sat.:	355	703	60	354	534	217	360	277	111	179	221	459
Capacity Analysis Module:												
Vol/Sat:	0.21	0.66	0.65	0.71	0.32	0.32	0.35	0.40	0.40	0.31	0.31	0.95
Crit Moves:		****		****				****				****
Delay/Veh:	14.9	27.0	26.7	32.7	16.2	15.7	17.1	17.0	17.0	15.2	15.2	57.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	27.0	26.7	32.7	16.2	15.7	17.1	17.0	17.0	15.2	15.2	57.2
LOS by Move:	B	D	D	D	C	C	C	C	C	C	C	F
ApproachDel:		25.4			24.6			17.0			47.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		25.4			24.6			17.0			47.8	
LOS by Appr:		D			C			C			E	
AllWayAvgQ:	0.2	1.6	1.6	2.0	0.4	0.4	0.5	0.6	0.6	0.4	0.4	6.0

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

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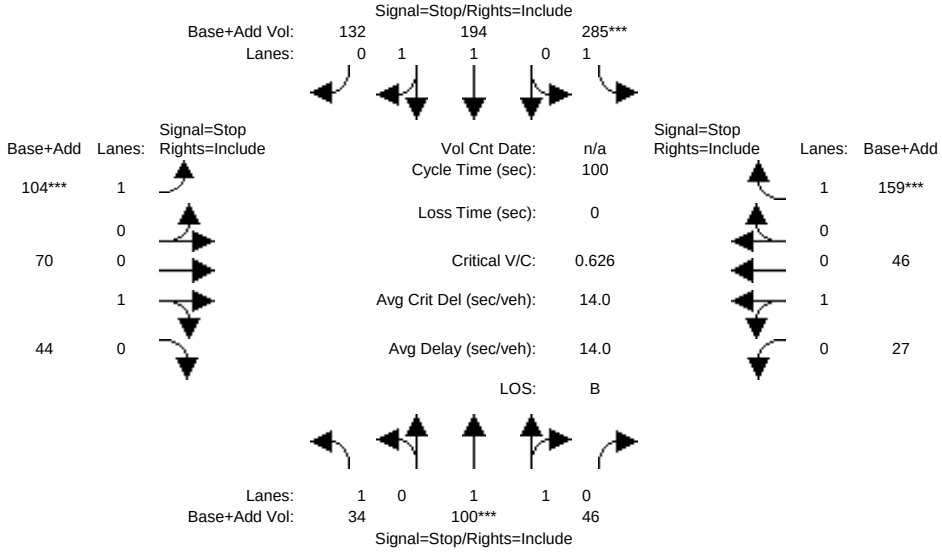
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative + Project PM

Intersection #22: Foster City Blvd/Marlin Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	33	98	11	246	183	132	104	70	44	7	46	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	98	11	246	183	132	104	70	44	7	46	140
Added Vol:	1	2	35	39	11	0	0	0	0	20	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	100	46	285	194	132	104	70	44	27	46	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	37	108	49	306	209	142	112	75	47	29	49	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	108	49	306	209	142	112	75	47	29	49	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:	37	108	49	306	209	142	112	75	47	29	49	171
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.37	0.63	1.00	1.19	0.81	1.00	0.61	0.39	0.37	0.63	1.00
Final Sat.:	414	612	293	490	629	459	446	303	190	171	292	525
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.17	0.63	0.33	0.31	0.25	0.25	0.25	0.17	0.17	0.33
Crit Moves:		****		****			****					****
Delay/Veh:	11.6	11.7	11.3	20.7	12.5	11.5	12.8	11.7	11.7	11.5	11.5	12.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.6	11.7	11.3	20.7	12.5	11.5	12.8	11.7	11.7	11.5	11.5	12.0
LOS by Move:	B	B	B	C	B	B	B	B	B	B	B	B
ApproachDel:		11.6			16.1			12.2			11.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.6			16.1			12.2			11.9	
LOS by Appr:		B			C			B			B	
AllWayAvgQ:	0.1	0.2	0.2	1.5	0.5	0.4	0.3	0.3	0.3	0.2	0.2	0.4

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

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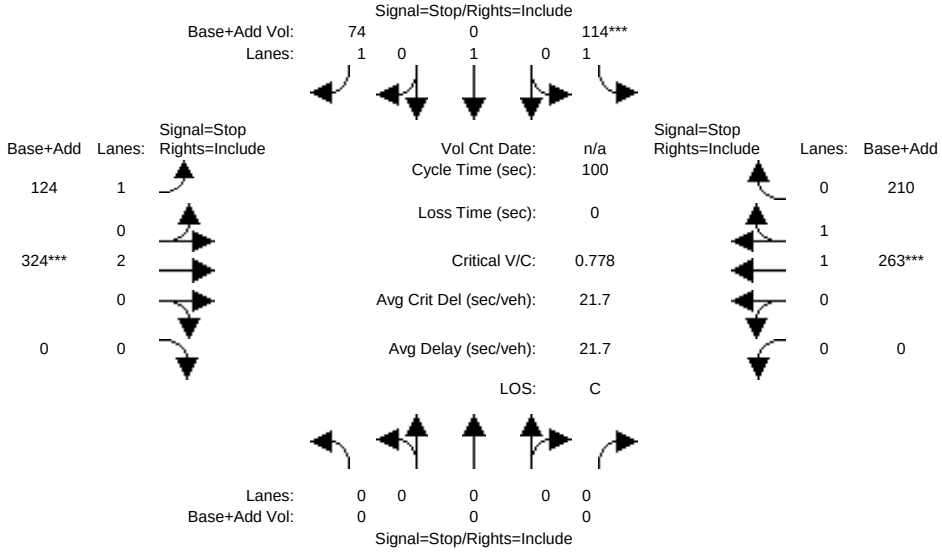
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative + project AM

Intersection #23: Foster City Blvd/Beach Pk Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	114	0	70	107	322	0	0	262	210
Growth Adj:	1.00	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	114	0	70	107	322	0	0	262	210
Added Vol:	0	0	0	0	0	4	17	2	0	0	1	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	114	0	74	124	324	0	0	263	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58	0.58
PHF Volume:	0	0	0	197	0	128	214	559	0	0	453	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	197	0	128	214	559	0	0	453	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	197	0	128	214	559	0	0	453	362
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	2.00	0.00	0.00	1.11	0.89
Final Sat.:	0	0	0	418	435	480	443	946	0	0	583	505
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.47	0.00	0.27	0.48	0.59	xxxx	xxxx	0.78	0.72
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	17.7	0.0	12.2	17.7	20.0	0.0	0.0	29.0	22.7
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	17.7	0.0	12.2	17.7	20.0	0.0	0.0	29.0	22.7
LOS by Move:	*	*	*	C	*	B	C	C	*	*	D	C
ApproachDel:	xxxxxx			15.5			19.4			26.2		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			15.5			19.4			26.2		
LOS by Appr:	*			C			C			D		
AllWayAvgQ:	0.0	0.0	0.0	0.8	0.0	0.3	0.9	1.3	0.0	0.0	2.9	2.2

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

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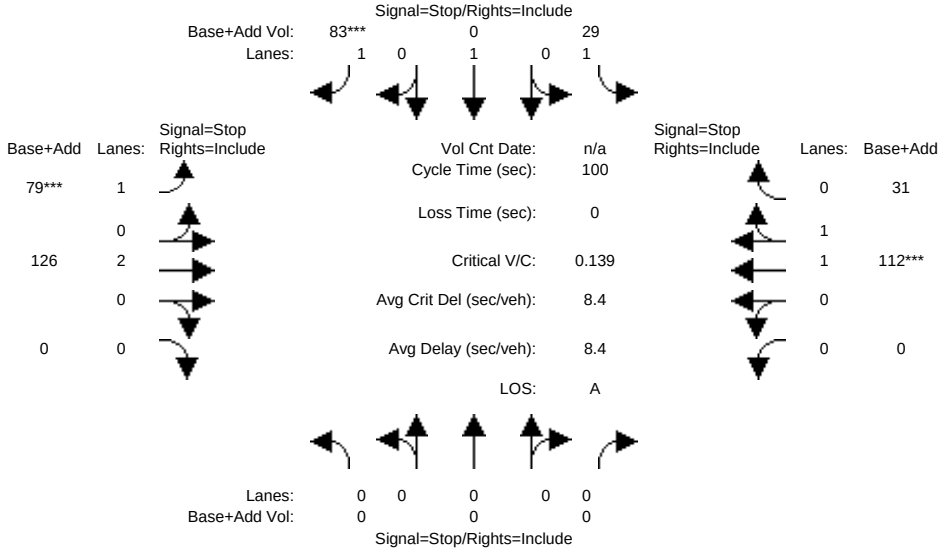
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative + Project PM

Intersection #23: Foster City Blvd/Beach Pk Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	29	0	83	91	127	0	0	114	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	83	91	127	0	0	114	31
Added Vol:	0	0	0	0	0	0	-12	-1	0	0	-2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	29	0	83	79	126	0	0	112	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	0	0	0	32	0	91	87	138	0	0	123	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	0	91	87	138	0	0	123	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	32	0	91	87	138	0	0	123	34
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	1.00	1.00	1.00	2.00	0.00	0.00	1.57	0.43
Final Sat.:	0	0	0	586	637	728	624	1366	0	0	1117	321
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.05	0.00	0.13	0.14	0.10	xxxx	xxxx	0.11	0.11
Crit Moves:						****	****				****	
Delay/Veh:	0.0	0.0	0.0	8.9	0.0	8.0	9.2	8.4	0.0	0.0	8.2	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	8.9	0.0	8.0	9.2	8.4	0.0	0.0	8.2	8.0
LOS by Move:	*	*	*	A	*	A	A	A	*	*	A	A
ApproachDel:	xxxxxx			8.2			8.7			8.1		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			8.2			8.7			8.1		
LOS by Appr:	*			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.0	0.1	0.2	0.1	0.0	0.0	0.1	0.1

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

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APPENDIX G: SIMULATION INTERSECTION ANALYSIS (VISSIM RESULTS)

