GILEAD SCIENCES INTEGRATED CORPORATE CAMPUS MASTER PLAN SUBSEQUENT ENVIRONMENTAL IMPACT REPORT TECHNICAL APPENDICES

APPENDICES

Appendix A: Notice of Preparation and Comment Letters

Appendix B: Transportation Impact Analysis

Appendix C: Air Quality and Greenhouse Gas Data

Appendix D: Noise Data

Appendix E: Water Supply Assessment

Appendix F: Animated Simulation - *See Appendix F Folder*

APPENDIX A

NOTICE OF PREPARATION AND COMMENT LETTERS

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)
Property Owners within 1,000 feet of the Affected Property (via US 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 Subsequent Environmental Impact Report**

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

Contact: **Kohar Kojayan, Senior Planner**
kkojayan@fostercity.org
(650) 286-3237

Notice is hereby given that the City of Foster City will be the Lead Agency and will prepare a Subsequent Environmental Impact Report (SEIR) for the project described below. The SEIR will tier off the Gilead Sciences Corporate Campus Master Plan EIR certified by the City on February 16, 2010. The analysis in the SEIR will focus on the potential environmental effects associated with changes to the project analyzed in the certified Gilead Sciences Corporate Campus Master Plan EIR. We are requesting comments on the scope and content of this SEIR. The City will use the SEIR when considering approval of the current project. A description of the project, its location, and its probable environmental effects are provided in the attached materials. Please provide comments on the scope of this SEIR to **Kohar Kojayan, Senior Planner**, by April 16, 2012, at the address shown above (or at the Public Scoping Session noted below).

The City of Foster City invites you to attend a Public Scoping Session on **Thursday, April 5, 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 SEIR that will be prepared for the project.

Project Title: **Amendment to Gilead Sciences Corporate Campus Master Plan**

Project Applicant: Gilead Sciences, Inc.

Project Location: VINTAGE PARK – 300-368 LAKESIDE DRIVE; 301 VELOCITY WAY - (APNs: 094-901-290; 094-901-300; 094-901-310; 094-901-340; 094-901-370; 094-901-380; 094-901-390; 094-901-400; 094-901-410; 094-904-290; 094-904-300; 094-904-310; 094-904-320; 094-904-330; 094-904-340; 094-122-070; 094-904-040; 094-904-130; 094-122-120; 094-122-060; 094-122-080; 094-122-110; 094-122-130; 094-122-140; 094-122-150; and 094-122-050), a ± 72-acre portion of the Vintage Park business park owned by Gilead Sciences. The project site is bounded by E. Third Avenue to the north, Marsh Drive/Vintage Park Drive to the East, Bridgepointe Shopping Center/Home Depot in San Mateo to the south and Mariners Island Boulevard in San Mateo to the west. Figure 1 depicts the location of the project site.

Project Description: The proposed project would amend the Vintage Park General Development Plan to increase the allowed square footage of the Gilead campus from 1,200,480 square feet of building space (including 755,048 square feet of office space and 445,432 square feet of lab space) to one of the following scenarios or a related scenario within the development parameters set forth below: 1) a maximum office scenario of 2,200,480 square feet of building space (including 1,755,048 square feet of office space and 445,432 square feet of lab space); 2) a maximum laboratory scenario of 2,539,240 square feet of building space (including 1,563,048 square feet of office space, 952,592 square feet of lab space, and 23,600 square feet of manufacturing/warehouse space); or 3) a maximum buildout scenario of 2,794,240 square feet of building space (including 1,818,048 square feet of office space, 952,592 square feet of lab space, and 23,600 square feet of manufacturing/warehouse space). The proposed amendments to the Vintage Park General Development plan would create an integrated Campus Master Plan for Gilead that would include: office space, laboratories, research development facilities, cafeterias, meeting spaces, a pilot plant, childcare facility and manufacturing and warehouse uses; an increased total number of parking spaces (at-grade and in parking structures); and multi-story buildings.

The major components of the project and areas of environmental concern anticipated to be analyzed in the SEIR are described more fully in the attachments to this Notice of Preparation.

DATE: 3/13/12 SIGNATURE: _____
Curtis Banks, Community Development Director

Attachments: Project Description and Probable Environmental Effects
Figure 1 – Project Vicinity and Regional Location Map
Figure 2 – Master Site Plan prepared by DES Architects and Engineers

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 622-5491
FAX (510) 286-5559
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Ms. Kohar Kojayan
City of Foster City
610 Foster City Boulevard
Foster City, CA 94404

Dear Ms. Kojayan:

AMENDMENT TO GILEAD SCIENCES CORPORATE CAMPUS MASTER PLAN PROJECT – NOTICE OF PREPARATION

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the Amendment to Gilead Sciences Corporate Campus Master Plan project. The following comments are based on the Notice of Preparation (NOP) for the Draft Subsequent Environmental Impact Report (SEIR).

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 the Department will not issue a permit until our concerns are adequately addressed, we strongly recommend that the City work with both the applicant and the Department 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 the end of this letter for more information regarding encroachment permits.

Traffic Impact Fees
Please identify traffic impact fees. Development plans should require traffic impact fees based on projected traffic and/or based on associated cost estimates for public transportation facilities necessitated by development. Please refer to the California Office of Planning and Research (OPR) *2003 General Plan Guidelines,* page 163, which can be accessed on-line at the following website: http://www.opr.ca.gov/index.php?a=planning/gpg.html

Scheduling and costs associated with planned improvements on Departmental ROW should be listed, in addition to identifying viable funding sources correlated to the pace of improvements for roadway improvements, if any. Please refer to the state OPR's *2003 General Plan Guidelines,* page 106.

Vehicle Trip Reduction
We 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.

Traffic Analysis
An updated traffic impact study (TIS) needs to be prepared for the expansion of this project. We encourage the City to coordinate preparation of the TIS with our office, and we would appreciate the opportunity to review the scope of work. Please include the information detailed below in the TIS to ensure that project-related impacts to state roadway facilities are thoroughly assessed. 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 TIS should include:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby state roadways. Ingress and egress for all project components should be clearly identified. The state ROW should be clearly identified.

2. The maps should also include project driveways, local roads and intersections, parking, and transit facilities.

3. 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.

4. 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 LOS. Lastly, the Department's LOS threshold, which is the transition between LOS C and D, and is explained in detail in the *"Guide for the Preparation of Traffic Impact Studies"*, should be applied to all state facilities. Please note, the Department considers LOS by itself as an inadequate measure of effectiveness (MOE) for describing traffic operational conditions since it may actually mask a deficient condition on one or more approaches. As for intersection analysis the accepted MOEs used by the Department include flow (output), average control delay, queue (length or number of vehicles), and Volume/Capacity (V/C) ratio. For freeway and ramp operations, flow (output), speed, and travel time/delay are the accepted MOEs in addition to LOS.

5. 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.

Encroachment Permit
Please be advised that any work or traffic control that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state ROW must be submitted to: Office of Permits, California Department of Transportation, District 4, P.O. Box 23660, Oakland, CA 94623-0660. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below 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, as soon as they are available

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

Sincerely,

Lisa Carboni

for GARY ARNOLD
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

APPENDIX B

TRANSPORTATION IMPACT ANALYSIS

DRAFT FINAL Transportation Impact Analysis for the

Gilead Sciences Integrated Corporate Campus Master Plan

Prepared By:

FEHR PEERS

332 Pine Street, Floor 4

San Francisco, CA 94104

Prepared For:

City of Foster City

October 2012

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Draft Final Transportation Impact Analysis for the Gilead Sciences Integrated Corporate Campus Master Plan

Prepared for:

City of Foster City

Prepared by:

FEHR PEERS

October 2012

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CHAPTER 1. INTRODUCTION

This report presents the results of the analysis that was conducted to evaluate impacts of the Gilead Sciences Integrated Corporate Campus Master Plan ("Proposed Project") on the transportation system in Foster City and in adjacent areas of San Mateo. The analysis shows that the Proposed Project and Project Alternatives will not result in project-level significant transportation impacts. However, when considered with foreseeable development projects, significant cumulative impacts were identified using criteria developed by the City of Foster City, City of San Mateo, and San Mateo City/County Association of Governments (C/CAG) and based on the California Environmental Quality Act (CEQA) Guidelines. This report identifies improvements to reduce each of the significant impacts to a less-than-significant level, where possible.

This chapter presents a brief review of previous studies relevant to the Proposed Project, describes the Proposed Project and Project Alternatives, presents the study locations, describes the analysis methodologies, and presents an overview of the remainder of the report.

1.1 BACKGROUND AND PREVIOUS STUDIES

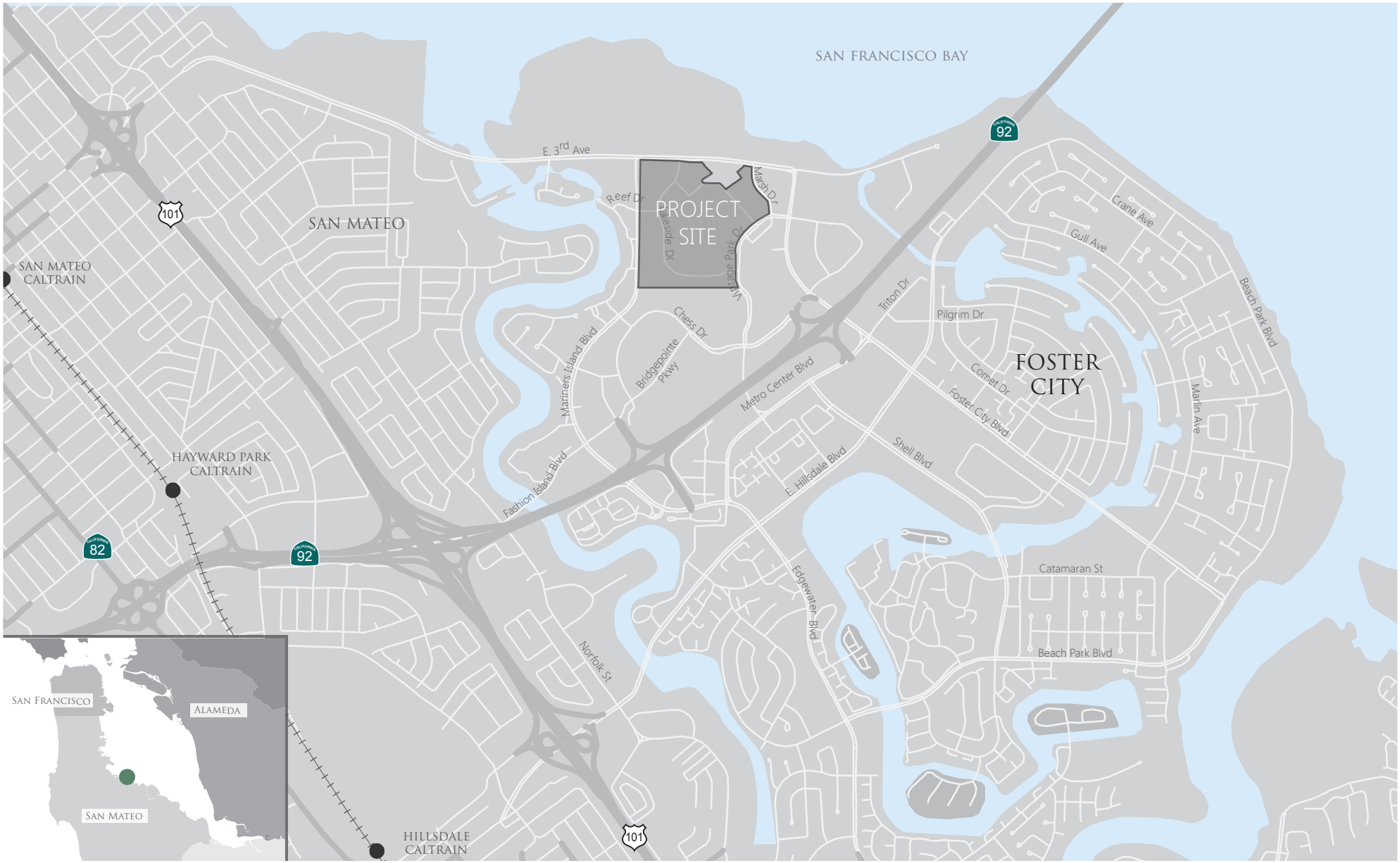
The project site includes approximately 73 acres in Foster City as shown on **Figure 1-1**, in an area bounded by Mariners Island Boulevard to the west, East Third Avenue to the north, Vintage Park Drive and Marsh Drive to the east, and commercial uses to the south. The following section describes recent studies that relate to the project site.

1.1.1 2010 Gilead Sciences EIR

The Proposed Project would amend the Gilead Sciences existing General Development Plan and the 2010 Corporate Campus Master Plan ("2010 Gilead Sciences Master Plan") to increase the amount of building space and land area to 1.2 million square feet of office and laboratory space. The 2010 Gilead Sciences Master Plan proposed to develop a 40-acre site, including the demolition of up to eight of the existing office and laboratory buildings, and construction of up to eight new buildings. The 2010 Gilead Sciences Master Plan was examined in the *Gilead Sciences Corporate Campus Master Plan Environmental Impact Report* by LSA Associates, Inc. ("2010 Gilead Sciences EIR", January 2009) and was certified in 2010. If the Proposed Project is not approved by the City of Foster City, Gilead Sciences could proceed with development allowable under the 2010 Master Plan.

1.1.2 EFI General Development Plan

Following completion of the 2010 Gilead Sciences Master Plan, Gilead Sciences purchased an additional 32 acres (approximate) of campus space from Electronics for Imaging (EFI), directly north of the existing Gilead Sciences campus. The purchase included a five-story office building located at 301 Velocity Way and approved zoning for up to 1,000,000 square feet of office, research and development, light assembly, exercise, cafeteria and childcare uses as a part of the 1997 EFI General Development Plan. The approved zoning includes the already-developed 303 Velocity Way building (295,000 square feet), which is not part of the Proposed Project. The EFI Development Agreement for the approved land uses under the 1997 EFI General Development Plan is set to expire in April 2013 or when the Proposed Project is approved, whichever occurs first.



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SF12-0606 Gilead Sciences EIR Redux\Graphics

PROJECT SITE LOCATION

FIGURE 1-1

1.1.3 Foster City Multi-Project Traffic Analysis

The Foster City Multi-Project Traffic Analysis (Fehr & Peers, December 2008) evaluated the cumulative traffic impacts of a number of relatively large-scale development proposals for sites throughout Foster City. This study recommended a series of roadway improvements to accommodate future proposed development at Gilead Sciences, Chess Drive Office, Mirabella (current 15-acre site), and Pilgrim/Triton. The traffic analysis for this study was conducted in coordination with the 2010 Gilead Sciences EIR.

1.2 PROPOSED PROJECT AND PROJECT ALTERNATIVES

As shown on **Figure 1-2**, the project site would include the integration of the existing Gilead campus ("South Campus") and the former EFI site ("North Campus")[1]. To allow for flexibility regarding the amount of office and laboratory space and the allocation of that space within the South and North Campuses, three different land use alternatives were evaluated and designated as the Proposed Project, Project Alternate A, and Project Alternate B. These alternatives were evaluated under Existing, Background, and Cumulative Conditions.

The baseline or "no project" land use assumptions for the site under all analysis scenarios are described in following sections.

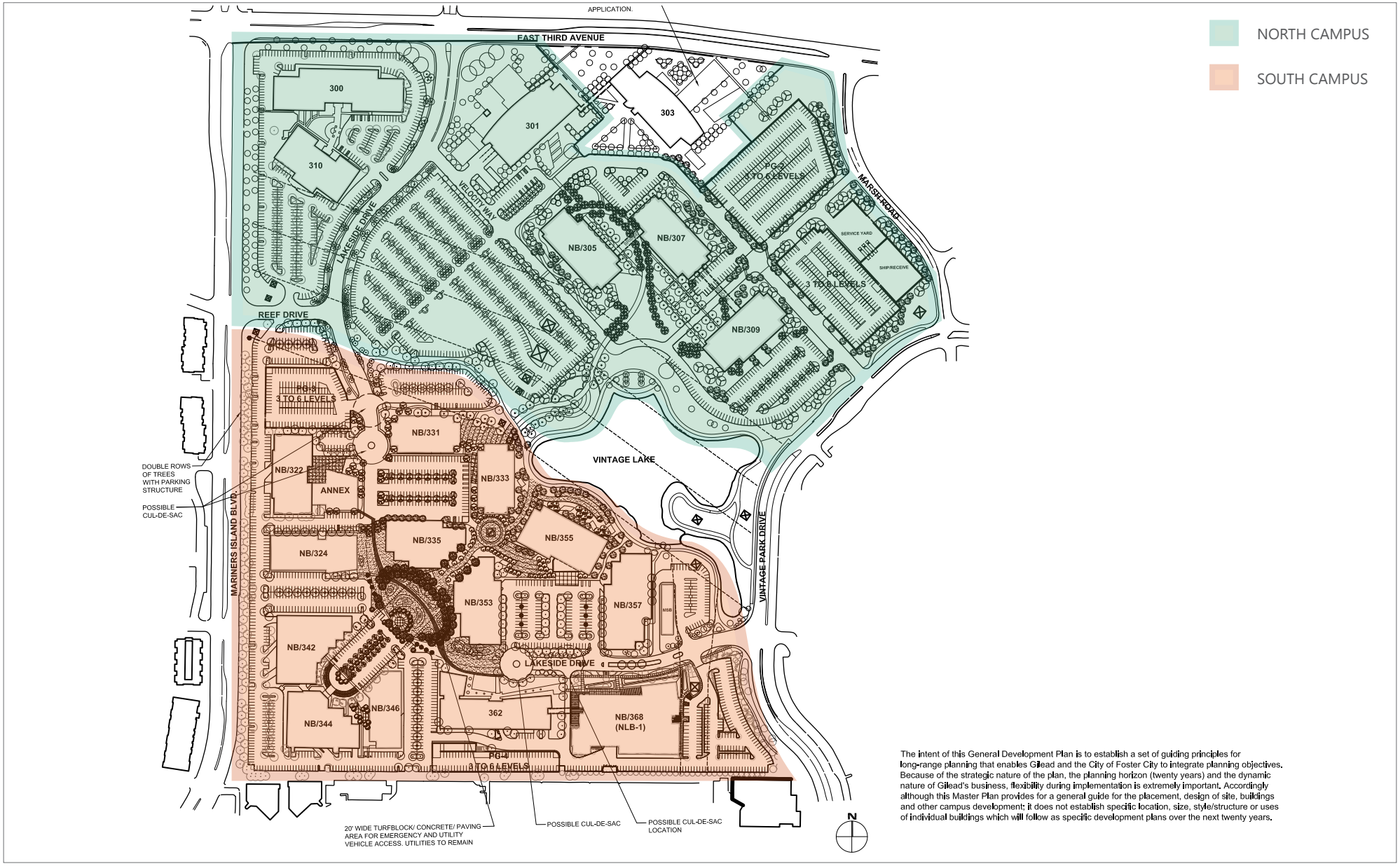
1.2.1 No Project Land Use Assumptions for Gilead Site

Table 1-1 shows the existing, entitled, and foreseeable (future probable) land uses at the Gilead site assumed to be in place for the "No Project" scenarios for the Existing, Background, and Cumulative conditions, respectively. The land uses included in **Table 1-1** are as follows:

- *Existing Conditions:* The South Campus has 295,717 square feet of office space and 468,018 square feet of laboratory space located along Lakeside Drive. The North Campus has 163,000 square feet of office space located in the 301 Velocity Way Building.
- *Background Conditions:* The South Campus would be redeveloped to replace the existing land uses with 653,369 square feet of office space and 547,111 square feet of laboratory space. These land uses were approved in the 2010 Gilead Master Plan. 301 Velocity Way would be fully occupied under Background Conditions.
- *Cumulative Conditions:* The North Campus would be redeveloped to replace the existing land uses with 705,000 square feet of office space. This office space was approved as a part of the 1997 EFI General Development Plan. Although these entitlements are set to expire in April 2013, they could be reapproved in the future should the Proposed Project not be built, and thus represent a reasonably foreseeable future project. No additional changes would occur to the South Campus beyond those described for the Background Conditions.

The land use assumptions for the Gilead site under No Project and Plus Project scenarios are illustrated in **Figure 1-3** for Existing, Background, and Cumulative Conditions.

[1] The term, "South Campus" refers to the area covered by the 2010 Gilead Sciences Master Plan south of Vintage Lake and along Lakeside Drive. The term "North Campus" includes all properties north of Vintage Lake including the building at 301 Velocity Way; the areas planned and partially developed by EFI in the late 1990's per the 1997 EFI General Development Plan as shown in **Figure 1-2**.



The intent of this General Development Plan is to establish a set of guiding principles for long-range planning that enables Gilead and the City of Foster City to integrate planning objectives. Because of the strategic nature of the plan, the planning horizon (twenty years) and the dynamic nature of Gilead's business, flexibility during implementation is extremely important. Accordingly although this Master Plan provides for a general guide for the placement, design of site, buildings and other campus development; it does not establish specific location, size, style/structure or uses of individual buildings which will follow as specific development plans over the next twenty years.

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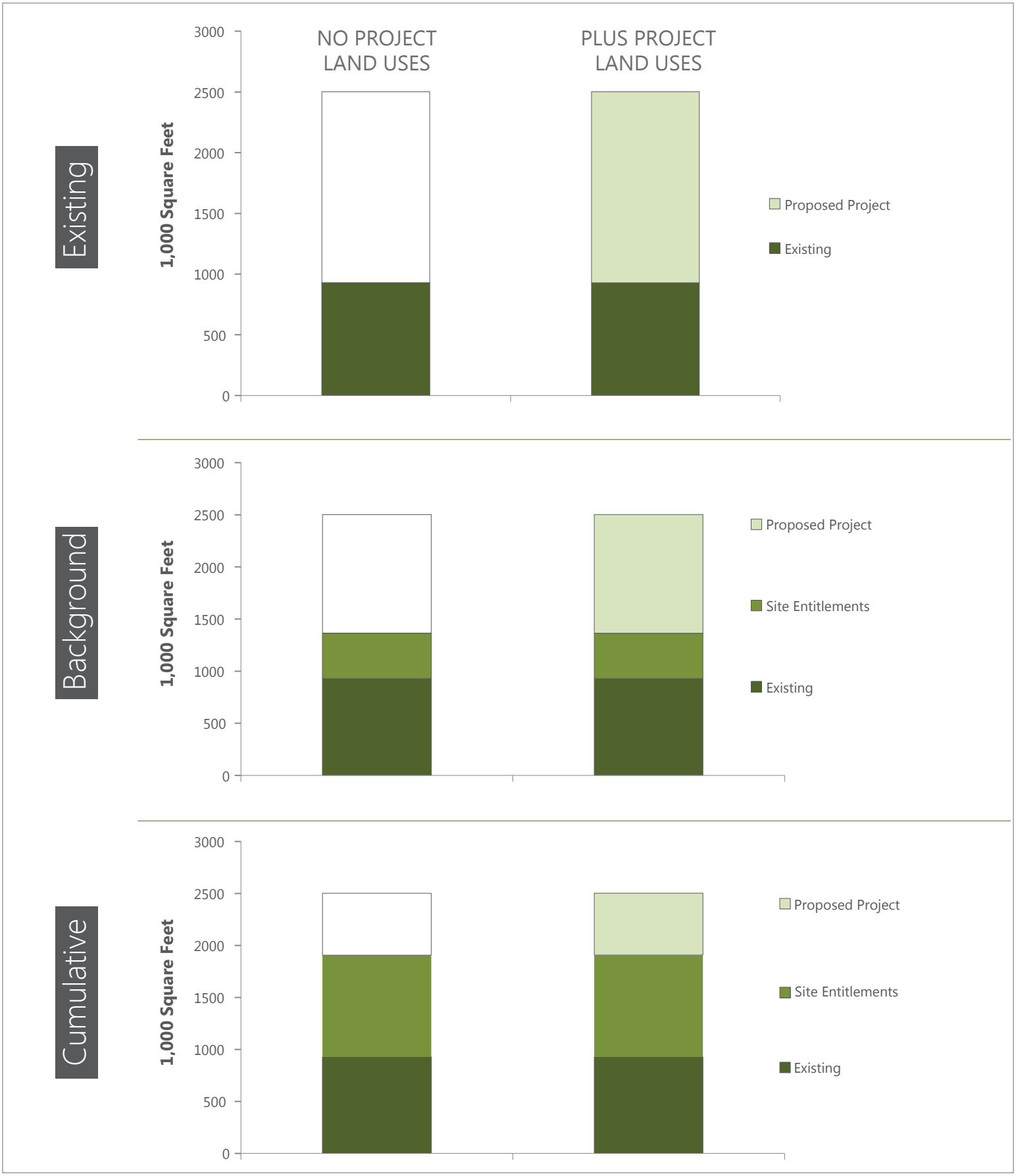
SF12-0606 Gilead Sciences EIR Redux\Graphics

PROJECT SITE PLAN

FIGURE 1-2



Note: Land uses are provided for the Gilead project site only. Detailed land uses are shown on **Tables 1-1** and **1-2**.

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COMPARISON OF NO PROJECT AND PLUS PROJECT LAND USES AT GILEAD SCIENCES

FIGURE 1-3

FEHR PEERS

SF12-0606 Gilead Sciences EIR Redux\Graphics

TABLE 1-1
LAND USE ASSUMPTIONS FOR GILEAD SITE UNDER EXISTING, BACKGROUND, AND CUMULATIVE NO PROJECT CONDITIONS

Location	Land Use Type	Scenario		
		Existing Land Uses	Background (Existing and Approved Land Uses)	Cumulative (Approved and Future Probable Land Uses)
South Campus	General Office	295,717 s.f.	653,369 s.f. [2]	653,369 s.f.
	Laboratory	468,018 s.f.	547,111 s.f. [2]	547,111 s.f.
	Total	*763,735 s.f.*	*1,200,480 s.f.* [2]	*1,200,480 s.f.*
North Campus	General Office	163,000 s.f.	163,000 s.f.	705,000 s.f. [3]
	Laboratory	0	0	0
	Total	*163,000 s.f.*	*163,000 s.f.*	*705,000 s.f.*
Total	General Office	458,717 s.f.	816,369 s.f.	1,358,369 s.f.
	Laboratory	468,018 s.f.	547,111 s.f.	547,111 s.f.
	Total	*926,735 s.f.*	*1,363,480 s.f.*	*1,905,480 s.f.*

Notes: s.f. = square feet,

1. This existing office space on the Gilead North Campus is 301 Velocity Way.
2. This is the land uses allowed under the 2010 Gilead Master Plan.
3. This includes the 1,000,000 s.f. that is entitled for the former EFI site minus the existing 295,000 s.f. 303 Velocity Way building.

Source: Fehr & Peers, September 2012

1.2.2 Proposed Project

The Proposed Project includes construction of new buildings and replacement of some existing buildings resulting in an increase from 926,735 square feet to up to 2.5 million square feet, or a net increase of 1,573,265 square feet of laboratory and office space. As shown in **Table 1-2**, the existing campus includes 458,717 square feet of office space and 468,018 square feet of laboratory space. The Proposed Project would include 1,524,000 square feet of office space, 953,000 square feet of laboratory space, and 23,600 square feet of material storage/warehouse space.

1.2.3 Lakeside Drive Open

The Proposed Project includes the assumption that Lakeside Drive would be closed south of Reef Drive for all "with Project" scenarios. This is consistent with the 2008 Foster City Multi-Project Traffic Analysis and 2010 Gilead Sciences EIR. This report includes the analysis of a variant for the Proposed Project with Lakeside Drive remaining open ("Lakeside Drive Open").

1.2.4 Project Alternatives

The Project Alternatives would provide a range of development intensities through construction of new buildings and replacement of some existing buildings. As shown in **Table 1-2**, Alternate A would add approximately 1 million square feet of office space to the existing integrated campus, resulting in a total

of 1.9 million square feet of office and laboratory space. Alternate B would add 1.3 million square feet of office and laboratory space to the existing integrated campus, resulting in a total of 2.2 million square feet of office and laboratory space. As noted, all "with Project" scenarios include the assumption that Lakeside Drive would be closed south of Reef Drive.

TABLE 1-2
EXISTING AND PROPOSED LAND USE ASSUMPTIONS FOR GILEAD SITE

Alternative	Land Use Type	Amount			
		Existing Land Uses	Proposed Project	Alternate A	Alternate B
South Campus[1]	General Office	295,717 s.f.	500,000 s.f.	614,048 s.f.	64,048 s.f.
	Laboratory	468,018 s.f.	953,000 s.f.	445,432 s.f.	952,592 s.f.
	MSB/Warehouse	0	5,100 s.f.	0	5,100 s.f.
	Total	*763,735* s.f.	*1,458,100* s.f.	*1,059,480* s.f.	*1,021,740* s.f.
North Campus[1]	General Office	163,000 s.f.[2]	1,024,000 s.f.	846,000 s.f.	1,204,000 s.f.
	Laboratory	0	0	0	0
	MSB/Warehouse	0	18,500 s.f.	0	18,500 s.f.
	Total	*163,000* s.f.	*1,042,500* s.f.	*846,000* s.f.	*1,222,500* s.f.
Total	General Office	458,717 s.f.	1,524,000 s.f.	1,460,048 s.f.	1,268,048 s.f.
	Laboratory	468,018 s.f.	953,000 s.f.	445,432 s.f.	952,592 s.f.
	MSB/Warehouse	0	23,600 s.f.	0	23,600 s.f.
	Total	*926,735* s.f.	*2,500,600* s.f.	*1,905,480* s.f.	*2,244,240* s.f.

Notes: s.f. = square feet, MSB = Material Storage Building

1. The South Campus includes all buildings south of Reef Drive and Vintage Lake including the core existing campus along Lakeside Drive. The North Campus includes all buildings north of Reef Drive and Vintage Lake including 300 and 310 Lakeside Drive and 301 Velocity Way.
2. This existing office space on the Gilead North Campus is 301 Velocity Way.

Source: Fehr & Peers, September 2012

1.3 STUDY LOCATIONS

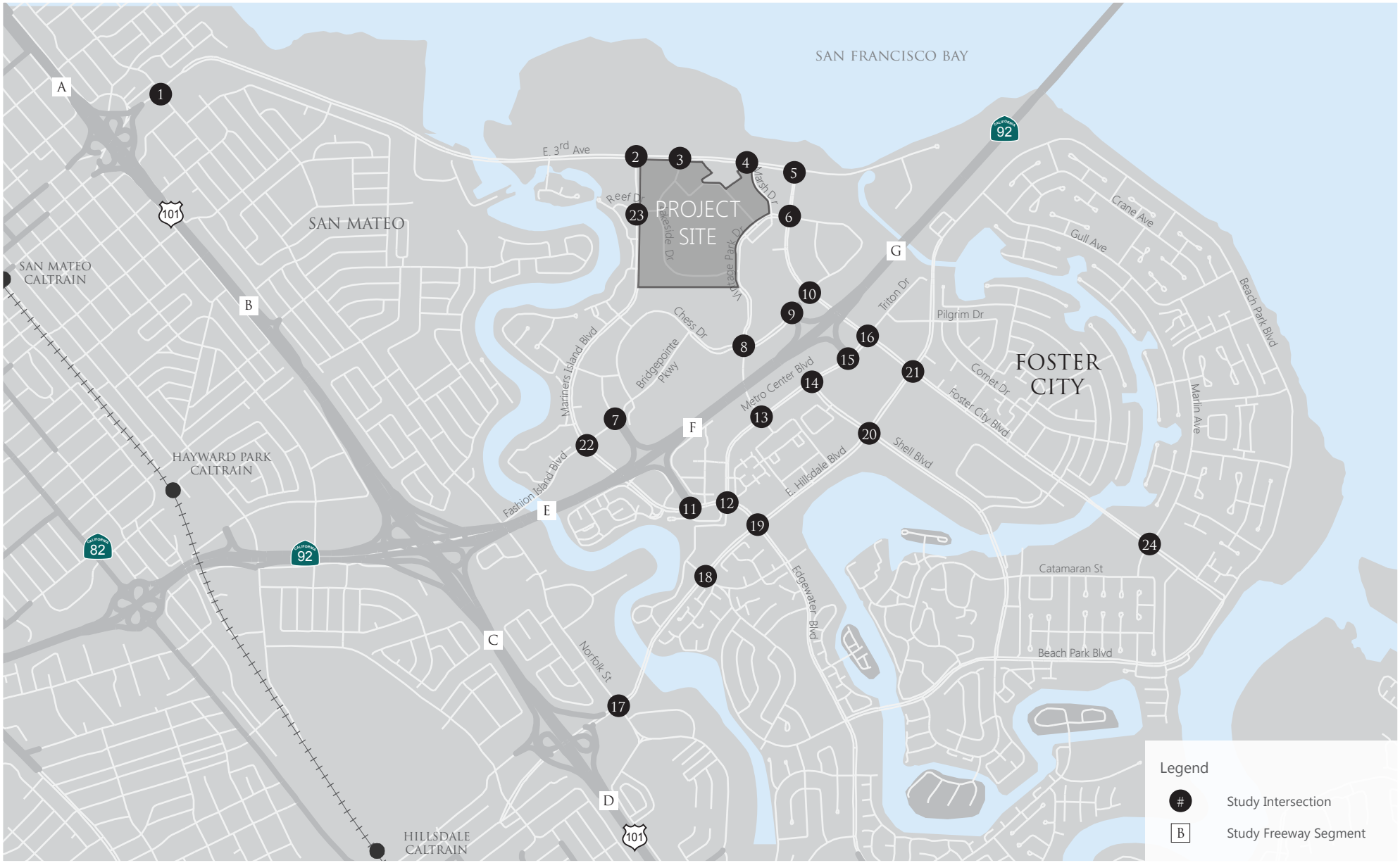
This study evaluated impacts of the Proposed Project and Project Alternatives on roadway facilities within a two-mile radius of the project site, including 24 intersections and seven freeway segments. The study area was selected based on local traffic patterns and engineering judgment and is consistent with the previous studies conducted for Gilead and other similarly-sized projects in Foster City. The study area is comprehensive; the impacts of the Proposed Project are well-contained within it and no measurable impacts are anticipated beyond these borders. The study locations are listed below and shown on **Figure 1-4**. All study intersections are signal controlled unless noted below. Intersections marked with an asterisk (*) are located in the City of San Mateo.

Study Intersections

1. Norfolk Street and East Third Avenue*
2. Mariners Island Boulevard and East Third Avenue
3. Lakeside Drive and East Third Avenue
4. Marsh Drive and East Third Avenue
5. Foster City Boulevard and East Third Avenue
6. Foster City Boulevard and Vintage Park Drive/Chess Drive
7. Baker Way/State Route 92 (SR 92) Westbound Ramps and Fashion Island Boulevard/Bridgepointe Parkway*
8. Vintage Park Drive and Chess Drive
9. SR 92 Westbound Ramps and Chess Drive
10. Foster City Boulevard and Chess Drive
11. SR 92 Eastbound Ramps and Edgewater Boulevard/Mariners Island Boulevard
12. Edgewater Boulevard and Metro Center Boulevard
13. Vintage Park Drive and Metro Center Boulevard
14. Shell Boulevard and Metro Center Boulevard
15. SR 92 Eastbound Ramps and Metro Center Boulevard
16. Foster City Boulevard and Metro Center Boulevard/Triton Drive
17. Norfolk Street and East Hillsdale Boulevard*
18. Altair Avenue and East Hillsdale Boulevard
19. Edgewater Boulevard and East Hillsdale Boulevard
20. Shell Boulevard and East Hillsdale Boulevard
21. Foster City Boulevard and East Hillsdale Boulevard
22. Mariners Island Boulevard and Fashion Island Boulevard*
23. Mariners Island Boulevard and Reef Drive (side-street stop controlled)*
24. Foster City Boulevard and Marlin Avenue (all-way stop controlled)

Freeway Segments

1. US Highway 101 (US 101), north of East Third Avenue
2. US 101, between East Third Avenue and SR 92
3. US 101, between SR 92 and East Hillsdale Boulevard
4. US 101, south of East Hillsdale Boulevard
5. SR 92, between US 101 and Mariners Island Boulevard/Edgewater Boulevard
6. SR 92, Mariners Island Boulevard/Edgewater Boulevard and Foster City Boulevard
7. SR 92, east of Foster City Boulevard



Not to Scale

FEHR PEERS

SF12-0606 Gilead Sciences EIR Redux\Graphics

STUDY INTERSECTIONS AND FREEWAY SEGMENTS

FIGURE 1-4

1.4 ANALYSIS SCENARIOS

The operations of the intersections and the freeway segments were evaluated during the time periods when traffic volumes are highest, during the morning and evening commute periods (7:00 to 9:00 am and 4:00 to 6:00 pm). The operations of these facilities were evaluated for the following scenarios:

- *Existing*: Existing volumes obtained from counts collected in March 2012 and existing roadway/intersection configurations.
- *Existing Plus Project*: Existing volumes plus new traffic from the Proposed Project and Project Alternatives (traffic generated by each alternative minus traffic generated by existing uses on the site).
- *Background:* Existing volumes plus traffic estimates for occupancy of vacant buildings and approved but not yet constructed developments, including Gilead's existing entitled land uses on the South Campus (per the 2010 Gilead Sciences Master Plan) and full occupancy of 303 Velocity Way on the North Campus. The existing roadway system was assumed in this scenario.
- *Background Plus Project*: Background volumes plus new traffic from the Proposed Project and Project Alternatives (traffic generated by each alternative minus traffic generated by Gilead's existing entitled land uses minus traffic generated by existing uses on the site).
- *Cumulative*: Projected conditions in 2030 including traffic estimates for approved and probable future development projects, including Gilead's existing entitled land uses on the South Campus per the 2010 Gilead Sciences Master Plan and the buildout of the North Campus per the 1997 EFI General Development Plan. Cumulative Conditions includes selected roadway system improvements.
- *Cumulative Plus Project*: Cumulative volumes plus new traffic from the Proposed Project and Project Alternatives (traffic generated by each alternative minus traffic generated by Gilead's existing entitled and future probable land uses minus traffic generated by existing uses on the site).

1.5 ANALYSIS METHODS

Evaluation of traffic conditions on local streets involves analysis of intersection operations, as intersections represent the locations where the roadway capacity is most constrained. Intersection and freeway mainline segment operations were evaluated with level of service calculations. Level of service (LOS) is a qualitative description of operations ranging from Level A, when the roadway facility has excess capacity and vehicles experience little or no delay, to Level F, where the volume of vehicles exceeds the capacity resulting in long queues and excessive delays. Typically, LOS E represents "at-capacity" conditions and LOS F represents "over-capacity" conditions. At signalized intersections operating at LOS F, for example, drivers may have to wait through multiple signal cycles.

All of the study intersections were evaluated using the Traffix software package, which incorporates the methods from Chapters 16 (Signalized Intersections) and 17 (Unsignalized Intersections) of the 2000 *Highway Capacity Manual*. This method can evaluate the operations of intersections that function

independently. The intersections in the SR 92/Foster City Boulevard interchange complex, namely the intersections on Chess Drive and on Metro Center Boulevard with Foster City Boulevard and the SR 92 eastbound and westbound ramps, interact with each other as vehicle queues often extend between intersections. These four intersections were evaluated using a VISSIM micro-simulation software package to account for those interactions. Freeway analysis was conducted according to the methodology adopted by the San Mateo City/County Association of Governments (C/CAG).

Each method is briefly described below.

1.5.1 Signalized Intersections – 2000 Highway Capacity Manual (HCM)

The method from Chapter 16 of the Transportation Research Board's 2000 *Highway Capacity Manual* (HCM) bases signalized intersection operations on the average control delay experienced by motorists traveling through it. Control delay incorporates delay associated with deceleration, acceleration, stopping, and moving up in the queue. This method uses various intersection characteristics (such as traffic volumes, lane geometry, and signal phasing) to estimate the average control delay. **Table 1-3** summarizes the relationship between average delay per vehicle and LOS for signalized intersections according to the 2000 HCM method.

1.5.2 Signalized Intersections – Simulation

The Chapter 16 HCM method is appropriate only when intersection operations are not influenced by upstream or downstream intersections. When intersections are congested or when their operations are otherwise influenced by adjacent intersections, the analysis tool recommended by the HCM is simulation. With simulation, detailed models are prepared to evaluate the effects of individual vehicles moving on the roadway system. Average delay values are obtained from the model output and correlated to LOS based on the thresholds presented in **Table 1-3**. A VISSIM simulation model was used for the following four study intersections located within the Foster City Boulevard and SR 92 interchange area:

INT #9. SR 92 Westbound Ramps and Chess Drive
INT #10. Foster City Boulevard and Chess Drive
INT #15. SR 92 Eastbound Ramps and Metro Center Boulevard
INT #16. Foster City Boulevard and Metro Center Boulevard/Triton Drive

1.5.3 Unsignalized Intersections

Traffic conditions at the unsignalized study intersections (stop sign-controlled intersections) were evaluated using the method from Chapter 17 of the 2000 HCM. With this method, operations are defined by the average control delay per vehicle (measured in seconds) for each stop-controlled movement or movement that must yield the right-of-way. At four-way stop-controlled intersections, the control delay is calculated for the entire intersection and for each approach. The delays and corresponding LOS for the entire intersection are reported. At two-way stop-controlled intersections the movement with the highest delay and corresponding LOS are reported. **Table 1-4** summarizes the relationship between delay and LOS for unsignalized intersections. Generally, the delay ranges for each LOS are lower than for signalized intersections because drivers expect to have less delay at unsignalized intersections.

TABLE 1-3: SIGNALIZED INTERSECTION LOS CRITERIA		
Level of Service	**Description**	**Average Control Delay Per Vehicle (Seconds)**
A	Operations with very low delay occurring with favorable progression and/or short cycle length.	≤ 10
B	Operations with low delay occurring with good progression and/or short cycle lengths.	> 10 to 20
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20 to 35
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35 to 55
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	> 55 to 80
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80

Source: *Highway Capacity Manual – Special Report 209* (Transportation Research Board, 2000).

TABLE 1-4: UNSIGNALIZED INTERSECTION LOS CRITERIA		
Level of Service	**Description**	**Average Control Delay Per Vehicle (Seconds)**
A	Little or no traffic delays	≤ 10
B	Short traffic delays	> 10 to 15
C	Average traffic delays	> 15 to 25
D	Long traffic delays	> 25 to 35
E	Very long traffic delays	> 35 to 50
F	Extreme traffic delays with intersection capacity exceeded	> 50

Source: *Highway Capacity Manual – Special Report 209* (Transportation Research Board, 2000).

1.5.4 Freeway Mainline Operations

Freeway mainline operations were evaluated using the 2000 HCM volume-to-capacity ratio method, per C/CAG guidelines. The level of service descriptions and the maximum V/C for each LOS designation are presented in **Table 1-5**.

TABLE 1-5: FREEWAY SEGMENT LOS CRITERIA

Level of Service[1]	Description	Maximum Volume-to-Capacity Ratio
A	Free flow operations with average operating speeds at, or above, the speed limit. Vehicles are unimpeded in their ability to maneuver.	0.30
B	Free flow operations with average operating speeds at the speed limit. Ability to maneuver is slightly restricted. Minor incidents cause some local deterioration in operations.	0.50
C	Stable operations with average operating speeds near the speed limit. Freedom to maneuver is noticeably restricted. Minor incidents cause substantial local deterioration in service.	0.71
D	Speeds begin to decline slightly with increasing flows. Freedom to maneuver is more noticeably restricted. Minor incidents create queuing.	0.89
E	Operations at capacity. Vehicle spacing causes little room to maneuver but speeds exceed 50 miles per hour (mph). Any disruption to the traffic stream can cause a wave of delay that propagates throughout the upstream traffic flow. Minor incidents cause serious breakdown of service with extensive queuing. Maneuverability is extremely limited.	1.00
F	Operations with breakdowns in vehicle flow. Volumes exceed capacity causing bottlenecks and queue formation.	N/A

Notes:

1. Freeway mainline LOS based on a 65 mph free-flow speed.

Source: Transportation Research Board, *Highway Capacity Manual,* 2000.

1.6 REGULATORY FRAMEWORK

State and local laws, regulations, and orders that pertain to transportation and traffic resources under the project are presented below.

1.6.1 California Department of Transportation

The California Department of Transportation is responsible for the maintenance and operation of state routes and highways. In Foster City, Caltrans' facilities include SR 92 and US 101. Caltrans maintains a volume monitoring program and reviews local agencies' planning documents (such as this EIR) to assist in its forecasting of future volumes and congestion points. The *Guide for the Preparation of Traffic Impacts Studies* (December 2002) published by Caltrans is intended to provide a consistent basis for evaluating traffic impacts to State facilities. The City recognizes that "Caltrans endeavors to maintain a target LOS at the transition between LOS 'C' and LOS 'D' on State highway facilities"; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS (*Guide for the Preparation of Traffic Impact Studies*, December

2002). In addition, Caltrans states that for existing State highway facilities operating at less than the target LOS, the existing LOS should be maintained.

1.6.2 Metropolitan Transportation Commission

The Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area (Bay Area). It is responsible for developing the regional transportation plan and prioritizing regional transportation projects for state and federal funding.

1.6.3 City/County Association of Governments of San Mateo County

The City/County Association of Governments (C/CAG) of San Mateo County is the County's Congestion Management Agency (CMA). It prepares a Congestion Management Plan (CMP), which identifies improvements and strategies to relieve congestion on regional transportation facilities, and sets funding priorities. The CMP is required to be consistent with the MTC planning process and projects for the Regional Transportation Improvement Program (RTIP). C/CAG also provides guidelines for the analysis of land use projects and their impacts to the designated CMP roadway system.

The San Mateo County CMP roadway system comprises 53 roadway segments and 16 intersections. The CMP facilities in Foster City include US 101 and SR 92. The LOS Standards for these facilities vary by roadway segment:

- SR 92 from US 101 to Alameda County Line, LOS E
- US 101 from Peninsula Avenue to SR 92, LOS F
- US 101 from SR 92 to Whipple Road, LOS E

1.6.4 San Mateo County Transportation Authority

The San Mateo County Transportation Authority (TA) was formed in 1988. The TA administers the proceeds from Measure A, the voter approved half-cent sales tax, to fund a variety of transportation-related projects and programs. TA projects in the vicinity of Foster City include auxiliary lanes on US 101.

1.6.5 Foster City General Plan

All cities in California are required to prepare and adopt a General Plan. The General Plan presents the community's long-range view regarding its physical development. Specifically it contains goals, policies, and programs addressing the development and redevelopment of land, preservation of parks and open spaces, provision of housing, conservation of natural resources, improvement of the transportation system, control of noise, and protection from hazards.

The Foster City General Plan currently in place was completed in 1993. The applicable circulation goals, policies, and programs related to transportation impacts are:

Goals

LUC-F Provide Adequate Services and Facilities. Ensure that new and existing developments can be adequately served by municipal services and facilities.

LUC-I Provide for Diversified Transportation Needs. Develop, improve, and maintain a circulation system which provides efficient and safe access for private vehicles, commercial vehicles, public transit, emergency vehicles, bicycles, and pedestrians.

LUC-J Maintain Acceptable Operating Conditions on the City's Road Network. Maintain acceptable operating conditions on the City's road network at or above LOS D and encourage the maximum effective use of public and private vehicles, reduce the growth in peak hour traffic volumes, and reduce single passenger trips.

LUC-K Provide Adequate Parking. Ensure that adequate off-street parking is incorporated into modified projects and designed for safe and effective circulation.

Policies

LUC-50 Traffic Level of Service Standards. The City shall seek to achieve a traffic service level of "C" or better on City streets and level of "D" or better during peak traffic hours, although it will be necessary to accept level of service "E" or "F" at the Chess Drive/SR 92 Ramps, the Foster City Boulevard/Metro Center Boulevard/Triton Drive, and the East Hillsdale Boulevard/Edgewater Boulevard intersections, through the following means:

a. Traffic Systems Management (TSM).

b. Street maintenance.

c. Capital Improvement Program and coordination with federal, state, county, and district funding programs for street and other transportation improvements.

d. Developer payment of pro rata fair share of traffic improvement costs for new developments.

LUC-51 Improvements to Existing Streets. The City will maintain and improve the existing system of major and collector streets, including:

a. East Hillsdale Boulevard, Edgewater Boulevard, Foster City Boulevard, Beach Park Boulevard, East Third Avenue (within the City limits), Metro Center Boulevard, Shell Boulevard, Chess Drive (between Hanson Way and Foster City Boulevard) and Vintage Park shall be maintained as arterial (major) streets.

b. Collector streets, currently shown on Map GP-5, Street Network Map, shall be maintained as such.

LUC-52 Traffic Systems Management (TSM). The City will participate in an ongoing joint effort with several neighboring cities to adopt and enforce a Traffic Systems Management (TSM) program. The program shall require the participation of all future and existing

commercial and industrial employers.

LUC-53 Bicycle Routes and Pedestrian Paths**.** Maintain a system of bicycle routes and pedestrian paths, which will include separate bicycle lanes and posted bicycle routes. Pedestrian pathways and easements shall be maintained, either by the City, or, in the case of private ownership, according to a maintenance agreement or landscaping district agreement applicable to the pathway/easement.

LUC-54 Coordination with SamTrans. The City shall work with SamTrans in defining new routes and improving the public transit and transportation system.

LUC-55 Access to New Commercial and Industrial Projects. New commercial and industrial developments shall be designed so that, wherever necessary and possible, entrance to the projects can be gained by way of left-or right-turn only lanes. Only the minimum number of entrance or exit points shall be allowed as are needed to ensure safe and efficient internal traffic flow and to reduce through traffic delays on public roads serving the project.

LUC 56 Private Streets and Public Loop or Cul-de-Sac Streets. The City will enforce design standards for private streets and public loop or cul-de-sac streets to ensure that they meet minimum requirements for two-way traffic, parking, and emergency access. Private streets and public loop or cul-de-sac streets may be approved with narrower than standard widths, provided that emergency access and parking can be safely accommodated. They are not intended to provide curb-side parking, and the roads are designed to serve only those residences on that street or within that development.

LUC-58 Off-Street Parking Requirements. The City shall maintain off-street parking requirements based on use permits of record, the historical parking patterns of residential and non-residential projects, and related information developed by the Urban Land Institute, Institute of Transportation Engineers, or other reliable sources.

LUC-59 Bicycle Parking. Secured bicycle parking shall be encouraged for all commercial and industrial buildings. The City will continue to allow required parking to be reduced with bicycle parking spaces provided, per Chapter 17.62 of the Municipal Code.

LUC-60 Parking and Internal Circulation in Project Design. The City shall continue to incorporate parking and internal circulation design into its overall review of project design. The review shall include compliance with City off-street parking design standards and ratios.

LUC-61 Capital Improvement Program (CIP). The City will continue to maintain a five-year Capital Improvement Program (CIP), which supports policies in the General Plan to maintain, improve, or expand City-wide facilities and infrastructure.

LUC-65 Adequacy of Public Infrastructure and Services. New projects that require construction or expansion of public improvements shall pay their pro rata fair share of the costs necessary to improve or expand infrastructure necessary to serve them, including streets and street improvements, parks, water storage tanks, sewer and water service, and other public services. The City has established several assessment districts to pay

for needed municipal improvements. Facilities benefiting a specific development must be provided by the developer of that project.

Circulation Programs

LUC-n Implementation of Traffic Management Programs. The City has recently adopted a Traffic Systems Management (TSM) Ordinance. The purpose of the ordinance is to assure that all existing and future employers participate in mitigating traffic problems. The objective of the ordinance is to achieve, within 4 years, a minimum TSM objective of 25% employee participation rate in alternatives to single occupant vehicles commuting during peak traffic hours. The ordinance requires participation at several different levels, depending on the number of employees:

a. Every employer must submit annually to the TSM Administrator an Annual Transportation Survey providing employee commute information.

b. Employers with 25 or more employees are required to prepare and implement a TSM information program describing commuting options available to their employees.

c. Every employer with 100 or more employees must prepare and implement a TSM Program which designates a workplace TSM Coordinator and includes strategies to increase employee participation in commute alternatives.

LUC-o Periodically Monitor Traffic Conditions. The City will periodically monitor traffic conditions on arterial and selected collector streets to determine levels of service and safety conditions. Traffic counts will be updated regularly at all major street intersections to determine levels of service, safety conditions, and if additional traffic control measures are warranted or if changes in the sequence of traffic signal cycles are necessary.

LUC-p Bicycle Route and Pedestrian Path Master Plan and Improvement Program. The City shall implement the Foster City Bikeway System Report and improve pedestrian circulation. Major streets with sufficient width that are part of the system will have separate bicycle lanes. Streets that are part of the system but are not wide enough for separate bicycle lanes will have posted "bicycle route" signs at regular intervals. The purpose of the bicycle route system is to connect major work, shopping, school, civic, and recreational destinations throughout the City, while avoiding as many of the most heavily used street segments as possible.

LUC-q Designation of New Bus Routes. The City will designate new bus routes in consultation with SamTrans, provide curbside space for bus stops, and require major commercial/industrial developments along bus routes to accommodate buses in their circulation plans. Bus turnouts or shelters will also be required with new development.

LUC-t Updating of the Capital Improvement Program (CIP). The City will update the five-year CIP at least every year in conjunction with the Annual Report on the General Plan to identify street improvements and maintenance that will be necessary to achieve goals

for traffic levels of service and other needs. The plan shall identify funding sources, including property taxes, special taxes, City share of gasoline and sales taxes, state funds, federal funds, developer fees, assessment districts, and private maintenance agreements. Additionally, the five-year CIP will budget for traffic improvements identified in the General Plan.

1.6.6 City of San Mateo 2030 General Plan

The City of San Mateo completed the 2030 General Plan Update in 2010. The applicable circulation goals, policies, and programs related to transportation impacts are:

Goals

Goal 2 Maintain a street and highway system which accommodates future growth while maintaining acceptable levels of service.

Policies

C 2.1 Acceptable Levels of Service. Maintain a Level of Service no worse than mid LOS D, average delay of 45.0 seconds, as the acceptable Level of Service for all intersections within the City.

C 2.7: Exceeding the Acceptable Level of Service. In addition to paying the transportation impact fee, a development project may be required to fund off-site circulation improvements which are needed as a result of project generated traffic, if:

a. The level of service at the intersection drops below mid-level LOS D (average delay of more than 45 seconds) when the project traffic is added, and

b. An intersection that operates below its level of service standard under the base year conditions experiences an increase in delay of four or more seconds, and

c. The needed improvement of the intersection(s) is not funded in the applicable five-year City Capital Improvement Program from the date of application approval.

1.6.7 Applicable LOS Criteria

Based on the state and local laws, regulations, and ordinances presented above, acceptable LOS thresholds were determined for the purpose of this study. As shown in **Table 1-6**, in Foster City, acceptable intersection operations are defined as LOS D or better. In San Mateo, acceptable operations are defined as mid-range LOS D (defined as an average of 45 seconds of delay per vehicle) or better. C/CAG developed thresholds for acceptable freeway operations as part of their Congestion Management Program (CMP). The CMP threshold for most of the freeway segments in the study area is LOS E. The threshold for US 101 north of SR 92 to Peninsula Avenue is LOS F due to pre-existing congestion levels.

TABLE 1-6: LOCALLY-ACCEPTABLE LOS CRITERIA

Jurisdiction	Facility Type	Worst Acceptable LOS	Maximum Acceptable Average Vehicular Delay or V/C Ratio
City of Foster City	Signalized Intersections	LOS D[1]	55 seconds/vehicle[2]
City of Foster City	Unsignalized Intersections	LOS D	35 seconds/vehicle[2]
City of San Mateo	Signalized Intersections	Mid-range LOS D	45 seconds/vehicle[2]
San Mateo C/CAG	Freeway Segments	LOS E[3]	V/C = 1.00

Notes:

1. The Foster City General Plan Land Use and Circulation Policy LUC-50 states that it will be necessary to accept LOS E or F at the following intersections: Chess Drive/SR 92 Ramps, Foster City Boulevard/Triton Boulevard/Metro Center Boulevard, and East Hillsdale Boulevard/Edgewater Boulevard.
2. Based on 2000 *Highway Capacity Manual* (HCM).
3. LOS F is considered acceptable on US 101 north of SR 92 to Peninsula Avenue due to existing congestion levels.

Source: *City of Foster City General Plan, City of San Mateo General Plan*

1.7 ORGANIZATION OF THIS REPORT

The remainder of this report is organized into the following chapters:

- Chapter 2 – Existing Conditions – The Existing Conditions chapter can be used as part of the Setting section for the Environmental Impact Report. It presents descriptions of existing transportation facilities and services (roadways, transit service, bicycle facilities, and pedestrian facilities), existing volumes, intersection geometries, and level of service results.
- Chapter 3 – Project Description and Traffic Projections – The Proposed Project, Project Alternatives, and their corresponding traffic projections are described in this chapter. Existing and proposed Transportation Demand Management (TDM) programs at the Gilead site are presented. The proposed parking supply and projected demand are also described in this chapter.
- Chapter 4 – Existing Plus Project Conditions – The operating conditions of the intersections and freeway segments under Existing Plus Project Conditions are described in this chapter.
- Chapter 5 – Background Conditions – The approved development projects and their associated traffic projections and roadway system improvements are described in this chapter. Operating conditions of the intersections and freeway segments under Background and Background Plus Project Conditions are also presented.
- Chapter 6 – Cumulative Conditions – Traffic projections and the operating conditions of the intersections and freeway segments under Cumulative (2030) conditions and Cumulative Plus Project Conditions are presented.
- Chapter 7 – Impacts and Mitigation Measures – The intersections and freeway segments projected to operate worse than their LOS thresholds are identified. Locations with significant impacts caused by the Proposed Project, Project Alternatives, or by cumulative development are also identified. The chapter identifies mitigation measures required to reduce project-related

traffic impacts to less-than-significant levels. Project impacts to transit, pedestrian, and bicycle facilities and associated mitigation measures are discussed. The C/CAG-prescribed transportation demand management analysis is presented. Transportation impacts due to construction activities are evaluated and mitigation measures are discussed.

A separate technical appendix containing technical calculations and additional figures has also been prepared.

CHAPTER 2. EXISTING CONDITIONS

Existing transportation conditions in the study area are presented for use in the Transportation and Circulation Setting section of the Environmental Impact Report. First the major components of the transportation system are described. Then the existing AM and PM peak-hour traffic volumes and lane configurations for the study intersections are presented, followed by the operational analysis results (level of service calculations and VISSIM model results). Existing freeway volumes and operations are also presented.

2.1 TRANSIT SYSTEM

Transit service within Foster City is provided by various agencies. San Mateo County Transit District (SamTrans) and Alameda-Contra Costa Transit District (AC Transit) provide bus service, while the Peninsula Traffic Congestion Relief Alliance operates shuttle routes connecting to Bay Area Rapid Transit (BART) and Caltrain. **Figure 2-1** illustrates the transit routes in the vicinity of the project site. Descriptions of these routes, the hours of operation, and their service headways (time between arrivals) are described below and summarized in **Table 2-1**.

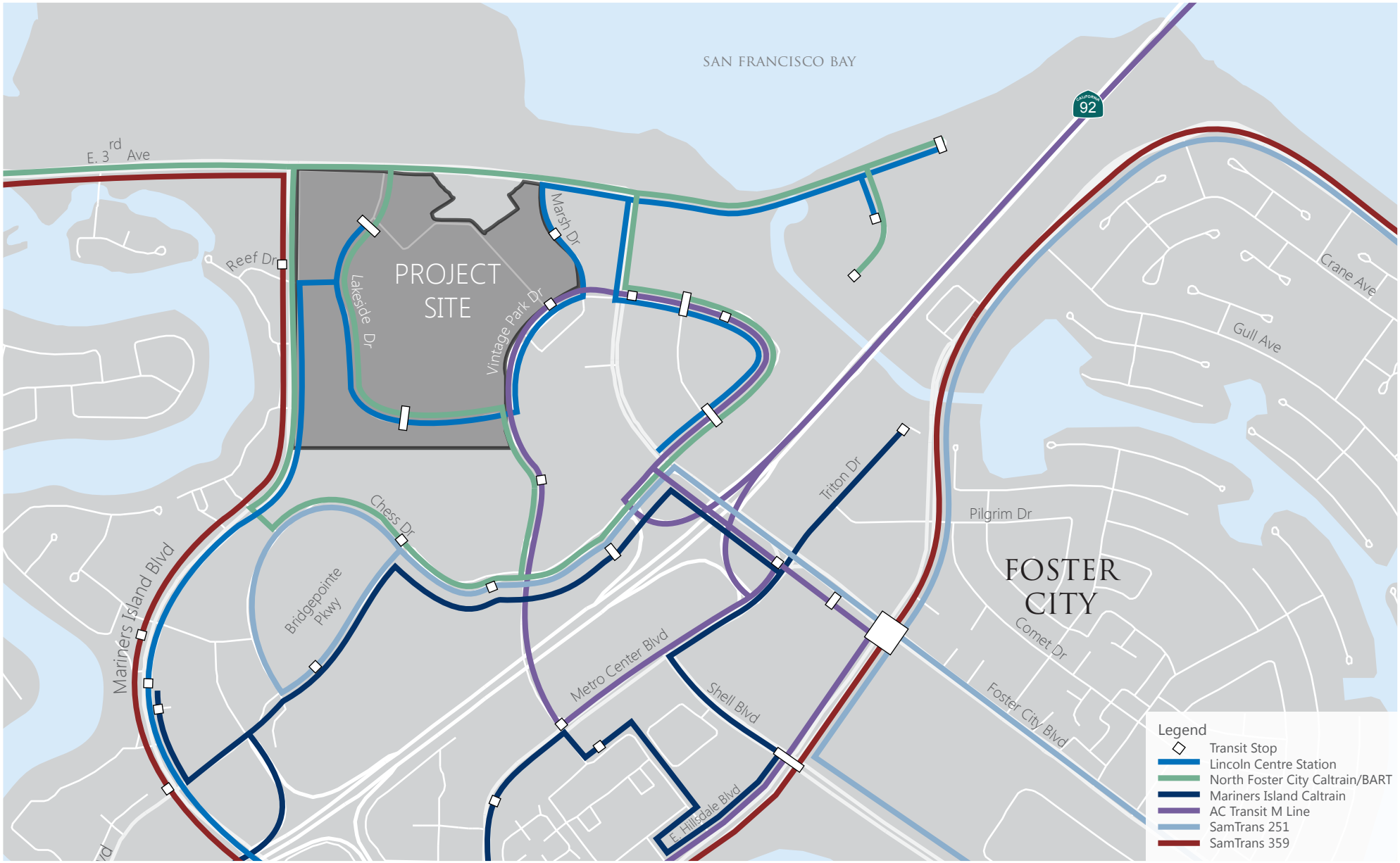
TABLE 2-1: EXISTING TRANSIT SERVICE

Service Provider	Name/Description	Hours of Operation/Headway
SamTrans	251 – Caltrain Connection	5:41 a.m. – 8:19 p.m. Weekdays (60 minutes) 8:10 a.m. – 7:14 p.m. Saturdays (60 minutes)
	359 – BART/Caltrain Connection	5:28 a.m. – 8:36 a.m. Weekdays (30 minutes) 4:57 p.m. – 8:17 p.m. Weekdays (30 minutes)
AC Transit	M – Transbay Service	5:30 a.m. – 8:17 p.m. Weekdays (30 minutes)
BART/Caltrain Shuttle	North Foster City Shuttle	6:35 a.m. – 8:57 a.m. Weekday (60 minutes) 4:05 a.m. – 7:00 p.m. Weekday (50 minutes)
Caltrain Shuttle	Lincoln Centre Shuttle	6:55 a.m. – 9:32 a.m. Weekday (40 minutes) 3:10 p.m. – 7:00 p.m. Weekday (40 minutes)
	Mariners Island Area (PCA) Shuttle	6:56 a.m. – 10:17 a.m. Weekday (45 minutes) 3:08 p.m. – 6:33 p.m. Weekday (45 minutes)

Source: http://511.org and the Peninsula Traffic Congestion Relief Alliance at http://www.commute.org/

2.1.1 SamTrans

SamTrans operates Routes 251 and 359 near the project site. Route 251 provides a connection between the Hillsdale Shopping Center and Hillsdale Caltrain station in San Mateo to the Bridgepointe Shopping Center. The nearest Route 251 stop to the project site is located on Bridgepointe Circle, approximately ¼-mile south of the site. Route 359 provides service from the East Foster City Area to BART and Caltrain connections at the Millbrae Intermodal Station (serving BART and Caltrain) during weekday commute hours.



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EXISTING TRANSIT ROUTES

FIGURE 2-1

2.1.2 AC Transit

AC Transit provides transbay service between Hayward and San Mateo. Line M operates across the San Mateo Bridge (SR 92) and travels on Foster City Boulevard, Chess Drive, Vintage Park Drive, Metro Center Boulevard, and E. Hillsdale Boulevard in Foster City. Line M stops closest to the project site are located on Vintage Park Drive, approximately 0.2 miles north and south of Lakeside Drive.

2.1.3 BART/Caltrain Shuttle

The North Foster City Shuttle provides service operated by the Peninsula Traffic Congestion Alliance between the Millbrae Intermodal Station and businesses and office buildings in the North Foster City Area during commute hours, Monday through Friday. It stops at two locations along Lakeside Drive within the project site boundary.

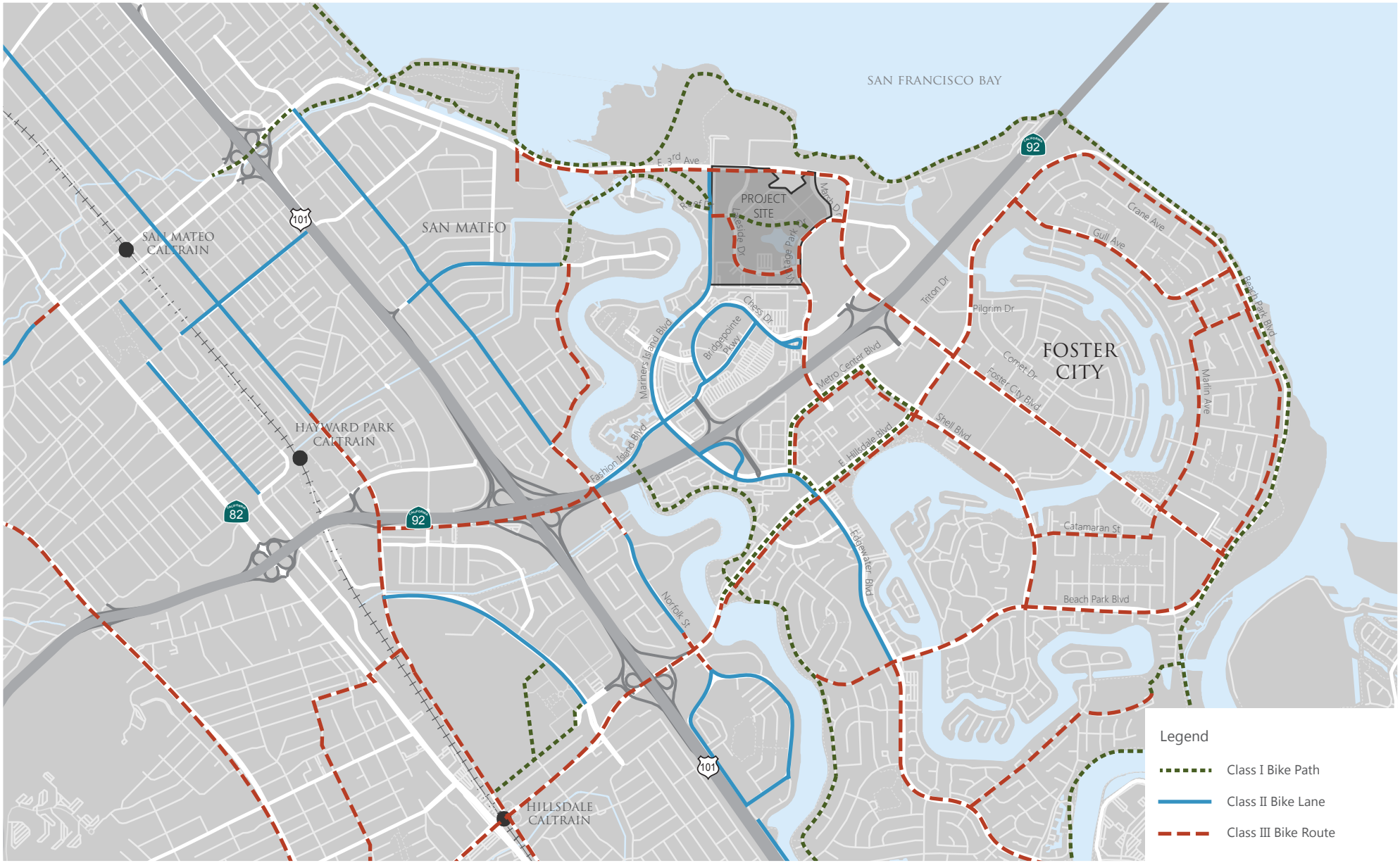
2.1.4 Caltrain Shuttles

The Peninsula Traffic Congestion Relief Alliance operates two other shuttle buses during weekday commute hours: Lincoln Centre Shuttle and Mariners Island (PCA) Area Shuttle. The Lincoln Centre Shuttle runs between the Hillsdale Caltrain Station and businesses in the Lincoln Centre Area in North Foster City, whereas the Mariners' Island Area Shuttle provides service between the Hillsdale Caltrain Station and businesses in the San Mateo and Foster City border areas. The Lincoln Centre Area Shuttle stops at two locations along Lakeside Drive and Velocity Way within the project site. The Mariners Island Area Shuttle stops at one location on Vintage Park Drive within the project site.

2.2 BICYCLE SYSTEM

Bicycle facilities include Class I bike paths, Class II bike lanes, and Class III bike routes. Class I bike paths are paved pathways that are separated from roadways by space or a physical barrier. Class II bike lanes are lanes on the outside edge of roadways that are intended for the exclusive use of bicycles and are designated with special signing and pavement markings. Class III bike routes are roadways designated for bicycle use with only a bike route sign.

The bicycle facilities in Foster City are shown on **Figure 2-2**. Class III bicycle routes are located on Lakeside Drive through the project site and on Vintage Park Drive adjacent to the project site. A Class I bicycle path is provided near and along the Bay shoreline, north of the project site. Class II on-street striped bike lanes run along Mariners Island Boulevard, along the western boundary of the project site. Bicycle access to the project site from the San Mateo Caltrain station is provided via the Class I bicycle path along the Bay Shoreline and from the Hayward Park Caltrain station via the Class II bike lanes along Fashion Island Boulevard.



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EXISTING BICYCLE FACILITIES

FIGURE 2-2

2.3 PEDESTRIAN FACILITIES

Pedestrian facilities comprise sidewalks, marked and enhanced crosswalks (at midblock and intersections), curb ramps, median refuges, and pedestrian-scale lighting. Marked crosswalks and curb ramps are provided along Lakeside Drive within the project site. Sidewalks are provided along both sides of all streets within the immediate vicinity of the project site, except for East Third Avenue which only has sidewalks on the south side of the street. Curb ramps are provided at all crosswalks within the immediate vicinity of the project site. Pedestrian signals with pedestrian activated push buttons are provided at all signalized intersections.

Signalized pedestrian crossings are provided along East Third Avenue to the north of the site at Mariners Island Boulevard and Lakeside Drive. Marked crosswalks are provided on the east and south legs only at both intersections. Medians are present but median curb cuts are not provided for pedestrian refuge.

Marked crosswalks are provided at the unsignalized intersection of Vintage Park Drive and Lakeside Drive, to the east of the site. Medians are present but median curb cuts are not provided for pedestrian refuge. Traffic along Vintage Park Drive is uncontrolled at this location. Marked crosswalks are also provided at the unsignalized intersection of Reef Drive and Lakeside Drive. Traffic along Lakeside Drive is uncontrolled at this location.

No marked crosswalks exist for pedestrians wishing to cross Mariners Island Boulevard at Reef Drive, to the west of the project site. Traffic along Mariners Island Boulevard is uncontrolled at this location.

2.4 ROADWAY NETWORK

Regional auto access to the study area is provided by SR 92 and US 101. City streets in the study area are East Third Avenue, Mariners Island Boulevard (City of San Mateo), Vintage Park Drive, Lakeside Drive, Reef Drive, Foster City Boulevard, Chess Drive, Metro Center Boulevard, East Hillsdale Boulevard, Edgewater Boulevard, and Shell Boulevard (Foster City). Speed limits on study roadways in the study area range from 30 miles per hour (mph) on Lakeside Drive to 35 or 45 mph on all other roadways. The speed limit is 55 mph on SR 92 and 65 mph on US 101. On-street parking is not allowed within the study area except where noted.

SR 92 is a freeway that runs in an east-west direction from Half Moon Bay, near the coast, to Hayward on the east side of San Francisco Bay via the San Mateo Bridge. SR 92 has partial interchanges (hook ramps) with Fashion Island Boulevard, Edgewater Boulevard, Metro Center Boulevard, and Chess Drive. It is generally three travel lanes in each direction east of US 101 and two travel lanes in each direction west of US 101, with auxiliary lanes between interchanges. Average daily volumes on SR 92 through the study area range from 139,000 vehicles between US 101 and Mariners Island Boulevard to 86,000 vehicles at the San Mateo Bridge.

US 101 is a freeway that provides regional north-south access. In the vicinity of Foster City, US 101 generally has four travel lanes in each direction with one or two auxiliary lanes between interchanges. An auxiliary lane in both directions was recently completed on this freeway segment north of East Third Avenue since the completion of the 2010 Gilead EIR. Although US 101 does not run directly through Foster City, it provides the primary north-south regional access to the study area via interchanges at SR 92, East Hillsdale Boulevard, and East Third Avenue in the City of San Mateo. Average daily traffic volumes on US 101 through the study area range from 225,000 vehicles at East Hillsdale Avenue to 250,000 vehicles north of SR 92.

East Third Avenue is a four-lane divided roadway that runs in an east-west direction along the northern San Francisco Bay shoreline north of SR 92. It has a full access interchange with US 101 in the City of San Mateo.

Mariners Island Boulevard (City of San Mateo) is a four-lane divided roadway that extends from East Third Avenue in the north to SR 92 where it becomes Edgewater Boulevard. Access to eastbound SR 92 is provided at the intersection of Mariners Island Boulevard / Edgewater Boulevard / SR 92 ramps. On-street parking is provided along Mariners Island Boulevard adjacent to the project site.

Vintage Park Drive extends from Foster City Boulevard in the north to Metro Center Boulevard just past SR 92 in the south. It is a four-lane divided roadway.

Lakeside Drive is a three-lane roadway with a center two-way left-turn lane that runs generally in a north-south direction through the center of the project site. It runs southeast from East Third Avenue and ends at Vintage Park Drive.

Reef Drive is a two-lane roadway that runs east-west and connects Lakeside Drive to Mariners Island Boulevard. This roadway provides access to the project site via a side-street stop controlled intersection with Mariners Island Boulevard.

Foster City Boulevard is a four- to six-lane arterial that extends from East Third Avenue, across SR 92, to Beach Park Boulevard. It is a major north-south arterial in Foster City. On-street parking is allowed along northbound Foster City Boulevard between Bounty Drive and approximately 450 feet south of East Hillsdale Boulevard.

Chess Drive extends eastward from Bridgepointe Parkway past Foster City Boulevard and then curves around to the north and west to intersect with Foster City Boulevard at Vintage Park Drive. Access to westbound SR 92 is provided via hook ramps just west of Foster City Boulevard. Chess Drive is four lanes wide west of Foster City Boulevard and two lanes wide to the east. On-street parking is allowed along Chess Drive to the east of Hatch Drive.

Bridgepointe Parkway is a four-lane, east-west roadway that extends from Chess Drive to Mariners Island Boulevard, where it becomes Fashion Island Boulevard in the City of San Mateo. Access to westbound SR 92 is provided via hook ramps just west of Bridgepointe Parkway. Fashion Island Boulevard has a full access interchange with US 101.

Metro Center Boulevard is a four-lane, east-west roadway that runs parallel to SR 92 to the south and extends between Edgewater Boulevard and Foster City Boulevard where it becomes Triton Drive. Access to eastbound SR 92 is provided by hook ramps just west of Foster City Boulevard.

East Hillsdale Boulevard is a four- to six-lane divided arterial that runs in an east-west direction to the south of SR 92. It has a full access interchange with US 101 in the City of San Mateo.

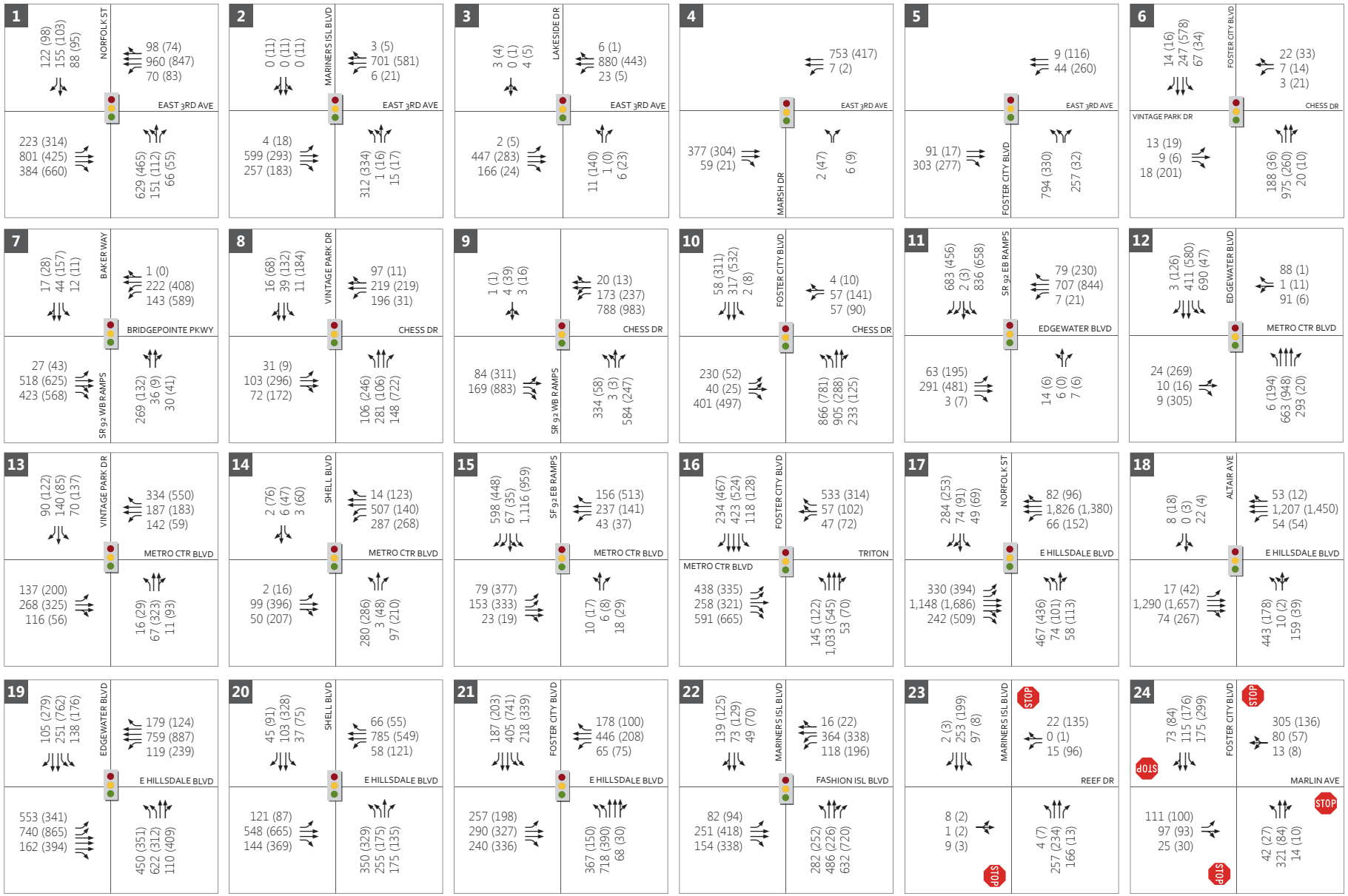
Edgewater Boulevard is the continuation of Mariners Island Boulevard south of SR 92. It is four lanes wide with on-street parking south of East Hillsdale Boulevard.

Shell Boulevard is a four-lane roadway that runs generally in a north-south direction. It extends southward from Metro Center Boulevard, providing parallel access to Foster City Boulevard and Edgewater Boulevard. On-street parking is allowed on southbound Shell Boulevard between Bounty Drive and Civic Center Drive.

2.5 INTERSECTION TRAFFIC VOLUMES AND LANE CONFIGURATIONS

Intersection turning movement counts were conducted at the study intersections during the morning and evening peak periods (7:00 to 9:00 am and 4:00 to 6:00 pm) in March 2012. These counts are shown in **Appendix B**. The counts were conducted on non-holiday weekdays, when local area schools were in normal session. The count results were compared to the results of counts used for the Foster City Multi-Project Traffic Analysis conducted in April 2008. Generally, the 2012 counts were similar to the 2008 counts. At the SR 92 / Foster City Boulevard interchange, the AM and PM peak hour counts were up to 16 percent lower in 2012, presumably as a result of sluggish economic conditions. Other causes for the lower volumes could be changes in travel behavior caused by increased pedestrian, bicycle, and transit mode shares due to personal preferences and increased use of transportation demand management programs being put in place by large employers such as Gilead Sciences,

For analysis purposes, some minor adjustments were made at the Foster City Boulevard SR 92 Interchange volumes such that peak hour volumes balance between study intersections. This resulted in turning movement volumes that were either the same as the counts or slightly higher. For example, 23 vehicles were added to the eastbound through movement at the SR 92 Westbound Ramps and Chess Drive intersection during the PM peak hour. This balanced the eastbound traffic volumes along Chess Drive between the SR 92 Westbound Ramps and Foster City Boulevard. Therefore, the resulting intersection volumes used in the analysis are slightly more conservative than the actual roadway counts. Intersection lane configurations and traffic control devices (traffic signals or stop signs) were observed during field visits. The AM and PM peak-hour intersection turning movement volumes, lane configurations, and traffic control devices are presented on **Figure 2-3**.



LEGEND XX (YY): AM (PM) Signalized Intersection

EXISTING INTERSECTION PEAK-HOUR VOLUMES, LANE CONFIGURATIONS, AND TRAFFIC CONTROL DEVICES

FIGURE 2-3

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2.6 INTERSECTION OPERATIONS

The intersection LOS analysis results are presented in **Table 2-2**. The LOS analysis results for the four intersections near the SR 92 / Foster City Boulevard interchange are based on simulation results from the VISSIM microsimulation model (Intersections 9, 10, 15, and 16). VISSIM captures the effect of vehicles queuing between intersections and the effect the queue spillback has on upstream intersections. Therefore, the VISSIM results for these four intersections are more accurate than the HCM method for isolated intersections, and also tend to be more conservative. The remaining study intersections were analyzed as isolated intersections based on the HCM method using the Traffix analysis software.

The LOS results presented in **Table 2-2** show that all of the intersections currently operate at an acceptable LOS D or better (based on the locally accepted significance criteria, as shown in **Table 1-6**). These LOS results are better than those presented in the Foster City Multi-Project Traffic Analysis due to the recent changes in traffic volumes discussed previously. The LOS calculations for the isolated intersection analysis are included in **Appendix C**. The LOS calculations for the VISSIM simulation model are included in **Appendix D**.

2.7 FREEWAY VOLUMES AND OPERATIONS

Manual freeway counts were conducted at five freeway segments (Segments A, B, C, D, and G as shown in **Figure 1-4**) during the morning and evening peak periods in March and May 2012. Volumes on the other segments were developed by adding the on-ramp volumes and subtracting the off-ramp volumes. The resulting volumes were converted to Passenger Car Equivalents, based on Caltrans data showing that 3.5 percent of the traffic on US 101 and 4.5 percent of the traffic on SR 92 consist of trucks and other heavy vehicles. The resulting traffic volumes and freeway analysis results are presented in **Table 2-3**. The freeway operations vary depending on the peak hour, direction, and segment, ranging from LOS B to LOS E. No segments on SR 92 or US 101 currently exceed their CMP LOS threshold.

Existing average annual daily traffic (AADT) volumes for the study freeway segments were also collected from the *2010 Traffic Volumes on the California State Highway System* (Caltrans, 2010) and are shown in **Table E-1** in **Appendix E**.

TABLE 2-2: EXISTING INTERSECTION LOS RESULTS

Intersection	Control	AM Peak Hour		PM Peak Hour	
		Delay[1]	LOS	Delay[1]	LOS
1. Norfolk Street and East Third Avenue[2]	Signal	30	C	27	C
2. Mariners Island Boulevard and East Third Avenue	Signal	10	B	13	B
3. Lakeside Drive and East Third Avenue	Signal	4	A	11	B
4. Marsh Drive and East Third Avenue	Signal	1	A	7	A
5. Foster City Boulevard and East Third Avenue	Signal	5	A	7	A
6. Foster City Boulevard and Vintage Park Drive/Chess Drive	Signal	10	B	16	B
7. Baker Way/SR 92 Westbound Ramps and Fashion Island Boulevard/Bridgepointe Parkway[2]	Signal	17	B	20	C
8. Vintage Park Drive and Chess Drive	Signal	25	C	35	D
9. SR 92 Westbound Ramps and Chess Drive[3]	Signal	11	B	21	C
10. Foster City Boulevard and Chess Drive[3]	Signal	17	B	18	B
11. SR 92 Eastbound Ramps and Edgewater Boulevard/Mariners Island Boulevard	Signal	16	B	18	B
12. Edgewater Boulevard and Metro Center Boulevard	Signal	16	B	17	B
13. Vintage Park Drive and Metro Center Boulevard	Signal	20	B	21	C
14. Shell Boulevard and Metro Center Boulevard	Signal	17	B	23	C
15. SR 92 Eastbound Ramps and Metro Center Boulevard[3]	Signal	15	B	19	B
16. Foster City Boulevard and Metro Center Boulevard/Triton Drive[3]	Signal	22	C	18	B
17. Norfolk Street and East Hillsdale Boulevard[2]	Signal	25	C	30	C
18. Altair Avenue and East Hillsdale Boulevard	Signal	17	B	9	A
19. Edgewater Boulevard and East Hillsdale Boulevard	Signal	26	C	31	C
20. Shell Boulevard and East Hillsdale Boulevard	Signal	20	C	22	C
21. Foster City Boulevard and East Hillsdale Boulevard	Signal	26	C	22	C
22. Mariners Island Boulevard and Fashion Island Boulevard[2]	Signal	28	C	32	C
23. Mariners Island Boulevard and Reef Drive[2]	SSS	13	B	11	B
24. Foster City Boulevard and Marlin Avenue	AWS	23	C	13	B

Notes: SSS = Side-street stop, AWS = All-way stop

1. For signalized and all-way stop controlled intersections, the delay shown is the weighted average for all movements in seconds per vehicle. For side-street stop controlled intersection, the delay shown is the worst-operating approach delay.
2. Intersection in San Mateo
3. Intersection analyzed using the VISSIM microsimulation model.

Source: Fehr & Peers, September 2012.

TABLE 2-3: EXISTING FREEWAY SEGMENT LOS RESULTS

Intersection	CMP LOS Standard	Peak Hour	Direction	Volume[1]	LOS
A. US 101, north of East Third Avenue[2]	F	AM	Northbound	9,454	E
			Southbound	8,403	D
		PM	Northbound	8,845	D
			Southbound	8,391	D
B. US 101, between East Third Avenue and SR 92	F	AM	Northbound	9,049	D
			Southbound	8,608	D
		PM	Northbound	9,258	E
			Southbound	8,604	D
C. US 101, north of East Hillsdale Boulevard	E	AM	Northbound	8,166	D
			Southbound	7,344	C
		PM	Northbound	8,182	D
			Southbound	7,487	D
D. US 101, south of East Hillsdale Boulevard	E	AM	Northbound	7,592	D
			Southbound	9,013	D
		PM	Northbound	8,951	D
			Southbound	8,759	D
E. SR 92, between US 101 and Mariners Island Boulevard/Edgewater Boulevard	E	AM	Eastbound	5,634	D
			Westbound	5,930	D
		PM	Eastbound	6,400	E
			Westbound	5,658	C
F. SR 92, Mariners Island Boulevard/Edgewater Boulevard and Foster City Boulevard	E	AM	Eastbound	4,199	C
			Westbound	5,643	C
		PM	Eastbound	5,676	C
			Westbound	4,475	C
G. SR 92, east of Foster City Boulevard	E	AM	Eastbound	2,590	B
			Westbound	5,601	D
		PM	Eastbound	5,108	D
			Westbound	2,806	B

Notes:

1. Volumes presented are passenger-car equivalents.
2. An auxiliary lane in both directions has been completed on this freeway segment since the 2010 Gilead EIR.

Source: Fehr & Peers, September 2012

CHAPTER 3. PROJECT CHARACTERISTICS

This chapter describes the Proposed Project being analyzed in this study and the process used to develop the traffic projections, including trip generation, trip distribution, and trip assignment. The existing and entitled land uses at the Gilead campus are presented to inform the new land use increases associated with the Proposed Project. The proposed parking layout, which includes both structured and surface parking, and the forecast parking demand are described at the end of this chapter.

3.1 PROJECT DESCRIPTION

The Proposed Project includes construction of new buildings and replacement of some existing buildings resulting in an increase from 938,735 square feet of laboratory and office space to up to 2.5 million square feet of laboratory and office space. This includes 1,524,000 square feet of office space; 953,000 square feet of laboratory space; and up to 23,600 square feet of material storage/warehouse space. This space would be allocated between the North Campus and South Campus as shown on **Figure 1-2** in **Chapter 1**. The South Campus would consist primarily of laboratory space, while the North Campus would consist entirely of office and warehousing space. The detailed land uses and sizes that are proposed for each campus are shown in **Table 1-1** in **Chapter 1**.

The Project site plan envisions a pedestrian-oriented campus, with the core areas closed to through traffic. Sidewalks would be provided along both sides of Lakeside Drive through the campus from Vintage Park Drive to East Third Avenue. Additionally, pedestrian pathways would connect the north and south campuses and existing pathways that circle Vintage Lake. Lakeside Drive would also provide a Class III bicycle route for bicycle commuters, in addition to the Vintage Lake Class I paths. Transit access to the campus will include significant shuttle service, which, paired with a menu of other transportation demand management strategies, would provide numerous commute options for employees and visitors.

3.1.1 Lakeside Drive Closure

The Project proposes to close Lakeside Drive south of Reef Drive to non-emergency motor vehicle traffic. The 40-foot-wide roadway would remain intact from Reef Drive to the proposed building labeled NB/331, where it would terminate into a proposed cul-de-sac. South of the cul-de-sac, a 24-foot-wide private asphalt drive would be constructed to access adjoining future parking lots. The portion of Lakeside Drive from the intersection of Vintage Park Drive to a second proposed cul-de-sac near NB/353 would also remain intact. Both cul-de-sacs would be 100 feet in diameter.

A 24-foot-wide emergency vehicle access drive would be constructed to connect the private asphalt drive to the southern cul-de-sac. This access road would be closed to all through traffic except emergency vehicles.

3.1.2 Lakeside Drive Open

The Lakeside Drive Open variant analyzes the conditions where Lakeside Drive would remain open south of Reef Drive for the Proposed Project. Trip generation and trip distribution would be similar to the Proposed Project while trip assignment would be adjusted to reflect Lakeside Drive's remaining open. This scenario assumes that Lakeside Drive would remain open to public traffic. However, as documented in a Kimley-Horn and Associates, Inc. study[1], the amount of cut-through traffic along Lakeside Drive is very low and would not affect adjacent roadway operations if Lakeside Drive were closed.

3.1.3 Project Alternatives

The Project Alternatives would provide a range of development intensities through construction of new buildings and replacement of some existing buildings. As shown in **Table 1-1**, Alternate A would add approximately 1 million square feet of office space to the existing integrated campus, resulting in a total of 1.9 million square feet of office and laboratory space. Alternate B would add 1.3 million square feet of office and laboratory space to the existing integrated campus, resulting in a total 2.2 million square feet of office and laboratory space. Alternates A and B include the assumption that Lakeside Drive would be closed south of Reef Drive for all "with Project" scenarios.

3.2 TRIP GENERATION ESTIMATES

Trip estimates for the Proposed Project were developed by applying site specific trip generation rates, as calculated by Kimley-Horn and Associates, Inc., based on surveys[2]. Fehr & Peers reviewed these rates and found them to be similar to surveyed rates from Genentech's South San Francisco campus and likely more reflective of the development since the conventional trip generation resource, the Institute of Transportation Engineers' (ITE) *Trip Generation*, does not have rates for a directly comparable use. **Table 3-1** compares the trip rates presented in *Trip Generation* to the site-specific rates collected at Genentech and the project site. The closest ITE Category, Land Use 760 – Research and Development Center, is used as a proxy.

TABLE 3-1: TRIP GENERATION RATE COMPARISON

Land Use	ITE Code	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
ITE Rates							
General Office	710	1.36	0.19	1.55	0.25	1.24	1.49
R&D Center[1]	760	1.01	0.21	1.22	0.16	0.91	1.07
Genentech Site-Specific Rates							
General Office	--	0.83	0.12	0.95	0.12	0.60	0.72
R&D Center	--	0.49	0.10	0.59	0.07	0.38	0.45
Manufacturing/Warehousing	--	0.42	0.06	0.48	0.05	0.40	0.45
Gilead Sciences Site-Specific Rates							
General Office	--	1.13	0.16	1.28	0.18	1.11	1.29
Laboratory	--	0.24	0.09	0.33	0.13	0.34	0.47

Note: R&D = Research and Development

1. There is no laboratory land use in the ITE *Trip Generation* manual.

Source: Fehr & Peers, September 2012.

[2] Kimley-Horn and Associates, Inc., *Analysis of Gilead Sciences General Development Plan Traffic Impacts*, May 2008.

3.2.1 Proposed Project

Vehicle trip generation estimate summaries for the Proposed Project are shown in **Table 3-2**. The Proposed Project at buildout is anticipated to generate 24,615 daily trips, 2,293 AM peak hour trips, and 2,425 PM peak hour trips. These totals reflect existing uses on the site that are already generating trips. Additionally, previously approved uses for the site could move forward regardless of the project. The new vehicle trips generated by the Proposed Project were calculated for each of the Plus Project scenarios as follows:

- *Existing Plus Project:* Traffic generated by existing uses on the site were subtracted from traffic generated by proposed uses. The new trips shown in **Table 3-2** are those that would be added to the roadway network as a result of the Proposed Project in addition to the trips generated by existing uses on the project site.
- *Background Plus Project:* Traffic generated by Gilead's existing entitled land uses on the South Campus and traffic generated by the full occupancy of 301 Velocity Way on the North Campus were subtracted from traffic generated by proposed uses. The resulting new project trips shown in **Table 3-2** are those that would be added to the roadway network as a result of the Proposed Project in addition to the trips already generated by the existing project site and approved development included under Background Conditions.
- *Cumulative Plus Project:* Traffic generated by existing entitled land uses at the South Campus and North Campus was subtracted from traffic generated by proposed uses. The resulting new project trips shown in **Table 3-2** would be added to the roadway network as a result of the Proposed Project in addition to the trips generated by the approved and future probable development included under Cumulative Conditions.

The new trip generation under each scenario is shown in **Table 3-2**. Under Existing Conditions, the Proposed Project is projected to add 15,768 new daily trips, 1,548 AM peak hour trips, and 1,614 PM peak hour trips to the existing traffic on surrounding roadways. Under Background Conditions, the Proposed Project is projected to add 11,189 new daily trips, 1,060 AM peak hour trips, and 1,115 PM peak hour trips. Under Cumulative Conditions, the Proposed Project is projected to add 5,222 new daily trips, 360 AM peak hour trips, and 415 PM peak hour trips. The detailed calculation of these trip estimates is presented in **Appendix F**.

3.2.2 Lakeside Drive Open

Land uses and trip estimates for the Lakeside Drive Open variant would be identical to the Proposed Project. Trip assignment to the adjacent roadway network would be affected, as discussed in Section 3.3.

3.2.3 Project Alternatives

Trip generation estimates for the Project Alternatives were also developed by applying the Gilead specific trip generation rates. Traffic generated by the existing and entitled land uses were subtracted from the traffic generated by the proposed land uses for the Project Alternatives in a similar manner to the Proposed Project. The new traffic generated by Alternate A and B under each scenario is shown in **Tables 3-3** and **3-4**. The calculation of these trip estimates is presented in **Appendix F**.

TABLE 3-2: TRIP GENERATION SUMMARY – PROPOSED PROJECT

Scenario	Land Use		Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
	Type	Amount[1]		In	Out	Total	In	Out	Total
Proposed Project	General Office	1,524,000	16,779	1,722	244	1,966	274	1,692	1,966
	Laboratory	953,000	7,729	229	86	315	124	324	448
	MSB/Warehouse	23,600	107	10	2	12	3	8	11
	Proposed Sub-Total	*2,500,600*	*24,615*	*1,961*	*332*	*2,293*	*401*	*2,024*	*2,425*
Existing No Project	General Office	458,717	5,051	518	73	591	82	509	591
	Laboratory	468,018	3,796	112	42	154	61	159	220
	No Project Sub-Total	*926,735*	*-8,847*	*-630*	*-115*	*-745*	*-143*	*-668*	*-811*
New Trips – Existing Plus Project Conditions			15,768	1,331	217	1,548	258	1,356	1,614
Background No Project	General Office	816,369	8,989	922	131	1,053	147	906	1,053
	Laboratory	547,111	4,437	131	49	180	71	186	257
	No Project Sub-Total	*1,200,480*	*-13,426*	*-1,053*	*-180*	*-1,233*	*-218*	*-1,092*	*-1,310*
New Trips – Background Plus Project Conditions			11,189	908	152	1,060	183	932	1,115
Cumulative No Project	General Office	1,358,369	14,956	1,535	218	1,753	245	1,508	1,753
	Laboratory	547,111	4,437	131	49	180	71	186	257
	No Project Sub-Total	*1,905,480*	*-19,393*	*-1,666*	*-267*	*-1,933*	*-316*	*-1,694*	*-2,010*
New Trips – Cumulative Plus Project Conditions			5,222	295	65	360	85	330	415

Note: MSB = Material Storage Building. These traffic forecasts do not include trips generated by 303 Velocity Way which is not part of the project.

1. Amount of space expressed in square feet.

Source: Fehr & Peers, September 2012.

TABLE 3-3: TRIP GENERATION SUMMARY – ALTERNATE A

Trip Type	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
		In	Out	Total	In	Out	Total
Existing Conditions							
Alternate A	19,687	1,757	273	2,030	321	1,772	2,093
Existing	*-8,847*	*-630*	*-115*	*-745*	*-143*	*-668*	*-811*
New Trips	10,840	1,127	158	1,285	178	1,104	1,282
Background Conditions							
Alternate A	19,687	1,757	273	2,030	321	1,772	2,093
Background No Project	*-13,426*	*-1,053*	*-180*	*-1,233*	*-218*	*-1,092*	*-1,310*
New Trips	6,261	704	93	797	103	680	783
Cumulative Conditions							
Alternate A	19,687	1,757	273	2,030	321	1,772	2,093
Cumulative No Project	*-19,393*	*-1,666*	*-267*	*-1,933*	*-316*	*-1,694*	*-2,010*
New Trips	294	91	6	97	5	78	83

Note: These traffic forecasts do not include trips generated by 303 Velocity Way, which is not included in the project description.
Source: Fehr & Peers, September 2012.

TABLE 3-4: TRIP GENERATION SUMMARY – ALTERNATE B

Trip Type	Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
		In	Out	Total	In	Out	Total
Existing Conditions							
Alternate B	21,794	1,672	291	1,963	356	1,739	2,095
Existing	*-8,847*	*-630*	*-115*	*-745*	*-143*	*-668*	*-811*
New Trips	12,947	1,042	176	1,218	213	1,071	1,284
Background Conditions							
Alternate B	21,794	1,672	291	1,963	356	1,739	2,095
Background No Project	*-13,426*	*-1,053*	*-180*	*-1,233*	*-218*	*-1,092*	*-1,310*
New Trips	8,368	619	111	730	138	647	785
Cumulative Conditions							
Alternate B	21,794	1,672	291	1,963	356	1,739	2,095
Cumulative No Project	*-19,393*	*-1,666*	*-267*	*-1,933*	*-316*	*-1,694*	*-2,010*
New Trips	2,401	6	24	30	40	45	85

Note: These traffic forecasts do not include trips generated by 303 Velocity Way, which is not owned by Gilead Sciences.
Source: Fehr & Peers, September 2012.

As shown in **Tables 3-2**, **3-3**, and **3-4**, The Proposed Project, with the largest amount of development space, generates more vehicle traffic than Alternates A and B on a daily, AM peak hour, and PM peak hour basis. Alternates A and B generate similar amounts of traffic, with Alternate B generating more traffic on a daily basis and Alternate A generating slightly more AM peak hour traffic.

3.3 TRIP DISTRIBUTION

Trip distribution refers to the directions the trips generated by the project will use to approach and depart the site and the percentage of traffic using each direction. The trip distribution pattern for office and laboratory space in the Foster City Multi-Project Traffic Analysis was used for this study. The geographic distribution and trip percentages are presented on **Figure 3-1**.

3.4 TRIP ASSIGNMENT

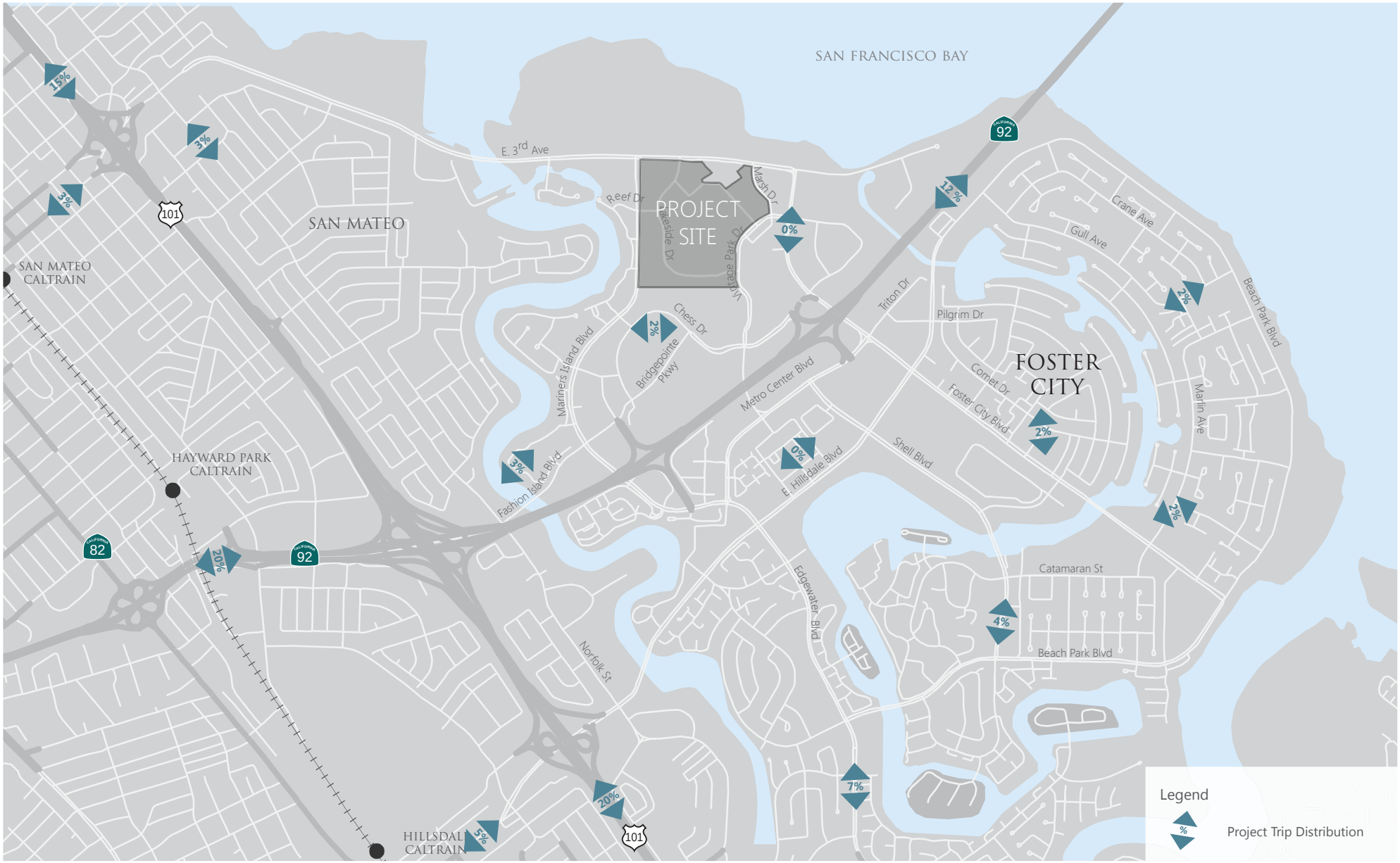
The Proposed Project and Project Alternatives were evaluated with the assumption that Lakeside Drive would be closed south of Reef Drive for all "with Project" scenarios. This represents the base case roadway scenario for the traffic analysis and is consistent with the Foster City Multi-Project Traffic Analysis and 2010 Gilead EIR.

The Lakeside Drive closure would cause traffic destined for Gilead's northerly parking garage to access the site from East Third Avenue and traffic destined for Gilead's southerly garage to access the site from Vintage Park Drive. It would also prohibit traffic from using Lakeside Drive as a cut-through route between Vintage Park Drive and East Third Avenue. Observations and counts show that the actual volume of traffic using Lakeside Drive as a cut-through route is relatively minor; thus, the closure of Lakeside Drive would have a negligible effect on background traffic circulation. The general effect of the Lakeside Drive closure would be to direct more project-traffic to use the uncongested intersections north of the project site, instead of the congested intersections to the south and east.

Trips generated by the Proposed Project and each of the Project Alternatives were assigned to the roadway system based on the trip distribution patterns shown on **Figure 3-1**. The trip assignments used in the evaluation of Existing Plus Project Conditions are presented on **Figure 3-2**. The trip assignments used in the evaluation of Background Plus Project and Cumulative Plus Project Conditions for the Proposed Project are presented on **Figures A-9** and **A-19**, respectively, in the appendix. The trip assignments used in the evaluation of the Project Alternatives under Existing, Background, and Cumulative Conditions are presented on **Figures A-2, A-3, A-11, A-12, A-21,** and **A-22**, respectively, in the appendix.

3.4.1 Lakeside Drive Open

Trip assignment for the Lakeside Drive Open variant is based on trip assignment patterns for the Lakeside Drive Open Sensitivity Test presented in the Foster City Multi-Project Traffic Analysis. The trip assignments used in the evaluation of the Lakeside Drive Open under Existing, Background, and Cumulative Conditions are presented on **Figures A-1, A-10,** and **A-20**, respectively, in the appendix.



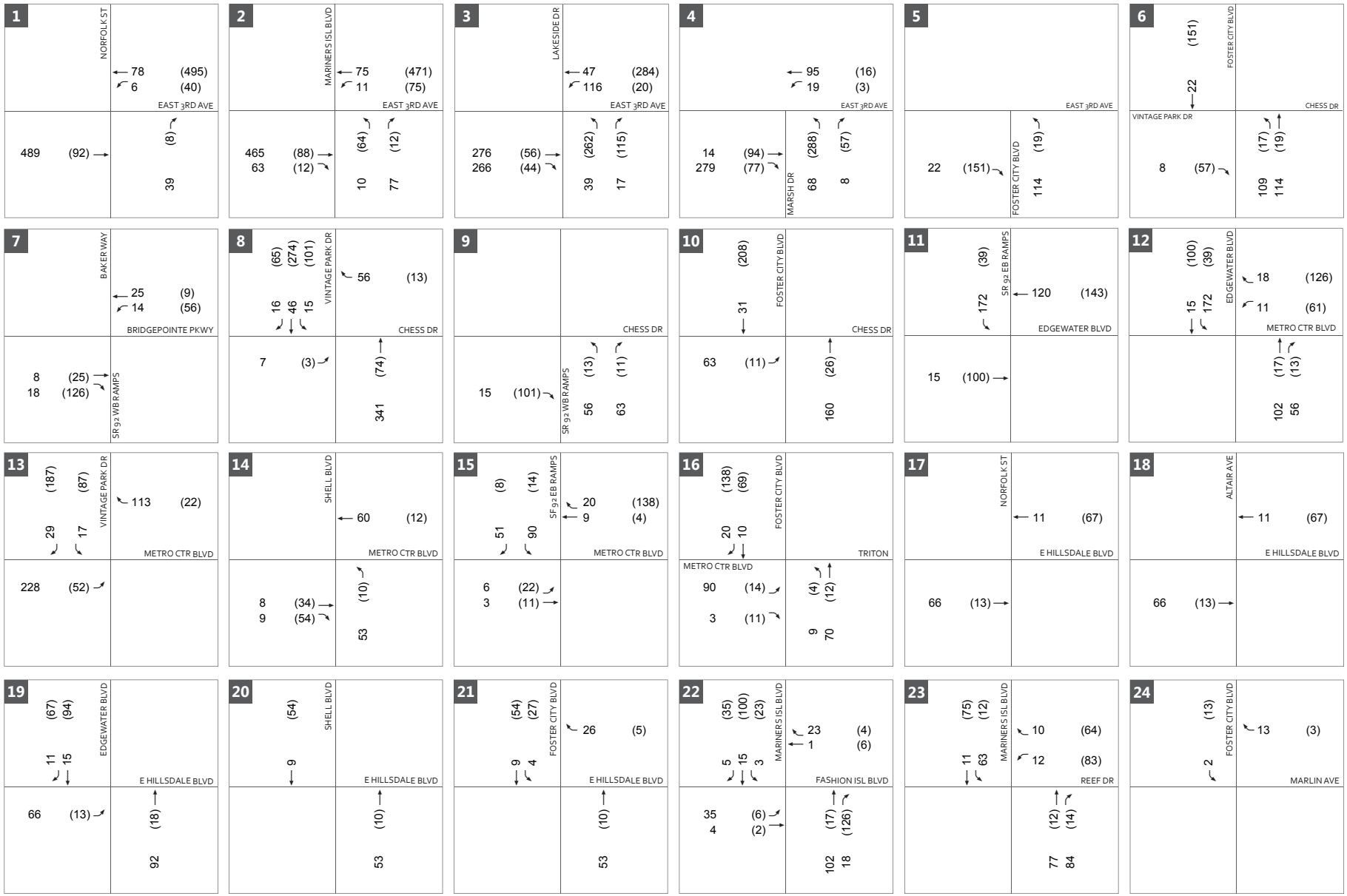
Not to Scale

FEHR PEERS

SF12-0606 Gilead Sciences EIR Redux\Graphics

TRIP DISTRIBUTION

FIGURE 3-1



LEGEND XX (YY): AM (PM)

TRIP ASSIGNMENT – PROPOSED PROJECT

FIGURE 3-2

FEHR PEERS

3.5 PARKING

The Proposed Project would have 6,050 parking spaces, including spaces shared with the 303 Velocity Way building (located outside the project site). The North Campus would contain 3,796 spaces and the South Campus 2,254 spaces.

Parking would be provided in a combination of parking structures and surface lots. The North Campus would include two parking structures near the intersection of Marsh Road and East Third Avenue. These parking garages would be between three and six levels. The size of the parking structure would be determined by the uses permitted for proposed buildings. Additional surface parking stalls would be provided at the South and North Campuses. Parking spaces would be universal stalls (8.5 feet wide by 18 feet long), per Foster City Municipal Code requirements.

3.5.1 Parking Supply Requirements

The Foster City Municipal Parking Code allows for a reduced parking ratio for laboratory buildings in biopharmaceutical campus developments, with approval by the City Council. The reduced ratio includes the following requirements for the project (Municipal Code 17.62.060(B)(5)(f)):

> "i. The entire land area encompassing the biopharmaceutical campus shall be owned or leased and occupied by one biopharmaceutical company, unless the city, in its sole discretion and based on the factors set forth in subsection (B)(5)(f)(vi) of this section, approves the lease or sale of a portion of the biopharmaceutical campus to another entity or entities.
>
> ii. The biopharmaceutical campus shall consist of a minimum of thirty acres, contiguous or across the street.
>
> iii. The biopharmaceutical campus shall contain sufficient land area so that at build-out it can support all required parking in either at-grade parking lots or within parking structures.
>
> iv. Once approved by the city as a part of the initial use permit, the use(s) housed within buildings in the biopharmaceutical campus shall not be changed without the prior review, evaluation of parking available to serve the changed use(s), and approval by the city.
>
> v. If the city allows a parking ratio for laboratory buildings within a biopharmaceutical campus that is less stringent than would be required for the same type of buildings not located within the subject biopharmaceutical campus, such parking ratio shall be recorded with the San Mateo County recorder's office along with the general development plan approved by the city. The recorded document shall make clear that the reduced parking ratio applies to laboratory buildings in the subject biopharmaceutical campus only and that if removed from the bio-pharmaceutical campus or if title is transferred to another entity, at the discretion of the city, the laboratory buildings may be subject to the parking requirements then in effect for similar buildings in the city that are not located within the subject biopharmaceutical campus. The documents shall be recorded with the San Mateo County recorder's office such that this information shall be easily detected and routinely included in a standard preliminary title report.
>
> vi. No proposed sale or lease of any portion of the biopharmaceutical campus shall close escrow or otherwise be finalized without the prior review and approval of the city, which shall limit its review and approval to the impact of the proposed sale or lease on the ability of the existing and new occupants to meet their off-street parking requirements, both individually and in the aggregate.

Any purchase and sale agreement or lease with respect to any portion of the biopharmaceutical campus shall be conditioned upon such city approval; shall specifically identify all land use approvals for the biopharmaceutical campus, including, without limitation, any environmental impact report, mitigation monitoring plan, general development plan, specific development plan or other approval applicable to the biopharmaceutical campus; and shall include an express obligation on the part of the transferee or lessee to abide by all conditions and requirements set forth in such existing land use approvals, including, without limitation, the conditions set forth in any environmental impact report, mitigation monitoring plan, general development plan, specific development plan or other approval applicable to the biopharmaceutical campus."

The parking ratios approved for the Gilead Campus through City Ordinance 554, which approved the 2010 Campus Master Plan, are:

- Office: 1 space per 250 gross square feet
- Laboratory: 1 space per 833 gross square feet
- Warehouse/Material Storage: 1 space per 500 gross square feet

In addition, the 2010 Gilead Sciences Master Plan incorporated the following reduction for the purposes of calculating parking requirements:

- Efficiency Factor: This factor recognizes that not all of a building's square footage is usable (i.e. hallways, lobbies, and restrooms). An efficiency factor of 85 percent was used to approximate the actual usable square footage proposed in the 2010 Master Plan.

A 15 percent reduction in parking supply is being considered by Foster City to account for reductions due to the Gilead TDM Plan presented in **Appendix G**. Further reductions from these ratios account for motorcycle and bicycle parking. These credits include:

- Motorcycle spaces in 1% of parking stalls (1 parking space credited for every 2 motorcycle spaces)
- Bicycle spaces in 5% of parking stalls (1 parking space credited for every 8 bicycle spaces)

The 2010 approved rates and parking supply methodologies have been carried forward for the Proposed Project. As part of the 2009 sale of the North Campus, EFI retained access to parking on the Project site. On January 19, 2009, Gilead Sciences entered into a Reciprocal Easement Agreement and Declaration of Covenants, Conditions and Restrictions (REA) with EFI. The REA grants EFI an easement to utilize parking spaces within the shared parking lots. Gilead Sciences retains the right to relocate the parking easement area to another location on the property with 30 days written notice to EFI. Some or all of this relocated parking easement may be within a parking structure. This parking is included in the total count of spaces provided for the campus. **Table 3-5** below displays the parking supply for the Proposed Project.

3.5.2 Parking Demand

According to data collected by Kimley-Horn and Associates, Inc. for an April 1, 2008 parking study, parking demand ratios for Gilead's office and laboratory uses are 2.64 spaces per 1,000 square feet and 1.35 spaces per 1,000 square feet, respectively.

According to the Institute of Transportation Engineers' (ITE) *Parking Generation*, 3rd Edition, the peak parking demand ratio is 2.84 spaces per 1,000 square feet of office uses and 1.27 spaces per 1,000 square feet of industrial park uses. The manual does not include a specific ratio for laboratory uses, but industrial park uses are available as a proxy.

Parking demand, as calculated from these two sources, is summarized below in **Table 3-6**. Because the land uses on-site are primarily office and laboratory uses, which peak at similar times of the day and days of the week, the potential for shared parking is limited. As shown in **Table 3-6**, based on empirical data and ITE's published data for similar land uses, the parking supply associated with the Proposed Project would not result in a parking shortage.

TABLE 3-5: REQUIRED PARKING SUPPLY CALCULATION

Building Type	Square Footage (k.s.f.)	Efficiency Factor	Square Footage for Parking Calculations (k.s.f)	Parking Ratio (space/s.f.)	Resulting Parking (spaces)	Parking Required (with 15% reduction)	Motorcycle Parking Credit[1]	Bicycle Parking Credit[1]	Total Parking Required (including credit for Motorcycle and Bicycle Parking)	Proposed Parking Supply
Office	1,524	0.85	1,295.4	1/250	5,182	4,405				
Lab	953	0.85	810.05	1/833	972	826				
MSB + Warehouse	23.6	0.85	20.06	1/500	40	35				
Proposed Project Subtotal	*2,500.6*				*6,194*	*5,266*	*26*	*33*	*5,207*	
EFI/303 Velocity Way (Shared Supply)	295	0.85	250.75	1/250	1,003	853	5	5	843	
Total with EFI	*2,795.6*				*7,197*	*6,119*	*31*	*38*	*6,050*	*6,050*

Notes: k.s.f. = 1,000 square feet, MSB = Material Storage Building

1. A total of 53 motorcycle parking spaces are required (per the one percent requirement) and 263 bicycle parking spaces are required (per the five percent requirement). For the purpose of identifying required parking spaces, one standard parking space is credited for every two motorcycle spaces and for every eight bicycle spaces.

Source: Fehr & Peers, September 2012.

TABLE 3-6: PARKING DEMAND ESTIMATE AND SUPPLY COMPARISON

Building Type	Square Footage (k.s.f)	Efficiency Factor	Square Footage for Parking Calculations (k.s.f.)	ITE Ratio[1]	ITE Demand Estimate[1]	Gilead's Empirical Ratio[2]	Empirical Demand Estimate[2]	Total Required Parking Supply (From Table 3-5)
Office	1,524	0.85	1,295.4	2.84 per k.s.f	3,679	2.64 per k.s.f	3,420	
Lab	953	0.85	810.05	1.27 per k.s.f	1,029	1.35 per k.s.f	1,094	
MSB + Warehouse[2]	23.6	0.85	20.06	0.51 per k.s.f	12	N/A	12	
Proposed Project Subtotal	*2,500.6*				*4,720*		*4,526*	*5,208*
EFI/303 Velocity Way (Shared Supply)	295	0.85	250.75	2.84 per k.s.f	838	N/A	838	842
Total with EFI	*2,795.6*				*5,654*		*5,364*	*6,050*

Notes: k.s.f = 1,000 square feet, MSB = Material Storage Building

1. Based on parking demand rates contained within the Institute of Transportation Engineers' (ITE) *Parking Generation*, 3rd Edition.
2. Empirical ratio and demand estimates are based on parking rates determined from the Kimley-Horn and Associates, Inc. April 1, 2008 parking study conducted at the Gilead Sciences campus. This study did not include MSB or Warehouse space.

Source: Fehr & Peers, September 2012.

CHAPTER 4. EXISTING PLUS PROJECT CONDITIONS

This chapter presents the results of the intersection and freeway level of service analysis for Existing Plus Project Conditions. Existing Conditions form the baseline against which project-related impacts are evaluated.

4.1 PROPOSED LAND USES

The Proposed Project would add 1,573,865 square feet of office and laboratory space to the North and South Campuses when compared to the existing land uses at the project site. Alternate A would add 978,745 square feet to the North and South Campuses, including a shift of approximately 22,586 square feet of proposed laboratory space to office space. Alternate B would add 1,317,505 square feet to the North and South Campuses. **Table 4-1** shows the proposed land uses for the Proposed Project and Project Alternatives and the net change in land uses compared to the existing uses on the site.

TABLE 4-1
NET CHANGE IN LAND USES FOR GILEAD SITE UNDER EXISTING CONDITIONS

	Land Use Type	Proposed Project	Alternate A	Alternate B
Proposed Land Uses	General Office	1,524,000 s.f.	1,460,048 s.f.	1,268,048 s.f.
	Laboratory	953,000 s.f.	445,432 s.f.	952,592 s.f.
	MSB/Warehouse	23,600 s.f.	0	23,600 s.f.
	Total	*2,500,600 s.f.*	*1,905,480 s.f.*	*2,244,240 s.f.*
Existing Gilead Land Uses	General Office	458,717 s.f.	458,717 s.f.	458,717 s.f.
	Laboratory	468,018 s.f.	468,018 s.f.	468,018 s.f.
	MSB/Warehouse	0	0	0
	Total	*926,735 s.f.*	*926,735 s.f.*	*926,735 s.f.*
Net Change	General Office	1,065,283 s.f.	1,001,331 s.f.	809,331 s.f.
	Laboratory	484,982 s.f.	-22,586 s.f.	484,574 s.f.
	MSB/Warehouse	23,600 s.f.	0	23,600 s.f.
	Total	*1,573,865 s.f.*	*978,745 s.f.*	*1,317,505 s.f.*

Notes: s.f. = square feet, MSB = Material Storage Building
Source: Fehr & Peers, September 2012

4.2 INTERSECTION OPERATIONS

Existing intersection volumes plus new vehicle trips due to the Proposed Project are shown on **Figure 4-1**. Existing intersection volumes plus vehicle trips due to the Lakeside Drive Open variant and Project Alternatives are shown on **Figures A-4** through **A-6** in the appendix. The intersection LOS results due to the Proposed Project, Lakeside Drive Open variant, and the Project Alternatives are discussed below.

4.2.1 Proposed Project

The LOS results presented in **Table 4-2** show that all of the study intersections would operate at an acceptable LOS D or better with the Proposed Project. The addition of new vehicle trips due to the Proposed Project is expected to increase vehicle delay at study intersections directly adjacent to the project site and on roadways such as East Third Avenue or Chess Drive that serve as key connections to US 101 and SR 92. However, these increases in delay would not be considered significant.

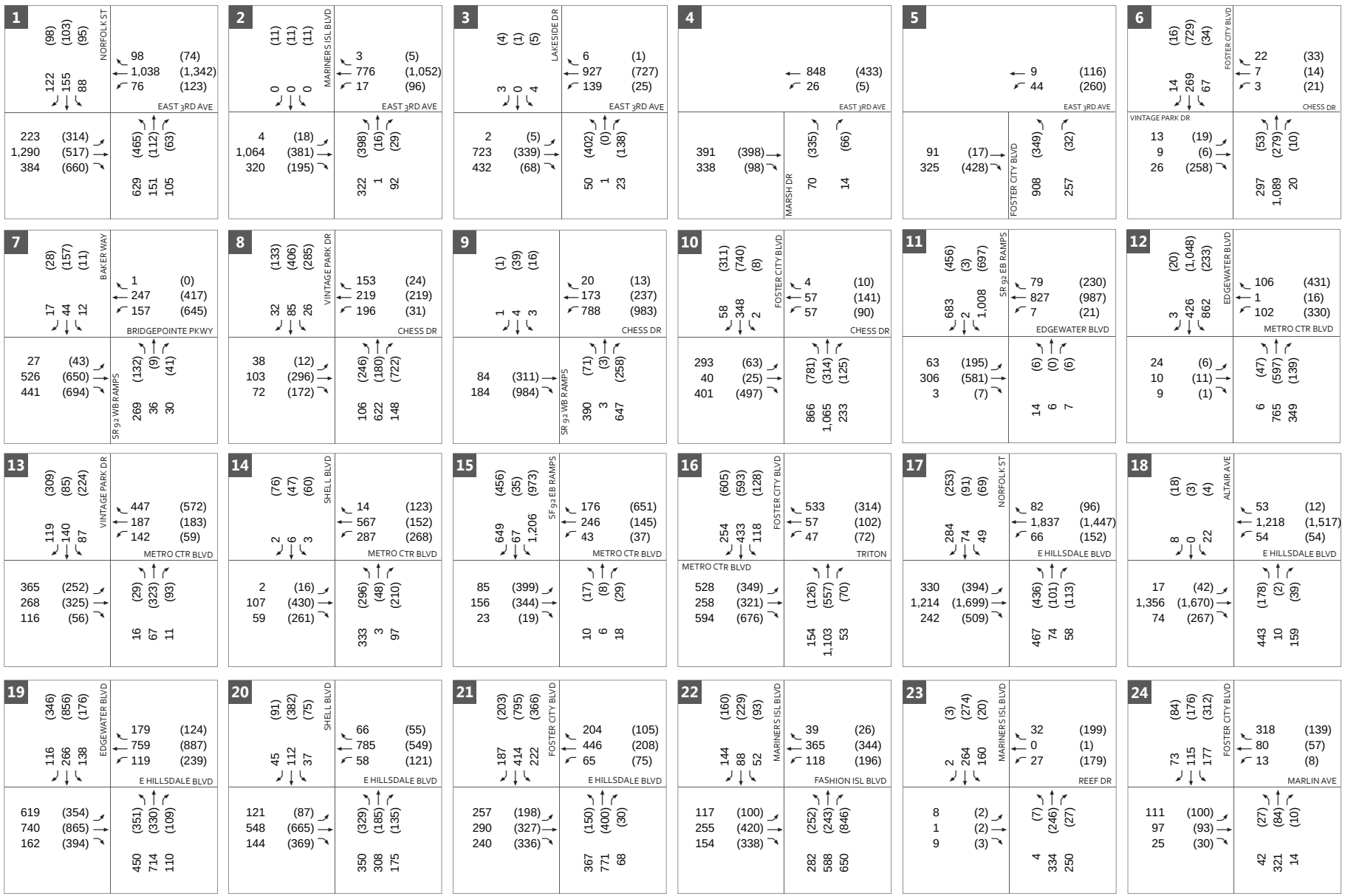
4.2.2 Lakeside Drive Open

The LOS results presented in **Table 4-2** show that all of the intersections would operate at an acceptable LOS D or better under the Lakeside Drive Open variant. The intersections analyzed in the VISSIM analysis would operate similarly to conditions with the Proposed Project. All other study intersections would generally operate with slightly lower vehicle delays.

4.2.3 Project Alternatives

The LOS results presented in **Table 4-2** show that all of the intersections would operate at an acceptable LOS D or better with Alternates A and B. The intersections analyzed in the VISSIM analysis would operate similarly to conditions with the Proposed Project. All other study intersections would generally operate with slightly lower vehicle delays at a majority of the study intersections.

However, added vehicle traffic due to Alternate B would increase vehicle delay by three seconds over the Proposed Project at the intersection of Vintage Park Drive and Chess Drive during the PM peak hour. This is due to the larger office development at the North Campus under Alternate B compared to the Proposed Project. This office space would increase the traffic destined for the Chess Drive on-ramp and would add more trips than the Proposed Project to the over-capacity southbound left-turn lane from Vintage Park Drive. The Proposed Project would add more traffic to other approaches that have excess capacity, such as the southbound through movement.



LEGEND XX (YY): AM (PM)

EXISTING PLUS PROJECT
INTERSECTION PEAK HOUR VOLUMES – PROPOSED PROJECT

FIGURE 4-1

FEHR PEERS

4.3 FREEWAY OPERATIONS

Existing freeway volumes plus new vehicle trips due to the Proposed Project and Project Alternatives are shown in **Table 4-3**. Existing daily traffic volumes plus new vehicle trips due to the Proposed Project and Project Alternatives on the study freeway segments are shown in **Table E-2** of **Appendix E**.

4.3.1 Proposed Project

The freeway traffic volumes and analysis results with the Proposed Project are presented in **Table 4-3**. The freeway operations would vary depending on the peak hour, direction, and segment, ranging from LOS B to LOS E. No segments on SR 92 or US 101 would exceed their CMP LOS threshold with the Proposed Project.

4.3.2 Lakeside Drive Open

The freeway operations for the Lakeside Drive Open variant would be similar to the Proposed Project and no segments on SR 92 or US 101 would exceed their CMP LOS threshold with the addition of project trips.

4.3.3 Project Alternatives

The freeway operations for the Project Alternatives would be similar to the Proposed Project and no segments on SR 92 or US 101 would exceed their CMP LOS thresholds.

TABLE 4-2: EXISTING PLUS PROJECT INTERSECTION LOS RESULTS

Intersection	Control	Existing				Existing Plus Proposed Project				Existing Plus Lakeside Drive Open				Existing Plus Alternate A				Existing Plus Alternate B			
		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
		Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
1. Norfolk Street and East Third Avenue[2]	Signal	30	C	27	C	36	D	31	C	36	D	31	C	34	C	30	C	32	C	29	C
2. Mariners Island Boulevard and East Third Avenue	Signal	10	B[4]	13	B	< 10	A[4]	14	B	< 10	A[4]	15	B	< 10	A[4]	14	B	< 10	A[4]	13	B
3. Lakeside Drive and East Third Avenue	Signal	< 10	A	11	B	< 10	A	16	B	< 10	A	16	C	< 10	A	16	B	< 10	A	15	B
4. Marsh Drive and East Third Avenue	Signal	< 10	A	< 10	A	< 10	A	24	C	< 10	A	22	C	< 10	A	22	C	< 10	A	24	C
5. Foster City Boulevard and East Third Avenue	Signal	< 10	A	< 10	A	< 10	A	< 10	A	< 10	A	< 10	A	< 10	A	< 10	A	< 10	A	< 10	A
6. Foster City Boulevard and Vintage Park Drive/Chess Drive	Signal	10	B	16	B	11	B	17	B	11	B	17	B	10	B	16	B	11	B	17	B
7. Baker Way/SR 92 Westbound Ramps and Fashion Island Boulevard/Bridgepointe Parkway[2]	Signal	17	B	20	C	17	B	22	C	17	B	21	C	17	B	21	C	17	B	21	C
8. Vintage Park Drive and Chess Drive	Signal	25	C	35	D	26	C	40	D	26	C	40	D	26	C	39	D	26	C	42	D
9. SR 92 Westbound Ramps and Chess Drive[3]	Signal	11	B	21	C	18	B	25	C	18	B	23	C	17	B	24	C	17	B	27	C
10. Foster City Boulevard and Chess Drive[3]	Signal	17	B	18	B	18	B	21	C	18	B	20	C	18	B	20	C	18	B	20	B
11. SR 92 Eastbound Ramps and Edgewater Boulevard/Mariners Island Boulevard	Signal	16	B	18	B	18	B	19	B	18	B	19	B	18	B	18	B	18	B	19	B
12. Edgewater Boulevard and Metro Center Boulevard	Signal	16	B	17	B	17	B	21	C	17	B	21	C	17	B	20	B	17	B	21	C
13. Vintage Park Drive and Metro Center Boulevard	Signal	20	B	21	C	20	B	22	C	20	B	22	C	20	B	21	C	20	B	22	C
14. Shell Boulevard and Metro Center Boulevard	Signal	18	B	24	C	18	B	26	C	18	B	26	C	18	B	25	C	18	B	25	C
15. SR 92 Eastbound Ramps and Metro Center Boulevard[3]	Signal	15	B	19	B	19	B	22	C	19	B	22	C	18	B	20	C	20	B	21	C
16. Foster City Boulevard and Metro Center Boulevard/Triton Drive[3]	Signal	22	C	18	B	23	C	19	B	23	C	19	B	22	C	18	B	23	C	19	B
17. Norfolk Street and East Hillsdale Boulevard[2]	Signal	25	C	30	C	25	C	30	C	25	C	30	C	25	C	30	C	25	C	30	C
18. Altair Avenue and East Hillsdale Boulevard	Signal	17	B	< 10	A	17	B	< 10	A	17	B	< 10	A	17	B	< 10	A	17	B	< 10	A
19. Edgewater Boulevard and East Hillsdale Boulevard	Signal	26	C	31	C	28	C	34	C	28	C	35	C	27	C	34	C	27	C	34	C
20. Shell Boulevard and East Hillsdale Boulevard	Signal	20	C	22	C	21	C	23	C	21	C	22	C	21	C	23	C	21	C	23	C
21. Foster City Boulevard and East Hillsdale Boulevard	Signal	26	C	22	C	27	C	22	C	27	C	22	C	27	C	22	C	27	C	22	C
22. Mariners Island Boulevard and Fashion Island Boulevard[2]	Signal	28	C	32	C	29	C	33	C	29	C	33	C	28	C	33	C	28	C	33	C
23. Mariners Island Boulevard and Reef Drive[2]	SSS	13	B	11	B	18	C	13	B	17	C	13	B	18	C	13	B	14	B	12	B
24. Foster City Boulevard and Marlin Avenue	AWS	23	C	13	B	25	C	14	B	25	C	14	B	24	C	14	B	24	C	14	B

Notes: SSS = Side-street stop, AWS = All-way stop

1. For signalized and all-way stop controlled intersections, the delay shown is the weighted average for all movements in seconds per vehicle. For side-street stop controlled intersection, the delay shown is the worst-operating approach delay. Changes in delay to intersections operating at LOS A are imperceptible to drivers and therefore are shown to be less than 10 seconds of delay.
2. Intersection in San Mateo.
3. Intersection analyzed using the VISSIM microsimulation model.
4. As shown in **Appendix C**, the calculated vehicle delay under Existing Conditions is 10.2 seconds, which corresponds to LOS B (greater than 10 seconds), and under Existing Plus Proposed Project Conditions is 9.6 seconds of delay, which corresponds to LOS A (less than 10 seconds). This slight decrease in delay is due to the large number of project trips added to the east and westbound through movements on East Third Avenue. These movements operate with lower delay than the intersection average and therefore cause the average vehicle delay to decrease.

Source: Fehr & Peers, September 2012.

TABLE 4-3: EXISTING PLUS PROJECT FREEWAY SEGMENT LOS RESULTS

Segment	CMP LOS Standard	Peak Hour	Direction	Existing		Existing Plus Proposed Project		Existing Plus Lakeside Drive Open		Existing Plus Alternate A		Existing Plus Alternate B	
				Volume[1]	LOS	Volume[1]	LOS	Volume[1]	LOS	Volume[1]	LOS	Volume[1]	LOS
A. US 101, north of East Third Avenue[2]	F	AM	Northbound	9,454	E	9,487	E	9,487	E	9,479	E	9,481	E
			Southbound	8,403	D	8,607	D	8,607	D	8,576	D	8,563	D
		PM	Northbound	8,845	D	9,053	D	9,053	D	9,015	D	9,010	D
			Southbound	8,391	D	8,430	D	8,430	D	8,418	D	8,423	D
B. US 101, between East Third Avenue and SR 92	F	AM	Northbound	9,049	D	9,310	E	9,324	E	9,296	E	9,177	D
			Southbound	8,608	D	8,648	D	8,654	D	8,642	D	8,631	D
		PM	Northbound	9,258	E	9,307	E	9,313	E	9,296	E	9,285	E
			Southbound	8,604	D	8,867	D	8,885	D	8,844	D	8,736	D
C. US 101, north of East Hillsdale Boulevard	E	AM	Northbound	8,166	D	8,438	D	8,438	D	8,198	D	8,378	D
			Southbound	7,344	C	7,389	D	7,389	D	7,575	D	7,381	D
		PM	Northbound	8,182	D	8,234	D	8,234	D	8,407	D	8,225	D
			Southbound	7,487	D	7,765	D	7,765	D	7,523	D	7,707	D
D. US 101, south of East Hillsdale Boulevard	E	AM	Northbound	7,592	D	7,864	D	7,864	D	7,624	D	7,804	D
			Southbound	9,013	D	9,057	D	9,057	D	9,244	E	9,049	D
		PM	Northbound	8,951	D	9,003	D	9,003	D	9,176	D	8,994	D
			Southbound	8,759	D	9,037	D	9,037	D	8,795	D	8,979	D
E. SR 92, between US 101 and Mariners Island Boulevard/Edgewater Boulevard	E	AM	Eastbound	5,634	D	5,961	D	5,945	D	5,881	D	5,983	D
			Westbound	5,930	D	5,979	D	5,974	D	5,962	D	5,981	D
		PM	Eastbound	6,400	E	6,463	E	6,457	E	6,439	E	6,466	E
			Westbound	5,658	C	5,953	D	5,934	D	5,871	D	5,966	D
F. SR 92, Mariners Island Boulevard/Edgewater Boulevard and Foster City Boulevard	E	AM	Eastbound	4,199	C	4,346	C	4,346	C	4,315	C	4,378	C
			Westbound	5,643	C	5,659	C	5,659	C	5,656	C	5,662	C
		PM	Eastbound	5,676	C	5,699	C	5,699	C	5,694	C	5,705	C
			Westbound	4,475	C	4,580	C	4,580	C	4,557	C	4,602	C
G. SR 92, east of Foster City Boulevard	E	AM	Eastbound	2,590	B	2,617	B	2,617	B	2,609	B	2,611	B
			Westbound	5,601	D	5,766	D	5,766	D	5,741	D	5,731	D
		PM	Eastbound	5,108	D	5,275	D	5,276	D	5,245	D	5,241	D
			Westbound	2,806	B	2,837	B	2,837	B	2,828	B	2,832	B

Notes: **Bold** indicates locations where segment operations exceed CMP thresholds

1. Volumes presented are passenger-car equivalents.
2. An auxiliary lane in both directions has been completed on this freeway segment since the 2010 Gilead EIR.

Source: Fehr & Peers, September 2012.

CHAPTER 5. BACKGROUND CONDITIONS

Background Conditions include existing traffic plus traffic generated by occupancy of vacant buildings and approved but not yet constructed developments, including Gilead's existing entitled land uses on the South Campus per the 2010 Gilead Sciences EIR. The existing roadway system was used in this scenario as no near-term improvements are identified. The developments included under Background Conditions are shown in **Table 5-1**. The locations of these developments are shown on **Figure 5-1**.

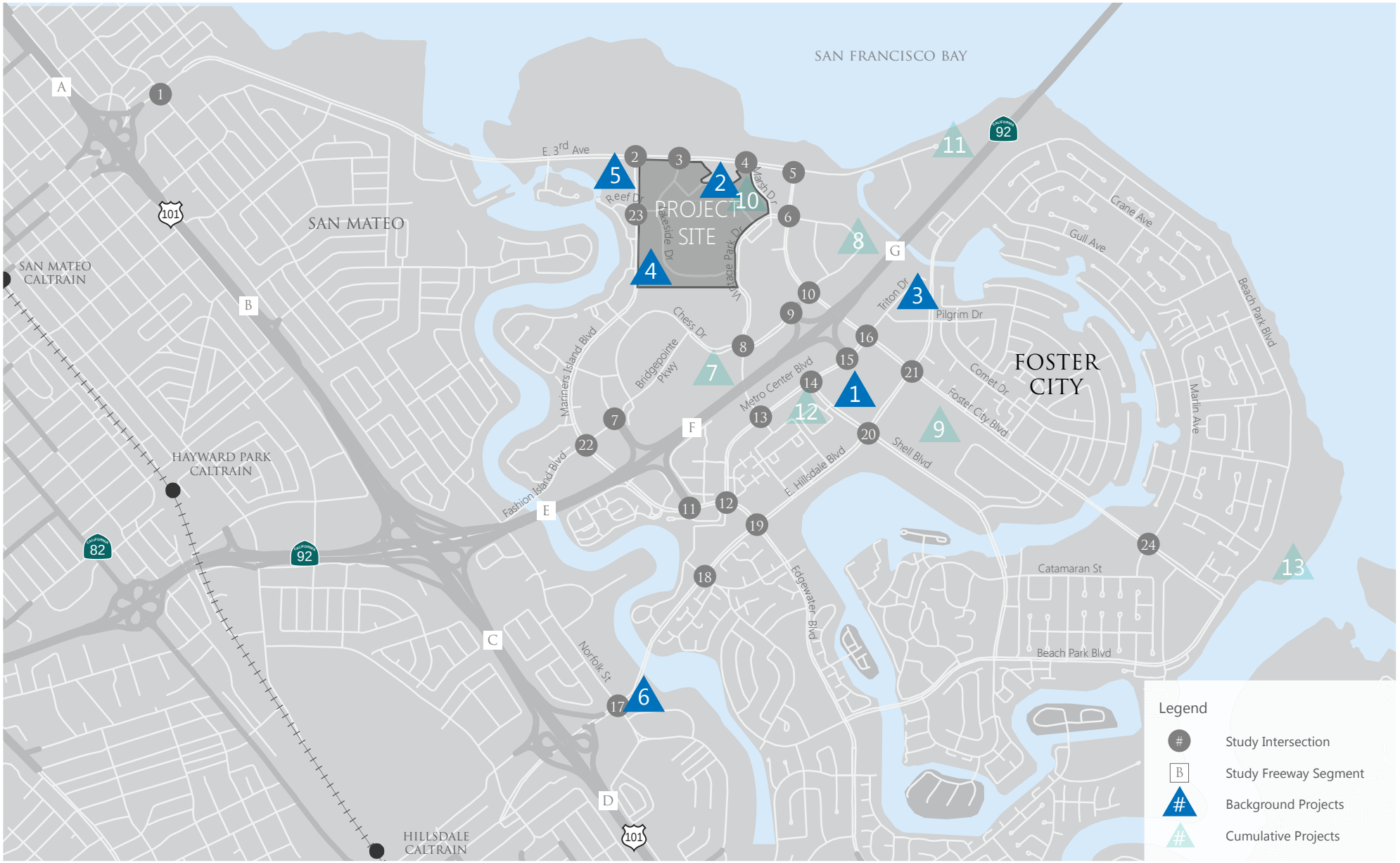
TABLE 5-1: BACKGROUND DEVELOPMENTS

Category	Project Number	Project Name	Existing Land Uses	Proposed Land Uses (Replaces Existing Land Uses)
Existing Unoccupied Space	1	Parkside Towers	7,861 s.f. retail	17,400 s.f. retail
	2	303 Velocity Way	R&D/Office 595 employees	Office 850 employees
Approved but not yet Constructed/ Occupied Projects	3	Pilgrim-Triton Master Plan	256,000 s.f. industrial park, 38,300 s.f. office	266,000 s.f. office, 30,000 s.f. retail. 730 residential units (including 64 live-work units)
	4	2010 Gilead Sciences Master Plan (Gilead South Campus) [1]	763,735 s.f. biopharmaceutical campus (office & lab)	653,369 s.f. max office, 547,111 s.f. min lab for a max total 1,200,480 s.f. biopharmaceutical campus[1]
	5	400 Mariners Island Blvd[2]	--	76 residential units
	6	1521 Lago Street[2]	28 apartments	24 condos

Notes: s.f. = square feet

1. These land uses will be replaced by the Proposed Project or Project Alternatives under Plus Project Conditions.
2. These developments are located in the City of San Mateo.

Source: Fehr & Peers, September 2012.



Not to Scale

BACKGROUND (EXISTING UNOCCUPIED SPACE AND APPROVED) PROJECTS

FIGURE 5-1

FEHR PEERS

SF12-0606 Gilead Sciences EIR Redux\Graphics

5.1 BACKGROUND TRAFFIC VOLUMES

Fehr & Peers developed trip generation estimates by applying trip generation rates and equations presented in the Institute of Transportation Engineers (ITE) *Trip Generation* (8th Edition) to the developments shown in **Table 5-1**. The site-specific trip generation rates for Gilead Sciences were used for the land uses proposed under the 2010 Gilead Sciences Master Plan and for 301 Velocity Way. Where appropriate, internalized trip reductions were taken into account for trips between uses in mixed-use projects, and pass-by reductions were applied to retail uses to account for trips that are already on the roadway network and would stop at the site and therefore not be considered new trips. The reduction amounts were derived from ITE's *Trip Generation Handbook*, 2nd Edition, 2004. Because the pass-by reduction rates indicated by the *Trip Generation Handbook* are relatively high for similarly-sized retail establishments[3], to be conservative, a maximum PM pass-by percentage of 40 percent was used. Pass-by reduction rates of 20 percent and 10 percent were used for daily and AM peak hour trips, respectively. Trips generated by existing uses were subtracted from trips generated by proposed uses to determine the net number of trips added to the surrounding roadway system.

Equations used for the trip generation estimates are summarized in **Table F-1** in the appendix, along with the corresponding ITE land use category. Trip generation estimates for each background development project are presented in **Tables F-4** through **F-5** in the appendix. **Table 5-2** summarizes the trip generation estimates. Overall, the developments associated with Background Conditions are projected to add 12,392 daily trips, 1,114 AM peak hour trips, and 1,190 PM peak hour trips to existing traffic volumes. This includes the traffic volumes generated by the buildout of the South Campus per the 2010 Gilead Sciences Master Plan and the full occupancy of 301 Velocity Way.

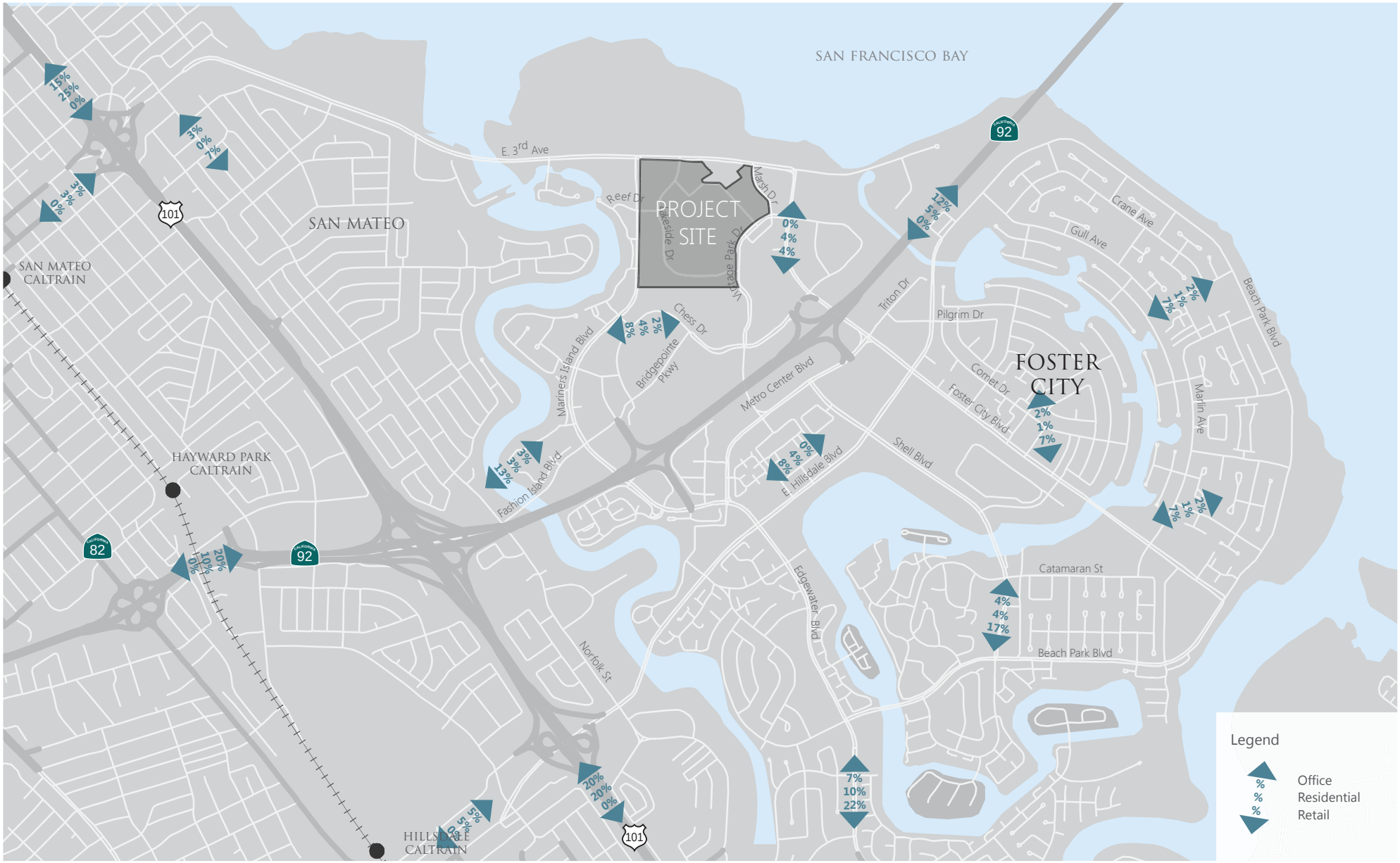
TABLE 5-2 BACKGROUND DEVELOPMENT TRIP GENERATION ESTIMATE SUMMARY

Daily	AM Peak Hour			PM Peak Hour		
Total	**In**	**Out**	**Total**	**In**	**Out**	**Total**
12,392	784	330	1,114	384	805	1,190

Source: Fehr & Peers, September 2012

These AM and PM peak hour trips were assigned to the freeway segments, roadway segments, and intersection turning movements based on the directions of approach and departure depicted on the trip distribution figure, **Figure 5-2**. Trip distribution patterns for each broad category of land use (residential, office/business park/R&D, and retail/community services) were obtained from the Foster City Multi-Project Traffic Analysis. The traffic projections at study intersections for the developments projects included in Background Conditions are presented on **Figures A-7** and **A-8** in the appendix. Intersection turning movement volumes for Background Conditions are shown on **Figure 5-3**.

[3] The ITE pass-by rate for retail projects of 50,000 square feet or less is 48 percent and greater (the percentage increases as the size of retail decreases). This rate reflects that typical uses in smaller retail centers are neighborhood-serving and not regional draws.



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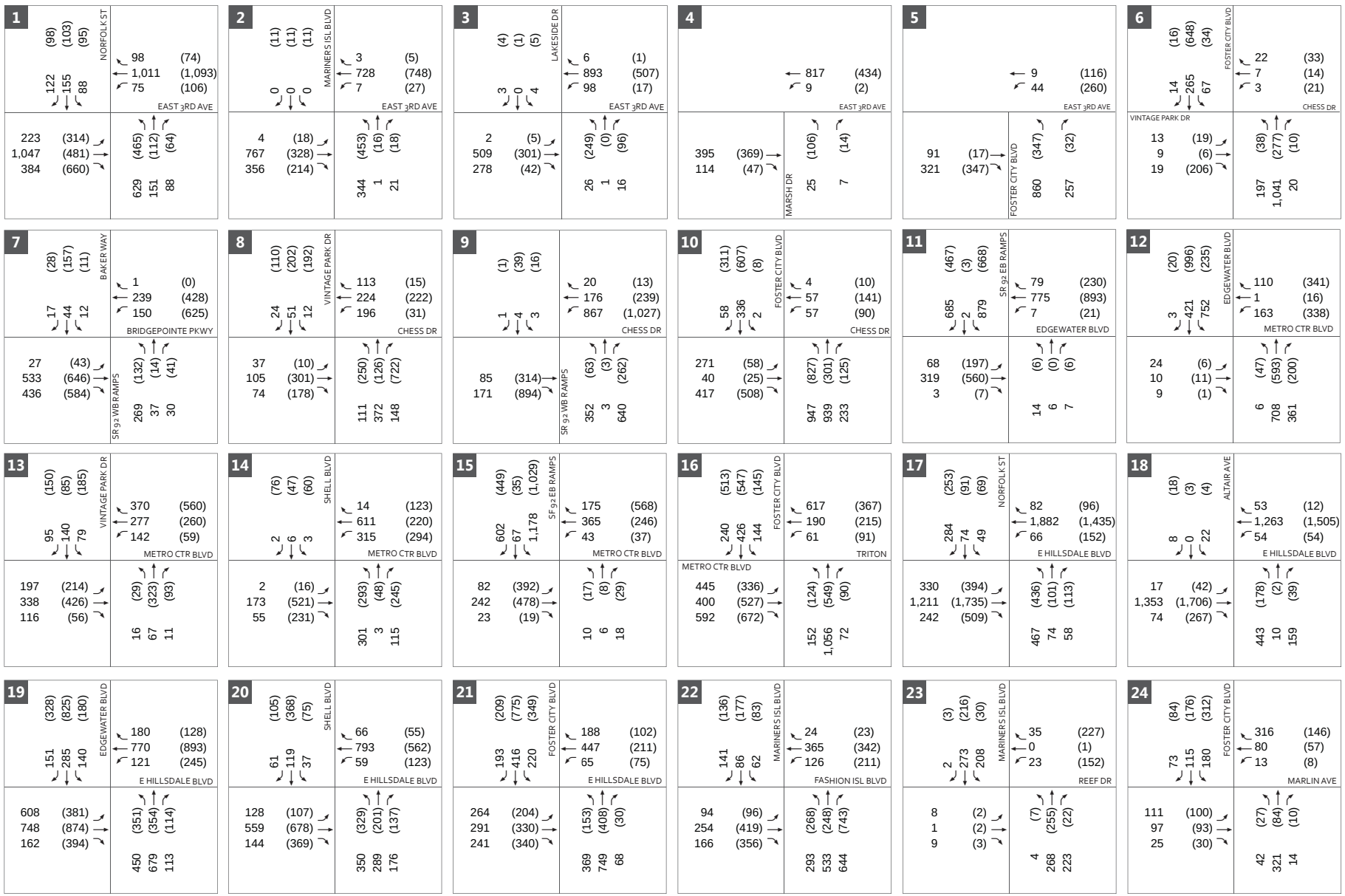
FEHR PEERS

SF12-0606 Gilead Sciences EIR Redux\Graphics

BACKGROUND AND CUMULATIVE TRIP DISTRIBUTION

FIGURE 5-2



LEGEND XX (YY): AM (PM)

BACKGROUND CONDITIONS INTERSECTION PEAK HOUR VOLUMES

FIGURE 5-3

FEHR PEERS

5.2 BACKGROUND PLUS PROJECT CONDITIONS

The Proposed Project would add 1,137,120 square feet of office and laboratory space to the North and South Campuses when compared to what is currently approved for the project site as a part of the 2010 Gilead Sciences Master Plan (South Campus) and the existing 301 Velocity Way building (North Campus). Alternate A would add 542,000 square feet to the North and South Campuses, including a shift of approximately 100,000 square feet of proposed laboratory space to office space. Alternate B would add 880,760 square feet to the North and South Campuses. **Table 5-3** shows the proposed land uses for the Proposed Project and Project Alternatives and the net change in land uses compared to Background Conditions. The proposed new land uses and the associated traffic generated for the Proposed Project and Project Alternatives are discussed in more detail below.

TABLE 5-3
NET CHANGE IN LAND USES FOR GILEAD SITE UNDER BACKGROUND CONDITIONS

	Land Use Type	Proposed Project	Alternate A	Alternate B
Proposed Land Uses	General Office	1,524,000 s.f.	1,460,048 s.f.	1,268,048 s.f.
	Laboratory	953,000 s.f.	445,432 s.f.	952,592 s.f.
	MSB/Warehouse	23,600 s.f.	0	23,600 s.f.
	Total	*2,500,600 s.f.*	*1,905,480 s.f.*	*2,244,240 s.f.*
Existing and Approved Land Uses	General Office	816,369 s.f.	816,369 s.f.	816,369 s.f.
	Laboratory	547,111 s.f.	547,111 s.f.	547,111 s.f.
	MSB/Warehouse	0	0	0
	Total	*1,363,480 s.f.*	*1,363,480 s.f.*	*1,363,480 s.f.*
Net Change	General Office	707,631 s.f.	643,679 s.f.	451,679 s.f.
	Laboratory	405,889 s.f.	-101,679 s.f.	405,481 s.f.
	MSB/Warehouse	23,600 s.f.	0	23,600 s.f.
	Total	*1,137,120 s.f.*	*542,000 s.f.*	*880,760 s.f.*

Notes: s.f. = square feet, MSB = Material Storage Building

Source: Fehr & Peers, September 2012

5.2.1 Proposed Project

As shown in **Table 5-3**, the Proposed Project would add 707,631 square feet in office space, 405,889 square feet of laboratory space, and 23,600 square feet in material storage space compared to the existing and approved land uses at the project site. The new trips due to the Proposed Project were added to the background traffic volumes to create Background Plus Project traffic volumes. The new project trips under Background Conditions include the traffic generated by the Proposed Project minus traffic generated by Gilead's existing entitled land uses on the South Campus (per the 2010 Gilead Sciences Master Plan) and the full occupancy of 301 Velocity Way. As shown in **Table 3-2**, the Proposed Project would add 11,189 daily trips, 1,060 AM peak hour trips, and 1,115 PM peak hour trips to background traffic volumes.

The new AM and PM peak hour trips for Proposed Project were assigned to the freeway segments, roadway segments, and intersection turning movements based on the directions of approach and departure as shown in **Figure 3-1**. The new trips were distributed to the study intersections as shown on **Figure A-9** and to the freeway mainline segments as shown in **Appendix E**. Intersection turning movement volumes for Background Plus Project Conditions are shown on **Figure A-13**.

5.2.2 Lakeside Drive Open

The new AM and PM peak hour trips for the Lakeside Drive Open variant were assigned to the freeway segments, roadway segments, and intersection turning movements in similar manner to the Proposed Project. The new trips were distributed to the study intersections as shown on **Figure A-10** and to the freeway mainline segments as shown in **Appendix E**. Intersection turning movement volumes for Background Plus Project Conditions are shown on **Figure A-14**.

5.2.3 Project Alternatives

As shown in **Table 5-4**, Alternate A would add 643,679 square feet of office space and remove 101,679 square feet laboratory space compared to the to the approved land uses at the project site. Alternate B would add 451,679 square feet of office space, 405,481 square feet of laboratory space, and 23,600 square feet of material storage space compared to the approved land uses at the project site.

The new trips due to the Alternates A and B were added to the Background traffic volumes to create Background Plus Project Alternate A and Background Plus Project Alternate B traffic volumes. The new trips include the traffic generated by the Alternates A and B minus traffic generated by Gilead's existing entitled land uses on the South Campus (per the 2010 Gilead Sciences Master Plan) and the full occupancy of 301 Velocity Way. As shown in **Tables 3-3** and **3-4**, Alternates A and B would generate less traffic under Background Conditions than the Proposed Project. Alternate A would add 6,261 daily trips, 797 AM peak hour trips, and 783 PM peak hour trips to background traffic volumes. Alternate B would add 8,368 daily trips, 730 AM peak hour trips, and 785 PM peak hour trips to background traffic volumes.

The new AM and PM peak hour trips for the Alternates A and B were assigned to the freeway segments, roadway segments, and intersection turning movements in similar manner to the Proposed Project. The new trips were distributed to the study intersections as shown on **Figures A-11** and **A-12** and to the freeway mainline segments as shown in **Appendix E**. Intersection turning movement volumes for Background Plus Project Alternate A and Background Plus Project Alternate B Conditions are shown on **Figures A-15** and **A-16**.

5.3 INTERSECTION OPERATIONS

5.3.1 No Project

The intersection LOS analysis results are presented in **Table 5-4**. The LOS analysis results for the four intersections near the SR 92 / Foster City Boulevard interchange are based on simulation results from the VISSIM microsimulation model. The LOS results presented in **Table 5-4** show that all of the intersections would operate at an acceptable LOS D or better under Background Conditions.

5.3.2 Proposed Project

The intersection LOS analysis results are presented in **Table 5-4**. All of the study intersections would operate at an acceptable LOS D or better under Background Plus Project Conditions.

5.3.1 Lakeside Drive Open

As shown in **Table 5-4**, the intersections analyzed in the VISSIM analysis including SR 92 Westbound Ramps and Chess Drive and Foster City Boulevard and Chess Drive would operate similar to the Proposed Project. All other study intersections would continue to operate acceptably with comparable intersection delay to the Proposed Project.

5.3.1 Project Alternatives

As shown in **Table 5-4**, the intersections analyzed in the VISSIM analysis, including SR 92 Westbound Ramps and Chess Drive and Foster City Boulevard and Chess Drive, would operate similarly to the Proposed Project. All other study intersections would also continue to operate acceptably under Alternates A and B, with comparable intersection delay to the Proposed Project.

5.4 FREEWAY OPERATIONS

5.4.1 No Project

The Background Conditions freeway volumes and analysis results are presented in **Table 5-5**. No segments on SR 92 or US 101 would exceed their CMP LOS threshold with the addition of traffic due to background development.

Background daily traffic volumes plus new vehicle trips due to the Proposed Project and Project Alternatives on the study freeway segments are shown below in **Table E-3** of **Appendix E**.

5.4.2 Proposed Project

As shown in **Table 5-5,** freeway operations would be similar to Background Conditions, with only small increases in traffic at most freeway segments. No segments on SR 92 or US 101 would exceed their CMP LOS threshold with the addition of the project.

5.4.3 Lakeside Drive Open

As shown in **Table 5-5,** freeway operations would be similar to Background Conditions, with only small increases in traffic at most freeway segments. No segments on SR 92 or US 101 would exceed their CMP LOS threshold.

5.4.4 Project Alternatives

As shown in **Table 5-5**, freeway operations are similar to conditions estimated for the Proposed Project and no segments on SR 92 or US 101 would exceed their CMP LOS.

TABLE 5-4: BACKGROUND PLUS PROJECT INTERSECTION LOS RESULTS

Intersection	Control	Background				Background Plus Proposed Project				Background Plus Lakeside Drive Open				Background Plus Alternate A				Background Plus Alternate B			
		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
		Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
1. Norfolk Street and East Third Avenue[2]	Signal	31	C	28	C	38	D	32	C	38	D	32	C	36	D	31	C	33	C	30	C
2. Mariners Island Boulevard and East Third Avenue	Signal	10	B[4]	14	B	10	A[4]	15	B	10	B	15	B	10	A	14	B	10	B	13	B
3. Lakeside Drive and East Third Avenue	Signal	< 10	A	14	B	< 10	A	17	B	< 10	A	17	B	< 10	A	16	B	< 10	A	15	B
4. Marsh Drive and East Third Avenue	Signal	< 10	A	12	B	< 10	A	24	C	< 10	A	23	C	< 10	A	22	C	< 10	A	24	C
5. Foster City Boulevard and East Third Avenue	Signal	< 10	A	< 10	A	< 10	A	< 10	A	< 10	A	< 10	A	< 10	A	< 10	A	< 10	A	< 10	A
6. Foster City Boulevard and Vintage Park Drive/Chess Drive	Signal	10	B	15	B	11	B	17	B	11	B	17	B	11	B	16	B	11	B	17	B
7. Baker Way/SR 92 Westbound Ramps and Fashion Island Boulevard/Bridgepointe Parkway[2]	Signal	17	B	21	C	17	B	21	C	17	C	21	C	17	B	21	C	17	B	21	C
8. Vintage Park Drive and Chess Drive	Signal	26	C	36	D	26	C	41	D	26	C	40	D	26	C	40	D	26	C	43	D
9. SR 92 Westbound Ramps and Chess Drive[3]	Signal	16	B	24	C	18	B	27	C	18	B	26	C	17	B	26	C	17	B	30	C
10. Foster City Boulevard and Chess Drive[3]	Signal	19	B	20	C	19	B	22	C	19	B	21	C	19	B	22	C	19	B	23	C
11. SR 92 Eastbound Ramps and Edgewater Boulevard/Mariners Island Boulevard	Signal	17	B	18	B	19	B	19	B	18	B	19	B	18	B	19	B	18	B	19	B
12. Edgewater Boulevard and Metro Center Boulevard	Signal	17	B	19	B	18	B	25	C	18	B	22	C	18	B	23	C	18	B	26	C
13. Vintage Park Drive and Metro Center Boulevard	Signal	20	B	22	C	20	C	23	C	20	C	23	C	20	B	22	C	20	C	22	C
14. Shell Boulevard and Metro Center Boulevard	Signal	18	B	27	C	19	B	29	C	18	B	29	C	18	B	28	C	18	B	28	C
15. SR 92 Eastbound Ramps and Metro Center Boulevard[3]	Signal	20	B	23	C	23	C	25	C	23	C	24	C	23	C	24	C	23	C	23	C
16. Foster City Boulevard and Metro Center Boulevard/Triton Drive[3]	Signal	28	C	24	C	29	C	23	C	29	C	24	C	28	C	25	C	29	C	23	C
17. Norfolk Street and East Hillsdale Boulevard[2]	Signal	25	C	30	C	25	C	30	C	25	C	30	C	25	C	30	C	25	C	30	C
18. Altair Avenue and East Hillsdale Boulevard	Signal	17	B	< 10	A	17	B	< 10	A	17	B	< 10	A	17	B	< 10	A	17	B	< 10	A
19. Edgewater Boulevard and East Hillsdale Boulevard	Signal	28	C	34	C	30	C	38	D	30	C	38	D	29	C	36	D	29	C	36	D
20. Shell Boulevard and East Hillsdale Boulevard	Signal	21	C	22	C	22	C	23	C	22	C	23	C	22	C	23	C	22	C	23	C
21. Foster City Boulevard and East Hillsdale Boulevard	Signal	26	C	22	C	27	C	22	C	27	C	22	C	27	C	22	C	27	C	22	C
22. Mariners Island Boulevard and Fashion Island Boulevard[2]	Signal	28	C	33	C	29	C	34	C	29	C	34	C	29	C	34	C	29	C	34	C
23. Mariners Island Boulevard and Reef Drive[2]	SSS	17	C	13	B	19	C	14	B	19	C	14	B	20	C	14	B	15	B	13	B
24. Foster City Boulevard and Marlin Avenue	AWS	25	C	14	B	26	D	14	B	26	D	14	B	26	D	14	B	26	D	14	B

Notes: SSS = Side-street stop, AWS = All-way stop

1. For signalized and all-way stop controlled intersections, the delay shown is the weighted average for all movements in seconds per vehicle. For side-street stop controlled intersection, the delay shown is the worst-operating approach delay. Changes in delay to intersections operating at LOS A are imperceptible to drivers and therefore are shown to be less than 10 seconds of delay.
2. Intersection in San Mateo.
3. Intersection analyzed using the VISSIM microsimulation model.
4. As shown in **Appendix C**, the calculated vehicle delay under Existing Conditions is 10.2 seconds, which corresponds to LOS B (greater than 10 seconds), and under Existing Plus Proposed Project Conditions is 9.6 seconds of delay, which corresponds to LOS A (greater than 10 seconds). This slight decrease in delay under project conditions is due to the large number of project trips added to the east and westbound through movements on East Third Avenue. These movements operate with lower delay than the intersection average and therefore cause the average vehicle delay to decrease.

Source: Fehr & Peers, September 2012.

TABLE 5-5: BACKGROUND PLUS PROJECT FREEWAY SEGMENT LOS RESULTS

Segment	CMP LOS Standard	Peak Hour	Direction	Background		Background Plus Project		Background Plus Lakeside Drive Open		Background Plus Alternate A		Background Plus Alternate B	
				Volume[1]	LOS	Volume[1]	LOS	Volume[1]	LOS	Volume[1]	LOS	Volume[1]	LOS
A. US 101, north of East Third Avenue[2]	F	AM	Northbound	9,534	E	9,557	E	9,557	E	9,549	E	9,551	E
			Southbound	8,523	D	8,662	D	8,662	D	8,631	D	8,617	D
		PM	Northbound	8,970	D	9,113	D	9,113	D	9,074	D	9,069	D
			Southbound	8,465	D	8,493	D	8,493	D	8,481	D	8,487	D
B. US 101, between East Third Avenue and SR 92	F	AM	Northbound	9,276	E	9,396	E	9,410	E	9,382	E	9,262	E
			Southbound	8,660	D	8,682	D	8,686	D	8,674	D	8,663	D
		PM	Northbound	9,316	E	9,342	E	9,348	E	9,332	E	9,321	E
			Southbound	8,820	D	8,944	D	8,964	D	8,922	D	8,814	D
C. US 101, north of East Hillsdale Boulevard	E	AM	Northbound	8,288	D	8,473	D	8,473	D	8,431	D	8,412	D
			Southbound	7,371	D	7,402	D	7,402	D	7,390	D	7,394	D
		PM	Northbound	8,213	D	8,249	D	8,249	D	8,233	D	8,240	D
			Southbound	7,613	D	7,803	D	7,803	D	7,751	D	7,745	D
D. US 101, south of East Hillsdale Boulevard	E	AM	Northbound	7,745	D	7,929	D	7,929	D	7,888	D	7,869	D
			Southbound	9,083	D	9,114	D	9,114	D	9,102	D	9,106	D
		PM	Northbound	9,018	D	9,054	D	9,054	D	9,039	D	9,045	D
			Southbound	8,910	D	9,100	D	9,100	D	9,048	D	9,042	D
E. SR 92, between US 101 and Mariners Island Boulevard/Edgewater Boulevard	E	AM	Eastbound	5,750	D	6,043	D	6,029	D	5,964	D	6,064	D
			Westbound	6,036	D	6,079	D	6,074	D	6,060	D	6,080	D
		PM	Eastbound	6,496	E	6,551	E	6,545	E	6,527	E	6,555	E
			Westbound	5,769	D	6,027	D	6,007	D	5,945	D	6,040	D
F. SR 92, Mariners Island Boulevard/Edgewater Boulevard and Foster City Boulevard	E	AM	Eastbound	4,273	C	4,421	C	4,421	C	4,390	C	4,452	C
			Westbound	5,729	D	5,744	D	5,744	D	5,740	D	5,748	D
		PM	Eastbound	5,753	D	5,776	D	5,776	D	5,770	D	5,781	D
			Westbound	4,537	C	4,642	C	4,642	C	4,620	C	4,665	C
G. SR 92, east of Foster City Boulevard	E	AM	Eastbound	2,618	B	2,637	B	2,635	B	2,629	B	2,630	B
			Westbound	5,683	D	5,795	D	5,795	D	5,769	D	5,759	D
		PM	Eastbound	5,183	D	5,297	D	5,298	D	5,267	D	5,263	D
			Westbound	2,832	B	2,855	B	2,855	B	2,846	B	2,849	B

Notes: **Bold** indicates locations where segment operations exceed CMP thresholds

1. Volumes presented are passenger-car equivalents.
2. An auxiliary lane in both directions has been completed on this freeway segment since the 2010 Gilead EIR.

Source: Fehr & Peers, September 2012.

CHAPTER 6. CUMULATIVE CONDITIONS

Cumulative Conditions represent projected conditions in 2030 including traffic estimates for probable future developments and selected roadway system improvements. The cumulative traffic volumes also include traffic due to occupancy of vacant buildings and approved but not yet constructed developments presented in Chapter 5. The probable future developments included under Cumulative Conditions are shown in **Table 6-1**. The locations of these developments are shown on **Figure 6-1**.

6.1 CUMULATIVE TRAFFIC VOLUMES

Cumulative Conditions intersection volumes were developed by adding traffic generated by the probable future developments shown in **Table 6-1** to the Background Conditions intersection volumes presented in Chapter 5. Traffic volumes for study freeway segments are based on forecasts from the C/CAG travel demand model and include the traffic projections for approved and pending development projects plus regional growth. This approach is described in further depth in the following sections.

6.1.1 Trip Generation

Similar to Background Conditions, trip generation estimates were developed by applying trip generation rates and equations presented in the Institute of Transportation Engineers (ITE) *Trip Generation* (8th Edition) to the developments shown in **Table 6-1**. The site-specific trip generation rates for Gilead Sciences were used for the land uses proposed under the 2010 Gilead Sciences Master Plan (South Campus) and for the 705,000 square feet of office included in the former EFI entitlements (North Campus). Trips generated by existing uses were subtracted to determine the new trips added to the surrounding roadway system. Trip generation estimates for each development incorporated in the analysis are presented in **Tables F-2** and **F-3** in the Appendix.

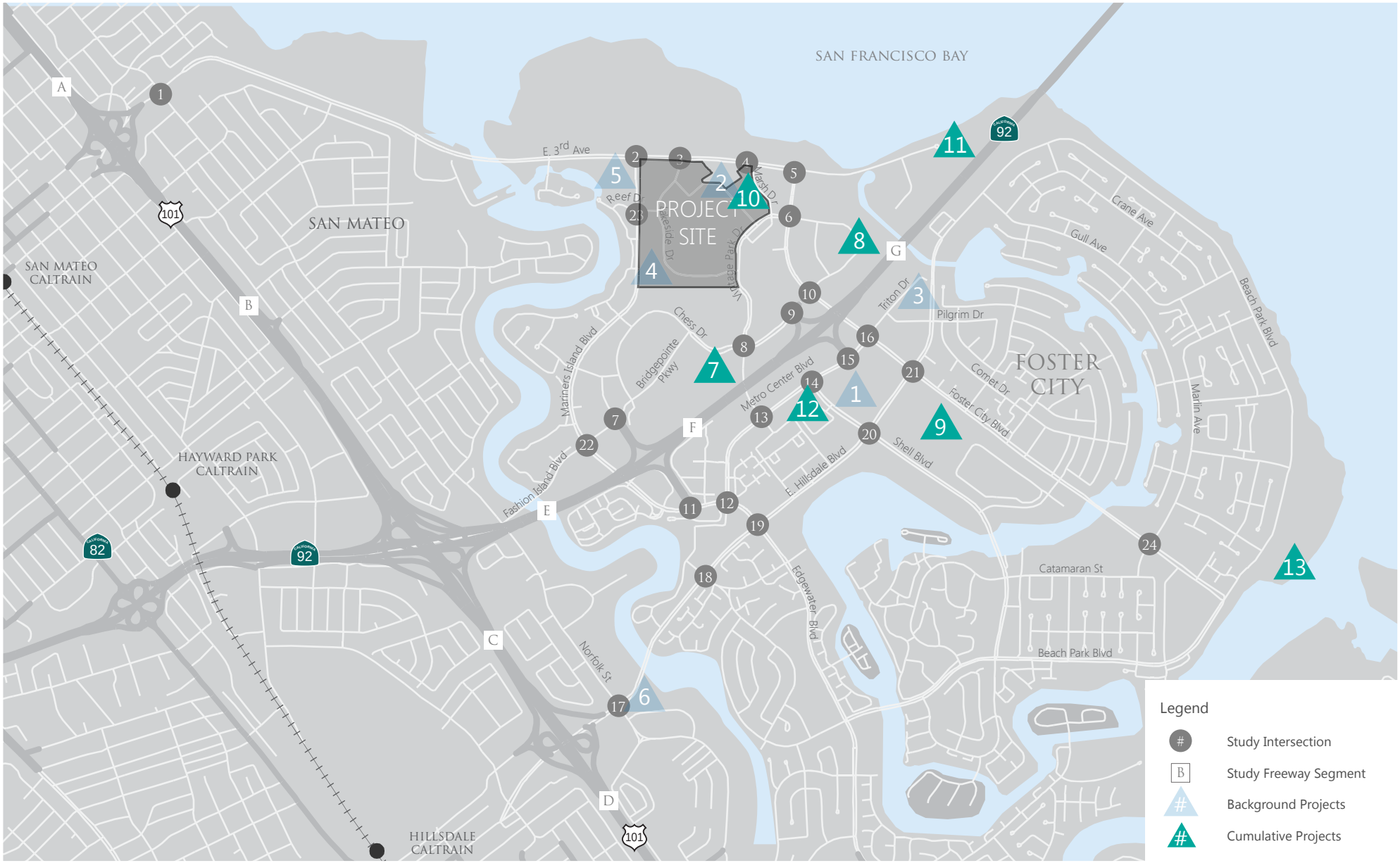
TABLE 6-1: BACKGROUND AND FUTURE PROBABLE DEVELOPMENTS

Category	Project Number	Project Name	Existing Land Uses	Proposed Land Uses (Replaces Existing Land Uses)
Background Developments (From **Table 5-1**)				
Existing Unoccupied Space	1	Parkside Towers	7,861 s.f. retail	17,400 s.f. retail
	2	303 Velocity Way	R&D/Office 595 employees	Office 850 employees
Approved but not yet Constructed/ Occupied Projects	3	Pilgrim-Triton Master Plan	256,000 s.f. industrial park, 38,300 s.f. office	266,000 s.f. office, 30,000 s.f. retail. 730 residential units (including 64 live-work units)
	4	2010 Gilead Sciences Master Plan (Gilead South Campus)	763,735 s.f. biopharmaceutical campus (office & lab)	653,369 s.f. max office, 547,111 s.f. min lab for a max total 1,200,480 s.f. biopharmaceutical campus[1]
	5	400 Mariners Island Blvd[2]	--	76 residential units
	6	1521 Lago Street[2]	28 apartments	24 condos
Probable Future Developments				
Currently Proposed Projects	7	Chess Hotel	9,385 s.f. unoccupied restaurant	76,980 s.f., 5-story, 135-room hotel
	8	Chess Drive	190,000 s.f. office/warehouse	800,000 s.f. office
	9	15 acres	--	200 multi-unit for sale senior apartments, 122 assisted/independent living apartments, 16-bed memory care facility, 66 one-bedroom senior apartments, 30,000 s.f. retail
Cumulative Conditions Projects	10	Gilead North Campus (formerly EFI)[3]	163,000 s.f. of office (301 Velocity Way)	705,000 s.f. office (includes 1,000,000 s.f. of the former EFI entitlements minus 295,000 s.f. at 303 Velocity Way)
	11	Bayside Towers III	--	92,900 s.f. office
	12	Visa V	--	8,000 s.f. office
	13	Marina	--	300 berths

Notes: s.f. = square feet

1. These land uses will be replaced by the Proposed Project or Project Alternatives under Plus Project Conditions.
2. These developments are located in the City of San Mateo.
3. The Gilead North Campus EFI entitlements are included under Cumulative No Project Conditions. These land uses would be replaced by the Proposed Project and Project Alternatives under Cumulative Plus Project Conditions.

Source: Fehr & Peers, September 2012.



PROBABLE FUTURE DEVELOPMENT LOCATIONS

FIGURE 6-1

FEHR PEERS

SF12-0606 Gilead Sciences EIR Redux\Graphics

Table 6-2 summarizes the trip generation estimates for the probable future developments included in this study. Overall, the probable future developments would add 17,458 daily trips, 1,861 AM peak hour trips, and 2,023 PM peak hour trips to the surrounding roadway system. These trips would be added to the trips generated by the approved developments included under Background Conditions as shown in **Table 6-2**.