Vissim Post-Processor | **Foster City General Plan Update**
Average Results from 10 Runs | **Existing**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 6 **Plaza Driveway-SR-92 WB Ramps/Chess Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Total Delay (sec/veh) Average	Std. Dev.	Minimum	Maximum	LOS
	U Turn												
	Second Left												
	Left Turn	506	508	100.4%	23.3	467	540	0.1	47.0	2.9	48.1	54.3	D
NB	Through	12	12	102.5%	3.8	6	18	0.1	51.0	22.3	53.6	110.0	D
	Right Turn	800	790	98.7%	33.8	713	836	0.4	5.8	3.0	5.7	19.3	A
	Second Right												
	Subtotal	1,318	1,310	99.4%	43.4	1,205	1,356	0.2	23.1	2.4	21.8	32.5	C
	U Turn												
	Second Left												
	Left Turn	2	2	115.0%	1.7	0	5	0.2	18.5	29.5	0.0	110.2	B
SB	Through	1	1	120.0%	1.2	0	4	0.2	18.1	38.2	0.0	112.2	B
	Right Turn	1	1	110.0%	1.0	0	3	0.1	13.3	27.9	0.0	115.5	B
	Second Right												
	Subtotal	4	5	115.0%	3.2	1	9	0.3	20.6	23.9	23.2	84.2	C
	U Turn												
	Second Left												
	Left Turn	1	1	100.0%	1.1	0	3	0.0	28.7	46.7	0.0	109.8	C
EB	Through	107	106	98.7%	10.7	85	121	0.1	51.8	5.5	50.9	68.5	D
	Right Turn	127	130	102.2%	9.2	115	148	0.2	32.7	11.0	32.2	51.6	C
	Second Right												
	Subtotal	235	236	100.6%	17.2	207	267	0.1	41.3	4.8	40.9	51.4	D
	U Turn												
	Second Left												
	Left Turn	657	665	101.2%	28.3	608	712	0.3	14.2	7.1	10.7	26.9	B
WB	Through	223	224	100.3%	16.1	200	246	0.0	4.0	1.6	2.8	6.3	A
	Right Turn	18	20	110.6%	4.4	13	28	0.4	3.1	2.2	2.4	6.4	A
	Second Right												
	Subtotal	898	908	101.2%	29.8	855	947	0.3	11.4	5.2	8.1	19.3	B
Total		2,455	2,459	100.2%	58.4	2,339	2,526	0.1	20.6	3.0	19.7	26.8	C

Intersection 7 **Foster City Blvd/Chess Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Total Delay (sec/veh) Average	Std. Dev.	Minimum	Maximum	LOS
	U Turn												
	Second Left												
	Left Turn	794	801	100.9%	33.8	747	846	0.3	28.8	2.7	28.6	35.7	C
NB	Through	974	976	100.2%	23.4	948	1,006	0.1	14.6	1.8	13.7	20.7	B
	Right Turn	140	144	102.6%	11.3	120	157	0.3	14.2	2.8	15.0	21.1	B
	Second Right												
	Subtotal	1,908	1,921	100.7%	39.0	1,866	1,977	0.3	20.4	1.7	21.2	24.1	C
	U Turn												
	Second Left												
	Left Turn	3	3	90.0%	1.6	1	5	0.2	11.5	18.9	8.9	108.3	B
SB	Through	278	277	99.6%	12.0	254	295	0.1	50.9	2.8	50.9	60.7	D
	Right Turn	66	67	101.7%	7.2	56	84	0.1	4.2	0.7	4.0	7.3	A
	Second Right												
	Subtotal	347	347	99.9%	16.6	311	370	0.0	42.4	4.3	41.8	52.5	D
	U Turn												
	Second Left												
	Left Turn	402	394	98.0%	11.9	376	414	0.4	51.1	5.4	50.3	65.4	D
EB	Through	42	39	92.9%	7.1	28	52	0.5	45.4	10.9	51.9	76.1	D
	Right Turn	465	463	99.7%	29.1	408	517	0.1	2.4	1.6	2.3	6.0	A
	Second Right												
	Subtotal	909	896	98.6%	35.2	822	950	0.4	26.7	4.8	26.2	37.1	C
	U Turn												
	Second Left												
	Left Turn	35	36	103.4%	5.1	30	44	0.2	54.5	13.6	56.2	77.6	D
WB	Through	38	40	104.7%	5.6	31	48	0.3	53.1	11.2	56.7	73.3	D
	Right Turn	7	8	111.4%	2.7	4	13	0.3	12.8	13.8	13.3	78.4	B
	Second Right												
	Subtotal	80	84	104.8%	8.1	71	98	0.4	50.0	8.5	52.0	65.2	D
Total		3,244	3,248	100.1%	56.1	3,137	3,300	0.1	25.5	1.4	24.6	27.9	C

Intersection 9 **SR 92 EB Ramps-Plaza Driveway/Metro Center Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Total Delay (sec/veh) Average	Std. Dev.	Minimum	Maximum	LOS
	U Turn												
	Second Left												
	Left Turn	4	5	117.5%	1.9	2	8	0.3	34.2	38.6	43.8	119.1	C
NB	Through	4	4	92.5%	0.9	2	5	0.2	67.8	40.4	54.6	131.8	E
	Right Turn	31	30	95.2%	5.2	22	36	0.3	5.9	1.0	6.0	8.4	A
	Second Right												
	Subtotal	39	38	97.2%	4.7	31	45	0.2	20.0	7.8	18.7	36.9	B
	U Turn												
	Second Left												
	Left Turn	800	793	99.2%	34.0	733	856	0.2	9.4	1.3	10.3	13.9	A
SB	Through	37	34	92.7%	5.5	24	43	0.5	11.1	6.4	11.4	23.6	B
	Right Turn	381	368	96.7%	19.0	325	403	0.7	4.1	0.7	4.0	5.4	A
	Second Right												
	Subtotal	1,218	1,196	98.2%	46.5	1,111	1,262	0.6	7.8	1.0	8.3	10.9	A
	U Turn												
	Second Left												
	Left Turn	48	48	99.8%	5.9	40	58	0.0	59.5	11.3	62.8	78.5	E
EB	Through	146	140	95.8%	10.5	122	157	0.5	47.5	9.2	52.3	62.7	D
	Right Turn	5	5	96.0%	2.0	0	7	0.1	13.9	15.0	0.0	83.8	B
	Second Right												
	Subtotal	199	193	96.8%	14.3	170	213	0.5	48.7	6.7	51.4	61.8	D
	U Turn												
	Second Left												
	Left Turn	44	48	108.2%	6.7	38	59	0.5	80.8	11.0	75.1	98.5	F
WB	Through	140	144	102.5%	12.3	129	162	0.3	44.7	5.6	38.4	60.6	D
	Right Turn	200	203	101.5%	9.2	191	219	0.2	2.8	0.3	2.5	4.2	A
	Second Right												
	Subtotal	384	394	102.6%	13.3	373	420	0.5	28.2	2.9	25.1	31.8	C
Total		1,840	1,820	98.9%	50.7	1,724	1,890	0.5	16.8	1.3	16.3	19.8	B

Intersection 10 **Foster City Blvd/Metro Center Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Total Delay (sec/veh) Average	Std. Dev.	Minimum	Maximum	LOS
	U Turn												
	Second Left												
	Left Turn	111	117	105.1%	12.0	88	132	0.5	57.1	4.9	58.7	75.9	E
NB	Through	1,053	1,071	101.7%	17.9	1,038	1,094	0.5	29.8	3.8	28.6	37.9	C
	Right Turn	73	72	98.2%	8.9	58	88	0.2	19.3	4.7	17.8	27.8	B
	Second Right												
	Subtotal	1,237	1,259	101.8%	15.5	1,238	1,287	0.6	32.0	3.1	30.4	40.2	C
	U Turn												
	Second Left												
	Left Turn	108	112	103.3%	8.1	101	124	0.3	56.1	7.0	54.5	70.8	E
SB	Through	471	467	99.1%	22.5	431	509	0.2	18.7	3.9	17.3	24.6	B
	Right Turn	199	198	99.6%	13.7	178	229	0.1	5.6	1.6	6.7	12.4	A
	Second Right												
	Subtotal	778	777	99.8%	28.2	722	818	0.1	21.1	3.5	21.3	25.8	C
	U Turn												
	Second Left												
	Left Turn	379	372	98.1%	22.2	339	424	0.4	49.8	2.7	52.9	63.3	D
EB	Through	192	189	98.6%	15.6	162	212	0.2	45.8	5.3	48.2	59.9	D
	Right Turn	406	401	98.8%	19.6	361	425	0.2	7.3	0.9	6.5	8.8	A
	Second Right												
	Subtotal	977	962	98.5%	40.2	906	1,050	0.5	32.3	1.9	33.2	39.0	C
	U Turn												
	Second Left												
	Left Turn	65	64	97.8%	5.7	55	73	0.2	45.3	11.1	49.2	77.0	D
WB	Through	74	79	106.2%	6.5	68	87	0.5	50.4	9.6	52.6	72.0	D
	Right Turn	476	476	100.1%	19.7	453	516	0.0	17.9	3.1	14.1	23.9	B
	Second Right												
	Subtotal	615	619	100.6%	26.5	585	673	0.1	25.0	4.0	24.4	32.0	C
Total		3,607	3,616	100.3%	50.7	3,516	3,673	0.2	28.6	2.3	27.4	31.8	C

Vissim Post-Processor | **Foster City General Plan Update**
Average Results from 10 Runs | **Existing**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 6 **Plaza Driveway-SR-92 WB Ramps/Chess Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Total Delay (sec/veh) Average	Std. Dev.	Minimum	Maximum	LOS
NB	U Turn												
	Second Left												
	Left Turn	63	63	99.4%	7.5	49	71	0.1	48.4	7.5	51.0	81.7	D
	Through	2	1	70.0%	0.7	1	3	0.5	12.0	34.9	9.6	110.9	B
	Right Turn	206	205	99.3%	8.5	195	218	0.1	0.6	0.1	0.6	18.4	A
	Second Right												
	Subtotal	271	269	99.1%	10.1	254	285	0.2	12.6	3.2	15.0	25.0	B
SB	U Turn												
	Second Left												
	Left Turn	30	30	101.0%	5.8	20	38	0.1	44.8	18.5	47.8	81.7	D
	Through	53	53	100.4%	6.8	44	64	0.0	45.8	6.7	40.5	64.7	D
	Right Turn	4	4	95.0%	2.0	1	8	0.1	30.5	38.7	1.1	103.2	C
	Second Right												
	Subtotal	87	87	100.3%	12.7	67	102	0.0	44.3	7.4	44.2	62.3	D
EB	U Turn												
	Second Left												
	Left Turn	5	5	96.0%	2.9	2	10	0.1	44.5	33.5	55.1	92.8	D
	Through	367	367	100.0%	26.7	333	399	0.0	48.1	6.9	52.2	65.6	D
	Right Turn	741	732	98.7%	20.6	708	759	0.4	34.5	2.7	34.3	38.7	C
	Second Right												
	Subtotal	1,113	1,103	99.1%	14.4	1,081	1,125	0.3	39.1	3.2	39.3	45.5	D
WB	U Turn												
	Second Left												
	Left Turn	985	980	99.5%	29.9	941	1,024	0.2	8.4	1.3	7.3	10.7	A
	Through	177	175	98.6%	11.9	159	191	0.2	4.0	1.6	2.8	7.3	A
	Right Turn	11	11	102.7%	3.0	7	16	0.1	3.1	3.2	1.9	8.1	A
	Second Right												
	Subtotal	1,173	1,166	99.4%	31.3	1,113	1,214	0.2	7.6	1.2	6.7	9.6	A
Total		2,644	2,625	99.3%	39.2	2,539	2,685	0.4	23.4	1.9	22.9	26.0	C

Intersection 7 **Foster City Blvd/Chess Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Total Delay (sec/veh) Average	Std. Dev.	Minimum	Maximum	LOS
NB	U Turn												
	Second Left												
	Left Turn	785	781	99.5%	23.3	751	819	0.2	30.5	2.7	30.9	59.7	C
	Through	216	219	101.2%	8.0	206	228	0.2	6.0	1.4	8.2	19.4	A
	Right Turn	62	62	99.2%	8.5	46	73	0.1	3.4	1.8	5.0	8.8	A
	Second Right												
	Subtotal	1,063	1,061	99.8%	31.5	1,006	1,107	0.1	24.0	2.3	24.9	46.5	C
SB	U Turn												
	Second Left												
	Left Turn	4	4	92.5%	2.0	0	7	0.2	72.1	112.7	0.0	289.8	E
	Through	1,029	1,006	97.8%	26.1	957	1,042	0.7	139.7	81.6	45.6	262.7	F
	Right Turn	280	276	98.5%	11.9	264	297	0.3	142.1	102.0	21.5	300.9	F
	Second Right												
	Subtotal	1,313	1,286	97.9%	33.0	1,228	1,342	0.8	140.2	85.8	39.5	272.3	F
EB	U Turn												
	Second Left												
	Left Turn	44	47	106.1%	3.8	42	53	0.4	36.8	8.0	34.9	63.1	D
	Through	23	24	102.6%	2.5	19	27	0.1	34.5	12.4	18.3	71.1	C
	Right Turn	536	532	99.2%	28.6	493	565	0.2	9.0	15.2	1.5	48.7	A
	Second Right												
	Subtotal	603	602	99.8%	29.9	563	638	0.0	12.3	13.5	5.6	47.1	B
WB	U Turn												
	Second Left												
	Left Turn	78	76	97.1%	9.9	64	94	0.3	57.5	8.6	57.0	79.1	E
	Through	108	109	100.9%	11.2	93	124	0.1	55.3	3.2	50.2	94.5	E
	Right Turn	6	5	90.0%	1.6	3	8	0.3	29.9	38.6	22.4	113.7	C
	Second Right												
	Subtotal	192	190	99.0%	18.7	165	221	0.1	55.0	4.9	52.0	85.7	D
Total		3,171	3,139	99.0%	63.6	3,048	3,247	0.6	75.1	39.8	31.9	137.3	E

Intersection 9 **SR 92 EB Ramps-Plaza Driveway/Metro Center Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Total Delay (sec/veh) Average	Std. Dev.	Minimum	Maximum	LOS
	U Turn												
	Second Left												
	Left Turn	15	11	74.0%	1.7	9	14	1.1	61.5	27.9	57.4	109.7	E
NB	Through	12	14	114.2%	3.9	6	19	0.5	68.9	28.5	69.9	117.1	E
	Right Turn	32	32	100.9%	5.3	20	39	0.1	5.8	0.7	6.3	8.5	A
	Second Right												
	Subtotal	59	57	96.8%	7.9	37	65	0.2	29.8	6.7	33.4	42.9	C
	U Turn												
	Second Left												
	Left Turn	482	473	98.2%	14.8	455	499	0.4	21.2	2.9	19.4	27.7	C
SB	Through	14	14	97.1%	3.4	8	19	0.1	13.9	10.0	17.8	47.5	B
	Right Turn	179	178	99.6%	8.5	158	187	0.1	3.9	0.6	4.3	6.5	A
	Second Right												
	Subtotal	675	665	98.5%	13.3	645	682	0.4	16.3	2.2	15.8	22.9	B
	U Turn												
	Second Left												
	Left Turn	374	373	99.8%	18.2	349	414	0.0	56.8	10.0	52.7	82.9	E
EB	Through	254	247	97.3%	15.3	229	272	0.4	30.4	2.9	29.7	42.6	C
	Right Turn	14	16	117.1%	4.9	9	23	0.6	20.6	17.1	13.6	57.7	C
	Second Right												
	Subtotal	642	637	99.2%	25.5	603	682	0.2	45.9	6.6	44.6	62.6	D
	U Turn												
	Second Left												
	Left Turn	28	26	91.4%	6.1	13	33	0.5	53.6	16.6	54.7	85.3	D
WB	Through	158	157	99.5%	11.6	134	172	0.1	43.2	5.2	47.2	57.8	D
	Right Turn	849	838	98.7%	25.1	791	870	0.4	22.4	12.5	10.5	49.7	C
	Second Right												
	Subtotal	1,035	1,021	98.6%	26.9	980	1,052	0.4	26.5	10.7	16.7	49.7	C
Total		2,411	2,380	98.7%	24.8	2,345	2,427	0.6	29.0	6.3	24.2	42.5	C

Intersection 10 **Foster City Blvd/Metro Center Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Total Delay (sec/veh) Average	Std. Dev.	Minimum	Maximum	LOS
	U Turn												
	Second Left												
	Left Turn	163	167	102.5%	9.5	150	176	0.3	63.8	9.9	61.4	89.5	E
NB	Through	575	575	99.9%	21.6	539	595	0.0	23.1	2.0	23.5	27.7	C
	Right Turn	78	79	101.8%	8.2	68	89	0.2	16.3	6.3	16.2	24.7	B
	Second Right												
	Subtotal	816	821	100.6%	21.0	787	848	0.2	31.0	3.1	30.0	37.9	C
	U Turn												
	Second Left												
	Left Turn	190	186	97.7%	9.8	171	197	0.3	77.3	4.0	78.3	85.7	E
SB	Through	693	683	98.6%	19.5	653	720	0.4	10.8	4.8	8.6	21.5	B
	Right Turn	760	738	97.1%	29.1	688	777	0.8	62.8	56.6	8.8	163.8	E
	Second Right												
	Subtotal	1,643	1,607	97.8%	44.4	1,537	1,666	0.9	41.1	25.1	16.9	94.6	D
	U Turn												
	Second Left												
	Left Turn	213	218	102.2%	12.6	198	240	0.3	43.3	3.8	45.0	55.3	D
EB	Through	207	204	98.7%	16.4	166	228	0.2	44.8	4.1	44.0	54.7	D
	Right Turn	348	331	95.1%	12.2	315	349	0.9	7.1	1.3	6.9	10.6	A
	Second Right												
	Subtotal	768	753	98.0%	16.7	723	781	0.5	28.1	1.8	28.2	34.6	C
	U Turn												
	Second Left												
	Left Turn	74	75	101.4%	7.3	66	90	0.1	52.1	8.4	50.6	66.0	D
WB	Through	112	117	104.1%	11.1	102	139	0.4	52.1	8.3	53.1	94.5	D
	Right Turn	275	270	98.0%	12.3	253	287	0.3	12.1	1.4	12.8	17.2	B
	Second Right												
	Subtotal	461	461	100.0%	18.9	428	489	0.0	28.5	3.5	28.5	40.0	C
Total		3,688	3,642	98.8%	48.7	3,571	3,733	0.8	34.2	10.8	26.0	59.6	C

Vissim Post-Processor
Average Results from 11 Runs
Volume and Delay by Movement

Foster City General Plan Update
Cumulative Plus General Plan Buildout
AM Peak Hour

Intersection 6 **Plaza Driveway-SR-92 WB Ramps/Chess Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Total Delay (sec/veh) Average	Std. Dev.	Minimum	Maximum	LOS
NB	U Turn												
	Second Left												
	Left Turn	639	470	73.6%	27.4	407	501	7.2	82.4	8.9	77.8	96.6	F
	Through	12	8	62.5%	1.8	4	10	1.4	109.9	33.6	94.5	215.8	F
	Right Turn	1,185	855	72.2%	27.7	811	916	10.3	80.9	8.8	82.5	110.8	F
	Second Right												
	Subtotal	1,836	1,333	72.6%	51.9	1,224	1,423	12.6	81.6	6.2	81.1	101.3	F
SB	U Turn												
	Second Left												
	Left Turn	2	2	75.0%	1.6	0	5	0.4	15.0	25.9	0.0	132.4	B
	Through	1	1	60.0%	0.5	0	1	0.4	0.0	0.0	0.0	118.6	A
	Right Turn	1	1	70.0%	0.9	0	3	0.3	11.9	25.1	0.0	92.7	B
	Second Right												
	Subtotal	4	3	70.0%	2.6	0	9	0.7	16.8	19.6	0.0	88.2	B
EB	U Turn												
	Second Left												
	Left Turn	1	1	120.0%	0.9	0	2	0.2	7.4	20.6	0.0	81.8	A
	Through	197	199	100.8%	16.3	176	228	0.1	64.5	6.4	63.2	143.5	E
	Right Turn	160	158	98.8%	18.1	121	185	0.2	36.7	11.6	27.0	67.8	D
	Second Right												
	Subtotal	358	358	100.0%	20.0	332	387	0.0	52.9	6.1	46.2	95.8	D
WB	U Turn												
	Second Left												
	Left Turn	790	758	96.0%	28.3	723	810	1.1	11.8	6.9	7.8	30.2	B
	Through	245	240	97.9%	16.6	210	262	0.3	2.4	1.2	1.8	4.3	A
	Right Turn	18	19	103.9%	4.5	13	26	0.2	3.5	4.3	1.0	14.9	A
	Second Right												
	Subtotal	1,053	1,017	96.5%	38.5	955	1,071	1.1	9.4	5.0	6.3	22.7	A
Total		3,251	2,710	83.4%	75.9	2,533	2,817	9.9	50.9	3.7	49.1	58.2	D