The total new trips generated under Cumulative Conditions include the traffic volumes generated by the buildout of the North Campus according to the former EFI entitlements and the buildout of the South Campus per the 2010 Gilead Campus Master Plan. Each of these developments would be replaced by the Proposed Project and Project Alternatives under Cumulative Plus Project Conditions.

TABLE 6-2: CUMULATIVE CONDITIONS TRIP GENERATION ESTIMATE SUMMARY

Scenario	Daily	AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out	Total
Background Developments (from **Table 5-2**)	12,392	784	330	1,114	384	805	1,190
Future Probable Developments	17,458	1,557	304	1,861	463	1,561	2,023
Total New Trips – Cumulative Conditions	29,850	2,341	634	2,975	847	2,366	3,213

Notes:

Source: Fehr & Peers, September 2012

The AM and PM peak hour trips were assigned to the freeway segments, roadway segments, and intersection turning movements based on the directions of approach and departure in a similar manner to trips generated by the approved developments under Background Conditions. The trip distribution figure is shown on **Figure 5-2**.

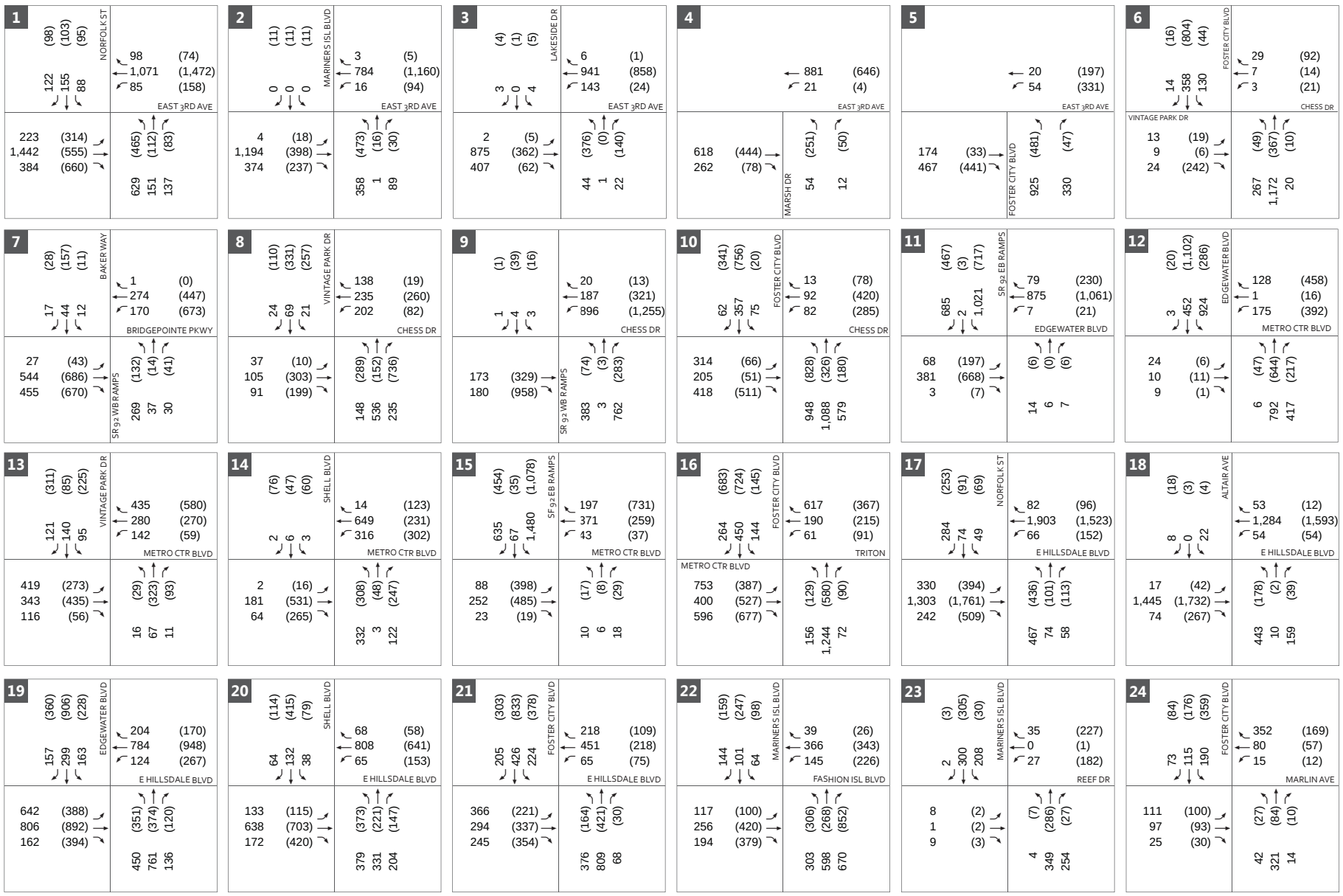
6.1.2 Intersection Volumes

The traffic projections for the probable future development at the study intersections are presented on **Figures A-17** and **A-18** in the appendix. This traffic was added to the Background Conditions intersection volumes to create Cumulative Conditions intersection turning movement volumes shown on **Figure 6-2**.

6.1.3 Freeway Volumes

In addition to traffic associated with the approved and probable future developments presented in **Table 6-2**, the Cumulative Conditions freeway analysis accounts for regional increases in traffic. Regional traffic increases on US 101 and SR 92 through San Mateo and Foster City were developed from freeway forecasts using the C/CAG travel demand forecasting model and are not associated with specific developments in Foster City. The following growth factors were applied to existing volumes in order to account for the regional growth and produce year 2030 forecasts:

- *US 101 Northbound* – 0.7 percent annually in the AM peak hour and 0.3 in the PM peak hour
- *US 101 Southbound* – 0.3 percent annually in the AM peak hour and 0.8 in the PM peak hour
- *SR 92 Eastbound* – 1.7 percent annually in the AM peak hour and 2.4 in the PM peak hour



LEGEND XX (YY): AM (PM)

CUMULATIVE CONDITIONS INTERSECTION PEAK HOUR VOLUMES

FIGURE 6-2

FEHR PEERS

- *SR 92 Westbound* – 1.4 percent annually in the AM peak hour and 1.1 in the PM peak hour

Traffic estimates for the approved and probable future developments were then added to create Cumulative freeway volumes.

6.2 CUMULATIVE ROADWAY IMPROVEMENTS

The Foster City Multi-Project Traffic Analysis recommended a series of roadway improvements to accommodate future proposed development at Gilead Sciences (South Campus), Chess Drive Offices, Mirabella (current 15-acre site), and Pilgrim/Triton. Each development was assigned funding responsibility based on the number of added trips. Funding for the roadway improvements has been collected from the Pilgrim-Triton and Gilead (South Campus) projects based on the terms of their Development Agreements. Additional funding will be provided by the developers of Chess Drive Offices and the 15-acre site developments in conjunction with their approvals based on their fair share as identified in the Multi Project Traffic Analysis. The Triton Drive widening project has been funded by the developer of Phase A of the Pilgrim-Triton development. The schedule for the other roadway improvements is dependent on the progress of the developments. With Gilead Sciences and Pilgrim-Triton moving forward with their projects, four of the seven roadway improvements are currently funded and being designed for construction. Additionally, the improvements were included in the City's Capital Improvement Program (CIP 301-610). The improvements presented in the Foster City Multi-Project Traffic Analysis are shown in **Table 6-3.** The City has elected to proceed with seven of the eleven improvements noted in **Table 6-3** and shown on **Figure 6-3.** These roadway improvements are included under all Cumulative analysis scenarios.

Other potential roadway improvements not incorporated in this study include the proposal for ramp metering at all freeway on-ramps to US 101 and SR 92 in the study area. The status of these improvements is uncertain and a separate ramp metering study will need to be completed to determine their feasibility.

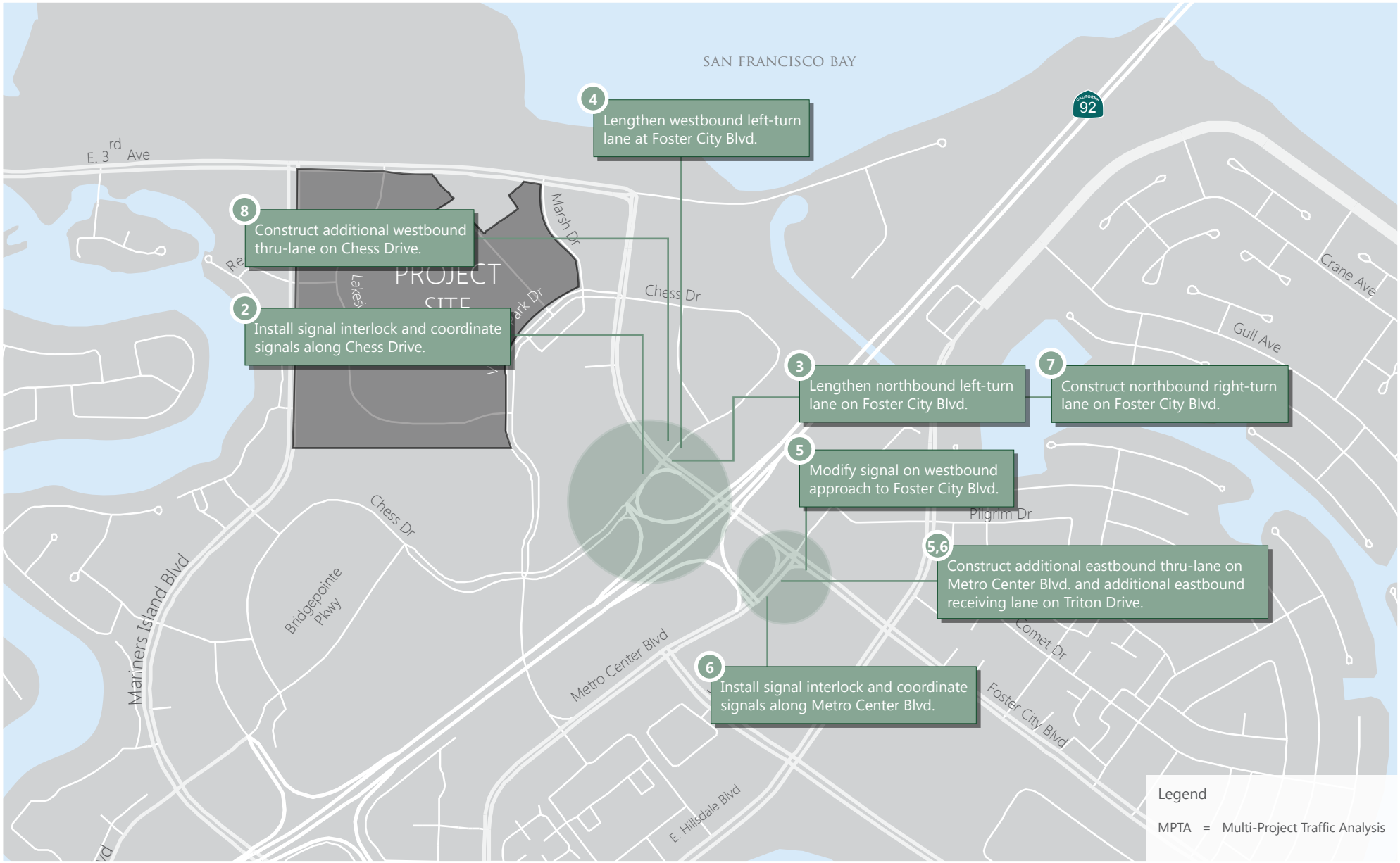
TABLE 6-3: CUMULATIVE ROADWAY SYSTEM IMPROVEMENTS

Improvement	Assigned Responsibility	Included in Cumulative Conditions
1. Reconstruct on-ramp to Westbound SR 92 to provide two lanes merging onto SR 92	All[1, 2]	No
2. Install signal interlock at Foster City Boulevard / Chess Drive and SR 92 Westbound Ramps / Chess Drive	All	Yes
3. Lengthen northbound left-turn lane on Foster City Boulevard at Chess Drive to 650 feet	All	Yes
4. Lengthen westbound left-turn lane on Chess Drive at Foster City Boulevard to 300 feet	Chess Office	Yes
5. Widen Triton Drive and modify signal at Foster City Boulevard / Metro Center Boulevard / Triton Drive	Pilgrim/Triton	Yes
6. Add eastbound lane on Metro Center Boulevard between SR 92 and Foster City Boulevard, and install signal interlock (Foster City Boulevard / Metro Center Boulevard and SR 92 Eastbound Ramps / Metro Center Boulevard)	All	Yes
7. Construct northbound right-turn lane from Foster City Boulevard at Chess Drive	Chess Office	Yes
8. Construct 2nd westbound through lane on Chess Drive at Foster City Boulevard	Chess Office	Yes
9. Install traffic signal at Foster City Boulevard / Marlin Avenue	None[2]	No
10. Close driveway on north side of Chess Drive / Westbound SR 92 Ramps intersection	None[2]	No
11: Provide 2 right turn lanes from Westbound SR 92 off-ramp onto eastbound Chess Drive	All[2]	No

Notes:

1. "All" refers to the following projects included in the Foster City Multi-Project Traffic Analysis: Chess Drive Office, Gilead Sciences, Pilgrim-Triton, and Mirabella (current 15-acre site).
2. Foster City elected not to pursue these projects and therefore they are not included under Cumulative Conditions.

Source: Fehr & Peers, September 2012.



Note: Project numbers refer to Table 6-3.

Not to Scale

FEHR PEERS

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CUMULATIVE ROADWAY IMPROVEMENTS

FIGURE 6-3

6.3 CUMULATIVE PLUS PROJECT CONDITIONS

The Proposed Project would add 595,120 square feet of office and laboratory space to the North and South Campuses compared to the proposed uses for the project site as a part of the 2010 Gilead Sciences Master Plan (South Campus) and former EFI Entitlements (North Campus). Alternate A would not change the total amount of development proposed for the campus but would convert approximately 100,000 square feet of laboratory space into office space. Alternate B would add 429,081 square feet of laboratory and material storage space and remove 90,321 of office space, for a net gain of 338,760 square feet in combined office and laboratory space. **Table 6-4** shows the proposed land uses for the Proposed Project and Project Alternatives and changes in land uses compared to the approved and future probable developments for the project site. The proposed new land uses and the associated traffic generated for the Proposed Project and Project Alternatives are discussed in more detail below.

TABLE 6-4
NET CHANGE IN LAND USES FOR GILEAD SITE UNDER CUMULATIVE CONDITIONS

	Land Use Type	Proposed Project	Alternate A	Alternate B
Proposed Land Uses	General Office	1,524,000 s.f.	1,460,048 s.f.	1,268,048 s.f.
	Laboratory	953,000 s.f.	445,432 s.f.	952,592 s.f.
	MSB/Warehouse	23,600 s.f.	0	23,600 s.f.
	Total	*2,500,600 s.f.*	*1,905,480 s.f.*	*2,244,240 s.f.*
Approved and Future Probable Land Uses	General Office	1,358,369 s.f.	1,358,369 s.f.	1,358,369 s.f.
	Laboratory	547,111 s.f.	547,111 s.f.	547,111 s.f.
	MSB/Warehouse	0	0	0
	Total	*1,905,480 s.f.*	*1,905,480 s.f.*	*1,905,480 s.f.*
Net Change	General Office	165,631 s.f.	101,679 s.f.	-90,321 s.f.
	Laboratory	405,889 s.f.	-101,679 s.f.	405,481 s.f.
	MSB/Warehouse	23,600 s.f.	0	23,600 s.f.
	Total	*595,120 s.f.*	*0*	*338,760 s.f.*

Notes: s.f. = square feet, MSB = Material Storage Building

Source: Fehr & Peers, September 2012

6.3.1 Proposed Project

As shown in **Table 6-4**, the Proposed Project would add 165,631 square feet in office space, 405,889 square feet of laboratory space, and 23,600 square feet in material storage space to the approved and future probable land uses at the project site. The new trips due to the Proposed Project were added to the Cumulative traffic volumes to create Cumulative Plus Project traffic volumes. The new trips include the traffic generated by the Proposed Project minus traffic generated by existing entitled land uses at the North and South Campuses and traffic generated by existing uses on the site. As shown in **Table 3-2**, the

Proposed Project would add 5,222 daily trips, 360 AM peak hour trips, and 415 PM peak hour trips to Cumulative traffic volumes.

The new AM and PM peak hour trips for Proposed Project were assigned to the freeway segments, roadway segments, and intersection turning movements based on the directions of approach and departure as shown in **Figure 3-1**. The new trips were distributed to the study intersections as shown on **Figure A-19** and to the freeway mainline segments as shown in **Appendix E**. Intersection turning movement volumes for Cumulative Plus Project Conditions are shown on **Figure A-23**.

6.3.2 Lakeside Drive Open

The new AM and PM peak hour trips for the Lakeside Drive Open variant were assigned to the freeway segments, roadway segments, and intersection turning movements in a similar manner to the Proposed Project. The new trips were distributed to the study intersections as shown on **Figure A-20** and to the freeway mainline segments as shown in **Appendix E**. Intersection turning movement volumes for Cumulative Plus Lakeside Drive Open Conditions are shown on **Figure A-24**.

6.3.3 Project Alternatives

As shown in **Table 6-4**, Alternate A would add 101,679 square feet of office space and remove the same amount of laboratory space to maintain a similar size compared to the approved and future probable land uses at the project site. Alternate B would remove 90,321 square feet of office space and add 429,081 square feet of laboratory and material storage space.

The new trips due to the Alternates A and B were added to the Cumulative traffic volumes to create Cumulative Plus Project Alternate A and Cumulative Plus Project Alternate B traffic volumes. As shown in **Tables 3-3** and **3-4**, Alternates A and B would generate less traffic under Cumulative Conditions than the Proposed Project. Alternate A would add 294 daily trips, 97 AM peak hour trips, and 83 PM peak hour trips to Cumulative traffic volumes.[4] Alternate B would add 2,401 daily trips, 30 AM peak hour trips, and 85 PM peak hour trips to Cumulative traffic volumes. In comparison, the Proposed Project would add 5,222 daily trips, 360 AM peak hour trips, and 415 PM peak hour trips to Cumulative traffic volumes.

The new AM and PM peak hour trips for the Alternates A and B were assigned to the freeway segments, roadway segments, and intersection turning movements in similar manner to the Proposed Project. The new trips were distributed to the study intersections as shown on **Figures A-21** and **A-22** and to the freeway mainline segments as shown in **Appendix E**. Intersection turning movement volumes for Cumulative Plus Project Alternate A and Cumulative Plus Project Alternate B Conditions are shown on **Figure A-25** and **A-26**.

[4] Although the total amount of land use would be similar between Alternate A and the existing entitled land uses, the new office space would generate more trips than the laboratory space it would replace, resulting in a net increase in traffic.

6.4 INTERSECTION OPERATIONS

The cumulative intersection operations for the No Project, Proposed Project, and Project Alternatives are presented below. Significant impacts and associated mitigation measures due to the Proposed Project and Project Alternatives under Cumulative Conditions are presented in Chapter 7.

6.4.1 No Project

The intersection LOS analysis results for Cumulative Conditions (including the improvements shown on **Figure 6-3**) are presented in **Table 6-5**. The LOS results show that the study intersections would operate at an acceptable LOS D or better except for Norfolk Street at East Third Avenue and SR 92 Westbound Ramps at Chess Drive. The intersection of Norfolk Street and East Third Avenue is located in the City of San Mateo and exceeds the threshold of mid-LOS D with over 45 seconds of delay in the AM peak hour.[5] This intersection would degrade to unacceptable operations due to the growth in eastbound traffic volumes during the AM peak hour. The intersection of SR 92 Westbound Ramps and Chess Drive would degrade to LOS E during the PM peak hour due to traffic growth on the SR 92 freeway mainline and the westbound on-ramp. These results are similar to the Foster City Multi-Project Traffic Analysis, which determined that without additional capacity on the westbound SR 92 on-ramp, the intersection of SR 92 Westbound Ramps and Chess Drive would degrade to LOS E or F under Cumulative Conditions. The Foster City General Plan Land Use and Circulation Policy LUC-50 states that it will be necessary to accept LOS E or F at this intersection under the General Plan buildout.

6.4.2 Proposed Project

As shown in **Table 6-5**, the Proposed Project would contribute traffic and increase delay by more than four seconds at the intersection of Norfolk Street and East Third Avenue, which is operating at an unacceptable level of service during the AM peak hour. This increase in delay would be due to inbound traffic increasing congestion on the eastbound approach along East Third Avenue. This would be a significant impact.

The Proposed Project would cause the intersection of SR 92 Westbound Ramps and Chess Drive to degrade from LOS E to LOS F. This is primarily due to congestion on the SR 92 westbound on-ramp and the added project traffic to this already congested intersection. Foster City General Plan Land Use and Circulation Policy LUC-50 states that it will be necessary to accept LOS E or F at this intersection. Therefore, the impact at this intersection due to the Proposed Project would be less-than-significant.

All other study intersections would operate acceptably under Cumulative Plus Proposed Project Conditions.[6]

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[5] As shown in **Appendix D**, this intersection would operate with greater than 45.0 seconds of delay, which is greater than the threshold for acceptable intersection operations set forth in Policy C2.1 of the City of San Mateo 2030 General Plan.

[6] Foster City Boulevard and Marlin Avenue was projected to operate at LOS F under Cumulative Plus Project conditions during the AM peak hour in the 2010 Gilead Sciences EIR. Since the 2010 Gilead Sciences EIR was completed, existing traffic volumes have decreased, resulting in LOS D operations under Cumulative Plus Project Conditions.

6.4.3 Lakeside Drive Open

The LOS results presented in **Table 6-5** show that traffic generated by the Lakeside Drive Open variant would not cause any new study intersections to degrade from acceptable to unacceptable operations. Similar to the Existing Plus Project and Background Plus Project Conditions documented in Chapters 4 and 5, the LOS analysis at the intersections of SR 92 Westbound Ramps and Chess Drive and Foster City Boulevard and Chess Drive would be comparable to the Proposed Project. No additional impacts would occur at these intersections due to the Lakeside Drive Open variant.

The Lakeside Drive Open variant would contribute traffic and increase intersection delay by more than four seconds at the intersection of Norfolk Street and East Third Avenue, which is operating at an unacceptable level of service during the AM peak hour. This is considered a significant impact.

6.4.4 Project Alternatives

The LOS results presented in **Table 6-5** show that traffic generated by Alternate A would worsen congestion at the intersection of Norfolk Street and East Third Avenue, causing the intersection delay to increase from 45 to 48 seconds during the AM peak hour. However, this would be a less-than-significant impact as the intersection delay would not increase by more than 4 seconds. All of the other study intersections would continue to operate acceptably under Alternate A. Study intersection operations would generally operate similar to the Proposed Project Conditions, with slightly lower vehicle delay.

As shown in **Table 6-5**, all study intersections operate acceptably under Alternate B. Alternate B would contribute less traffic to the intersection of Norfolk Street and East Third Avenue than the existing entitlements at the North and South Campuses. The comparably low traffic volumes under Alternate B would cause this intersection to operate acceptably in the AM peak hour.

Similar to the Existing Plus Project and Background Plus Project Conditions documented in Chapters 4 and 5, the LOS analysis at the intersections of SR 92 Westbound Ramps and Chess Drive and Foster City Boulevard and Chess Drive would be comparable to the Proposed Project. No impacts would occur at these intersections due to the Alternates A and B.

6.5 FREEWAY OPERATIONS

The cumulative freeway mainline operations for the No Project, Proposed Project, and Project Alternatives are presented below. Significant impacts and associated mitigation measures due to the Proposed Project and Project Alternatives under Cumulative Conditions are presented in Chapter 7. Cumulative daily traffic volumes plus new vehicle trips due to the Proposed Project and Project Alternatives on the study freeway segments are shown in **Table E-4** of **Appendix E**.

6.5.1 No Project

The Cumulative Conditions freeway volumes and analysis results are presented in **Table 6-6**. The following three mainline segments on SR 92 or US 101 would exceed their CMP LOS threshold with the addition of traffic due to cumulative development:

SEG D. Southbound US 101, south of East Hillsdale Boulevard – LOS F during the PM peak hour
SEG E. Eastbound SR 92, between US 101 and Mariners Island Boulevard/Edgewater Boulevard – LOS F during the PM peak hour

SEG F. Westbound SR 92, east of Foster City Boulevard – LOS F during the AM peak hour

This deterioration in freeway LOS is largely due to regional traffic growth and, to a lesser extent, development in Foster City.

In addition, northbound US 101, north of SR 92 and north of East Third Avenue would operate at LOS F during the AM peak hour. However, these levels of service are consistent with the CMP LOS standard of F for these two segments. The remaining freeway segments would operate at LOS E or better under Cumulative Conditions.

6.5.2 Proposed Project

As shown in **Table 6-6,** freeway operations would be similar to Cumulative Conditions, with only small increases in traffic on most freeway segments. Traffic due to the Proposed Project at the three freeway segments noted above would be less than one percent of the total mainline capacity at that segment. However, the Proposed Project would cause the segment of eastbound SR 92, between US 101 and Mariners Island Boulevard/Edgewater Boulevard, to degrade from acceptable LOS E to unacceptable LOS F during the AM peak hour. This is considered a significant impact.

6.5.3 Lakeside Drive Open

As shown in **Table 6-6,** freeway operations would be similar to conditions estimated for the Proposed Project. Traffic due to the Lakeside Drive Open variant at the three freeway segments noted above (D, E, and F) would be less than one percent of the total mainline capacity. However, the Lakeside Drive Variant would not cause the segment of eastbound SR 92, between US 101 and Mariners Island Boulevard/Edgewater Boulevard, to degrade from acceptable LOS E to unacceptable LOS F.

6.5.4 Project Alternatives

As shown in **Table 6-6**, freeway operations with Alternate A would be similar to conditions estimated for the Lakeside Drive Open variant. Traffic due to the Alternate A at the three freeway segments operating unacceptably for the Proposed Project (D, E, and F) would be less than one percent of the total mainline capacity.

Freeway operations with Alternate B would be similar to conditions estimated for the Proposed Project. Alternate B would cause the segment of eastbound SR 92, between US 101 and Mariners Island Boulevard/Edgewater Boulevard, to degrade from acceptable LOS E to unacceptable LOS F. This would be a significant impact.

Traffic due to the Alternate B at the three freeway segments operating unacceptably for the Proposed Project (D, E, and F) would be less than one percent of the total mainline capacity.

TABLE 6-5: CUMULATIVE PLUS PROJECT INTERSECTION LOS RESULTS

Intersection	Control	Cumulative				Cumulative Plus Proposed Project				Cumulative Plus Lakeside Drive Open				Cumulative Plus Alternate A				Cumulative Plus Alternate B			
		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
		Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
1. Norfolk Street and East Third Avenue[2]	Signal	**45**	**D**	34	C	**50**	**D**	36	D	**50**	**D**	37	D	**46**	**D**	35	D	39	D	33	C
2. Mariners Island Boulevard and East Third Avenue	Signal	10	B	15	B	10	B	15	B	10	B	15	B	10	B	15	B	10	B	14	B
3. Lakeside Drive and East Third Avenue	Signal	< 10	A	16	B	< 10	A	17	B	< 10	A	18	B	< 10	A	16	B	< 10	A	15	B
4. Marsh Drive and East Third Avenue	Signal	< 10	A	18	B	< 10	A	22	C	< 10	A	20	C	< 10	A	19	C	< 10	A	22	C
5. Foster City Boulevard and East Third Avenue	Signal	< 10	A	< 10	A	< 10	A	< 10	A	< 10	A	< 10	A	< 10	A	< 10	A	< 10	A	< 10	A
6. Foster City Boulevard and Vintage Park Drive/Chess Drive	Signal	13	B	18	B	13	B	19	B	13	B	19	B	13	B	18	B	13	B	19	B
7. Baker Way/SR 92 Westbound Ramps and Fashion Island Boulevard/Bridgepointe Parkway[2]	Signal	17	B	22	C	17	B	23	C	17	B	22	C	17	B	22	C	17	B	22	C
8. Vintage Park Drive and Chess Drive	Signal	26	C	47	D	26	C	49	D	26	C	49	D	26	C	48	D	26	C	52	D
9. SR 92 Westbound Ramps and Chess Drive[3, 4]	Signal	17	B	**78**	**E**	20	C	**84**	**F**	--	--	--	--	--	--	--	--	--	--	--	--
10. Foster City Boulevard and Chess Drive[3]	Signal	26	C	41	D	27	C	45	D	--	--	--	--	--	--	--	--	--	--	--	--
11. SR 92 Eastbound Ramps and Edgewater Boulevard/Mariners Island Boulevard	Signal	19	B	19	B	20	B	20	C	19	B	20	C	19	B	20	B	19	B	21	C
12. Edgewater Boulevard and Metro Center Boulevard	Signal	19	B	22	C	19	B	24	C	19	B	24	C	19	B	23	C	19	B	25	C
13. Vintage Park Drive and Metro Center Boulevard	Signal	21	C	23	C	22	C	24	C	22	C	25	C	21	C	23	C	21	C	24	C
14. Shell Boulevard and Metro Center Boulevard	Signal	19	B	29	C	19	B	30	C	19	B	30	C	19	B	29	C	19	B	29	C
15. SR 92 Eastbound Ramps and Metro Center Boulevard[3]	Signal	17	B	22	C	18	B	22	C	18	B	22	C	18	B	22	C	18	B	22	C
16. Foster City Boulevard and Metro Center Boulevard/Triton Drive[3]	Signal	33	C	23	C	38	D	24	C	37	C	24	C	36	D	23	C	41	D	24	C
17. Norfolk Street and East Hillsdale Boulevard[2]	Signal	25	C	30	C	25	C	30	C	25	C	30	C	25	C	30	C	25	C	30	C
18. Altair Avenue and East Hillsdale Boulevard	Signal	17	B	< 10	A	17	B	< 10	A	17	B	< 10	A	17	B	< 10	A	17	B	< 10	A
19. Edgewater Boulevard and East Hillsdale Boulevard	Signal	32	C	41	D	33	C	43	D	33	C	42	D	32	C	41	D	32	C	41	D
20. Shell Boulevard and East Hillsdale Boulevard	Signal	22	C	25	C	22	C	25	C	22	C	25	C	22	C	25	C	22	C	25	C
21. Foster City Boulevard and East Hillsdale Boulevard	Signal	34	C	23	C	34	C	23	C	34	C	23	C	34	C	23	C	34	C	23	C
22. Mariners Island Boulevard and Fashion Island Boulevard[2]	Signal	29	C	35	D	29	C	36	D	30	C	35	D	29	C	35	D	29	C	36	D
23. Mariners Island Boulevard and Reef Drive[2]	SSS	21	C	15	B	21	C	15	C	20	C	15	B	21	C	15	B	16	C	14	B
24. Foster City Boulevard and Marlin Avenue	AWS	31	D	16	C	32	D	17	C	32	D	17	C	32	D	16	C	31	D	17	C

Notes: **Bold** = Unacceptable operations, **Shaded** = Significant Impact; SSS = Side-street stop, AWS = All-way stop

1. For signalized and all-way stop controlled intersections, the delay shown is the weighted average for all movements in seconds per vehicle. For side-street stop controlled intersection, the delay shown is the worst-operating approach delay. Changes in delay to intersections operating at LOS A are imperceptible to drivers and therefore are shown to be less than 10 seconds of delay.
2. Intersection in San Mateo.
3. Intersection analyzed using the VISSIM microsimulation model for Cumulative No Project and Plus Proposed Project Conditions only. Similar to Existing Plus Project and Background Plus Project Conditions, the LOS analysis at these intersections would be comparable to the Proposed Project under the Lakeside Drive Open variant and Alternates A and B.
4. Foster City General Plan Land Use and Circulation Policy LUC-50 states that it will be necessary to accept LOS E or F at this intersection.

Source: Fehr & Peers, September 2012.

TABLE 6-6: CUMULATIVE PLUS PROJECT FREEWAY SEGMENT LOS RESULTS

Segment	CMP LOS Standard	Peak Hour	Direction	Cumulative		Cumulative Plus Proposed Project		Cumulative Plus Lakeside Drive Open		Cumulative Plus Alternate A		Cumulative Plus Alternate B	
				Volume[1]	LOS	Volume[1]	LOS	Volume[1]	LOS	Volume[1]	LOS	Volume[1]	LOS
A. US 101, north of East Third Avenue[2]	F	AM	Northbound	10,766	F	10,776	F	10,776	F	10,767	F	10,770	F
			Southbound	9,211	D	9,253	E	9,253	E	9,222	E	9,209	D
		PM	Northbound	9,669	E	9,718	E	9,718	E	9,680	E	9,675	E
			Southbound	9,726	E	9,739	E	9,739	E	9,726	E	9,733	E
B. US 101, between East Third Avenue and SR 92	F	AM	Northbound	10,556	F	10,573	F	10,588	F	10,560	F	10,441	F
			Southbound	9,148	D	9,155	D	9,160	D	9,147	D	9,136	D
		PM	Northbound	9,843	E	9,852	E	9,858	E	9,842	E	9,831	E
			Southbound	10,198	E	10,222	E	10,241	E	10,200	E	10,092	E
C. US 101, north of East Hillsdale Boulevard	E	AM	Northbound	9,608	E	9,666	E	9,666	E	9,624	E	9,606	E
			Southbound	8,341	D	8,355	D	8,355	D	8,342	D	8,346	D
		PM	Northbound	8,710	D	8,728	D	8,728	D	8,711	D	8,719	D
			Southbound	8,295	D	8,359	D	8,359	D	8,308	D	8,301	D
D. US 101, south of East Hillsdale Boulevard	E	AM	Northbound	9,010	D	9,068	D	9,068	D	9,025	D	9,008	D
			Southbound	9,622	E	9,635	E	9,635	E	9,623	E	9,627	E
		PM	Northbound	9,566	E	9,584	E	9,584	E	9,568	E	9,575	E
			Southbound	**10,466**	**F**	**10,530**	**F**	**10,530**	**F**	**10,478**	**F**	**10,472**	**F**
E. SR 92, between US 101 and Mariners Island Boulevard/Edgewater Boulevard	E	AM	Eastbound	6,798	E	**6,911**	**F**	6,895	E	6,831	E	**6,931**	**F**
			Westbound	7,429	E	7,450	E	7,444	E	7,431	E	7,451	E
		PM	Eastbound	**7,341**	**F**	**7,367**	**F**	**7,361**	**F**	**7,343**	**F**	**7,371**	**F**
			Westbound	7,206	E	7,311	E	7,291	E	7,230	E	7,325	E
F. SR 92, Mariners Island Boulevard/Edgewater Boulevard and Foster City Boulevard	E	AM	Eastbound	5,173	C	5,226	C	5,226	C	5,195	C	5,257	C
			Westbound	7,081	D	7,087	D	7,087	D	7,083	D	7,090	D
		PM	Eastbound	6,547	D	6,555	D	6,555	D	6,550	D	6,560	D
			Westbound	5,833	D	5,871	D	5,871	D	5,849	D	5,894	D
G. SR 92, east of Foster City Boulevard	E	AM	Eastbound	3,197	B	3,205	B	3,204	B	3,197	B	3,199	B
			Westbound	**7,180**	**F**	**7,216**	**F**	**7,216**	**F**	**7,190**	**F**	**7,180**	**F**
		PM	Eastbound	6,097	D	6,137	E	6,137	E	6,105	D	6,101	D
			Westbound	3,862	C	3,871	C	3,871	C	3,862	C	3,866	C

Notes: **Bold** indicates locations where segment operations exceed CMP thresholds; **Shaded** = Significant Impact

1. Volumes presented are passenger-car equivalents.
2. An auxiliary lane in both directions has been completed on this freeway segment since the 2010 Gilead EIR.

Source: Fehr & Peers, September 2012.

CHAPTER 7. IMPACTS AND MITIGATION MEASURES

7.1 STANDARDS OF SIGNIFICANCE

The criteria for evaluating the significance of a project's environmental impacts are based on the State of California Environmental Quality Act (CEQA) Guidelines and applicable standards recognized by Foster City, San Mateo, and the City/County Association of Governments of San Mateo County (C/CAG). According to the CEQA Guidelines, transportation impacts are considered significant if the Proposed Project would:

- Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.
- Conflict with an applicable congestion management program, including, but not limited to, level of service (LOS) standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks (because the project site is not located within an airport land use plan or within two miles of an airport, this topic is not discussed further).
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

To evaluate project-level and cumulative impacts at study intersections and freeway segments, the following specific thresholds were used. The Proposed Project would create a significant traffic impact if, as a result of the addition of Proposed Project traffic, the Proposed Project would:

- Cause an intersection operating acceptably without the Proposed Project to exceed the applicable LOS threshold; [7]
- Increase the average intersection delay by 4 seconds per vehicle or more at an intersection exceeding its LOS threshold without the Proposed Project (similar to C/CAG requirements);
- Cause a freeway segment to exceed its Congestion Management Program (CMP) LOS standard; or

[7] With exceptions allowed by the Foster City General Plan Land Use and Circulation Element (LUC-50).

- Increase the volume of a freeway segment that exceeds the CMP LOS standard without the Proposed Project by 1 percent or more of the freeway segment's capacity;

Transit impacts would be considered significant if the Proposed Project would:

- Disrupt existing transit services or facilities. This includes disruptions caused by Proposed Project driveways on streets used by transit, impacts to transit stops/shelters, and impacts to transit operations from traffic improvements proposed or resulting from the project;
- Interfere with planned transit services or facilities;
- Create demand for public transit services above the level provided or planned; or
- Conflict or create inconsistencies with adopted transit system plans, guidelines, policies or standards.

Bicycle and pedestrian impacts would be considered significant if the Proposed Project would:

- Disrupt existing or planned bicycle or pedestrian facilities; or
- Create inconsistencies with adopted bicycle or pedestrian system plans, guidelines, or policy standards.

A site access or internal circulation impact would be considered significant if the Proposed Project would result in any of the following:

- Designs for on-site circulation, access, and parking areas that fail to meet industry standard design guidelines.
- Hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses.
- Inadequate emergency access.

These thresholds would apply to the Lakeside Drive Open variant and the Project Alternatives in a similar manner to the Proposed Project.

7.2 INTERSECTION IMPACTS AND MITIGATION MEASURES

The Proposed Project, Lakeside Drive Open, and the Project Alternatives would have no significant intersection impacts under Existing Plus Project and Background Plus Project Conditions as all of the study intersections would operate at acceptable levels of service. Cumulative impacts were identified by first comparing Cumulative Conditions intersection LOS results presented in **Table 6-5** to Background Conditions intersection LOS results presented in **Table 5-3**. Cumulative impacts were identified for those intersections that would degrade from an acceptable level to an unacceptable level. The following intersection fit this criterion:

INT #1. Norfolk Street and East Third Avenue in the City of San Mateo (AM peak hour) with Proposed Project (with and without Lakeside Drive closure)

Cumulative No Project analyses were conducted to determine whether the Proposed Project and Lakeside Drive Open variant would make a significant contribution to the cumulative impact. The Cumulative No Project analysis results are summarized in **Table 6-5**. Cumulatively significant intersection impacts and mitigation measures are discussed below.

7.2.1 Proposed Project

The Proposed Project would add 5 seconds of delay to the intersection of Norfolk Street and East Third Avenue during the AM peak hour, an intersection operating at an unacceptable level under Cumulative No Project Conditions according to City of San Mateo criteria. Therefore, the project's contribution to this cumulative impact is significant.

Impact TRANS-1 (Proposed Project): The addition of Gilead traffic under the Proposed Project would increase the average delay during the AM peak hour by 5 seconds at the intersection of Norfolk Street/East Third Avenue, which would operate at unacceptable LOS D (delay in excess of 45 seconds) under Cumulative Conditions. (S)

Implementation of the following mitigation measure would reduce this impact to a less-than-significant level.

> Mitigation Measure TRANS-1 (Proposed Project): The project sponsor shall implement the Transportation Demand Management (TDM) program described in **Appendix G** and Section 7.11 (C/CAG Transportation Demand Management (TDM) Requirements). As documented in **Table G-1** of **Appendix G**, the TDM program would reduce the vehicle trips by 8 percent.[8]The traffic counts used to determine the site-specific trip generation rates were collected in 2008 when Gilead's transit mode share was 6.5 percent. Since 2008, the transit mode share increased from 6.5 to 15.3 percent due to increased shuttle service. Assuming that Gilead Sciences is able to maintain this transit mode share through completion of the Proposed Project, this would result in an 8 percent reduction in vehicle trips added to the roadway network. With this reduction, the intersection of Norfolk Street/East Third Avenue would operate with 46 seconds of delay (compared to 45 seconds without the Proposed Project). Therefore, with the implementation of the TDM program, the Proposed Project would increase the intersection delay at Norfolk Street/East Third Avenue by less than 4 seconds, and this impact would be reduced to less-than-significant. The City would require the implementation of an appropriate TDM Program for the life of the Proposed Project to reduce cumulative impacts on area roadways. (LTS)

7.2.2 Lakeside Drive Open

Impact TRANS-1 (Lakeside Drive Open): The addition of Gilead traffic under the Proposed Project with the Lakeside Drive Open would increase the average delay during the AM peak hour by 6 seconds at the intersection of Norfolk Street/East Third Avenue, which would operate at unacceptable LOS D (delay in excess of 45 seconds) under Cumulative Conditions. (S)

The 8 percent reduction is in addition to the TDM trip reduction imbedded in the trip generation rates, which account for the TDM measures that were in place at the time of the trip generation surveys.

Implementation of the following mitigation measure would reduce this impact to a less-than-significant level.

> Mitigation Measure TRANS-1 (Lakeside Drive Open): The project sponsor shall implement Mitigation Measure TRANS-1 (Proposed Project). With the implementation of this mitigation measure, the intersection of Norfolk Street/East Third Avenue would operate with 46 seconds of delay (compared to 45 seconds without the Lakeside Drive Open variant). Therefore, with the implementation of the TDM program, the Lakeside Drive Open variant would increase the intersection delay at Norfolk Street/East Third Avenue by less than 4 seconds, and this impact would be reduced to less-than-significant. (LTS)

7.2.3 Project Alternatives

There would be no significant intersection impacts under Alternates A or B.

7.3 FREEWAY IMPACTS AND MITIGATION MEASURES

The Proposed Project, Lakeside Drive Open, and the Project Alternatives would have no significant freeway segment impacts under Existing Plus Project and Background Plus Project Conditions as all of the study segments would operate at acceptable levels of service according to their CMP thresholds.

Under Cumulative Conditions, the following three mainline segments on SR 92 or US 101 would exceed their CMP LOS threshold with the addition of traffic due to cumulative development, Proposed Project, Lakeside Drive Open, and the Project Alternatives:

SEG D. Southbound US 101, south of East Hillsdale Boulevard during the PM peak hour (Proposed Project with or with Lakeside Drive closure, Project Alternate A and Project Alternate B)

SEG E. Eastbound SR 92, between US 101 and Mariners Island Boulevard/Edgewater Boulevard during the AM peak hour (Proposed Project with or without Lakeside Drive closure and Project Alternate B) and PM peak hour (Proposed Project with or without Lakeside Drive closure, Alternate A and Alternate B)

SEG F. Westbound SR 92, east of Foster City Boulevard during the AM peak hour (Proposed Project with or without Lakeside Drive closure, Project Alternate A and Project Alternate B)

In addition, northbound US 101, north of SR 92 and north of East Third Avenue would operate at LOS F during the AM peak hour. However, this level of service is consistent with the CMP LOS standard of F for these two segments.

Cumulative No Project analyses were conducted for the Segments D, E, and F to determine whether the Proposed Project, Lakeside Drive Open, and the Project Alternatives would make a significant contribution resulting in a significant impact. The results are presented in **Table 6-6**. Cumulatively significant impacts and mitigation measures are discussed below.

The amount of added traffic to Southbound US 101, south of East Hillsdale Boulevard during the PM peak hour; Eastbound SR 92, between US 101 and Mariners Island Boulevard/Edgewater Boulevard during the PM peak hour; and Westbound SR 92, east of Foster City Boulevard during the AM peak hour due to the Proposed Project, Lakeside Drive Open, or Project Alternatives would be less than one percent of those

segments' capacities. Therefore, the project's contribution to these cumulative impacts is less-than-significant and no mitigation is required.

7.3.1 Proposed Project

Impact TRANS-2 (Proposed Project): With the Proposed Project, added traffic would cause the freeway segment of eastbound SR 92 between US 101 and Mariners Island Boulevard/Edgewater Boulevard to degrade from acceptable LOS E to unacceptable LOS F during the AM peak hour resulting in a significant project contribution to this cumulative impact. (S)

Implementation of the following mitigation measure would reduce this impact to a less-than-significant level.

> Mitigation Measure TRANS-2 (Proposed Project): The project sponsor shall implement Mitigation Measure TRANS-1 (Proposed Project). With the TDM program in place, this mainline segment would operate at an acceptable LOS E during the AM peak hour. (LTS)

The Proposed Project's contribution to other freeway segments with cumulative impacts is less-than-significant and no mitigation is required.

7.3.2 Lakeside Drive Open

The Lakeside Drive Open variant would contribute 16 fewer project trips to the freeway segment of eastbound SR 92 between US 101 and Mariners Island Boulevard/Edgewater Boulevard than the Proposed Project. This reduction in trips would result in acceptable LOS E operations under Cumulative Plus Lakeside Drive Open Conditions. Therefore, impacts due to the Lakeside Drive Open variant at the study freeway segments are less-than-significant and no mitigations are required.

7.3.3 Project Alternatives

Impact TRANS-2 (Alternate B): With Alternate B, added traffic would cause the freeway segment of eastbound SR 92 between US 101 and Mariners Island Boulevard/Edgewater Boulevard to degrade from LOS E to LOS F, an unacceptable level during the AM peak hour resulting in a significant project contribution to this cumulative impact. (S)

Implementation of the following mitigation measure would reduce this impact to a less-than-significant level.

> Mitigation Measure TRANS-2 (Alternate B): The project sponsor shall implement Mitigation Measure TRANS-1 (Proposed Project). With the TDM program in place, this mainline segment would operate at an acceptable LOS E during the AM peak hour. (LTS)

Project Alternate A and B's contribution to other freeway segments with cumulative impacts is less-than-significant and no mitigation is required.

7.4 PEDESTRIAN IMPACTS AND MITIGATION MEASURES

This section addresses pedestrian connections to off-site destinations. In general, the Proposed Project and Project Alternatives would enhance pedestrian operations by closing Lakeside Drive to vehicular through traffic, improving pedestrian safety and mobility throughout the project site. The following

measures are recommended to improve pedestrian circulation within and around the project site, but are not required to reduce significant environmental effects of the Proposed Project. These recommendations are shown on **Figure 7-1**. (LTS)

Employees and visitors may be expected to travel to and from campus on foot to reach transit stops and to access local businesses. Major pedestrian access points to and from the project site include:

- Mariners Island Boulevard and Reef Drive
- Lakeside Drive and East Third Avenue
- Vintage Park Drive and Lakeside Drive

Currently, there is no marked crosswalk crossing Mariners Island Boulevard at the intersection with Reef Drive, at the western project entrance, which is located in the City of San Mateo. Improvements could be made to this intersection to improve safety for pedestrians wishing to access the project site from the SamTrans transit stop on the west side of Mariners Island Boulevard. According to the *City of San Mateo Crosswalk Policy and Treatment Toolbox*, a crosswalk should not be installed at an uncontrolled location if the sight distance in feet is less than ten times the speed limit. As the speed limit along Mariners Island Boulevard is 30 miles per hour, the sight distance would need to be 300 feet to safely install a marked crosswalk. Currently, the sight distance is approximately 200 feet when vehicles are parked along Mariners Island Boulevard. If the speed limit along Mariners Island Boulevard is lowered to 20 miles per hour or enough parking spaces are removed along Mariners Boulevard to increase the sight distance, a marked crosswalk could be installed on the southerly leg (with the bus stop relocated to the southwest corner, in front of the crosswalk). The crosswalk will include high visibility striping and advance yield limit lines with post-mounted signs. Alternatively, Mariners Island Boulevard could be stop-controlled, which would allow a crosswalk to be installed. Otherwise, a crosswalk is not recommended at this location, and pedestrians should be instructed to cross Mariners Island Boulevard at East Third Avenue.

Other recommended off-site pedestrian amenities include improving the intersection of Vintage Park Drive and Lakeside Drive and enhancing existing crossings or connections. The intersection of Vintage Park Drive and Lakeside Drive has marked crosswalks, with decorative brick pavers provided on all approaches. The crosswalks across Vintage Park Drive are uncontrolled. Because these crosswalks cross a multilane road, the crosswalks should include high visibility striping and advance yield limit lines with post-mounted signs. Reduced corner radii and median refuges would further enhance safety at all three crossing locations noted above. Directional curb ramps with truncated domes would enhance access for disabled pedestrians.

7.5 BICYCLE IMPACTS AND MITIGATION MEASURES

The Proposed Project and Project Alternatives would close Lakeside Drive to through traffic, which would disrupt the Class III bike route currently on Lakeside Drive. The proposed circulation plan reroutes the bike route via Vintage Park Drive and Marsh Drive to East Third Avenue where it would connect with the existing Class III bike route on East Third Avenue. The proposed circulation plan has been reviewed and approved by the City of Foster City Parks and Recreation Committee that serves as the City's Bicycle and Pedestrian Advisory Committee. The rerouting would be a bit more circuitous and would require bicyclists to ride on streets with higher volumes. However, the increased travel distance is only about 0.1 mile. Therefore with this proposed change y, the Proposed Project would have no significant impacts to bicycle facilities. (LTS) If Lakeside Drive remains open (Lakeside Drive Open variant), the Class III bike route will not be disrupted and therefore there is no significant impact to bicycle facilities under this variant.

7.6 TRANSIT IMPACTS AND MITIGATION MEASURES

As discussed previously, transit lines operated by SamTrans, Caltrain, and AC Transit serve the project site. Two employer-funded shuttles, the Lincoln Centre and North Foster City shuttles operate on Lakeside Drive through the site. All providers have a transit stop within ¼-mile of the project site. Pedestrian access is provided between the project site and the nearby transit stops, with the exception of the drop-off location for SamTrans Route FX at the northwest corner of the intersection of Mariners Island Boulevard and Reef Drive in the City of San Mateo, which lacks a marked crosswalk across Mariners Island Boulevard (as discussed above).

By closing Lakeside Drive, the Proposed Project would disrupt the Lincoln Centre and North Foster City shuttle routes. This is considered a significant impact.

7.6.1 Proposed Project

Impact TRANS-3 (Proposed Project): The Proposed Project would disrupt the routes of the Lincoln Centre shuttle and the North Foster City shuttle by closing Lakeside Drive. (S)

Implementation of the following mitigation measure would reduce this impact to a less-than-significant level.

> Mitigation Measure TRANS-3 (Proposed Project): The operator shall reroute these shuttles to avoid the closed-off portion of Lakeside Drive. The project sponsor shall pay for the costs associated with rerouting these shuttles. This mitigation measure shall be completed before the closure of Lakeside Drive. The North Foster City shuttle shall be re-routed to Chess Drive and Vintage Park Drive (rather than continuing north along Lakeside Drive). The Lincoln Centre shuttle route shall be re-routed to Mariners Island Boulevard via Reef Drive (rather than continuing south along Lakeside Drive). Implementation of this mitigation measure would restore the continuity of the shuttle routes and maintain shuttle access to the project site. The travel times of the shuttles are not expected to be affected by these proposed changes as the travel distance would remain the same. (LTS)

Shuttle service is a key component of the Proposed Project's TDM strategy. Gilead has made commitments to serve the future transit demand of the Proposed Project through a phased funding plan. As the Gilead employee base grows, Gilead will work with the Peninsula Traffic Congestion Relief Alliance (Alliance), other corporate partners, and the City on tactical next steps at each of the following Gilead employee headcount thresholds:

- 1,900 to 3,000 employees: Work with the Alliance to increase the current 24-passenger bus to a 32-35-passenger bus on the North Foster City route, if warranted.
- 3,000 to 5,500 employees: Work with the Alliance to add a lead time bus (half hour bus in addition to the current hourly bus) on the North Foster City Center route, if warranted.
- 3,500 to 5,500 employees: Work with the Alliance to add a lead time bus (half hour bus in addition the current hourly bus) on the Lincoln Centre route, if warranted.

This proposed shuttle plan includes approximately 140 new shuttle seats during the morning and evening commute periods under the future campus build out[9].

Currently, 180 employees ride Gilead campus shuttles, which represents a 9.5 percent mode share[10] for employee trips. The existing employer shuttle ridership currently exceeds capacity on the majority of shuttle commute trips.[11] Assuming the existing mode share remains with the full projected employment of 5,500 employees under the Proposed Project, this would result in 521 shuttle riders in the future (a new increase of 341 shuttle riders). As such, the current shuttle funding plan would not adequately serve the projected shuttle ridership. This is considered a significant impact.

Impact TRANS-4 (Proposed Project): The Proposed Project would add ridership demand to shuttles that are over-capacity. (S)

Implementation of the following mitigation measure would reduce this impact to a less-than-significant level:

> Mitigation Measure TRANS-4: The project sponsor shall contribute to expansion of existing shuttle services or provide new shuttle services to local transit hubs, such as the East Hillsdale Caltrain Station and the Millbrae BART/Caltrain station, at a level commensurate with the project's shuttle ridership demand attributable to operation of one or more project elements (i.e., a net increase of 341 shuttle riders). Gilead Sciences shall prepare an analysis of its projected shuttle ridership, develop a plan for how the ridership will be accommodated, and submit the plan to the City for approval during the use permit process. (LTS)

7.6.2 Lakeside Drive Open

If Lakeside Drive remains open, the Lincoln Centre shuttle and the North Foster City shuttle would not be disrupted. Impact TRANS-3 would be reduced to a less-than-significant level and no mitigation would be required Lakeside Drive Open. However, the current shuttle funding plan would not adequately serve the project shuttle ridership for the Lakeside Drive Open Variant. This is considered a significant impact.

Impact TRANS-4 (Lakeside Drive Open): The Lakeside Drive Open variant would add ridership demand to shuttles that are over-capacity. (S)

Implementation of the following mitigation measure would reduce this impact to a less-than-significant level:

> Mitigation Measure TRANS-4 (Lakeside Drive Open): The project sponsor shall implement Mitigation Measure TRANS-4 (Proposed Project). (LTS)

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[9] Calculated based on the following assumptions: One new 35-person shuttle bus on the North Foster City route and one new 24-person bus on the Lincoln Centre Route once an hour. Over the two hour commute period during the morning and evening, this would provide 118 new shuttle seats. The conversion of the 24-person shuttle to a 35-person shuttle on the North Foster City route would add an additional 22 riders over these two hours. This results in 140 new shuttle seats during each commute period.

[10] This mode share does not include vanpools. The total transit mode share for the campus increases to 15.3 percent when the shuttles and vanpools are considered as presented in Mitigation Measure TRANS-1.

[11] Stevenson, Michael, 2008. Shuttle Program Manager, Peninsula Traffic Congestion Relief Alliance.

7.6.3 Project Alternatives

By closing Lakeside Drive, Alternates A and B would disrupt the Lincoln Centre and North Foster City shuttle routes. This is considered a significant impact.

Impact TRANS-3 (Alternates A and B): The Proposed Project would disrupt the routes of the Lincoln Centre shuttle and the North Foster City shuttle by closing Lakeside Drive. (S)

Implementation of the following mitigation measure would reduce this impact to a less-than-significant level.

> Mitigation Measure TRANS-3 (Alternates A and B): The project sponsor shall implement Mitigation Measure TRANS-3 (Proposed Project). (LTS)

The current shuttle funding plan would not adequately serve the project shuttle ridership for the Alternates A and B. This is considered a significant impact.

Impact TRANS-4 (Alternates A and B): The Lakeside Drive Open would add ridership demand to shuttles that are over-capacity. (S)

Implementation of the following mitigation measure would reduce this impact to a less-than-significant level:

> Mitigation Measure TRANS-4 (Alternates A and B): The project sponsor shall implement Mitigation Measure TRANS-4 (Proposed Project). (LTS)

7.7 SITE ACCESS AND CIRCULATION IMPACTS AND MITIGATION MEASURES

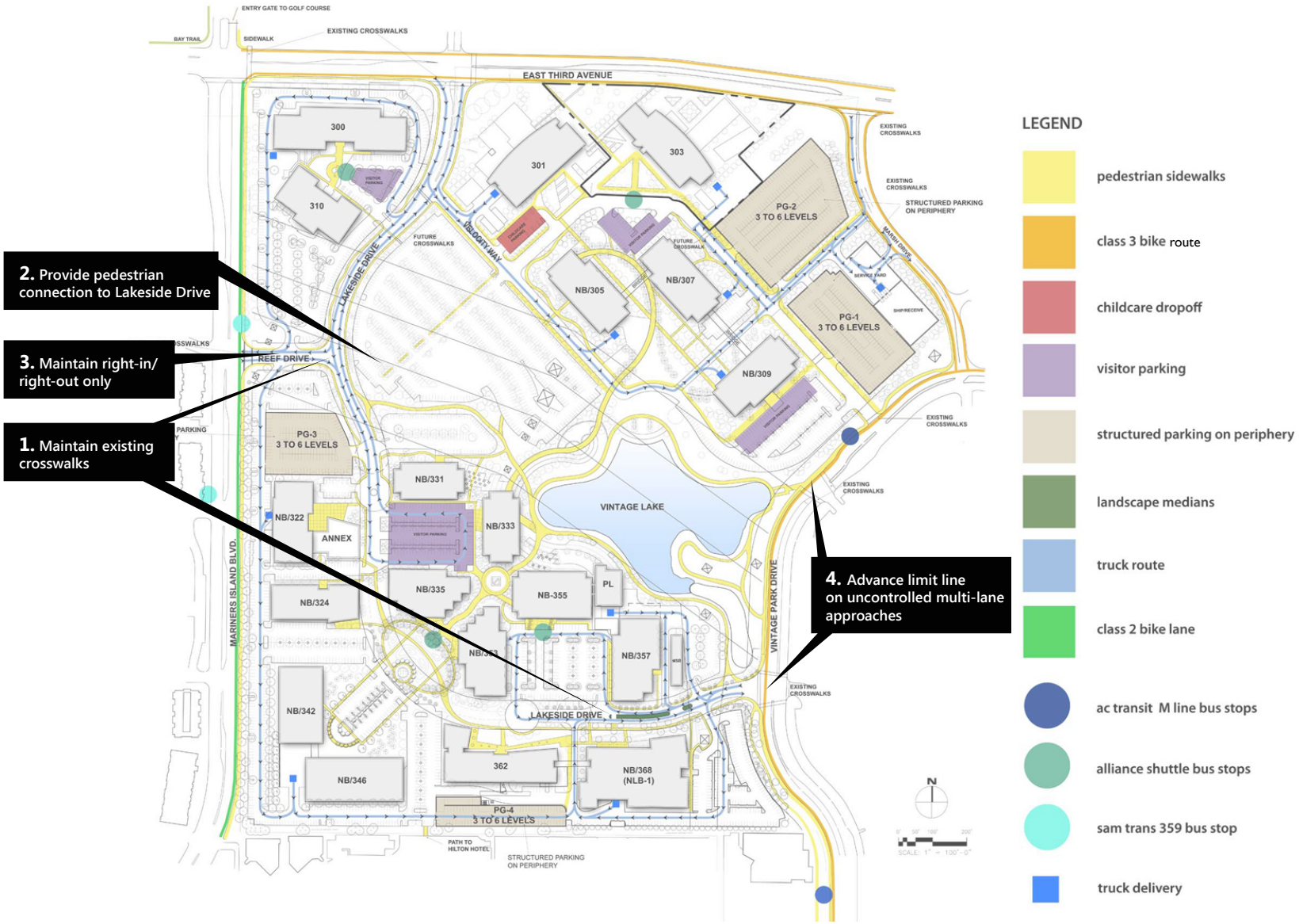
Figure 7-1 shows the circulation plan for the Proposed Project. The circulation plan would be similar for the Project Alternatives. For the Lakeside Drive Open variant, the only change would be that Lakeside Drive would continue to be open to vehicle traffic.

Primary ingress and egress to and from the project site would continue to be provided by the intersections of Reef Drive at Mariners Island Boulevard, Lakeside Drive at East Third Avenue, Lakeside Drive at Vintage Park Drive, and East Third Avenue at Marsh Drive. Lakeside Drive and Marsh Drive would provide access to project buildings and parking facilities. Emergency vehicles would be allowed on the closed portion of Lakeside Drive, maintaining existing emergency access. Primary truck access would be provided at the shipping docks at Marsh Road. Other truck access would be provided to shipping docks located at laboratory and office buildings throughout the site. However, truck access to these locations would be infrequent and would therefore minimize conflicts with pedestrians, bicycles, and passenger vehicles. The Proposed Project would not include design features that would result in roadway or vehicle hazards. In addition, no new types of land uses would be developed on the site; therefore, no incompatible land uses would be developed that would increase hazards.

The Proposed Project would close Lakeside Drive to through traffic. The purpose of the Lakeside Drive Closure would be to create a more pedestrian-friendly campus. After the Lakeside Drive closure, vehicles would no longer be able to access the northern portion of the site from the eastern entrance along Vintage Park Drive and would instead access the site via Mariners Island Boulevard or East Third Avenue. In addition to these off-site effects, the closure of Lakeside Drive would alter on-site vehicle circulation (including shuttles) by reducing vehicle mobility and connectivity between the north and south/east

portions of the site. However, pedestrian connectivity would remain high due to the creation of the central portion of Lakeside Drive as a mainly car-free zone. Additionally, it is anticipated that travel patterns would change such that employees who work in the northern portion of the site would use the north access points, and employees working in the southern and eastern portions of the site would use the east access point, further reducing the need for internal vehicle connectivity.

The Proposed Project would not cause any other major changes to internal vehicle circulation, and the expected increase in vehicular traffic to surrounding roadways caused by the closure is expected to be accommodated by the existing infrastructure. (LTS)



Not to Scale

FEHR PEERS

SF12-0606 Gilead Sciences EIR Redux\Graphics

PROPOSED CIRCULATION PLAN

FIGURE 7-1

To improve safety and mobility for all users, the following best practices are recommended for the final site plan. The following discussion is provided for informational purposes. These improvements could be funded by the project sponsor.

Enable a walkable and bikable core campus:

- Provide efficient pedestrian connections that minimize travel through parking lots.
- Provide pedestrian and bicycle wayfinding to key destinations, while emphasizing Class I paths.
- Should Lakeside Drive remain open, use one of the following methods to enhance the walkable core campus:
    - Close Lakeside Drive to through traffic during core business hours.
    - Provide raised pedestrian crossings or other traffic calming treatments to slow traffic and discourage through traffic.
- Provide direct connections from the parking lot at Lakeside Drive/ Velocity Way to the Vintage Lake trails.
- Provide sidewalks with landscape buffers and/or landscaped medians where feasible on Lakeside Drive.
- Locate visitor parking adjacent to Lakeside Drive and campus entrances to ensure easy access.

Follow best practices throughout the campus and at intersections with off-site routes:

- Provide sidewalks along all roadways (currently underway on the project site).
- Limit the number of lanes and lane width.
- Tighten corner radii to reduce turning speeds.
- Provide marked crosswalks on all legs at controlled intersections.
- Provide high visibility marked crosswalks at uncontrolled intersections and midblock locations with high pedestrian demand. Enhance crosswalks with beacons or signals where higher speeds and traffic volumes are expected.
- Provide short-term and long-term bicycle parking at all buildings.
- Provide pedestrian paths through parking lots that reduce pedestrian exposure and offer direct links.
- Limit the number of curb cuts/access points and ensure access points are located away from major intersections (for example, at Reef Drive and Mariners Island Blvd).
- Remove parking spaces adjacent to major intersections.

The proposed circulation plan shown in **Figure 7-1** incorporates many of the above recommendations. In addition to the above general comments, the following changes are suggested to clarify the circulation plan shown in **Figure 7-1**:

1. Existing marked crosswalks along Lakeside Drive between Reef Drive and Vintage Park Drive should be shown on the circulation plan (and maintained under the future plan) as these existing marked crosswalks provide key pedestrian links between buildings and parking facilities. This includes the existing marked crosswalk into the proposed PG-3 and the existing marked crosswalks in front of NB/368.

2. Additional pedestrian connections should be considered from the pedestrian pathway through the middle of the central parking to Lakeside Drive.

3. Consider leaving the driveway to the proposed PG-3 parking garage from Reef Drive as the existing right-in/right-out configuration due to its proximity to the intersection of Mariners Island Boulevard / Reef Drive.

4. At Vintage Park Drive / Lakeside Drive and other uncontrolled pedestrian crossings along Vintage Park Drive, consider striping advance limit lines in addition to the highlighted cross walk signs to enhance pedestrian safety on these multi-lane, uncontrolled approaches.

The circulation plan will be subject to further review as the campus develops. Changes to the final circulation plan would be reviewed and approved by the City to ensure these recommendations are in place, as appropriate.

7.8 EMERGENCY ACCESS IMPACTS AND MITIGATION MEASURES

Emergency vehicles would be able to use the roadways surrounding the project site. In addition, emergency vehicles would be allowed on the closed portion of Lakeside Drive, maintaining existing emergency access. Therefore, the Proposed Project and Project Alternatives would not result in emergency vehicle access impacts.

7.9 AIR TRAFFIC IMPACTS AND MITIGATION MEASURES

Additional employment associated with the Proposed Project and Project Alternatives would not contribute substantially to demand for commercial flights because most new employees would be expected to work on-site. Therefore, the Proposed Project would not substantially increase flight operations. In addition, no buildings or features would be constructed on-site that would interfere with flight operations at local airports.

7.10 CONSTRUCTION IMPACTS AND MITIGATION MEASURES

Project construction would affect off-site circulation due to increased truck traffic to and from the site. Construction would also disrupt on-site travel due to the potential closure of sidewalks and blockage of bicycle facilities and transit routes during construction.

Impact TRANS-5 (All): Construction activities could interfere with circulation patterns. (S)

Implementation of the following mitigation measure would reduce this impact to a less-than-significant level:

> Mitigation Measure TRANS-5 (All): During the use permit process, the project sponsor shall develop and submit a construction management plan for City approval that specifies measures that would reduce impacts to motor vehicle, bicycle, pedestrian and transit circulation. The construction management plan shall include the following:

- Location of construction staging areas for materials, equipment, and vehicles.
- Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.
- Identification of haul routes for movement of construction vehicles that would minimize impacts on vehicular and pedestrian traffic, circulation and safety; and provision for monitoring surface streets used for haul routes so that any damage and debris attributable to the haul trucks can be identified and corrected by the project sponsor.
- Provisions for removal of trash generated by project construction activity.
- A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an on-site complaint manager.
- Provisions for pedestrian and bicycle circulation through the congestion zone.

The project sponsor shall implement the construction management plan. (LTS)

7.11 C/CAG TRANSPORTATION DEMAND MANAGEMENT (TDM) REQUIREMENTS

C/CAG is the Congestion Management Agency for San Mateo County that develops the Congestion Management Program (CMP). As part of the land use element of the CMP, all projects that generate 100 or more new trips during the AM or PM peak hour are required to implement transportation demand management (TDM) programs that have the capacity to reduce the demand for new peak-hour trips. The project sponsor also has the option to reduce the scope of the Proposed Project to generate less than 100 peak hour trips or pay a one-time fee of $20,000 per new peak hour trip to a TDM fund.

The Proposed Project would generate more than 100 new vehicle trips during both the AM and PM peak hours. Therefore, per C/CAG guidelines, Gilead has developed a draft TDM plan for the Proposed Project which is presented in **Appendix G**. The draft TDM Plan is currently under review by C/CAG. Conformance with the C/CAG requirement will be verified by the City during the Specific Development Plan/Use Permit review process that would be conducted prior to implementation of the Proposed Project. The site-specific trip generation rates used in this study include the trip reductions due to the TDM program that were in place in 2008 when the traffic counts were collected. As shown in **Appendix G**, the transit mode share has increased since 2008; therefore the trip generation rates used this analysis ensures a reasonably cautious analysis of the potential impacts of the Proposed Project on the transportation system.

C/CAG has identified acceptable TDM measures and assigned peak-hour trip credits[12] that will be granted with implementation of each measure. Measures can be assembled from this menu of options such that the total number of trip credits is equal to or greater than the new peak-hour trips generated by the project. These programs, once implemented, must be on-going for the occupied life of the development. Programs may be substituted, with prior approval of C/CAG, as long as the total number of trip credits offsets the new trips.

In the following discussion, in lieu of new vehicle trips, the full campus trip generation is used for the purpose of trip credit comparison. This reflects the nature of the TDM strategies at buildout, which will comprise both existing and additional measures that affect all trips.

To select a menu of TDM strategies appropriate for the Gilead context, existing mode usage was reviewed and considered a starting point for the Proposed Project. A 21 percent alternative (non-single occupant vehicle) mode share was assumed for all 5,500 projected Gilead employees, based on information provided by Gilead for current employees. Applying the existing alternative mode share to future employees results in the following breakdown:

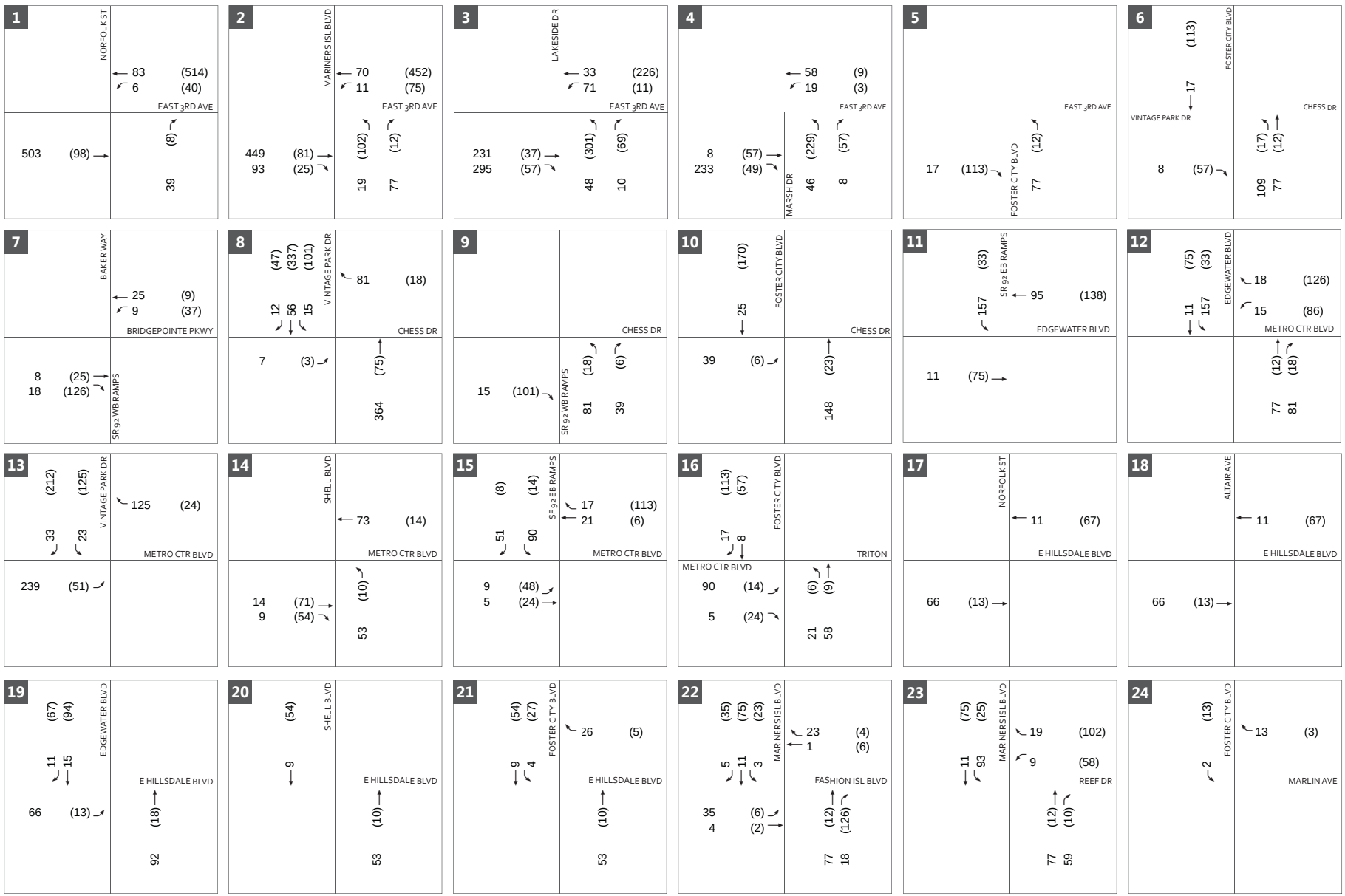
- Transit: 9.5 percent (521 employees)
- Carpool: 4.2 percent (232 employees)
- Vanpool: 5.8 percent (318 employees)
- Bicycle: 1.9 percent (110 employees)

The quantity and distribution of the TDM strategies presented in **Appendix G** reflect this mode split. Should employee surveys suggest a different mode split distribution in the future, reallocation of the TDM strategies, and additional or substitute strategies may be appropriate.

As shown in **Appendix G**, the total number of trip credits[10] for the menu of selected TDM strategies is 3,528, which is greater than the estimated total campus AM and PM peak hour trip generation totals for the Proposed Project of 2,293 and 2,425, respectively. The traffic generated by the Project Alternatives would be less than the Proposed Project and therefore would require fewer TDM strategies. The City would require the implementation of an appropriate TDM Program for the life of the Proposed Project to reduce cumulative impacts on area roadways.

[12] The number of "trip credits" is the number of vehicle trips each mitigation measure would off-set as determined by C/CAG staff.

APPENDIX A:
ADDITIONAL FIGURES

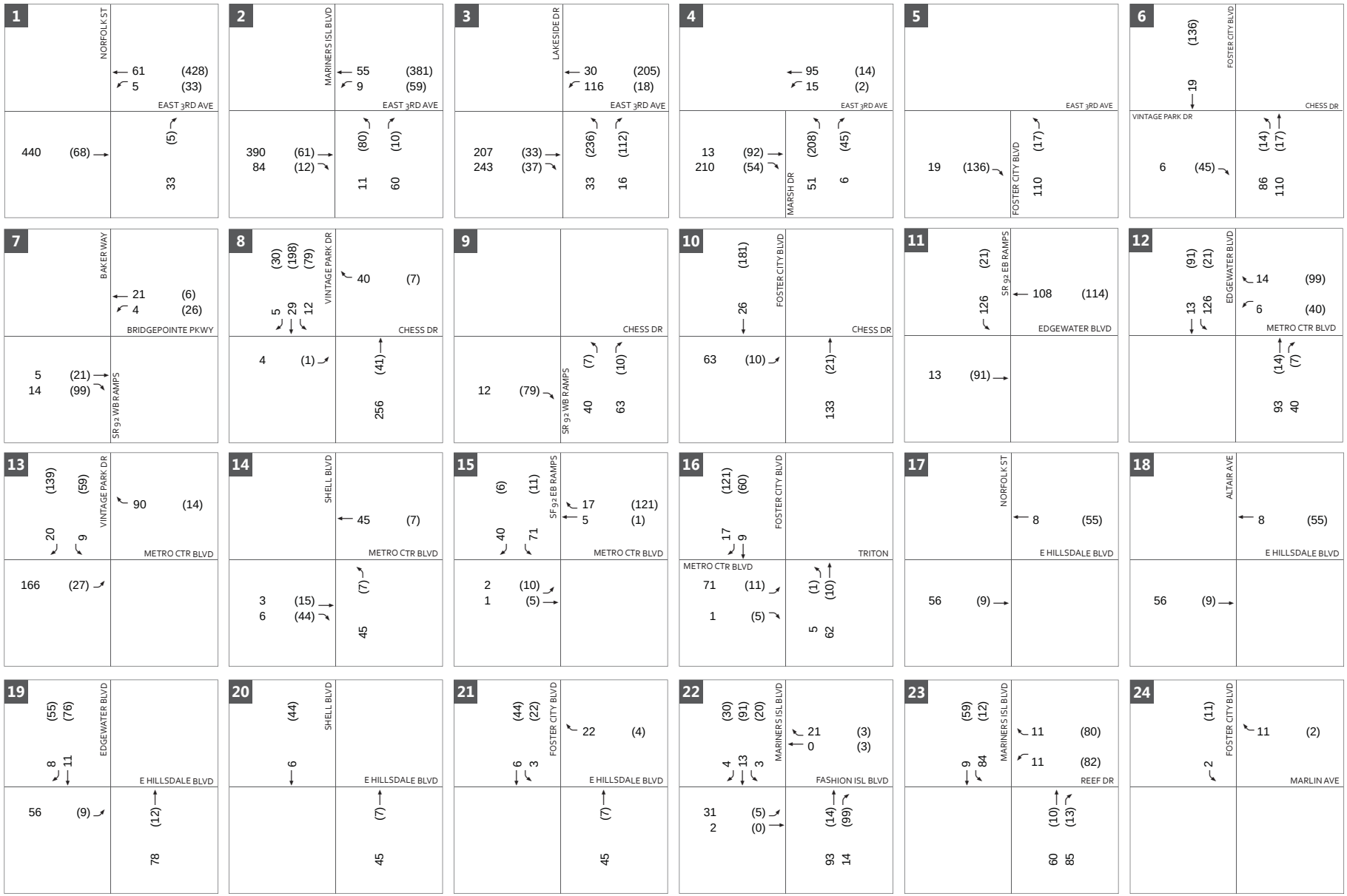


LEGEND XX (YY): AM (PM)

TRIP ASSIGNMENT
PROPOSED PROJECT (LAKESIDE DRIVE OPEN)

FIGURE A-1

FEHR PEERS

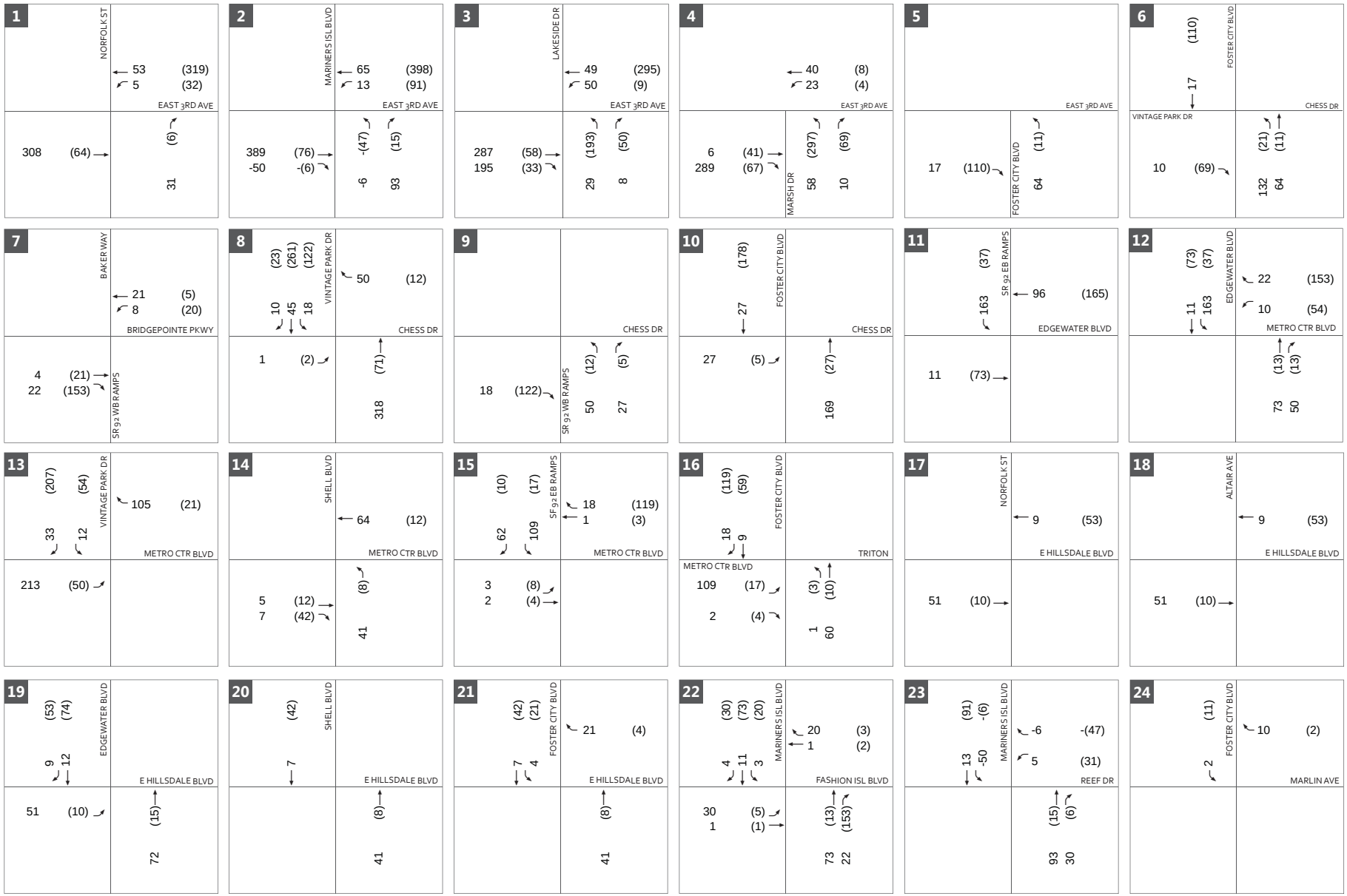


LEGEND XX (YY): AM (PM)

PROJECT TRIP ASSIGNMENT ALTERNATE A

FIGURE A-2

FEHR PEERS

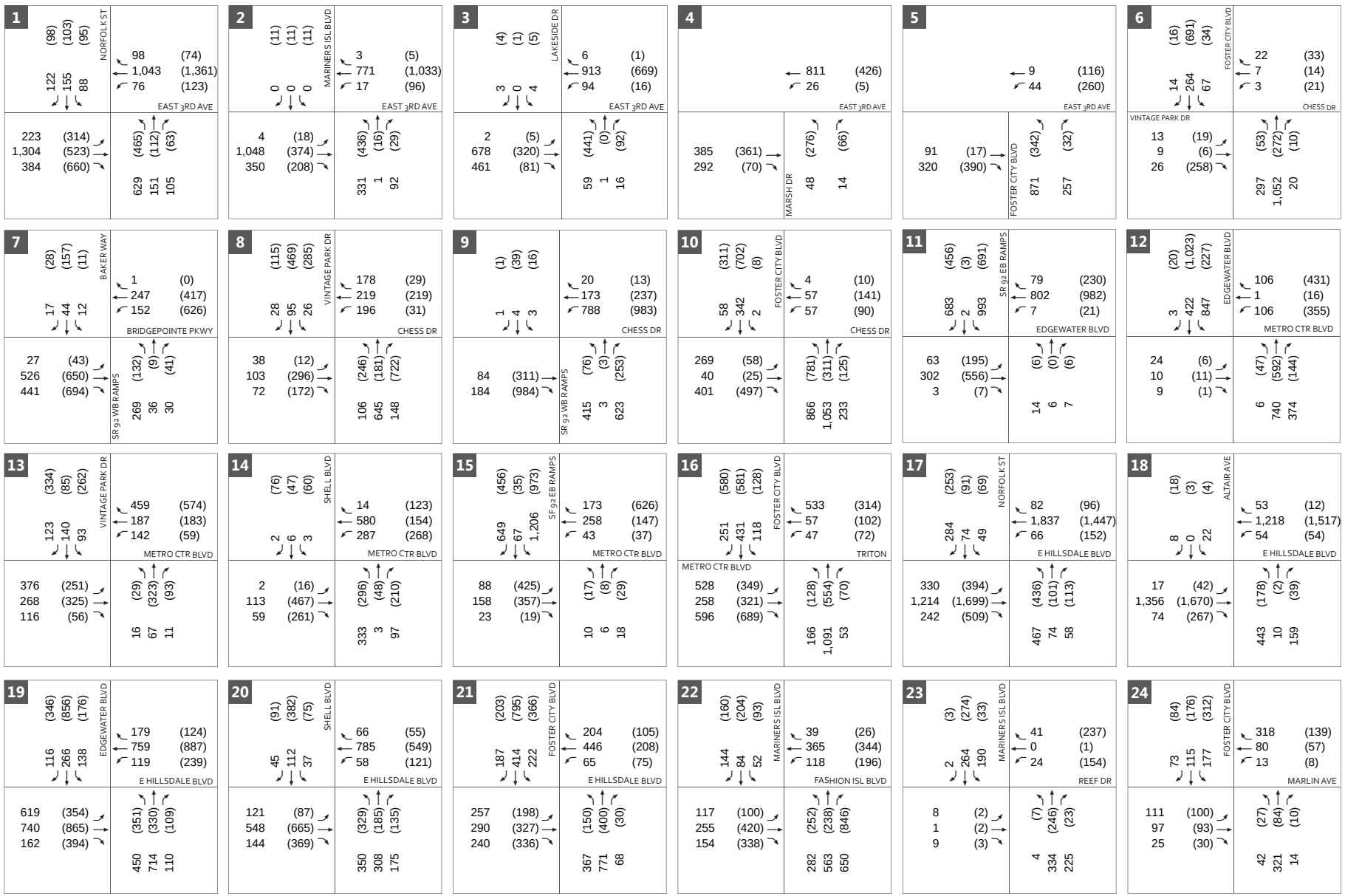


LEGEND XX (YY): AM (PM)

PROJECT TRIP ASSIGNMENT ALTERNATE B

FIGURE A-3

FEHR PEERS

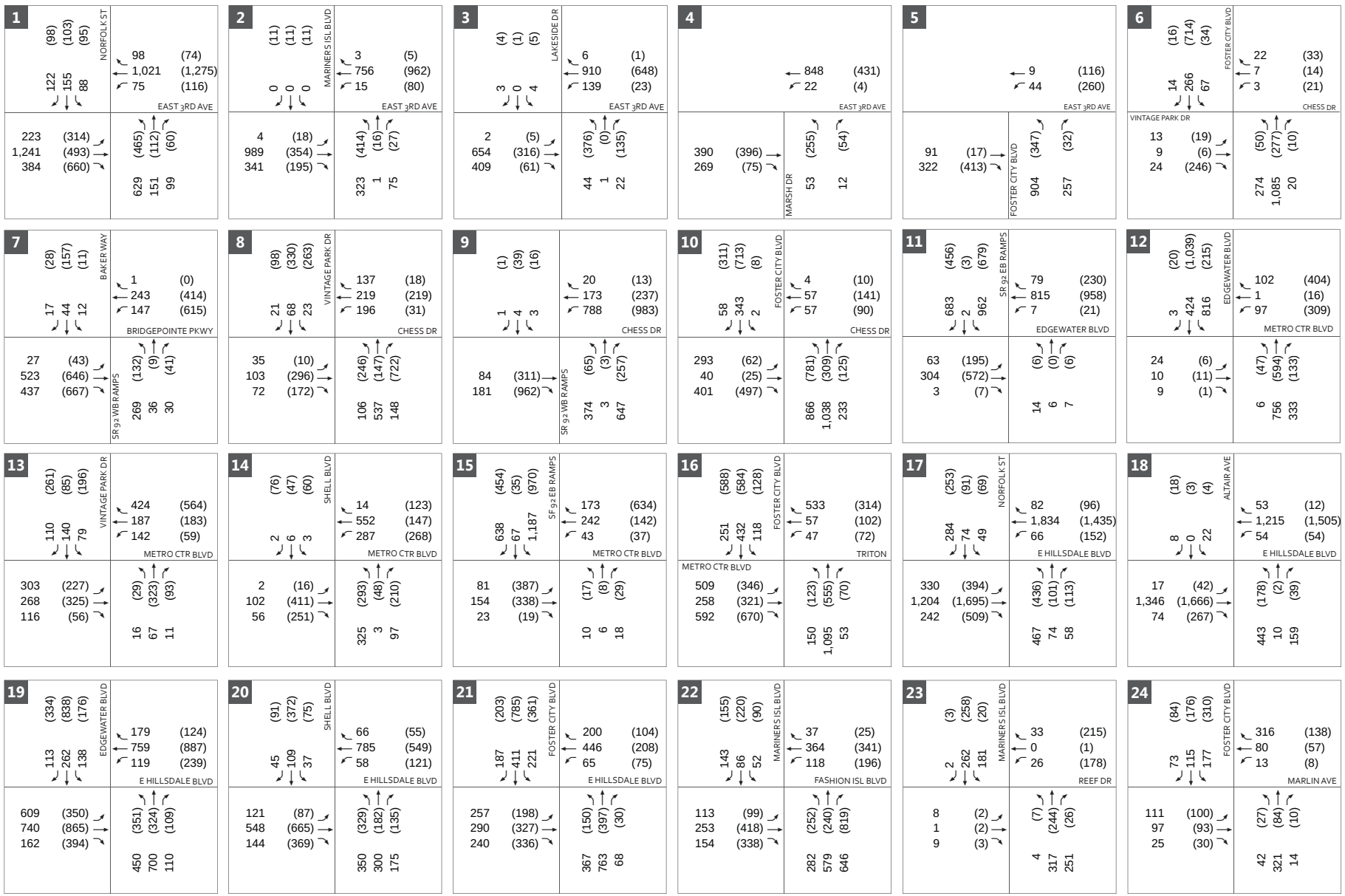


LEGEND XX (YY): AM (PM)

EXISTING PLUS PROJECT INTERSECTION PEAK HOUR VOLUMES PROPOSED PROJECT (LAKESIDE DRIVE OPEN)

FIGURE A-4

FEHR PEERS

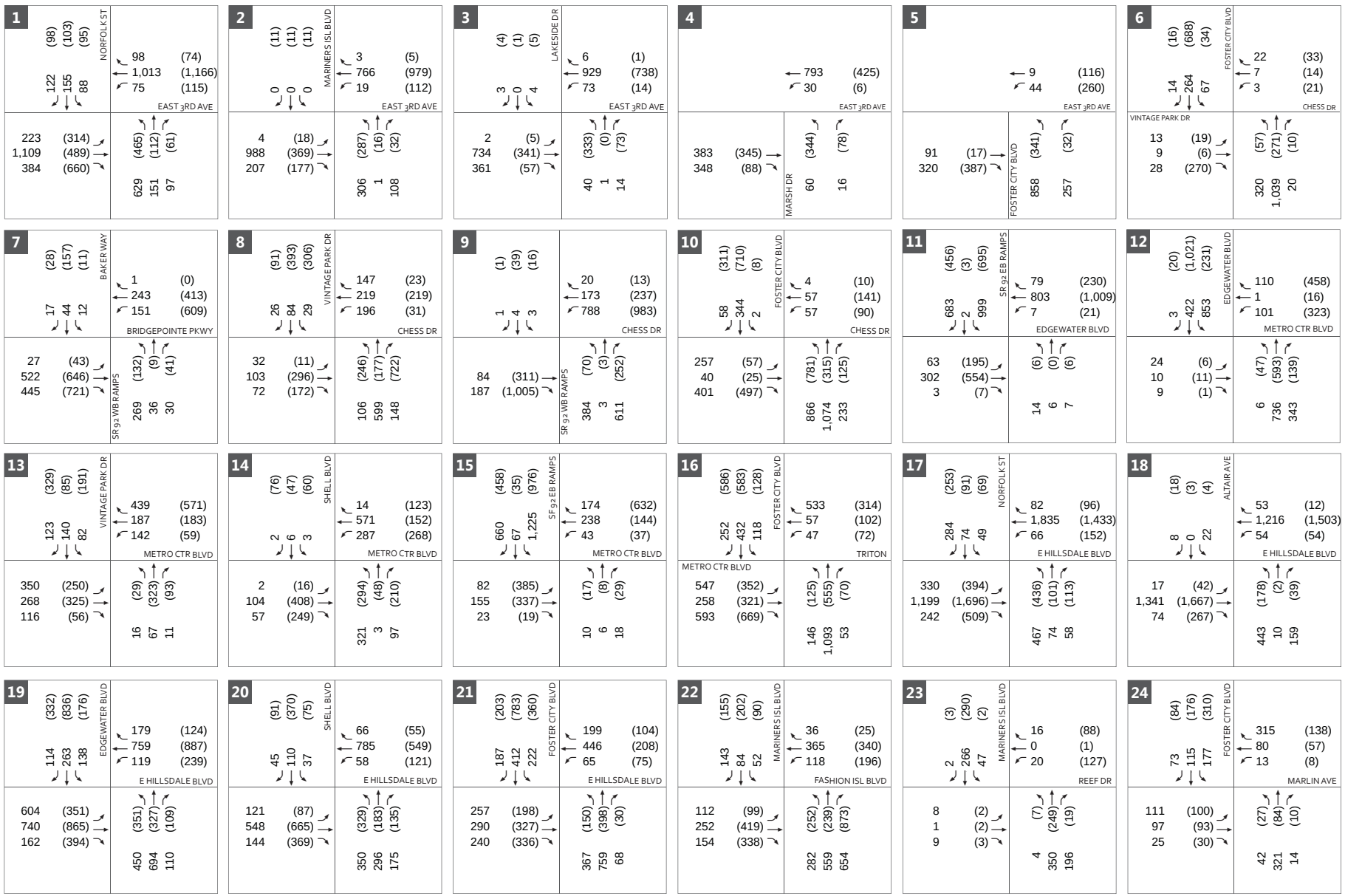


LEGEND XX (YY): AM (PM)

EXISTING PLUS PROJECT INTERSECTION PEAK HOUR VOLUMES ALTERNATE A

FIGURE A-5

FEHR PEERS

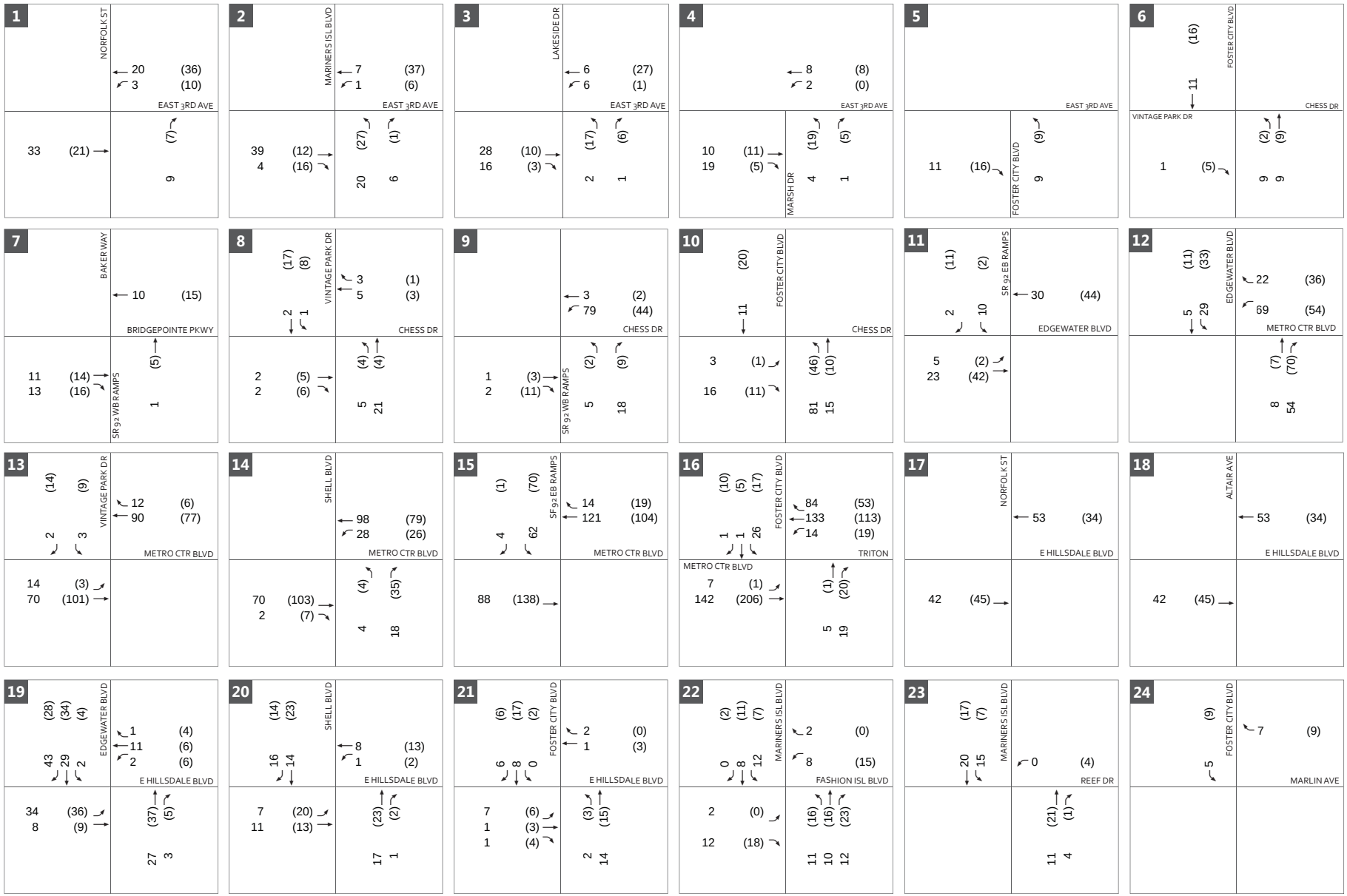


LEGEND XX (YY): AM (PM)

EXISTING PLUS PROJECT INTERSECTION PEAK HOUR VOLUMES ALTERNATE B

FIGURE A-6

FEHR PEERS

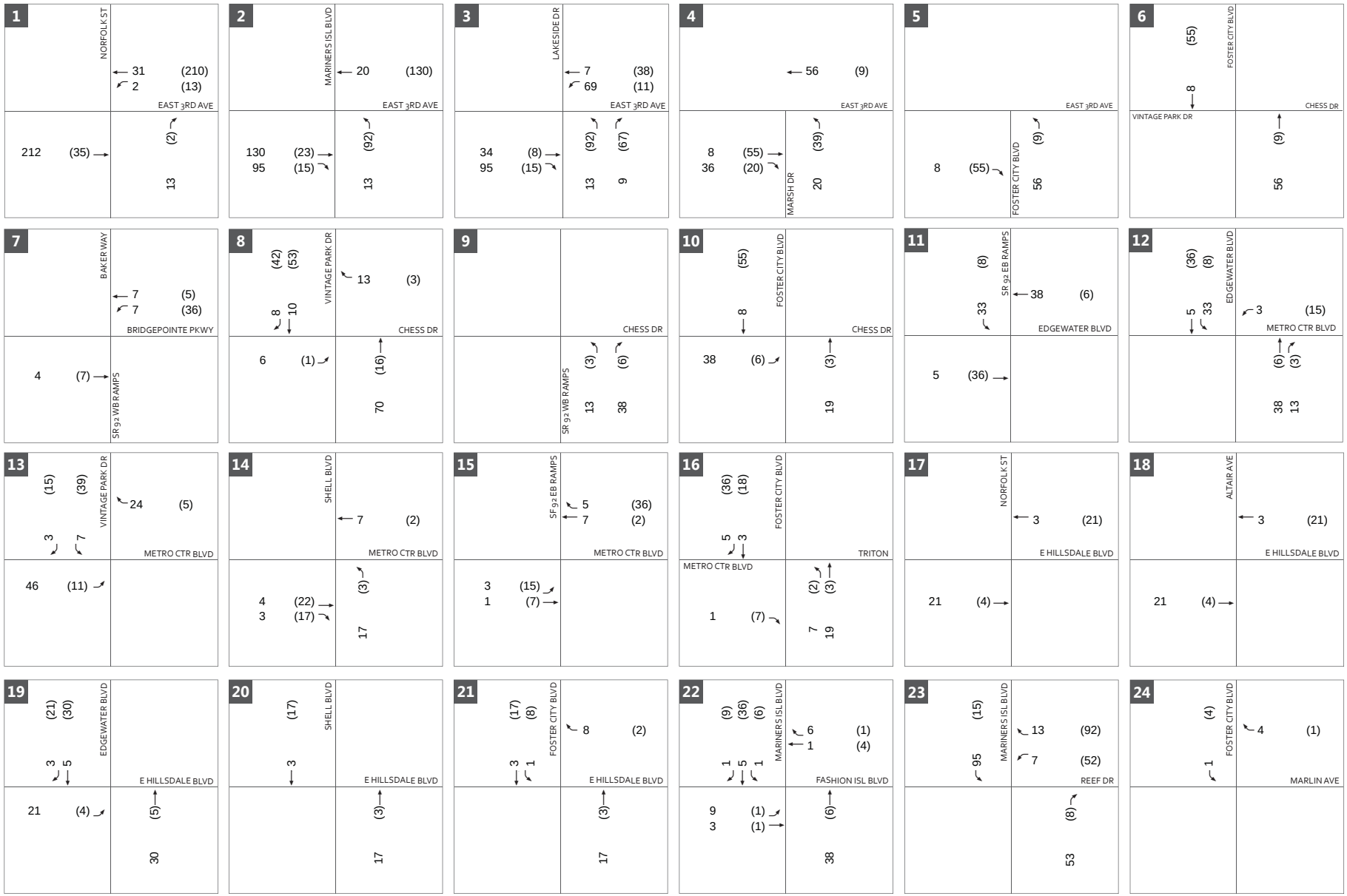


LEGEND XX (YY): AM (PM)

BACKGROUND TRIP ASSIGNMENT
UNOCCUPIED AND APPROVED DEVELOPMENTS

FIGURE A-7

FEHR PEERS

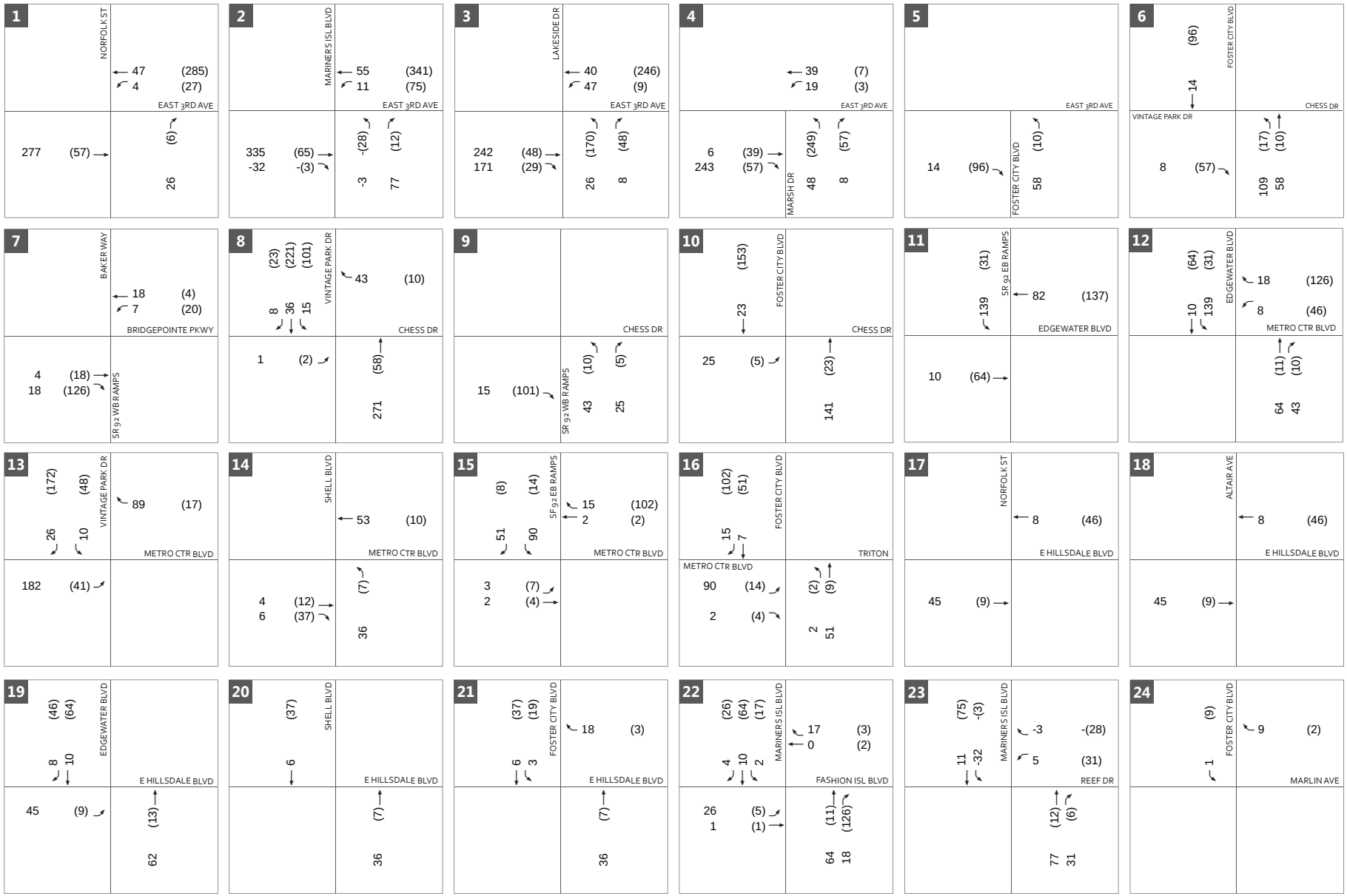


LEGEND XX (YY): AM (PM)

BACKGROUND TRIP ASSIGNMENT
GILEAD SCIENCE SOUTH CAMPUS ENTITLED USES

FIGURE A-8

FEHR PEERS

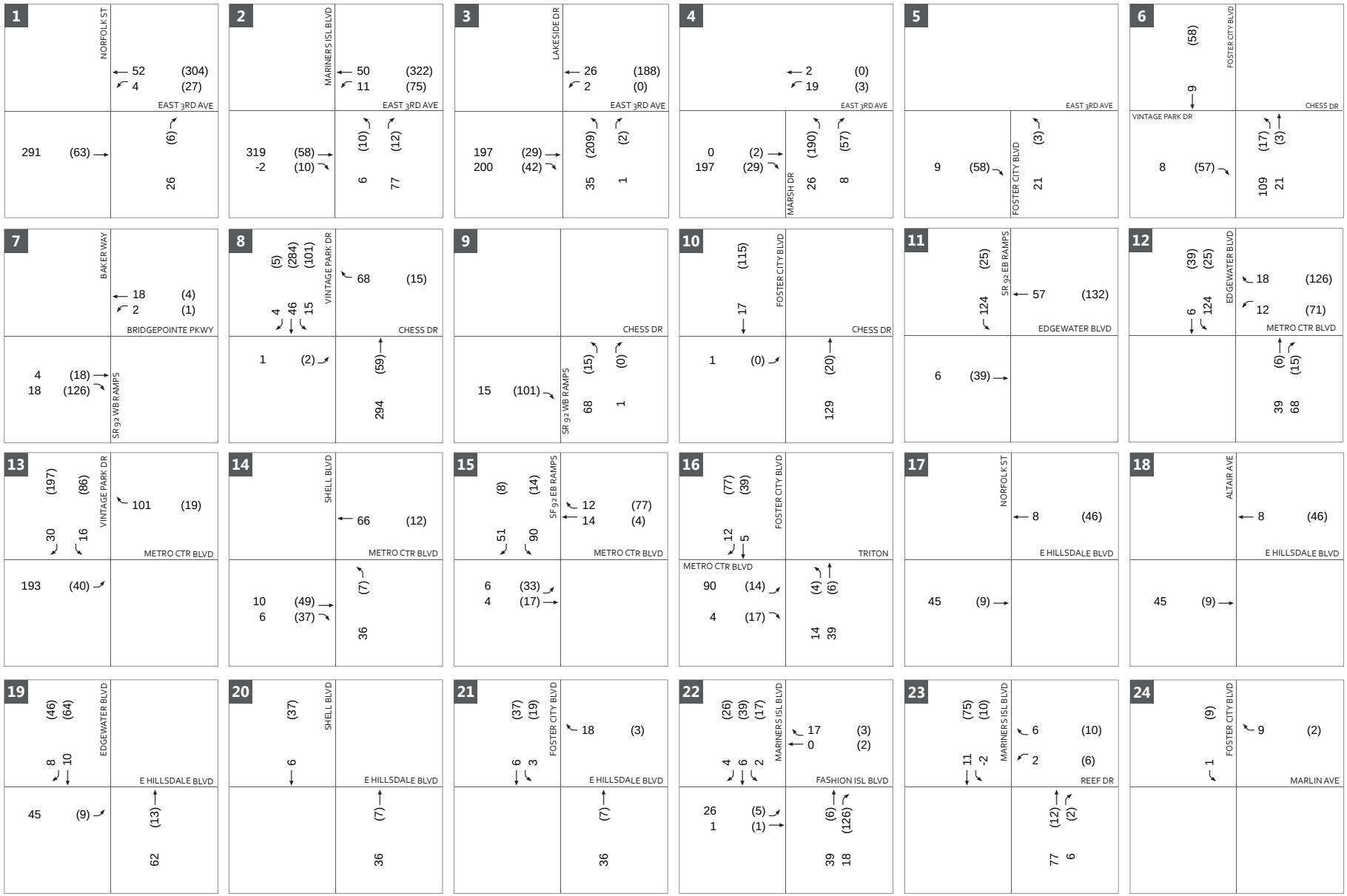


LEGEND XX (YY): AM (PM)

BACKGROUND NET TRIP ASSIGNMENT PROPOSED PROJECT

FIGURE A-9

FEHR PEERS

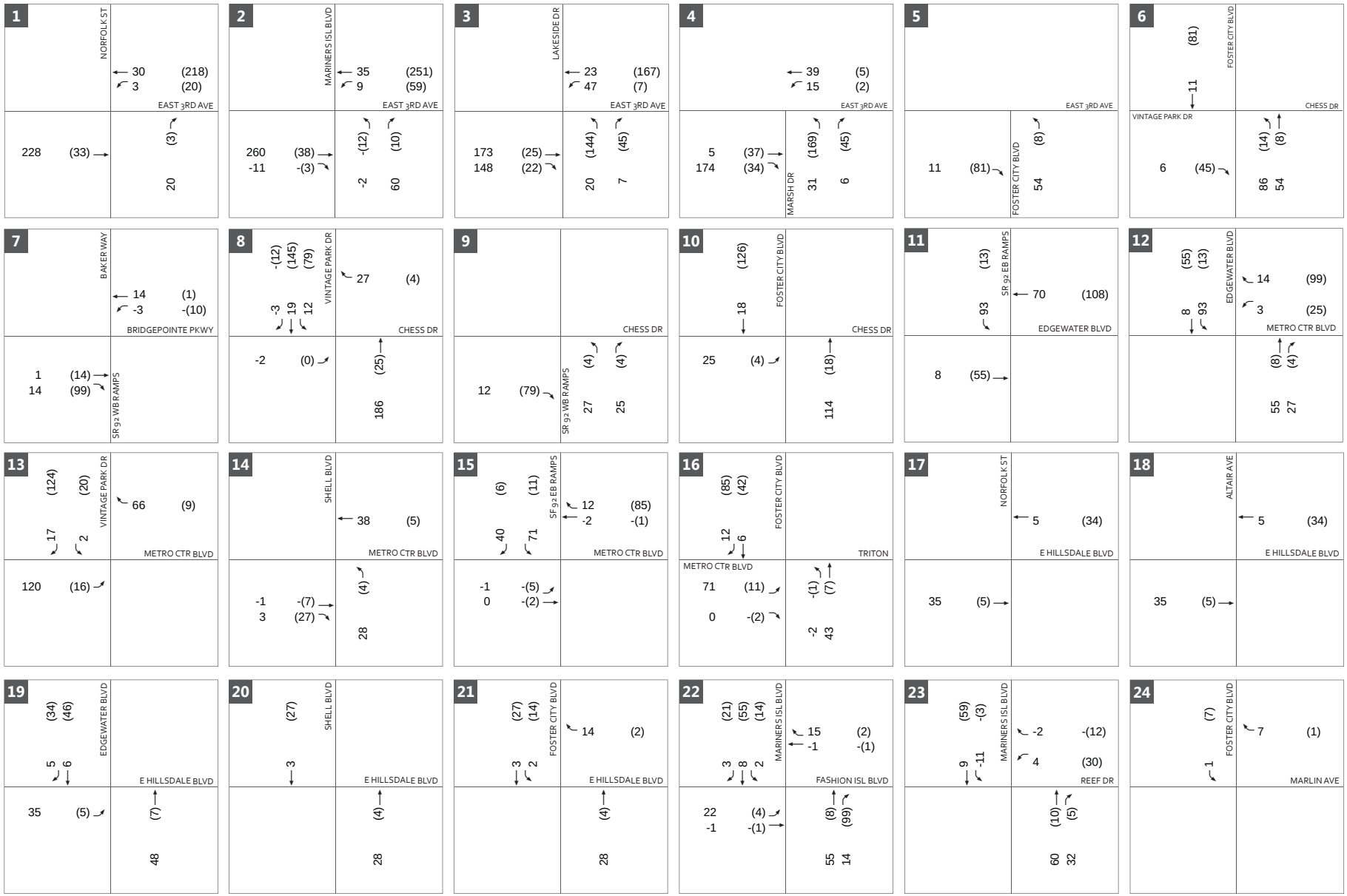


LEGEND XX (YY): AM (PM)

BACKGROUND NET TRIP ASSIGNMENT
PROPOSED PROJECT (LAKESIDE DRIVE OPEN)

FIGURE A-10

FEHR PEERS

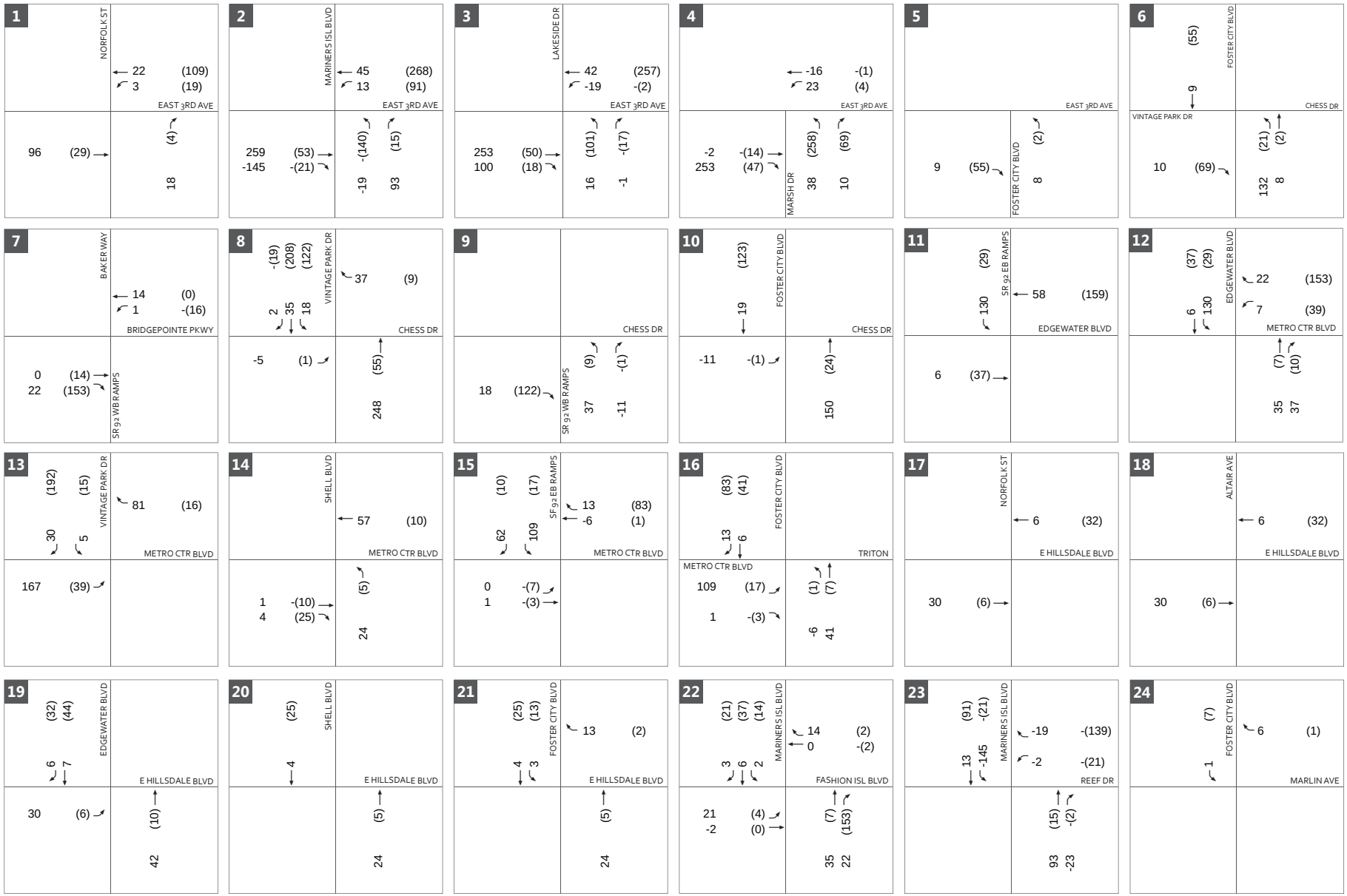


LEGEND XX (YY): AM (PM)

BACKGROUND NET TRIP ASSIGNMENT ALTERNATE A

FIGURE A-11

FEHR PEERS

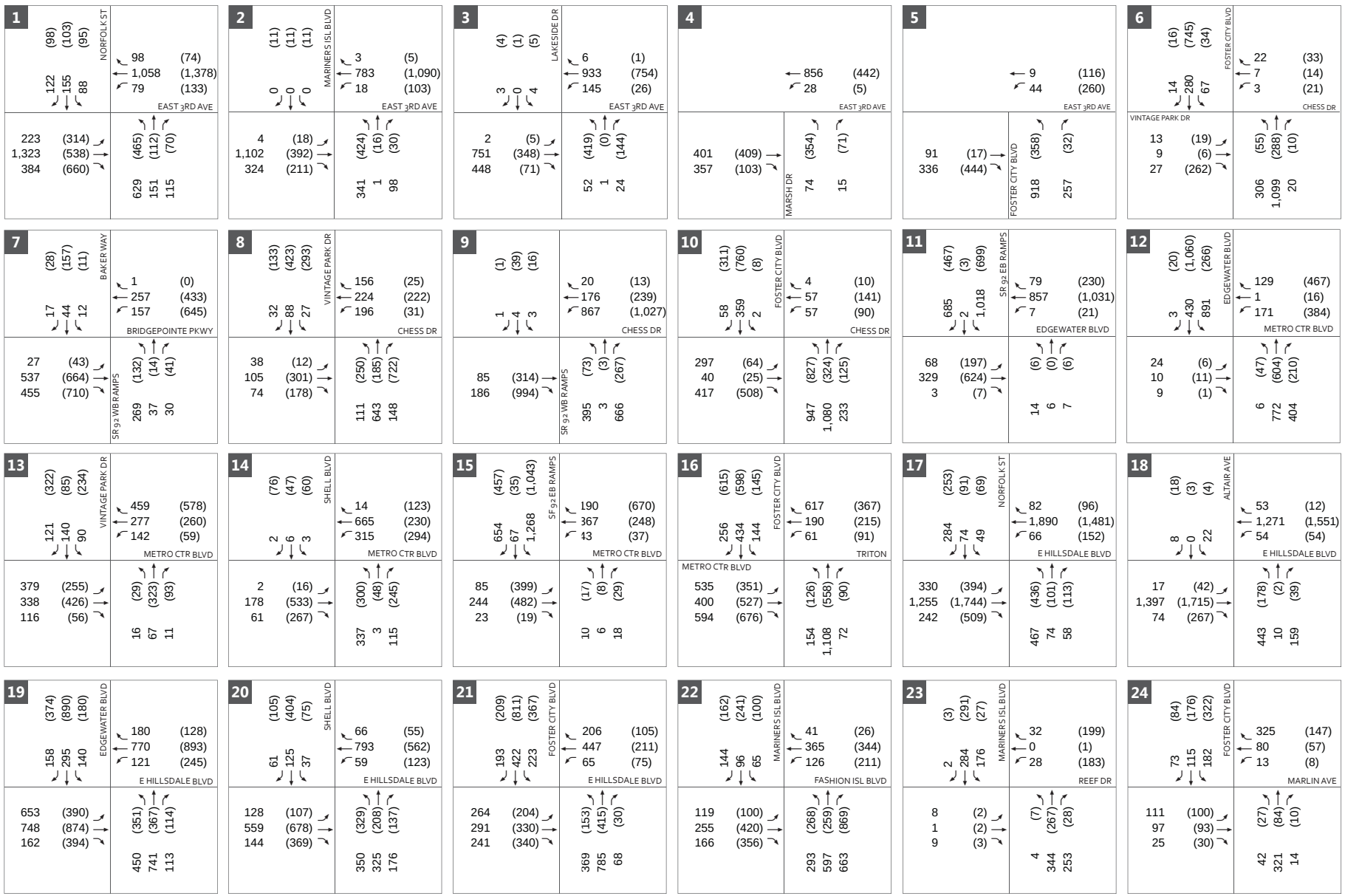


LEGEND XX (YY): AM (PM)

BACKGROUND NET TRIP ASSIGNMENT ALTERNATE B

FIGURE A-12

FEHR PEERS

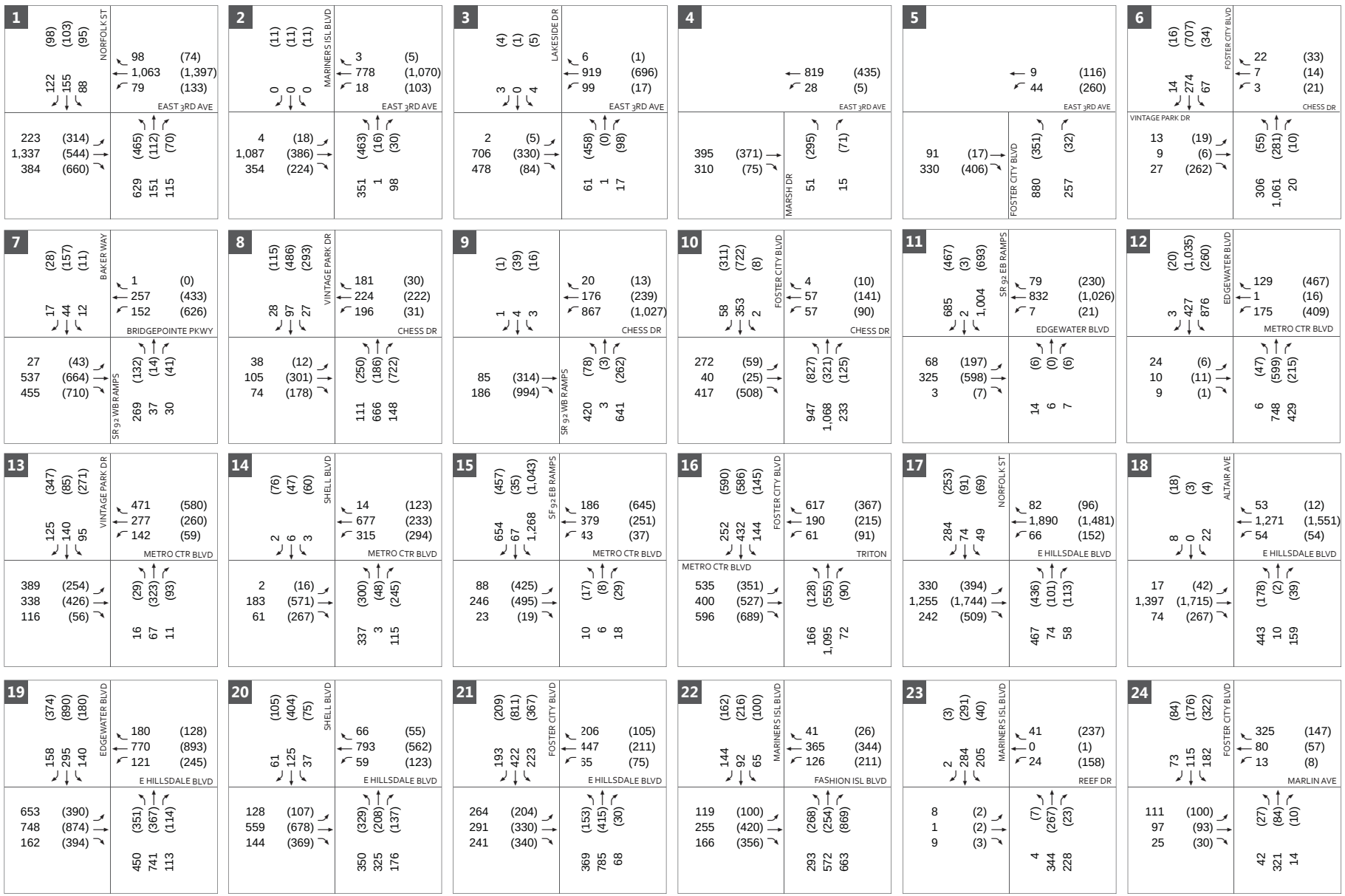


LEGEND XX (YY): AM (PM)

BACKGROUND PLUS PROJECT INTERSECTION PEAK HOUR VOLUMES PROPOSED PROJECT

FIGURE A-13

FEHR PEERS

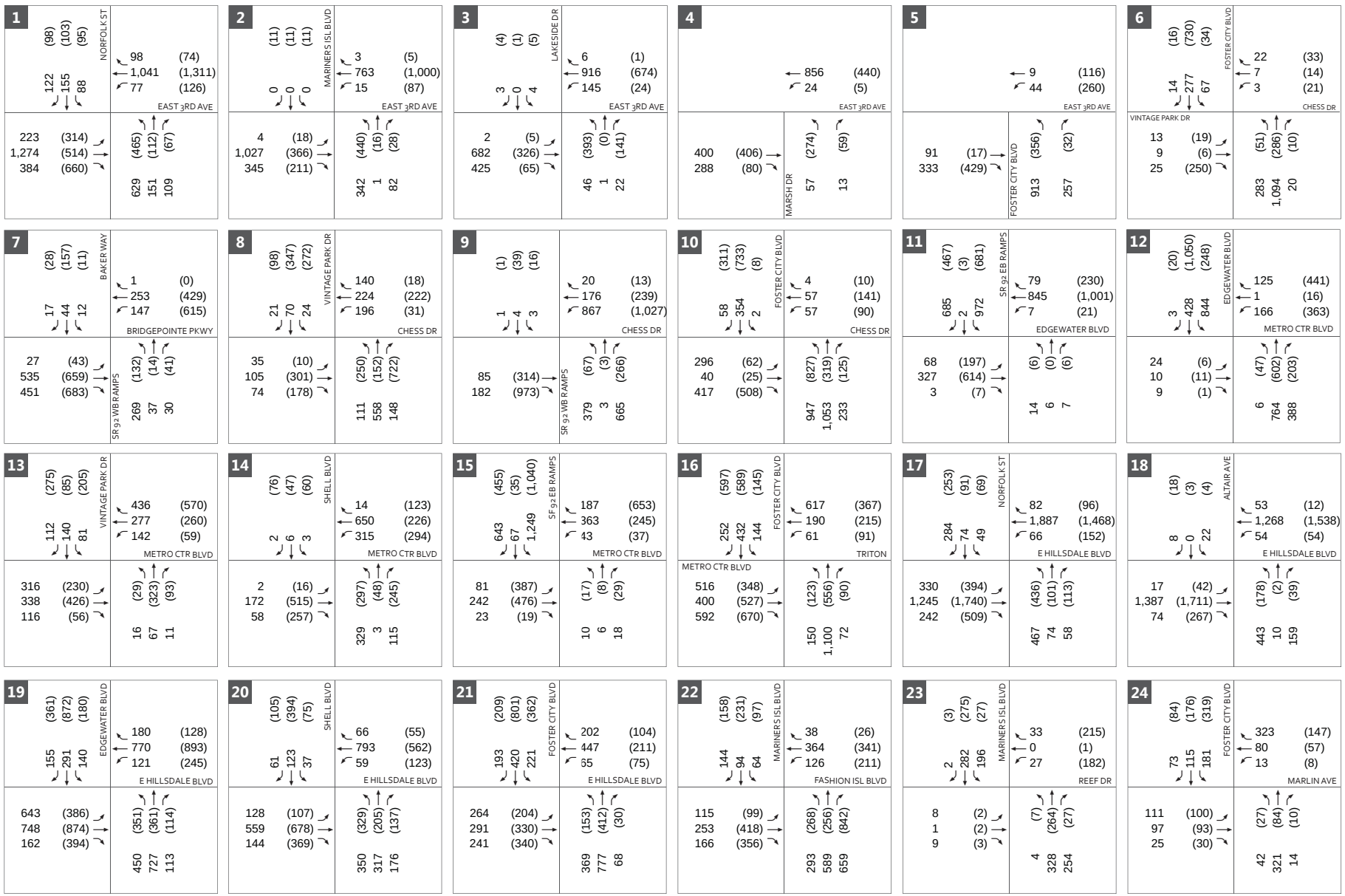


LEGEND XX (YY): AM (PM)

BACKGROUND PLUS PROJECT INTERSECTION PEAK HOUR VOLUMES PROPOSED PROJECT (LAKESIDE DRIVE OPEN)

FIGURE A-14

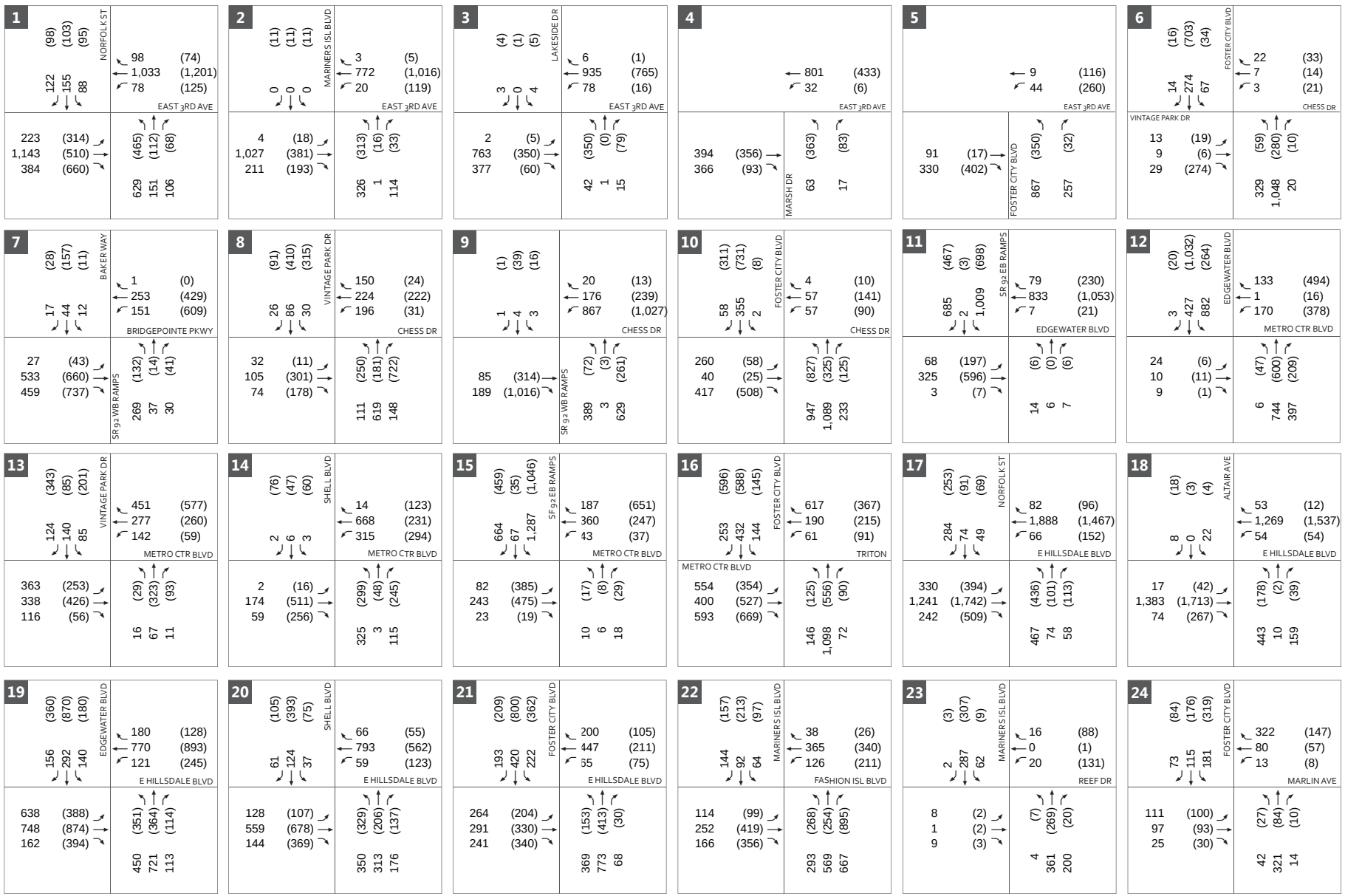
FEHR PEERS



LEGEND XX (YY): AM (PM)

BACKGROUND PLUS PROJECT INTERSECTION PEAK HOUR VOLUMES ALTERNATE A

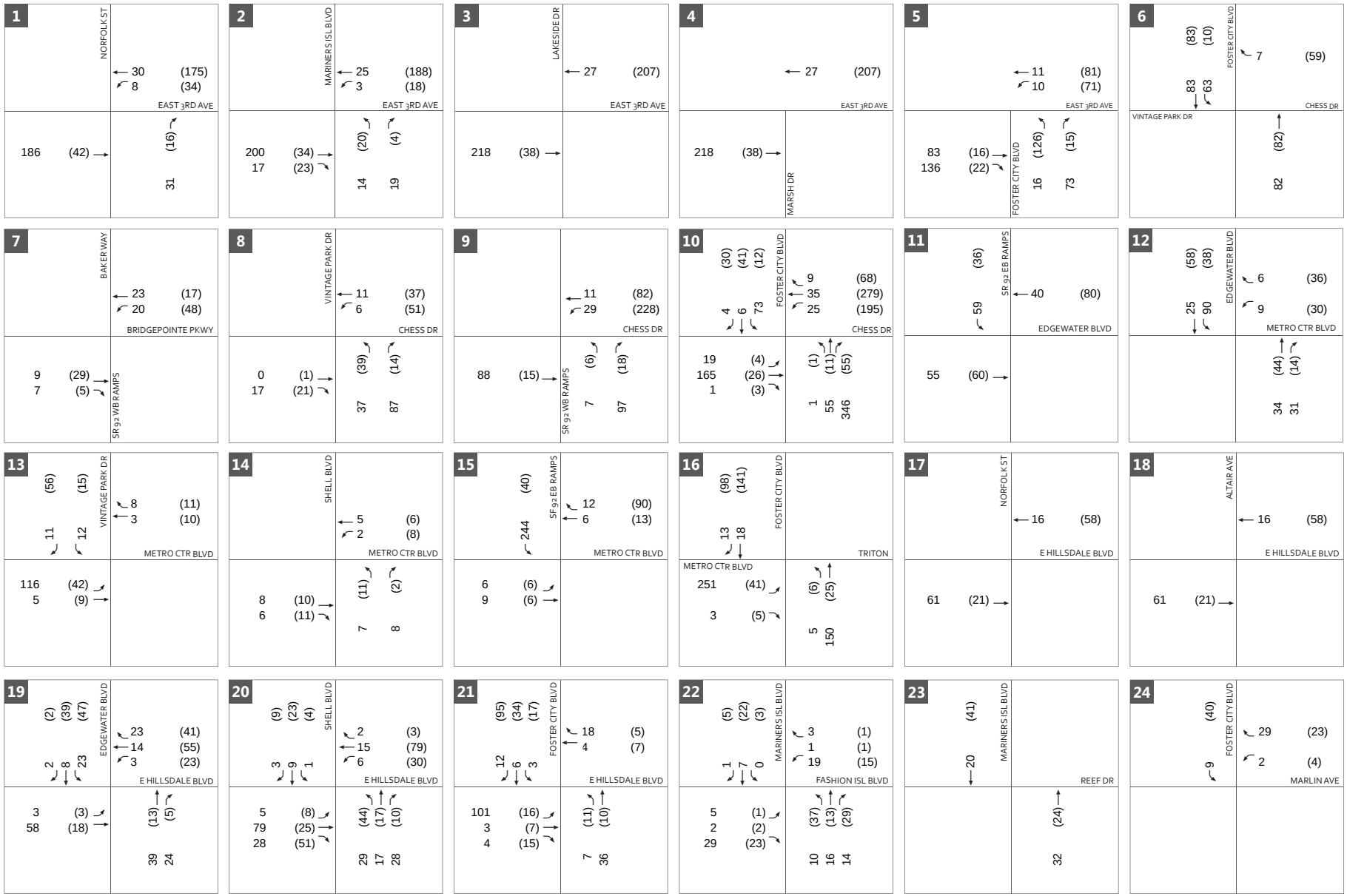
FIGURE A-15



LEGEND XX (YY): AM (PM)

BACKGROUND PLUS PROJECT INTERSECTION PEAK HOUR VOLUMES ALTERNATE B

FIGURE A-16

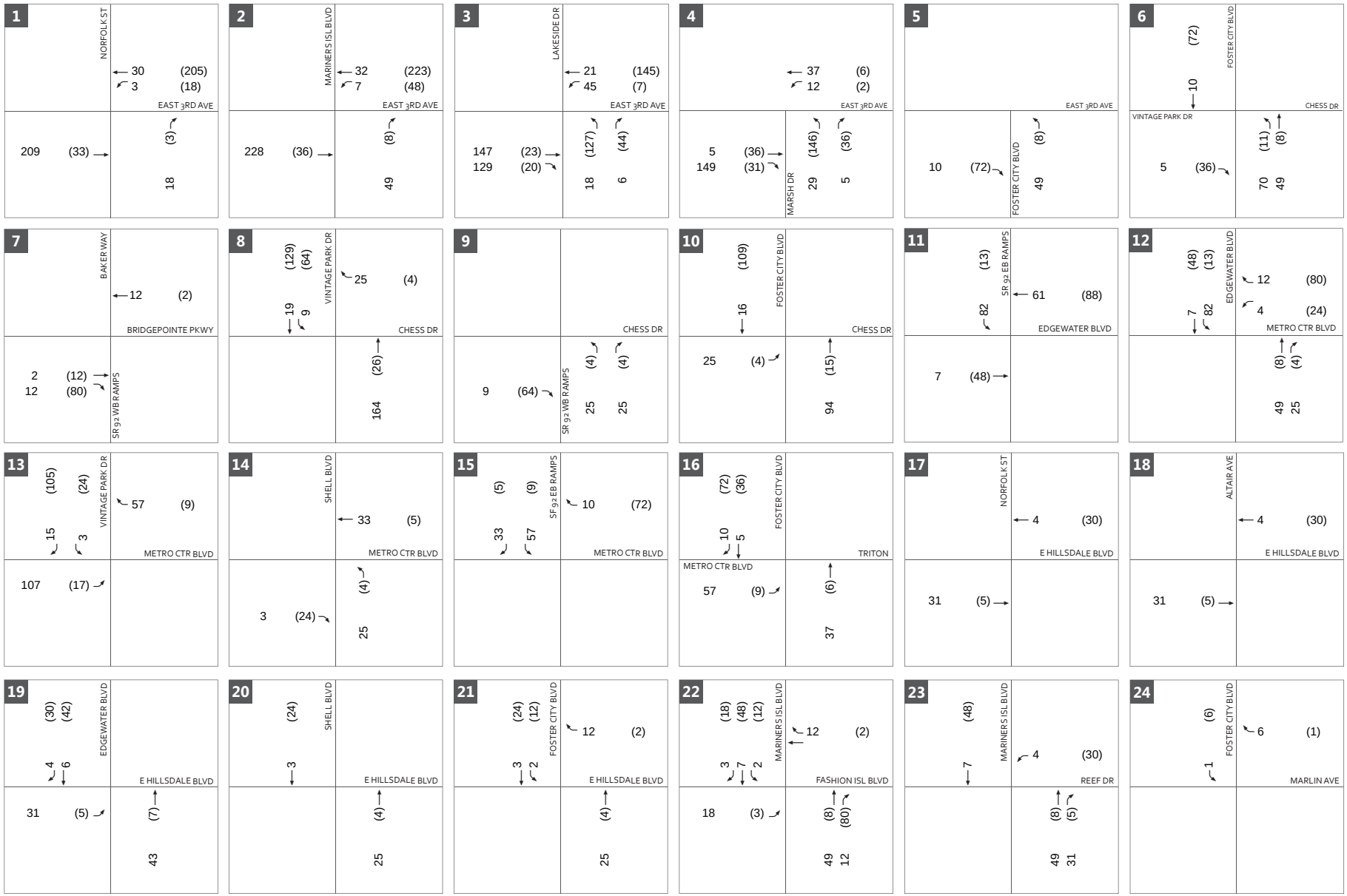


LEGEND XX (YY): AM (PM)

CUMULATIVE TRIP ASSIGNMENT
CUMULATIVE PROPOSED DEVELOPMENTS

FIGURE A-17

FEHR PEERS

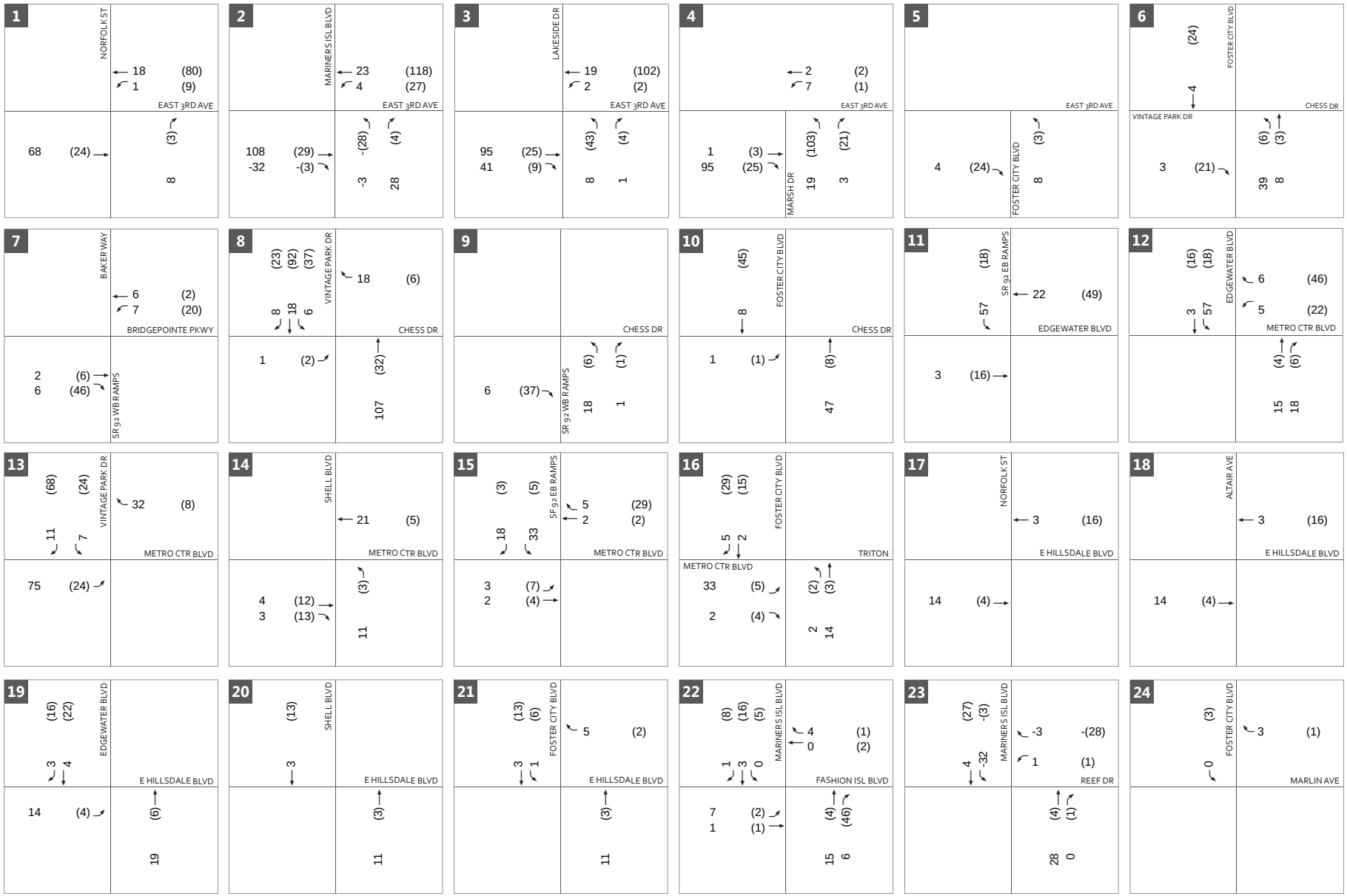


LEGEND XX (YY): AM (PM)

CUMULATIVE TRIP ASSIGNMENT
GILEAD NORTH CAMPUS ENTITLED USES

FIGURE A-18

FEHR PEERS

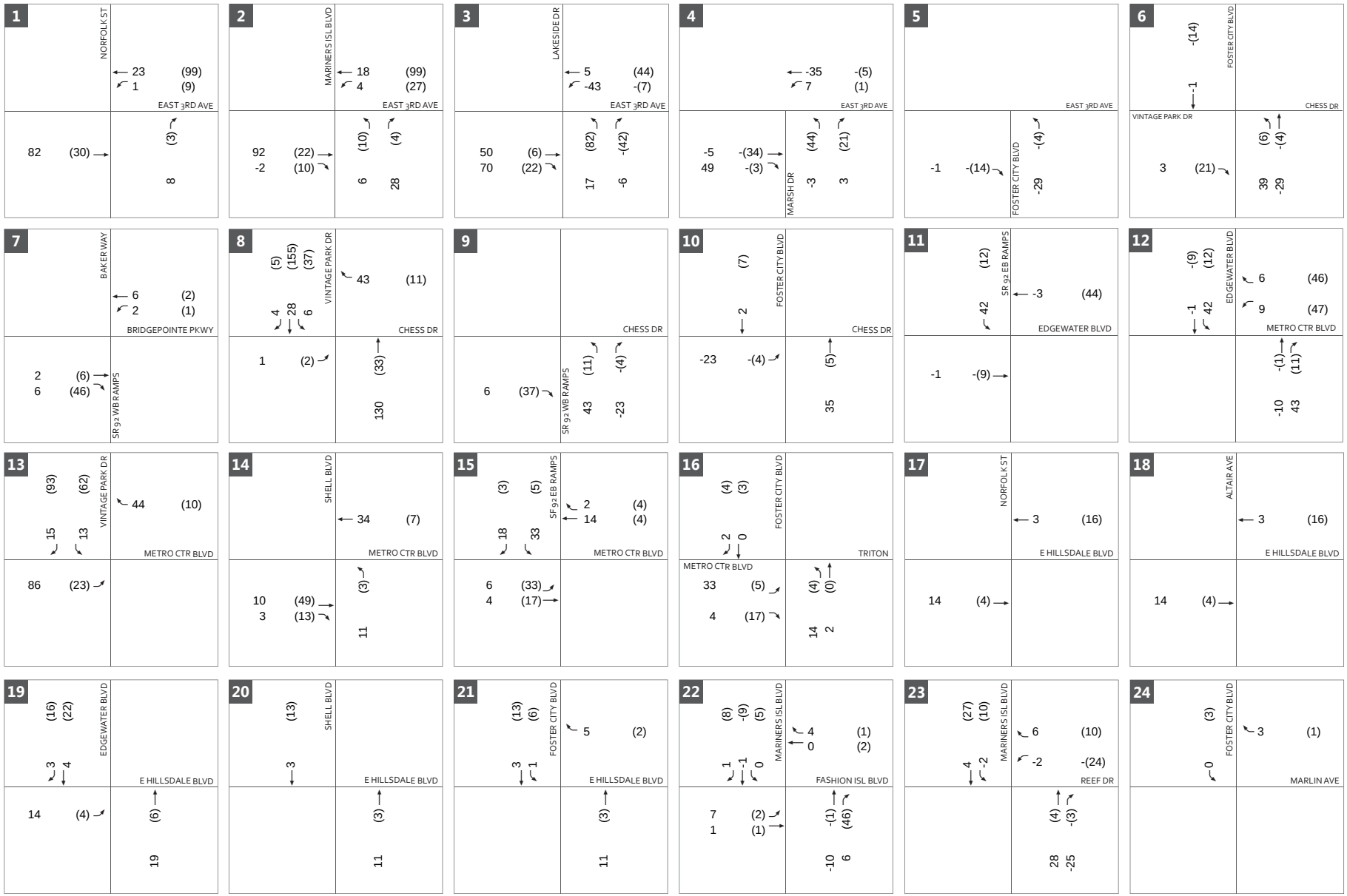


LEGEND XX (YY): AM (PM)

CUMULATIVE NET TRIP ASSIGNMENT PROPOSED PROJECT

FIGURE A-19

FEHR PEERS

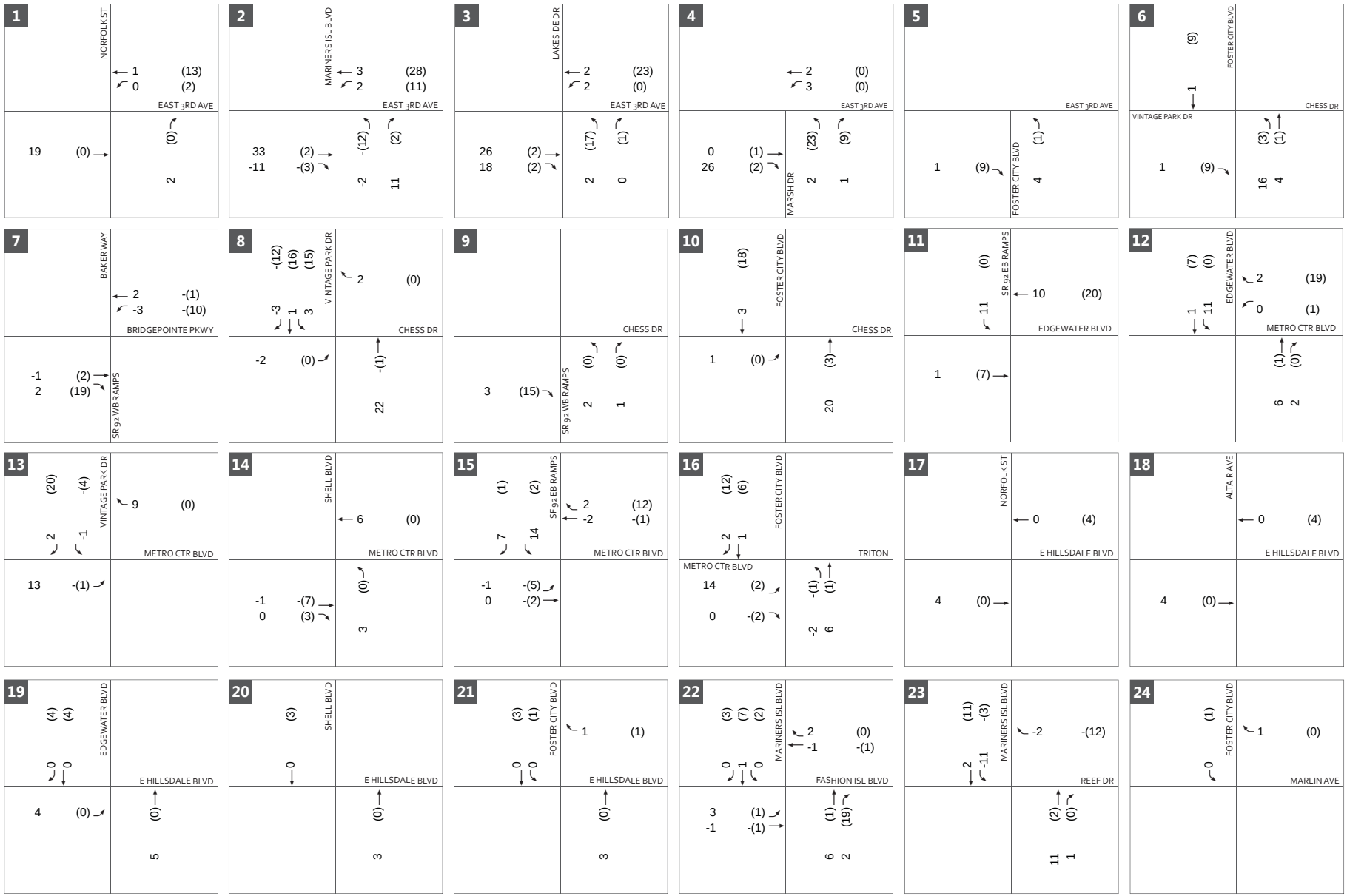


LEGEND XX (YY): AM (PM)

CUMULATIVE NET TRIP ASSIGNMENT PROPOSED PROJECT (LAKESIDE DRIVE OPEN)

FIGURE A-20

FEHR PEERS

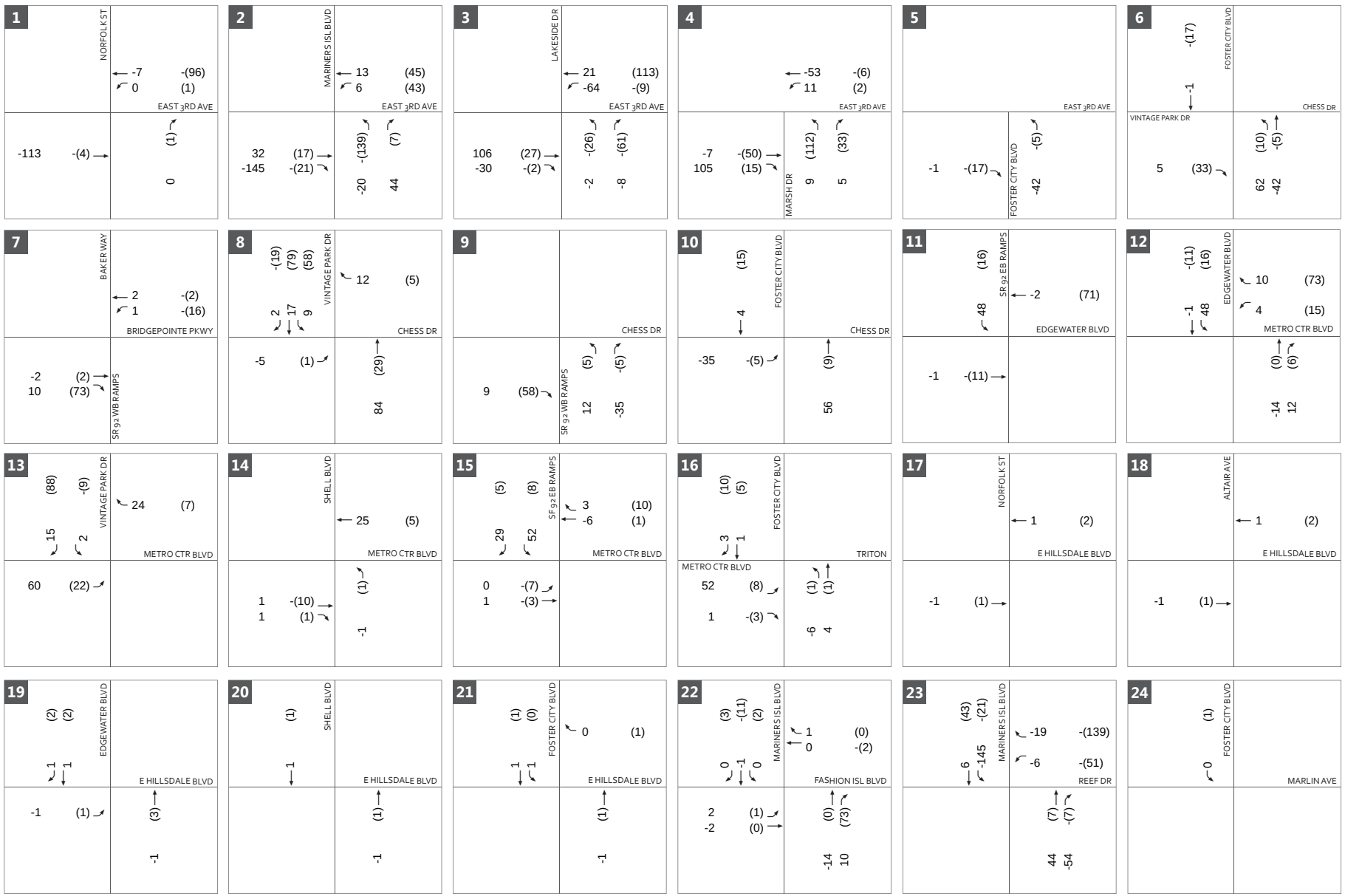


LEGEND XX (YY): AM (PM)

CUMULATIVE NET TRIP ASSIGNMENT ALTERNATE A

FIGURE A-21

FEHR PEERS

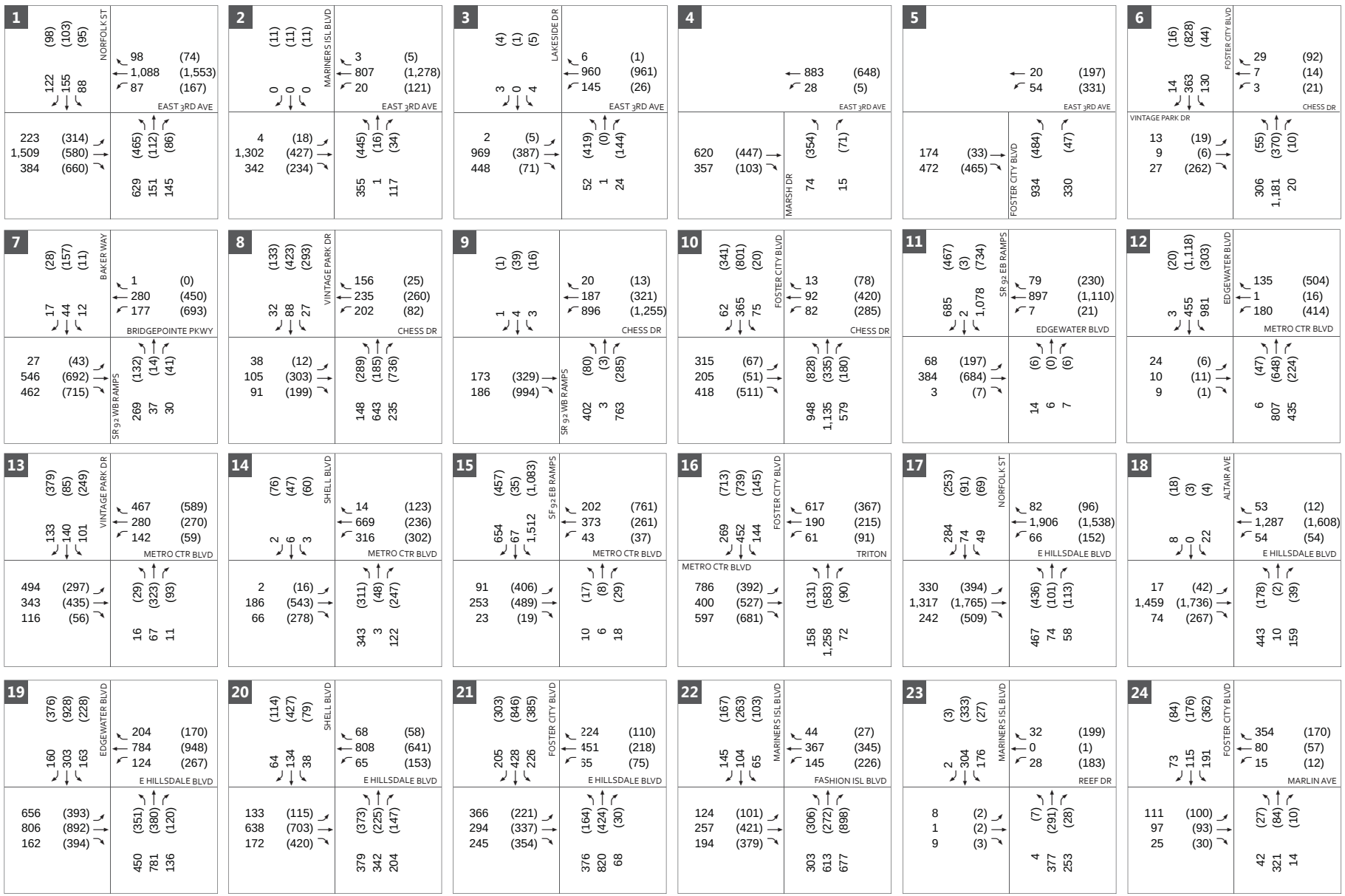


LEGEND XX (YY): AM (PM)

CUMULATIVE NET TRIP ASSIGNMENT ALTERNATE B

FIGURE A-22

FEHR PEERS

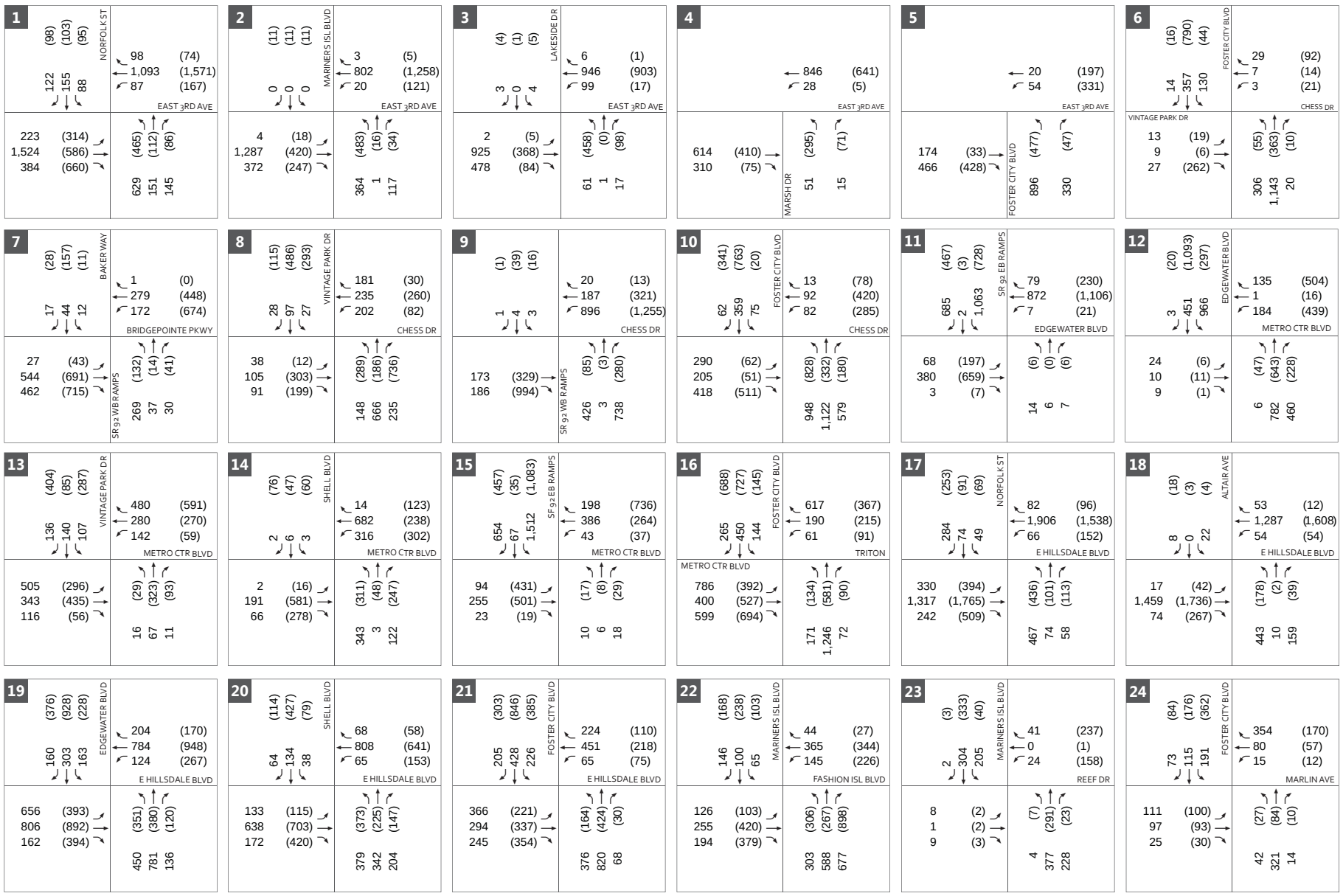


LEGEND XX (YY): AM (PM)

CUMULATIVE PLUS PROJECT INTERSECTION PEAK HOUR VOLUMES PROPOSED PROJECT

FIGURE A-23

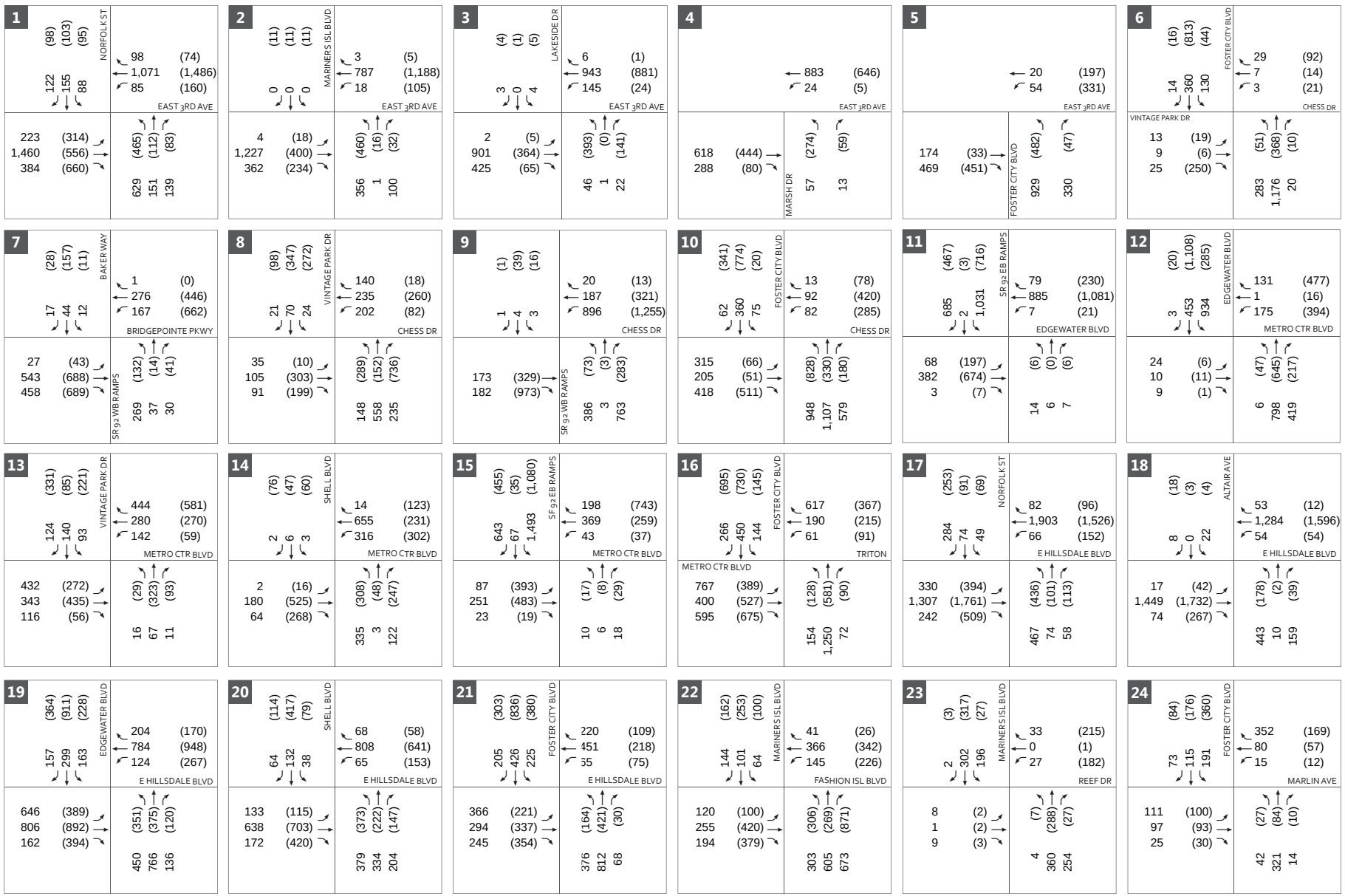
FEHR PEERS



LEGEND XX (YY): AM (PM)

CUMULATIVE PLUS PROJECT INTERSECTION PEAK HOUR VOLUMES PROPOSED PROJECT (LAKESIDE DRIVE OPEN)

FIGURE A-24

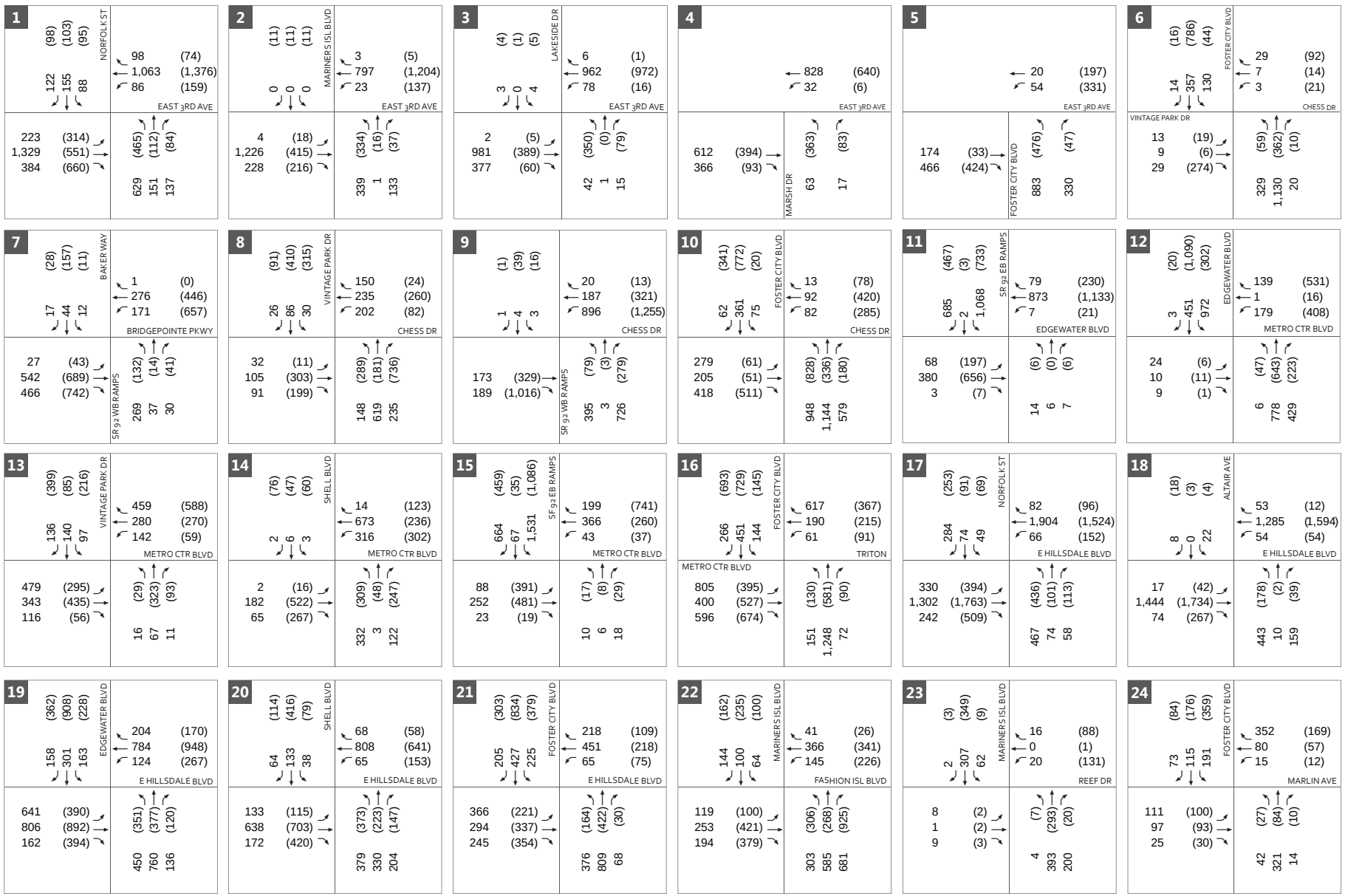


LEGEND XX (YY): AM (PM)

CUMULATIVE PLUS PROJECT INTERSECTION PEAK HOUR VOLUMES ALTERNATE A

FIGURE A-25

FEHR PEERS



LEGEND XX (YY): AM (PM)

CUMULATIVE PLUS PROJECT INTERSECTION PEAK HOUR VOLUMES ALTERNATE B

FIGURE A-26

APPENDIX B:
TRAFFIC COUNTS

MARKS TRAFFIC DATA
mietekm@comcast.net
916.806.0250

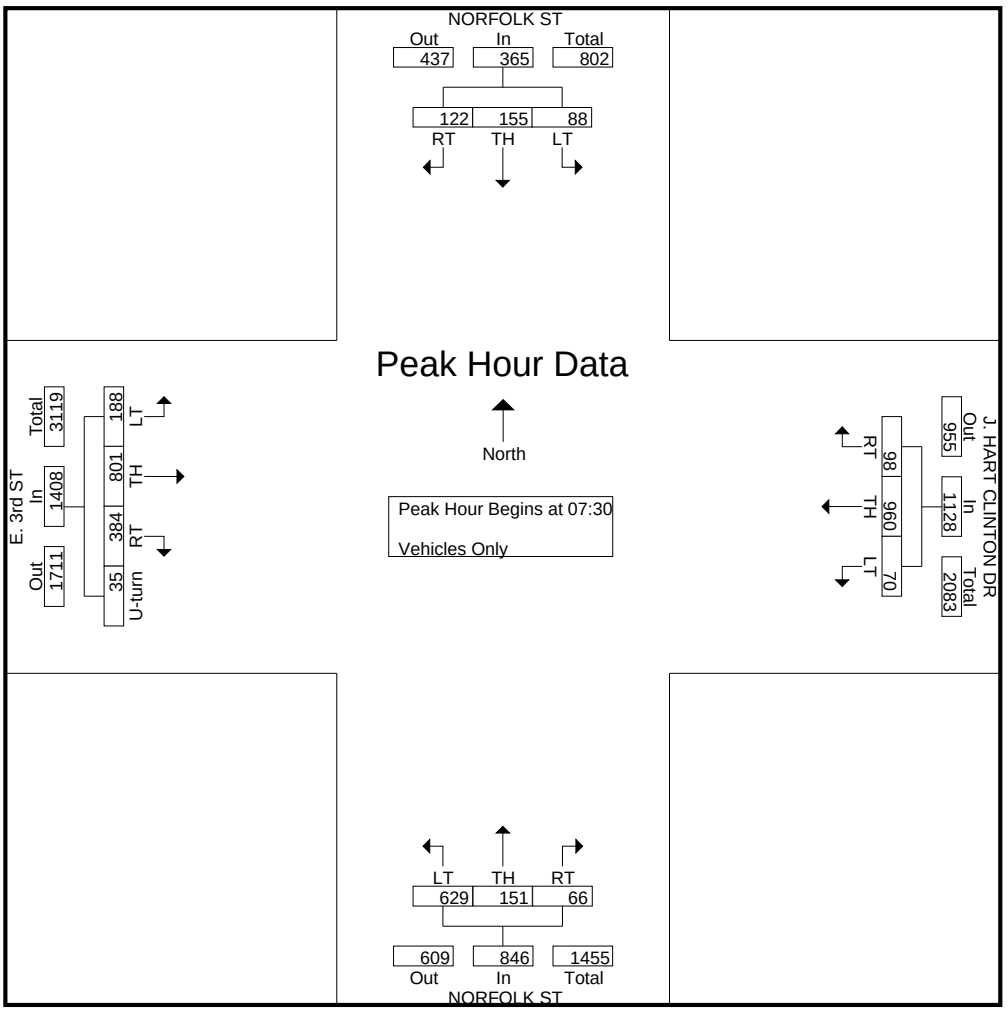
CITY OF SAN MATEO

File Name : norfolk-3rd-a
Site Code : 1
Start Date : 3/6/2012
Page No : 1

Groups Printed- Vehicles Only

	NORFOLK ST Southbound				J. HART CLINTON DR Westbound				NORFOLK ST Northbound				E. 3rd ST 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
07:00	45	12	9	66	4	82	7	93	6	9	102	117	42	66	23	8	139	415
07:15	60	12	10	82	2	137	9	148	4	13	159	176	71	90	33	5	199	605
07:30	35	37	13	85	11	233	12	256	12	25	165	202	100	140	40	4	284	827
07:45	9	64	20	93	30	240	28	298	18	55	144	217	130	227	52	11	420	1028
Total	149	125	52	326	47	692	56	795	40	102	570	712	343	523	148	28	1042	2875
08:00	30	31	23	84	45	244	16	305	22	55	180	257	76	216	62	11	365	1011
08:15	48	23	32	103	12	243	14	269	14	16	140	170	78	218	34	9	339	881
08:30	34	16	10	60	14	209	16	239	14	19	140	173	52	167	27	7	253	725
08:45	21	11	17	49	5	156	9	170	19	12	123	154	60	164	24	8	256	629
Total	133	81	82	296	76	852	55	983	69	102	583	754	266	765	147	35	1213	3246
Grand Total	282	206	134	622	123	1544	111	1778	109	204	1153	1466	609	1288	295	63	2255	6121
Apprch %	45.3	33.1	21.5		6.9	86.8	6.2		7.4	13.9	78.6		27	57.1	13.1	2.8		
Total %	4.6	3.4	2.2	10.2	2	25.2	1.8	29	1.8	3.3	18.8	24	9.9	21	4.8	1	36.8	