Intersection 7 **Foster City Blvd/Chess Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Total Delay (sec/veh) Average	Std. Dev.	Minimum	Maximum	LOS
NB	U Turn												
	Second Left												
	Left Turn	899	865	96.2%	32.9	820	905	1.2	30.1	1.9	30.2	36.2	C
	Through	1,274	1,227	96.3%	33.1	1,184	1,287	1.3	28.1	4.1	27.6	36.7	C
	Right Turn	465	449	96.5%	10.8	437	471	0.8	29.5	6.2	30.6	40.1	C
	Second Right												
	Subtotal	2,638	2,540	96.3%	42.6	2,455	2,593	1.9	29.1	3.1	28.5	36.8	C
SB	U Turn												
	Second Left												
	Left Turn	56	54	96.3%	8.8	41	75	0.3	67.2	15.0	58.7	94.8	E
	Through	466	473	101.4%	28.8	410	498	0.3	63.3	10.4	61.8	85.2	E
	Right Turn	82	80	98.0%	4.6	74	89	0.2	11.1	5.7	5.6	34.6	B
	Second Right												
	Subtotal	604	607	100.5%	35.2	527	650	0.1	57.0	10.3	52.6	77.4	E
EB	U Turn												
	Second Left												
	Left Turn	686	520	75.8%	18.8	495	562	6.8	56.4	3.4	56.6	64.6	E
	Through	195	148	75.7%	10.1	133	165	3.6	61.5	3.9	62.5	71.4	E
	Right Turn	502	381	75.9%	21.7	339	407	5.8	6.7	1.5	6.1	9.7	A
	Second Right												
	Subtotal	1,383	1,049	75.8%	31.9	1,001	1,105	9.6	40.0	2.5	39.5	44.5	D
WB	U Turn												
	Second Left												
	Left Turn	58	57	98.8%	8.6	48	76	0.1	52.3	9.0	50.4	72.1	D
	Through	71	71	100.3%	9.8	55	83	0.0	53.8	8.6	57.2	76.5	D
	Right Turn	13	14	106.2%	4.0	8	20	0.2	16.3	15.1	5.6	68.9	B
	Second Right												
	Subtotal	142	142	100.2%	15.2	118	168	0.0	49.8	5.1	50.9	62.6	D
Total		4,767	4,338	91.0%	66.6	4,241	4,459	6.4	36.6	1.9	35.8	42.6	D

Intersection 9 **SR 92 EB Ramps-Plaza Driveway/Metro Center Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Total Delay (sec/veh) Average	Std. Dev.	Minimum	Maximum	LOS
	U Turn												
	Second Left												
	Left Turn	4	4	102.5%	2.3	1	8	0.0	36.4	35.8	37.9	124.8	D
NB	Through	4	4	105.0%	2.0	2	9	0.1	54.7	40.5	55.6	130.2	D
	Right Turn	31	32	101.6%	5.8	20	38	0.1	7.5	1.9	6.5	11.6	A
	Second Right												
	Subtotal	39	40	102.1%	6.5	26	49	0.1	20.6	7.8	17.0	33.5	C
	U Turn												
	Second Left												
	Left Turn	1,259	1,239	98.4%	25.1	1,203	1,279	0.6	39.7	35.5	21.7	139.0	D
SB	Through	37	35	93.2%	6.6	27	49	0.4	37.1	43.4	18.7	157.8	D
	Right Turn	468	470	100.3%	26.6	436	523	0.1	10.2	10.5	6.2	40.1	B
	Second Right												
	Subtotal	1,764	1,743	98.8%	38.7	1,682	1,784	0.5	31.5	28.3	18.1	110.6	C
	U Turn												
	Second Left												
	Left Turn	83	87	104.2%	9.9	75	102	0.4	55.4	6.1	56.2	73.7	E
EB	Through	274	269	98.3%	20.8	243	300	0.3	55.4	11.5	48.9	83.7	E
	Right Turn	5	6	126.0%	1.9	3	9	0.5	13.5	19.4	5.7	72.3	B
	Second Right												
	Subtotal	362	362	100.0%	20.4	325	387	0.0	54.5	8.9	49.6	76.5	D
	U Turn												
	Second Left												
	Left Turn	44	39	88.6%	10.1	27	57	0.8	78.7	3.9	74.3	97.3	E
WB	Through	270	238	88.3%	13.7	224	263	2.0	38.4	4.5	37.9	53.0	D
	Right Turn	380	344	90.6%	24.6	306	375	1.9	5.2	0.7	4.5	7.3	A
	Second Right												
	Subtotal	694	622	89.6%	24.4	580	663	2.8	22.9	2.2	22.5	27.2	C
Total		2,859	2,767	96.8%	53.1	2,689	2,849	1.7	32.6	19.2	23.9	86.2	C

Intersection 10 **Foster City Blvd/Metro Center Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Total Delay (sec/veh) Average	Std. Dev.	Minimum	Maximum	LOS
	U Turn												
	Second Left												
	Left Turn	139	135	96.9%	12.5	111	147	0.4	65.8	6.2	62.9	76.1	E
NB	Through	1,331	1,337	100.4%	34.2	1,295	1,387	0.2	51.4	8.7	46.9	69.5	D
	Right Turn	101	97	96.2%	5.4	89	106	0.4	35.8	7.1	32.6	46.6	D
	Second Right												
	Subtotal	1,571	1,569	99.8%	35.7	1,518	1,625	0.1	51.7	7.9	47.4	67.8	D
	U Turn												
	Second Left												
	Left Turn	149	133	89.2%	14.9	109	154	1.4	57.3	9.2	53.5	82.9	E
SB	Through	517	457	88.4%	28.8	398	494	2.7	29.3	2.0	28.2	33.5	C
	Right Turn	360	320	89.0%	22.6	284	355	2.1	8.1	2.2	7.4	13.1	A
	Second Right												
	Subtotal	1,026	911	88.7%	47.5	828	971	3.7	26.0	2.4	24.8	32.5	C
	U Turn												
	Second Left												
	Left Turn	752	740	98.5%	26.3	706	787	0.4	71.0	14.0	61.8	96.0	E
EB	Through	396	382	96.4%	17.9	352	412	0.7	48.2	3.7	46.9	53.9	D
	Right Turn	416	421	101.1%	24.9	392	455	0.2	7.1	0.4	7.2	9.2	A
	Second Right												
	Subtotal	1,564	1,543	98.6%	34.6	1,491	1,610	0.5	48.8	7.8	42.3	62.9	D
	U Turn												
	Second Left												
	Left Turn	80	59	73.8%	10.3	41	71	2.5	84.5	11.0	81.8	106.9	F
WB	Through	195	166	85.2%	13.4	151	189	2.2	85.0	6.1	84.7	102.1	F
	Right Turn	555	455	82.0%	14.8	431	474	4.4	61.9	8.6	58.0	81.6	E
	Second Right												
	Subtotal	830	680	81.9%	27.8	640	715	5.5	70.0	7.3	67.2	88.4	E
Total		4,991	4,702	94.2%	60.5	4,617	4,804	4.2	48.5	4.9	45.0	55.6	D

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Foster City General Plan Update
Cumulative Plus General Plan Buildout
PM Peak Hour

Intersection 6 **Plaza Driveway-SR-92 WB Ramps/Chess Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Total Delay (sec/veh) Average	Std. Dev.	Minimum	Maximum	LOS
NB	U Turn												
	Second Left												
	Left Turn	103	101	98.1%	11.9	84	117	0.2	62.6	21.1	52.5	128.5	E
	Through	2	3	160.0%	1.6	1	6	0.7	44.7	76.5	26.9	208.5	D
	Right Turn	274	264	96.2%	10.8	247	278	0.6	51.9	56.0	3.3	283.9	D
	Second Right												
	Subtotal	379	368	97.1%	13.9	348	388	0.6	55.0	45.0	19.6	228.0	E
SB	U Turn												
	Second Left												
	Left Turn	30	29	95.3%	4.4	22	36	0.3	55.6	12.8	55.3	127.1	E
	Through	53	52	98.1%	6.6	43	64	0.1	63.8	9.8	59.3	86.0	E
	Right Turn	4	4	100.0%	2.0	1	8	0.0	23.4	28.4	23.5	103.0	C
	Second Right												
	Subtotal	87	85	97.2%	11.0	70	100	0.3	59.3	8.9	55.3	83.3	E
EB	U Turn												
	Second Left												
	Left Turn	5	3	52.0%	1.7	1	6	1.2	130.2	124.9	141.1	377.8	F
	Through	396	240	60.6%	26.5	204	290	8.7	264.8	47.1	239.4	442.5	F
	Right Turn	886	530	59.8%	24.2	470	552	13.4	409.2	61.7	405.2	513.1	F
	Second Right												
	Subtotal	1,287	773	60.1%	35.5	713	845	16.0	365.0	57.3	372.4	448.2	F
WB	U Turn												
	Second Left												
	Left Turn	1,379	900	65.3%	18.2	878	935	14.2	71.0	4.7	67.6	79.0	E
	Through	264	187	70.9%	12.8	170	213	5.1	40.1	8.8	34.5	54.6	D
	Right Turn	11	6	52.7%	2.2	4	10	1.8	15.7	19.8	12.1	122.6	B
	Second Right												
	Subtotal	1,654	1,093	66.1%	15.9	1,071	1,120	15.1	64.6	5.1	63.3	74.8	E
Total		3,407	2,319	68.1%	36.5	2,267	2,400	20.3	164.9	21.5	160.8	206.3	F

Intersection 7 **Foster City Blvd/Chess Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Total Delay (sec/veh) Average	Std. Dev.	Minimum	Maximum	LOS
NB	U Turn												
	Second Left												
	Left Turn	905	580	64.1%	30.1	542	622	11.9	326.1	58.8	324.6	404.0	F
	Through	294	196	66.7%	23.6	150	234	6.3	11.8	5.2	11.1	20.9	B
	Right Turn	114	77	67.5%	12.6	62	98	3.8	15.9	5.1	13.8	27.6	B
	Second Right												
	Subtotal	1,313	853	65.0%	59.3	764	931	14.0	233.8	48.0	223.4	303.4	F
SB	U Turn												
	Second Left												
	Left Turn	12	8	65.0%	2.9	4	14	1.3	276.1	163.4	290.5	811.0	F
	Through	1,465	796	54.3%	81.6	672	900	19.9	462.6	169.8	312.8	787.8	F
	Right Turn	382	206	54.0%	27.1	167	238	10.3	584.3	166.9	439.4	864.5	F
	Second Right												
	Subtotal	1,859	1,010	54.3%	107.6	846	1,145	22.4	480.1	157.9	356.1	778.6	F
EB	U Turn												
	Second Left												
	Left Turn	73	59	80.1%	5.8	48	65	1.8	41.3	12.3	44.1	62.3	D
	Through	47	36	76.6%	4.1	30	42	1.7	58.1	17.2	56.6	93.9	E
	Right Turn	580	449	77.4%	34.4	397	504	5.8	79.6	44.0	15.6	203.9	E
	Second Right												
	Subtotal	700	544	77.7%	38.1	490	606	6.3	74.8	37.7	24.2	178.4	E
WB	U Turn												
	Second Left												
	Left Turn	263	214	81.4%	17.9	186	237	3.2	174.2	27.0	157.6	224.4	F
	Through	368	310	84.3%	13.6	292	329	3.1	291.0	85.0	326.4	449.4	F
	Right Turn	55	46	82.7%	6.2	37	56	1.3	198.5	62.7	241.8	332.0	F
	Second Right												
	Subtotal	686	570	83.1%	32.5	524	621	4.6	241.4	54.2	265.9	356.2	F
Total		4,558	2,976	65.3%	77.2	2,844	3,052	25.8	269.2	24.5	261.5	312.4	F

Intersection 9 **SR 92 EB Ramps-Plaza Driveway/Metro Center Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Total Delay (sec/veh) Average	Std. Dev.	Minimum	Maximum	LOS
	U Turn												
	Second Left												
	Left Turn	15	12	79.3%	2.7	9	17	0.8	58.0	20.9	58.1	88.0	E
NB	Through	12	14	116.7%	4.2	6	19	0.6	67.7	11.4	70.5	145.1	E
	Right Turn	32	32	100.6%	7.3	20	46	0.0	7.2	1.3	6.2	13.7	A
	Second Right												
	Subtotal	59	58	98.5%	10.6	37	77	0.1	32.3	6.4	33.5	53.2	C
	U Turn												
	Second Left												
	Left Turn	638	632	99.1%	22.7	605	674	0.2	31.1	12.4	26.5	76.4	C
SB	Through	14	13	95.7%	3.3	9	19	0.2	28.9	18.2	27.7	83.0	C
	Right Turn	210	212	101.1%	10.6	193	225	0.2	5.2	0.8	5.5	7.6	A
	Second Right												
	Subtotal	862	858	99.6%	19.9	824	890	0.1	24.3	8.5	21.8	56.7	C
	U Turn												
	Second Left												
	Left Turn	499	498	99.7%	18.8	471	526	0.1	77.6	18.2	73.8	140.5	E
EB	Through	455	448	98.5%	16.2	425	478	0.3	46.6	39.8	31.6	177.2	D
	Right Turn	14	15	110.0%	4.1	10	23	0.4	18.2	12.0	15.9	45.4	B
	Second Right												
	Subtotal	968	961	99.3%	23.2	927	992	0.2	62.8	28.1	51.5	143.2	E
	U Turn												
	Second Left												
	Left Turn	28	16	56.1%	4.9	6	22	2.6	65.2	17.6	63.1	96.9	E
WB	Through	350	246	70.2%	11.1	227	264	6.0	51.2	4.0	50.0	58.5	D
	Right Turn	1,246	751	60.2%	30.2	687	785	15.7	28.6	13.2	30.4	57.2	C
	Second Right												
	Subtotal	1,624	1,012	62.3%	39.4	949	1,071	16.9	35.4	9.7	32.4	56.7	D
Total		3,513	2,890	82.3%	49.0	2,809	2,962	11.0	41.8	12.8	36.5	74.2	D

Intersection 10 **Foster City Blvd/Metro Center Blvd** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Total Delay (sec/veh) Average	Std. Dev.	Minimum	Maximum	LOS
	U Turn												
	Second Left												
	Left Turn	174	156	89.8%	11.9	136	175	1.4	233.2	58.8	93.9	312.5	F
NB	Through	648	513	79.1%	35.3	454	570	5.6	610.7	103.3	436.8	783.4	F
	Right Turn	110	92	83.8%	11.6	75	109	1.8	365.5	98.1	200.7	528.5	F
	Second Right												
	Subtotal	932	761	81.7%	49.6	684	844	5.9	510.1	89.5	349.3	657.3	F
	U Turn												
	Second Left												
	Left Turn	223	140	63.0%	18.5	112	164	6.1	80.0	16.1	83.7	124.5	E
SB	Through	953	619	65.0%	46.1	544	688	11.9	48.4	37.8	26.3	151.3	D
	Right Turn	1,131	735	64.9%	48.8	649	788	13.0	115.7	80.5	92.6	358.1	F
	Second Right												
	Subtotal	2,307	1,494	64.8%	102.0	1,321	1,637	18.6	85.6	55.1	64.5	238.0	F
	U Turn												
	Second Left												
	Left Turn	276	249	90.3%	14.8	235	284	1.7	365.5	76.5	299.9	493.6	F
EB	Through	461	456	98.8%	19.6	429	496	0.3	38.0	8.7	40.3	55.9	D
	Right Turn	388	380	97.8%	21.2	354	411	0.4	6.0	0.5	6.4	8.9	A
	Second Right												
	Subtotal	1,125	1,084	96.4%	32.0	1,031	1,137	1.2	111.8	21.7	88.7	154.5	F
	U Turn												
	Second Left												
	Left Turn	114	42	37.2%	7.8	27	54	8.1	277.7	225.4	183.2	1269.7	F
WB	Through	319	122	38.2%	28.7	85	181	13.3	303.9	155.2	200.9	956.1	F
	Right Turn	389	124	31.9%	26.5	70	158	16.5	814.7	219.6	554.5	1416.9	F
	Second Right												
	Subtotal	822	289	35.1%	58.7	182	388	22.6	534.2	162.9	364.8	1173.0	F
Total		5,186	3,628	70.0%	61.6	3,555	3,758	23.5	196.4	25.4	163.8	254.7	F

APPENDIX H: FREEWAY OPERATIONS ANALYSIS

						Existing				
				Lanes	Capacity	Volume	PCE	V/C	LOS	Added Trips
US 101	N of 3rd	AM	NB	4+Aux	10,350	10,308	10,669	**1.03**	**F**	
			SB	4+Aux	10,350	9,099	9,417	0.91	E	
		PM	NB	4+Aux	10,350	9,701	10,041	0.97	E	
			SB	4+Aux	10,350	10,890	11,271	**1.09**	**F**	
	S of 3rd	AM	NB	4+Aux	10,350	11,362	11,760	**1.14**	**F**	
			SB	4+Aux	10,350	9,237	9,560	0.92	E	
		PM	NB	4+Aux	10,350	10,350	10,712	**1.03**	**F**	
			SB	4+Aux	10,350	11,118	11,507	**1.11**	**F**	
	N of Hillsdale	AM	NB	4+Aux	10,350	7,485	7,747	0.75	D	
			SB	4+Aux	10,350	9,244	9,568	0.92	E	
		PM	NB	4+Aux	10,350	9,713	10,053	0.97	E	
			SB	4+Aux	10,350	10,300	10,661	**1.03**	**F**	
	S of Hillsdale	AM	NB	4+Aux	10,350	7,130	7,380	0.71	D	
			SB	4+Aux	10,350	10,350	10,712	**1.03**	**F**	
		PM	NB	4+Aux	10,350	10,249	10,608	**1.02**	**F**	
			SB	4+Aux	10,350	10,350	10,712	**1.03**	**F**	
SR 92	E of 101	AM	EB	3	6,900	4,596	4,688	0.68	D	
			WB	3+Aux	8,050	4,839	4,936	0.61	C	
		PM	EB	3	6,900	6,610	6,742	0.98	E	
			WB	3+Aux	8,050	5,715	5,829	0.72	D	
	W of FCB	AM	EB	3+Aux	8,050	3,223	3,287	0.41	B	
			WB	3+Aux	8,050	4,564	4,655	0.58	C	
		PM	EB	3+Aux	8,050	6,357	6,484	0.81	D	
			WB	3+Aux	8,050	4,583	4,675	0.58	C	
	E of FCB	AM	EB	3	6,900	2,256	2,301	0.33	B	
			WB	3	6,900	5,107	5,209	0.75	D	
		PM	EB	3	6,900	6,900	7,038	**1.02**	**F**	
			WB	3	6,900	3,047	3,108	0.45	B	

						Cumulative Plus General Plan Buildout				
				Lanes	Capacity	Volume	PCE	V/C	LOS	Added Trips
US 101	N of 3rd	AM	NB	4+Aux	10,350	10,915	11,297	**1.09**	**F**	
			SB	4+Aux	10,350	9,724	10,065	0.97	E	
		PM	NB	4+Aux	10,350	10,060	10,412	**1.01**	**F**	
			SB	4+Aux	10,350	12,892	13,343	**1.29**	**F**	
	S of 3rd	AM	NB	4+Aux	10,350	12,012	12,432	**1.20**	**F**	
			SB	4+Aux	10,350	9,717	10,057	0.97	E	
		PM	NB	4+Aux	10,350	10,619	10,991	**1.06**	**F**	
			SB	4+Aux	10,350	13,141	13,601	**1.31**	**F**	
	N of Hillsdale	AM	NB	4+Aux	10,350	7,984	8,264	0.80	D	
			SB	4+Aux	10,350	9,471	9,803	0.95	E	
		PM	NB	4+Aux	10,350	10,231	10,589	**1.02**	**F**	
			SB	4+Aux	10,350	12,247	12,675	**1.22**	**F**	
	S of Hillsdale	AM	NB	4+Aux	10,350	9,089	9,407	0.91	E	
			SB	4+Aux	10,350	10,959	11,343	**1.10**	**F**	
		PM	NB	4+Aux	10,350	10,535	10,904	**1.05**	**F**	
			SB	4+Aux	10,350	12,879	13,330	**1.29**	**F**	
SR 92	E of 101	AM	EB	3	6,900	5,630	5,743	0.83	D	
			WB	3+Aux	8,050	5,849	5,966	0.74	D	
		PM	EB	3	6,900	7,538	7,689	**1.11**	**F**	
			WB	3+Aux	8,050	7,626	7,778	0.97	E	
	W of FCB	AM	EB	3+Aux	8,050	4,238	4,323	0.54	C	
			WB	3+Aux	8,050	5,567	5,678	0.71	D	
		PM	EB	3+Aux	8,050	7,282	7,428	0.92	E	
			WB	3+Aux	8,050	6,456	6,585	0.82	D	
	E of FCB	AM	EB	3	6,900	3,138	3,201	0.46	C	
			WB	3	6,900	6,179	6,302	0.91	E	
		PM	EB	3	6,900	7,888	8,046	**1.17**	**F**	
			WB	3	6,900	4,807	4,903	0.71	D	

TABLE C-1: EXISTING DAILY FREEWAY VOLUMES	
Freeway Segment	**Existing AADT[1]**
A. US 101, north of East Third Avenue[2]	257,000
B. US 101, between East Third Avenue and SR 92	260,000
C. US 101, north of East Hillsdale Boulevard	227,000
D. US 101, south of East Hillsdale Boulevard	229,000
E. SR 92, between US 101 and Mariners Island Boulevard/Edgewater Boulevard	142,000
F. SR 92, Mariners Island Boulevard/Edgewater Boulevard and Foster City Boulevard	120,000
G. SR 92, east of Foster City Boulevard	95,000

Notes:

Source: Caltrans, 2013; Fehr & Peers, March 2015

TABLE C-2: FUTURE DAILY FREEWAY VOLUMES		
Freeway Segment	**Existing**	**Cumulative Plus General Plan Buildout**
A. US 101, north of East Third Avenue[2]	257,000	294,000
B. US 101, between East Third Avenue and SR 92	260,000	294,000
C. US 101, north of East Hillsdale Boulevard	227,000	259,000
D. US 101, south of East Hillsdale Boulevard	229,000	263,000
E. SR 92, between US 101 and Mariners Island Boulevard/Edgewater Boulevard	142,000	199,000
F. SR 92, Mariners Island Boulevard/Edgewater Boulevard and Foster City Boulevard	120,000	166,000
G. SR 92, east of Foster City Boulevard	95,000	130,000