	NORFOLK ST Southbound				J. HART CLINTON DR Westbound				NORFOLK ST Northbound				E. 3rd ST 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 07:00 to 08:45 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:30																		
07:30	35	37	13	85	11	233	12	256	12	25	165	202	100	140	40	4	284	827
07:45	9	**64**	20	93	30	240	**28**	298	18	**55**	144	217	**130**	**227**	52	**11**	**420**	**1028**
08:00	30	31	23	84	**45**	**244**	16	**305**	**22**	55	**180**	**257**	76	216	**62**	11	365	1011
08:15	**48**	23	**32**	**103**	12	243	14	269	14	16	140	170	78	218	34	9	339	881
Total Volume	122	155	88	365	98	960	70	1128	66	151	629	846	384	801	188	35	1408	3747
% App. Total	33.4	42.5	24.1		8.7	85.1	6.2		7.8	17.8	74.3		27.3	56.9	13.4	2.5		
PHF	.635	.605	.688	.886	.544	.984	.625	.925	.750	.686	.874	.823	.738	.882	.758	.795	.838	.911



MARKS TRAFFIC DATA
mietekm@comcast.net
916.806.0250

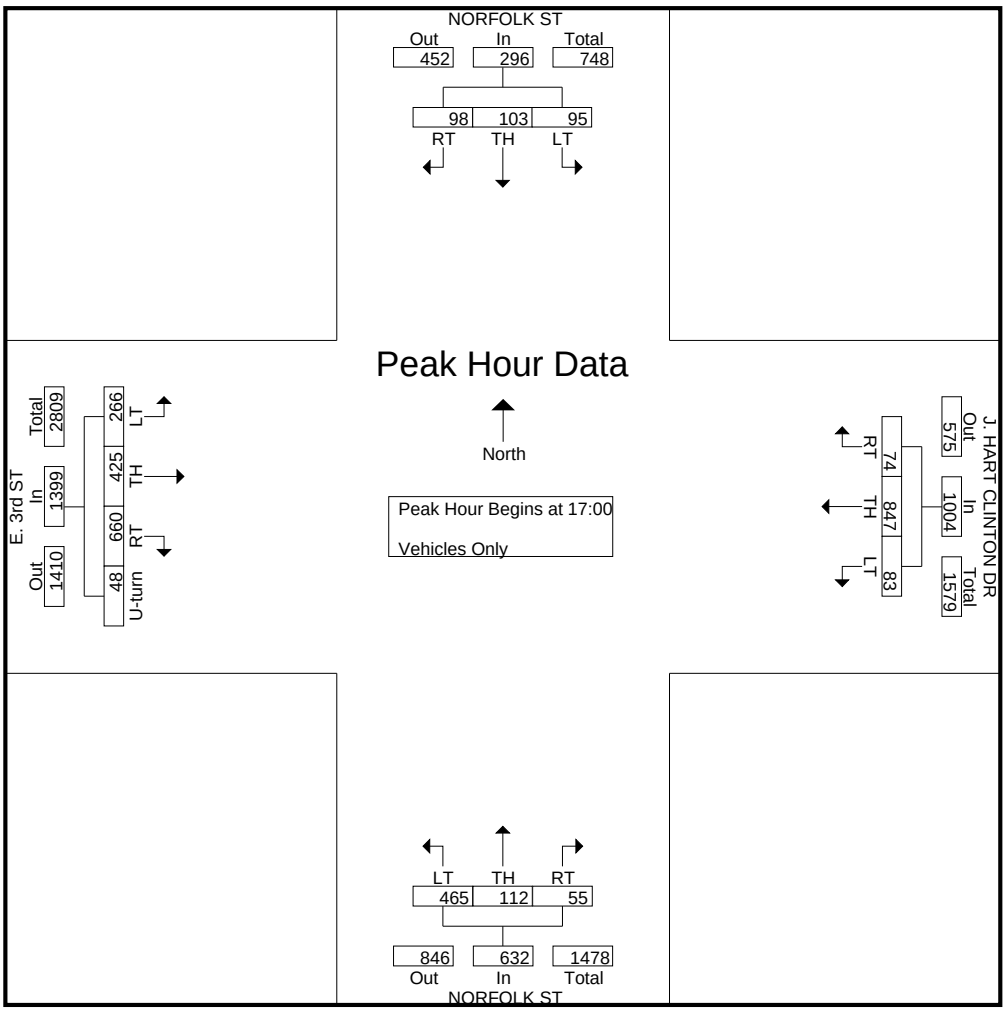
CITY OF SAN MATEO

File Name : norfolk-3rd-p
Site Code : 1
Start Date : 3/6/2012
Page No : 1

Groups Printed- Vehicles Only

	NORFOLK ST Southbound				J. HART CLINTON DR Westbound				NORFOLK ST Northbound				E. 3rd ST 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
16:00	25	23	14	62	11	104	11	126	10	16	93	119	137	69	59	16	281	588
16:15	27	21	15	63	10	132	12	154	15	16	88	119	124	57	66	12	259	595
16:30	25	32	14	71	13	118	7	138	12	36	99	147	155	76	58	13	302	658
16:45	19	26	10	55	13	155	16	184	15	21	89	125	152	101	74	10	337	701
Total	96	102	53	251	47	509	46	602	52	89	369	510	568	303	257	51	1179	2542
17:00	27	28	36	91	18	188	25	231	9	16	96	121	140	87	55	14	296	739
17:15	21	27	15	63	25	248	31	304	12	28	112	152	170	109	72	14	365	884
17:30	23	22	18	63	17	205	12	234	19	39	143	201	176	112	72	9	369	867
17:45	27	26	26	79	14	206	15	235	15	29	114	158	174	117	67	11	369	841
Total	98	103	95	296	74	847	83	1004	55	112	465	632	660	425	266	48	1399	3331
Grand Total	194	205	148	547	121	1356	129	1606	107	201	834	1142	1228	728	523	99	2578	5873
Apprch %	35.5	37.5	27.1		7.5	84.4	8		9.4	17.6	73		47.6	28.2	20.3	3.8		
Total %	3.3	3.5	2.5	9.3	2.1	23.1	2.2	27.3	1.8	3.4	14.2	19.4	20.9	12.4	8.9	1.7	43.9	

	NORFOLK ST Southbound				J. HART CLINTON DR Westbound				NORFOLK ST Northbound				E. 3rd ST 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 16:00 to 17:45 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 17:00																		
17:00	**27**	**28**	**36**	**91**	18	188	25	231	9	16	96	121	140	87	55	**14**	296	739
17:15	21	27	15	63	**25**	**248**	**31**	**304**	12	28	112	152	170	109	**72**	14	365	**884**
17:30	23	22	18	63	17	205	12	234	**19**	**39**	**143**	**201**	**176**	112	72	9	**369**	867
17:45	27	26	26	79	14	206	15	235	15	29	114	158	174	**117**	67	11	369	841
Total Volume	98	103	95	296	74	847	83	1004	55	112	465	632	660	425	266	48	1399	3331
% App. Total	33.1	34.8	32.1		7.4	84.4	8.3		8.7	17.7	73.6		47.2	30.4	19	3.4		
PHF	.907	.920	.660	.813	.740	.854	.669	.826	.724	.718	.813	.786	.938	.908	.924	.857	.948	.942



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CITY OF FOSTER CITY

File Name : mariners island-clinton-a
Site Code : 2
Start Date : 2/28/2012
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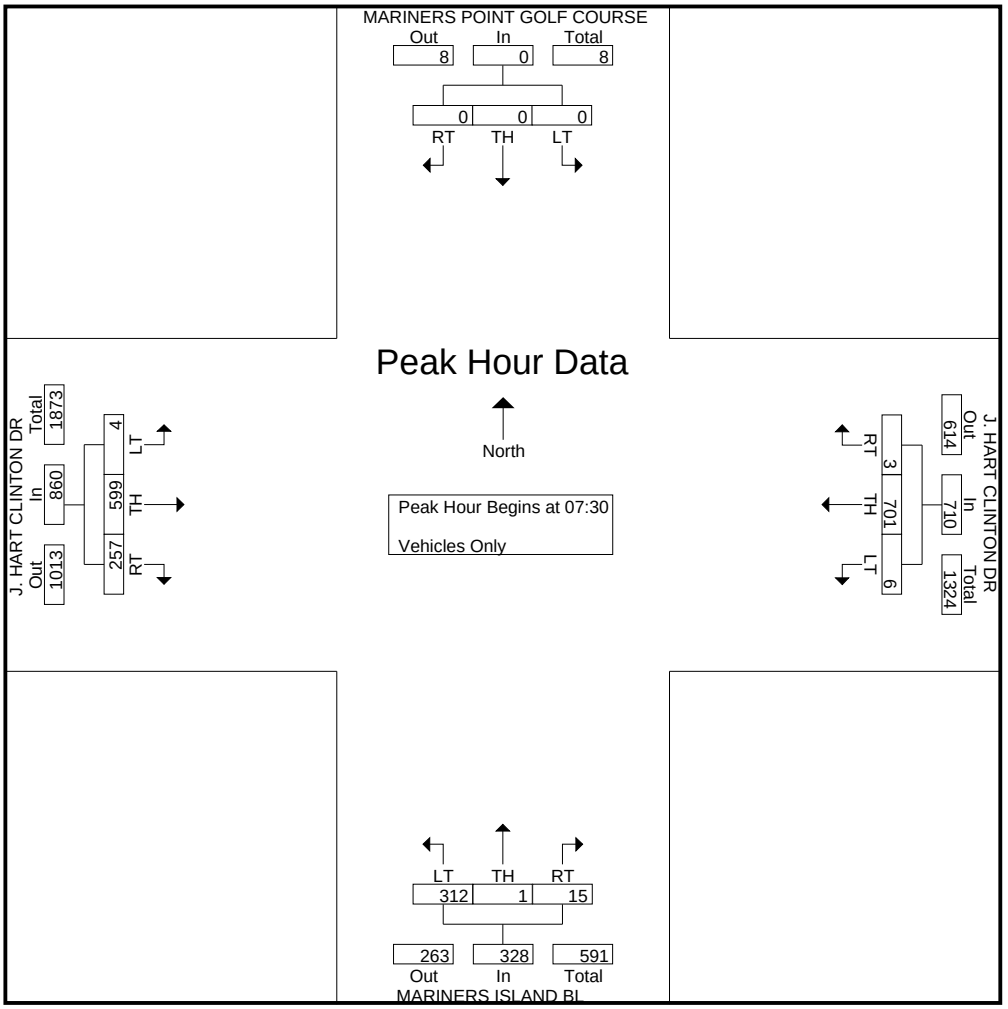
Groups Printed- Vehicles Only

	MARINERS POINT GOLF COURSE Southbound				J. HART CLINTON DR Westbound				MARINERS ISLAND BL Northbound				J. HART CLINTON 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	0	0	0	0	48	0	48	3	0	29	32	14	64	0	78	158
07:15	0	0	0	0	0	89	2	91	2	0	46	48	30	86	0	116	255
07:30	0	0	0	0	0	207	0	207	3	0	104	107	51	101	1	153	467
07:45	0	0	0	0	0	184	1	185	2	0	83	85	64	150	1	215	485
Total	0	0	0	0	0	528	3	531	10	0	262	272	159	401	2	562	1365
08:00	0	0	0	0	1	154	3	158	1	1	75	77	65	190	0	255	490
08:15	0	0	0	0	2	156	2	160	9	0	50	59	77	158	2	237	456
08:30	2	0	0	2	3	141	4	148	3	1	64	68	62	96	0	158	376
08:45	1	0	3	4	3	90	2	95	4	2	49	55	71	99	0	170	324
Total	3	0	3	6	9	541	11	561	17	4	238	259	275	543	2	820	1646
Grand Total	3	0	3	6	9	1069	14	1092	27	4	500	531	434	944	4	1382	3011
Apprch %	50	0	50		0.8	97.9	1.3		5.1	0.8	94.2		31.4	68.3	0.3		
Total %	0.1	0	0.1	0.2	0.3	35.5	0.5	36.3	0.9	0.1	16.6	17.6	14.4	31.4	0.1	45.9	

	MARINERS POINT GOLF COURSE Southbound				J. HART CLINTON DR Westbound				MARINERS ISLAND BL Northbound				J. HART CLINTON 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	0	0	0	0	0	**207**	0	**207**	3	0	**104**	**107**	51	101	1	153	467
07:45	0	0	0	0	0	184	1	185	2	0	83	85	64	150	1	215	485
08:00	0	0	0	0	1	154	**3**	158	1	**1**	75	77	65	**190**	0	**255**	**490**
08:15	0	0	0	0	**2**	156	2	160	**9**	0	50	59	**77**	158	**2**	237	456
Total Volume	0	0	0	0	3	701	6	710	15	1	312	328	257	599	4	860	1898
% App. Total	0	0	0		0.4	98.7	0.8		4.6	0.3	95.1		29.9	69.7	0.5		
PHF	.000	.000	.000	.000	.375	.847	.500	.857	.417	.250	.750	.766	.834	.788	.500	.843	.968



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CITY OF FOSTER CITY

File Name : mariners island-clinton-p
Site Code : 2
Start Date : 2/28/2012
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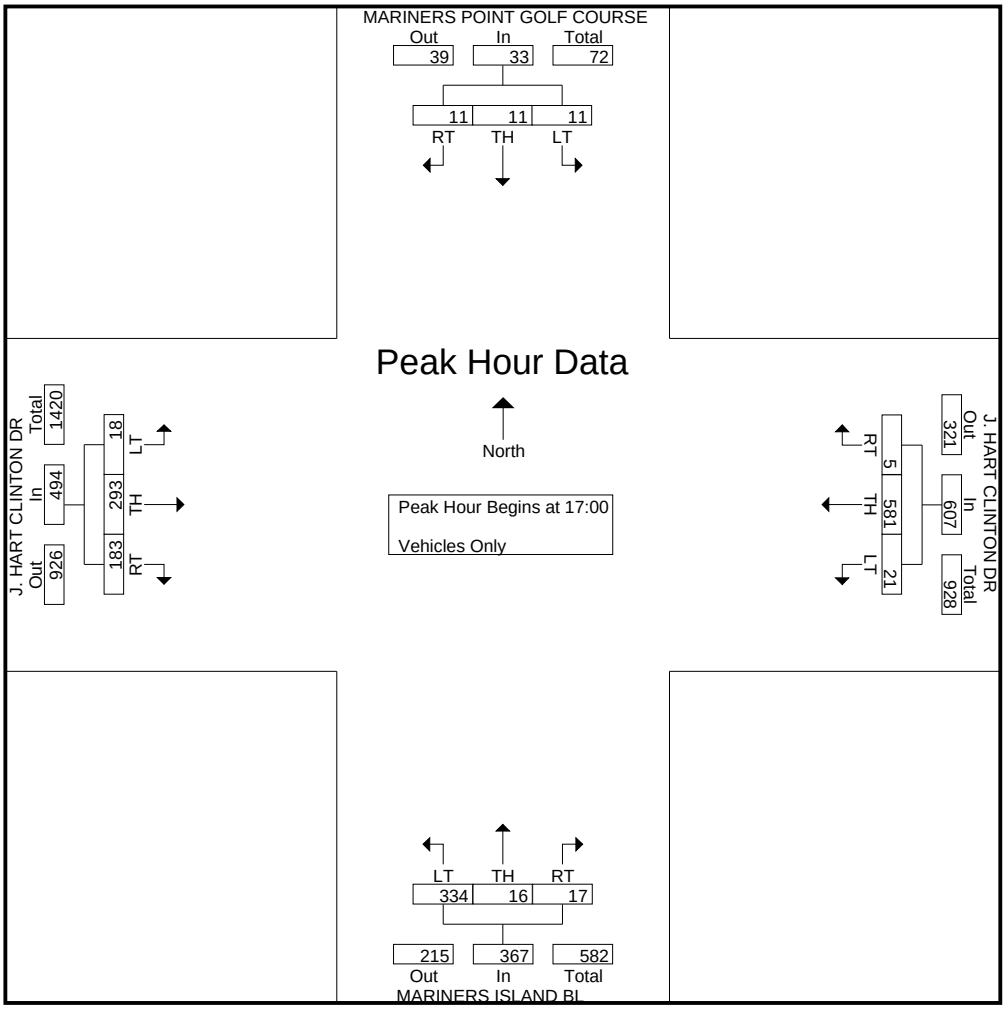
	MARINERS POINT GOLF COURSE Southbound				J. HART CLINTON DR Westbound				MARINERS ISLAND BL Northbound				J. HART CLINTON DR Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	5	8	1	14	0	94	3	97	9	8	50	67	25	32	3	60	238
16:15	0	1	3	4	2	70	2	74	4	2	50	56	31	47	5	83	217
16:30	3	6	3	12	0	91	5	96	3	4	57	64	33	53	1	87	259
16:45	2	4	3	9	2	94	4	100	6	5	56	67	41	58	7	106	282
Total	10	19	10	39	4	349	14	367	22	19	213	254	130	190	16	336	996
17:00	3	2	5	10	1	170	6	177	2	6	88	96	37	59	6	102	385
17:15	5	5	4	14	1	139	3	143	4	5	86	95	55	90	2	147	399
17:30	1	3	0	4	2	164	7	173	8	2	80	90	42	76	10	128	395
17:45	2	1	2	5	1	108	5	114	3	3	80	86	49	68	0	117	322
Total	11	11	11	33	5	581	21	607	17	16	334	367	183	293	18	494	1501
Grand Total	21	30	21	72	9	930	35	974	39	35	547	621	313	483	34	830	2497
Apprch %	29.2	41.7	29.2		0.9	95.5	3.6		6.3	5.6	88.1		37.7	58.2	4.1		
Total %	0.8	1.2	0.8	2.9	0.4	37.2	1.4	39	1.6	1.4	21.9	24.9	12.5	19.3	1.4	33.2	

	MARINERS POINT GOLF COURSE Southbound				J. HART CLINTON DR Westbound				MARINERS ISLAND BL Northbound				J. HART CLINTON 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	2	**5**	10	1	**170**	6	**177**	2	**6**	**88**	**96**	37	59	6	102	385
17:15	**5**	**5**	4	**14**	1	139	3	143	4	5	86	95	**55**	**90**	2	**147**	**399**
17:30	1	3	0	4	**2**	164	**7**	173	**8**	2	80	90	42	76	**10**	128	395
17:45	2	1	2	5	1	108	5	114	3	3	80	86	49	68	0	117	322
Total Volume	11	11	11	33	5	581	21	607	17	16	334	367	183	293	18	494	1501
% App. Total	33.3	33.3	33.3		0.8	95.7	3.5		4.6	4.4	91		37	59.3	3.6		
PHF	.550	.550	.550	.589	.625	.854	.750	.857	.531	.667	.949	.956	.832	.814	.450	.840	.940



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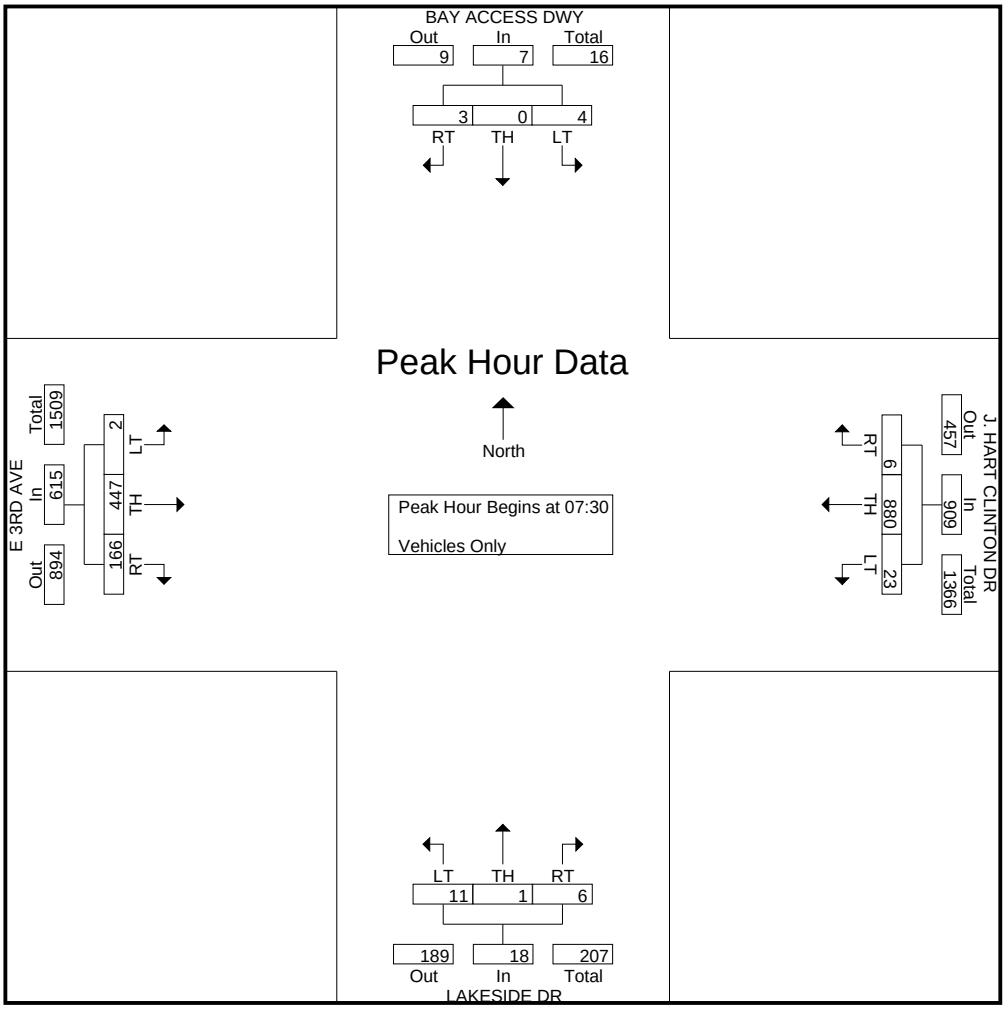
CITY OF FOSTER CITY

File Name : lakeside-clinton-a
Site Code : 3
Start Date : 2/29/2012
Page No : 1

Groups Printed- Vehicles Only

	BAY ACCESS DWY Southbound				J. HART CLINTON DR Westbound				LAKESIDE DR Northbound				E 3RD AVE 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	1	0	0	1	1	57	1	59	1	0	3	4	17	36	1	54	118
07:15	2	0	0	2	1	131	3	135	1	0	1	2	16	48	1	65	204
07:30	0	0	1	1	2	244	3	249	1	0	2	3	23	73	1	97	350
07:45	0	0	0	0	0	204	7	211	1	0	2	3	35	110	0	145	359
Total	3	0	1	4	4	636	14	654	4	0	8	12	91	267	3	361	1031
08:00	1	0	1	2	1	192	8	201	1	0	2	3	48	134	1	183	389
08:15	2	0	2	4	3	240	5	248	3	1	5	9	60	130	0	190	451
08:30	1	0	0	1	3	174	9	186	1	0	6	7	37	103	1	141	335
08:45	0	0	0	0	2	135	7	144	1	1	5	7	41	110	0	151	302
Total	4	0	3	7	9	741	29	779	6	2	18	26	186	477	2	665	1477
Grand Total	7	0	4	11	13	1377	43	1433	10	2	26	38	277	744	5	1026	2508
Apprch %	63.6	0	36.4		0.9	96.1	3		26.3	5.3	68.4		27	72.5	0.5		
Total %	0.3	0	0.2	0.4	0.5	54.9	1.7	57.1	0.4	0.1	1	1.5	11	29.7	0.2	40.9	

	BAY ACCESS DWY Southbound				J. HART CLINTON DR Westbound				LAKESIDE DR Northbound				E 3RD AVE 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	0	0	1	1	2	**244**	3	**249**	1	0	2	3	23	73	**1**	97	350
07:45	0	0	0	0	0	204	7	211	1	0	2	3	35	110	0	145	359
08:00	1	0	1	2	1	192	**8**	201	1	0	2	3	48	**134**	1	183	389
08:15	**2**	0	**2**	**4**	**3**	240	5	248	**3**	**1**	**5**	**9**	**60**	130	0	**190**	**451**
Total Volume	3	0	4	7	6	880	23	909	6	1	11	18	166	447	2	615	1549
% App. Total	42.9	0	57.1		0.7	96.8	2.5		33.3	5.6	61.1		27	72.7	0.3		
PHF	.375	.000	.500	.438	.500	.902	.719	.913	.500	.250	.550	.500	.692	.834	.500	.809	.859



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CITY OF FOSTER CITY

File Name : lakeside-clinton-p
Site Code : 3
Start Date : 2/29/2012
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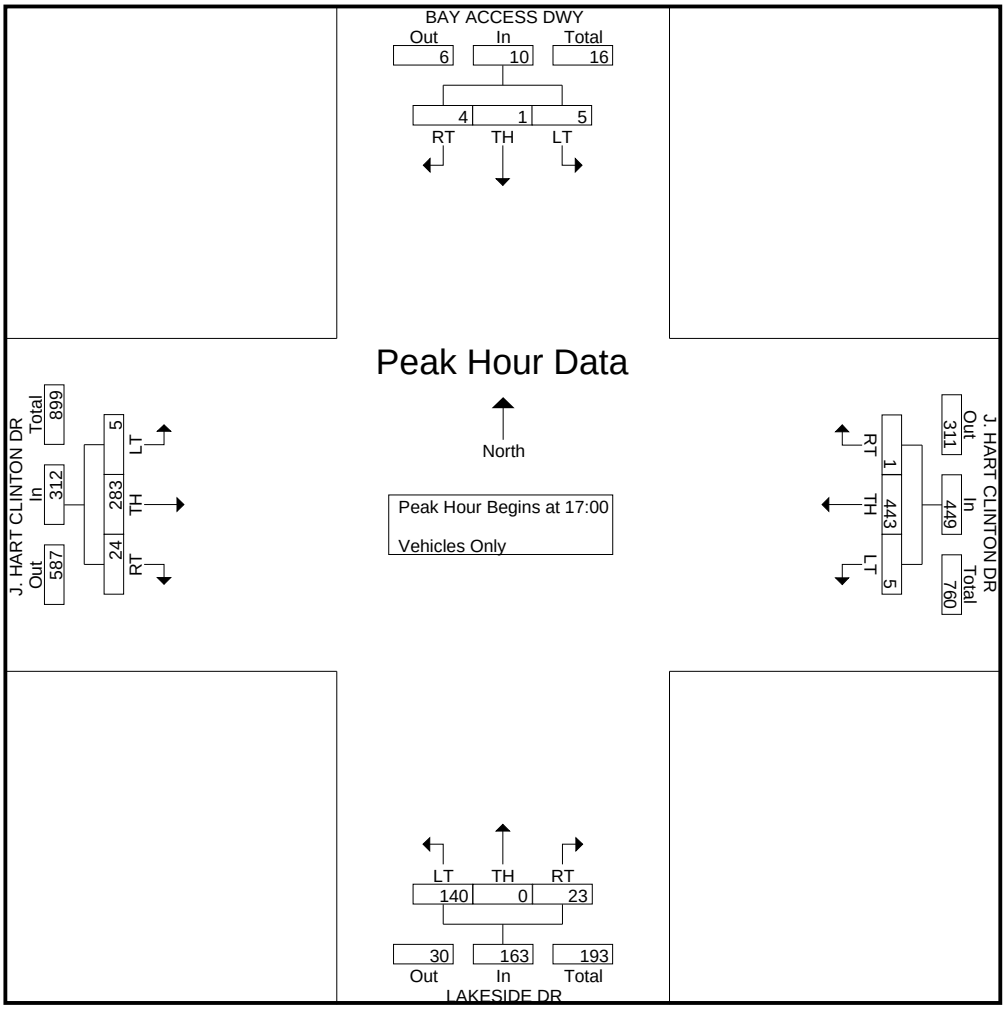
	BAY ACCESS DWY Southbound				J. HART CLINTON DR Westbound				LAKESIDE DR Northbound				J. HART CLINTON DR Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	0	0	1	1	1	62	0	63	5	0	20	25	4	38	2	44	133
16:15	2	0	0	2	2	54	1	57	7	0	21	28	4	35	1	40	127
16:30	1	1	0	2	2	72	0	74	7	0	24	31	5	42	0	47	154
16:45	2	0	5	7	0	84	0	84	10	0	17	27	5	56	2	63	181
Total	5	1	6	12	5	272	1	278	29	0	82	111	18	171	5	194	595
17:00	1	0	1	2	0	112	2	114	8	0	40	48	3	56	1	60	224
17:15	1	1	1	3	0	89	2	91	9	0	38	47	9	79	1	89	230
17:30	0	0	2	2	1	139	0	140	5	0	36	41	6	79	3	88	271
17:45	2	0	1	3	0	103	1	104	1	0	26	27	6	69	0	75	209
Total	4	1	5	10	1	443	5	449	23	0	140	163	24	283	5	312	934
Grand Total	9	2	11	22	6	715	6	727	52	0	222	274	42	454	10	506	1529
Apprch %	40.9	9.1	50		0.8	98.3	0.8		19	0	81		8.3	89.7	2		
Total %	0.6	0.1	0.7	1.4	0.4	46.8	0.4	47.5	3.4	0	14.5	17.9	2.7	29.7	0.7	33.1	

	BAY ACCESS DWY Southbound				J. HART CLINTON DR Westbound				LAKESIDE DR Northbound				J. HART CLINTON 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	1	0	1	2	0	112	**2**	114	8	0	**40**	**48**	3	56	1	60	224
17:15	1	**1**	1	**3**	0	89	2	91	**9**	0	38	47	**9**	**79**	1	**89**	230
17:30	0	0	**2**	2	**1**	**139**	0	**140**	5	0	36	41	6	79	**3**	88	**271**
17:45	**2**	0	1	3	0	103	1	104	1	0	26	27	6	69	0	75	209
Total Volume	4	1	5	10	1	443	5	449	23	0	140	163	24	283	5	312	934
% App. Total	40	10	50		0.2	98.7	1.1		14.1	0	85.9		7.7	90.7	1.6		
PHF	.500	.250	.625	.833	.250	.797	.625	.802	.639	.000	.875	.849	.667	.896	.417	.876	.862



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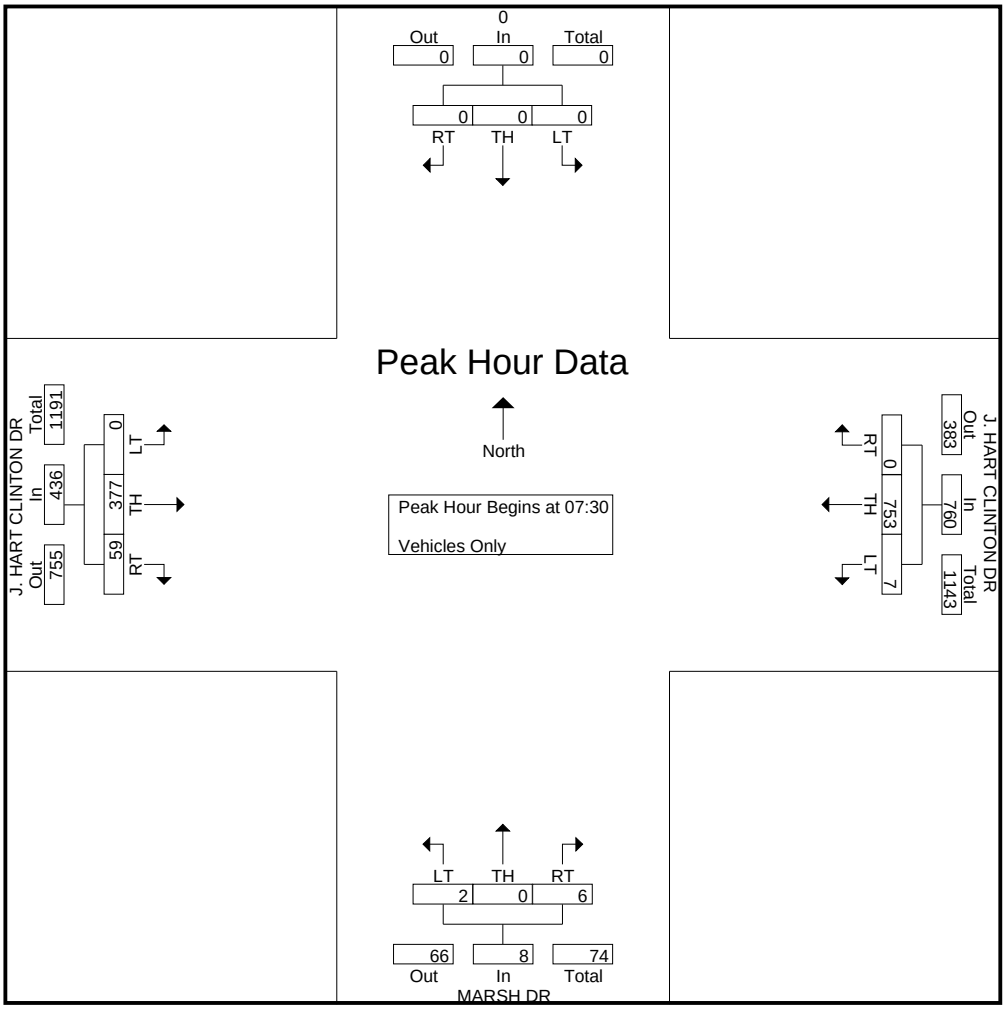
CITY OF FOSTER CITY

File Name : marsh-clinton-a
Site Code : 4
Start Date : 2/28/2012
Page No : 1

Groups Printed- Vehicles Only

	0 Southbound				J. HART CLINTON DR Westbound				MARSH DR Northbound				J. HART CLINTON 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	0	0	0	0	50	0	50	0	0	2	2	3	38	0	41	93
07:15	0	0	0	0	0	95	0	95	1	0	2	3	4	61	0	65	163
07:30	0	0	0	0	0	232	1	233	0	0	0	0	8	75	0	83	316
07:45	0	0	0	0	0	184	2	186	2	0	1	3	11	87	0	98	287
Total	0	0	0	0	0	561	3	564	3	0	5	8	26	261	0	287	859
08:00	0	0	0	0	0	159	1	160	2	0	1	3	12	122	0	134	297
08:15	0	0	0	0	0	178	3	181	2	0	0	2	28	93	0	121	304
08:30	0	0	0	0	0	141	2	143	3	0	5	8	9	53	0	62	213
08:45	0	0	0	0	0	100	2	102	1	0	1	2	16	78	0	94	198
Total	0	0	0	0	0	578	8	586	8	0	7	15	65	346	0	411	1012
Grand Total	0	0	0	0	0	1139	11	1150	11	0	12	23	91	607	0	698	1871
Apprch %	0	0	0		0	99	1		47.8	0	52.2		13	87	0		
Total %	0	0	0	0	0	60.9	0.6	61.5	0.6	0	0.6	1.2	4.9	32.4	0	37.3	

	0 Southbound				J. HART CLINTON DR Westbound				MARSH DR Northbound				J. HART CLINTON 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	0	0	0	0	0	**232**	1	**233**	0	0	0	0	8	75	0	83	**316**
07:45	0	0	0	0	0	184	2	186	**2**	0	**1**	**3**	11	87	0	98	287
08:00	0	0	0	0	0	159	1	160	2	0	1	3	12	**122**	0	**134**	297
08:15	0	0	0	0	0	178	**3**	181	2	0	0	2	**28**	93	0	121	304
Total Volume	0	0	0	0	0	753	7	760	6	0	2	8	59	377	0	436	1204
% App. Total	0	0	0		0	99.1	0.9		75	0	25		13.5	86.5	0		
PHF	.000	.000	.000	.000	.000	.811	.583	.815	.750	.000	.500	.667	.527	.773	.000	.813	.953



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File Name : marsh-clinton-p
Site Code : 4
Start Date : 2/28/2012
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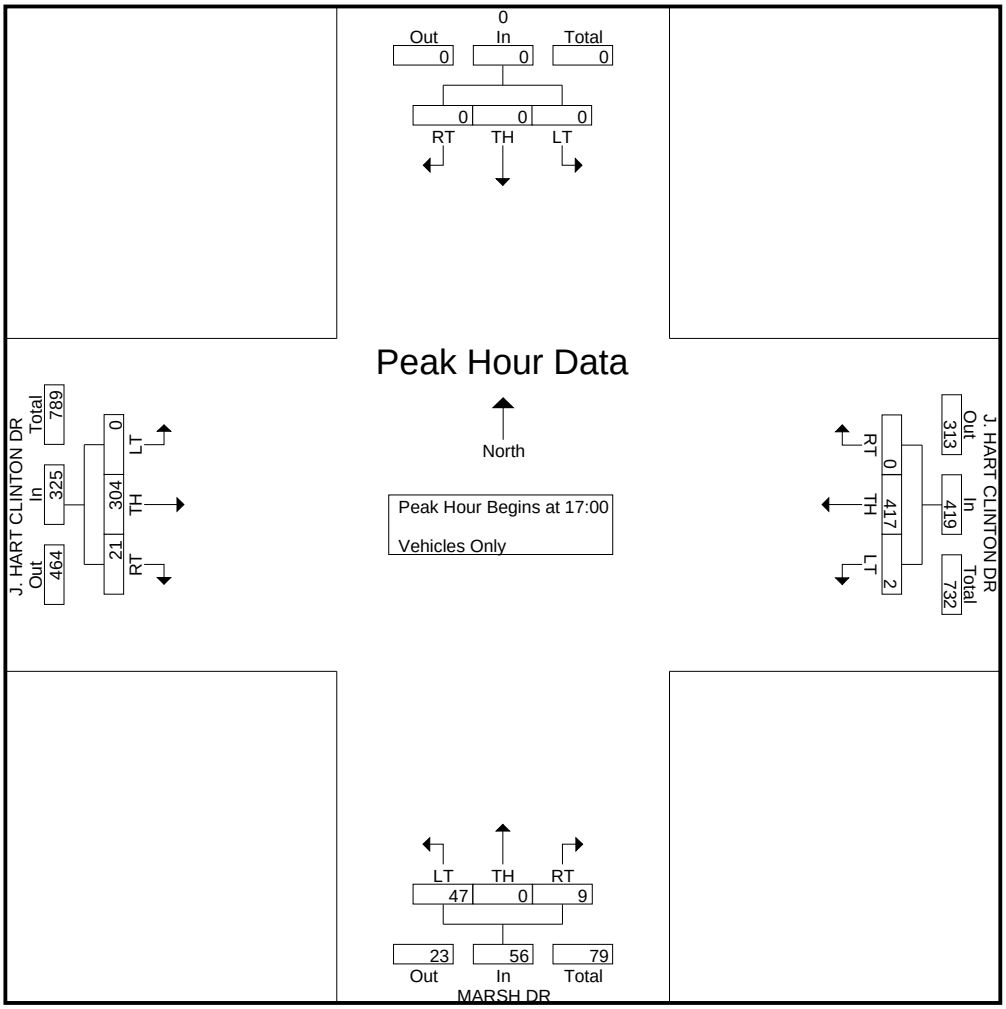
Groups Printed- Vehicles Only

	0 Southbound				J. HART CLINTON DR Westbound				MARSH DR Northbound				J. HART CLINTON 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	0	0	0	0	0	67	1	68	2	0	10	12	2	38	0	40	120
16:15	0	0	0	0	0	51	1	52	3	0	10	13	4	47	0	51	116
16:30	0	0	0	0	0	82	1	83	0	0	1	1	3	63	0	66	150
16:45	0	0	0	0	0	74	2	76	2	0	3	5	0	65	0	65	146
Total	0	0	0	0	0	274	5	279	7	0	24	31	9	213	0	222	532
17:00	0	0	0	0	0	127	0	127	3	0	11	14	9	70	0	79	220
17:15	0	0	0	0	0	99	1	100	3	0	13	16	5	88	0	93	209
17:30	0	0	0	0	0	106	1	107	2	0	18	20	4	78	0	82	209
17:45	0	0	0	0	0	85	0	85	1	0	5	6	3	68	0	71	162
Total	0	0	0	0	0	417	2	419	9	0	47	56	21	304	0	325	800
Grand Total	0	0	0	0	0	691	7	698	16	0	71	87	30	517	0	547	1332
Apprch %	0	0	0		0	99	1		18.4	0	81.6		5.5	94.5	0		
Total %	0	0	0	0	0	51.9	0.5	52.4	1.2	0	5.3	6.5	2.3	38.8	0	41.1	

	0 Southbound				J. HART CLINTON DR Westbound				MARSH DR Northbound				J. HART CLINTON 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	0	0	0	0	0	**127**	0	**127**	**3**	0	11	14	**9**	70	0	79	**220**
17:15	0	0	0	0	0	99	**1**	100	3	0	13	16	5	**88**	0	**93**	209
17:30	0	0	0	0	0	106	1	107	2	0	**18**	**20**	4	78	0	82	209
17:45	0	0	0	0	0	85	0	85	1	0	5	6	3	68	0	71	162
Total Volume	0	0	0	0	0	417	2	419	9	0	47	56	21	304	0	325	800
% App. Total	0	0	0		0	99.5	0.5		16.1	0	83.9		6.5	93.5	0		
PHF	.000	.000	.000	.000	.000	.821	.500	.825	.750	.000	.653	.700	.583	.864	.000	.874	.909



MARKS TRAFFIC DATA
mietekm@comcast.net
916.806.0250

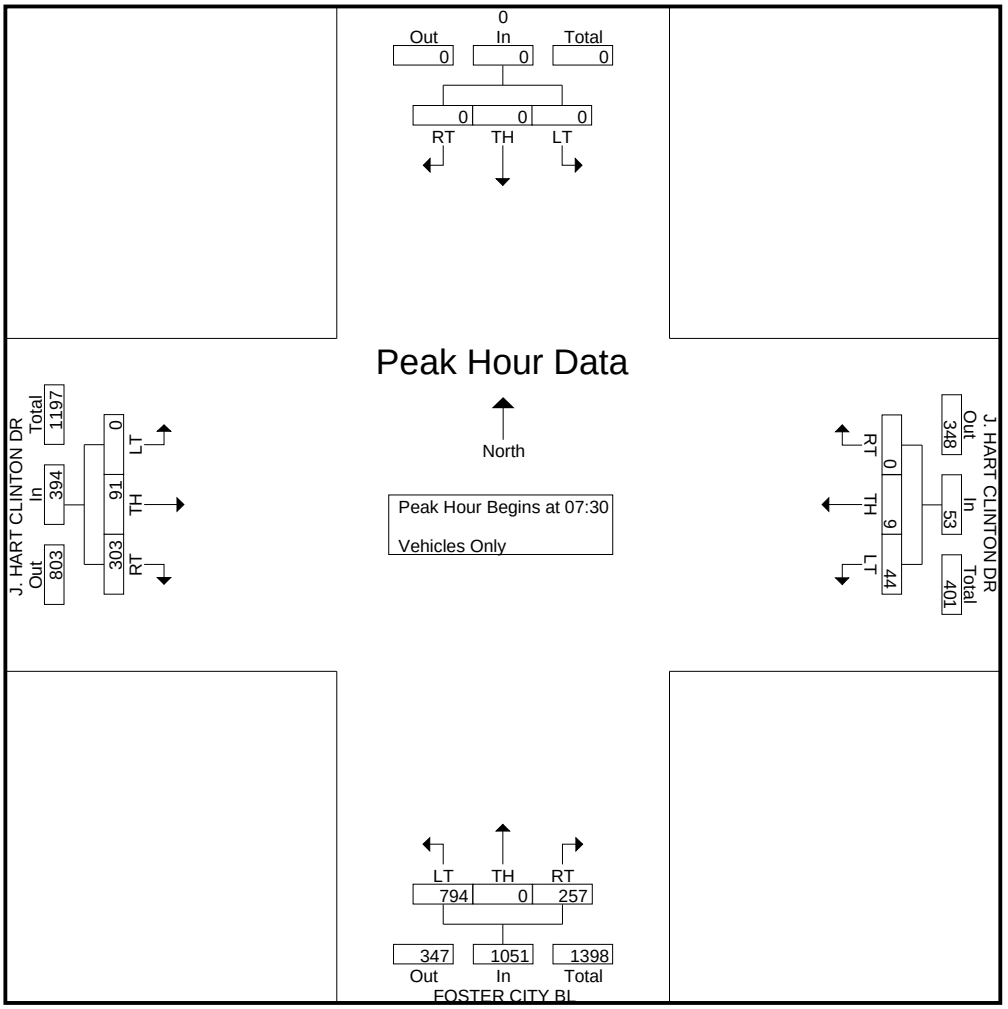
CITY OF FOSTER CITY

File Name : foster city-clinton-a
Site Code : 5
Start Date : 3/1/2012
Page No : 1

Groups Printed- Vehicles Only

	0 Southbound				J. HART CLINTON DR Westbound				FOSTER CITY BL Northbound				J. HART CLINTON 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	0	0	0	0	2	7	9	20	0	52	72	20	9	0	29	110
07:15	0	0	0	0	0	1	4	5	32	0	103	135	30	14	0	44	184
07:30	0	0	0	0	0	3	8	11	54	0	261	315	56	11	0	67	393
07:45	0	0	0	0	0	1	10	11	68	0	203	271	64	23	0	87	369
Total	0	0	0	0	0	7	29	36	174	0	619	793	170	57	0	227	1056
08:00	0	0	0	0	0	5	14	19	55	0	151	206	103	27	0	130	355
08:15	0	0	0	0	0	0	12	12	80	0	179	259	80	30	0	110	381
08:30	0	0	0	0	0	5	19	24	80	0	138	218	56	28	0	84	326
08:45	0	0	0	0	0	5	9	14	70	0	128	198	58	23	0	81	293
Total	0	0	0	0	0	15	54	69	285	0	596	881	297	108	0	405	1355
Grand Total	0	0	0	0	0	22	83	105	459	0	1215	1674	467	165	0	632	2411
Apprch %	0	0	0		0	21	79		27.4	0	72.6		73.9	26.1	0		
Total %	0	0	0	0	0	0.9	3.4	4.4	19	0	50.4	69.4	19.4	6.8	0	26.2	

	0 Southbound				J. HART CLINTON DR Westbound				FOSTER CITY BL Northbound				J. HART CLINTON 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	0	0	0	0	0	3	8	11	54	0	**261**	**315**	56	11	0	67	**393**
07:45	0	0	0	0	0	1	10	11	68	0	203	271	64	23	0	87	369
08:00	0	0	0	0	0	**5**	**14**	**19**	55	0	151	206	**103**	27	0	**130**	355
08:15	0	0	0	0	0	0	12	12	**80**	0	179	259	80	**30**	0	110	381
Total Volume	0	0	0	0	0	9	44	53	257	0	794	1051	303	91	0	394	1498
% App. Total	0	0	0		0	17	83		24.5	0	75.5		76.9	23.1	0		
PHF	.000	.000	.000	.000	.000	.450	.786	.697	.803	.000	.761	.834	.735	.758	.000	.758	.953



MARKS TRAFFIC DATA
mietekm@comcast.net
916.806.0250

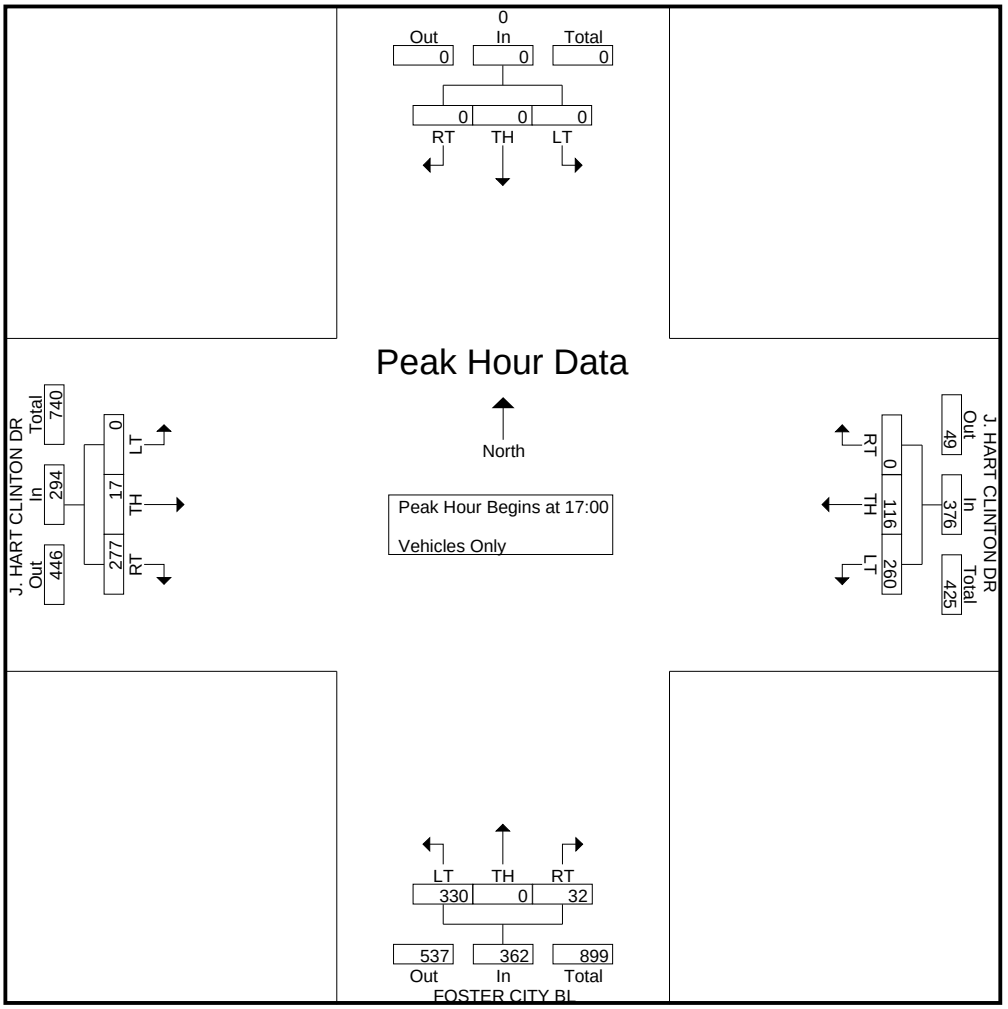
CITY OF FOSTER CITY

File Name : foster city-clinton-p
Site Code : 5
Start Date : 3/1/2012
Page No : 1

Groups Printed- Vehicles Only

	0 Southbound				J. HART CLINTON DR Westbound				FOSTER CITY BL Northbound				J. HART CLINTON 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	0	0	0	0	0	9	44	53	9	0	56	65	41	10	0	51	169
16:15	0	0	0	0	0	20	45	65	6	0	48	54	35	4	0	39	158
16:30	0	0	0	0	0	16	44	60	5	0	52	57	54	3	0	57	174
16:45	0	0	0	0	0	22	51	73	5	0	61	66	64	4	0	68	207
Total	0	0	0	0	0	67	184	251	25	0	217	242	194	21	0	215	708
17:00	0	0	0	0	0	40	84	124	8	0	81	89	55	2	0	57	270
17:15	0	0	0	0	0	23	63	86	9	0	87	96	77	6	0	83	265
17:30	0	0	0	0	0	25	58	83	5	0	90	95	68	5	0	73	251
17:45	0	0	0	0	0	28	55	83	10	0	72	82	77	4	0	81	246
Total	0	0	0	0	0	116	260	376	32	0	330	362	277	17	0	294	1032
Grand Total	0	0	0	0	0	183	444	627	57	0	547	604	471	38	0	509	1740
Apprch %	0	0	0		0	29.2	70.8		9.4	0	90.6		92.5	7.5	0		
Total %	0	0	0	0	0	10.5	25.5	36	3.3	0	31.4	34.7	27.1	2.2	0	29.3	

	0 Southbound				J. HART CLINTON DR Westbound				FOSTER CITY BL Northbound				J. HART CLINTON 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	0	0	0	0	0	**40**	**84**	**124**	8	0	81	89	55	2	0	57	**270**
17:15	0	0	0	0	0	23	63	86	9	0	87	**96**	**77**	**6**	0	**83**	265
17:30	0	0	0	0	0	25	58	83	5	0	**90**	95	68	5	0	73	251
17:45	0	0	0	0	0	28	55	83	**10**	0	72	82	77	4	0	81	246
Total Volume	0	0	0	0	0	116	260	376	32	0	330	362	277	17	0	294	1032
% App. Total	0	0	0		0	30.9	69.1		8.8	0	91.2		94.2	5.8	0		
PHF	.000	.000	.000	.000	.000	.725	.774	.758	.800	.000	.917	.943	.899	.708	.000	.886	.956



MARKS TRAFFIC DATA
mietekm@comcast.net
916.806.0250

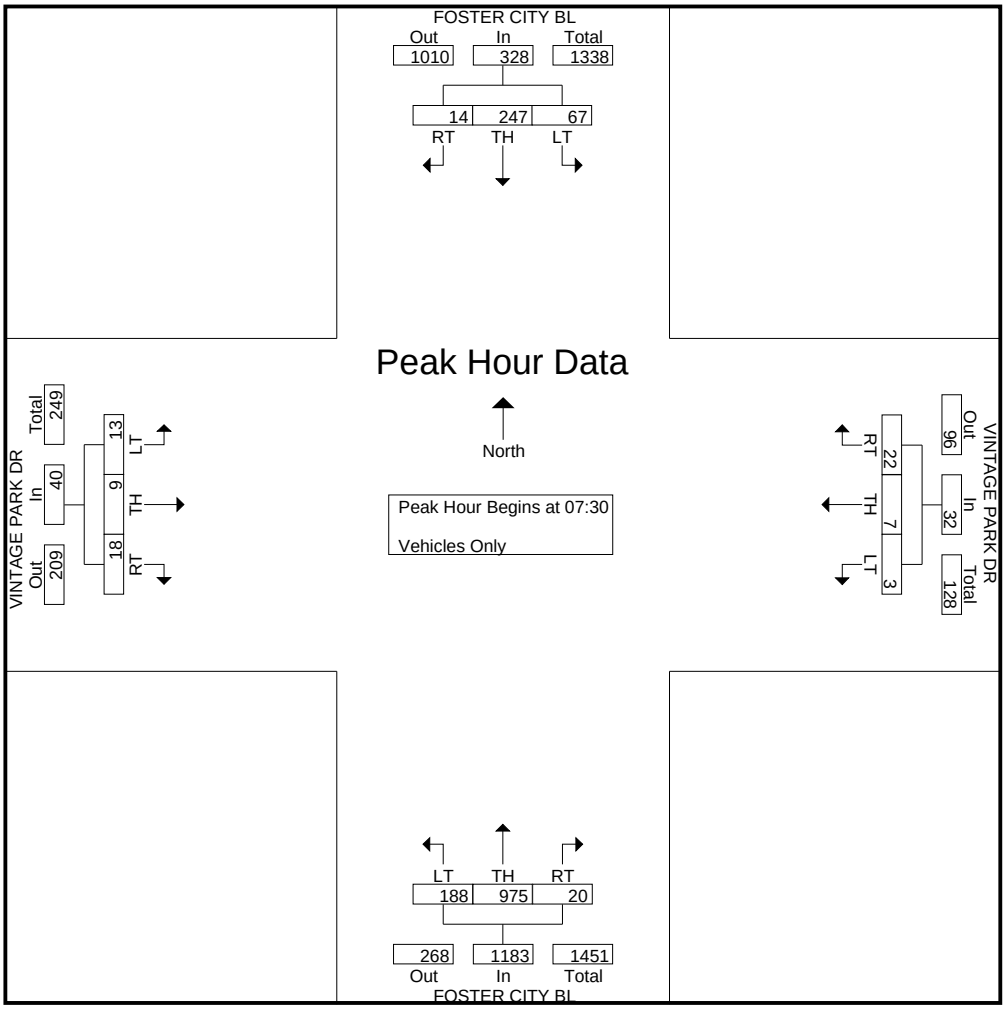
CITY OF FOSTER CITY

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



MARKS TRAFFIC DATA
mietekm@comcast.net
916.806.0250

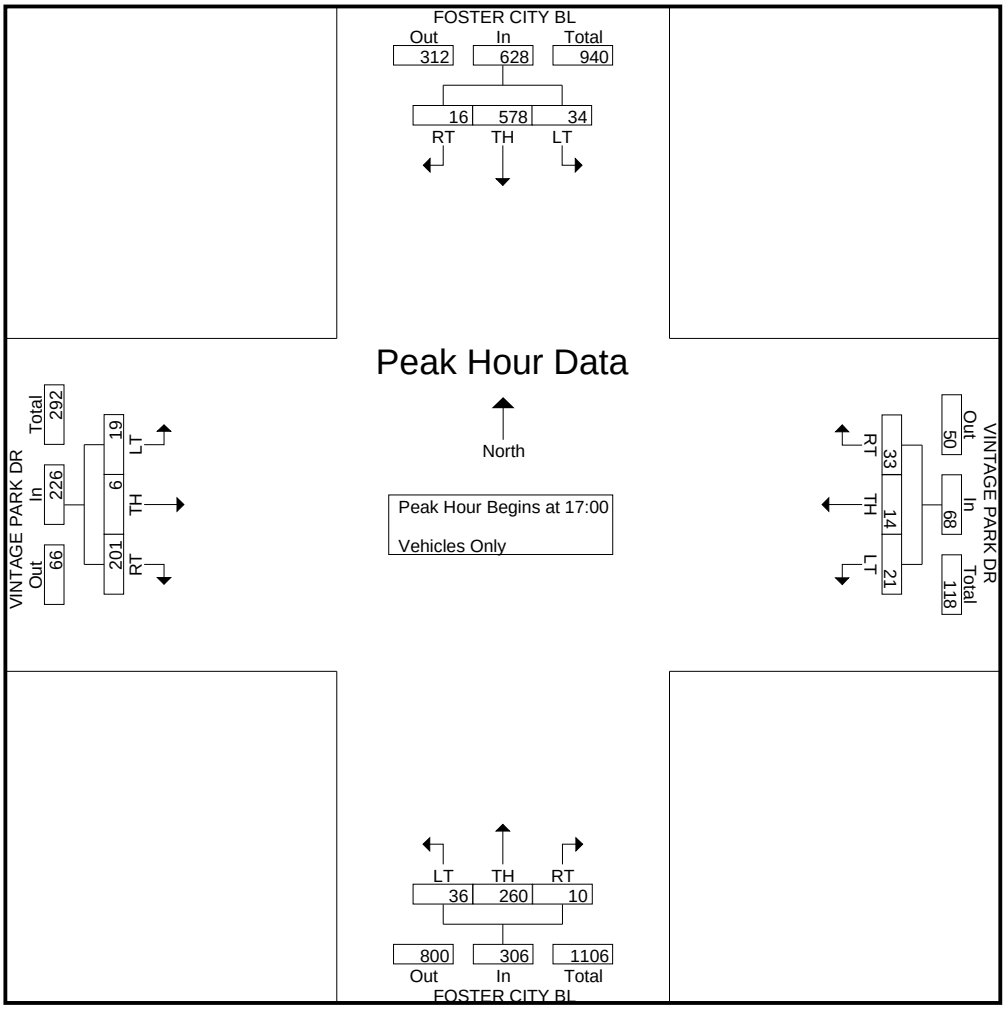
CITY OF FOSTER CITY

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

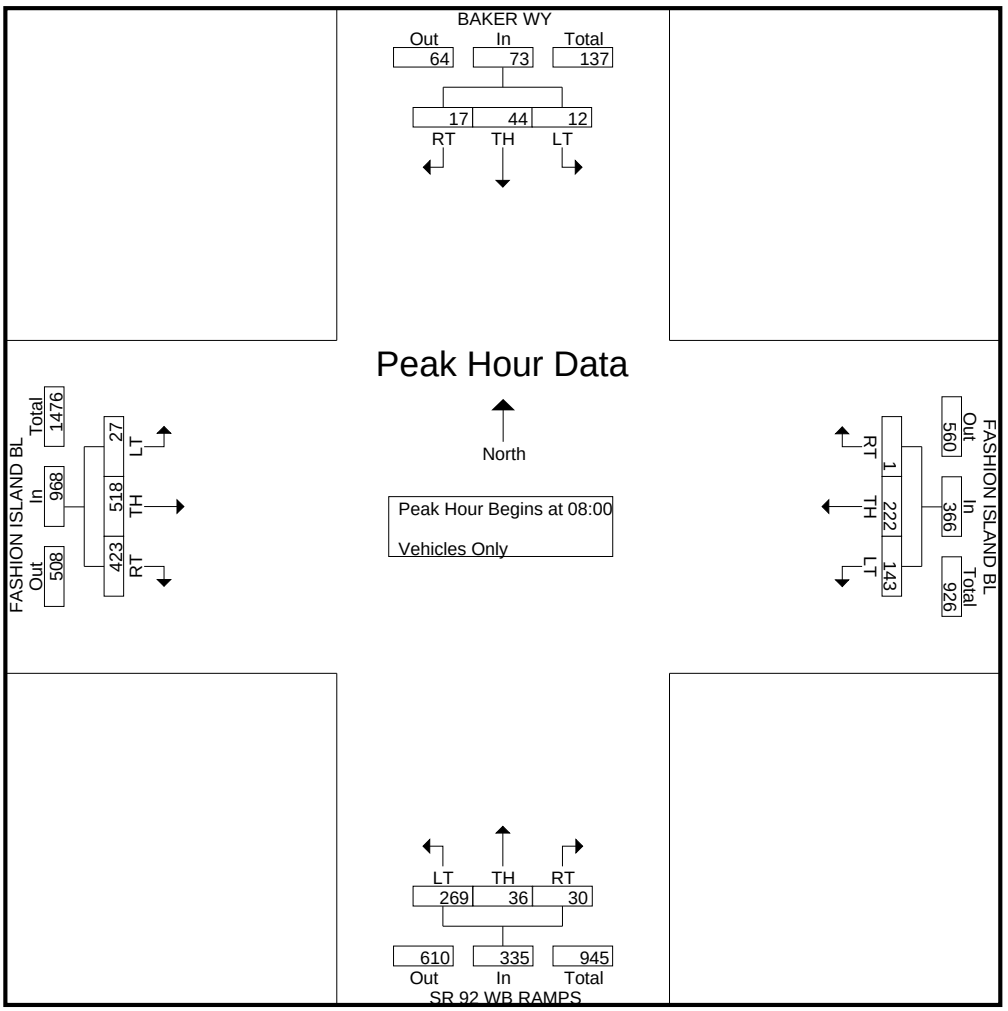
CITY OF SAN MATEO

File Name : sr92wb-fashion island-a
Site Code : 7
Start Date : 3/6/2012
Page No : 1

Groups Printed- Vehicles Only

	BAKER WY Southbound				FASHION ISLAND BL Westbound				SR 92 WB RAMPS Northbound				FASHION ISLAND 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
07:00	1	5	0	6	2	13	14	29	4	3	20	27	71	60	2	133	195
07:15	4	10	0	14	1	35	38	74	7	3	35	45	124	63	8	195	328
07:30	1	4	1	6	0	42	33	75	5	5	37	47	154	62	10	226	354
07:45	5	9	4	18	0	36	52	88	6	7	92	105	105	87	7	199	410
Total	11	28	5	44	3	126	137	266	22	18	184	224	454	272	27	753	1287
08:00	5	10	1	16	0	55	34	89	4	12	76	92	105	121	8	234	431
08:15	3	6	1	10	0	61	37	98	6	8	60	74	127	119	8	254	436
08:30	3	10	3	16	1	60	44	105	8	6	53	67	89	139	6	234	422
08:45	6	18	7	31	0	46	28	74	12	10	80	102	102	139	5	246	453
Total	17	44	12	73	1	222	143	366	30	36	269	335	423	518	27	968	1742
Grand Total	28	72	17	117	4	348	280	632	52	54	453	559	877	790	54	1721	3029
Apprch %	23.9	61.5	14.5		0.6	55.1	44.3		9.3	9.7	81		51	45.9	3.1		
Total %	0.9	2.4	0.6	3.9	0.1	11.5	9.2	20.9	1.7	1.8	15	18.5	29	26.1	1.8	56.8	

	BAKER WY Southbound				FASHION ISLAND BL Westbound				SR 92 WB RAMPS Northbound				FASHION ISLAND 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 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	5	10	1	16	0	55	34	89	4	**12**	76	92	105	121	**8**	234	431
08:15	3	6	1	10	0	**61**	37	98	6	8	60	74	**127**	119	8	**254**	436
08:30	3	10	3	16	**1**	60	**44**	**105**	8	6	53	67	89	**139**	6	234	422
08:45	**6**	**18**	**7**	**31**	0	46	28	74	**12**	10	**80**	**102**	102	139	5	246	**453**
Total Volume	17	44	12	73	1	222	143	366	30	36	269	335	423	518	27	968	1742
% App. Total	23.3	60.3	16.4		0.3	60.7	39.1		9	10.7	80.3		43.7	53.5	2.8		
PHF	.708	.611	.429	.589	.250	.910	.813	.871	.625	.750	.841	.821	.833	.932	.844	.953	.961



MARKS TRAFFIC DATA
mietekm@comcast.net
916.806.0250

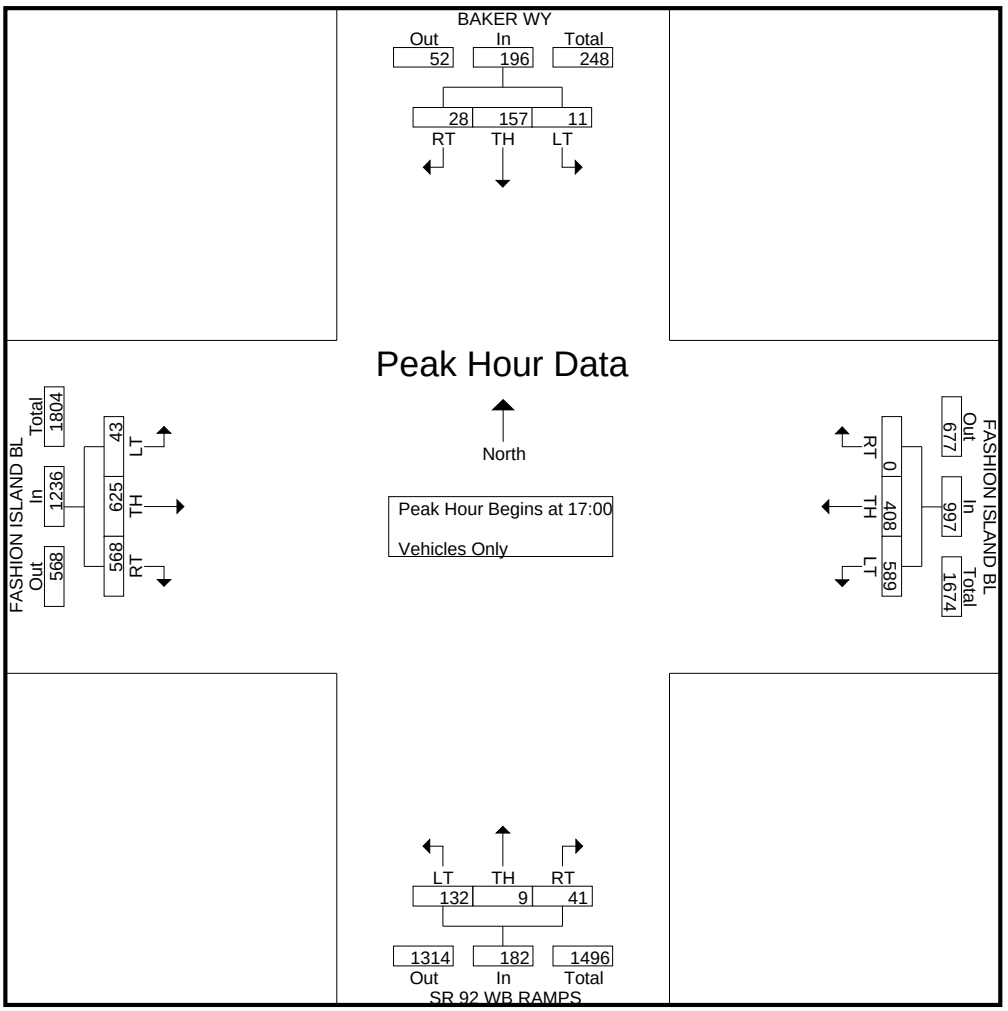
CITY OF SAN MATEO

File Name : sr92wb-fashion island-p
Site Code : 7
Start Date : 3/6/2012
Page No : 1

Groups Printed- Vehicles Only

	BAKER WY Southbound				FASHION ISLAND BL Westbound				SR 92 WB RAMPS Northbound				FASHION ISLAND 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
16:00	2	19	1	22	1	81	129	211	6	0	11	17	113	151	2	266	516
16:15	3	21	2	26	0	79	123	202	5	1	22	28	118	136	6	260	516
16:30	4	22	0	26	0	75	124	199	5	2	30	37	98	130	5	233	495
16:45	2	31	1	34	0	85	144	229	8	2	37	47	118	150	8	276	586
Total	11	93	4	108	1	320	520	841	24	5	100	129	447	567	21	1035	2113
17:00	7	50	6	63	0	113	148	261	11	3	38	52	151	158	10	319	695
17:15	8	35	0	43	0	110	158	268	9	2	35	46	148	132	16	296	653
17:30	8	49	1	58	0	108	140	248	10	2	29	41	144	167	11	322	669
17:45	5	23	4	32	0	77	143	220	11	2	30	43	125	168	6	299	594
Total	28	157	11	196	0	408	589	997	41	9	132	182	568	625	43	1236	2611
Grand Total	39	250	15	304	1	728	1109	1838	65	14	232	311	1015	1192	64	2271	4724
Apprch %	12.8	82.2	4.9		0.1	39.6	60.3		20.9	4.5	74.6		44.7	52.5	2.8		
Total %	0.8	5.3	0.3	6.4	0	15.4	23.5	38.9	1.4	0.3	4.9	6.6	21.5	25.2	1.4	48.1	

	BAKER WY Southbound				FASHION ISLAND BL Westbound				SR 92 WB RAMPS Northbound				FASHION ISLAND 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 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	7	**50**	**6**	**63**	0	**113**	148	261	**11**	**3**	**38**	**52**	**151**	158	10	319	**695**
17:15	**8**	35	0	43	0	110	**158**	**268**	9	2	35	46	148	132	**16**	296	653
17:30	8	49	1	58	0	108	140	248	10	2	29	41	144	167	11	**322**	669
17:45	5	23	4	32	0	77	143	220	11	2	30	43	125	**168**	6	299	594
Total Volume	28	157	11	196	0	408	589	997	41	9	132	182	568	625	43	1236	2611
% App. Total	14.3	80.1	5.6		0	40.9	59.1		22.5	4.9	72.5		46	50.6	3.5		
PHF	.875	.785	.458	.778	.000	.903	.932	.930	.932	.750	.868	.875	.940	.930	.672	.960	.939



MARKS TRAFFIC DATA
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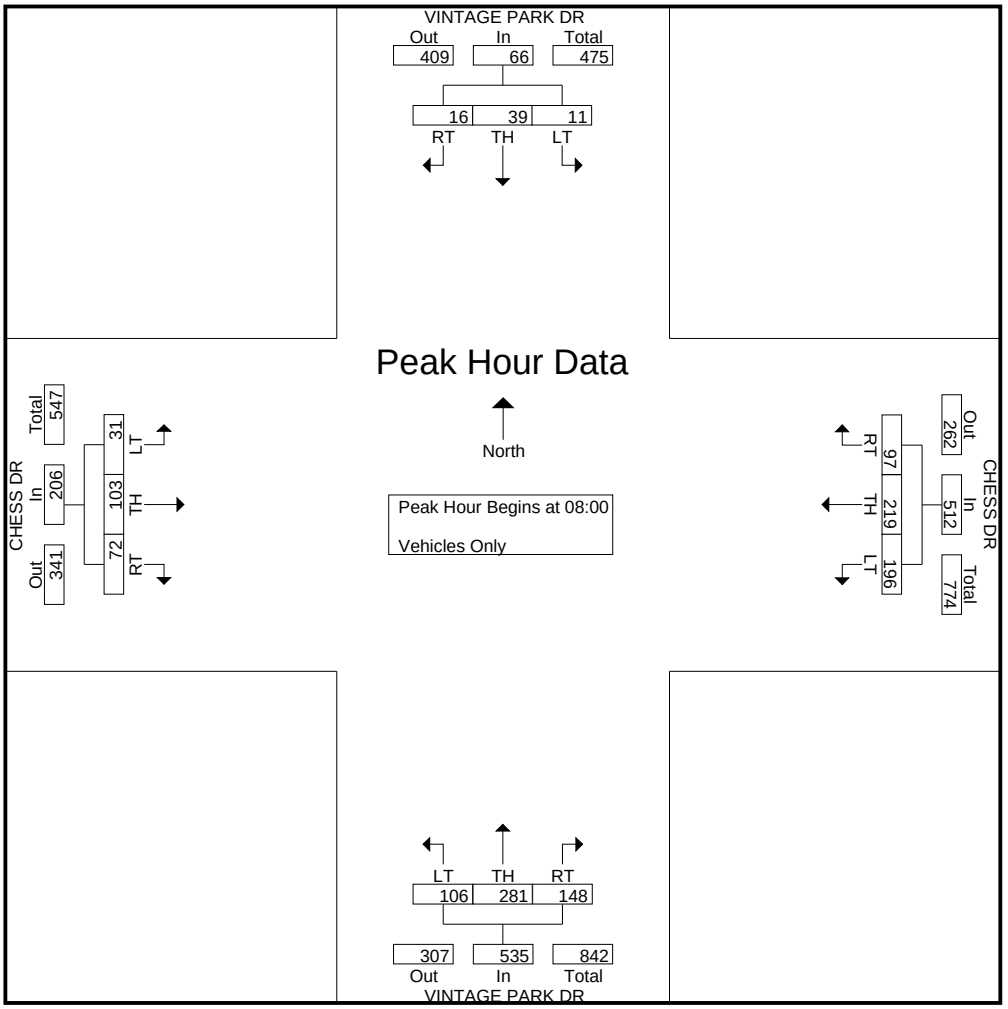
CITY OF FOSTER CITY

File Name : vintage-chess-a
Site Code : 8
Start Date : 3/1/2012
Page No : 1

Groups Printed- Vehicles Only

	VINTAGE PARK DR Southbound				CHESS DR Westbound				VINTAGE PARK DR Northbound				CHESS 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	3	2	2	7	13	17	21	51	29	25	11	65	9	11	9	29	152
07:15	2	4	2	8	17	23	17	57	26	40	10	76	10	17	5	32	173
07:30	1	5	5	11	26	53	48	127	37	54	20	111	10	22	7	39	288
07:45	2	7	0	9	21	75	53	149	25	48	26	99	10	22	9	41	298
Total	8	18	9	35	77	168	139	384	117	167	67	351	39	72	30	141	911
08:00	2	11	5	18	12	41	28	81	36	68	22	126	11	25	7	43	268
08:15	3	11	3	17	26	60	51	137	43	76	24	143	16	25	9	50	347
08:30	4	8	3	15	26	53	52	131	38	71	35	144	19	19	3	41	331
08:45	7	9	0	16	33	65	65	163	31	66	25	122	26	34	12	72	373
Total	16	39	11	66	97	219	196	512	148	281	106	535	72	103	31	206	1319
Grand Total	24	57	20	101	174	387	335	896	265	448	173	886	111	175	61	347	2230
Apprch %	23.8	56.4	19.8		19.4	43.2	37.4		29.9	50.6	19.5		32	50.4	17.6		
Total %	1.1	2.6	0.9	4.5	7.8	17.4	15	40.2	11.9	20.1	7.8	39.7	5	7.8	2.7	15.6	

	VINTAGE PARK DR Southbound				CHESS DR Westbound				VINTAGE PARK DR Northbound				CHESS 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 08:00																	
08:00	2	**11**	**5**	**18**	12	41	28	81	36	68	22	126	11	25	7	43	268
08:15	3	11	3	17	26	60	51	137	**43**	**76**	24	143	16	25	9	50	347
08:30	4	8	3	15	26	53	52	131	38	71	**35**	**144**	19	19	3	41	331
08:45	**7**	9	0	16	**33**	**65**	**65**	**163**	31	66	25	122	**26**	**34**	**12**	**72**	**373**
Total Volume	16	39	11	66	97	219	196	512	148	281	106	535	72	103	31	206	1319
% App. Total	24.2	59.1	16.7		18.9	42.8	38.3		27.7	52.5	19.8		35	50	15		
PHF	.571	.886	.550	.917	.735	.842	.754	.785	.860	.924	.757	.929	.692	.757	.646	.715	.884



MARKS TRAFFIC DATA
mietekm@comcast.net
916.806.0250

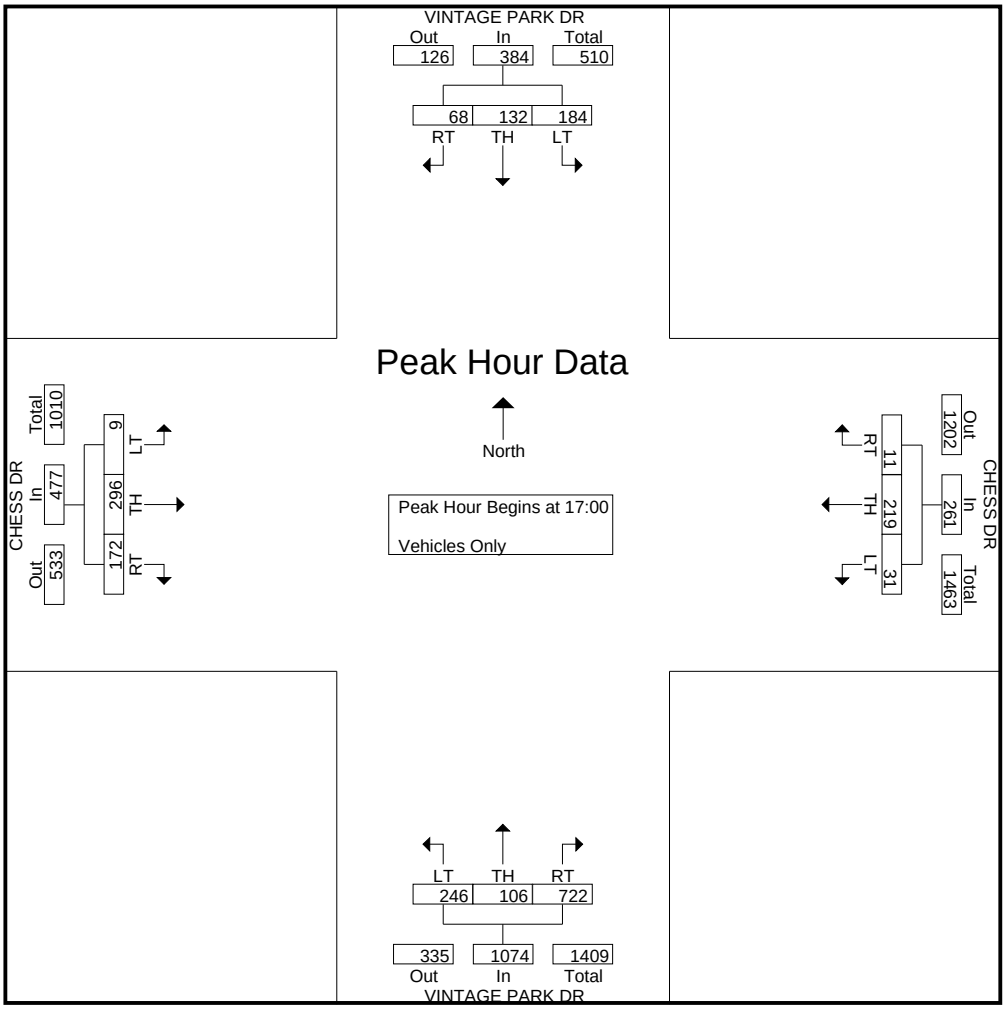
CITY OF FOSTER CITY

File Name : vintage-chess-p
Site Code : 8
Start Date : 3/1/2012
Page No : 1

Groups Printed- Vehicles Only

	VINTAGE PARK DR Southbound				CHESS DR Westbound				VINTAGE PARK DR Northbound				CHESS 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	9	14	23	46	0	48	17	65	124	12	43	179	54	65	5	124	414
16:15	8	8	27	43	0	54	10	64	102	8	47	157	44	57	6	107	371
16:30	12	14	30	56	2	38	7	47	110	15	48	173	43	66	1	110	386
16:45	12	18	41	71	1	56	14	71	125	19	54	198	38	66	5	109	449
Total	41	54	121	216	3	196	48	247	461	54	192	707	179	254	17	450	1620
17:00	18	23	57	98	2	50	9	61	211	21	64	296	34	64	1	99	554
17:15	12	43	51	106	5	60	6	71	166	29	57	252	44	100	5	149	578
17:30	18	32	39	89	2	69	6	77	184	28	58	270	40	71	0	111	547
17:45	20	34	37	91	2	40	10	52	161	28	67	256	54	61	3	118	517
Total	68	132	184	384	11	219	31	261	722	106	246	1074	172	296	9	477	2196
Grand Total	109	186	305	600	14	415	79	508	1183	160	438	1781	351	550	26	927	3816
Apprch %	18.2	31	50.8		2.8	81.7	15.6		66.4	9	24.6		37.9	59.3	2.8		
Total %	2.9	4.9	8	15.7	0.4	10.9	2.1	13.3	31	4.2	11.5	46.7	9.2	14.4	0.7	24.3	

	VINTAGE PARK DR Southbound				CHESS DR Westbound				VINTAGE PARK DR Northbound				CHESS 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	18	23	**57**	98	2	50	9	61	**211**	21	64	**296**	34	64	1	99	554
17:15	12	**43**	51	**106**	**5**	60	6	71	166	**29**	57	252	44	**100**	**5**	**149**	**578**
17:30	18	32	39	89	2	**69**	6	**77**	184	28	58	270	40	71	0	111	547
17:45	**20**	34	37	91	2	40	**10**	52	161	28	**67**	256	**54**	61	3	118	517
Total Volume	68	132	184	384	11	219	31	261	722	106	246	1074	172	296	9	477	2196
% App. Total	17.7	34.4	47.9		4.2	83.9	11.9		67.2	9.9	22.9		36.1	62.1	1.9		
PHF	.850	.767	.807	.906	.550	.793	.775	.847	.855	.914	.918	.907	.796	.740	.450	.800	.950



MARKS TRAFFIC DATA
mietekm@comcast.net
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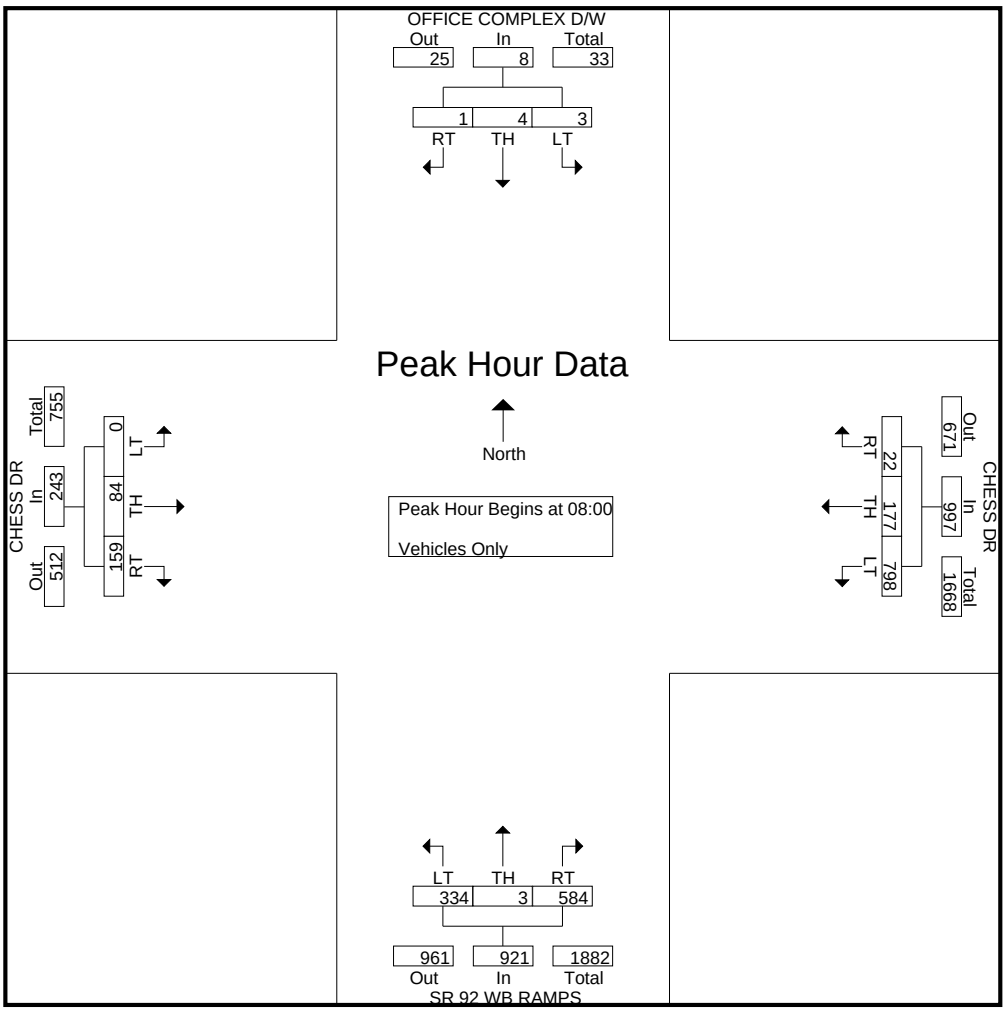
CITY OF FOSTER CITY

File Name : sr92wb-chess-a
Site Code : 9
Start Date : 3/1/2012
Page No : 1

Groups Printed- Vehicles Only

	OFFICE COMPLEX D/W Southbound				CHESS DR Westbound				SR 92 WB RAMPS Northbound				CHESS 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	0	2	2	4	14	223	241	66	0	39	105	32	15	0	47	395
07:15	0	0	0	0	5	19	213	237	96	4	42	142	25	12	0	37	416
07:30	0	1	0	1	2	34	190	226	135	1	93	229	32	22	0	54	510
07:45	0	1	0	1	3	35	146	184	192	2	115	309	28	23	1	52	546
Total	0	2	2	4	14	102	772	888	489	7	289	785	117	72	1	190	1867
08:00	0	1	1	2	3	33	186	222	103	0	39	142	31	21	0	52	418
08:15	0	1	1	2	5	56	211	272	157	1	88	246	47	20	0	67	587
08:30	0	2	0	2	6	48	230	284	155	1	87	243	40	21	0	61	590
08:45	1	0	1	2	8	40	171	219	169	1	120	290	41	22	0	63	574
Total	1	4	3	8	22	177	798	997	584	3	334	921	159	84	0	243	2169
Grand Total	1	6	5	12	36	279	1570	1885	1073	10	623	1706	276	156	1	433	4036
Apprch %	8.3	50	41.7		1.9	14.8	83.3		62.9	0.6	36.5		63.7	36	0.2		
Total %	0	0.1	0.1	0.3	0.9	6.9	38.9	46.7	26.6	0.2	15.4	42.3	6.8	3.9	0	10.7	

	OFFICE COMPLEX D/W Southbound				CHESS DR Westbound				SR 92 WB RAMPS Northbound				CHESS 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 08:00																	
08:00	0	1	**1**	**2**	3	33	186	222	103	0	39	142	31	21	0	52	418
08:15	0	1	1	2	5	**56**	211	272	157	**1**	88	246	**47**	20	0	**67**	587
08:30	0	**2**	0	2	6	48	**230**	**284**	155	1	87	243	40	21	0	61	**590**
08:45	**1**	0	1	2	**8**	40	171	219	**169**	1	**120**	**290**	41	**22**	0	63	574
Total Volume	1	4	3	8	22	177	798	997	584	3	334	921	159	84	0	243	2169
% App. Total	12.5	50	37.5		2.2	17.8	80		63.4	0.3	36.3		65.4	34.6	0		
PHF	.250	.500	.750	1.000	.688	.790	.867	.878	.864	.750	.696	.794	.846	.955	.000	.907	.919



MARKS TRAFFIC DATA
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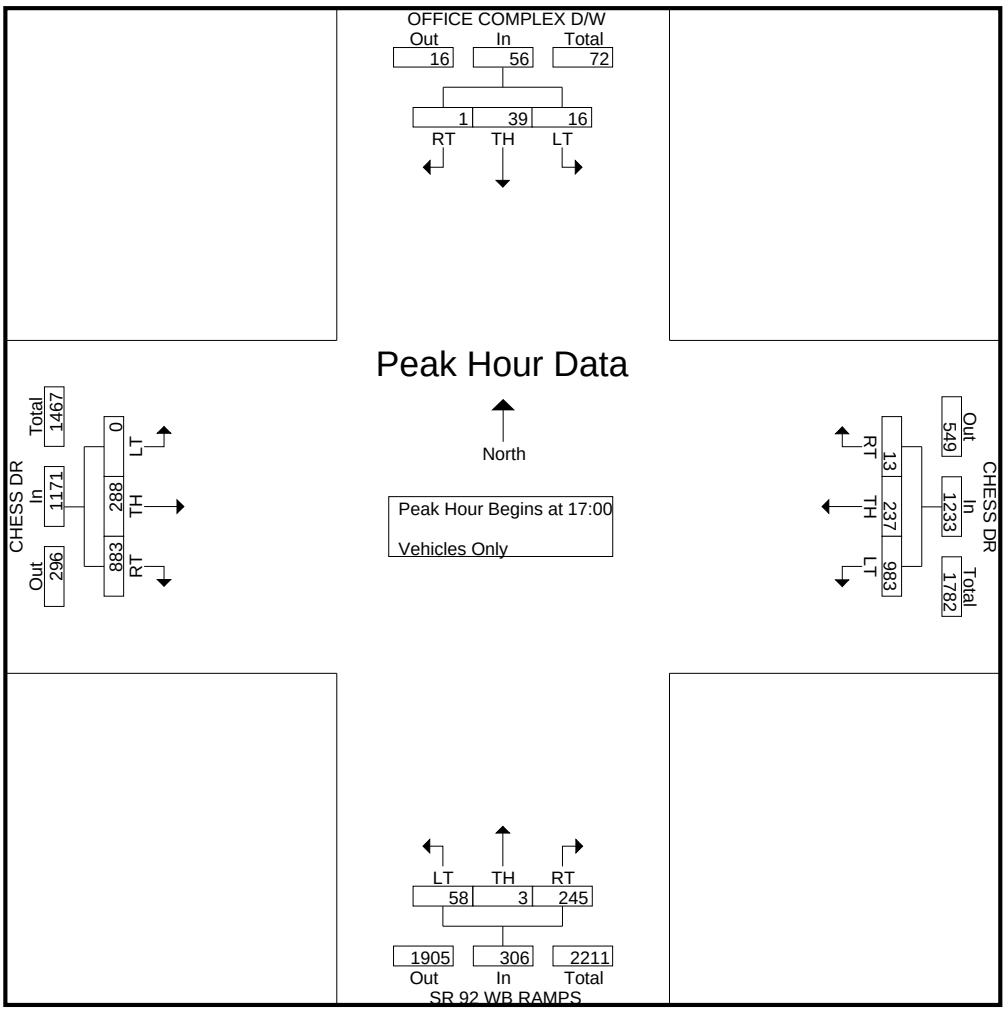
CITY OF FOSTER CITY

File Name : sr92wb-chess-p
Site Code : 9
Start Date : 3/1/2012
Page No : 1

Groups Printed- Vehicles Only

	OFFICE COMPLEX D/W Southbound				CHESS DR Westbound				SR 92 WB RAMPS Northbound				CHESS 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	10	2	13	3	48	263	314	31	1	7	39	156	50	0	206	572
16:15	1	10	3	14	2	44	219	265	29	0	17	46	130	57	0	187	512
16:30	0	13	3	16	0	48	219	267	44	0	11	55	151	54	0	205	543
16:45	3	8	3	14	10	65	221	296	42	0	18	60	152	56	0	208	578
Total	5	41	11	57	15	205	922	1142	146	1	53	200	589	217	0	806	2205
17:00	1	14	1	16	5	72	280	357	42	1	15	58	278	68	0	346	777
17:15	0	6	8	14	2	58	272	332	66	1	17	84	209	83	0	292	722
17:30	0	9	3	12	4	59	207	270	62	1	12	75	228	81	0	309	666
17:45	0	10	4	14	2	48	224	274	75	0	14	89	168	56	0	224	601
Total	1	39	16	56	13	237	983	1233	245	3	58	306	883	288	0	1171	2766
Grand Total	6	80	27	113	28	442	1905	2375	391	4	111	506	1472	505	0	1977	4971
Apprch %	5.3	70.8	23.9		1.2	18.6	80.2		77.3	0.8	21.9		74.5	25.5	0		
Total %	0.1	1.6	0.5	2.3	0.6	8.9	38.3	47.8	7.9	0.1	2.2	10.2	29.6	10.2	0	39.8	

	OFFICE COMPLEX D/W Southbound				CHESS DR Westbound				SR 92 WB RAMPS Northbound				CHESS 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	**1**	**14**	1	**16**	**5**	**72**	**280**	**357**	42	**1**	15	58	**278**	68	0	**346**	**777**
17:15	0	6	**8**	14	2	58	272	332	66	1	**17**	84	209	**83**	0	292	722
17:30	0	9	3	12	4	59	207	270	62	1	12	75	228	81	0	309	666
17:45	0	10	4	14	2	48	224	274	**75**	0	14	**89**	168	56	0	224	601
Total Volume	1	39	16	56	13	237	983	1233	245	3	58	306	883	288	0	1171	2766
% App. Total	1.8	69.6	28.6		1.1	19.2	79.7		80.1	1	19		75.4	24.6	0		
PHF	.250	.696	.500	.875	.650	.823	.878	.863	.817	.750	.853	.860	.794	.867	.000	.846	.890



MARKS TRAFFIC DATA
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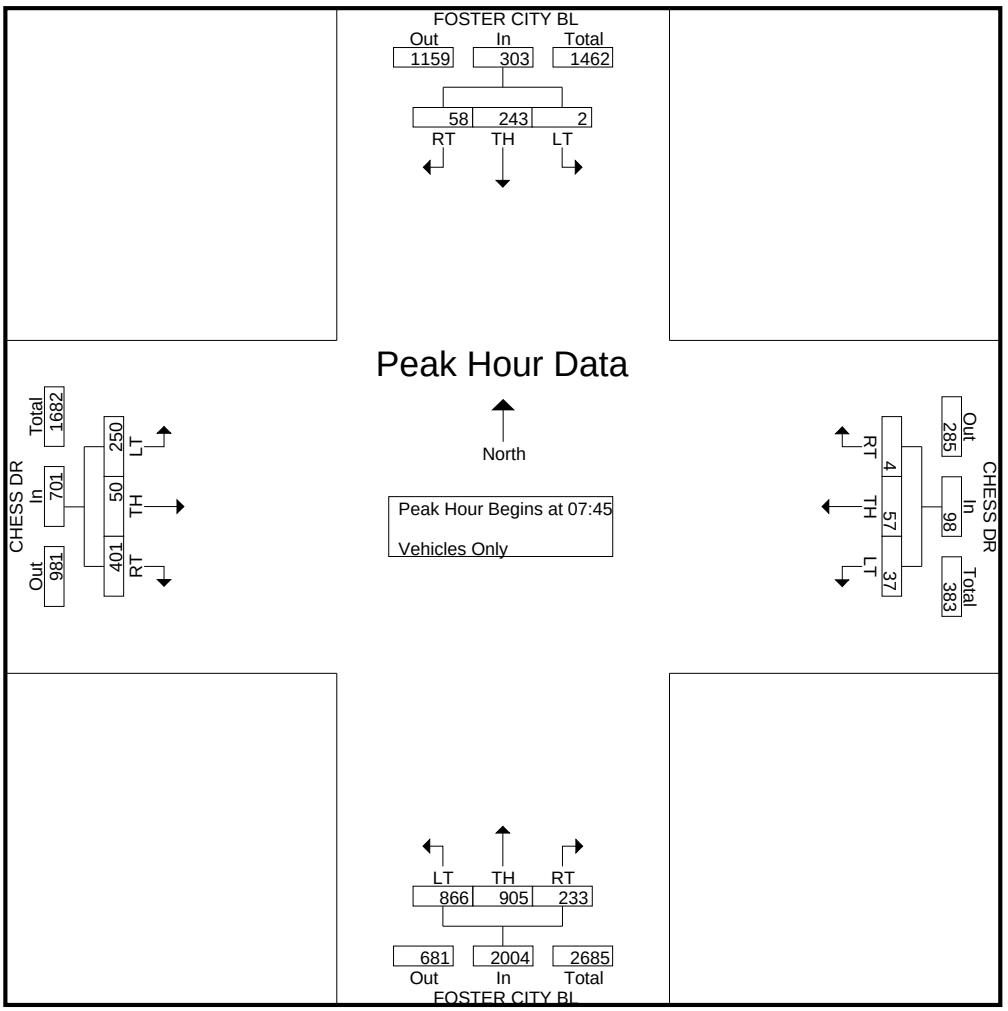
CITY OF FOSTER CITY

File Name : foster city-chess-a
Site Code : 10
Start Date : 3/1/2012
Page No : 1

Groups Printed- Vehicles Only

	FOSTER CITY BL Southbound				CHESS DR Westbound				FOSTER CITY BL Northbound				CHESS 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	9	27	0	36	4	18	9	31	32	60	219	311	44	7	32	83	461
07:15	5	18	0	23	1	26	10	37	44	138	209	391	64	7	32	103	554
07:30	17	27	0	44	0	9	7	16	32	289	213	534	93	12	53	158	752
07:45	15	54	0	69	1	16	9	26	55	208	156	419	104	15	97	216	730
Total	46	126	0	172	6	69	35	110	163	695	797	1655	305	41	214	560	2497
08:00	12	85	0	97	0	16	6	22	73	210	200	483	85	10	35	130	732
08:15	15	53	1	69	2	8	13	23	55	266	254	575	101	14	53	168	835
08:30	16	51	1	68	1	17	9	27	50	221	256	527	111	11	65	187	809
08:45	10	35	0	45	3	15	11	29	61	161	191	413	110	22	53	185	672
Total	53	224	2	279	6	56	39	101	239	858	901	1998	407	57	206	670	3048
Grand Total	99	350	2	451	12	125	74	211	402	1553	1698	3653	712	98	420	1230	5545
Apprch %	22	77.6	0.4		5.7	59.2	35.1		11	42.5	46.5		57.9	8	34.1		
Total %	1.8	6.3	0	8.1	0.2	2.3	1.3	3.8	7.2	28	30.6	65.9	12.8	1.8	7.6	22.2	

	FOSTER CITY BL Southbound				CHESS DR Westbound				FOSTER CITY BL Northbound				CHESS 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 07:45																	
07:45	15	54	0	69	1	16	9	26	55	208	156	419	104	**15**	**97**	**216**	730
08:00	12	**85**	0	**97**	0	16	6	22	**73**	210	200	483	85	10	35	130	732
08:15	15	53	**1**	69	**2**	8	**13**	23	55	**266**	254	**575**	101	14	53	168	**835**
08:30	**16**	51	1	68	1	**17**	9	**27**	50	221	**256**	527	**111**	11	65	187	809
Total Volume	58	243	2	303	4	57	37	98	233	905	866	2004	401	50	250	701	3106
% App. Total	19.1	80.2	0.7		4.1	58.2	37.8		11.6	45.2	43.2		57.2	7.1	35.7		
PHF	.906	.715	.500	.781	.500	.838	.712	.907	.798	.851	.846	.871	.903	.833	.644	.811	.930



MARKS TRAFFIC DATA
mietekm@comcast.net
916.806.0250

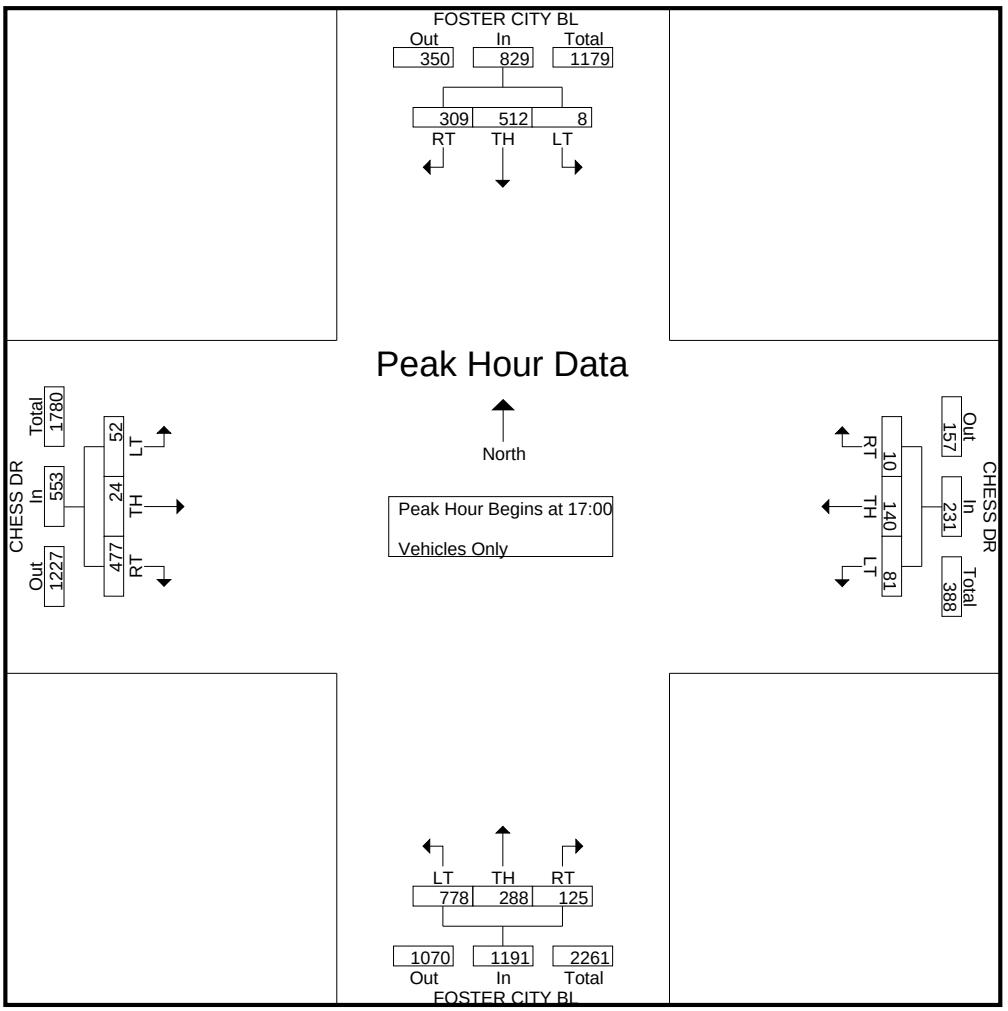
CITY OF FOSTER CITY

File Name : foster city-chess-p
Site Code : 10
Start Date : 3/1/2012
Page No : 1

Groups Printed- Vehicles Only

	FOSTER CITY BL Southbound				CHESS DR Westbound				FOSTER CITY BL Northbound				CHESS 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	60	85	1	146	3	21	16	40	30	47	229	306	68	3	13	84	576
16:15	51	60	0	111	0	24	16	40	32	45	186	263	73	5	9	87	501
16:30	63	90	1	154	2	28	25	55	21	56	198	275	91	5	8	104	588
16:45	51	95	2	148	4	41	16	61	24	49	197	270	81	5	10	96	575
Total	225	330	4	559	9	114	73	196	107	197	810	1114	313	18	40	371	2240
17:00	93	135	1	229	2	50	19	71	20	77	225	322	90	8	10	108	730
17:15	69	123	1	193	5	27	28	60	21	69	211	301	140	4	14	158	712
17:30	81	132	3	216	0	37	16	53	36	79	169	284	128	7	11	146	699
17:45	66	122	3	191	3	26	18	47	48	63	173	284	119	5	17	141	663
Total	309	512	8	829	10	140	81	231	125	288	778	1191	477	24	52	553	2804
Grand Total	534	842	12	1388	19	254	154	427	232	485	1588	2305	790	42	92	924	5044
Apprch %	38.5	60.7	0.9		4.4	59.5	36.1		10.1	21	68.9		85.5	4.5	10		
Total %	10.6	16.7	0.2	27.5	0.4	5	3.1	8.5	4.6	9.6	31.5	45.7	15.7	0.8	1.8	18.3	

	FOSTER CITY BL Southbound				CHESS DR Westbound				FOSTER CITY BL Northbound				CHESS 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	**93**	**135**	1	**229**	2	**50**	19	**71**	20	77	**225**	**322**	90	**8**	10	108	**730**
17:15	69	123	1	193	**5**	27	**28**	60	21	69	211	301	**140**	4	14	**158**	712
17:30	81	132	**3**	216	0	37	16	53	36	**79**	169	284	128	7	11	146	699
17:45	66	122	3	191	3	26	18	47	**48**	63	173	284	119	5	**17**	141	663
Total Volume	309	512	8	829	10	140	81	231	125	288	778	1191	477	24	52	553	2804
% App. Total	37.3	61.8	1		4.3	60.6	35.1		10.5	24.2	65.3		86.3	4.3	9.4		
PHF	.831	.948	.667	.905	.500	.700	.723	.813	.651	.911	.864	.925	.852	.750	.765	.875	.960



MARKS TRAFFIC DATA
mietekm@comcast.net
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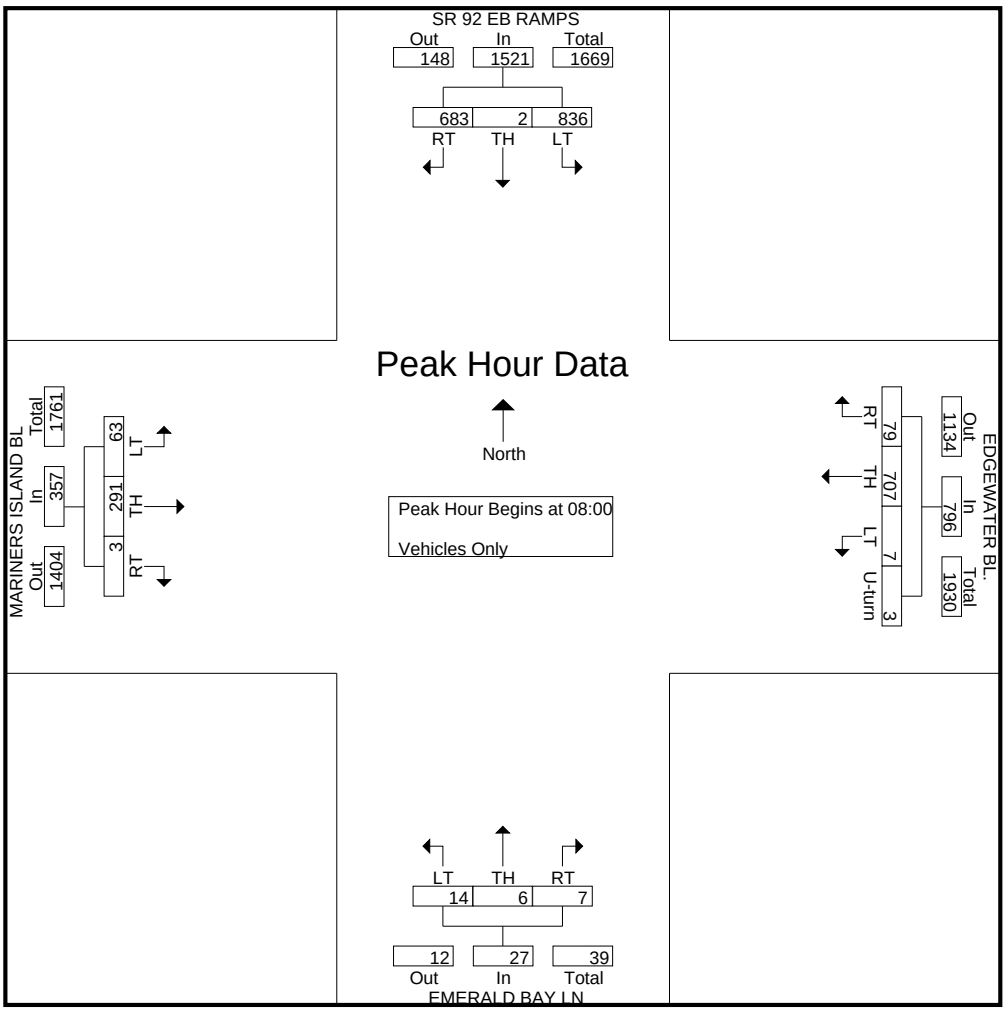
CITY OF FOSTER CITY

File Name : sr92 EB-mariners island-a
Site Code : 11
Start Date : 2/29/2012
Page No : 1

Groups Printed- Vehicles Only

	SR 92 EB RAMPS Southbound				EDGEWATER BL. Westbound					EMERALD BAY LN Northbound				MARINERS ISLAND BL Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	92	0	78	170	9	87	0	1	97	0	0	7	7	1	33	9	43	317
07:15	74	0	77	151	14	158	1	0	173	1	0	2	3	0	42	10	52	379
07:30	93	0	88	181	20	209	0	0	229	3	0	4	7	1	42	21	64	481
07:45	120	0	122	242	22	183	0	2	207	4	1	2	7	0	55	21	76	532
Total	379	0	365	744	65	637	1	3	706	8	1	15	24	2	172	61	235	1709
08:00	129	1	171	301	23	164	0	2	189	2	5	4	11	1	71	20	92	593
08:15	172	1	206	379	21	186	2	0	209	1	1	6	8	1	80	17	98	694
08:30	192	0	225	417	14	175	3	0	192	2	0	0	2	0	55	18	73	684
08:45	190	0	234	424	21	182	2	1	206	2	0	4	6	1	85	8	94	730
Total	683	2	836	1521	79	707	7	3	796	7	6	14	27	3	291	63	357	2701
Grand Total	1062	2	1201	2265	144	1344	8	6	1502	15	7	29	51	5	463	124	592	4410
Apprch %	46.9	0.1	53		9.6	89.5	0.5	0.4		29.4	13.7	56.9		0.8	78.2	20.9		
Total %	24.1	0	27.2	51.4	3.3	30.5	0.2	0.1	34.1	0.3	0.2	0.7	1.2	0.1	10.5	2.8	13.4	

	SR 92 EB RAMPS Southbound				EDGEWATER BL. Westbound					EMERALD BAY LN Northbound				MARINERS ISLAND BL Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	U-turn	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 08:00																		
08:00	129	**1**	171	301	**23**	164	0	**2**	189	**2**	**5**	4	**11**	**1**	71	**20**	92	593
08:15	172	1	206	379	21	**186**	2	0	**209**	1	1	**6**	8	1	80	17	**98**	694
08:30	**192**	0	225	417	14	175	**3**	0	192	2	0	0	2	0	55	18	73	684
08:45	190	0	**234**	**424**	21	182	2	1	206	2	0	4	6	1	**85**	8	94	**730**
Total Volume	683	2	836	1521	79	707	7	3	796	7	6	14	27	3	291	63	357	2701
% App. Total	44.9	0.1	55		9.9	88.8	0.9	0.4		25.9	22.2	51.9		0.8	81.5	17.6		
PHF	.889	.500	.893	.897	.859	.950	.583	.375	.952	.875	.300	.583	.614	.750	.856	.788	.911	.925



MARKS TRAFFIC DATA
mietekm@comcast.net
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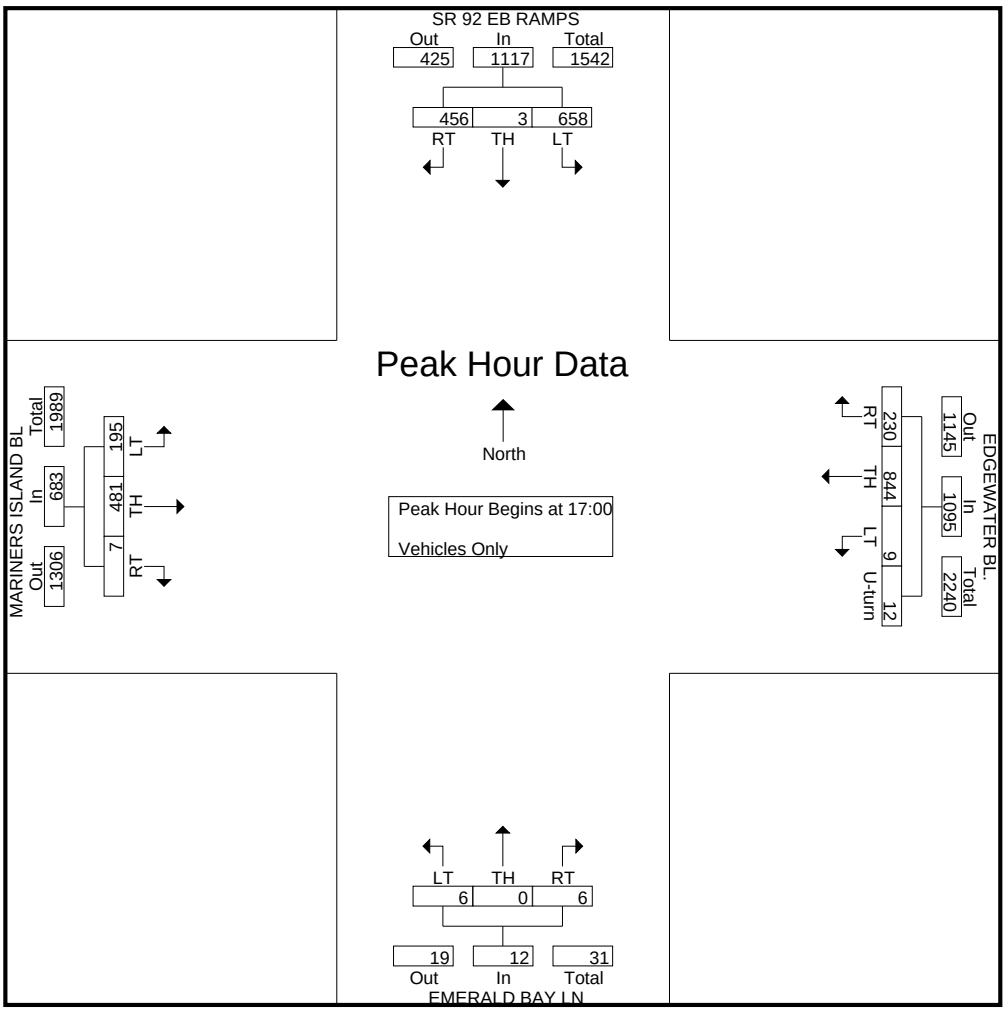
CITY OF FOSTER CITY

File Name : sr92 eb-mariners island-p
Site Code : 11
Start Date : 2/29/2012
Page No : 1

Groups Printed- Vehicles Only

	SR 92 EB RAMPS Southbound				EDGEWATER BL. Westbound					EMERALD BAY LN Northbound				MARINERS ISLAND BL Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	87	2	122	211	31	164	0	3	198	1	0	0	1	0	74	37	111	521
16:15	100	1	137	238	25	141	2	2	170	1	1	1	3	1	81	37	119	530
16:30	98	2	111	211	48	143	0	2	193	1	0	0	1	0	83	30	113	518
16:45	124	2	138	264	36	162	4	0	202	0	0	1	1	2	93	44	139	606
Total	409	7	508	924	140	610	6	7	763	3	1	2	6	3	331	148	482	2175
17:00	108	1	140	249	60	194	2	6	262	1	0	1	2	0	111	52	163	676
17:15	110	0	159	269	62	221	0	2	285	0	0	2	2	4	128	53	185	741
17:30	113	1	182	296	64	221	3	2	290	2	0	1	3	0	130	49	179	768
17:45	125	1	177	303	44	208	4	2	258	3	0	2	5	3	112	41	156	722
Total	456	3	658	1117	230	844	9	12	1095	6	0	6	12	7	481	195	683	2907
Grand Total	865	10	1166	2041	370	1454	15	19	1858	9	1	8	18	10	812	343	1165	5082
Apprch %	42.4	0.5	57.1		19.9	78.3	0.8	1		50	5.6	44.4		0.9	69.7	29.4		
Total %	17	0.2	22.9	40.2	7.3	28.6	0.3	0.4	36.6	0.2	0	0.2	0.4	0.2	16	6.7	22.9	

	SR 92 EB RAMPS Southbound				EDGEWATER BL. Westbound					EMERALD BAY LN Northbound				MARINERS ISLAND BL Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	U-turn	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	108	**1**	140	249	60	194	2	**6**	262	1	0	1	2	0	111	52	163	676
17:15	110	0	159	269	62	**221**	0	2	285	0	0	**2**	2	**4**	128	**53**	**185**	741
17:30	113	1	**182**	296	**64**	221	3	2	**290**	2	0	1	3	0	**130**	49	179	**768**
17:45	**125**	1	177	**303**	44	208	**4**	2	258	**3**	0	2	**5**	3	112	41	156	722
Total Volume	456	3	658	1117	230	844	9	12	1095	6	0	6	12	7	481	195	683	2907
% App. Total	40.8	0.3	58.9		21	77.1	0.8	1.1		50	0	50		1	70.4	28.6		
PHF	.912	.750	.904	.922	.898	.955	.563	.500	.944	.500	.000	.750	.600	.438	.925	.920	.923	.946



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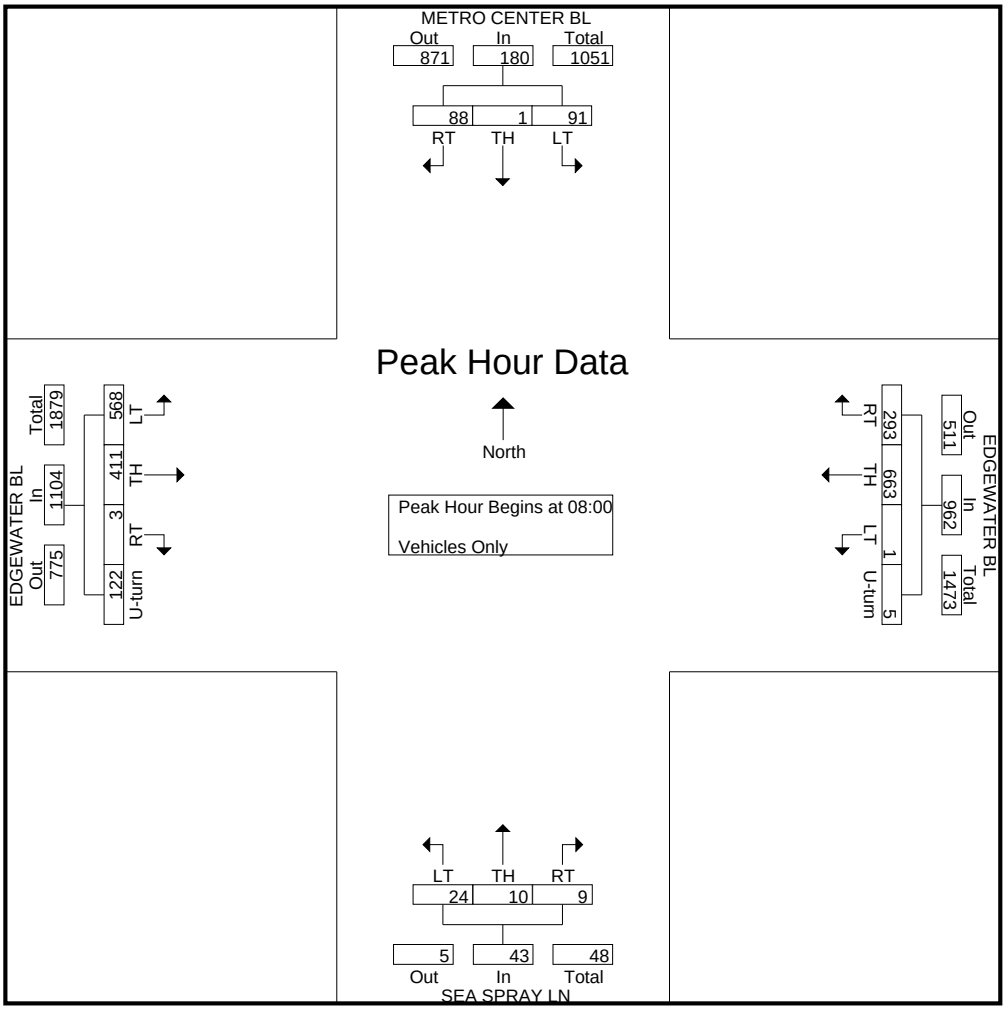
CITY OF FOSTER CITY

File Name : metro center-edgewater-a
Site Code : 12
Start Date : 2/29/2012
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
07:00	15	0	13	28	23	88	0	2	113	1	2	1	4	2	52	42	11	107	252
07:15	14	0	13	27	26	136	2	3	167	0	1	2	3	1	54	57	11	123	320
07:30	28	0	23	51	37	204	0	3	244	0	3	5	8	1	65	56	13	135	438
07:45	18	0	24	42	68	186	0	1	255	2	4	2	8	0	68	96	15	179	484
Total	75	0	73	148	154	614	2	9	779	3	10	10	23	4	239	251	50	544	1494
08:00	24	1	14	39	60	151	0	0	211	2	4	9	15	0	83	118	33	234	499
08:15	16	0	22	38	80	172	1	0	253	1	2	7	10	2	115	145	26	288	589
08:30	27	0	21	48	93	180	0	2	275	6	4	6	16	0	103	142	33	278	617
08:45	21	0	34	55	60	160	0	3	223	0	0	2	2	1	110	163	30	304	584
Total	88	1	91	180	293	663	1	5	962	9	10	24	43	3	411	568	122	1104	2289
Grand Total	163	1	164	328	447	1277	3	14	1741	12	20	34	66	7	650	819	172	1648	3783
Apprch %	49.7	0.3	50		25.7	73.3	0.2	0.8		18.2	30.3	51.5		0.4	39.4	49.7	10.4		
Total %	4.3	0	4.3	8.7	11.8	33.8	0.1	0.4	46	0.3	0.5	0.9	1.7	0.2	17.2	21.6	4.5	43.6	

	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 07:00 to 08:45 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 08:00																			
08:00	24	**1**	14	39	60	151	0	0	211	2	**4**	**9**	15	0	83	118	**33**	234	499
08:15	16	0	22	38	80	172	**1**	0	253	1	2	7	10	**2**	**115**	145	26	288	589
08:30	**27**	0	21	48	**93**	**180**	0	2	**275**	**6**	4	6	**16**	0	103	142	33	278	**617**
08:45	21	0	**34**	**55**	60	160	0	**3**	223	0	0	2	2	1	110	**163**	30	**304**	584
Total Volume	88	1	91	180	293	663	1	5	962	9	10	24	43	3	411	568	122	1104	2289
% App. Total	48.9	0.6	50.6		30.5	68.9	0.1	0.5		20.9	23.3	55.8		0.3	37.2	51.4	11.1		
PHF	.815	.250	.669	.818	.788	.921	.250	.417	.875	.375	.625	.667	.672	.375	.893	.871	.924	.908	.927



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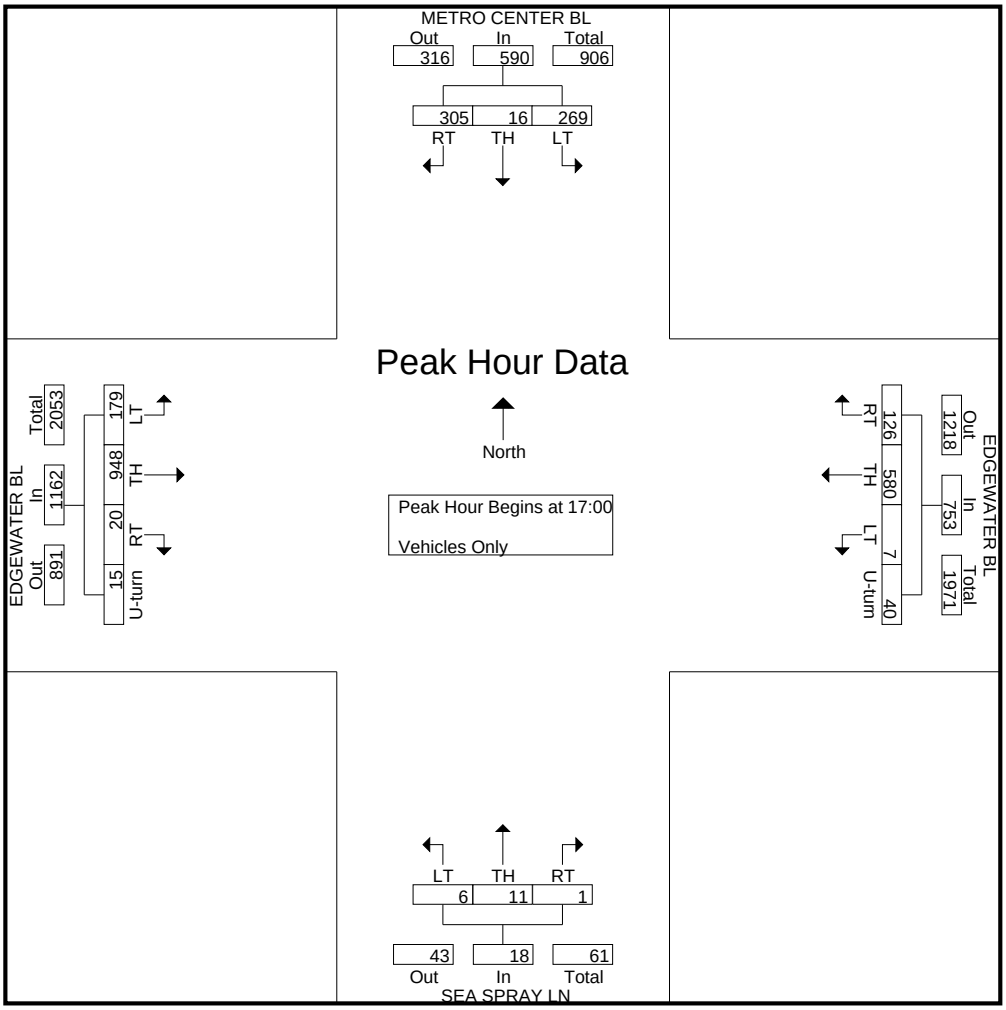
File Name : metro center-edgewater-p
Site Code : 12
Start Date : 2/29/2012
Page No : 1

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
16:00	51	4	52	107	25	111	5	8	149	2	0	5	7	3	151	36	6	196	459
16:15	46	2	43	91	24	108	3	2	137	0	2	0	2	6	170	37	6	219	449
16:30	48	1	49	98	25	103	1	10	139	1	2	3	6	7	152	30	3	192	435
16:45	50	1	57	108	27	138	3	10	178	3	1	2	6	1	187	36	7	231	523
Total	195	8	201	404	101	460	12	30	603	6	5	10	21	17	660	139	22	838	1866
17:00	72	4	74	150	31	139	3	13	186	1	4	1	6	7	204	43	3	257	599
17:15	80	4	68	152	30	150	0	7	187	0	2	2	4	4	233	50	4	291	634
17:30	79	3	51	133	36	156	1	6	199	0	4	0	4	3	274	46	1	324	660
17:45	74	5	76	155	29	135	3	14	181	0	1	3	4	6	237	40	7	290	630
Total	305	16	269	590	126	580	7	40	753	1	11	6	18	20	948	179	15	1162	2523
Grand Total	500	24	470	994	227	1040	19	70	1356	7	16	16	39	37	1608	318	37	2000	4389
Apprch %	50.3	2.4	47.3		16.7	76.7	1.4	5.2		17.9	41	41		1.9	80.4	15.9	1.9		
Total %	11.4	0.5	10.7	22.6	5.2	23.7	0.4	1.6	30.9	0.2	0.4	0.4	0.9	0.8	36.6	7.2	0.8	45.6	

	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 16:00 to 17:45 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 17:00																			
17:00	72	4	74	150	31	139	**3**	13	186	**1**	**4**	1	**6**	**7**	204	43	3	257	599
17:15	**80**	4	68	152	30	150	0	7	187	0	2	2	4	4	233	**50**	4	291	634
17:30	79	3	51	133	**36**	**156**	1	6	**199**	0	4	0	4	3	**274**	46	1	**324**	**660**
17:45	74	**5**	**76**	**155**	29	135	3	**14**	181	0	1	**3**	4	6	237	40	**7**	290	630
Total Volume	305	16	269	590	126	580	7	40	753	1	11	6	18	20	948	179	15	1162	2523
% App. Total	51.7	2.7	45.6		16.7	77	0.9	5.3		5.6	61.1	33.3		1.7	81.6	15.4	1.3		
PHF	.953	.800	.885	.952	.875	.929	.583	.714	.946	.250	.688	.500	.750	.714	.865	.895	.536	.897	.956



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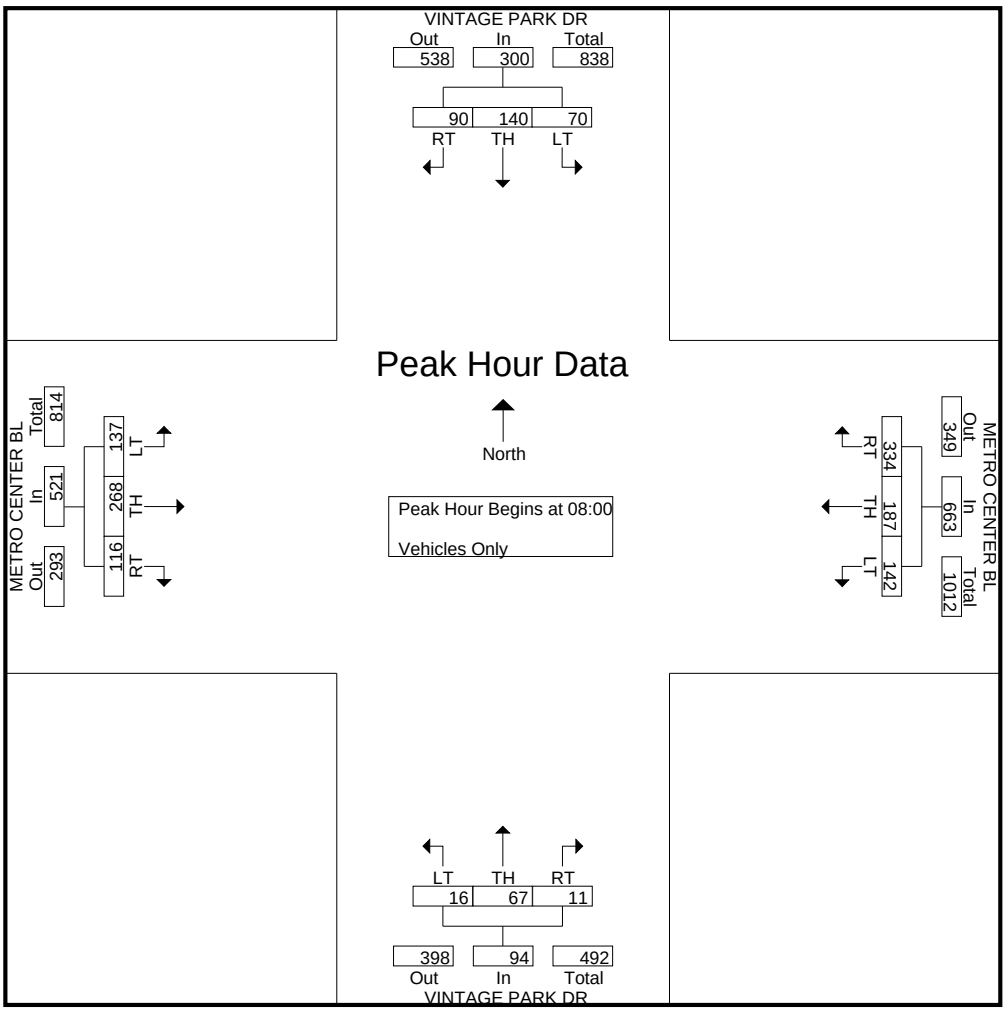
CITY OF FOSTER CITY

File Name : vintage park-metro center-a
Site Code : 13
Start Date : 3/1/2012
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
07:00	8	10	10	28	49	23	7	79	4	6	1	11	7	22	9	38	156
07:15	12	9	13	34	56	19	17	92	4	8	0	12	14	33	13	60	198
07:30	20	24	11	55	68	30	20	118	3	13	5	21	9	35	31	75	269
07:45	29	26	21	76	55	36	25	116	3	12	1	16	25	36	31	92	300
Total	69	69	55	193	228	108	69	405	14	39	7	60	55	126	84	265	923
08:00	23	18	8	49	76	46	29	151	7	18	6	31	18	68	33	119	350
08:15	28	33	18	79	93	41	21	155	0	16	2	18	31	66	33	130	382
08:30	16	42	22	80	85	49	45	179	4	17	5	26	32	74	40	146	431
08:45	23	47	22	92	80	51	47	178	0	16	3	19	35	60	31	126	415
Total	90	140	70	300	334	187	142	663	11	67	16	94	116	268	137	521	1578
Grand Total	159	209	125	493	562	295	211	1068	25	106	23	154	171	394	221	786	2501
Apprch %	32.3	42.4	25.4		52.6	27.6	19.8		16.2	68.8	14.9		21.8	50.1	28.1		
Total %	6.4	8.4	5	19.7	22.5	11.8	8.4	42.7	1	4.2	0.9	6.2	6.8	15.8	8.8	31.4	

	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 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	23	18	8	49	76	46	29	151	**7**	**18**	**6**	**31**	18	68	33	119	350
08:15	**28**	33	18	79	**93**	41	21	155	0	16	2	18	31	66	33	130	382
08:30	16	42	**22**	80	85	49	45	**179**	4	17	5	26	32	**74**	**40**	**146**	**431**
08:45	23	**47**	22	**92**	80	**51**	**47**	178	0	16	3	19	**35**	60	31	126	415
Total Volume	90	140	70	300	334	187	142	663	11	67	16	94	116	268	137	521	1578
% App. Total	30	46.7	23.3		50.4	28.2	21.4		11.7	71.3	17		22.3	51.4	26.3		
PHF	.804	.745	.795	.815	.898	.917	.755	.926	.393	.931	.667	.758	.829	.905	.856	.892	.915



MARKS TRAFFIC DATA
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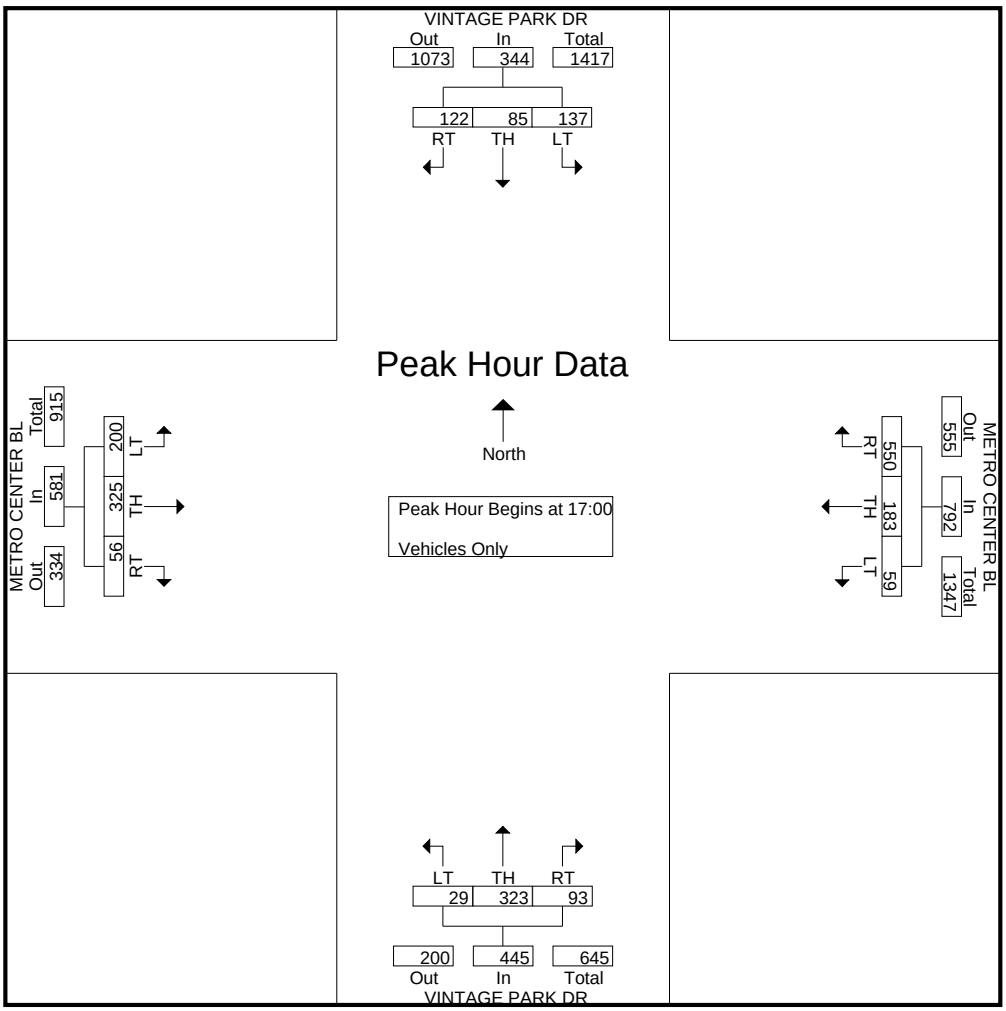
CITY OF FOSTER CITY

File Name : vintage park-metro center-p
Site Code : 13
Start Date : 3/1/2012
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
16:00	24	9	42	75	110	56	14	180	11	29	4	44	16	62	37	115	414
16:15	19	14	35	68	91	30	10	131	13	29	3	45	11	54	34	99	343
16:30	14	12	40	66	96	49	10	155	19	35	9	63	16	55	39	110	394
16:45	15	21	37	73	115	48	2	165	15	51	4	70	18	66	35	119	427
Total	72	56	154	282	412	183	36	631	58	144	20	222	61	237	145	443	1578
17:00	28	18	23	69	143	42	14	199	27	90	5	122	11	82	57	150	540
17:15	32	16	45	93	139	39	14	192	18	78	9	105	19	85	41	145	535
17:30	29	20	31	80	132	59	13	204	30	84	9	123	11	78	50	139	546
17:45	33	31	38	102	136	43	18	197	18	71	6	95	15	80	52	147	541
Total	122	85	137	344	550	183	59	792	93	323	29	445	56	325	200	581	2162
Grand Total	194	141	291	626	962	366	95	1423	151	467	49	667	117	562	345	1024	3740
Apprch %	31	22.5	46.5		67.6	25.7	6.7		22.6	70	7.3		11.4	54.9	33.7		
Total %	5.2	3.8	7.8	16.7	25.7	9.8	2.5	38	4	12.5	1.3	17.8	3.1	15	9.2	27.4	

	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 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	28	18	23	69	**143**	42	14	199	27	**90**	5	122	11	82	**57**	**150**	540
17:15	32	16	**45**	93	139	39	14	192	18	78	**9**	105	**19**	**85**	41	145	535
17:30	29	20	31	80	132	**59**	13	**204**	**30**	84	9	**123**	11	78	50	139	**546**
17:45	**33**	**31**	38	**102**	136	43	**18**	197	18	71	6	95	15	80	52	147	541
Total Volume	122	85	137	344	550	183	59	792	93	323	29	445	56	325	200	581	2162
% App. Total	35.5	24.7	39.8		69.4	23.1	7.4		20.9	72.6	6.5		9.6	55.9	34.4		
PHF	.924	.685	.761	.843	.962	.775	.819	.971	.775	.897	.806	.904	.737	.956	.877	.968	.990



MARKS TRAFFIC DATA
mietekm@comcast.net
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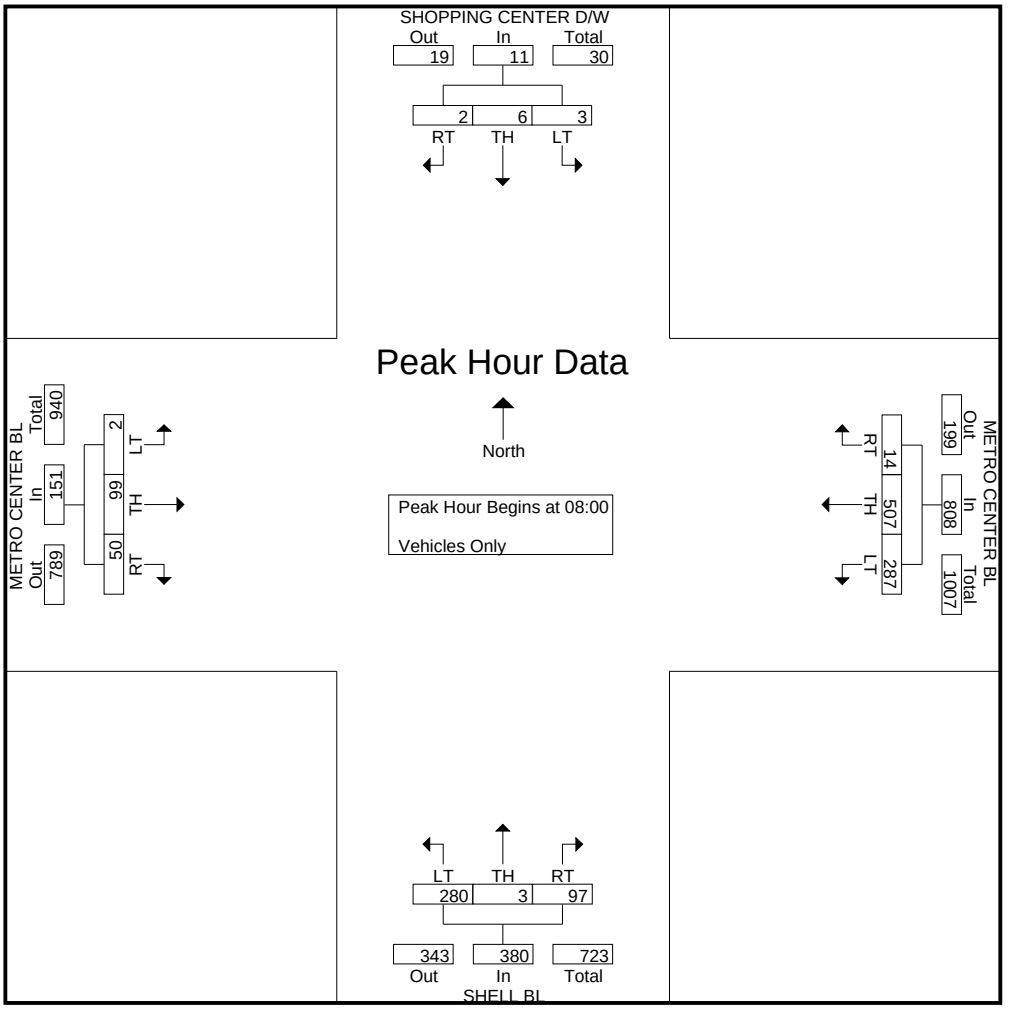
CITY OF FOSTER CITY

File Name : shell-metro center-a
Site Code : 14
Start Date : 2/29/2012
Page No : 1

Groups Printed- Vehicles Only

	SHOPPING CENTER D/W Southbound				METRO CENTER BL Westbound				SHELL BL 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
07:00	1	0	0	1	2	49	23	74	14	0	33	47	7	13	0	20	142
07:15	0	0	0	0	1	59	25	85	16	1	40	57	8	14	0	22	164
07:30	0	1	0	1	4	59	17	80	21	1	54	76	6	13	0	19	176
07:45	0	0	1	1	3	93	30	126	20	0	52	72	14	24	0	38	237
Total	1	1	1	3	10	260	95	365	71	2	179	252	35	64	0	99	719
08:00	0	2	1	3	3	90	63	156	26	0	61	87	15	31	0	46	292
08:15	0	1	1	2	1	127	62	190	18	2	83	103	13	20	1	34	329
08:30	1	2	0	3	8	139	78	225	28	0	77	105	13	28	0	41	374
08:45	1	1	1	3	2	151	84	237	25	1	59	85	9	20	1	30	355
Total	2	6	3	11	14	507	287	808	97	3	280	380	50	99	2	151	1350
Grand Total	3	7	4	14	24	767	382	1173	168	5	459	632	85	163	2	250	2069
Apprch %	21.4	50	28.6		2	65.4	32.6		26.6	0.8	72.6		34	65.2	0.8		
Total %	0.1	0.3	0.2	0.7	1.2	37.1	18.5	56.7	8.1	0.2	22.2	30.5	4.1	7.9	0.1	12.1	

	SHOPPING CENTER D/W Southbound				METRO CENTER BL Westbound				SHELL BL 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 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	0	**2**	**1**	**3**	3	90	63	156	26	0	61	87	**15**	**31**	0	**46**	292
08:15	0	1	1	2	1	127	62	190	18	**2**	**83**	103	13	20	**1**	34	329
08:30	**1**	2	0	3	**8**	139	78	225	**28**	0	77	**105**	13	28	0	41	**374**
08:45	1	1	1	3	2	**151**	**84**	**237**	25	1	59	85	9	20	1	30	355
Total Volume	2	6	3	11	14	507	287	808	97	3	280	380	50	99	2	151	1350
% App. Total	18.2	54.5	27.3		1.7	62.7	35.5		25.5	0.8	73.7		33.1	65.6	1.3		
PHF	.500	.750	.750	.917	.438	.839	.854	.852	.866	.375	.843	.905	.833	.798	.500	.821	.902



MARKS TRAFFIC DATA
mietekm@comcast.net
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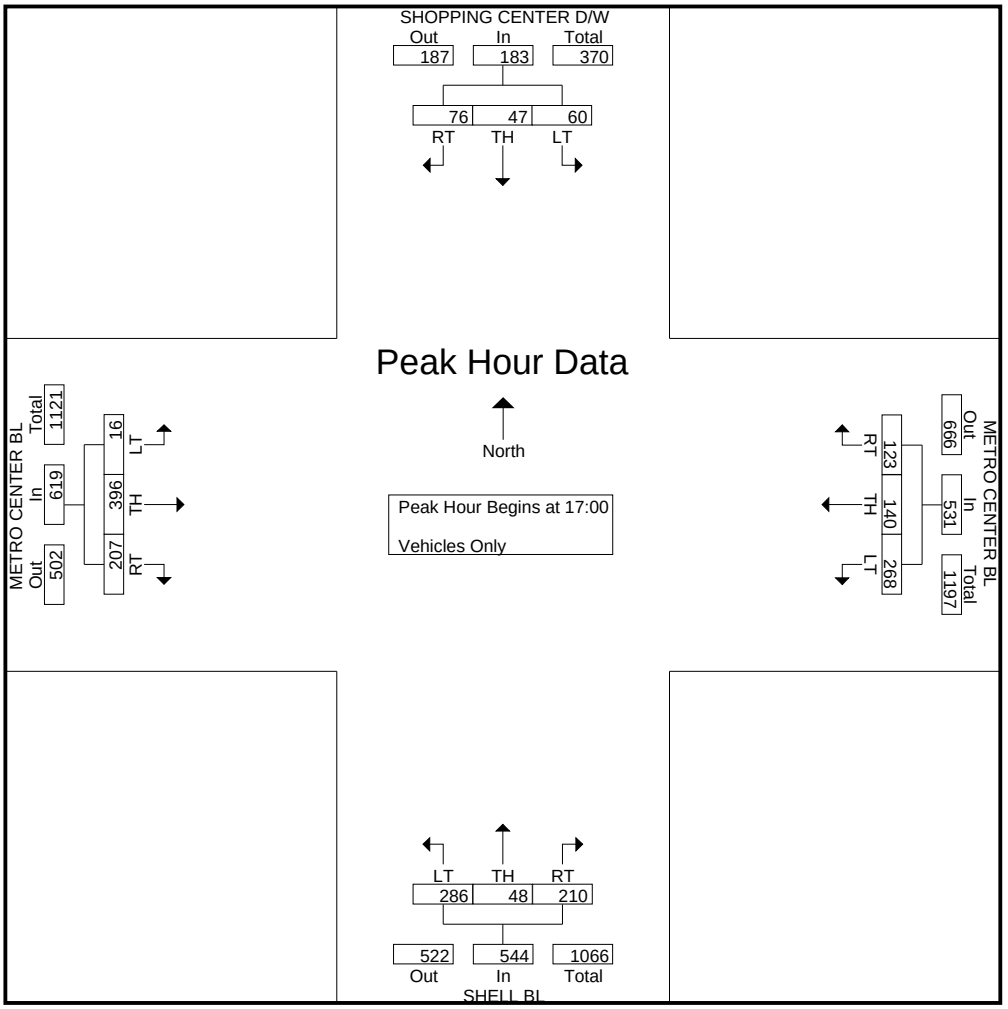
CITY OF FOSTER CITY

File Name : shell-metro center-p
Site Code : 14
Start Date : 2/29/2012
Page No : 1

Groups Printed- Vehicles Only

	SHOPPING CENTER D/W Southbound				METRO CENTER BL Westbound				SHELL BL 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
16:00	16	9	7	32	36	27	44	107	24	15	46	85	24	44	5	73	297
16:15	15	12	6	33	40	31	45	116	21	18	49	88	28	45	6	79	316
16:30	22	15	16	53	38	42	53	133	44	14	44	102	35	71	5	111	399
16:45	13	10	12	35	28	37	65	130	33	21	62	116	36	81	4	121	402
Total	66	46	41	153	142	137	207	486	122	68	201	391	123	241	20	384	1414
17:00	22	13	19	54	26	27	60	113	56	12	66	134	46	82	2	130	431
17:15	21	10	18	49	38	33	58	129	45	10	65	120	57	113	3	173	471
17:30	17	14	13	44	29	41	77	147	60	16	74	150	58	113	6	177	518
17:45	16	10	10	36	30	39	73	142	49	10	81	140	46	88	5	139	457
Total	76	47	60	183	123	140	268	531	210	48	286	544	207	396	16	619	1877
Grand Total	142	93	101	336	265	277	475	1017	332	116	487	935	330	637	36	1003	3291
Apprch %	42.3	27.7	30.1		26.1	27.2	46.7		35.5	12.4	52.1		32.9	63.5	3.6		
Total %	4.3	2.8	3.1	10.2	8.1	8.4	14.4	30.9	10.1	3.5	14.8	28.4	10	19.4	1.1	30.5	

	SHOPPING CENTER D/W Southbound				METRO CENTER BL Westbound				SHELL BL 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 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	**22**	13	**19**	**54**	26	27	60	113	56	12	66	134	46	82	2	130	431
17:15	21	10	18	49	**38**	33	58	129	45	10	65	120	57	**113**	3	173	471
17:30	17	**14**	13	44	29	**41**	**77**	**147**	**60**	**16**	74	**150**	**58**	113	**6**	**177**	**518**
17:45	16	10	10	36	30	39	73	142	49	10	**81**	140	46	88	5	139	457
Total Volume	76	47	60	183	123	140	268	531	210	48	286	544	207	396	16	619	1877
% App. Total	41.5	25.7	32.8		23.2	26.4	50.5		38.6	8.8	52.6		33.4	64	2.6		
PHF	.864	.839	.789	.847	.809	.854	.870	.903	.875	.750	.883	.907	.892	.876	.667	.874	.906



MARKS TRAFFIC DATA
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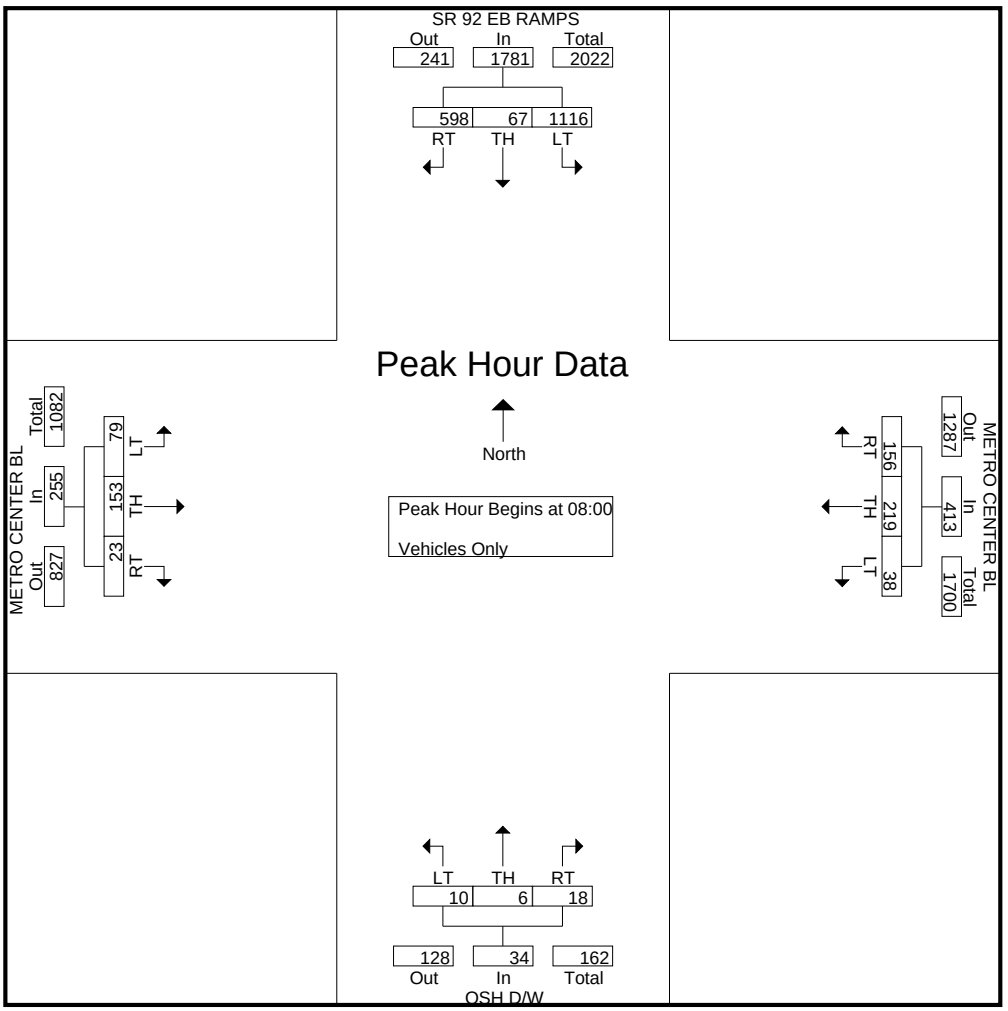
CITY OF FOSTER CITY

File Name : sr92 eb-metro center-a
Site Code : 15
Start Date : 2/28/2012
Page No : 1

Groups Printed- Vehicles Only

	SR 92 EB RAMPS Southbound				METRO CENTER BL Westbound				OSH D/W 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
07:00	52	4	130	186	36	22	8	66	1	0	1	2	0	22	19	41	295
07:15	74	9	177	260	35	20	6	61	0	0	1	1	1	25	17	43	365
07:30	91	19	198	308	58	28	7	93	3	0	2	5	3	29	11	43	449
07:45	101	15	274	390	44	35	9	88	3	1	2	6	1	30	22	53	537
Total	318	47	779	1144	173	105	30	308	7	1	6	14	5	106	69	180	1646
08:00	142	16	315	473	41	45	3	89	6	0	1	7	21	31	13	65	634
08:15	130	16	292	438	50	50	15	115	4	2	4	10	0	47	23	70	633
08:30	164	26	242	432	30	57	13	100	3	2	2	7	1	33	29	63	602
08:45	162	9	267	438	35	67	7	109	5	2	3	10	1	42	14	57	614
Total	598	67	1116	1781	156	219	38	413	18	6	10	34	23	153	79	255	2483
Grand Total	916	114	1895	2925	329	324	68	721	25	7	16	48	28	259	148	435	4129
Apprch %	31.3	3.9	64.8		45.6	44.9	9.4		52.1	14.6	33.3		6.4	59.5	34		
Total %	22.2	2.8	45.9	70.8	8	7.8	1.6	17.5	0.6	0.2	0.4	1.2	0.7	6.3	3.6	10.5	

	SR 92 EB RAMPS Southbound				METRO CENTER BL Westbound				OSH D/W 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 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	142	16	**315**	**473**	41	45	3	89	**6**	0	1	7	**21**	31	13	65	**634**
08:15	130	16	292	438	**50**	50	**15**	**115**	4	**2**	**4**	**10**	0	**47**	23	**70**	633
08:30	**164**	**26**	242	432	30	57	13	100	3	2	2	7	1	33	**29**	63	602
08:45	162	9	267	438	35	**67**	7	109	5	2	3	10	1	42	14	57	614
Total Volume	598	67	1116	1781	156	219	38	413	18	6	10	34	23	153	79	255	2483
% App. Total	33.6	3.8	62.7		37.8	53	9.2		52.9	17.6	29.4		9	60	31		
PHF	.912	.644	.886	.941	.780	.817	.633	.898	.750	.750	.625	.850	.274	.814	.681	.911	.979



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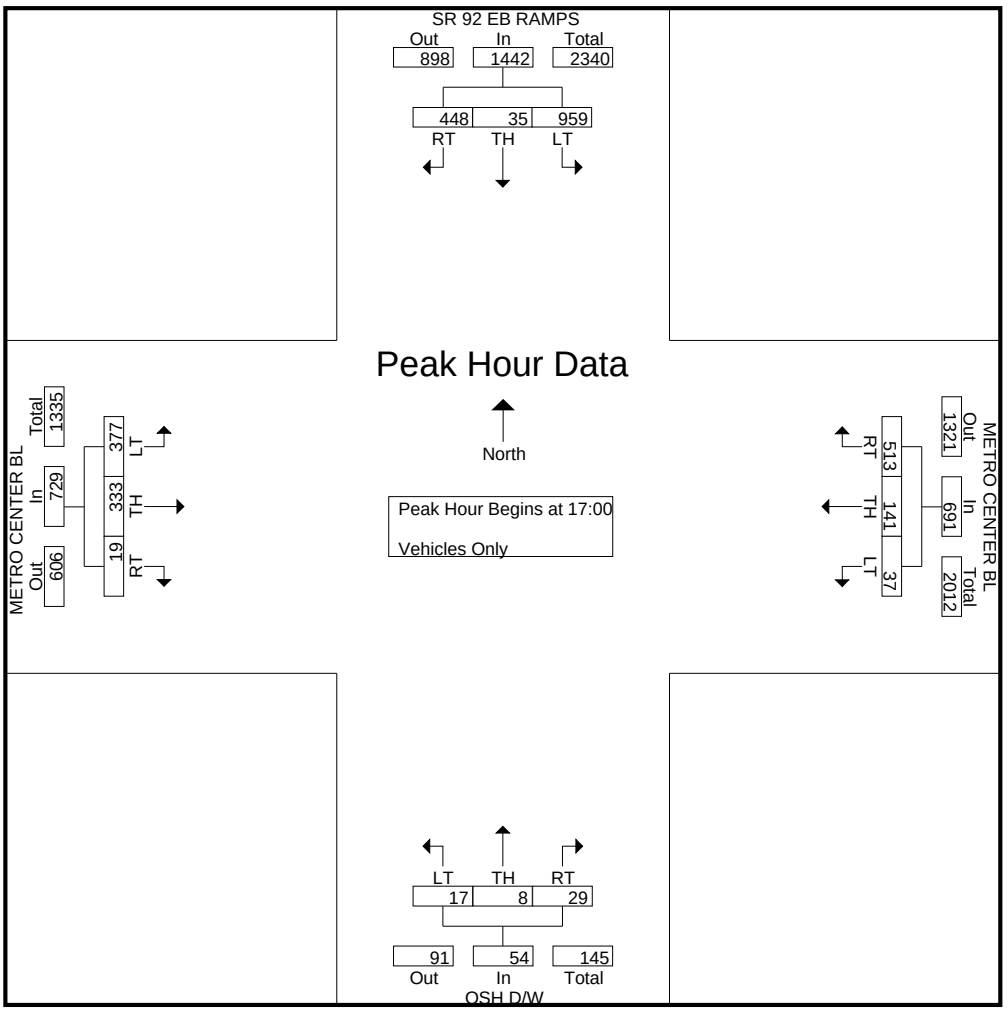
CITY OF FOSTER CITY

File Name : sr92 EB-metro center-p
Site Code : 15
Start Date : 2/28/2012
Page No : 1

Groups Printed- Vehicles Only

	SR 92 EB RAMPS Southbound				METRO CENTER BL Westbound				OSH D/W 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
16:00	91	12	173	276	91	31	7	129	15	4	3	22	3	49	47	99	526
16:15	81	15	190	286	94	35	5	134	12	3	4	19	1	44	52	97	536
16:30	102	8	199	309	126	28	12	166	8	3	7	18	6	43	63	112	605
16:45	82	13	210	305	117	39	7	163	17	3	7	27	10	53	60	123	618
Total	356	48	772	1176	428	133	31	592	52	13	21	86	20	189	222	431	2285
17:00	96	6	229	331	158	27	3	188	9	4	3	16	5	80	93	178	713
17:15	117	9	238	364	137	37	7	181	6	3	1	10	5	82	105	192	747
17:30	114	11	245	370	122	34	16	172	8	1	3	12	3	69	101	173	727
17:45	121	9	247	377	96	43	11	150	6	0	10	16	6	102	78	186	729
Total	448	35	959	1442	513	141	37	691	29	8	17	54	19	333	377	729	2916
Grand Total	804	83	1731	2618	941	274	68	1283	81	21	38	140	39	522	599	1160	5201
Apprch %	30.7	3.2	66.1		73.3	21.4	5.3		57.9	15	27.1		3.4	45	51.6		
Total %	15.5	1.6	33.3	50.3	18.1	5.3	1.3	24.7	1.6	0.4	0.7	2.7	0.7	10	11.5	22.3	

	SR 92 EB RAMPS Southbound				METRO CENTER BL Westbound				OSH D/W 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 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	96	6	229	331	**158**	27	3	**188**	**9**	**4**	3	**16**	5	80	93	178	713
17:15	117	9	238	364	137	37	7	181	6	3	1	10	5	82	**105**	**192**	**747**
17:30	114	**11**	245	370	122	34	**16**	172	8	1	3	12	3	69	101	173	727
17:45	**121**	9	**247**	**377**	96	**43**	11	150	6	0	**10**	16	**6**	**102**	78	186	729
Total Volume	448	35	959	1442	513	141	37	691	29	8	17	54	19	333	377	729	2916
% App. Total	31.1	2.4	66.5		74.2	20.4	5.4		53.7	14.8	31.5		2.6	45.7	51.7		
PHF	.926	.795	.971	.956	.812	.820	.578	.919	.806	.500	.425	.844	.792	.816	.898	.949	.976



MARKS TRAFFIC DATA
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916.806.0250

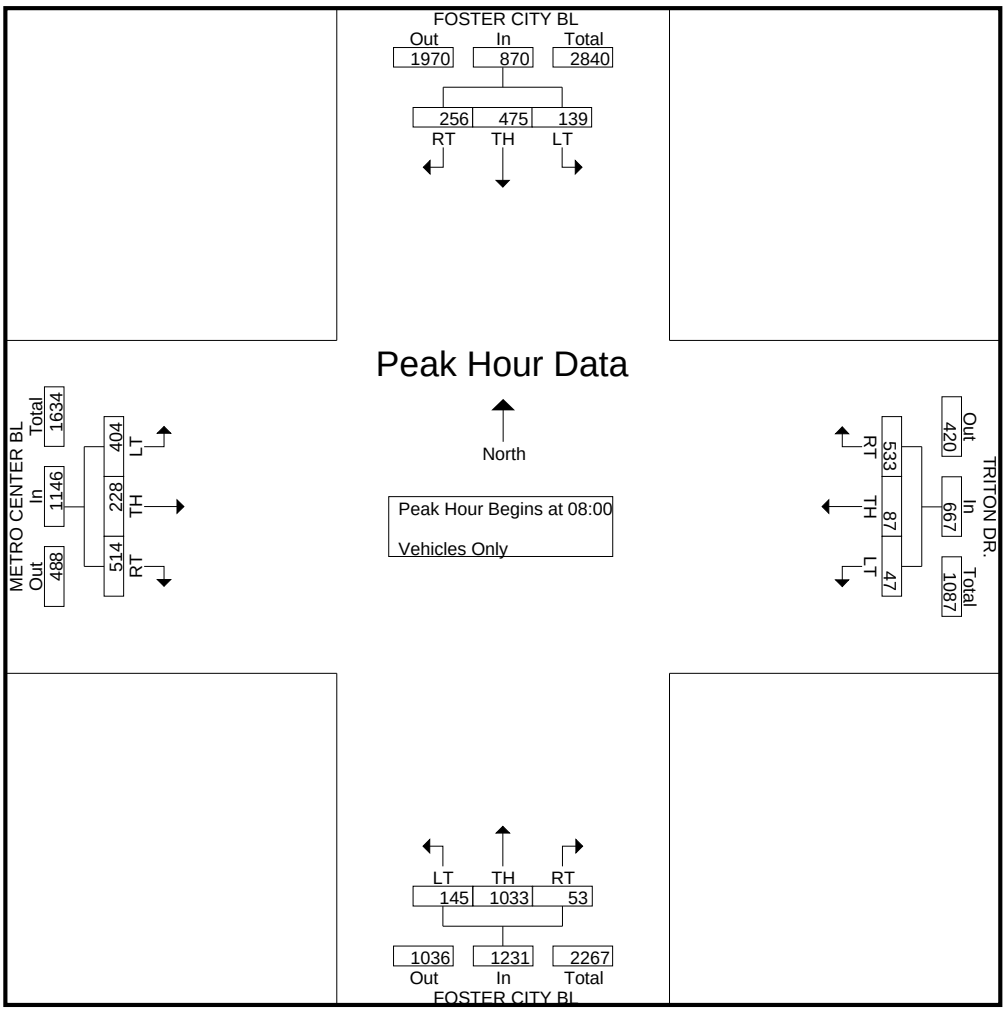
CITY OF FOSTER CITY

File Name : foster city-metro center-a
Site Code : 16
Start Date : 2/29/2012
Page No : 1

Groups Printed- Vehicles Only

	FOSTER CITY BL Southbound				TRITON DR. Westbound				FOSTER CITY BL 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
07:00	22	54	23	99	74	22	5	101	9	193	24	226	46	45	63	154	580
07:15	28	61	27	116	81	24	6	111	11	213	31	255	41	46	62	149	631
07:30	28	97	25	150	136	21	6	163	12	269	20	301	59	47	71	177	791
07:45	44	109	26	179	91	20	5	116	10	192	26	228	100	59	96	255	778
Total	122	321	101	544	382	87	22	491	42	867	101	1010	246	197	292	735	2780
08:00	53	127	39	219	138	26	16	180	14	228	40	282	161	77	89	327	1008
08:15	67	135	39	241	163	18	8	189	18	323	38	379	125	45	101	271	1080
08:30	62	106	29	197	132	19	13	164	11	277	40	328	105	51	114	270	959
08:45	74	107	32	213	100	24	10	134	10	205	27	242	123	55	100	278	867
Total	256	475	139	870	533	87	47	667	53	1033	145	1231	514	228	404	1146	3914
Grand Total	378	796	240	1414	915	174	69	1158	95	1900	246	2241	760	425	696	1881	6694
Apprch %	26.7	56.3	17		79	15	6		4.2	84.8	11		40.4	22.6	37		
Total %	5.6	11.9	3.6	21.1	13.7	2.6	1	17.3	1.4	28.4	3.7	33.5	11.4	6.3	10.4	28.1	

	FOSTER CITY BL Southbound				TRITON DR. Westbound				FOSTER CITY BL 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 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00																	
08:00	53	127	**39**	219	138	**26**	**16**	180	14	228	**40**	282	**161**	**77**	89	**327**	1008
08:15	67	**135**	39	**241**	**163**	18	8	**189**	**18**	**323**	38	**379**	125	45	101	271	**1080**
08:30	62	106	29	197	132	19	13	164	11	277	40	328	105	51	**114**	270	959
08:45	**74**	107	32	213	100	24	10	134	10	205	27	242	123	55	100	278	867
Total Volume	256	475	139	870	533	87	47	667	53	1033	145	1231	514	228	404	1146	3914
% App. Total	29.4	54.6	16		79.9	13	7		4.3	83.9	11.8		44.9	19.9	35.3		
PHF	.865	.880	.891	.902	.817	.837	.734	.882	.736	.800	.906	.812	.798	.740	.886	.876	.906



MARKS TRAFFIC DATA
mietekm@comcast.net
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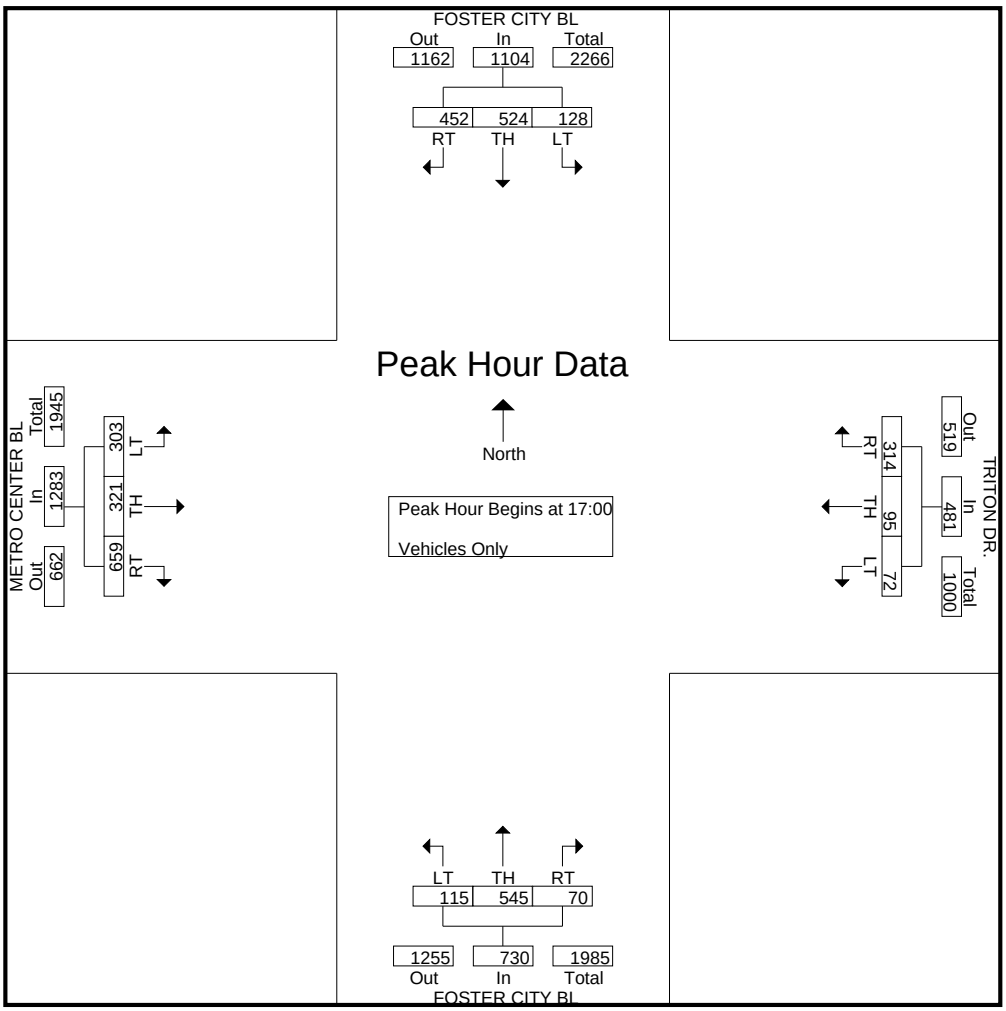
CITY OF FOSTER CITY

File Name : foster city-metro center-p
Site Code : 16
Start Date : 2/29/2012
Page No : 1

Groups Printed- Vehicles Only

	FOSTER CITY BL Southbound				TRITON DR. Westbound				FOSTER CITY BL 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
16:00	72	69	21	162	69	29	16	114	13	130	25	168	121	54	50	225	669
16:15	73	81	23	177	66	33	12	111	12	140	29	181	148	51	74	273	742
16:30	99	102	24	225	70	19	12	101	9	152	29	190	156	59	64	279	795
16:45	83	77	20	180	65	11	15	91	22	155	34	211	149	52	60	261	743
Total	327	329	88	744	270	92	55	417	56	577	117	750	574	216	248	1038	2949
17:00	121	122	30	273	78	11	17	106	16	143	36	195	157	59	65	281	855
17:15	124	126	39	289	75	24	16	115	22	140	23	185	163	75	94	332	921
17:30	117	149	33	299	87	29	15	131	14	146	25	185	163	89	75	327	942
17:45	90	127	26	243	74	31	24	129	18	116	31	165	176	98	69	343	880
Total	452	524	128	1104	314	95	72	481	70	545	115	730	659	321	303	1283	3598
Grand Total	779	853	216	1848	584	187	127	898	126	1122	232	1480	1233	537	551	2321	6547
Apprch %	42.2	46.2	11.7		65	20.8	14.1		8.5	75.8	15.7		53.1	23.1	23.7		
Total %	11.9	13	3.3	28.2	8.9	2.9	1.9	13.7	1.9	17.1	3.5	22.6	18.8	8.2	8.4	35.5	

	FOSTER CITY BL Southbound				TRITON DR. Westbound				FOSTER CITY BL 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 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	121	122	30	273	78	11	17	106	16	143	**36**	**195**	157	59	65	281	855
17:15	**124**	126	**39**	289	75	24	16	115	**22**	140	23	185	163	75	**94**	332	921
17:30	117	**149**	33	**299**	**87**	29	15	**131**	14	**146**	25	185	163	89	75	327	**942**
17:45	90	127	26	243	74	**31**	**24**	129	18	116	31	165	**176**	**98**	69	**343**	880
Total Volume	452	524	128	1104	314	95	72	481	70	545	115	730	659	321	303	1283	3598
% App. Total	40.9	47.5	11.6		65.3	19.8	15		9.6	74.7	15.8		51.4	25	23.6		
PHF	.911	.879	.821	.923	.902	.766	.750	.918	.795	.933	.799	.936	.936	.819	.806	.935	.955



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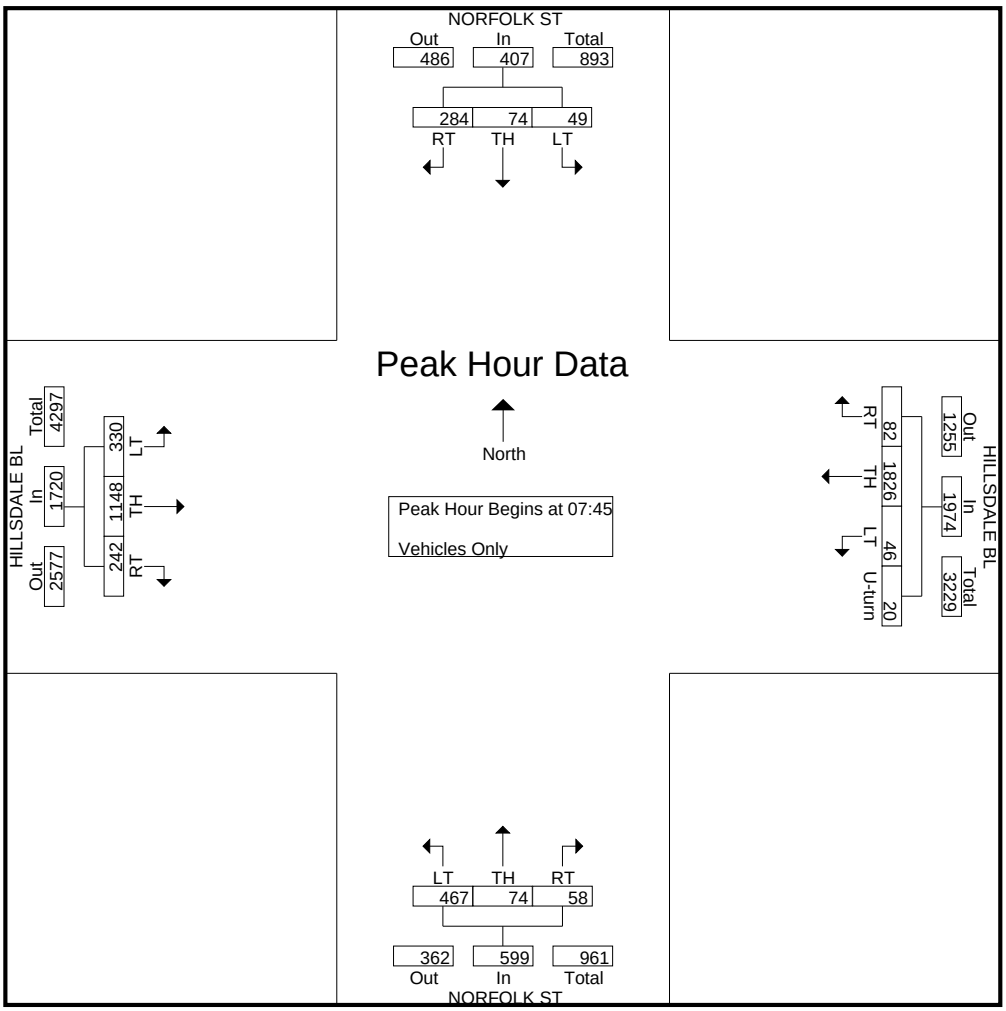
CITY OF SAN MATEO

File Name : norfolk-hillsdale-a
Site Code : 17
Start Date : 3/6/2012
Page No : 1

Groups Printed- Vehicles Only

	NORFOLK ST Southbound				HILLSDALE BL Westbound					NORFOLK ST Northbound				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	App. Total	Int. Total
07:00	49	6	5	60	3	312	0	1	316	10	9	101	120	26	115	23	164	660
07:15	61	9	12	82	13	407	7	2	429	11	8	99	118	28	138	35	201	830
07:30	77	11	10	98	17	469	9	4	499	8	40	169	217	25	197	58	280	1094
07:45	88	16	11	115	14	439	6	3	462	12	35	140	187	54	298	84	436	1200
Total	275	42	38	355	47	1627	22	10	1706	41	92	509	642	133	748	200	1081	3784
08:00	70	22	14	106	18	438	9	2	467	12	17	108	137	67	253	80	400	1110
08:15	61	15	10	86	21	485	10	6	522	20	6	98	124	57	290	87	434	1166
08:30	65	21	14	100	29	464	21	9	523	14	16	121	151	64	307	79	450	1224
08:45	65	20	15	100	12	439	22	3	476	19	13	100	132	102	257	65	424	1132
Total	261	78	53	392	80	1826	62	20	1988	65	52	427	544	290	1107	311	1708	4632
Grand Total	536	120	91	747	127	3453	84	30	3694	106	144	936	1186	423	1855	511	2789	8416
Apprch %	71.8	16.1	12.2		3.4	93.5	2.3	0.8		8.9	12.1	78.9		15.2	66.5	18.3		
Total %	6.4	1.4	1.1	8.9	1.5	41	1	0.4	43.9	1.3	1.7	11.1	14.1	5	22	6.1	33.1	