Notes:

Source: Caltrans, 2013; Fehr & Peers, March 2015

APPENDIX I: TRIP GENERATION CALCULATIONS

Land Use	Size	Units	ITE Code	Rate or Equation	Internal Capture Rate Daily	Trips Daily Total	Internal Capture Rate AM	Trips AM Peak Hour In	Trips AM Peak Hour Out	Trips AM Peak Hour Total	Internal Capture Rate PM	Trips PM Peak Hour In	Trips PM Peak Hour Out	Trips PM Peak Hour Total
Project 1 (Remainder of Pilgrim-Triton Master Plan)														
Proposed Land Uses														
General Office	253.9	ksf	710	Equation		2,730		348	47	395		62	301	363
Internal Reduction					*6%*	*-150*	*10%*	*-35*	*-5*	*-40*	*10%*	*-3*	*-13*	*-15*
Subtotal						*2,580*		*313*	*42*	*356*		*59*	*288*	*348*
Retail	21.0	ksf	820	Equation		2,463		37	23	60		101	110	211
Retail (Phase 2)	6.0	ksf	820	Equation		1,091		17	11	28		44	47	91
Commercial (Phase 3)	5.0	ksf	820	Equation		969		16	9	25		39	42	81
Internal Reduction					*6%*	*-382*	*0%*				*6%*	*-10*	*-20*	*-30*
Retail Pass-By					*20%*	*-830*	*10%*	*-7*	*-4*	*-11*	*25%*	*-43*	*-45*	*-88*
Subtotal						*3,311*		*63*	*39*	*102*		*130*	*134*	*265*
Apartments (Phase 2)	220.0	du	220	Equation		1,457		22	89	112		90	49	139
Apartments (Phase 3)	166.0	du	220	Equation		1,130		17	68	85		71	38	109
Townhouses (Phase 2)	20.0	du	230	Equation		160		2	12	14		11	5	16
Internal Reduction					*6%*	*-151*	*10%*	*-4*	*-17*	*-21*	*6%*	*-7*	*-4*	*-11*
Subtotal						2,595		37	152	190		165	88	253
Existing														
General Office	*75.2*	*ksf*	*710*	*Equation*		*1,070*		*131*	*18*	*149*		*28*	*135*	*163*
Subtotal						*1,070*		*131*	*18*	*149*		*28*	*135*	*163*
Project 1 Net New External Trips						**7,416**		**283**	**215**	**498**		**327**	**375**	**702**
Project 2 (Chess Hatch Master Plan)														
Proposed Land Uses														
General Office	800	ksf	710	Equation		6,620		871	119	990		166	809	975
Subtotal						6,620		871	119	990		166	809	975
Existing														
Business Park	*190*	*ksf*	*770*	Equation		*2,790*		*225*	*43*	*268*		*63*	*209*	*272*
Subtotal						2,790		225	43	268		63	209	272
Project 2 Net New External Trips						**3,830**		**646**	**76**	**722**		**103**	**600**	**703**
Project 3 (Remainder of Gilead Integrated Master Plan)														
Proposed Land Uses														
General Office	1,524.0	ksf	Gilead Specific	Rate		16,779		1722	244	1966		274	1693	1967
Laboratory	953.0	ksf		Rate		7,729		229	86	314		124	324	448
MSB / Warehouse	24.0	ksf		Rate		195		23	6	29		4	22	26
Existing														
General Office	*459*	*ksf*	*Gilead Specific*	Rate		5,050		497	95	592		136	456	592
Laboratory	*550*	*ksf*		Rate		4,461		132	50	182		72	187	259
Subtotal						9,511		629	144	773		208	643	851
Project 3 Net New External Trips						**15,192**		**1,345**	**191**	**1,536**		**195**	**1,396**	**1,590**

Land Use	Size	Units	ITE Code	Rate or Equation	Internal Capture Rate Daily	Trips Daily Total	Internal Capture Rate AM	Trips AM Peak Hour In	Trips AM Peak Hour Out	Trips AM Peak Hour Total	Internal Capture Rate PM	Trips PM Peak Hour In	Trips PM Peak Hour Out	Trips PM Peak Hour Total
Project 4 (Foster Square)														
Proposed Land Uses														
Senior Adult Housing - Attached	266	Occupied du	252	Rate		915		18	33	51		37	24	61
Assisted Living	24	Beds	254	Rate		64		2	1	3		2	3	5
Congregate Care Facility	131	du	253	Rate		265		5	3	8		12	10	22
Retail	30	ksf	820	Equation		3,105		47	28	75		128	139	267
Internal Reduction					*4%*	*-183*	*0%*					*-8*	*-7*	*-15*
Retail Pass-By					*20%*	*-595*	*10%*	*-4*	*-4*	*-8*	*25%*	*-33*	*-33*	*-66*
Subtotal						3,571		68	61	129		138	136	274
Project 4 Net New External Trips						**3,571**		**68**	**61**	**129**		**138**	**136**	**274**
Project 5 (Chess Hotel)														
Proposed Land Uses														
Hotel	121	Rooms	310	Rate		989		38	26	64		37	36	73
Subtotal						989		38	26	64		37	36	73
Existing														
Unoccupied Restaurant		ksf				*0*		*0*	*0*	*0*		*0*	*0*	*0*
Subtotal						0		0	0	0		0	0	0
Project 5 Net New External Trips						**989**		**38**	**26**	**64**		**37**	**36**	**73**
Project 6 (Marina)														
Proposed Land Uses														
Marina	300	Berths	420	Rate		890		8	16	24		34	23	57
Subtotal						890		8	16	24		34	23	57
Project 7 Net New External Trips						**890**		**8**	**16**	**24**		**34**	**23**	**57**

Land Use	Size	Units	ITE Code	Rate or Equation	Internal Capture Rate Daily	Trips Daily Total	Internal Capture Rate AM	Trips AM Peak Hour In	Trips AM Peak Hour Out	Trips AM Peak Hour Total	Internal Capture Rate PM	Trips PM Peak Hour In	Trips PM Peak Hour Out	Trips PM Peak Hour Total
Project 7 (Charter Square)														
Proposed Land Uses														
Retail	10.0	ksf	820	Equation		1,520		24	14	38		61	67	128
Retail Pass-By					*20%*	-304	*10%*	*-2*	*-2*	*-4*	*25%*	-16	-16	*-32*
Residential Townhomes	95.0	du	220	Equation		620		9	41	50		39	19	58
Subtotal						1,836		31	53	84		84	70	154
Existing														
Retail	55.0	ksf	820	Equation		4,604		67	41	108		192	209	401
Retail Pass-By					*20%*	-921	*10%*	*-5*	*-5*	*-10*	*25%*	-50	-50	*-100*
Subtotal						*3,683*	*0*	*62*	*36*	*98*	*0*	*142*	*159*	*301*
Project 8 Net New External Trips						**-1,847**		**-31**	**17**	**-14**		**-58**	**-89**	**-147**
Project 8 (Harbor Cove Renovation)														
Proposed Additional Units														
Apartments	80.0	du	220	Equation		608		9	34	43		40	22	62
Project 9 Net New External Trips						**608**	**0**	**9**	**34**	**43**	**0**	**40**	**22**	**62**
Project 9 (Harry's Hofbrau Site)														
Proposed Land Uses														
Retail	12.5	ksf	820	Equation		1,758		27	17	44		72	77	149
Retail Pass-By					*20%*	-352	*10%*	*-2*	*-2*	*-4*	*25%*	-19	-19	*-38*
Subtotal						1,406	0	25	15	40	0	53	58	111
Project 10 Net New External Trips						**1,406**		**25**	**15**	**40**		**53**	**58**	**111**

Land Use	Size	Units	ITE Code	Rate or Equation	Internal Capture Rate Daily	Trips Daily Total	Internal Capture Rate AM	Trips AM Peak Hour In	Trips AM Peak Hour Out	Trips AM Peak Hour Total	Internal Capture Rate PM	Trips PM Peak Hour In	Trips PM Peak Hour Out	Trips PM Peak Hour Total
Project 10 (Edgewater Place)														
Proposed Land Uses														
Retail	57.7	ksf	820	Equation		4,750		69	42	111		199	215	414
Retail Pass-By					*20%*	-950	*10%*	*-6*	*-6*	*-12*	*25%*	-52	-52	*-104*
Residential Condominium	154.0	du	220	Equation		940		12	61	73		58	28	86
Subtotal						4,740		75	97	172		205	191	396
Existing														
Retail	123.3	ksf	820	Equation		7,781		110	67	177		331	358	689
Retail Pass-By					*20%*	-1,556	*10%*	*-9*	*-9*	*-18*	*25%*	-86	-86	*-172*
Subtotal						6,225	0	101	58	159	0	245	272	517
Project 11 Net New External Trips						**-1,485**		**-26**	**39**	**13**		**-40**	**-81**	**-121**
Project 11 (Beach Cove Apartments)														
Proposed Additional Units														
Apartments	239.0	du	220	Equation		1,572		24	97	121		97	52	149
Project 12 Net New External Trips						**1,572**	**0**	**24**	**97**	**121**	**0**	**97**	**52**	**149**
Project 12 (Franciscan Apartments)														
Proposed Additional Units														
Apartments	104.0	du	220	Equation		754		11	44	55		49	26	75
Project 13 Net New External Trips						**754**	**0**	**11**	**44**	**55**	**0**	**49**	**26**	**75**
Project 13 (Sand Cove Apartments)														
Proposed Additional Units														
Apartments	300.0	du	220	Equation		1,942		30	121	151		119	64	183
Project 14 Net New External Trips						**1,942**	**0**	**30**	**121**	**151**	**0**	**119**	**64**	**183**
Project 14 (Shadow Cove Apartments)														
Proposed Additional Units														
Apartments	113.0	du	220	Equation		808		12	47	59		52	28	80
Project 15 Net New External Trips						**808**	**0**	**12**	**47**	**59**	**0**	**52**	**28**	**80**
Project 15 (Lincoln Centre Campus Redevelopment														
Proposed Land Uses														
General Office	388.5	ksf	Gilead Specific	Rate		4,277		439	62	501		70	431	501
Laboratory	166.5	ksf		Rate		1,350		40	15	55		22	57	79
Amenities - General Office	28.0	ksf		Rate		308		32	4	36		5	31	36
Amenities - Laboratory	12.0	ksf		Rate		97		3	1	4		2	4	6
Existing														
Industrial Park	*280*	*ksf*	130	Rate		1,912		188	42	230		50	188	238
Project 3 Net New External Trips						**4,121**		**326**	**41**	**367**		**48**	**335**	**384**