	NORFOLK ST Southbound				HILLSDALE BL Westbound					NORFOLK ST Northbound				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	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 07:45																		
07:45	**88**	16	11	**115**	14	439	6	3	462	12	**35**	**140**	**187**	54	298	84	436	1200
08:00	70	**22**	**14**	106	18	438	9	2	467	12	17	108	137	**67**	253	80	400	1110
08:15	61	15	10	86	21	**485**	10	6	522	**20**	6	98	124	57	290	**87**	434	1166
08:30	65	21	14	100	**29**	464	**21**	**9**	**523**	14	16	121	151	64	**307**	79	**450**	**1224**
Total Volume	284	74	49	407	82	1826	46	20	1974	58	74	467	599	242	1148	330	1720	4700
% App. Total	69.8	18.2	12		4.2	92.5	2.3	1		9.7	12.4	78		14.1	66.7	19.2		
PHF	.807	.841	.875	.885	.707	.941	.548	.556	.944	.725	.529	.834	.801	.903	.935	.948	.956	.960



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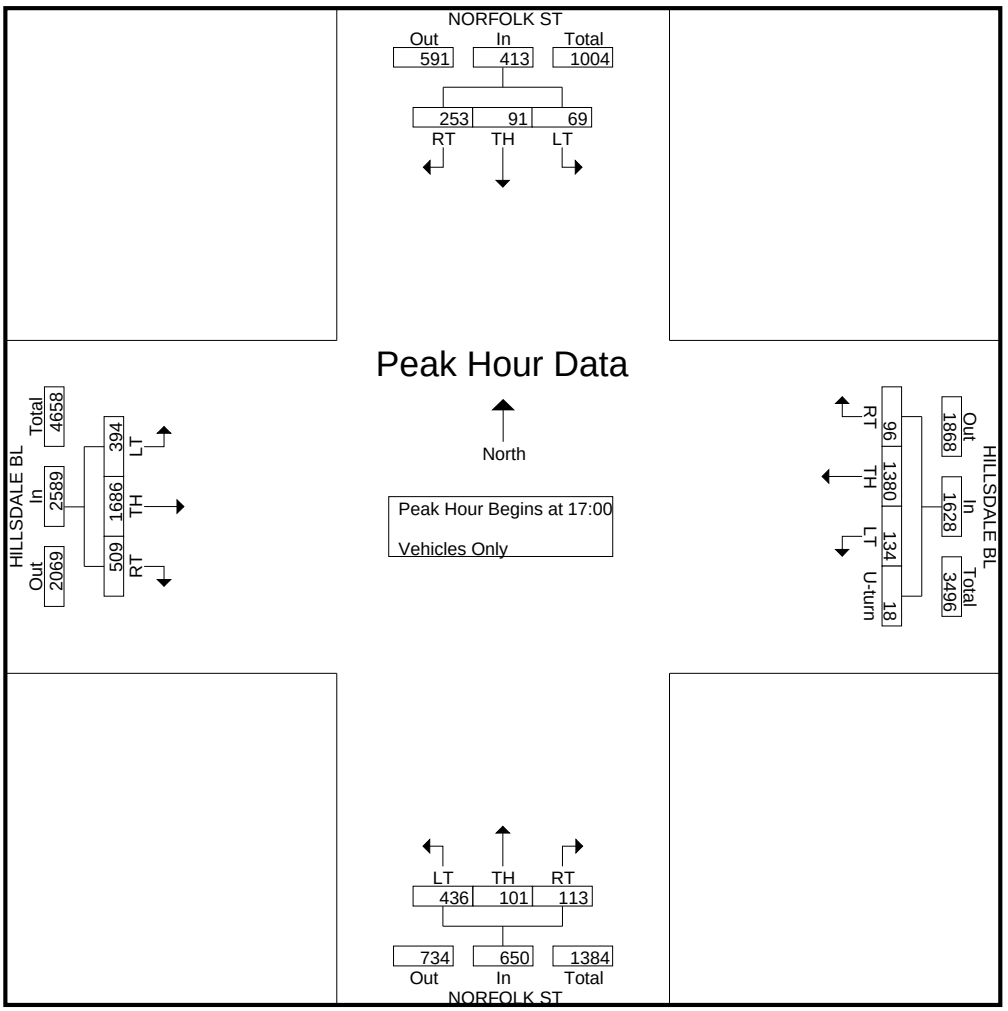
CITY OF SAN MATEO

File Name : norfolk-hillsdale-p
Site Code : 17
Start Date : 3/6/2012
Page No : 1

Groups Printed- Vehicles Only

	NORFOLK ST Southbound				HILLSDALE BL Westbound					NORFOLK ST Northbound				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	App. Total	Int. Total
16:00	49	19	14	82	11	228	21	3	263	34	19	87	140	107	301	86	494	979
16:15	40	23	20	83	10	270	18	2	300	33	24	94	151	122	318	69	509	1043
16:30	50	17	15	82	12	249	32	3	296	43	28	110	181	102	298	70	470	1029
16:45	46	25	16	87	7	306	23	1	337	26	21	86	133	122	374	104	600	1157
Total	185	84	65	334	40	1053	94	9	1196	136	92	377	605	453	1291	329	2073	4208
17:00	49	20	17	86	39	315	33	9	396	29	28	113	170	130	324	109	563	1215
17:15	68	25	14	107	20	403	33	4	460	23	16	103	142	124	457	104	685	1394
17:30	69	22	14	105	17	360	31	3	411	24	18	101	143	120	454	90	664	1323
17:45	67	24	24	115	20	302	37	2	361	37	39	119	195	135	451	91	677	1348
Total	253	91	69	413	96	1380	134	18	1628	113	101	436	650	509	1686	394	2589	5280
Grand Total	438	175	134	747	136	2433	228	27	2824	249	193	813	1255	962	2977	723	4662	9488
Apprch %	58.6	23.4	17.9		4.8	86.2	8.1	1		19.8	15.4	64.8		20.6	63.9	15.5		
Total %	4.6	1.8	1.4	7.9	1.4	25.6	2.4	0.3	29.8	2.6	2	8.6	13.2	10.1	31.4	7.6	49.1	

	NORFOLK ST Southbound				HILLSDALE BL Westbound					NORFOLK ST Northbound				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	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	49	20	17	86	**39**	315	33	**9**	396	29	28	113	170	130	324	**109**	563	1215
17:15	68	**25**	14	107	20	**403**	33	4	**460**	23	16	103	142	124	**457**	104	**685**	**1394**
17:30	**69**	22	14	105	17	360	31	3	411	24	18	101	143	120	454	90	664	1323
17:45	67	24	**24**	**115**	20	302	**37**	2	361	**37**	**39**	**119**	**195**	**135**	451	91	677	1348
Total Volume	253	91	69	413	96	1380	134	18	1628	113	101	436	650	509	1686	394	2589	5280
% App. Total	61.3	22	16.7		5.9	84.8	8.2	1.1		17.4	15.5	67.1		19.7	65.1	15.2		
PHF	.917	.910	.719	.898	.615	.856	.905	.500	.885	.764	.647	.916	.833	.943	.922	.904	.945	.947



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CITY OF SAN MATEO

File Name : altair-hillsdale-a
Site Code : 18
Start Date : 3/7/2012
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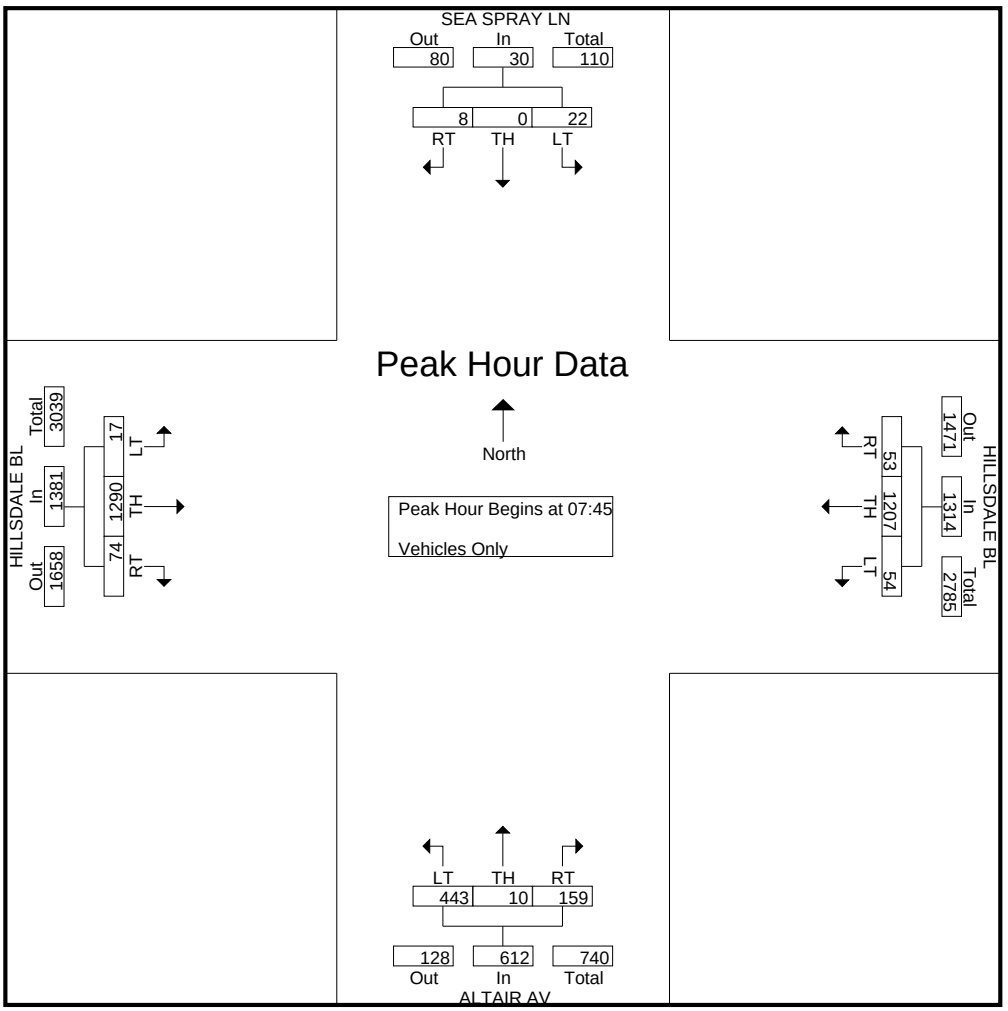
Groups Printed- Vehicles Only

	SEA SPRAY LN Southbound				HILLSDALE BL Westbound				ALTAIR AV Northbound				HILLSDALE 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
07:00	6	0	0	6	0	240	2	242	9	0	76	85	10	116	1	127	460
07:15	6	0	1	7	2	349	6	357	10	1	102	113	4	141	1	146	623
07:30	9	0	1	10	1	387	5	393	19	1	99	119	18	185	0	203	725
07:45	1	0	2	3	3	322	10	335	29	0	120	149	18	329	9	356	843
Total	22	0	4	26	6	1298	23	1327	67	2	397	466	50	771	11	832	2651
08:00	5	0	7	12	13	298	17	328	53	2	118	173	21	304	3	328	841
08:15	1	0	8	9	25	295	16	336	50	4	129	183	19	344	2	365	893
08:30	1	0	5	6	12	292	11	315	27	4	76	107	16	313	3	332	760
08:45	2	0	5	7	22	341	21	384	35	4	64	103	12	318	3	333	827
Total	9	0	25	34	72	1226	65	1363	165	14	387	566	68	1279	11	1358	3321
Grand Total	31	0	29	60	78	2524	88	2690	232	16	784	1032	118	2050	22	2190	5972
Apprch %	51.7	0	48.3		2.9	93.8	3.3		22.5	1.6	76		5.4	93.6	1		
Total %	0.5	0	0.5	1	1.3	42.3	1.5	45	3.9	0.3	13.1	17.3	2	34.3	0.4	36.7	

	SEA SPRAY LN Southbound				HILLSDALE BL Westbound				ALTAIR AV Northbound				HILLSDALE 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 07:00 to 08:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45																	
07:45	1	0	2	3	3	**322**	10	335	29	0	120	149	18	329	**9**	356	843
08:00	**5**	0	7	**12**	13	298	**17**	328	**53**	2	118	173	**21**	304	3	328	841
08:15	1	0	**8**	9	**25**	295	16	**336**	50	**4**	**129**	**183**	19	**344**	2	**365**	**893**
08:30	1	0	5	6	12	292	11	315	27	4	76	107	16	313	3	332	760
Total Volume	8	0	22	30	53	1207	54	1314	159	10	443	612	74	1290	17	1381	3337
% App. Total	26.7	0	73.3		4	91.9	4.1		26	1.6	72.4		5.4	93.4	1.2		
PHF	.400	.000	.688	.625	.530	.937	.794	.978	.750	.625	.859	.836	.881	.938	.472	.946	.934



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CITY OF SAN MATEO

File Name : altair-hillsdale-p
Site Code : 18
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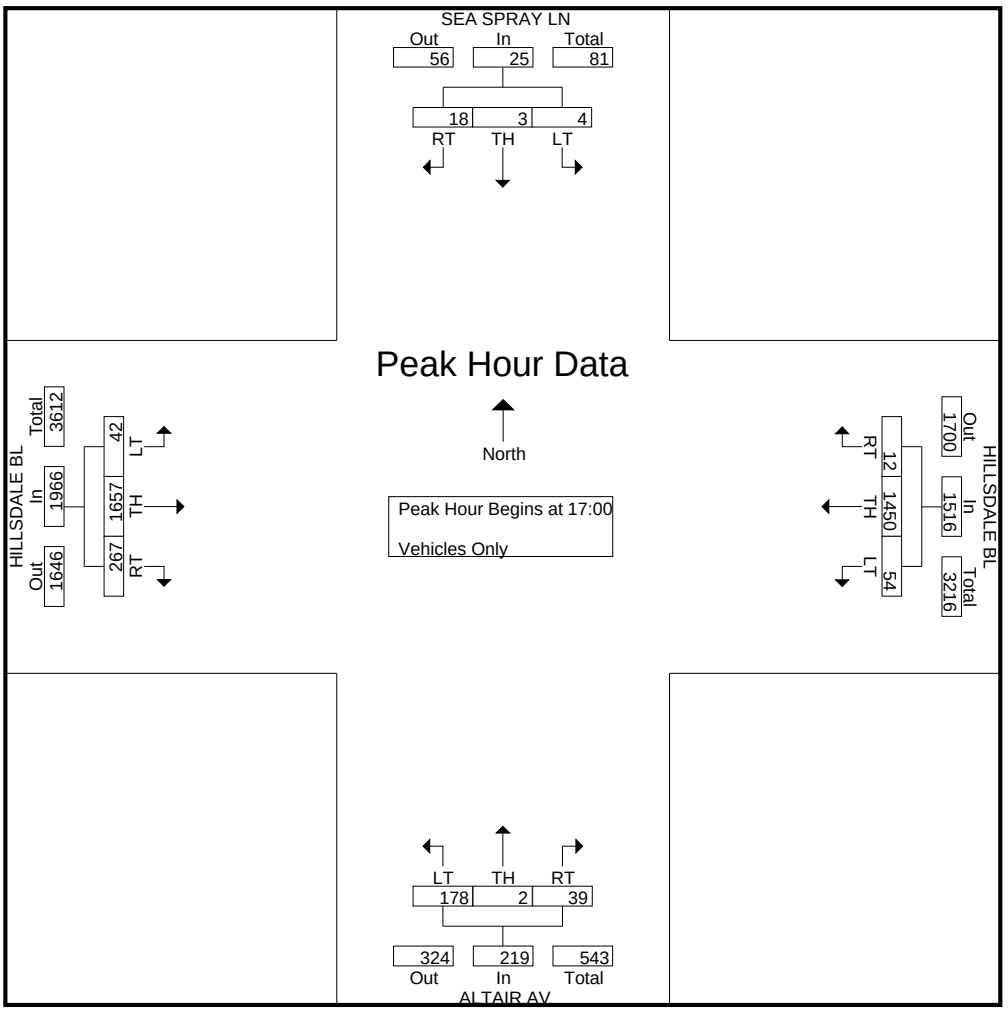
Groups Printed- Vehicles Only

	SEA SPRAY LN Southbound				HILLSDALE BL Westbound				ALTAIR AV Northbound				HILLSDALE 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
16:00	6	0	0	6	3	265	16	284	11	0	44	55	50	296	7	353	698
16:15	3	0	1	4	1	246	10	257	12	1	45	58	53	283	6	342	661
16:30	3	0	0	3	0	279	8	287	7	0	32	39	46	345	8	399	728
16:45	1	1	1	3	1	284	14	299	11	0	35	46	60	329	8	397	745
Total	13	1	2	16	5	1074	48	1127	41	1	156	198	209	1253	29	1491	2832
17:00	6	2	0	8	2	355	9	366	11	0	47	58	65	364	6	435	867
17:15	7	0	3	10	0	363	19	382	6	1	50	57	59	392	13	464	913
17:30	2	0	1	3	3	369	12	384	9	0	37	46	66	447	7	520	953
17:45	3	1	0	4	7	363	14	384	13	1	44	58	77	454	16	547	993
Total	18	3	4	25	12	1450	54	1516	39	2	178	219	267	1657	42	1966	3726
Grand Total	31	4	6	41	17	2524	102	2643	80	3	334	417	476	2910	71	3457	6558
Apprch %	75.6	9.8	14.6		0.6	95.5	3.9		19.2	0.7	80.1		13.8	84.2	2.1		
Total %	0.5	0.1	0.1	0.6	0.3	38.5	1.6	40.3	1.2	0	5.1	6.4	7.3	44.4	1.1	52.7	

	SEA SPRAY LN Southbound				HILLSDALE BL Westbound				ALTAIR AV Northbound				HILLSDALE 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 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 17:00																	
17:00	6	**2**	0	8	2	355	9	366	11	0	47	**58**	65	364	6	435	867
17:15	**7**	0	**3**	**10**	0	363	**19**	382	6	**1**	**50**	57	59	392	13	464	913
17:30	2	0	1	3	3	**369**	12	**384**	9	0	37	46	66	447	7	520	953
17:45	3	1	0	4	**7**	363	14	384	**13**	1	44	58	**77**	**454**	**16**	**547**	**993**
Total Volume	18	3	4	25	12	1450	54	1516	39	2	178	219	267	1657	42	1966	3726
% App. Total	72	12	16		0.8	95.6	3.6		17.8	0.9	81.3		13.6	84.3	2.1		
PHF	.643	.375	.333	.625	.429	.982	.711	.987	.750	.500	.890	.944	.867	.912	.656	.899	.938



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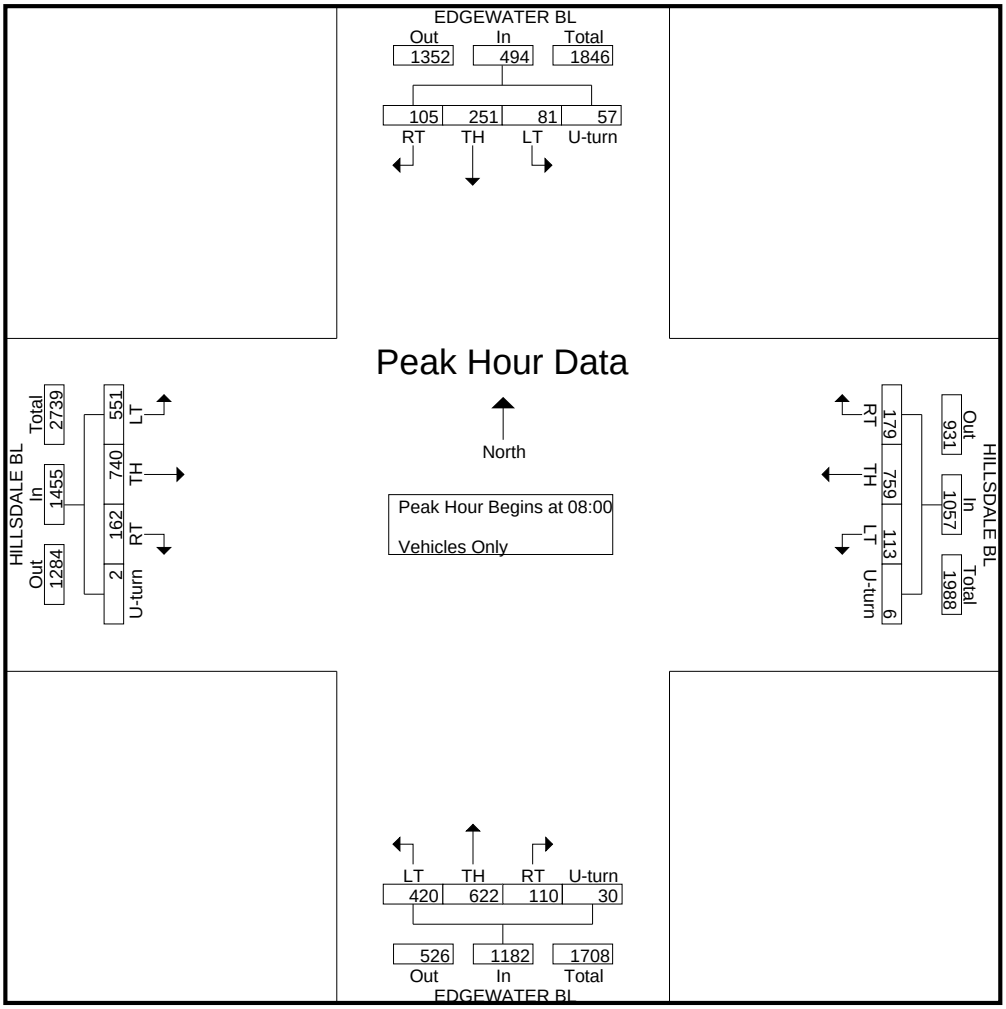
CITY OF FOSTER CITY

File Name : edgewater-hillsdale-a
Site Code : 19
Start Date : 3/7/2012
Page No : 1

Groups Printed- Vehicles Only

	EDGEWATER BL Southbound					HILLSDALE BL Westbound					EDGEWATER BL Northbound					HILLSDALE BL Eastbound					
Start Time	RT	TH	LT	U-turn	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
07:00	24	34	20	5	83	8	112	12	0	132	11	70	113	1	195	25	66	39	2	132	542
07:15	30	33	11	5	79	22	147	6	0	175	19	119	150	1	289	22	73	48	3	146	689
07:30	29	31	12	7	79	20	186	12	0	218	12	137	153	4	306	24	83	57	5	169	772
07:45	29	51	11	2	93	14	210	21	0	245	31	154	110	9	304	33	187	138	2	360	1002
Total	112	149	54	19	334	64	655	51	0	770	73	480	526	15	1094	104	409	282	12	807	3005
08:00	27	56	20	10	113	27	161	35	1	224	29	138	125	10	302	37	168	153	0	358	997
08:15	29	68	21	8	126	54	210	28	0	292	19	146	91	11	267	46	218	149	1	414	1099
08:30	28	57	19	20	124	59	188	31	1	279	27	169	108	3	307	37	185	136	0	358	1068
08:45	21	70	21	19	131	39	200	19	4	262	35	169	96	6	306	42	169	113	1	325	1024
Total	105	251	81	57	494	179	759	113	6	1057	110	622	420	30	1182	162	740	551	2	1455	4188
Grand Total	217	400	135	76	828	243	1414	164	6	1827	183	1102	946	45	2276	266	1149	833	14	2262	7193
Apprch %	26.2	48.3	16.3	9.2		13.3	77.4	9	0.3		8	48.4	41.6	2		11.8	50.8	36.8	0.6		
Total %	3	5.6	1.9	1.1	11.5	3.4	19.7	2.3	0.1	25.4	2.5	15.3	13.2	0.6	31.6	3.7	16	11.6	0.2	31.4	

	EDGEWATER BL Southbound					HILLSDALE BL Westbound					EDGEWATER BL Northbound					HILLSDALE BL Eastbound					
Start Time	RT	TH	LT	U-turn	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00																					
08:00	27	56	20	10	113	27	161	**35**	1	224	29	138	**125**	10	302	37	168	**153**	0	358	997
08:15	**29**	68	**21**	8	126	54	**210**	28	0	**292**	19	146	91	**11**	267	**46**	**218**	149	**1**	**414**	**1099**
08:30	28	57	19	**20**	124	**59**	188	31	1	279	27	**169**	108	3	**307**	37	185	136	0	358	1068
08:45	21	**70**	21	19	**131**	39	200	19	**4**	262	**35**	169	96	6	306	42	169	113	1	325	1024
Total Volume	105	251	81	57	494	179	759	113	6	1057	110	622	420	30	1182	162	740	551	2	1455	4188
% App. Total	21.3	50.8	16.4	11.5		16.9	71.8	10.7	0.6		9.3	52.6	35.5	2.5		11.1	50.9	37.9	0.1		
PHF	.905	.896	.964	.713	.943	.758	.904	.807	.375	.905	.786	.920	.840	.682	.963	.880	.849	.900	.500	.879	.953



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CITY OF FOSTER CITY

File Name : edgewater-hillsdale-p
Site Code : 19
Start Date : 3/7/2012
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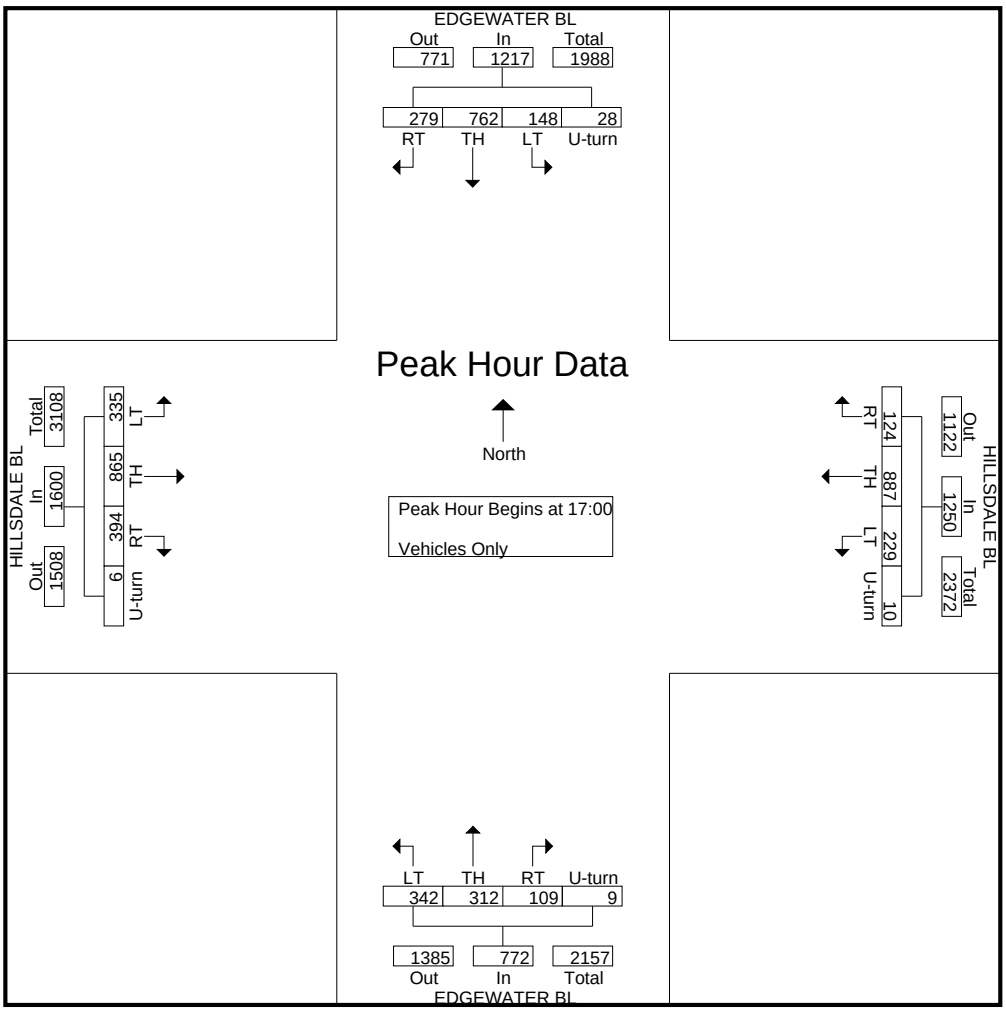
Groups Printed- Vehicles Only

	EDGEWATER BL Southbound					HILLSDALE BL Westbound					EDGEWATER BL Northbound					HILLSDALE BL Eastbound					
Start Time	RT	TH	LT	U-turn	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
16:00	55	151	26	8	240	27	166	40	1	234	16	67	63	0	146	80	171	63	5	319	939
16:15	53	136	33	7	229	29	127	48	2	206	19	79	111	5	214	73	163	69	1	306	955
16:30	71	126	30	4	231	27	124	41	2	194	26	68	71	5	170	76	179	82	6	343	938
16:45	44	160	34	7	245	33	178	24	2	237	18	65	86	2	171	95	185	62	2	344	997
Total	223	573	123	26	945	116	595	153	7	871	79	279	331	12	701	324	698	276	14	1312	3829
17:00	89	177	30	13	309	24	188	52	2	266	27	78	64	4	173	79	172	75	1	327	1075
17:15	71	180	39	2	292	30	229	48	6	313	19	67	87	2	175	125	210	87	1	423	1203
17:30	62	205	32	6	305	43	219	64	1	327	23	91	95	1	210	104	237	86	2	429	1271
17:45	57	200	47	7	311	27	251	65	1	344	40	76	96	2	214	86	246	87	2	421	1290
Total	279	762	148	28	1217	124	887	229	10	1250	109	312	342	9	772	394	865	335	6	1600	4839
Grand Total	502	1335	271	54	2162	240	1482	382	17	2121	188	591	673	21	1473	718	1563	611	20	2912	8668
Apprch %	23.2	61.7	12.5	2.5		11.3	69.9	18	0.8		12.8	40.1	45.7	1.4		24.7	53.7	21	0.7		
Total %	5.8	15.4	3.1	0.6	24.9	2.8	17.1	4.4	0.2	24.5	2.2	6.8	7.8	0.2	17	8.3	18	7	0.2	33.6	

	EDGEWATER BL Southbound					HILLSDALE BL Westbound					EDGEWATER BL Northbound					HILLSDALE BL Eastbound					
Start Time	RT	TH	LT	U-turn	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	U-turn	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	**89**	177	30	**13**	309	24	188	52	2	266	27	78	64	**4**	173	79	172	75	1	327	1075
17:15	71	180	39	2	292	30	229	48	**6**	313	19	67	87	2	175	**125**	210	**87**	1	423	1203
17:30	62	**205**	32	6	305	**43**	219	64	1	327	23	**91**	95	1	210	104	237	86	**2**	**429**	1271
17:45	57	200	**47**	7	**311**	27	**251**	**65**	1	**344**	**40**	76	**96**	2	**214**	86	**246**	87	2	421	**1290**
Total Volume	279	762	148	28	1217	124	887	229	10	1250	109	312	342	9	772	394	865	335	6	1600	4839
% App. Total	22.9	62.6	12.2	2.3		9.9	71	18.3	0.8		14.1	40.4	44.3	1.2		24.6	54.1	20.9	0.4		
PHF	.784	.929	.787	.538	.978	.721	.883	.881	.417	.908	.681	.857	.891	.563	.902	.788	.879	.963	.750	.932	.938



MARKS TRAFFIC DATA
mietekm@comcast.net
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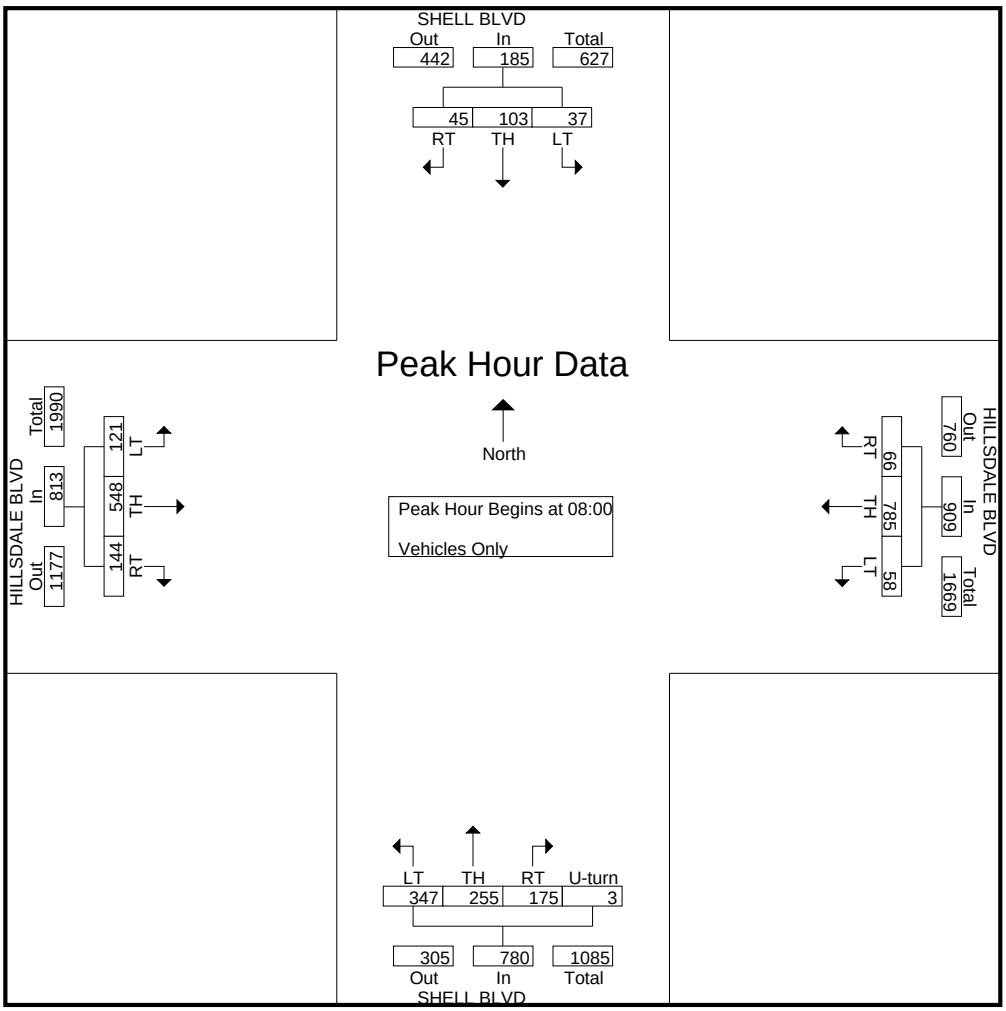
CITY OF FOSTER CITY

File Name : shell-hillsdale-a
Site Code : 20
Start Date : 3/7/2012
Page No : 1

Groups Printed- Vehicles Only

	SHELL BLVD Southbound				HILLSDALE BLVD Westbound				SHELL BLVD Northbound					HILLSDALE BLVD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	13	14	2	29	5	74	4	83	15	43	45	1	104	12	53	11	76	292
07:15	4	12	1	17	4	109	7	120	22	32	56	0	110	15	54	8	77	324
07:30	8	10	5	23	10	138	4	152	27	63	67	1	158	14	61	13	88	421
07:45	6	17	8	31	10	147	6	163	32	64	68	4	168	30	158	28	216	578
Total	31	53	16	100	29	468	21	518	96	202	236	6	540	71	326	60	457	1615
08:00	6	29	13	48	19	216	5	240	41	61	70	2	174	20	155	19	194	656
08:15	8	26	13	47	20	235	18	273	52	63	88	0	203	50	155	27	232	755
08:30	17	27	5	49	14	150	15	179	40	72	109	1	222	37	108	40	185	635
08:45	14	21	6	41	13	184	20	217	42	59	80	0	181	37	130	35	202	641
Total	45	103	37	185	66	785	58	909	175	255	347	3	780	144	548	121	813	2687
Grand Total	76	156	53	285	95	1253	79	1427	271	457	583	9	1320	215	874	181	1270	4302
Apprch %	26.7	54.7	18.6		6.7	87.8	5.5		20.5	34.6	44.2	0.7		16.9	68.8	14.3		
Total %	1.8	3.6	1.2	6.6	2.2	29.1	1.8	33.2	6.3	10.6	13.6	0.2	30.7	5	20.3	4.2	29.5	

	SHELL BLVD Southbound				HILLSDALE BLVD Westbound				SHELL BLVD Northbound					HILLSDALE BLVD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	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 08:00																		
08:00	6	**29**	**13**	48	19	216	5	240	41	61	70	**2**	174	20	**155**	19	194	656
08:15	8	26	13	47	**20**	**235**	18	**273**	**52**	63	88	0	203	**50**	155	27	**232**	**755**
08:30	**17**	27	5	**49**	14	150	15	179	40	**72**	**109**	1	**222**	37	108	**40**	185	635
08:45	14	21	6	41	13	184	**20**	217	42	59	80	0	181	37	130	35	202	641
Total Volume	45	103	37	185	66	785	58	909	175	255	347	3	780	144	548	121	813	2687
% App. Total	24.3	55.7	20		7.3	86.4	6.4		22.4	32.7	44.5	0.4		17.7	67.4	14.9		
PHF	.662	.888	.712	.944	.825	.835	.725	.832	.841	.885	.796	.375	.878	.720	.884	.756	.876	.890



MARKS TRAFFIC DATA
mietekm@comcast.net
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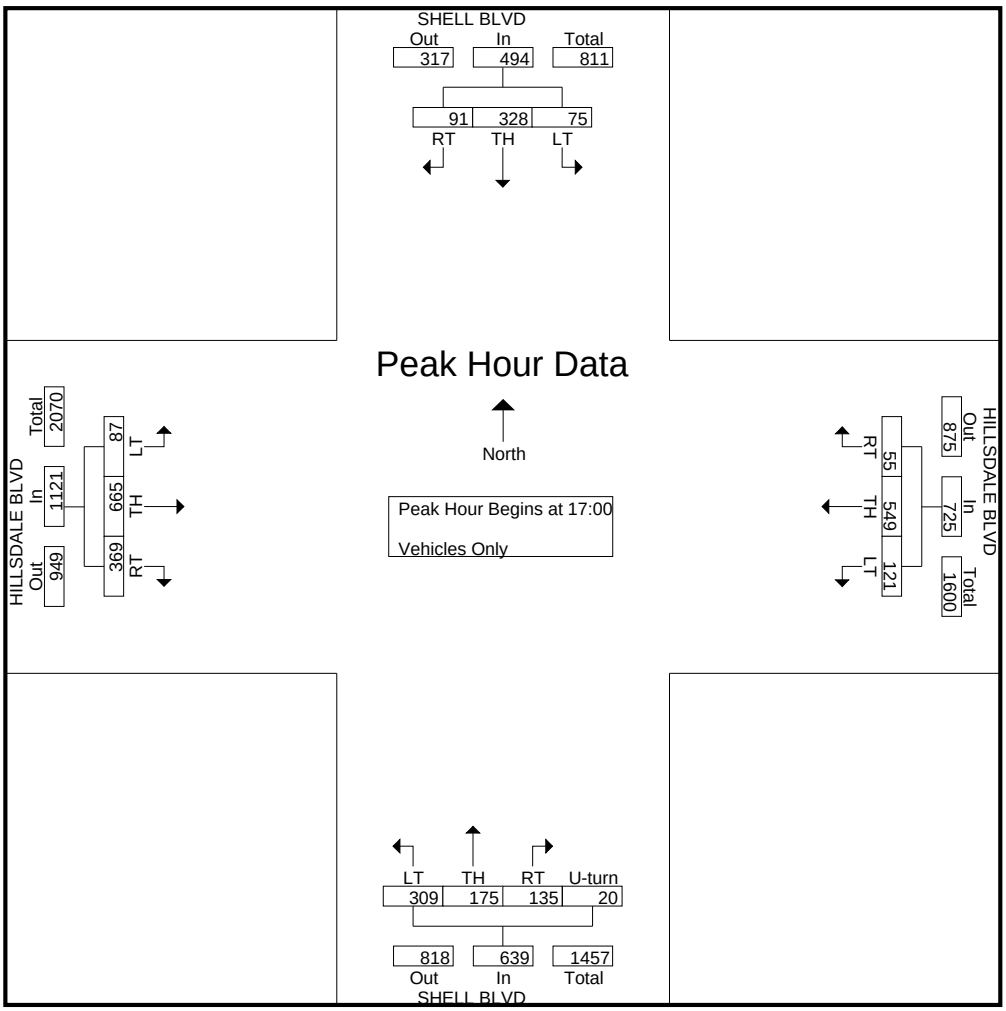
CITY OF FOSTER CITY

File Name : shell-hillsdale-p
Site Code : 20
Start Date : 3/7/2012
Page No : 1

Groups Printed- Vehicles Only

	SHELL BLVD Southbound				HILLSDALE BLVD Westbound				SHELL BLVD Northbound					HILLSDALE BLVD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	17	55	16	88	7	135	16	158	26	30	48	3	107	61	122	22	205	558
16:15	19	52	16	87	14	110	17	141	14	25	65	5	109	53	118	25	196	533
16:30	18	57	22	97	15	114	31	160	22	34	52	7	115	76	157	25	258	630
16:45	22	78	21	121	12	104	20	136	26	45	63	2	136	63	139	27	229	622
Total	76	242	75	393	48	463	84	595	88	134	228	17	467	253	536	99	888	2343
17:00	19	66	18	103	10	154	18	182	23	61	76	4	164	77	143	19	239	688
17:15	28	78	20	126	17	115	26	158	19	49	70	5	143	95	157	23	275	702
17:30	17	95	16	128	14	146	43	203	41	35	78	3	157	91	176	20	287	775
17:45	27	89	21	137	14	134	34	182	52	30	85	8	175	106	189	25	320	814
Total	91	328	75	494	55	549	121	725	135	175	309	20	639	369	665	87	1121	2979
Grand Total	167	570	150	887	103	1012	205	1320	223	309	537	37	1106	622	1201	186	2009	5322
Apprch %	18.8	64.3	16.9		7.8	76.7	15.5		20.2	27.9	48.6	3.3		31	59.8	9.3		
Total %	3.1	10.7	2.8	16.7	1.9	19	3.9	24.8	4.2	5.8	10.1	0.7	20.8	11.7	22.6	3.5	37.7	

	SHELL BLVD Southbound				HILLSDALE BLVD Westbound				SHELL BLVD Northbound					HILLSDALE BLVD Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	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	19	66	18	103	10	**154**	18	182	23	**61**	76	4	164	77	143	19	239	688
17:15	**28**	78	20	126	**17**	115	26	158	19	49	70	5	143	95	157	23	275	702
17:30	17	**95**	16	128	14	146	**43**	**203**	41	35	78	3	157	91	176	20	287	775
17:45	27	89	**21**	**137**	14	134	34	182	**52**	30	**85**	**8**	**175**	**106**	**189**	**25**	**320**	**814**
Total Volume	91	328	75	494	55	549	121	725	135	175	309	20	639	369	665	87	1121	2979
% App. Total	18.4	66.4	15.2		7.6	75.7	16.7		21.1	27.4	48.4	3.1		32.9	59.3	7.8		
PHF	.813	.863	.893	.901	.809	.891	.703	.893	.649	.717	.909	.625	.913	.870	.880	.870	.876	.915



MARKS TRAFFIC DATA
mietekm@comcast.net
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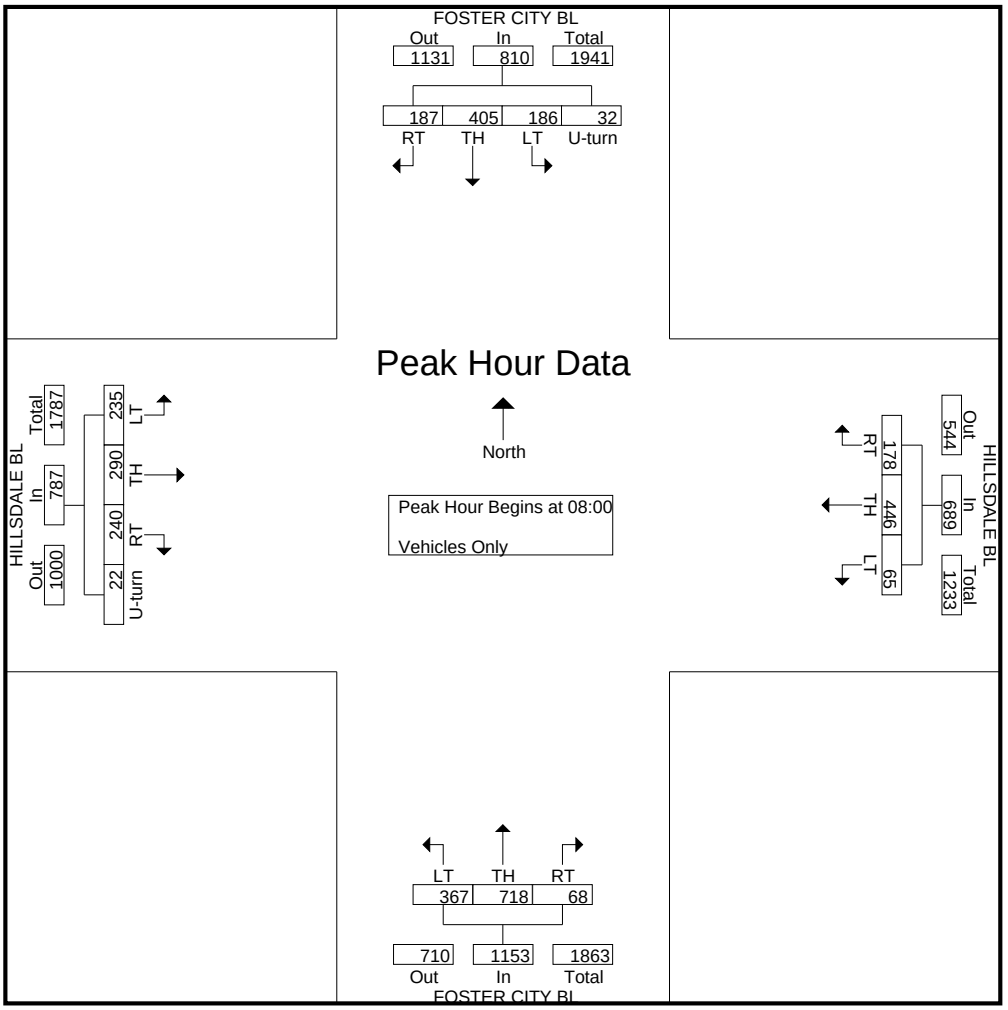
CITY OF FOSTER CITY

File Name : foster city-hillsdale-a
Site Code : 21
Start Date : 3/1/2012
Page No : 1

Groups Printed- Vehicles Only

	FOSTER CITY BL Southbound					HILLSDALE BL Westbound				FOSTER CITY BL Northbound				HILLSDALE BL Eastbound					
Start Time	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
07:00	18	46	23	4	91	14	27	4	45	4	140	39	183	14	13	25	0	52	371
07:15	28	42	20	6	96	23	66	6	95	2	207	51	260	22	14	36	1	73	524
07:30	43	73	23	3	142	33	51	2	86	2	216	73	291	27	26	45	5	103	622
07:45	66	94	45	7	212	32	50	9	91	3	141	71	215	51	60	67	9	187	705
Total	155	255	111	20	541	102	194	21	317	11	704	234	949	114	113	173	15	415	2222
08:00	36	124	84	10	254	32	81	15	128	29	196	85	310	61	114	64	4	243	935
08:15	46	101	43	10	200	72	142	24	238	16	210	107	333	54	89	65	5	213	984
08:30	56	79	40	4	179	41	131	16	188	12	175	88	275	65	36	62	9	172	814
08:45	49	101	19	8	177	33	92	10	135	11	137	87	235	60	51	44	4	159	706
Total	187	405	186	32	810	178	446	65	689	68	718	367	1153	240	290	235	22	787	3439
Grand Total	342	660	297	52	1351	280	640	86	1006	79	1422	601	2102	354	403	408	37	1202	5661
Apprch %	25.3	48.9	22	3.8		27.8	63.6	8.5		3.8	67.6	28.6		29.5	33.5	33.9	3.1		
Total %	6	11.7	5.2	0.9	23.9	4.9	11.3	1.5	17.8	1.4	25.1	10.6	37.1	6.3	7.1	7.2	0.7	21.2	

	FOSTER CITY BL Southbound					HILLSDALE BL Westbound				FOSTER CITY BL Northbound				HILLSDALE BL Eastbound					
Start Time	RT	TH	LT	U-turn	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 07:00 to 08:45 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 08:00																			
08:00	36	**124**	**84**	**10**	**254**	32	81	15	128	**29**	196	85	310	61	**114**	64	4	**243**	935
08:15	46	101	43	10	200	**72**	**142**	**24**	**238**	16	**210**	**107**	**333**	54	89	**65**	5	213	**984**
08:30	**56**	79	40	4	179	41	131	16	188	12	175	88	275	**65**	36	62	**9**	172	814
08:45	49	101	19	8	177	33	92	10	135	11	137	87	235	60	51	44	4	159	706
Total Volume	187	405	186	32	810	178	446	65	689	68	718	367	1153	240	290	235	22	787	3439
% App. Total	23.1	50	23	4		25.8	64.7	9.4		5.9	62.3	31.8		30.5	36.8	29.9	2.8		
PHF	.835	.817	.554	.800	.797	.618	.785	.677	.724	.586	.855	.857	.866	.923	.636	.904	.611	.810	.874



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mietekm@comcast.net
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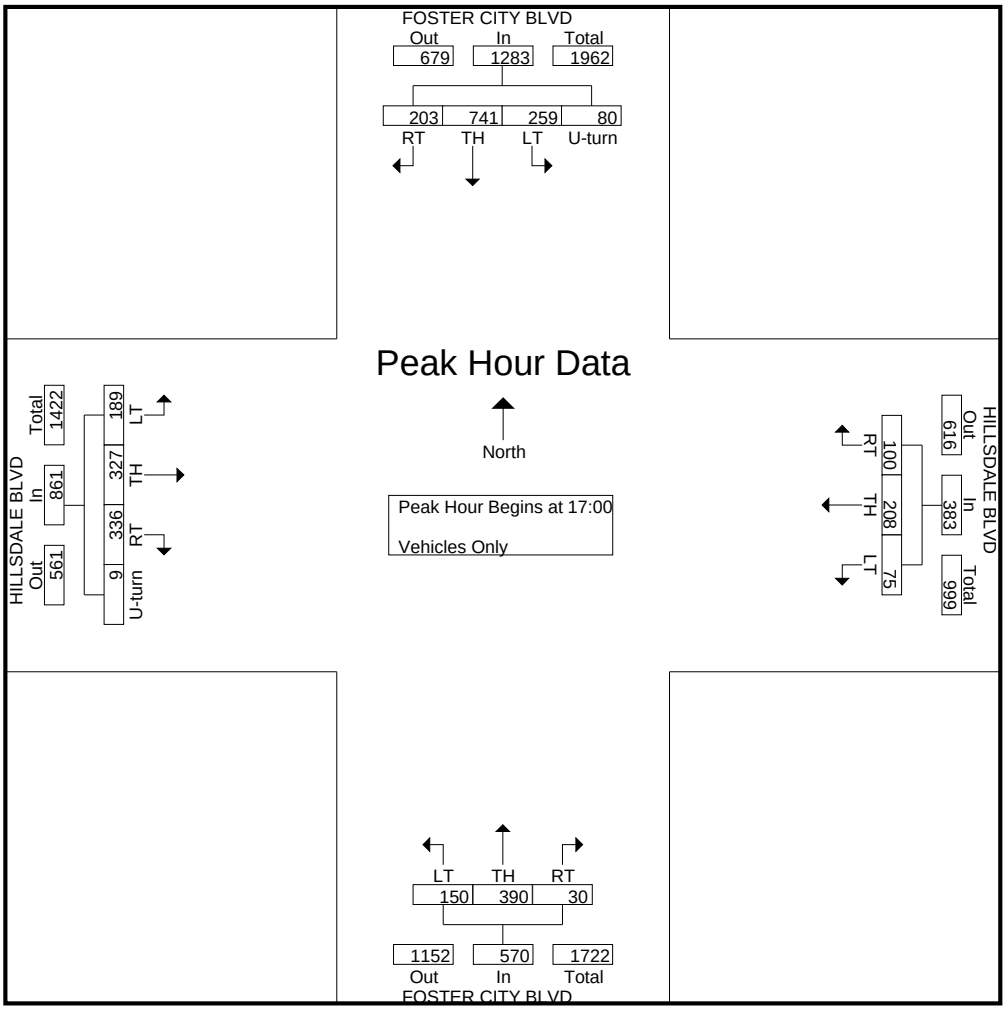
CITY OF FOSTER CITY

File Name : foster city-hillsdale-p
Site Code : 21
Start Date : 3/1/2012
Page No : 1

Groups Printed- Vehicles Only

	FOSTER CITY BLVD Southbound					HILLSDALE BLVD Westbound				FOSTER CITY BLVD Northbound				HILLSDALE BLVD Eastbound					
Start Time	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	Int. Total
16:00	51	117	48	7	223	25	36	15	76	5	101	39	145	41	42	46	2	131	575
16:15	35	126	37	8	206	18	32	12	62	5	100	43	148	59	57	46	3	165	581
16:30	38	121	41	18	218	27	55	17	99	3	90	41	134	73	57	41	1	172	623
16:45	43	145	40	22	250	35	49	12	96	5	110	36	151	53	64	45	3	165	662
Total	167	509	166	55	897	105	172	56	333	18	401	159	578	226	220	178	9	633	2441
17:00	36	133	44	27	240	34	54	12	100	1	109	40	150	80	81	41	1	203	693
17:15	63	215	59	22	359	24	37	12	73	12	92	37	141	82	59	41	2	184	757
17:30	47	183	69	17	316	30	75	19	124	10	79	45	134	87	97	52	4	240	814
17:45	57	210	87	14	368	12	42	32	86	7	110	28	145	87	90	55	2	234	833
Total	203	741	259	80	1283	100	208	75	383	30	390	150	570	336	327	189	9	861	3097
Grand Total	370	1250	425	135	2180	205	380	131	716	48	791	309	1148	562	547	367	18	1494	5538
Apprch %	17	57.3	19.5	6.2		28.6	53.1	18.3		4.2	68.9	26.9		37.6	36.6	24.6	1.2		
Total %	6.7	22.6	7.7	2.4	39.4	3.7	6.9	2.4	12.9	0.9	14.3	5.6	20.7	10.1	9.9	6.6	0.3	27	

	FOSTER CITY BLVD Southbound					HILLSDALE BLVD Westbound				FOSTER CITY BLVD Northbound				HILLSDALE BLVD Eastbound					
Start Time	RT	TH	LT	U-turn	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 16:00 to 17:45 - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 17:00																			
17:00	36	133	44	**27**	240	**34**	54	12	100	1	109	40	**150**	80	81	41	1	203	693
17:15	**63**	**215**	59	22	359	24	37	12	73	**12**	92	37	141	82	59	41	2	184	757
17:30	47	183	69	17	316	30	**75**	19	**124**	10	79	**45**	134	**87**	**97**	52	**4**	**240**	814
17:45	57	210	**87**	14	**368**	12	42	**32**	86	7	**110**	28	145	87	90	**55**	2	234	**833**
Total Volume	203	741	259	80	1283	100	208	75	383	30	390	150	570	336	327	189	9	861	3097
% App. Total	15.8	57.8	20.2	6.2		26.1	54.3	19.6		5.3	68.4	26.3		39	38	22	1		
PHF	.806	.862	.744	.741	.872	.735	.693	.586	.772	.625	.886	.833	.950	.966	.843	.859	.563	.897	.929



MARKS TRAFFIC DATA
mietekm@comcast.net
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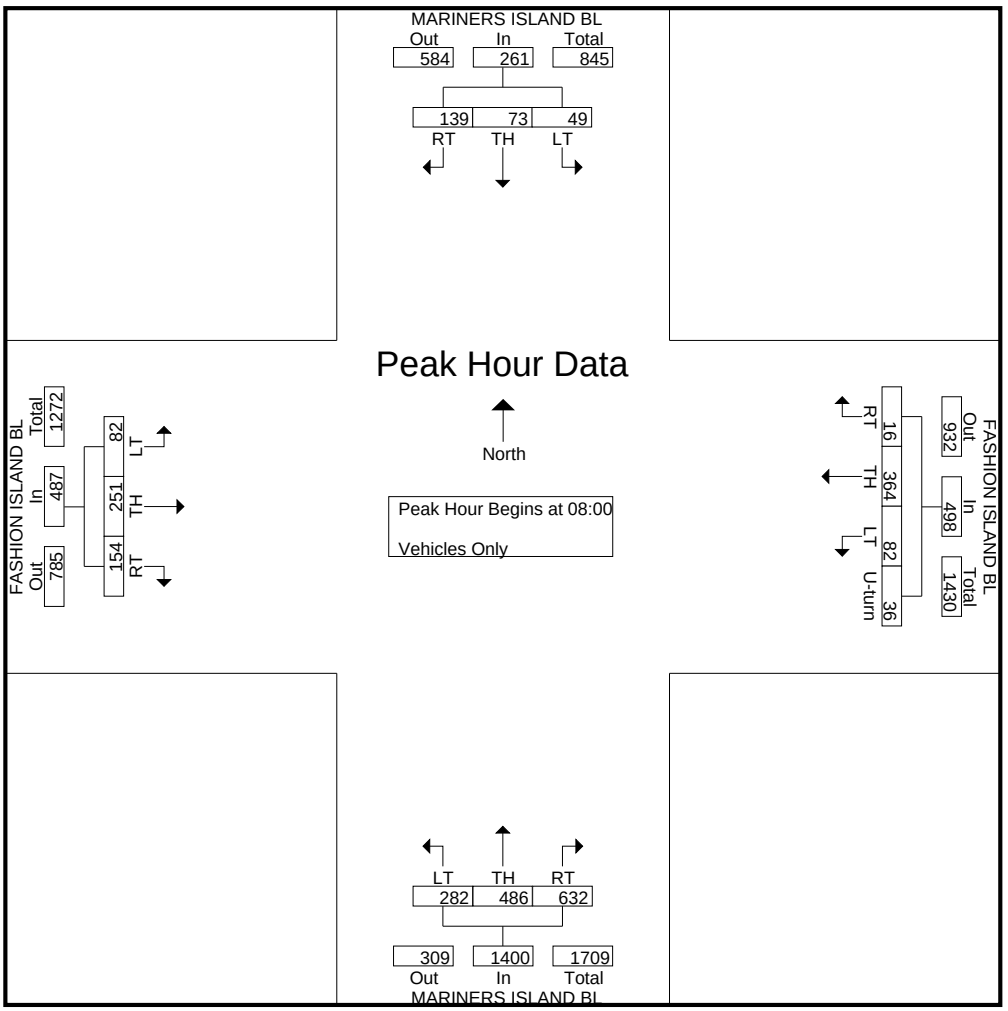
CITY OF SAN MATEO

File Name : mariners island-fashion island-a
Site Code : 22
Start Date : 3/6/2012
Page No : 1

Groups Printed- Vehicles Only

	MARINERS ISLAND BL Southbound				FASHION ISLAND BL Westbound					MARINERS ISLAND BL Northbound				FASHION ISLAND BL Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
07:00	22	5	3	30	1	32	4	5	42	109	52	30	191	19	19	8	46	309
07:15	21	4	9	34	2	53	14	2	71	144	72	32	248	20	46	9	75	428
07:30	32	13	5	50	1	65	13	4	83	182	132	69	383	32	38	11	81	597
07:45	39	21	7	67	2	88	17	4	111	135	141	67	343	42	46	21	109	630
Total	114	43	24	181	6	238	48	15	307	570	397	198	1165	113	149	49	311	1964
08:00	50	18	15	83	4	105	22	10	141	144	112	68	324	47	64	17	128	676
08:15	34	32	14	80	4	84	23	8	119	159	122	77	358	33	69	25	127	684
08:30	28	7	9	44	1	88	22	11	122	151	138	67	356	38	56	20	114	636
08:45	27	16	11	54	7	87	15	7	116	178	114	70	362	36	62	20	118	650
Total	139	73	49	261	16	364	82	36	498	632	486	282	1400	154	251	82	487	2646
Grand Total	253	116	73	442	22	602	130	51	805	1202	883	480	2565	267	400	131	798	4610
Apprch %	57.2	26.2	16.5		2.7	74.8	16.1	6.3		46.9	34.4	18.7		33.5	50.1	16.4		
Total %	5.5	2.5	1.6	9.6	0.5	13.1	2.8	1.1	17.5	26.1	19.2	10.4	55.6	5.8	8.7	2.8	17.3	

	MARINERS ISLAND BL Southbound				FASHION ISLAND BL Westbound					MARINERS ISLAND BL Northbound				FASHION ISLAND BL Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	U-turn	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 08:00																		
08:00	**50**	18	**15**	**83**	4	**105**	22	10	**141**	144	112	68	324	**47**	64	17	**128**	676
08:15	34	**32**	14	80	4	84	**23**	8	119	159	122	**77**	358	33	**69**	**25**	127	**684**
08:30	28	7	9	44	1	88	22	**11**	122	151	**138**	67	356	38	56	20	114	636
08:45	27	16	11	54	**7**	87	15	7	116	**178**	114	70	**362**	36	62	20	118	650
Total Volume	139	73	49	261	16	364	82	36	498	632	486	282	1400	154	251	82	487	2646
% App. Total	53.3	28	18.8		3.2	73.1	16.5	7.2		45.1	34.7	20.1		31.6	51.5	16.8		
PHF	.695	.570	.817	.786	.571	.867	.891	.818	.883	.888	.880	.916	.967	.819	.909	.820	.951	.967



MARKS TRAFFIC DATA
mietekm@comcast.net
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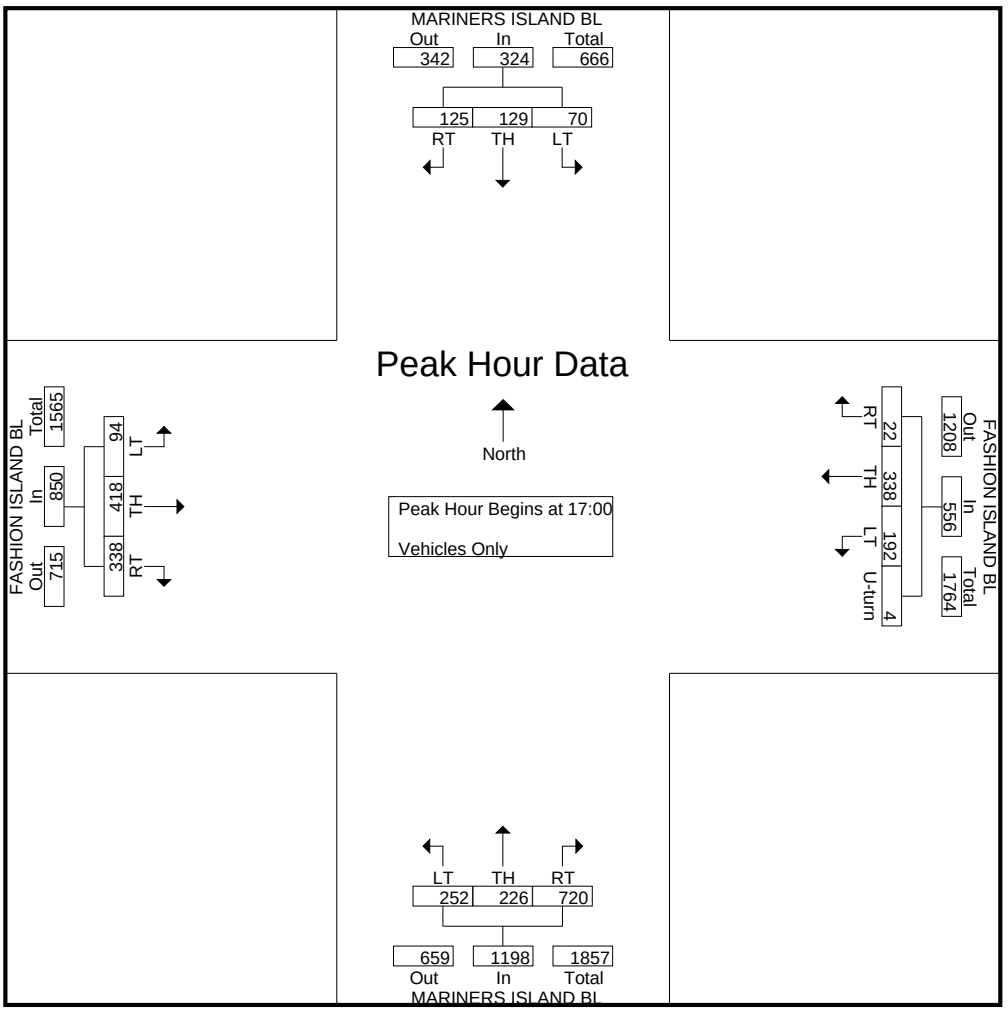
CITY OF SAN MATEO

File Name : mariners island-fashion island-p
Site Code : 22
Start Date : 3/6/2012
Page No : 1

Groups Printed- Vehicles Only

	MARINERS ISLAND BL Southbound				FASHION ISLAND BL Westbound					MARINERS ISLAND BL Northbound				FASHION ISLAND BL Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	U-turn	App. Total	RT	TH	LT	App. Total	RT	TH	LT	App. Total	Int. Total
16:00	13	13	21	47	2	62	32	2	98	165	40	43	248	69	73	24	166	559
16:15	16	21	18	55	5	61	33	3	102	170	29	53	252	51	75	17	143	552
16:30	16	15	13	44	5	57	46	1	109	154	41	47	242	65	64	20	149	544
16:45	17	25	21	63	6	71	44	2	123	180	44	52	276	64	75	12	151	613
Total	62	74	73	209	18	251	155	8	432	669	154	195	1018	249	287	73	609	2268
17:00	43	33	20	96	6	101	50	2	159	173	70	66	309	95	123	18	236	800
17:15	29	30	24	83	7	96	49	0	152	182	50	74	306	72	85	22	179	720
17:30	25	28	13	66	5	77	51	1	134	202	61	54	317	91	99	22	212	729
17:45	28	38	13	79	4	64	42	1	111	163	45	58	266	80	111	32	223	679
Total	125	129	70	324	22	338	192	4	556	720	226	252	1198	338	418	94	850	2928
Grand Total	187	203	143	533	40	589	347	12	988	1389	380	447	2216	587	705	167	1459	5196
Apprch %	35.1	38.1	26.8		4	59.6	35.1	1.2		62.7	17.1	20.2		40.2	48.3	11.4		
Total %	3.6	3.9	2.8	10.3	0.8	11.3	6.7	0.2	19	26.7	7.3	8.6	42.6	11.3	13.6	3.2	28.1	

	MARINERS ISLAND BL Southbound				FASHION ISLAND BL Westbound					MARINERS ISLAND BL Northbound				FASHION ISLAND BL Eastbound				
Start Time	RT	TH	LT	App. Total	RT	TH	LT	U-turn	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	**43**	33	20	**96**	6	**101**	50	**2**	**159**	173	**70**	66	309	**95**	**123**	18	**236**	**800**
17:15	29	30	**24**	83	**7**	96	49	0	152	182	50	**74**	306	72	85	22	179	720
17:30	25	28	13	66	5	77	**51**	1	134	**202**	61	54	**317**	91	99	22	212	729
17:45	28	**38**	13	79	4	64	42	1	111	163	45	58	266	80	111	**32**	223	679
Total Volume	125	129	70	324	22	338	192	4	556	720	226	252	1198	338	418	94	850	2928
% App. Total	38.6	39.8	21.6		4	60.8	34.5	0.7		60.1	18.9	21		39.8	49.2	11.1		
PHF	.727	.849	.729	.844	.786	.837	.941	.500	.874	.891	.807	.851	.945	.889	.850	.734	.900	.915



MARKS TRAFFIC DATA
mietekm@comcast.net
916.806.0250

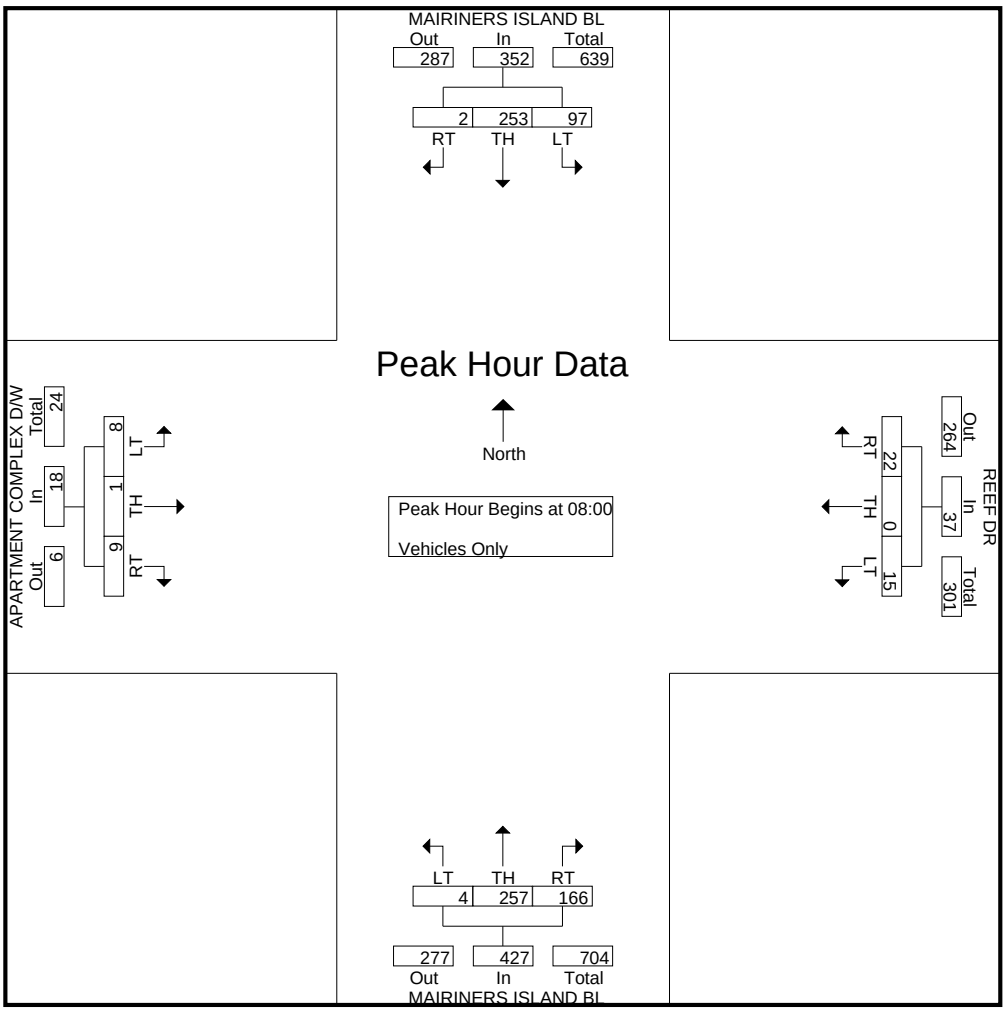
CITY OF SAN MATEO

File Name : mariners island-reef-a
Site Code : 23
Start Date : 2/29/2012
Page No : 1

Groups Printed- Vehicles Only

	MAIRINERS ISLAND BL Southbound				REEF DR Westbound				MAIRINERS ISLAND BL Northbound				APARTMENT COMPLEX D/W 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	16	5	21	1	1	1	3	18	36	1	55	2	0	1	3	82
07:15	0	31	7	38	4	0	4	8	19	61	0	80	3	0	2	5	131
07:30	0	22	10	32	4	0	2	6	30	107	0	137	3	0	1	4	179
07:45	0	40	21	61	7	0	0	7	34	84	0	118	1	0	0	1	187
Total	0	109	43	152	16	1	7	24	101	288	1	390	9	0	4	13	579
08:00	0	68	24	92	7	0	5	12	41	62	3	106	0	0	1	1	211
08:15	0	67	26	93	5	0	5	10	46	63	0	109	3	0	4	7	219
08:30	1	65	18	84	6	0	3	9	36	77	1	114	2	1	3	6	213
08:45	1	53	29	83	4	0	2	6	43	55	0	98	4	0	0	4	191
Total	2	253	97	352	22	0	15	37	166	257	4	427	9	1	8	18	834
Grand Total	2	362	140	504	38	1	22	61	267	545	5	817	18	1	12	31	1413
Apprch %	0.4	71.8	27.8		62.3	1.6	36.1		32.7	66.7	0.6		58.1	3.2	38.7		
Total %	0.1	25.6	9.9	35.7	2.7	0.1	1.6	4.3	18.9	38.6	0.4	57.8	1.3	0.1	0.8	2.2	

	MAIRINERS ISLAND BL Southbound				REEF DR Westbound				MAIRINERS ISLAND BL Northbound				APARTMENT COMPLEX D/W 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 08:00																	
08:00	0	**68**	24	92	**7**	0	**5**	**12**	41	62	**3**	106	0	0	1	1	211
08:15	0	67	26	**93**	5	0	5	10	**46**	63	0	109	3	0	**4**	**7**	**219**
08:30	**1**	65	18	84	6	0	3	9	36	**77**	1	**114**	2	**1**	3	6	213
08:45	1	53	**29**	83	4	0	2	6	43	55	0	98	**4**	0	0	4	191
Total Volume	2	253	97	352	22	0	15	37	166	257	4	427	9	1	8	18	834
% App. Total	0.6	71.9	27.6		59.5	0	40.5		38.9	60.2	0.9		50	5.6	44.4		
PHF	.500	.930	.836	.946	.786	.000	.750	.771	.902	.834	.333	.936	.563	.250	.500	.643	.952



MARKS TRAFFIC DATA
mietekm@comcast.net
916.806.0250

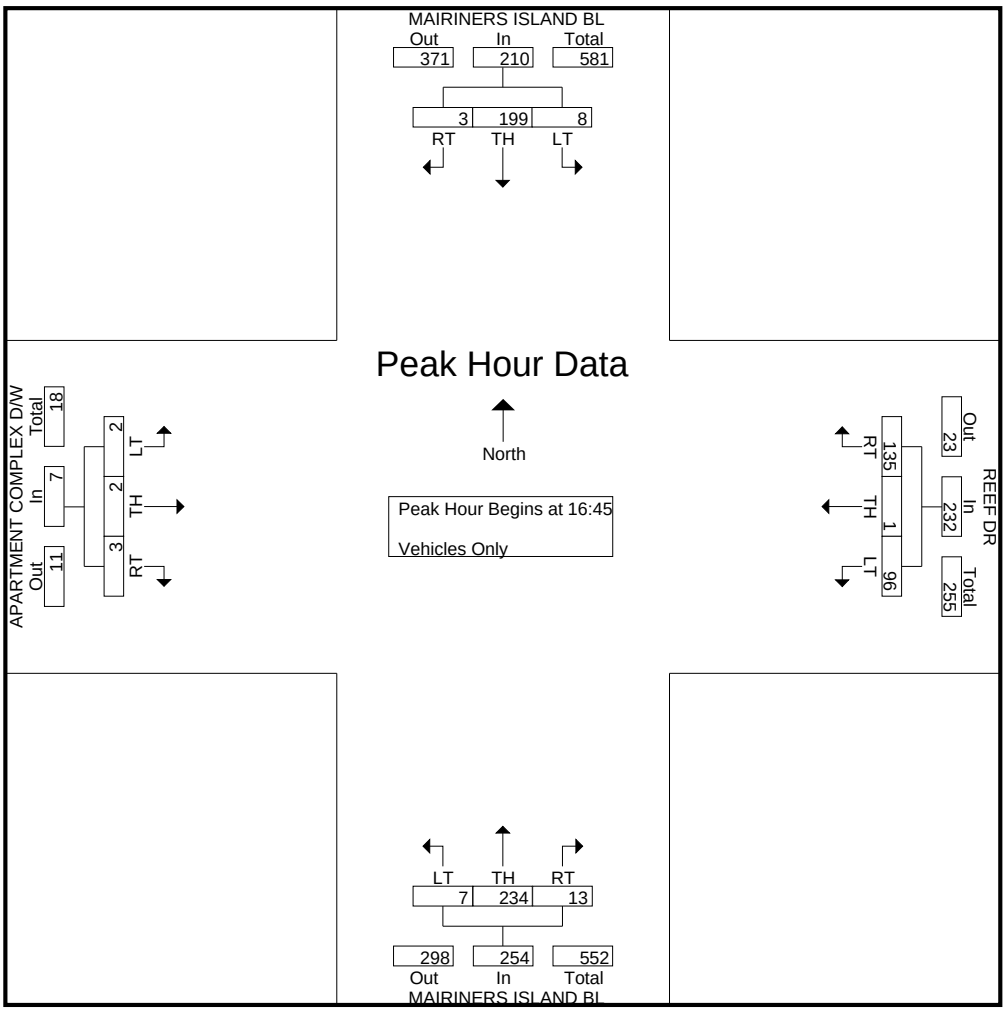
CITY OF SAN MATEO

File Name : mariners island-reef-p
Site Code : 23
Start Date : 2/29/2012
Page No : 1

Groups Printed- Vehicles Only

	MAIRINERS ISLAND BL Southbound				REEF DR Westbound				MAIRINERS ISLAND BL Northbound				APARTMENT COMPLEX D/W 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	0	32	1	33	9	0	11	20	4	41	4	49	2	0	0	2	104
16:15	0	35	6	41	9	0	12	21	4	39	2	45	3	1	1	5	112
16:30	0	32	2	34	18	0	13	31	4	43	2	49	0	0	0	0	114
16:45	1	48	2	51	27	1	15	43	3	55	0	58	3	0	1	4	156
Total	1	147	11	159	63	1	51	115	15	178	8	201	8	1	2	11	486
17:00	0	56	3	59	41	0	31	72	3	61	1	65	0	0	0	0	196
17:15	1	51	2	54	33	0	26	59	4	57	5	66	0	1	0	1	180
17:30	1	44	1	46	34	0	24	58	3	61	1	65	0	1	1	2	171
17:45	1	50	2	53	15	0	17	32	1	48	3	52	2	0	1	3	140
Total	3	201	8	212	123	0	98	221	11	227	10	248	2	2	2	6	687
Grand Total	4	348	19	371	186	1	149	336	26	405	18	449	10	3	4	17	1173
Apprch %	1.1	93.8	5.1		55.4	0.3	44.3		5.8	90.2	4		58.8	17.6	23.5		
Total %	0.3	29.7	1.6	31.6	15.9	0.1	12.7	28.6	2.2	34.5	1.5	38.3	0.9	0.3	0.3	1.4	

	MAIRINERS ISLAND BL Southbound				REEF DR Westbound				MAIRINERS ISLAND BL Northbound				APARTMENT COMPLEX D/W 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 16:45																	
16:45	**1**	48	2	51	27	**1**	15	43	3	55	0	58	**3**	0	**1**	**4**	156
17:00	0	**56**	**3**	**59**	**41**	0	**31**	**72**	3	**61**	1	65	0	0	0	0	**196**
17:15	1	51	2	54	33	0	26	59	**4**	57	**5**	**66**	0	**1**	0	1	180
17:30	1	44	1	46	34	0	24	58	3	61	1	65	0	1	1	2	171
Total Volume	3	199	8	210	135	1	96	232	13	234	7	254	3	2	2	7	703
% App. Total	1.4	94.8	3.8		58.2	0.4	41.4		5.1	92.1	2.8		42.9	28.6	28.6		
PHF	.750	.888	.667	.890	.823	.250	.774	.806	.813	.959	.350	.962	.250	.500	.500	.438	.897



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 24AM FINAL
Site Code : 00000024
Start Date : 5/10/2012
Page No : 1

Groups Printed- Vehicles - Motor Bikes

	FOSTER CITY BLVD Southbound					MARLIN AVE Westbound					FOSTER CITY BLVD Northbound					MARLIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	12	10	1	29	58	7	0	1	66	1	39	5	5	50	0	4	18	0	22	167
07:15 AM	4	12	12	0	28	73	10	0	1	84	0	51	4	2	57	1	7	32	3	43	212
07:30 AM	11	12	13	3	39	83	9	1	0	93	0	43	1	4	48	4	7	34	3	48	228
07:45 AM	20	31	36	9	96	81	3	1	2	87	3	55	6	4	68	3	20	29	4	56	307
Total	41	67	71	13	192	295	29	2	4	330	4	188	16	15	223	8	38	113	10	169	914
08:00 AM	12	37	70	5	124	80	19	3	4	106	9	93	15	7	124	10	55	41	6	112	466
08:15 AM	25	28	45	1	99	82	42	5	2	131	1	123	18	3	145	12	14	22	2	50	425
08:30 AM	16	19	24	2	61	62	16	4	7	89	1	50	3	2	56	0	8	19	4	31	237
08:45 AM	12	17	23	1	53	62	13	0	5	80	2	52	7	1	62	7	7	20	3	37	232
Total	65	101	162	9	337	286	90	12	18	406	13	318	43	13	387	29	84	102	15	230	1360
Grand Total	106	168	233	22	529	581	119	14	22	736	17	506	59	28	610	37	122	215	25	399	2274
Apprch %	20	31.8	44	4.2		78.9	16.2	1.9	3		2.8	83	9.7	4.6		9.3	30.6	53.9	6.3		
Total %	4.7	7.4	10.2	1	23.3	25.5	5.2	0.6	1	32.4	0.7	22.3	2.6	1.2	26.8	1.6	5.4	9.5	1.1	17.5	
Vehicles	106	168	232	22	528	581	119	14	22	736	17	505	59	28	609	37	122	215	25	399	2272
% Vehicles	100	100	99.6	100	99.8	100	100	100	100	100	100	99.8	100	100	99.8	100	100	100	100	100	99.9
Motor Bikes	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Motor Bikes	0	0	0.4	0	0.2	0	0	0	0	0	0	0.2	0	0	0.2	0	0	0	0	0	0.1

	FOSTER CITY BLVD Southbound					MARLIN AVE Westbound					FOSTER CITY BLVD Northbound					MARLIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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	20	31	36	**9**	96	81	3	1	2	87	3	55	6	4	68	3	20	29	4	56	307
08:00 AM	12	**37**	**70**	5	**124**	80	19	3	4	106	**9**	93	15	**7**	124	10	**55**	**41**	**6**	**112**	**466**
08:15 AM	**25**	28	45	1	99	**82**	**42**	**5**	2	**131**	1	**123**	**18**	3	**145**	**12**	14	22	2	50	425
08:30 AM	16	19	24	2	61	62	16	4	**7**	89	1	50	3	2	56	0	8	19	4	31	237
Total Volume	73	115	175	17	380	305	80	13	15	413	14	321	42	16	393	25	97	111	16	249	1435
% App. Total	19.2	30.3	46.1	4.5		73.8	19.4	3.1	3.6		3.6	81.7	10.7	4.1		10	39	44.6	6.4		
PHF	.730	.777	.625	.472	.766	.930	.476	.650	.536	.788	.389	.652	.583	.571	.678	.521	.441	.677	.667	.556	.770

Traffic Data Service

Campbell, CA

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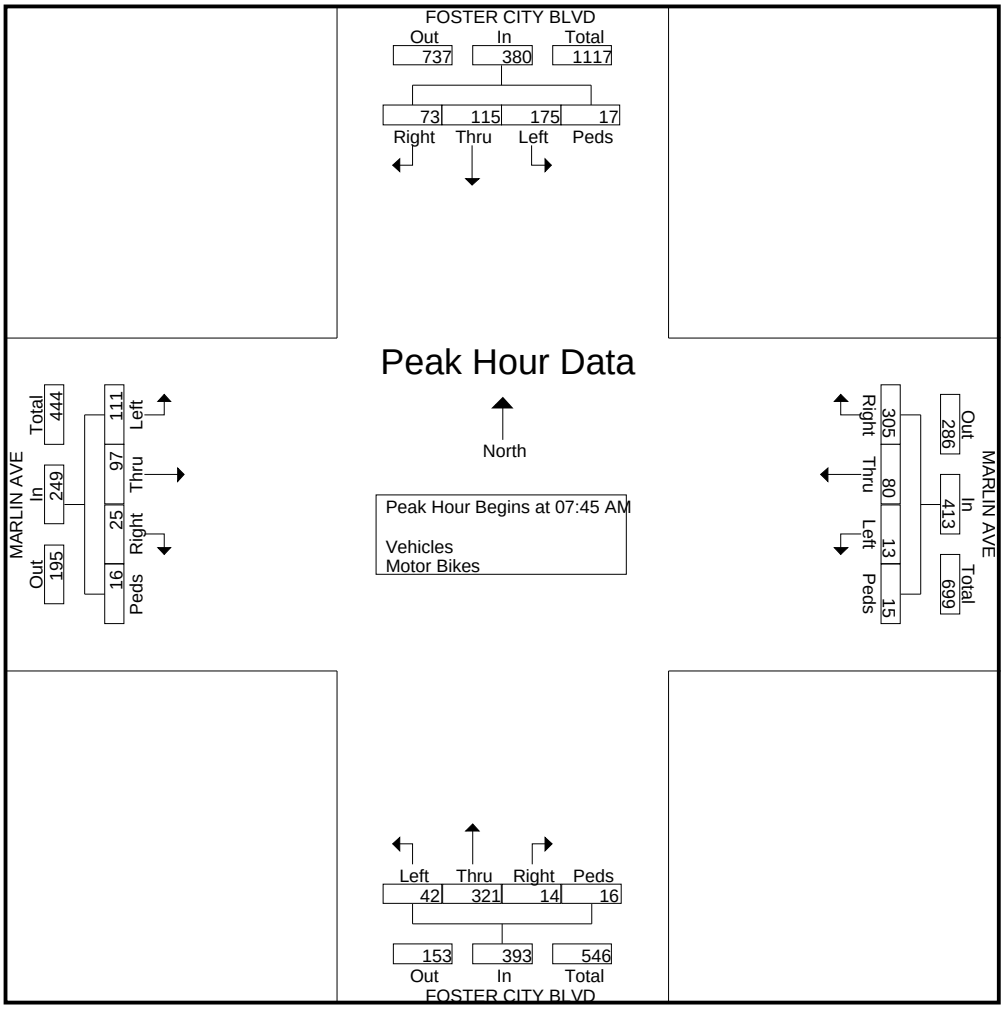
File Name : 24AM FINAL
Site Code : 00000024
Start Date : 5/10/2012
Page No : 2



Traffic Data Service

Campbell, CA
(408) 377-2988
tdsbay@cs.com

File Name : 24PM FINAL
Site Code : 00000024
Start Date : 5/10/2012
Page No : 1

Groups Printed- Vehicles - Motor Bikes

	FOSTER CITY BLVD Southbound					MARLIN AVE Westbound					FOSTER CITY BLVD Northbound					MARLIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	15	29	49	5	98	26	15	3	1	45	2	29	2	4	37	5	13	15	5	38	218
04:15 PM	17	38	43	2	100	26	13	0	1	40	2	22	3	4	31	5	18	10	9	42	213
04:30 PM	19	32	61	1	113	29	25	1	1	56	1	25	8	3	37	9	16	16	6	47	253
04:45 PM	17	50	69	1	137	35	13	2	0	50	5	13	7	9	34	5	21	15	13	54	275
Total	68	149	222	9	448	116	66	6	3	191	10	89	20	20	139	24	68	56	33	181	959
05:00 PM	14	33	64	5	116	30	15	1	0	46	3	20	7	3	33	13	20	29	7	69	264
05:15 PM	23	46	58	4	131	25	13	3	3	44	3	18	8	3	32	4	19	33	7	63	270
05:30 PM	24	35	81	1	141	45	13	2	1	61	2	19	4	2	27	8	22	18	2	50	279
05:45 PM	23	62	96	3	184	36	16	2	6	60	2	27	8	4	41	5	32	20	3	60	345
Total	84	176	299	13	572	136	57	8	10	211	10	84	27	12	133	30	93	100	19	242	1158
Grand Total	152	325	521	22	1020	252	123	14	13	402	20	173	47	32	272	54	161	156	52	423	2117
Apprch %	14.9	31.9	51.1	2.2		62.7	30.6	3.5	3.2		7.4	63.6	17.3	11.8		12.8	38.1	36.9	12.3		
Total %	7.2	15.4	24.6	1	48.2	11.9	5.8	0.7	0.6	19	0.9	8.2	2.2	1.5	12.8	2.6	7.6	7.4	2.5	20	
Vehicles	152	321	521	22	1016	250	123	14	13	400	20	173	47	32	272	54	159	154	52	419	2107
% Vehicles	100	98.8	100	100	99.6	99.2	100	100	100	99.5	100	100	100	100	100	100	98.8	98.7	100	99.1	99.5
Motor Bikes	0	4	0	0	4	2	0	0	0	2	0	0	0	0	0	0	2	2	0	4	10
% Motor Bikes	0	1.2	0	0	0.4	0.8	0	0	0	0.5	0	0	0	0	0	0	1.2	1.3	0	0.9	0.5

	FOSTER CITY BLVD Southbound					MARLIN AVE Westbound					FOSTER CITY BLVD Northbound					MARLIN AVE Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
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	14	33	64	**5**	116	30	15	1	0	46	**3**	20	7	3	33	**13**	20	29	**7**	**69**	264
05:15 PM	23	46	58	4	131	25	13	**3**	3	44	3	18	**8**	3	32	4	19	**33**	7	63	270
05:30 PM	**24**	35	81	1	141	**45**	13	2	1	**61**	2	19	4	2	27	8	22	18	2	50	279
05:45 PM	23	**62**	**96**	3	**184**	36	**16**	2	**6**	60	2	**27**	8	**4**	**41**	5	**32**	20	3	60	**345**
Total Volume	84	176	299	13	572	136	57	8	10	211	10	84	27	12	133	30	93	100	19	242	1158
% App. Total	14.7	30.8	52.3	2.3		64.5	27	3.8	4.7		7.5	63.2	20.3	9		12.4	38.4	41.3	7.9		
PHF	.875	.710	.779	.650	.777	.756	.891	.667	.417	.865	.833	.778	.844	.750	.811	.577	.727	.758	.679	.877	.839

Traffic Data Service

Campbell, CA

(408) 377-2988

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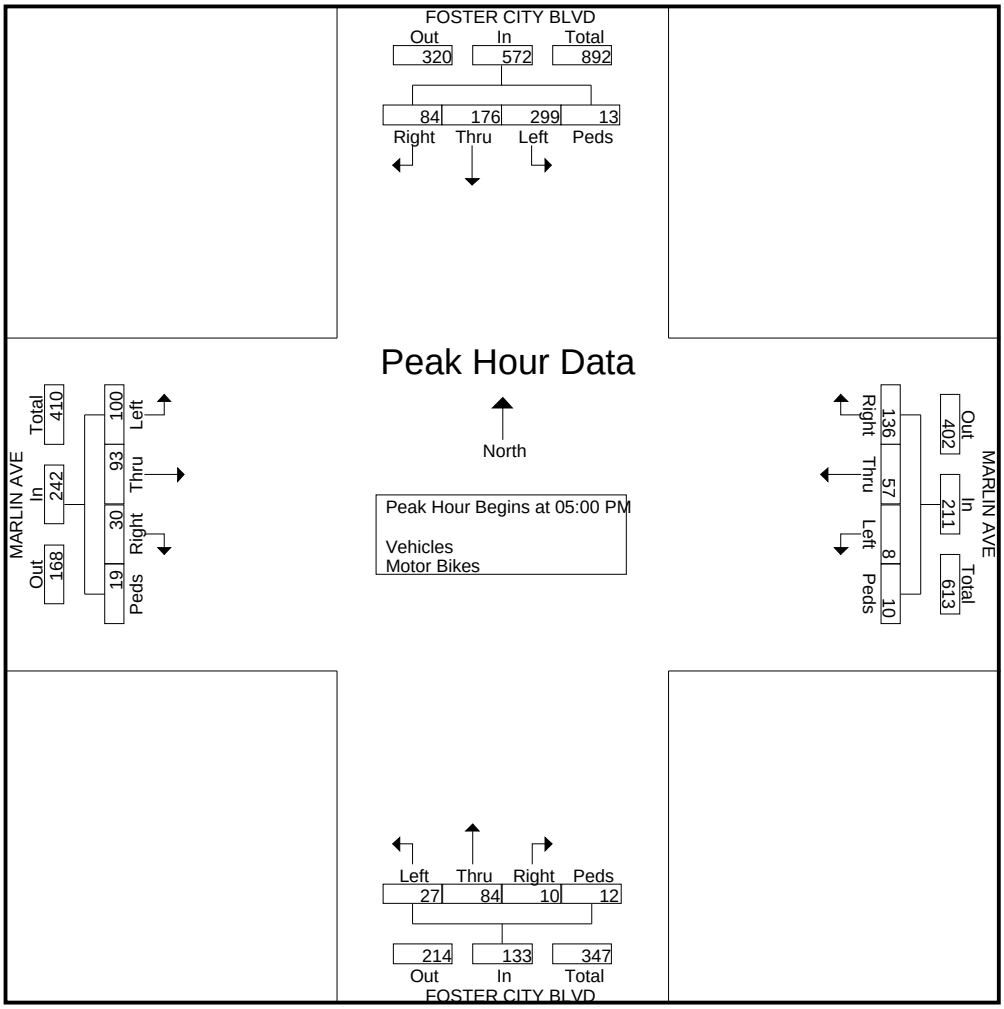
File Name : 24PM FINAL
Site Code : 00000024
Start Date : 5/10/2012
Page No : 2



MARKS TRAFFIC DATA
mietekm@comcast.net
916.806.0250

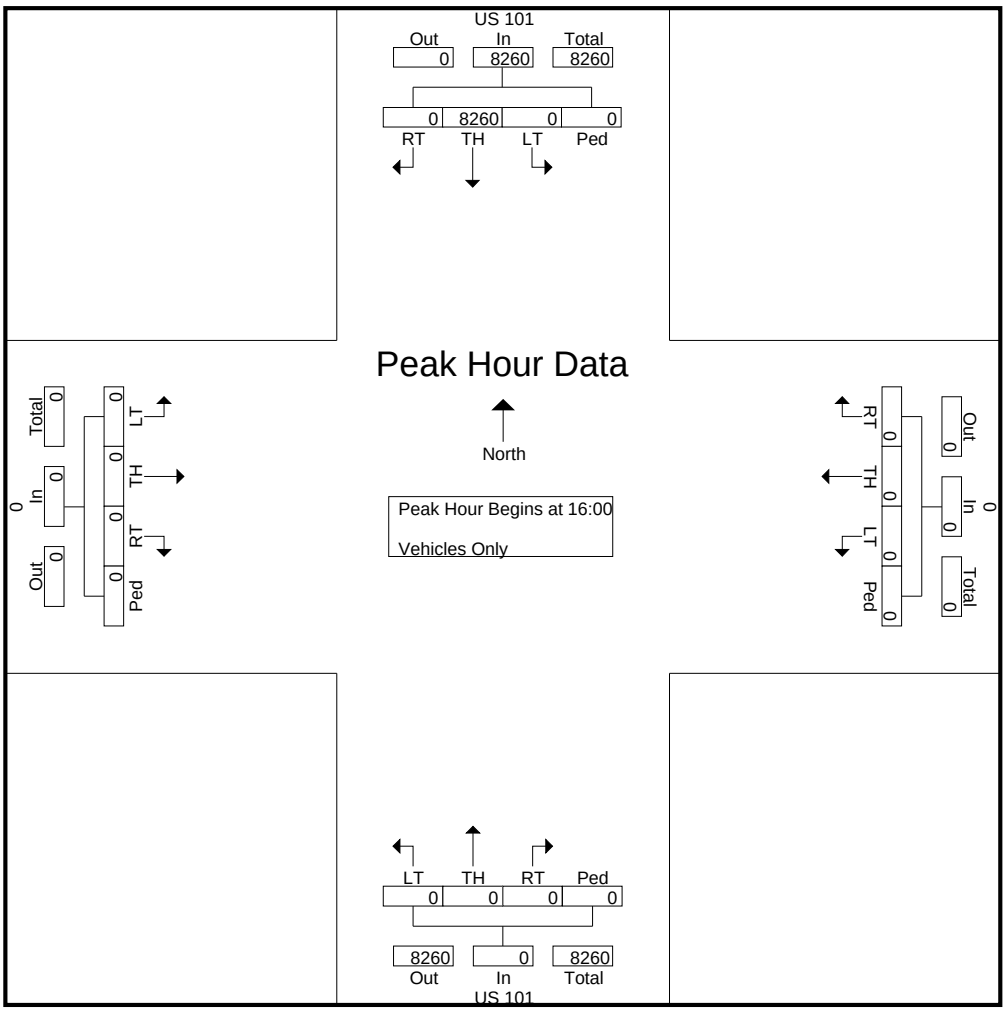
CITY OF SAN MATEO
Mainline counts
US 101 n/o E. 3rd Ave.

File Name : 101 at 3rd redo
Site Code : 101-1
Start Date : 4/26/2012
Page No : 1

Groups Printed- Vehicles Only

	US 101 Southbound					0 Westbound					US 101 Northbound					0 Eastbound					
Start Time	RT	TH	LT	Ped	App. Total	RT	TH	LT	Ped	App. Total	RT	TH	LT	Ped	App. Total	RT	TH	LT	Ped	App. Total	Int. Total
16:00	0	2204	0	0	2204	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2204
16:15	0	2107	0	0	2107	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2107
16:30	0	1972	0	0	1972	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1972
16:45	0	1977	0	0	1977	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1977
Total	0	8260	0	0	8260	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8260
17:00	0	2052	0	0	2052	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2052
17:15	0	2052	0	0	2052	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2052
17:30	0	1997	0	0	1997	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1997
17:45	0	1828	0	0	1828	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1828
Total	0	7929	0	0	7929	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7929
Grand Total	0	16189	0	0	16189	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16189
Apprch %	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
Total %	0	100	0	0	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

	US 101 Southbound					0 Westbound					US 101 Northbound					0 Eastbound					
Start Time	RT	TH	LT	Ped	App. Total	RT	TH	LT	Ped	App. Total	RT	TH	LT	Ped	App. Total	RT	TH	LT	Ped	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	**2204**	0	0	**2204**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2204**
16:15	0	2107	0	0	2107	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2107
16:30	0	1972	0	0	1972	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1972
16:45	0	1977	0	0	1977	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1977
Total Volume	0	8260	0	0	8260	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8260
% App. Total	0	100	0	0		0	0	0	0		0	0	0	0		0	0	0	0		
PHF	.000	.937	.000	.000	.937	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.937



Study Name FOSTER CITY "B" SOUTHBOUND
Start Date 05/10/2012
Start Time 7:00 AM
Site Code

Channel	Lane 1
Direction	Southbound
7:00 AM	2235
7:15 AM	2308
7:30 AM	2145
7:45 AM	2055
8:00 AM	2138
8:15 AM	2148
8:30 AM	2162
8:45 AM	2187
4:00 PM	2237
4:15 PM	2273
4:30 PM	2152
4:45 PM	2283
5:00 PM	2197
5:15 PM	2076
5:30 PM	2050
5:45 PM	2229

Study Name FOSTER CITY "C" SOUTHBOUND
Start Date 05/10/2012
Start Time 7:00 AM
Site Code

Channel	Lane 1
Direction	Southbound
7:00 AM	2159
7:15 AM	1960
7:30 AM	1938
7:45 AM	1833
8:00 AM	1549
8:15 AM	1752
8:30 AM	1616
8:45 AM	1487
4:00 PM	1963
4:15 PM	1899
4:30 PM	1946
4:45 PM	1903
5:00 PM	2017
5:15 PM	2020
5:30 PM	1932
5:45 PM	1936

MARKS TRAFFIC DATA
mietekm@comcast.net
916.806.0250

CITY OF SAN MATEO
Mainline counts
US 101 s/o E. Hillsdale Blvd.

File Name : 101 at hillsdale
Site Code : 101-4
Start Date : 3/8/2012
Page No : 1

Groups Printed- Vehicles Only

	US 101 Southbound				0 Westbound				US 101 Northbound				0 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	2224	0	2224	0	0	0	0	0	1653	0	1653	0	0	0	0	3877
07:15	0	2185	0	2185	0	0	0	0	0	1834	0	1834	0	0	0	0	4019
07:30	0	2162	0	2162	0	0	0	0	0	1914	0	1914	0	0	0	0	4076
07:45	0	2137	0	2137	0	0	0	0	0	1777	0	1777	0	0	0	0	3914
Total	0	8708	0	8708	0	0	0	0	0	7178	0	7178	0	0	0	0	15886
08:00	0	2163	0	2163	0	0	0	0	0	1774	0	1774	0	0	0	0	3937
08:15	0	2098	0	2098	0	0	0	0	0	1870	0	1870	0	0	0	0	3968
08:30	0	2162	0	2162	0	0	0	0	0	1868	0	1868	0	0	0	0	4030
08:45	0	2159	0	2159	0	0	0	0	0	1738	0	1738	0	0	0	0	3897
Total	0	8582	0	8582	0	0	0	0	0	7250	0	7250	0	0	0	0	15832
*** BREAK ***																	
16:00	0	2004	0	2004	0	0	0	0	0	2118	0	2118	0	0	0	0	4122
16:15	0	2118	0	2118	0	0	0	0	0	2142	0	2142	0	0	0	0	4260
16:30	0	2020	0	2020	0	0	0	0	0	2169	0	2169	0	0	0	0	4189
16:45	0	2145	0	2145	0	0	0	0	0	2113	0	2113	0	0	0	0	4258
Total	0	8287	0	8287	0	0	0	0	0	8542	0	8542	0	0	0	0	16829
17:00	0	2180	0	2180	0	0	0	0	0	2224	0	2224	0	0	0	0	4404
17:15	0	2110	0	2110	0	0	0	0	0	2119	0	2119	0	0	0	0	4229
17:30	0	2002	0	2002	0	0	0	0	0	1831	0	1831	0	0	0	0	3833
17:45	0	2002	0	2002	0	0	0	0	0	1920	0	1920	0	0	0	0	3922
Total	0	8294	0	8294	0	0	0	0	0	8094	0	8094	0	0	0	0	16388
Grand Total	0	33871	0	33871	0	0	0	0	0	31064	0	31064	0	0	0	0	64935
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	52.2	0	52.2	0	0	0	0	0	47.8	0	47.8	0	0	0	0	

	US 101 Southbound				0 Westbound				US 101 Northbound				0 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 07:15																	
07:15	0	**2185**	0	**2185**	0	0	0	0	0	1834	0	1834	0	0	0	0	4019
07:30	0	2162	0	2162	0	0	0	0	0	**1914**	0	**1914**	0	0	0	0	**4076**
07:45	0	2137	0	2137	0	0	0	0	0	1777	0	1777	0	0	0	0	3914
08:00	0	2163	0	2163	0	0	0	0	0	1774	0	1774	0	0	0	0	3937
Total Volume	0	8647	0	8647	0	0	0	0	0	7299	0	7299	0	0	0	0	15946
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.989	.000	.989	.000	.000	.000	.000	.000	.953	.000	.953	.000	.000	.000	.000	.978
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:15																	
16:15	0	2118	0	2118	0	0	0	0	0	2142	0	2142	0	0	0	0	4260
16:30	0	2020	0	2020	0	0	0	0	0	2169	0	2169	0	0	0	0	4189
16:45	0	2145	0	2145	0	0	0	0	0	2113	0	2113	0	0	0	0	4258
17:00	0	**2180**	0	**2180**	0	0	0	0	0	**2224**	0	**2224**	0	0	0	0	**4404**
Total Volume	0	8463	0	8463	0	0	0	0	0	8648	0	8648	0	0	0	0	17111
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.971	.000	.971	.000	.000	.000	.000	.000	.972	.000	.972	.000	.000	.000	.000	.971

MARKS TRAFFIC DATA
mietekm@comcast.net
916.806.0250

CITY OF SAN MATEO
Mainline counts
SR 92 e/o Foster City Blvd.

File Name : 92 at foster city
Site Code : 92-7
Start Date : 3/8/2012
Page No : 1

Groups Printed- Vehicles Only

	0 Southbound				SR 92 Westbound				0 Northbound				SR 92 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	0	0	0	0	1294	0	1294	0	0	0	0	0	562	0	562	1856
07:15	0	0	0	0	0	1358	0	1358	0	0	0	0	0	583	0	583	1941
07:30	0	0	0	0	0	1342	0	1342	0	0	0	0	0	617	0	617	1959
07:45	0	0	0	0	0	1366	0	1366	0	0	0	0	0	586	0	586	1952
Total	0	0	0	0	0	5360	0	5360	0	0	0	0	0	2348	0	2348	7708
08:00	0	0	0	0	0	1245	0	1245	0	0	0	0	0	653	0	653	1898
08:15	0	0	0	0	0	1270	0	1270	0	0	0	0	0	622	0	622	1892
08:30	0	0	0	0	0	1270	0	1270	0	0	0	0	0	604	0	604	1874
08:45	0	0	0	0	0	1294	0	1294	0	0	0	0	0	540	0	540	1834
Total	0	0	0	0	0	5079	0	5079	0	0	0	0	0	2419	0	2419	7498
*** BREAK ***																	
16:00	0	0	0	0	0	537	0	537	0	0	0	0	0	1246	0	1246	1783
16:15	0	0	0	0	0	600	0	600	0	0	0	0	0	1262	0	1262	1862
16:30	0	0	0	0	0	617	0	617	0	0	0	0	0	1162	0	1162	1779
16:45	0	0	0	0	0	668	0	668	0	0	0	0	0	1199	0	1199	1867
Total	0	0	0	0	0	2422	0	2422	0	0	0	0	0	4869	0	4869	7291
17:00	0	0	0	0	0	651	0	651	0	0	0	0	0	1265	0	1265	1916
17:15	0	0	0	0	0	739	0	739	0	0	0	0	0	1137	0	1137	1876
17:30	0	0	0	0	0	627	0	627	0	0	0	0	0	1092	0	1092	1719
17:45	0	0	0	0	0	628	0	628	0	0	0	0	0	1219	0	1219	1847
Total	0	0	0	0	0	2645	0	2645	0	0	0	0	0	4713	0	4713	7358
Grand Total	0	0	0	0	0	15506	0	15506	0	0	0	0	0	14349	0	14349	29855
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	51.9	0	51.9	0	0	0	0	0	48.1	0	48.1	

	0 Southbound				SR 92 Westbound				0 Northbound				SR 92 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 07:15																	
07:15	0	0	0	0	0	1358	0	1358	0	0	0	0	0	583	0	583	1941
07:30	0	0	0	0	0	1342	0	1342	0	0	0	0	0	617	0	617	**1959**
07:45	0	0	0	0	0	**1366**	0	**1366**	0	0	0	0	0	586	0	586	1952
08:00	0	0	0	0	0	1245	0	1245	0	0	0	0	0	**653**	0	**653**	1898
Total Volume	0	0	0	0	0	5311	0	5311	0	0	0	0	0	2439	0	2439	7750
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.972	.000	.972	.000	.000	.000	.000	.000	.934	.000	.934	.989
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 16:30																	
16:30	0	0	0	0	0	617	0	617	0	0	0	0	0	1162	0	1162	1779
16:45	0	0	0	0	0	668	0	668	0	0	0	0	0	1199	0	1199	1867
17:00	0	0	0	0	0	651	0	651	0	0	0	0	0	**1265**	0	**1265**	**1916**
17:15	0	0	0	0	0	**739**	0	**739**	0	0	0	0	0	1137	0	1137	1876
Total Volume	0	0	0	0	0	2675	0	2675	0	0	0	0	0	4763	0	4763	7438
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.905	.000	.905	.000	.000	.000	.000	.000	.941	.000	.941	.971

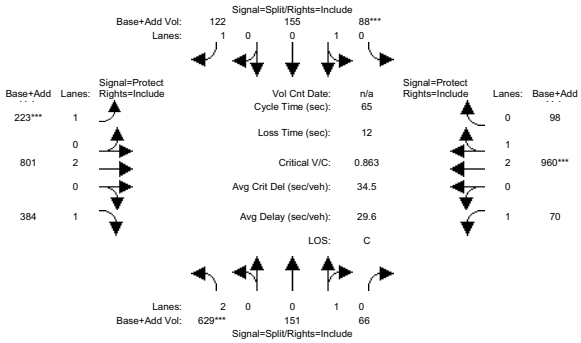
APPENDIX C:
ISOLATED INTERSECTION ANALYSIS RESULTS

EXISTING AND EXISTING PLUS PROJECT CONDITIONS

Gilead Sciences
SF12-0606

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

Intersection #1: Norfolk St/East Third Ave



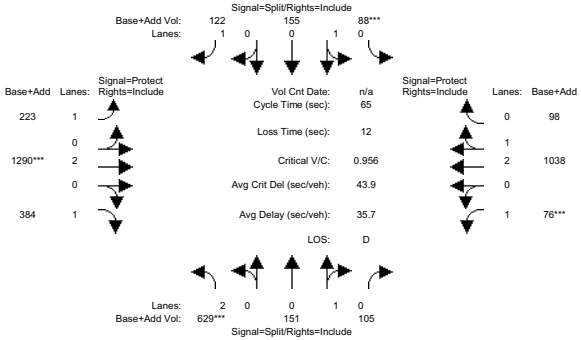
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Volume Module:																
Base Vol:	629		151	66	88		155	122	223		801	384	70		960	98
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	629		151	66	88		155	122	223		801	384	70		960	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:	629		151	66	88		155	122	223		801	384	70		960	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:	691		166	73	97		170	134	245		880	422	77		1055	108
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	691		166	73	97		170	134	245		880	422	77		1055	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:	691		166	73	97		170	134	245		880	422	77		1055	108
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.95	0.95	0.98		0.98	0.84	0.95		0.95	0.81	0.95		0.90	0.89
Lanes:	2.00		0.69	0.31	0.36		0.64	1.00	1.00		2.00	1.00	1.00		2.72	0.28
Final Sat.:	3502		1259	550	676		1190	1589	1805		3610	1546	1805		4639	474
Capacity Analysis Module:																
Vol/Sat:	0.20		0.13	0.13	0.14		0.14	0.08	0.14		0.24	0.27	0.04		0.23	0.23
Crit Moves:	****				****				****						****	
Green/Cycle:	0.23		0.23	0.23	0.17		0.17	0.17	0.16		0.36	0.36	0.06		0.26	0.26
Volume/Cap:	0.86		0.58	0.58	0.86		0.86	0.51	0.86		0.67	0.75	0.75		0.86	0.86
Delay/Veh:	33.7		24.3	24.3	47.7		47.7	26.3	49.5		18.7	23.6	56.2		28.8	28.8
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:	33.7		24.3	24.3	47.7		47.7	26.3	49.5		18.7	23.6	56.2		28.8	28.8
LOS by Move:	C		C	C	D		D	C	D		B	C	E		C	C
HCM2kAvgQ:	10		5	5	8		8	3	8		9	9	3		12	11

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

Gilead Sciences
SF12-0606

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

Intersection #1: Norfolk St/East Third Ave



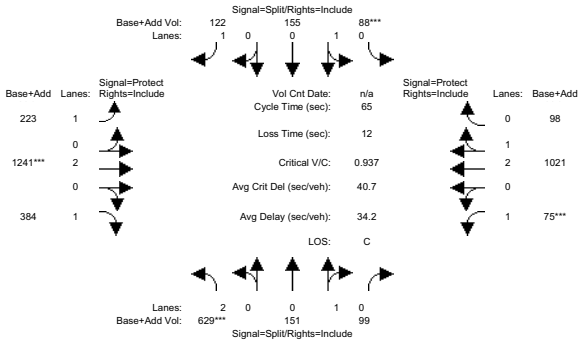
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Volume Module:																
Base Vol:	629		151	66	88		155	122	223		801	384	70		960	98
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	629		151	66	88		155	122	223		801	384	70		960	98
Added Vol:	0		0	39	0		0	0	0		489	0	6		78	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	629		151	105	88		155	122	223		1290	384	76		1038	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:	691		166	115	97		170	134	245		1418	422	84		1141	108
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	691		166	115	97		170	134	245		1418	422	84		1141	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:	691		166	115	97		170	134	245		1418	422	84		1141	108
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.94	0.93	0.98		0.98	0.84	0.95		0.95	0.81	0.95		0.90	0.89
Lanes:	2.00		0.59	0.41	0.36		0.64	1.00	1.00		2.00	1.00	1.00		2.74	0.26
Final Sat.:	3502		1049	729	676		1190	1589	1805		3610	1546	1805		4676	441
Capacity Analysis Module:																
Vol/Sat:	0.20		0.16	0.16	0.14		0.14	0.08	0.14		0.39	0.27	0.05		0.24	0.24
Crit Moves:	****				****						****		****			
Green/Cycle:	0.21		0.21	0.21	0.15		0.15	0.15	0.16		0.41	0.41	0.05		0.29	0.29
Volume/Cap:	0.96		0.77	0.77	0.96		0.96	0.56	0.83		0.96	0.66	0.96		0.83	0.83
Delay/Veh:	48.7		33.6	33.6	69.2		69.2	28.8	43.5		32.8	18.2	112.3		25.3	25.3
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	48.7		33.6	33.6	69.2		69.2	28.8	43.5		32.8	18.2	112.3		25.3	25.3
LOS by Move:	D		C	C	E		E	C	D		C	B	F		C	C
HCM2kAvgQ:	12		7	7	10		10	3	7		21	8	5		11	11

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

Gilead Sciences
SF12-0606

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

Intersection #1: Norfolk St/East Third Ave



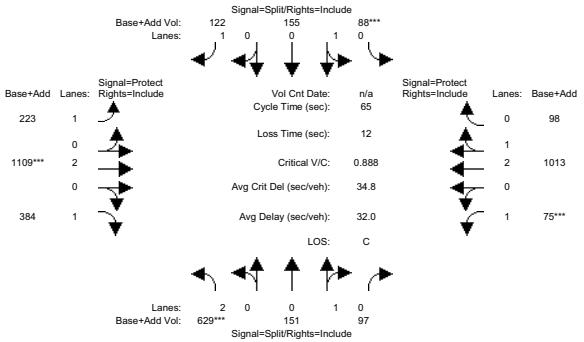
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	629	151	66	88	155	122	223	801	384	70	960	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	629	151	66	88	155	122	223	801	384	70	960	98
Added Vol:	0	0	33	0	0	0	0	440	0	5	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	629	151	99	88	155	122	223	1241	384	75	1021	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:	691	166	109	97	170	134	245	1364	422	82	1122	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	691	166	109	97	170	134	245	1364	422	82	1122	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:	691	166	109	97	170	134	245	1364	422	82	1122	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.93	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.89
Lanes:	2.00	0.60	0.40	0.36	0.64	1.00	1.00	2.00	1.00	1.00	2.74	0.26
Final Sat.:	3502	1077	706	676	1190	1589	1805	3610	1546	1805	4669	448
Capacity Analysis Module:												
Vol/Sat:	0.20	0.15	0.15	0.14	0.14	0.08	0.14	0.38	0.27	0.05	0.24	0.24
Crit Moves:	****			****				****		****		
Green/Cycle:	0.21	0.21	0.21	0.15	0.15	0.15	0.16	0.40	0.40	0.05	0.29	0.29
Volume/Cap:	0.94	0.73	0.73	0.94	0.94	0.55	0.83	0.94	0.68	0.94	0.83	0.83
Delay/Veh:	44.6	31.1	31.1	64.0	64.0	28.2	44.2	30.3	18.9	105.8	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	31.1	31.1	64.0	64.0	28.2	44.2	30.3	18.9	105.8	25.8	25.8
LOS by Move:	D	C	C	E	E	C	D	C	B	F	C	C
HCM2kAvgQ:	12	7	7	10	10	3	8	19	8	4	11	11

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

Gilead Sciences
SF12-0606

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

Intersection #1: Norfolk St/East Third Ave



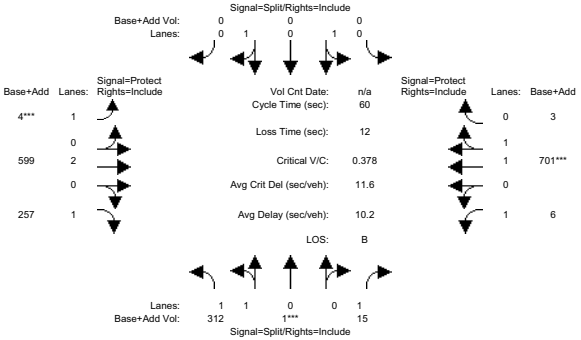
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	629	151	66	88	155	122	223	801	384	70	960	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	629	151	66	88	155	122	223	801	384	70	960	98
Added Vol:	0	0	31	0	0	0	0	308	0	5	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	629	151	97	88	155	122	223	1109	384	75	1013	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:	691	166	107	97	170	134	245	1219	422	82	1113	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	691	166	107	97	170	134	245	1219	422	82	1113	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:	691	166	107	97	170	134	245	1219	422	82	1113	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.93	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.89
Lanes:	2.00	0.61	0.39	0.36	0.64	1.00	1.00	2.00	1.00	1.00	2.73	0.27
Final Sat.:	3502	1086	697	676	1190	1589	1805	3610	1546	1805	4666	451
Capacity Analysis Module:												
Vol/Sat:	0.20	0.15	0.15	0.14	0.14	0.08	0.14	0.34	0.27	0.05	0.24	0.24
Crit Moves:	****			****				****		****		
Green/Cycle:	0.22	0.22	0.22	0.16	0.16	0.16	0.16	0.38	0.38	0.05	0.28	0.28
Volume/Cap:	0.89	0.69	0.69	0.89	0.89	0.52	0.87	0.89	0.72	0.89	0.87	0.87
Delay/Veh:	36.6	28.2	28.2	52.4	52.4	26.9	50.2	26.2	21.4	89.0	28.4	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	28.2	28.2	52.4	52.4	26.9	50.2	26.2	21.4	89.0	28.4	28.4
LOS by Move:	D	C	C	D	D	C	D	C	C	F	C	C
HCM2kAvgQ:	11	6	6	9	9	3	8	16	9	4	12	12

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

Gilead Sciences
SF12-0606

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

Intersection #2: Mariners Island Blvd/East Third Ave



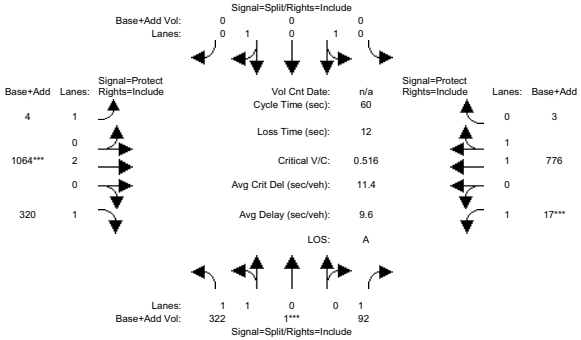
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	312	1	15		0	0	0		4	599	257		6	701	3	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	312	1	15		0	0	0		4	599	257		6	701	3	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	312	1	15		0	0	0		4	599	257		6	701	3	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	322	1	15		0	0	0		4	618	265		6	723	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	322	1	15		0	0	0		4	618	265		6	723	3	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	322	1	15		0	0	0		4	618	265		6	723	3	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.86	0.86	0.85		0.95	0.95	0.95		0.95	0.95	0.85		0.95	0.95	0.95	
Lanes:	1.99	0.01	1.00		0.00	0.00	2.00		1.00	2.00	1.00		1.00	1.99	0.01	
Final Sat.:	3246	10	1614		0	0	3610		1805	3610	1615		1805	3591	15	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.10	0.01		0.00	0.00	0.00		0.00	0.17	0.16		0.00	0.20	0.20	
Crit Moves:		****							****					****		
Green/Cycle:	0.26	0.26	0.26		0.00	0.00	0.00		0.01	0.53	0.53		0.01	0.53	0.53	
Volume/Cap:	0.38	0.38	0.04		0.00	0.00	0.00		0.38	0.32	0.31		0.32	0.38	0.38	
Delay/Veh:	18.4	18.4	16.5		0.0	0.0	0.0		50.3	8.2	8.2		39.1	8.4	8.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	18.4	18.4	16.5		0.0	0.0	0.0		50.3	8.2	8.2		39.1	8.4	8.4	
LOS by Move:	B	B	B		A	A	A		D	A	A		D	A	A	
HCM2kAvgQ:	3	3	0		0	0	0		0	4	3		0	4	4	

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

Gilead Sciences
SF12-0606

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

Intersection #2: Mariners Island Blvd/East Third Ave



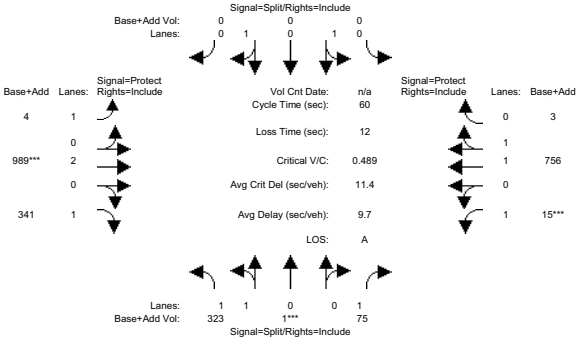
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	312	1	15		0	0	0		4	599	257		6	701	3	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	312	1	15		0	0	0		4	599	257		6	701	3	
Added Vol:	10	0	77		0	0	0		0	465	63		11	75	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	322	1	92		0	0	0		4	1064	320		17	776	3	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	332	1	95		0	0	0		4	1097	330		18	800	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	332	1	95		0	0	0		4	1097	330		18	800	3	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	332	1	95		0	0	0		4	1097	330		18	800	3	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.88	0.88	0.85		0.95	0.95	0.95		0.95	0.95	0.85		0.95	0.95	0.95	
Lanes:	1.99	0.01	1.00		0.00	0.00	2.00		1.00	2.00	1.00		1.00	1.99	0.01	
Final Sat.:	3349	10	1611		0	0	3610		1805	3610	1615		1805	3593	14	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.10	0.06		0.00	0.00	0.00		0.00	0.30	0.20		0.01	0.22	0.22	
Crit Moves:		****								****			****			
Green/Cycle:	0.19	0.19	0.19		0.00	0.00	0.00		0.01	0.59	0.59		0.02	0.60	0.60	
Volume/Cap:	0.52	0.52	0.31		0.00	0.00	0.00		0.37	0.52	0.35		0.52	0.37	0.37	
Delay/Veh:	22.5	22.5	21.4		0.0	0.0	0.0		49.2	7.5	6.6		42.2	6.2	6.2	
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:	22.5	22.5	21.4		0.0	0.0	0.0		49.2	7.5	6.6		42.2	6.2	6.2	
LOS by Move:	C	C	C		A	A	A		D	A	A		D	A	A	
HCM2kAvgQ:	4	4	2		0	0	0		0	7	3		1	4	4	

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

Gilead Sciences
SF12-0606

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

Intersection #2: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	312	1	15	0	0	0	4	599	257	6	701	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	1	15	0	0	0	4	599	257	6	701	3
Added Vol:	11	0	60	0	0	0	0	390	84	9	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	323	1	75	0	0	0	4	989	341	15	756	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	333	1	77	0	0	0	4	1020	352	15	779	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	1	77	0	0	0	4	1020	352	15	779	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	333	1	77	0	0	0	4	1020	352	15	779	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.85	0.95	0.95	0.95	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.99	0.01	1.00	0.00	0.00	2.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3330	10	1612	0	0	3610	1805	3610	1615	1805	3592	14
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.05	0.00	0.00	0.00	0.00	0.28	0.22	0.01	0.22	0.22
Crit Moves:		****						****		****		
Green/Cycle:	0.20	0.20	0.20	0.00	0.00	0.00	0.01	0.58	0.58	0.02	0.59	0.59
Volume/Cap:	0.49	0.49	0.23	0.00	0.00	0.00	0.37	0.49	0.38	0.49	0.37	0.37
Delay/Veh:	21.6	21.6	20.3	0.0	0.0	0.0	49.0	7.6	7.1	40.6	6.6	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.6	21.6	20.3	0.0	0.0	0.0	49.0	7.6	7.1	40.6	6.6	6.6
LOS by Move:	C	C	C	A	A	A	D	A	A	D	A	A
HCM2kAvgQ:	3	3	1	0	0	0	0	6	4	1	4	4

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

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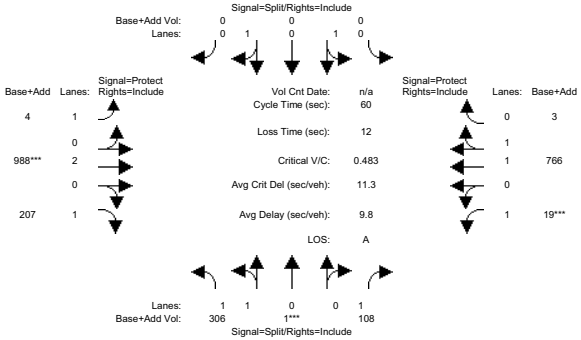
Gilead Sciences
SF12-0606

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

Intersection #2: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	312	1	15	0	0	0	4	599	257	6	701	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	1	15	0	0	0	4	599	257	6	701	3
Added Vol:	-6	0	93	0	0	0	0	389	-50	13	65	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	1	108	0	0	0	4	988	207	19	766	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	315	1	111	0	0	0	4	1019	213	20	790	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	1	111	0	0	0	4	1019	213	20	790	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	1	111	0	0	0	4	1019	213	20	790	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.85	0.95	0.95	0.95	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.99	0.01	1.00	0.00	0.00	2.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3367	11	1611	0	0	3610	1805	3610	1615	1805	3592	14
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.07	0.00	0.00	0.00	0.00	0.28	0.13	0.01	0.22	0.22
Crit Moves:		****						****		****		
Green/Cycle:	0.19	0.19	0.19	0.00	0.00	0.00	0.01	0.58	0.58	0.02	0.60	0.60
Volume/Cap:	0.48	0.48	0.36	0.00	0.00	0.00	0.37	0.48	0.23	0.48	0.37	0.37
Delay/Veh:	22.1	22.1	21.6	0.0	0.0	0.0	48.8	7.4	6.1	37.8	6.3	6.3
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:	22.1	22.1	21.6	0.0	0.0	0.0	48.8	7.4	6.1	37.8	6.3	6.3
LOS by Move:	C	C	C	A	A	A	D	A	A	D	A	A
HCM2kAvgQ:	3	3	2	0	0	0	0	6	2	1	4	4

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

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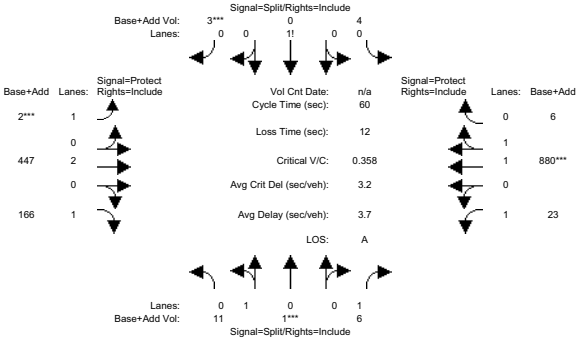
Gilead Sciences
SF12-0606

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

Intersection #3: Lakeside Dr/East Third Avenue



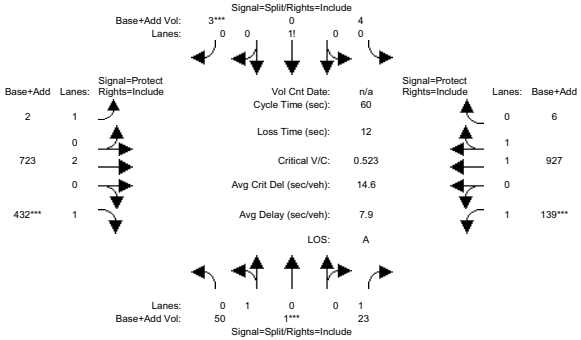
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	11	1	6	4	0	3	2	447	166	23	880	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1	6	4	0	3	2	447	166	23	880	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:	11	1	6	4	0	3	2	447	166	23	880	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	12	1	7	4	0	3	2	497	184	26	978	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1	7	4	0	3	2	497	184	26	978	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	1	7	4	0	3	2	497	184	26	978	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.84	0.92	1.00	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	0.92	0.08	1.00	0.57	0.00	0.43	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1665	151	1599	994	0	746	1805	3610	1615	1805	3582	24
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.00	0.00	0.00	0.00	0.14	0.11	0.01	0.27	0.27
Crit Moves:		****				****	****				****	
Green/Cycle:	0.02	0.02	0.02	0.01	0.00	0.01	0.00	0.70	0.70	0.07	0.76	0.76
Volume/Cap:	0.36	0.36	0.20	0.36	0.00	0.36	0.36	0.20	0.16	0.20	0.36	0.36
Delay/Veh:	34.8	34.8	31.9	39.2	0.0	39.2	61.8	3.3	3.2	27.0	2.4	2.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	34.8	31.9	39.2	0.0	39.2	61.8	3.3	3.2	27.0	2.4	2.4
LOS by Move:	C	C	C	D	A	D	E	A	A	C	A	A
HCM2kAvgQ:	1	1	0	1	0	1	0	2	1	1	3	3

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

Gilead Sciences
SF12-0606

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

Intersection #3: Lakeside Dr/East Third Avenue



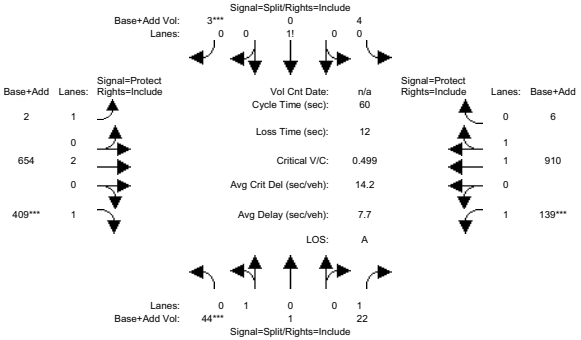
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	11	1	6	4	0	3	2	447	166	23	880	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1	6	4	0	3	2	447	166	23	880	6
Added Vol:	39	0	17	0	0	0	0	276	266	116	47	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1	23	4	0	3	2	723	432	139	927	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	56	1	26	4	0	3	2	803	480	154	1030	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1	26	4	0	3	2	803	480	154	1030	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	1	26	4	0	3	2	803	480	154	1030	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.92	1.00	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	0.98	0.02	1.00	0.57	0.00	0.43	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1775	36	1599	994	0	746	1805	3610	1615	1805	3583	23
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.02	0.00	0.00	0.00	0.00	0.22	0.30	0.09	0.29	0.29
Crit Moves:		****				****			****	****		
Green/Cycle:	0.06	0.06	0.06	0.01	0.00	0.01	0.00	0.57	0.57	0.16	0.73	0.73
Volume/Cap:	0.52	0.52	0.27	0.52	0.00	0.52	0.39	0.39	0.52	0.52	0.39	0.39
Delay/Veh:	32.0	32.0	28.5	59.6	0.0	59.6	69.8	7.3	8.5	24.7	3.2	3.2
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:	32.0	32.0	28.5	59.6	0.0	59.6	69.8	7.3	8.5	24.7	3.2	3.2
LOS by Move:	C	C	C	E	A	E	E	A	A	C	A	A
HCM2kAvgQ:	2	2	1	1	0	1	0	5	6	3	4	4

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

Gilead Sciences
SF12-0606

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

Intersection #3: Lakeside Dr/East Third Avenue



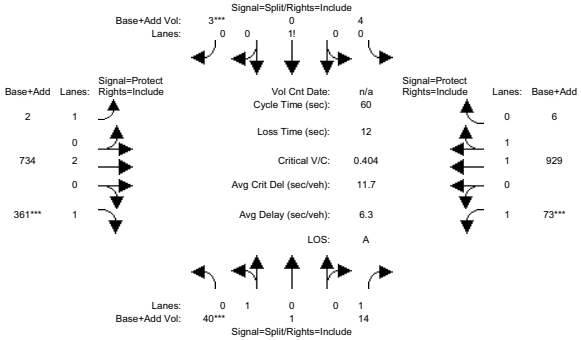
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	11	1	6		4	0	3		2	447	166		23	880	6	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	11	1	6		4	0	3		2	447	166		23	880	6	
Added Vol:	33	0	16		0	0	0		0	207	243		116	30	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	44	1	22		4	0	3		2	654	409		139	910	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	49	1	24		4	0	3		2	727	454		154	1011	7	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	49	1	24		4	0	3		2	727	454		154	1011	7	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	49	1	24		4	0	3		2	727	454		154	1011	7	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.84		0.92	1.00	0.92		0.95	0.95	0.85		0.95	0.95	0.95	
Lanes:	0.98	0.02	1.00		0.57	0.00	0.43		1.00	2.00	1.00		1.00	1.99	0.01	
Final Sat.:	1770	40	1599		994	0	746		1805	3610	1615		1805	3583	24	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.02		0.00	0.00	0.00		0.00	0.20	0.28		0.09	0.28	0.28	
Crit Moves:	****						****				****		****			
Green/Cycle:	0.06	0.06	0.06		0.01	0.00	0.01		0.00	0.56	0.56		0.17	0.73	0.73	
Volume/Cap:	0.50	0.50	0.28		0.50	0.00	0.50		0.39	0.36	0.50		0.50	0.39	0.39	
Delay/Veh:	31.4	31.4	28.9		52.5	0.0	52.5		67.7	7.2	8.4		23.8	3.1	3.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	31.4	31.4	28.9		52.5	0.0	52.5		67.7	7.2	8.4		23.8	3.1	3.1	
LOS by Move:	C	C	C		D	A	D		E	A	A		C	A	A	
HCM2kAvgQ:	2	2	1		1	0	1		0	4	6		3	4	4	

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

Gilead Sciences
SF12-0606

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

Intersection #3: Lakeside Dr/East Third Avenue



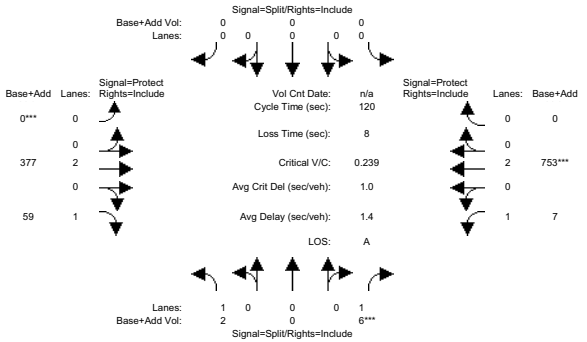
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	11	1	6		4	0	3		2	447	166		23	880	6	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	11	1	6		4	0	3		2	447	166		23	880	6	
Added Vol:	29	0	8		0	0	0		0	287	195		50	49	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	40	1	14		4	0	3		2	734	361		73	929	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	44	1	16		4	0	3		2	816	401		81	1032	7	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	44	1	16		4	0	3		2	816	401		81	1032	7	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	44	1	16		4	0	3		2	816	401		81	1032	7	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.84		0.92	1.00	0.92		0.95	0.95	0.85		0.95	0.95	0.95	
Lanes:	0.98	0.02	1.00		0.57	0.00	0.43		1.00	2.00	1.00		1.00	1.99	0.01	
Final Sat.:	1767	44	1599		994	0	746		1805	3610	1615		1805	3583	23	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.01		0.00	0.00	0.00		0.00	0.23	0.25		0.04	0.29	0.29	
Crit Moves:	****						****				****		****			
Green/Cycle:	0.06	0.06	0.06		0.01	0.00	0.01		0.00	0.62	0.62		0.11	0.72	0.72	
Volume/Cap:	0.40	0.40	0.16		0.40	0.00	0.40		0.40	0.37	0.40		0.40	0.40	0.40	
Delay/Veh:	29.4	29.4	27.4		42.7	0.0	42.7		70.6	5.8	6.2		26.1	3.3	3.3	
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:	29.4	29.4	27.4		42.7	0.0	42.7		70.6	5.8	6.2		26.1	3.3	3.3	
LOS by Move:	C	C	C		D	A	D		E	A	A		C	A	A	
HCM2kAvgQ:	1	1	0		1	0	1		0	4	4		2	4	4	

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

Gilead Sciences
SF12-0606

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

Intersection #4: Marsh Dr/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	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	2	0	6		0	0	0		0	377	59		7	753	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:	2	0	6		0	0	0		0	377	59		7	753	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:	2	0	6		0	0	0		0	377	59		7	753	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	2	0	6		0	0	0		0	397	62		7	793	0	
Reduct Vol:	0	0	1		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2	0	5		0	0	0		0	397	62		7	793	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	2	0	5		0	0	0		0	397	62		7	793	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.85		1.00	1.00	1.00		1.00	0.95	0.85		0.95	0.95	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1805	0	1615		0	0	0		0	3610	1615		1805	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.11	0.04		0.00	0.22	0.00	
Crit Moves:			****						****					****		
Green/Cycle:	0.01	0.00	0.01		0.00	0.00	0.00		0.00	0.89	0.89		0.03	0.92	0.00	
Volume/Cap:	0.08	0.00	0.24		0.00	0.00	0.00		0.00	0.12	0.04		0.12	0.24	0.00	
Delay/Veh:	59.9	0.0	64.0		0.0	0.0	0.0		0.0	0.9	0.8		57.3	0.5	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	59.9	0.0	64.0		0.0	0.0	0.0		0.0	0.9	0.8		57.3	0.5	0.0	
LOS by Move:	E	A	E		A	A	A		A	A	A		E	A	A	
HCM2kAvgQ:	0	0	0		0	0	0		0	1	0		0	2	0	

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

Gilead Sciences
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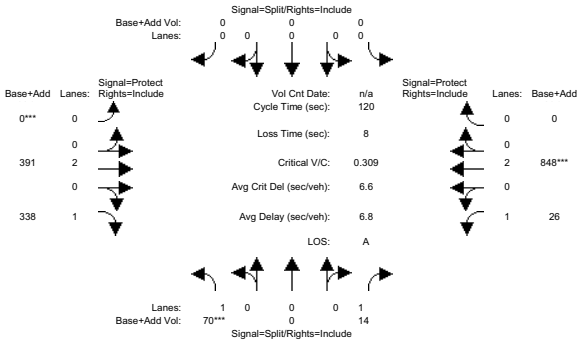
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project AM

Intersection #4: Marsh Dr/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	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	2	0	6		0	0	0		0	377	59		7	753	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:	2	0	6		0	0	0		0	377	59		7	753	0	
Added Vol:	68	0	8		0	0	0		0	14	279		19	95	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	70	0	14		0	0	0		0	391	338		26	848	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	74	0	15		0	0	0		0	412	356		27	893	0	
Reduct Vol:	0	0	1		0	0	0		0	0	0		0	0	0	
Reduced Vol:	74	0	14		0	0	0		0	412	356		27	893	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	74	0	14		0	0	0		0	412	356		27	893	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.85		1.00	1.00	1.00		1.00	0.95	0.85		0.95	0.95	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1805	0	1615		0	0	0		0	3610	1615		1805	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.01		0.00	0.00	0.00		0.00	0.11	0.22		0.02	0.25	0.00	
Crit Moves:	****								****					****		
Green/Cycle:	0.13	0.00	0.13		0.00	0.00	0.00		0.00	0.75	0.75		0.05	0.80	0.00	
Volume/Cap:	0.31	0.00	0.06		0.00	0.00	0.00		0.00	0.15	0.29		0.29	0.31	0.00	
Delay/Veh:	47.8	0.0	45.7		0.0	0.0	0.0		0.0	4.3	5.0		56.6	3.2	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	47.8	0.0	45.7		0.0	0.0	0.0		0.0	4.3	5.0		56.6	3.2	0.0	
LOS by Move:	D	A	D		A	A	A		A	A	A		E	A	A	
HCM2kAvgQ:	3	0	0		0	0	0		0	2	4		1	5	0	

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

Gilead Sciences
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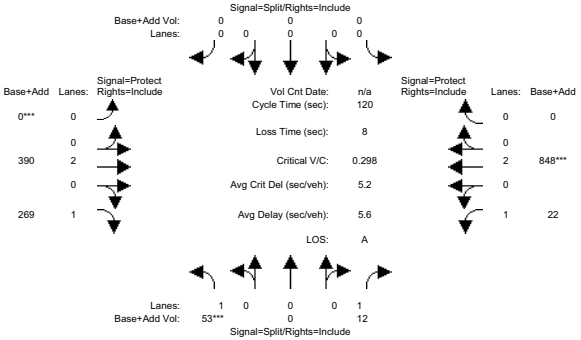
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project - Alternative A AM

Intersection #4: Marsh Dr/East Third Ave



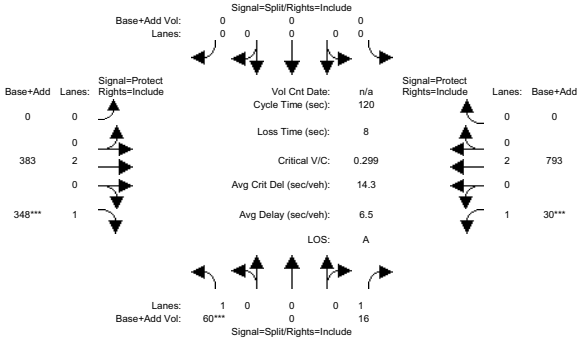
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	2	0	6		0	0	0		0	377	59		7	753	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	2	0	6		0	0	0		0	377	59		7	753	0	
Added Vol:	51	0	6		0	0	0		0	13	210		15	95	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	53	0	12		0	0	0		0	390	269		22	848	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	56	0	13		0	0	0		0	411	283		23	893	0	
Reduct Vol:	0	0	1		0	0	0		0	0	0		0	0	0	
Reduced Vol:	56	0	12		0	0	0		0	411	283		23	893	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	56	0	12		0	0	0		0	411	283		23	893	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.85		1.00	1.00	1.00		1.00	0.95	0.85		0.95	0.95	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1805	0	1615		0	0	0		0	3610	1615		1805	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.01		0.00	0.00	0.00		0.00	0.11	0.18		0.01	0.25	0.00	
Crit Moves:	****								****					****		
Green/Cycle:	0.10	0.00	0.10		0.00	0.00	0.00		0.00	0.77	0.77		0.06	0.83	0.00	
Volume/Cap:	0.30	0.00	0.07		0.00	0.00	0.00		0.00	0.15	0.23		0.23	0.30	0.00	
Delay/Veh:	50.6	0.0	48.7		0.0	0.0	0.0		0.0	3.5	3.8		55.2	2.4	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:	50.6	0.0	48.7		0.0	0.0	0.0		0.0	3.5	3.8		55.2	2.4	0.0	
LOS by Move:	D	A	D		A	A	A		A	A	A		E	A	A	
HCM2kAvgQ:	2	0	0		0	0	0		0	2	3		1	4	0	

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

Gilead Sciences
SF12-0606

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

Intersection #4: Marsh Dr/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	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	2	0	6		0	0	0		0	377	59		7	753	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:	2	0	6		0	0	0		0	377	59		7	753	0	
Added Vol:	58	0	10		0	0	0		0	6	289		23	40	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	60	0	16		0	0	0		0	383	348		30	793	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	63	0	17		0	0	0		0	403	366		32	835	0	
Reduct Vol:	0	0	1		0	0	0		0	0	0		0	0	0	
Reduced Vol:	63	0	16		0	0	0		0	403	366		32	835	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	63	0	16		0	0	0		0	403	366		32	835	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.85		1.00	1.00	1.00		1.00	0.95	0.85		0.95	0.95	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1805	0	1615		0	0	0		0	3610	1615		1805	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.01		0.00	0.00	0.00		0.00	0.11	0.23		0.02	0.23	0.00	
Crit Moves:	****										****		****			
Green/Cycle:	0.12	0.00	0.12		0.00	0.00	0.00		0.00	0.76	0.76		0.06	0.82	0.00	
Volume/Cap:	0.30	0.00	0.08		0.00	0.00	0.00		0.00	0.15	0.30		0.30	0.28	0.00	
Delay/Veh:	49.3	0.0	47.4		0.0	0.0	0.0		0.0	4.0	4.7		55.7	2.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	49.3	0.0	47.4		0.0	0.0	0.0		0.0	4.0	4.7		55.7	2.7	0.0	
LOS by Move:	D	A	D		A	A	A		A	A	A		E	A	A	
HCM2kAvgQ:	2	0	1		0	0	0		0	2	4		1	4	0	

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

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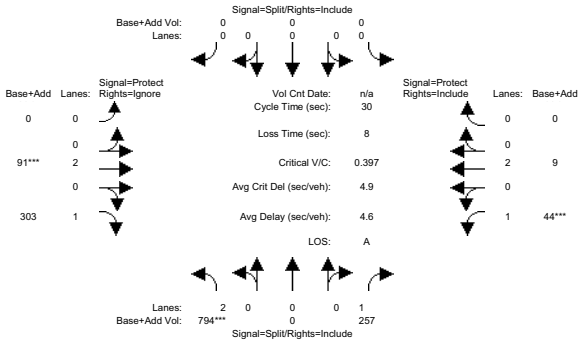
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #5: Foster City Blvd/East Third Ave



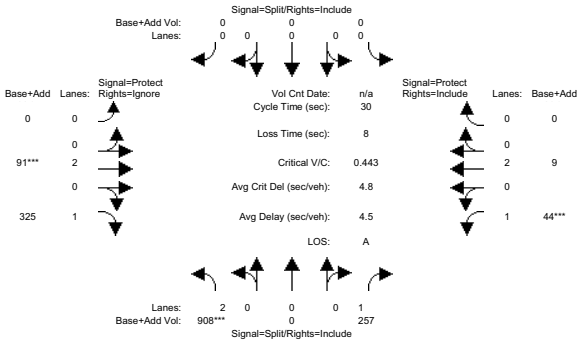
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	794	0	257		0	0	0		0	91	303		44	9	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	794	0	257		0	0	0		0	91	303		44	9	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:	794	0	257		0	0	0		0	91	303		44	9	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.00		0.95	0.95	0.95	
PHF Volume:	836	0	271		0	0	0		0	96	0		46	9	0	
Reduct Vol:	0	0	69		0	0	0		0	0	0		0	0	0	
Reduced Vol:	836	0	202		0	0	0		0	96	0		46	9	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:	836	0	202		0	0	0		0	96	0		46	9	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	1607		0	0	0		0	3610	1900		1805	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.00	0.13		0.00	0.00	0.00		0.00	0.03	0.00		0.03	0.00	0.00	
Crit Moves:	****									****			****			
Green/Cycle:	0.60	0.00	0.60		0.00	0.00	0.00		0.00	0.07	0.00		0.06	0.13	0.00	
Volume/Cap:	0.40	0.00	0.21		0.00	0.00	0.00		0.00	0.40	0.00		0.40	0.02	0.00	
Delay/Veh:	3.2	0.0	2.8		0.0	0.0	0.0		0.0	14.5	0.0		15.7	11.4	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:	3.2	0.0	2.8		0.0	0.0	0.0		0.0	14.5	0.0		15.7	11.4	0.0	
LOS by Move:	A	A	A		A	A	A		A	B	A		B	B	A	
HCM2kAvgQ:	3	0	1		0	0	0		0	1	0		1	0	0	

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

Gilead Sciences
SF12-0606

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

Intersection #5: 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:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	794	0	257		0	0	0		0	91	303		44	9	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:	794	0	257		0	0	0		0	91	303		44	9	0	
Added Vol:	114	0	0		0	0	0		0	0	22		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	908	0	257		0	0	0		0	91	325		44	9	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.00		0.95	0.95	0.95	
PHF Volume:	956	0	271		0	0	0		0	96	0		46	9	0	
Reduct Vol:	0	0	69		0	0	0		0	0	0		0	0	0	
Reduced Vol:	956	0	202		0	0	0		0	96	0		46	9	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:	956	0	202		0	0	0		0	96	0		46	9	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	1607		0	0	0		0	3610	1900		1805	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.27	0.00	0.13		0.00	0.00	0.00		0.00	0.03	0.00		0.03	0.00	0.00	
Crit Moves:	****									****			****			
Green/Cycle:	0.62	0.00	0.62		0.00	0.00	0.00		0.00	0.06	0.00		0.06	0.12	0.00	
Volume/Cap:	0.44	0.00	0.20		0.00	0.00	0.00		0.00	0.44	0.00		0.44	0.02	0.00	
Delay/Veh:	3.2	0.0	2.6		0.0	0.0	0.0		0.0	15.1	0.0		16.6	11.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	3.2	0.0	2.6		0.0	0.0	0.0		0.0	15.1	0.0		16.6	11.7	0.0	
LOS by Move:	A	A	A		A	A	A		A	B	A		B	B	A	
HCM2kAvgQ:	3	0	1		0	0	0		0	1	0		1	0	0	

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

Gilead Sciences
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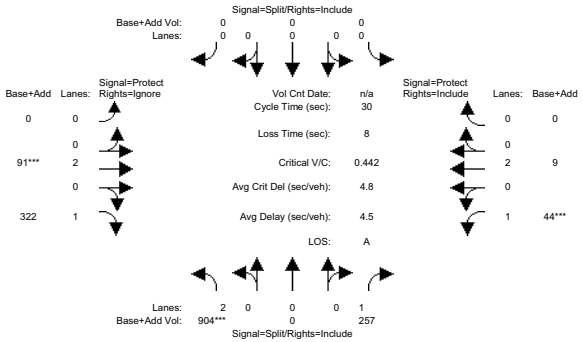
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project - Alternative A AM

Intersection #5: Foster City Blvd/East Third Ave



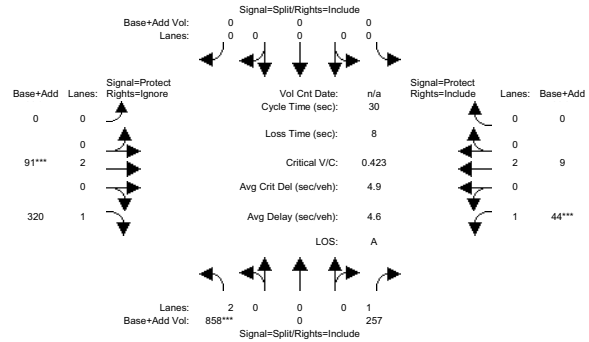
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	794	0	257		0	0	0		0	91	303		44	9	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	794	0	257		0	0	0		0	91	303		44	9	0	
Added Vol:	110	0	0		0	0	0		0	0	19		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	904	0	257		0	0	0		0	91	322		44	9	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.00		0.95	0.95	0.95	
PHF Volume:	952	0	271		0	0	0		0	96	0		46	9	0	
Reduct Vol:	0	0	69		0	0	0		0	0	0		0	0	0	
Reduced Vol:	952	0	202		0	0	0		0	96	0		46	9	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:	952	0	202		0	0	0		0	96	0		46	9	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	1607		0	0	0		0	3610	1900		1805	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.27	0.00	0.13		0.00	0.00	0.00		0.00	0.03	0.00		0.03	0.00	0.00	
Crit Moves:	****									****			****			
Green/Cycle:	0.62	0.00	0.62		0.00	0.00	0.00		0.00	0.06	0.00		0.06	0.12	0.00	
Volume/Cap:	0.44	0.00	0.20		0.00	0.00	0.00		0.00	0.44	0.00		0.44	0.02	0.00	
Delay/Veh:	3.2	0.0	2.6		0.0	0.0	0.0		0.0	15.1	0.0		16.6	11.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	3.2	0.0	2.6		0.0	0.0	0.0		0.0	15.1	0.0		16.6	11.7	0.0	
LOS by Move:	A	A	A		A	A	A		A	B	A		B	B	A	
HCM2kAvgQ:	3	0	1		0	0	0		0	1	0		1	0	0	

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

Gilead Sciences
SF12-0606

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

Intersection #5: Foster City Blvd/East Third Ave



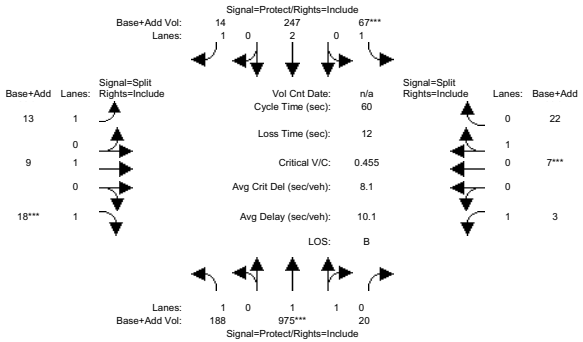
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	794	0	257		0	0	0		0	91	303		44	9	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	794	0	257		0	0	0		0	91	303		44	9	0	
Added Vol:	64	0	0		0	0	0		0	0	17		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	858	0	257		0	0	0		0	91	320		44	9	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:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.00		0.95	0.95	0.95	
PHF Volume:	903	0	271		0	0	0		0	96	0		46	9	0	
Reduct Vol:	0	0	69		0	0	0		0	0	0		0	0	0	
Reduced Vol:	903	0	202		0	0	0		0	96	0		46	9	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:	903	0	202		0	0	0		0	96	0		46	9	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	1607		0	0	0		0	3610	1900		1805	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.26	0.00	0.13		0.00	0.00	0.00		0.00	0.03	0.00		0.03	0.00	0.00	
Crit Moves:	****									****			****			
Green/Cycle:	0.61	0.00	0.61		0.00	0.00	0.00		0.00	0.06	0.00		0.06	0.12	0.00	
Volume/Cap:	0.42	0.00	0.21		0.00	0.00	0.00		0.00	0.42	0.00		0.42	0.02	0.00	
Delay/Veh:	3.2	0.0	2.7		0.0	0.0	0.0		0.0	14.8	0.0		16.2	11.6	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	3.2	0.0	2.7		0.0	0.0	0.0		0.0	14.8	0.0		16.2	11.6	0.0	
LOS by Move:	A	A	A		A	A	A		A	B	A		B	B	A	
HCM2kAvgQ:	3	0	1		0	0	0		0	1	0		1	0	0	

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

Gilead Sciences
SF12-0606

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

Intersection #6: Foster City Blvd/Vintage - Chess



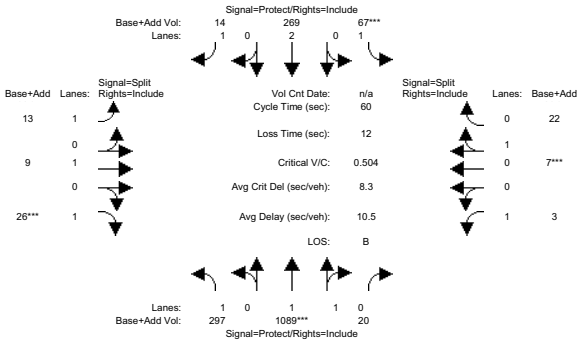
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Volume Module:																
Base Vol:	188		975	20	67		247	14	13		9	18	3		7	22
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		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:	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94
PHF Volume:	200		1037	21	71		263	15	14		10	19	3		7	23
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	200		1037	21	71		263	15	14		10	19	3		7	23
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	200		1037	21	71		263	15	14		10	19	3		7	23
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	0.82	0.95		1.00	0.83	0.95		0.89	0.87
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	1552	1805		1900	1583	1805		402	1265
Capacity Analysis Module:																
Vol/Sat:	0.11		0.29	0.29	0.04		0.07	0.01	0.01		0.01	0.01	0.00		0.02	0.02
Crit Moves:			****		****						****				****	
Green/Cycle:	0.44		0.65	0.65	0.09		0.29	0.29	0.03		0.03	0.03	0.04		0.04	0.04
Volume/Cap:	0.25		0.46	0.46	0.46		0.25	0.03	0.29		0.19	0.46	0.04		0.46	0.46
Delay/Veh:	10.7		5.5	5.5	28.1		16.4	15.3	32.0		30.4	36.4	27.9		32.9	32.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	10.7		5.5	5.5	28.1		16.4	15.3	32.0		30.4	36.4	27.9		32.9	32.9
LOS by Move:	B		A	A	C		B	B	C		C	D	C		C	C
HCM2kAvgQ:	2		5	5	2		2	0	1		0	1	0		1	1

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

Gilead Sciences
SF12-0606

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

Intersection #6: Foster City Blvd/Vintage - Chess



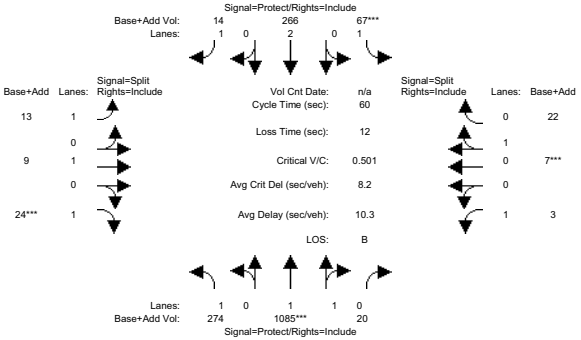
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Volume Module:																
Base Vol:	188		975	20	67		247	14	13		9	18	3		7	22
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	188		975	20	67		247	14	13		9	18	3		7	22
Added Vol:	109		114	0	0		22	0	0		0	8	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	297		1089	20	67		269	14	13		9	26	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:	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94
PHF Volume:	316		1159	21	71		286	15	14		10	28	3		7	23
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	316		1159	21	71		286	15	14		10	28	3		7	23
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	316		1159	21	71		286	15	14		10	28	3		7	23
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	0.82	0.95		1.00	0.83	0.95		0.89	0.87
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		3534	65	1805		3610	1552	1805		1900	1583	1805		402	1265
Capacity Analysis Module:																
Vol/Sat:	0.18		0.33	0.33	0.04		0.08	0.01	0.01		0.01	0.02	0.00		0.02	0.02
Crit Moves:			****		****							****			****	
Green/Cycle:	0.50		0.65	0.65	0.08		0.23	0.23	0.03		0.03	0.03	0.04		0.04	0.04
Volume/Cap:	0.35		0.50	0.50	0.50		0.35	0.04	0.22		0.15	0.50	0.05		0.50	0.50
Delay/Veh:	9.3		5.6	5.6	29.4		19.7	18.1	30.0		29.1	35.8	28.2		34.9	34.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	9.3		5.6	5.6	29.4		19.7	18.1	30.0		29.1	35.8	28.2		34.9	34.9
LOS by Move:	A		A	A	C		B	B	C		C	D	C		C	C
HCM2kAvgQ:	4		6	6	2		3	0	0		0	1	0		1	1

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

Gilead Sciences
SF12-0606

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

Intersection #6: Foster City Blvd/Vintage - Chess



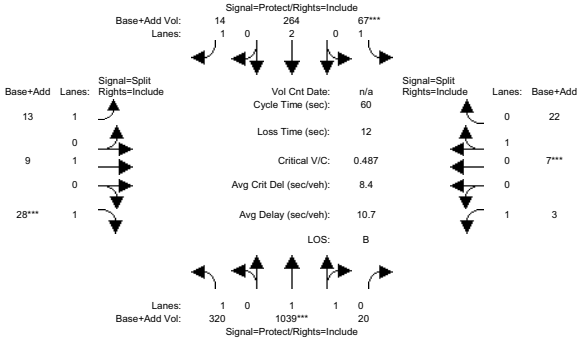
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	188	975	20		67	247	14		13	9	18		3	7	22	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	188	975	20		67	247	14		13	9	18		3	7	22	
Added Vol:	86	110	0		0	19	0		0	0	6		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	274	1085	20		67	266	14		13	9	24		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:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	291	1154	21		71	283	15		14	10	26		3	7	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	291	1154	21		71	283	15		14	10	26		3	7	23	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	291	1154	21		71	283	15		14	10	26		3	7	23	
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	0.82		0.95	1.00	0.83		0.95	0.89	0.87	
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	3534	65		1805	3610	1552		1805	1900	1583		1805	402	1265	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.33	0.33		0.04	0.08	0.01		0.01	0.01	0.02		0.00	0.02	0.02	
Crit Moves:		****			****						****			****		
Green/Cycle:	0.49	0.65	0.65		0.08	0.24	0.24		0.03	0.03	0.03		0.04	0.04	0.04	
Volume/Cap:	0.33	0.50	0.50		0.50	0.33	0.04		0.24	0.16	0.50		0.05	0.50	0.50	
Delay/Veh:	9.4	5.6	5.6		29.3	19.1	17.6		30.4	29.4	36.2		28.2	34.7	34.7	
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:	9.4	5.6	5.6		29.3	19.1	17.6		30.4	29.4	36.2		28.2	34.7	34.7	
LOS by Move:	A	A	A		C	B	B		C	C	D		C	C	C	
HCM2kAvgQ:	3	6	6		2	3	0		1	0	1		0	1	1	

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

Gilead Sciences
SF12-0606

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

Intersection #6: Foster City Blvd/Vintage - Chess



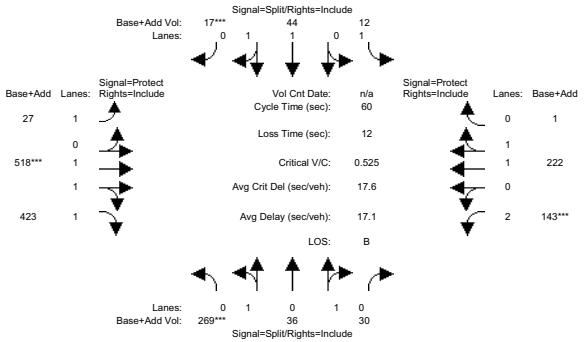
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	188	975	20		67	247	14		13	9	18		3	7	22	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	188	975	20		67	247	14		13	9	18		3	7	22	
Added Vol:	132	64	0		0	17	0		0	0	10		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	320	1039	20		67	264	14		13	9	28		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:	0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94		0.94	0.94	0.94	
PHF Volume:	340	1105	21		71	281	15		14	10	30		3	7	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	340	1105	21		71	281	15		14	10	30		3	7	23	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	340	1105	21		71	281	15		14	10	30		3	7	23	
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	0.82		0.95	1.00	0.83		0.95	0.89	0.87	
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	3531	68		1805	3610	1552		1805	1900	1583		1805	402	1265	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.31	0.31		0.04	0.08	0.01		0.01	0.01	0.02		0.00	0.02	0.02	
Crit Moves:		****			****						****			****		
Green/Cycle:	0.51	0.64	0.64		0.08	0.21	0.21		0.04	0.04	0.04		0.04	0.04	0.04	
Volume/Cap:	0.37	0.49	0.49		0.49	0.37	0.05		0.20	0.13	0.49		0.05	0.49	0.49	
Delay/Veh:	9.0	5.7	5.7		28.9	20.5	18.9		29.3	28.7	34.3		28.1	34.1	34.1	
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:	9.0	5.7	5.7		28.9	20.5	18.9		29.3	28.7	34.3		28.1	34.1	34.1	
LOS by Move:	A	A	A		C	C	B		C	C	C		C	C	C	
HCM2kAvgQ:	4	6	6		2	3	0		0	0	1		0	1	1	

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

Gilead Sciences
SF12-0606

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

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



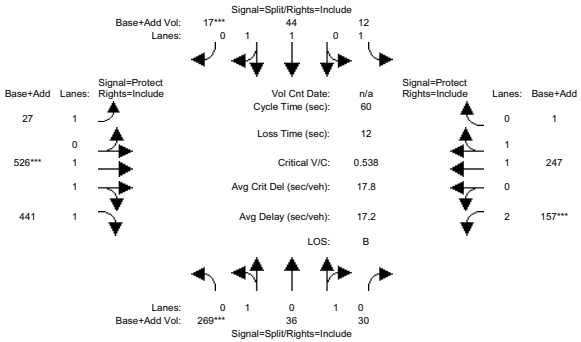
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	269	36	30	12	44	17	27	518	423	143	222	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	36	30	12	44	17	27	518	423	143	222	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	36	30	12	44	17	27	518	423	143	222	1
User Adj:	1.00	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:	280	38	31	13	46	18	28	540	441	149	231	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	38	31	13	46	18	28	540	441	149	231	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	38	31	13	46	18	28	540	441	149	231	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.95	0.91	0.91	0.95	0.89	0.87	0.92	0.95	0.95
Lanes:	1.00	0.55	0.45	1.00	1.44	0.56	1.00	1.64	1.36	2.00	1.99	0.01
Final Sat.:	1712	933	778	1805	2491	963	1805	2759	2253	3502	3590	16
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.04	0.01	0.02	0.02	0.02	0.20	0.20	0.04	0.06	0.06
Crit Moves:	****					****		****		****		
Green/Cycle:	0.31	0.31	0.31	0.04	0.04	0.04	0.09	0.37	0.37	0.08	0.37	0.37
Volume/Cap:	0.53	0.13	0.13	0.20	0.53	0.53	0.18	0.53	0.53	0.53	0.18	0.18
Delay/Veh:	17.8	14.8	14.8	29.7	32.7	32.7	25.9	15.0	15.0	28.3	13.0	13.0
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:	17.8	14.8	14.8	29.7	32.7	32.7	25.9	15.0	15.0	28.3	13.0	13.0
LOS by Move:	B	B	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	5	1	1	0	1	1	1	6	6	2	2	2

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

Gilead Sciences
SF12-0606

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

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



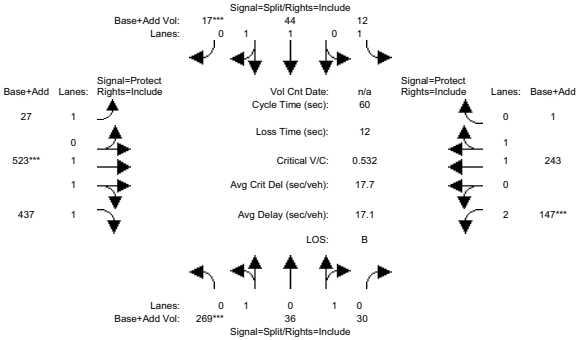
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	269	36	30	12	44	17	27	518	423	143	222	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	36	30	12	44	17	27	518	423	143	222	1
Added Vol:	0	0	0	0	0	0	0	8	18	14	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	36	30	12	44	17	27	526	441	157	247	1
User Adj:	1.00	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:	280	38	31	13	46	18	28	548	459	164	257	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	38	31	13	46	18	28	548	459	164	257	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	38	31	13	46	18	28	548	459	164	257	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.95	0.91	0.91	0.95	0.89	0.87	0.92	0.95	0.95
Lanes:	1.00	0.55	0.45	1.00	1.44	0.56	1.00	1.62	1.38	2.00	1.99	0.01
Final Sat.:	1712	933	778	1805	2491	963	1805	2723	2283	3502	3592	15
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.04	0.01	0.02	0.02	0.02	0.20	0.20	0.05	0.07	0.07
Crit Moves:	****					****		****		****		
Green/Cycle:	0.30	0.30	0.30	0.03	0.03	0.03	0.08	0.37	0.37	0.09	0.38	0.38
Volume/Cap:	0.54	0.13	0.13	0.20	0.54	0.54	0.19	0.54	0.54	0.54	0.19	0.19
Delay/Veh:	18.3	15.1	15.1	29.8	33.3	33.3	26.3	15.0	15.0	28.1	12.5	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.3	15.1	15.1	29.8	33.3	33.3	26.3	15.0	15.0	28.1	12.5	12.5
LOS by Move:	B	B	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	5	1	1	0	1	1	1	6	6	2	2	2

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

Gilead Sciences
SF12-0606

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

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



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:	269	36	30	12	44	17	27	518	423	143	222	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	36	30	12	44	17	27	518	423	143	222	1
Added Vol:	0	0	0	0	0	0	0	5	14	4	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	36	30	12	44	17	27	523	437	147	243	1
User Adj:	1.00	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:	280	38	31	13	46	18	28	545	455	153	253	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	38	31	13	46	18	28	545	455	153	253	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	38	31	13	46	18	28	545	455	153	253	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.95	0.91	0.91	0.95	0.89	0.87	0.92	0.95	0.95
Lanes:	1.00	0.55	0.45	1.00	1.44	0.56	1.00	1.62	1.38	2.00	1.99	0.01
Final Sat.:	1712	933	778	1805	2491	963	1805	2727	2278	3502	3592	15
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.04	0.01	0.02	0.02	0.02	0.20	0.20	0.04	0.07	0.07
Crit Moves:	****					****		****		****		
Green/Cycle:	0.31	0.31	0.31	0.03	0.03	0.03	0.08	0.38	0.38	0.08	0.37	0.37
Volume/Cap:	0.53	0.13	0.13	0.20	0.53	0.53	0.19	0.53	0.53	0.53	0.19	0.19
Delay/Veh:	18.0	15.0	15.0	29.7	33.0	33.0	26.2	14.9	14.9	28.3	12.7	12.7
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:	18.0	15.0	15.0	29.7	33.0	33.0	26.2	14.9	14.9	28.3	12.7	12.7
LOS by Move:	B	B	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	5	1	1	0	1	1	1	6	6	2	2	2

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

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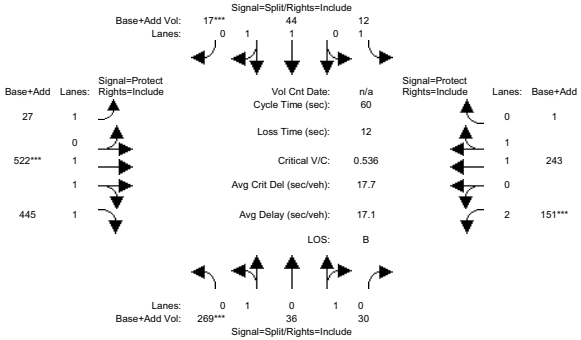
Gilead Sciences
SF12-0606

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

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



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:	269	36	30	12	44	17	27	518	423	143	222	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	36	30	12	44	17	27	518	423	143	222	1
Added Vol:	0	0	0	0	0	0	0	4	22	8	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	36	30	12	44	17	27	522	445	151	243	1
User Adj:	1.00	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:	280	38	31	13	46	18	28	544	464	157	253	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	38	31	13	46	18	28	544	464	157	253	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	38	31	13	46	18	28	544	464	157	253	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.95	0.91	0.91	0.95	0.88	0.87	0.92	0.95	0.95
Lanes:	1.00	0.55	0.45	1.00	1.44	0.56	1.00	1.61	1.39	2.00	1.99	0.01
Final Sat.:	1712	933	778	1805	2491	963	1805	2699	2301	3502	3592	15
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.04	0.01	0.02	0.02	0.02	0.20	0.20	0.04	0.07	0.07
Crit Moves:	****					****		****		****		
Green/Cycle:	0.31	0.31	0.31	0.03	0.03	0.03	0.08	0.38	0.38	0.08	0.38	0.38
Volume/Cap:	0.54	0.13	0.13	0.20	0.54	0.54	0.19	0.54	0.54	0.54	0.19	0.19
Delay/Veh:	18.2	15.1	15.1	29.8	33.2	33.2	26.2	14.9	14.9	28.3	12.6	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.2	15.1	15.1	29.8	33.2	33.2	26.2	14.9	14.9	28.3	12.6	12.6
LOS by Move:	B	B	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	5	1	1	0	1	1	1	6	6	2	2	2

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

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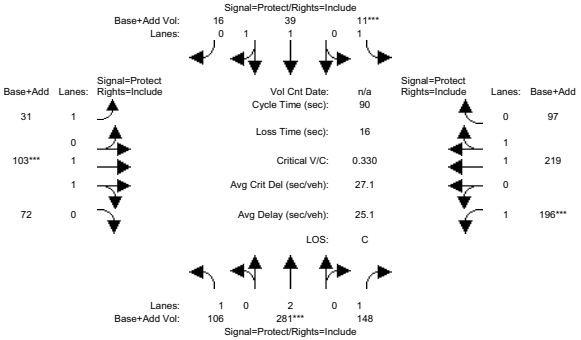
Gilead Sciences
SF12-0606

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

Intersection #8: Vintage Park Dr/Chess Dr



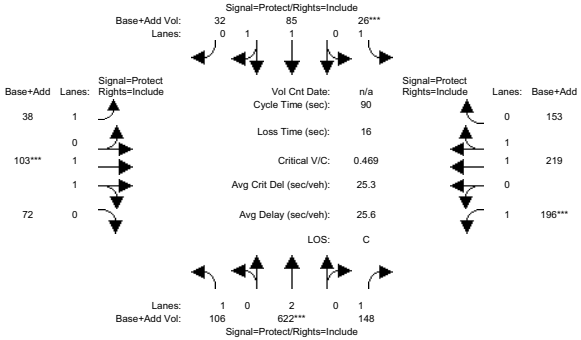
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	106	281	148	11	39	16	31	103	72	196	219	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	281	148	11	39	16	31	103	72	196	219	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	281	148	11	39	16	31	103	72	196	219	97
User Adj:	1.00	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:	118	312	164	12	43	18	34	114	80	218	243	108
Reduct Vol:	0	0	90	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	312	74	12	43	18	34	114	80	218	243	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:	118	312	74	12	43	18	34	114	80	218	243	108
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	0.91	0.90
Lanes:	1.00	2.00	1.00	1.00	1.41	0.59	1.00	1.17	0.83	1.00	1.38	0.62
Final Sat.:	1805	3610	1567	1805	2441	1001	1805	1984	1387	1805	2380	1054
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.05	0.01	0.02	0.02	0.02	0.06	0.06	0.12	0.10	0.10
Crit Moves:		****		****				****		****		
Green/Cycle:	0.22	0.26	0.26	0.02	0.06	0.06	0.08	0.17	0.17	0.37	0.45	0.45
Volume/Cap:	0.29	0.33	0.18	0.33	0.29	0.29	0.22	0.33	0.33	0.33	0.22	0.22
Delay/Veh:	29.6	27.0	26.0	48.7	41.2	41.2	39.2	32.9	32.9	20.9	15.0	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.6	27.0	26.0	48.7	41.2	41.2	39.2	32.9	32.9	20.9	15.0	15.0
LOS by Move:	C	C	C	D	D	D	D	C	C	C	B	B
HCM2kAvgQ:	3	4	2	1	1	1	1	3	3	4	3	3

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

Gilead Sciences
SF12-0606

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

Intersection #8: Vintage Park Dr/Chess Dr



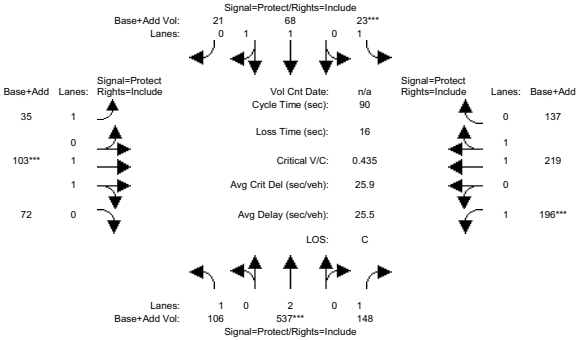
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	106	281	148	11	39	16	31	103	72	196	219	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	281	148	11	39	16	31	103	72	196	219	97
Added Vol:	0	341	0	15	46	16	7	0	0	0	0	56
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	622	148	26	85	32	38	103	72	196	219	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	118	691	164	29	94	36	42	114	80	218	243	170
Reduct Vol:	0	0	90	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	691	74	29	94	36	42	114	80	218	243	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	691	74	29	94	36	42	114	80	218	243	170
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	0.89	0.88
Lanes:	1.00	2.00	1.00	1.00	1.45	0.55	1.00	1.17	0.83	1.00	1.17	0.83
Final Sat.:	1805	3610	1567	1805	2510	945	1805	1984	1387	1805	1983	1386
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.05	0.02	0.04	0.04	0.02	0.06	0.06	0.12	0.12	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.28	0.41	0.41	0.03	0.16	0.16	0.06	0.12	0.12	0.26	0.32	0.32
Volume/Cap:	0.23	0.47	0.12	0.47	0.23	0.23	0.38	0.47	0.47	0.47	0.38	0.38
Delay/Veh:	25.2	19.7	16.6	48.2	33.1	33.1	42.9	37.6	37.6	29.0	24.0	24.0
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:	25.2	19.7	16.6	48.2	33.1	33.1	42.9	37.6	37.6	29.0	24.0	24.0
LOS by Move:	C	B	B	D	C	C	D	D	D	C	C	C
HCM2kAvgQ:	3	8	1	1	2	2	2	3	3	5	5	5

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

Gilead Sciences
SF12-0606

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

Intersection #8: Vintage Park Dr/Chess Dr



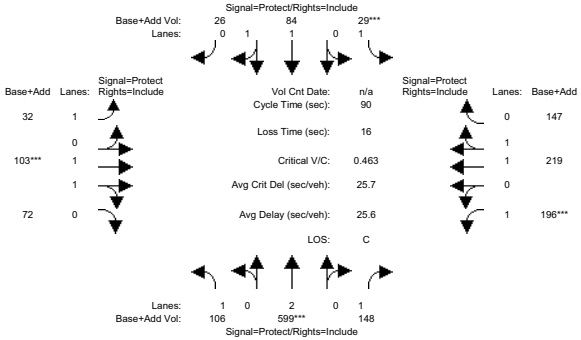
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	106	281	148	11	39	16	31	103	72	196	219	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	281	148	11	39	16	31	103	72	196	219	97
Added Vol:	0	256	0	12	29	5	4	0	0	0	0	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	537	148	23	68	21	35	103	72	196	219	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	118	597	164	26	76	23	39	114	80	218	243	152
Reduct Vol:	0	0	90	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	597	74	26	76	23	39	114	80	218	243	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	597	74	26	76	23	39	114	80	218	243	152
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	0.91	0.95	0.89	0.88	0.95	0.89	0.88
Lanes:	1.00	2.00	1.00	1.00	1.53	0.47	1.00	1.17	0.83	1.00	1.22	0.78
Final Sat.:	1805	3610	1567	1805	2657	821	1805	1984	1387	1805	2083	1303
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.05	0.01	0.03	0.03	0.02	0.06	0.06	0.12	0.12	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.29	0.38	0.38	0.03	0.13	0.13	0.06	0.13	0.13	0.28	0.35	0.35
Volume/Cap:	0.23	0.44	0.13	0.44	0.23	0.23	0.34	0.44	0.44	0.44	0.34	0.34
Delay/Veh:	24.7	21.0	18.3	47.8	35.7	35.7	42.1	36.6	36.6	27.3	22.0	22.0
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:	24.7	21.0	18.3	47.8	35.7	35.7	42.1	36.6	36.6	27.3	22.0	22.0
LOS by Move:	C	C	B	D	D	D	D	D	D	C	C	C
HCM2kAvgQ:	3	7	1	1	1	1	1	3	3	5	4	4

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

Gilead Sciences
SF12-0606

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

Intersection #8: Vintage Park Dr/Chess Dr



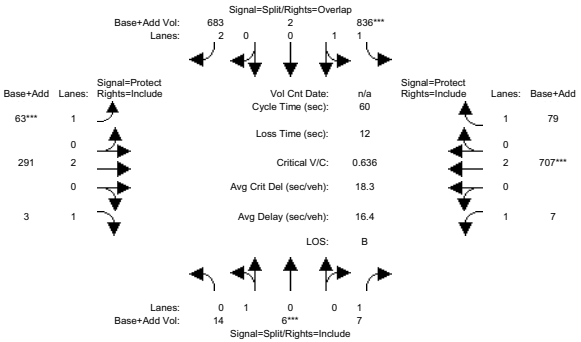
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	106	281	148	11	39	16	31	103	72	196	219	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	281	148	11	39	16	31	103	72	196	219	97
Added Vol:	0	318	0	18	45	10	1	0	0	0	0	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	599	148	29	84	26	32	103	72	196	219	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	118	666	164	32	93	29	36	114	80	218	243	163
Reduct Vol:	0	0	90	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	666	74	32	93	29	36	114	80	218	243	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	666	74	32	93	29	36	114	80	218	243	163
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	0.91	0.95	0.89	0.88	0.95	0.89	0.88
Lanes:	1.00	2.00	1.00	1.00	1.52	0.48	1.00	1.17	0.83	1.00	1.19	0.81
Final Sat.:	1805	3610	1567	1805	2656	822	1805	1984	1387	1805	2021	1356
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.05	0.02	0.04	0.04	0.02	0.06	0.06	0.12	0.12	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.28	0.40	0.40	0.04	0.15	0.15	0.05	0.12	0.12	0.26	0.33	0.33
Volume/Cap:	0.23	0.46	0.12	0.46	0.23	0.23	0.36	0.46	0.46	0.46	0.36	0.36
Delay/Veh:	24.9	20.2	17.2	47.2	33.7	33.7	43.4	37.4	37.4	28.7	23.1	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:	24.9	20.2	17.2	47.2	33.7	33.7	43.4	37.4	37.4	28.7	23.1	23.1
LOS by Move:	C	C	B	D	C	C	D	D	D	C	C	C
HCM2kAvgQ:	3	7	1	2	2	2	1	3	3	5	5	5

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

Gilead Sciences
SF12-0606

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

Intersection #11: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	14	6	7	836	2	683	63	291	3	7	707	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	6	7	836	2	683	63	291	3	7	707	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	6	7	836	2	683	63	291	3	7	707	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	15	6	8	899	2	734	68	313	3	8	760	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	6	8	899	2	734	68	313	3	8	760	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	6	8	899	2	734	68	313	3	8	760	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
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	1588	3609	9	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.25	0.25	0.27	0.04	0.09	0.00	0.00	0.21	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.02	0.02	0.02	0.39	0.39	0.45	0.06	0.37	0.37	0.02	0.33	0.33
Volume/Cap:	0.64	0.64	0.26	0.64	0.64	0.59	0.64	0.23	0.01	0.23	0.64	0.16
Delay/Veh:	63.0	63.0	33.7	15.8	15.8	13.1	39.7	13.0	11.9	32.7	18.2	14.3
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:	63.0	63.0	33.7	15.8	15.8	13.1	39.7	13.0	11.9	32.7	18.2	14.3
LOS by Move:	E	E	C	B	B	B	D	B	B	C	B	B
HCM2kAvgQ:	1	1	0	8	8	7	2	2	0	0	7	1

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

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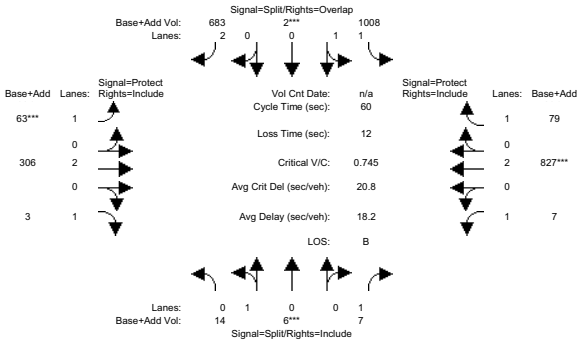
Gilead Sciences
SF12-0606

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

Intersection #11: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	14	6	7	836	2	683	63	291	3	7	707	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	6	7	836	2	683	63	291	3	7	707	79
Added Vol:	0	0	0	172	0	0	0	15	0	0	120	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	6	7	1008	2	683	63	306	3	7	827	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	15	6	8	1084	2	734	68	329	3	8	889	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	6	8	1084	2	734	68	329	3	8	889	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	6	8	1084	2	734	68	329	3	8	889	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
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	1588	3610	7	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.30	0.30	0.27	0.04	0.09	0.00	0.00	0.25	0.05
Crit Moves:		****			****		****				****	
Green/Cycle:	0.02	0.02	0.02	0.40	0.40	0.45	0.05	0.36	0.36	0.02	0.33	0.33
Volume/Cap:	0.74	0.74	0.30	0.74	0.74	0.59	0.74	0.25	0.01	0.25	0.74	0.16
Delay/Veh:	98.0	98.0	35.9	17.4	17.4	12.9	56.1	13.4	12.1	33.5	20.4	14.4
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:	98.0	98.0	35.9	17.4	17.4	12.9	56.1	13.4	12.1	33.5	20.4	14.4
LOS by Move:	F	F	D	B	B	B	E	B	B	C	C	B
HCM2kAvgQ:	2	2	0	10	10	7	3	2	0	0	10	1

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

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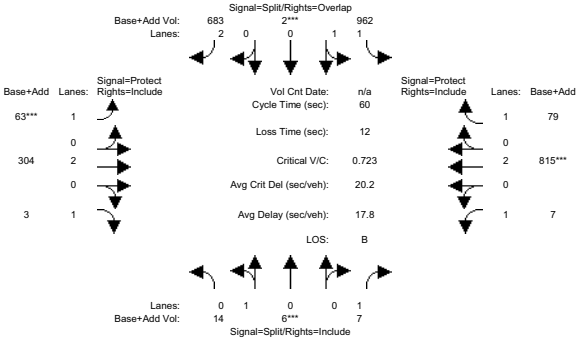
Gilead Sciences
SF12-0606

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

Intersection #11: SR 92 Eastbound Ramps/Edgewater Blvd



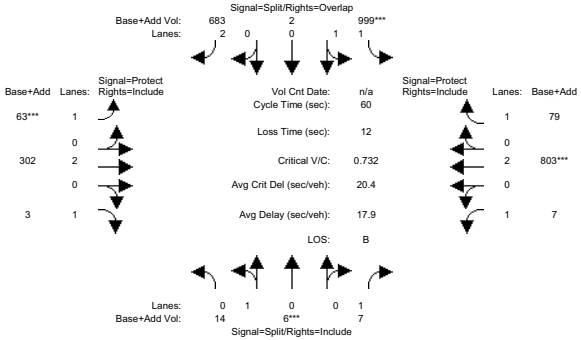
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	14	6	7	836	2	683	63	291	3	7	707	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	6	7	836	2	683	63	291	3	7	707	79
Added Vol:	0	0	0	126	0	0	0	13	0	0	108	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	6	7	962	2	683	63	304	3	7	815	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	15	6	8	1034	2	734	68	327	3	8	876	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	6	8	1034	2	734	68	327	3	8	876	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	6	8	1034	2	734	68	327	3	8	876	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
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	1588	3610	8	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.29	0.29	0.27	0.04	0.09	0.00	0.00	0.24	0.05
Crit Moves:		****			****		****				****	
Green/Cycle:	0.02	0.02	0.02	0.40	0.40	0.45	0.05	0.37	0.37	0.02	0.34	0.34
Volume/Cap:	0.72	0.72	0.29	0.72	0.72	0.59	0.72	0.24	0.01	0.24	0.72	0.16
Delay/Veh:	90.2	90.2	35.4	17.2	17.2	13.2	52.1	13.2	11.9	33.2	19.7	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.2	90.2	35.4	17.2	17.2	13.2	52.1	13.2	11.9	33.2	19.7	14.1
LOS by Move:	F	F	D	B	B	B	D	B	B	C	B	B
HCM2kAvgQ:	2	2	0	10	10	7	3	2	0	0	9	1

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

Gilead Sciences
SF12-0606

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

Intersection #11: SR 92 Eastbound Ramps/Edgewater Blvd



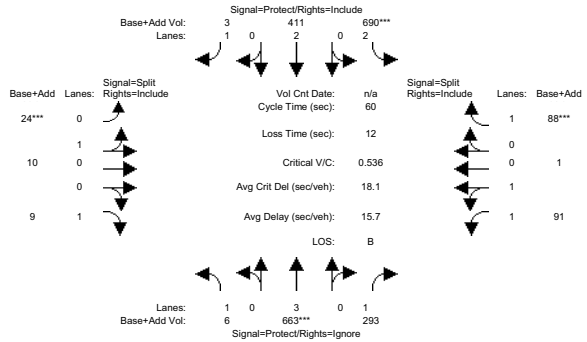
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	14	6	7	836	2	683	63	291	3	7	707	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	6	7	836	2	683	63	291	3	7	707	79
Added Vol:	0	0	0	163	0	0	0	11	0	0	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	6	7	999	2	683	63	302	3	7	803	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	15	6	8	1074	2	734	68	325	3	8	863	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	6	8	1074	2	734	68	325	3	8	863	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	6	8	1074	2	734	68	325	3	8	863	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
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	1588	3610	7	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.30	0.30	0.27	0.04	0.09	0.00	0.00	0.24	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.02	0.02	0.02	0.41	0.41	0.46	0.05	0.36	0.36	0.02	0.33	0.33
Volume/Cap:	0.73	0.73	0.30	0.73	0.73	0.58	0.73	0.25	0.01	0.25	0.73	0.17
Delay/Veh:	93.5	93.5	35.6	17.0	17.0	12.7	53.8	13.6	12.3	33.4	20.3	14.5
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:	93.5	93.5	35.6	17.0	17.0	12.7	53.8	13.6	12.3	33.4	20.3	14.5
LOS by Move:	F	F	D	B	B	B	D	B	B	C	C	B
HCM2kAvgQ:	2	2	0	10	10	6	3	2	0	0	9	1

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

Gilead Sciences
SF12-0606

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

Intersection #12: Metro Center Blvd/Edgewater Blvd



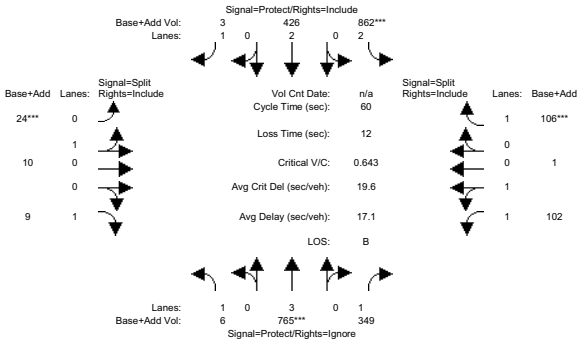
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	6	663	293	690	411	3	24	10	9	91	1	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial 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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	713	0	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	0	742	442	3	26	11	10	98	1	95
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	713	0	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	1.00	0.92	0.95	0.81	0.97	0.97	0.84	0.95	0.95	0.84
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	1900	3502	3610	1536	1296	540	1591	3582	39	1594
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.21	0.12	0.00	0.02	0.02	0.01	0.03	0.03	0.06
Crit Moves:		****		****			****					****
Green/Cycle:	0.02	0.26	0.00	0.40	0.63	0.63	0.04	0.04	0.04	0.11	0.11	0.11
Volume/Cap:	0.19	0.54	0.00	0.54	0.19	0.00	0.54	0.54	0.16	0.25	0.25	0.54
Delay/Veh:	31.8	19.7	0.0	14.3	4.6	4.0	36.5	36.5	29.3	24.7	24.7	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	19.7	0.0	14.3	4.6	4.0	36.5	36.5	29.3	24.7	24.7	28.4
LOS by Move:	C	B	A	B	A	A	D	D	C	C	C	C
HCM2kAvgQ:	0	5	0	6	2	0	2	2	0	1	1	3

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

Gilead Sciences
SF12-0606

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

Intersection #12: Metro Center Blvd/Edgewater Blvd



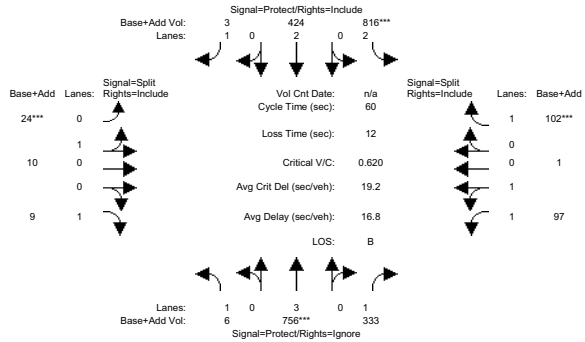
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	6	663	293	690	411	3	24	10	9	91	1	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	663	293	690	411	3	24	10	9	91	1	88
Added Vol:	0	102	56	172	15	0	0	0	0	11	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	765	349	862	426	3	24	10	9	102	1	106
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	823	0	927	458	3	26	11	10	110	1	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	823	0	927	458	3	26	11	10	110	1	114
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	823	0	927	458	3	26	11	10	110	1	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.97	0.97	0.84	0.95	0.95	0.84
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	1900	3502	3610	1536	1296	540	1591	3586	35	1594
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.26	0.13	0.00	0.02	0.02	0.01	0.03	0.03	0.07
Crit Moves:		****		****			****					****
Green/Cycle:	0.02	0.25	0.00	0.41	0.64	0.64	0.03	0.03	0.03	0.11	0.11	0.11
Volume/Cap:	0.20	0.64	0.00	0.64	0.20	0.00	0.64	0.64	0.20	0.28	0.28	0.64
Delay/Veh:	32.0	21.4	0.0	15.1	4.5	3.9	51.3	51.3	30.3	24.8	24.8	33.4
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:	32.0	21.4	0.0	15.1	4.5	3.9	51.3	51.3	30.3	24.8	24.8	33.4
LOS by Move:	C	C	A	B	A	A	D	D	C	C	C	C
HCM2kAvgQ:	0	6	0	8	2	0	2	2	0	1	1	3

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

Gilead Sciences
SF12-0606

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

Intersection #12: Metro Center Blvd/Edgewater Blvd



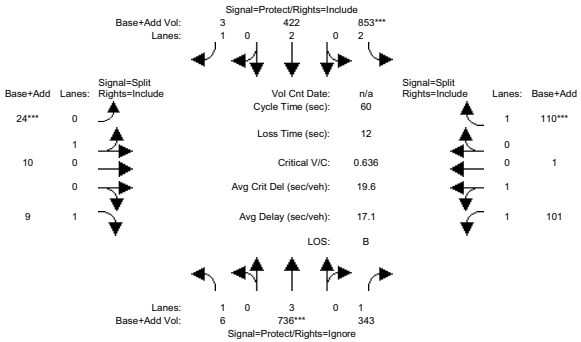
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	6	663	293		690	411	3		24	10	9		91	1	88	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	6	663	293		690	411	3		24	10	9		91	1	88	
Added Vol:	0	93	40		126	13	0		0	0	0		6	0	14	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	6	756	333		816	424	3		24	10	9		97	1	102	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.00		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93	
PHF Volume:	6	813	0		877	456	3		26	11	10		104	1	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	813	0		877	456	3		26	11	10		104	1	110	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	6	813	0		877	456	3		26	11	10		104	1	110	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	1.00		0.92	0.95	0.81		0.97	0.97	0.84		0.95	0.95	0.84	
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	1900		3502	3610	1536		1296	540	1591		3584	37	1594	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.00		0.25	0.13	0.00		0.02	0.02	0.01		0.03	0.03	0.07	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.02	0.25	0.00		0.40	0.64	0.64		0.03	0.03	0.03		0.11	0.11	0.11	
Volume/Cap:	0.20	0.62	0.00		0.62	0.20	0.00		0.62	0.62	0.19		0.26	0.26	0.62	
Delay/Veh:	32.0	20.8	0.0		15.1	4.5	3.9		47.2	47.2	30.1		24.8	24.8	32.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.0	20.8	0.0		15.1	4.5	3.9		47.2	47.2	30.1		24.8	24.8	32.1	
LOS by Move:	C	C	A		B	A	A		D	D	C		C	C	C	
HCM2kAvgQ:	0	6	0		8	2	0		2	2	0		1	1	3	

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

Gilead Sciences
SF12-0606

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

Intersection #12: Metro Center Blvd/Edgewater Blvd



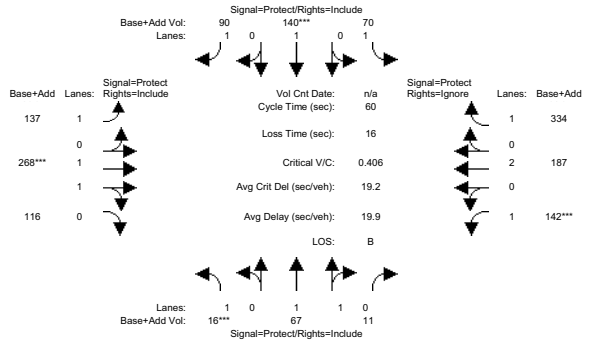
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	6	663	293		690	411	3		24	10	9		91	1	88	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	6	663	293		690	411	3		24	10	9		91	1	88	
Added Vol:	0	73	50		163	11	0		0	0	0		10	0	22	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	6	736	343		853	422	3		24	10	9		101	1	110	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.00		0.93	0.93	0.93		0.93	0.93	0.93		0.93	0.93	0.93	
PHF Volume:	6	791	0		917	454	3		26	11	10		109	1	118	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	791	0		917	454	3		26	11	10		109	1	118	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	6	791	0		917	454	3		26	11	10		109	1	118	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.91	1.00		0.92	0.95	0.81		0.97	0.97	0.84		0.95	0.95	0.84	
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	1900		3502	3610	1536		1296	540	1591		3586	36	1594	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.15	0.00		0.26	0.13	0.00		0.02	0.02	0.01		0.03	0.03	0.07	
Crit Moves:		****			****				****						****	
Green/Cycle:	0.02	0.24	0.00		0.41	0.63	0.63		0.03	0.03	0.03		0.12	0.12	0.12	
Volume/Cap:	0.20	0.64	0.00		0.64	0.20	0.00		0.64	0.64	0.19		0.26	0.26	0.64	
Delay/Veh:	32.0	21.5	0.0		15.0	4.6	4.0		49.9	49.9	30.2		24.5	24.5	32.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	32.0	21.5	0.0		15.0	4.6	4.0		49.9	49.9	30.2		24.5	24.5	32.4	
LOS by Move:	C	C	A		B	A	A		D	D	C		C	C	C	
HCM2kAvgQ:	0	6	0		8	2	0		2	2	0		1	1	3	

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

Gilead Sciences
SF12-0606

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

Intersection #13: Vintage Park Dr/Metro Center Blvd



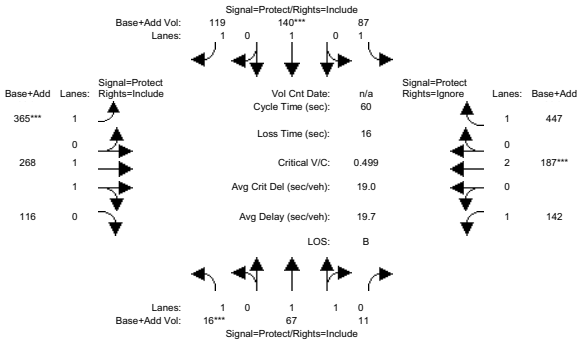
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	16	67	11	70	140	90	137	268	116	142	187	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	67	11	70	140	90	137	268	116	142	187	334
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	67	11	70	140	90	137	268	116	142	187	334
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	17	73	12	76	152	98	149	291	126	154	203	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	73	12	76	152	98	149	291	126	154	203	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:	17	73	12	76	152	98	149	291	126	154	203	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.92	0.95	1.00	0.81	0.95	0.91	0.88	0.95	0.95	1.00
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.38	0.62	1.00	2.00	1.00
Final Sat.:	1805	3033	498	1805	1900	1536	1805	2384	1032	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.04	0.08	0.06	0.08	0.12	0.12	0.09	0.06	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.02	0.08	0.08	0.14	0.20	0.20	0.30	0.30	0.30	0.21	0.21	0.00
Volume/Cap:	0.41	0.30	0.30	0.30	0.41	0.32	0.27	0.41	0.41	0.41	0.27	0.00
Delay/Veh:	35.0	26.6	26.6	23.8	21.7	21.3	16.1	16.9	16.9	21.1	20.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	26.6	26.6	23.8	21.7	21.3	16.1	16.9	16.9	21.1	20.2	0.0
LOS by Move:	D	C	C	C	C	C	B	B	B	C	C	A
HCM2kAvgQ:	1	1	1	2	3	2	2	4	4	3	2	0

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

Gilead Sciences
SF12-0606

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

Intersection #13: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	16	67	11	70	140	90	137	268	116	142	187	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	67	11	70	140	90	137	268	116	142	187	334
Added Vol:	0	0	0	17	0	29	228	0	0	0	0	113
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	67	11	87	140	119	365	268	116	142	187	447
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	17	73	12	95	152	129	397	291	126	154	203	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	73	12	95	152	129	397	291	126	154	203	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:	17	73	12	95	152	129	397	291	126	154	203	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.92	0.95	1.00	0.81	0.95	0.91	0.88	0.95	0.95	1.00
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.38	0.62	1.00	2.00	1.00
Final Sat.:	1805	3033	498	1805	1900	1536	1805	2384	1032	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.08	0.08	0.22	0.12	0.12	0.09	0.06	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.02	0.06	0.06	0.12	0.16	0.16	0.44	0.33	0.33	0.23	0.11	0.00
Volume/Cap:	0.50	0.42	0.42	0.42	0.50	0.52	0.50	0.38	0.38	0.38	0.50	0.00
Delay/Veh:	39.9	28.8	28.8	25.6	24.3	25.2	12.5	15.8	15.8	20.1	26.0	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:	39.9	28.8	28.8	25.6	24.3	25.2	12.5	15.8	15.8	20.1	26.0	0.0
LOS by Move:	D	C	C	C	C	C	B	B	B	C	C	A
HCM2kAvgQ:	1	1	1	2	3	3	6	3	3	3	3	0

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

Gilead Sciences
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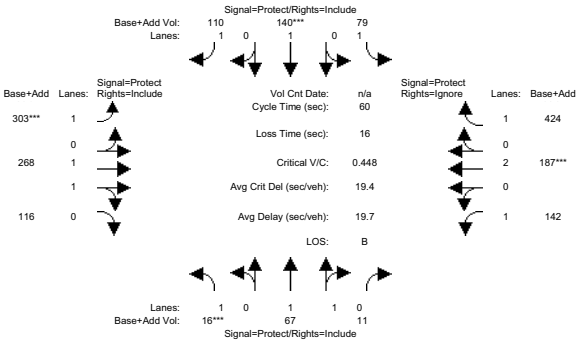
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project - Alternative A AM

Intersection #13: Vintage Park Dr/Metro Center Blvd



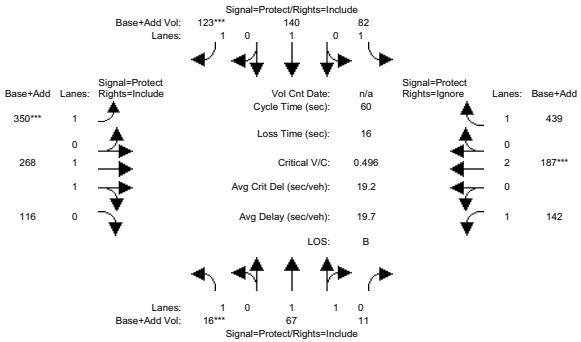
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	16	67	11	70	140	90	137	268	116	142	187	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	67	11	70	140	90	137	268	116	142	187	334
Added Vol:	0	0	0	9	0	20	166	0	0	0	0	90
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	67	11	79	140	110	303	268	116	142	187	424
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	17	73	12	86	152	120	329	291	126	154	203	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	73	12	86	152	120	329	291	126	154	203	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:	17	73	12	86	152	120	329	291	126	154	203	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.92	0.95	1.00	0.81	0.95	0.91	0.88	0.95	0.95	1.00
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.38	0.62	1.00	2.00	1.00
Final Sat.:	1805	3033	498	1805	1900	1536	1805	2384	1032	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.08	0.08	0.18	0.12	0.12	0.09	0.06	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.02	0.07	0.07	0.13	0.18	0.18	0.41	0.31	0.31	0.22	0.13	0.00
Volume/Cap:	0.45	0.36	0.36	0.36	0.45	0.44	0.45	0.39	0.39	0.39	0.45	0.00
Delay/Veh:	37.0	27.7	27.7	24.6	22.9	23.0	13.3	16.3	16.3	20.6	25.0	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:	37.0	27.7	27.7	24.6	22.9	23.0	13.3	16.3	16.3	20.6	25.0	0.0
LOS by Move:	D	C	C	C	C	C	B	B	B	C	C	A
HCM2kAvgQ:	1	1	1	2	3	3	5	4	3	3	2	0

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

Gilead Sciences
SF12-0606

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

Intersection #13: Vintage Park Dr/Metro Center Blvd



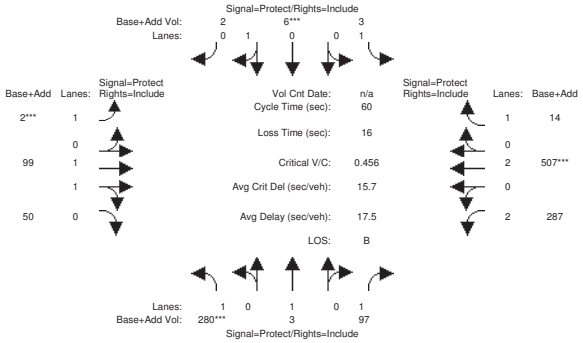
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	16	67	11	70	140	90	137	268	116	142	187	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	67	11	70	140	90	137	268	116	142	187	334
Added Vol:	0	0	0	12	0	33	213	0	0	0	0	105
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	67	11	82	140	123	350	268	116	142	187	439
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	17	73	12	89	152	134	380	291	126	154	203	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	73	12	89	152	134	380	291	126	154	203	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:	17	73	12	89	152	134	380	291	126	154	203	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.92	0.95	1.00	0.81	0.95	0.91	0.88	0.95	0.95	1.00
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.38	0.62	1.00	2.00	1.00
Final Sat.:	1805	3033	498	1805	1900	1536	1805	2384	1032	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.08	0.09	0.21	0.12	0.12	0.09	0.06	0.00
Crit Moves:	****					****	****				****	
Green/Cycle:	0.02	0.06	0.06	0.13	0.18	0.18	0.42	0.32	0.32	0.22	0.11	0.00
Volume/Cap:	0.50	0.38	0.38	0.38	0.46	0.50	0.50	0.39	0.39	0.39	0.50	0.00
Delay/Veh:	39.7	28.0	28.0	24.8	23.2	23.8	13.1	16.2	16.2	20.5	25.9	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:	39.7	28.0	28.0	24.8	23.2	23.8	13.1	16.2	16.2	20.5	25.9	0.0
LOS by Move:	D	C	C	C	C	C	B	B	B	C	C	A
HCM2kAvgQ:	1	1	1	2	3	3	6	3	3	3	3	0

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

Gilead Sciences EIR
SF12-0606

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

Intersection #14: Shell Blvd/Metro Center Blvd



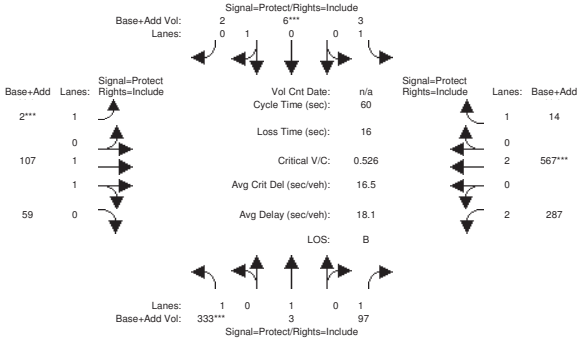
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	280		3	97	3		6	2	2		99	50	287		507	14
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	280		3	97	3		6	2	2		99	50	287		507	14
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	280		3	97	3		6	2	2		99	50	287		507	14
User Adj:	1.00	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:	311		3	108	3		7	2	2		110	56	319		563	16
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	311		3	108	3		7	2	2		110	56	319		563	16
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	311		3	108	3		7	2	2		110	56	319		563	16
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.84		0.95	0.96	0.96		0.95	0.90	0.89		0.92	0.95	0.81	
Lanes:	1.00	1.00	1.00		1.00	0.75	0.25		1.00	1.32	0.68		2.00	2.00	1.00	
Final Sat.:	1805	1900	1591		1805	1371	457		1805	2268	1146		3502	3610	1536	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.00	0.07		0.00	0.00	0.00		0.00	0.05	0.05		0.09	0.16	0.01	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.38	0.38	0.38		0.01	0.01	0.01		0.00	0.12	0.12		0.22	0.34	0.34	
Volume/Cap:	0.46	0.00	0.18		0.18	0.46	0.46		0.46	0.40	0.40		0.40	0.46	0.03	
Delay/Veh:	14.5	11.6	12.6		34.0	45.5	45.5		85.4	25.1	25.1		20.2	15.7	13.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	14.5	11.6	12.6		34.0	45.5	45.5		85.4	25.1	25.1		20.2	15.7	13.1	
LOS by Move:	B	B	B		C	D	D		F	C	C		C	B	B	
HCM2kAvgQ:	5	0	1		0	1	1		0	2	2		3	4	0	

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

Gilead Sciences EIR
SF12-0606

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

Intersection #14: 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:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	280		3	97	3		6	2	2		99	50	287		507	14
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	280		3	97	3		6	2	2		99	50	287		507	14
Added Vol:	53		0	0	0		0	0	0		8	9	0		60	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	333		3	97	3		6	2	2		107	59	287		567	14
User Adj:	1.00	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:	370		3	108	3		7	2	2		119	66	319		630	16
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	370		3	108	3		7	2	2		119	66	319		630	16
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	370		3	108	3		7	2	2		119	66	319		630	16
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.84		0.95	0.96	0.96		0.95	0.90	0.89		0.92	0.95	0.81	
Lanes:	1.00	1.00	1.00		1.00	0.75	0.25		1.00	1.28	0.72		2.00	2.00	1.00	
Final Sat.:	1805	1900	1591		1805	1371	457		1805	2193	1209		3502	3610	1536	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.00	0.07		0.00	0.00	0.00		0.00	0.05	0.05		0.09	0.17	0.01	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.39	0.39	0.39		0.01	0.01	0.01		0.00	0.12	0.12		0.21	0.33	0.33	
Volume/Cap:	0.53	0.00	0.17		0.17	0.53	0.53		0.53	0.43	0.43		0.43	0.53	0.03	
Delay/Veh:	14.8	11.2	12.2		33.7	56.9	56.9		117.4	25.0	25.0		21.0	16.7	13.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	14.8	11.2	12.2		33.7	56.9	56.9		117.4	25.0	25.0		21.0	16.7	13.6	
LOS by Move:	B	B	B		C	E	E		F	C	C		C	B	B	
HCM2kAvgQ:	6	0	1		0	1	1		0	2	2		3	5	0	

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

Gilead Sciences EIR
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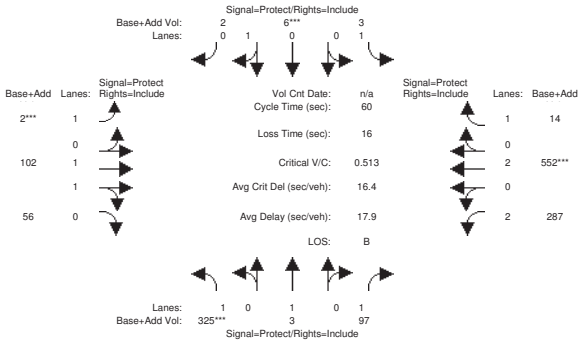
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project - Alternative A AM

Intersection #14: 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:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	280	3	97		3	6	2		2	99	50		287	507	14	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	280	3	97		3	6	2		2	99	50		287	507	14	
Added Vol:	45	0	0		0	0	0		0	3	6		0	45	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	325	3	97		3	6	2		2	102	56		287	552	14	
User Adj:	1.00	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:	361	3	108		3	7	2		2	113	62		319	613	16	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	361	3	108		3	7	2		2	113	62		319	613	16	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	361	3	108		3	7	2		2	113	62		319	613	16	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.84		0.95	0.96	0.96		0.95	0.90	0.89		0.92	0.95	0.81	
Lanes:	1.00	1.00	1.00		1.00	0.75	0.25		1.00	1.28	0.72		2.00	2.00	1.00	
Final Sat.:	1805	1900	1591		1805	1371	457		1805	2196	1206		3502	3610	1536	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.00	0.07		0.00	0.00	0.00		0.00	0.05	0.05		0.09	0.17	0.01	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.39	0.39	0.39		0.01	0.01	0.01		0.00	0.12	0.12		0.21	0.33	0.33	
Volume/Cap:	0.51	0.00	0.17		0.17	0.51	0.51		0.51	0.43	0.43		0.43	0.51	0.03	
Delay/Veh:	14.6	11.2	12.1		33.7	53.3	53.3		107.5	25.2	25.2		20.8	16.5	13.6	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	14.6	11.2	12.1		33.7	53.3	53.3		107.5	25.2	25.2		20.8	16.5	13.6	
LOS by Move:	B	B	B		C	D	D		F	C	C		C	B	B	
HCM2kAvgQ:	6	0	1		0	1	1		0	2	2		3	5	0	

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

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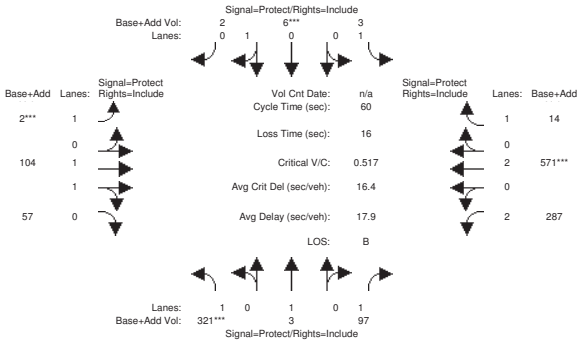
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project - Alternative B AM

Intersection #14: 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:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	280	3	97		3	6	2		2	99	50		287	507	14	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	280	3	97		3	6	2		2	99	50		287	507	14	
Added Vol:	41	0	0		0	0	0		0	5	7		0	64	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	321	3	97		3	6	2		2	104	57		287	571	14	
User Adj:	1.00	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:	357	3	108		3	7	2		2	116	63		319	634	16	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	357	3	108		3	7	2		2	116	63		319	634	16	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	357	3	108		3	7	2		2	116	63		319	634	16	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.84		0.95	0.96	0.96		0.95	0.90	0.89		0.92	0.95	0.81	
Lanes:	1.00	1.00	1.00		1.00	0.75	0.25		1.00	1.29	0.71		2.00	2.00	1.00	
Final Sat.:	1805	1900	1591		1805	1371	457		1805	2197	1204		3502	3610	1536	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.00	0.07		0.00	0.00	0.00		0.00	0.05	0.05		0.09	0.18	0.01	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.38	0.38	0.38		0.01	0.01	0.01		0.00	0.13	0.13		0.22	0.34	0.34	
Volume/Cap:	0.52	0.00	0.18		0.18	0.52	0.52		0.52	0.42	0.42		0.42	0.52	0.03	
Delay/Veh:	15.0	11.5	12.5		33.9	54.6	54.6		111.0	24.9	24.9		20.6	16.3	13.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	15.0	11.5	12.5		33.9	54.6	54.6		111.0	24.9	24.9		20.6	16.3	13.2	
LOS by Move:	B	B	B		C	D	D		F	C	C		C	B	B	
HCM2kAvgQ:	6	0	1		0	1	1		0	2	2		3	5	0	

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

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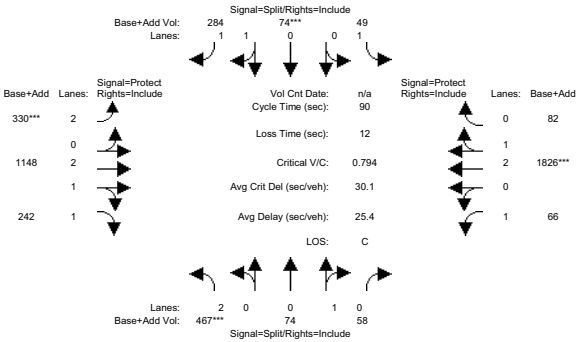
Gilead Sciences
SF12-0606

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

Intersection #17: Norfolk Street/East Hillshade Blvd



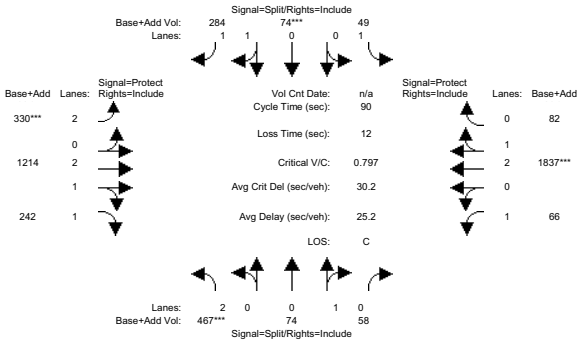
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	467	74	58	49	74	284	330	1148	242	66	1826	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	74	58	49	74	284	330	1148	242	66	1826	82
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	467	74	58	49	74	284	330	1148	242	66	1826	82
User Adj:	1.00	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:	486	77	60	51	77	296	344	1196	252	69	1902	85
Reduct Vol:	0	0	0	0	0	150	0	0	0	0	0	0
Reduced Vol:	486	77	60	51	77	146	344	1196	252	69	1902	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	486	77	60	51	77	146	344	1196	252	69	1902	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.95	0.90	0.89	0.92	0.89	0.88	0.95	0.90	0.90
Lanes:	2.00	0.56	0.44	1.00	0.69	1.31	2.00	3.00	1.00	1.00	2.87	0.13
Final Sat.:	3502	991	776	1805	1176	2225	3502	5052	1667	1805	4934	222
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.08	0.03	0.07	0.07	0.10	0.24	0.15	0.04	0.39	0.39
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.08	0.08	0.08	0.12	0.52	0.52	0.08	0.49	0.49
Volume/Cap:	0.79	0.44	0.44	0.34	0.79	0.79	0.79	0.45	0.29	0.45	0.79	0.79
Delay/Veh:	42.6	34.2	34.2	40.4	54.9	54.9	48.1	13.4	12.0	41.3	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	34.2	34.2	40.4	54.9	54.9	48.1	13.4	12.0	41.3	21.2	21.2
LOS by Move:	D	C	C	D	D	D	D	B	B	D	C	C
HCM2kAvgQ:	9	4	4	2	5	5	7	8	4	2	19	19

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

Gilead Sciences
SF12-0606

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

Intersection #17: Norfolk Street/East Hillshade Blvd



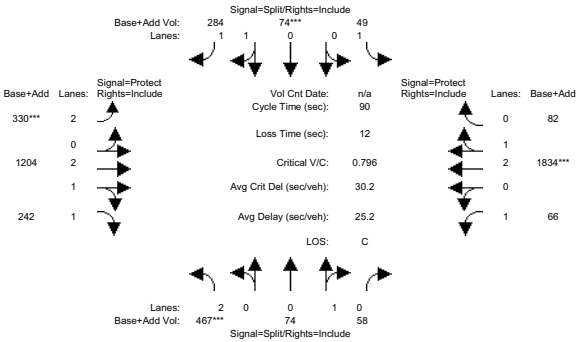
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	467	74	58	49	74	284	330	1148	242	66	1826	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	74	58	49	74	284	330	1148	242	66	1826	82
Added Vol:	0	0	0	0	0	0	0	66	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	467	74	58	49	74	284	330	1214	242	66	1837	82
User Adj:	1.00	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:	486	77	60	51	77	296	344	1265	252	69	1914	85
Reduct Vol:	0	0	0	0	0	150	0	0	0	0	0	0
Reduced Vol:	486	77	60	51	77	146	344	1265	252	69	1914	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	486	77	60	51	77	146	344	1265	252	69	1914	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.95	0.90	0.89	0.92	0.89	0.88	0.95	0.90	0.90
Lanes:	2.00	0.56	0.44	1.00	0.69	1.31	2.00	3.00	1.00	1.00	2.87	0.13
Final Sat.:	3502	991	776	1805	1176	2225	3502	5057	1669	1805	4935	220
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.08	0.03	0.07	0.07	0.10	0.25	0.15	0.04	0.39	0.39
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.08	0.08	0.08	0.12	0.53	0.53	0.08	0.49	0.49
Volume/Cap:	0.80	0.45	0.45	0.34	0.80	0.80	0.80	0.47	0.29	0.47	0.80	0.80
Delay/Veh:	42.8	34.3	34.3	40.4	55.2	55.2	48.3	13.4	11.8	42.0	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	34.3	34.3	40.4	55.2	55.2	48.3	13.4	11.8	42.0	21.2	21.2
LOS by Move:	D	C	C	D	E	E	D	B	B	D	C	C
HCM2kAvgQ:	9	4	4	2	5	5	7	8	4	2	19	19

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

Gilead Sciences
SF12-0606

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

Intersection #17: Norfolk Street/East Hillshade Blvd



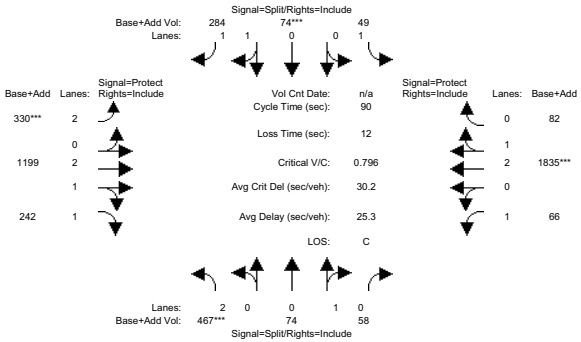
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	467	74	58	49	74	284	330	1148	242	66	1826	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	74	58	49	74	284	330	1148	242	66	1826	82
Added Vol:	0	0	0	0	0	0	0	56	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	467	74	58	49	74	284	330	1204	242	66	1834	82
User Adj:	1.00	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:	486	77	60	51	77	296	344	1254	252	69	1910	85
Reduct Vol:	0	0	0	0	0	150	0	0	0	0	0	0
Reduced Vol:	486	77	60	51	77	146	344	1254	252	69	1910	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	486	77	60	51	77	146	344	1254	252	69	1910	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.95	0.90	0.89	0.92	0.89	0.88	0.95	0.90	0.90
Lanes:	2.00	0.56	0.44	1.00	0.69	1.31	2.00	3.00	1.00	1.00	2.87	0.13
Final Sat.:	3502	991	776	1805	1176	2225	3502	5057	1669	1805	4935	221
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.08	0.03	0.07	0.07	0.10	0.25	0.15	0.04	0.39	0.39
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.08	0.08	0.08	0.12	0.53	0.53	0.08	0.49	0.49
Volume/Cap:	0.80	0.45	0.45	0.34	0.80	0.80	0.80	0.47	0.29	0.47	0.80	0.80
Delay/Veh:	42.8	34.3	34.3	40.4	55.1	55.1	48.2	13.4	11.8	41.9	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	34.3	34.3	40.4	55.1	55.1	48.2	13.4	11.8	41.9	21.2	21.2
LOS by Move:	D	C	C	D	E	E	D	B	B	D	C	C
HCM2kAvgQ:	9	4	4	2	5	5	7	8	4	2	19	19

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

Gilead Sciences
SF12-0606

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

Intersection #17: Norfolk Street/East Hillshade Blvd



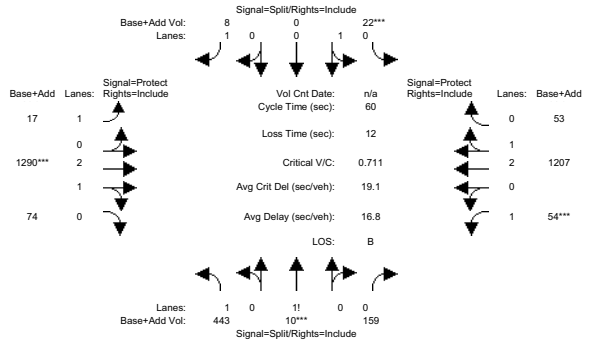
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	467	74	58	49	74	284	330	1148	242	66	1826	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	74	58	49	74	284	330	1148	242	66	1826	82
Added Vol:	0	0	0	0	0	0	0	51	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	467	74	58	49	74	284	330	1199	242	66	1835	82
User Adj:	1.00	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:	486	77	60	51	77	296	344	1249	252	69	1911	85
Reduct Vol:	0	0	0	0	0	150	0	0	0	0	0	0
Reduced Vol:	486	77	60	51	77	146	344	1249	252	69	1911	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	486	77	60	51	77	146	344	1249	252	69	1911	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.95	0.90	0.89	0.92	0.89	0.88	0.95	0.90	0.90
Lanes:	2.00	0.56	0.44	1.00	0.69	1.31	2.00	3.00	1.00	1.00	2.87	0.13
Final Sat.:	3502	991	776	1805	1176	2225	3502	5057	1669	1805	4935	221
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.08	0.03	0.07	0.07	0.10	0.25	0.15	0.04	0.39	0.39
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.08	0.08	0.08	0.12	0.53	0.53	0.08	0.49	0.49
Volume/Cap:	0.80	0.45	0.45	0.34	0.80	0.80	0.80	0.47	0.29	0.47	0.80	0.80
Delay/Veh:	42.8	34.3	34.3	40.4	55.2	55.2	48.3	13.4	11.8	41.8	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	34.3	34.3	40.4	55.2	55.2	48.3	13.4	11.8	41.8	21.2	21.2
LOS by Move:	D	C	C	D	E	E	D	B	B	D	C	C
HCM2kAvgQ:	9	4	4	2	5	5	7	8	4	2	19	19

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

Gilead Sciences
SF12-0606

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

Intersection #18: Altair Ave/East Hillsdale Blvd



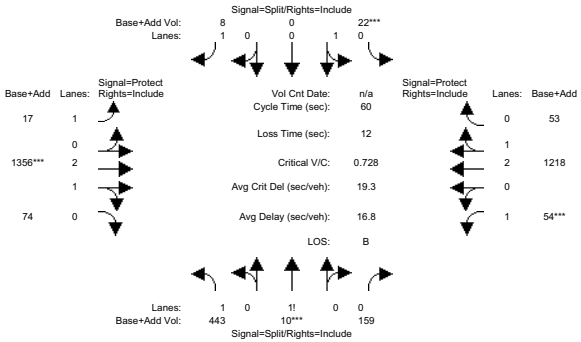
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	443	10	159	22	0	8	17	1290	74	54	1207	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	10	159	22	0	8	17	1290	74	54	1207	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	10	159	22	0	8	17	1290	74	54	1207	53
User Adj:	1.00	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:	476	11	171	24	0	9	18	1387	80	58	1298	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	11	171	24	0	9	18	1387	80	58	1298	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	476	11	171	24	0	9	18	1387	80	58	1298	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.92	0.95	1.00	0.84	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.57	0.02	0.41	1.00	0.00	1.00	1.00	2.84	0.16	1.00	2.87	0.13
Final Sat.:	2760	45	716	1809	0	1591	1805	4866	279	1805	4939	217
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.24	0.01	0.00	0.01	0.01	0.29	0.29	0.03	0.26	0.26
Crit Moves:		****		****				****		****		
Green/Cycle:	0.34	0.34	0.34	0.02	0.00	0.02	0.02	0.40	0.40	0.05	0.43	0.43
Volume/Cap:	0.51	0.71	0.71	0.71	0.00	0.29	0.61	0.71	0.71	0.71	0.61	0.61
Delay/Veh:	16.4	20.0	20.0	82.0	0.0	34.6	61.3	16.3	16.3	53.5	13.8	13.8
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:	16.4	20.0	20.0	82.0	0.0	34.6	61.3	16.3	16.3	53.5	13.8	13.8
LOS by Move:	B	C	C	F	A	C	E	B	B	D	B	B
HCM2kAvgQ:	5	8	8	2	0	1	1	10	10	3	8	8

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

Gilead Sciences
SF12-0606

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

Intersection #18: Altair Ave/East Hillsdale Blvd



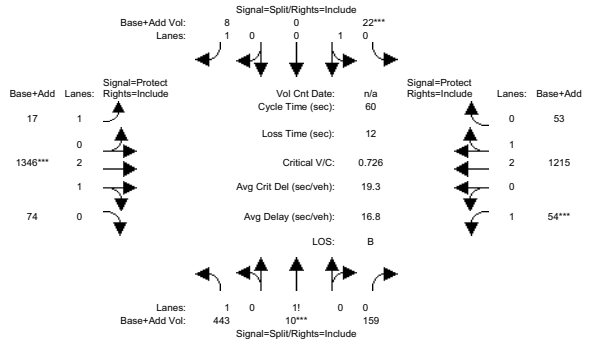
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	443	10	159	22	0	8	17	1290	74	54	1207	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	10	159	22	0	8	17	1290	74	54	1207	53
Added Vol:	0	0	0	0	0	0	0	66	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	10	159	22	0	8	17	1356	74	54	1218	53
User Adj:	1.00	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:	476	11	171	24	0	9	18	1458	80	58	1310	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	11	171	24	0	9	18	1458	80	58	1310	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	476	11	171	24	0	9	18	1458	80	58	1310	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.92	0.95	1.00	0.84	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.57	0.02	0.41	1.00	0.00	1.00	1.00	2.84	0.16	1.00	2.87	0.13
Final Sat.:	2760	45	716	1809	0	1591	1805	4879	266	1805	4940	215
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.24	0.01	0.00	0.01	0.01	0.30	0.30	0.03	0.27	0.27
Crit Moves:		****		****				****		****		
Green/Cycle:	0.33	0.33	0.33	0.02	0.00	0.02	0.02	0.41	0.41	0.04	0.44	0.44
Volume/Cap:	0.53	0.73	0.73	0.73	0.00	0.30	0.61	0.73	0.73	0.73	0.61	0.61
Delay/Veh:	16.8	20.8	20.8	87.7	0.0	35.0	59.7	16.2	16.2	56.8	13.4	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	20.8	20.8	87.7	0.0	35.0	59.7	16.2	16.2	56.8	13.4	13.4
LOS by Move:	B	C	C	F	A	C	E	B	B	E	B	B
HCM2kAvgQ:	5	9	9	2	0	1	1	10	10	3	8	8

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

Gilead Sciences
SF12-0606

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

Intersection #18: Altair Ave/East Hillsdale Blvd



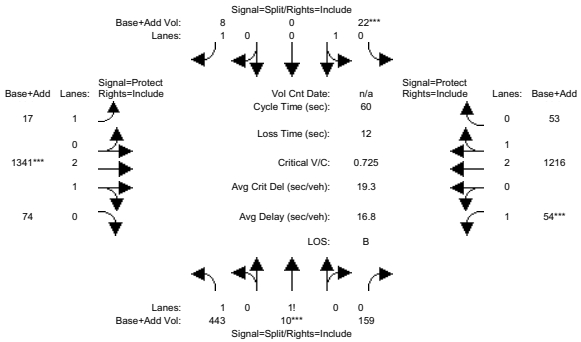
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	443	10	159	22	0	8	17	1290	74	54	1207	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	10	159	22	0	8	17	1290	74	54	1207	53
Added Vol:	0	0	0	0	0	0	0	56	0	0	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	10	159	22	0	8	17	1346	74	54	1215	53
User Adj:	1.00	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:	476	11	171	24	0	9	18	1447	80	58	1306	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	11	171	24	0	9	18	1447	80	58	1306	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	476	11	171	24	0	9	18	1447	80	58	1306	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.92	0.95	1.00	0.84	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.57	0.02	0.41	1.00	0.00	1.00	1.00	2.84	0.16	1.00	2.87	0.13
Final Sat.:	2760	45	716	1809	0	1591	1805	4877	268	1805	4940	215
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.24	0.01	0.00	0.01	0.01	0.30	0.30	0.03	0.26	0.26
Crit Moves:		****		****				****		****		
Green/Cycle:	0.33	0.33	0.33	0.02	0.00	0.02	0.02	0.41	0.41	0.04	0.44	0.44
Volume/Cap:	0.52	0.73	0.73	0.73	0.00	0.30	0.61	0.73	0.73	0.73	0.61	0.61
Delay/Veh:	16.7	20.7	20.7	86.8	0.0	34.9	59.8	16.2	16.2	56.3	13.4	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.7	20.7	20.7	86.8	0.0	34.9	59.8	16.2	16.2	56.3	13.4	13.4
LOS by Move:	B	C	C	F	A	C	E	B	B	E	B	B
HCM2kAvgQ:	5	9	9	2	0	1	1	10	10	3	8	8

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

Gilead Sciences
SF12-0606

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

Intersection #18: Altair Ave/East Hillsdale Blvd



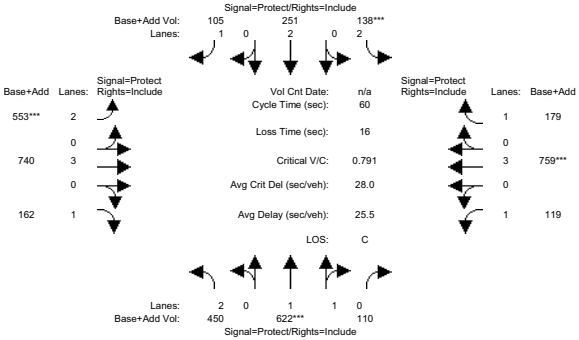
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	443	10	159	22	0	8	17	1290	74	54	1207	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	10	159	22	0	8	17	1290	74	54	1207	53
Added Vol:	0	0	0	0	0	0	0	51	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	10	159	22	0	8	17	1341	74	54	1216	53
User Adj:	1.00	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:	476	11	171	24	0	9	18	1442	80	58	1308	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	11	171	24	0	9	18	1442	80	58	1308	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	476	11	171	24	0	9	18	1442	80	58	1308	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.92	0.95	1.00	0.84	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.57	0.02	0.41	1.00	0.00	1.00	1.00	2.84	0.16	1.00	2.87	0.13
Final Sat.:	2760	45	716	1809	0	1591	1805	4876	269	1805	4940	215
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.24	0.01	0.00	0.01	0.01	0.30	0.30	0.03	0.26	0.26
Crit Moves:		****		****				****		****		
Green/Cycle:	0.33	0.33	0.33	0.02	0.00	0.02	0.02	0.41	0.41	0.04	0.44	0.44
Volume/Cap:	0.52	0.72	0.72	0.72	0.00	0.30	0.61	0.72	0.72	0.72	0.61	0.61
Delay/Veh:	16.7	20.6	20.6	86.4	0.0	34.9	60.1	16.2	16.2	56.0	13.5	13.5
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:	16.7	20.6	20.6	86.4	0.0	34.9	60.1	16.2	16.2	56.0	13.5	13.5
LOS by Move:	B	C	C	F	A	C	E	B	B	E	B	B
HCM2kAvgQ:	5	9	9	2	0	1	1	10	10	3	8	8

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

Gilead Sciences
SF12-0606

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

Intersection #19: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	450	622	110	138	251	105	553	740	162	119	759	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	622	110	138	251	105	553	740	162	119	759	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	622	110	138	251	105	553	740	162	119	759	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	474	655	116	145	264	111	582	779	171	125	799	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	655	116	145	264	111	582	779	171	125	799	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	474	655	116	145	264	111	582	779	171	125	799	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.70	0.30	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2999	530	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.22	0.04	0.07	0.07	0.17	0.15	0.11	0.07	0.15	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.28	0.28	0.05	0.12	0.12	0.21	0.28	0.28	0.13	0.19	0.19
Volume/Cap:	0.63	0.79	0.79	0.79	0.63	0.60	0.79	0.54	0.39	0.54	0.79	0.61
Delay/Veh:	23.3	24.6	24.6	48.5	28.5	30.7	28.3	18.9	18.1	27.1	27.3	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	24.6	24.6	48.5	28.5	30.7	28.3	18.9	18.1	27.1	27.3	25.5
LOS by Move:	C	C	C	D	C	C	C	B	B	C	C	C
HCM2kAvgQ:	5	9	9	3	4	3	8	5	3	3	8	4

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

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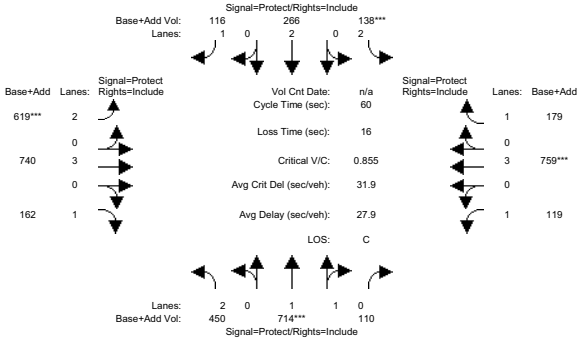
Gilead Sciences
SF12-0606

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

Intersection #19: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	450	622	110	138	251	105	553	740	162	119	759	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	622	110	138	251	105	553	740	162	119	759	179
Added Vol:	0	92	0	0	15	11	66	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	714	110	138	266	116	619	740	162	119	759	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	474	752	116	145	280	122	652	779	171	125	799	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	752	116	145	280	122	652	779	171	125	799	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	474	752	116	145	280	122	652	779	171	125	799	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.73	0.27	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3065	472	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.14	0.25	0.25	0.04	0.08	0.08	0.19	0.15	0.11	0.07	0.15	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.29	0.29	0.05	0.12	0.12	0.22	0.27	0.27	0.13	0.18	0.18
Volume/Cap:	0.63	0.85	0.85	0.85	0.63	0.63	0.85	0.55	0.39	0.55	0.85	0.66
Delay/Veh:	23.3	27.4	27.4	60.4	28.1	31.3	31.9	19.2	18.4	27.6	31.6	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	27.4	27.4	60.4	28.1	31.3	31.9	19.2	18.4	27.6	31.6	28.3
LOS by Move:	C	C	C	E	C	C	C	B	B	C	C	C
HCM2kAvgQ:	5	11	11	4	4	3	9	5	3	3	8	5

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

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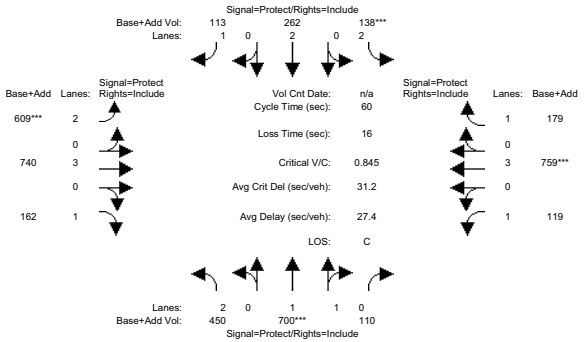
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project - Alternative A AM

Intersection #19: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	450	622	110	138	251	105	553	740	162	119	759	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	622	110	138	251	105	553	740	162	119	759	179
Added Vol:	0	78	0	0	11	8	56	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	700	110	138	262	113	609	740	162	119	759	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	474	737	116	145	276	119	641	779	171	125	799	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	737	116	145	276	119	641	779	171	125	799	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	474	737	116	145	276	119	641	779	171	125	799	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.73	0.27	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3057	480	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.24	0.04	0.08	0.07	0.18	0.15	0.11	0.07	0.15	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.29	0.29	0.05	0.12	0.12	0.22	0.27	0.27	0.13	0.18	0.18
Volume/Cap:	0.63	0.84	0.84	0.84	0.63	0.62	0.84	0.55	0.39	0.55	0.84	0.65
Delay/Veh:	23.2	26.9	26.9	58.3	28.1	31.0	31.2	19.1	18.4	27.5	30.8	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	26.9	26.9	58.3	28.1	31.0	31.2	19.1	18.4	27.5	30.8	27.9
LOS by Move:	C	C	C	E	C	C	C	B	B	C	C	C
HCM2kAvgQ:	5	11	11	4	4	3	9	5	3	3	8	5

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

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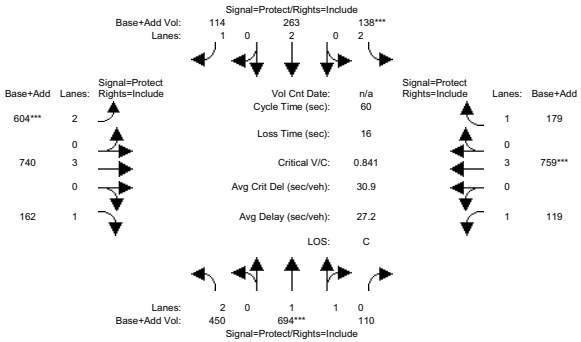
SF12-0606

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

Intersection #19: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	450	622	110	138	251	105	553	740	162	119	759	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	622	110	138	251	105	553	740	162	119	759	179
Added Vol:	0	72	0	0	12	9	51	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	694	110	138	263	114	604	740	162	119	759	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	474	731	116	145	277	120	636	779	171	125	799	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	731	116	145	277	120	636	779	171	125	799	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	474	731	116	145	277	120	636	779	171	125	799	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.73	0.27	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3050	483	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.24	0.04	0.08	0.08	0.18	0.15	0.11	0.07	0.15	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.28	0.28	0.05	0.12	0.12	0.22	0.27	0.27	0.13	0.18	0.18
Volume/Cap:	0.63	0.84	0.84	0.84	0.63	0.62	0.84	0.55	0.39	0.55	0.84	0.65
Delay/Veh:	23.3	26.6	26.6	57.4	28.2	31.2	30.9	19.1	18.4	27.5	30.5	27.7
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	26.6	26.6	57.4	28.2	31.2	30.9	19.1	18.4	27.5	30.5	27.7
LOS by Move:	C	C	C	E	C	C	C	B	B	C	C	C
HCM2kAvgQ:	5	11	11	4	4	3	9	5	3	3	8	5

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

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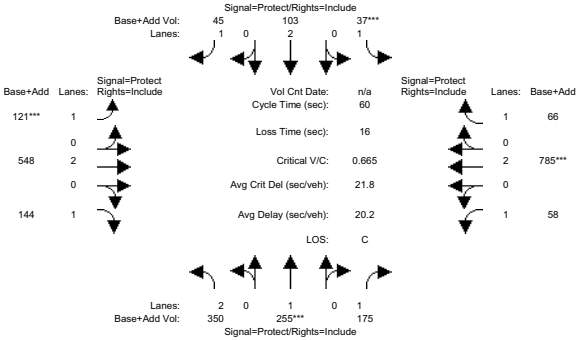
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #20: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	350	255	175	37	103	45	121	548	144	58	785	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	255	175	37	103	45	121	548	144	58	785	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	255	175	37	103	45	121	548	144	58	785	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	389	283	194	41	114	50	134	609	160	64	872	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	283	194	41	114	50	134	609	160	64	872	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	283	194	41	114	50	134	609	160	64	872	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.12	0.02	0.03	0.03	0.07	0.17	0.10	0.04	0.24	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.20	0.22	0.22	0.03	0.06	0.06	0.11	0.39	0.39	0.08	0.36	0.36
Volume/Cap:	0.55	0.67	0.55	0.67	0.55	0.55	0.67	0.43	0.26	0.43	0.67	0.13
Delay/Veh:	22.5	25.2	22.4	52.8	30.7	34.5	33.7	13.5	12.6	28.1	17.4	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.5	25.2	22.4	52.8	30.7	34.5	33.7	13.5	12.6	28.1	17.4	12.9
LOS by Move:	C	C	C	D	C	C	C	B	B	C	B	B
HCM2kAvgQ:	4	6	4	2	2	2	4	5	2	2	8	1

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

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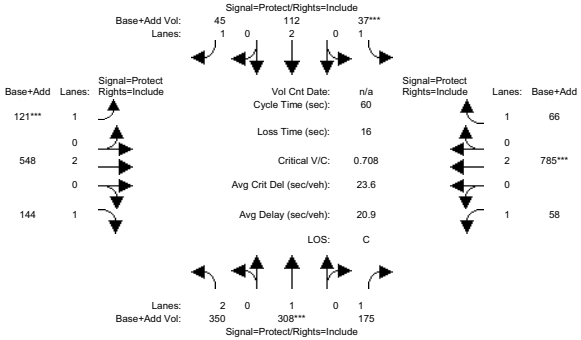
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project AM

Intersection #20: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	350	255	175	37	103	45	121	548	144	58	785	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	255	175	37	103	45	121	548	144	58	785	66
Added Vol:	0	53	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	308	175	37	112	45	121	548	144	58	785	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	389	342	194	41	124	50	134	609	160	64	872	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	342	194	41	124	50	134	609	160	64	872	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	342	194	41	124	50	134	609	160	64	872	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.12	0.02	0.03	0.03	0.07	0.17	0.10	0.04	0.24	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.22	0.25	0.25	0.03	0.07	0.07	0.11	0.37	0.37	0.08	0.34	0.34
Volume/Cap:	0.51	0.71	0.48	0.71	0.51	0.46	0.71	0.46	0.27	0.46	0.71	0.14
Delay/Veh:	21.2	25.1	19.9	61.8	28.7	30.0	37.6	14.6	13.6	28.8	19.1	13.8
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:	21.2	25.1	19.9	61.8	28.7	30.0	37.6	14.6	13.6	28.8	19.1	13.8
LOS by Move:	C	C	B	E	C	C	D	B	B	C	B	B
HCM2kAvgQ:	4	7	4	2	2	2	4	5	2	2	9	1

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

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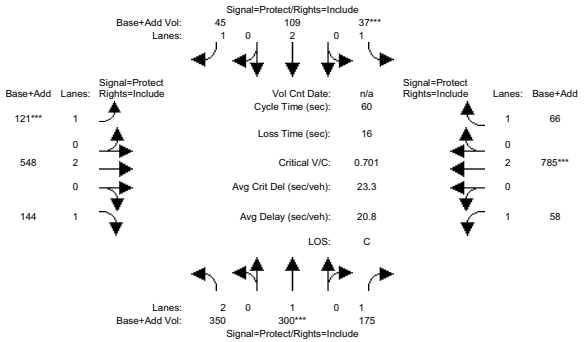
Gilead Sciences
SF12-0606

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

Intersection #20: Shell Blvd/East Hillsdale Blvd



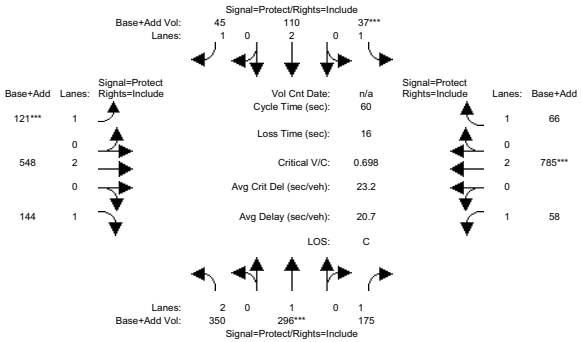
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	350	255	175	37	103	45	121	548	144	58	785	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	255	175	37	103	45	121	548	144	58	785	66
Added Vol:	0	45	0	0	6	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	300	175	37	109	45	121	548	144	58	785	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	389	333	194	41	121	50	134	609	160	64	872	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	333	194	41	121	50	134	609	160	64	872	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	333	194	41	121	50	134	609	160	64	872	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.12	0.02	0.03	0.03	0.07	0.17	0.10	0.04	0.24	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.22	0.25	0.25	0.03	0.07	0.07	0.11	0.37	0.37	0.08	0.34	0.34
Volume/Cap:	0.51	0.70	0.49	0.70	0.51	0.48	0.70	0.45	0.27	0.45	0.70	0.14
Delay/Veh:	21.3	25.1	20.2	60.4	29.0	30.5	36.9	14.5	13.4	28.7	18.8	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.3	25.1	20.2	60.4	29.0	30.5	36.9	14.5	13.4	28.7	18.8	13.6
LOS by Move:	C	C	C	E	C	C	D	B	B	C	B	B
HCM2kAvgQ:	4	7	4	2	2	2	4	5	2	2	9	1

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

Gilead Sciences
SF12-0606

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

Intersection #20: Shell Blvd/East Hillsdale Blvd



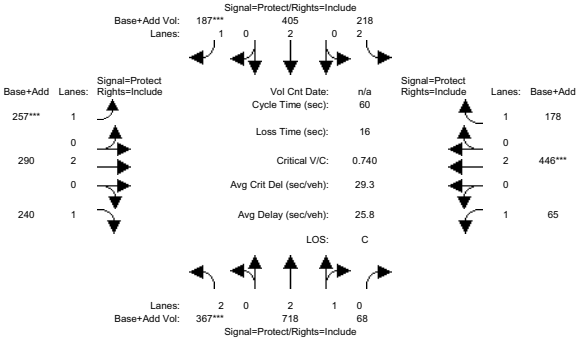
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	350	255	175	37	103	45	121	548	144	58	785	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	255	175	37	103	45	121	548	144	58	785	66
Added Vol:	0	41	0	0	7	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	296	175	37	110	45	121	548	144	58	785	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	389	329	194	41	122	50	134	609	160	64	872	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	329	194	41	122	50	134	609	160	64	872	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	329	194	41	122	50	134	609	160	64	872	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.12	0.02	0.03	0.03	0.07	0.17	0.10	0.04	0.24	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.22	0.25	0.25	0.03	0.07	0.07	0.11	0.37	0.37	0.08	0.35	0.35
Volume/Cap:	0.52	0.70	0.49	0.70	0.52	0.48	0.70	0.45	0.27	0.45	0.70	0.14
Delay/Veh:	21.4	25.1	20.3	59.7	29.1	30.5	36.6	14.4	13.3	28.6	18.7	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	25.1	20.3	59.7	29.1	30.5	36.6	14.4	13.3	28.6	18.7	13.6
LOS by Move:	C	C	C	E	C	C	D	B	B	C	B	B
HCM2kAvgQ:	4	7	4	2	2	2	4	5	2	2	9	1

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

Gilead Sciences
SF12-0606

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

Intersection #21: Foster City Boulevard/East Hillsdale Blvd



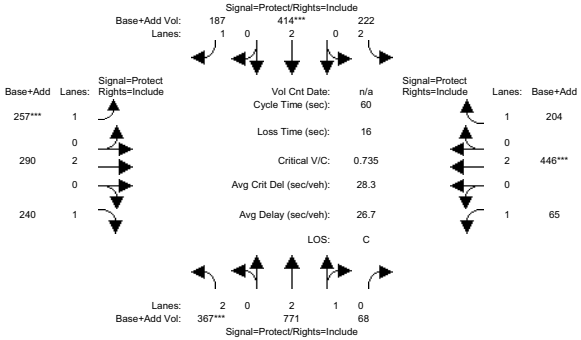
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	367	718	68	218	405	187	257	290	240	65	446	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	718	68	218	405	187	257	290	240	65	446	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	367	718	68	218	405	187	257	290	240	65	446	178
User Adj:	1.00	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:	408	798	76	242	450	208	286	322	267	72	496	198
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	798	76	242	450	208	286	322	267	72	496	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	408	798	76	242	450	208	286	322	267	72	496	198
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.74	0.26	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4676	443	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.17	0.07	0.12	0.13	0.16	0.09	0.17	0.04	0.14	0.12
Crit Moves:	****					****	****				****	
Green/Cycle:	0.16	0.24	0.24	0.10	0.18	0.18	0.21	0.32	0.32	0.08	0.19	0.19
Volume/Cap:	0.74	0.72	0.72	0.72	0.71	0.74	0.74	0.28	0.52	0.52	0.74	0.67
Delay/Veh:	29.4	23.1	23.1	33.6	26.8	33.4	29.5	15.3	17.5	30.1	27.5	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	23.1	23.1	33.6	26.8	33.4	29.5	15.3	17.5	30.1	27.5	28.5
LOS by Move:	C	C	C	C	C	C	C	B	B	C	C	C
HCM2kAvgQ:	6	7	7	4	6	6	7	2	5	2	6	5

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

Gilead Sciences
SF12-0606

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

Intersection #21: Foster City Boulevard/East Hillsdale Blvd



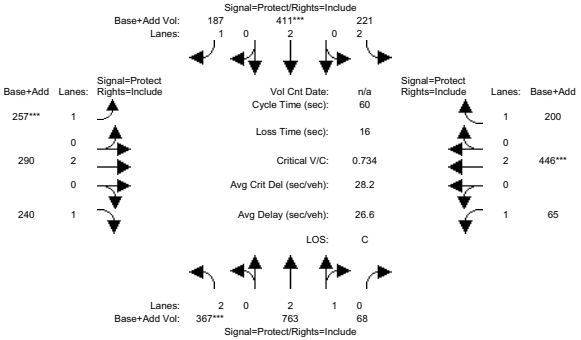
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	367	718	68	218	405	187	257	290	240	65	446	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	718	68	218	405	187	257	290	240	65	446	178
Added Vol:	0	53	0	4	9	0	0	0	0	0	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	367	771	68	222	414	187	257	290	240	65	446	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	408	857	76	247	460	208	286	322	267	72	496	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	857	76	247	460	208	286	322	267	72	496	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	408	857	76	247	460	208	286	322	267	72	496	227
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.76	0.24	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4709	415	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.07	0.13	0.13	0.16	0.09	0.17	0.04	0.14	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.24	0.24	0.09	0.17	0.17	0.22	0.32	0.32	0.08	0.19	0.19
Volume/Cap:	0.74	0.76	0.76	0.76	0.74	0.76	0.74	0.28	0.52	0.52	0.74	0.76
Delay/Veh:	29.2	24.1	24.1	36.7	28.0	34.9	29.1	15.2	17.4	29.9	27.2	34.2
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:	29.2	24.1	24.1	36.7	28.0	34.9	29.1	15.2	17.4	29.9	27.2	34.2
LOS by Move:	C	C	C	D	C	C	C	B	B	C	C	C
HCM2kAvgQ:	6	8	8	4	6	6	7	2	5	2	6	6

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

Gilead Sciences
SF12-0606

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

Intersection #21: Foster City Boulevard/East Hillsdale Blvd



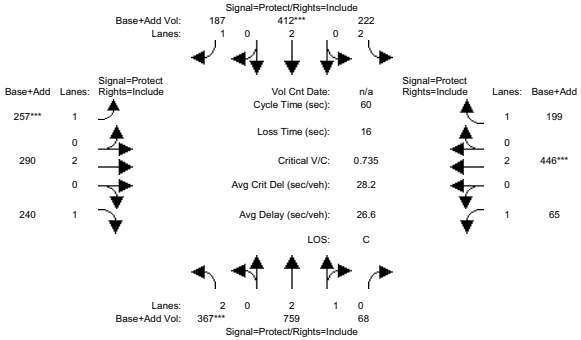
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	367	718	68	218	405	187	257	290	240	65	446	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	718	68	218	405	187	257	290	240	65	446	178
Added Vol:	0	45	0	3	6	0	0	0	0	0	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	367	763	68	221	411	187	257	290	240	65	446	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	408	848	76	246	457	208	286	322	267	72	496	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	848	76	246	457	208	286	322	267	72	496	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	408	848	76	246	457	208	286	322	267	72	496	222
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.75	0.25	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4705	419	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.07	0.13	0.13	0.16	0.09	0.17	0.04	0.14	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.24	0.24	0.09	0.17	0.17	0.22	0.32	0.32	0.08	0.19	0.19
Volume/Cap:	0.73	0.76	0.76	0.76	0.73	0.76	0.73	0.27	0.52	0.52	0.73	0.75
Delay/Veh:	29.1	24.0	24.0	36.3	28.1	35.3	29.0	15.1	17.3	29.9	27.2	32.9
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:	29.1	24.0	24.0	36.3	28.1	35.3	29.0	15.1	17.3	29.9	27.2	32.9
LOS by Move:	C	C	C	D	C	D	C	B	B	C	C	C
HCM2kAvgQ:	6	8	8	4	6	6	7	2	5	2	6	6

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

Gilead Sciences
SF12-0606

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

Intersection #21: Foster City Boulevard/East Hillsdale Blvd



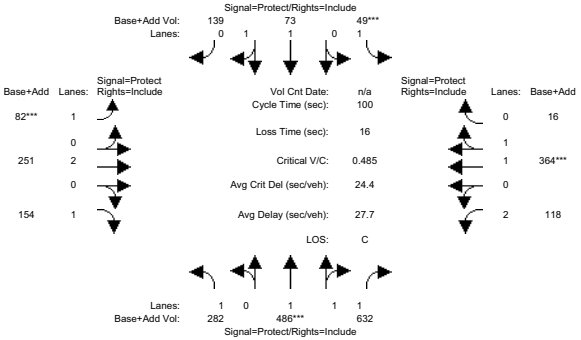
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	367	718	68	218	405	187	257	290	240	65	446	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	718	68	218	405	187	257	290	240	65	446	178
Added Vol:	0	41	0	4	7	0	0	0	0	0	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	367	759	68	222	412	187	257	290	240	65	446	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	408	843	76	247	458	208	286	322	267	72	496	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	843	76	247	458	208	286	322	267	72	496	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	408	843	76	247	458	208	286	322	267	72	496	221
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.75	0.25	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4703	421	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.07	0.13	0.13	0.16	0.09	0.17	0.04	0.14	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.24	0.24	0.09	0.17	0.17	0.22	0.32	0.32	0.08	0.19	0.19
Volume/Cap:	0.73	0.75	0.75	0.75	0.73	0.76	0.73	0.27	0.52	0.52	0.73	0.74
Delay/Veh:	29.1	24.0	24.0	36.1	28.1	35.2	29.1	15.2	17.3	29.9	27.2	32.7
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:	29.1	24.0	24.0	36.1	28.1	35.2	29.1	15.2	17.3	29.9	27.2	32.7
LOS by Move:	C	C	C	D	C	D	C	B	B	C	C	C
HCM2kAvgQ:	6	8	8	4	6	6	7	2	5	2	6	6

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

Gilead Sciences
SF12-0606

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

Intersection #22: Mariners Island Blvd/Fashion Island blvd



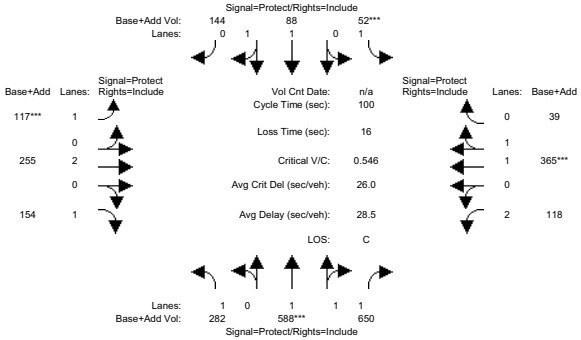
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	282	486	632	49	73	139	82	251	154	118	364	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	486	632	49	73	139	82	251	154	118	364	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:	282	486	632	49	73	139	82	251	154	118	364	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	486	632	49	73	139	82	251	154	118	364	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	486	632	49	73	139	82	251	154	118	364	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	282	486	632	49	73	139	82	251	154	118	364	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.85	0.95	0.86	0.84	0.95	0.95	0.83	0.92	0.94	0.94
Lanes:	1.00	1.28	1.72	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.92	0.08
Final Sat.:	1805	2121	2758	1805	1628	1598	1805	3610	1570	3502	3437	151
Capacity Analysis Module:												
Vol/Sat:	0.16	0.23	0.23	0.03	0.04	0.09	0.05	0.07	0.10	0.03	0.11	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.34	0.47	0.47	0.06	0.19	0.19	0.09	0.23	0.23	0.08	0.22	0.22
Volume/Cap:	0.46	0.49	0.49	0.49	0.24	0.46	0.49	0.30	0.42	0.42	0.49	0.49
Delay/Veh:	26.4	18.2	18.2	49.4	34.6	36.8	45.2	31.9	33.5	44.9	34.7	34.7
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:	26.4	18.2	18.2	49.4	34.6	36.8	45.2	31.9	33.5	44.9	34.7	34.7
LOS by Move:	C	B	B	D	C	D	D	C	C	D	C	C
HCM2kAvgQ:	7	9	8	2	2	4	3	3	4	2	6	6

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

Gilead Sciences
SF12-0606

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

Intersection #22: Mariners Island Blvd/Fashion Island blvd



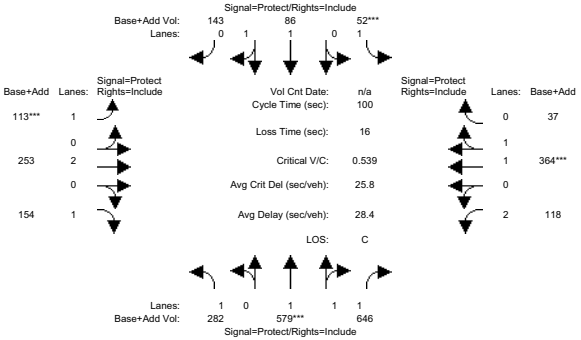
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	282	486	632	49	73	139	82	251	154	118	364	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	486	632	49	73	139	82	251	154	118	364	16
Added Vol:	0	102	18	3	15	5	35	4	0	0	1	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	588	650	52	88	144	117	255	154	118	365	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	588	650	52	88	144	117	255	154	118	365	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	588	650	52	88	144	117	255	154	118	365	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:	282	588	650	52	88	144	117	255	154	118	365	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.85	0.95	0.86	0.85	0.95	0.95	0.83	0.92	0.94	0.93
Lanes:	1.00	1.41	1.59	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.81	0.19
Final Sat.:	1805	2338	2584	1805	1637	1609	1805	3610	1570	3502	3212	343
Capacity Analysis Module:												
Vol/Sat:	0.16	0.25	0.25	0.03	0.05	0.09	0.06	0.07	0.10	0.03	0.11	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.33	0.46	0.46	0.05	0.19	0.19	0.12	0.24	0.24	0.08	0.21	0.21
Volume/Cap:	0.48	0.55	0.55	0.55	0.29	0.48	0.55	0.29	0.40	0.40	0.55	0.55
Delay/Veh:	27.5	19.7	19.7	52.7	35.1	37.0	44.5	31.0	32.5	44.4	36.2	36.2
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:	27.5	19.7	19.7	52.7	35.1	37.0	44.5	31.0	32.5	44.4	36.2	36.2
LOS by Move:	C	B	B	D	D	D	D	C	C	D	D	D
HCM2kAvgQ:	7	10	10	2	3	5	4	3	4	2	6	6

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

Gilead Sciences
SF12-0606

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

Intersection #22: Mariners Island Blvd/Fashion Island blvd



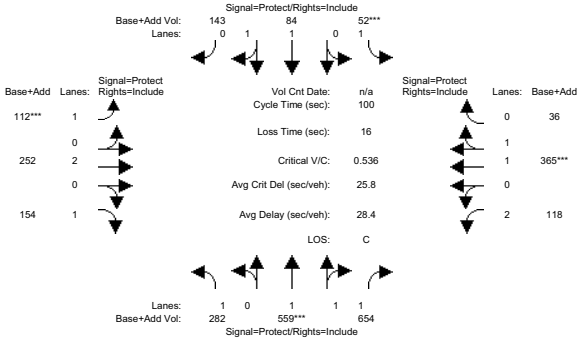
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	282	486	632	49	73	139	82	251	154	118	364	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	486	632	49	73	139	82	251	154	118	364	16
Added Vol:	0	93	14	3	13	4	31	2	0	0	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	579	646	52	86	143	113	253	154	118	364	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	579	646	52	86	143	113	253	154	118	364	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	579	646	52	86	143	113	253	154	118	364	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	282	579	646	52	86	143	113	253	154	118	364	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.85	0.95	0.86	0.85	0.95	0.95	0.83	0.92	0.94	0.93
Lanes:	1.00	1.40	1.60	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.81	0.19
Final Sat.:	1805	2326	2595	1805	1635	1607	1805	3610	1570	3502	3230	328
Capacity Analysis Module:												
Vol/Sat:	0.16	0.25	0.25	0.03	0.05	0.09	0.06	0.07	0.10	0.03	0.11	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.33	0.46	0.46	0.05	0.19	0.19	0.12	0.24	0.24	0.08	0.21	0.21
Volume/Cap:	0.48	0.54	0.54	0.54	0.28	0.48	0.54	0.29	0.41	0.41	0.54	0.54
Delay/Veh:	27.4	19.6	19.6	52.1	35.1	37.0	44.5	31.1	32.6	44.4	36.1	36.1
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:	27.4	19.6	19.6	52.1	35.1	37.0	44.5	31.1	32.6	44.4	36.1	36.1
LOS by Move:	C	B	B	D	D	D	D	C	C	D	D	D
HCM2kAvgQ:	7	10	10	2	3	5	4	3	4	2	6	6

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

Gilead Sciences
SF12-0606

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

Intersection #22: Mariners Island Blvd/Fashion Island blvd



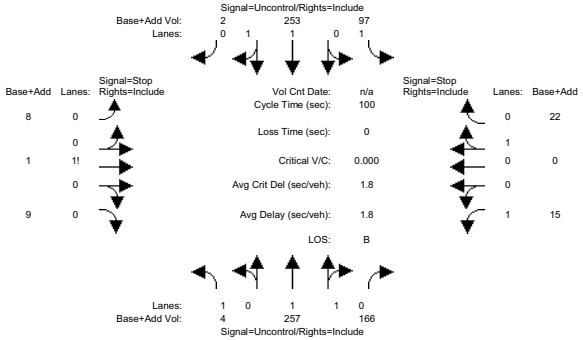
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	282	486	632	49	73	139	82	251	154	118	364	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	486	632	49	73	139	82	251	154	118	364	16
Added Vol:	0	73	22	3	11	4	30	1	0	0	1	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	559	654	52	84	143	112	252	154	118	365	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	559	654	52	84	143	112	252	154	118	365	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	559	654	52	84	143	112	252	154	118	365	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:	282	559	654	52	84	143	112	252	154	118	365	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.85	0.95	0.86	0.85	0.95	0.95	0.83	0.92	0.94	0.93
Lanes:	1.00	1.36	1.64	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.82	0.18
Final Sat.:	1805	2262	2646	1805	1635	1606	1805	3610	1570	3502	3242	320
Capacity Analysis Module:												
Vol/Sat:	0.16	0.25	0.25	0.03	0.05	0.09	0.06	0.07	0.10	0.03	0.11	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.33	0.46	0.46	0.05	0.19	0.19	0.12	0.24	0.24	0.08	0.21	0.21
Volume/Cap:	0.48	0.54	0.54	0.54	0.28	0.48	0.54	0.29	0.40	0.40	0.54	0.54
Delay/Veh:	27.4	19.6	19.6	51.9	35.0	37.1	44.4	31.0	32.5	44.4	35.9	35.9
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:	27.4	19.6	19.6	51.9	35.0	37.1	44.4	31.0	32.5	44.4	35.9	35.9
LOS by Move:	C	B	B	D	D	D	D	C	C	D	D	D
HCM2kAvgQ:	7	10	9	2	2	5	4	3	4	2	6	6

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

Gilead Sciences
SF12-0606

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

Intersection #23: Mariners Island Blvd/Reef Drive

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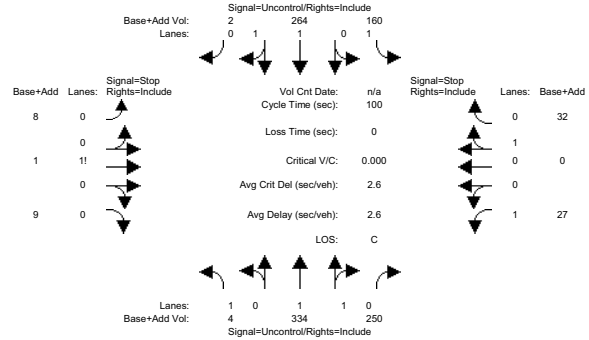
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4  257   166    97  253     2     8    1     9    15    0    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:    4  257   166    97  253     2     8    1     9    15    0    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:    4  257   166    97  253     2     8    1     9    15    0    22
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     4  257   166    97  253     2     8    1     9    15    0    22
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    4  257   166    97  253     2     8    1     9    15    0    22
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  255 xxxx xxxxx   423 xxxx xxxxx   585  879   128   669  797   212
Potent Cap.: 1322 xxxx xxxxx  1147 xxxx xxxxx   399  288   905   347  322   800
Move Cap.:   1322 xxxx xxxxx  1147 xxxx xxxxx   362  263   905   320  294   800
Volume/Cap:  0.00 xxxx  xxxx  0.08 xxxx  xxxx  0.02 0.00  0.01  0.05 0.00  0.03
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.3 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx xxxxx
Control Del:  7.7 xxxx xxxxx   8.4 xxxx xxxxx xxxxx xxxx xxxxx  16.8 xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     C    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  502 xxxxx  xxxx xxxx   800
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx xxxxx xxxx   0.1
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.4 xxxxx xxxxx xxxx   9.6
Shared LOS:     *    *     *     *    *     *     *    B     *     *    *     A
ApproachDel:    xxxxxx           xxxxxx             12.4             12.5
ApproachLOS:         *                *                B                B
Note: Queue reported is the number of cars per lane.
```


Gilead Sciences
SF12-0606

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

Intersection #23: Mariners Island Blvd/Reef Drive

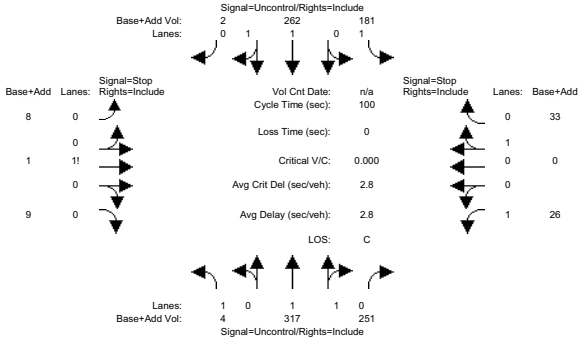