EAST THIRD AVENUE CUT-THROUGH VOLUME CALCULATIONS

FOR CUMULATIVE SCENARIO

Third Avenue

AM PEAK

	Segment	A	B	A-B	CCAG 2013	CCAG 2040	Abs Growth	% Growth
EB	Third Ave	55602	24880	55602-24880	1361.8	1855.0	493	36%
	SR 92 Bridge	25180	25162	25180-25162	69.0	200.5	131	190%
WB	Third Ave	24880	55602	24880-55602	934.7	1707.2	772	83%
	SR92 Bridge	25173	25178	25173-25178	110.8	269.2	158	143%

PM PEAK

	Segment	A	B	A-B	CCAG 2013	CCAG 2040	Abs Growth	% Growth
EB	Third Ave	55602	24880	55602-24880	1291.6	1897.4	606	47%
	SR 92 Bridge	25180	25162	25180-25162	248.8	412.4	164	66%
WB	Third Ave	24880	55602	24880-55602	1334.1	2145.2	811	61%
	SR92 Bridge	25173	25178	25173-25178	42.8	48.5	6	13%

APPENDIX J

GHG Emissions Reduction Measures from Climate Action Plan

EIR Appendix J
Prioritization and Selection of GHG Emission Reduction Measures

EC1

Selected Measure: **Implement a Residential Green Building Ordinance**
Emissions Category: Energy (Community)
Status: Proposed in SAP and GPU; Already Implemented
Measure Description: Implement the 2013 Title 24 energy requirement standards and encourage implementation of Tier 1 and Tier 2 standards for new development projects and significant remodels.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
962 MT CO2e	$0	0 years		This measure should be considered together with EC2 and EC3 for maximum reductions in residential GHG emissions.
Excellent	Excellent	Excellent		
3	3	3	3.0	

EC2

Selected Measure: **Encourage Personal Energy Audits and Energy Efficient Home Upgrades**
Emissions Category: Energy (Community)
Status: New Measure
Measure Description: Encourage residents to reduce their carbon footprint by promoting programs like "Personal Climate Action Plans." Promote home renovations and upgrades that increase energy efficiency. The greenhouse gas reductions achieve through this measure will be primarily tied to residential upgrades and renovations.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
1132 MT CO2e	$20,000	2 years		
Excellent	Good	Good		
3	2	2	2.3	

EC3

Selected Measure: **Encourage and Facilitate Residential Energy Efficiency Upgrades**
Emissions Category: Energy (Community)
Status: Proposed in SAP; Already Implemented
Measure Description: Participate in the Energy Upgrade California program, and other similar rebates and incentives for residential energy audits and energy efficiency retrofits. Provide technical assistance where possible to homeowners.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
236 MT CO2e **(16 MT CO2e achieved)**	$0	0 years		
Good	Excellent	Excellent		
2	3	3	2.7	

EC4

Selected Measure: **Adopt a Commercial Green Building Ordinance**
Emissions Category: Energy (Community)
Status: Proposed in SAP and GPU
Measure Description: Adopt a Commercial Green Building Ordinance that mandates higher building performance in commercial buildings. The approach could include providing developers with the option to choose from several different rating systems such as CALGreen Tier 1 or 2, LEED, or Build it Green.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
703 MT CO2e	$0	2 years		This measure should be considered together with EC5 and EC6 for maximum reductions in commercial GHG emissions.
Excellent	Excellent	Good		
3	3	2	2.7	

EC5

Selected Measure: **Encourage and Facilitate Business Energy Efficiency Upgrades**
Emissions Category: Energy (Community)
Status: Proposed in SAP ; Initial Implementation has Occurred
Measure Description: Use existing rebates from the County, State and utility companies to create incentives and technical assistance for businesses to perform energy efficiency upgrades.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
1,018 MT CO2e	$0	0 years		
Excellent	Excellent	Excellent		
3	3	3	3.0	

EC6

Selected Measure: **Provide Financing for Commercial Energy Efficiency and Renewable Energy**
Emissions Category: Energy (Community)
Status: Proposed in SAP; Initial Implementation has Occurred
Measure Description: Participate in CaliforniaFIRST to finance energy efficiency and renewable energy improvements for commercial properties.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
961 MT CO2e **(561 MT CO2e achieved)**	$0	0 years		
Excellent	Excellent	Excellent		
3	3	3	3.0	

EC7

Selected Measure: **Encourage Solar Panel Installation**
Emissions Category: Energy (Community)
Status: Proposed in SAP; Already Implemented
Measure Description: Encourage residential homeowners and landlords, as well as commercial property owners, to install solar panels by removing the building permit fee for solar panels and encourage participation in the City's Collective Solor Bulk Purchase Program.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
293 MT CO2e **(77 MT CO2e achieved)**	$0	0 years		
Good	Excellent	Excellent		
2	3	3	2.7	

EC8

Selected Measure: **Create a Requirement for Urban Forestation**
Emissions Category: Energy (Community)
Status: Proposed in SAP and GPU
Measure Description: Create a requirement for urban forestation at all new residential and commercial developments.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
930 MT CO2e	$0	2 years		
Excellent	Excellent	Good		
3	3	2	2.7	

Table 4.3
Prioritization and Selection of GHG Emission Reduction Measures

EC9

Selected Measure: **Work with Developers and Employers to Develop Robust Sustainability Plans to Minimize GHG Emissions**

Emissions Category: Energy (Community)

Status: New measure

Measure Description: Strongly encourage developers of larger projects and major local employers to develop sustainability plans. "Larger" projects include projects that would generate 100 or more peak hour vehicle trips. "Major" employers include businesses that employ 250 or more people in Foster City.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
Included under EC 5, EC 6, and TL1	$0	Ongoing		
NA	Excellent	Good		
0	3	2	1.7	

EM1

Selected Measure: **Implement Energy Efficient Lighting**

Emissions Category: Energy (Municipal)

Status: New Measure; Already Implemented

Measure Description: Replace street, signal lights, parks and parking lot lighting with efficient LED lighting, which is significantly more efficient than conventional lamps and can save on maintenance costs due to longer lifetimes.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
130 MT CO2e (130 MT CO2e achieved)	$0	0 years		The City's traffic and pedestrian signals have been converted to LED's and has taken steps to replace more lights to LED.
Fair	Excellent	Excellent		
1	3	3	2.3	

EM2

Selected Measure: **Implement an Environmentally Preferred Purchasing Policy**

Emissions Category: Energy (Municipal)

Status: New Measure

Measure Description: Implement a sustainable purchasing policy in local government departments, which emphasizes recycled materials and energy star equipment.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
52 MT CO2e	$0	0 years		
Fair	Excellent	Excellent		
1	3	3	2.3	

EM3

Selected Measure: **Adopt Green Building Standards for Municipal Buildings**

Emissions Category: Energy (Municipal)

Status: Proposed in SAP

Measure Description: Adopt green building standards for municipal buildings as part of the Commercial Green Building Ordinance, to mandate higher building performance in municipal buildings. Mandate achievement of LEED Silver in any new municipal building construction and significant remodels, as several other municipalities in the Bay Area have done.

Annual GHG Reduction	Total Cost	Implementation Time Required	Cost-Benefit Indicator	Considerations
38 MT CO2e	$0	2 years		This measure could be dependent on Measure EC6.
Fair	Excellent	Good		
1	3	2	2.0	

EM4

Selected Measure: **Consider a Municipal Renewable Energy System Installation Program**

Emissions Category: Energy (Municipal)

Status: Proposed in SAP; Partially implemented

Measure Description: Continue to review existing City facilities to evaluate the benefits of installing solar panels or another comparable renewable energy system, and install solar or other renewable energy facilities on suitable facilities to the greatest extent feasible. The measure promotes consideration of solar panel group purchases with other cities.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
11 MT CO2e (11 MT CO2e achieved)	$715,761	6 years		
Fair	Fair	Fair		
1	1	1	1.0	

EM5

Selected Measure: **Audit Municipal Facilities for Energy Efficiency Opportunities and Implement Energy Efficient Retrofits**

Emissions Category: Energy (Municipal)

Status: Proposed in SAP ; Partially implemented

Measure Description: Participate in San Mateo County Energy Watch programs to audit municipal facilities for energy efficiency opportunities, and implement energy efficient retrofits.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
32 MT CO2e (11 MT CO2e achieved)	$1,393,000	0 years		
Fair	Fair	Excellent		
1	1	3	1.7	

Table 4.3
Prioritization and Selection of GHG Emission Reduction Measures

TL1 **Selected Measure:** **Implement Smart Growth Development**

Emissions Category: Transportation and Land Use

Status: Proposed in existing General Plan and GPU; implementation is ongoing

Measure Description: Achieve SB 375 goals for mixed use, transportation-oriented and infill development, and greater jobs/housing balance. This measure includes several goals and policies implemented together with the 2025 General Plan Update. Work with employers to implement employer-based trip reduction programs and create opportunities to improve transit and access to regional transit.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
1,313 MT CO2e **(1,313 MT CO2e will be achieved in 2020)**	$0	0 years		
Excellent	Excellent	Excellent		
3	3	3	3.0	

TL2 **Selected Measure:** **Implement Complete Streets and Pedestrian & Bicycle-friendly Design**

Emissions Category: Transportation and Land Use

Status: Proposed in existing General Plan and GPU; Partially Implemented

Measure Description: Plan for a balanced, multimodal transportation network and encourage bicycling and walking instead of driving by prioritizing pedestrian and bicycle-friendly improvements. Implement bike lanes on main streets, an urban bike-trail system, bike parking, and pedestrian crossings.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
2,931 MT CO2e **(2,931 MT CO2e will be achieved in 2020)**	$0	0 years		
Excellent	Excellent	Excellent		
3	3	3	3.0	

TL3 **Selected Measure:** **Incentivize and Explore Car and Bike Sharing**

Emissions Category: Transportation and Land Use

Status: New Measure

Measure Description: Incentivize car sharing companies to open pods in town, and explore a bicycle sharing program.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
625 MT CO2e	$50,000	4 years		
Excellent	Fair	Good		
3	1	2	2.0	

TL4 **Selected Measure:** **Encourage a Preferred Parking/Electric Plug-in Policy for Alternative Fuel Vehicles**

Emissions Category: Transportation and Land Use

Status: Proposed in SAP or GPU

Measure Description: Encourage and consider making it mandatory for businesses, developers, and property managers to create preferred parking for electric and alternative fuel vehicles and study the installation of electric charging stations for plug-in vehicles.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
N/A, depends on implementation.	$0	5 years		
N/A	Excellent	Fair		
0	3	1	1.3	