```
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       4  257   166    97  253     2     8    1     9    15    0    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:    4  257   166    97  253     2     8    1     9    15    0    22
Added Vol:      0   77    84    63   11     0     0    0     0    12    0    10
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    4  334   250   160  264     2     8    1     9    27    0    32
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     4  334   250   160  264     2     8    1     9    27    0    32
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    4  334   250   160  264     2     8    1     9    27    0    32
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  266 xxxx xxxxx   584 xxxx xxxxx   760 1177   133   920 1053   292
Potent Cap.: 1310 xxxx xxxxx  1001 xxxx xxxxx   299  193   898   229  228   710
Move Cap.:   1310 xxxx xxxxx  1001 xxxx xxxxx   250  161   898   198  191   710
Volume/Cap:  0.00 xxxx  xxxx  0.16 xxxx  xxxx  0.03 0.01  0.01  0.14 0.00  0.05
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.6 xxxx xxxxx  xxxx xxxx xxxxx   0.5 xxxx xxxxx
Control Del:  7.8 xxxx xxxxx   9.3 xxxx xxxxx xxxxx xxxx xxxxx  26.1 xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     D    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  373 xxxxx  xxxx xxxx   710
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx xxxx   0.1
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 15.1 xxxxx xxxxx xxxx  10.3
Shared LOS:     *    *     *     *    *     *     *    C     *     *    *     B
ApproachDel:    xxxxxx           xxxxxx             15.1             17.5
ApproachLOS:         *                *                C                C
Note: Queue reported is the number of cars per lane.
```

Gilead Sciences
SF12-0606

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

Intersection #23: Mariners Island Blvd/Reef Drive



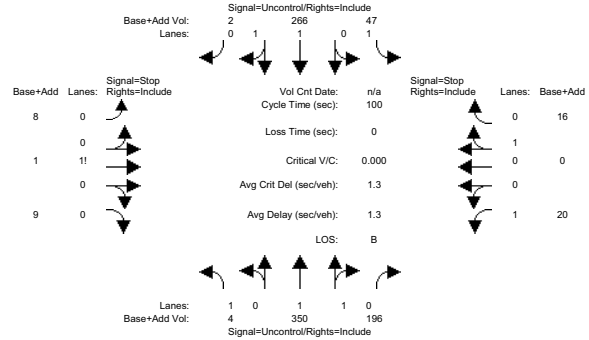
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Volume Module:																
Base Vol:	4	257	166		97	253		2	8		1	9	15		0	22
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	4	257	166		97	253		2	8		1	9	15		0	22
Added Vol:	0	60	85		84	9		0	0		0	0	11		0	11
PasserByVol:	0	0	0		0	0		0	0		0	0	0		0	0
Initial Fut:	4	317	251		181	262		2	8		1	9	26		0	33
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	4	317	251		181	262		2	8		1	9	26		0	33
Reduct Vol:	0	0	0		0	0		0	0		0	0	0		0	0
FinalVolume:	4	317	251		181	262		2	8		1	9	26		0	33
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.5		6.5	6.9	7.5		6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5		4.0	3.3	3.5		4.0	3.3
Capacity Module:																
Cnflict Vol:	264	xxxx	xxxxx		568	xxxx	xxxxx		792		1201	132	944		1077	284
Potent Cap.:	1312	xxxx	xxxxx		1014	xxxx	xxxxx		283		186	899	220		221	719
Move Cap.:	1312	xxxx	xxxxx		1014	xxxx	xxxxx		233		153	899	187		181	719
Volume/Cap:	0.00	xxxx	xxxx		0.18	xxxx	xxxx		0.03		0.01	0.01	0.14		0.00	0.05
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		0.6	xxxx	xxxxx		xxxx		xxxx	xxxxx	0.5		xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx		9.3	xxxx	xxxxx		xxxxx		xxxx	xxxxx	27.4		xxxx	xxxxx
LOS by Move:	A	*	*		A	*	*		*		*	*	D		*	*
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -		LTR -	RT	LT -		LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx		354	xxxxx	xxxx		xxxx	719
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx		0.2	xxxxx	xxxxx		xxxx	0.1
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx		15.7	xxxxx	xxxxx		xxxx	10.2
Shared LOS:	*	*	*		*	*	*		*		C	*	*		*	B
ApproachDel:	xxxxxx				xxxxxx						15.7				17.8	
ApproachLOS:	*				*						C				C	

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

Gilead Sciences
SF12-0606

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

Intersection #23: Mariners Island Blvd/Reef Drive



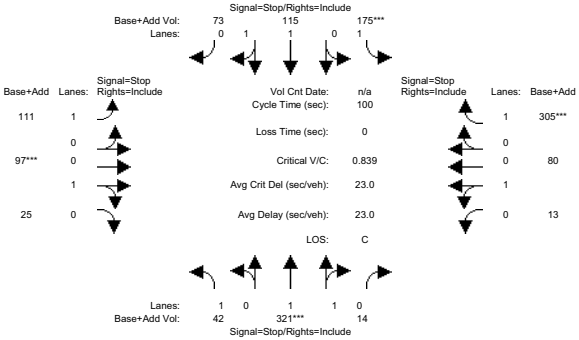
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Volume Module:																
Base Vol:	4	257	166		97	253		2	8		1	9	15		0	22
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	4	257	166		97	253		2	8		1	9	15		0	22
Added Vol:	0	93	30		-50	13		0	0		0	0	5		0	-6
PasserByVol:	0	0	0		0	0		0	0		0	0	0		0	0
Initial Fut:	4	350	196		47	266		2	8		1	9	20		0	16
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	4	350	196		47	266		2	8		1	9	20		0	16
Reduct Vol:	0	0	0		0	0		0	0		0	0	0		0	0
FinalVolume:	4	350	196		47	266		2	8		1	9	20		0	16
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.5		6.5	6.9	7.5		6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5		4.0	3.3	3.5		4.0	3.3
Capacity Module:																
Cnflict Vol:	268	xxxx	xxxxx		546	xxxx	xxxxx		544		915	134	684		818	273
Potent Cap.:	1307	xxxx	xxxxx		1033	xxxx	xxxxx		426		275	897	339		313	731
Move Cap.:	1307	xxxx	xxxxx		1033	xxxx	xxxxx		402		261	897	322		298	731
Volume/Cap:	0.00	xxxx	xxxx		0.05	xxxx	xxxx		0.02		0.00	0.01	0.06		0.00	0.02
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		0.1	xxxx	xxxxx		xxxx		xxxx	xxxxx	0.2		xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx		8.6	xxxx	xxxxx		xxxxx		xxxx	xxxxx	16.9		xxxx	xxxxx
LOS by Move:	A	*	*		A	*	*		*		*	*	C		*	*
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -		LTR -	RT	LT -		LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx		533	xxxxx	xxxx		xxxx	731
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx		0.1	xxxxx	xxxxx		xxxx	0.1
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx		12.0	xxxxx	xxxxx		xxxx	10.0
Shared LOS:	*	*	*		*	*	*		*		B	*	*		*	B
ApproachDel:	xxxxxx				xxxxxx						12.0				13.9	
ApproachLOS:	*				*						B				B	

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

Gilead Sciences
SF12-0606

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

Intersection #24: 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:	42		321	14	175		115	73	111		97	25	13		80	305
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	42		321	14	175		115	73	111		97	25	13		80	305
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	42		321	14	175		115	73	111		97	25	13		80	305
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.77		0.77	0.77	0.77		0.77	0.77	0.77		0.77	0.77	0.77		0.77	0.77
PHF Volume:	55		417	18	227		149	95	144		126	32	17		104	396
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	55		417	18	227		149	95	144		126	32	17		104	396
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	55		417	18	227		149	95	144		126	32	17		104	396
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		1.92	0.08	1.00		1.22	0.78	1.00		0.80	0.20	0.14		0.86	1.00
Final Sat.:	362		748	33	368		474	316	377		322	83	59		361	472
Capacity Analysis Module:																
Vol/Sat:	0.15		0.56	0.56	0.62		0.32	0.30	0.38		0.39	0.39	0.29		0.29	0.84
Crit Moves:			****		****						****					****
Delay/Veh:	13.7		21.7	21.5	25.5		15.4	14.5	17.0		16.1	16.1	14.2		14.2	37.1
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:	13.7		21.7	21.5	25.5		15.4	14.5	17.0		16.1	16.1	14.2		14.2	37.1
LOS by Move:	B		C	C	D		C	B	C		C	C	B		B	E
ApproachDel:			20.8				20.1				16.5				31.7	
Delay Adj:			1.00				1.00				1.00				1.00	
ApprAdjDel:			20.8				20.1				16.5				31.7	
LOS by Appr:			C				C				C				D	
AllWayAvgQ:	0.2		1.1	1.1	1.4		0.4	0.4	0.5		0.6	0.6	0.4		0.4	3.5

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

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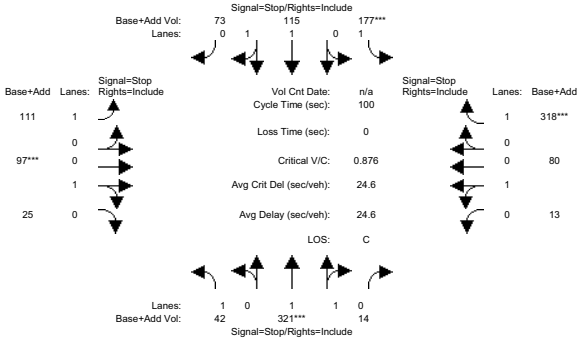
Gilead Sciences
SF12-0606

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

Intersection #24: 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:	42		321	14	175		115	73	111		97	25	13		80	305
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	42		321	14	175		115	73	111		97	25	13		80	305
Added Vol:	0		0	0	2		0	0	0		0	0	0		0	13
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	42		321	14	177		115	73	111		97	25	13		80	318
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.77		0.77	0.77	0.77		0.77	0.77	0.77		0.77	0.77	0.77		0.77	0.77
PHF Volume:	55		417	18	230		149	95	144		126	32	17		104	413
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	55		417	18	230		149	95	144		126	32	17		104	413
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	55		417	18	230		149	95	144		126	32	17		104	413
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		1.92	0.08	1.00		1.22	0.78	1.00		0.80	0.20	0.14		0.86	1.00
Final Sat.:	359		741	32	365		470	313	374		319	82	59		361	472
Capacity Analysis Module:																
Vol/Sat:	0.15		0.56	0.56	0.63		0.32	0.30	0.39		0.39	0.39	0.29		0.29	0.88
Crit Moves:			****		****						****					****
Delay/Veh:	13.9		22.0	21.9	26.3		15.6	14.7	17.1		16.3	16.3	14.2		14.2	42.2
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:	13.9		22.0	21.9	26.3		15.6	14.7	17.1		16.3	16.3	14.2		14.2	42.2
LOS by Move:	B		C	C	D		C	B	C		C	C	B		B	E
ApproachDel:			21.1				20.6				16.7				35.9	
Delay Adj:			1.00				1.00				1.00				1.00	
ApprAdjDel:			21.1				20.6				16.7				35.9	
LOS by Appr:			C				C				C				E	
AllWayAvgQ:	0.2		1.1	1.1	1.4		0.4	0.4	0.5		0.6	0.6	0.4		0.4	4.2

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

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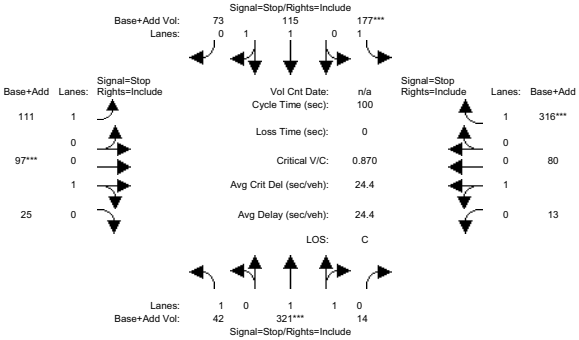
Gilead Sciences
SF12-0606

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

Intersection #24: 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:	42	321	14		175	115	73		111	97	25		13	80	305	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	42	321	14		175	115	73		111	97	25		13	80	305	
Added Vol:	0	0	0		2	0	0		0	0	0		0	0	11	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	42	321	14		177	115	73		111	97	25		13	80	316	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.77	0.77	0.77		0.77	0.77	0.77		0.77	0.77	0.77		0.77	0.77	0.77	
PHF Volume:	55	417	18		230	149	95		144	126	32		17	104	410	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	55	417	18		230	149	95		144	126	32		17	104	410	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	55	417	18		230	149	95		144	126	32		17	104	410	
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	1.92	0.08		1.00	1.22	0.78		1.00	0.80	0.20		0.14	0.86	1.00	
Final Sat.:	360	742	32		366	471	313		375	319	82		59	361	472	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.56	0.56		0.63	0.32	0.30		0.38	0.39	0.39		0.29	0.29	0.87	
Crit Moves:		****			****					****					****	
Delay/Veh:	13.8	22.0	21.8		26.2	15.5	14.7		17.1	16.3	16.3		14.2	14.2	41.4	
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:	13.8	22.0	21.8		26.2	15.5	14.7		17.1	16.3	16.3		14.2	14.2	41.4	
LOS by Move:	B	C	C		D	C	B		C	C	C		B	B	E	
ApproachDel:		21.1				20.5				16.7				35.2		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		21.1				20.5				16.7				35.2		
LOS by Appr:		C				C				C				E		
AllWayAvgQ:	0.2	1.1	1.1		1.4	0.4	0.4		0.5	0.6	0.6		0.4	0.4	4.1	

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

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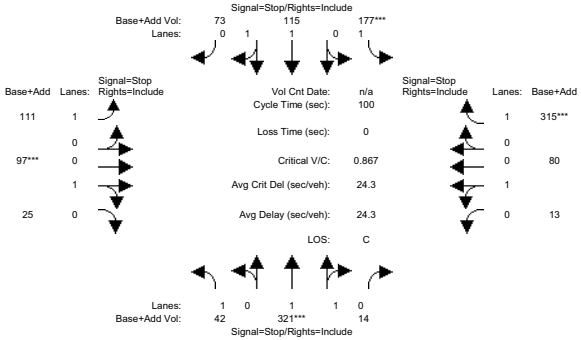
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Project - Alternative B AM

Intersection #24: 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:	42	321	14		175	115	73		111	97	25		13	80	305	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	42	321	14		175	115	73		111	97	25		13	80	305	
Added Vol:	0	0	0		2	0	0		0	0	0		0	0	10	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	42	321	14		177	115	73		111	97	25		13	80	315	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.77	0.77	0.77		0.77	0.77	0.77		0.77	0.77	0.77		0.77	0.77	0.77	
PHF Volume:	55	417	18		230	149	95		144	126	32		17	104	409	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	55	417	18		230	149	95		144	126	32		17	104	409	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	55	417	18		230	149	95		144	126	32		17	104	409	
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	1.92	0.08		1.00	1.22	0.78		1.00	0.80	0.20		0.14	0.86	1.00	
Final Sat.:	360	743	32		366	471	314		375	319	82		59	361	472	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.56	0.56		0.63	0.32	0.30		0.38	0.39	0.39		0.29	0.29	0.87	
Crit Moves:		****			****					****					****	
Delay/Veh:	13.8	22.0	21.8		26.2	15.5	14.6		17.1	16.3	16.3		14.2	14.2	41.0	
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:	13.8	22.0	21.8		26.2	15.5	14.6		17.1	16.3	16.3		14.2	14.2	41.0	
LOS by Move:	B	C	C		D	C	B		C	C	C		B	B	E	
ApproachDel:		21.0				20.5				16.7				34.9		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		21.0				20.5				16.7				34.9		
LOS by Appr:		C				C				C				D		
AllWayAvgQ:	0.2	1.1	1.1		1.4	0.4	0.4		0.5	0.6	0.6		0.4	0.4	4.0	

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

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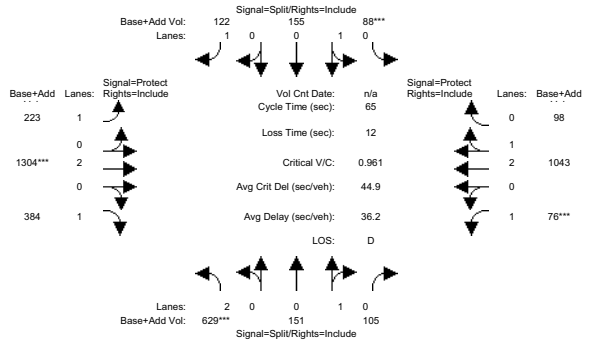
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) AM

Intersection #1: 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	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	629	151	66		88	155	122		223	801	384		70	960	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:	629	151	66		88	155	122		223	801	384		70	960	98	
Added Vol:	0	0	39		0	0	0		0	503	0		6	83	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	629	151	105		88	155	122		223	1304	384		76	1043	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:	691	166	115		97	170	134		245	1433	422		84	1146	108	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	691	166	115		97	170	134		245	1433	422		84	1146	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:	691	166	115		97	170	134		245	1433	422		84	1146	108	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.94	0.93		0.98	0.98	0.84		0.95	0.95	0.81		0.95	0.90	0.89	
Lanes:	2.00	0.59	0.41		0.36	0.64	1.00		1.00	2.00	1.00		1.00	2.74	0.26	
Final Sat.:	3502	1049	729		676	1190	1589		1805	3610	1546		1805	4678	440	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.16	0.16		0.14	0.14	0.08		0.14	0.40	0.27		0.05	0.25	0.25	
Crit Moves:	****				****					****			****			
Green/Cycle:	0.21	0.21	0.21		0.15	0.15	0.15		0.16	0.41	0.41		0.05	0.30	0.30	
Volume/Cap:	0.96	0.77	0.77		0.96	0.96	0.57		0.83	0.96	0.66		0.96	0.83	0.83	
Delay/Veh:	49.9	34.0	34.0		70.7	70.7	28.9		43.3	33.6	18.0		114.2	25.2	25.2	
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:	49.9	34.0	34.0		70.7	70.7	28.9		43.3	33.6	18.0		114.2	25.2	25.2	
LOS by Move:	D	C	C		E	E	C		D	C	B		F	C	C	
HCM2kAvgQ:	12	7	7		10	10	3		7	21	8		5	11	11	

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

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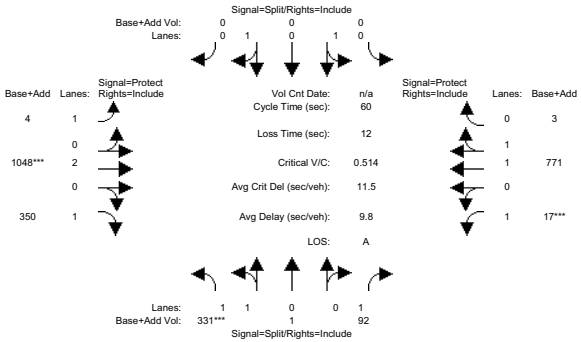
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) AM

Intersection #2: 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:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	312	1	15		0	0	0		4	599	257		6	701	3	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	312	1	15		0	0	0		4	599	257		6	701	3	
Added Vol:	19	0	77		0	0	0		0	449	93		11	70	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	331	1	92		0	0	0		4	1048	350		17	771	3	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	341	1	95		0	0	0		4	1080	361		18	795	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	341	1	95		0	0	0		4	1080	361		18	795	3	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	341	1	95		0	0	0		4	1080	361		18	795	3	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.88	0.88	0.85		0.95	0.95	0.95		0.95	0.95	0.85		0.95	0.95	0.95	
Lanes:	1.99	0.01	1.00		0.00	0.00	2.00		1.00	2.00	1.00		1.00	1.99	0.01	
Final Sat.:	3345	10	1612		0	0	3610		1805	3610	1615		1805	3592	14	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.10	0.06		0.00	0.00	0.00		0.00	0.30	0.22		0.01	0.22	0.22	
Crit Moves:	****									****			****			
Green/Cycle:	0.20	0.20	0.20		0.00	0.00	0.00		0.01	0.58	0.58		0.02	0.60	0.60	
Volume/Cap:	0.51	0.51	0.30		0.00	0.00	0.00		0.37	0.51	0.38		0.51	0.37	0.37	
Delay/Veh:	22.1	22.1	21.0		0.0	0.0	0.0		49.4	7.7	7.0		41.9	6.4	6.4	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	22.1	22.1	21.0		0.0	0.0	0.0		49.4	7.7	7.0		41.9	6.4	6.4	
LOS by Move:	C	C	C		A	A	A		D	A	A		D	A	A	
HCM2kAvgQ:	4	4	2		0	0	0		0	7	4		1	4	4	

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

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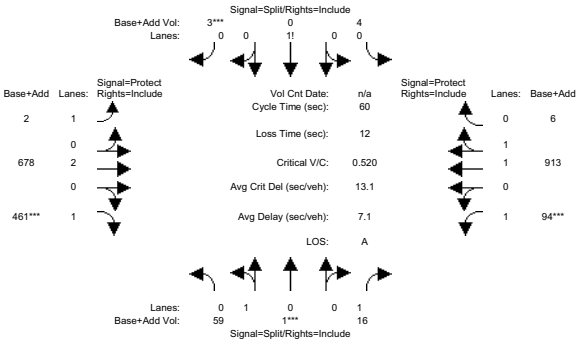
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) AM

Intersection #3: Lakeside Dr/East Third Avenue



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:	11	1	6	4	0	3	2	447	166	23	880	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:	11	1	6	4	0	3	2	447	166	23	880	6
Added Vol:	48	0	10	0	0	0	0	231	295	71	33	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	1	16	4	0	3	2	678	461	94	913	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	66	1	18	4	0	3	2	753	512	104	1014	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1	18	4	0	3	2	753	512	104	1014	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	1	18	4	0	3	2	753	512	104	1014	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.92	1.00	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	0.98	0.02	1.00	0.57	0.00	0.43	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1781	30	1599	994	0	746	1805	3610	1615	1805	3583	24
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.00	0.00	0.00	0.00	0.21	0.32	0.06	0.28	0.28
Crit Moves:		****				****			****	****		
Green/Cycle:	0.07	0.07	0.07	0.01	0.00	0.01	0.00	0.61	0.61	0.11	0.72	0.72
Volume/Cap:	0.52	0.52	0.16	0.52	0.00	0.52	0.39	0.34	0.52	0.52	0.39	0.39
Delay/Veh:	30.7	30.7	26.8	58.7	0.0	58.7	69.8	5.9	7.2	27.6	3.4	3.4
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:	30.7	30.7	26.8	58.7	0.0	58.7	69.8	5.9	7.2	27.6	3.4	3.4
LOS by Move:	C	C	C	E	A	E	E	A	A	C	A	A
HCM2kAvgQ:	2	2	0	1	0	1	0	4	6	3	4	4

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

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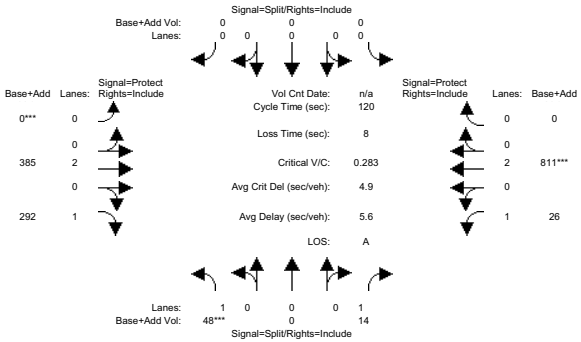
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) AM

Intersection #4: Marsh Dr/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	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	2	0	6	0	0	0	0	377	59	7	753	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:	2	0	6	0	0	0	0	377	59	7	753	0
Added Vol:	46	0	8	0	0	0	0	8	233	19	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	0	14	0	0	0	0	385	292	26	811	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	51	0	15	0	0	0	0	405	307	27	854	0
Reduct Vol:	0	0	1	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	0	14	0	0	0	0	405	307	27	854	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	0	14	0	0	0	0	405	307	27	854	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.11	0.19	0.02	0.24	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.77	0.77	0.06	0.83	0.00
Volume/Cap:	0.28	0.00	0.09	0.00	0.00	0.00	0.00	0.15	0.25	0.25	0.28	0.00
Delay/Veh:	51.0	0.0	49.4	0.0	0.0	0.0	0.0	3.5	3.9	54.8	2.2	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:	51.0	0.0	49.4	0.0	0.0	0.0	0.0	3.5	3.9	54.8	2.2	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	2	0	1	0	0	0	0	2	3	1	4	0

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

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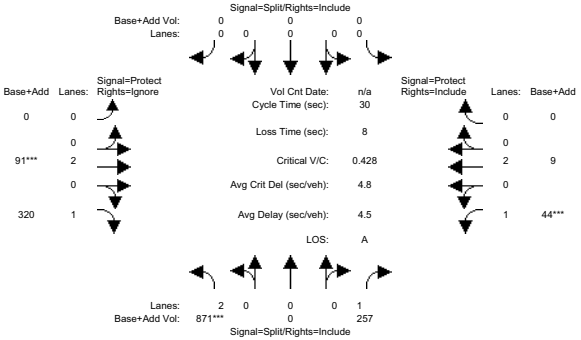
Intersection #5: Foster City Blvd/East Third Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	794	0	257	0	0	0	0	91	303	44	9	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:	794	0	257	0	0	0	0	91	303	44	9	0
Added Vol:	77	0	0	0	0	0	0	0	17	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	871	0	257	0	0	0	0	91	320	44	9	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	917	0	271	0	0	0	0	96	0	46	9	0
Reduct Vol:	0	0	69	0	0	0	0	0	0	0	0	0
Reduced Vol:	917	0	202	0	0	0	0	96	0	46	9	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:	917	0	202	0	0	0	0	96	0	46	9	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	1607	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.13	0.00	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.61	0.00	0.61	0.00	0.00	0.00	0.00	0.06	0.00	0.06	0.12	0.00
Volume/Cap:	0.43	0.00	0.21	0.00	0.00	0.00	0.00	0.43	0.00	0.43	0.02	0.00
Delay/Veh:	3.2	0.0	2.7	0.0	0.0	0.0	0.0	14.9	0.0	16.3	11.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.2	0.0	2.7	0.0	0.0	0.0	0.0	14.9	0.0	16.3	11.6	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	B	B	A
HCM2kAvgQ:	3	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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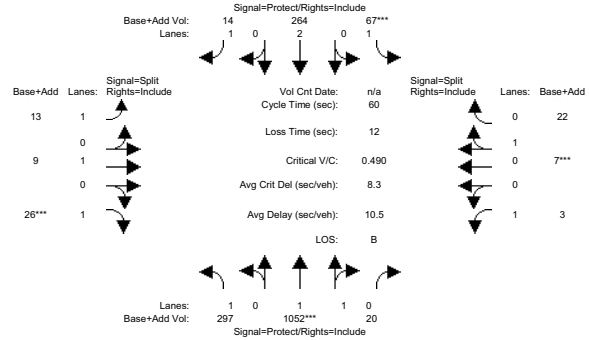
Intersection #6: Foster City Blvd/Vintage - Chess



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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:	109	77	0	0	17	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	297	1052	20	67	264	14	13	9	26	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	316	1119	21	71	281	15	14	10	28	3	7	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	1119	21	71	281	15	14	10	28	3	7	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	316	1119	21	71	281	15	14	10	28	3	7	23
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	0.82	0.95	1.00	0.83	0.95	0.89	0.87
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	3532	67	1805	3610	1552	1805	1900	1583	1805	402	1265
Capacity Analysis Module:												
Vol/Sat:	0.18	0.32	0.32	0.04	0.08	0.01	0.01	0.01	0.02	0.00	0.02	0.02
Crit Moves:		****		****					****		****	
Green/Cycle:	0.50	0.65	0.65	0.08	0.22	0.22	0.04	0.04	0.04	0.04	0.04	0.04
Volume/Cap:	0.35	0.49	0.49	0.49	0.35	0.04	0.22	0.14	0.49	0.05	0.49	0.49
Delay/Veh:	9.2	5.7	5.7	29.0	19.9	18.3	29.8	29.0	35.0	28.1	34.2	34.2
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:	9.2	5.7	5.7	29.0	19.9	18.3	29.8	29.0	35.0	28.1	34.2	34.2
LOS by Move:	A	A	A	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	6	6	2	3	0	0	0	1	0	1	1

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

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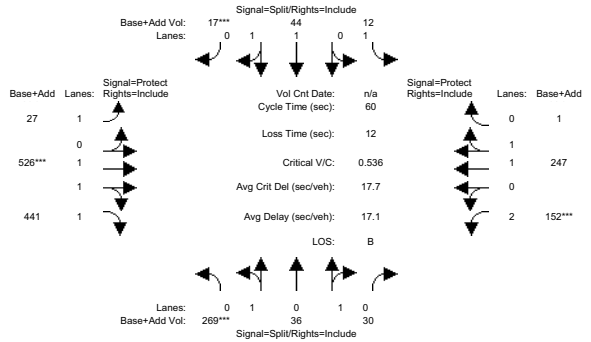
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) AM

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



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:	269	36	30	12	44	17	27	518	423	143	222	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	36	30	12	44	17	27	518	423	143	222	1
Added Vol:	0	0	0	0	0	0	0	8	18	9	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	36	30	12	44	17	27	526	441	152	247	1
User Adj:	1.00	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:	280	38	31	13	46	18	28	548	459	158	257	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	38	31	13	46	18	28	548	459	158	257	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	38	31	13	46	18	28	548	459	158	257	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.95	0.91	0.91	0.95	0.89	0.87	0.92	0.95	0.95
Lanes:	1.00	0.55	0.45	1.00	1.44	0.56	1.00	1.62	1.38	2.00	1.99	0.01
Final Sat.:	1712	933	778	1805	2491	963	1805	2723	2283	3502	3592	15
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.04	0.01	0.02	0.02	0.02	0.20	0.20	0.05	0.07	0.07
Crit Moves:	****					****		****		****		
Green/Cycle:	0.31	0.31	0.31	0.03	0.03	0.03	0.08	0.38	0.38	0.08	0.38	0.38
Volume/Cap:	0.54	0.13	0.13	0.20	0.54	0.54	0.19	0.54	0.54	0.54	0.19	0.19
Delay/Veh:	18.2	15.1	15.1	29.8	33.2	33.2	26.3	14.9	14.9	28.3	12.6	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.2	15.1	15.1	29.8	33.2	33.2	26.3	14.9	14.9	28.3	12.6	12.6
LOS by Move:	B	B	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	5	1	1	0	1	1	1	6	6	2	2	2

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

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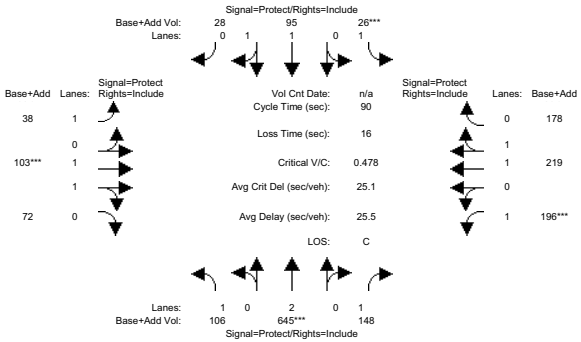
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) AM

Intersection #8: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	106	281	148	11	39	16	31	103	72	196	219	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	281	148	11	39	16	31	103	72	196	219	97
Added Vol:	0	364	0	15	56	12	7	0	0	0	0	81
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	645	148	26	95	28	38	103	72	196	219	178
User Adj:	1.00	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:	118	717	164	29	106	31	42	114	80	218	243	198
Reduct Vol:	0	0	90	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	717	74	29	106	31	42	114	80	218	243	198
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	717	74	29	106	31	42	114	80	218	243	198
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	0.91	0.95	0.89	0.88	0.95	0.89	0.87
Lanes:	1.00	2.00	1.00	1.00	1.54	0.46	1.00	1.17	0.83	1.00	1.10	0.90
Final Sat.:	1805	3610	1567	1805	2689	793	1805	1984	1387	1805	1847	1501
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.05	0.02	0.04	0.04	0.02	0.06	0.06	0.12	0.13	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.28	0.42	0.42	0.03	0.17	0.17	0.06	0.12	0.12	0.25	0.32	0.32
Volume/Cap:	0.23	0.48	0.11	0.48	0.23	0.23	0.42	0.48	0.48	0.48	0.42	0.42
Delay/Veh:	25.2	19.4	16.2	48.6	32.6	32.6	43.8	37.8	37.8	29.4	24.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	19.4	16.2	48.6	32.6	32.6	43.8	37.8	37.8	29.4	24.4	24.4
LOS by Move:	C	B	B	D	C	C	D	D	D	C	C	C
HCM2kAvgQ:	3	8	1	1	2	2	2	3	3	6	5	5

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

Gilead Sciences EIR
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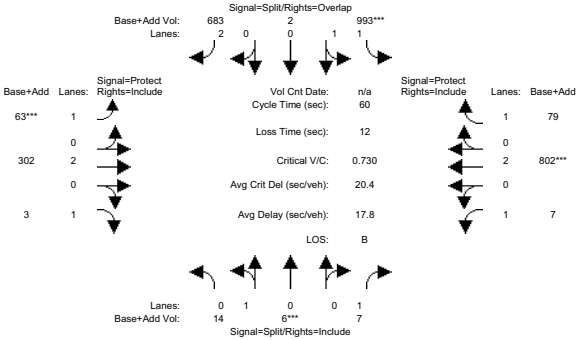
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) AM

Intersection #11: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	14	6	7	836	2	683	63	291	3	7	707	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	6	7	836	2	683	63	291	3	7	707	79
Added Vol:	0	0	0	157	0	0	0	11	0	0	95	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	6	7	993	2	683	63	302	3	7	802	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	15	6	8	1068	2	734	68	325	3	8	862	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	6	8	1068	2	734	68	325	3	8	862	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	6	8	1068	2	734	68	325	3	8	862	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
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	1588	3610	7	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.30	0.30	0.27	0.04	0.09	0.00	0.00	0.24	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.02	0.02	0.02	0.41	0.41	0.46	0.05	0.36	0.36	0.02	0.33	0.33
Volume/Cap:	0.73	0.73	0.30	0.73	0.73	0.58	0.73	0.25	0.01	0.25	0.73	0.17
Delay/Veh:	92.6	92.6	35.6	17.0	17.0	12.8	53.3	13.5	12.2	33.4	20.2	14.5
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:	92.6	92.6	35.6	17.0	17.0	12.8	53.3	13.5	12.2	33.4	20.2	14.5
LOS by Move:	F	F	D	B	B	B	D	B	B	C	C	B
HCM2kAvgQ:	2	2	0	10	10	6	3	2	0	0	9	1

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

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Level Of Service Computation Report
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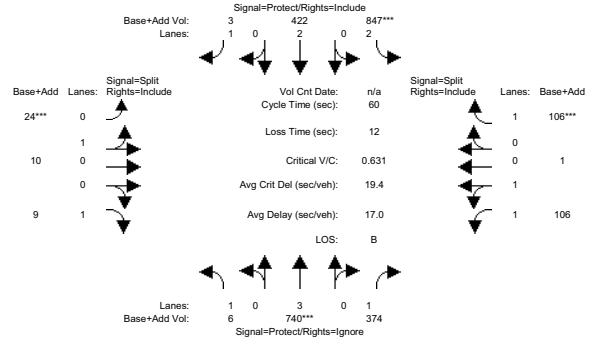
Existing Plus Proposed Project (Lakeside Drive Open) AM

Intersection #12: 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:	0	0	0	0	0	0	0	0	0	0	0	0
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	77	81	157	11	0	0	0	0	15	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	740	374	847	422	3	24	10	9	106	1	106
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	796	0	911	454	3	26	11	10	114	1	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	796	0	911	454	3	26	11	10	114	1	114
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	796	0	911	454	3	26	11	10	114	1	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.97	0.97	0.84	0.95	0.95	0.84
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	1900	3502	3610	1536	1296	540	1591	3588	34	1594
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.26	0.13	0.00	0.02	0.02	0.01	0.03	0.03	0.07
Crit Moves:		****		****			****					****
Green/Cycle:	0.02	0.24	0.00	0.41	0.64	0.64	0.03	0.03	0.03	0.11	0.11	0.11
Volume/Cap:	0.20	0.63	0.00	0.63	0.20	0.00	0.63	0.63	0.19	0.28	0.28	0.63
Delay/Veh:	32.0	21.3	0.0	14.9	4.6	4.0	49.1	49.1	30.2	24.7	24.7	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.0	21.3	0.0	14.9	4.6	4.0	49.1	49.1	30.2	24.7	24.7	32.4
LOS by Move:	C	C	A	B	A	A	D	D	C	C	C	C
HCM2kAvgQ:	0	6	0	8	2	0	2	2	0	1	1	3

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

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2000 HCM Operations (Future Volume Alternative)
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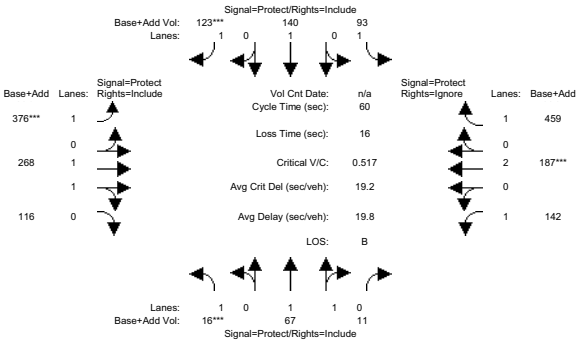
Intersection #13: Vintage Park Dr/Metro Center Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	16	67	11	70	140	90	137	268	116	142	187	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	67	11	70	140	90	137	268	116	142	187	334
Added Vol:	0	0	0	23	0	33	239	0	0	0	0	125
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	67	11	93	140	123	376	268	116	142	187	459
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	17	73	12	101	152	134	409	291	126	154	203	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	73	12	101	152	134	409	291	126	154	203	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:	17	73	12	101	152	134	409	291	126	154	203	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.92	0.95	1.00	0.81	0.95	0.91	0.88	0.95	0.95	1.00
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.38	0.62	1.00	2.00	1.00
Final Sat.:	1805	3033	498	1805	1900	1536	1805	2384	1032	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.08	0.09	0.23	0.12	0.12	0.09	0.06	0.00
Crit Moves:	****					****	****				****	
Green/Cycle:	0.02	0.06	0.06	0.13	0.17	0.17	0.44	0.32	0.32	0.23	0.11	0.00
Volume/Cap:	0.52	0.43	0.43	0.43	0.48	0.52	0.52	0.38	0.38	0.38	0.52	0.00
Delay/Veh:	42.6	28.9	28.9	25.3	23.7	24.6	12.9	16.0	16.0	20.3	26.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	28.9	28.9	25.3	23.7	24.6	12.9	16.0	16.0	20.3	26.5	0.0
LOS by Move:	D	C	C	C	C	C	B	B	B	C	C	A
HCM2kAvgQ:	1	1	1	2	3	3	6	3	3	3	3	0

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

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2000 HCM Operations (Future Volume Alternative)
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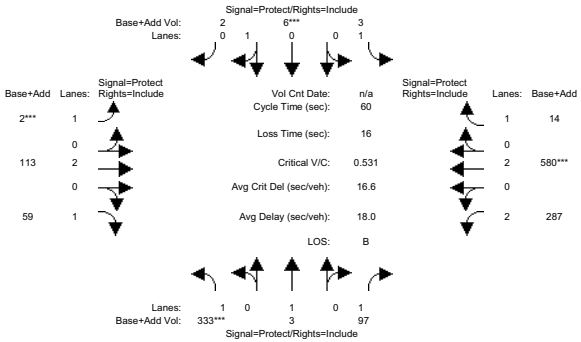
Intersection #14: Shell Blvd/Metro Center Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	280	3	97	3	6	2	2	99	50	287	507	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	3	97	3	6	2	2	99	50	287	507	14
Added Vol:	53	0	0	0	0	0	0	14	9	0	73	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	333	3	97	3	6	2	2	113	59	287	580	14
User Adj:	1.00	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:	370	3	108	3	7	2	2	126	66	319	644	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	3	108	3	7	2	2	126	66	319	644	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	370	3	108	3	7	2	2	126	66	319	644	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.96	0.96	0.95	0.95	0.82	0.92	0.95	0.81
Lanes:	1.00	1.00	1.00	1.00	0.75	0.25	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	1900	1591	1805	1371	457	1805	3610	1552	3502	3610	1536
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.07	0.00	0.00	0.00	0.00	0.03	0.04	0.09	0.18	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.39	0.38	0.38	0.01	0.01	0.01	0.00	0.11	0.11	0.23	0.34	0.34
Volume/Cap:	0.53	0.00	0.18	0.18	0.53	0.53	0.53	0.32	0.39	0.39	0.53	0.03
Delay/Veh:	15.0	11.4	12.3	33.9	58.5	58.5	121.7	25.3	26.5	19.8	16.6	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.0	11.4	12.3	33.9	58.5	58.5	121.7	25.3	26.5	19.8	16.6	13.4
LOS by Move:	B	B	B	C	E	E	F	C	C	B	B	B
HCM2kAvgQ:	6	0	1	0	1	1	0	1	2	3	6	0

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

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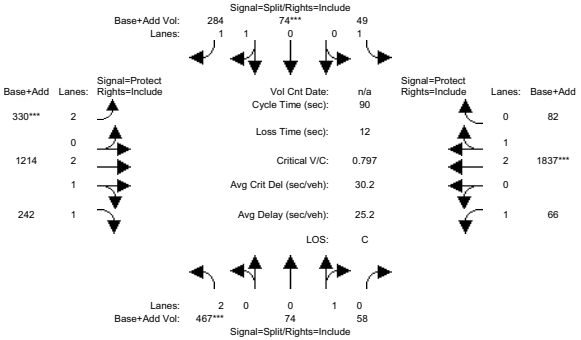
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) AM

Intersection #17: Norfolk Street/East Hillshade 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:	467	74	58	49	74	284	330	1148	242	66	1826	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	74	58	49	74	284	330	1148	242	66	1826	82
Added Vol:	0	0	0	0	0	0	0	66	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	467	74	58	49	74	284	330	1214	242	66	1837	82
User Adj:	1.00	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:	486	77	60	51	77	296	344	1265	252	69	1914	85
Reduct Vol:	0	0	0	0	0	150	0	0	0	0	0	0
Reduced Vol:	486	77	60	51	77	146	344	1265	252	69	1914	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	486	77	60	51	77	146	344	1265	252	69	1914	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.95	0.90	0.89	0.92	0.89	0.88	0.95	0.90	0.90
Lanes:	2.00	0.56	0.44	1.00	0.69	1.31	2.00	3.00	1.00	1.00	2.87	0.13
Final Sat.:	3502	991	776	1805	1176	2225	3502	5057	1669	1805	4935	220
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.08	0.03	0.07	0.07	0.10	0.25	0.15	0.04	0.39	0.39
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.08	0.08	0.08	0.12	0.53	0.53	0.08	0.49	0.49
Volume/Cap:	0.80	0.45	0.45	0.34	0.80	0.80	0.80	0.47	0.29	0.47	0.80	0.80
Delay/Veh:	42.8	34.3	34.3	40.4	55.2	55.2	48.3	13.4	11.8	42.0	21.2	21.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	34.3	34.3	40.4	55.2	55.2	48.3	13.4	11.8	42.0	21.2	21.2
LOS by Move:	D	C	C	D	E	E	D	B	B	D	C	C
HCM2kAvgQ:	9	4	4	2	5	5	7	8	4	2	19	19

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

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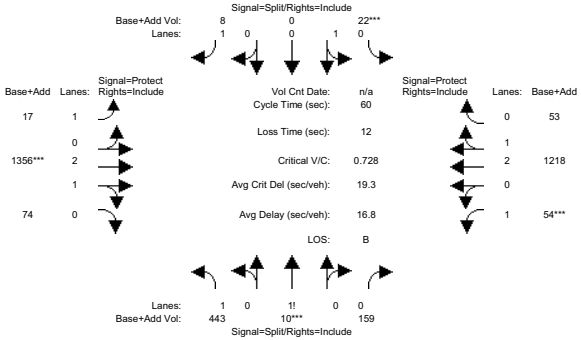
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) AM

Intersection #18: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	443	10	159	22	0	8	17	1290	74	54	1207	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	10	159	22	0	8	17	1290	74	54	1207	53
Added Vol:	0	0	0	0	0	0	0	66	0	0	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	10	159	22	0	8	17	1356	74	54	1218	53
User Adj:	1.00	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:	476	11	171	24	0	9	18	1458	80	58	1310	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	11	171	24	0	9	18	1458	80	58	1310	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	476	11	171	24	0	9	18	1458	80	58	1310	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.92	0.95	1.00	0.84	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.57	0.02	0.41	1.00	0.00	1.00	1.00	2.84	0.16	1.00	2.87	0.13
Final Sat.:	2760	45	716	1809	0	1591	1805	4879	266	1805	4940	215
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.24	0.01	0.00	0.01	0.01	0.30	0.30	0.03	0.27	0.27
Crit Moves:		****		****				****		****		
Green/Cycle:	0.33	0.33	0.33	0.02	0.00	0.02	0.02	0.41	0.41	0.04	0.44	0.44
Volume/Cap:	0.53	0.73	0.73	0.73	0.00	0.30	0.61	0.73	0.73	0.73	0.61	0.61
Delay/Veh:	16.8	20.8	20.8	87.7	0.0	35.0	59.7	16.2	16.2	56.8	13.4	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	20.8	20.8	87.7	0.0	35.0	59.7	16.2	16.2	56.8	13.4	13.4
LOS by Move:	B	C	C	F	A	C	E	B	B	E	B	B
HCM2kAvgQ:	5	9	9	2	0	1	1	10	10	3	8	8

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

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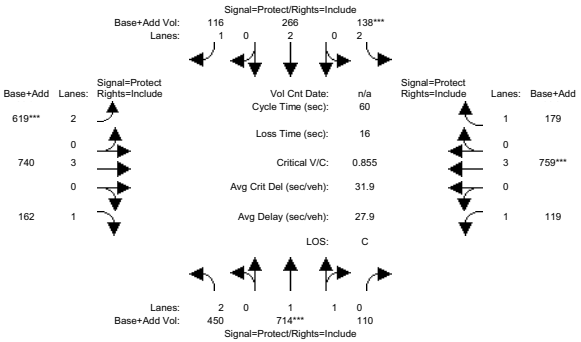
Intersection #19: Edgewater Blvd/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	450	622	110	138	251	105	553	740	162	119	759	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	622	110	138	251	105	553	740	162	119	759	179
Added Vol:	0	92	0	0	15	11	66	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	714	110	138	266	116	619	740	162	119	759	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	474	752	116	145	280	122	652	779	171	125	799	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	752	116	145	280	122	652	779	171	125	799	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	474	752	116	145	280	122	652	779	171	125	799	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.73	0.27	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3065	472	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.14	0.25	0.25	0.04	0.08	0.08	0.19	0.15	0.11	0.07	0.15	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.29	0.29	0.05	0.12	0.12	0.22	0.27	0.27	0.13	0.18	0.18
Volume/Cap:	0.63	0.85	0.85	0.85	0.63	0.63	0.85	0.55	0.39	0.55	0.85	0.66
Delay/Veh:	23.3	27.4	27.4	60.4	28.1	31.3	31.9	19.2	18.4	27.6	31.6	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	27.4	27.4	60.4	28.1	31.3	31.9	19.2	18.4	27.6	31.6	28.3
LOS by Move:	C	C	C	E	C	C	C	B	B	C	C	C
HCM2kAvgQ:	5	11	11	4	4	3	9	5	3	3	8	5

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

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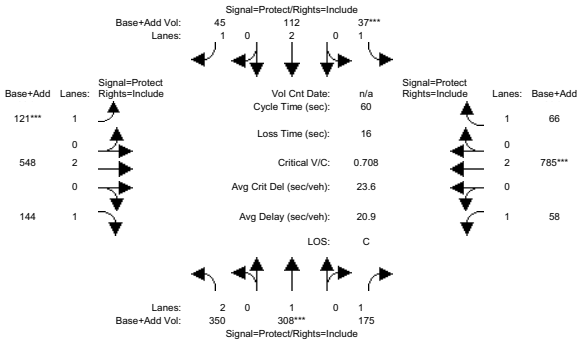
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) AM

Intersection #20: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	350	255	175	37	103	45	121	548	144	58	785	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	255	175	37	103	45	121	548	144	58	785	66
Added Vol:	0	53	0	0	9	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	308	175	37	112	45	121	548	144	58	785	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	389	342	194	41	124	50	134	609	160	64	872	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	342	194	41	124	50	134	609	160	64	872	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	342	194	41	124	50	134	609	160	64	872	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.12	0.02	0.03	0.03	0.07	0.17	0.10	0.04	0.24	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.22	0.25	0.25	0.03	0.07	0.07	0.11	0.37	0.37	0.08	0.34	0.34
Volume/Cap:	0.51	0.71	0.48	0.71	0.51	0.46	0.71	0.46	0.27	0.46	0.71	0.14
Delay/Veh:	21.2	25.1	19.9	61.8	28.7	30.0	37.6	14.6	13.6	28.8	19.1	13.8
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:	21.2	25.1	19.9	61.8	28.7	30.0	37.6	14.6	13.6	28.8	19.1	13.8
LOS by Move:	C	C	B	E	C	C	D	B	B	C	B	B
HCM2kAvgQ:	4	7	4	2	2	2	4	5	2	2	9	1

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

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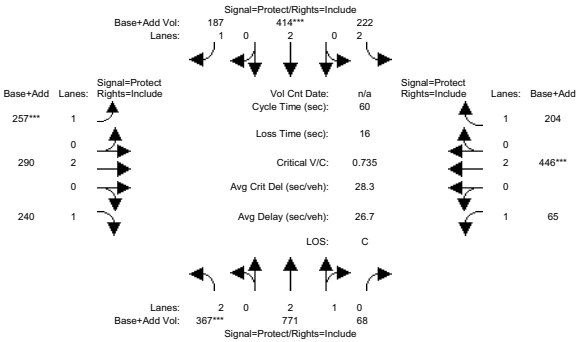
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) AM

Intersection #21: Foster City Boulevard/East Hillsdale Blvd



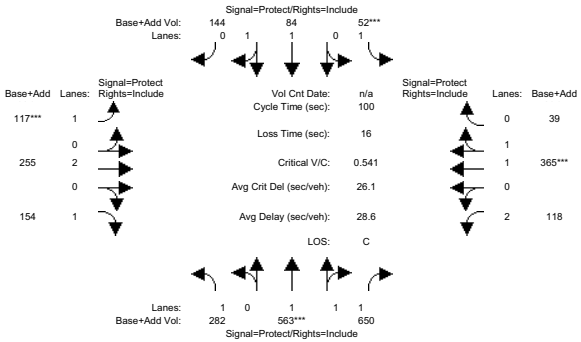
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	367	718	68	218	405	187	257	290	240	65	446	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	718	68	218	405	187	257	290	240	65	446	178
Added Vol:	0	53	0	4	9	0	0	0	0	0	0	26
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	367	771	68	222	414	187	257	290	240	65	446	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	408	857	76	247	460	208	286	322	267	72	496	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	857	76	247	460	208	286	322	267	72	496	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	408	857	76	247	460	208	286	322	267	72	496	227
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.76	0.24	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4709	415	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.07	0.13	0.13	0.16	0.09	0.17	0.04	0.14	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.16	0.24	0.24	0.09	0.17	0.17	0.22	0.32	0.32	0.08	0.19	0.19
Volume/Cap:	0.74	0.76	0.76	0.76	0.74	0.76	0.74	0.28	0.52	0.52	0.74	0.76
Delay/Veh:	29.2	24.1	24.1	36.7	28.0	34.9	29.1	15.2	17.4	29.9	27.2	34.2
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:	29.2	24.1	24.1	36.7	28.0	34.9	29.1	15.2	17.4	29.9	27.2	34.2
LOS by Move:	C	C	C	D	C	C	C	B	B	C	C	C
HCM2kAvgQ:	6	8	8	4	6	6	7	2	5	2	6	6

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) AM

Intersection #22: Mariners Island Blvd/Fashion Island 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:	282	486	632	49	73	139	82	251	154	118	364	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:	282	486	632	49	73	139	82	251	154	118	364	16
Added Vol:	0	77	18	3	11	5	35	4	0	0	1	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	282	563	650	52	84	144	117	255	154	118	365	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	282	563	650	52	84	144	117	255	154	118	365	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	563	650	52	84	144	117	255	154	118	365	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:	282	563	650	52	84	144	117	255	154	118	365	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.85	0.95	0.86	0.84	0.95	0.95	0.83	0.92	0.94	0.93
Lanes:	1.00	1.37	1.63	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.81	0.19
Final Sat.:	1805	2281	2633	1805	1634	1605	1805	3610	1570	3502	3212	343
Capacity Analysis Module:												
Vol/Sat:	0.16	0.25	0.25	0.03	0.05	0.09	0.06	0.07	0.10	0.03	0.11	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.32	0.46	0.46	0.05	0.19	0.19	0.12	0.25	0.25	0.08	0.21	0.21
Volume/Cap:	0.48	0.54	0.54	0.54	0.28	0.48	0.54	0.29	0.40	0.40	0.54	0.54
Delay/Veh:	27.7	19.9	19.9	52.2	35.1	37.2	44.2	30.8	32.2	44.3	36.0	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	19.9	19.9	52.2	35.1	37.2	44.2	30.8	32.2	44.3	36.0	36.0
LOS by Move:	C	B	B	D	D	D	D	C	C	D	D	D
HCM2kAvgQ:	7	10	10	2	2	5	4	3	4	2	6	6

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

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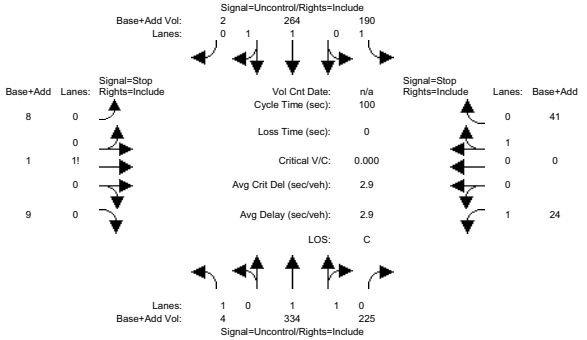
SF12-0606

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) AM

Intersection #23: Mariners Island Blvd/Reef Drive



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Volume Module:																
Base Vol:	4	257	166		97	253		2	8		1	9	15		0	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:	4	257	166		97	253		2	8		1	9	15		0	22
Added Vol:	0	77	59		93	11		0	0		0	0	9		0	19
PasserByVol:	0	0	0		0	0		0	0		0	0	0		0	0
Initial Fut:	4	334	225		190	264		2	8		1	9	24		0	41
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	4	334	225		190	264		2	8		1	9	24		0	41
Reduct Vol:	0	0	0		0	0		0	0		0	0	0		0	0
FinalVolume:	4	334	225		190	264		2	8		1	9	24		0	41
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.5		6.5	6.9	7.5		6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5		4.0	3.3	3.5		4.0	3.3
Capacity Module:																
Cnflict Vol:	266	xxxx	xxxxx		559	xxxx	xxxxx		820		1212	133	967		1101	280
Potent Cap.:	1310	xxxx	xxxxx		1022	xxxx	xxxxx		270		184	898	212		214	724
Move Cap.:	1310	xxxx	xxxxx		1022	xxxx	xxxxx		218		149	898	178		174	724
Volume/Cap:	0.00	xxxx	xxxx		0.19	xxxx	xxxx		0.04		0.01	0.01	0.13		0.00	0.06

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------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.7 xxxx xxxxx  xxxx xxxx xxxxx   0.5 xxxx xxxxx
Control Del:  7.8 xxxx xxxxx   9.3 xxxx xxxxx xxxxx xxxx xxxxx  28.3 xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     D    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  337 xxxxx  xxxx xxxx   724
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.2 xxxxx xxxxx xxxx   0.2
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 16.3 xxxxx xxxxx xxxx  10.3
Shared LOS:     *    *     *     *    *     *     *    C     *     *    *     B
ApproachDel:    xxxxxx           xxxxxx             16.3            16.9
ApproachLOS:         *                *                C               C
Note: Queue reported is the number of cars per lane.
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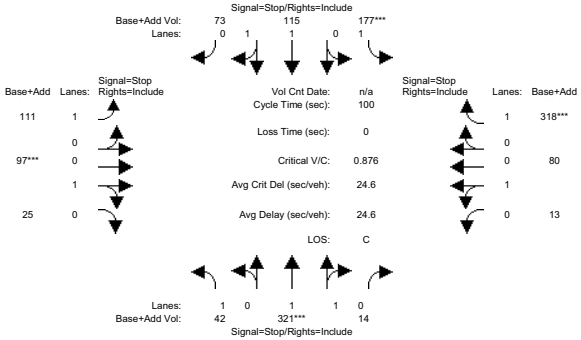
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) AM

Intersection #24: Foster City Blvd/Marlin Ave



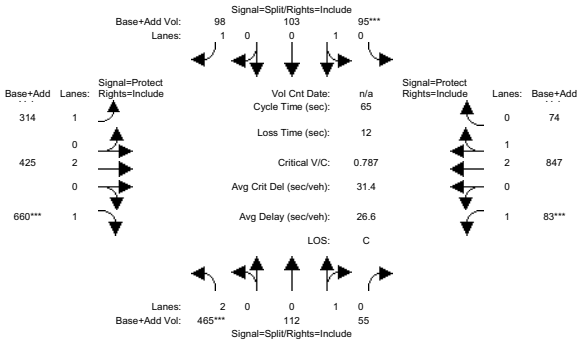
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Volume Module:																
Base Vol:	42	321	14		175	115		73	111		97	25	13		80	305
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	42	321	14		175	115		73	111		97	25	13		80	305
Added Vol:	0	0	0		2	0		0	0		0	0	0		0	13
PasserByVol:	0	0	0		0	0		0	0		0	0	0		0	0
Initial Fut:	42	321	14		177	115		73	111		97	25	13		80	318
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.77	0.77	0.77		0.77	0.77		0.77	0.77		0.77	0.77	0.77		0.77	0.77
PHF Volume:	55	417	18		230	149		95	144		126	32	17		104	413
Reduct Vol:	0	0	0		0	0		0	0		0	0	0		0	0
Reduced Vol:	55	417	18		230	149		95	144		126	32	17		104	413
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	55	417	18		230	149		95	144		126	32	17		104	413
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	1.92	0.08		1.00	1.22		0.78	1.00		0.80	0.20	0.14		0.86	1.00
Final Sat.:	359	741	32		365	470		313	374		319	82	59		361	472
Capacity Analysis Module:																
Vol/Sat:	0.15	0.56	0.56		0.63	0.32		0.30	0.39		0.39	0.39	0.29		0.29	0.88
Crit Moves:		****			****						****					****
Delay/Veh:	13.9	22.0	21.9		26.3	15.6		14.7	17.1		16.3	16.3	14.2		14.2	42.2
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:	13.9	22.0	21.9		26.3	15.6		14.7	17.1		16.3	16.3	14.2		14.2	42.2
LOS by Move:	B	C	C		D	C		B	C		C	C	B		B	E
ApproachDel:		21.1				20.6					16.7				35.9	
Delay Adj:		1.00				1.00					1.00				1.00	
ApprAdjDel:		21.1				20.6					16.7				35.9	
LOS by Appr:		C				C					C				E	
AllWayAvgQ:	0.2	1.1	1.1		1.4	0.4		0.4	0.5		0.6	0.6	0.4		0.4	4.2

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

Gilead Sciences
SF12-0606

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

Intersection #1: Norfolk St/East Third Ave



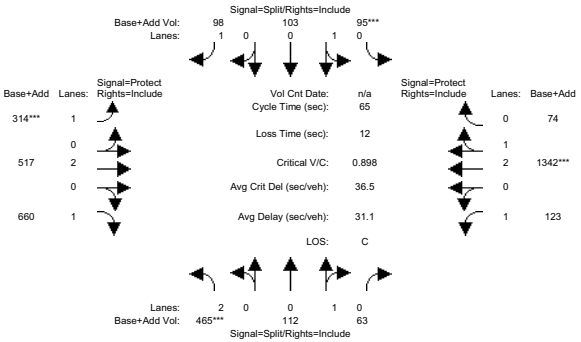
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	465	112	55	95	103	98	314	425	660	83	847	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	465	112	55	95	103	98	314	425	660	83	847	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	465	112	55	95	103	98	314	425	660	83	847	74
User Adj:	1.00	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:	495	119	59	101	110	104	334	452	702	88	901	79
Reduct Vol:	0	0	0	0	0	0	0	0	180	0	0	0
Reduced Vol:	495	119	59	101	110	104	334	452	522	88	901	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	495	119	59	101	110	104	334	452	522	88	901	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.90
Lanes:	2.00	0.67	0.33	0.48	0.52	1.00	1.00	2.00	1.00	1.00	2.76	0.24
Final Sat.:	3502	1209	594	891	966	1589	1805	3610	1546	1805	4711	412
Capacity Analysis Module:												
Vol/Sat:	0.14	0.10	0.10	0.11	0.11	0.07	0.19	0.13	0.34	0.05	0.19	0.19
Crit Moves:	****			****					****	****		
Green/Cycle:	0.18	0.18	0.18	0.14	0.14	0.14	0.24	0.43	0.43	0.06	0.25	0.25
Volume/Cap:	0.79	0.55	0.55	0.79	0.79	0.45	0.77	0.29	0.79	0.79	0.77	0.77
Delay/Veh:	32.0	26.3	26.3	41.1	41.1	26.9	30.9	12.2	22.2	59.9	25.4	25.4
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:	32.0	26.3	26.3	41.1	41.1	26.9	30.9	12.2	22.2	59.9	25.4	25.4
LOS by Move:	C	C	C	D	D	C	C	B	C	E	C	C
HCM2kAvgQ:	7	4	4	6	6	3	8	3	11	4	9	9

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

Gilead Sciences
SF12-0606

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

Intersection #1: 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	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	465	112	55	95	103	98	314	425	660	83	847	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	465	112	55	95	103	98	314	425	660	83	847	74
Added Vol:	0	0	8	0	0	0	0	92	0	40	495	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	465	112	63	95	103	98	314	517	660	123	1342	74
User Adj:	1.00	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:	495	119	67	101	110	104	334	550	702	131	1428	79
Reduct Vol:	0	0	0	0	0	0	0	0	180	0	0	0
Reduced Vol:	495	119	67	101	110	104	334	550	522	131	1428	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	495	119	67	101	110	104	334	550	522	131	1428	79
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	0.84	0.95	0.95	0.81	0.95	0.90	0.90
Lanes:	2.00	0.64	0.36	0.48	0.52	1.00	1.00	2.00	1.00	1.00	2.84	0.16
Final Sat.:	3502	1148	646	891	966	1589	1805	3610	1546	1805	4876	269
Capacity Analysis Module:												
Vol/Sat:	0.14	0.10	0.10	0.11	0.11	0.07	0.19	0.15	0.34	0.07	0.29	0.29
Crit Moves:	****			****			****				****	
Green/Cycle:	0.16	0.16	0.16	0.13	0.13	0.13	0.21	0.44	0.44	0.09	0.33	0.33
Volume/Cap:	0.90	0.66	0.66	0.90	0.90	0.52	0.90	0.35	0.77	0.77	0.90	0.90
Delay/Veh:	44.4	31.5	31.5	61.0	61.0	29.0	48.8	12.2	20.9	48.0	27.8	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:	44.4	31.5	31.5	61.0	61.0	29.0	48.8	12.2	20.9	48.0	27.8	27.8
LOS by Move:	D	C	C	E	E	C	D	B	C	D	C	C
HCM2kAvgQ:	9	5	5	8	8	3	10	4	11	5	15	15

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

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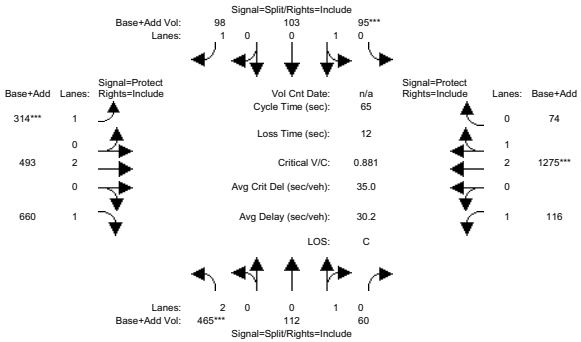
Gilead Sciences
SF12-0606

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

Intersection #1: 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	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	465	112	55	95	103	98	314	425	660	83	847	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	465	112	55	95	103	98	314	425	660	83	847	74
Added Vol:	0	0	5	0	0	0	0	68	0	33	428	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	465	112	60	95	103	98	314	493	660	116	1275	74
User Adj:	1.00	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:	495	119	64	101	110	104	334	524	702	123	1356	79
Reduct Vol:	0	0	0	0	0	0	0	0	180	0	0	0
Reduced Vol:	495	119	64	101	110	104	334	524	522	123	1356	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	495	119	64	101	110	104	334	524	522	123	1356	79
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	0.84	0.95	0.95	0.81	0.95	0.90	0.90
Lanes:	2.00	0.65	0.35	0.48	0.52	1.00	1.00	2.00	1.00	1.00	2.83	0.17
Final Sat.:	3502	1170	627	891	966	1589	1805	3610	1546	1805	4862	282
Capacity Analysis Module:												
Vol/Sat:	0.14	0.10	0.10	0.11	0.11	0.07	0.19	0.15	0.34	0.07	0.28	0.28
Crit Moves:	****			****			****				****	
Green/Cycle:	0.16	0.16	0.16	0.13	0.13	0.13	0.21	0.44	0.44	0.09	0.32	0.32
Volume/Cap:	0.88	0.64	0.64	0.88	0.88	0.51	0.88	0.33	0.77	0.77	0.88	0.88
Delay/Veh:	41.8	30.1	30.1	57.1	57.1	28.5	45.5	12.1	21.0	49.3	27.1	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	30.1	30.1	57.1	57.1	28.5	45.5	12.1	21.0	49.3	27.1	27.1
LOS by Move:	D	C	C	E	E	C	D	B	C	D	C	C
HCM2kAvgQ:	8	5	5	7	7	3	10	4	11	4	14	14

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

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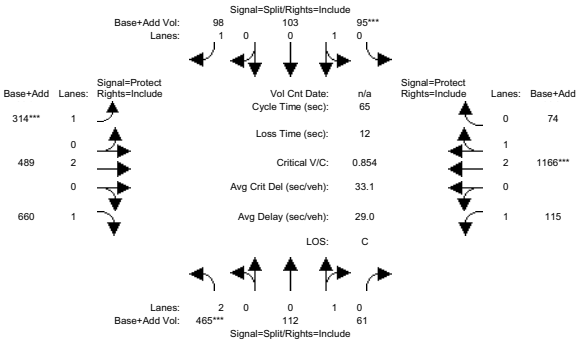
Gilead Sciences
SF12-0606

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

Intersection #1: 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	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	465	112	55	95	103	98	314	425	660	83	847	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	465	112	55	95	103	98	314	425	660	83	847	74
Added Vol:	0	0	6	0	0	0	0	64	0	32	319	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	465	112	61	95	103	98	314	489	660	115	1166	74
User Adj:	1.00	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:	495	119	65	101	110	104	334	520	702	122	1240	79
Reduct Vol:	0	0	0	0	0	0	0	0	180	0	0	0
Reduced Vol:	495	119	65	101	110	104	334	520	522	122	1240	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	495	119	65	101	110	104	334	520	522	122	1240	79
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	0.84	0.95	0.95	0.81	0.95	0.90	0.90
Lanes:	2.00	0.65	0.35	0.48	0.52	1.00	1.00	2.00	1.00	1.00	2.82	0.18
Final Sat.:	3502	1162	633	891	966	1589	1805	3610	1546	1805	4833	307
Capacity Analysis Module:												
Vol/Sat:	0.14	0.10	0.10	0.11	0.11	0.07	0.19	0.14	0.34	0.07	0.26	0.26
Crit Moves:	****			****			****				****	
Green/Cycle:	0.17	0.17	0.17	0.13	0.13	0.13	0.22	0.43	0.43	0.09	0.30	0.30
Volume/Cap:	0.85	0.62	0.62	0.85	0.85	0.49	0.85	0.33	0.78	0.78	0.85	0.85
Delay/Veh:	38.2	29.2	29.2	51.6	51.6	28.0	41.0	12.4	22.0	51.5	26.3	26.3
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:	38.2	29.2	29.2	51.6	51.6	28.0	41.0	12.4	22.0	51.5	26.3	26.3
LOS by Move:	D	C	C	D	D	C	D	B	C	D	C	C
HCM2kAvgQ:	8	5	5	7	7	3	10	4	11	4	12	12

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

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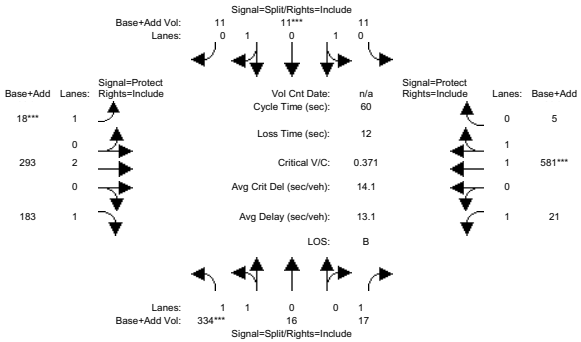
Gilead Sciences
SF12-0606

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

Intersection #2: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	334	16	17	11	11	11	18	293	183	21	581	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:	334	16	17	11	11	11	18	293	183	21	581	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:	334	16	17	11	11	11	18	293	183	21	581	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	355	17	18	12	12	12	19	312	195	22	618	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	17	18	12	12	12	19	312	195	22	618	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	355	17	18	12	12	12	19	312	195	22	618	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.89	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.91	0.09	1.00	0.66	0.67	0.67	1.00	2.00	1.00	1.00	1.98	0.02
Final Sat.:	3459	166	1599	1125	1125	1125	1805	3610	1615	1805	3576	31
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.01	0.01	0.01	0.01	0.01	0.09	0.12	0.01	0.17	0.17
Crit Moves:	****			****			****				****	
Green/Cycle:	0.28	0.28	0.28	0.03	0.03	0.03	0.03	0.45	0.45	0.05	0.47	0.47
Volume/Cap:	0.37	0.37	0.04	0.37	0.37	0.37	0.37	0.19	0.27	0.27	0.37	0.37
Delay/Veh:	17.7	17.7	15.9	31.1	31.1	31.1	33.1	10.0	10.6	29.4	10.5	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	17.7	15.9	31.1	31.1	31.1	33.1	10.0	10.6	29.4	10.5	10.5
LOS by Move:	B	B	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	3	3	0	1	1	1	1	2	2	1	4	4

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

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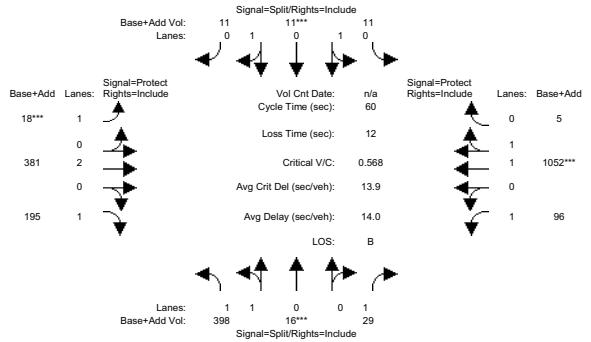
Gilead Sciences
SF12-0606

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

Intersection #2: Mariners Island Blvd/East Third Ave



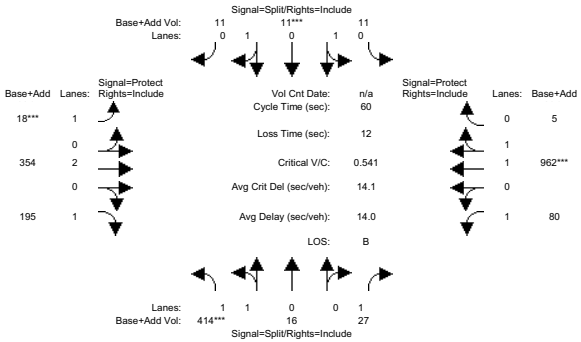
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	334	16	17	11	11	11	18	293	183	21	581	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	16	17	11	11	11	18	293	183	21	581	5
Added Vol:	64	0	12	0	0	0	0	88	12	75	471	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	398	16	29	11	11	11	18	381	195	96	1052	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	423	17	31	12	12	12	19	405	207	102	1119	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	423	17	31	12	12	12	19	405	207	102	1119	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	423	17	31	12	12	12	19	405	207	102	1119	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.89	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.92	0.08	1.00	0.66	0.67	0.67	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3485	140	1599	1125	1125	1125	1805	3610	1615	1805	3589	17
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.02	0.01	0.01	0.01	0.01	0.11	0.13	0.06	0.31	0.31
Crit Moves:		****			****		****				****	
Green/Cycle:	0.21	0.21	0.21	0.02	0.02	0.02	0.02	0.39	0.39	0.17	0.55	0.55
Volume/Cap:	0.57	0.57	0.09	0.57	0.57	0.57	0.57	0.28	0.33	0.33	0.57	0.57
Delay/Veh:	22.1	22.1	19.0	41.1	41.1	41.1	50.0	12.5	12.9	22.3	9.3	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	22.1	19.0	41.1	41.1	41.1	50.0	12.5	12.9	22.3	9.3	9.3
LOS by Move:	C	C	B	D	D	D	D	B	B	C	A	A
HCM2kAvgQ:	5	5	1	1	1	1	1	3	3	2	8	8

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

Gilead Sciences
SF12-0606

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

Intersection #2: Mariners Island Blvd/East Third Ave



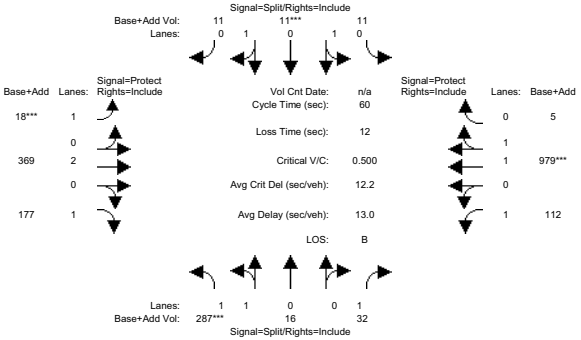
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	334	16	17	11	11	11	18	293	183	21	581	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	16	17	11	11	11	18	293	183	21	581	5
Added Vol:	80	0	10	0	0	0	0	61	12	59	381	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	414	16	27	11	11	11	18	354	195	80	962	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	440	17	29	12	12	12	19	377	207	85	1023	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	17	29	12	12	12	19	377	207	85	1023	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	440	17	29	12	12	12	19	377	207	85	1023	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.89	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.93	0.07	1.00	0.66	0.67	0.67	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3490	135	1599	1125	1125	1125	1805	3610	1615	1805	3588	19
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.02	0.01	0.01	0.01	0.01	0.10	0.13	0.05	0.29	0.29
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.23	0.23	0.02	0.02	0.02	0.02	0.40	0.40	0.15	0.53	0.53
Volume/Cap:	0.54	0.54	0.08	0.54	0.54	0.54	0.54	0.26	0.32	0.32	0.54	0.54
Delay/Veh:	20.9	20.9	18.0	38.1	38.1	38.1	45.0	12.1	12.7	23.6	9.7	9.7
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:	20.9	20.9	18.0	38.1	38.1	38.1	45.0	12.1	12.7	23.6	9.7	9.7
LOS by Move:	C	C	B	D	D	D	D	B	B	C	A	A
HCM2kAvgQ:	4	4	0	1	1	1	1	3	3	2	7	7

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

Gilead Sciences
SF12-0606

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

Intersection #2: Mariners Island Blvd/East Third Ave



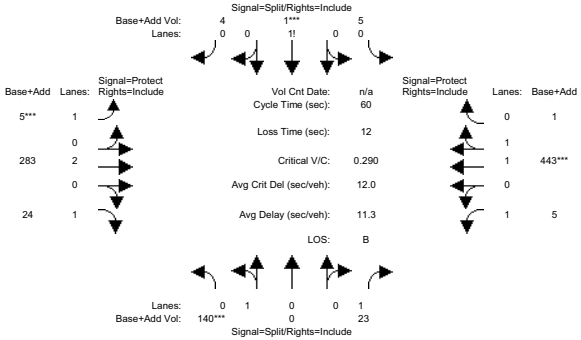
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	334	16	17	11	11	11	18	293	183	21	581	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	16	17	11	11	11	18	293	183	21	581	5
Added Vol:	-47	0	15	0	0	0	0	76	-6	91	398	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	16	32	11	11	11	18	369	177	112	979	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	305	17	34	12	12	12	19	393	188	119	1041	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	17	34	12	12	12	19	393	188	119	1041	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	305	17	34	12	12	12	19	393	188	119	1041	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.84	0.89	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.89	0.11	1.00	0.66	0.67	0.67	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3437	192	1599	1125	1125	1125	1805	3610	1615	1805	3588	18
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.02	0.01	0.01	0.01	0.01	0.11	0.12	0.07	0.29	0.29
Crit Moves:	****				****		****				****	
Green/Cycle:	0.18	0.18	0.18	0.02	0.02	0.02	0.02	0.38	0.38	0.22	0.58	0.58
Volume/Cap:	0.50	0.50	0.12	0.50	0.50	0.50	0.50	0.28	0.30	0.30	0.50	0.50
Delay/Veh:	22.9	22.9	20.9	34.6	34.6	34.6	39.0	12.9	13.2	20.1	7.6	7.6
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:	22.9	22.9	20.9	34.6	34.6	34.6	39.0	12.9	13.2	20.1	7.6	7.6
LOS by Move:	C	C	C	C	C	C	D	B	B	C	A	A
HCM2kAvgQ:	3	3	1	1	1	1	1	3	3	2	6	6

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

Gilead Sciences
SF12-0606

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

Intersection #3: Lakeside Dr/East Third Avenue



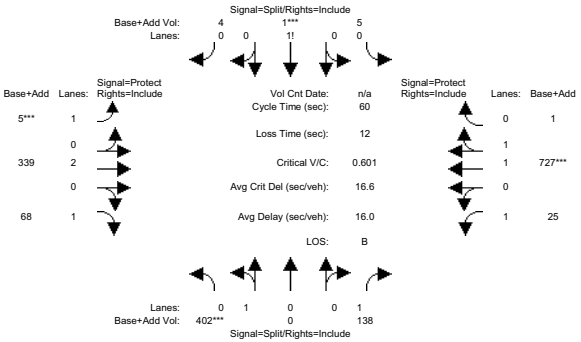
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	140	0	23	5	1	4	5	283	24	5	443	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	23	5	1	4	5	283	24	5	443	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	0	23	5	1	4	5	283	24	5	443	1
User Adj:	1.00	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:	156	0	26	6	1	4	6	314	27	6	492	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	0	26	6	1	4	6	314	27	6	492	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	0	26	6	1	4	6	314	27	6	492	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.92	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	0.50	0.10	0.40	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1809	0	1599	877	175	702	1805	3610	1615	1805	3602	8
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.02	0.01	0.01	0.01	0.00	0.09	0.02	0.00	0.14	0.14
Crit Moves:	****				****		****				****	
Green/Cycle:	0.30	0.00	0.30	0.02	0.02	0.02	0.01	0.47	0.47	0.02	0.47	0.47
Volume/Cap:	0.29	0.00	0.05	0.29	0.29	0.29	0.29	0.19	0.04	0.19	0.29	0.29
Delay/Veh:	16.5	0.0	15.1	33.1	33.1	33.1	37.7	9.5	8.7	32.2	9.8	9.8
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:	16.5	0.0	15.1	33.1	33.1	33.1	37.7	9.5	8.7	32.2	9.8	9.8
LOS by Move:	B	A	B	C	C	C	D	A	A	C	A	A
HCM2kAvgQ:	2	0	0	1	1	1	0	2	0	0	3	3

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

Gilead Sciences
SF12-0606

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

Intersection #3: Lakeside Dr/East Third Avenue



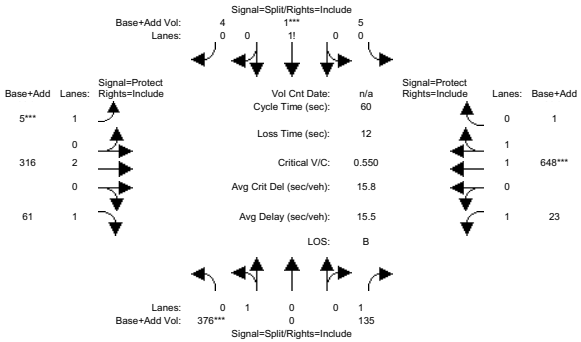
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	140	0	23		5	1	4		5	283	24		5	443	1	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	0	23		5	1	4		5	283	24		5	443	1	
Added Vol:	262	0	115		0	0	0		0	56	44		20	284	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	402	0	138		5	1	4		5	339	68		25	727	1	
User Adj:	1.00	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:	447	0	153		6	1	4		6	377	76		28	808	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	447	0	153		6	1	4		6	377	76		28	808	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	447	0	153		6	1	4		6	377	76		28	808	1	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.84		0.92	0.92	0.92		0.95	0.95	0.85		0.95	0.95	0.95	
Lanes:	1.00	0.00	1.00		0.50	0.10	0.40		1.00	2.00	1.00		1.00	1.99	0.01	
Final Sat.:	1809	0	1599		877	175	702		1805	3610	1615		1805	3605	5	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.00	0.10		0.01	0.01	0.01		0.00	0.10	0.05		0.02	0.22	0.22	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.41	0.00	0.41		0.01	0.01	0.01		0.01	0.33	0.33		0.05	0.37	0.37	
Volume/Cap:	0.60	0.00	0.23		0.60	0.60	0.60		0.60	0.32	0.14		0.32	0.60	0.60	
Delay/Veh:	15.2	0.0	11.7		74.2	74.2	74.2		107.5	15.2	14.3		29.7	16.0	16.0	
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:	15.2	0.0	11.7		74.2	74.2	74.2		107.5	15.2	14.3		29.7	16.0	16.0	
LOS by Move:	B	A	B		E	E	E		F	B	B		C	B	B	
HCM2kAvgQ:	7	0	2		1	1	1		1	3	1		1	7	7	

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

Gilead Sciences
SF12-0606

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

Intersection #3: Lakeside Dr/East Third Avenue



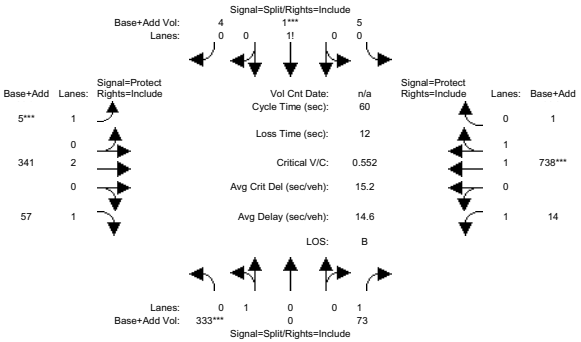
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	140	0	23		5	1	4		5	283	24		5	443	1	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140	0	23		5	1	4		5	283	24		5	443	1	
Added Vol:	236	0	112		0	0	0		0	33	37		18	205	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	376	0	135		5	1	4		5	316	61		23	648	1	
User Adj:	1.00	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:	418	0	150		6	1	4		6	351	68		26	720	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	418	0	150		6	1	4		6	351	68		26	720	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	418	0	150		6	1	4		6	351	68		26	720	1	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.84		0.92	0.92	0.92		0.95	0.95	0.85		0.95	0.95	0.95	
Lanes:	1.00	0.00	1.00		0.50	0.10	0.40		1.00	2.00	1.00		1.00	1.99	0.01	
Final Sat.:	1809	0	1599		877	175	702		1805	3610	1615		1805	3604	6	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.00	0.09		0.01	0.01	0.01		0.00	0.10	0.04		0.01	0.20	0.20	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.42	0.00	0.42		0.01	0.01	0.01		0.01	0.32	0.32		0.05	0.36	0.36	
Volume/Cap:	0.55	0.00	0.22		0.55	0.55	0.55		0.55	0.30	0.13		0.30	0.55	0.55	
Delay/Veh:	14.0	0.0	11.3		58.2	58.2	58.2		81.8	15.4	14.5		29.7	15.7	15.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	14.0	0.0	11.3		58.2	58.2	58.2		81.8	15.4	14.5		29.7	15.7	15.7	
LOS by Move:	B	A	B		E	E	E		F	B	B		C	B	B	
HCM2kAvgQ:	6	0	2		1	1	1		1	3	1		1	6	6	

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

Gilead Sciences
SF12-0606

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

Intersection #3: Lakeside Dr/East Third Avenue



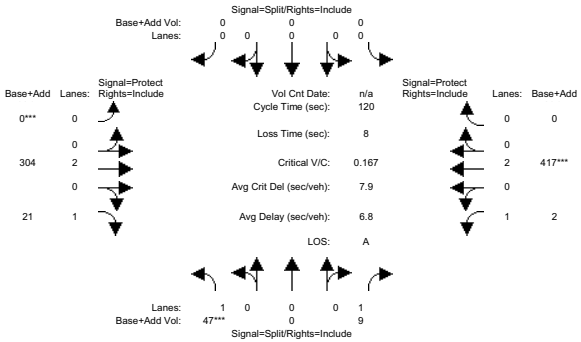
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	140		0	23	5		1	4	5	283		24	5	443		1
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	140		0	23	5		1	4	5	283		24	5	443		1
Added Vol:	193		0	50	0		0	0	0	58		33	9	295		0
PasserByVol:	0		0	0	0		0	0	0	0		0	0	0		0
Initial Fut:	333		0	73	5		1	4	5	341		57	14	738		1
User Adj:	1.00	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:	370		0	81	6		1	4	6	379		63	16	820		1
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
Reduced Vol:	370		0	81	6		1	4	6	379		63	16	820		1
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	370		0	81	6		1	4	6	379		63	16	820		1
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.84		0.92	0.92	0.92		0.95	0.95	0.85		0.95	0.95	0.95	
Lanes:	1.00	0.00	1.00		0.50	0.10	0.40		1.00	2.00	1.00		1.00	1.99	0.01	
Final Sat.:	1809		0	1599	877	175	702		1805	3610	1615		1805	3605	5	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.00	0.05		0.01	0.01	0.01		0.00	0.10	0.04		0.01	0.23	0.23	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.37	0.00	0.37		0.01	0.01	0.01		0.01	0.39	0.39		0.03	0.41	0.41	
Volume/Cap:	0.55	0.00	0.14		0.55	0.55	0.55		0.55	0.27	0.10		0.27	0.55	0.55	
Delay/Veh:	15.9	0.0	12.6		58.6	58.6	58.6		82.6	12.7	11.8		30.9	13.9	13.9	
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:	15.9	0.0	12.6		58.6	58.6	58.6		82.6	12.7	11.8		30.9	13.9	13.9	
LOS by Move:	B	A	B		E	E	E		F	B	B		C	B	B	
HCM2kAvgQ:	6	0	1		1	1	1		1	3	1		1	7	7	

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

Gilead Sciences
SF12-0606

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

Intersection #4: Marsh Dr/East Third Ave



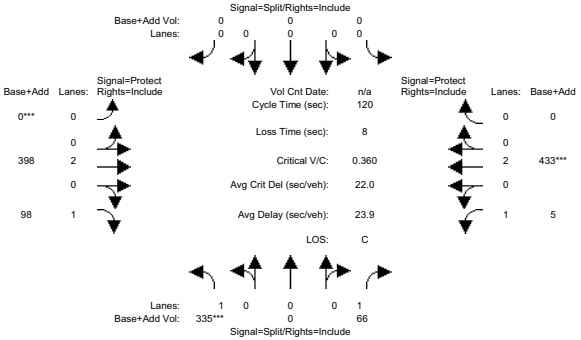
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	47		0	9	0		0	0	0	304		21	2	417		0
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	47		0	9	0		0	0	0	304		21	2	417		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:	47		0	9	0		0	0	0	304		21	2	417		0
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	52		0	10	0		0	0	0	334		23	2	458		0
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
Reduced Vol:	52		0	10	0		0	0	0	334		23	2	458		0
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	52		0	10	0		0	0	0	334		23	2	458		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.85		1.00	1.00	1.00		1.00	0.95	0.85		0.95	0.95	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1805		0	1615	0		0	0	0	3610	1615		1805	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.01		0.00	0.00	0.00		0.00	0.09	0.01		0.00	0.13	0.00	
Crit Moves:	****								****					****		
Green/Cycle:	0.17	0.00	0.17		0.00	0.00	0.00		0.00	0.75	0.75		0.01	0.76	0.00	
Volume/Cap:	0.17	0.00	0.04		0.00	0.00	0.00		0.00	0.12	0.02		0.12	0.17	0.00	
Delay/Veh:	42.6	0.0	41.5		0.0	0.0	0.0		0.0	4.1	3.8		62.0	3.9	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:	42.6	0.0	41.5		0.0	0.0	0.0		0.0	4.1	3.8		62.0	3.9	0.0	
LOS by Move:	D	A	D		A	A	A		A	A	A		E	A	A	
HCM2kAvgQ:	2	0	0		0	0	0		0	2	0		0	2	0	

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

Gilead Sciences
SF12-0606

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

Intersection #4: Marsh Dr/East Third Ave



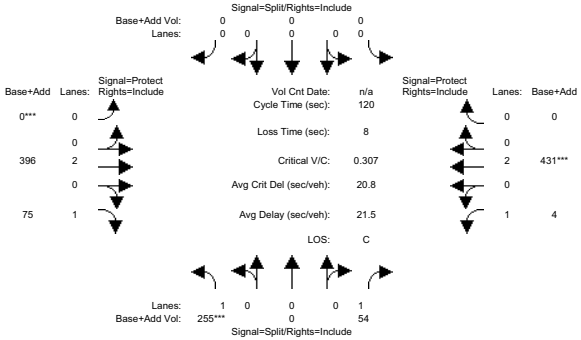
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	47	0	9		0	0	0		0	304	21		2	417	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	47	0	9		0	0	0		0	304	21		2	417	0	
Added Vol:	288	0	57		0	0	0		0	94	77		3	16	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	335	0	66		0	0	0		0	398	98		5	433	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	368	0	73		0	0	0		0	437	108		5	476	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	368	0	73		0	0	0		0	437	108		5	476	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	368	0	73		0	0	0		0	437	108		5	476	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.85		1.00	1.00	1.00		1.00	0.95	0.85		0.95	0.95	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1805	0	1615		0	0	0		0	3610	1615		1805	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.00	0.04		0.00	0.00	0.00		0.00	0.12	0.07		0.00	0.13	0.00	
Crit Moves:	****								****					****		
Green/Cycle:	0.57	0.00	0.57		0.00	0.00	0.00		0.00	0.36	0.36		0.01	0.37	0.00	
Volume/Cap:	0.36	0.00	0.08		0.00	0.00	0.00		0.00	0.34	0.19		0.34	0.36	0.00	
Delay/Veh:	14.4	0.0	11.8		0.0	0.0	0.0		0.0	28.3	26.7		71.1	27.9	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:	14.4	0.0	11.8		0.0	0.0	0.0		0.0	28.3	26.7		71.1	27.9	0.0	
LOS by Move:	B	A	B		A	A	A		A	C	C		E	C	A	
HCM2kAvgQ:	7	0	1		0	0	0		0	6	3		1	7	0	

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

Gilead Sciences
SF12-0606

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

Intersection #4: Marsh Dr/East Third Ave



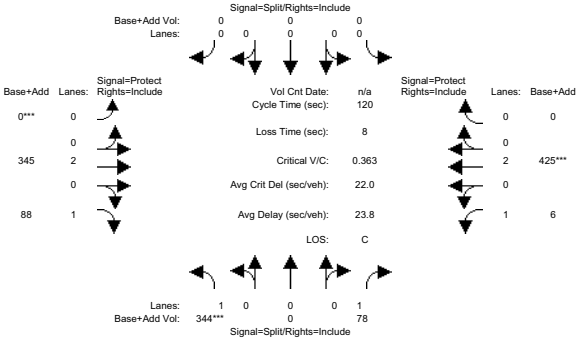
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	47	0	9		0	0	0		0	304	21		2	417	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	47	0	9		0	0	0		0	304	21		2	417	0	
Added Vol:	208	0	45		0	0	0		0	92	54		2	14	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	255	0	54		0	0	0		0	396	75		4	431	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	280	0	59		0	0	0		0	435	82		4	474	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	280	0	59		0	0	0		0	435	82		4	474	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	280	0	59		0	0	0		0	435	82		4	474	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.85		1.00	1.00	1.00		1.00	0.95	0.85		0.95	0.95	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1805	0	1615		0	0	0		0	3610	1615		1805	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.00	0.04		0.00	0.00	0.00		0.00	0.12	0.05		0.00	0.13	0.00	
Crit Moves:	****								****					****		
Green/Cycle:	0.51	0.00	0.51		0.00	0.00	0.00		0.00	0.42	0.42		0.01	0.43	0.00	
Volume/Cap:	0.31	0.00	0.07		0.00	0.00	0.00		0.00	0.29	0.12		0.29	0.31	0.00	
Delay/Veh:	17.5	0.0	15.2		0.0	0.0	0.0		0.0	23.1	21.4		69.3	22.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	17.5	0.0	15.2		0.0	0.0	0.0		0.0	23.1	21.4		69.3	22.7	0.0	
LOS by Move:	B	A	B		A	A	A		A	C	C		E	C	A	
HCM2kAvgQ:	6	0	1		0	0	0		0	5	2		0	6	0	

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

Gilead Sciences
SF12-0606

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

Intersection #4: Marsh Dr/East Third Ave



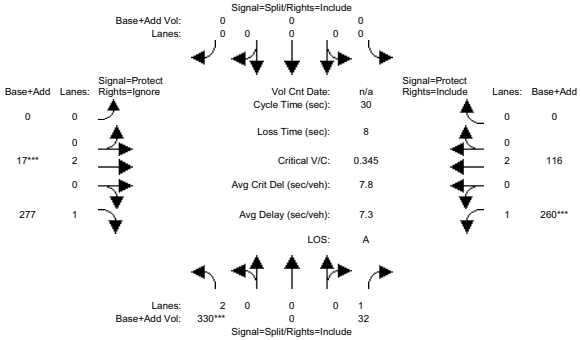
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	47	0	9		0	0	0		0	304	21		2	417	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	47	0	9		0	0	0		0	304	21		2	417	0	
Added Vol:	297	0	69		0	0	0		0	41	67		4	8	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	344	0	78		0	0	0		0	345	88		6	425	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	378	0	86		0	0	0		0	379	97		7	467	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	378	0	86		0	0	0		0	379	97		7	467	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	378	0	86		0	0	0		0	379	97		7	467	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.85		1.00	1.00	1.00		1.00	0.95	0.85		0.95	0.95	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1805	0	1615		0	0	0		0	3610	1615		1805	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.00	0.05		0.00	0.00	0.00		0.00	0.11	0.06		0.00	0.13	0.00	
Crit Moves:	****								****					****		
Green/Cycle:	0.58	0.00	0.58		0.00	0.00	0.00		0.00	0.34	0.34		0.01	0.36	0.00	
Volume/Cap:	0.36	0.00	0.09		0.00	0.00	0.00		0.00	0.30	0.17		0.30	0.36	0.00	
Delay/Veh:	13.8	0.0	11.4		0.0	0.0	0.0		0.0	29.0	27.6		66.6	28.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	13.8	0.0	11.4		0.0	0.0	0.0		0.0	29.0	27.6		66.6	28.7	0.0	
LOS by Move:	B	A	B		A	A	A		A	C	C		E	C	A	
HCM2kAvgQ:	7	0	1		0	0	0		0	5	2		1	7	0	

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

Gilead Sciences
SF12-0606

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

Intersection #5: 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:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	330	0	32		0	0	0		0	17	277		260	116	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:	330	0	32		0	0	0		0	17	277		260	116	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:	330	0	32		0	0	0		0	17	277		260	116	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:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.00		0.96	0.96	0.96	
PHF Volume:	344	0	33		0	0	0		0	18	0		271	121	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	344	0	33		0	0	0		0	18	0		271	121	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:	344	0	33		0	0	0		0	18	0		271	121	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	1607		0	0	0		0	3610	1900		1805	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.00	0.02		0.00	0.00	0.00		0.00	0.00	0.00		0.15	0.03	0.00	
Crit Moves:	****									****			****			
Green/Cycle:	0.28	0.00	0.28		0.00	0.00	0.00		0.00	0.01	0.00		0.43	0.45	0.00	
Volume/Cap:	0.35	0.00	0.07		0.00	0.00	0.00		0.00	0.35	0.00		0.35	0.07	0.00	
Delay/Veh:	8.7	0.0	7.9		0.0	0.0	0.0		0.0	18.7	0.0		5.9	4.7	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	8.7	0.0	7.9		0.0	0.0	0.0		0.0	18.7	0.0		5.9	4.7	0.0	
LOS by Move:	A	A	A		A	A	A		A	B	A		A	A	A	
HCM2kAvgQ:	2	0	0		0	0	0		0	1	0		2	0	0	

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

Gilead Sciences
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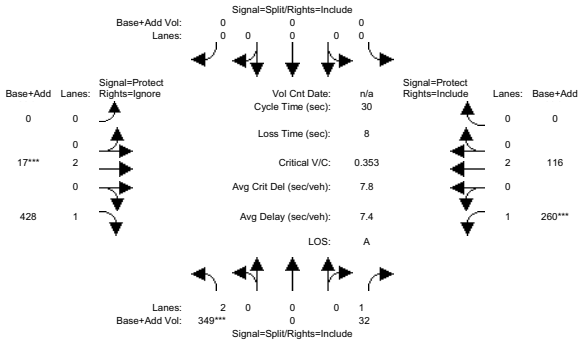
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project PM

Intersection #5: Foster City Blvd/East Third Ave



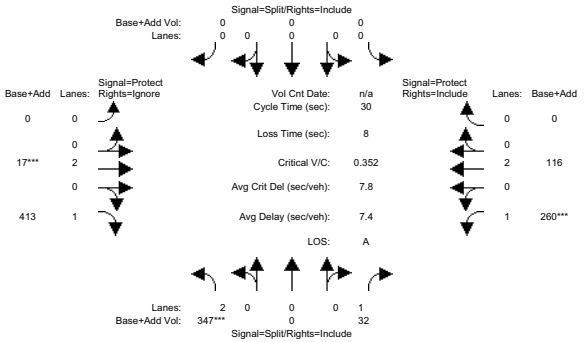
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	330		0	32	0	0	0		0	17	277		260	116	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	330		0	32	0	0	0		0	17	277		260	116	0	
Added Vol:	19		0	0	0	0	0		0	0	151		0	0	0	
PasserByVol:	0		0	0	0	0	0		0	0	0		0	0	0	
Initial Fut:	349		0	32	0	0	0		0	17	428		260	116	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:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.00		0.96	0.96	0.96	
PHF Volume:	364		0	33	0	0	0		0	18	0		271	121	0	
Reduct Vol:	0		0	0	0	0	0		0	0	0		0	0	0	
Reduced Vol:	364		0	33	0	0	0		0	18	0		271	121	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:	364		0	33	0	0	0		0	18	0		271	121	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	1607	0	0	0		0	3610	1900		1805	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.00	0.02		0.00	0.00	0.00		0.00	0.00	0.00		0.15	0.03	0.00	
Crit Moves:	****									****			****			
Green/Cycle:	0.29	0.00	0.29		0.00	0.00	0.00		0.00	0.01	0.00		0.43	0.44	0.00	
Volume/Cap:	0.35	0.00	0.07		0.00	0.00	0.00		0.00	0.35	0.00		0.35	0.08	0.00	
Delay/Veh:	8.5	0.0	7.7		0.0	0.0	0.0		0.0	18.9	0.0		6.1	4.9	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	8.5	0.0	7.7		0.0	0.0	0.0		0.0	18.9	0.0		6.1	4.9	0.0	
LOS by Move:	A	A	A		A	A	A		A	B	A		A	A	A	
HCM2kAvgQ:	2	0	0		0	0	0		0	1	0		2	0	0	

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

Gilead Sciences
SF12-0606

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

Intersection #5: Foster City Blvd/East Third Ave



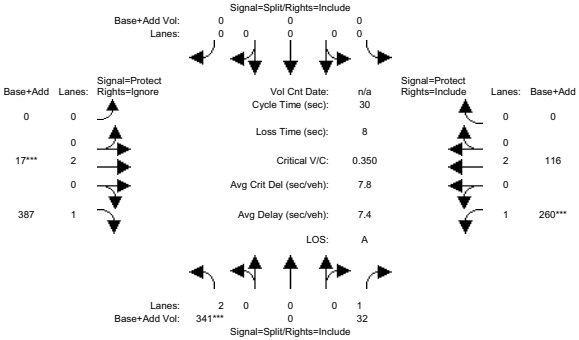
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	330		0	32	0	0	0		0	17	277		260	116	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	330		0	32	0	0	0		0	17	277		260	116	0	
Added Vol:	17		0	0	0	0	0		0	0	136		0	0	0	
PasserByVol:	0		0	0	0	0	0		0	0	0		0	0	0	
Initial Fut:	347		0	32	0	0	0		0	17	413		260	116	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:	0.96	0.96	0.96		0.96	0.96	0.96		0.96	0.96	0.00		0.96	0.96	0.96	
PHF Volume:	361		0	33	0	0	0		0	18	0		271	121	0	
Reduct Vol:	0		0	0	0	0	0		0	0	0		0	0	0	
Reduced Vol:	361		0	33	0	0	0		0	18	0		271	121	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:	361		0	33	0	0	0		0	18	0		271	121	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	1607	0	0	0		0	3610	1900		1805	3610	0	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.00	0.02		0.00	0.00	0.00		0.00	0.00	0.00		0.15	0.03	0.00	
Crit Moves:	****									****			****			
Green/Cycle:	0.29	0.00	0.29		0.00	0.00	0.00		0.00	0.01	0.00		0.43	0.44	0.00	
Volume/Cap:	0.35	0.00	0.07		0.00	0.00	0.00		0.00	0.35	0.00		0.35	0.08	0.00	
Delay/Veh:	8.6	0.0	7.7		0.0	0.0	0.0		0.0	18.9	0.0		6.1	4.9	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	8.6	0.0	7.7		0.0	0.0	0.0		0.0	18.9	0.0		6.1	4.9	0.0	
LOS by Move:	A	A	A		A	A	A		A	B	A		A	A	A	
HCM2kAvgQ:	2	0	0		0	0	0		0	1	0		2	0	0	

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

Gilead Sciences
SF12-0606

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

Intersection #5: Foster City Blvd/East Third Ave



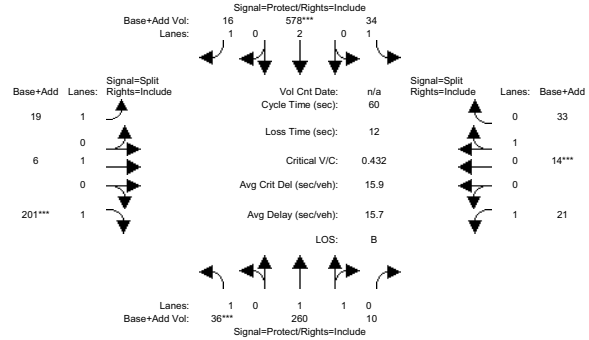
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	330	0	32	0	0	0	0	17	277	260	116	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	0	32	0	0	0	0	17	277	260	116	0
Added Vol:	11	0	0	0	0	0	0	0	110	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	0	32	0	0	0	0	17	387	260	116	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96
PHF Volume:	355	0	33	0	0	0	0	18	0	271	121	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	0	33	0	0	0	0	18	0	271	121	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:	355	0	33	0	0	0	0	18	0	271	121	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	1607	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.03	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.01	0.00	0.43	0.44	0.00
Volume/Cap:	0.35	0.00	0.07	0.00	0.00	0.00	0.00	0.35	0.00	0.35	0.08	0.00
Delay/Veh:	8.6	0.0	7.8	0.0	0.0	0.0	0.0	18.8	0.0	6.0	4.8	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:	8.6	0.0	7.8	0.0	0.0	0.0	0.0	18.8	0.0	6.0	4.8	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	2	0	0	0	0	0	0	1	0	2	0	0

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

Gilead Sciences
SF12-0606

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

Intersection #6: Foster City Blvd/Vintage - Chess



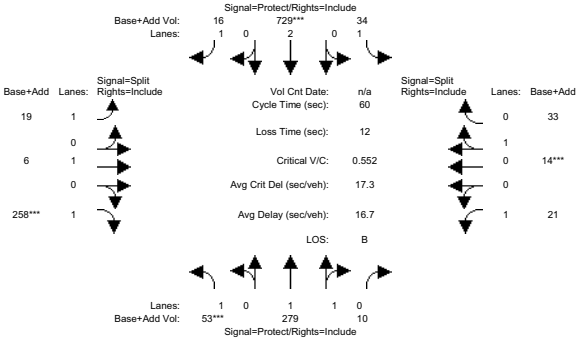
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	36	260	10	34	578	16	19	6	201	21	14	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial 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	0.82	0.95	1.00	0.83	0.95	0.90	0.88
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.30	0.70
Final Sat.:	1805	3455	133	1805	3610	1552	1805	1900	1583	1805	502	1184
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	0.37	0.37	0.09	0.41	0.41	0.27	0.27	0.27	0.07	0.07	0.07
Volume/Cap:	0.43	0.23	0.23	0.23	0.43	0.03	0.04	0.01	0.43	0.18	0.43	0.43
Delay/Veh:	30.9	13.2	13.2	26.0	13.0	10.7	16.1	16.0	18.7	26.9	29.2	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	13.2	13.2	26.0	13.0	10.7	16.1	16.0	18.7	26.9	29.2	29.2
LOS by Move:	C	B	B	C	B	B	B	B	B	C	C	C
HCM2kAvgQ:	1	2	2	1	5	0	0	0	3	1	2	2

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

Gilead Sciences
SF12-0606

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

Intersection #6: Foster City Blvd/Vintage - Chess



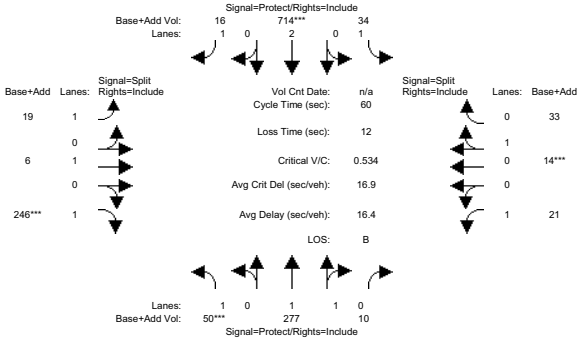
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	36	260	10	34	578	16	19	6	201	21	14	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	260	10	34	578	16	19	6	201	21	14	33
Added Vol:	17	19	0	0	151	0	0	0	57	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	279	10	34	729	16	19	6	258	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:	58	307	11	37	801	18	21	7	284	23	15	36
Reduct Vol:	0	0	0	0	0	0	0	0	35	0	0	0
Reduced Vol:	58	307	11	37	801	18	21	7	249	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:	58	307	11	37	801	18	21	7	249	23	15	36
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	0.82	0.95	1.00	0.83	0.95	0.90	0.88
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.30	0.70
Final Sat.:	1805	3467	124	1805	3610	1552	1805	1900	1583	1805	502	1184
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.02	0.22	0.01	0.01	0.00	0.16	0.01	0.03	0.03
Crit Moves:	****				****				****		****	
Green/Cycle:	0.06	0.37	0.37	0.09	0.40	0.40	0.28	0.28	0.28	0.06	0.06	0.06
Volume/Cap:	0.55	0.24	0.24	0.24	0.55	0.03	0.04	0.01	0.55	0.23	0.55	0.55
Delay/Veh:	33.7	13.0	13.0	26.3	14.3	10.9	15.6	15.4	19.7	28.3	34.6	34.6
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:	33.7	13.0	13.0	26.3	14.3	10.9	15.6	15.4	19.7	28.3	34.6	34.6
LOS by Move:	C	B	B	C	B	B	B	B	B	C	C	C
HCM2kAvgQ:	2	2	2	1	7	0	0	0	5	1	2	2

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

Gilead Sciences
SF12-0606

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

Intersection #6: 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:	0	0	0	0	0	0	0	0	0	0	0	0
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	17	0	0	136	0	0	0	45	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	277	10	34	714	16	19	6	246	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:	55	304	11	37	785	18	21	7	270	23	15	36
Reduct Vol:	0	0	0	0	0	0	0	0	35	0	0	0
Reduced Vol:	55	304	11	37	785	18	21	7	235	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:	55	304	11	37	785	18	21	7	235	23	15	36
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	0.82	0.95	1.00	0.83	0.95	0.90	0.88
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.30	0.70
Final Sat.:	1805	3467	125	1805	3610	1552	1805	1900	1583	1805	502	1184
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.02	0.22	0.01	0.01	0.00	0.15	0.01	0.03	0.03
Crit Moves:	****				****				****		****	
Green/Cycle:	0.06	0.38	0.38	0.09	0.41	0.41	0.28	0.28	0.28	0.06	0.06	0.06
Volume/Cap:	0.53	0.23	0.23	0.23	0.53	0.03	0.04	0.01	0.53	0.22	0.53	0.53
Delay/Veh:	32.9	12.9	12.9	26.2	13.9	10.7	15.8	15.7	19.6	28.1	33.2	33.2
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:	32.9	12.9	12.9	26.2	13.9	10.7	15.8	15.7	19.6	28.1	33.2	33.2
LOS by Move:	C	B	B	C	B	B	B	B	B	C	C	C
HCM2kAvgQ:	2	2	2	1	6	0	0	0	4	1	2	2

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

Gilead Sciences
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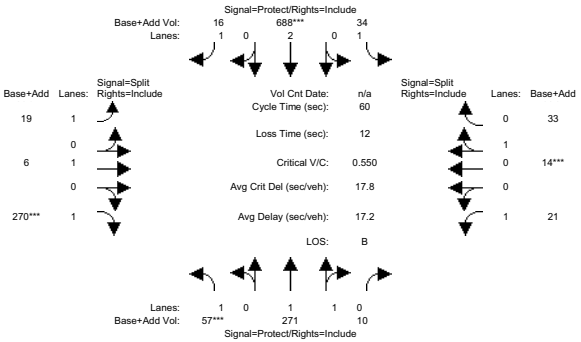
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project - Alternative B PM

Intersection #6: Foster City Blvd/Vintage - Chess



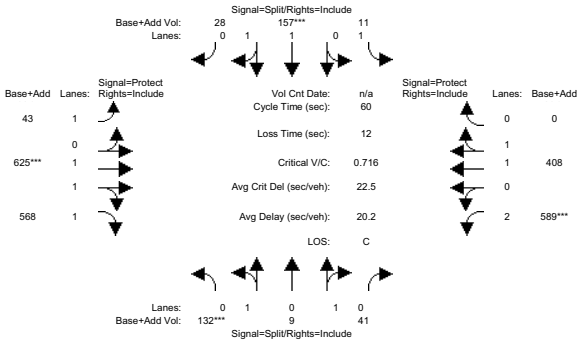
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	36	260	10	34	578	16	19	6	201	21	14	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	260	10	34	578	16	19	6	201	21	14	33
Added Vol:	21	11	0	0	110	0	0	0	69	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	271	10	34	688	16	19	6	270	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:	63	298	11	37	756	18	21	7	297	23	15	36
Reduct Vol:	0	0	0	0	0	0	0	0	35	0	0	0
Reduced Vol:	63	298	11	37	756	18	21	7	262	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:	63	298	11	37	756	18	21	7	262	23	15	36
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	0.82	0.95	1.00	0.83	0.95	0.90	0.88
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.30	0.70
Final Sat.:	1805	3464	128	1805	3610	1552	1805	1900	1583	1805	502	1184
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.02	0.21	0.01	0.01	0.00	0.17	0.01	0.03	0.03
Crit Moves:	****				****				****		****	
Green/Cycle:	0.06	0.36	0.36	0.09	0.38	0.38	0.30	0.30	0.30	0.06	0.06	0.06
Volume/Cap:	0.55	0.24	0.24	0.24	0.55	0.03	0.04	0.01	0.55	0.23	0.55	0.55
Delay/Veh:	32.9	13.6	13.6	26.4	15.0	11.7	14.9	14.7	19.0	28.3	34.4	34.4
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:	32.9	13.6	13.6	26.4	15.0	11.7	14.9	14.7	19.0	28.3	34.4	34.4
LOS by Move:	C	B	B	C	B	B	B	B	B	C	C	C
HCM2kAvgQ:	2	2	2	1	6	0	0	0	5	1	2	2

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

Gilead Sciences
SF12-0606

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

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



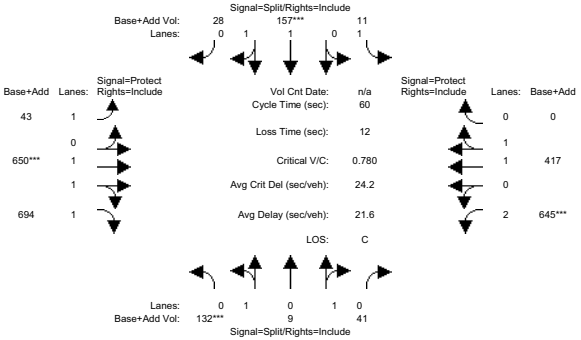
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	132	9	41	11	157	28	43	625	568	589	408	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	9	41	11	157	28	43	625	568	589	408	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:	132	9	41	11	157	28	43	625	568	589	408	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	140	10	44	12	167	30	46	665	604	627	434	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	10	44	12	167	30	46	665	604	627	434	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	10	44	12	167	30	46	665	604	627	434	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.88	0.95	0.93	0.93	0.95	0.88	0.87	0.92	0.95	0.95
Lanes:	1.00	0.18	0.82	1.00	1.70	0.30	1.00	1.56	1.44	2.00	2.00	0.00
Final Sat.:	1683	302	1375	1805	2992	534	1805	2612	2374	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.01	0.06	0.06	0.03	0.25	0.25	0.18	0.12	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.12	0.12	0.08	0.08	0.08	0.11	0.36	0.36	0.25	0.50	0.00
Volume/Cap:	0.72	0.27	0.27	0.08	0.72	0.72	0.24	0.72	0.72	0.72	0.24	0.00
Delay/Veh:	34.4	24.4	24.4	25.9	35.7	35.7	25.3	18.1	18.1	23.4	8.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	24.4	24.4	25.9	35.7	35.7	25.3	18.1	18.1	23.4	8.6	0.0
LOS by Move:	C	C	C	C	D	D	C	B	B	C	A	A
HCM2kAvgQ:	4	1	1	0	4	4	1	9	9	7	2	0

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

Gilead Sciences
SF12-0606

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

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



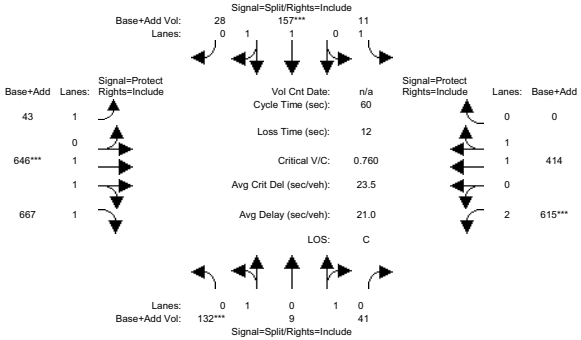
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	132	9	41	11	157	28	43	625	568	589	408	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	9	41	11	157	28	43	625	568	589	408	0
Added Vol:	0	0	0	0	0	0	0	25	126	56	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	9	41	11	157	28	43	650	694	645	417	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	140	10	44	12	167	30	46	691	738	686	444	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	10	44	12	167	30	46	691	738	686	444	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	10	44	12	167	30	46	691	738	686	444	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.88	0.95	0.93	0.93	0.95	0.88	0.86	0.92	0.95	0.95
Lanes:	1.00	0.18	0.82	1.00	1.70	0.30	1.00	1.44	1.56	2.00	2.00	0.00
Final Sat.:	1683	302	1375	1805	2992	534	1805	2392	2554	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.01	0.06	0.06	0.03	0.29	0.29	0.20	0.12	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.11	0.11	0.07	0.07	0.07	0.11	0.37	0.37	0.25	0.52	0.00
Volume/Cap:	0.78	0.30	0.30	0.09	0.78	0.78	0.24	0.78	0.78	0.78	0.24	0.00
Delay/Veh:	40.8	25.0	25.0	26.3	41.8	41.8	25.2	19.0	19.0	25.5	8.1	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:	40.8	25.0	25.0	26.3	41.8	41.8	25.2	19.0	19.0	25.5	8.1	0.0
LOS by Move:	D	C	C	C	D	D	C	B	B	C	A	A
HCM2kAvgQ:	5	1	1	0	4	4	1	11	10	8	2	0

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

Gilead Sciences
SF12-0606

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

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



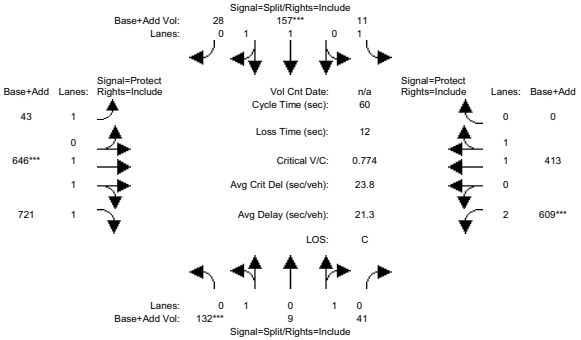
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	132	9	41	11	157	28	43	625	568	589	408	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	9	41	11	157	28	43	625	568	589	408	0
Added Vol:	0	0	0	0	0	0	0	21	99	26	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	9	41	11	157	28	43	646	667	615	414	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	140	10	44	12	167	30	46	687	710	654	440	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	10	44	12	167	30	46	687	710	654	440	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	10	44	12	167	30	46	687	710	654	440	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.88	0.95	0.93	0.93	0.95	0.88	0.86	0.92	0.95	0.95
Lanes:	1.00	0.18	0.82	1.00	1.70	0.30	1.00	1.46	1.54	2.00	2.00	0.00
Final Sat.:	1683	302	1375	1805	2992	534	1805	2437	2516	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.01	0.06	0.06	0.03	0.28	0.28	0.19	0.12	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.11	0.11	0.07	0.07	0.07	0.11	0.37	0.37	0.25	0.51	0.00
Volume/Cap:	0.76	0.29	0.29	0.09	0.76	0.76	0.24	0.76	0.76	0.76	0.24	0.00
Delay/Veh:	38.5	24.8	24.8	26.2	39.6	39.6	25.2	18.4	18.4	25.0	8.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	24.8	24.8	26.2	39.6	39.6	25.2	18.4	18.4	25.0	8.2	0.0
LOS by Move:	D	C	C	C	D	D	C	B	B	C	A	A
HCM2kAvgQ:	5	1	1	0	4	4	1	10	10	8	2	0

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

Gilead Sciences
SF12-0606

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

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



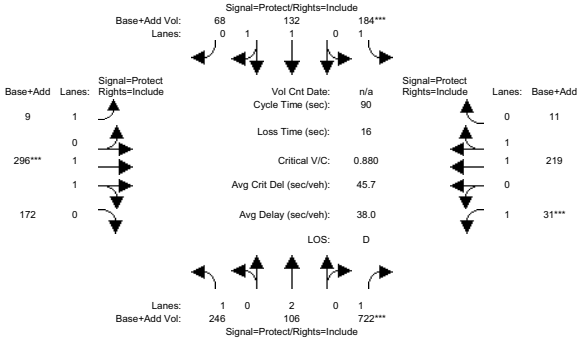
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	132		9	41	11	157		28	43	625	568		589	408		0
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	132		9	41	11	157		28	43	625	568		589	408		0
Added Vol:	0		0	0	0	0		0	0	21	153		20	5		0
PasserByVol:	0		0	0	0	0		0	0	0	0		0	0		0
Initial Fut:	132		9	41	11	157		28	43	646	721		609	413		0
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	140		10	44	12	167		30	46	687	767		648	439		0
Reduct Vol:	0		0	0	0	0		0	0	0	0		0	0		0
Reduced Vol:	140		10	44	12	167		30	46	687	767		648	439		0
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	140		10	44	12	167		30	46	687	767		648	439		0
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.89	0.89	0.88		0.95	0.93	0.93		0.95	0.87	0.86		0.92	0.95	0.95	
Lanes:	1.00	0.18	0.82		1.00	1.70	0.30		1.00	1.40	1.60		2.00	2.00	0.00	
Final Sat.:	1683		302	1375	1805	2992		534	1805	2331	2601		3502	3610		0
Capacity Analysis Module:																
Vol/Sat:	0.08	0.03	0.03		0.01	0.06	0.06		0.03	0.29	0.29		0.19	0.12	0.00	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.11	0.11	0.11		0.07	0.07	0.07		0.11	0.38	0.38		0.24	0.51	0.00	
Volume/Cap:	0.77	0.29	0.29		0.09	0.77	0.77		0.24	0.77	0.77		0.77	0.24	0.00	
Delay/Veh:	40.0	24.9	24.9		26.3	41.1	41.1		25.2	18.4	18.4		25.8	8.2	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:	40.0	24.9	24.9		26.3	41.1	41.1		25.2	18.4	18.4		25.8	8.2	0.0	
LOS by Move:	D		C	C	C	D	D		C	B	B		C	A	A	
HCM2kAvgQ:	5		1	1	0	4	4		1	11	10		8	2	0	

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

Gilead Sciences
SF12-0606

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

Intersection #8: Vintage Park Dr/Chess Dr



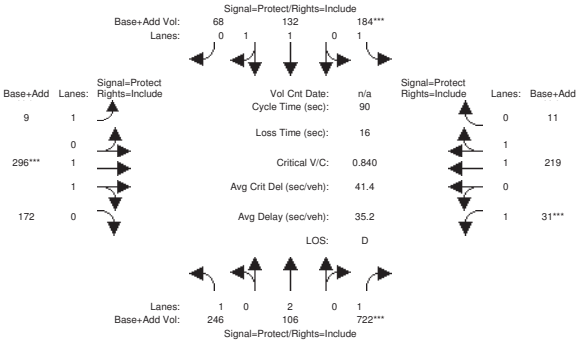
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	246	106		722	184	132		68	9	296		172	31	219		11
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	246	106		722	184	132		68	9	296		172	31	219		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:	246	106		722	184	132		68	9	296		172	31	219		11
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	259	112		760	194	139		72	9	312		181	33	231		12
Reduct Vol:	0	0		49	0	0		0	0	0		0	0	0		0
Reduced Vol:	259	112		711	194	139		72	9	312		181	33	231		12
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	259	112		711	194	139		72	9	312		181	33	231		12
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	0.90	0.89		0.95	0.90	0.89		0.95	0.94	0.94	
Lanes:	1.00	2.00	1.00		1.00	1.32	0.68		1.00	1.26	0.74		1.00	1.90	0.10	
Final Sat.:	1805	3610	1567		1805	2253	1161		1805	2150	1249		1805	3413	171	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.03	0.45		0.11	0.06	0.06		0.01	0.14	0.14		0.02	0.07	0.07	
Crit Moves:			****		****					****			****			
Green/Cycle:	0.45	0.52	0.52		0.12	0.19	0.19		0.01	0.16	0.16		0.02	0.17	0.17	
Volume/Cap:	0.32	0.06	0.88		0.88	0.32	0.32		0.39	0.88	0.88		0.88	0.39	0.39	
Delay/Veh:	16.4	10.9	30.4		69.8	31.6	31.6		54.3	51.7	51.7		144.7	33.5	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:	16.4	10.9	30.4		69.8	31.6	31.6		54.3	51.7	51.7		144.7	33.5	33.5	
LOS by Move:	B	B	C		E	C	C		D	D	D		F	C	C	
HCM2kAvgQ:	5	1	21		8	3	3		1	10	10		3	3	3	

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

Gilead Sciences EIR
SF12-0606

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

Intersection #8: Vintage Park Dr/Chess Dr



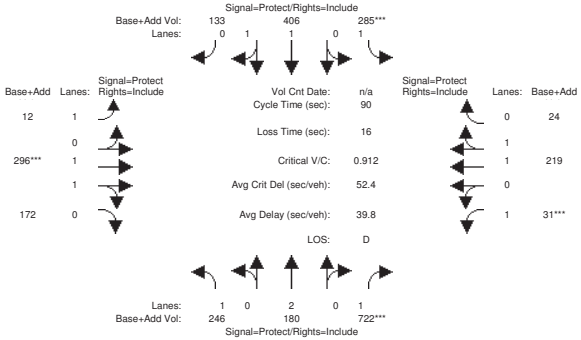
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module:																								
Base Vol:	246		106		722		184		132		68		9		296		172		31		219		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:	246		106		722		184		132		68		9		296		172		31		219		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:	246		106		722		184		132		68		9		296		172		31		219		11	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	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:	259		112		760		194		139		72		9		312		181		33		231		12	
Reduct Vol:	0		0		101		0		0		0		0		0		0		0		0		0	
Reduced Vol:	259		112		659		194		139		72		9		312		181		33		231		12	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	259		112		659		194		139		72		9		312		181		33		231		12	
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		0.90		0.89		0.95		0.90		0.89		0.95		0.94		0.94	
Lanes:	1.00		2.00		1.00		1.00		1.32		0.68		1.00		1.26		0.74		1.00		1.90		0.10	
Final Sat.:	1805		3610		1567		1805		2253		1161		1805		2150		1249		1805		3413		171	
Capacity Analysis Module:																								
Vol/Sat:	0.14		0.03		0.42		0.11		0.06		0.06		0.01		0.14		0.14		0.02		0.07		0.07	
Crit Moves:					****		****								****				****					
Green/Cycle:	0.44		0.50		0.50		0.13		0.19		0.19		0.01		0.17		0.17		0.02		0.18		0.18	
Volume/Cap:	0.33		0.06		0.84		0.84		0.33		0.33		0.38		0.84		0.84		0.84		0.38		0.38	
Delay/Veh:	16.8		11.6		27.4		61.5		31.9		31.9		53.1		46.5		46.5		127.6		32.8		32.8	
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:	16.8		11.6		27.4		61.5		31.9		31.9		53.1		46.5		46.5		127.6		32.8		32.8	
LOS by Move:	B		B		C		E		C		C		D		D		D		F		C		C	
HCM2kAvgQ:	4		1		17		8		3		3		1		10		10		1		3		3	

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

Gilead Sciences EIR
SF12-0606

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

Intersection #8: Vintage Park Dr/Chess Dr



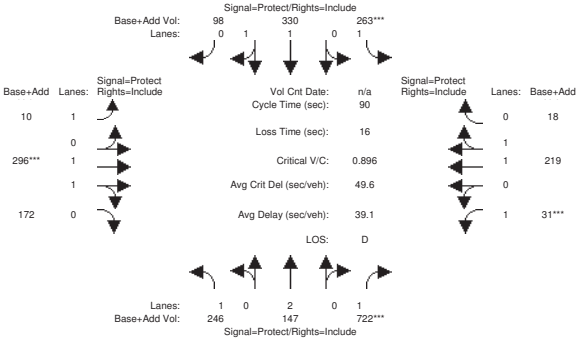
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module:																								
Base Vol:	246		106		722		184		132		68		9		296		172		31		219		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:	246		106		722		184		132		68		9		296		172		31		219		11	
Added Vol:	0		74		0		101		274		65		3		0		0		0		0		13	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	246		180		722		285		406		133		12		296		172		31		219		24	
User Adj:	1.00		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:	259		189		760		300		427		140		13		312		181		33		231		25	
Reduct Vol:	0		0		101		0		0		0		0		0		0		0		0		0	
Reduced Vol:	259		189		659		300		427		140		13		312		181		33		231		25	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	259		189		659		300		427		140		13		312		181		33		231		25	
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		0.90		0.89		0.95		0.94		0.93	
Lanes:	1.00		2.00		1.00		1.00		1.50		0.50		1.00		1.26		0.74		1.00		1.80		0.20	
Final Sat.:	1805		3610		1567		1805		2614		856		1805		2150		1249		1805		3204		351	
Capacity Analysis Module:																								
Vol/Sat:	0.14		0.05		0.42		0.17		0.16		0.16		0.01		0.14		0.14		0.02		0.07		0.07	
Crit Moves:					****		****								****				****					
Green/Cycle:	0.30		0.46		0.46		0.18		0.34		0.34		0.02		0.16		0.16		0.02		0.16		0.16	
Volume/Cap:	0.48		0.11		0.91		0.91		0.48		0.48		0.44		0.91		0.91		0.91		0.44		0.44	
Delay/Veh:	26.4		13.8		38.3		64.4		23.5		23.5		54.4		57.0		57.0		158.7		34.5		34.5	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	26.4		13.8		38.3		64.4		23.5		23.5		54.4		57.0		57.0		158.7		34.5		34.5	
LOS by Move:	C		B		D		E		C		C		D		E		E		F		C		C	
HCM2kAvgQ:	6		1		19		12		7		7		1		11		11		1		3		3	

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

Gilead Sciences EIR
SF12-0606

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

Intersection #8: Vintage Park Dr/Chess Dr



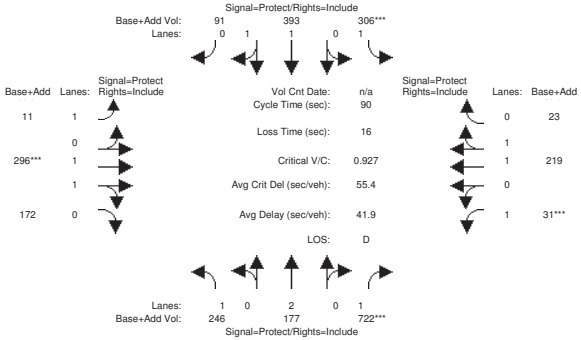
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	246	106	722	184	132	68	9	296	172	31	219	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	106	722	184	132	68	9	296	172	31	219	11
Added Vol:	0	41	0	79	198	30	1	0	0	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	147	722	263	330	98	10	296	172	31	219	18
User Adj:	1.00	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:	259	155	760	277	347	103	11	312	181	33	231	19
Reduct Vol:	0	0	101	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	155	659	277	347	103	11	312	181	33	231	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:	259	155	659	277	347	103	11	312	181	33	231	19
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	0.91	0.95	0.90	0.89	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	1.54	0.46	1.00	1.26	0.74	1.00	1.85	0.15
Final Sat.:	1805	3610	1567	1805	2685	797	1805	2150	1249	1805	3299	271
Capacity Analysis Module:												
Vol/Sat:	0.14	0.04	0.42	0.15	0.13	0.13	0.01	0.14	0.14	0.02	0.07	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.34	0.47	0.47	0.17	0.30	0.30	0.01	0.16	0.16	0.02	0.17	0.17
Volume/Cap:	0.43	0.09	0.90	0.90	0.43	0.43	0.42	0.90	0.90	0.90	0.42	0.42
Delay/Veh:	23.6	13.3	35.5	63.2	25.3	25.3	54.7	54.2	54.2	151.6	34.0	34.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.6	13.3	35.5	63.2	25.3	25.3	54.7	54.2	54.2	151.6	34.0	34.0
LOS by Move:	C	B	D	E	C	C	D	D	D	F	C	C
HCM2kAvgQ:	5	1	18	11	5	5	1	10	10	1	3	3

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

Gilead Sciences EIR
SF12-0606

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

Intersection #8: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	246	106	722	184	132	68	9	296	172	31	219	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:	246	106	722	184	132	68	9	296	172	31	219	11
Added Vol:	0	71	0	122	261	23	2	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	177	722	306	393	91	11	296	172	31	219	23
User Adj:	1.00	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:	259	186	760	322	414	96	12	312	181	33	231	24
Reduct Vol:	0	0	101	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	186	659	322	414	96	12	312	181	33	231	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:	259	186	659	322	414	96	12	312	181	33	231	24
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	0.94	0.93
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	1.00	1.26	0.74	1.00	1.81	0.19
Final Sat.:	1805	3610	1567	1805	2846	659	1805	2150	1249	1805	3220	338
Capacity Analysis Module:												
Vol/Sat:	0.14	0.05	0.42	0.18	0.15	0.15	0.01	0.14	0.14	0.02	0.07	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.32	0.45	0.45	0.19	0.33	0.33	0.01	0.16	0.16	0.02	0.16	0.16
Volume/Cap:	0.45	0.11	0.93	0.93	0.45	0.45	0.44	0.93	0.93	0.93	0.44	0.44
Delay/Veh:	24.8	14.2	41.4	65.9	24.3	24.3	55.5	59.9	59.9	165.7	34.6	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.8	14.2	41.4	65.9	24.3	24.3	55.5	59.9	59.9	165.7	34.6	34.6
LOS by Move:	C	B	D	E	C	C	E	E	E	F	C	C
HCM2kAvgQ:	5	1	19	13	6	6	1	11	11	1	3	3

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

Gilead Sciences
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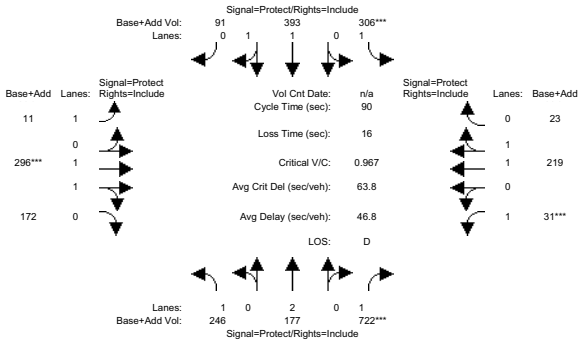
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project - Alternative B PM

Intersection #8: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	246	106	722	184	132	68	9	296	172	31	219	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:	246	106	722	184	132	68	9	296	172	31	219	11
Added Vol:	0	71	0	122	261	23	2	0	0	0	0	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	177	722	306	393	91	11	296	172	31	219	23
User Adj:	1.00	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:	259	186	760	322	414	96	12	312	181	33	231	24
Reduct Vol:	0	0	49	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	186	711	322	414	96	12	312	181	33	231	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:	259	186	711	322	414	96	12	312	181	33	231	24
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	0.94	0.93
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	1.00	1.26	0.74	1.00	1.81	0.19
Final Sat.:	1805	3610	1567	1805	2846	659	1805	2150	1249	1805	3220	338
Capacity Analysis Module:												
Vol/Sat:	0.14	0.05	0.45	0.18	0.15	0.15	0.01	0.14	0.14	0.02	0.07	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.32	0.47	0.47	0.18	0.33	0.33	0.01	0.15	0.15	0.02	0.15	0.15
Volume/Cap:	0.44	0.11	0.97	0.97	0.44	0.44	0.46	0.97	0.97	0.97	0.46	0.46
Delay/Veh:	24.5	13.4	48.4	76.8	24.0	24.0	57.0	69.5	69.5	185.1	35.3	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	13.4	48.4	76.8	24.0	24.0	57.0	69.5	69.5	185.1	35.3	35.3
LOS by Move:	C	B	D	E	C	C	E	E	E	F	D	D
HCM2kAvgQ:	6	1	25	14	6	6	1	12	12	3	4	4

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

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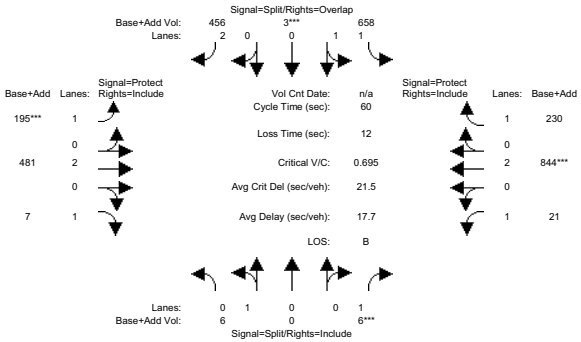
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #11: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	6	0	6	658	3	456	195	481	7	21	844	230
Growth Adj:	1.00	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	0	6	658	3	456	195	481	7	21	844	230
Added Vol:	0	0	0	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	0	6	658	3	456	195	481	7	21	844	230
User Adj:	1.00	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:	6	0	6	693	3	480	205	506	7	22	888	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	6	693	3	480	205	506	7	22	888	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	6	693	3	480	205	506	7	22	888	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
Lanes:	1.00	0.00	1.00	1.99	0.01	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1809	0	1588	3605	16	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.19	0.17	0.11	0.14	0.00	0.01	0.25	0.15
Crit Moves:			****		****		****				****	
Green/Cycle:	0.01	0.00	0.01	0.28	0.28	0.44	0.16	0.48	0.48	0.04	0.35	0.35
Volume/Cap:	0.61	0.00	0.69	0.69	0.69	0.39	0.69	0.29	0.01	0.29	0.69	0.44
Delay/Veh:	105.1	0.0	155.2	21.6	21.6	11.6	30.7	9.7	8.3	30.1	18.3	15.4
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:	105.1	0.0	155.2	21.6	21.6	11.6	30.7	9.7	8.3	30.1	18.3	15.4
LOS by Move:	F	A	F	C	C	B	C	A	A	C	B	B
HCM2kAvgQ:	1	0	1	7	7	4	5	3	0	1	9	4

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

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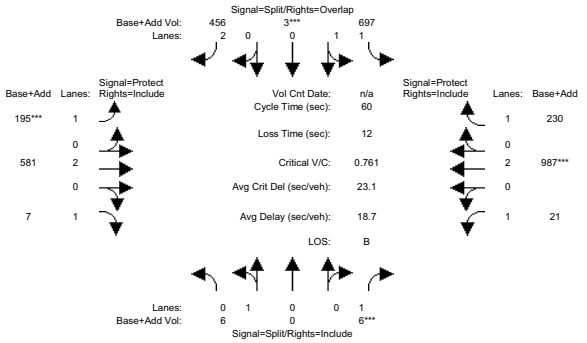
Gilead Sciences
SF12-0606

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

Intersection #11: SR 92 Eastbound Ramps/Edgewater Blvd



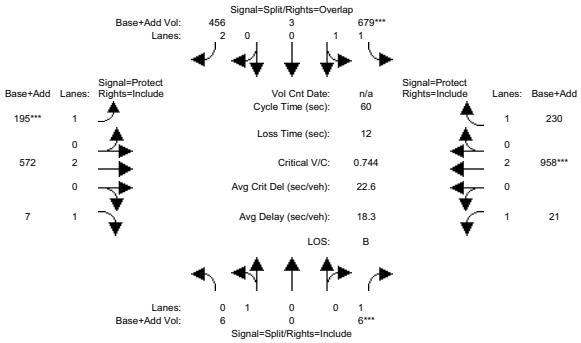
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	6	0	6		658	3	456		195	481	7		21	844	230	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	6	0	6		658	3	456		195	481	7		21	844	230	
Added Vol:	0	0	0		39	0	0		0	100	0		0	143	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	6	0	6		697	3	456		195	581	7		21	987	230	
User Adj:	1.00	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:	6	0	6		734	3	480		205	612	7		22	1039	242	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	0	6		734	3	480		205	612	7		22	1039	242	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	6	0	6		734	3	480		205	612	7		22	1039	242	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.84		0.95	0.95	0.73		0.95	0.95	0.85		0.95	0.95	0.82	
Lanes:	1.00	0.00	1.00		1.99	0.01	2.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1809	0	1588		3606	16	2762		1805	3610	1615		1805	3610	1562	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.17	0.11	0.00	0.01	0.29	0.15					
Crit Moves:			****		****		****			****						
Green/Cycle:	0.01	0.00	0.01	0.27	0.27	0.42	0.15	0.49	0.49	0.04	0.38	0.38				
Volume/Cap:	0.67	0.00	0.76	0.76	0.76	0.42	0.76	0.34	0.01	0.34	0.76	0.41				
Delay/Veh:	138.4	0.0	198.3	23.8	23.8	12.6	36.5	9.4	7.8	31.5	18.9	14.2				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	138.4	0.0	198.3	23.8	23.8	12.6	36.5	9.4	7.8	31.5	18.9	14.2				
LOS by Move:	F	A	F	C	C	B	D	A	A	C	B	B				
HCM2kAvgQ:	1	0	1	8	8	4	6	4	0	1	11	4				

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

Gilead Sciences
SF12-0606

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

Intersection #11: SR 92 Eastbound Ramps/Edgewater Blvd



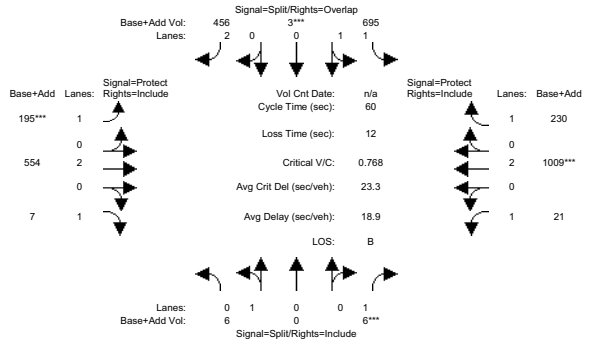
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	6	0	6		658	3	456		195	481	7		21	844	230	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	6	0	6		658	3	456		195	481	7		21	844	230	
Added Vol:	0	0	0		21	0	0		0	91	0		0	114	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	6	0	6		679	3	456		195	572	7		21	958	230	
User Adj:	1.00	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:	6	0	6		715	3	480		205	602	7		22	1008	242	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	0	6		715	3	480		205	602	7		22	1008	242	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	6	0	6		715	3	480		205	602	7		22	1008	242	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.84		0.95	0.95	0.73		0.95	0.95	0.85		0.95	0.95	0.82	
Lanes:	1.00	0.00	1.00		1.99	0.01	2.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1809	0	1588		3605	16	2762		1805	3610	1615		1805	3610	1562	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.17	0.11	0.00	0.01	0.28	0.15					
Crit Moves:			****	****			****			****						
Green/Cycle:	0.01	0.00	0.01	0.27	0.27	0.42	0.15	0.49	0.49	0.04	0.38	0.38				
Volume/Cap:	0.65	0.00	0.74	0.74	0.74	0.41	0.74	0.34	0.01	0.34	0.74	0.41				
Delay/Veh:	129.3	0.0	186.8	23.3	23.3	12.5	34.8	9.4	7.8	31.3	18.5	14.3				
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:	129.3	0.0	186.8	23.3	23.3	12.5	34.8	9.4	7.8	31.3	18.5	14.3				
LOS by Move:	F	A	F	C	C	B	C	A	A	C	B	B				
HCM2kAvgQ:	1	0	1	8	8	4	6	4	0	1	10	4				

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

Gilead Sciences
SF12-0606

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

Intersection #11: SR 92 Eastbound Ramps/Edgewater Blvd



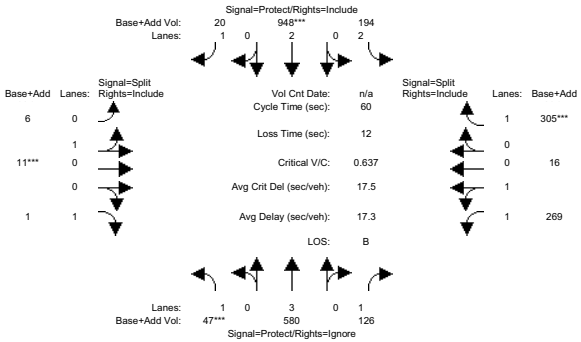
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	6	0	6	658	3	456	195	481	7	21	844	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	6	658	3	456	195	481	7	21	844	230
Added Vol:	0	0	0	37	0	0	0	73	0	0	165	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	6	695	3	456	195	554	7	21	1009	230
User Adj:	1.00	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:	6	0	6	732	3	480	205	583	7	22	1062	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	6	732	3	480	205	583	7	22	1062	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	6	732	3	480	205	583	7	22	1062	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
Lanes:	1.00	0.00	1.00	1.99	0.01	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1809	0	1588	3606	16	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.17	0.11	0.16	0.00	0.01	0.29	0.15
Crit Moves:			****		****		****				****	
Green/Cycle:	0.01	0.00	0.01	0.26	0.26	0.41	0.15	0.49	0.49	0.04	0.38	0.38
Volume/Cap:	0.67	0.00	0.77	0.77	0.77	0.42	0.77	0.33	0.01	0.33	0.77	0.40
Delay/Veh:	142.3	0.0	203.3	24.2	24.2	12.8	37.3	9.3	7.7	31.0	18.9	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	142.3	0.0	203.3	24.2	24.2	12.8	37.3	9.3	7.7	31.0	18.9	14.0
LOS by Move:	F	A	F	C	C	B	D	A	A	C	B	B
HCM2kAvgQ:	1	0	1	8	8	4	6	4	0	1	11	4

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

Gilead Sciences
SF12-0606

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

Intersection #12: Metro Center Blvd/Edgewater Blvd



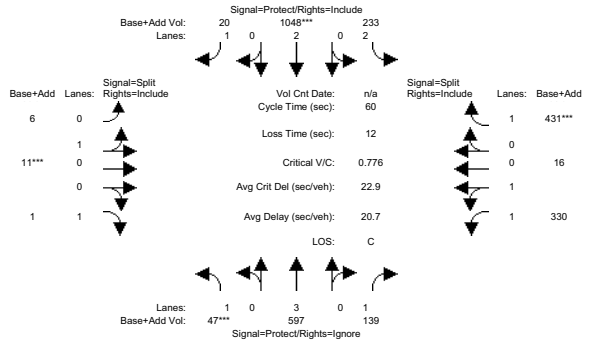
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	47	580	126	194	948	20	6	11	1	269	16	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	580	126	194	948	20	6	11	1	269	16	305
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	580	126	194	948	20	6	11	1	269	16	305
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	49	604	0	202	988	21	6	11	1	280	17	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	604	0	202	988	21	6	11	1	280	17	318
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	604	0	202	988	21	6	11	1	280	17	318
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.98	0.98	0.84	0.96	0.96	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.35	0.65	1.00	1.89	0.11	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	659	1209	1591	3425	204	1594
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.00	0.06	0.27	0.01	0.01	0.01	0.00	0.08	0.08	0.20
Crit Moves:	****				****			****				****
Green/Cycle:	0.04	0.32	0.00	0.16	0.43	0.43	0.01	0.01	0.01	0.31	0.31	0.31
Volume/Cap:	0.64	0.37	0.00	0.37	0.64	0.03	0.64	0.64	0.04	0.26	0.26	0.64
Delay/Veh:	44.7	16.0	0.0	23.1	14.3	9.9	69.4	69.4	29.9	15.5	15.5	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.7	16.0	0.0	23.1	14.3	9.9	69.4	69.4	29.9	15.5	15.5	20.4
LOS by Move:	D	B	A	C	B	A	E	E	C	B	B	C
HCM2kAvgQ:	2	3	0	2	8	0	1	1	0	2	2	6

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

Gilead Sciences
SF12-0606

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

Intersection #12: Metro Center Blvd/Edgewater Blvd



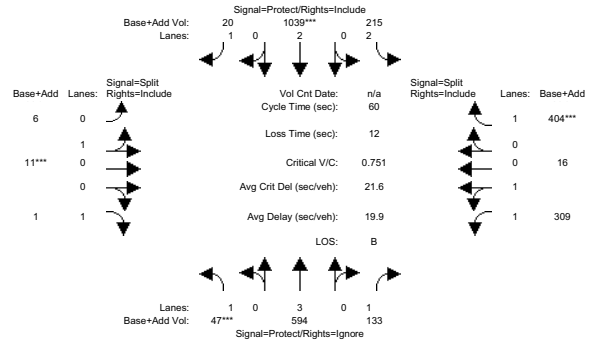
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	47	580	126	194	948	20	6	11	1	269	16	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	580	126	194	948	20	6	11	1	269	16	305
Added Vol:	0	17	13	39	100	0	0	0	0	61	0	126
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	597	139	233	1048	20	6	11	1	330	16	431
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	49	622	0	243	1092	21	6	11	1	344	17	449
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	622	0	243	1092	21	6	11	1	344	17	449
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	622	0	243	1092	21	6	11	1	344	17	449
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.98	0.98	0.84	0.95	0.95	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.35	0.65	1.00	1.91	0.09	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	659	1209	1591	3458	168	1594
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.00	0.07	0.30	0.01	0.01	0.01	0.00	0.10	0.10	0.28
Crit Moves:	****				****			****				****
Green/Cycle:	0.03	0.27	0.00	0.16	0.39	0.39	0.01	0.01	0.01	0.36	0.36	0.36
Volume/Cap:	0.78	0.45	0.00	0.45	0.78	0.03	0.78	0.78	0.05	0.27	0.27	0.78
Delay/Veh:	73.1	18.4	0.0	23.6	18.8	11.3	121.7	122	30.4	13.6	13.6	23.5
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:	73.1	18.4	0.0	23.6	18.8	11.3	121.7	122	30.4	13.6	13.6	23.5
LOS by Move:	E	B	A	C	B	B	F	F	C	B	B	C
HCM2kAvgQ:	3	4	0	3	11	0	1	1	0	2	2	10

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

Gilead Sciences
SF12-0606

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

Intersection #12: Metro Center Blvd/Edgewater Blvd



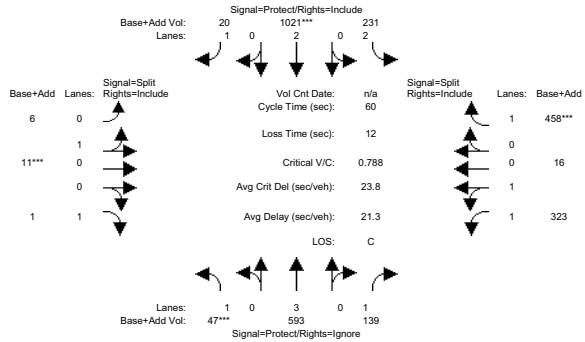
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	47	580	126	194	948	20	6	11	1	269	16	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	580	126	194	948	20	6	11	1	269	16	305
Added Vol:	0	14	7	21	91	0	0	0	0	40	0	99
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	594	133	215	1039	20	6	11	1	309	16	404
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	49	619	0	224	1082	21	6	11	1	322	17	421
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	619	0	224	1082	21	6	11	1	322	17	421
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	619	0	224	1082	21	6	11	1	322	17	421
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.98	0.98	0.84	0.96	0.96	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.35	0.65	1.00	1.90	0.10	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	659	1209	1591	3450	179	1594
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.00	0.06	0.30	0.01	0.01	0.01	0.00	0.09	0.09	0.26
Crit Moves:	****				****			****				****
Green/Cycle:	0.04	0.28	0.00	0.15	0.40	0.40	0.01	0.01	0.01	0.35	0.35	0.35
Volume/Cap:	0.75	0.42	0.00	0.42	0.75	0.03	0.75	0.75	0.05	0.27	0.27	0.75
Delay/Veh:	66.6	17.7	0.0	23.6	17.7	11.0	110.8	111	30.3	14.0	14.0	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.6	17.7	0.0	23.6	17.7	11.0	110.8	111	30.3	14.0	14.0	22.7
LOS by Move:	E	B	A	C	B	B	F	F	C	B	B	C
HCM2kAvgQ:	2	4	0	2	11	0	1	1	0	2	2	9

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

Gilead Sciences
SF12-0606

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

Intersection #12: Metro Center Blvd/Edgewater Blvd



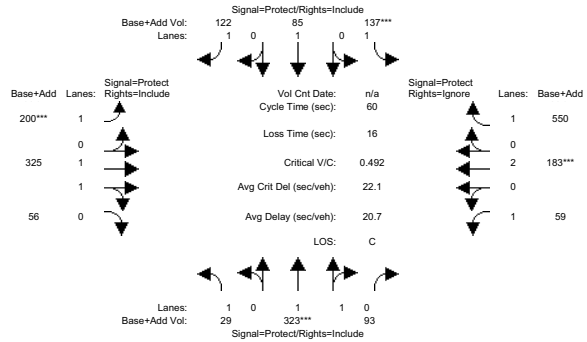
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	47	580	126	194	948	20	6	11	1	269	16	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	580	126	194	948	20	6	11	1	269	16	305
Added Vol:	0	13	13	37	73	0	0	0	0	54	0	153
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	593	139	231	1021	20	6	11	1	323	16	458
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	49	618	0	241	1064	21	6	11	1	336	17	477
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	618	0	241	1064	21	6	11	1	336	17	477
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	618	0	241	1064	21	6	11	1	336	17	477
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.98	0.98	0.84	0.96	0.96	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.35	0.65	1.00	1.91	0.09	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	659	1209	1591	3458	171	1594
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.00	0.07	0.29	0.01	0.01	0.01	0.00	0.10	0.10	0.30
Crit Moves:	****				****			****				****
Green/Cycle:	0.03	0.26	0.00	0.15	0.37	0.37	0.01	0.01	0.01	0.38	0.38	0.38
Volume/Cap:	0.79	0.46	0.00	0.46	0.79	0.04	0.79	0.79	0.05	0.26	0.26	0.79
Delay/Veh:	76.4	19.0	0.0	24.0	19.9	12.0	127.3	127	30.5	12.9	12.9	23.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.4	19.0	0.0	24.0	19.9	12.0	127.3	127	30.5	12.9	12.9	23.3
LOS by Move:	E	B	A	C	B	B	F	F	C	B	B	C
HCM2kAvgQ:	3	4	0	3	11	0	2	2	0	2	2	10

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

Gilead Sciences
SF12-0606

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

Intersection #13: Vintage Park Dr/Metro Center Blvd



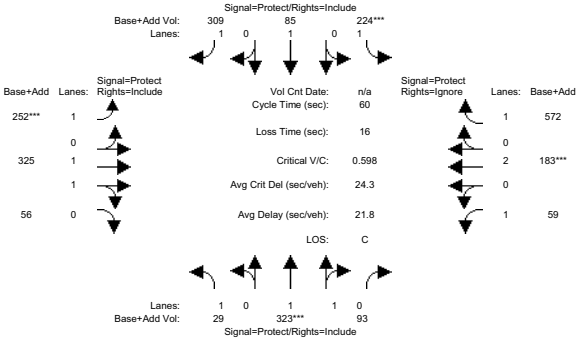
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	323	93	137	85	122	200	325	56	59	183	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	323	93	137	85	122	200	325	56	59	183	550
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	323	93	137	85	122	200	325	56	59	183	550
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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.00
PHF Volume:	29	326	94	138	86	123	202	328	57	60	185	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	326	94	138	86	123	202	328	57	60	185	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:	29	326	94	138	86	123	202	328	57	60	185	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.91	0.95	1.00	0.81	0.95	0.93	0.92	0.95	0.95	1.00
Lanes:	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.70	0.30	1.00	2.00	1.00
Final Sat.:	1805	2702	778	1805	1900	1536	1805	3005	518	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.08	0.05	0.08	0.11	0.11	0.11	0.03	0.05	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.07	0.25	0.25	0.16	0.33	0.33	0.23	0.25	0.25	0.08	0.10	0.00
Volume/Cap:	0.24	0.49	0.49	0.49	0.14	0.24	0.49	0.43	0.43	0.43	0.49	0.00
Delay/Veh:	27.5	19.9	19.9	24.5	14.0	14.7	21.1	19.0	19.0	28.6	26.4	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:	27.5	19.9	19.9	24.5	14.0	14.7	21.1	19.0	19.0	28.6	26.4	0.0
LOS by Move:	C	B	B	C	B	B	C	B	B	C	C	A
HCM2kAvgQ:	1	4	4	3	1	2	4	4	4	2	2	0

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

Gilead Sciences
SF12-0606

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

Intersection #13: Vintage Park Dr/Metro Center Blvd



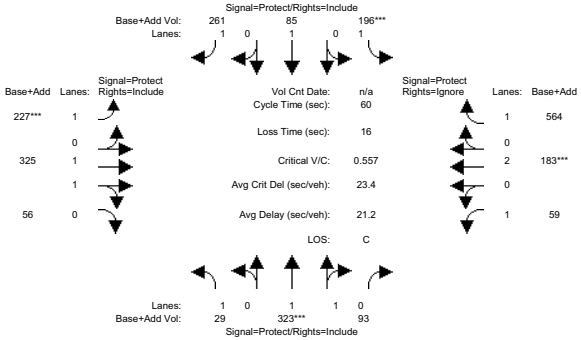
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	323	93	137	85	122	200	325	56	59	183	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	323	93	137	85	122	200	325	56	59	183	550
Added Vol:	0	0	0	87	0	187	52	0	0	0	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	323	93	224	85	309	252	325	56	59	183	572
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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.00
PHF Volume:	29	326	94	226	86	312	255	328	57	60	185	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	326	94	226	86	312	255	328	57	60	185	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:	29	326	94	226	86	312	255	328	57	60	185	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.91	0.95	1.00	0.81	0.95	0.93	0.92	0.95	0.95	1.00
Lanes:	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.70	0.30	1.00	2.00	1.00
Final Sat.:	1805	2702	778	1805	1900	1536	1805	3005	518	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.13	0.05	0.20	0.14	0.11	0.11	0.03	0.05	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.03	0.20	0.20	0.21	0.38	0.38	0.24	0.25	0.25	0.07	0.09	0.00
Volume/Cap:	0.53	0.60	0.60	0.60	0.12	0.53	0.60	0.44	0.44	0.44	0.60	0.00
Delay/Veh:	38.4	23.1	23.1	24.0	12.1	15.4	22.7	19.5	19.5	28.9	29.6	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:	38.4	23.1	23.1	24.0	12.1	15.4	22.7	19.5	19.5	28.9	29.6	0.0
LOS by Move:	D	C	C	C	B	B	C	B	B	C	C	A
HCM2kAvgQ:	1	5	5	5	1	5	5	4	4	2	3	0

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

Gilead Sciences
SF12-0606

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

Intersection #13: Vintage Park Dr/Metro Center Blvd



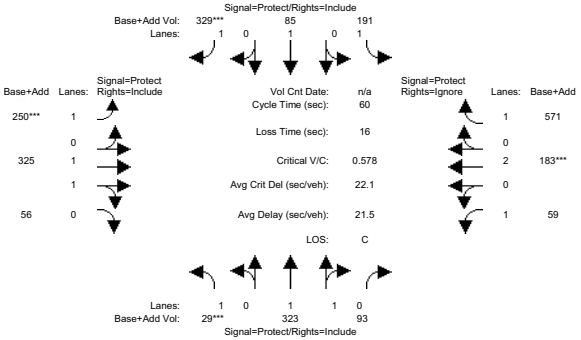
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	323	93	137	85	122	200	325	56	59	183	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	323	93	137	85	122	200	325	56	59	183	550
Added Vol:	0	0	0	59	0	139	27	0	0	0	0	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	323	93	196	85	261	227	325	56	59	183	564
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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.00
PHF Volume:	29	326	94	198	86	264	229	328	57	60	185	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	326	94	198	86	264	229	328	57	60	185	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:	29	326	94	198	86	264	229	328	57	60	185	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.91	0.95	1.00	0.81	0.95	0.93	0.92	0.95	0.95	1.00
Lanes:	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.70	0.30	1.00	2.00	1.00
Final Sat.:	1805	2702	778	1805	1900	1536	1805	3005	518	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.11	0.05	0.17	0.13	0.11	0.11	0.03	0.05	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.04	0.22	0.22	0.20	0.38	0.38	0.23	0.25	0.25	0.07	0.09	0.00
Volume/Cap:	0.45	0.56	0.56	0.56	0.12	0.45	0.56	0.44	0.44	0.44	0.56	0.00
Delay/Veh:	33.4	21.9	21.9	23.7	12.2	14.6	22.2	19.5	19.5	28.9	28.2	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:	33.4	21.9	21.9	23.7	12.2	14.6	22.2	19.5	19.5	28.9	28.2	0.0
LOS by Move:	C	C	C	C	B	B	C	B	B	C	C	A
HCM2kAvgQ:	1	4	4	4	1	4	5	4	4	2	3	0

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

Gilead Sciences
SF12-0606

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

Intersection #13: Vintage Park Dr/Metro Center Blvd



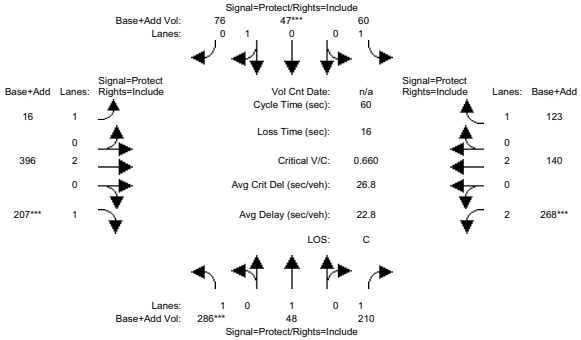
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	323	93	137	85	122	200	325	56	59	183	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	323	93	137	85	122	200	325	56	59	183	550
Added Vol:	0	0	0	54	0	207	50	0	0	0	0	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	323	93	191	85	329	250	325	56	59	183	571
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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.00
PHF Volume:	29	326	94	193	86	332	253	328	57	60	185	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	326	94	193	86	332	253	328	57	60	185	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:	29	326	94	193	86	332	253	328	57	60	185	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.91	0.95	1.00	0.81	0.95	0.93	0.92	0.95	0.95	1.00
Lanes:	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.70	0.30	1.00	2.00	1.00
Final Sat.:	1805	2702	778	1805	1900	1536	1805	3005	518	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.11	0.05	0.22	0.14	0.11	0.11	0.03	0.05	0.00
Crit Moves:	****					****	****				****	
Green/Cycle:	0.03	0.21	0.21	0.19	0.37	0.37	0.24	0.25	0.25	0.08	0.09	0.00
Volume/Cap:	0.58	0.57	0.57	0.57	0.12	0.58	0.58	0.43	0.43	0.43	0.58	0.00
Delay/Veh:	44.3	22.1	22.1	24.3	12.4	16.4	22.0	19.1	19.1	28.6	28.9	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:	44.3	22.1	22.1	24.3	12.4	16.4	22.0	19.1	19.1	28.6	28.9	0.0
LOS by Move:	D	C	C	C	B	B	C	B	B	C	C	A
HCM2kAvgQ:	1	5	5	4	1	6	5	4	4	2	3	0

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

Gilead Sciences
SF12-0606

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

Intersection #14: Shell Blvd/Metro Center Blvd



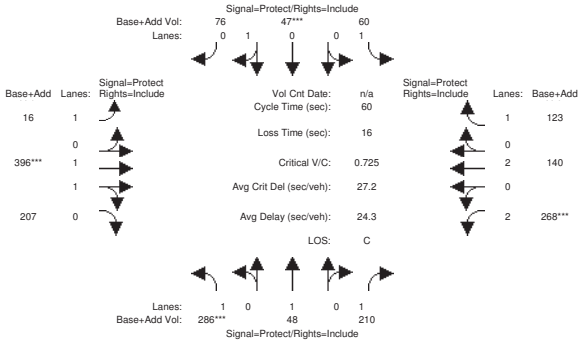
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	286	48	210	60	47	76	16	396	207	268	140	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	48	210	60	47	76	16	396	207	268	140	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	286	48	210	60	47	76	16	396	207	268	140	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	314	53	231	66	52	84	18	435	227	295	154	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	53	231	66	52	84	18	435	227	295	154	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	314	53	231	66	52	84	18	435	227	295	154	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.91	0.90	0.95	0.95	0.82	0.92	0.95	0.81
Lanes:	1.00	1.00	1.00	1.00	0.38	0.62	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	1900	1591	1805	654	1058	1805	3610	1552	3502	3610	1536
Capacity Analysis Module:												
Vol/Sat:	0.17	0.03	0.15	0.04	0.08	0.08	0.01	0.12	0.15	0.08	0.04	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.26	0.31	0.31	0.08	0.12	0.12	0.03	0.22	0.22	0.13	0.31	0.31
Volume/Cap:	0.66	0.09	0.47	0.47	0.66	0.66	0.28	0.54	0.66	0.66	0.14	0.28
Delay/Veh:	23.1	14.9	17.6	29.0	33.0	33.0	30.6	21.4	25.9	28.6	14.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	14.9	17.6	29.0	33.0	33.0	30.6	21.4	25.9	28.6	14.8	15.8
LOS by Move:	C	B	B	C	C	C	C	C	C	C	B	B
HCM2kAvgQ:	6	1	4	2	4	4	1	5	5	4	1	2

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

Gilead Sciences
SF12-0606

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

Intersection #14: Shell Blvd/Metro Center Blvd



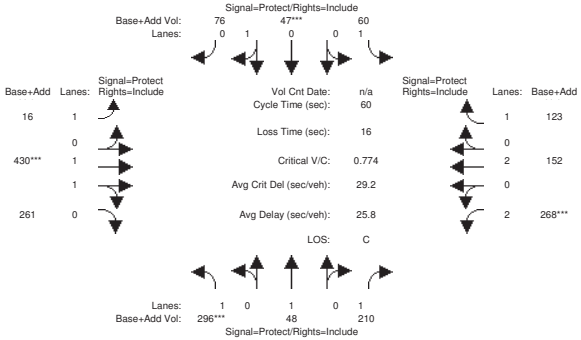
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	286	48	210		60	47	76		16	396	207		268	140	123	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	286	48	210		60	47	76		16	396	207		268	140	123	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	286	48	210		60	47	76		16	396	207		268	140	123	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	314	53	231		66	52	84		18	435	227		295	154	135	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	314	53	231		66	52	84		18	435	227		295	154	135	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	314	53	231		66	52	84		18	435	227		295	154	135	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.84		0.95	0.91	0.90		0.95	0.90	0.89		0.92	0.95	0.81	
Lanes:	1.00	1.00	1.00		1.00	0.38	0.62		1.00	1.31	0.69		2.00	2.00	1.00	
Final Sat.:	1805	1900	1591		1805	654	1057		1805	2239	1171		3502	3610	1536	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.03	0.15		0.04	0.08	0.08		0.01	0.19	0.19		0.08	0.04	0.09	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.24	0.28	0.28		0.07	0.11	0.11		0.04	0.27	0.27		0.12	0.35	0.35	
Volume/Cap:	0.72	0.10	0.52		0.52	0.72	0.72		0.25	0.72	0.72		0.72	0.12	0.25	
Delay/Veh:	27.0	16.1	19.3		30.7	39.1	39.1		30.0	22.9	22.9		32.0	13.5	14.3	
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:	27.0	16.1	19.3		30.7	39.1	39.1		30.0	22.9	22.9		32.0	13.5	14.3	
LOS by Move:	C	B	B		C	D	D		C	C	C		C	B	B	
HCM2kAvgQ:	7	1	4		2	4	4		1	8	8		3	1	2	

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

Gilead Sciences
SF12-0606

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

Intersection #14: Shell Blvd/Metro Center Blvd



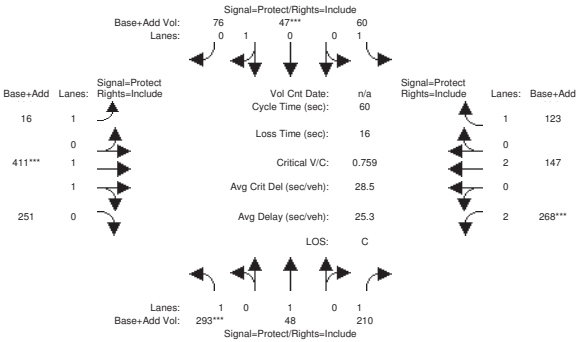
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	286	48	210		60	47	76		16	396	207		268	140	123	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	286	48	210		60	47	76		16	396	207		268	140	123	
Added Vol:	10	0	0		0	0	0		0	34	54		0	12	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	296	48	210		60	47	76		16	430	261		268	152	123	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	325	53	231		66	52	84		18	473	287		295	167	135	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	325	53	231		66	52	84		18	473	287		295	167	135	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	325	53	231		66	52	84		18	473	287		295	167	135	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.84		0.95	0.91	0.90		0.95	0.90	0.88		0.92	0.95	0.81	
Lanes:	1.00	1.00	1.00		1.00	0.38	0.62		1.00	1.24	0.76		2.00	2.00	1.00	
Final Sat.:	1805	1900	1591		1805	654	1057		1805	2106	1279		3502	3610	1536	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.03	0.15		0.04	0.08	0.08		0.01	0.22	0.22		0.08	0.05	0.09	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.23	0.27	0.27		0.07	0.10	0.10		0.04	0.29	0.29		0.11	0.36	0.36	
Volume/Cap:	0.77	0.10	0.54		0.54	0.77	0.77		0.25	0.77	0.77		0.77	0.13	0.25	
Delay/Veh:	30.2	16.6	20.3		32.0	45.4	45.4		29.7	23.4	23.4		35.6	13.0	13.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	30.2	16.6	20.3		32.0	45.4	45.4		29.7	23.4	23.4		35.6	13.0	13.8	
LOS by Move:	C	B	C		C	D	D		C	C	C		D	B	B	
HCM2kAvgQ:	8	1	4		2	5	5		1	9	9		3	1	2	

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

Gilead Sciences
SF12-0606

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

Intersection #14: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	286	48	210	60	47	76	16	396	207	268	140	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	48	210	60	47	76	16	396	207	268	140	123
Added Vol:	7	0	0	0	0	0	0	15	44	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	48	210	60	47	76	16	411	251	268	147	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	322	53	231	66	52	84	18	452	276	295	162	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	53	231	66	52	84	18	452	276	295	162	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	322	53	231	66	52	84	18	452	276	295	162	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.91	0.90	0.95	0.90	0.88	0.92	0.95	0.81
Lanes:	1.00	1.00	1.00	1.00	0.38	0.62	1.00	1.23	0.77	2.00	2.00	1.00
Final Sat.:	1805	1900	1591	1805	654	1057	1805	2101	1283	3502	3610	1536
Capacity Analysis Module:												
Vol/Sat:	0.18	0.03	0.15	0.04	0.08	0.08	0.01	0.21	0.21	0.08	0.04	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.24	0.27	0.27	0.07	0.10	0.10	0.04	0.28	0.28	0.11	0.35	0.35
Volume/Cap:	0.76	0.10	0.54	0.54	0.76	0.76	0.25	0.76	0.76	0.76	0.13	0.25
Delay/Veh:	29.1	16.5	20.0	31.6	43.2	43.2	29.8	23.2	23.2	34.3	13.1	13.9
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:	29.1	16.5	20.0	31.6	43.2	43.2	29.8	23.2	23.2	34.3	13.1	13.9
LOS by Move:	C	B	B	C	D	D	C	C	C	C	B	B
HCM2kAvgQ:	8	1	4	2	4	4	1	9	8	3	1	2

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

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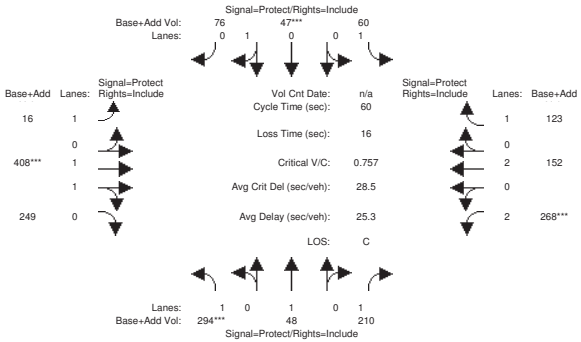
Gilead Sciences
SF12-0606

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

Intersection #14: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	286	48	210	60	47	76	16	396	207	268	140	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	48	210	60	47	76	16	396	207	268	140	123
Added Vol:	8	0	0	0	0	0	0	12	42	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	48	210	60	47	76	16	408	249	268	152	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	323	53	231	66	52	84	18	448	274	295	167	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	53	231	66	52	84	18	448	274	295	167	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	323	53	231	66	52	84	18	448	274	295	167	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.91	0.90	0.95	0.90	0.88	0.92	0.95	0.81
Lanes:	1.00	1.00	1.00	1.00	0.38	0.62	1.00	1.23	0.77	2.00	2.00	1.00
Final Sat.:	1805	1900	1591	1805	654	1057	1805	2102	1283	3502	3610	1536
Capacity Analysis Module:												
Vol/Sat:	0.18	0.03	0.15	0.04	0.08	0.08	0.01	0.21	0.21	0.08	0.05	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.24	0.27	0.27	0.07	0.10	0.10	0.04	0.28	0.28	0.11	0.35	0.35
Volume/Cap:	0.76	0.10	0.53	0.53	0.76	0.76	0.25	0.76	0.76	0.76	0.13	0.25
Delay/Veh:	28.9	16.4	19.9	31.5	43.0	43.0	29.8	23.2	23.2	34.2	13.2	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.9	16.4	19.9	31.5	43.0	43.0	29.8	23.2	23.2	34.2	13.2	14.0
LOS by Move:	C	B	B	C	D	D	C	C	C	C	B	B
HCM2kAvgQ:	8	1	4	2	4	4	1	8	8	3	1	2

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

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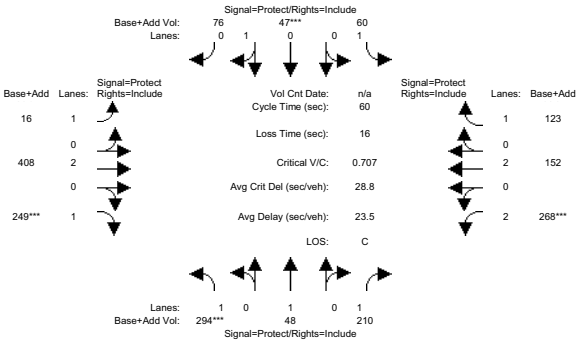
Gilead Sciences
SF12-0606

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

Intersection #14: Shell Blvd/Metro Center Blvd



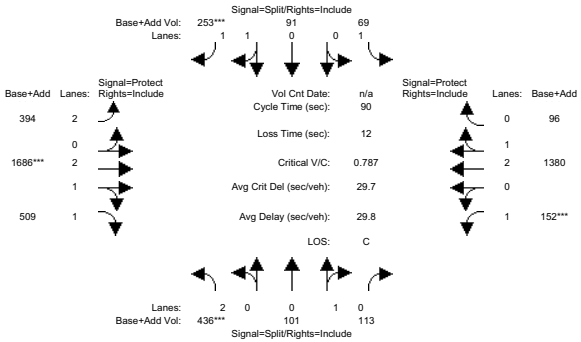
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	286	48	210	60	47	76	16	396	207	268	140	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	48	210	60	47	76	16	396	207	268	140	123
Added Vol:	8	0	0	0	0	0	0	12	42	0	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	48	210	60	47	76	16	408	249	268	152	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	323	53	231	66	52	84	18	448	274	295	167	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	53	231	66	52	84	18	448	274	295	167	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	323	53	231	66	52	84	18	448	274	295	167	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.91	0.90	0.95	0.95	0.82	0.92	0.95	0.81
Lanes:	1.00	1.00	1.00	1.00	0.38	0.62	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	1900	1591	1805	654	1058	1805	3610	1552	3502	3610	1536
Capacity Analysis Module:												
Vol/Sat:	0.18	0.03	0.15	0.04	0.08	0.08	0.01	0.12	0.18	0.08	0.05	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.25	0.29	0.29	0.07	0.11	0.11	0.04	0.25	0.25	0.12	0.33	0.33
Volume/Cap:	0.71	0.10	0.50	0.50	0.71	0.71	0.27	0.50	0.71	0.71	0.14	0.27
Delay/Veh:	25.4	15.6	18.5	29.7	37.2	37.2	30.3	19.7	26.4	30.9	14.1	15.0
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	15.6	18.5	29.7	37.2	37.2	30.3	19.7	26.4	30.9	14.1	15.0
LOS by Move:	C	B	B	C	D	D	C	B	C	C	B	B
HCM2kAvgQ:	7	1	4	2	4	4	1	4	6	4	1	2

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

Gilead Sciences
SF12-0606

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

Intersection #17: Norfolk Street/East Hillshade Blvd



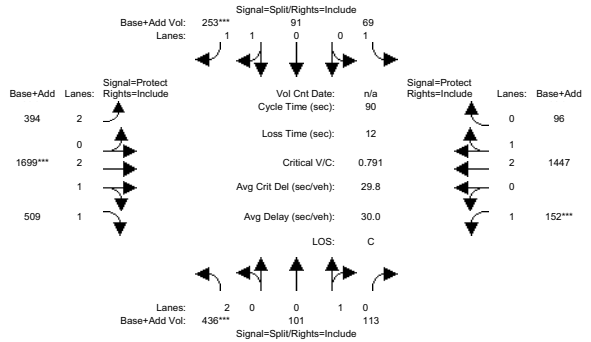
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	436	101	113	69	91	253	394	1686	509	152	1380	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	436	101	113	69	91	253	394	1686	509	152	1380	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	101	113	69	91	253	394	1686	509	152	1380	96
User Adj:	1.00	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:	459	106	119	73	96	266	415	1775	536	160	1453	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	106	119	73	96	266	415	1775	536	160	1453	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	459	106	119	73	96	266	415	1775	536	160	1453	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.91	0.95	0.89	0.88	0.92	0.88	0.87	0.95	0.90	0.90
Lanes:	2.00	0.47	0.53	1.00	0.52	1.48	2.00	3.00	1.00	1.00	2.80	0.20
Final Sat.:	3502	821	918	1805	886	2463	3502	5005	1646	1805	4800	334
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.04	0.11	0.11	0.12	0.35	0.33	0.09	0.30	0.30
Crit Moves:	****					****		****		****		
Green/Cycle:	0.17	0.17	0.17	0.14	0.14	0.14	0.16	0.45	0.45	0.11	0.40	0.40
Volume/Cap:	0.79	0.78	0.78	0.29	0.79	0.79	0.75	0.79	0.72	0.79	0.75	0.75
Delay/Veh:	43.0	48.5	48.5	35.6	46.3	46.3	41.7	22.5	21.0	57.1	24.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	48.5	48.5	35.6	46.3	46.3	41.7	22.5	21.0	57.1	24.4	24.4
LOS by Move:	D	D	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	8	8	8	2	7	7	7	17	14	6	15	15

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

Gilead Sciences
SF12-0606

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

Intersection #17: Norfolk Street/East Hillshade Blvd



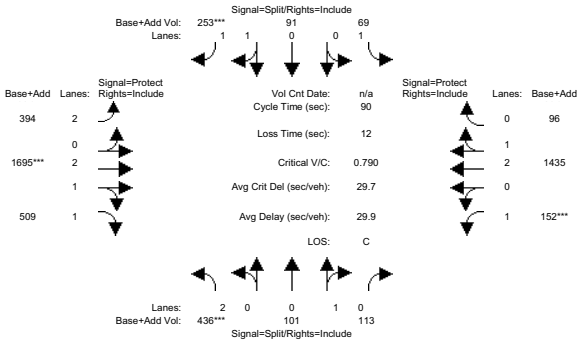
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Volume Module:																
Base Vol:	436		101	113	69		91	253	394		1686	509	152		1380	96
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	436		101	113	69		91	253	394		1686	509	152		1380	96
Added Vol:	0		0	0	0		0	0	0		13	0	0		67	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	436		101	113	69		91	253	394		1699	509	152		1447	96
User Adj:	1.00		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:	459		106	119	73		96	266	415		1788	536	160		1523	101
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	459		106	119	73		96	266	415		1788	536	160		1523	101
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	459		106	119	73		96	266	415		1788	536	160		1523	101
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.91	0.95		0.89	0.88	0.92		0.88	0.87	0.95		0.90	0.90
Lanes:	2.00		0.47	0.53	1.00		0.52	1.48	2.00		3.00	1.00	1.00		2.81	0.19
Final Sat.:	3502		821	918	1805		886	2463	3502		5005	1646	1805		4819	320
Capacity Analysis Module:																
Vol/Sat:	0.13		0.13	0.13	0.04		0.11	0.11	0.12		0.36	0.33	0.09		0.32	0.32
Crit Moves:	****							****			****		****			
Green/Cycle:	0.17		0.17	0.17	0.14		0.14	0.14	0.15		0.45	0.45	0.11		0.41	0.41
Volume/Cap:	0.79		0.78	0.78	0.29		0.79	0.79	0.77		0.79	0.72	0.79		0.77	0.77
Delay/Veh:	43.3		48.9	48.9	35.6		46.6	46.6	43.3		22.5	20.8	57.6		24.7	24.7
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	43.3		48.9	48.9	35.6		46.6	46.6	43.3		22.5	20.8	57.6		24.7	24.7
LOS by Move:	D		D	D	D		D	D	D		C	C	E		C	C
HCM2kAvgQ:	8		8	8	2		7	7	8		17	14	6		16	16

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

Gilead Sciences
SF12-0606

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

Intersection #17: Norfolk Street/East Hillshade Blvd



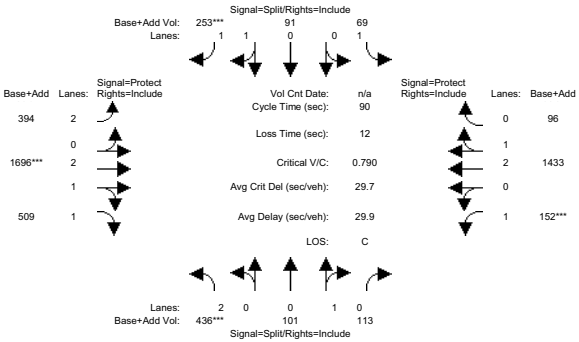
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Volume Module:																
Base Vol:	436		101	113	69		91	253	394		1686	509	152		1380	96
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	436		101	113	69		91	253	394		1686	509	152		1380	96
Added Vol:	0		0	0	0		0	0	0		9	0	0		55	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	436		101	113	69		91	253	394		1695	509	152		1435	96
User Adj:	1.00		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:	459		106	119	73		96	266	415		1784	536	160		1511	101
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	459		106	119	73		96	266	415		1784	536	160		1511	101
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	459		106	119	73		96	266	415		1784	536	160		1511	101
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.92		0.92	0.91	0.95		0.89	0.88	0.92		0.88	0.87	0.95		0.90	0.90
Lanes:	2.00		0.47	0.53	1.00		0.52	1.48	2.00		3.00	1.00	1.00		2.81	0.19
Final Sat.:	3502		821	918	1805		886	2463	3502		5005	1646	1805		4817	322
Capacity Analysis Module:																
Vol/Sat:	0.13		0.13	0.13	0.04		0.11	0.11	0.12		0.36	0.33	0.09		0.31	0.31
Crit Moves:	****							****			****		****			
Green/Cycle:	0.17		0.17	0.17	0.14		0.14	0.14	0.15		0.45	0.45	0.11		0.41	0.41
Volume/Cap:	0.79		0.78	0.78	0.29		0.79	0.79	0.77		0.79	0.72	0.79		0.77	0.77
Delay/Veh:	43.2		48.8	48.8	35.6		46.5	46.5	43.0		22.5	20.9	57.5		24.6	24.6
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:	43.2		48.8	48.8	35.6		46.5	46.5	43.0		22.5	20.9	57.5		24.6	24.6
LOS by Move:	D		D	D	D		D	D	D		C	C	E		C	C
HCM2kAvgQ:	8		8	8	2		7	7	8		17	14	6		16	16

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

Gilead Sciences
SF12-0606

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

Intersection #17: Norfolk Street/East Hillshade 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:	436	101	113		69	91	253		394	1686	509		152	1380	96	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	436	101	113		69	91	253		394	1686	509		152	1380	96	
Added Vol:	0	0	0		0	0	0		0	10	0		0	53	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	436	101	113		69	91	253		394	1696	509		152	1433	96	
User Adj:	1.00	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:	459	106	119		73	96	266		415	1785	536		160	1508	101	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	459	106	119		73	96	266		415	1785	536		160	1508	101	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	459	106	119		73	96	266		415	1785	536		160	1508	101	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.92	0.91		0.95	0.89	0.88		0.92	0.88	0.87		0.95	0.90	0.90	
Lanes:	2.00	0.47	0.53		1.00	0.52	1.48		2.00	3.00	1.00		1.00	2.81	0.19	
Final Sat.:	3502	821	918		1805	886	2463		3502	5005	1646		1805	4816	323	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.13	0.13		0.04	0.11	0.11		0.12	0.36	0.33		0.09	0.31	0.31	
Crit Moves:	****						****			****			****			
Green/Cycle:	0.17	0.17	0.17		0.14	0.14	0.14		0.15	0.45	0.45		0.11	0.41	0.41	
Volume/Cap:	0.79	0.78	0.78		0.29	0.79	0.79		0.77	0.79	0.72		0.79	0.77	0.77	
Delay/Veh:	43.2	48.8	48.8		35.6	46.6	46.6		42.9	22.5	20.9		57.5	24.6	24.6	
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:	43.2	48.8	48.8		35.6	46.6	46.6		42.9	22.5	20.9		57.5	24.6	24.6	
LOS by Move:	D	D	D		D	D	D		D	C	C		E	C	C	
HCM2kAvgQ:	8	8	8		2	7	7		8	17	14		6	16	16	

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

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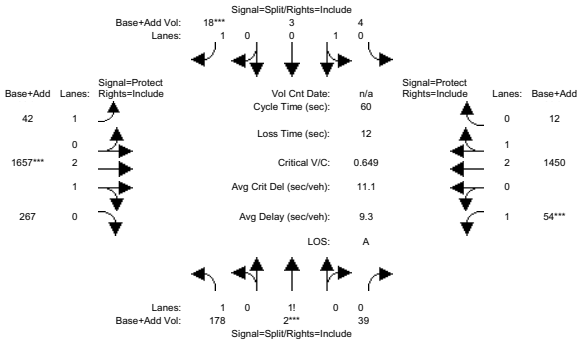
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #18: Altair Ave/East Hillsdale Blvd



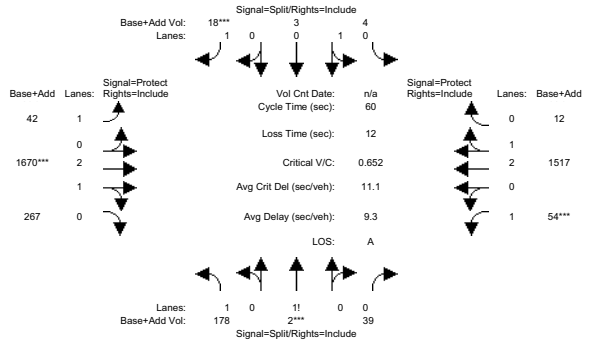
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	178	2	39		4	3	18		42	1657	267		54	1450	12	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	178	2	39		4	3	18		42	1657	267		54	1450	12	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	178	2	39		4	3	18		42	1657	267		54	1450	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	189	2	41		4	3	19		45	1763	284		57	1543	13	
Reduct Vol:	0	0	0		0	0	10		0	0	0		0	0	0	
Reduced Vol:	189	2	41		4	3	9		45	1763	284		57	1543	13	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	189	2	41		4	3	9		45	1763	284		57	1543	13	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.94	0.94	0.93		0.97	0.97	0.84		0.95	0.89	0.88		0.95	0.91	0.91	
Lanes:	1.68	0.02	0.30		0.57	0.43	1.00		1.00	2.58	0.42		1.00	2.98	0.02	
Final Sat.:	2992	27	533		1055	791	1591		1805	4369	704		1805	5139	43	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.08	0.08		0.00	0.00	0.01		0.02	0.40	0.40		0.03	0.30	0.30	
Crit Moves:		****					****			****			****			
Green/Cycle:	0.12	0.12	0.12		0.01	0.01	0.01		0.05	0.62	0.62		0.05	0.62	0.62	
Volume/Cap:	0.53	0.65	0.65		0.45	0.45	0.65		0.48	0.65	0.65		0.65	0.48	0.48	
Delay/Veh:	26.0	29.3	29.3		48.3	48.3	103.3		31.7	7.7	7.7		43.7	6.3	6.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	26.0	29.3	29.3		48.3	48.3	103.3		31.7	7.7	7.7		43.7	6.3	6.3	
LOS by Move:	C	C	C		D	D	F		C	A	A		D	A	A	
HCM2kAvgQ:	3	4	4		1	1	1		2	10	10		2	6	6	

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

Gilead Sciences
SF12-0606

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

Intersection #18: Altair Ave/East Hillsdale Blvd



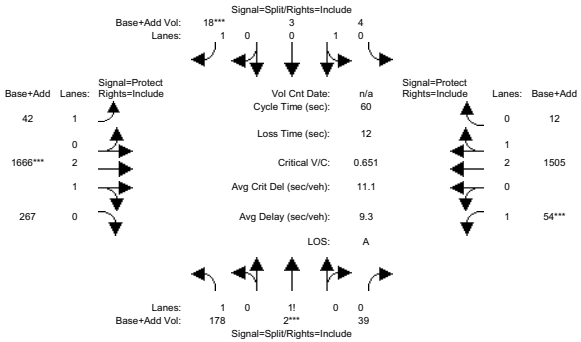
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	178	2	39		4	3	18		42	1657	267		54	1450	12	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	178	2	39		4	3	18		42	1657	267		54	1450	12	
Added Vol:	0	0	0		0	0	0		0	13	0		0	67	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	178	2	39		4	3	18		42	1670	267		54	1517	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	189	2	41		4	3	19		45	1777	284		57	1614	13	
Reduct Vol:	0	0	0		0	0	10		0	0	0		0	0	0	
Reduced Vol:	189	2	41		4	3	9		45	1777	284		57	1614	13	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	189	2	41		4	3	9		45	1777	284		57	1614	13	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.94	0.94	0.93		0.97	0.97	0.84		0.95	0.89	0.88		0.95	0.91	0.91	
Lanes:	1.68	0.02	0.30		0.57	0.43	1.00		1.00	2.58	0.42		1.00	2.98	0.02	
Final Sat.:	2992	27	533		1055	791	1591		1805	4374	699		1805	5141	41	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.08	0.08		0.00	0.00	0.01		0.02	0.41	0.41		0.03	0.31	0.31	
Crit Moves:		****					****			****			****			
Green/Cycle:	0.12	0.12	0.12		0.01	0.01	0.01		0.05	0.62	0.62		0.05	0.62	0.62	
Volume/Cap:	0.53	0.65	0.65		0.46	0.46	0.65		0.50	0.65	0.65		0.65	0.50	0.50	
Delay/Veh:	26.1	29.5	29.5		48.6	48.6	104.9		32.4	7.7	7.7		44.1	6.4	6.4	
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:	26.1	29.5	29.5		48.6	48.6	104.9		32.4	7.7	7.7		44.1	6.4	6.4	
LOS by Move:	C	C	C		D	D	F		C	A	A		D	A	A	
HCM2kAvgQ:	3	4	4		1	1	1		2	10	10		2	6	6	

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

Gilead Sciences
SF12-0606

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

Intersection #18: Altair Ave/East Hillsdale Blvd



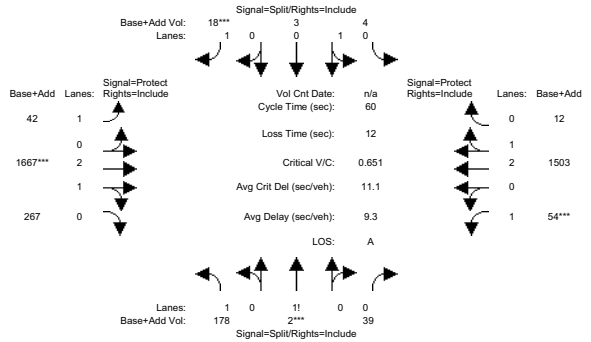
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	178	2	39		4	3	18		42	1657	267		54	1450	12	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	178	2	39		4	3	18		42	1657	267		54	1450	12	
Added Vol:	0	0	0		0	0	0		0	9	0		0	55	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	178	2	39		4	3	18		42	1666	267		54	1505	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	189	2	41		4	3	19		45	1772	284		57	1601	13	
Reduct Vol:	0	0	0		0	0	10		0	0	0		0	0	0	
Reduced Vol:	189	2	41		4	3	9		45	1772	284		57	1601	13	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	189	2	41		4	3	9		45	1772	284		57	1601	13	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.94	0.94	0.93		0.97	0.97	0.84		0.95	0.89	0.88		0.95	0.91	0.91	
Lanes:	1.68	0.02	0.30		0.57	0.43	1.00		1.00	2.58	0.42		1.00	2.98	0.02	
Final Sat.:	2992	27	533		1055	791	1591		1805	4373	701		1805	5141	41	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.08	0.08		0.00	0.00	0.01		0.02	0.41	0.41		0.03	0.31	0.31	
Crit Moves:		****					****			****			****			
Green/Cycle:	0.12	0.12	0.12		0.01	0.01	0.01		0.05	0.62	0.62		0.05	0.62	0.62	
Volume/Cap:	0.53	0.65	0.65		0.46	0.46	0.65		0.50	0.65	0.65		0.65	0.50	0.50	
Delay/Veh:	26.0	29.4	29.4		48.5	48.5	104.4		32.2	7.7	7.7		44.0	6.3	6.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	26.0	29.4	29.4		48.5	48.5	104.4		32.2	7.7	7.7		44.0	6.3	6.3	
LOS by Move:	C	C	C		D	D	F		C	A	A		D	A	A	
HCM2kAvgQ:	3	4	4		1	1	1		2	10	10		2	6	6	

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

Gilead Sciences
SF12-0606

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

Intersection #18: Altair Ave/East Hillsdale Blvd



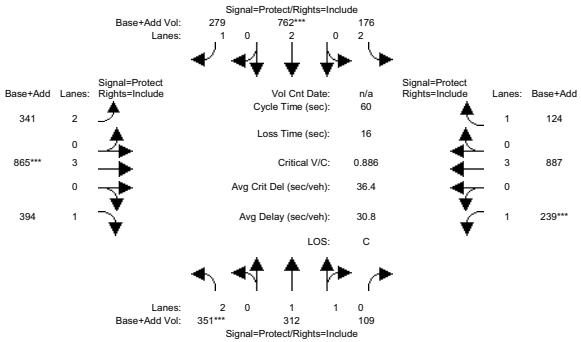
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	178		2	39	4		3	18	42	1657	267		54	1450	12	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	178		2	39	4		3	18	42	1657	267		54	1450	12	
Added Vol:	0		0	0	0		0	0	0	10	0		0	53	0	
PasserByVol:	0		0	0	0		0	0	0	0	0		0	0	0	
Initial Fut:	178		2	39	4		3	18	42	1667	267		54	1503	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	189		2	41	4		3	19	45	1773	284		57	1599	13	
Reduct Vol:	0		0	0	0		0	10	0	0	0		0	0	0	
Reduced Vol:	189		2	41	4		3	9	45	1773	284		57	1599	13	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	189		2	41	4		3	9	45	1773	284		57	1599	13	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.94	0.94	0.93		0.97	0.97	0.84		0.95	0.89	0.88		0.95	0.91	0.91	
Lanes:	1.68	0.02	0.30		0.57	0.43	1.00		1.00	2.58	0.42		1.00	2.98	0.02	
Final Sat.:	2992		27	533	1055		791	1591	1805	4373	700		1805	5141	41	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.08	0.08		0.00	0.00	0.01		0.02	0.41	0.41		0.03	0.31	0.31	
Crit Moves:		****					****			****			****			
Green/Cycle:	0.12	0.12	0.12		0.01	0.01	0.01		0.05	0.62	0.62		0.05	0.62	0.62	
Volume/Cap:	0.53	0.65	0.65		0.46	0.46	0.65		0.50	0.65	0.65		0.65	0.50	0.50	
Delay/Veh:	26.0	29.4	29.4		48.5	48.5	104.5		32.1	7.7	7.7		44.0	6.3	6.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	26.0	29.4	29.4		48.5	48.5	104.5		32.1	7.7	7.7		44.0	6.3	6.3	
LOS by Move:	C	C	C		D	D	F		C	A	A		D	A	A	
HCM2kAvgQ:	3	4	4		1	1	1		2	10	10		2	6	6	

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

Gilead Sciences
SF12-0606

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

Intersection #19: Edgewater Blvd/East Hillsdale Blvd



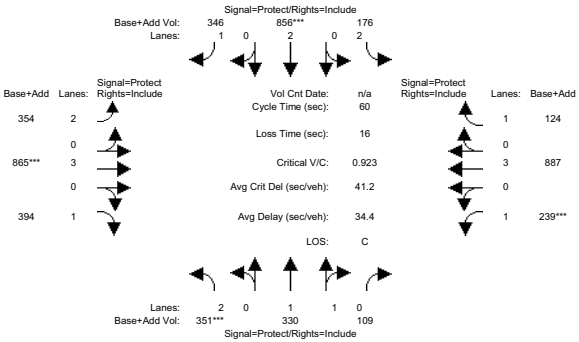
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	351		312	109	176		762	279	341		865	394	239		887	124
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	351		312	109	176		762	279	341		865	394	239		887	124
Added Vol:	0		0	0	0		0	0	0		0	0	0		0	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	351		312	109	176		762	279	341		865	394	239		887	124
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	373		332	116	187		811	297	363		920	419	254		944	132
Reduct Vol:	0		0	0	0		0	0	0		0	264	0		0	0
Reduced Vol:	373		332	116	187		811	297	363		920	155	254		944	132
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	373		332	116	187		811	297	363		920	155	254		944	132
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.91	0.91		0.92	0.95	0.84		0.92	0.91	0.84		0.95	0.91	0.84	
Lanes:	2.00	1.48	0.52		2.00	2.00	1.00		2.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3502	2569		897	3502	3610	1596		3502	5187	1588		1805	5187	1591	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.13	0.13		0.05	0.22	0.19		0.10	0.18	0.10		0.14	0.18	0.08	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.12	0.26	0.26		0.11	0.25	0.25		0.13	0.20	0.20		0.16	0.23	0.23	
Volume/Cap:	0.89	0.49	0.49		0.49	0.89	0.73		0.79	0.89	0.49		0.89	0.79	0.36	
Delay/Veh:	45.5	19.0	19.0		26.1	31.9	27.3		34.6	32.6	22.4		51.0	25.6	20.1	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	45.5	19.0	19.0		26.1	31.9	27.3		34.6	32.6	22.4		51.0	25.6	20.1	
LOS by Move:	D	B	B		C	C	C		C	C	C		D	C	C	
HCM2kAvgQ:	7	4	4		2	11	7		6	10	3		8	8	2	

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

Gilead Sciences
SF12-0606

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

Intersection #19: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	351	312	109	176	762	279	341	865	394	239	887	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	312	109	176	762	279	341	865	394	239	887	124
Added Vol:	0	18	0	0	94	67	13	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	330	109	176	856	346	354	865	394	239	887	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	373	351	116	187	911	368	377	920	419	254	944	132
Reduct Vol:	0	0	0	0	0	0	0	0	264	0	0	0
Reduced Vol:	373	351	116	187	911	368	377	920	155	254	944	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	373	351	116	187	911	368	377	920	155	254	944	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.92	0.95	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.50	0.50	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2611	862	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.13	0.05	0.25	0.23	0.11	0.18	0.10	0.14	0.18	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.28	0.28	0.11	0.27	0.27	0.13	0.19	0.19	0.15	0.22	0.22
Volume/Cap:	0.92	0.48	0.48	0.48	0.92	0.84	0.84	0.92	0.51	0.92	0.84	0.38
Delay/Veh:	52.9	18.4	18.4	26.0	35.0	34.6	38.8	37.5	23.1	59.6	28.3	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	18.4	18.4	26.0	35.0	34.6	38.8	37.5	23.1	59.6	28.3	20.8
LOS by Move:	D	B	B	C	C	C	D	D	C	E	C	C
HCM2kAvgQ:	7	4	4	2	13	10	6	10	3	9	9	2

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

Gilead Sciences
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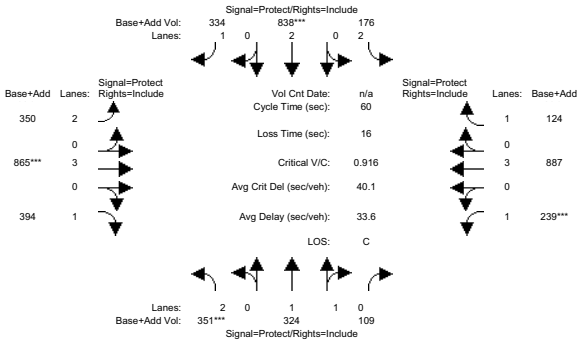
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project - Alternative A PM

Intersection #19: Edgewater Blvd/East Hillsdale Blvd



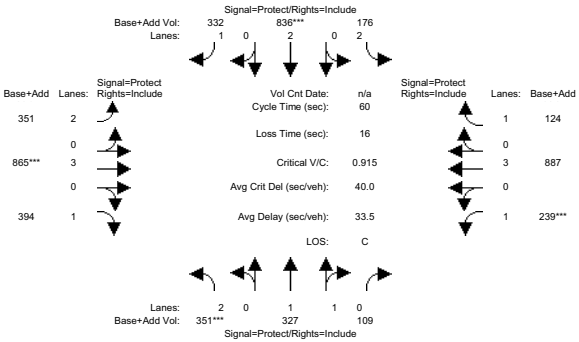
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	351	312	109	176	762	279	341	865	394	239	887	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	312	109	176	762	279	341	865	394	239	887	124
Added Vol:	0	12	0	0	76	55	9	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	324	109	176	838	334	350	865	394	239	887	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	373	345	116	187	891	355	372	920	419	254	944	132
Reduct Vol:	0	0	0	0	0	0	0	0	264	0	0	0
Reduced Vol:	373	345	116	187	891	355	372	920	155	254	944	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	373	345	116	187	891	355	372	920	155	254	944	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.92	0.95	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.50	0.50	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2596	873	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.13	0.05	0.25	0.22	0.11	0.18	0.10	0.14	0.18	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.28	0.28	0.11	0.27	0.27	0.13	0.19	0.19	0.15	0.22	0.22
Volume/Cap:	0.92	0.48	0.48	0.48	0.92	0.83	0.83	0.92	0.50	0.92	0.83	0.38
Delay/Veh:	51.3	18.6	18.6	26.0	34.3	33.0	37.8	36.4	23.0	57.8	27.6	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	18.6	18.6	26.0	34.3	33.0	37.8	36.4	23.0	57.8	27.6	20.6
LOS by Move:	D	B	B	C	C	C	D	D	C	E	C	C
HCM2kAvgQ:	7	4	4	2	13	9	6	10	3	9	9	2

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

Gilead Sciences
SF12-0606

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

Intersection #19: Edgewater Blvd/East Hillsdale Blvd



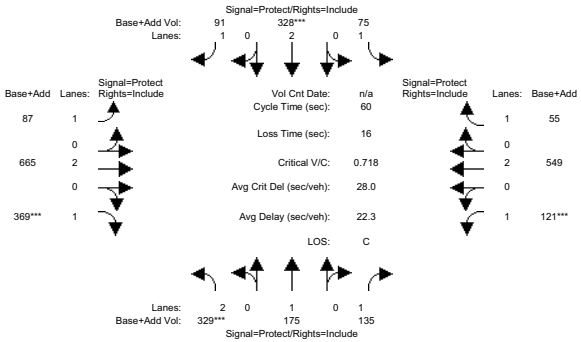
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	351	312	109	176	762	279	341	865	394	239	887	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	312	109	176	762	279	341	865	394	239	887	124
Added Vol:	0	15	0	0	74	53	10	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	327	109	176	836	332	351	865	394	239	887	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	373	348	116	187	889	353	373	920	419	254	944	132
Reduct Vol:	0	0	0	0	0	0	0	0	264	0	0	0
Reduced Vol:	373	348	116	187	889	353	373	920	155	254	944	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	373	348	116	187	889	353	373	920	155	254	944	132
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.92	0.95	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.50	0.50	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2605	868	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.13	0.05	0.25	0.22	0.11	0.18	0.10	0.14	0.18	0.08
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.28	0.28	0.11	0.27	0.27	0.13	0.19	0.19	0.15	0.22	0.22
Volume/Cap:	0.92	0.48	0.48	0.48	0.92	0.82	0.83	0.92	0.50	0.92	0.83	0.38
Delay/Veh:	51.1	18.6	18.6	26.1	34.2	32.6	37.8	36.3	23.0	57.6	27.6	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	18.6	18.6	26.1	34.2	32.6	37.8	36.3	23.0	57.6	27.6	20.6
LOS by Move:	D	B	B	C	C	C	D	D	C	E	C	C
HCM2kAvgQ:	7	4	4	2	13	9	6	10	3	9	9	2

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

Gilead Sciences
SF12-0606

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

Intersection #20: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	329	175	135	75	328	91	87	665	369	121	549	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	175	135	75	328	91	87	665	369	121	549	55
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	175	135	75	328	91	87	665	369	121	549	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	358	190	147	82	357	99	95	723	401	132	597	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	190	147	82	357	99	95	723	401	132	597	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	358	190	147	82	357	99	95	723	401	132	597	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.09	0.05	0.10	0.06	0.05	0.20	0.25	0.07	0.17	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.19	0.19	0.09	0.14	0.14	0.11	0.35	0.35	0.10	0.34	0.34
Volume/Cap:	0.72	0.52	0.48	0.52	0.72	0.45	0.48	0.57	0.72	0.72	0.48	0.11
Delay/Veh:	29.6	23.0	22.7	29.2	29.8	25.3	27.0	16.4	21.3	38.9	15.7	13.5
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:	29.6	23.0	22.7	29.2	29.8	25.3	27.0	16.4	21.3	38.9	15.7	13.5
LOS by Move:	C	C	C	C	C	C	C	B	C	D	B	B
HCM2kAvgQ:	5	4	3	2	5	2	2	6	8	4	5	1

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

Gilead Sciences
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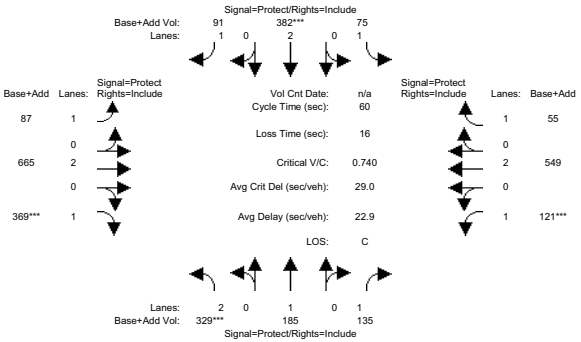
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project PM

Intersection #20: Shell Blvd/East Hillsdale Blvd



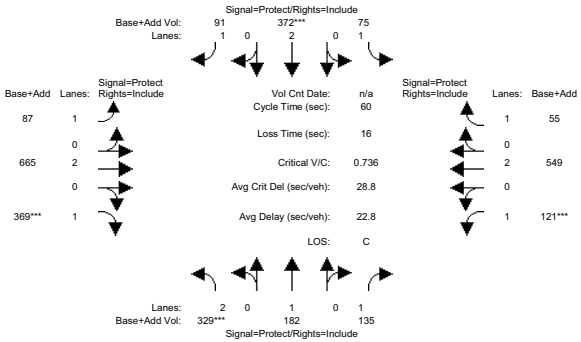
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	329	175	135	75	328	91	87	665	369	121	549	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	175	135	75	328	91	87	665	369	121	549	55
Added Vol:	0	10	0	0	54	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	185	135	75	382	91	87	665	369	121	549	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	358	201	147	82	415	99	95	723	401	132	597	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	201	147	82	415	99	95	723	401	132	597	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	358	201	147	82	415	99	95	723	401	132	597	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.09	0.05	0.12	0.06	0.05	0.20	0.25	0.07	0.17	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.21	0.21	0.09	0.16	0.16	0.11	0.34	0.34	0.10	0.33	0.33
Volume/Cap:	0.74	0.51	0.45	0.51	0.74	0.40	0.49	0.59	0.74	0.74	0.49	0.11
Delay/Veh:	30.8	22.4	21.8	29.0	29.4	23.9	27.3	17.0	22.8	41.5	16.3	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	22.4	21.8	29.0	29.4	23.9	27.3	17.0	22.8	41.5	16.3	13.9
LOS by Move:	C	C	C	C	C	C	C	B	C	D	B	B
HCM2kAvgQ:	5	4	3	2	6	2	2	7	8	4	5	1

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

Gilead Sciences
SF12-0606

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

Intersection #20: Shell Blvd/East Hillsdale Blvd



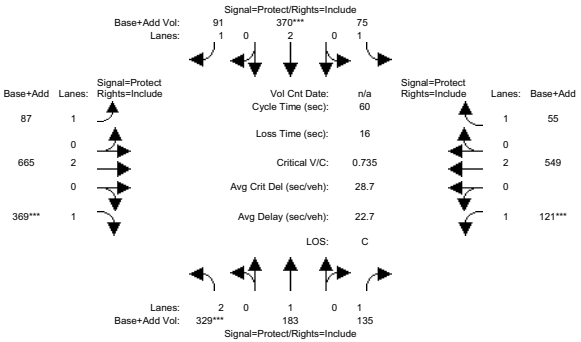
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	329	175	135	75	328	91	87	665	369	121	549	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	175	135	75	328	91	87	665	369	121	549	55
Added Vol:	0	7	0	0	44	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	182	135	75	372	91	87	665	369	121	549	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	358	198	147	82	404	99	95	723	401	132	597	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	198	147	82	404	99	95	723	401	132	597	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	358	198	147	82	404	99	95	723	401	132	597	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.09	0.05	0.11	0.06	0.05	0.20	0.25	0.07	0.17	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.20	0.20	0.09	0.15	0.15	0.11	0.34	0.34	0.10	0.34	0.34
Volume/Cap:	0.74	0.51	0.46	0.51	0.74	0.41	0.49	0.58	0.74	0.74	0.49	0.11
Delay/Veh:	30.6	22.5	22.0	29.0	29.4	24.1	27.3	16.9	22.5	41.0	16.2	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	22.5	22.0	29.0	29.4	24.1	27.3	16.9	22.5	41.0	16.2	13.9
LOS by Move:	C	C	C	C	C	C	C	B	C	D	B	B
HCM2kAvgQ:	5	4	3	2	6	2	2	7	8	4	5	1

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

Gilead Sciences
SF12-0606

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

Intersection #20: Shell Blvd/East Hillsdale Blvd



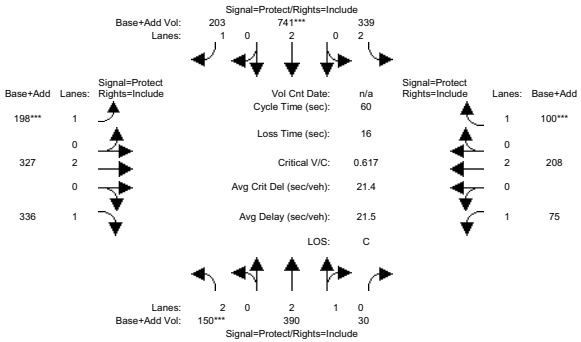
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	329	175	135	75	328	91	87	665	369	121	549	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	175	135	75	328	91	87	665	369	121	549	55
Added Vol:	0	8	0	0	42	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	183	135	75	370	91	87	665	369	121	549	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	358	199	147	82	402	99	95	723	401	132	597	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	199	147	82	402	99	95	723	401	132	597	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	358	199	147	82	402	99	95	723	401	132	597	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.09	0.05	0.11	0.06	0.05	0.20	0.25	0.07	0.17	0.04
Crit Moves:	****				****				****	****		
Green/Cycle:	0.14	0.20	0.20	0.09	0.15	0.15	0.11	0.34	0.34	0.10	0.34	0.34
Volume/Cap:	0.74	0.52	0.46	0.52	0.74	0.41	0.49	0.58	0.74	0.74	0.49	0.11
Delay/Veh:	30.5	22.5	22.0	29.1	29.5	24.2	27.2	16.9	22.5	40.9	16.1	13.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	22.5	22.0	29.1	29.5	24.2	27.2	16.9	22.5	40.9	16.1	13.8
LOS by Move:	C	C	C	C	C	C	C	B	C	D	B	B
HCM2kAvgQ:	5	4	3	2	6	2	2	7	8	4	5	1

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

Gilead Sciences
SF12-0606

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

Intersection #21: Foster City Boulevard/East Hillsdale Blvd



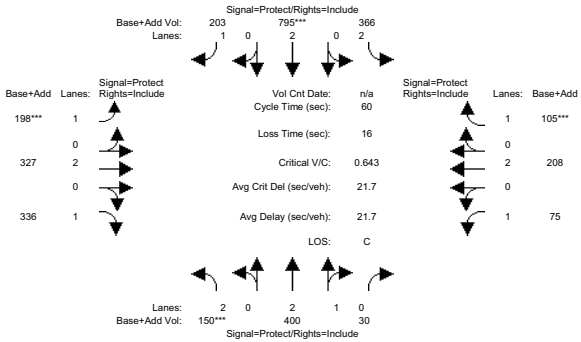
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	150	390	30	339	741	203	198	327	336	75	208	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	390	30	339	741	203	198	327	336	75	208	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:	150	390	30	339	741	203	198	327	336	75	208	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	161	419	32	365	797	218	213	352	361	81	224	108
Reduct Vol:	0	0	0	0	0	0	0	0	152	0	0	0
Reduced Vol:	161	419	32	365	797	218	213	352	209	81	224	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:	161	419	32	365	797	218	213	352	209	81	224	108
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.79	0.21	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4763	366	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.10	0.22	0.14	0.12	0.10	0.13	0.04	0.06	0.07
Crit Moves:	****				****		****					****
Green/Cycle:	0.07	0.20	0.20	0.23	0.36	0.36	0.19	0.22	0.22	0.08	0.11	0.11
Volume/Cap:	0.62	0.44	0.44	0.44	0.62	0.38	0.62	0.43	0.59	0.59	0.57	0.62
Delay/Veh:	31.3	21.5	21.5	20.0	16.8	14.8	25.6	20.4	23.3	33.2	27.3	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	21.5	21.5	20.0	16.8	14.8	25.6	20.4	23.3	33.2	27.3	32.0
LOS by Move:	C	C	C	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	3	3	3	3	7	3	5	3	4	3	3	3

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

Gilead Sciences
SF12-0606

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

Intersection #21: Foster City Boulevard/East Hillsdale Blvd



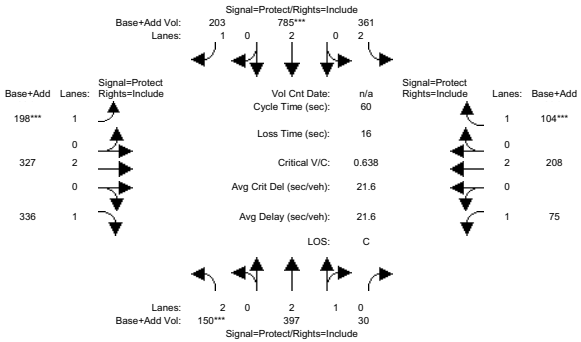
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	150	390	30	339	741	203	198	327	336	75	208	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	390	30	339	741	203	198	327	336	75	208	100
Added Vol:	0	10	0	27	54	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	400	30	366	795	203	198	327	336	75	208	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	161	430	32	394	855	218	213	352	361	81	224	113
Reduct Vol:	0	0	0	0	0	0	0	0	152	0	0	0
Reduced Vol:	161	430	32	394	855	218	213	352	209	81	224	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	430	32	394	855	218	213	352	209	81	224	113
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.79	0.21	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4776	358	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.11	0.24	0.14	0.12	0.10	0.13	0.04	0.06	0.07
Crit Moves:	****				****		****					****
Green/Cycle:	0.07	0.20	0.20	0.24	0.37	0.37	0.18	0.22	0.22	0.07	0.11	0.11
Volume/Cap:	0.64	0.46	0.46	0.46	0.64	0.37	0.64	0.44	0.60	0.60	0.56	0.64
Delay/Veh:	32.7	21.7	21.7	19.7	16.8	14.3	27.0	20.7	24.0	34.3	27.2	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:	32.7	21.7	21.7	19.7	16.8	14.3	27.0	20.7	24.0	34.3	27.2	33.5
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	3	3	3	4	8	3	5	3	5	3	3	3

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

Gilead Sciences
SF12-0606

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

Intersection #21: Foster City Boulevard/East Hillsdale Blvd



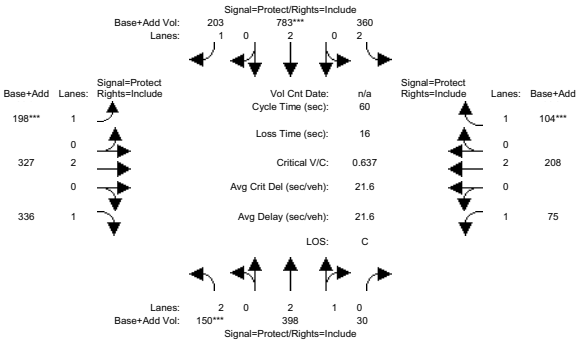
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	150	390	30	339	741	203	198	327	336	75	208	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	390	30	339	741	203	198	327	336	75	208	100
Added Vol:	0	7	0	22	44	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	397	30	361	785	203	198	327	336	75	208	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	161	427	32	388	844	218	213	352	361	81	224	112
Reduct Vol:	0	0	0	0	0	0	0	0	152	0	0	0
Reduced Vol:	161	427	32	388	844	218	213	352	209	81	224	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	427	32	388	844	218	213	352	209	81	224	112
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.79	0.21	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4774	361	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.11	0.23	0.14	0.12	0.10	0.13	0.04	0.06	0.07
Crit Moves:	****				****		****					****
Green/Cycle:	0.07	0.20	0.20	0.24	0.37	0.37	0.18	0.22	0.22	0.07	0.11	0.11
Volume/Cap:	0.64	0.46	0.46	0.46	0.64	0.38	0.64	0.44	0.60	0.60	0.56	0.64
Delay/Veh:	32.4	21.6	21.6	19.7	16.8	14.4	26.7	20.6	23.8	34.1	27.2	33.2
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:	32.4	21.6	21.6	19.7	16.8	14.4	26.7	20.6	23.8	34.1	27.2	33.2
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	3	3	3	4	8	3	5	3	5	3	3	3

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

Gilead Sciences
SF12-0606

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

Intersection #21: Foster City Boulevard/East Hillsdale Blvd



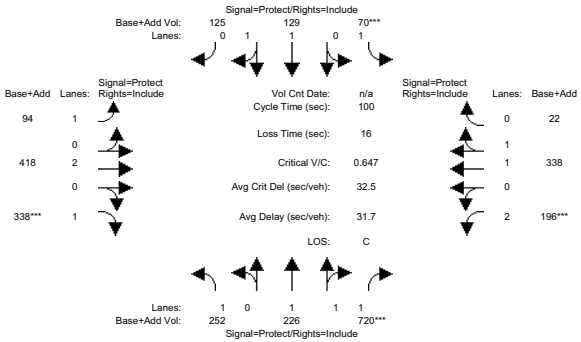
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	150	390	30	339	741	203	198	327	336	75	208	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	390	30	339	741	203	198	327	336	75	208	100
Added Vol:	0	8	0	21	42	0	0	0	0	0	0	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	398	30	360	783	203	198	327	336	75	208	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	161	428	32	387	842	218	213	352	361	81	224	112
Reduct Vol:	0	0	0	0	0	0	0	0	152	0	0	0
Reduced Vol:	161	428	32	387	842	218	213	352	209	81	224	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	428	32	387	842	218	213	352	209	81	224	112
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.79	0.21	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4775	360	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.11	0.23	0.14	0.12	0.10	0.13	0.04	0.06	0.07
Crit Moves:	****				****		****					****
Green/Cycle:	0.07	0.20	0.20	0.24	0.37	0.37	0.19	0.22	0.22	0.07	0.11	0.11
Volume/Cap:	0.64	0.46	0.46	0.46	0.64	0.38	0.64	0.44	0.60	0.60	0.56	0.64
Delay/Veh:	32.4	21.6	21.6	19.8	16.8	14.4	26.7	20.6	23.8	34.0	27.2	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	21.6	21.6	19.8	16.8	14.4	26.7	20.6	23.8	34.0	27.2	33.1
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	3	3	3	4	8	3	5	3	5	3	3	3

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

Gilead Sciences
SF12-0606

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

Intersection #22: Mariners Island Blvd/Fashion Island blvd



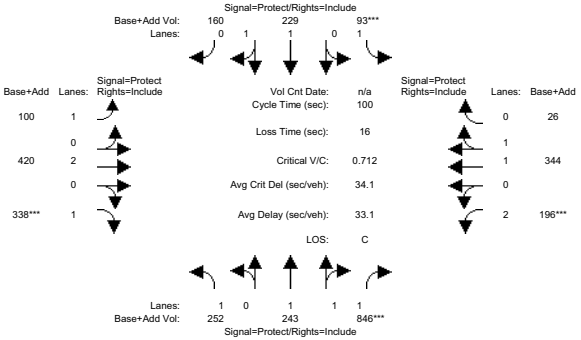
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	252	226	720	70	129	125	94	418	338	196	338	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	226	720	70	129	125	94	418	338	196	338	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:	252	226	720	70	129	125	94	418	338	196	338	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	226	720	70	129	125	94	418	338	196	338	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	226	720	70	129	125	94	418	338	196	338	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	226	720	70	129	125	94	418	338	196	338	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.84	0.81	0.95	0.88	0.87	0.95	0.95	0.83	0.92	0.94	0.94
Lanes:	1.00	1.00	2.00	1.00	1.01	0.99	1.00	2.00	1.00	2.00	1.88	0.12
Final Sat.:	1805	1599	3084	1805	1686	1634	1805	3610	1570	3502	3358	219
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.23	0.04	0.08	0.08	0.05	0.12	0.22	0.06	0.10	0.10
Crit Moves:			****	****					****	****		
Green/Cycle:	0.27	0.36	0.36	0.06	0.15	0.15	0.14	0.33	0.33	0.09	0.28	0.28
Volume/Cap:	0.51	0.39	0.65	0.65	0.51	0.51	0.36	0.35	0.65	0.65	0.36	0.36
Delay/Veh:	31.8	23.9	27.7	58.8	40.1	40.1	39.6	25.3	31.2	49.0	29.3	29.3
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:	31.8	23.9	27.7	58.8	40.1	40.1	39.6	25.3	31.2	49.0	29.3	29.3
LOS by Move:	C	C	C	E	D	D	D	C	C	D	C	C
HCM2kAvgQ:	7	6	10	3	4	4	3	5	10	4	5	5

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

Gilead Sciences
SF12-0606

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

Intersection #22: Mariners Island Blvd/Fashion Island blvd



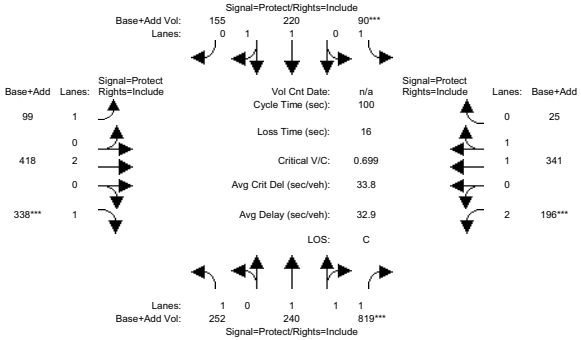
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	252	226	720	70	129	125	94	418	338	196	338	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	226	720	70	129	125	94	418	338	196	338	22
Added Vol:	0	17	126	23	100	35	6	2	0	0	6	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	252	243	846	93	229	160	100	420	338	196	344	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	243	846	93	229	160	100	420	338	196	344	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	243	846	93	229	160	100	420	338	196	344	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	243	846	93	229	160	100	420	338	196	344	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.84	0.81	0.95	0.89	0.88	0.95	0.95	0.83	0.92	0.94	0.94
Lanes:	1.00	1.00	2.00	1.00	1.17	0.83	1.00	2.00	1.00	2.00	1.86	0.14
Final Sat.:	1805	1594	3072	1805	1984	1386	1805	3610	1570	3502	3322	251
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.28	0.05	0.12	0.12	0.06	0.12	0.22	0.06	0.10	0.10
Crit Moves:			****	****					****	****		
Green/Cycle:	0.25	0.39	0.39	0.07	0.21	0.21	0.13	0.30	0.30	0.08	0.25	0.25
Volume/Cap:	0.56	0.39	0.71	0.71	0.56	0.56	0.42	0.38	0.71	0.71	0.42	0.42
Delay/Veh:	34.1	22.3	27.6	62.2	36.5	36.5	41.0	27.8	36.0	53.4	31.8	31.8
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:	34.1	22.3	27.6	62.2	36.5	36.5	41.0	27.8	36.0	53.4	31.8	31.8
LOS by Move:	C	C	C	E	D	D	D	C	D	D	C	C
HCM2kAvgQ:	7	6	13	4	6	6	3	5	11	5	5	5

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

Gilead Sciences
SF12-0606

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

Intersection #22: Mariners Island Blvd/Fashion Island blvd



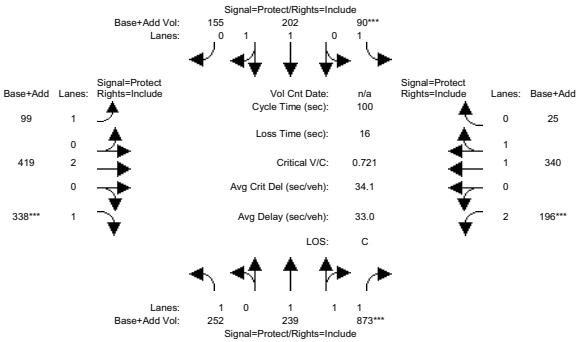
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	252	226	720	70	129	125	94	418	338	196	338	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	226	720	70	129	125	94	418	338	196	338	22
Added Vol:	0	14	99	20	91	30	5	0	0	0	3	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	252	240	819	90	220	155	99	418	338	196	341	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	240	819	90	220	155	99	418	338	196	341	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	240	819	90	220	155	99	418	338	196	341	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	240	819	90	220	155	99	418	338	196	341	25
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.84	0.81	0.95	0.89	0.88	0.95	0.95	0.83	0.92	0.94	0.94
Lanes:	1.00	1.00	2.00	1.00	1.17	0.83	1.00	2.00	1.00	2.00	1.86	0.14
Final Sat.:	1805	1596	3076	1805	1977	1393	1805	3610	1570	3502	3329	244
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.27	0.05	0.11	0.11	0.05	0.12	0.22	0.06	0.10	0.10
Crit Moves:			****	****					****	****		
Green/Cycle:	0.25	0.38	0.38	0.07	0.20	0.20	0.14	0.31	0.31	0.08	0.25	0.25
Volume/Cap:	0.56	0.40	0.70	0.70	0.56	0.56	0.41	0.38	0.70	0.70	0.41	0.41
Delay/Veh:	34.1	22.7	27.6	61.1	37.0	37.0	40.7	27.3	35.0	52.4	31.4	31.4
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:	34.1	22.7	27.6	61.1	37.0	37.0	40.7	27.3	35.0	52.4	31.4	31.4
LOS by Move:	C	C	C	E	D	D	D	C	D	D	C	C
HCM2kAvgQ:	7	6	12	4	6	6	3	5	10	4	5	5

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

Gilead Sciences
SF12-0606

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

Intersection #22: Mariners Island Blvd/Fashion Island blvd



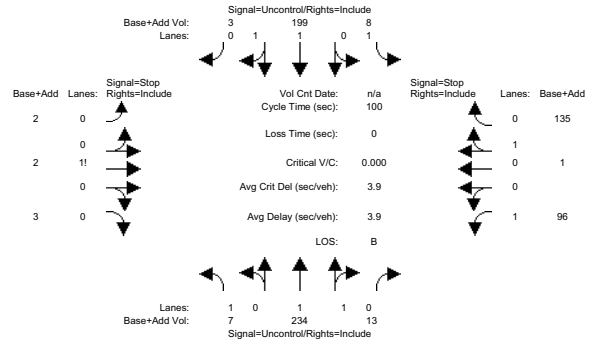
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Volume Module:																
Base Vol:	252		226	720	70		129	125	94		418	338	196		338	22
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	252		226	720	70		129	125	94		418	338	196		338	22
Added Vol:	0		13	153	20		73	30	5		1	0	0		2	3
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	252		239	873	90		202	155	99		419	338	196		340	25
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	252		239	873	90		202	155	99		419	338	196		340	25
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	252		239	873	90		202	155	99		419	338	196		340	25
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	252		239	873	90		202	155	99		419	338	196		340	25
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		0.84	0.81	0.95		0.89	0.88	0.95		0.95	0.83	0.92		0.94	0.94
Lanes:	1.00		1.00	2.00	1.00		1.13	0.87	1.00		2.00	1.00	2.00		1.86	0.14
Final Sat.:	1805		1592	3067	1805		1900	1458	1805		3610	1570	3502		3329	245
Capacity Analysis Module:																
Vol/Sat:	0.14		0.15	0.28	0.05		0.11	0.11	0.05		0.12	0.22	0.06		0.10	0.10
Crit Moves:				****	****							****	****			
Green/Cycle:	0.26		0.39	0.39	0.07		0.20	0.20	0.13		0.30	0.30	0.08		0.24	0.24
Volume/Cap:	0.53		0.38	0.72	0.72		0.53	0.53	0.42		0.39	0.72	0.72		0.42	0.42
Delay/Veh:	32.7		21.6	27.3	64.1		36.6	36.6	41.1		28.1	36.8	54.2		32.1	32.1
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	32.7		21.6	27.3	64.1		36.6	36.6	41.1		28.1	36.8	54.2		32.1	32.1
LOS by Move:	C		C	C	E		D	D	D		C	D	D		C	C
HCM2kAvgQ:	7		6	13	4		6	6	3		5	11	5		5	5

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

Gilead Sciences
SF12-0606

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

Intersection #23: Mariners Island Blvd/Reef Drive



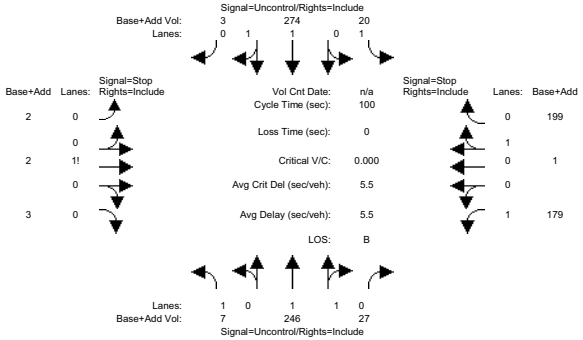
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Volume Module:																
Base Vol:	7		234	13	8		199	3	2		2	3	96		1	135
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	7		234	13	8		199	3	2		2	3	96		1	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:	7		234	13	8		199	3	2		2	3	96		1	135
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	7		234	13	8		199	3	2		2	3	96		1	135
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
FinalVolume:	7		234	13	8		199	3	2		2	3	96		1	135
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.5		6.5	6.9	7.5		6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5		4.0	3.3	3.5		4.0	3.3
Capacity Module:																
Cnflict Vol:	202	xxxx	xxxxx		247	xxxx	xxxxx		348		478	101	371		473	124
Potent Cap.:	1382	xxxx	xxxxx		1331	xxxx	xxxxx		587		490	941	566		493	911
Move Cap.:	1382	xxxx	xxxxx		1331	xxxx	xxxxx		495		484	941	557		487	911
Volume/Cap:	0.01	xxxx	xxxx		0.01	xxxx	xxxx		0.00		0.00	0.00	0.17		0.00	0.15
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		0.0	xxxx	xxxxx	xxxx	xxxx		xxxxx	0.6	xxxx		xxxxx	
Control Del:	7.6	xxxx	xxxxx		7.7	xxxx	xxxxx	xxxxx	xxxx		xxxxx	12.8	xxxx		xxxxx	
LOS by Move:	A	*		*	A	*		*	*		*	B	*		*	
Movement:	LT -	LTR	-	RT	LT -	LTR	-	RT	LT -		LTR -	RT	LT -		LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx		616	xxxxx	xxxx		xxxx	905
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx		0.0	xxxxx	xxxxx		xxxx	0.5
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx		10.9	xxxxx	xxxxx		xxxx	9.7
Shared LOS:	*	*		*	*	*		*	*		B	*	*		*	A
ApproachDel:	xxxxxx				xxxxxx						10.9				11.0	
ApproachLOS:	*				*						B				B	

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

Gilead Sciences
SF12-0606

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

Intersection #23: Mariners Island Blvd/Reef Drive

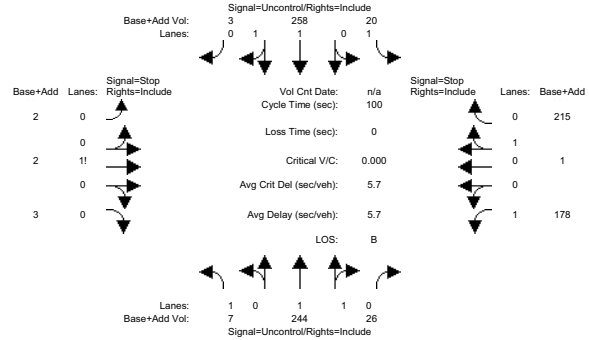



```
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       7  234    13     8  199     3     2    2     3    96    1   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:    7  234    13     8  199     3     2    2     3    96    1   135
Added Vol:      0   12    14    12   75     0     0    0     0    83    0    64
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    7  246    27    20  274     3     2    2     3   179    1   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:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     7  246    27    20  274     3     2    2     3   179    1   199
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    7  246    27    20  274     3     2    2     3   179    1   199
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  277 xxxx xxxxx   273 xxxx xxxxx   453  603   139   452  591   137
Potent Cap.: 1298 xxxx xxxxx  1302 xxxx xxxxx   495  416   891   496  423   893
Move Cap.:   1298 xxxx xxxxx  1302 xxxx xxxxx   378  407   891   485  414   893
Volume/Cap:  0.01 xxxx  xxxx  0.02 xxxx  xxxx  0.01 0.00  0.00  0.37 0.00  0.22
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx   1.7 xxxx xxxxx
Control Del:  7.8 xxxx xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx  16.7 xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     C    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  516 xxxxx  xxxx xxxx   888
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.0 xxxxx xxxxx xxxx   0.9
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.1 xxxxx xxxxx xxxx  10.2
Shared LOS:     *    *     *     *    *     *     *    B     *     *    *     B
ApproachDel:    xxxxxx           xxxxxx             12.1             13.3
ApproachLOS:         *                *                B                B
Note: Queue reported is the number of cars per lane.
```


Gilead Sciences
SF12-0606

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

Intersection #23: Mariners Island Blvd/Reef Drive

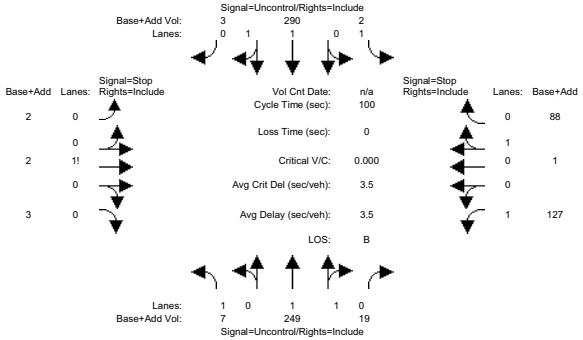



```
Approach:       North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       7  234    13     8  199     3     2    2     3    96    1   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:    7  234    13     8  199     3     2    2     3    96    1   135
Added Vol:      0   10    13    12   59     0     0    0     0    82    0    80
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    7  244    26    20  258     3     2    2     3   178    1   215
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     7  244    26    20  258     3     2    2     3   178    1   215
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    7  244    26    20  258     3     2    2     3   178    1   215
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  261 xxxx xxxxx   270 xxxx xxxxx   436  584   131   441  572   135
Potent Cap.: 1315 xxxx xxxxx  1305 xxxx xxxxx   509  426   901   505  433   895
Move Cap.:   1315 xxxx xxxxx  1305 xxxx xxxxx   380  418   901   493  424   895
Volume/Cap:  0.01 xxxx  xxxx  0.02 xxxx  xxxx  0.01 0.00  0.00  0.36 0.00  0.24
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx   1.6 xxxx xxxxx
Control Del:  7.8 xxxx xxxxx   7.8 xxxx xxxxx xxxxx xxxx xxxxx  16.4 xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     C    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  523 xxxxx  xxxx xxxx   891
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.0 xxxxx xxxxx xxxx   0.9
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 12.0 xxxxx xxxxx xxxx  10.3
Shared LOS:     *    *     *     *    *     *     *    B     *     *    *     B
ApproachDel:    xxxxxx           xxxxxx             12.0             13.1
ApproachLOS:         *                *                B                B
Note: Queue reported is the number of cars per lane.
```

Gilead Sciences
SF12-0606

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

Intersection #23: Mariners Island Blvd/Reef Drive



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	7	234	13	8	199	3	2	2	3	96	1	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:	7	234	13	8	199	3	2	2	3	96	1	135
Added Vol:	0	15	6	-6	91	0	0	0	0	31	0	-47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	249	19	2	290	3	2	2	3	127	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	249	19	2	290	3	2	2	3	127	1	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	249	19	2	290	3	2	2	3	127	1	88
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	293	xxxx	xxxxx	268	xxxx	xxxxx	435	578	147	423	570	134
Potent Cap.:	1280	xxxx	xxxxx	1307	xxxx	xxxxx	510	430	880	520	434	897
Move Cap.:	1280	xxxx	xxxxx	1307	xxxx	xxxxx	457	427	880	514	431	897
Volume/Cap:	0.01	xxxx	xxxx	0.00	xxxx	xxxx	0.00	0.00	0.00	0.25	0.00	0.10
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.0	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	14.3	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	B	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	561	xxxxx	xxxx	xxxx	886
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	0.3
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.5	xxxxx	xxxxx	xxxx	9.5
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	A
ApproachDel:	xxxxxx			xxxxxx			11.5			12.3		
ApproachLOS:	*			*			B			B		

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

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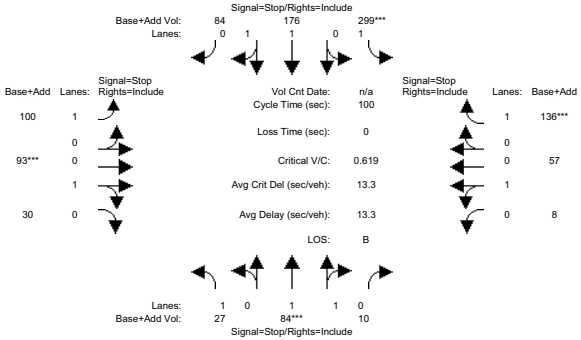
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing PM

Intersection #24: Foster City Blvd/Marlin Ave



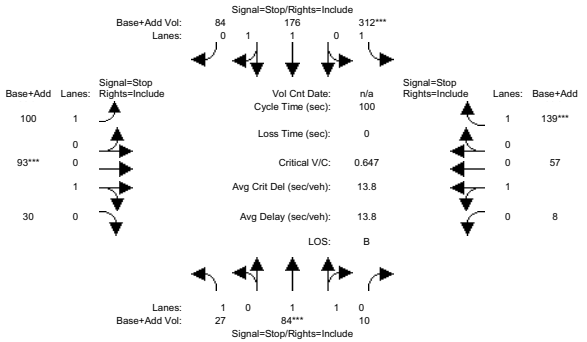
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	27	84	10	299	176	84	100	93	30	8	57	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	84	10	299	176	84	100	93	30	8	57	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	84	10	299	176	84	100	93	30	8	57	136
User Adj:	1.00	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:	29	89	11	318	187	89	106	99	32	9	61	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	89	11	318	187	89	106	99	32	9	61	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	89	11	318	187	89	106	99	32	9	61	145
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	1.79	0.21	1.00	1.35	0.65	1.00	0.76	0.24	0.12	0.88	1.00
Final Sat.:	429	824	99	514	757	380	471	391	126	61	432	552
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.62	0.25	0.23	0.23	0.25	0.25	0.14	0.14	0.26
Crit Moves:		****		****				****				****
Delay/Veh:	11.1	10.8	10.7	19.6	10.9	10.3	12.0	11.4	11.4	10.7	10.7	10.9
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:	11.1	10.8	10.7	19.6	10.9	10.3	12.0	11.4	11.4	10.7	10.7	10.9
LOS by Move:	B	B	B	C	B	B	B	B	B	B	B	B
ApproachDel:		10.8			15.5			11.7			10.8	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.8			15.5			11.7			10.8	
LOS by Appr:		B			C			B			B	
AllWayAvgQ:	0.1	0.1	0.1	1.4	0.3	0.3	0.3	0.3	0.3	0.1	0.1	0.3

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

Gilead Sciences
SF12-0606

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

Intersection #24: Foster City Blvd/Marlin Ave



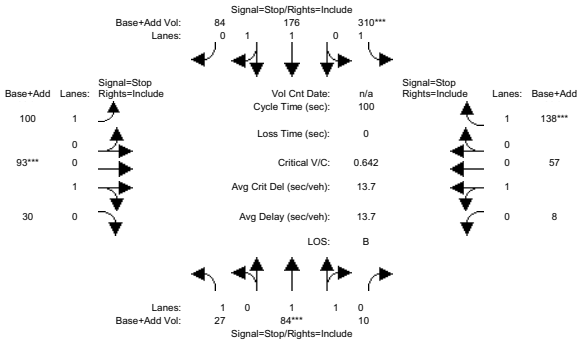
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Volume Module:																
Base Vol:	27		84	10	299		176	84	100		93	30	8		57	136
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	27		84	10	299		176	84	100		93	30	8		57	136
Added Vol:	0		0	0	13		0	0	0		0	0	0		0	3
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	27		84	10	312		176	84	100		93	30	8		57	139
User Adj:	1.00		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:	29		89	11	332		187	89	106		99	32	9		61	148
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	29		89	11	332		187	89	106		99	32	9		61	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:	29		89	11	332		187	89	106		99	32	9		61	148
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		1.79	0.21	1.00		1.35	0.65	1.00		0.76	0.24	0.12		0.88	1.00
Final Sat.:	426		818	99	513		755	380	468		388	125	60		429	548
Capacity Analysis Module:																
Vol/Sat:	0.07		0.11	0.11	0.65		0.25	0.24	0.23		0.25	0.25	0.14		0.14	0.27
Crit Moves:			****		****						****					****
Delay/Veh:	11.1		10.9	10.8	20.8		10.9	10.4	12.0		11.5	11.5	10.7		10.7	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:	11.1		10.9	10.8	20.8		10.9	10.4	12.0		11.5	11.5	10.7		10.7	11.0
LOS by Move:	B		B	B	C		B	B	B		B	B	B		B	B
ApproachDel:			10.9				16.2				11.7				10.9	
Delay Adj:			1.00				1.00				1.00				1.00	
ApprAdjDel:			10.9				16.2				11.7				10.9	
LOS by Appr:			B				C				B				B	
AllWayAvgQ:	0.1		0.1	0.1	1.6		0.3	0.3	0.3		0.3	0.3	0.1		0.1	0.3

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

Gilead Sciences
SF12-0606

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

Intersection #24: Foster City Blvd/Marlin Ave



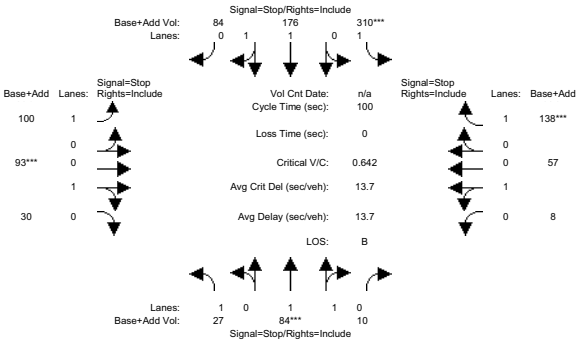
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Volume Module:																
Base Vol:	27		84	10	299		176	84	100		93	30	8		57	136
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	27		84	10	299		176	84	100		93	30	8		57	136
Added Vol:	0		0	0	11		0	0	0		0	0	0		0	2
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	27		84	10	310		176	84	100		93	30	8		57	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:	29		89	11	330		187	89	106		99	32	9		61	147
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	29		89	11	330		187	89	106		99	32	9		61	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:	29		89	11	330		187	89	106		99	32	9		61	147
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		1.79	0.21	1.00		1.35	0.65	1.00		0.76	0.24	0.12		0.88	1.00
Final Sat.:	427		819	99	514		756	380	468		389	125	60		430	549
Capacity Analysis Module:																
Vol/Sat:	0.07		0.11	0.11	0.64		0.25	0.24	0.23		0.25	0.25	0.14		0.14	0.27
Crit Moves:			****		****						****					****
Delay/Veh:	11.1		10.8	10.7	20.6		10.9	10.4	12.0		11.5	11.5	10.7		10.7	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:	11.1		10.8	10.7	20.6		10.9	10.4	12.0		11.5	11.5	10.7		10.7	11.0
LOS by Move:	B		B	B	C		B	B	B		B	B	B		B	B
ApproachDel:			10.9				16.1				11.7				10.9	
Delay Adj:			1.00				1.00				1.00				1.00	
ApprAdjDel:			10.9				16.1				11.7				10.9	
LOS by Appr:			B				C				B				B	
AllWayAvgQ:	0.1		0.1	0.1	1.6		0.3	0.3	0.3		0.3	0.3	0.1		0.1	0.3

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

Gilead Sciences
SF12-0606

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

Intersection #24: Foster City Blvd/Marlin Ave



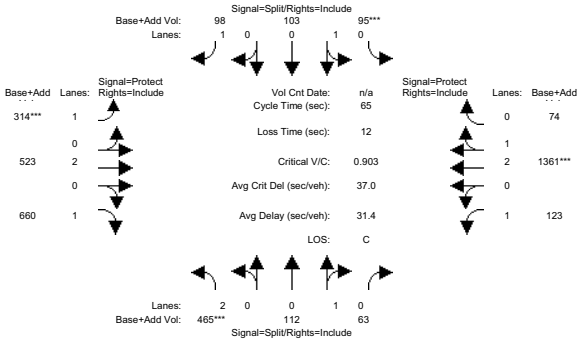
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Volume Module:																
Base Vol:	27		84	10	299		176	84	100		93	30	8		57	136
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	27		84	10	299		176	84	100		93	30	8		57	136
Added Vol:	0		0	0	11		0	0	0		0	0	0		0	2
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	27		84	10	310		176	84	100		93	30	8		57	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:	29		89	11	330		187	89	106		99	32	9		61	147
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	29		89	11	330		187	89	106		99	32	9		61	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:	29		89	11	330		187	89	106		99	32	9		61	147
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		1.79	0.21	1.00		1.35	0.65	1.00		0.76	0.24	0.12		0.88	1.00
Final Sat.:	427		819	99	514		756	380	468		389	125	60		430	549
Capacity Analysis Module:																
Vol/Sat:	0.07		0.11	0.11	0.64		0.25	0.24	0.23		0.25	0.25	0.14		0.14	0.27
Crit Moves:			****		****						****					****
Delay/Veh:	11.1		10.8	10.7	20.6		10.9	10.4	12.0		11.5	11.5	10.7		10.7	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:	11.1		10.8	10.7	20.6		10.9	10.4	12.0		11.5	11.5	10.7		10.7	11.0
LOS by Move:	B		B	B	C		B	B	B		B	B	B		B	B
ApproachDel:			10.9				16.1				11.7				10.9	
Delay Adj:			1.00				1.00				1.00				1.00	
ApprAdjDel:			10.9				16.1				11.7				10.9	
LOS by Appr:			B				C				B				B	
AllWayAvgQ:	0.1		0.1	0.1	1.6		0.3	0.3	0.3		0.3	0.3	0.1		0.1	0.3

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) PM

Intersection #1: Norfolk St/East Third Ave



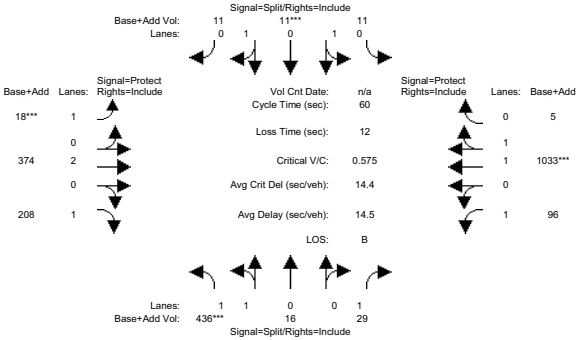
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Volume Module:																
Base Vol:	465		112	55	95		103	98	314		425	660	83		847	74
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	465		112	55	95		103	98	314		425	660	83		847	74
Added Vol:	0		0	8	0		0	0	0		98	0	40		514	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	465		112	63	95		103	98	314		523	660	123		1361	74
User Adj:	1.00		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:	495		119	67	101		110	104	334		556	702	131		1448	79
Reduct Vol:	0		0	0	0		0	0	0		0	180	0		0	0
Reduced Vol:	495		119	67	101		110	104	334		556	522	131		1448	79
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	495		119	67	101		110	104	334		556	522	131		1448	79
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	0.84	0.95		0.95	0.81	0.95		0.90	0.90
Lanes:	2.00		0.64	0.36	0.48		0.52	1.00	1.00		2.00	1.00	1.00		2.84	0.16
Final Sat.:	3502		1148	646	891		966	1589	1805		3610	1546	1805		4879	265
Capacity Analysis Module:																
Vol/Sat:	0.14		0.10	0.10	0.11		0.11	0.07	0.19		0.15	0.34	0.07		0.30	0.30
Crit Moves:	****				****				****						****	
Green/Cycle:	0.16		0.16	0.16	0.13		0.13	0.13	0.20		0.44	0.44	0.09		0.33	0.33
Volume/Cap:	0.90		0.66	0.66	0.90		0.90	0.52	0.90		0.35	0.77	0.77		0.90	0.90
Delay/Veh:	45.2		31.7	31.7	62.2		62.2	29.1	49.8		12.2	20.8	47.7		28.1	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:	45.2		31.7	31.7	62.2		62.2	29.1	49.8		12.2	20.8	47.7		28.1	28.1
LOS by Move:	D		C	C	E		E	C	D		B	C	D		C	C
HCM2kAvgQ:	9		5	5	8		8	3	10		4	11	5		15	15

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) PM

Intersection #2: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	334	16	17	11	11	11	18	293	183	21	581	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:	334	16	17	11	11	11	18	293	183	21	581	5
Added Vol:	102	0	12	0	0	0	0	81	25	75	452	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	16	29	11	11	11	18	374	208	96	1033	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	464	17	31	12	12	12	19	398	221	102	1099	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	17	31	12	12	12	19	398	221	102	1099	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	464	17	31	12	12	12	19	398	221	102	1099	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.89	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.93	0.07	1.00	0.66	0.67	0.67	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3497	128	1599	1125	1125	1125	1805	3610	1615	1805	3589	17
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.02	0.01	0.01	0.01	0.01	0.11	0.14	0.06	0.31	0.31
Crit Moves:	****				****		****				****	
Green/Cycle:	0.23	0.23	0.23	0.02	0.02	0.02	0.02	0.39	0.39	0.16	0.53	0.53
Volume/Cap:	0.57	0.57	0.08	0.57	0.57	0.57	0.57	0.28	0.35	0.35	0.57	0.57
Delay/Veh:	21.4	21.4	18.2	41.9	41.9	41.9	51.4	12.7	13.3	23.1	9.9	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	21.4	18.2	41.9	41.9	41.9	51.4	12.7	13.3	23.1	9.9	9.9
LOS by Move:	C	C	B	D	D	D	D	B	B	C	A	A
HCM2kAvgQ:	5	5	0	1	1	1	1	3	3	2	8	8

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

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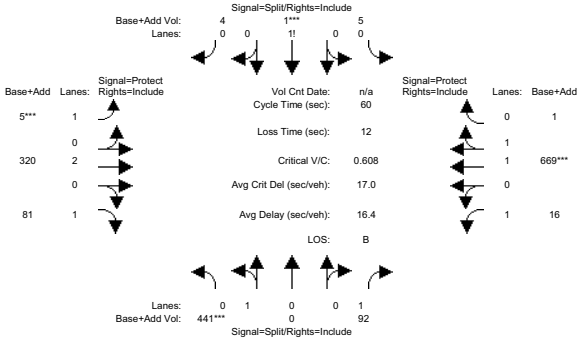
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) PM

Intersection #3: Lakeside Dr/East Third Avenue



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:	140	0	23	5	1	4	5	283	24	5	443	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	23	5	1	4	5	283	24	5	443	1
Added Vol:	301	0	69	0	0	0	0	37	57	11	226	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	441	0	92	5	1	4	5	320	81	16	669	1
User Adj:	1.00	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:	490	0	102	6	1	4	6	356	90	18	743	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	0	102	6	1	4	6	356	90	18	743	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	490	0	102	6	1	4	6	356	90	18	743	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.92	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	0.50	0.10	0.40	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1809	0	1599	877	175	702	1805	3610	1615	1805	3605	5
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.06	0.01	0.01	0.01	0.00	0.10	0.06	0.01	0.21	0.21
Crit Moves:	****				****		****				****	
Green/Cycle:	0.45	0.00	0.45	0.01	0.01	0.01	0.01	0.31	0.31	0.03	0.34	0.34
Volume/Cap:	0.61	0.00	0.14	0.61	0.61	0.61	0.61	0.31	0.18	0.31	0.61	0.61
Delay/Veh:	14.0	0.0	9.9	76.9	76.9	76.9	111.8	15.9	15.2	31.6	17.4	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	0.0	9.9	76.9	76.9	76.9	111.8	15.9	15.2	31.6	17.4	17.4
LOS by Move:	B	A	A	E	E	E	F	B	B	C	B	B
HCM2kAvgQ:	8	0	1	1	1	1	1	3	1	1	7	7

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

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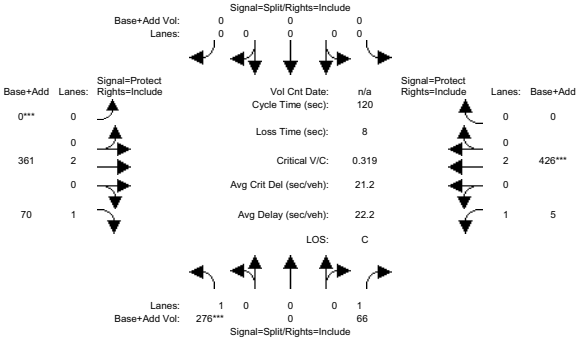
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) PM

Intersection #4: Marsh Dr/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	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	47	0	9	0	0	0	0	304	21	2	417	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:	47	0	9	0	0	0	0	304	21	2	417	0
Added Vol:	229	0	57	0	0	0	0	57	49	3	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	276	0	66	0	0	0	0	361	70	5	426	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	303	0	73	0	0	0	0	397	77	5	468	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	0	73	0	0	0	0	397	77	5	468	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	0	73	0	0	0	0	397	77	5	468	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.04	0.00	0.00	0.00	0.00	0.11	0.05	0.00	0.13	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.53	0.00	0.53	0.00	0.00	0.00	0.00	0.40	0.40	0.01	0.41	0.00
Volume/Cap:	0.32	0.00	0.09	0.00	0.00	0.00	0.00	0.28	0.12	0.28	0.32	0.00
Delay/Veh:	16.3	0.0	14.1	0.0	0.0	0.0	0.0	24.7	23.1	66.4	24.4	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:	16.3	0.0	14.1	0.0	0.0	0.0	0.0	24.7	23.1	66.4	24.4	0.0
LOS by Move:	B	A	B	A	A	A	A	C	C	E	C	A
HCM2kAvgQ:	6	0	1	0	0	0	0	5	2	1	6	0

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

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2000 HCM Operations (Future Volume Alternative)
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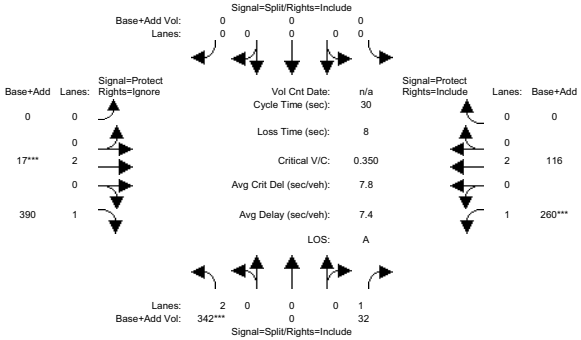
Intersection #5: Foster City Blvd/East Third Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	330	0	32	0	0	0	0	17	277	260	116	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:	330	0	32	0	0	0	0	17	277	260	116	0
Added Vol:	12	0	0	0	0	0	0	0	113	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	342	0	32	0	0	0	0	17	390	260	116	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96
PHF Volume:	356	0	33	0	0	0	0	18	0	271	121	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	356	0	33	0	0	0	0	18	0	271	121	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:	356	0	33	0	0	0	0	18	0	271	121	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	1607	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.03	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.01	0.00	0.43	0.44	0.00
Volume/Cap:	0.35	0.00	0.07	0.00	0.00	0.00	0.00	0.35	0.00	0.35	0.08	0.00
Delay/Veh:	8.6	0.0	7.8	0.0	0.0	0.0	0.0	18.8	0.0	6.0	4.8	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:	8.6	0.0	7.8	0.0	0.0	0.0	0.0	18.8	0.0	6.0	4.8	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	2	0	0	0	0	0	0	1	0	2	0	0

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

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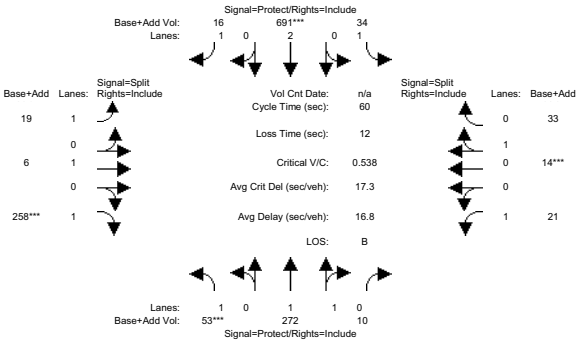
Intersection #6: Foster City Blvd/Vintage - Chess



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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:	17	12	0	0	113	0	0	0	57	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	272	10	34	691	16	19	6	258	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:	58	299	11	37	759	18	21	7	284	23	15	36
Reduct Vol:	0	0	0	0	0	0	0	0	35	0	0	0
Reduced Vol:	58	299	11	37	759	18	21	7	249	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:	58	299	11	37	759	18	21	7	249	23	15	36
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	0.82	0.95	1.00	0.83	0.95	0.90	0.88
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.30	0.70
Final Sat.:	1805	3464	127	1805	3610	1552	1805	1900	1583	1805	502	1184
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.02	0.21	0.01	0.01	0.00	0.16	0.01	0.03	0.03
Crit Moves:	****				****				****		****	
Green/Cycle:	0.06	0.36	0.36	0.09	0.39	0.39	0.29	0.29	0.29	0.06	0.06	0.06
Volume/Cap:	0.54	0.24	0.24	0.24	0.54	0.03	0.04	0.01	0.54	0.22	0.54	0.54
Delay/Veh:	32.7	13.4	13.4	26.3	14.5	11.3	15.2	15.1	19.1	28.1	33.5	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:	32.7	13.4	13.4	26.3	14.5	11.3	15.2	15.1	19.1	28.1	33.5	33.5
LOS by Move:	C	B	B	C	B	B	B	B	B	C	C	C
HCM2kAvgQ:	2	2	2	1	6	0	0	0	5	1	2	2

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

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2000 HCM Operations (Future Volume Alternative)
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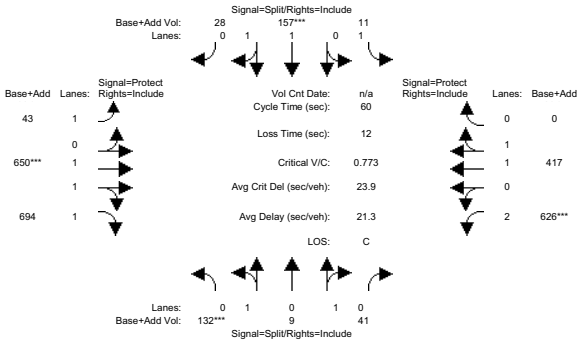
Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



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:	132	9	41	11	157	28	43	625	568	589	408	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:	132	9	41	11	157	28	43	625	568	589	408	0
Added Vol:	0	0	0	0	0	0	0	25	126	37	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	9	41	11	157	28	43	650	694	626	417	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	140	10	44	12	167	30	46	691	738	666	444	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	10	44	12	167	30	46	691	738	666	444	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	10	44	12	167	30	46	691	738	666	444	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.88	0.95	0.93	0.93	0.95	0.88	0.86	0.92	0.95	0.95
Lanes:	1.00	0.18	0.82	1.00	1.70	0.30	1.00	1.44	1.56	2.00	2.00	0.00
Final Sat.:	1683	302	1375	1805	2992	534	1805	2392	2554	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.01	0.06	0.06	0.03	0.29	0.29	0.19	0.12	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.11	0.11	0.07	0.07	0.07	0.11	0.37	0.37	0.25	0.51	0.00
Volume/Cap:	0.77	0.29	0.29	0.09	0.77	0.77	0.24	0.77	0.77	0.77	0.24	0.00
Delay/Veh:	39.9	24.9	24.9	26.3	41.0	41.0	25.3	18.6	18.6	25.5	8.1	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:	39.9	24.9	24.9	26.3	41.0	41.0	25.3	18.6	18.6	25.5	8.1	0.0
LOS by Move:	D	C	C	C	D	D	C	B	B	C	A	A
HCM2kAvgQ:	5	1	1	0	4	4	1	10	10	8	2	0

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

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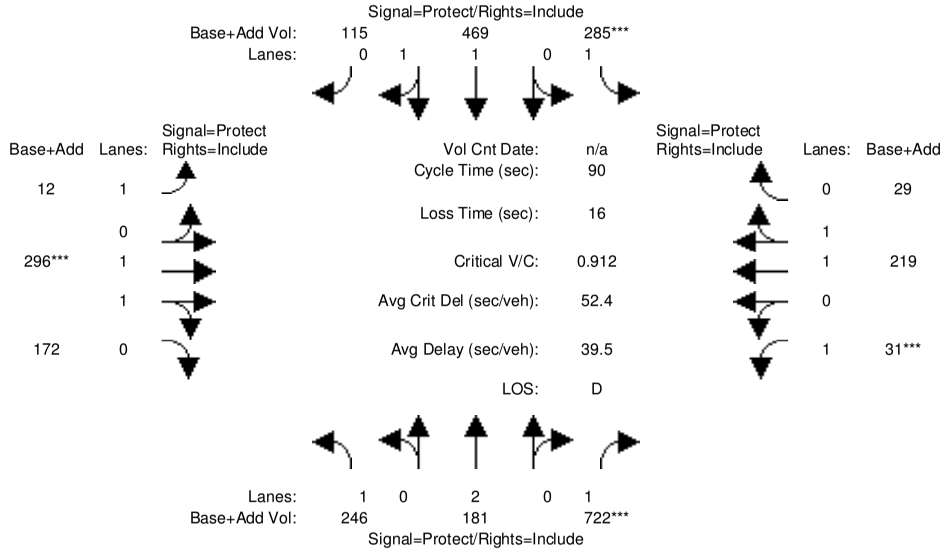
Intersection #8: Vintage Park Dr/Chess Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	246	106	722	184	132	68	9	296	172	31	219	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:	246	106	722	184	132	68	9	296	172	31	219	11
Added Vol:	0	75	0	101	337	47	3	0	0	0	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	181	722	285	469	115	12	296	172	31	219	29
User Adj:	1.00	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:	259	191	760	300	494	121	13	312	181	33	231	31
Reduct Vol:	0	0	101	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	191	659	300	494	121	13	312	181	33	231	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	259	191	659	300	494	121	13	312	181	33	231	31
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	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.60	0.40	1.00	1.26	0.74	1.00	1.77	0.23
Final Sat.:	1805	3610	1567	1805	2809	689	1805	2150	1249	1805	3129	414
Capacity Analysis Module:												
Vol/Sat:	0.14	0.05	0.42	0.17	0.18	0.18	0.01	0.14	0.14	0.02	0.07	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.29	0.46	0.46	0.18	0.35	0.35	0.02	0.16	0.16	0.02	0.16	0.16
Volume/Cap:	0.50	0.11	0.91	0.91	0.50	0.50	0.45	0.91	0.91	0.91	0.45	0.45
Delay/Veh:	27.3	13.8	38.3	64.4	23.1	23.1	55.1	57.0	57.0	158.7	34.6	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.3	13.8	38.3	64.4	23.1	23.1	55.1	57.0	57.0	158.7	34.6	34.6
LOS by Move:	C	B	D	E	C	C	E	E	E	F	C	C
HCM2kAvgQ:	6	1	18	12	7	7	1	11	11	1	3	3

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

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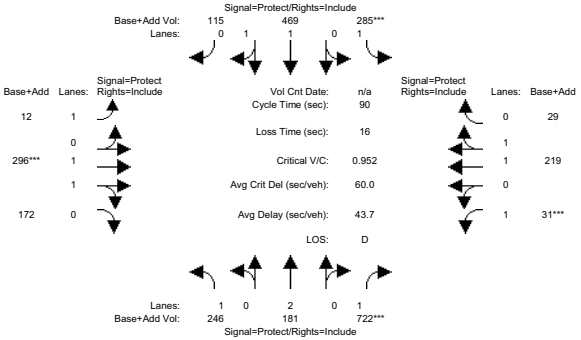
Intersection #8: Vintage Park Dr/Chess Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	246	106	722	184	132	68	9	296	172	31	219	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:	246	106	722	184	132	68	9	296	172	31	219	11
Added Vol:	0	75	0	101	337	47	3	0	0	0	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	246	181	722	285	469	115	12	296	172	31	219	29
User Adj:	1.00	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:	259	191	760	300	494	121	13	312	181	33	231	31
Reduct Vol:	0	0	49	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	191	711	300	494	121	13	312	181	33	231	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	259	191	711	300	494	121	13	312	181	33	231	31
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	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.60	0.40	1.00	1.26	0.74	1.00	1.77	0.23
Final Sat.:	1805	3610	1567	1805	2809	689	1805	2150	1249	1805	3129	414
Capacity Analysis Module:												
Vol/Sat:	0.14	0.05	0.45	0.17	0.18	0.18	0.01	0.14	0.14	0.02	0.07	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.29	0.48	0.48	0.17	0.36	0.36	0.01	0.15	0.15	0.02	0.16	0.16
Volume/Cap:	0.49	0.11	0.95	0.95	0.49	0.49	0.47	0.95	0.95	0.95	0.47	0.47
Delay/Veh:	27.0	13.1	44.5	74.7	22.8	22.8	56.5	65.7	65.7	177.8	35.2	35.2
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:	27.0	13.1	44.5	74.7	22.8	22.8	56.5	65.7	65.7	177.8	35.2	35.2
LOS by Move:	C	B	D	E	C	C	E	E	E	F	D	D
HCM2kAvgQ:	6	2	24	13	7	7	1	11	11	3	4	4

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

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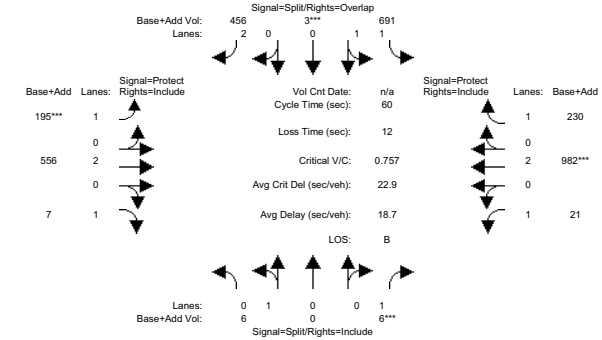
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) PM

Intersection #11: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	6	0	6	658	3	456	195	481	7	21	844	230
Growth Adj:	1.00	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	0	6	658	3	456	195	481	7	21	844	230
Added Vol:	0	0	0	33	0	0	0	75	0	0	138	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	6	691	3	456	195	556	7	21	982	230
User Adj:	1.00	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:	6	0	6	727	3	480	205	585	7	22	1034	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	6	727	3	480	205	585	7	22	1034	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	6	727	3	480	205	585	7	22	1034	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
Lanes:	1.00	0.00	1.00	1.99	0.01	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1809	0	1588	3606	16	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.17	0.11	0.16	0.00	0.01	0.29	0.15
Crit Moves:			****		****		****				****	
Green/Cycle:	0.01	0.00	0.01	0.27	0.27	0.42	0.15	0.49	0.49	0.04	0.38	0.38
Volume/Cap:	0.66	0.00	0.76	0.76	0.76	0.42	0.76	0.33	0.01	0.33	0.76	0.41
Delay/Veh:	136.2	0.0	195.6	23.7	23.7	12.6	36.1	9.4	7.8	31.0	18.7	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	136.2	0.0	195.6	23.7	23.7	12.6	36.1	9.4	7.8	31.0	18.7	14.2
LOS by Move:	F	A	F	C	C	B	D	A	A	C	B	B
HCM2kAvgQ:	1	0	1	8	8	4	6	4	0	1	11	4

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

Gilead Sciences EIR
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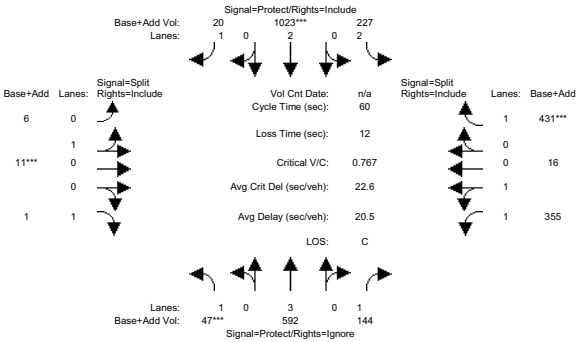
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) PM

Intersection #12: Metro Center Blvd/Edgewater Blvd



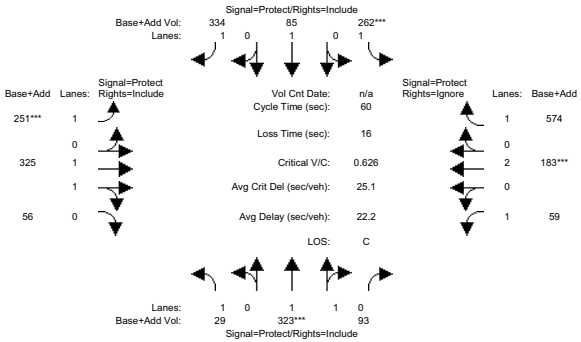
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	47	580	126	194	948	20	6	11	1	269	16	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	580	126	194	948	20	6	11	1	269	16	305
Added Vol:	0	12	18	33	75	0	0	0	0	86	0	126
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	592	144	227	1023	20	6	11	1	355	16	431
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	49	617	0	236	1066	21	6	11	1	370	17	449
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	617	0	236	1066	21	6	11	1	370	17	449
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	617	0	236	1066	21	6	11	1	370	17	449
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.98	0.98	0.84	0.95	0.95	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.35	0.65	1.00	1.91	0.09	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	659	1209	1591	3469	156	1594
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.00	0.07	0.30	0.01	0.01	0.01	0.00	0.11	0.11	0.28
Crit Moves:	****				****			****				****
Green/Cycle:	0.04	0.27	0.00	0.15	0.38	0.38	0.01	0.01	0.01	0.37	0.37	0.37
Volume/Cap:	0.77	0.44	0.00	0.44	0.77	0.04	0.77	0.77	0.05	0.29	0.29	0.77
Delay/Veh:	70.7	18.5	0.0	23.7	18.7	11.5	117.8	118	30.4	13.6	13.6	22.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.7	18.5	0.0	23.7	18.7	11.5	117.8	118	30.4	13.6	13.6	22.8
LOS by Move:	E	B	A	C	B	B	F	F	C	B	B	C
HCM2kAvgQ:	3	4	0	3	11	0	1	1	0	3	3	9

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) PM

Intersection #13: Vintage Park Dr/Metro Center Blvd



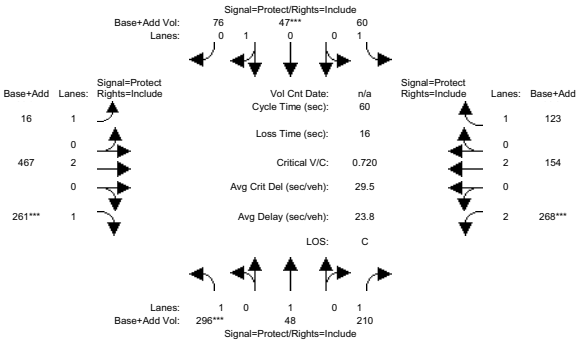
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	29	323	93	137	85	122	200	325	56	59	183	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	323	93	137	85	122	200	325	56	59	183	550
Added Vol:	0	0	0	125	0	212	51	0	0	0	0	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	323	93	262	85	334	251	325	56	59	183	574
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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.00
PHF Volume:	29	326	94	265	86	337	254	328	57	60	185	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	326	94	265	86	337	254	328	57	60	185	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:	29	326	94	265	86	337	254	328	57	60	185	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.91	0.95	1.00	0.81	0.95	0.93	0.92	0.95	0.95	1.00
Lanes:	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.70	0.30	1.00	2.00	1.00
Final Sat.:	1805	2702	778	1805	1900	1536	1805	3005	518	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.15	0.05	0.22	0.14	0.11	0.11	0.03	0.05	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.03	0.19	0.19	0.23	0.40	0.40	0.22	0.24	0.24	0.07	0.08	0.00
Volume/Cap:	0.55	0.63	0.63	0.63	0.11	0.55	0.63	0.46	0.46	0.46	0.63	0.00
Delay/Veh:	40.7	24.1	24.1	23.6	11.5	15.0	24.1	20.1	20.1	29.4	30.9	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:	40.7	24.1	24.1	23.6	11.5	15.0	24.1	20.1	20.1	29.4	30.9	0.0
LOS by Move:	D	C	C	C	B	B	C	C	C	C	C	A
HCM2kAvgQ:	1	5	5	6	1	6	5	4	4	2	3	0

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) PM

Intersection #14: Shell Blvd/Metro Center Blvd



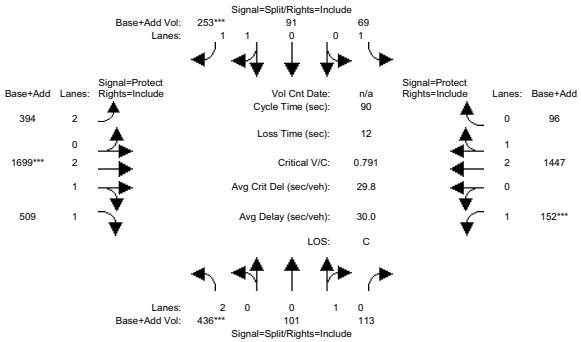
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	286	48	210	60	47	76	16	396	207	268	140	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	48	210	60	47	76	16	396	207	268	140	123
Added Vol:	10	0	0	0	0	0	0	71	54	0	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	48	210	60	47	76	16	467	261	268	154	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	325	53	231	66	52	84	18	513	287	295	169	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	53	231	66	52	84	18	513	287	295	169	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	325	53	231	66	52	84	18	513	287	295	169	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.91	0.90	0.95	0.95	0.82	0.92	0.95	0.81
Lanes:	1.00	1.00	1.00	1.00	0.38	0.62	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	1900	1591	1805	654	1058	1805	3610	1552	3502	3610	1536
Capacity Analysis Module:												
Vol/Sat:	0.18	0.03	0.15	0.04	0.08	0.08	0.01	0.14	0.18	0.08	0.05	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.25	0.29	0.29	0.07	0.11	0.11	0.04	0.26	0.26	0.12	0.34	0.34
Volume/Cap:	0.72	0.10	0.50	0.50	0.72	0.72	0.26	0.55	0.72	0.72	0.14	0.26
Delay/Veh:	26.2	15.7	18.7	29.9	38.6	38.6	30.2	20.1	26.6	31.7	13.9	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.2	15.7	18.7	29.9	38.6	38.6	30.2	20.1	26.6	31.7	13.9	14.8
LOS by Move:	C	B	B	C	D	D	C	C	C	C	B	B
HCM2kAvgQ:	7	1	4	2	4	4	1	5	7	4	1	2

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) PM

Intersection #17: Norfolk Street/East Hillshade Blvd



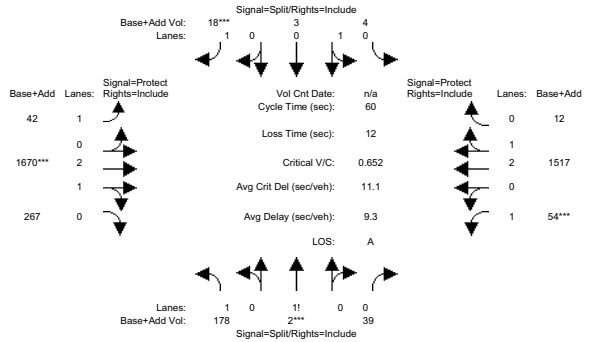
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	436	101	113	69	91	253	394	1686	509	152	1380	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	436	101	113	69	91	253	394	1686	509	152	1380	96
Added Vol:	0	0	0	0	0	0	0	13	0	0	67	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	101	113	69	91	253	394	1699	509	152	1447	96
User Adj:	1.00	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:	459	106	119	73	96	266	415	1788	536	160	1523	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	106	119	73	96	266	415	1788	536	160	1523	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	459	106	119	73	96	266	415	1788	536	160	1523	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.91	0.95	0.89	0.88	0.92	0.88	0.87	0.95	0.90	0.90
Lanes:	2.00	0.47	0.53	1.00	0.52	1.48	2.00	3.00	1.00	1.00	2.81	0.19
Final Sat.:	3502	821	918	1805	886	2463	3502	5005	1646	1805	4819	320
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.04	0.11	0.11	0.12	0.36	0.33	0.09	0.32	0.32
Crit Moves:	****					****		****		****		
Green/Cycle:	0.17	0.17	0.17	0.14	0.14	0.14	0.15	0.45	0.45	0.11	0.41	0.41
Volume/Cap:	0.79	0.78	0.78	0.29	0.79	0.79	0.77	0.79	0.72	0.79	0.77	0.77
Delay/Veh:	43.3	48.9	48.9	35.6	46.6	46.6	43.3	22.5	20.8	57.6	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	48.9	48.9	35.6	46.6	46.6	43.3	22.5	20.8	57.6	24.7	24.7
LOS by Move:	D	D	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	8	8	8	2	7	7	8	17	14	6	16	16

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) PM

Intersection #18: Altair Ave/East Hillsdale Blvd



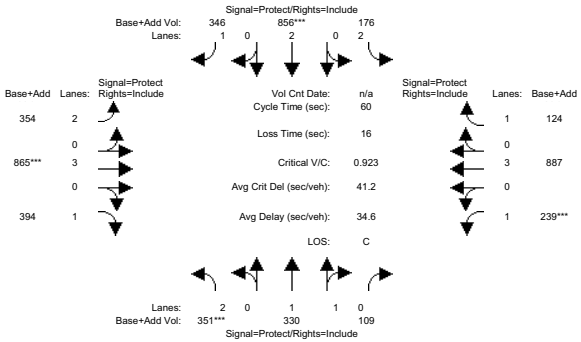
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	178		2	39	4		3	18	42	1657	267		54	1450	12	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	178		2	39	4		3	18	42	1657	267		54	1450	12	
Added Vol:	0		0	0	0		0	0	0	13	0		0	67	0	
PasserByVol:	0		0	0	0		0	0	0	0	0		0	0	0	
Initial Fut:	178		2	39	4		3	18	42	1670	267		54	1517	12	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	189		2	41	4		3	19	45	1777	284		57	1614	13	
Reduct Vol:	0		0	0	0		0	10	0	0	0		0	0	0	
Reduced Vol:	189		2	41	4		3	9	45	1777	284		57	1614	13	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	189		2	41	4		3	9	45	1777	284		57	1614	13	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.94	0.94	0.93		0.97	0.97	0.84		0.95	0.89	0.88		0.95	0.91	0.91	
Lanes:	1.68	0.02	0.30		0.57	0.43	1.00		1.00	2.58	0.42		1.00	2.98	0.02	
Final Sat.:	2992		27	533	1055		791	1591	1805	4374	699		1805	5141	41	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.08	0.08		0.00	0.00	0.01		0.02	0.41	0.41		0.03	0.31	0.31	
Crit Moves:		****					****			****			****			
Green/Cycle:	0.12	0.12	0.12		0.01	0.01	0.01		0.05	0.62	0.62		0.05	0.62	0.62	
Volume/Cap:	0.53	0.65	0.65		0.46	0.46	0.65		0.50	0.65	0.65		0.65	0.50	0.50	
Delay/Veh:	26.1	29.5	29.5		48.6	48.6	104.9		32.4	7.7	7.7		44.1	6.4	6.4	
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:	26.1	29.5	29.5		48.6	48.6	104.9		32.4	7.7	7.7		44.1	6.4	6.4	
LOS by Move:	C	C	C		D	D	F		C	A	A		D	A	A	
HCM2kAvgQ:	3	4	4		1	1	1		2	10	10		2	6	6	

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) PM

Intersection #19: Edgewater Blvd/East Hillsdale Blvd



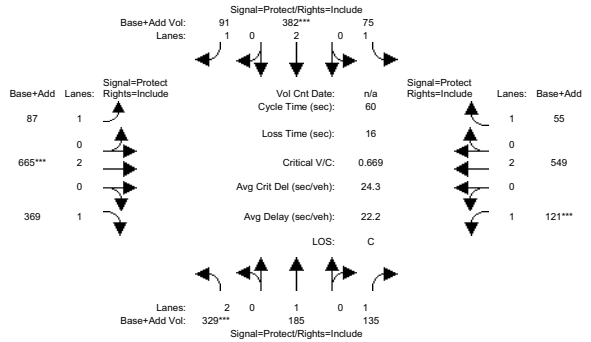
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Volume Module:																
Base Vol:	351		312	109	176		762	279	341	865	394		239	887	124	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	351		312	109	176		762	279	341	865	394		239	887	124	
Added Vol:	0		18	0	0		94	67	13	0	0		0	0	0	
PasserByVol:	0		0	0	0		0	0	0	0	0		0	0	0	
Initial Fut:	351		330	109	176		856	346	354	865	394		239	887	124	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	373		351	116	187		911	368	377	920	419		254	944	132	
Reduct Vol:	0		0	0	0		0	0	0	0	204		0	0	0	
Reduced Vol:	373		351	116	187		911	368	377	920	215		254	944	132	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	373		351	116	187		911	368	377	920	215		254	944	132	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.92	0.91	0.91		0.92	0.95	0.84		0.92	0.91	0.84		0.95	0.91	0.84	
Lanes:	2.00	1.50	0.50		2.00	2.00	1.00		2.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3502	2611	862		3502	3610	1596		3502	5187	1588		1805	5187	1591	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.13	0.13		0.05	0.25	0.23		0.11	0.18	0.14		0.14	0.18	0.08	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.12	0.28	0.28		0.11	0.27	0.27		0.13	0.19	0.19		0.15	0.22	0.22	
Volume/Cap:	0.92	0.48	0.48		0.48	0.92	0.84		0.84	0.92	0.71		0.92	0.84	0.38	
Delay/Veh:	52.9	18.4	18.4		26.0	35.0	34.6		38.8	37.5	30.0		59.6	28.3	20.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	52.9	18.4	18.4		26.0	35.0	34.6		38.8	37.5	30.0		59.6	28.3	20.8	
LOS by Move:	D	B	B		C	C	C		D	D	C		E	C	C	
HCM2kAvgQ:	7	4	4		2	13	10		6	10	5		9	9	2	

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) PM

Intersection #20: Shell Blvd/East Hillsdale Blvd



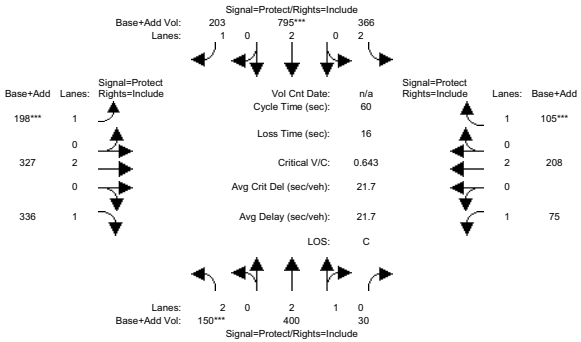
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	329	175	135	75	328	91	87	665	369	121	549	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	175	135	75	328	91	87	665	369	121	549	55
Added Vol:	0	10	0	0	54	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	185	135	75	382	91	87	665	369	121	549	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	358	201	147	82	415	99	95	723	401	132	597	60
Reduct Vol:	0	0	0	0	0	0	0	0	152	0	0	0
Reduced Vol:	358	201	147	82	415	99	95	723	249	132	597	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	358	201	147	82	415	99	95	723	249	132	597	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.09	0.05	0.12	0.06	0.05	0.20	0.16	0.07	0.17	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.23	0.23	0.10	0.17	0.17	0.10	0.30	0.30	0.11	0.31	0.31
Volume/Cap:	0.67	0.46	0.41	0.46	0.67	0.36	0.53	0.67	0.52	0.67	0.53	0.12
Delay/Veh:	27.2	20.8	20.5	27.6	26.0	22.8	28.8	20.0	18.5	34.2	17.6	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	20.8	20.5	27.6	26.0	22.8	28.8	20.0	18.5	34.2	17.6	15.0
LOS by Move:	C	C	C	C	C	C	C	C	B	C	B	B
HCM2kAvgQ:	5	4	3	2	5	2	3	7	5	4	5	1

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) PM

Intersection #21: Foster City Boulevard/East Hillsdale Blvd



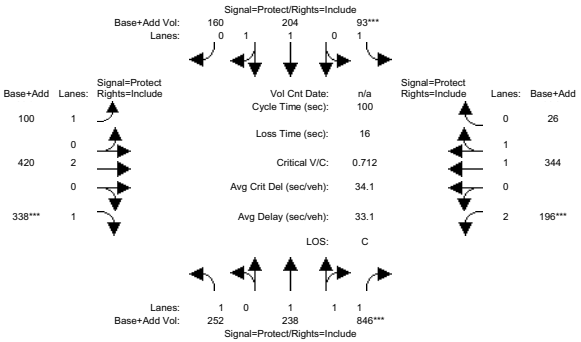
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	150	390	30	339	741	203	198	327	336	75	208	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	390	30	339	741	203	198	327	336	75	208	100
Added Vol:	0	10	0	27	54	0	0	0	0	0	0	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	400	30	366	795	203	198	327	336	75	208	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	161	430	32	394	855	218	213	352	361	81	224	113
Reduct Vol:	0	0	0	0	0	0	0	0	152	0	0	0
Reduced Vol:	161	430	32	394	855	218	213	352	209	81	224	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	430	32	394	855	218	213	352	209	81	224	113
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.79	0.21	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4776	358	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.11	0.24	0.14	0.12	0.10	0.13	0.04	0.06	0.07
Crit Moves:	****				****		****					****
Green/Cycle:	0.07	0.20	0.20	0.24	0.37	0.37	0.18	0.22	0.22	0.07	0.11	0.11
Volume/Cap:	0.64	0.46	0.46	0.46	0.64	0.37	0.64	0.44	0.60	0.60	0.56	0.64
Delay/Veh:	32.7	21.7	21.7	19.7	16.8	14.3	27.0	20.7	24.0	34.3	27.2	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:	32.7	21.7	21.7	19.7	16.8	14.3	27.0	20.7	24.0	34.3	27.2	33.5
LOS by Move:	C	C	C	B	B	B	C	C	C	C	C	C
HCM2kAvgQ:	3	3	3	4	8	3	5	3	5	3	3	3

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) PM

Intersection #22: Mariners Island Blvd/Fashion Island blvd



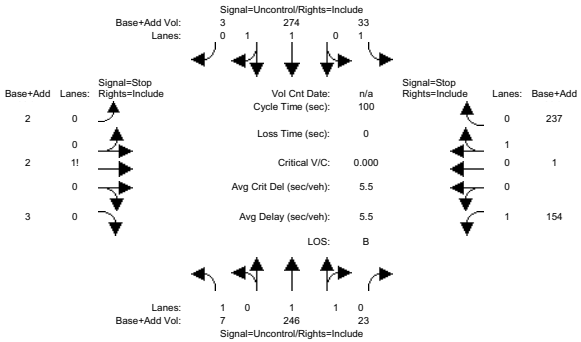
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	252	226	720	70	129	125	94	418	338	196	338	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	226	720	70	129	125	94	418	338	196	338	22
Added Vol:	0	12	126	23	75	35	6	2	0	0	6	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	252	238	846	93	204	160	100	420	338	196	344	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	238	846	93	204	160	100	420	338	196	344	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	238	846	93	204	160	100	420	338	196	344	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	238	846	93	204	160	100	420	338	196	344	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.84	0.81	0.95	0.89	0.88	0.95	0.95	0.83	0.92	0.94	0.94
Lanes:	1.00	1.00	2.00	1.00	1.11	0.89	1.00	2.00	1.00	2.00	1.86	0.14
Final Sat.:	1805	1594	3071	1805	1879	1474	1805	3610	1570	3502	3322	251
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.28	0.05	0.11	0.11	0.06	0.12	0.22	0.06	0.10	0.10
Crit Moves:			****	****					****	****		
Green/Cycle:	0.26	0.39	0.39	0.07	0.20	0.20	0.13	0.30	0.30	0.08	0.25	0.25
Volume/Cap:	0.54	0.39	0.71	0.71	0.54	0.54	0.42	0.38	0.71	0.71	0.42	0.42
Delay/Veh:	33.3	22.2	27.6	62.2	36.7	36.7	41.0	27.8	36.1	53.4	31.8	31.8
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:	33.3	22.2	27.6	62.2	36.7	36.7	41.0	27.8	36.1	53.4	31.8	31.8
LOS by Move:	C	C	C	E	D	D	D	C	D	D	C	C
HCM2kAvgQ:	7	6	13	4	6	6	3	5	11	5	5	5

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) PM

Intersection #23: Mariners Island Blvd/Reef Drive



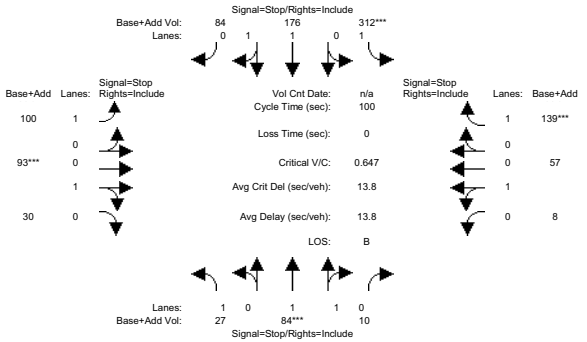
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	7	234	13	8	199	3	2	2	3	96	1	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	234	13	8	199	3	2	2	3	96	1	135
Added Vol:	0	12	10	25	75	0	0	0	0	58	0	102
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	246	23	33	274	3	2	2	3	154	1	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	246	23	33	274	3	2	2	3	154	1	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	246	23	33	274	3	2	2	3	154	1	237
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	277	xxxx	xxxxx	269	xxxx	xxxxx	479	625	139	476	615	135
Potent Cap.:	1298	xxxx	xxxxx	1306	xxxx	xxxxx	474	404	891	477	409	896
Move Cap.:	1298	xxxx	xxxxx	1306	xxxx	xxxxx	340	392	891	463	397	896
Volume/Cap:	0.01	xxxx	xxxx	0.03	xxxx	xxxx	0.01	0.01	0.00	0.33	0.00	0.26
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.4	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.6	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	C	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	488	xxxxx	xxxx	xxxx	891
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	1.1
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.5	xxxxx	xxxxx	xxxx	10.5
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			12.5			12.9		
ApproachLOS:	*			*			B			B		

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Existing Plus Proposed Project (Lakeside Drive Open) PM

Intersection #24: 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:	27	84	10		299	176	84		100	93	30		8	57	136	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	27	84	10		299	176	84		100	93	30		8	57	136	
Added Vol:	0	0	0		13	0	0		0	0	0		0	0	3	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	27	84	10		312	176	84		100	93	30		8	57	139	
User Adj:	1.00	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:	29	89	11		332	187	89		106	99	32		9	61	148	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	29	89	11		332	187	89		106	99	32		9	61	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:	29	89	11		332	187	89		106	99	32		9	61	148	
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	1.79	0.21		1.00	1.35	0.65		1.00	0.76	0.24		0.12	0.88	1.00	
Final Sat.:	426	818	99		513	755	380		468	388	125		60	429	548	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.11	0.11		0.65	0.25	0.24		0.23	0.25	0.25		0.14	0.14	0.27	
Crit Moves:		****			****					****					****	
Delay/Veh:	11.1	10.9	10.8		20.8	10.9	10.4		12.0	11.5	11.5		10.7	10.7	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:	11.1	10.9	10.8		20.8	10.9	10.4		12.0	11.5	11.5		10.7	10.7	11.0	
LOS by Move:	B	B	B		C	B	B		B	B	B		B	B	B	
ApproachDel:		10.9				16.2				11.7				10.9		
Delay Adj:		1.00				1.00				1.00				1.00		
ApprAdjDel:		10.9				16.2				11.7				10.9		
LOS by Appr:		B				C				B				B		
AllWayAvgQ:	0.1	0.1	0.1		1.6	0.3	0.3		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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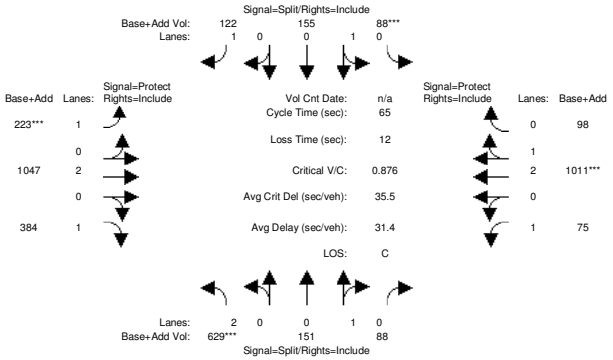
BACKGROUND AND BACKGROUND PLUS PROJECT CONDITIONS

Gilead Sciences EIR
SF12-0606

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

Intersection #1: Norfolk St/East Third Ave



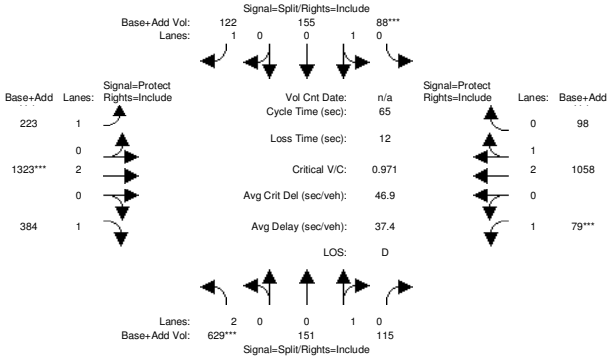
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	629	151	66	88	155	122	223	801	384	70	960	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	629	151	66	88	155	122	223	801	384	70	960	98
Added Vol:	0	0	22	0	0	0	0	246	0	5	51	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	629	151	88	88	155	122	223	1047	384	75	1011	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:	691	166	97	97	170	134	245	1151	422	82	1111	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	691	166	97	97	170	134	245	1151	422	82	1111	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:	691	166	97	97	170	134	245	1151	422	82	1111	108
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	0.84	0.95	0.95	0.81	0.95	0.90	0.89
Lanes:	2.00	0.63	0.37	0.36	0.64	1.00	1.00	2.00	1.00	1.00	2.73	0.27
Final Sat.:	3502	1132	659	676	1190	1589	1805	3610	1546	1805	4665	452
Capacity Analysis Module:												
Vol/Sat:	0.20	0.15	0.15	0.14	0.14	0.08	0.14	0.32	0.27	0.05	0.24	0.24
Crit Moves:	****			****			****				****	
Green/Cycle:	0.23	0.23	0.23	0.16	0.16	0.16	0.15	0.37	0.37	0.05	0.27	0.27
Volume/Cap:	0.88	0.65	0.65	0.88	0.88	0.52	0.88	0.85	0.73	0.85	0.88	0.88
Delay/Veh:	35.1	26.6	26.6	50.1	50.1	26.7	52.0	24.3	22.3	78.7	29.2	29.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.1	26.6	26.6	50.1	50.1	26.7	52.0	24.3	22.3	78.7	29.2	29.2
LOS by Move:	D	C	C	D	D	C	D	C	C	E	C	C
HCM2kAvgQ:	10	6	6	9	9	3	6	12	8	4	12	12

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project AM

Intersection #1: Norfolk St/East Third Ave



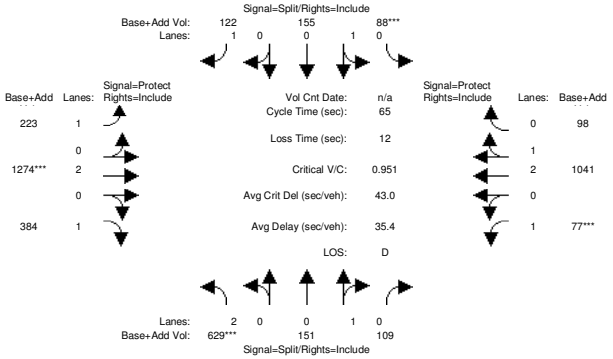
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	629	151	66	88	155	122	223	801	384	70	960	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	629	151	66	88	155	122	223	801	384	70	960	98
Added Vol:	0	0	49	0	0	0	0	522	0	9	98	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	629	151	115	88	155	122	223	1323	384	79	1058	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:	691	166	126	97	170	134	245	1454	422	87	1163	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	691	166	126	97	170	134	245	1454	422	87	1163	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:	691	166	126	97	170	134	245	1454	422	87	1163	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.93	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.89
Lanes:	2.00	0.57	0.43	0.36	0.64	1.00	1.00	2.00	1.00	1.00	2.74	0.26
Final Sat.:	3502	1005	765	676	1190	1589	1805	3610	1546	1805	4684	434
Capacity Analysis Module:												
Vol/Sat:	0.20	0.17	0.17	0.14	0.14	0.08	0.14	0.40	0.27	0.05	0.25	0.25
Crit Moves:	****			****				****		****		
Green/Cycle:	0.20	0.20	0.20	0.15	0.15	0.15	0.16	0.41	0.41	0.05	0.30	0.30
Volume/Cap:	0.97	0.81	0.81	0.97	0.97	0.57	0.83	0.97	0.66	0.97	0.83	0.83
Delay/Veh:	52.2	37.8	37.8	73.5	73.5	29.2	43.4	35.3	17.8	116.0	25.0	25.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	37.8	37.8	73.5	73.5	29.2	43.4	35.3	17.8	116.0	25.0	25.0
LOS by Move:	D	D	D	E	E	C	D	D	B	F	C	C
HCM2kAvgQ:	12	8	8	10	10	3	5	19	7	5	11	11

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A AM

Intersection #1: Norfolk St/East Third Ave



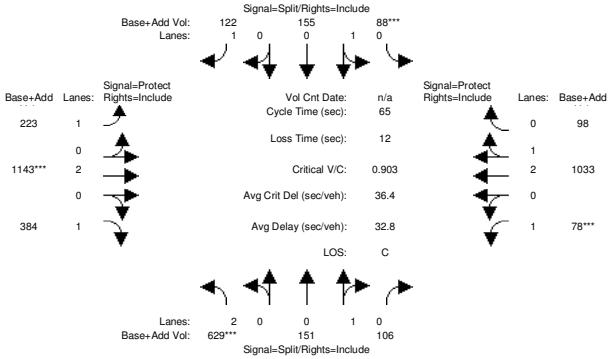
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	629	151	66	88	155	122	223	801	384	70	960	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	629	151	66	88	155	122	223	801	384	70	960	98
Added Vol:	0	0	43	0	0	0	0	473	0	7	81	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	629	151	109	88	155	122	223	1274	384	77	1041	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:	691	166	120	97	170	134	245	1400	422	85	1144	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	691	166	120	97	170	134	245	1400	422	85	1144	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:	691	166	120	97	170	134	245	1400	422	85	1144	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.93	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.89
Lanes:	2.00	0.58	0.42	0.36	0.64	1.00	1.00	2.00	1.00	1.00	2.74	0.26
Final Sat.:	3502	1031	744	676	1190	1589	1805	3610	1546	1805	4677	440
Capacity Analysis Module:												
Vol/Sat:	0.20	0.16	0.16	0.14	0.14	0.08	0.14	0.39	0.27	0.05	0.24	0.24
Crit Moves:	****			****				****		****		
Green/Cycle:	0.21	0.21	0.21	0.15	0.15	0.15	0.16	0.41	0.41	0.05	0.29	0.29
Volume/Cap:	0.95	0.78	0.78	0.95	0.95	0.56	0.83	0.95	0.67	0.95	0.83	0.83
Delay/Veh:	47.5	34.2	34.2	67.7	67.7	28.6	44.2	32.1	18.4	109.7	25.5	25.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	34.2	34.2	67.7	67.7	28.6	44.2	32.1	18.4	109.7	25.5	25.5
LOS by Move:	D	C	C	E	E	C	D	C	B	F	C	C
HCM2kAvgQ:	12	8	8	10	10	3	5	17	7	5	11	11

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B AM

Intersection #1: Norfolk St/East Third Ave



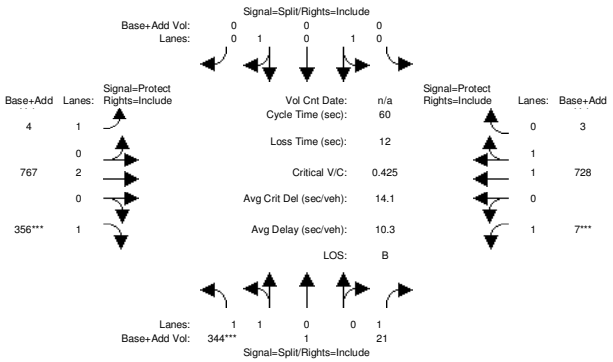
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	629	151	66	88	155	122	223	801	384	70	960	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	629	151	66	88	155	122	223	801	384	70	960	98
Added Vol:	0	0	40	0	0	0	0	342	0	8	73	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	629	151	106	88	155	122	223	1143	384	78	1033	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:	691	166	116	97	170	134	245	1256	422	86	1135	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	691	166	116	97	170	134	245	1256	422	86	1135	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:	691	166	116	97	170	134	245	1256	422	86	1135	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.93	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.89
Lanes:	2.00	0.59	0.41	0.36	0.64	1.00	1.00	2.00	1.00	1.00	2.74	0.26
Final Sat.:	3502	1044	733	676	1190	1589	1805	3610	1546	1805	4674	443
Capacity Analysis Module:												
Vol/Sat:	0.20	0.16	0.16	0.14	0.14	0.08	0.14	0.35	0.27	0.05	0.24	0.24
Crit Moves:	****			****				****		****		
Green/Cycle:	0.22	0.22	0.22	0.16	0.16	0.16	0.16	0.39	0.39	0.05	0.28	0.28
Volume/Cap:	0.90	0.73	0.73	0.90	0.90	0.53	0.86	0.90	0.71	0.90	0.86	0.86
Delay/Veh:	38.7	30.3	30.3	55.6	55.6	27.3	49.7	27.3	20.8	92.2	27.9	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	30.3	30.3	55.6	55.6	27.3	49.7	27.3	20.8	92.2	27.9	27.9
LOS by Move:	D	C	C	E	E	C	D	C	C	F	C	C
HCM2kAvgQ:	11	7	7	9	9	3	6	14	7	4	12	12

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

Gilead Sciences EIR
SF12-0606

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

Intersection #2: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	312	1	15	0	0	0	4	599	257	6	701	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	1	15	0	0	0	4	599	257	6	701	3
Added Vol:	32	0	6	0	0	0	0	168	99	1	27	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	1	21	0	0	0	4	767	356	7	728	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	355	1	22	0	0	0	4	791	367	7	751	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	1	22	0	0	0	4	791	367	7	751	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	355	1	22	0	0	0	4	791	367	7	751	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.86	0.86	0.85	0.95	0.95	0.95	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.99	0.01	1.00	0.00	0.00	2.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3255	9	1614	0	0	3610	1805	3610	1615	1805	3592	15
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.01	0.00	0.00	0.00	0.00	0.22	0.23	0.00	0.21	0.21
Crit Moves:	****								****	****		
Green/Cycle:	0.26	0.26	0.26	0.00	0.00	0.00	0.01	0.53	0.53	0.01	0.54	0.54
Volume/Cap:	0.43	0.43	0.05	0.00	0.00	0.00	0.39	0.41	0.43	0.43	0.39	0.39
Delay/Veh:	19.0	19.0	16.9	0.0	0.0	0.0	51.7	8.5	8.8	45.8	8.2	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	19.0	16.9	0.0	0.0	0.0	51.7	8.5	8.8	45.8	8.2	8.2
LOS by Move:	B	B	B	A	A	A	D	A	A	D	A	A
HCM2kAvgQ:	3	3	0	0	0	0	0	5	4	0	4	4

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

Gilead Sciences EIR
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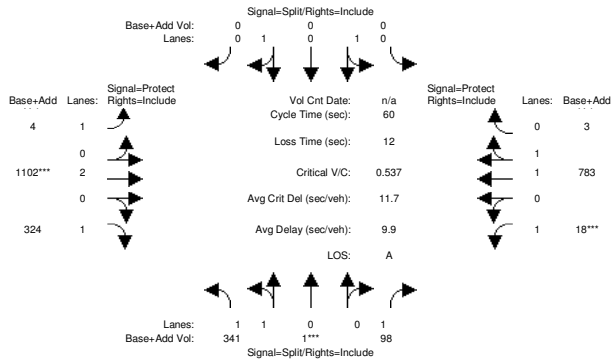
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project AM

Intersection #2: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	312	1	15	0	0	0	4	599	257	6	701	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	1	15	0	0	0	4	599	257	6	701	3
Added Vol:	29	0	83	0	0	0	0	503	67	12	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	1	98	0	0	0	4	1102	324	18	783	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	352	1	101	0	0	0	4	1136	334	19	807	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	1	101	0	0	0	4	1136	334	19	807	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	352	1	101	0	0	0	4	1136	334	19	807	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.85	0.95	0.95	0.95	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.99	0.01	1.00	0.00	0.00	2.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3349	10	1611	0	0	3610	1805	3610	1615	1805	3593	14
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.06	0.00	0.00	0.00	0.00	0.31	0.21	0.01	0.22	0.22
Crit Moves:		****						****		****		
Green/Cycle:	0.20	0.20	0.20	0.00	0.00	0.00	0.01	0.59	0.59	0.02	0.60	0.60
Volume/Cap:	0.54	0.54	0.32	0.00	0.00	0.00	0.38	0.54	0.35	0.54	0.38	0.38
Delay/Veh:	22.6	22.6	21.3	0.0	0.0	0.0	49.9	7.8	6.7	44.9	6.3	6.3
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:	22.6	22.6	21.3	0.0	0.0	0.0	49.9	7.8	6.7	44.9	6.3	6.3
LOS by Move:	C	C	C	A	A	A	D	A	A	D	A	A
HCM2kAvgQ:	4	4	2	0	0	0	0	7	3	0	4	4

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

Gilead Sciences EIR
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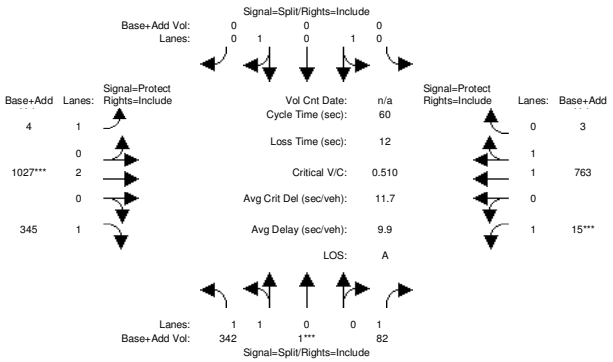
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A AM

Intersection #2: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	312	1	15	0	0	0	4	599	257	6	701	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	1	15	0	0	0	4	599	257	6	701	3
Added Vol:	30	0	67	0	0	0	0	428	88	9	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	342	1	82	0	0	0	4	1027	345	15	763	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	353	1	85	0	0	0	4	1059	356	15	787	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	1	85	0	0	0	4	1059	356	15	787	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	353	1	85	0	0	0	4	1059	356	15	787	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.85	0.95	0.95	0.95	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.99	0.01	1.00	0.00	0.00	2.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3330	10	1612	0	0	3610	1805	3610	1615	1805	3592	14
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.05	0.00	0.00	0.00	0.00	0.29	0.22	0.01	0.22	0.22
Crit Moves:		****						****		****		
Green/Cycle:	0.21	0.21	0.21	0.00	0.00	0.00	0.01	0.58	0.58	0.02	0.59	0.59
Volume/Cap:	0.51	0.51	0.25	0.00	0.00	0.00	0.37	0.51	0.38	0.51	0.37	0.37
Delay/Veh:	21.7	21.7	20.3	0.0	0.0	0.0	49.7	7.9	7.2	42.9	6.7	6.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	21.7	20.3	0.0	0.0	0.0	49.7	7.9	7.2	42.9	6.7	6.7
LOS by Move:	C	C	C	A	A	A	D	A	A	D	A	A
HCM2kAvgQ:	4	4	2	0	0	0	0	7	4	0	4	4

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

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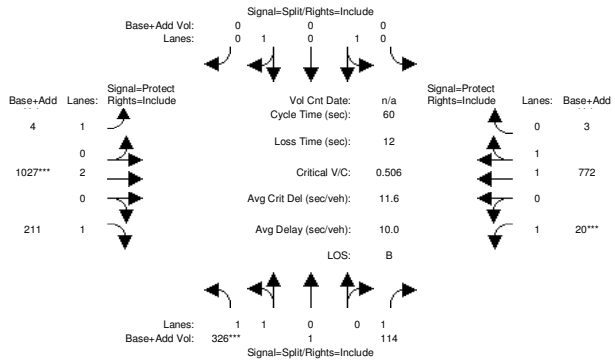
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B AM

Intersection #2: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	312	1	15	0	0	0	4	599	257	6	701	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	1	15	0	0	0	4	599	257	6	701	3
Added Vol:	14	0	99	0	0	0	0	428	-46	14	71	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	1	114	0	0	0	4	1027	211	20	772	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	336	1	118	0	0	0	4	1059	218	21	796	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	1	118	0	0	0	4	1059	218	21	796	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	336	1	118	0	0	0	4	1059	218	21	796	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.85	0.95	0.95	0.95	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.99	0.01	1.00	0.00	0.00	2.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3368	10	1611	0	0	3610	1805	3610	1615	1805	3592	14
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.07	0.00	0.00	0.00	0.00	0.29	0.13	0.01	0.22	0.22
Crit Moves:	****							****		****		
Green/Cycle:	0.20	0.20	0.20	0.00	0.00	0.00	0.01	0.58	0.58	0.02	0.60	0.60
Volume/Cap:	0.51	0.51	0.37	0.00	0.00	0.00	0.37	0.51	0.23	0.51	0.37	0.37
Delay/Veh:	22.1	22.1	21.6	0.0	0.0	0.0	49.4	7.7	6.2	38.9	6.4	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	22.1	21.6	0.0	0.0	0.0	49.4	7.7	6.2	38.9	6.4	6.4
LOS by Move:	C	C	C	A	A	A	D	A	A	D	A	A
HCM2kAvgQ:	3	3	2	0	0	0	0	7	2	0	4	4

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

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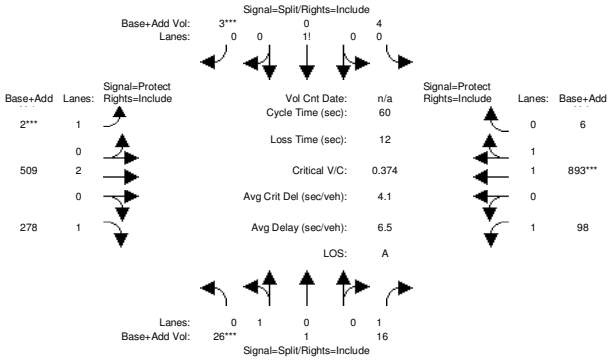
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #3: Lakeside Dr/East Third Avenue



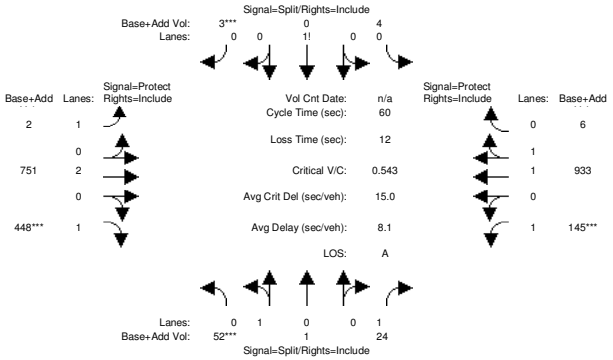
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	1	6	4	0	3	2	447	166	23	880	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1	6	4	0	3	2	447	166	23	880	6
Added Vol:	15	0	10	0	0	0	0	62	112	75	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	1	16	4	0	3	2	509	278	98	893	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	29	1	18	4	0	3	2	566	309	109	992	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1	18	4	0	3	2	566	309	109	992	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	1	18	4	0	3	2	566	309	109	992	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.92	1.00	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	0.96	0.04	1.00	0.57	0.00	0.43	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1745	67	1599	994	0	746	1805	3610	1615	1805	3582	24
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.00	0.00	0.00	0.00	0.16	0.19	0.06	0.28	0.28
Crit Moves:	****					****	****				****	
Green/Cycle:	0.04	0.04	0.04	0.01	0.00	0.01	0.00	0.57	0.57	0.18	0.74	0.74
Volume/Cap:	0.37	0.37	0.25	0.37	0.00	0.37	0.37	0.28	0.34	0.34	0.37	0.37
Delay/Veh:	30.8	30.8	29.6	40.4	0.0	40.4	65.2	6.8	7.2	22.2	2.9	2.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	30.8	29.6	40.4	0.0	40.4	65.2	6.8	7.2	22.2	2.9	2.9
LOS by Move:	C	C	C	D	A	D	E	A	A	C	A	A
HCM2kAvgQ:	1	1	1	1	0	1	0	3	3	2	4	4

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project AM

Intersection #3: Lakeside Dr/East Third Avenue



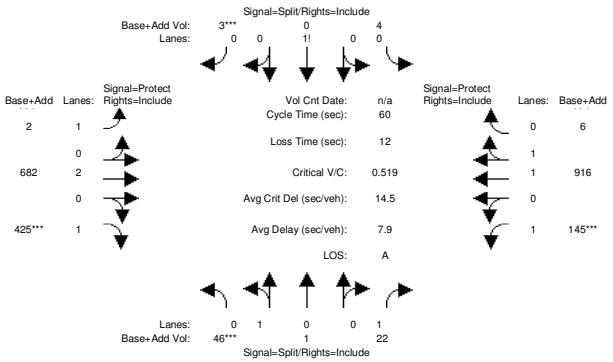
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	1	6	4	0	3	2	447	166	23	880	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1	6	4	0	3	2	447	166	23	880	6
Added Vol:	41	0	18	0	0	0	0	304	282	122	53	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	1	24	4	0	3	2	751	448	145	933	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	58	1	27	4	0	3	2	834	498	161	1037	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1	27	4	0	3	2	834	498	161	1037	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	1	27	4	0	3	2	834	498	161	1037	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.92	1.00	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	0.98	0.02	1.00	0.57	0.00	0.43	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1777	34	1599	994	0	746	1805	3610	1615	1805	3583	23
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.02	0.00	0.00	0.00	0.00	0.23	0.31	0.09	0.29	0.29
Crit Moves:	****					****			****	****		
Green/Cycle:	0.06	0.06	0.06	0.01	0.00	0.01	0.00	0.57	0.57	0.16	0.73	0.73
Volume/Cap:	0.54	0.54	0.28	0.54	0.00	0.54	0.40	0.41	0.54	0.54	0.40	0.40
Delay/Veh:	33.0	33.0	28.6	66.3	0.0	66.3	70.4	7.4	8.8	25.1	3.2	3.2
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:	33.0	33.0	28.6	66.3	0.0	66.3	70.4	7.4	8.8	25.1	3.2	3.2
LOS by Move:	C	C	C	E	A	E	E	A	A	C	A	A
HCM2kAvgQ:	2	2	1	1	0	1	0	4	6	3	4	4

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A AM

Intersection #3: Lakeside Dr/East Third Avenue



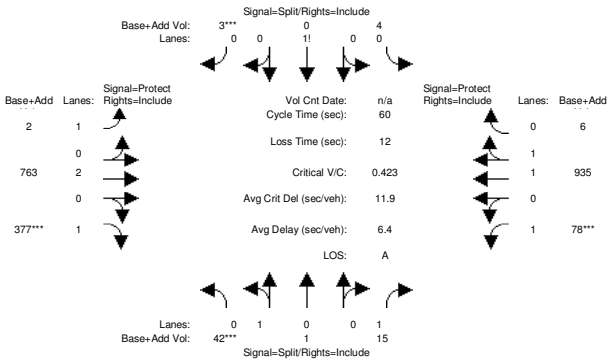
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	1	6	4	0	3	2	447	166	23	880	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1	6	4	0	3	2	447	166	23	880	6
Added Vol:	35	0	16	0	0	0	0	235	259	122	36	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	1	22	4	0	3	2	682	425	145	916	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	51	1	24	4	0	3	2	758	472	161	1018	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1	24	4	0	3	2	758	472	161	1018	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1	24	4	0	3	2	758	472	161	1018	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.92	1.00	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	0.98	0.02	1.00	0.57	0.00	0.43	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1772	39	1599	994	0	746	1805	3610	1615	1805	3583	23
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.02	0.00	0.00	0.00	0.00	0.21	0.29	0.09	0.28	0.28
Crit Moves:	****					****			****	****		
Green/Cycle:	0.06	0.06	0.06	0.01	0.00	0.01	0.00	0.56	0.56	0.17	0.73	0.73
Volume/Cap:	0.52	0.52	0.27	0.52	0.00	0.52	0.39	0.37	0.52	0.52	0.39	0.39
Delay/Veh:	32.3	32.3	28.9	58.2	0.0	58.2	68.3	7.3	8.6	24.1	3.1	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	32.3	28.9	58.2	0.0	58.2	68.3	7.3	8.6	24.1	3.1	3.1
LOS by Move:	C	C	C	E	A	E	E	A	A	C	A	A
HCM2kAvgQ:	2	2	1	1	0	1	0	4	5	3	4	4

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B AM

Intersection #3: Lakeside Dr/East Third Avenue



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	1	6	4	0	3	2	447	166	23	880	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:	11	1	6	4	0	3	2	447	166	23	880	6
Added Vol:	31	0	9	0	0	0	0	316	211	55	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	1	15	4	0	3	2	763	377	78	935	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	47	1	17	4	0	3	2	848	419	87	1039	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1	17	4	0	3	2	848	419	87	1039	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	1	17	4	0	3	2	848	419	87	1039	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.92	1.00	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	0.98	0.02	1.00	0.57	0.00	0.43	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1769	42	1599	994	0	746	1805	3610	1615	1805	3583	23
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.01	0.00	0.00	0.00	0.00	0.23	0.26	0.05	0.29	0.29
Crit Moves:	****					****			****	****		
Green/Cycle:	0.06	0.06	0.06	0.01	0.00	0.01	0.00	0.61	0.61	0.11	0.72	0.72
Volume/Cap:	0.42	0.42	0.17	0.42	0.00	0.42	0.40	0.38	0.42	0.42	0.40	0.40
Delay/Veh:	29.6	29.6	27.4	44.4	0.0	44.4	71.2	6.0	6.3	26.2	3.3	3.3
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:	29.6	29.6	27.4	44.4	0.0	44.4	71.2	6.0	6.3	26.2	3.3	3.3
LOS by Move:	C	C	C	D	A	D	E	A	A	C	A	A
HCM2kAvgQ:	1	1	0	1	0	1	0	4	4	1	4	4

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

Gilead Sciences EIR
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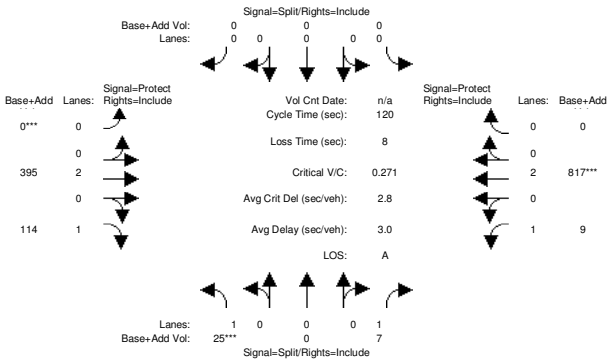
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #4: Marsh Dr/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	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	0	6	0	0	0	0	377	59	7	753	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:	2	0	6	0	0	0	0	377	59	7	753	0
Added Vol:	23	0	1	0	0	0	0	18	55	2	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	7	0	0	0	0	395	114	9	817	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	26	0	7	0	0	0	0	416	120	9	860	0
Reduct Vol:	0	0	1	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	6	0	0	0	0	416	120	9	860	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	0	6	0	0	0	0	416	120	9	860	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.07	0.01	0.24	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.05	0.00	0.05	0.00	0.00	0.00	0.00	0.84	0.84	0.04	0.88	0.00
Volume/Cap:	0.27	0.00	0.07	0.00	0.00	0.00	0.00	0.14	0.09	0.14	0.27	0.00
Delay/Veh:	56.0	0.0	54.3	0.0	0.0	0.0	0.0	1.7	1.7	56.7	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:	56.0	0.0	54.3	0.0	0.0	0.0	0.0	1.7	1.7	56.7	1.2	0.0
LOS by Move:	E	A	D	A	A	A	A	A	A	E	A	A
HCM2kAvgQ:	1	0	0	0	0	0	0	1	1	0	3	0

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

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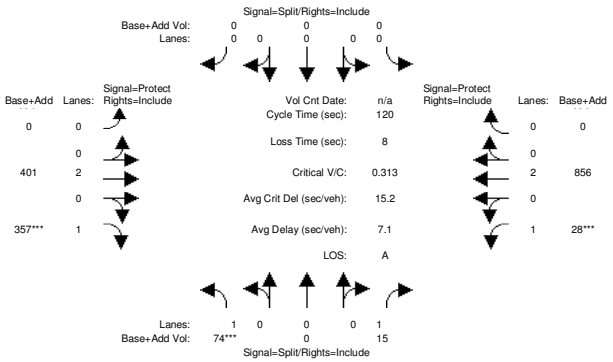
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project AM

Intersection #4: Marsh Dr/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	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	0	6	0	0	0	0	377	59	7	753	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:	2	0	6	0	0	0	0	377	59	7	753	0
Added Vol:	72	0	9	0	0	0	0	24	298	21	103	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	0	15	0	0	0	0	401	357	28	856	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	78	0	16	0	0	0	0	422	376	29	901	0
Reduct Vol:	0	0	1	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	0	15	0	0	0	0	422	376	29	901	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	0	15	0	0	0	0	422	376	29	901	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.01	0.00	0.00	0.00	0.00	0.12	0.23	0.02	0.25	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.14	0.00	0.14	0.00	0.00	0.00	0.00	0.74	0.74	0.05	0.80	0.00
Volume/Cap:	0.31	0.00	0.07	0.00	0.00	0.00	0.00	0.16	0.31	0.31	0.31	0.00
Delay/Veh:	47.3	0.0	45.1	0.0	0.0	0.0	0.0	4.5	5.3	56.7	3.4	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:	47.3	0.0	45.1	0.0	0.0	0.0	0.0	4.5	5.3	56.7	3.4	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	E	A	A
HCM2kAvgQ:	3	0	0	0	0	0	0	2	5	1	5	0

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

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Gilead Sciences EIR
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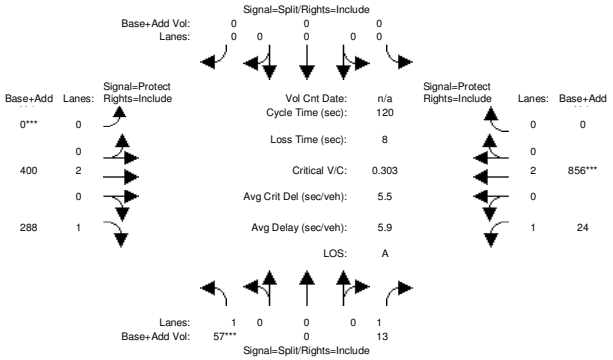
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A AM

Intersection #4: Marsh Dr/East Third Ave



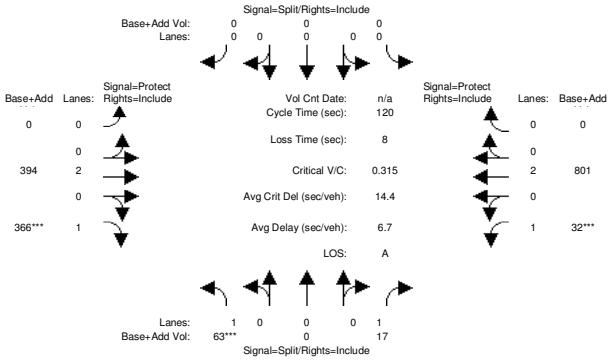
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	0	6	0	0	0	0	377	59	7	753	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	6	0	0	0	0	377	59	7	753	0
Added Vol:	55	0	7	0	0	0	0	23	229	17	103	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	0	13	0	0	0	0	400	288	24	856	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	60	0	14	0	0	0	0	421	303	25	901	0
Reduct Vol:	0	0	1	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	0	13	0	0	0	0	421	303	25	901	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	0	13	0	0	0	0	421	303	25	901	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.12	0.19	0.01	0.25	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.77	0.77	0.06	0.82	0.00
Volume/Cap:	0.30	0.00	0.07	0.00	0.00	0.00	0.00	0.15	0.24	0.24	0.30	0.00
Delay/Veh:	50.1	0.0	48.1	0.0	0.0	0.0	0.0	3.7	4.1	55.3	2.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	0.0	48.1	0.0	0.0	0.0	0.0	3.7	4.1	55.3	2.5	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	E	A	A
HCM2kAvgQ:	2	0	0	0	0	0	0	2	3	1	4	0

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B AM

Intersection #4: Marsh Dr/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	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	0	6	0	0	0	0	377	59	7	753	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:	2	0	6	0	0	0	0	377	59	7	753	0
Added Vol:	61	0	11	0	0	0	0	17	307	25	48	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	0	17	0	0	0	0	394	366	32	801	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	66	0	18	0	0	0	0	415	385	34	843	0
Reduct Vol:	0	0	1	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	0	17	0	0	0	0	415	385	34	843	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	0	17	0	0	0	0	415	385	34	843	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.01	0.00	0.00	0.00	0.00	0.11	0.24	0.02	0.23	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.76	0.76	0.06	0.82	0.00
Volume/Cap:	0.31	0.00	0.09	0.00	0.00	0.00	0.00	0.15	0.31	0.31	0.29	0.00
Delay/Veh:	49.5	0.0	47.5	0.0	0.0	0.0	0.0	4.0	4.8	55.8	2.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	0.0	47.5	0.0	0.0	0.0	0.0	4.0	4.8	55.8	2.7	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	E	A	A
HCM2kAvgQ:	2	0	1	0	0	0	0	2	4	1	4	0

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

Gilead Sciences EIR
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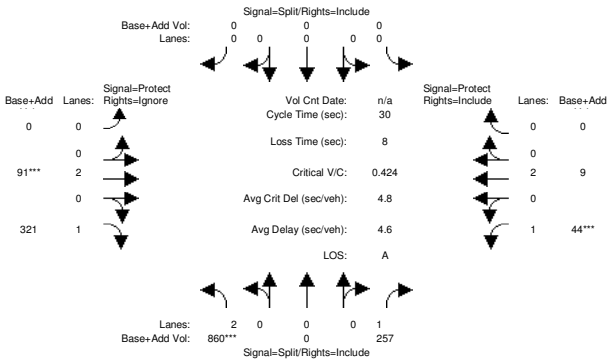
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #5: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	794	0	257	0	0	0	0	91	303	44	9	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:	794	0	257	0	0	0	0	91	303	44	9	0
Added Vol:	66	0	0	0	0	0	0	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	860	0	257	0	0	0	0	91	321	44	9	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	905	0	271	0	0	0	0	96	0	46	9	0
Reduct Vol:	0	0	69	0	0	0	0	0	0	0	0	0
Reduced Vol:	905	0	202	0	0	0	0	96	0	46	9	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:	905	0	202	0	0	0	0	96	0	46	9	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	1607	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.13	0.00	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.61	0.00	0.61	0.00	0.00	0.00	0.00	0.06	0.00	0.06	0.12	0.00
Volume/Cap:	0.42	0.00	0.21	0.00	0.00	0.00	0.00	0.42	0.00	0.42	0.02	0.00
Delay/Veh:	3.2	0.0	2.7	0.0	0.0	0.0	0.0	14.8	0.0	16.2	11.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.2	0.0	2.7	0.0	0.0	0.0	0.0	14.8	0.0	16.2	11.6	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	B	B	A
HCM2kAvgQ:	2	0	1	0	0	0	0	0	0	1	0	0

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

Gilead Sciences EIR
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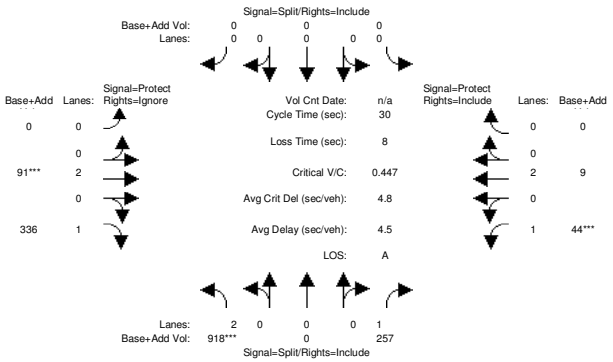
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project AM

Intersection #5: Foster City Blvd/East Third Ave



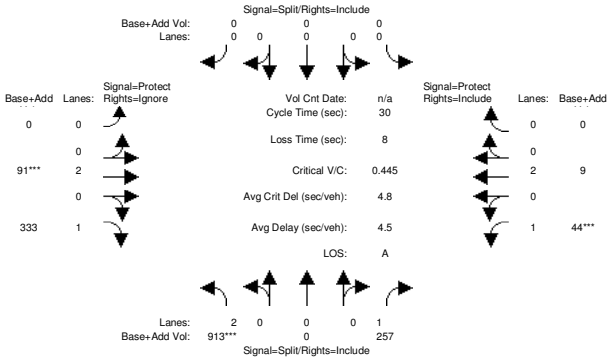
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	794	0	257	0	0	0	0	91	303	44	9	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	794	0	257	0	0	0	0	91	303	44	9	0
Added Vol:	124	0	0	0	0	0	0	0	33	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	918	0	257	0	0	0	0	91	336	44	9	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	966	0	271	0	0	0	0	96	0	46	9	0
Reduct Vol:	0	0	69	0	0	0	0	0	0	0	0	0
Reduced Vol:	966	0	202	0	0	0	0	96	0	46	9	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:	966	0	202	0	0	0	0	96	0	46	9	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	1607	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.13	0.00	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.62	0.00	0.62	0.00	0.00	0.00	0.00	0.06	0.00	0.06	0.12	0.00
Volume/Cap:	0.45	0.00	0.20	0.00	0.00	0.00	0.00	0.45	0.00	0.45	0.02	0.00
Delay/Veh:	3.2	0.0	2.6	0.0	0.0	0.0	0.0	15.1	0.0	16.7	11.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.2	0.0	2.6	0.0	0.0	0.0	0.0	15.1	0.0	16.7	11.8	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	B	B	A
HCM2kAvgQ:	2	0	1	0	0	0	0	0	0	1	0	0

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A AM

Intersection #5: Foster City Blvd/East Third Ave



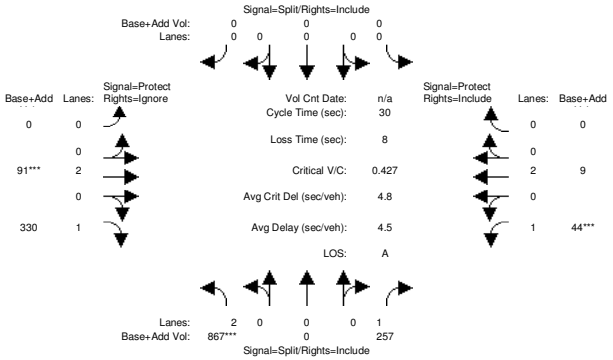
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	794	0	257	0	0	0	0	91	303	44	9	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	794	0	257	0	0	0	0	91	303	44	9	0
Added Vol:	119	0	0	0	0	0	0	0	30	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	913	0	257	0	0	0	0	91	333	44	9	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	961	0	271	0	0	0	0	96	0	46	9	0
Reduct Vol:	0	0	69	0	0	0	0	0	0	0	0	0
Reduced Vol:	961	0	202	0	0	0	0	96	0	46	9	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:	961	0	202	0	0	0	0	96	0	46	9	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	1607	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.13	0.00	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.62	0.00	0.62	0.00	0.00	0.00	0.00	0.06	0.00	0.06	0.12	0.00
Volume/Cap:	0.45	0.00	0.20	0.00	0.00	0.00	0.00	0.45	0.00	0.45	0.02	0.00
Delay/Veh:	3.2	0.0	2.6	0.0	0.0	0.0	0.0	15.1	0.0	16.7	11.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.2	0.0	2.6	0.0	0.0	0.0	0.0	15.1	0.0	16.7	11.7	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	B	B	A
HCM2kAvgQ:	2	0	1	0	0	0	0	0	0	1	0	0

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B AM

Intersection #5: Foster City Blvd/East Third Ave



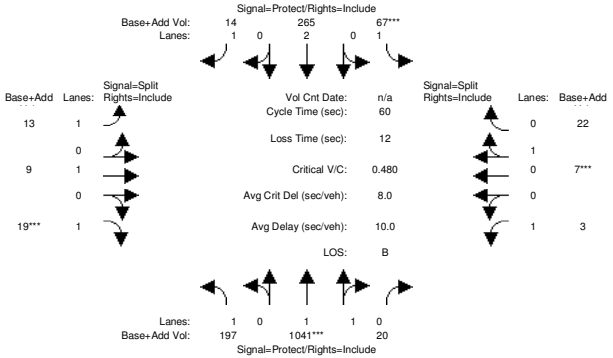
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	794	0	257	0	0	0	0	91	303	44	9	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	794	0	257	0	0	0	0	91	303	44	9	0
Added Vol:	73	0	0	0	0	0	0	0	27	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	867	0	257	0	0	0	0	91	330	44	9	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	913	0	271	0	0	0	0	96	0	46	9	0
Reduct Vol:	0	0	69	0	0	0	0	0	0	0	0	0
Reduced Vol:	913	0	202	0	0	0	0	96	0	46	9	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:	913	0	202	0	0	0	0	96	0	46	9	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	1607	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.13	0.00	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.61	0.00	0.61	0.00	0.00	0.00	0.00	0.06	0.00	0.06	0.12	0.00
Volume/Cap:	0.43	0.00	0.21	0.00	0.00	0.00	0.00	0.43	0.00	0.43	0.02	0.00
Delay/Veh:	3.2	0.0	2.7	0.0	0.0	0.0	0.0	14.9	0.0	16.3	11.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.2	0.0	2.7	0.0	0.0	0.0	0.0	14.9	0.0	16.3	11.6	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	B	B	A
HCM2kAvgQ:	2	0	1	0	0	0	0	0	0	1	0	0

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

Gilead Sciences EIR
SF12-0606

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

Intersection #6: Foster City Blvd/Vintage - Chess



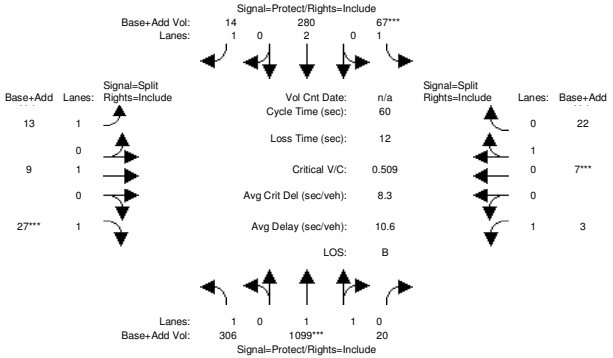
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	188	975	20	67	247	14	13	9	18	3	7	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	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:	9	66	0	0	18	0	0	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	1041	20	67	265	14	13	9	19	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	210	1107	21	71	282	15	14	10	20	3	7	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	1107	21	71	282	15	14	10	20	3	7	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	1107	21	71	282	15	14	10	20	3	7	23
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	0.82	0.95	1.00	0.83	0.95	0.89	0.87
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	3531	68	1805	3610	1552	1805	1900	1583	1805	402	1265
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.31	0.04	0.08	0.01	0.01	0.01	0.01	0.00	0.02	0.02
Crit Moves:		****		****					****		****	
Green/Cycle:	0.44	0.65	0.65	0.08	0.30	0.30	0.03	0.03	0.03	0.04	0.04	0.04
Volume/Cap:	0.26	0.48	0.48	0.48	0.26	0.03	0.29	0.19	0.48	0.05	0.48	0.48
Delay/Veh:	10.8	5.4	5.4	28.8	16.3	15.1	32.0	30.4	37.2	28.1	33.8	33.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	5.4	5.4	28.8	16.3	15.1	32.0	30.4	37.2	28.1	33.8	33.8
LOS by Move:	B	A	A	C	B	B	C	C	D	C	C	C
HCM2kAvgQ:	3	6	6	1	2	0	1	0	1	0	1	1

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project AM

Intersection #6: Foster City Blvd/Vintage - Chess



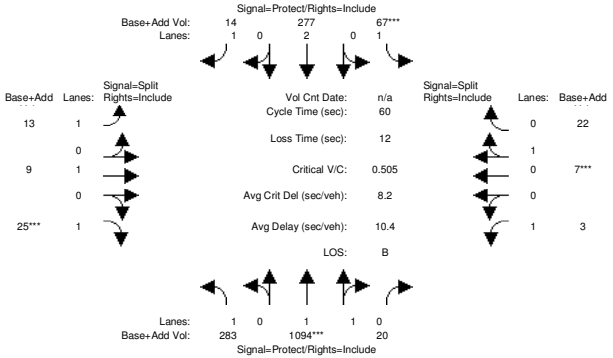
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	188	975	20	67	247	14	13	9	18	3	7	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	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:	118	124	0	0	33	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	1099	20	67	280	14	13	9	27	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	326	1169	21	71	298	15	14	10	29	3	7	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1169	21	71	298	15	14	10	29	3	7	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	1169	21	71	298	15	14	10	29	3	7	23
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	0.82	0.95	1.00	0.83	0.95	0.89	0.87
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	3535	64	1805	3610	1552	1805	1900	1583	1805	402	1265
Capacity Analysis Module:												
Vol/Sat:	0.18	0.33	0.33	0.04	0.08	0.01	0.01	0.01	0.02	0.00	0.02	0.02
Crit Moves:		****		****					****		****	
Green/Cycle:	0.50	0.65	0.65	0.08	0.23	0.23	0.04	0.04	0.04	0.04	0.04	0.04
Volume/Cap:	0.36	0.51	0.51	0.51	0.36	0.04	0.21	0.14	0.51	0.05	0.51	0.51
Delay/Veh:	9.4	5.7	5.7	29.6	19.7	18.1	29.8	29.0	35.9	28.2	35.3	35.3
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:	9.4	5.7	5.7	29.6	19.7	18.1	29.8	29.0	35.9	28.2	35.3	35.3
LOS by Move:	A	A	A	C	B	B	C	C	D	C	D	D
HCM2kAvgQ:	4	6	6	1	2	0	0	0	1	0	1	1

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A AM

Intersection #6: Foster City Blvd/Vintage - Chess



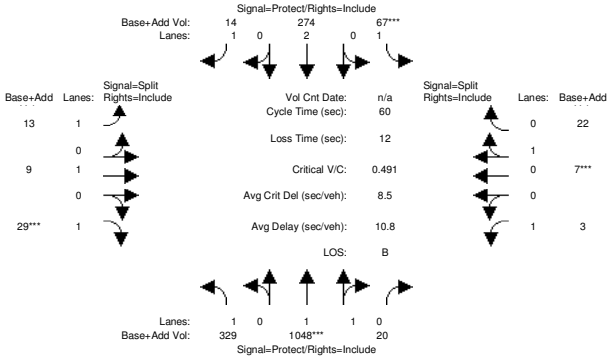
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	188	975	20	67	247	14	13	9	18	3	7	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	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:	95	119	0	0	30	0	0	0	7	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	1094	20	67	277	14	13	9	25	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	301	1164	21	71	295	15	14	10	27	3	7	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	1164	21	71	295	15	14	10	27	3	7	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	301	1164	21	71	295	15	14	10	27	3	7	23
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	0.82	0.95	1.00	0.83	0.95	0.89	0.87
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	3534	65	1805	3610	1552	1805	1900	1583	1805	402	1265
Capacity Analysis Module:												
Vol/Sat:	0.17	0.33	0.33	0.04	0.08	0.01	0.01	0.01	0.02	0.00	0.02	0.02
Crit Moves:		****		****					****		****	
Green/Cycle:	0.49	0.65	0.65	0.08	0.24	0.24	0.03	0.03	0.03	0.04	0.04	0.04
Volume/Cap:	0.34	0.51	0.51	0.51	0.34	0.04	0.23	0.15	0.51	0.05	0.51	0.51
Delay/Veh:	9.6	5.6	5.6	29.5	19.1	17.5	30.2	29.3	36.2	28.2	35.0	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.6	5.6	5.6	29.5	19.1	17.5	30.2	29.3	36.2	28.2	35.0	35.0
LOS by Move:	A	A	A	C	B	B	C	C	D	C	D	D
HCM2kAvgQ:	4	6	6	1	2	0	1	0	1	0	1	1

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B AM

Intersection #6: Foster City Blvd/Vintage - Chess



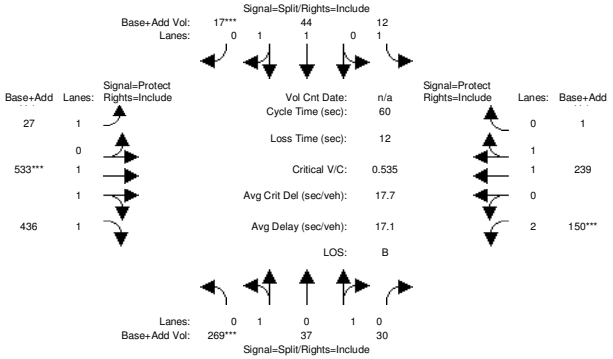
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	188	975	20	67	247	14	13	9	18	3	7	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	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:	141	73	0	0	27	0	0	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	1048	20	67	274	14	13	9	29	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	350	1115	21	71	291	15	14	10	31	3	7	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	1115	21	71	291	15	14	10	31	3	7	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	1115	21	71	291	15	14	10	31	3	7	23
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	0.82	0.95	1.00	0.83	0.95	0.89	0.87
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	3532	67	1805	3610	1552	1805	1900	1583	1805	402	1265
Capacity Analysis Module:												
Vol/Sat:	0.19	0.32	0.32	0.04	0.08	0.01	0.01	0.01	0.02	0.00	0.02	0.02
Crit Moves:		****		****					****		****	
Green/Cycle:	0.51	0.64	0.64	0.08	0.21	0.21	0.04	0.04	0.04	0.04	0.04	0.04
Volume/Cap:	0.38	0.49	0.49	0.49	0.38	0.05	0.19	0.13	0.49	0.05	0.49	0.49
Delay/Veh:	9.2	5.8	5.8	29.0	20.6	18.8	29.2	28.6	34.2	28.1	34.2	34.2
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:	9.2	5.8	5.8	29.0	20.6	18.8	29.2	28.6	34.2	28.1	34.2	34.2
LOS by Move:	A	A	A	C	C	B	C	C	C	C	C	C
HCM2kAvgQ:	4	6	6	1	2	0	0	0	1	0	1	1

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

Gilead Sciences EIR
SF12-0606

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

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



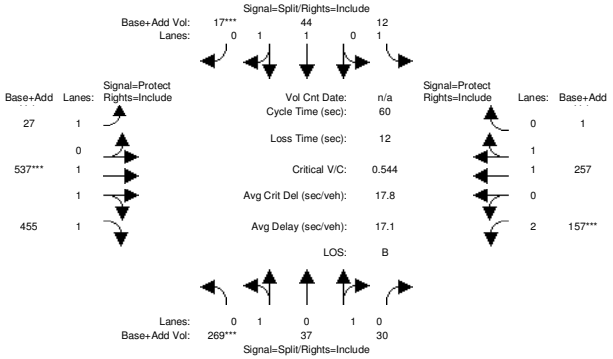
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	269	36	30	12	44	17	27	518	423	143	222	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	36	30	12	44	17	27	518	423	143	222	1
Added Vol:	0	1	0	0	0	0	0	15	13	7	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	37	30	12	44	17	27	533	436	150	239	1
User Adj:	1.00	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:	280	39	31	13	46	18	28	555	454	156	249	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	39	31	13	46	18	28	555	454	156	249	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	39	31	13	46	18	28	555	454	156	249	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.95	0.91	0.91	0.95	0.89	0.87	0.92	0.95	0.95
Lanes:	1.00	0.55	0.45	1.00	1.44	0.56	1.00	1.64	1.36	2.00	1.99	0.01
Final Sat.:	1712	945	766	1805	2491	963	1805	2757	2255	3502	3591	15
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.04	0.01	0.02	0.02	0.02	0.20	0.20	0.04	0.07	0.07
Crit Moves:	****					****		****		****		
Green/Cycle:	0.31	0.31	0.31	0.03	0.03	0.03	0.08	0.38	0.38	0.08	0.38	0.38
Volume/Cap:	0.54	0.13	0.13	0.20	0.54	0.54	0.18	0.54	0.54	0.54	0.18	0.18
Delay/Veh:	18.2	15.1	15.1	29.8	33.2	33.2	26.1	14.9	14.9	28.3	12.6	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.2	15.1	15.1	29.8	33.2	33.2	26.1	14.9	14.9	28.3	12.6	12.6
LOS by Move:	B	B	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	5	1	1	0	1	1	0	5	5	2	2	2

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project AM

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



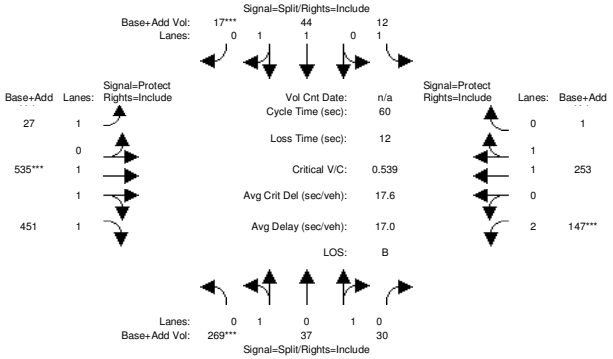
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	269	36	30	12	44	17	27	518	423	143	222	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	36	30	12	44	17	27	518	423	143	222	1
Added Vol:	0	1	0	0	0	0	0	19	32	14	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	37	30	12	44	17	27	537	455	157	257	1
User Adj:	1.00	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:	280	39	31	13	46	18	28	559	474	164	268	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	39	31	13	46	18	28	559	474	164	268	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	39	31	13	46	18	28	559	474	164	268	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.95	0.91	0.91	0.95	0.88	0.87	0.92	0.95	0.95
Lanes:	1.00	0.55	0.45	1.00	1.44	0.56	1.00	1.61	1.39	2.00	1.99	0.01
Final Sat.:	1712	945	766	1805	2491	963	1805	2706	2293	3502	3592	14
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.04	0.01	0.02	0.02	0.02	0.21	0.21	0.05	0.07	0.07
Crit Moves:	****					****		****		****		
Green/Cycle:	0.30	0.30	0.30	0.03	0.03	0.03	0.08	0.38	0.38	0.09	0.39	0.39
Volume/Cap:	0.54	0.14	0.14	0.20	0.54	0.54	0.19	0.54	0.54	0.54	0.19	0.19
Delay/Veh:	18.5	15.3	15.3	29.9	33.8	33.8	26.4	14.9	14.9	28.4	12.3	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:	18.5	15.3	15.3	29.9	33.8	33.8	26.4	14.9	14.9	28.4	12.3	12.3
LOS by Move:	B	B	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	5	1	1	0	1	1	0	5	5	2	2	2

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A AM

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	269	36	30	12	44	17	27	518	423	143	222	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	36	30	12	44	17	27	518	423	143	222	1
Added Vol:	0	1	0	0	0	0	0	17	28	4	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	37	30	12	44	17	27	535	451	147	253	1
User Adj:	1.00	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:	280	39	31	13	46	18	28	557	470	153	264	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	39	31	13	46	18	28	557	470	153	264	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	39	31	13	46	18	28	557	470	153	264	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.95	0.91	0.91	0.95	0.88	0.87	0.92	0.95	0.95
Lanes:	1.00	0.55	0.45	1.00	1.44	0.56	1.00	1.61	1.39	2.00	1.99	0.01
Final Sat.:	1712	945	766	1805	2491	963	1805	2713	2287	3502	3592	14
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.04	0.01	0.02	0.02	0.02	0.21	0.21	0.04	0.07	0.07
Crit Moves:	****					****		****		****		
Green/Cycle:	0.30	0.30	0.30	0.03	0.03	0.03	0.08	0.38	0.38	0.08	0.38	0.38
Volume/Cap:	0.54	0.13	0.13	0.20	0.54	0.54	0.19	0.54	0.54	0.54	0.19	0.19
Delay/Veh:	18.3	15.2	15.2	29.8	33.4	33.4	26.4	14.8	14.8	28.6	12.5	12.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.3	15.2	15.2	29.8	33.4	33.4	26.4	14.8	14.8	28.6	12.5	12.5
LOS by Move:	B	B	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	5	1	1	0	1	1	0	5	5	2	2	2

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

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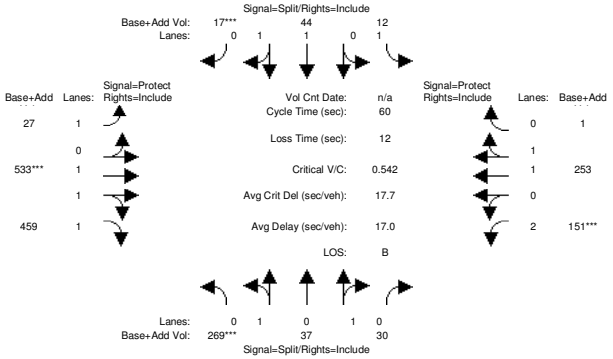
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B AM

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	269	36	30	12	44	17	27	518	423	143	222	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	36	30	12	44	17	27	518	423	143	222	1
Added Vol:	0	1	0	0	0	0	0	15	36	8	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	37	30	12	44	17	27	533	459	151	253	1
User Adj:	1.00	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:	280	39	31	13	46	18	28	555	478	157	264	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	39	31	13	46	18	28	555	478	157	264	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	39	31	13	46	18	28	555	478	157	264	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.95	0.91	0.91	0.95	0.88	0.87	0.92	0.95	0.95
Lanes:	1.00	0.55	0.45	1.00	1.44	0.56	1.00	1.60	1.40	2.00	1.99	0.01
Final Sat.:	1712	945	766	1805	2491	963	1805	2686	2313	3502	3592	14
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.04	0.01	0.02	0.02	0.02	0.21	0.21	0.04	0.07	0.07
Crit Moves:	****					****		****		****		
Green/Cycle:	0.30	0.30	0.30	0.03	0.03	0.03	0.08	0.38	0.38	0.08	0.38	0.38
Volume/Cap:	0.54	0.14	0.14	0.20	0.54	0.54	0.19	0.54	0.54	0.54	0.19	0.19
Delay/Veh:	18.4	15.3	15.3	29.8	33.6	33.6	26.4	14.8	14.8	28.5	12.4	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.4	15.3	15.3	29.8	33.6	33.6	26.4	14.8	14.8	28.5	12.4	12.4
LOS by Move:	B	B	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	5	1	1	0	1	1	0	5	5	2	2	2

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

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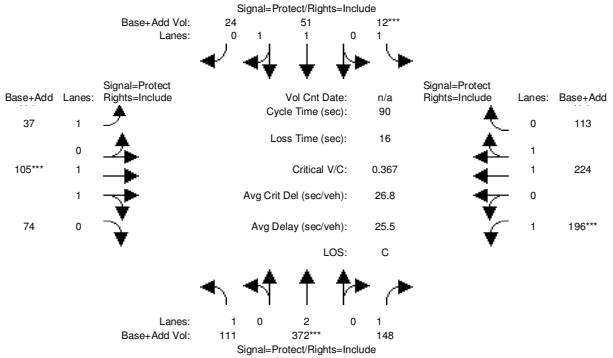
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #8: Vintage Park Dr/Chess Dr



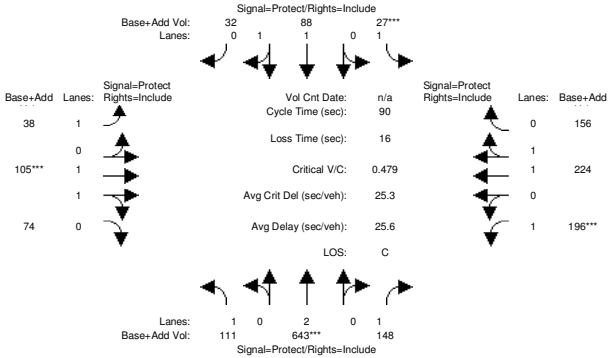
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	106	281	148	11	39	16	31	103	72	196	219	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	281	148	11	39	16	31	103	72	196	219	97
Added Vol:	5	91	0	1	12	8	6	2	2	0	5	16
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	372	148	12	51	24	37	105	74	196	224	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	123	413	164	13	57	27	41	117	82	218	249	126
Reduct Vol:	0	0	90	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	413	74	13	57	27	41	117	82	218	249	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	413	74	13	57	27	41	117	82	218	249	126
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	0.90	0.90	0.95	0.89	0.88	0.95	0.90	0.89
Lanes:	1.00	2.00	1.00	1.00	1.36	0.64	1.00	1.17	0.83	1.00	1.32	0.68
Final Sat.:	1805	3610	1567	1805	2330	1096	1805	1978	1394	1805	2272	1146
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.05	0.01	0.02	0.02	0.02	0.06	0.06	0.12	0.11	0.11
Crit Moves:		****		****				****		****		
Green/Cycle:	0.25	0.31	0.31	0.02	0.09	0.09	0.08	0.16	0.16	0.33	0.41	0.41
Volume/Cap:	0.28	0.37	0.15	0.37	0.28	0.28	0.27	0.37	0.37	0.37	0.27	0.27
Delay/Veh:	27.9	24.2	22.5	49.7	38.9	38.9	39.6	34.1	34.1	23.4	18.0	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	24.2	22.5	49.7	38.9	38.9	39.6	34.1	34.1	23.4	18.0	18.0
LOS by Move:	C	C	C	D	D	D	D	C	C	C	B	B
HCM2kAvgQ:	3	4	1	1	1	1	1	3	3	4	4	3

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project AM

Intersection #8: Vintage Park Dr/Chess Dr



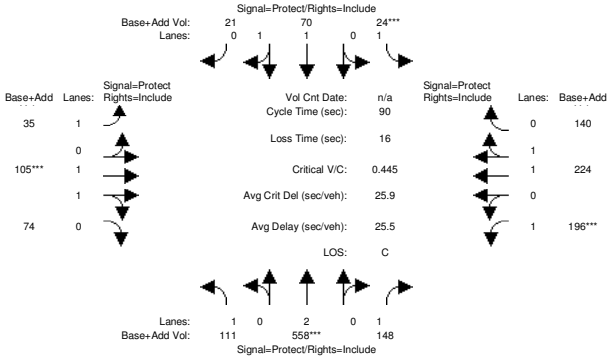
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	106	281	148	11	39	16	31	103	72	196	219	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	281	148	11	39	16	31	103	72	196	219	97
Added Vol:	5	362	0	16	49	16	7	2	2	0	5	59
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	643	148	27	88	32	38	105	74	196	224	156
User Adj:	1.00	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:	123	714	164	30	98	36	42	117	82	218	249	173
Reduct Vol:	0	0	90	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	714	74	30	98	36	42	117	82	218	249	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	714	74	30	98	36	42	117	82	218	249	173
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	0.89	0.88
Lanes:	1.00	2.00	1.00	1.00	1.46	0.54	1.00	1.17	0.83	1.00	1.17	0.83
Final Sat.:	1805	3610	1567	1805	2536	922	1805	1978	1394	1805	1986	1383
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.05	0.02	0.04	0.04	0.02	0.06	0.06	0.12	0.13	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.29	0.41	0.41	0.03	0.16	0.16	0.06	0.12	0.12	0.25	0.32	0.32
Volume/Cap:	0.24	0.48	0.12	0.48	0.24	0.24	0.40	0.48	0.48	0.48	0.40	0.40
Delay/Veh:	24.9	19.6	16.4	48.3	33.1	33.1	43.2	37.7	37.7	29.5	24.3	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.9	19.6	16.4	48.3	33.1	33.1	43.2	37.7	37.7	29.5	24.3	24.3
LOS by Move:	C	B	B	D	C	C	D	D	D	C	C	C
HCM2kAvgQ:	2	7	1	2	2	2	2	3	3	5	5	5

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A AM

Intersection #8: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	106	281	148	11	39	16	31	103	72	196	219	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	281	148	11	39	16	31	103	72	196	219	97
Added Vol:	5	277	0	13	31	5	4	2	2	0	5	43
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	558	148	24	70	21	35	105	74	196	224	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	123	620	164	27	78	23	39	117	82	218	249	156
Reduct Vol:	0	0	90	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	620	74	27	78	23	39	117	82	218	249	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	620	74	27	78	23	39	117	82	218	249	156
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	0.91	0.95	0.89	0.88	0.95	0.89	0.88
Lanes:	1.00	2.00	1.00	1.00	1.54	0.46	1.00	1.17	0.83	1.00	1.23	0.77
Final Sat.:	1805	3610	1567	1805	2676	803	1805	1978	1394	1805	2083	1302
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.05	0.01	0.03	0.03	0.02	0.06	0.06	0.12	0.12	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.29	0.39	0.39	0.03	0.13	0.13	0.06	0.13	0.13	0.27	0.34	0.34
Volume/Cap:	0.23	0.45	0.12	0.45	0.23	0.23	0.35	0.45	0.45	0.45	0.35	0.35
Delay/Veh:	24.3	20.7	17.9	47.9	35.8	35.8	42.4	36.7	36.7	27.9	22.3	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	20.7	17.9	47.9	35.8	35.8	42.4	36.7	36.7	27.9	22.3	22.3
LOS by Move:	C	C	B	D	D	D	D	D	D	C	C	C
HCM2kAvgQ:	2	6	1	1	1	1	1	3	3	5	4	4

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

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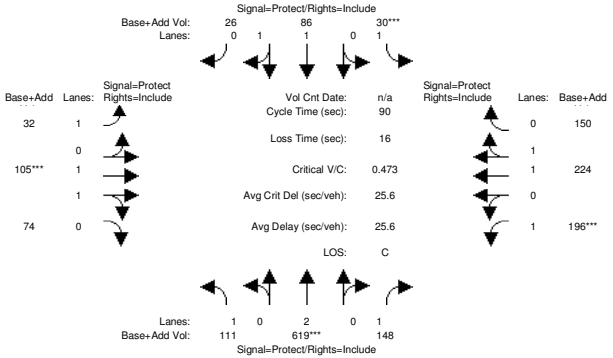
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B AM

Intersection #8: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	106	281	148	11	39	16	31	103	72	196	219	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	281	148	11	39	16	31	103	72	196	219	97
Added Vol:	5	338	0	19	47	10	1	2	2	0	5	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	619	148	30	86	26	32	105	74	196	224	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	123	688	164	33	96	29	36	117	82	218	249	167
Reduct Vol:	0	0	90	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	688	74	33	96	29	36	117	82	218	249	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:	123	688	74	33	96	29	36	117	82	218	249	167
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	0.91	0.95	0.89	0.88	0.95	0.89	0.88
Lanes:	1.00	2.00	1.00	1.00	1.53	0.47	1.00	1.17	0.83	1.00	1.19	0.81
Final Sat.:	1805	3610	1567	1805	2671	807	1805	1978	1394	1805	2023	1354
Capacity Analysis Module:												
Vol/Sat:	0.07	0.19	0.05	0.02	0.04	0.04	0.02	0.06	0.06	0.12	0.12	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.29	0.40	0.40	0.04	0.15	0.15	0.05	0.12	0.12	0.26	0.33	0.33
Volume/Cap:	0.24	0.47	0.12	0.47	0.24	0.24	0.38	0.47	0.47	0.47	0.38	0.38
Delay/Veh:	24.6	20.1	16.9	47.3	33.8	33.8	43.7	37.5	37.5	29.2	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	20.1	16.9	47.3	33.8	33.8	43.7	37.5	37.5	29.2	23.4	23.4
LOS by Move:	C	C	B	D	C	C	D	D	D	C	C	C
HCM2kAvgQ:	2	7	1	2	2	2	1	3	3	5	5	4

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

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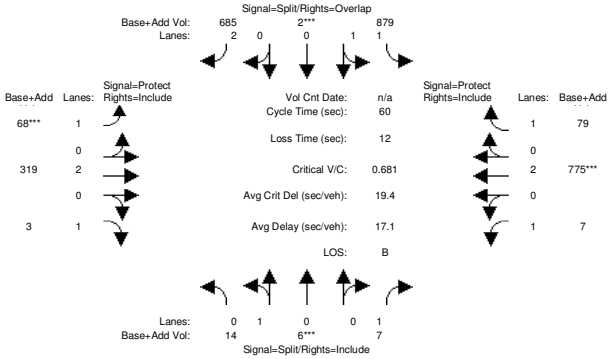
Gilead Sciences EIR
SF12-0606

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

Intersection #11: SR 92 Eastbound Ramps/Edgewater Blvd



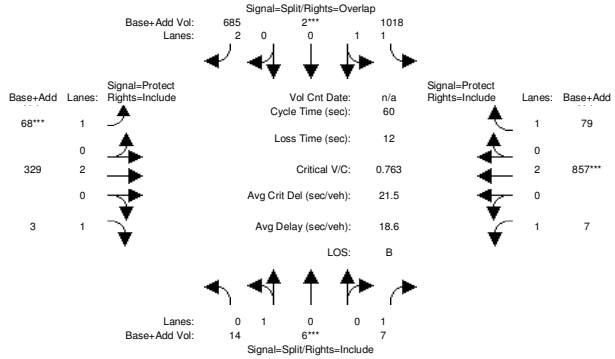
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	14	6	7	836	2	683	63	291	3	7	707	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	6	7	836	2	683	63	291	3	7	707	79
Added Vol:	0	0	0	43	0	2	5	28	0	0	68	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	6	7	879	2	685	68	319	3	7	775	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	15	6	8	945	2	737	73	343	3	8	833	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	6	8	945	2	737	73	343	3	8	833	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	6	8	945	2	737	73	343	3	8	833	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
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	1588	3609	8	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.26	0.26	0.27	0.04	0.10	0.00	0.00	0.23	0.05
Crit Moves:		****			****		****				****	
Green/Cycle:	0.02	0.02	0.02	0.38	0.38	0.44	0.06	0.38	0.38	0.02	0.34	0.34
Volume/Cap:	0.68	0.68	0.28	0.68	0.68	0.60	0.68	0.25	0.01	0.25	0.68	0.16
Delay/Veh:	76.1	76.1	34.5	16.8	16.8	13.5	44.1	12.8	11.5	33.4	18.6	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.1	76.1	34.5	16.8	16.8	13.5	44.1	12.8	11.5	33.4	18.6	14.0
LOS by Move:	E	E	C	B	B	B	D	B	B	C	B	B
HCM2kAvgQ:	1	1	0	9	9	7	1	2	0	0	7	1

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project AM

Intersection #11: SR 92 Eastbound Ramps/Edgewater Blvd



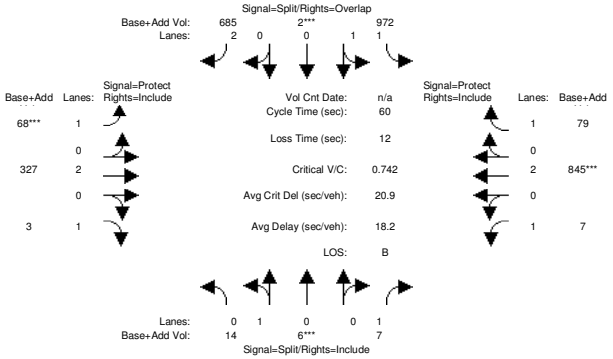
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	14	6	7	836	2	683	63	291	3	7	707	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	6	7	836	2	683	63	291	3	7	707	79
Added Vol:	0	0	0	182	0	2	5	38	0	0	150	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	6	7	1018	2	685	68	329	3	7	857	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	15	6	8	1095	2	737	73	354	3	8	922	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	6	8	1095	2	737	73	354	3	8	922	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	6	8	1095	2	737	73	354	3	8	922	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
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	1588	3611	7	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.30	0.30	0.27	0.04	0.10	0.00	0.00	0.26	0.05
Crit Moves:		****			****		****				****	
Green/Cycle:	0.02	0.02	0.02	0.40	0.40	0.45	0.05	0.37	0.37	0.02	0.33	0.33
Volume/Cap:	0.76	0.76	0.31	0.76	0.76	0.59	0.76	0.26	0.01	0.26	0.76	0.16
Delay/Veh:	105.1	105	36.3	18.1	18.1	13.1	57.8	13.2	11.9	34.1	20.8	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.1	105	36.3	18.1	18.1	13.1	57.8	13.2	11.9	34.1	20.8	14.2
LOS by Move:	F	F	D	B	B	B	E	B	B	C	C	B
HCM2kAvgQ:	2	2	1	11	11	7	2	2	0	0	8	1

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A AM

Intersection #11: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	14	6	7	836	2	683	63	291	3	7	707	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	6	7	836	2	683	63	291	3	7	707	79
Added Vol:	0	0	0	136	0	2	5	36	0	0	138	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	6	7	972	2	685	68	327	3	7	845	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	15	6	8	1045	2	737	73	352	3	8	909	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	6	8	1045	2	737	73	352	3	8	909	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	6	8	1045	2	737	73	352	3	8	909	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
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	1588	3610	7	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.29	0.29	0.27	0.04	0.10	0.00	0.00	0.25	0.05
Crit Moves:		****			****		****				****	
Green/Cycle:	0.02	0.02	0.02	0.39	0.39	0.44	0.05	0.38	0.38	0.02	0.34	0.34
Volume/Cap:	0.74	0.74	0.30	0.74	0.74	0.60	0.74	0.26	0.01	0.26	0.74	0.16
Delay/Veh:	96.9	96.9	35.8	17.8	17.8	13.4	53.7	13.0	11.6	33.8	20.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.9	96.9	35.8	17.8	17.8	13.4	53.7	13.0	11.6	33.8	20.0	14.0
LOS by Move:	F	F	D	B	B	B	D	B	B	C	B	B
HCM2kAvgQ:	2	2	0	10	10	7	2	2	0	0	8	1

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

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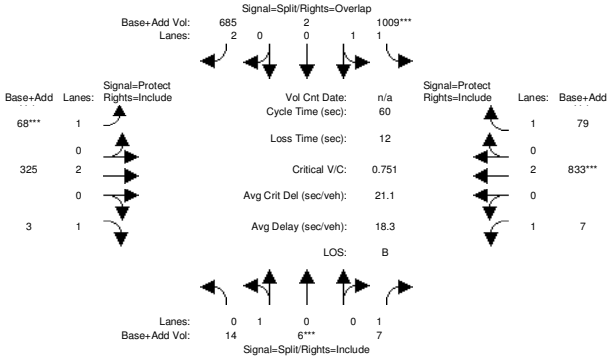
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B AM

Intersection #11: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	14	6	7	836	2	683	63	291	3	7	707	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	6	7	836	2	683	63	291	3	7	707	79
Added Vol:	0	0	0	173	0	2	5	34	0	0	126	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	6	7	1009	2	685	68	325	3	7	833	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	15	6	8	1085	2	737	73	349	3	8	896	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	6	8	1085	2	737	73	349	3	8	896	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	6	8	1085	2	737	73	349	3	8	896	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
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	1588	3610	7	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.30	0.30	0.27	0.04	0.10	0.00	0.00	0.25	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.02	0.02	0.02	0.40	0.40	0.45	0.05	0.37	0.37	0.02	0.33	0.33
Volume/Cap:	0.75	0.75	0.30	0.75	0.75	0.59	0.75	0.26	0.01	0.26	0.75	0.16
Delay/Veh:	100.4	100	36.0	17.7	17.7	12.9	55.4	13.4	12.0	34.0	20.6	14.4
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:	100.4	100	36.0	17.7	17.7	12.9	55.4	13.4	12.0	34.0	20.6	14.4
LOS by Move:	F	F	D	B	B	B	E	B	B	C	C	B
HCM2kAvgQ:	2	2	0	10	10	7	2	2	0	0	8	1

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

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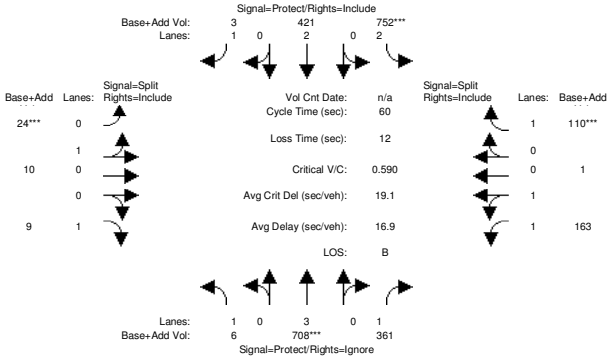
Gilead Sciences EIR
SF12-0606

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

Intersection #12: Metro Center Blvd/Edgewater Blvd



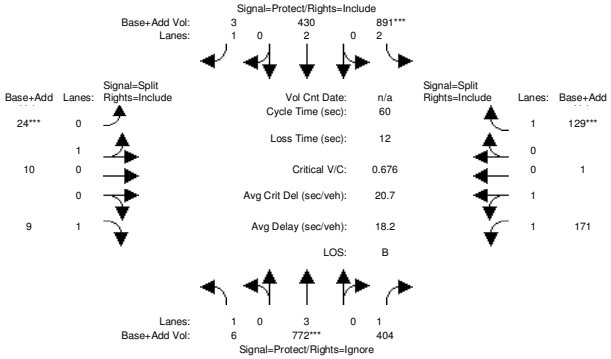
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	663	293	690	411	3	24	10	9	91	1	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	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	45	68	62	10	0	0	0	0	72	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	708	361	752	421	3	24	10	9	163	1	110
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	761	0	809	453	3	26	11	10	175	1	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	761	0	809	453	3	26	11	10	175	1	118
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	761	0	809	453	3	26	11	10	175	1	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.97	0.97	0.84	0.95	0.95	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.71	0.29	1.00	1.99	0.01	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	1296	540	1591	3599	22	1594
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.23	0.13	0.00	0.02	0.02	0.01	0.05	0.05	0.07
Crit Moves:		****		****			****					****
Green/Cycle:	0.02	0.25	0.00	0.39	0.62	0.62	0.03	0.03	0.03	0.13	0.13	0.13
Volume/Cap:	0.20	0.59	0.00	0.59	0.20	0.00	0.59	0.59	0.18	0.39	0.39	0.59
Delay/Veh:	32.1	20.6	0.0	15.1	4.9	4.3	42.7	42.7	29.8	24.6	24.6	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	20.6	0.0	15.1	4.9	4.3	42.7	42.7	29.8	24.6	24.6	29.3
LOS by Move:	C	C	A	B	A	A	D	D	C	C	C	C
HCM2kAvgQ:	0	5	0	6	2	0	2	2	0	2	2	3

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project AM

Intersection #12: Metro Center Blvd/Edgewater Blvd



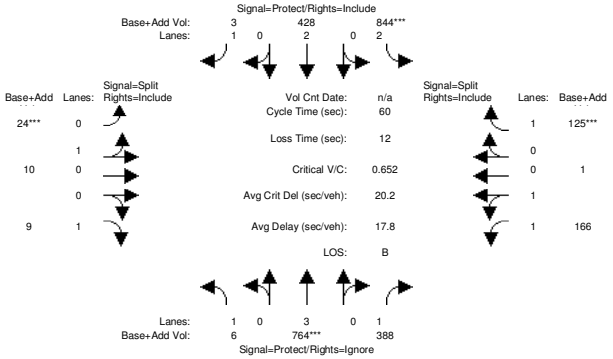
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	663	293	690	411	3	24	10	9	91	1	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	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	109	111	201	19	0	0	0	0	80	0	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	772	404	891	430	3	24	10	9	171	1	129
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	830	0	958	462	3	26	11	10	184	1	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	830	0	958	462	3	26	11	10	184	1	139
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	830	0	958	462	3	26	11	10	184	1	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.97	0.97	0.84	0.95	0.95	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.71	0.29	1.00	1.99	0.01	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	1296	540	1591	3600	21	1594
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.27	0.13	0.00	0.02	0.02	0.01	0.05	0.05	0.09
Crit Moves:		****		****			****					****
Green/Cycle:	0.02	0.24	0.00	0.40	0.62	0.62	0.03	0.03	0.03	0.13	0.13	0.13
Volume/Cap:	0.21	0.68	0.00	0.68	0.21	0.00	0.68	0.68	0.21	0.40	0.40	0.68
Delay/Veh:	32.3	22.3	0.0	15.9	4.9	4.2	57.8	57.8	30.6	24.6	24.6	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	22.3	0.0	15.9	4.9	4.2	57.8	57.8	30.6	24.6	24.6	33.6
LOS by Move:	C	C	A	B	A	A	E	E	C	C	C	C
HCM2kAvgQ:	0	6	0	7	2	0	2	2	0	2	2	4

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A AM

Intersection #12: Metro Center Blvd/Edgewater Blvd



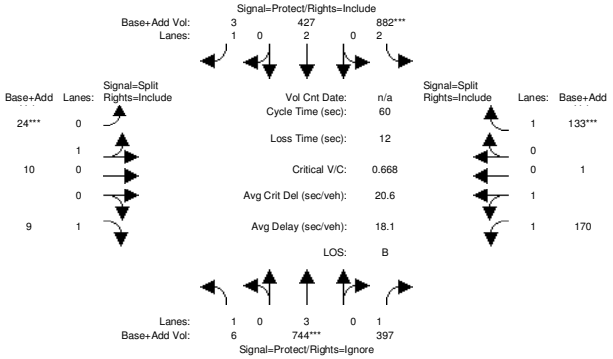
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	663	293	690	411	3	24	10	9	91	1	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	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	101	95	154	17	0	0	0	0	75	0	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	764	388	844	428	3	24	10	9	166	1	125
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	822	0	908	460	3	26	11	10	178	1	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	822	0	908	460	3	26	11	10	178	1	134
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	822	0	908	460	3	26	11	10	178	1	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.97	0.97	0.84	0.95	0.95	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.71	0.29	1.00	1.99	0.01	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	1296	540	1591	3600	22	1594
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.26	0.13	0.00	0.02	0.02	0.01	0.05	0.05	0.08
Crit Moves:		****		****			****					****
Green/Cycle:	0.02	0.24	0.00	0.40	0.62	0.62	0.03	0.03	0.03	0.13	0.13	0.13
Volume/Cap:	0.20	0.65	0.00	0.65	0.20	0.00	0.65	0.65	0.20	0.38	0.38	0.65
Delay/Veh:	32.3	21.7	0.0	15.8	4.9	4.3	53.0	53.0	30.4	24.5	24.5	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	21.7	0.0	15.8	4.9	4.3	53.0	53.0	30.4	24.5	24.5	32.1
LOS by Move:	C	C	A	B	A	A	D	D	C	C	C	C
HCM2kAvgQ:	0	6	0	7	2	0	2	2	0	2	2	4

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B AM

Intersection #12: Metro Center Blvd/Edgewater Blvd



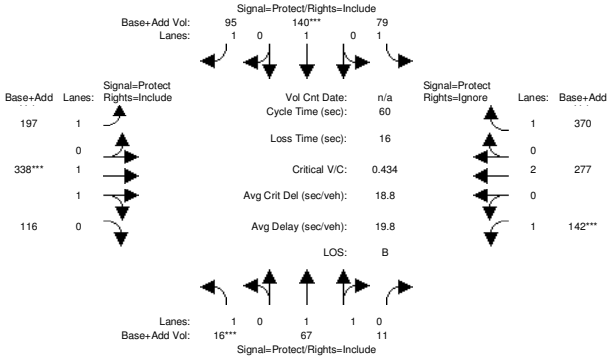
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	663	293	690	411	3	24	10	9	91	1	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	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	81	104	192	16	0	0	0	0	79	0	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	744	397	882	427	3	24	10	9	170	1	133
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	800	0	948	459	3	26	11	10	183	1	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	800	0	948	459	3	26	11	10	183	1	143
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	800	0	948	459	3	26	11	10	183	1	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.97	0.97	0.84	0.95	0.95	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.71	0.29	1.00	1.99	0.01	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	1296	540	1591	3600	21	1594
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.27	0.13	0.00	0.02	0.02	0.01	0.05	0.05	0.09
Crit Moves:		****		****			****					****
Green/Cycle:	0.02	0.23	0.00	0.41	0.62	0.62	0.03	0.03	0.03	0.13	0.13	0.13
Volume/Cap:	0.21	0.67	0.00	0.67	0.21	0.00	0.67	0.67	0.20	0.38	0.38	0.67
Delay/Veh:	32.3	22.5	0.0	15.8	5.0	4.4	56.2	56.2	30.5	24.2	24.2	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	22.5	0.0	15.8	5.0	4.4	56.2	56.2	30.5	24.2	24.2	32.6
LOS by Move:	C	C	A	B	A	A	E	E	C	C	C	C
HCM2kAvgQ:	0	6	0	7	2	0	2	2	0	2	2	4

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

Gilead Sciences EIR
SF12-0606

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

Intersection #13: Vintage Park Dr/Metro Center Blvd



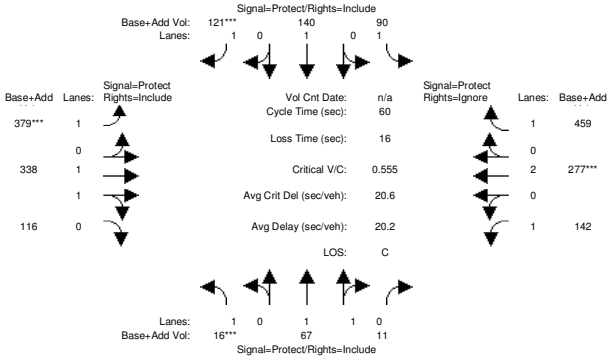
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	67	11	70	140	90	137	268	116	142	187	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	67	11	70	140	90	137	268	116	142	187	334
Added Vol:	0	0	0	9	0	5	60	70	0	0	90	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	67	11	79	140	95	197	338	116	142	277	370
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	17	73	12	86	152	103	214	367	126	154	301	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	73	12	86	152	103	214	367	126	154	301	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:	17	73	12	86	152	103	214	367	126	154	301	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.92	0.95	1.00	0.81	0.95	0.91	0.89	0.95	0.95	1.00
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.48	0.52	1.00	2.00	1.00
Final Sat.:	1805	3033	498	1805	1900	1536	1805	2569	882	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.08	0.07	0.12	0.14	0.14	0.09	0.08	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.02	0.07	0.07	0.14	0.18	0.18	0.31	0.33	0.33	0.20	0.22	0.00
Volume/Cap:	0.43	0.35	0.35	0.35	0.43	0.36	0.38	0.43	0.43	0.43	0.38	0.00
Delay/Veh:	36.3	27.5	27.5	24.3	22.5	22.2	16.7	16.0	16.0	22.0	20.4	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:	36.3	27.5	27.5	24.3	22.5	22.2	16.7	16.0	16.0	22.0	20.4	0.0
LOS by Move:	D	C	C	C	C	C	B	B	B	C	C	A
HCM2kAvgQ:	1	1	1	1	2	2	3	4	4	3	3	0

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project AM

Intersection #13: Vintage Park Dr/Metro Center Blvd



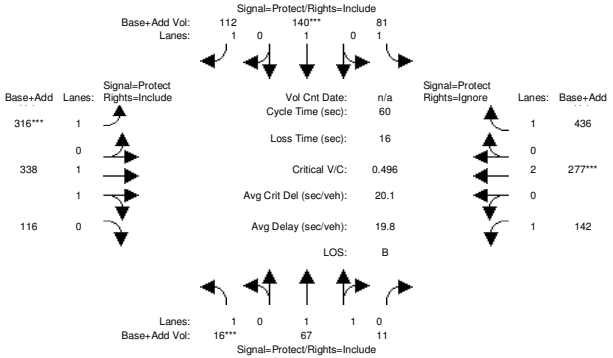
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	67	11	70	140	90	137	268	116	142	187	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	67	11	70	140	90	137	268	116	142	187	334
Added Vol:	0	0	0	20	0	31	242	70	0	0	90	125
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	67	11	90	140	121	379	338	116	142	277	459
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	17	73	12	98	152	132	412	367	126	154	301	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	73	12	98	152	132	412	367	126	154	301	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:	17	73	12	98	152	132	412	367	126	154	301	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.92	0.95	1.00	0.81	0.95	0.91	0.89	0.95	0.95	1.00
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.48	0.52	1.00	2.00	1.00
Final Sat.:	1805	3033	498	1805	1900	1536	1805	2569	882	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.08	0.09	0.23	0.14	0.14	0.09	0.08	0.00
Crit Moves:	****					****	****				****	
Green/Cycle:	0.02	0.05	0.05	0.12	0.15	0.15	0.41	0.35	0.35	0.21	0.15	0.00
Volume/Cap:	0.55	0.46	0.46	0.46	0.52	0.55	0.55	0.41	0.41	0.41	0.55	0.00
Delay/Veh:	49.3	29.4	29.4	26.2	25.0	26.3	14.4	14.9	14.9	21.2	24.9	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:	49.3	29.4	29.4	26.2	25.0	26.3	14.4	14.9	14.9	21.2	24.9	0.0
LOS by Move:	D	C	C	C	C	C	B	B	B	C	C	A
HCM2kAvgQ:	1	1	1	2	3	2	6	4	4	3	4	0

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A AM

Intersection #13: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	67	11	70	140	90	137	268	116	142	187	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	67	11	70	140	90	137	268	116	142	187	334
Added Vol:	0	0	0	11	0	22	179	70	0	0	90	102
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	67	11	81	140	112	316	338	116	142	277	436
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	17	73	12	88	152	122	343	367	126	154	301	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	73	12	88	152	122	343	367	126	154	301	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:	17	73	12	88	152	122	343	367	126	154	301	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.92	0.95	1.00	0.81	0.95	0.91	0.89	0.95	0.95	1.00
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.48	0.52	1.00	2.00	1.00
Final Sat.:	1805	3033	498	1805	1900	1536	1805	2569	882	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.08	0.08	0.19	0.14	0.14	0.09	0.08	0.00
Crit Moves:	****				****		****				****	
Green/Cycle:	0.02	0.06	0.06	0.12	0.16	0.16	0.38	0.35	0.35	0.21	0.17	0.00
Volume/Cap:	0.50	0.40	0.40	0.40	0.50	0.49	0.50	0.41	0.41	0.41	0.50	0.00
Delay/Veh:	39.7	28.4	28.4	25.6	24.2	24.4	14.6	15.2	15.2	21.4	23.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	28.4	28.4	25.6	24.2	24.4	14.6	15.2	15.2	21.4	23.3	0.0
LOS by Move:	D	C	C	C	C	C	B	B	B	C	C	A
HCM2kAvgQ:	1	1	1	1	3	2	5	4	4	3	3	0

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

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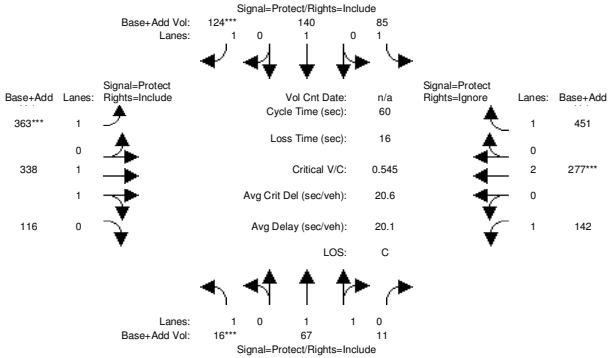
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B AM

Intersection #13: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	67	11	70	140	90	137	268	116	142	187	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	67	11	70	140	90	137	268	116	142	187	334
Added Vol:	0	0	0	15	0	34	226	70	0	0	90	117
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	67	11	85	140	124	363	338	116	142	277	451
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	17	73	12	92	152	135	395	367	126	154	301	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	73	12	92	152	135	395	367	126	154	301	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:	17	73	12	92	152	135	395	367	126	154	301	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.92	0.95	1.00	0.81	0.95	0.91	0.89	0.95	0.95	1.00
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.48	0.52	1.00	2.00	1.00
Final Sat.:	1805	3033	498	1805	1900	1536	1805	2569	882	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.08	0.09	0.22	0.14	0.14	0.09	0.08	0.00
Crit Moves:	****					****	****				****	
Green/Cycle:	0.02	0.06	0.06	0.12	0.16	0.16	0.40	0.35	0.35	0.21	0.15	0.00
Volume/Cap:	0.54	0.42	0.42	0.42	0.50	0.54	0.54	0.41	0.41	0.41	0.54	0.00
Delay/Veh:	47.3	28.7	28.7	25.7	24.2	25.6	14.6	15.2	15.2	21.3	24.6	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:	47.3	28.7	28.7	25.7	24.2	25.6	14.6	15.2	15.2	21.3	24.6	0.0
LOS by Move:	D	C	C	C	C	C	B	B	B	C	C	A
HCM2kAvgQ:	1	1	1	2	3	2	6	4	4	3	4	0

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

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Gilead Sciences EIR
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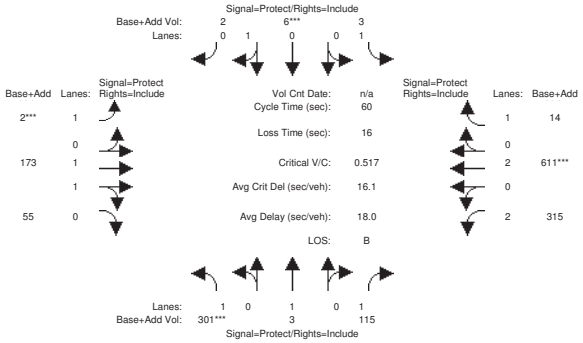
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #14: Shell Blvd/Metro Center Blvd



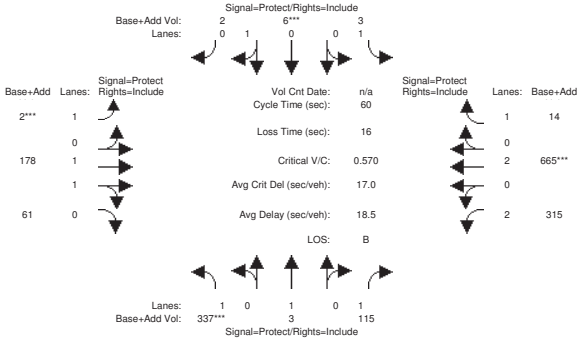
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	280		3	97	3		6	2	2		99	50	287		507	14
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	280		3	97	3		6	2	2		99	50	287		507	14
Added Vol:	21		0	18	0		0	0	0		74	5	28		104	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	301		3	115	3		6	2	2		173	55	315		611	14
User Adj:	1.00		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:	334		3	128	3		7	2	2		192	61	350		679	16
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	334		3	128	3		7	2	2		192	61	350		679	16
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	334		3	128	3		7	2	2		192	61	350		679	16
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		1.00	0.84	0.95		0.96	0.96	0.95		0.92	0.91	0.92		0.95	0.81
Lanes:	1.00		1.00	1.00	1.00		0.75	0.25	1.00		1.51	0.49	2.00		2.00	1.00
Final Sat.:	1805		1900	1591	1805		1371	457	1805		2634	838	3502		3610	1536
Capacity Analysis Module:																
Vol/Sat:	0.19		0.00	0.08	0.00		0.00	0.00	0.00		0.07	0.07	0.10		0.19	0.01
Crit Moves:	****				****				****						****	
Green/Cycle:	0.36		0.36	0.36	0.01		0.01	0.01	0.00		0.15	0.15	0.21		0.36	0.36
Volume/Cap:	0.52		0.00	0.22	0.22		0.52	0.52	0.52		0.47	0.47	0.47		0.52	0.03
Delay/Veh:	15.9		12.3	13.6	37.0		54.6	54.6	111.0		23.8	23.8	21.2		15.3	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:	15.9		12.3	13.6	37.0		54.6	54.6	111.0		23.8	23.8	21.2		15.3	12.3
LOS by Move:	B		B	B	D		D	D	F		C	C	C		B	B
HCM2kAvgQ:	5		0	2	0		1	1	0		3	3	3		5	0

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project AM

Intersection #14: Shell Blvd/Metro Center Blvd



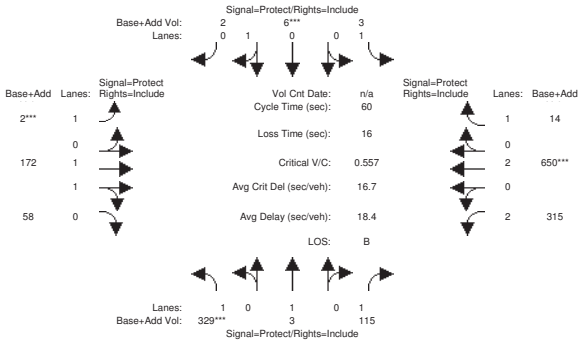
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	280		3	97	3		6	2	2		99	50	287		507	14
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	280		3	97	3		6	2	2		99	50	287		507	14
Added Vol:	57		0	18	0		0	0	0		79	11	28		158	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	337		3	115	3		6	2	2		178	61	315		665	14
User Adj:	1.00		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:	374		3	128	3		7	2	2		198	68	350		739	16
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	374		3	128	3		7	2	2		198	68	350		739	16
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	374		3	128	3		7	2	2		198	68	350		739	16
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		1.00	0.84	0.95		0.96	0.96	0.95		0.91	0.90	0.92		0.95	0.81
Lanes:	1.00		1.00	1.00	1.00		0.75	0.25	1.00		1.49	0.51	2.00		2.00	1.00
Final Sat.:	1805		1900	1591	1805		1371	457	1805		2580	884	3502		3610	1536
Capacity Analysis Module:																
Vol/Sat:	0.21		0.00	0.08	0.00		0.00	0.00	0.00		0.08	0.08	0.10		0.20	0.01
Crit Moves:	****				****				****						****	
Green/Cycle:	0.36		0.36	0.36	0.01		0.01	0.01	0.00		0.16	0.16	0.20		0.36	0.36
Volume/Cap:	0.57		0.00	0.22	0.22		0.57	0.57	0.57		0.49	0.49	0.49		0.57	0.03
Delay/Veh:	16.5		12.2	13.4	36.8		71.5	71.5	154.1		23.8	23.8	21.6		16.1	12.5
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	16.5		12.2	13.4	36.8		71.5	71.5	154.1		23.8	23.8	21.6		16.1	12.5
LOS by Move:	B		B	B	D		E	E	F		C	C	C		B	B
HCM2kAvgQ:	6		0	2	0		1	1	0		3	3	3		6	0

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A AM

Intersection #14: 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:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	280	3	97		3	6	2		2	99	50		287	507	14	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	280	3	97		3	6	2		2	99	50		287	507	14	
Added Vol:	49	0	18		0	0	0		0	73	8		28	143	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	329	3	115		3	6	2		2	172	58		315	650	14	
User Adj:	1.00	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:	366	3	128		3	7	2		2	191	64		350	722	16	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	366	3	128		3	7	2		2	191	64		350	722	16	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	366	3	128		3	7	2		2	191	64		350	722	16	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.84		0.95	0.96	0.96		0.95	0.91	0.90		0.92	0.95	0.81	
Lanes:	1.00	1.00	1.00		1.00	0.75	0.25		1.00	1.49	0.51		2.00	2.00	1.00	
Final Sat.:	1805	1900	1591		1805	1371	457		1805	2591	874		3502	3610	1536	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.00	0.08		0.00	0.00	0.00		0.00	0.07	0.07		0.10	0.20	0.01	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.36	0.36	0.36		0.01	0.01	0.01		0.00	0.15	0.15		0.21	0.36	0.36	
Volume/Cap:	0.56	0.00	0.22		0.22	0.56	0.56		0.56	0.48	0.48		0.48	0.56	0.03	
Delay/Veh:	16.3	12.2	13.4		36.8	66.9	66.9		142.9	23.9	23.9		21.4	16.0	12.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	16.3	12.2	13.4		36.8	66.9	66.9		142.9	23.9	23.9		21.4	16.0	12.5	
LOS by Move:	B	B	B		D	E	E		F	C	C		C	B	B	
HCM2kAvgQ:	6	0	2		0	1	1		0	3	3		3	5	0	

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

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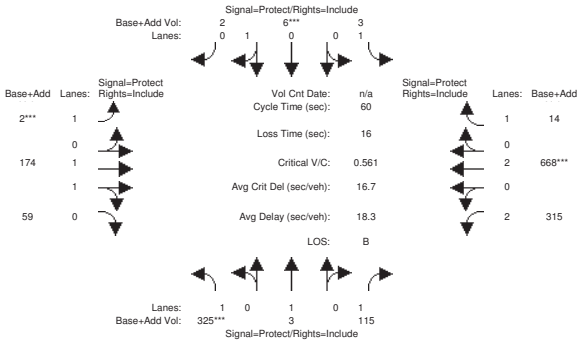
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B AM

Intersection #14: 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:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	280	3	97		3	6	2		2	99	50		287	507	14	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	280	3	97		3	6	2		2	99	50		287	507	14	
Added Vol:	45	0	18		0	0	0		0	75	9		28	161	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	325	3	115		3	6	2		2	174	59		315	668	14	
User Adj:	1.00	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:	361	3	128		3	7	2		2	193	66		350	742	16	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	361	3	128		3	7	2		2	193	66		350	742	16	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	361	3	128		3	7	2		2	193	66		350	742	16	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.84		0.95	0.96	0.96		0.95	0.91	0.90		0.92	0.95	0.81	
Lanes:	1.00	1.00	1.00		1.00	0.75	0.25		1.00	1.49	0.51		2.00	2.00	1.00	
Final Sat.:	1805	1900	1591		1805	1371	457		1805	2587	877		3502	3610	1536	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.00	0.08		0.00	0.00	0.00		0.00	0.07	0.07		0.10	0.21	0.01	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.36	0.36	0.36		0.01	0.01	0.01		0.00	0.16	0.16		0.21	0.37	0.37	
Volume/Cap:	0.56	0.00	0.23		0.23	0.56	0.56		0.56	0.47	0.47		0.47	0.56	0.03	
Delay/Veh:	16.7	12.4	13.7		37.2	68.4	68.4		146.5	23.7	23.7		21.2	15.7	12.2	
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:	16.7	12.4	13.7		37.2	68.4	68.4		146.5	23.7	23.7		21.2	15.7	12.2	
LOS by Move:	B	B	B		D	E	E		F	C	C		C	B	B	
HCM2kAvgQ:	6	0	2		0	1	1		0	3	3		3	6	0	

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

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Gilead Sciences EIR
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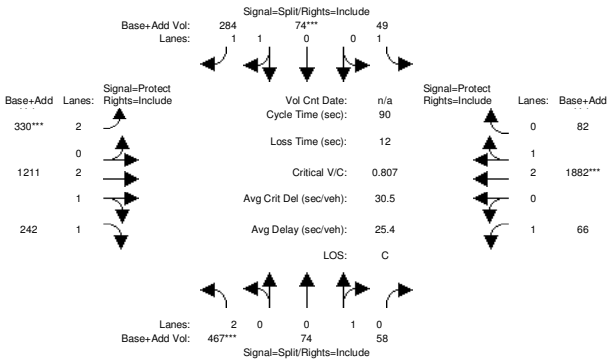
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #17: Norfolk Street/East Hillshade 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	467	74	58	49	74	284	330	1148	242	66	1826	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	74	58	49	74	284	330	1148	242	66	1826	82
Added Vol:	0	0	0	0	0	0	0	63	0	0	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	467	74	58	49	74	284	330	1211	242	66	1882	82
User Adj:	1.00	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:	486	77	60	51	77	296	344	1261	252	69	1960	85
Reduct Vol:	0	0	0	0	0	150	0	0	0	0	0	0
Reduced Vol:	486	77	60	51	77	146	344	1261	252	69	1960	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	486	77	60	51	77	146	344	1261	252	69	1960	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.95	0.90	0.89	0.92	0.89	0.88	0.95	0.90	0.90
Lanes:	2.00	0.56	0.44	1.00	0.69	1.31	2.00	3.00	1.00	1.00	2.87	0.13
Final Sat.:	3502	991	776	1805	1176	2225	3502	5057	1669	1805	4940	215
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.08	0.03	0.07	0.07	0.10	0.25	0.15	0.04	0.40	0.40
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.08	0.08	0.08	0.12	0.53	0.53	0.08	0.49	0.49
Volume/Cap:	0.81	0.45	0.45	0.35	0.81	0.81	0.81	0.47	0.28	0.47	0.81	0.81
Delay/Veh:	43.7	34.5	34.5	40.5	56.6	56.6	49.4	13.2	11.6	41.8	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	34.5	34.5	40.5	56.6	56.6	49.4	13.2	11.6	41.8	21.3	21.3
LOS by Move:	D	C	C	D	E	E	D	B	B	D	C	C
HCM2kAvgQ:	9	4	4	2	5	5	5	8	4	2	18	18

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

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Gilead Sciences EIR
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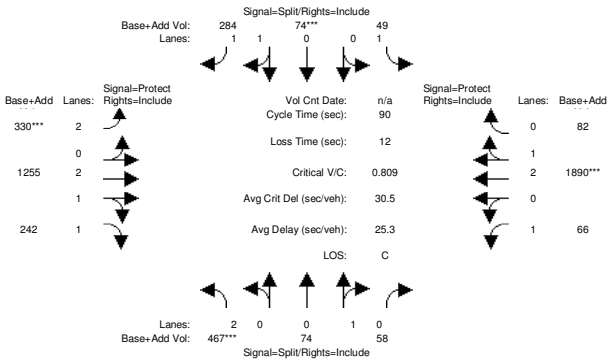
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project AM

Intersection #17: Norfolk Street/East Hillshade 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	467	74	58	49	74	284	330	1148	242	66	1826	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	74	58	49	74	284	330	1148	242	66	1826	82
Added Vol:	0	0	0	0	0	0	0	107	0	0	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	467	74	58	49	74	284	330	1255	242	66	1890	82
User Adj:	1.00	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:	486	77	60	51	77	296	344	1307	252	69	1969	85
Reduct Vol:	0	0	0	0	0	150	0	0	0	0	0	0
Reduced Vol:	486	77	60	51	77	146	344	1307	252	69	1969	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	486	77	60	51	77	146	344	1307	252	69	1969	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.95	0.90	0.89	0.92	0.89	0.88	0.95	0.90	0.90
Lanes:	2.00	0.56	0.44	1.00	0.69	1.31	2.00	3.00	1.00	1.00	2.87	0.13
Final Sat.:	3502	991	776	1805	1176	2225	3502	5063	1671	1805	4941	214
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.08	0.03	0.07	0.07	0.10	0.26	0.15	0.04	0.40	0.40
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.08	0.08	0.08	0.12	0.54	0.54	0.08	0.49	0.49
Volume/Cap:	0.81	0.45	0.45	0.35	0.81	0.81	0.81	0.48	0.28	0.48	0.81	0.81
Delay/Veh:	43.9	34.6	34.6	40.6	56.8	56.8	49.6	13.2	11.5	42.3	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	34.6	34.6	40.6	56.8	56.8	49.6	13.2	11.5	42.3	21.3	21.3
LOS by Move:	D	C	C	D	E	E	D	B	B	D	C	C
HCM2kAvgQ:	9	4	4	2	5	5	5	8	4	2	18	18

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

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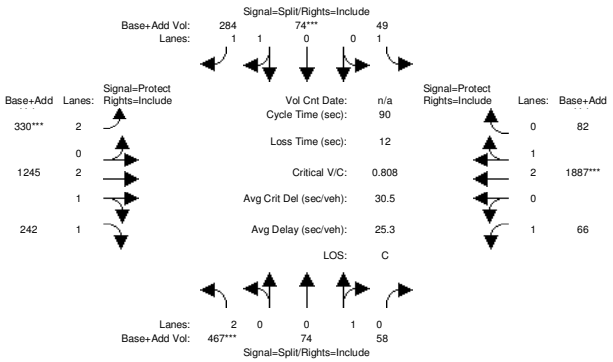
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A AM

Intersection #17: Norfolk Street/East Hillshade Blvd



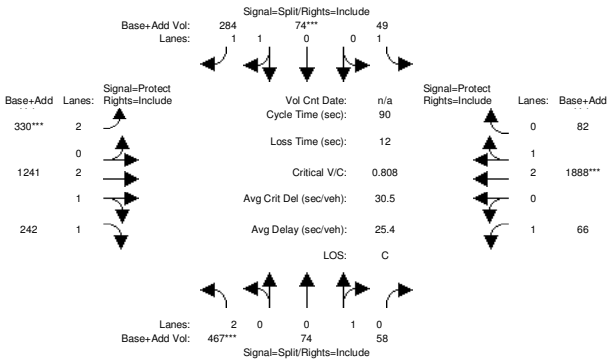
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	467	74	58	49	74	284	330	1148	242	66	1826	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	74	58	49	74	284	330	1148	242	66	1826	82
Added Vol:	0	0	0	0	0	0	0	97	0	0	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	467	74	58	49	74	284	330	1245	242	66	1887	82
User Adj:	1.00	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:	486	77	60	51	77	296	344	1297	252	69	1966	85
Reduct Vol:	0	0	0	0	0	150	0	0	0	0	0	0
Reduced Vol:	486	77	60	51	77	146	344	1297	252	69	1966	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	486	77	60	51	77	146	344	1297	252	69	1966	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.95	0.90	0.89	0.92	0.89	0.88	0.95	0.90	0.90
Lanes:	2.00	0.56	0.44	1.00	0.69	1.31	2.00	3.00	1.00	1.00	2.87	0.13
Final Sat.:	3502	991	776	1805	1176	2225	3502	5063	1671	1805	4941	215
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.08	0.03	0.07	0.07	0.10	0.26	0.15	0.04	0.40	0.40
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.08	0.08	0.08	0.12	0.53	0.53	0.08	0.49	0.49
Volume/Cap:	0.81	0.45	0.45	0.35	0.81	0.81	0.81	0.48	0.28	0.48	0.81	0.81
Delay/Veh:	43.8	34.5	34.5	40.5	56.7	56.7	49.5	13.2	11.5	42.2	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.8	34.5	34.5	40.5	56.7	56.7	49.5	13.2	11.5	42.2	21.3	21.3
LOS by Move:	D	C	C	D	E	E	D	B	B	D	C	C
HCM2kAvgQ:	9	4	4	2	5	5	5	8	4	2	18	18

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B AM

Intersection #17: Norfolk Street/East Hillshade Blvd



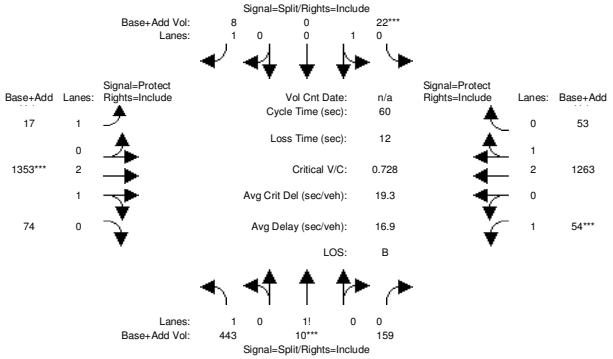
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	467	74	58	49	74	284	330	1148	242	66	1826	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	74	58	49	74	284	330	1148	242	66	1826	82
Added Vol:	0	0	0	0	0	0	0	93	0	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	467	74	58	49	74	284	330	1241	242	66	1888	82
User Adj:	1.00	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:	486	77	60	51	77	296	344	1293	252	69	1967	85
Reduct Vol:	0	0	0	0	0	150	0	0	0	0	0	0
Reduced Vol:	486	77	60	51	77	146	344	1293	252	69	1967	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	486	77	60	51	77	146	344	1293	252	69	1967	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.95	0.90	0.89	0.92	0.89	0.88	0.95	0.90	0.90
Lanes:	2.00	0.56	0.44	1.00	0.69	1.31	2.00	3.00	1.00	1.00	2.87	0.13
Final Sat.:	3502	991	776	1805	1176	2225	3502	5063	1671	1805	4941	215
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.08	0.03	0.07	0.07	0.10	0.26	0.15	0.04	0.40	0.40
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.08	0.08	0.08	0.12	0.53	0.53	0.08	0.49	0.49
Volume/Cap:	0.81	0.45	0.45	0.35	0.81	0.81	0.81	0.48	0.28	0.48	0.81	0.81
Delay/Veh:	43.9	34.5	34.5	40.5	56.8	56.8	49.5	13.2	11.5	42.1	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	34.5	34.5	40.5	56.8	56.8	49.5	13.2	11.5	42.1	21.3	21.3
LOS by Move:	D	C	C	D	E	E	D	B	B	D	C	C
HCM2kAvgQ:	9	4	4	2	5	5	5	8	4	2	18	18

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

Gilead Sciences EIR
SF12-0606

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

Intersection #18: Altair Ave/East Hillsdale Blvd



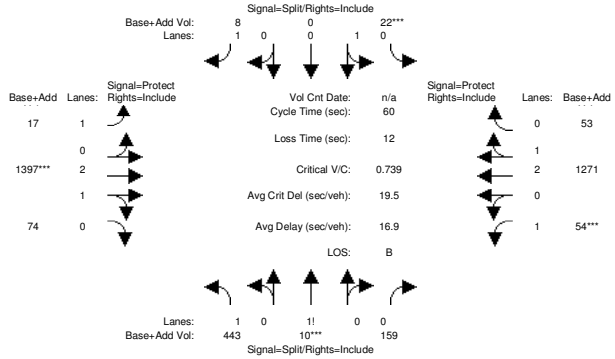
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	443	10	159	22	0	8	17	1290	74	54	1207	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	10	159	22	0	8	17	1290	74	54	1207	53
Added Vol:	0	0	0	0	0	0	0	63	0	0	56	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	10	159	22	0	8	17	1353	74	54	1263	53
User Adj:	1.00	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:	476	11	171	24	0	9	18	1455	80	58	1358	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	11	171	24	0	9	18	1455	80	58	1358	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	476	11	171	24	0	9	18	1455	80	58	1358	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.92	0.95	1.00	0.84	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.57	0.02	0.41	1.00	0.00	1.00	1.00	2.84	0.16	1.00	2.88	0.12
Final Sat.:	2760	45	716	1809	0	1591	1805	4878	267	1805	4948	208
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.24	0.01	0.00	0.01	0.01	0.30	0.30	0.03	0.27	0.27
Crit Moves:		****		****				****		****		
Green/Cycle:	0.33	0.33	0.33	0.02	0.00	0.02	0.02	0.41	0.41	0.04	0.44	0.44
Volume/Cap:	0.53	0.73	0.73	0.73	0.00	0.30	0.63	0.73	0.73	0.73	0.63	0.63
Delay/Veh:	16.8	20.8	20.8	87.4	0.0	34.9	65.4	16.2	16.2	56.7	13.6	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.8	20.8	20.8	87.4	0.0	34.9	65.4	16.2	16.2	56.7	13.6	13.6
LOS by Move:	B	C	C	F	A	C	E	B	B	E	B	B
HCM2kAvgQ:	5	9	9	2	0	1	0	9	9	1	7	7

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project AM

Intersection #18: Altair Ave/East Hillsdale Blvd



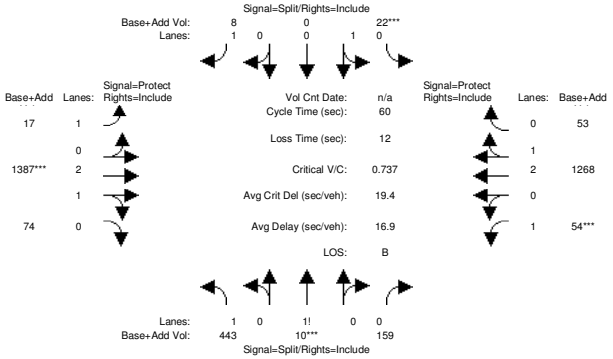
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	443	10	159	22	0	8	17	1290	74	54	1207	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	10	159	22	0	8	17	1290	74	54	1207	53
Added Vol:	0	0	0	0	0	0	0	107	0	0	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	10	159	22	0	8	17	1397	74	54	1271	53
User Adj:	1.00	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:	476	11	171	24	0	9	18	1502	80	58	1367	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	11	171	24	0	9	18	1502	80	58	1367	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	476	11	171	24	0	9	18	1502	80	58	1367	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.92	0.95	1.00	0.84	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.57	0.02	0.41	1.00	0.00	1.00	1.00	2.85	0.15	1.00	2.88	0.12
Final Sat.:	2760	45	716	1809	0	1591	1805	4891	259	1805	4949	206
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.24	0.01	0.00	0.01	0.01	0.31	0.31	0.03	0.28	0.28
Crit Moves:		****		****				****		****		
Green/Cycle:	0.32	0.32	0.32	0.02	0.00	0.02	0.02	0.42	0.42	0.04	0.44	0.44
Volume/Cap:	0.53	0.74	0.74	0.74	0.00	0.31	0.62	0.74	0.74	0.74	0.62	0.62
Delay/Veh:	17.1	21.4	21.4	91.2	0.0	35.2	64.5	16.2	16.2	58.9	13.4	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	21.4	21.4	91.2	0.0	35.2	64.5	16.2	16.2	58.9	13.4	13.4
LOS by Move:	B	C	C	F	A	D	E	B	B	E	B	B
HCM2kAvgQ:	5	9	9	2	0	1	0	9	9	1	7	7

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A AM

Intersection #18: Altair Ave/East Hillsdale Blvd



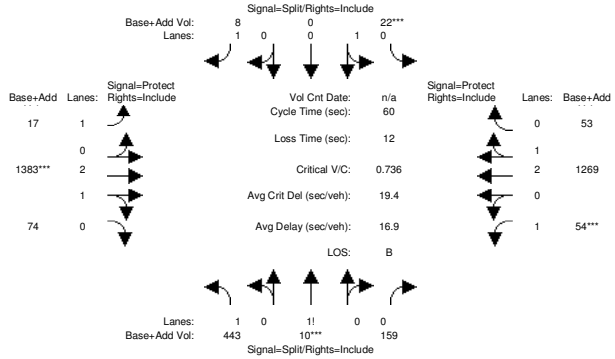
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	443	10	159	22	0	8	17	1290	74	54	1207	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	10	159	22	0	8	17	1290	74	54	1207	53
Added Vol:	0	0	0	0	0	0	0	97	0	0	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	10	159	22	0	8	17	1387	74	54	1268	53
User Adj:	1.00	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:	476	11	171	24	0	9	18	1491	80	58	1363	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	11	171	24	0	9	18	1491	80	58	1363	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	476	11	171	24	0	9	18	1491	80	58	1363	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.92	0.95	1.00	0.84	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.57	0.02	0.41	1.00	0.00	1.00	1.00	2.85	0.15	1.00	2.88	0.12
Final Sat.:	2760	45	716	1809	0	1591	1805	4884	261	1805	4949	207
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.24	0.01	0.00	0.01	0.01	0.31	0.31	0.03	0.28	0.28
Crit Moves:		****		****				****		****		
Green/Cycle:	0.32	0.32	0.32	0.02	0.00	0.02	0.02	0.41	0.41	0.04	0.44	0.44
Volume/Cap:	0.53	0.74	0.74	0.74	0.00	0.30	0.62	0.74	0.74	0.74	0.62	0.62
Delay/Veh:	17.0	21.2	21.2	90.5	0.0	35.1	64.5	16.2	16.2	58.5	13.4	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	21.2	21.2	90.5	0.0	35.1	64.5	16.2	16.2	58.5	13.4	13.4
LOS by Move:	B	C	C	F	A	D	E	B	B	E	B	B
HCM2kAvgQ:	5	9	9	2	0	1	0	9	9	1	7	7

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B AM

Intersection #18: Altair Ave/East Hillsdale Blvd



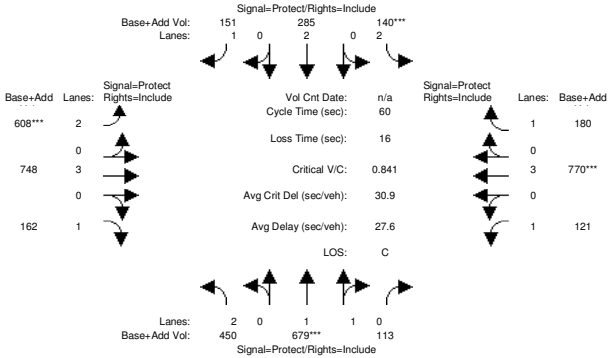
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	443	10	159	22	0	8	17	1290	74	54	1207	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	10	159	22	0	8	17	1290	74	54	1207	53
Added Vol:	0	0	0	0	0	0	0	93	0	0	62	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	10	159	22	0	8	17	1383	74	54	1269	53
User Adj:	1.00	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:	476	11	171	24	0	9	18	1487	80	58	1365	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	11	171	24	0	9	18	1487	80	58	1365	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	476	11	171	24	0	9	18	1487	80	58	1365	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.92	0.95	1.00	0.84	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.57	0.02	0.41	1.00	0.00	1.00	1.00	2.85	0.15	1.00	2.88	0.12
Final Sat.:	2760	45	716	1809	0	1591	1805	4884	261	1805	4949	207
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.24	0.01	0.00	0.01	0.01	0.30	0.30	0.03	0.28	0.28
Crit Moves:		****		****				****		****		
Green/Cycle:	0.32	0.32	0.32	0.02	0.00	0.02	0.02	0.41	0.41	0.04	0.44	0.44
Volume/Cap:	0.53	0.74	0.74	0.74	0.00	0.30	0.62	0.74	0.74	0.74	0.62	0.62
Delay/Veh:	17.0	21.2	21.2	90.1	0.0	35.1	64.8	16.2	16.2	58.2	13.5	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	21.2	21.2	90.1	0.0	35.1	64.8	16.2	16.2	58.2	13.5	13.5
LOS by Move:	B	C	C	F	A	D	E	B	B	E	B	B
HCM2kAvgQ:	5	9	9	2	0	1	0	9	9	1	7	7

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

Gilead Sciences EIR
SF12-0606

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

Intersection #19: Edgewater Blvd/East Hillsdale Blvd



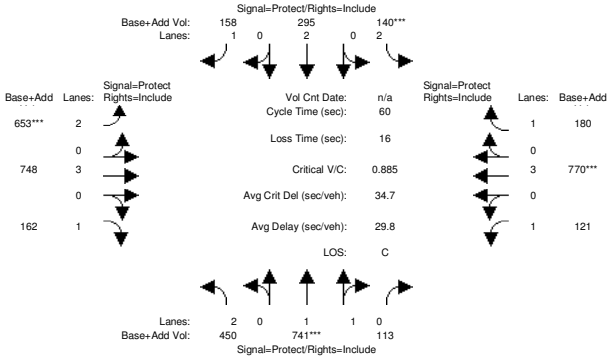
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	622	110	138	251	105	553	740	162	119	759	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	622	110	138	251	105	553	740	162	119	759	179
Added Vol:	0	57	3	2	34	46	55	8	0	2	11	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	679	113	140	285	151	608	748	162	121	770	180
User Adj:	1.00	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:	474	715	119	147	300	159	640	787	171	127	811	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	715	119	147	300	159	640	787	171	127	811	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	474	715	119	147	300	159	640	787	171	127	811	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.71	0.29	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3029	504	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.14	0.24	0.24	0.04	0.08	0.10	0.18	0.15	0.11	0.07	0.16	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.28	0.28	0.05	0.14	0.14	0.22	0.28	0.28	0.13	0.19	0.19
Volume/Cap:	0.71	0.84	0.84	0.84	0.59	0.71	0.84	0.55	0.39	0.55	0.84	0.64
Delay/Veh:	26.3	26.9	26.9	57.2	26.1	34.8	30.9	19.1	18.2	27.4	30.3	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	26.9	26.9	57.2	26.1	34.8	30.9	19.1	18.2	27.4	30.3	27.3
LOS by Move:	C	C	C	E	C	C	C	B	B	C	C	C
HCM2kAvgQ:	6	11	11	4	4	5	6	4	2	2	6	3

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project AM

Intersection #19: Edgewater Blvd/East Hillsdale Blvd



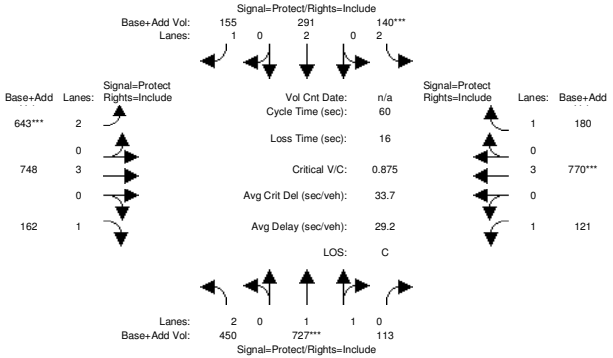
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	622	110	138	251	105	553	740	162	119	759	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	622	110	138	251	105	553	740	162	119	759	179
Added Vol:	0	119	3	2	44	53	100	8	0	2	11	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	741	113	140	295	158	653	748	162	121	770	180
User Adj:	1.00	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:	474	780	119	147	311	166	687	787	171	127	811	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	780	119	147	311	166	687	787	171	127	811	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	474	780	119	147	311	166	687	787	171	127	811	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.73	0.27	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3069	468	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.14	0.25	0.25	0.04	0.09	0.10	0.20	0.15	0.11	0.07	0.16	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.29	0.29	0.05	0.15	0.15	0.22	0.27	0.27	0.13	0.18	0.18
Volume/Cap:	0.72	0.88	0.88	0.88	0.59	0.72	0.88	0.56	0.39	0.56	0.88	0.67
Delay/Veh:	26.5	29.8	29.8	67.1	25.7	34.6	34.4	19.2	18.4	27.7	34.4	29.4
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:	26.5	29.8	29.8	67.1	25.7	34.6	34.4	19.2	18.4	27.7	34.4	29.4
LOS by Move:	C	C	C	E	C	C	C	B	B	C	C	C
HCM2kAvgQ:	6	12	12	4	4	5	7	4	2	2	6	3

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A AM

Intersection #19: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	622	110	138	251	105	553	740	162	119	759	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	622	110	138	251	105	553	740	162	119	759	179
Added Vol:	0	105	3	2	40	50	90	8	0	2	11	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	727	113	140	291	155	643	748	162	121	770	180
User Adj:	1.00	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:	474	765	119	147	306	163	677	787	171	127	811	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	765	119	147	306	163	677	787	171	127	811	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	474	765	119	147	306	163	677	787	171	127	811	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.73	0.27	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3061	476	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.14	0.25	0.25	0.04	0.08	0.10	0.19	0.15	0.11	0.07	0.16	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.29	0.29	0.05	0.14	0.14	0.22	0.27	0.27	0.13	0.18	0.18
Volume/Cap:	0.71	0.87	0.87	0.87	0.59	0.71	0.87	0.56	0.39	0.56	0.87	0.67
Delay/Veh:	26.4	29.0	29.0	64.7	25.8	34.5	33.5	19.2	18.4	27.6	33.3	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	29.0	29.0	64.7	25.8	34.5	33.5	19.2	18.4	27.6	33.3	28.9
LOS by Move:	C	C	C	E	C	C	C	B	B	C	C	C
HCM2kAvgQ:	6	12	12	4	4	5	7	4	2	2	6	3

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

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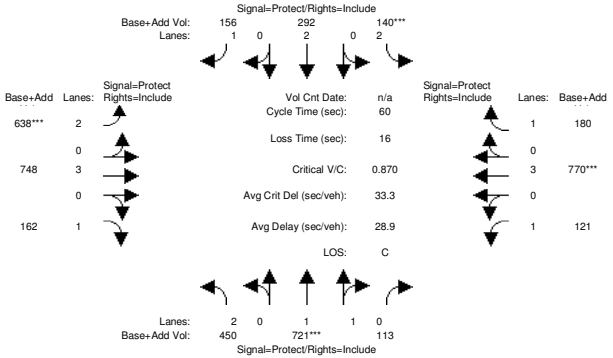
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B AM

Intersection #19: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	622	110	138	251	105	553	740	162	119	759	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	622	110	138	251	105	553	740	162	119	759	179
Added Vol:	0	99	3	2	41	51	85	8	0	2	11	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	721	113	140	292	156	638	748	162	121	770	180
User Adj:	1.00	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:	474	759	119	147	307	164	672	787	171	127	811	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	759	119	147	307	164	672	787	171	127	811	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	474	759	119	147	307	164	672	787	171	127	811	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.73	0.27	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3058	479	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.14	0.25	0.25	0.04	0.09	0.10	0.19	0.15	0.11	0.07	0.16	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.29	0.29	0.05	0.14	0.14	0.22	0.27	0.27	0.13	0.18	0.18
Volume/Cap:	0.71	0.87	0.87	0.87	0.59	0.71	0.87	0.56	0.39	0.56	0.87	0.66
Delay/Veh:	26.5	28.7	28.7	63.6	25.8	34.6	33.1	19.2	18.4	27.6	32.9	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	28.7	28.7	63.6	25.8	34.6	33.1	19.2	18.4	27.6	32.9	28.7
LOS by Move:	C	C	C	E	C	C	C	B	B	C	C	C
HCM2kAvgQ:	6	12	12	4	4	5	7	4	2	2	6	3

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

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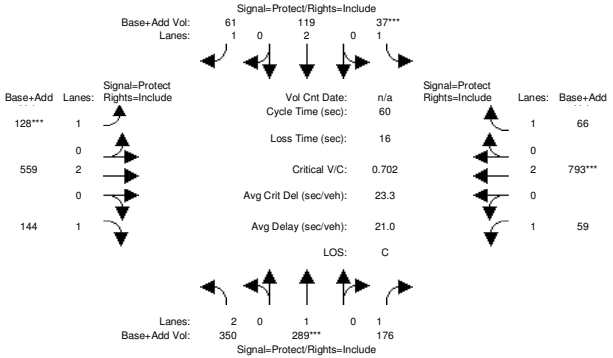
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #20: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	255	175	37	103	45	121	548	144	58	785	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	255	175	37	103	45	121	548	144	58	785	66
Added Vol:	0	34	1	0	16	16	7	11	0	1	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	289	176	37	119	61	128	559	144	59	793	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	389	321	196	41	132	68	142	621	160	66	881	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	321	196	41	132	68	142	621	160	66	881	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	321	196	41	132	68	142	621	160	66	881	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.12	0.02	0.04	0.04	0.08	0.17	0.10	0.04	0.24	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.20	0.24	0.24	0.03	0.08	0.08	0.11	0.38	0.38	0.08	0.35	0.35
Volume/Cap:	0.56	0.70	0.51	0.70	0.48	0.56	0.70	0.45	0.27	0.45	0.70	0.13
Delay/Veh:	22.8	25.7	20.9	60.5	27.9	32.7	36.2	14.2	13.1	28.6	18.7	13.5
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:	22.8	25.7	20.9	60.5	27.9	32.7	36.2	14.2	13.1	28.6	18.7	13.5
LOS by Move:	C	C	C	E	C	C	D	B	B	C	B	B
HCM2kAvgQ:	3	6	3	2	2	2	3	4	2	2	9	1

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

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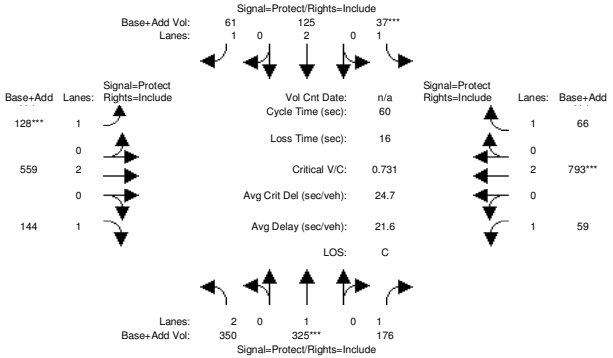
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project AM

Intersection #20: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	255	175	37	103	45	121	548	144	58	785	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	255	175	37	103	45	121	548	144	58	785	66
Added Vol:	0	70	1	0	22	16	7	11	0	1	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	325	176	37	125	61	128	559	144	59	793	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	389	361	196	41	139	68	142	621	160	66	881	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	361	196	41	139	68	142	621	160	66	881	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	361	196	41	139	68	142	621	160	66	881	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.12	0.02	0.04	0.04	0.08	0.17	0.10	0.04	0.24	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.26	0.26	0.03	0.08	0.08	0.11	0.36	0.36	0.08	0.33	0.33
Volume/Cap:	0.53	0.73	0.47	0.73	0.48	0.53	0.73	0.47	0.28	0.47	0.73	0.14
Delay/Veh:	21.8	25.8	19.6	67.2	27.6	30.5	39.1	14.9	13.7	29.0	19.9	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	25.8	19.6	67.2	27.6	30.5	39.1	14.9	13.7	29.0	19.9	14.1
LOS by Move:	C	C	B	E	C	C	D	B	B	C	B	B
HCM2kAvgQ:	3	6	3	2	2	2	3	5	2	2	9	1

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

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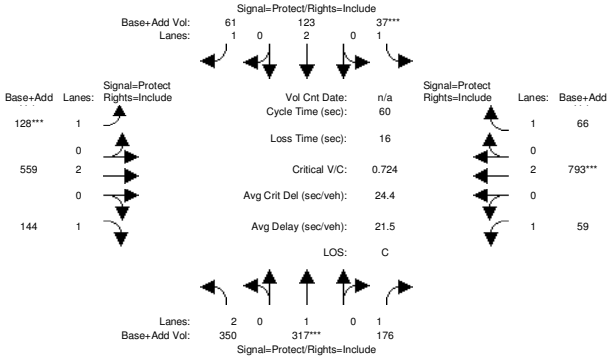
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A AM

Intersection #20: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	255	175	37	103	45	121	548	144	58	785	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	255	175	37	103	45	121	548	144	58	785	66
Added Vol:	0	62	1	0	20	16	7	11	0	1	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	317	176	37	123	61	128	559	144	59	793	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	389	352	196	41	137	68	142	621	160	66	881	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	352	196	41	137	68	142	621	160	66	881	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	352	196	41	137	68	142	621	160	66	881	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.12	0.02	0.04	0.04	0.08	0.17	0.10	0.04	0.24	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.26	0.26	0.03	0.08	0.08	0.11	0.37	0.37	0.08	0.34	0.34
Volume/Cap:	0.53	0.72	0.48	0.72	0.47	0.53	0.72	0.47	0.27	0.47	0.72	0.14
Delay/Veh:	22.0	25.7	19.8	65.6	27.6	30.9	38.4	14.7	13.6	28.9	19.6	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	25.7	19.8	65.6	27.6	30.9	38.4	14.7	13.6	28.9	19.6	14.0
LOS by Move:	C	C	B	E	C	C	D	B	B	C	B	B
HCM2kAvgQ:	3	6	3	2	2	2	3	5	2	2	9	1

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

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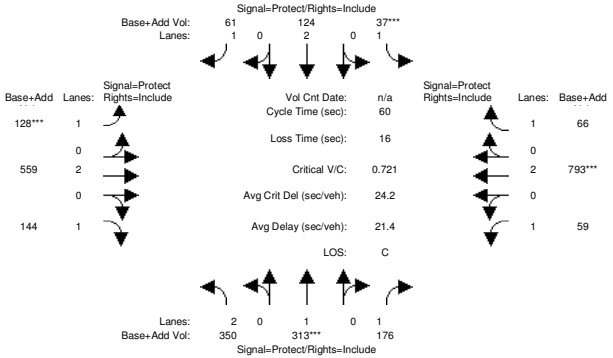
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B AM

Intersection #20: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	255	175	37	103	45	121	548	144	58	785	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	255	175	37	103	45	121	548	144	58	785	66
Added Vol:	0	58	1	0	21	16	7	11	0	1	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	313	176	37	124	61	128	559	144	59	793	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	389	348	196	41	138	68	142	621	160	66	881	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	348	196	41	138	68	142	621	160	66	881	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	348	196	41	138	68	142	621	160	66	881	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.12	0.02	0.04	0.04	0.08	0.17	0.10	0.04	0.24	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.25	0.25	0.03	0.08	0.08	0.11	0.37	0.37	0.08	0.34	0.34