TL5 **Selected Measure:** **Support Safe Routes to School**

Emissions Category: Transportation and Land Use

Status: New Measures; Already Implemented

Measure Description: Coordinate with schools in Safe Routes to School programs to support programs that would encourage walking and biking.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
238 MT CO2e	$0	0 Years		
Good	Excellent	Excellent		
2	3	3	2.7	

TM1 **Selected Measure:** **Implement a Fuel-efficient Fleet Policy**

Emissions Category: Municipal Operations

Status: New Measure

Measure Description: Prioritize the purchase of fuel-efficient vehicles and alternative fuel vehicles. Maintain existing vehicles for optimum mileage. Encourage staff to drive minimally and efficiently. Establish government operations idling policy.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
44 MT CO2e	$170,000	0 years		
Fair	Fair	Excellent		
1	1	3	1.7	

TM2 **Selected Measure:** **Implement a Low-emissions Fleet Policy**

Emissions Category: Municipal Operations

Status: New Measure

Measure Description: Purchase new or convert existing government vehicles to low emissions vehicles.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
18 MT CO2e	$92,000	2 years		
Fair	Fair	Good		
1	1	2	1.3	

TM3 **Selected Measure:** **Allow Flexible Working Schedules for Municipal Employees**

Emissions Category: Municipal Operations

Status: New Measure; Already implemented

Measure Description: Promote alternative work schedules and develop telecommuting guidelines to reduce employee commute.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
1,897 MT CO2e	$0	1 year		
Excellent	Excellent	Excellent		
3	3	3	3.0	

Table 4.3
Prioritization and Selection of GHG Emission Reduction Measures

TM4

Selected Measure: **Establish a Public Employee Commuting Program**
Emissions Category: Municipal Operations
Status: New Measure; Already implemented
Measure Description: Establish commute alternatives program to promote and incentivize public transportation, carpooling, biking, etc. among City employees.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
12 MT CO2e	$10,080	1 year		
Fair	Good	Excellent		
1	2	3	2.0	

WC1

Selected Measure: **Achieve a Higher Waste Diversion Rate of 75 Percent**
Emissions Category: Waste (Community)
Status: Proposed in SAP or GPU
Measure Description: Achieve a higher waste diversion rate of 75% by 2020.
The diversion of more trash away from landfill to recycling or composting in Foster City will need to be accomplished by implementing or participating in several programs:
a. Adopt an ordinance to prohibit disposable polystyrene food ware (Already implemented).
b.Adopt a grading or award program for commercial food waste collection.
c. Implement a gradual ban on single use plastic carryout bags and charge for paper and reusable bags (Already implemented.
d. Adopt a Construction and Demolition Ordinance (Already implemented).
e. Adopt a Yard Waste Ordinance.
f. Facilitate recycling of Styrofoam and hard-to-recycle plastics.
g. Adopt RecycleBank or pay-as-you-throw program.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
2,267 MTCO2e **(1,581 MT CO2e achieved as of 2011)**	$0	2 years (for all programs)		
Excellent	Excellent	Good		
3	3	2	2.7	

WC2

Selected Measure: **Adopt an Ordinance to Prohibit Disposable Polystyrene Food Ware.**
Emissions Category: Waste (Community)
Status: New Measure; Already Implemented
Measure Description: Effects a ban on single-use polystyrene food containers used by restaurants and food vendors. This ban is enforced by San Mateo County Environmental Health Division personnel.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
Included under WC 1	$0	0 years		
NA	Excellent	Excellent		
0	3	3	2.0	

WC3

Selected Measure: **Continue Participation in a Grading or Award Program for Commercial Food Waste Collection**
Emissions Category: Waste (Community)
Status: Proposed in SAP; Already Implemented
Measure Description: Set up a grading system to grade each business based on its food waste diversion rate. The grade would be publicized and businesses with the highest grades would be given an award or recognition.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
Included under WC 1	$12,000	0 years		
NA	Good	Excellent		
0	2	3	1.7	

WC4

Selected Measure: **Implement a Ban on Single Use Plastic Carryout Bags and Charge for Paper and Reusable Bags**
Emissions Category: Waste (Community)
Status: Proposed in SAP; Already implemented
Measure Description: Implemented through Section 8.09 of the Foster City Municipal Code, which regulates the use of paper and plastic single use carryout bags in Foster City.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
Included under WC 1	$0	0 years		
NA	Excellent	Excellent		
0	3	3	2.0	

WC5

Selected Measure: **Adopt a Construction and Demolition Ordinance**
Emissions Category: Waste (Community)
Status: Based on proposed measure in SAP; Already implemented
Measure Description: Adopt a Construction and Demolition Ordinance to include incentives for deconstruction, and require mandatory recycling and reuse rates for contractors.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
Included under WC 1	$0	0 years		
NA	Excellent	Excellent		
0	3	3	2.0	

WC6

Selected Measure: **Adopt a Yard Waste Ordinance**
Emissions Category: Waste (Community)
Status: Proposed in SAP
Measure Description: Adopt an ordinance that requires all landscapers and landscape maintenance businesses to recycle and divert yard waste.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
Included under WC 1	$0	2 years		
NA	Excellent	Good		
0	3	2	1.7	

Table 4.3
Prioritization and Selection of GHG Emission Reduction Measures

WC7

Selected Measure: **Facilitate Recycling of Styrofoam and Hard-to-Recycle Plastics**
Emissions Category: Waste (Community)
Status: Proposed in SAP
Measure Description: Facilitate recycling of Styrofoam and hard-to-recycle plastics by holding regular collection events and establishing permanent drop-off points in coordination with neighboring agencies.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
Included under WC 1	$0	1 year		
NA	Excellent	Excellent		
0	3	3	2.0	

EW1

Selected Measure: **Lower Residential and Commercial Water Usage in Foster City**
Emissions Category: Water
Status: Based on proposed measures in SAP;
Measure Description: Utilize six measures in total, three of which have already been implemented by EMID and therefore contribute to the total reduction of GHG emissions. Three include increasing promotion for water-saving programs, advocating for more informative water bills, and working with BAWSCA to establish a Water Conservation Help Line. Please see measures EW 2 to EW 7 for a detailed discussion.

The SAP also recommended an Education Garden program, and this is included under the Education and Outreach section of the CAP.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
995 MTCO2e **(995 MT CO2e will be achieved in 2020)**	$0	2 years maximum (includes all programs)		
Excellent	Excellent	Good		
3	3	2	2.7	

EW2

Selected Measure: **Adopt a Water-wise Landscaping Ordinance and Outdoor Water Saving Incentives.**
Emissions Category: Water
Status: Proposed in SAP; Already Implemented
Measure Description: Adopt a water-wise landscaping ordinance for new commercial and multi-family developments, that is consistent with the AB 1881 model ordinance and BAWSCA standards. Offer incentives to reduce outdoor water usage. Both of these have already been implemented.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
Included under EW 1	$0	0 years		
NA	Excellent	Excellent		
0	3	3	2.0	

EW3

Selected Measure: **Adopt an Ordinance and Implement Incentives for Indoor Water Savings.**
Emissions Category: Water
Status: Proposed in SAP; Already Implemented
Measure Description: Implement an Indoor Water Use Efficiency Ordinance to specify various types of water appliances for new construction and applicable remodels. Continue the water appliance rebate program and explore expanding it to include dishwashers. Market the program and explore incentives for property managers and renters in multi-family developments to upgrade to water saving appliances.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
Included under EW 1	$0	0 years		
NA	Excellent	Excellent		
0	3	3	2.0	

EW4

Selected Measure: **Establish Conservation-based Water Rates**
Emissions Category: Water
Status: Proposed in SAP; Already Implemented
Measure Description: Establish tiered water rates, with lower rates for lower levels of water consumption.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
Included under EW 1	$0	0 years		
NA	Excellent	Excellent		
0	3	3	2.0	

EW5

Selected Measure: **Increase Promotion for Water-saving Programs.**
Emissions Category: Water
Status: New Measure; Partially implemented
Measure Description: Work with EMID to put together a marketing program to promote the various incentives that are available to the public. The marketing efforts should focus on groups that have not been previously reached out to, or groups that the City feels could have a larger contribution to water savings in the community.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
Included under EW 1	$0	1 year		
NA	Excellent	Excellent		
0	3	3	2.0	

EW6

Selected Measure: **Create More Informative Water Bills**
Emissions Category: Water
Status: Proposed in SAP
Measure Description: Work with EMID to improve water bills to help users better understand and track their water usage, by using a commonly-understood unit system, showing changes from month to month and year to year, and consumer progress towards reaching a lower tier rate.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
Included under EW 1	$0	2 years		
NA	Excellent	Good		
0	3	2	1.7	

Table 4.3
Prioritization and Selection of GHG Emission Reduction Measures

EW7

Selected Measure: **Work with BAWSCA and EMID to Improve Water Conservation Information**
Emissions Category: Water
Status: Proposed in SAP
Measure Description: Work with BAWSCA and EMID to continue to improve available resources that will educate customers and provide incentives to reduce water consumption and use within the community.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
Included under EW 1	$0	1 year		
NA	Excellent	Excellent		
0	3	3	2.0	

ED1

Selected Measure: **Facilitate an Education Garden**
Emissions Category: Education
Status: Proposed in SAP
Measure Description: Facilitate an education garden through schools, social clubs, churches, or community groups.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
Not easily quantifiable	$1,000	3 years		
NA	Excellent	Good		
0	3	2	1.7	

ED2

Selected Measure: **Conduct Educational Workshops on Sustainability**
Emissions Category: Education
Status: Proposed in SAP
Measure Description: Conduct regular educational workshops through the Foster City Recreation Center.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
Not easily quantifiable	$7,000	3 years		
NA	Good	Good		
0	2	2	2.0	

ED3

Selected Measure: **Create a Dedicated Website Focused on the Climate Action Plan Measures**
Emissions Category: Education
Status: Proposed in SAP; Already Implemented
Measure Description: Utilize existing webpages focused on sustainability and climate action to track the development of Climate Action Plan measures. The webpages would focus on advertising the latest efforts towards reducing GHG emissions, and update the public regarding the latest developments and news.

Annual GHG Reduction	Cost to City	Implementation Time Required	Cost-Benefit Indicator	Considerations
Not easily quantifiable	$0	0 years		
NA	Good	Excellent		
0	2	3	2.0	

TOTAL ANNUAL GHG REDUCTIONS POSSIBLE IN 2020 (SUM OF ALL OPTIONS):	**16,838 MT CO2e**
TOTAL ANNUAL GHG REDUCTIONS REQUIRED TO REACH TARGETS IN 2020:	**16,625 MT CO2e**
TOTAL ANNUAL GHG REDUCTIONS ALREADY ACHIEVED AS OF 2012:	**7,626 MT CO2e**

(45% achieved)

(This includes GHG emission reductions achievable in 2020 based on existing measures.)