Volume/Cap:	0.54	0.72	0.49	0.72	0.48	0.54	0.72	0.47	0.27	0.47	0.72	0.14
Delay/Veh:	22.1	25.7	20.0	64.9	27.7	31.2	38.1	14.6	13.5	28.9	19.5	13.9
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:	22.1	25.7	20.0	64.9	27.7	31.2	38.1	14.6	13.5	28.9	19.5	13.9
LOS by Move:	C	C	B	E	C	C	D	B	B	C	B	B
HCM2kAvgQ:	3	6	3	2	2	2	3	5	2	2	9	1

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

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Gilead Sciences EIR
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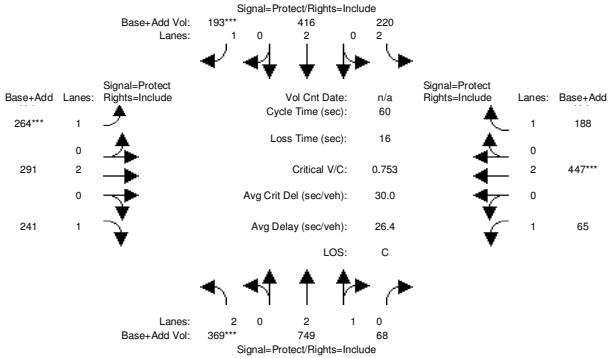
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #21: Foster City Boulevard/East Hillsdale Blvd



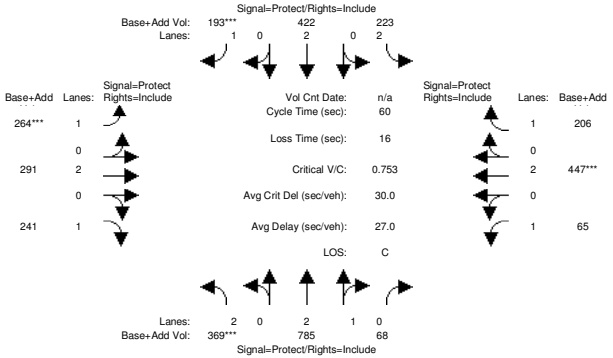
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	367	718	68	218	405	187	257	290	240	65	446	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	718	68	218	405	187	257	290	240	65	446	178
Added Vol:	2	31	0	2	11	6	7	1	1	0	1	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	369	749	68	220	416	193	264	291	241	65	447	188
User Adj:	1.00	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:	410	832	76	244	462	214	293	323	268	72	497	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	832	76	244	462	214	293	323	268	72	497	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	832	76	244	462	214	293	323	268	72	497	209
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.75	0.25	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4698	426	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.07	0.13	0.14	0.16	0.09	0.17	0.04	0.14	0.13
Crit Moves:	****					****	****				****	
Green/Cycle:	0.16	0.24	0.24	0.09	0.18	0.18	0.22	0.32	0.32	0.08	0.18	0.18
Volume/Cap:	0.75	0.74	0.74	0.74	0.71	0.75	0.75	0.28	0.52	0.52	0.75	0.72
Delay/Veh:	30.1	23.4	23.4	34.9	26.9	34.2	30.1	15.3	17.6	30.2	28.1	31.4
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:	30.1	23.4	23.4	34.9	26.9	34.2	30.1	15.3	17.6	30.2	28.1	31.4
LOS by Move:	C	C	C	C	C	C	C	B	B	C	C	C
HCM2kAvgQ:	4	6	6	2	4	4	7	2	5	1	5	4

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project AM

Intersection #21: Foster City Boulevard/East Hillsdale Blvd



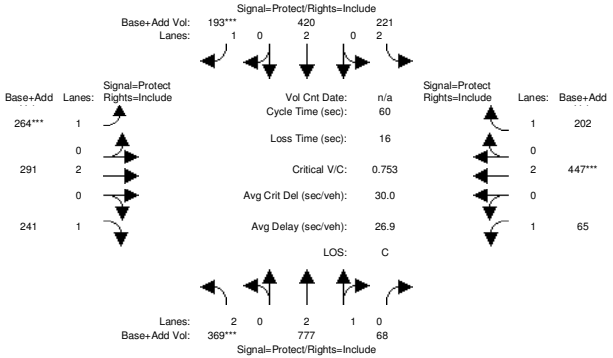
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	367	718	68	218	405	187	257	290	240	65	446	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	718	68	218	405	187	257	290	240	65	446	178
Added Vol:	2	67	0	5	17	6	7	1	1	0	1	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	369	785	68	223	422	193	264	291	241	65	447	206
User Adj:	1.00	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:	410	872	76	248	469	214	293	323	268	72	497	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	872	76	248	469	214	293	323	268	72	497	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	872	76	248	469	214	293	323	268	72	497	229
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.76	0.24	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4716	408	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.07	0.13	0.14	0.16	0.09	0.17	0.04	0.14	0.14
Crit Moves:	****					****	****				****	
Green/Cycle:	0.16	0.24	0.24	0.09	0.18	0.18	0.22	0.32	0.32	0.08	0.18	0.18
Volume/Cap:	0.75	0.76	0.76	0.76	0.72	0.75	0.75	0.28	0.52	0.52	0.75	0.79
Delay/Veh:	30.1	24.0	24.0	36.9	27.3	34.2	30.1	15.3	17.6	30.2	28.1	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	24.0	24.0	36.9	27.3	34.2	30.1	15.3	17.6	30.2	28.1	36.6
LOS by Move:	C	C	C	D	C	C	C	B	B	C	C	D
HCM2kAvgQ:	4	6	6	3	4	4	7	2	5	1	5	4

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A AM

Intersection #21: Foster City Boulevard/East Hillsdale Blvd



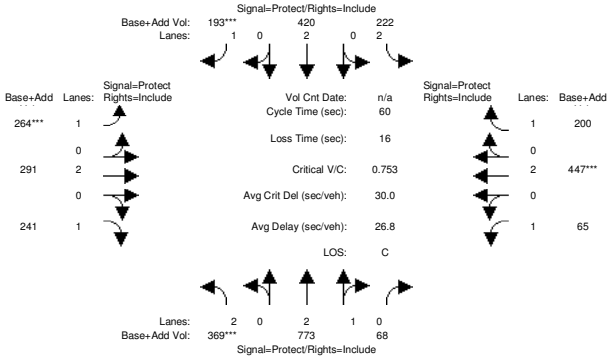
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	367	718	68	218	405	187	257	290	240	65	446	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	718	68	218	405	187	257	290	240	65	446	178
Added Vol:	2	59	0	3	15	6	7	1	1	0	1	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	369	777	68	221	420	193	264	291	241	65	447	202
User Adj:	1.00	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:	410	863	76	246	467	214	293	323	268	72	497	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	863	76	246	467	214	293	323	268	72	497	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	863	76	246	467	214	293	323	268	72	497	224
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.76	0.24	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4712	412	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.07	0.13	0.14	0.16	0.09	0.17	0.04	0.14	0.14
Crit Moves:	****					****	****				****	
Green/Cycle:	0.16	0.24	0.24	0.09	0.18	0.18	0.22	0.32	0.32	0.08	0.18	0.18
Volume/Cap:	0.75	0.76	0.76	0.76	0.72	0.75	0.75	0.28	0.52	0.52	0.75	0.77
Delay/Veh:	30.1	23.8	23.8	36.4	27.2	34.2	30.1	15.3	17.6	30.2	28.1	35.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	23.8	23.8	36.4	27.2	34.2	30.1	15.3	17.6	30.2	28.1	35.2
LOS by Move:	C	C	C	D	C	C	C	B	B	C	C	D
HCM2kAvgQ:	4	6	6	2	4	4	7	2	5	1	5	4

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B AM

Intersection #21: Foster City Boulevard/East Hillsdale Blvd



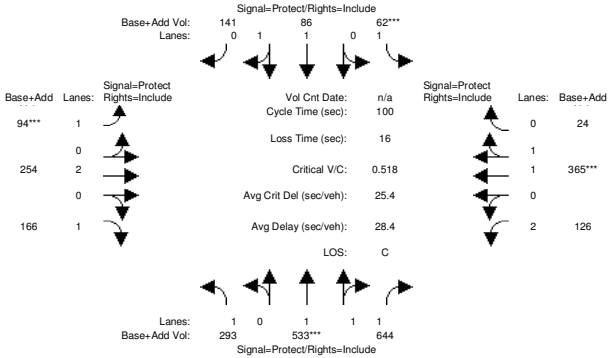
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	367	718	68	218	405	187	257	290	240	65	446	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	718	68	218	405	187	257	290	240	65	446	178
Added Vol:	2	55	0	4	15	6	7	1	1	0	1	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	369	773	68	222	420	193	264	291	241	65	447	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	410	859	76	247	467	214	293	323	268	72	497	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	859	76	247	467	214	293	323	268	72	497	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	859	76	247	467	214	293	323	268	72	497	222
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.76	0.24	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4710	414	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.07	0.13	0.14	0.16	0.09	0.17	0.04	0.14	0.14
Crit Moves:	****					****	****				****	
Green/Cycle:	0.16	0.24	0.24	0.09	0.18	0.18	0.22	0.32	0.32	0.08	0.18	0.18
Volume/Cap:	0.75	0.75	0.75	0.75	0.72	0.75	0.75	0.28	0.52	0.52	0.75	0.76
Delay/Veh:	30.1	23.8	23.8	36.2	27.2	34.2	30.1	15.3	17.6	30.2	28.1	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	23.8	23.8	36.2	27.2	34.2	30.1	15.3	17.6	30.2	28.1	34.6
LOS by Move:	C	C	C	D	C	C	C	B	B	C	C	C
HCM2kAvgQ:	4	6	6	2	4	4	7	2	5	1	5	4

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

Gilead Sciences EIR
SF12-0606

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

Intersection #22: Mariners Island Blvd/Fashion Island blvd



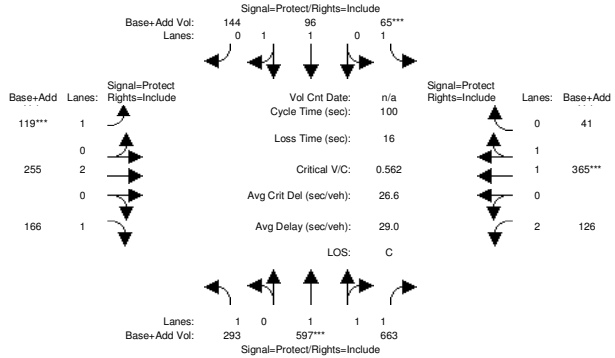
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	282	486	632	49	73	139	82	251	154	118	364	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	486	632	49	73	139	82	251	154	118	364	16
Added Vol:	11	47	12	13	13	2	12	3	12	8	1	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	533	644	62	86	141	94	254	166	126	365	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	533	644	62	86	141	94	254	166	126	365	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	533	644	62	86	141	94	254	166	126	365	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:	293	533	644	62	86	141	94	254	166	126	365	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.85	0.95	0.86	0.85	0.95	0.95	0.83	0.92	0.94	0.94
Lanes:	1.00	1.34	1.66	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.88	0.12
Final Sat.:	1805	2219	2681	1805	1637	1609	1805	3610	1570	3502	3356	221
Capacity Analysis Module:												
Vol/Sat:	0.16	0.24	0.24	0.03	0.05	0.09	0.05	0.07	0.11	0.04	0.11	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.34	0.46	0.46	0.07	0.19	0.19	0.10	0.23	0.23	0.08	0.21	0.21
Volume/Cap:	0.47	0.52	0.52	0.52	0.28	0.47	0.52	0.30	0.46	0.46	0.52	0.52
Delay/Veh:	26.3	19.2	19.2	49.1	35.2	37.1	45.3	32.0	33.9	45.2	35.7	35.7
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:	26.3	19.2	19.2	49.1	35.2	37.1	45.3	32.0	33.9	45.2	35.7	35.7
LOS by Move:	C	B	B	D	D	D	D	C	C	D	D	D
HCM2kAvgQ:	7	9	8	3	3	5	3	4	5	2	5	5

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project AM

Intersection #22: Mariners Island Blvd/Fashion Island blvd



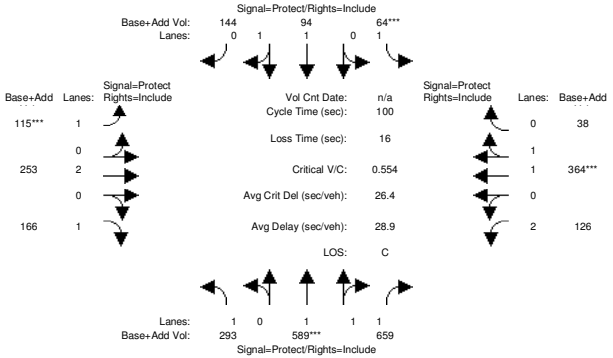
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	282	486	632	49	73	139	82	251	154	118	364	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	486	632	49	73	139	82	251	154	118	364	16
Added Vol:	11	111	31	16	23	5	37	4	12	8	1	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	597	663	65	96	144	119	255	166	126	365	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	597	663	65	96	144	119	255	166	126	365	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	597	663	65	96	144	119	255	166	126	365	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	293	597	663	65	96	144	119	255	166	126	365	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.85	0.95	0.86	0.85	0.95	0.95	0.83	0.92	0.94	0.93
Lanes:	1.00	1.40	1.60	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.80	0.20
Final Sat.:	1805	2332	2590	1805	1643	1615	1805	3610	1570	3502	3196	359
Capacity Analysis Module:												
Vol/Sat:	0.16	0.26	0.26	0.04	0.06	0.09	0.07	0.07	0.11	0.04	0.11	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.34	0.46	0.46	0.06	0.18	0.18	0.12	0.24	0.24	0.08	0.20	0.20
Volume/Cap:	0.48	0.56	0.56	0.56	0.32	0.48	0.56	0.30	0.44	0.44	0.56	0.56
Delay/Veh:	27.0	20.3	20.3	51.6	35.6	37.3	45.1	31.3	33.2	44.9	36.9	36.9
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:	27.0	20.3	20.3	51.6	35.6	37.3	45.1	31.3	33.2	44.9	36.9	36.9
LOS by Move:	C	C	C	D	D	D	D	C	C	D	D	D
HCM2kAvgQ:	7	10	9	3	3	5	4	3	5	2	6	6

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A AM

Intersection #22: Mariners Island Blvd/Fashion Island 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	282	486	632	49	73	139	82	251	154	118	364	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:	282	486	632	49	73	139	82	251	154	118	364	16
Added Vol:	11	103	27	15	21	5	33	2	12	8	0	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	589	659	64	94	144	115	253	166	126	364	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	589	659	64	94	144	115	253	166	126	364	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	589	659	64	94	144	115	253	166	126	364	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	293	589	659	64	94	144	115	253	166	126	364	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.85	0.95	0.86	0.85	0.95	0.95	0.83	0.92	0.94	0.93
Lanes:	1.00	1.40	1.60	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.81	0.19
Final Sat.:	1805	2323	2599	1805	1641	1613	1805	3610	1570	3502	3222	336
Capacity Analysis Module:												
Vol/Sat:	0.16	0.25	0.25	0.04	0.06	0.09	0.06	0.07	0.11	0.04	0.11	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.34	0.46	0.46	0.06	0.18	0.18	0.11	0.24	0.24	0.08	0.20	0.20
Volume/Cap:	0.48	0.55	0.55	0.55	0.31	0.48	0.55	0.29	0.44	0.44	0.55	0.55
Delay/Veh:	26.9	20.0	20.0	51.2	35.5	37.2	45.1	31.4	33.3	44.9	36.7	36.7
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:	26.9	20.0	20.0	51.2	35.5	37.2	45.1	31.4	33.3	44.9	36.7	36.7
LOS by Move:	C	C	C	D	D	D	D	C	C	D	D	D
HCM2kAvgQ:	7	9	9	3	3	5	4	3	5	2	6	6

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

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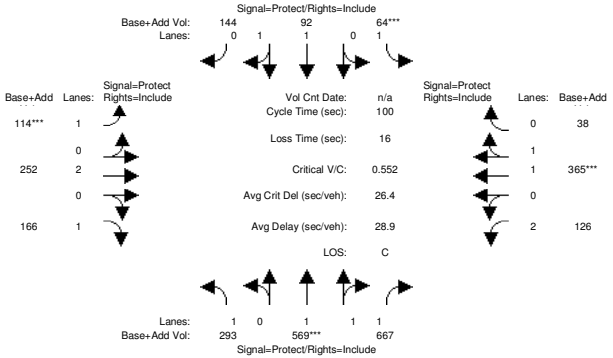
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B AM

Intersection #22: Mariners Island Blvd/Fashion Island 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	282	486	632	49	73	139	82	251	154	118	364	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:	282	486	632	49	73	139	82	251	154	118	364	16
Added Vol:	11	83	35	15	19	5	32	1	12	8	1	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	569	667	64	92	144	114	252	166	126	365	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	569	667	64	92	144	114	252	166	126	365	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	569	667	64	92	144	114	252	166	126	365	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	293	569	667	64	92	144	114	252	166	126	365	38
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.85	0.95	0.86	0.85	0.95	0.95	0.83	0.92	0.94	0.93
Lanes:	1.00	1.36	1.64	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.81	0.19
Final Sat.:	1805	2259	2648	1805	1641	1613	1805	3610	1570	3502	3223	336
Capacity Analysis Module:												
Vol/Sat:	0.16	0.25	0.25	0.04	0.06	0.09	0.06	0.07	0.11	0.04	0.11	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.34	0.46	0.46	0.06	0.18	0.18	0.11	0.24	0.24	0.08	0.21	0.21
Volume/Cap:	0.48	0.55	0.55	0.55	0.30	0.48	0.55	0.29	0.44	0.44	0.55	0.55
Delay/Veh:	26.9	20.1	20.1	51.0	35.4	37.3	45.1	31.4	33.3	44.9	36.5	36.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	20.1	20.1	51.0	35.4	37.3	45.1	31.4	33.3	44.9	36.5	36.5
LOS by Move:	C	C	C	D	D	D	D	C	C	D	D	D
HCM2kAvgQ:	7	9	9	3	3	5	4	3	5	2	6	6

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

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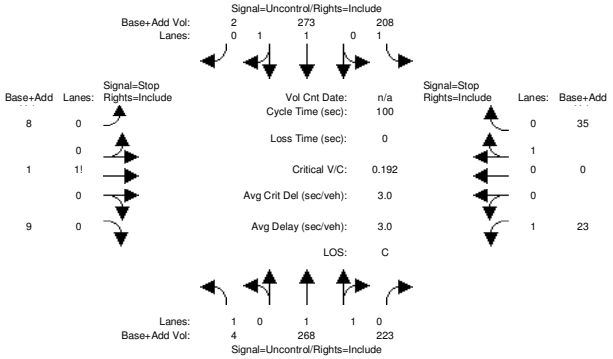
Gilead Sciences EIR
SF12-0606

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

Intersection #23: Mariners Island Blvd/Reef Drive



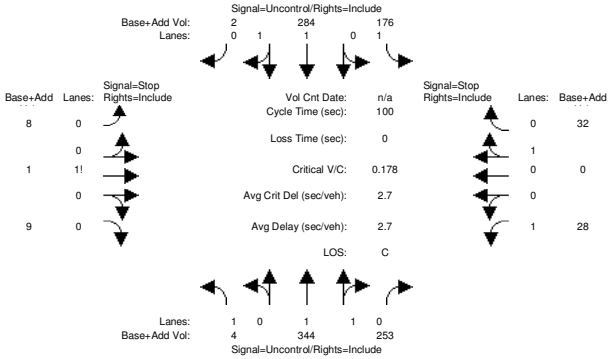
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Volume Module:												
Base Vol:	4	257	166	97	253	2	8	1	9	15	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	257	166	97	253	2	8	1	9	15	0	22
Added Vol:	0	11	57	111	20	0	0	0	0	8	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	268	223	208	273	2	8	1	9	23	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	268	223	208	273	2	8	1	9	23	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	268	223	208	273	2	8	1	9	23	0	35
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	275	xxxx	xxxxx	491	xxxx	xxxxx	832	1189	138	941	1079	246
Potent Cap.:	1300	xxxx	xxxxx	1083	xxxx	xxxxx	265	190	892	221	220	761
Move Cap.:	1300	xxxx	xxxxx	1083	xxxx	xxxxx	215	153	892	185	177	761
Volume/Cap:	0.00	xxxx	xxxx	0.19	xxxx	xxxx	0.04	0.01	0.01	0.12	0.00	0.05
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	9.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	27.2	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	D	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	334	xxxxx	xxxx	xxxx	761
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	0.1
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.4	xxxxx	xxxxx	xxxx	10.0
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	A
ApproachDel:	xxxxxx			xxxxxx			16.4			16.8		
ApproachLOS:	*			*			C			C		

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background Plus Proposed Project AM

Intersection #23: Mariners Island Blvd/Reef Drive



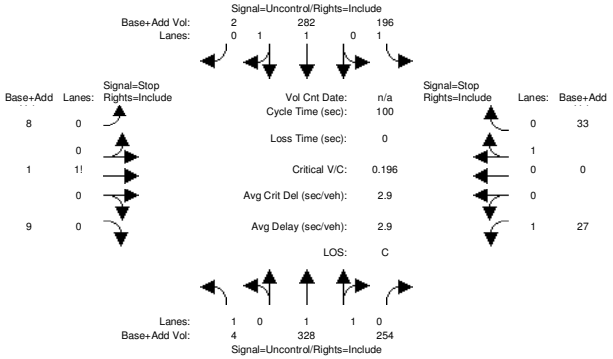
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Volume Module:												
Base Vol:	4	257	166	97	253	2	8	1	9	15	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	257	166	97	253	2	8	1	9	15	0	22
Added Vol:	0	87	87	79	31	0	0	0	0	13	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	344	253	176	284	2	8	1	9	28	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	344	253	176	284	2	8	1	9	28	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	344	253	176	284	2	8	1	9	28	0	32
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	286	xxxx	xxxxx	597	xxxx	xxxxx	817	1242	143	973	1117	299
Potent Cap.:	1288	xxxx	xxxxx	989	xxxx	xxxxx	272	176	885	210	209	704
Move Cap.:	1288	xxxx	xxxxx	989	xxxx	xxxxx	223	144	885	178	171	704
Volume/Cap:	0.00	xxxx	xxxx	0.18	xxxx	xxxx	0.04	0.01	0.01	0.16	0.00	0.05
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.5	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	29.0	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	D	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	340	xxxxx	xxxx	xxxx	704
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	0.1
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.2	xxxxx	xxxxx	xxxx	10.4
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			16.2			19.1		
ApproachLOS:	*			*			C			C		

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background Plus Project - Alternative A AM

Intersection #23: Mariners Island Blvd/Reef Drive



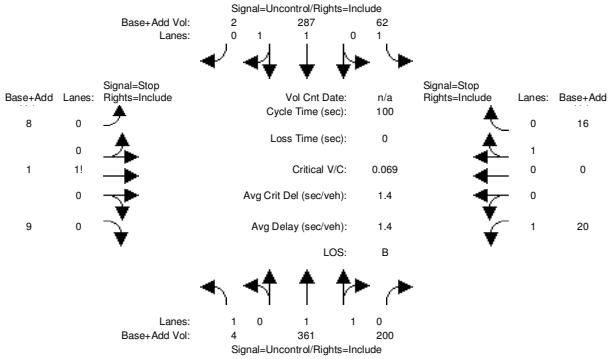
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	4	257	166	97	253	2	8	1	9	15	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	257	166	97	253	2	8	1	9	15	0	22
Added Vol:	0	71	88	99	29	0	0	0	0	12	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	328	254	196	282	2	8	1	9	27	0	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	328	254	196	282	2	8	1	9	27	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	328	254	196	282	2	8	1	9	27	0	33
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	284	xxxx	xxxxx	582	xxxx	xxxxx	847	1265	142	997	1139	291
Potent Cap.:	1290	xxxx	xxxxx	1002	xxxx	xxxxx	259	171	886	201	203	712
Move Cap.:	1290	xxxx	xxxxx	1002	xxxx	xxxxx	209	137	886	168	163	712
Volume/Cap:	0.00	xxxx	xxxx	0.20	xxxx	xxxx	0.04	0.01	0.01	0.16	0.00	0.05
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	30.5	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	D	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	323	xxxxx	xxxx	xxxx	712
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	0.1
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.8	xxxxx	xxxxx	xxxx	10.3
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			16.8			19.4		
ApproachLOS:	*			*			C			C		

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background Plus Project - Alternative B AM

Intersection #23: Mariners Island Blvd/Reef Drive



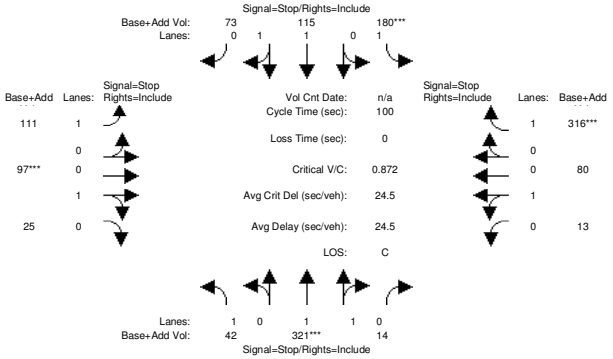
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	4	257	166	97	253	2	8	1	9	15	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	257	166	97	253	2	8	1	9	15	0	22
Added Vol:	0	104	34	-35	34	0	0	0	0	5	0	-6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	361	200	62	287	2	8	1	9	20	0	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	361	200	62	287	2	8	1	9	20	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	361	200	62	287	2	8	1	9	20	0	16
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	289	xxxx	xxxxx	561	xxxx	xxxxx	601	981	145	737	882	281
Potent Cap.:	1284	xxxx	xxxxx	1020	xxxx	xxxxx	389	251	883	310	287	723
Move Cap.:	1284	xxxx	xxxxx	1020	xxxx	xxxxx	362	235	883	291	269	723
Volume/Cap:	0.00	xxxx	xxxx	0.06	xxxx	xxxx	0.02	0.00	0.01	0.07	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.3	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	C	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	492	xxxxx	xxxx	xxxx	723
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	0.1
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.6	xxxxx	xxxxx	xxxx	10.1
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			12.6			14.6		
ApproachLOS:	*			*			B			B		

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

Gilead Sciences EIR
SF12-0606

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

Intersection #24: Foster City Blvd/Marlin Ave



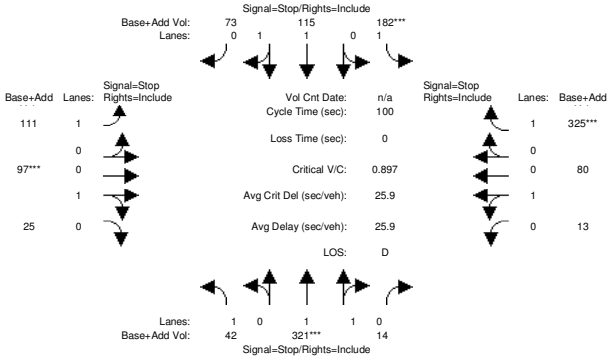
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	42	321	14	175	115	73	111	97	25	13	80	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	321	14	175	115	73	111	97	25	13	80	305
Added Vol:	0	0	0	5	0	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	321	14	180	115	73	111	97	25	13	80	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	55	417	18	234	149	95	144	126	32	17	104	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	417	18	234	149	95	144	126	32	17	104	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	417	18	234	149	95	144	126	32	17	104	410
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	1.92	0.08	1.00	1.22	0.78	1.00	0.80	0.20	0.14	0.86	1.00
Final Sat.:	359	741	32	366	471	313	374	319	82	59	360	471
Capacity Analysis Module:												
Vol/Sat:	0.15	0.56	0.56	0.64	0.32	0.30	0.39	0.40	0.40	0.29	0.29	0.87
Crit Moves:		****		****				****				****
Delay/Veh:	13.9	22.1	21.9	26.8	15.6	14.7	17.2	16.3	16.3	14.2	14.2	41.7
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:	13.9	22.1	21.9	26.8	15.6	14.7	17.2	16.3	16.3	14.2	14.2	41.7
LOS by Move:	B	C	C	D	C	B	C	C	C	B	B	E
ApproachDel:		21.1			20.9			16.7			35.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		21.1			20.9			16.7			35.4	
LOS by Appr:		C			C			C			E	
AllWayAvgQ:	0.2	1.1	1.1	1.5	0.4	0.4	0.5	0.6	0.6	0.4	0.4	4.1

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background Plus Proposed Project AM

Intersection #24: Foster City Blvd/Marlin Ave



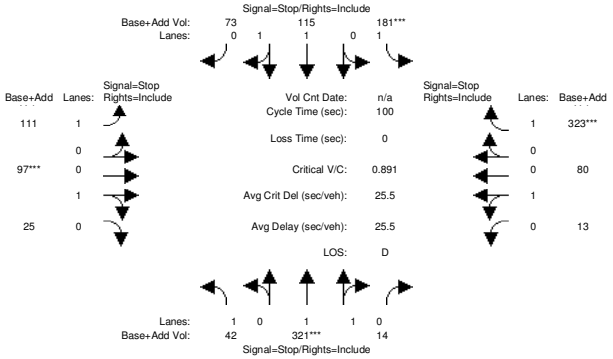
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	42	321	14	175	115	73	111	97	25	13	80	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	321	14	175	115	73	111	97	25	13	80	305
Added Vol:	0	0	0	7	0	0	0	0	0	0	0	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	321	14	182	115	73	111	97	25	13	80	325
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	55	417	18	236	149	95	144	126	32	17	104	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	417	18	236	149	95	144	126	32	17	104	422
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	417	18	236	149	95	144	126	32	17	104	422
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	1.92	0.08	1.00	1.22	0.78	1.00	0.80	0.20	0.14	0.86	1.00
Final Sat.:	357	736	32	364	468	311	372	317	82	58	359	470
Capacity Analysis Module:												
Vol/Sat:	0.15	0.57	0.56	0.65	0.32	0.30	0.39	0.40	0.40	0.29	0.29	0.90
Crit Moves:		****		****				****				****
Delay/Veh:	14.0	22.4	22.2	27.5	15.7	14.8	17.3	16.5	16.5	14.3	14.3	45.9
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:	14.0	22.4	22.2	27.5	15.7	14.8	17.3	16.5	16.5	14.3	14.3	45.9
LOS by Move:	B	C	C	D	C	B	C	C	C	B	B	E
ApproachDel:		21.4			21.3			16.9			38.9	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		21.4			21.3			16.9			38.9	
LOS by Appr:		C			C			C			E	
AllWayAvgQ:	0.2	1.1	1.1	1.5	0.4	0.4	0.6	0.6	0.6	0.4	0.4	4.7

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background Plus Project - Alternative A AM

Intersection #24: 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:	42	321	14	175	115	73	111	97	25	13	80	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	321	14	175	115	73	111	97	25	13	80	305
Added Vol:	0	0	0	6	0	0	0	0	0	0	0	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	321	14	181	115	73	111	97	25	13	80	323
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	55	417	18	235	149	95	144	126	32	17	104	419
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	417	18	235	149	95	144	126	32	17	104	419
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	417	18	235	149	95	144	126	32	17	104	419
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	1.92	0.08	1.00	1.22	0.78	1.00	0.80	0.20	0.14	0.86	1.00
Final Sat.:	357	737	32	364	468	312	373	317	82	58	359	471
Capacity Analysis Module:												
Vol/Sat:	0.15	0.57	0.56	0.65	0.32	0.30	0.39	0.40	0.40	0.29	0.29	0.89
Crit Moves:		****		****				****				****
Delay/Veh:	13.9	22.3	22.1	27.2	15.7	14.8	17.3	16.4	16.4	14.3	14.3	44.9
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:	13.9	22.3	22.1	27.2	15.7	14.8	17.3	16.4	16.4	14.3	14.3	44.9
LOS by Move:	B	C	C	D	C	B	C	C	C	B	B	E
ApproachDel:		21.3			21.2			16.8			38.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		21.3			21.2			16.8			38.0	
LOS by Appr:		C			C			C			E	
AllWayAvgQ:	0.2	1.1	1.1	1.5	0.4	0.4	0.6	0.6	0.6	0.4	0.4	4.5

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

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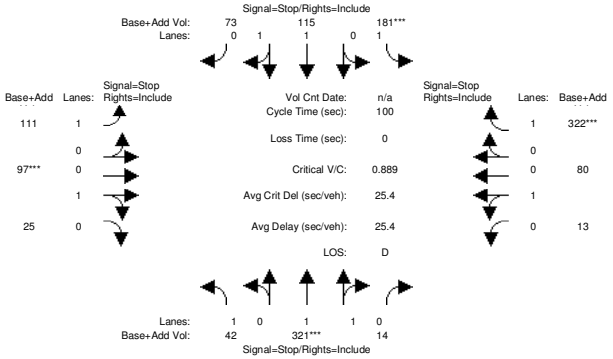
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background Plus Project - Alternative B AM

Intersection #24: 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:	42	321	14	175	115	73	111	97	25	13	80	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	321	14	175	115	73	111	97	25	13	80	305
Added Vol:	0	0	0	6	0	0	0	0	0	0	0	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	321	14	181	115	73	111	97	25	13	80	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	55	417	18	235	149	95	144	126	32	17	104	418
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	417	18	235	149	95	144	126	32	17	104	418
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	417	18	235	149	95	144	126	32	17	104	418
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	1.92	0.08	1.00	1.22	0.78	1.00	0.80	0.20	0.14	0.86	1.00
Final Sat.:	357	738	32	365	469	312	373	318	82	58	359	471
Capacity Analysis Module:												
Vol/Sat:	0.15	0.57	0.56	0.64	0.32	0.30	0.39	0.40	0.40	0.29	0.29	0.89
Crit Moves:		****		****				****				****
Delay/Veh:	13.9	22.2	22.1	27.2	15.6	14.7	17.2	16.4	16.4	14.3	14.3	44.4
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:	13.9	22.2	22.1	27.2	15.6	14.7	17.2	16.4	16.4	14.3	14.3	44.4
LOS by Move:	B	C	C	D	C	B	C	C	C	B	B	E
ApproachDel:		21.3			21.1			16.8			37.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		21.3			21.1			16.8			37.7	
LOS by Appr:		C			C			C			E	
AllWayAvgQ:	0.2	1.1	1.1	1.5	0.4	0.4	0.6	0.6	0.6	0.4	0.4	4.5

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

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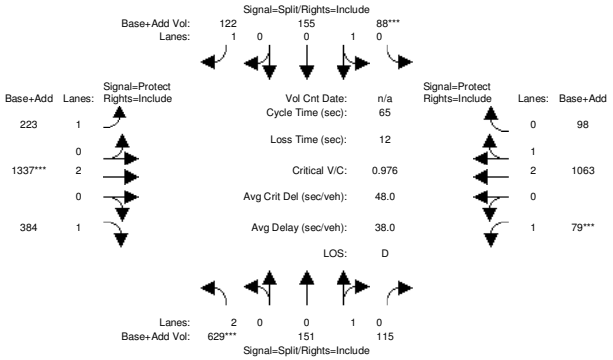
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) AM

Intersection #1: 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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	629	151	66	88	155	122	223	801	384	70	960	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:	629	151	66	88	155	122	223	801	384	70	960	98				
Added Vol:	0	0	49	0	0	0	0	536	0	9	103	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	629	151	115	88	155	122	223	1337	384	79	1063	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:	691	166	126	97	170	134	245	1469	422	87	1168	108				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	691	166	126	97	170	134	245	1469	422	87	1168	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:	691	166	126	97	170	134	245	1469	422	87	1168	108				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.94	0.93	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.89				
Lanes:	2.00	0.57	0.43	0.36	0.64	1.00	1.00	2.00	1.00	1.00	2.75	0.25				
Final Sat.:	3502	1005	765	676	1190	1589	1805	3610	1546	1805	4686	432				
Capacity Analysis Module:																
Vol/Sat:	0.20	0.17	0.17	0.14	0.14	0.08	0.14	0.41	0.27	0.05	0.25	0.25				
Crit Moves:	****			****				****		****						
Green/Cycle:	0.20	0.20	0.20	0.15	0.15	0.15	0.16	0.42	0.42	0.05	0.30	0.30				
Volume/Cap:	0.98	0.82	0.82	0.98	0.98	0.58	0.83	0.98	0.65	0.98	0.83	0.83				
Delay/Veh:	53.5	38.3	38.3	75.1	75.1	29.3	43.3	36.3	17.6	118.0	24.9	24.9				
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:	53.5	38.3	38.3	75.1	75.1	29.3	43.3	36.3	17.6	118.0	24.9	24.9				
LOS by Move:	D	D	D	E	E	C	D	D	B	F	C	C				
HCM2kAvgQ:	13	8	8	10	10	3	5	19	7	5	12	11				

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

Gilead Sciences
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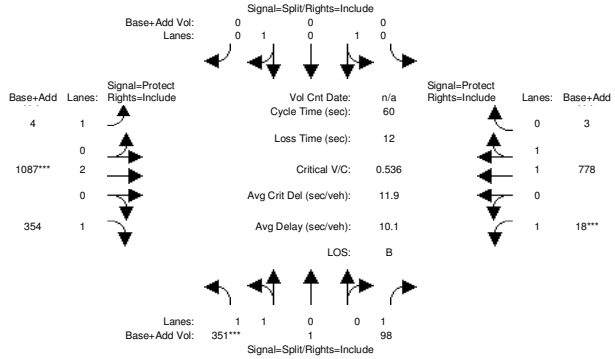
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) AM

Intersection #2: 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:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	312	1	15	0	0	0	4	599	257	6	701	3				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	312	1	15	0	0	0	4	599	257	6	701	3				
Added Vol:	39	0	83	0	0	0	0	488	97	12	77	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	351	1	98	0	0	0	4	1087	354	18	778	3				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	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:	362	1	101	0	0	0	4	1121	365	19	802	3				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	362	1	101	0	0	0	4	1121	365	19	802	3				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	362	1	101	0	0	0	4	1121	365	19	802	3				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.88	0.88	0.85	0.95	0.95	0.95	0.95	0.95	0.85	0.95	0.95	0.95				
Lanes:	1.99	0.01	1.00	0.00	0.00	2.00	1.00	2.00	1.00	1.00	1.99	0.01				
Final Sat.:	3346	10	1612	0	0	3610	1805	3610	1615	1805	3593	14				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.11	0.06	0.00	0.00	0.00	0.00	0.31	0.23	0.01	0.22	0.22				
Crit Moves:	****							****		****						
Green/Cycle:	0.20	0.20	0.20	0.00	0.00	0.00	0.01	0.58	0.58	0.02	0.59	0.59				
Volume/Cap:	0.54	0.54	0.31	0.00	0.00	0.00	0.38	0.54	0.39	0.54	0.38	0.38				
Delay/Veh:	22.3	22.3	20.9	0.0	0.0	0.0	50.1	8.0	7.1	44.7	6.5	6.5				
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:	22.3	22.3	20.9	0.0	0.0	0.0	50.1	8.0	7.1	44.7	6.5	6.5				
LOS by Move:	C	C	C	A	A	A	D	A	A	D	A	A				
HCM2kAvgQ:	4	4	2	0	0	0	0	7	4	0	4	4				

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

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2000 HCM Operations (Future Volume Alternative)
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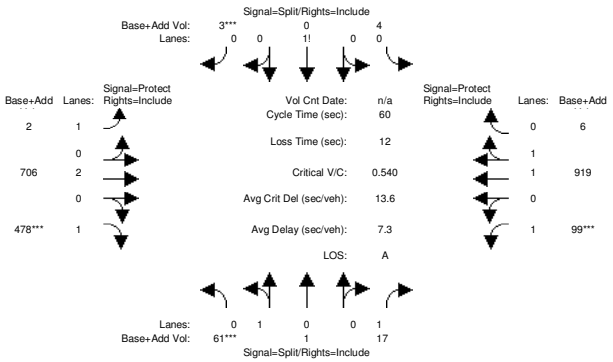
Intersection #3: Lakeside Dr/East Third Avenue



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	1	6	4	0	3	2	447	166	23	880	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:	11	1	6	4	0	3	2	447	166	23	880	6
Added Vol:	50	0	11	0	0	0	0	259	312	76	39	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	1	17	4	0	3	2	706	478	99	919	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	68	1	19	4	0	3	2	784	531	110	1021	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1	19	4	0	3	2	784	531	110	1021	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	1	19	4	0	3	2	784	531	110	1021	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.92	1.00	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	0.98	0.02	1.00	0.57	0.00	0.43	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1781	29	1599	994	0	746	1805	3610	1615	1805	3583	23
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.00	0.00	0.00	0.00	0.22	0.33	0.06	0.28	0.28
Crit Moves:	****					****			****	****		
Green/Cycle:	0.07	0.07	0.07	0.01	0.00	0.01	0.00	0.61	0.61	0.11	0.72	0.72
Volume/Cap:	0.54	0.54	0.17	0.54	0.00	0.54	0.40	0.36	0.54	0.54	0.40	0.40
Delay/Veh:	31.6	31.6	26.9	65.3	0.0	65.3	70.3	6.0	7.5	28.1	3.4	3.4
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:	31.6	31.6	26.9	65.3	0.0	65.3	70.3	6.0	7.5	28.1	3.4	3.4
LOS by Move:	C	C	C	E	A	E	E	A	A	C	A	A
HCM2kAvgQ:	2	2	0	1	0	1	0	4	6	2	4	4

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

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2000 HCM Operations (Future Volume Alternative)
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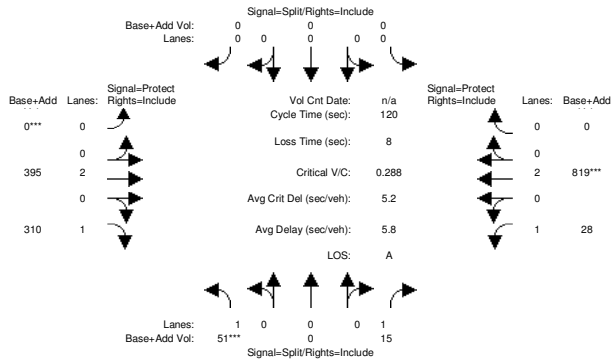
Intersection #4: Marsh Dr/East Third Ave



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	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	0	6	0	0	0	0	377	59	7	753	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:	2	0	6	0	0	0	0	377	59	7	753	0
Added Vol:	49	0	9	0	0	0	0	18	251	21	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	0	15	0	0	0	0	395	310	28	819	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	54	0	16	0	0	0	0	416	326	29	862	0
Reduct Vol:	0	0	1	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	0	15	0	0	0	0	416	326	29	862	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	0	15	0	0	0	0	416	326	29	862	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.12	0.20	0.02	0.24	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.77	0.77	0.06	0.83	0.00
Volume/Cap:	0.29	0.00	0.09	0.00	0.00	0.00	0.00	0.15	0.26	0.26	0.29	0.00
Delay/Veh:	50.6	0.0	48.9	0.0	0.0	0.0	0.0	3.7	4.2	54.9	2.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	0.0	48.9	0.0	0.0	0.0	0.0	3.7	4.2	54.9	2.3	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	2	0	1	0	0	0	0	2	3	1	4	0

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

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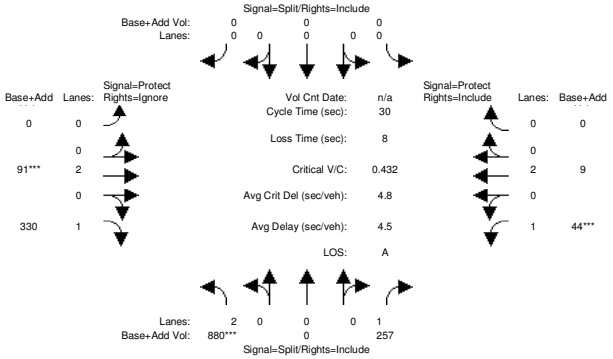
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) AM

Intersection #5: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	794	0	257	0	0	0	0	91	303	44	9	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:	794	0	257	0	0	0	0	91	303	44	9	0
Added Vol:	86	0	0	0	0	0	0	0	27	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	880	0	257	0	0	0	0	91	330	44	9	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	926	0	271	0	0	0	0	96	0	46	9	0
Reduct Vol:	0	0	69	0	0	0	0	0	0	0	0	0
Reduced Vol:	926	0	202	0	0	0	0	96	0	46	9	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:	926	0	202	0	0	0	0	96	0	46	9	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	1607	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.13	0.00	0.00	0.00	0.00	0.03	0.00	0.03	0.00	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.61	0.00	0.61	0.00	0.00	0.00	0.00	0.06	0.00	0.06	0.12	0.00
Volume/Cap:	0.43	0.00	0.20	0.00	0.00	0.00	0.00	0.43	0.00	0.43	0.02	0.00
Delay/Veh:	3.2	0.0	2.7	0.0	0.0	0.0	0.0	14.9	0.0	16.4	11.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	3.2	0.0	2.7	0.0	0.0	0.0	0.0	14.9	0.0	16.4	11.6	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	B	B	A
HCM2kAvgQ:	2	0	1	0	0	0	0	0	0	1	0	0

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

Gilead Sciences
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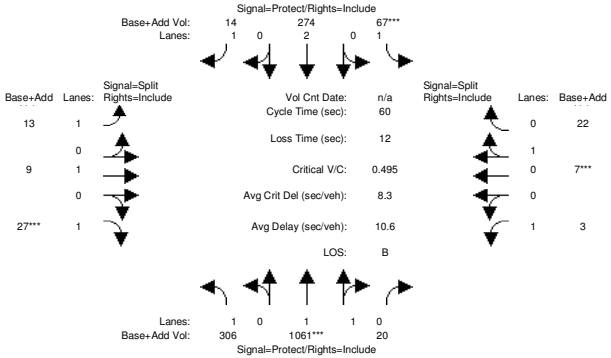
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) AM

Intersection #6: Foster City Blvd/Vintage - Chess



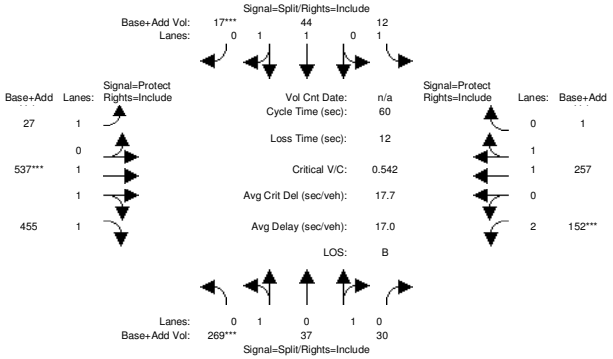
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	188	975	20	67	247	14	13	9	18	3	7	22
Growth Adj:	1.00	1.00	1.00	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:	118	86	0	0	27	0	0	0	9	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	1061	20	67	274	14	13	9	27	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	326	1129	21	71	291	15	14	10	29	3	7	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1129	21	71	291	15	14	10	29	3	7	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	1129	21	71	291	15	14	10	29	3	7	23
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	0.82	0.95	1.00	0.83	0.95	0.89	0.87
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	3533	67	1805	3610	1552	1805	1900	1583	1805	402	1265
Capacity Analysis Module:												
Vol/Sat:	0.18	0.32	0.32	0.04	0.08	0.01	0.01	0.01	0.02	0.00	0.02	0.02
Crit Moves:		****		****					****		****	
Green/Cycle:	0.50	0.65	0.65	0.08	0.22	0.22	0.04	0.04	0.04	0.04	0.04	0.04
Volume/Cap:	0.36	0.49	0.49	0.49	0.36	0.04	0.21	0.14	0.49	0.05	0.49	0.49
Delay/Veh:	9.3	5.7	5.7	29.1	19.9	18.3	29.6	28.9	34.8	28.1	34.4	34.4
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:	9.3	5.7	5.7	29.1	19.9	18.3	29.6	28.9	34.8	28.1	34.4	34.4
LOS by Move:	A	A	A	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	4	6	6	1	2	0	0	0	1	0	1	1

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) AM

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	269	36	30	12	44	17	27	518	423	143	222	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	36	30	12	44	17	27	518	423	143	222	1
Added Vol:	0	1	0	0	0	0	0	19	32	9	35	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	37	30	12	44	17	27	537	455	152	257	1
User Adj:	1.00	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:	280	39	31	13	46	18	28	559	474	158	268	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	39	31	13	46	18	28	559	474	158	268	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	39	31	13	46	18	28	559	474	158	268	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.95	0.91	0.91	0.95	0.88	0.87	0.92	0.95	0.95
Lanes:	1.00	0.55	0.45	1.00	1.44	0.56	1.00	1.61	1.39	2.00	1.99	0.01
Final Sat.:	1712	945	766	1805	2491	963	1805	2706	2293	3502	3592	14
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.04	0.01	0.02	0.02	0.02	0.21	0.21	0.05	0.07	0.07
Crit Moves:	****					****		****		****		
Green/Cycle:	0.30	0.30	0.30	0.03	0.03	0.03	0.08	0.38	0.38	0.08	0.38	0.38
Volume/Cap:	0.54	0.14	0.14	0.20	0.54	0.54	0.19	0.54	0.54	0.54	0.19	0.19
Delay/Veh:	18.4	15.3	15.3	29.8	33.6	33.6	26.4	14.8	14.8	28.5	12.4	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.4	15.3	15.3	29.8	33.6	33.6	26.4	14.8	14.8	28.5	12.4	12.4
LOS by Move:	B	B	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	5	1	1	0	1	1	0	5	5	2	2	2

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

Gilead Sciences
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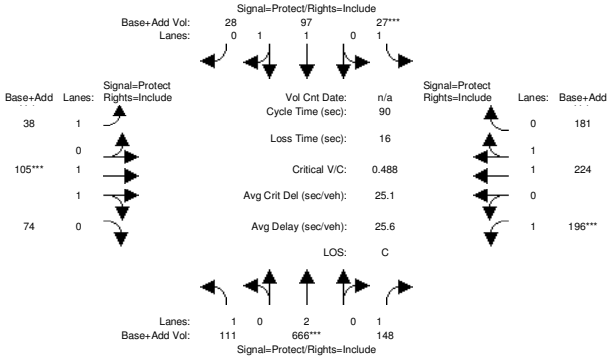
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) AM

Intersection #8: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	106	281	148	11	39	16	31	103	72	196	219	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	281	148	11	39	16	31	103	72	196	219	97
Added Vol:	5	385	0	16	58	12	7	2	2	0	5	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	666	148	27	97	28	38	105	74	196	224	181
User Adj:	1.00	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:	123	740	164	30	108	31	42	117	82	218	249	201
Reduct Vol:	0	0	90	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	740	74	30	108	31	42	117	82	218	249	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	740	74	30	108	31	42	117	82	218	249	201
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	0.91	0.95	0.89	0.88	0.95	0.89	0.87
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	1.00	1.17	0.83	1.00	1.10	0.90
Final Sat.:	1805	3610	1567	1805	2702	780	1805	1978	1394	1805	1852	1496
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.05	0.02	0.04	0.04	0.02	0.06	0.06	0.12	0.13	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.29	0.42	0.42	0.03	0.17	0.17	0.05	0.12	0.12	0.25	0.31	0.31
Volume/Cap:	0.24	0.49	0.11	0.49	0.24	0.24	0.43	0.49	0.49	0.49	0.43	0.43
Delay/Veh:	24.8	19.3	16.0	48.7	32.7	32.7	44.2	37.9	37.9	29.8	24.8	24.8
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:	24.8	19.3	16.0	48.7	32.7	32.7	44.2	37.9	37.9	29.8	24.8	24.8
LOS by Move:	C	B	B	D	C	C	D	D	D	C	C	C
HCM2kAvgQ:	2	8	1	2	2	2	2	3	3	5	5	5

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

Gilead Sciences
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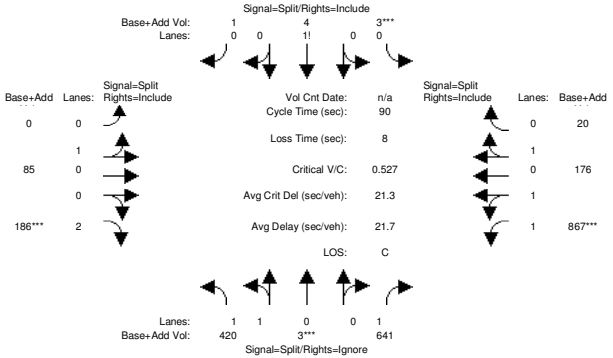
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) AM

Intersection #9: SR 92 Westbound Ramps/Chess Dr



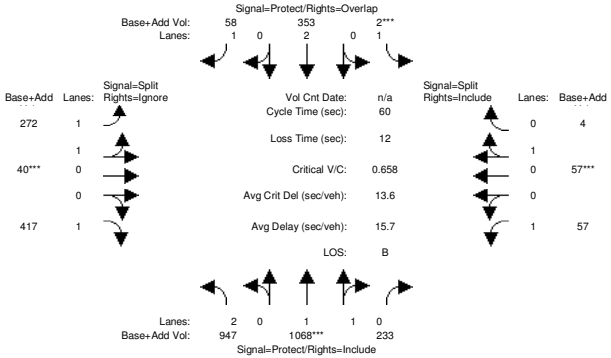
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	334	3	584	3	4	1	0	84	169	788	173	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	3	584	3	4	1	0	84	169	788	173	20
Added Vol:	86	0	57	0	0	0	0	1	17	79	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	420	3	641	3	4	1	0	85	186	867	176	20
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	457	3	0	3	4	1	0	92	202	942	191	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	457	3	0	3	4	1	0	92	202	942	191	22
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	457	3	0	3	4	1	0	92	202	942	191	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.97	0.97	0.96	1.00	1.00	0.70	0.91	0.91	0.91
Lanes:	1.99	0.01	1.00	0.37	0.50	0.13	0.00	1.00	2.00	2.00	0.90	0.10
Final Sat.:	3596	26	1900	687	917	229	0	1900	2676	3459	1553	176
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.00	0.00	0.00	0.00	0.00	0.05	0.08	0.27	0.12	0.12
Crit Moves:		****		****					****	****		
Green/Cycle:	0.24	0.24	0.00	0.01	0.01	0.01	0.00	0.14	0.14	0.52	0.52	0.52
Volume/Cap:	0.53	0.53	0.00	0.53	0.53	0.53	0.00	0.34	0.53	0.53	0.24	0.24
Delay/Veh:	30.3	30.3	0.0	72.5	72.5	72.5	0.0	35.4	37.1	14.6	12.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	30.3	0.0	72.5	72.5	72.5	0.0	35.4	37.1	14.6	12.0	12.0
LOS by Move:	C	C	A	E	E	E	A	D	D	B	B	B
HCM2kAvgQ:	6	6	0	1	1	1	0	2	3	9	3	3

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) AM

Intersection #10: Foster City Blvd/Chess Dr



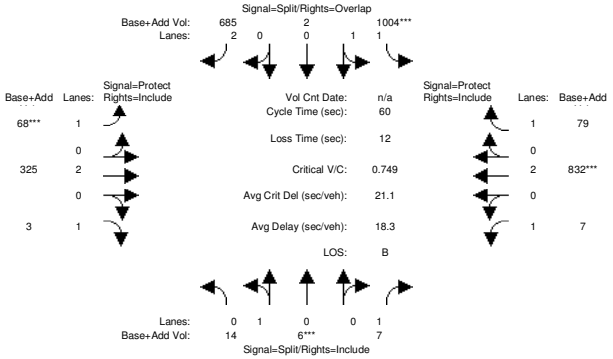
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	866	905	233	2	317	58	230	40	401	57	57	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	866	905	233	2	317	58	230	40	401	57	57	4
Added Vol:	81	163	0	0	36	0	42	0	16	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	947	1068	233	2	353	58	272	40	417	57	57	4
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:	1018	1148	251	2	380	62	292	43	0	61	61	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1018	1148	251	2	380	62	292	43	0	61	61	4
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:	1018	1148	251	2	380	62	292	43	0	61	61	4
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	0.82	0.96	0.96	1.00	0.95	0.99	0.99
Lanes:	2.00	1.64	0.36	1.00	2.00	1.00	1.74	0.26	1.00	1.00	0.93	0.07
Final Sat.:	3502	2883	629	1805	3610	1552	3174	467	1900	1805	1758	123
Capacity Analysis Module:												
Vol/Sat:	0.29	0.40	0.40	0.00	0.11	0.04	0.09	0.09	0.00	0.03	0.03	0.03
Crit Moves:		****		****				****			****	
Green/Cycle:	0.45	0.61	0.61	0.00	0.16	0.30	0.14	0.14	0.00	0.05	0.05	0.05
Volume/Cap:	0.65	0.66	0.66	0.66	0.65	0.13	0.66	0.66	0.00	0.64	0.66	0.66
Delay/Veh:	14.0	8.5	8.5	241.2	26.2	15.4	27.6	27.6	0.0	41.6	42.9	42.9
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:	14.0	8.5	8.5	241.2	26.2	15.4	27.6	27.6	0.0	41.6	42.9	42.9
LOS by Move:	B	A	A	F	C	B	C	C	A	D	D	D
HCM2kAvgQ:	7	8	8	0	5	1	4	4	0	2	3	3

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) AM

Intersection #11: SR 92 Eastbound Ramps/Edgewater Blvd



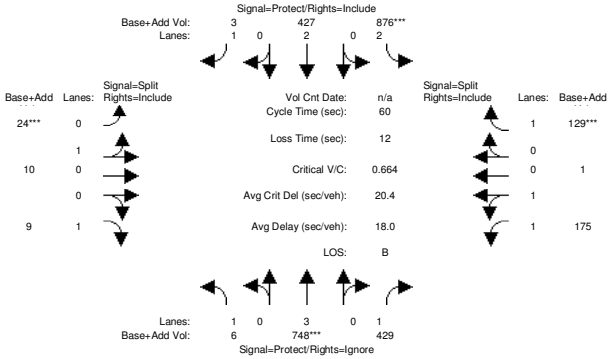
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	14	6	7	836	2	683	63	291	3	7	707	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	6	7	836	2	683	63	291	3	7	707	79
Added Vol:	0	0	0	168	0	2	5	34	0	0	125	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	6	7	1004	2	685	68	325	3	7	832	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	15	6	8	1080	2	737	73	349	3	8	895	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	6	8	1080	2	737	73	349	3	8	895	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	6	8	1080	2	737	73	349	3	8	895	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
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	1588	3610	7	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.30	0.30	0.27	0.04	0.10	0.00	0.00	0.25	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.02	0.02	0.02	0.40	0.40	0.45	0.05	0.37	0.37	0.02	0.33	0.33
Volume/Cap:	0.75	0.75	0.30	0.75	0.75	0.59	0.75	0.26	0.01	0.26	0.75	0.16
Delay/Veh:	99.6	99.6	36.0	17.7	17.7	13.0	55.0	13.3	12.0	34.0	20.5	14.4
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:	99.6	99.6	36.0	17.7	17.7	13.0	55.0	13.3	12.0	34.0	20.5	14.4
LOS by Move:	F	F	D	B	B	B	D	B	B	C	C	B
HCM2kAvgQ:	2	2	0	10	10	7	2	2	0	0	8	1

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) AM

Intersection #12: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
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	85	136	186	16	0	0	0	0	84	0	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	748	429	876	427	3	24	10	9	175	1	129
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	804	0	942	459	3	26	11	10	188	1	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	804	0	942	459	3	26	11	10	188	1	139
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	804	0	942	459	3	26	11	10	188	1	139
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.97	0.97	0.84	0.95	0.95	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.71	0.29	1.00	1.99	0.01	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	1296	540	1591	3601	21	1594
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.27	0.13	0.00	0.02	0.02	0.01	0.05	0.05	0.09
Crit Moves:		****		****			****					****
Green/Cycle:	0.02	0.23	0.00	0.41	0.62	0.62	0.03	0.03	0.03	0.13	0.13	0.13
Volume/Cap:	0.20	0.66	0.00	0.66	0.20	0.00	0.66	0.66	0.20	0.40	0.40	0.66
Delay/Veh:	32.3	22.3	0.0	15.7	5.0	4.3	55.3	55.3	30.5	24.4	24.4	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	22.3	0.0	15.7	5.0	4.3	55.3	55.3	30.5	24.4	24.4	32.6
LOS by Move:	C	C	A	B	A	A	E	E	C	C	C	C
HCM2kAvgQ:	0	6	0	7	2	0	2	2	0	2	2	4

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

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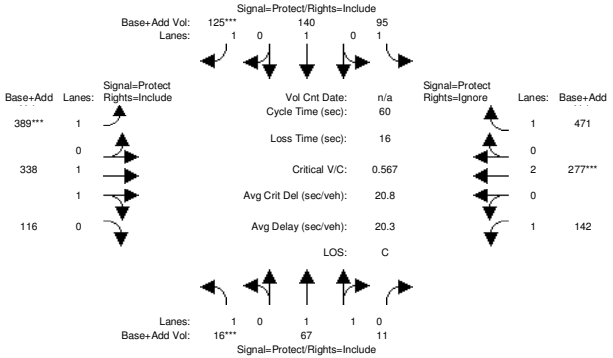
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) AM

Intersection #13: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	67	11	70	140	90	137	268	116	142	187	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	67	11	70	140	90	137	268	116	142	187	334
Added Vol:	0	0	0	25	0	35	252	70	0	0	90	137
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	67	11	95	140	125	389	338	116	142	277	471
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	17	73	12	103	152	136	423	367	126	154	301	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	73	12	103	152	136	423	367	126	154	301	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:	17	73	12	103	152	136	423	367	126	154	301	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.92	0.95	1.00	0.81	0.95	0.91	0.89	0.95	0.95	1.00
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.48	0.52	1.00	2.00	1.00
Final Sat.:	1805	3033	498	1805	1900	1536	1805	2569	882	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.08	0.09	0.23	0.14	0.14	0.09	0.08	0.00
Crit Moves:	****					****	****				****	
Green/Cycle:	0.02	0.05	0.05	0.12	0.16	0.16	0.41	0.35	0.35	0.21	0.15	0.00
Volume/Cap:	0.57	0.47	0.47	0.47	0.51	0.57	0.57	0.41	0.41	0.41	0.57	0.00
Delay/Veh:	51.8	29.6	29.6	26.1	24.8	26.6	14.5	15.0	15.0	21.2	25.2	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:	51.8	29.6	29.6	26.1	24.8	26.6	14.5	15.0	15.0	21.2	25.2	0.0
LOS by Move:	D	C	C	C	C	C	B	B	B	C	C	A
HCM2kAvgQ:	1	2	2	2	3	2	7	4	4	3	4	0

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

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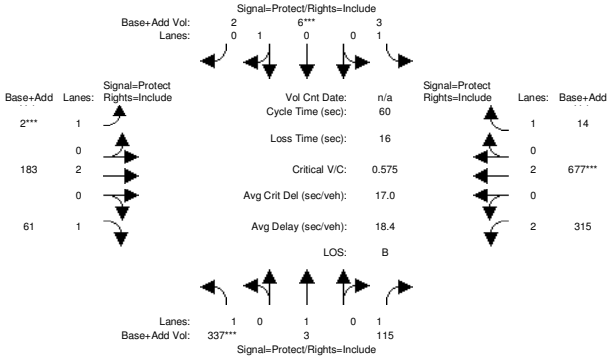
Intersection #14: Shell Blvd/Metro Center Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	3	97	3	6	2	2	99	50	287	507	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	3	97	3	6	2	2	99	50	287	507	14
Added Vol:	57	0	18	0	0	0	0	84	11	28	170	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	337	3	115	3	6	2	2	183	61	315	677	14
User Adj:	1.00	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:	374	3	128	3	7	2	2	203	68	350	752	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	3	128	3	7	2	2	203	68	350	752	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	3	128	3	7	2	2	203	68	350	752	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.96	0.96	0.95	0.95	0.82	0.92	0.95	0.81
Lanes:	1.00	1.00	1.00	1.00	0.75	0.25	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	1900	1591	1805	1371	457	1805	3610	1552	3502	3610	1536
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.08	0.00	0.00	0.00	0.00	0.06	0.04	0.10	0.21	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.36	0.36	0.36	0.01	0.01	0.01	0.00	0.13	0.13	0.23	0.36	0.36
Volume/Cap:	0.58	0.00	0.22	0.22	0.58	0.58	0.58	0.43	0.33	0.43	0.58	0.03
Delay/Veh:	16.7	12.3	13.5	37.0	73.4	73.4	158.5	24.6	24.6	20.0	16.1	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.7	12.3	13.5	37.0	73.4	73.4	158.5	24.6	24.6	20.0	16.1	12.4
LOS by Move:	B	B	B	D	E	E	F	C	C	B	B	B
HCM2kAvgQ:	6	0	2	0	1	1	0	2	2	3	6	0

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

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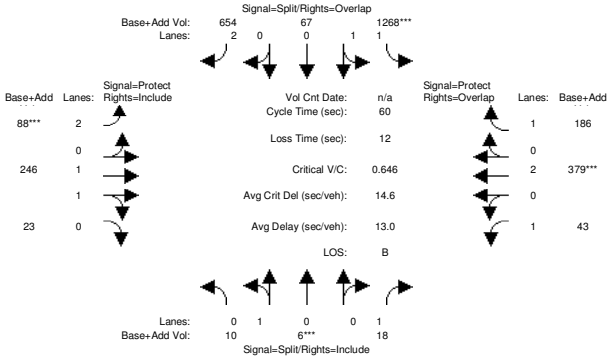
Intersection #15: SR 92 Eastbound Ramps/Metro Center Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	6	18	1116	67	598	79	153	23	43	237	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	6	18	1116	67	598	79	153	23	43	237	156
Added Vol:	0	0	0	152	0	56	9	93	0	0	142	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	6	18	1268	67	654	88	246	23	43	379	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:	10	6	18	1294	68	667	90	251	23	44	387	190
Reduct Vol:	0	0	20	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	6	0	1294	68	667	90	251	23	44	387	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:	10	6	0	1294	68	667	90	251	23	44	387	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	1.00	0.96	0.96	0.75	0.92	0.94	0.94	0.95	0.95	0.85
Lanes:	0.62	0.38	1.00	1.90	0.10	2.00	2.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1152	691	1900	3447	182	2842	3502	3258	305	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.38	0.38	0.23	0.03	0.08	0.08	0.02	0.11	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.01	0.01	0.00	0.58	0.58	0.62	0.04	0.16	0.16	0.05	0.17	0.75
Volume/Cap:	0.65	0.65	0.00	0.65	0.65	0.38	0.65	0.49	0.49	0.49	0.65	0.16
Delay/Veh:	75.3	75.3	0.0	9.1	9.1	5.8	38.5	23.8	23.8	32.0	25.8	2.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.3	75.3	0.0	9.1	9.1	5.8	38.5	23.8	23.8	32.0	25.8	2.2
LOS by Move:	E	E	A	A	A	A	D	C	C	C	C	A
HCM2kAvgQ:	1	1	0	9	9	4	1	2	2	1	3	1

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

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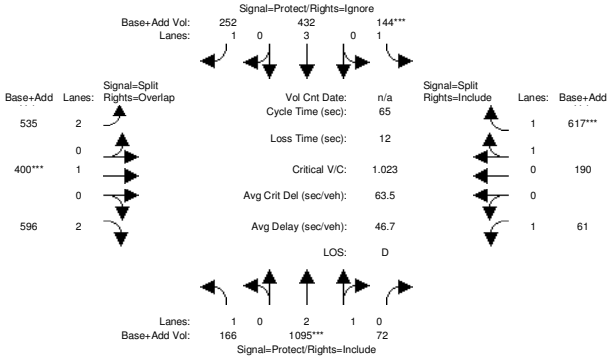
Intersection #16: Foster City Blvd/Metro - Triton



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	145	1033	53	118	423	234	438	258	591	47	57	533
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1033	53	118	423	234	438	258	591	47	57	533
Added Vol:	21	62	19	26	9	18	97	142	5	14	133	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	1095	72	144	432	252	535	400	596	61	190	617
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:	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	182	1203	79	158	475	0	588	440	655	67	209	678
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	1203	79	158	475	0	588	440	655	67	209	678
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:	182	1203	79	158	475	0	588	440	655	67	209	678
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	1.00	0.75	0.95	0.89	0.88
Lanes:	1.00	2.81	0.19	1.00	3.00	1.00	2.00	1.00	2.00	1.00	0.47	1.53
Final Sat.:	1805	4822	317	1805	5187	1900	3502	1900	2842	1805	785	2550
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.09	0.09	0.00	0.17	0.23	0.23	0.04	0.27	0.27
Crit Moves:		****		****				****				****
Green/Cycle:	0.17	0.24	0.24	0.09	0.16	0.00	0.23	0.23	0.40	0.26	0.26	0.26
Volume/Cap:	0.58	1.02	1.02	1.02	0.58	0.00	0.74	1.02	0.58	0.14	1.02	1.02
Delay/Veh:	27.6	56.1	56.1	108.4	26.5	0.0	27.2	74.7	16.0	18.6	60.7	60.7
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:	27.6	56.1	56.1	108.4	26.5	0.0	27.2	74.7	16.0	18.6	60.7	60.7
LOS by Move:	C	E	E	F	C	A	C	E	B	B	E	E
HCM2kAvgQ:	3	13	13	5	3	0	6	13	6	1	16	16

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

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2000 HCM Operations (Future Volume Alternative)
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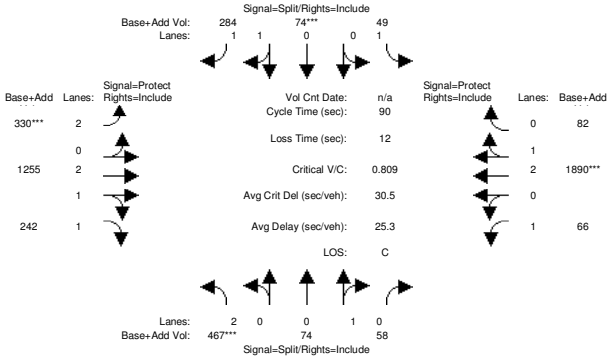
Intersection #17: Norfolk Street/East Hillshade Blvd



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	467	74	58	49	74	284	330	1148	242	66	1826	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	74	58	49	74	284	330	1148	242	66	1826	82
Added Vol:	0	0	0	0	0	0	0	107	0	0	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	467	74	58	49	74	284	330	1255	242	66	1890	82
User Adj:	1.00	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:	486	77	60	51	77	296	344	1307	252	69	1969	85
Reduct Vol:	0	0	0	0	0	150	0	0	0	0	0	0
Reduced Vol:	486	77	60	51	77	146	344	1307	252	69	1969	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	486	77	60	51	77	146	344	1307	252	69	1969	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.95	0.90	0.89	0.92	0.89	0.88	0.95	0.90	0.90
Lanes:	2.00	0.56	0.44	1.00	0.69	1.31	2.00	3.00	1.00	1.00	2.87	0.13
Final Sat.:	3502	991	776	1805	1176	2225	3502	5063	1671	1805	4941	214
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.08	0.03	0.07	0.07	0.10	0.26	0.15	0.04	0.40	0.40
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.08	0.08	0.08	0.12	0.54	0.54	0.08	0.49	0.49
Volume/Cap:	0.81	0.45	0.45	0.35	0.81	0.81	0.81	0.48	0.28	0.48	0.81	0.81
Delay/Veh:	43.9	34.6	34.6	40.6	56.8	56.8	49.6	13.2	11.5	42.3	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	34.6	34.6	40.6	56.8	56.8	49.6	13.2	11.5	42.3	21.3	21.3
LOS by Move:	D	C	C	D	E	E	D	B	B	D	C	C
HCM2kAvgQ:	9	4	4	2	5	5	5	8	4	2	18	18

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

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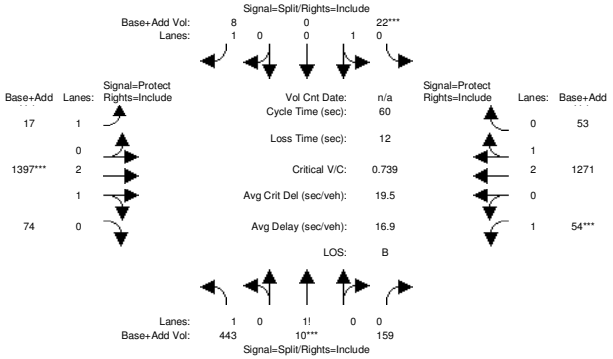
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) AM

Intersection #18: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	443	10	159	22	0	8	17	1290	74	54	1207	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	10	159	22	0	8	17	1290	74	54	1207	53
Added Vol:	0	0	0	0	0	0	0	107	0	0	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	10	159	22	0	8	17	1397	74	54	1271	53
User Adj:	1.00	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:	476	11	171	24	0	9	18	1502	80	58	1367	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	11	171	24	0	9	18	1502	80	58	1367	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	476	11	171	24	0	9	18	1502	80	58	1367	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.92	0.95	1.00	0.84	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.57	0.02	0.41	1.00	0.00	1.00	1.00	2.85	0.15	1.00	2.88	0.12
Final Sat.:	2760	45	716	1809	0	1591	1805	4891	259	1805	4949	206
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.24	0.01	0.00	0.01	0.01	0.31	0.31	0.03	0.28	0.28
Crit Moves:		****		****				****		****		
Green/Cycle:	0.32	0.32	0.32	0.02	0.00	0.02	0.02	0.42	0.42	0.04	0.44	0.44
Volume/Cap:	0.53	0.74	0.74	0.74	0.00	0.31	0.62	0.74	0.74	0.74	0.62	0.62
Delay/Veh:	17.1	21.4	21.4	91.2	0.0	35.2	64.5	16.2	16.2	58.9	13.4	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	21.4	21.4	91.2	0.0	35.2	64.5	16.2	16.2	58.9	13.4	13.4
LOS by Move:	B	C	C	F	A	D	E	B	B	E	B	B
HCM2kAvgQ:	5	9	9	2	0	1	0	9	9	1	7	7

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

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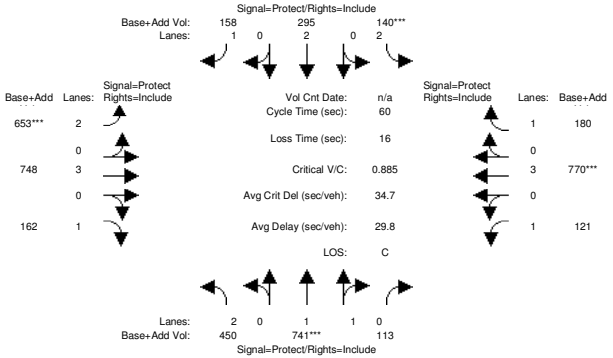
Intersection #19: Edgewater Blvd/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	622	110	138	251	105	553	740	162	119	759	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	622	110	138	251	105	553	740	162	119	759	179
Added Vol:	0	119	3	2	44	53	100	8	0	2	11	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	741	113	140	295	158	653	748	162	121	770	180
User Adj:	1.00	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:	474	780	119	147	311	166	687	787	171	127	811	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	780	119	147	311	166	687	787	171	127	811	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	474	780	119	147	311	166	687	787	171	127	811	189
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.73	0.27	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3069	468	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.14	0.25	0.25	0.04	0.09	0.10	0.20	0.15	0.11	0.07	0.16	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.19	0.29	0.29	0.05	0.15	0.15	0.22	0.27	0.27	0.13	0.18	0.18
Volume/Cap:	0.72	0.88	0.88	0.88	0.59	0.72	0.88	0.56	0.39	0.56	0.88	0.67
Delay/Veh:	26.5	29.8	29.8	67.1	25.7	34.6	34.4	19.2	18.4	27.7	34.4	29.4
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:	26.5	29.8	29.8	67.1	25.7	34.6	34.4	19.2	18.4	27.7	34.4	29.4
LOS by Move:	C	C	C	E	C	C	C	B	B	C	C	C
HCM2kAvgQ:	6	12	12	4	4	5	7	4	2	2	6	3

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

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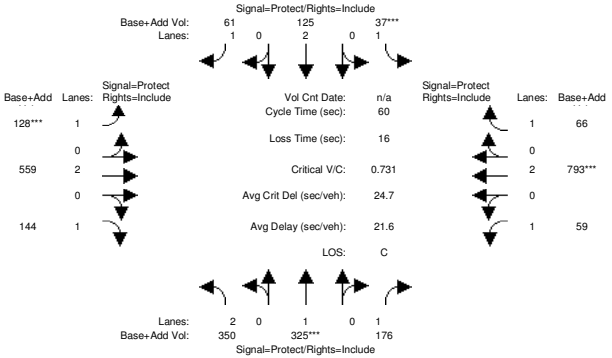
Intersection #20: Shell Blvd/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	255	175	37	103	45	121	548	144	58	785	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	255	175	37	103	45	121	548	144	58	785	66
Added Vol:	0	70	1	0	22	16	7	11	0	1	8	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	325	176	37	125	61	128	559	144	59	793	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	389	361	196	41	139	68	142	621	160	66	881	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	361	196	41	139	68	142	621	160	66	881	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	361	196	41	139	68	142	621	160	66	881	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.12	0.02	0.04	0.04	0.08	0.17	0.10	0.04	0.24	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.26	0.26	0.03	0.08	0.08	0.11	0.36	0.36	0.08	0.33	0.33
Volume/Cap:	0.53	0.73	0.47	0.73	0.48	0.53	0.73	0.47	0.28	0.47	0.73	0.14
Delay/Veh:	21.8	25.8	19.6	67.2	27.6	30.5	39.1	14.9	13.7	29.0	19.9	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.8	25.8	19.6	67.2	27.6	30.5	39.1	14.9	13.7	29.0	19.9	14.1
LOS by Move:	C	C	B	E	C	C	D	B	B	C	B	B
HCM2kAvgQ:	3	6	3	2	2	2	3	5	2	2	9	1

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

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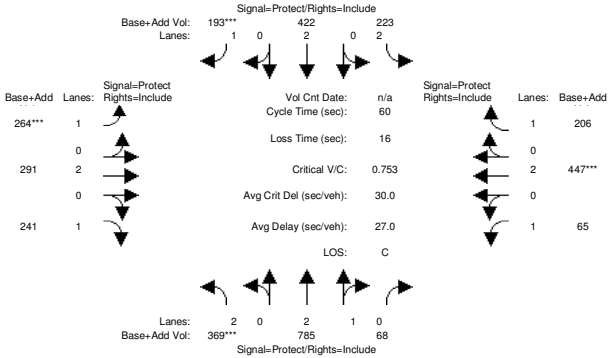
Intersection #21: Foster City Boulevard/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	367	718	68	218	405	187	257	290	240	65	446	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	718	68	218	405	187	257	290	240	65	446	178
Added Vol:	2	67	0	5	17	6	7	1	1	0	1	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	369	785	68	223	422	193	264	291	241	65	447	206
User Adj:	1.00	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:	410	872	76	248	469	214	293	323	268	72	497	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	872	76	248	469	214	293	323	268	72	497	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	872	76	248	469	214	293	323	268	72	497	229
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.76	0.24	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4716	408	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.07	0.13	0.14	0.16	0.09	0.17	0.04	0.14	0.14
Crit Moves:	****					****	****				****	
Green/Cycle:	0.16	0.24	0.24	0.09	0.18	0.18	0.22	0.32	0.32	0.08	0.18	0.18
Volume/Cap:	0.75	0.76	0.76	0.76	0.72	0.75	0.75	0.28	0.52	0.52	0.75	0.79
Delay/Veh:	30.1	24.0	24.0	36.9	27.3	34.2	30.1	15.3	17.6	30.2	28.1	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	24.0	24.0	36.9	27.3	34.2	30.1	15.3	17.6	30.2	28.1	36.6
LOS by Move:	C	C	C	D	C	C	C	B	B	C	C	D
HCM2kAvgQ:	4	6	6	3	4	4	7	2	5	1	5	4

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

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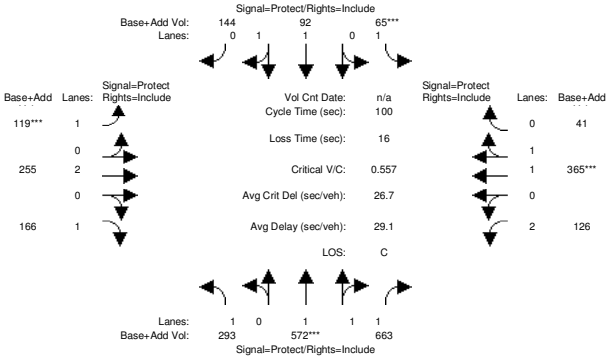
Intersection #22: Mariners Island Blvd/Fashion Island blvd



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	282	486	632	49	73	139	82	251	154	118	364	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:	282	486	632	49	73	139	82	251	154	118	364	16
Added Vol:	11	86	31	16	19	5	37	4	12	8	1	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	572	663	65	92	144	119	255	166	126	365	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	572	663	65	92	144	119	255	166	126	365	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	572	663	65	92	144	119	255	166	126	365	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	293	572	663	65	92	144	119	255	166	126	365	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.85	0.95	0.86	0.85	0.95	0.95	0.83	0.92	0.94	0.93
Lanes:	1.00	1.37	1.63	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.80	0.20
Final Sat.:	1805	2273	2635	1805	1641	1613	1805	3610	1570	3502	3196	359
Capacity Analysis Module:												
Vol/Sat:	0.16	0.25	0.25	0.04	0.06	0.09	0.07	0.07	0.11	0.04	0.11	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.33	0.45	0.45	0.06	0.18	0.18	0.12	0.24	0.24	0.08	0.21	0.21
Volume/Cap:	0.49	0.56	0.56	0.56	0.31	0.49	0.56	0.29	0.44	0.44	0.56	0.56
Delay/Veh:	27.2	20.4	20.4	51.2	35.6	37.4	44.8	31.2	33.0	44.8	36.6	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	20.4	20.4	51.2	35.6	37.4	44.8	31.2	33.0	44.8	36.6	36.6
LOS by Move:	C	C	C	D	D	D	D	C	C	D	D	D
HCM2kAvgQ:	7	9	9	3	3	5	4	3	5	2	6	6

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

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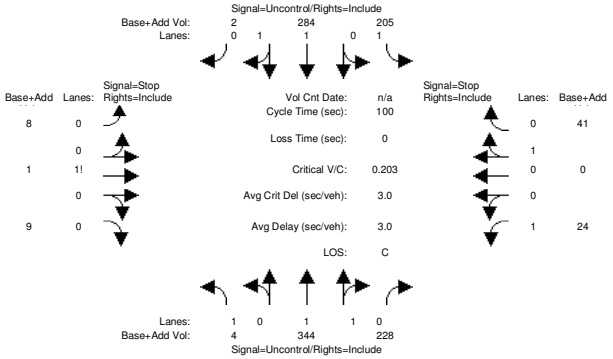
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) AM

Intersection #23: Mariners Island Blvd/Reef Drive



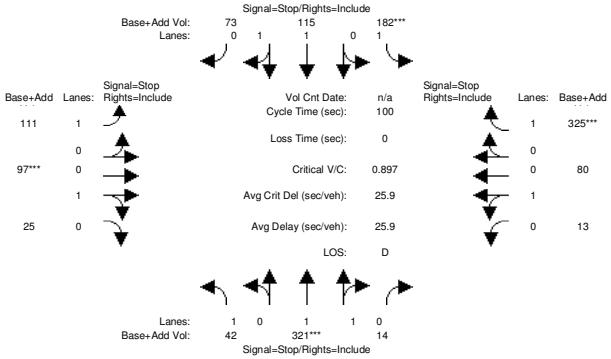
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Volume Module:																
Base Vol:	4	257	166		97	253		2	8		1	9	15		0	22
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	4	257	166		97	253		2	8		1	9	15		0	22
Added Vol:	0	87	62		108	31		0	0		0	0	9		0	19
PasserByVol:	0	0	0		0	0		0	0		0	0	0		0	0
Initial Fut:	4	344	228		205	284		2	8		1	9	24		0	41
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	4	344	228		205	284		2	8		1	9	24		0	41
Reduct Vol:	0	0	0		0	0		0	0		0	0	0		0	0
FinalVolume:	4	344	228		205	284		2	8		1	9	24		0	41
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx		4.1	xxxx	xxxxx		7.5		6.5	6.9	7.5		6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx		2.2	xxxx	xxxxx		3.5		4.0	3.3	3.5		4.0	3.3
Capacity Module:																
Cnflict Vol:	286	xxxx	xxxxx		572	xxxx	xxxxx		875		1275	143	1019		1162	286
Potent Cap.:	1288	xxxx	xxxxx		1011	xxxx	xxxxx		247		168	885	194		197	717
Move Cap.:	1288	xxxx	xxxxx		1011	xxxx	xxxxx		196		134	885	161		156	717
Volume/Cap:	0.00	xxxx	xxxx		0.20	xxxx	xxxx		0.04		0.01	0.01	0.15		0.00	0.06
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx		0.8	xxxx	xxxxx		xxxx	xxxx	xxxxx		0.5	xxxx	xxxxx	
Control Del:	7.8	xxxx	xxxxx		9.5	xxxx	xxxxx		xxxxx	xxxx	xxxxx		31.3	xxxx	xxxxx	
LOS by Move:	A	*	*		A	*	*		*	*	*		D	*	*	
Movement:	LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT		LT -	LTR -	RT	
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	308	xxxxx		xxxx	xxxx	717	
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	0.2	xxxxx		xxxxx	xxxx	0.2	
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	17.4	xxxxx		xxxxx	xxxx	10.3	
Shared LOS:	*	*	*		*	*	*		*	C	*		*	*	B	
ApproachDel:	xxxxxx				xxxxxx				17.4				18.1			
ApproachLOS:	*				*				C				C			

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) AM

Intersection #24: Foster City Blvd/Marlin Ave



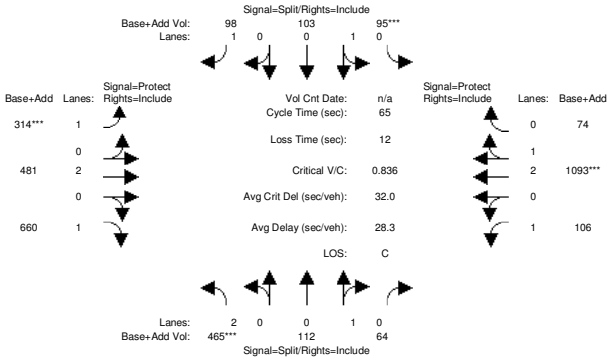
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Volume Module:																
Base Vol:	42	321	14		175	115		73	111		97	25	13		80	305
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	42	321	14		175	115		73	111		97	25	13		80	305
Added Vol:	0	0	0		7	0		0	0		0	0	0		0	20
PasserByVol:	0	0	0		0	0		0	0		0	0	0		0	0
Initial Fut:	42	321	14		182	115		73	111		97	25	13		80	325
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	0.77	0.77	0.77		0.77	0.77		0.77	0.77		0.77	0.77	0.77		0.77	0.77
PHF Volume:	55	417	18		236	149		95	144		126	32	17		104	422
Reduct Vol:	0	0	0		0	0		0	0		0	0	0		0	0
Reduced Vol:	55	417	18		236	149		95	144		126	32	17		104	422
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	55	417	18		236	149		95	144		126	32	17		104	422
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	1.92	0.08		1.00	1.22		0.78	1.00		0.80	0.20	0.14		0.86	1.00
Final Sat.:	357	736	32		364	468		311	372		317	82	58		359	470
Capacity Analysis Module:																
Vol/Sat:	0.15	0.57	0.56		0.65	0.32		0.30	0.39		0.40	0.40	0.29		0.29	0.90
Crit Moves:		****			****						****					****
Delay/Veh:	14.0	22.4	22.2		27.5	15.7		14.8	17.3		16.5	16.5	14.3		14.3	45.9
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:	14.0	22.4	22.2		27.5	15.7		14.8	17.3		16.5	16.5	14.3		14.3	45.9
LOS by Move:	B	C	C		D	C		B	C		C	C	B		B	E
ApproachDel:		21.4				21.3					16.9				38.9	
Delay Adj:		1.00				1.00					1.00				1.00	
ApprAdjDel:		21.4				21.3					16.9				38.9	
LOS by Appr:		C				C					C				E	
AllWayAvgQ:	0.2	1.1	1.1		1.5	0.4		0.4	0.6		0.6	0.6	0.4		0.4	4.7

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

Gilead Sciences EIR
SF12-0606

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

Intersection #1: Norfolk St/East Third Ave



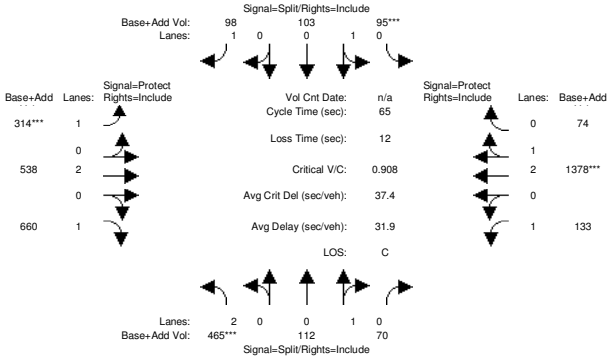
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	465	112	55	95	103	98	314	425	660	83	847	74				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	465	112	55	95	103	98	314	425	660	83	847	74				
Added Vol:	0	0	9	0	0	0	0	56	0	23	246	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	465	112	64	95	103	98	314	481	660	106	1093	74				
User Adj:	1.00	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:	495	119	68	101	110	104	334	512	702	113	1163	79				
Reduct Vol:	0	0	0	0	0	0	0	0	180	0	0	0				
Reduced Vol:	495	119	68	101	110	104	334	512	522	113	1163	79				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	495	119	68	101	110	104	334	512	522	113	1163	79				
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	0.84	0.95	0.95	0.81	0.95	0.90	0.90				
Lanes:	2.00	0.63	0.37	0.48	0.52	1.00	1.00	2.00	1.00	1.00	2.81	0.19				
Final Sat.:	3502	1140	651	891	966	1589	1805	3610	1546	1805	4813	326				
Capacity Analysis Module:																
Vol/Sat:	0.14	0.10	0.10	0.11	0.11	0.07	0.19	0.14	0.34	0.06	0.24	0.24				
Crit Moves:	****			****			****				****					
Green/Cycle:	0.17	0.17	0.17	0.14	0.14	0.14	0.22	0.43	0.43	0.08	0.29	0.29				
Volume/Cap:	0.84	0.62	0.62	0.84	0.84	0.48	0.84	0.33	0.78	0.78	0.84	0.84				
Delay/Veh:	36.2	28.9	28.9	48.3	48.3	27.7	38.3	12.4	22.0	53.3	25.9	25.9				
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:	36.2	28.9	28.9	48.3	48.3	27.7	38.3	12.4	22.0	53.3	25.9	25.9				
LOS by Move:	D	C	C	D	D	C	D	B	C	D	C	C				
HCM2kAvgQ:	8	5	5	7	7	3	7	3	10	4	11	11				

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

Gilead Sciences EIR
SF12-0606

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

Intersection #1: Norfolk St/East Third Ave



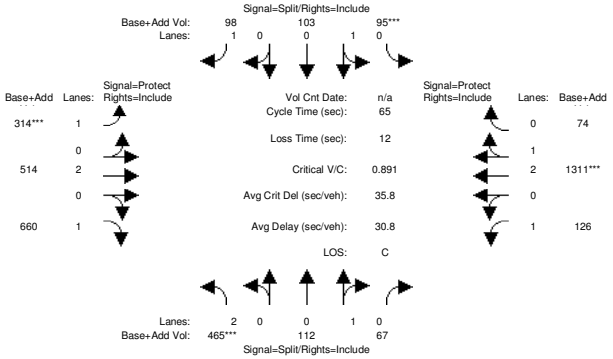
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	465	112	55	95	103	98	314	425	660	83	847	74				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	465	112	55	95	103	98	314	425	660	83	847	74				
Added Vol:	0	0	15	0	0	0	0	113	0	50	531	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	465	112	70	95	103	98	314	538	660	133	1378	74				
User Adj:	1.00	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:	495	119	74	101	110	104	334	572	702	141	1466	79				
Reduct Vol:	0	0	0	0	0	0	0	0	180	0	0	0				
Reduced Vol:	495	119	74	101	110	104	334	572	522	141	1466	79				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	495	119	74	101	110	104	334	572	522	141	1466	79				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.94	0.94	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.90				
Lanes:	2.00	0.61	0.39	0.48	0.52	1.00	1.00	2.00	1.00	1.00	2.85	0.15				
Final Sat.:	3502	1098	687	891	966	1589	1805	3610	1546	1805	4883	262				
Capacity Analysis Module:																
Vol/Sat:	0.14	0.11	0.11	0.11	0.11	0.07	0.19	0.16	0.34	0.08	0.30	0.30				
Crit Moves:	****			****			****				****					
Green/Cycle:	0.16	0.16	0.16	0.13	0.13	0.13	0.20	0.43	0.43	0.10	0.33	0.33				
Volume/Cap:	0.91	0.70	0.70	0.91	0.91	0.52	0.91	0.37	0.78	0.78	0.91	0.91				
Delay/Veh:	46.0	33.5	33.5	63.2	63.2	29.2	50.7	12.5	21.5	47.5	28.3	28.3				
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:	46.0	33.5	33.5	63.2	63.2	29.2	50.7	12.5	21.5	47.5	28.3	28.3				
LOS by Move:	D	C	C	E	E	C	D	B	C	D	C	C				
HCM2kAvgQ:	9	5	5	8	8	3	8	4	9	5	15	15				

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A PM

Intersection #1: Norfolk St/East Third Ave



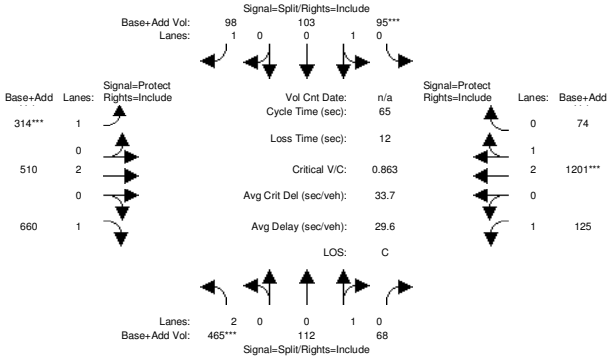
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	465	112	55	95	103	98	314	425	660	83	847	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	465	112	55	95	103	98	314	425	660	83	847	74
Added Vol:	0	0	12	0	0	0	0	89	0	43	464	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	465	112	67	95	103	98	314	514	660	126	1311	74
User Adj:	1.00	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:	495	119	71	101	110	104	334	547	702	134	1395	79
Reduct Vol:	0	0	0	0	0	0	0	0	180	0	0	0
Reduced Vol:	495	119	71	101	110	104	334	547	522	134	1395	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	495	119	71	101	110	104	334	547	522	134	1395	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.90
Lanes:	2.00	0.62	0.38	0.48	0.52	1.00	1.00	2.00	1.00	1.00	2.84	0.16
Final Sat.:	3502	1119	670	891	966	1589	1805	3610	1546	1805	4870	275
Capacity Analysis Module:												
Vol/Sat:	0.14	0.11	0.11	0.11	0.11	0.07	0.19	0.15	0.34	0.07	0.29	0.29
Crit Moves:	****			****			****				****	
Green/Cycle:	0.16	0.16	0.16	0.13	0.13	0.13	0.21	0.43	0.43	0.10	0.32	0.32
Volume/Cap:	0.89	0.67	0.67	0.89	0.89	0.51	0.89	0.35	0.78	0.78	0.89	0.89
Delay/Veh:	43.1	31.9	31.9	59.2	59.2	28.8	47.2	12.4	21.5	48.6	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:	43.1	31.9	31.9	59.2	59.2	28.8	47.2	12.4	21.5	48.6	27.4	27.4
LOS by Move:	D	C	C	E	E	C	D	B	C	D	C	C
HCM2kAvgQ:	9	5	5	8	8	3	8	4	9	5	14	14

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B PM

Intersection #1: 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	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	465	112	55	95	103	98	314	425	660	83	847	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	465	112	55	95	103	98	314	425	660	83	847	74
Added Vol:	0	0	13	0	0	0	0	85	0	42	354	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	465	112	68	95	103	98	314	510	660	125	1201	74
User Adj:	1.00	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:	495	119	72	101	110	104	334	543	702	133	1278	79
Reduct Vol:	0	0	0	0	0	0	0	0	180	0	0	0
Reduced Vol:	495	119	72	101	110	104	334	543	522	133	1278	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	495	119	72	101	110	104	334	543	522	133	1278	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.94	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.90
Lanes:	2.00	0.62	0.38	0.48	0.52	1.00	1.00	2.00	1.00	1.00	2.83	0.17
Final Sat.:	3502	1112	675	891	966	1589	1805	3610	1546	1805	4841	298
Capacity Analysis Module:												
Vol/Sat:	0.14	0.11	0.11	0.11	0.11	0.07	0.19	0.15	0.34	0.07	0.26	0.26
Crit Moves:	****			****			****				****	
Green/Cycle:	0.16	0.16	0.16	0.13	0.13	0.13	0.21	0.43	0.43	0.09	0.31	0.31
Volume/Cap:	0.86	0.65	0.65	0.86	0.86	0.50	0.86	0.35	0.79	0.79	0.86	0.86
Delay/Veh:	39.3	30.7	30.7	53.3	53.3	28.1	42.4	12.7	22.5	50.7	26.5	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	30.7	30.7	53.3	53.3	28.1	42.4	12.7	22.5	50.7	26.5	26.5
LOS by Move:	D	C	C	D	D	C	D	B	C	D	C	C
HCM2kAvgQ:	8	5	5	7	7	3	7	4	10	5	13	13

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

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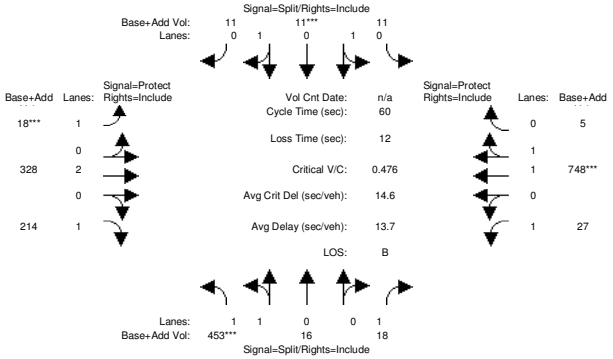
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #2: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	334	16	17	11	11	11	18	293	183	21	581	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:	334	16	17	11	11	11	18	293	183	21	581	5
Added Vol:	119	0	1	0	0	0	0	35	31	6	167	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	453	16	18	11	11	11	18	328	214	27	748	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	482	17	19	12	12	12	19	349	228	29	796	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	17	19	12	12	12	19	349	228	29	796	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	482	17	19	12	12	12	19	349	228	29	796	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.89	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.93	0.07	1.00	0.66	0.67	0.67	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3502	124	1599	1125	1125	1125	1805	3610	1615	1805	3582	24
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.01	0.01	0.01	0.01	0.01	0.10	0.14	0.02	0.22	0.22
Crit Moves:	****				****		****				****	
Green/Cycle:	0.29	0.29	0.29	0.02	0.02	0.02	0.02	0.44	0.44	0.05	0.47	0.47
Volume/Cap:	0.48	0.48	0.04	0.48	0.48	0.48	0.48	0.22	0.32	0.32	0.48	0.48
Delay/Veh:	17.9	17.9	15.4	33.8	33.8	33.8	37.6	10.5	11.2	29.6	11.2	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.9	17.9	15.4	33.8	33.8	33.8	37.6	10.5	11.2	29.6	11.2	11.2
LOS by Move:	B	B	B	C	C	C	D	B	B	C	B	B
HCM2kAvgQ:	4	4	0	1	1	1	1	2	3	1	5	5

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

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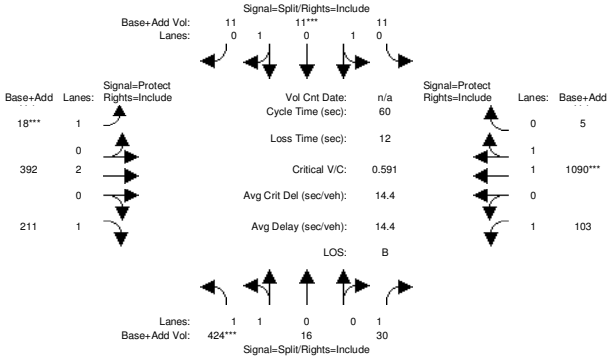
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project PM

Intersection #2: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	334	16	17	11	11	11	18	293	183	21	581	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:	334	16	17	11	11	11	18	293	183	21	581	5
Added Vol:	90	0	13	0	0	0	0	99	28	82	509	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	424	16	30	11	11	11	18	392	211	103	1090	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	451	17	32	12	12	12	19	417	224	110	1160	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	451	17	32	12	12	12	19	417	224	110	1160	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	451	17	32	12	12	12	19	417	224	110	1160	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.89	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.93	0.07	1.00	0.66	0.67	0.67	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3493	132	1599	1125	1125	1125	1805	3610	1615	1805	3590	16
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.02	0.01	0.01	0.01	0.01	0.12	0.14	0.06	0.32	0.32
Crit Moves:	****				****		****				****	
Green/Cycle:	0.22	0.22	0.22	0.02	0.02	0.02	0.02	0.39	0.39	0.17	0.55	0.55
Volume/Cap:	0.59	0.59	0.09	0.59	0.59	0.59	0.59	0.29	0.35	0.35	0.59	0.59
Delay/Veh:	22.2	22.2	18.8	44.1	44.1	44.1	55.1	12.6	13.2	22.6	9.6	9.6
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:	22.2	22.2	18.8	44.1	44.1	44.1	55.1	12.6	13.2	22.6	9.6	9.6
LOS by Move:	C	C	B	D	D	D	E	B	B	C	A	A
HCM2kAvgQ:	5	5	1	1	1	1	1	3	3	2	7	7

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

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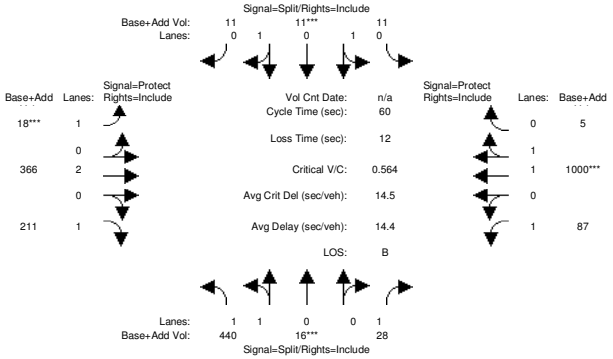
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A PM

Intersection #2: Mariners Island Blvd/East Third Ave



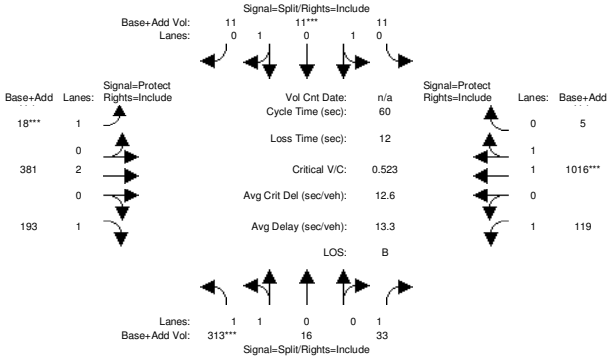
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	334	16	17	11	11	11	18	293	183	21	581	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	16	17	11	11	11	18	293	183	21	581	5
Added Vol:	106	0	11	0	0	0	0	73	28	66	419	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	16	28	11	11	11	18	366	211	87	1000	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	468	17	30	12	12	12	19	389	224	93	1064	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	468	17	30	12	12	12	19	389	224	93	1064	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	468	17	30	12	12	12	19	389	224	93	1064	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.89	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.93	0.07	1.00	0.66	0.67	0.67	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3498	127	1599	1125	1125	1125	1805	3610	1615	1805	3588	18
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.02	0.01	0.01	0.01	0.01	0.11	0.14	0.05	0.30	0.30
Crit Moves:		****			****		****				****	
Green/Cycle:	0.24	0.24	0.24	0.02	0.02	0.02	0.02	0.40	0.40	0.15	0.53	0.53
Volume/Cap:	0.56	0.56	0.08	0.56	0.56	0.56	0.56	0.27	0.35	0.35	0.56	0.56
Delay/Veh:	21.0	21.0	17.9	40.6	40.6	40.6	49.3	12.3	13.0	23.8	10.0	10.0
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:	21.0	21.0	17.9	40.6	40.6	40.6	49.3	12.3	13.0	23.8	10.0	10.0
LOS by Move:	C	C	B	D	D	D	D	B	B	C	A	A
HCM2kAvgQ:	5	5	0	1	1	1	1	3	3	1	7	7

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B PM

Intersection #2: Mariners Island Blvd/East Third Ave



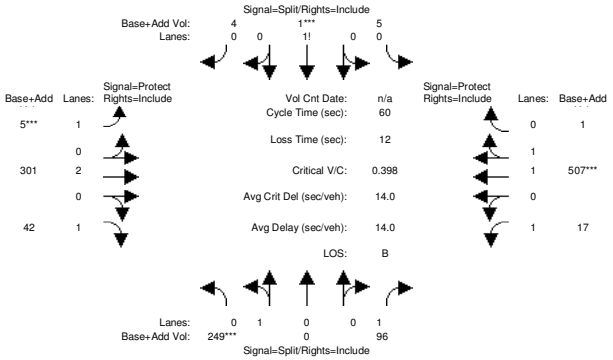
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	334	16	17	11	11	11	18	293	183	21	581	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	16	17	11	11	11	18	293	183	21	581	5
Added Vol:	-21	0	16	0	0	0	0	88	10	98	435	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	313	16	33	11	11	11	18	381	193	119	1016	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	333	17	35	12	12	12	19	405	205	127	1081	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	333	17	35	12	12	12	19	405	205	127	1081	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	333	17	35	12	12	12	19	405	205	127	1081	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.84	0.89	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.90	0.10	1.00	0.66	0.67	0.67	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3453	176	1599	1125	1125	1125	1805	3610	1615	1805	3589	18
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.02	0.01	0.01	0.01	0.01	0.11	0.13	0.07	0.30	0.30
Crit Moves:	****				****		****				****	
Green/Cycle:	0.18	0.18	0.18	0.02	0.02	0.02	0.02	0.38	0.38	0.21	0.58	0.58
Volume/Cap:	0.52	0.52	0.12	0.52	0.52	0.52	0.52	0.29	0.33	0.33	0.52	0.52
Delay/Veh:	22.8	22.8	20.6	36.4	36.4	36.4	42.2	12.9	13.4	20.6	8.0	8.0
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:	22.8	22.8	20.6	36.4	36.4	36.4	42.2	12.9	13.4	20.6	8.0	8.0
LOS by Move:	C	C	C	D	D	D	D	B	B	C	A	A
HCM2kAvgQ:	4	4	1	1	1	1	1	3	3	2	6	6

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

Gilead Sciences EIR
SF12-0606

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

Intersection #3: Lakeside Dr/East Third Avenue



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	0	23	5	1	4	5	283	24	5	443	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	23	5	1	4	5	283	24	5	443	1
Added Vol:	109	0	73	0	0	0	0	18	18	12	64	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	249	0	96	5	1	4	5	301	42	17	507	1
User Adj:	1.00	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:	277	0	107	6	1	4	6	334	47	19	563	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	0	107	6	1	4	6	334	47	19	563	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	277	0	107	6	1	4	6	334	47	19	563	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.92	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	0.50	0.10	0.40	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1809	0	1599	877	175	702	1805	3610	1615	1805	3603	7
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.07	0.01	0.01	0.01	0.00	0.09	0.03	0.01	0.16	0.16
Crit Moves:	****				****		****				****	
Green/Cycle:	0.38	0.00	0.38	0.02	0.02	0.02	0.01	0.36	0.36	0.04	0.39	0.39
Volume/Cap:	0.40	0.00	0.17	0.40	0.40	0.40	0.40	0.26	0.08	0.26	0.40	0.40
Delay/Veh:	13.8	0.0	12.3	38.3	38.3	38.3	47.3	13.7	12.7	29.8	13.3	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.8	0.0	12.3	38.3	38.3	38.3	47.3	13.7	12.7	29.8	13.3	13.3
LOS by Move:	B	A	B	D	D	D	D	B	B	C	B	B
HCM2kAvgQ:	4	0	1	1	1	1	0	2	1	0	4	4

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

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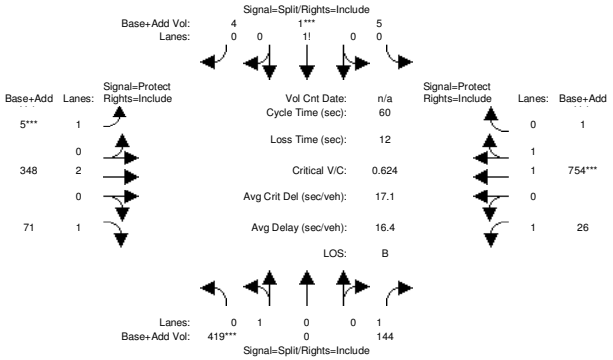
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project PM

Intersection #3: Lakeside Dr/East Third Avenue



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	0	23	5	1	4	5	283	24	5	443	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	23	5	1	4	5	283	24	5	443	1
Added Vol:	279	0	121	0	0	0	0	65	47	21	311	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	419	0	144	5	1	4	5	348	71	26	754	1
User Adj:	1.00	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:	466	0	160	6	1	4	6	387	79	29	838	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	466	0	160	6	1	4	6	387	79	29	838	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	466	0	160	6	1	4	6	387	79	29	838	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.92	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	0.50	0.10	0.40	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1809	0	1599	877	175	702	1805	3610	1615	1805	3605	5
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.10	0.01	0.01	0.01	0.00	0.11	0.05	0.02	0.23	0.23
Crit Moves:	****				****		****				****	
Green/Cycle:	0.41	0.00	0.41	0.01	0.01	0.01	0.00	0.33	0.33	0.05	0.37	0.37
Volume/Cap:	0.62	0.00	0.24	0.62	0.62	0.62	0.62	0.33	0.15	0.33	0.62	0.62
Delay/Veh:	15.6	0.0	11.7	82.9	82.9	82.9	121.0	15.3	14.4	29.7	16.3	16.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.6	0.0	11.7	82.9	82.9	82.9	121.0	15.3	14.4	29.7	16.3	16.3
LOS by Move:	B	A	B	F	F	F	F	B	B	C	B	B
HCM2kAvgQ:	8	0	2	1	1	1	0	3	1	1	7	7

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

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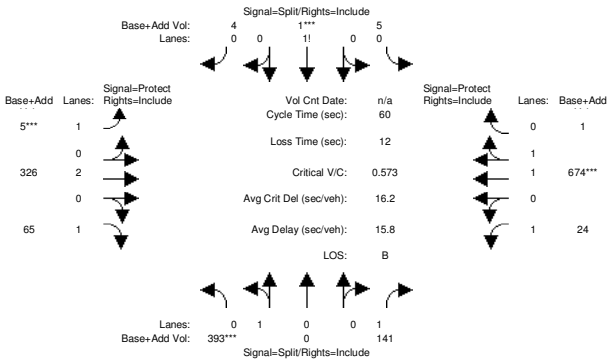
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A PM

Intersection #3: Lakeside Dr/East Third Avenue



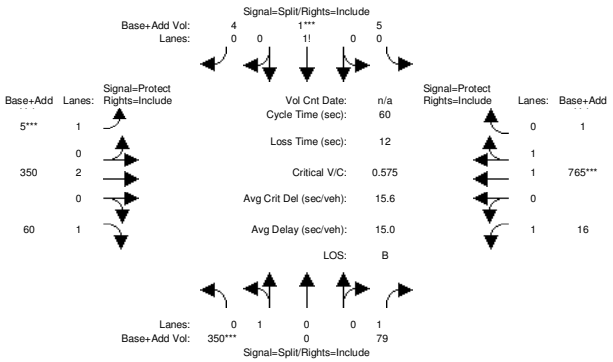
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	0	23	5	1	4	5	283	24	5	443	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	23	5	1	4	5	283	24	5	443	1
Added Vol:	253	0	118	0	0	0	0	43	41	19	231	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	0	141	5	1	4	5	326	65	24	674	1
User Adj:	1.00	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:	437	0	157	6	1	4	6	362	72	27	749	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	0	157	6	1	4	6	362	72	27	749	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	437	0	157	6	1	4	6	362	72	27	749	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.92	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	0.50	0.10	0.40	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1809	0	1599	877	175	702	1805	3610	1615	1805	3605	5
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.10	0.01	0.01	0.01	0.00	0.10	0.04	0.01	0.21	0.21
Crit Moves:	****				****		****				****	
Green/Cycle:	0.42	0.00	0.42	0.01	0.01	0.01	0.01	0.32	0.32	0.05	0.36	0.36
Volume/Cap:	0.57	0.00	0.23	0.57	0.57	0.57	0.57	0.31	0.14	0.31	0.57	0.57
Delay/Veh:	14.3	0.0	11.3	65.0	65.0	65.0	93.0	15.5	14.6	29.7	16.0	16.0
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:	14.3	0.0	11.3	65.0	65.0	65.0	93.0	15.5	14.6	29.7	16.0	16.0
LOS by Move:	B	A	B	E	E	E	F	B	B	C	B	B
HCM2kAvgQ:	7	0	2	1	1	1	0	3	1	0	6	6

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B PM

Intersection #3: Lakeside Dr/East Third Avenue



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	0	23	5	1	4	5	283	24	5	443	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	23	5	1	4	5	283	24	5	443	1
Added Vol:	210	0	56	0	0	0	0	67	36	11	322	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	0	79	5	1	4	5	350	60	16	765	1
User Adj:	1.00	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:	389	0	88	6	1	4	6	389	67	18	850	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	0	88	6	1	4	6	389	67	18	850	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	0	88	6	1	4	6	389	67	18	850	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.92	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	0.50	0.10	0.40	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1809	0	1599	877	175	702	1805	3610	1615	1805	3605	5
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.05	0.01	0.01	0.01	0.00	0.11	0.04	0.01	0.24	0.24
Crit Moves:	****				****		****				****	
Green/Cycle:	0.37	0.00	0.37	0.01	0.01	0.01	0.01	0.38	0.38	0.03	0.41	0.41
Volume/Cap:	0.58	0.00	0.15	0.58	0.58	0.58	0.58	0.28	0.11	0.28	0.58	0.58
Delay/Veh:	16.2	0.0	12.6	65.7	65.7	65.7	94.1	13.0	12.1	30.7	14.2	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.2	0.0	12.6	65.7	65.7	65.7	94.1	13.0	12.1	30.7	14.2	14.2
LOS by Move:	B	A	B	E	E	E	F	B	B	C	B	B
HCM2kAvgQ:	6	0	1	1	1	1	0	3	1	0	6	6

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

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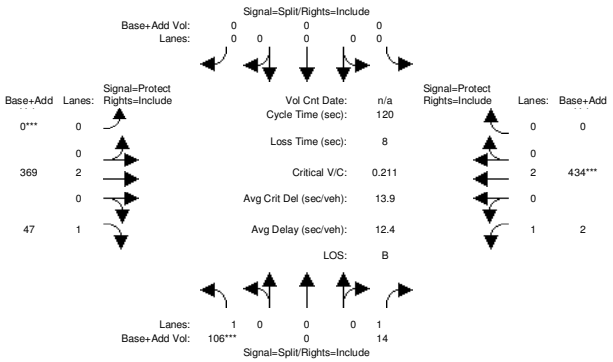
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #4: Marsh Dr/East Third Ave



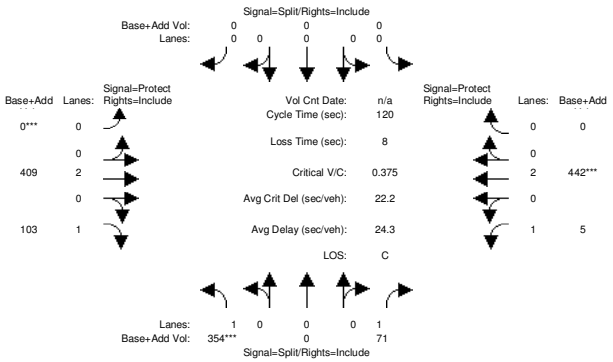
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	0	9	0	0	0	0	304	21	2	417	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	0	9	0	0	0	0	304	21	2	417	0
Added Vol:	59	0	5	0	0	0	0	65	26	0	17	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	0	14	0	0	0	0	369	47	2	434	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	116	0	15	0	0	0	0	405	52	2	477	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	0	15	0	0	0	0	405	52	2	477	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	0	15	0	0	0	0	405	52	2	477	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.01	0.00	0.00	0.00	0.00	0.11	0.03	0.00	0.13	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.62	0.62	0.01	0.63	0.00
Volume/Cap:	0.21	0.00	0.03	0.00	0.00	0.00	0.00	0.18	0.05	0.18	0.21	0.00
Delay/Veh:	31.1	0.0	29.2	0.0	0.0	0.0	0.0	9.8	9.0	66.3	9.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.1	0.0	29.2	0.0	0.0	0.0	0.0	9.8	9.0	66.3	9.7	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	E	A	A
HCM2kAvgQ:	3	0	0	0	0	0	0	3	1	0	4	0

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

Gilead Sciences EIR
SF12-0606

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

Intersection #4: Marsh Dr/East Third Ave



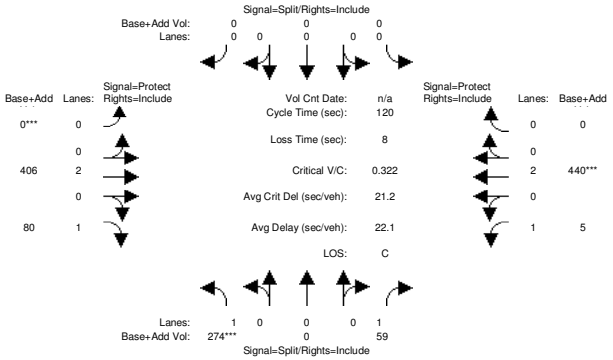
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	0	9	0	0	0	0	304	21	2	417	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	0	9	0	0	0	0	304	21	2	417	0
Added Vol:	307	0	62	0	0	0	0	105	82	3	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	354	0	71	0	0	0	0	409	103	5	442	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	389	0	78	0	0	0	0	449	113	5	486	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	0	78	0	0	0	0	449	113	5	486	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	0	78	0	0	0	0	449	113	5	486	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.05	0.00	0.00	0.00	0.00	0.12	0.07	0.00	0.13	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.35	0.35	0.01	0.36	0.00
Volume/Cap:	0.38	0.00	0.08	0.00	0.00	0.00	0.00	0.36	0.20	0.36	0.38	0.00
Delay/Veh:	14.1	0.0	11.4	0.0	0.0	0.0	0.0	29.1	27.4	72.7	28.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	0.0	11.4	0.0	0.0	0.0	0.0	29.1	27.4	72.7	28.7	0.0
LOS by Move:	B	A	B	A	A	A	A	C	C	E	C	A
HCM2kAvgQ:	8	0	1	0	0	0	0	6	3	0	7	0

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A PM

Intersection #4: Marsh Dr/East Third Ave



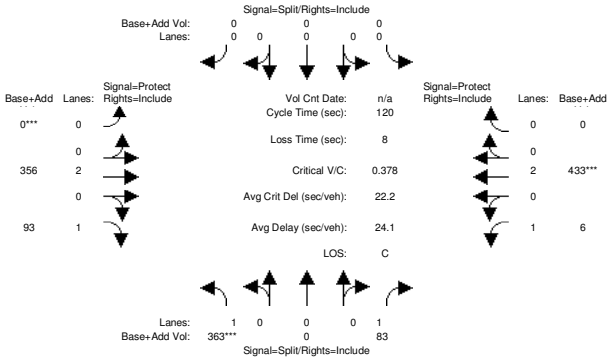
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	0	9	0	0	0	0	304	21	2	417	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	0	9	0	0	0	0	304	21	2	417	0
Added Vol:	227	0	50	0	0	0	0	102	59	3	23	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	0	59	0	0	0	0	406	80	5	440	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	301	0	65	0	0	0	0	446	88	5	484	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	0	65	0	0	0	0	446	88	5	484	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	301	0	65	0	0	0	0	446	88	5	484	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.04	0.00	0.00	0.00	0.00	0.12	0.05	0.00	0.13	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.52	0.00	0.52	0.00	0.00	0.00	0.00	0.41	0.41	0.01	0.42	0.00
Volume/Cap:	0.32	0.00	0.08	0.00	0.00	0.00	0.00	0.30	0.13	0.30	0.32	0.00
Delay/Veh:	17.0	0.0	14.6	0.0	0.0	0.0	0.0	24.3	22.5	68.3	23.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	0.0	14.6	0.0	0.0	0.0	0.0	24.3	22.5	68.3	23.8	0.0
LOS by Move:	B	A	B	A	A	A	A	C	C	E	C	A
HCM2kAvgQ:	6	0	1	0	0	0	0	6	2	0	6	0

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B PM

Intersection #4: Marsh Dr/East Third Ave



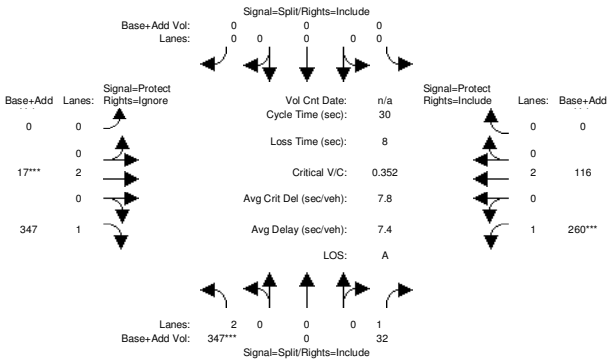
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	0	9	0	0	0	0	304	21	2	417	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	0	9	0	0	0	0	304	21	2	417	0
Added Vol:	316	0	74	0	0	0	0	52	72	4	16	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	363	0	83	0	0	0	0	356	93	6	433	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	399	0	91	0	0	0	0	391	102	7	476	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	0	91	0	0	0	0	391	102	7	476	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	399	0	91	0	0	0	0	391	102	7	476	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.06	0.00	0.00	0.00	0.00	0.11	0.06	0.00	0.13	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.58	0.00	0.58	0.00	0.00	0.00	0.00	0.34	0.34	0.01	0.35	0.00
Volume/Cap:	0.38	0.00	0.10	0.00	0.00	0.00	0.00	0.32	0.19	0.32	0.38	0.00
Delay/Veh:	13.5	0.0	11.0	0.0	0.0	0.0	0.0	29.7	28.3	67.7	29.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.5	0.0	11.0	0.0	0.0	0.0	0.0	29.7	28.3	67.7	29.5	0.0
LOS by Move:	B	A	B	A	A	A	A	C	C	E	C	A
HCM2kAvgQ:	8	0	1	0	0	0	0	5	3	0	7	0

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

Gilead Sciences EIR
SF12-0606

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

Intersection #5: Foster City Blvd/East Third Ave



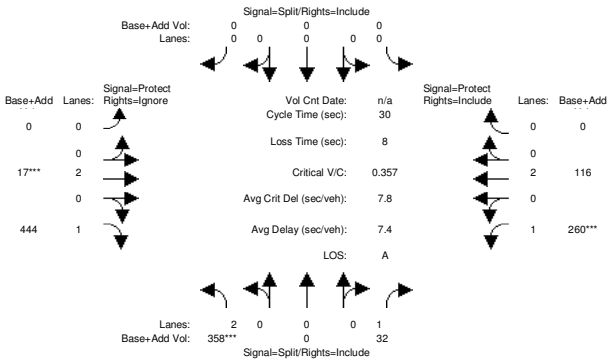
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	0	32	0	0	0	0	17	277	260	116	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	0	32	0	0	0	0	17	277	260	116	0
Added Vol:	17	0	0	0	0	0	0	0	70	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	347	0	32	0	0	0	0	17	347	260	116	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96
PHF Volume:	361	0	33	0	0	0	0	18	0	271	121	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	0	33	0	0	0	0	18	0	271	121	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:	361	0	33	0	0	0	0	18	0	271	121	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	1607	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.03	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.01	0.00	0.43	0.44	0.00
Volume/Cap:	0.35	0.00	0.07	0.00	0.00	0.00	0.00	0.35	0.00	0.35	0.08	0.00
Delay/Veh:	8.6	0.0	7.7	0.0	0.0	0.0	0.0	18.9	0.0	6.1	4.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.6	0.0	7.7	0.0	0.0	0.0	0.0	18.9	0.0	6.1	4.9	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	1	0	0	0	0	0	0	0	0	2	0	0

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

Gilead Sciences EIR
SF12-0606

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

Intersection #5: Foster City Blvd/East Third Ave



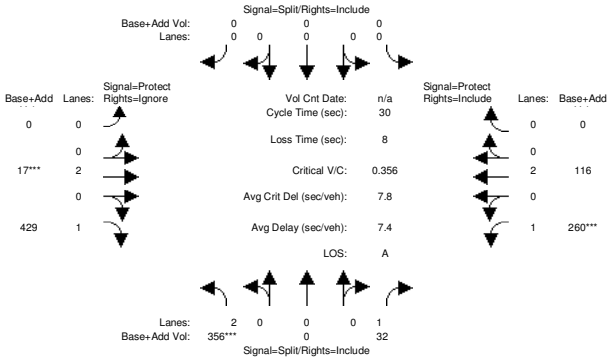
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	0	32	0	0	0	0	17	277	260	116	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	0	32	0	0	0	0	17	277	260	116	0
Added Vol:	28	0	0	0	0	0	0	0	167	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	0	32	0	0	0	0	17	444	260	116	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96
PHF Volume:	373	0	33	0	0	0	0	18	0	271	121	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	0	33	0	0	0	0	18	0	271	121	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:	373	0	33	0	0	0	0	18	0	271	121	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	1607	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.03	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.01	0.00	0.42	0.43	0.00
Volume/Cap:	0.36	0.00	0.07	0.00	0.00	0.00	0.00	0.36	0.00	0.36	0.08	0.00
Delay/Veh:	8.5	0.0	7.6	0.0	0.0	0.0	0.0	19.0	0.0	6.2	5.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	0.0	7.6	0.0	0.0	0.0	0.0	19.0	0.0	6.2	5.0	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	1	0	0	0	0	0	0	0	0	2	0	0

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A PM

Intersection #5: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	0	32	0	0	0	0	17	277	260	116	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:	330	0	32	0	0	0	0	17	277	260	116	0
Added Vol:	26	0	0	0	0	0	0	0	152	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	356	0	32	0	0	0	0	17	429	260	116	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96
PHF Volume:	371	0	33	0	0	0	0	18	0	271	121	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	371	0	33	0	0	0	0	18	0	271	121	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:	371	0	33	0	0	0	0	18	0	271	121	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	1607	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.03	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.01	0.00	0.42	0.44	0.00
Volume/Cap:	0.36	0.00	0.07	0.00	0.00	0.00	0.00	0.36	0.00	0.36	0.08	0.00
Delay/Veh:	8.5	0.0	7.6	0.0	0.0	0.0	0.0	19.0	0.0	6.2	5.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	0.0	7.6	0.0	0.0	0.0	0.0	19.0	0.0	6.2	5.0	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	1	0	0	0	0	0	0	0	0	2	0	0

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

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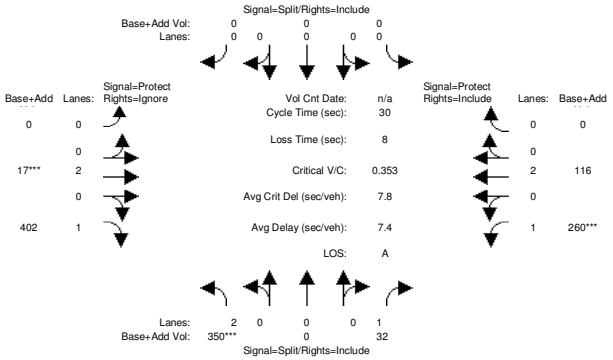
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B PM

Intersection #5: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	0	32	0	0	0	0	17	277	260	116	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:	330	0	32	0	0	0	0	17	277	260	116	0
Added Vol:	20	0	0	0	0	0	0	0	125	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	0	32	0	0	0	0	17	402	260	116	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96
PHF Volume:	365	0	33	0	0	0	0	18	0	271	121	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	0	33	0	0	0	0	18	0	271	121	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:	365	0	33	0	0	0	0	18	0	271	121	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	1607	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.03	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.01	0.00	0.42	0.44	0.00
Volume/Cap:	0.35	0.00	0.07	0.00	0.00	0.00	0.00	0.35	0.00	0.35	0.08	0.00
Delay/Veh:	8.5	0.0	7.7	0.0	0.0	0.0	0.0	18.9	0.0	6.1	4.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	0.0	7.7	0.0	0.0	0.0	0.0	18.9	0.0	6.1	4.9	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	1	0	0	0	0	0	0	0	0	2	0	0

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

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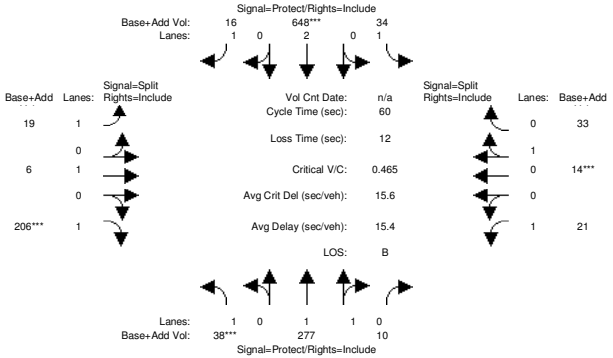
SF12-0606

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

Intersection #6: Foster City Blvd/Vintage - Chess



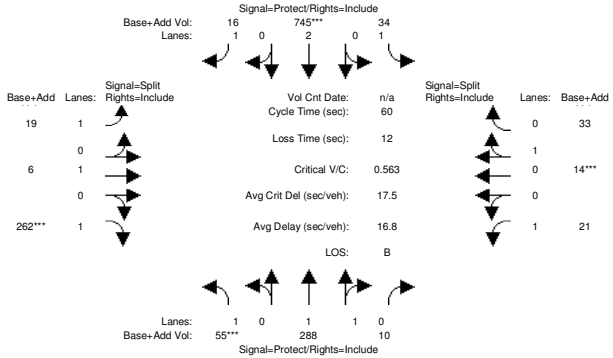
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	36	260	10	34	578	16	19	6	201	21	14	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	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:	2	17	0	0	70	0	0	0	5	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	277	10	34	648	16	19	6	206	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:	42	304	11	37	712	18	21	7	226	23	15	36
Reduct Vol:	0	0	0	0	0	0	0	0	35	0	0	0
Reduced Vol:	42	304	11	37	712	18	21	7	191	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:	42	304	11	37	712	18	21	7	191	23	15	36
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	0.82	0.95	1.00	0.83	0.95	0.90	0.88
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.30	0.70
Final Sat.:	1805	3467	125	1805	3610	1552	1805	1900	1583	1805	502	1184
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.02	0.20	0.01	0.01	0.00	0.12	0.01	0.03	0.03
Crit Moves:	****				****				****		****	
Green/Cycle:	0.05	0.38	0.38	0.09	0.42	0.42	0.26	0.26	0.26	0.07	0.07	0.07
Volume/Cap:	0.46	0.23	0.23	0.23	0.46	0.03	0.04	0.01	0.46	0.19	0.46	0.46
Delay/Veh:	31.5	12.6	12.6	26.1	12.6	10.1	16.7	16.5	19.5	27.3	30.1	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	12.6	12.6	26.1	12.6	10.1	16.7	16.5	19.5	27.3	30.1	30.1
LOS by Move:	C	B	B	C	B	B	B	B	B	C	C	C
HCM2kAvgQ:	1	2	2	1	5	0	0	0	4	1	2	2

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

Gilead Sciences EIR
SF12-0606

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

Intersection #6: Foster City Blvd/Vintage - Chess



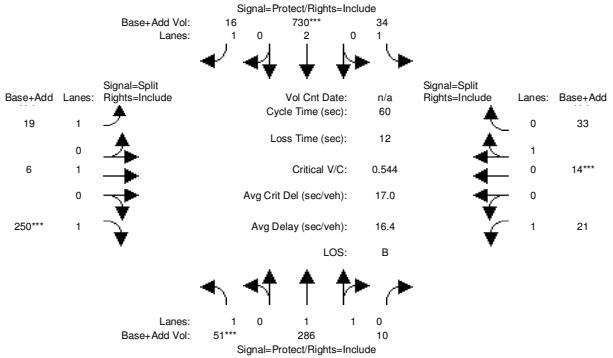
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	36	260	10	34	578	16	19	6	201	21	14	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	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:	19	28	0	0	167	0	0	0	61	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	288	10	34	745	16	19	6	262	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:	60	316	11	37	819	18	21	7	288	23	15	36
Reduct Vol:	0	0	0	0	0	0	0	0	35	0	0	0
Reduced Vol:	60	316	11	37	819	18	21	7	253	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:	60	316	11	37	819	18	21	7	253	23	15	36
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	0.82	0.95	1.00	0.83	0.95	0.90	0.88
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.30	0.70
Final Sat.:	1805	3471	121	1805	3610	1552	1805	1900	1583	1805	502	1184
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.02	0.23	0.01	0.01	0.00	0.16	0.01	0.03	0.03
Crit Moves:	****				****				****		****	
Green/Cycle:	0.06	0.38	0.38	0.09	0.40	0.40	0.28	0.28	0.28	0.05	0.05	0.05
Volume/Cap:	0.56	0.24	0.24	0.24	0.56	0.03	0.04	0.01	0.56	0.24	0.56	0.56
Delay/Veh:	34.2	12.9	12.9	26.4	14.4	10.8	15.6	15.5	20.0	28.4	35.5	35.5
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:	34.2	12.9	12.9	26.4	14.4	10.8	15.6	15.5	20.0	28.4	35.5	35.5
LOS by Move:	C	B	B	C	B	B	B	B	B	C	D	D
HCM2kAvgQ:	2	2	2	1	6	0	0	0	5	1	2	2

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A PM

Intersection #6: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
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:	15	26	0	0	152	0	0	0	49	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	286	10	34	730	16	19	6	250	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:	56	314	11	37	802	18	21	7	275	23	15	36
Reduct Vol:	0	0	0	0	0	0	0	0	35	0	0	0
Reduced Vol:	56	314	11	37	802	18	21	7	240	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:	56	314	11	37	802	18	21	7	240	23	15	36
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	0.82	0.95	1.00	0.83	0.95	0.90	0.88
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.30	0.70
Final Sat.:	1805	3470	121	1805	3610	1552	1805	1900	1583	1805	502	1184
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.02	0.22	0.01	0.01	0.00	0.15	0.01	0.03	0.03
Crit Moves:	****				****				****		****	
Green/Cycle:	0.06	0.38	0.38	0.09	0.41	0.41	0.28	0.28	0.28	0.06	0.06	0.06
Volume/Cap:	0.54	0.24	0.24	0.24	0.54	0.03	0.04	0.01	0.54	0.23	0.54	0.54
Delay/Veh:	33.4	12.8	12.8	26.4	13.9	10.6	15.8	15.7	19.8	28.2	33.9	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	12.8	12.8	26.4	13.9	10.6	15.8	15.7	19.8	28.2	33.9	33.9
LOS by Move:	C	B	B	C	B	B	B	B	B	C	C	C
HCM2kAvgQ:	2	2	2	1	6	0	0	0	5	1	2	2

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

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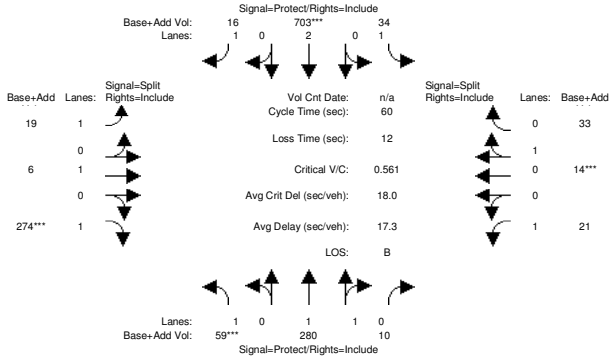
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B PM

Intersection #6: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
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:	23	20	0	0	125	0	0	0	73	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	280	10	34	703	16	19	6	274	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:	65	308	11	37	773	18	21	7	301	23	15	36
Reduct Vol:	0	0	0	0	0	0	0	0	35	0	0	0
Reduced Vol:	65	308	11	37	773	18	21	7	266	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:	65	308	11	37	773	18	21	7	266	23	15	36
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	0.82	0.95	1.00	0.83	0.95	0.90	0.88
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.30	0.70
Final Sat.:	1805	3468	124	1805	3610	1552	1805	1900	1583	1805	502	1184
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.02	0.21	0.01	0.01	0.00	0.17	0.01	0.03	0.03
Crit Moves:	****				****				****		****	
Green/Cycle:	0.06	0.36	0.36	0.08	0.38	0.38	0.30	0.30	0.30	0.05	0.05	0.05
Volume/Cap:	0.56	0.25	0.25	0.25	0.56	0.03	0.04	0.01	0.56	0.23	0.56	0.56
Delay/Veh:	33.4	13.5	13.5	26.5	15.1	11.6	14.9	14.8	19.2	28.4	35.3	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	13.5	13.5	26.5	15.1	11.6	14.9	14.8	19.2	28.4	35.3	35.3
LOS by Move:	C	B	B	C	B	B	B	B	B	C	D	D
HCM2kAvgQ:	2	2	2	1	6	0	0	0	5	1	2	2

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

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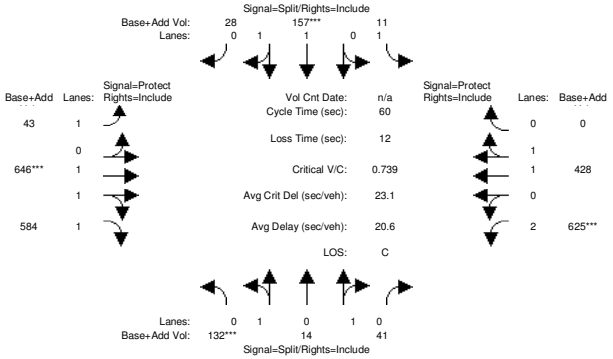
Gilead Sciences EIR
SF12-0606

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

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	132	9	41	11	157	28	43	625	568	589	408	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:	132	9	41	11	157	28	43	625	568	589	408	0
Added Vol:	0	5	0	0	0	0	0	21	16	36	20	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	14	41	11	157	28	43	646	584	625	428	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	140	15	44	12	167	30	46	687	621	665	455	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	15	44	12	167	30	46	687	621	665	455	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	15	44	12	167	30	46	687	621	665	455	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.88	0.95	0.93	0.93	0.95	0.88	0.87	0.92	0.95	0.95
Lanes:	1.00	0.25	0.75	1.00	1.70	0.30	1.00	1.56	1.44	2.00	2.00	0.00
Final Sat.:	1686	428	1253	1805	2992	534	1805	2618	2367	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.01	0.06	0.06	0.03	0.26	0.26	0.19	0.13	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.11	0.11	0.08	0.08	0.08	0.10	0.36	0.36	0.26	0.51	0.00
Volume/Cap:	0.74	0.31	0.31	0.09	0.74	0.74	0.25	0.74	0.74	0.74	0.25	0.00
Delay/Veh:	36.1	24.7	24.7	26.1	37.6	37.6	25.5	18.6	18.6	23.7	8.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.1	24.7	24.7	26.1	37.6	37.6	25.5	18.6	18.6	23.7	8.3	0.0
LOS by Move:	D	C	C	C	D	D	C	B	B	C	A	A
HCM2kAvgQ:	5	1	1	0	4	4	1	8	8	8	3	0

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

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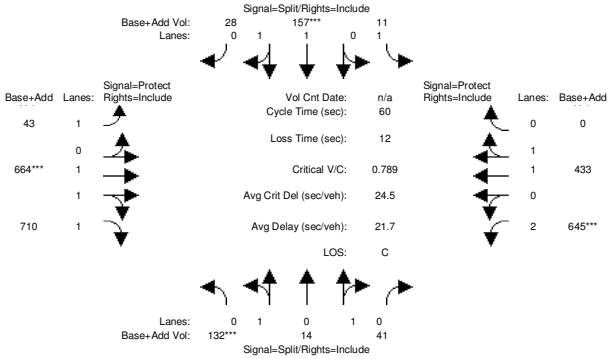
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project PM

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	132	9	41	11	157	28	43	625	568	589	408	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:	132	9	41	11	157	28	43	625	568	589	408	0
Added Vol:	0	5	0	0	0	0	0	39	142	56	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	14	41	11	157	28	43	664	710	645	433	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	140	15	44	12	167	30	46	706	755	686	461	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	15	44	12	167	30	46	706	755	686	461	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	15	44	12	167	30	46	706	755	686	461	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.88	0.95	0.93	0.93	0.95	0.88	0.86	0.92	0.95	0.95
Lanes:	1.00	0.25	0.75	1.00	1.70	0.30	1.00	1.43	1.57	2.00	2.00	0.00
Final Sat.:	1686	428	1253	1805	2992	534	1805	2387	2553	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.01	0.06	0.06	0.03	0.30	0.30	0.20	0.13	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.11	0.11	0.07	0.07	0.07	0.10	0.38	0.38	0.25	0.52	0.00
Volume/Cap:	0.79	0.33	0.33	0.09	0.79	0.79	0.25	0.79	0.79	0.79	0.25	0.00
Delay/Veh:	41.4	25.2	25.2	26.4	42.8	42.8	25.4	19.0	19.0	26.0	8.0	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:	41.4	25.2	25.2	26.4	42.8	42.8	25.4	19.0	19.0	26.0	8.0	0.0
LOS by Move:	D	C	C	C	D	D	C	B	B	C	A	A
HCM2kAvgQ:	5	1	1	0	4	4	1	9	9	8	3	0

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

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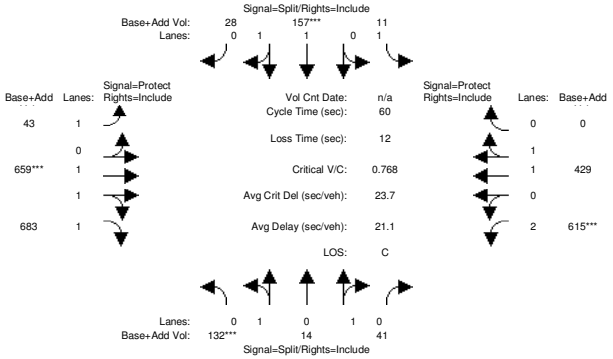
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A PM

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	132	9	41	11	157	28	43	625	568	589	408	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:	132	9	41	11	157	28	43	625	568	589	408	0
Added Vol:	0	5	0	0	0	0	0	34	115	26	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	14	41	11	157	28	43	659	683	615	429	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	140	15	44	12	167	30	46	701	727	654	456	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	15	44	12	167	30	46	701	727	654	456	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	15	44	12	167	30	46	701	727	654	456	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.88	0.95	0.93	0.93	0.95	0.88	0.86	0.92	0.95	0.95
Lanes:	1.00	0.25	0.75	1.00	1.70	0.30	1.00	1.46	1.54	2.00	2.00	0.00
Final Sat.:	1686	428	1253	1805	2992	534	1805	2432	2520	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.01	0.06	0.06	0.03	0.29	0.29	0.19	0.13	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.11	0.11	0.07	0.07	0.07	0.10	0.38	0.38	0.24	0.52	0.00
Volume/Cap:	0.77	0.32	0.32	0.09	0.77	0.77	0.25	0.77	0.77	0.77	0.25	0.00
Delay/Veh:	39.0	25.0	25.0	26.3	40.4	40.4	25.4	18.4	18.4	25.4	8.1	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:	39.0	25.0	25.0	26.3	40.4	40.4	25.4	18.4	18.4	25.4	8.1	0.0
LOS by Move:	D	C	C	C	D	D	C	B	B	C	A	A
HCM2kAvgQ:	5	1	1	0	4	4	1	9	8	8	3	0

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

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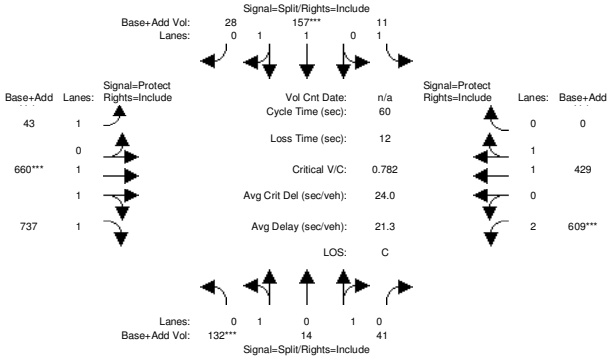
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B PM

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	132	9	41	11	157	28	43	625	568	589	408	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:	132	9	41	11	157	28	43	625	568	589	408	0
Added Vol:	0	5	0	0	0	0	0	35	169	20	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	14	41	11	157	28	43	660	737	609	429	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	140	15	44	12	167	30	46	702	784	648	456	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	15	44	12	167	30	46	702	784	648	456	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	15	44	12	167	30	46	702	784	648	456	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.88	0.95	0.93	0.93	0.95	0.87	0.86	0.92	0.95	0.95
Lanes:	1.00	0.25	0.75	1.00	1.70	0.30	1.00	1.40	1.60	2.00	2.00	0.00
Final Sat.:	1686	428	1253	1805	2992	534	1805	2330	2602	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.01	0.06	0.06	0.03	0.30	0.30	0.19	0.13	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.11	0.11	0.07	0.07	0.07	0.10	0.39	0.39	0.24	0.52	0.00
Volume/Cap:	0.78	0.33	0.33	0.09	0.78	0.78	0.24	0.78	0.78	0.78	0.24	0.00
Delay/Veh:	40.6	25.1	25.1	26.3	42.0	42.0	25.4	18.4	18.4	26.3	8.0	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:	40.6	25.1	25.1	26.3	42.0	42.0	25.4	18.4	18.4	26.3	8.0	0.0
LOS by Move:	D	C	C	C	D	D	C	B	B	C	A	A
HCM2kAvgQ:	5	1	1	0	4	4	1	9	9	8	3	0

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

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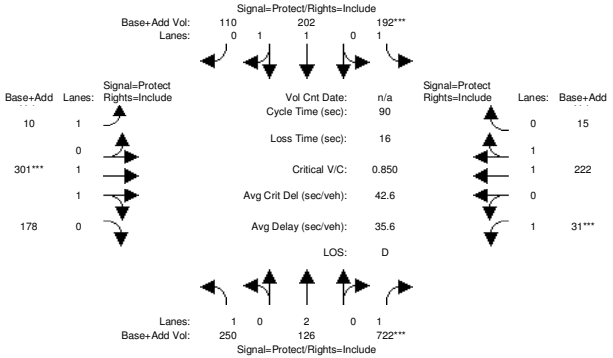
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #8: Vintage Park Dr/Chess Dr



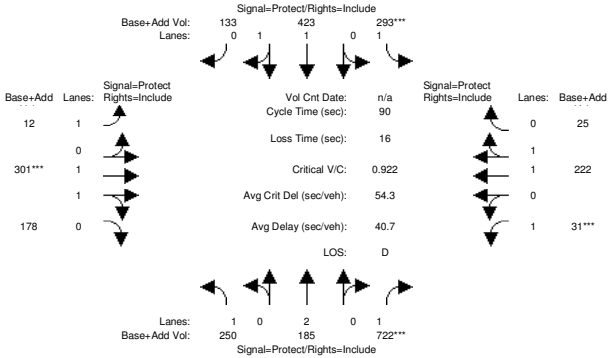
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	246	106	722	184	132	68	9	296	172	31	219	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	106	722	184	132	68	9	296	172	31	219	11
Added Vol:	4	20	0	8	70	42	1	5	6	0	3	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	126	722	192	202	110	10	301	178	31	222	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	263	133	760	202	213	116	11	317	187	33	234	16
Reduct Vol:	0	0	101	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	133	659	202	213	116	11	317	187	33	234	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	263	133	659	202	213	116	11	317	187	33	234	16
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	0.90	0.89	0.95	0.90	0.89	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	1.29	0.71	1.00	1.25	0.75	1.00	1.87	0.13
Final Sat.:	1805	3610	1567	1805	2205	1201	1805	2134	1262	1805	3351	226
Capacity Analysis Module:												
Vol/Sat:	0.15	0.04	0.42	0.11	0.10	0.10	0.01	0.15	0.15	0.02	0.07	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.38	0.49	0.49	0.13	0.25	0.25	0.02	0.17	0.17	0.02	0.18	0.18
Volume/Cap:	0.39	0.07	0.85	0.85	0.39	0.39	0.39	0.85	0.85	0.85	0.39	0.39
Delay/Veh:	20.8	12.0	28.7	62.3	28.4	28.4	52.7	47.2	47.2	131.7	32.8	32.8
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:	20.8	12.0	28.7	62.3	28.4	28.4	52.7	47.2	47.2	131.7	32.8	32.8
LOS by Move:	C	B	C	E	C	C	D	D	D	F	C	C
HCM2kAvgQ:	5	1	17	8	4	4	1	10	10	1	3	3

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

Gilead Sciences EIR
SF12-0606

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

Intersection #8: Vintage Park Dr/Chess Dr



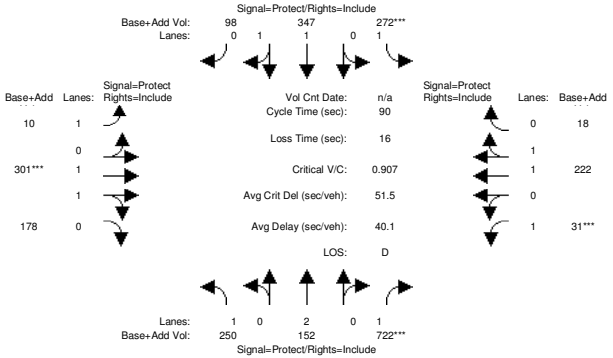
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	246	106	722	184	132	68	9	296	172	31	219	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	106	722	184	132	68	9	296	172	31	219	11
Added Vol:	4	79	0	109	291	65	3	5	6	0	3	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	185	722	293	423	133	12	301	178	31	222	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	263	195	760	308	445	140	13	317	187	33	234	26
Reduct Vol:	0	0	101	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	195	659	308	445	140	13	317	187	33	234	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	263	195	659	308	445	140	13	317	187	33	234	26
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	0.91	0.95	0.90	0.89	0.95	0.94	0.93
Lanes:	1.00	2.00	1.00	1.00	1.52	0.48	1.00	1.25	0.75	1.00	1.80	0.20
Final Sat.:	1805	3610	1567	1805	2643	831	1805	2134	1262	1805	3195	360
Capacity Analysis Module:												
Vol/Sat:	0.15	0.05	0.42	0.17	0.17	0.17	0.01	0.15	0.15	0.02	0.07	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.30	0.46	0.46	0.19	0.34	0.34	0.02	0.16	0.16	0.02	0.16	0.16
Volume/Cap:	0.49	0.12	0.92	0.92	0.49	0.49	0.44	0.92	0.92	0.92	0.44	0.44
Delay/Veh:	26.7	14.1	40.3	66.0	23.6	23.6	54.5	58.4	58.4	163.4	34.4	34.4
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:	26.7	14.1	40.3	66.0	23.6	23.6	54.5	58.4	58.4	163.4	34.4	34.4
LOS by Move:	C	B	D	E	C	C	D	E	E	F	C	C
HCM2kAvgQ:	6	2	19	12	7	7	1	11	11	1	3	3

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A PM

Intersection #8: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	246	106	722	184	132	68	9	296	172	31	219	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:	246	106	722	184	132	68	9	296	172	31	219	11
Added Vol:	4	46	0	88	215	30	1	5	6	0	3	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	152	722	272	347	98	10	301	178	31	222	18
User Adj:	1.00	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:	263	160	760	286	365	103	11	317	187	33	234	19
Reduct Vol:	0	0	101	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	160	659	286	365	103	11	317	187	33	234	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:	263	160	659	286	365	103	11	317	187	33	234	19
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	0.91	0.95	0.90	0.89	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	1.56	0.44	1.00	1.25	0.75	1.00	1.85	0.15
Final Sat.:	1805	3610	1567	1805	2718	768	1805	2134	1262	1805	3302	268
Capacity Analysis Module:												
Vol/Sat:	0.15	0.04	0.42	0.16	0.13	0.13	0.01	0.15	0.15	0.02	0.07	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.33	0.46	0.46	0.17	0.31	0.31	0.01	0.16	0.16	0.02	0.17	0.17
Volume/Cap:	0.44	0.10	0.91	0.91	0.44	0.44	0.42	0.91	0.91	0.91	0.42	0.42
Delay/Veh:	24.0	13.6	37.4	64.6	25.3	25.3	54.8	55.5	55.5	156.5	33.9	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	13.6	37.4	64.6	25.3	25.3	54.8	55.5	55.5	156.5	33.9	33.9
LOS by Move:	C	B	D	E	C	C	D	E	E	F	C	C
HCM2kAvgQ:	5	1	18	11	6	6	1	11	11	1	3	3

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

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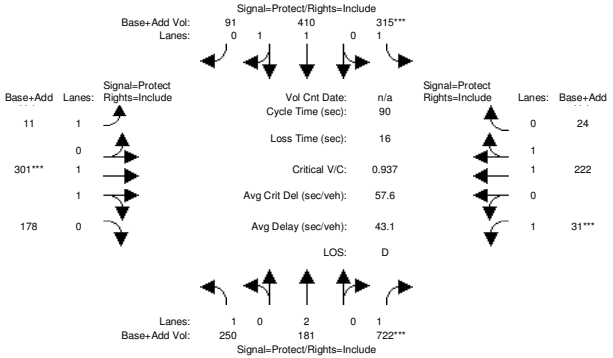
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B PM

Intersection #8: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	246	106	722	184	132	68	9	296	172	31	219	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:	246	106	722	184	132	68	9	296	172	31	219	11
Added Vol:	4	75	0	131	278	23	2	5	6	0	3	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	181	722	315	410	91	11	301	178	31	222	24
User Adj:	1.00	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:	263	191	760	332	432	96	12	317	187	33	234	25
Reduct Vol:	0	0	101	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	191	659	332	432	96	12	317	187	33	234	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	263	191	659	332	432	96	12	317	187	33	234	25
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	0.94	0.93
Lanes:	1.00	2.00	1.00	1.00	1.64	0.36	1.00	1.25	0.75	1.00	1.80	0.20
Final Sat.:	1805	3610	1567	1805	2872	637	1805	2134	1262	1805	3208	347
Capacity Analysis Module:												
Vol/Sat:	0.15	0.05	0.42	0.18	0.15	0.15	0.01	0.15	0.15	0.02	0.07	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.32	0.45	0.45	0.20	0.33	0.33	0.01	0.16	0.16	0.02	0.16	0.16
Volume/Cap:	0.46	0.12	0.94	0.94	0.46	0.46	0.45	0.94	0.94	0.94	0.45	0.45
Delay/Veh:	25.1	14.5	43.7	67.7	24.3	24.3	55.7	61.7	61.7	170.8	34.5	34.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.1	14.5	43.7	67.7	24.3	24.3	55.7	61.7	61.7	170.8	34.5	34.5
LOS by Move:	C	B	D	E	C	C	E	E	E	F	C	C
HCM2kAvgQ:	6	2	19	13	6	6	1	11	11	1	3	3

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

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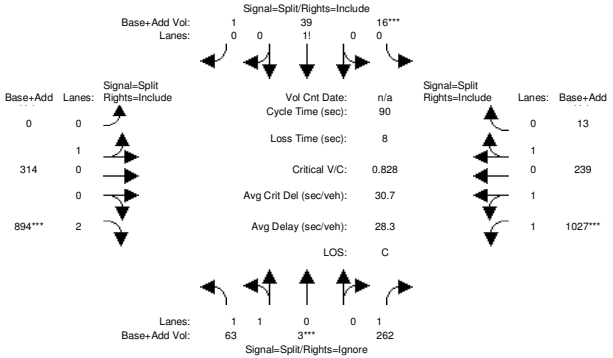
Gilead Sciences EIR
SF12-0606

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

Intersection #9: SR 92 Westbound Ramps/Chess Dr



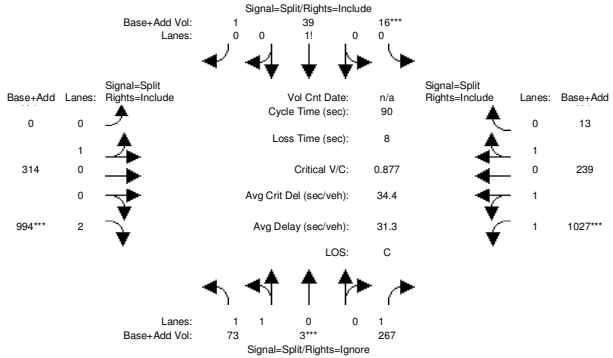
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	58	3	247	16	39	1	0	311	883	983	237	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	3	247	16	39	1	0	311	883	983	237	13
Added Vol:	5	0	15	0	0	0	0	3	11	44	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	3	262	16	39	1	0	314	894	1027	239	13
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	70	3	0	18	43	1	0	349	993	1141	266	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	3	0	18	43	1	0	349	993	1141	266	14
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	3	0	18	43	1	0	349	993	1141	266	14
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	1.00	1.00	0.70	0.91	0.91	0.91
Lanes:	1.91	0.09	1.00	0.28	0.70	0.02	0.00	1.00	2.00	2.00	0.95	0.05
Final Sat.:	3460	165	1900	534	1302	33	0	1900	2676	3466	1643	89
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.03	0.03	0.03	0.00	0.18	0.37	0.33	0.16	0.16
Crit Moves:		****		****					****	****		
Green/Cycle:	0.02	0.02	0.00	0.04	0.04	0.04	0.00	0.45	0.45	0.40	0.40	0.40
Volume/Cap:	0.83	0.83	0.00	0.83	0.83	0.83	0.00	0.41	0.83	0.83	0.41	0.41
Delay/Veh:	88.5	88.5	0.0	93.3	93.3	93.3	0.0	17.1	26.7	27.8	19.5	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:	88.5	88.5	0.0	93.3	93.3	93.3	0.0	17.1	26.7	27.8	19.5	19.5
LOS by Move:	F	F	A	F	F	F	A	B	C	C	B	B
HCM2kAvgQ:	3	3	0	4	4	4	0	6	13	17	6	6

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

Gilead Sciences EIR
SF12-0606

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

Intersection #9: SR 92 Westbound Ramps/Chess Dr



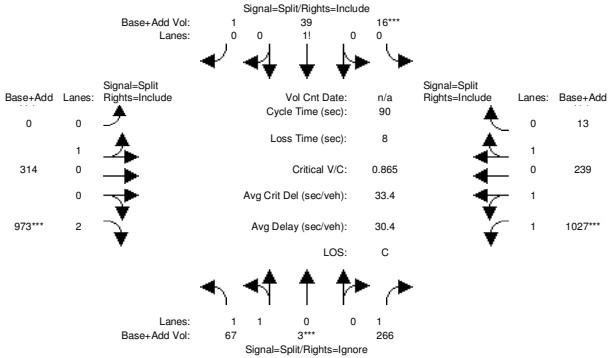
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	58	3	247	16	39	1	0	311	883	983	237	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	3	247	16	39	1	0	311	883	983	237	13
Added Vol:	15	0	20	0	0	0	0	3	111	44	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	3	267	16	39	1	0	314	994	1027	239	13
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	81	3	0	18	43	1	0	349	1104	1141	266	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	3	0	18	43	1	0	349	1104	1141	266	14
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	3	0	18	43	1	0	349	1104	1141	266	14
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	1.00	1.00	0.70	0.91	0.91	0.91
Lanes:	1.92	0.08	1.00	0.28	0.70	0.02	0.00	1.00	2.00	2.00	0.95	0.05
Final Sat.:	3482	143	1900	534	1302	33	0	1900	2676	3466	1643	89
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.03	0.03	0.03	0.00	0.18	0.41	0.33	0.16	0.16
Crit Moves:		****		****					****	****		
Green/Cycle:	0.03	0.03	0.00	0.04	0.04	0.04	0.00	0.47	0.47	0.38	0.38	0.38
Volume/Cap:	0.88	0.88	0.00	0.88	0.88	0.88	0.00	0.39	0.88	0.88	0.43	0.43
Delay/Veh:	97.6	97.6	0.0	109.1	109	109.1	0.0	15.7	28.7	31.9	21.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.6	97.6	0.0	109.1	109	109.1	0.0	15.7	28.7	31.9	21.0	21.0
LOS by Move:	F	F	A	F	F	F	A	B	C	C	C	C
HCM2kAvgQ:	3	3	0	4	4	4	0	6	15	19	6	6

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A PM

Intersection #9: SR 92 Westbound Ramps/Chess Dr



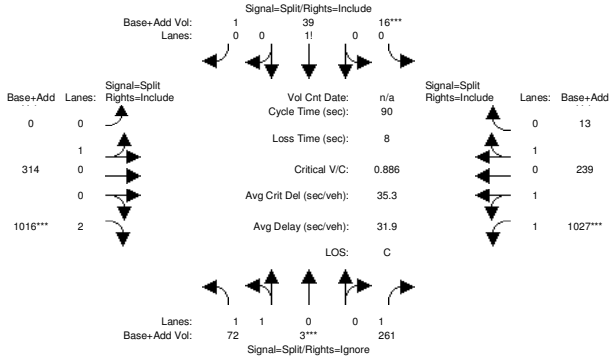
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	58	3	247	16	39	1	0	311	883	983	237	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	3	247	16	39	1	0	311	883	983	237	13
Added Vol:	9	0	19	0	0	0	0	3	90	44	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	3	266	16	39	1	0	314	973	1027	239	13
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	74	3	0	18	43	1	0	349	1081	1141	266	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	3	0	18	43	1	0	349	1081	1141	266	14
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	3	0	18	43	1	0	349	1081	1141	266	14
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	1.00	1.00	0.70	0.91	0.91	0.91
Lanes:	1.91	0.09	1.00	0.28	0.70	0.02	0.00	1.00	2.00	2.00	0.95	0.05
Final Sat.:	3470	155	1900	534	1302	33	0	1900	2676	3466	1643	89
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.03	0.03	0.03	0.00	0.18	0.40	0.33	0.16	0.16
Crit Moves:		****		****					****	****		
Green/Cycle:	0.02	0.02	0.00	0.04	0.04	0.04	0.00	0.47	0.47	0.38	0.38	0.38
Volume/Cap:	0.86	0.86	0.00	0.86	0.86	0.86	0.00	0.39	0.86	0.86	0.42	0.42
Delay/Veh:	97.2	97.2	0.0	105.2	105	105.2	0.0	15.9	28.0	30.8	20.7	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.2	97.2	0.0	105.2	105	105.2	0.0	15.9	28.0	30.8	20.7	20.7
LOS by Move:	F	F	A	F	F	F	A	B	C	C	C	C
HCM2kAvgQ:	3	3	0	4	4	4	0	6	15	18	6	6

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B PM

Intersection #9: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	58	3	247	16	39	1	0	311	883	983	237	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:	58	3	247	16	39	1	0	311	883	983	237	13
Added Vol:	14	0	14	0	0	0	0	3	133	44	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	3	261	16	39	1	0	314	1016	1027	239	13
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	80	3	0	18	43	1	0	349	1129	1141	266	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	3	0	18	43	1	0	349	1129	1141	266	14
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	3	0	18	43	1	0	349	1129	1141	266	14
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	1.00	1.00	0.70	0.91	0.91	0.91
Lanes:	1.92	0.08	1.00	0.28	0.70	0.02	0.00	1.00	2.00	2.00	0.95	0.05
Final Sat.:	3480	145	1900	534	1302	33	0	1900	2676	3466	1643	89
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.03	0.03	0.03	0.00	0.18	0.42	0.33	0.16	0.16
Crit Moves:		****		****					****	****		
Green/Cycle:	0.03	0.03	0.00	0.04	0.04	0.04	0.00	0.48	0.48	0.37	0.37	0.37
Volume/Cap:	0.89	0.89	0.00	0.89	0.89	0.89	0.00	0.39	0.89	0.89	0.43	0.43
Delay/Veh:	101.2	101	0.0	112.5	112	112.5	0.0	15.4	29.2	32.9	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.2	101	0.0	112.5	112	112.5	0.0	15.4	29.2	32.9	21.3	21.3
LOS by Move:	F	F	A	F	F	F	A	B	C	C	C	C
HCM2kAvgQ:	3	3	0	4	4	4	0	6	15	19	6	6

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

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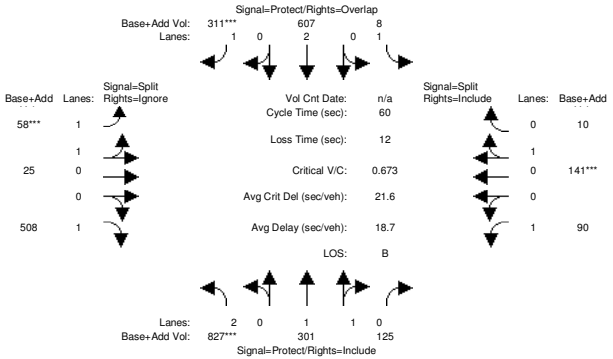
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #10: Foster City Blvd/Chess Dr



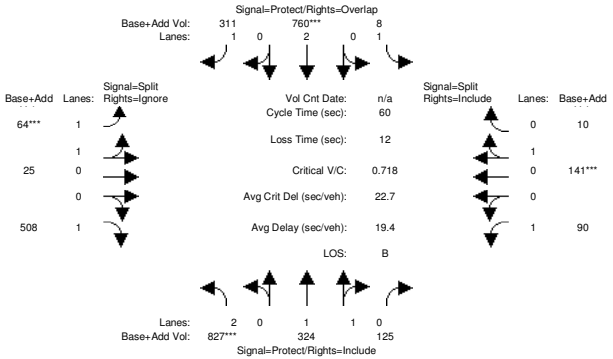
Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module:																								
Base Vol:	781		288		125		8		532		311		52		25		497		90		141		10	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	781		288		125		8		532		311		52		25		497		90		141		10	
Added Vol:	46		13		0		0		75		0		6		0		11		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	827		301		125		8		607		311		58		25		508		90		141		10	
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:	0.96		0.96		0.96		0.96		0.96		0.96		0.96		0.96		0.00		0.96		0.96		0.96	
PHF Volume:	861		314		130		8		632		324		60		26		0		94		147		10	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	861		314		130		8		632		324		60		26		0		94		147		10	
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:	861		314		130		8		632		324		60		26		0		94		147		10	
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		0.97		0.97		1.00		0.95		0.99		0.99	
Lanes:	2.00		1.41		0.59		1.00		2.00		1.00		1.40		0.60		1.00		1.00		0.93		0.07	
Final Sat.:	3502		2438		1013		1805		3610		1552		2565		1106		1900		1805		1756		125	
Capacity Analysis Module:																								
Vol/Sat:	0.25		0.13		0.13		0.00		0.18		0.21		0.02		0.02		0.00		0.05		0.08		0.08	
Crit Moves:	****										****		****								****			
Green/Cycle:	0.37		0.62		0.62		0.02		0.28		0.31		0.03		0.03		0.00		0.12		0.12		0.12	
Volume/Cap:	0.67		0.21		0.21		0.21		0.64		0.67		0.67		0.67		0.00		0.42		0.67		0.67	
Delay/Veh:	17.4		5.1		5.1		31.4		20.5		21.8		41.8		41.8		0.0		25.5		32.6		32.6	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	17.4		5.1		5.1		31.4		20.5		21.8		41.8		41.8		0.0		25.5		32.6		32.6	
LOS by Move:	B		A		A		C		C		C		D		D		A		C		C		C	
HCM2kAvgQ:	7		2		2		0		7		7		2		2		0		2		4		4	

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

Gilead Sciences EIR
SF12-0606

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

Intersection #10: 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:	0		0		0		0		0		0		0		0		0		0		0		0	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module:																								
Base Vol:	781		288		125		8		532		311		52		25		497		90		141		10	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	781		288		125		8		532		311		52		25		497		90		141		10	
Added Vol:	46		36		0		0		228		0		12		0		11		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	827		324		125		8		760		311		64		25		508		90		141		10	
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:	0.96		0.96		0.96		0.96		0.96		0.96		0.96		0.96		0.00		0.96		0.96		0.96	
PHF Volume:	861		338		130		8		792		324		67		26		0		94		147		10	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	861		338		130		8		792		324		67		26		0		94		147		10	
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:	861		338		130		8		792		324		67		26		0		94		147		10	
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		0.97		0.97		1.00		0.95		0.99		0.99	
Lanes:	2.00		1.44		0.56		1.00		2.00		1.00		1.44		0.56		1.00		1.00		0.93		0.07	
Final Sat.:	3502		2496		963		1805		3610		1552		2637		1030		1900		1805		1756		125	
Capacity Analysis Module:																								
Vol/Sat:	0.25		0.14		0.14		0.00		0.22		0.21		0.03		0.03		0.00		0.05		0.08		0.08	
Crit Moves:	****								****				****								****			
Green/Cycle:	0.34		0.63		0.63		0.02		0.31		0.34		0.04		0.04		0.00		0.12		0.12		0.12	
Volume/Cap:	0.72		0.22		0.22		0.22		0.72		0.61		0.72		0.72		0.00		0.45		0.72		0.72	
Delay/Veh:	19.3		4.9		4.9		31.7		20.8		18.6		46.2		46.2		0.0		26.2		36.4		36.4	
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:	19.3		4.9		4.9		31.7		20.8		18.6		46.2		46.2		0.0		26.2		36.4		36.4	
LOS by Move:	B		A		A		C		C		B		D		D		A		C		D		D	
HCM2kAvgQ:	7		2		2		0		8		6		2		2		0		2		5		5	

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

Gilead Sciences EIR
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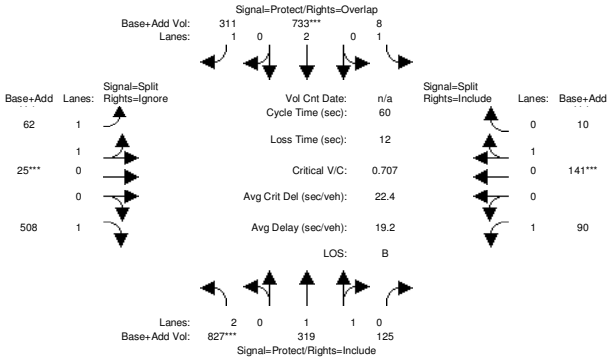
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A PM

Intersection #10: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	781	288	125	8	532	311	52	25	497	90	141	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	781	288	125	8	532	311	52	25	497	90	141	10
Added Vol:	46	31	0	0	201	0	10	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	827	319	125	8	733	311	62	25	508	90	141	10
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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96
PHF Volume:	861	332	130	8	764	324	65	26	0	94	147	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	861	332	130	8	764	324	65	26	0	94	147	10
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:	861	332	130	8	764	324	65	26	0	94	147	10
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	0.97	0.97	1.00	0.95	0.99	0.99
Lanes:	2.00	1.44	0.56	1.00	2.00	1.00	1.43	0.57	1.00	1.00	0.93	0.07
Final Sat.:	3502	2485	974	1805	3610	1552	2616	1055	1900	1805	1756	125
Capacity Analysis Module:												
Vol/Sat:	0.25	0.13	0.13	0.00	0.21	0.21	0.02	0.02	0.00	0.05	0.08	0.08
Crit Moves:	****				****			****			****	
Green/Cycle:	0.35	0.63	0.63	0.02	0.30	0.33	0.03	0.03	0.00	0.12	0.12	0.12
Volume/Cap:	0.71	0.21	0.21	0.21	0.71	0.63	0.71	0.71	0.00	0.44	0.71	0.71
Delay/Veh:	18.9	4.9	4.9	31.6	20.9	19.2	45.2	45.2	0.0	26.0	35.5	35.5
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:	18.9	4.9	4.9	31.6	20.9	19.2	45.2	45.2	0.0	26.0	35.5	35.5
LOS by Move:	B	A	A	C	C	B	D	D	A	C	D	D
HCM2kAvgQ:	7	2	2	0	8	6	2	2	0	2	4	4

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

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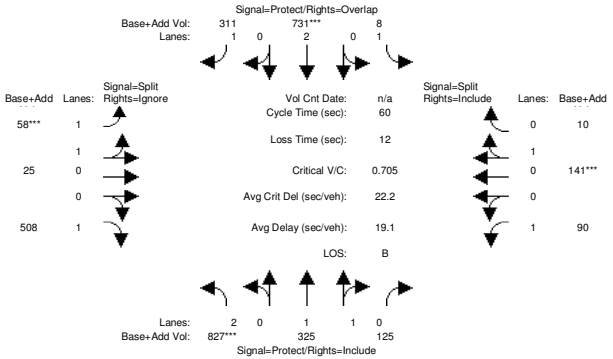
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B PM

Intersection #10: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	781	288	125	8	532	311	52	25	497	90	141	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	781	288	125	8	532	311	52	25	497	90	141	10
Added Vol:	46	37	0	0	199	0	6	0	11	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	827	325	125	8	731	311	58	25	508	90	141	10
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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96
PHF Volume:	861	339	130	8	761	324	60	26	0	94	147	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	861	339	130	8	761	324	60	26	0	94	147	10
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:	861	339	130	8	761	324	60	26	0	94	147	10
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	0.97	0.97	1.00	0.95	0.99	0.99
Lanes:	2.00	1.44	0.56	1.00	2.00	1.00	1.40	0.60	1.00	1.00	0.93	0.07
Final Sat.:	3502	2498	961	1805	3610	1552	2565	1106	1900	1805	1756	125
Capacity Analysis Module:												
Vol/Sat:	0.25	0.14	0.14	0.00	0.21	0.21	0.02	0.02	0.00	0.05	0.08	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.35	0.63	0.63	0.02	0.30	0.33	0.03	0.03	0.00	0.12	0.12	0.12
Volume/Cap:	0.71	0.22	0.22	0.22	0.71	0.63	0.71	0.71	0.00	0.44	0.71	0.71
Delay/Veh:	18.8	4.9	4.9	31.7	20.8	19.4	45.7	45.7	0.0	26.0	35.3	35.3
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:	18.8	4.9	4.9	31.7	20.8	19.4	45.7	45.7	0.0	26.0	35.3	35.3
LOS by Move:	B	A	A	C	C	B	D	D	A	C	D	D
HCM2kAvgQ:	7	2	2	0	8	6	2	2	0	2	4	4

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

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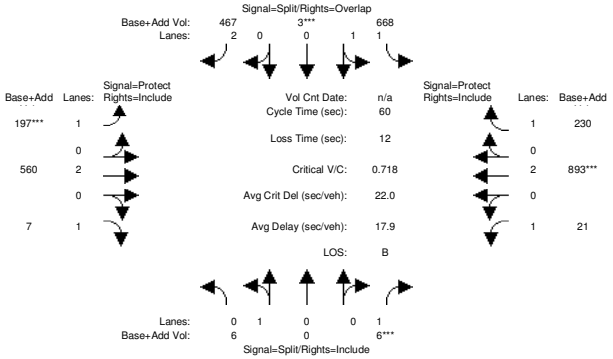
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #11: SR 92 Eastbound Ramps/Edgewater Blvd



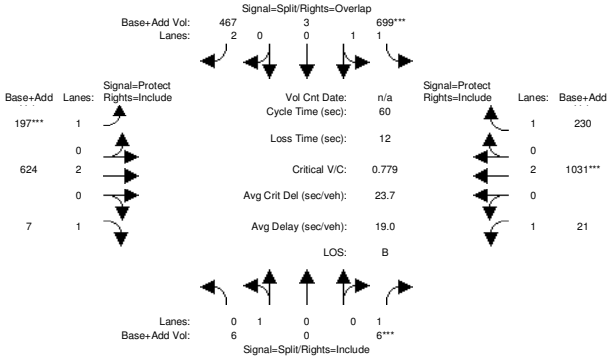
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	0	6	658	3	456	195	481	7	21	844	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	6	658	3	456	195	481	7	21	844	230
Added Vol:	0	0	0	10	0	11	2	79	0	0	49	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	6	668	3	467	197	560	7	21	893	230
User Adj:	1.00	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:	6	0	6	703	3	492	207	589	7	22	940	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	6	703	3	492	207	589	7	22	940	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	6	703	3	492	207	589	7	22	940	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
Lanes:	1.00	0.00	1.00	1.99	0.01	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1809	0	1588	3605	16	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.18	0.11	0.16	0.00	0.01	0.26	0.15
Crit Moves:			****		****		****				****	
Green/Cycle:	0.01	0.00	0.01	0.27	0.01	0.39	0.16	0.49	0.49	0.04	0.36	0.36
Volume/Cap:	0.63	0.00	0.72	0.72	0.72	0.41	0.72	0.34	0.01	0.34	0.72	0.43
Delay/Veh:	116.0	0.0	169.7	22.3	22.3	12.0	32.3	9.6	8.0	31.2	18.4	14.9
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:	116.0	0.0	169.7	22.3	22.3	12.0	32.3	9.6	8.0	31.2	18.4	14.9
LOS by Move:	F	A	F	C	C	B	C	A	A	C	B	B
HCM2kAvgQ:	1	0	1	8	8	4	4	3	0	0	8	3

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

Gilead Sciences EIR
SF12-0606

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

Intersection #11: SR 92 Eastbound Ramps/Edgewater Blvd



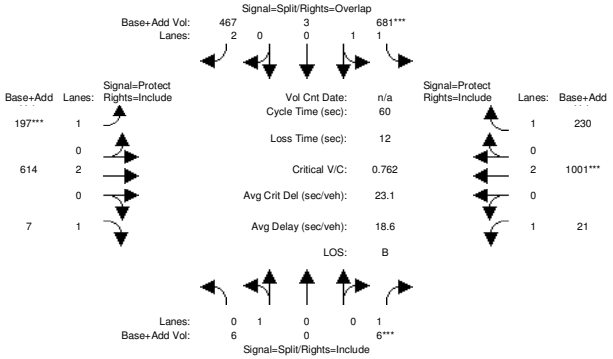
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	0	6	658	3	456	195	481	7	21	844	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	6	658	3	456	195	481	7	21	844	230
Added Vol:	0	0	0	41	0	11	2	143	0	0	187	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	6	699	3	467	197	624	7	21	1031	230
User Adj:	1.00	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:	6	0	6	736	3	492	207	657	7	22	1085	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	6	736	3	492	207	657	7	22	1085	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	6	736	3	492	207	657	7	22	1085	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
Lanes:	1.00	0.00	1.00	1.99	0.01	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1809	0	1588	3606	15	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.18	0.11	0.18	0.00	0.01	0.30	0.15
Crit Moves:			****	****			****				****	
Green/Cycle:	0.01	0.00	0.01	0.26	0.26	0.41	0.15	0.50	0.50	0.03	0.39	0.39
Volume/Cap:	0.68	0.00	0.78	0.78	0.78	0.43	0.78	0.36	0.01	0.36	0.78	0.40
Delay/Veh:	148.3	0.0	210.8	24.7	24.7	13.0	38.3	9.3	7.6	32.1	19.1	13.8
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:	148.3	0.0	210.8	24.7	24.7	13.0	38.3	9.3	7.6	32.1	19.1	13.8
LOS by Move:	F	A	F	C	C	B	D	A	A	C	B	B
HCM2kAvgQ:	1	0	1	9	9	4	4	4	0	0	10	3

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A PM

Intersection #11: SR 92 Eastbound Ramps/Edgewater Blvd



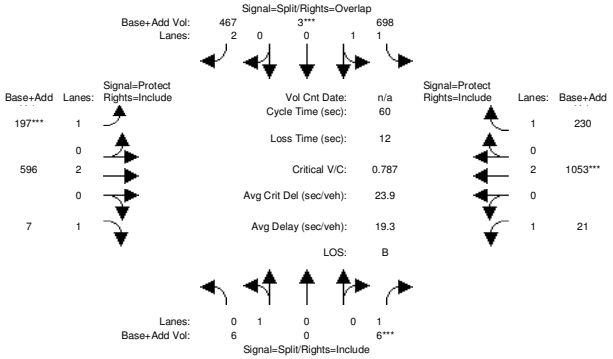
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	0	6	658	3	456	195	481	7	21	844	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	6	658	3	456	195	481	7	21	844	230
Added Vol:	0	0	0	23	0	11	2	133	0	0	157	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	6	681	3	467	197	614	7	21	1001	230
User Adj:	1.00	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:	6	0	6	717	3	492	207	646	7	22	1054	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	6	717	3	492	207	646	7	22	1054	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	6	717	3	492	207	646	7	22	1054	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
Lanes:	1.00	0.00	1.00	1.99	0.01	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1809	0	1588	3606	16	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.18	0.11	0.18	0.00	0.01	0.29	0.15
Crit Moves:			****	****			****				****	
Green/Cycle:	0.01	0.00	0.01	0.26	0.26	0.41	0.15	0.50	0.50	0.03	0.38	0.38
Volume/Cap:	0.67	0.00	0.76	0.76	0.76	0.43	0.76	0.36	0.01	0.36	0.76	0.40
Delay/Veh:	138.8	0.0	198.8	24.1	24.1	12.9	36.4	9.3	7.5	31.9	18.7	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	138.8	0.0	198.8	24.1	24.1	12.9	36.4	9.3	7.5	31.9	18.7	14.0
LOS by Move:	F	A	F	C	C	B	D	A	A	C	B	B
HCM2kAvgQ:	1	0	1	8	8	4	4	4	0	0	9	3

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B PM

Intersection #11: SR 92 Eastbound Ramps/Edgewater Blvd



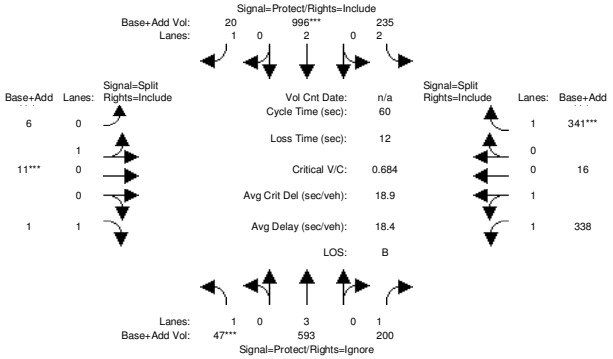
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	0	6	658	3	456	195	481	7	21	844	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	6	658	3	456	195	481	7	21	844	230
Added Vol:	0	0	0	40	0	11	2	115	0	0	209	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	6	698	3	467	197	596	7	21	1053	230
User Adj:	1.00	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:	6	0	6	735	3	492	207	627	7	22	1108	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	6	735	3	492	207	627	7	22	1108	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	6	735	3	492	207	627	7	22	1108	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
Lanes:	1.00	0.00	1.00	1.99	0.01	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1809	0	1588	3606	15	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.18	0.11	0.17	0.00	0.01	0.31	0.15
Crit Moves:			****		****		****				****	
Green/Cycle:	0.01	0.00	0.01	0.26	0.26	0.40	0.15	0.50	0.50	0.04	0.39	0.39
Volume/Cap:	0.69	0.00	0.79	0.79	0.79	0.44	0.79	0.35	0.01	0.35	0.79	0.40
Delay/Veh:	152.6	0.0	216.2	25.2	25.2	13.2	39.2	9.2	7.5	31.5	19.1	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	152.6	0.0	216.2	25.2	25.2	13.2	39.2	9.2	7.5	31.5	19.1	13.6
LOS by Move:	F	A	F	C	C	B	D	A	A	C	B	B
HCM2kAvgQ:	1	0	1	9	9	4	4	4	0	0	10	3

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

Gilead Sciences EIR
SF12-0606

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

Intersection #12: Metro Center Blvd/Edgewater Blvd



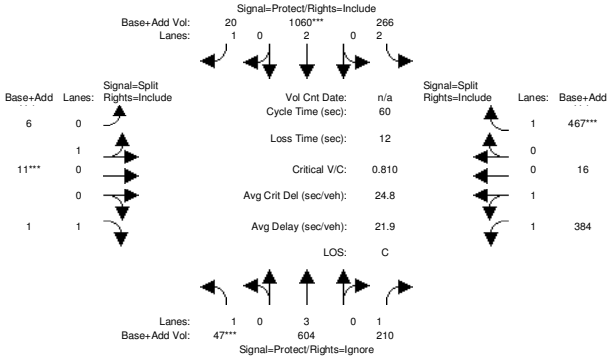
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	580	126	194	948	20	6	11	1	269	16	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	580	126	194	948	20	6	11	1	269	16	305
Added Vol:	0	13	74	41	48	0	0	0	0	69	0	36
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	593	200	235	996	20	6	11	1	338	16	341
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	49	618	0	245	1038	21	6	11	1	352	17	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	618	0	245	1038	21	6	11	1	352	17	355
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	618	0	245	1038	21	6	11	1	352	17	355
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.98	0.98	0.84	0.95	0.95	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.35	0.65	1.00	1.91	0.09	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	659	1209	1591	3461	164	1594
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.00	0.07	0.29	0.01	0.01	0.01	0.00	0.10	0.10	0.22
Crit Moves:	****				****			****				****
Green/Cycle:	0.04	0.29	0.00	0.17	0.42	0.42	0.01	0.01	0.01	0.33	0.33	0.33
Volume/Cap:	0.68	0.41	0.00	0.41	0.68	0.03	0.68	0.68	0.05	0.31	0.31	0.68
Delay/Veh:	52.3	17.4	0.0	22.7	15.4	10.2	85.0	85.0	30.1	15.3	15.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.3	17.4	0.0	22.7	15.4	10.2	85.0	85.0	30.1	15.3	15.3	21.3
LOS by Move:	D	B	A	C	B	B	F	F	C	B	B	C
HCM2kAvgQ:	2	4	0	2	8	0	1	1	0	3	3	7

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

Gilead Sciences EIR
SF12-0606

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

Intersection #12: Metro Center Blvd/Edgewater Blvd



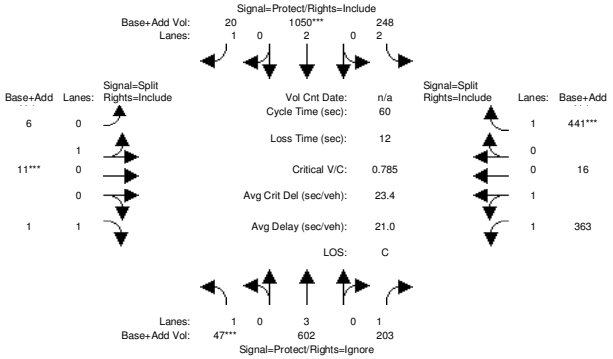
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	580	126	194	948	20	6	11	1	269	16	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	580	126	194	948	20	6	11	1	269	16	305
Added Vol:	0	24	84	72	112	0	0	0	0	115	0	162
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	604	210	266	1060	20	6	11	1	384	16	467
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	49	629	0	277	1104	21	6	11	1	400	17	486
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	629	0	277	1104	21	6	11	1	400	17	486
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	629	0	277	1104	21	6	11	1	400	17	486
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.98	0.98	0.84	0.95	0.95	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.35	0.65	1.00	1.92	0.08	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	659	1209	1591	3480	145	1594
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.00	0.08	0.31	0.01	0.01	0.01	0.00	0.11	0.11	0.31
Crit Moves:	****				****			****				****
Green/Cycle:	0.03	0.25	0.00	0.16	0.38	0.38	0.01	0.01	0.01	0.38	0.38	0.38
Volume/Cap:	0.81	0.49	0.00	0.49	0.81	0.04	0.81	0.81	0.06	0.30	0.30	0.81
Delay/Veh:	82.8	19.6	0.0	23.5	20.5	11.8	137.4	137	30.6	13.3	13.3	24.9
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:	82.8	19.6	0.0	23.5	20.5	11.8	137.4	137	30.6	13.3	13.3	24.9
LOS by Move:	F	B	A	C	C	B	F	F	C	B	B	C
HCM2kAvgQ:	3	4	0	2	10	0	2	2	0	3	3	11

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A PM

Intersection #12: Metro Center Blvd/Edgewater Blvd



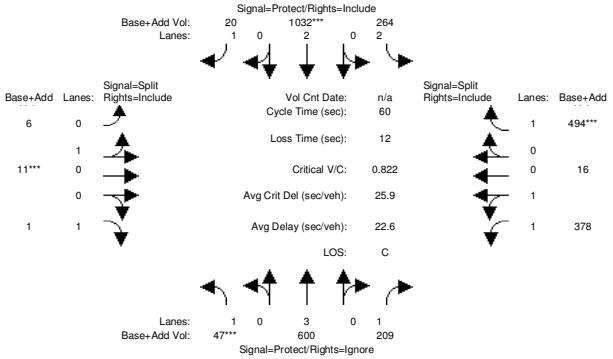
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	580	126	194	948	20	6	11	1	269	16	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	580	126	194	948	20	6	11	1	269	16	305
Added Vol:	0	22	77	54	102	0	0	0	0	94	0	136
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	602	203	248	1050	20	6	11	1	363	16	441
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	49	627	0	258	1094	21	6	11	1	378	17	459
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	627	0	258	1094	21	6	11	1	378	17	459
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	627	0	258	1094	21	6	11	1	378	17	459
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.98	0.98	0.84	0.95	0.95	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.35	0.65	1.00	1.92	0.08	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	659	1209	1591	3472	153	1594
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.00	0.07	0.30	0.01	0.01	0.01	0.00	0.11	0.11	0.29
Crit Moves:	****				****			****				****
Green/Cycle:	0.03	0.26	0.00	0.16	0.39	0.39	0.01	0.01	0.01	0.37	0.37	0.37
Volume/Cap:	0.78	0.46	0.00	0.46	0.78	0.04	0.78	0.78	0.05	0.30	0.30	0.78
Delay/Veh:	75.5	18.9	0.0	23.5	19.2	11.5	125.7	126	30.5	13.6	13.6	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.5	18.9	0.0	23.5	19.2	11.5	125.7	126	30.5	13.6	13.6	23.8
LOS by Move:	E	B	A	C	B	B	F	F	C	B	B	C
HCM2kAvgQ:	3	4	0	2	9	0	2	2	0	3	3	10

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B PM

Intersection #12: Metro Center Blvd/Edgewater Blvd



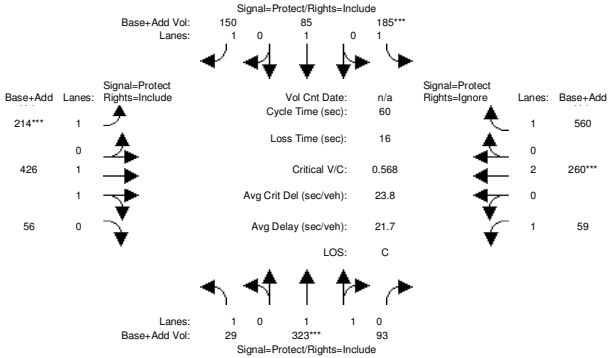
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	580	126	194	948	20	6	11	1	269	16	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	580	126	194	948	20	6	11	1	269	16	305
Added Vol:	0	20	83	70	84	0	0	0	0	109	0	189
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	600	209	264	1032	20	6	11	1	378	16	494
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	49	625	0	275	1075	21	6	11	1	394	17	515
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	625	0	275	1075	21	6	11	1	394	17	515
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	625	0	275	1075	21	6	11	1	394	17	515
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.98	0.98	0.84	0.95	0.95	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.35	0.65	1.00	1.92	0.08	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	659	1209	1591	3478	147	1594
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.00	0.08	0.30	0.01	0.01	0.01	0.00	0.11	0.11	0.32
Crit Moves:	****				****			****				****
Green/Cycle:	0.03	0.24	0.00	0.16	0.36	0.36	0.01	0.01	0.01	0.39	0.39	0.39
Volume/Cap:	0.82	0.50	0.00	0.50	0.82	0.04	0.82	0.82	0.06	0.29	0.29	0.82
Delay/Veh:	86.6	20.1	0.0	23.9	21.7	12.4	143.3	143	30.6	12.6	12.6	24.9
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:	86.6	20.1	0.0	23.9	21.7	12.4	143.3	143	30.6	12.6	12.6	24.9
LOS by Move:	F	C	A	C	C	B	F	F	C	B	B	C
HCM2kAvgQ:	3	4	0	2	10	0	2	2	0	3	3	11

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

Gilead Sciences EIR
SF12-0606

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

Intersection #13: Vintage Park Dr/Metro Center Blvd



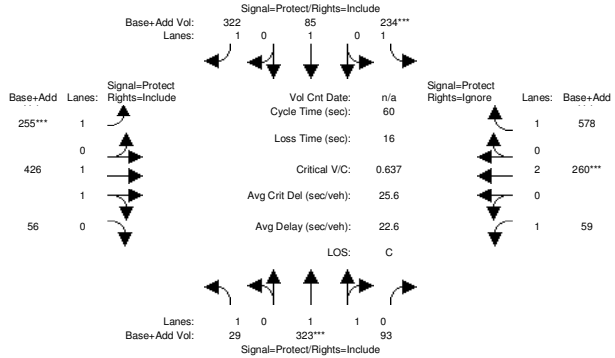
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	323	93	137	85	122	200	325	56	59	183	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	323	93	137	85	122	200	325	56	59	183	550
Added Vol:	0	0	0	48	0	28	14	101	0	0	77	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	323	93	185	85	150	214	426	56	59	260	560
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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.00
PHF Volume:	29	326	94	187	86	152	216	430	57	60	263	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	326	94	187	86	152	216	430	57	60	263	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:	29	326	94	187	86	152	216	430	57	60	263	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.91	0.95	1.00	0.81	0.95	0.93	0.92	0.95	0.95	1.00
Lanes:	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.77	0.23	1.00	2.00	1.00
Final Sat.:	1805	2702	778	1805	1900	1536	1805	3132	412	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.10	0.05	0.10	0.12	0.14	0.14	0.03	0.07	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.06	0.21	0.21	0.18	0.34	0.34	0.21	0.27	0.27	0.07	0.13	0.00
Volume/Cap:	0.29	0.57	0.57	0.57	0.13	0.29	0.57	0.50	0.50	0.50	0.57	0.00
Delay/Veh:	28.8	22.2	22.2	24.7	13.8	14.9	23.3	18.8	18.8	30.5	26.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.8	22.2	22.2	24.7	13.8	14.9	23.3	18.8	18.8	30.5	26.3	0.0
LOS by Move:	C	C	C	C	B	B	C	B	B	C	C	A
HCM2kAvgQ:	1	5	5	3	1	2	4	5	5	2	3	0

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

Gilead Sciences EIR
SF12-0606

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

Intersection #13: Vintage Park Dr/Metro Center Blvd



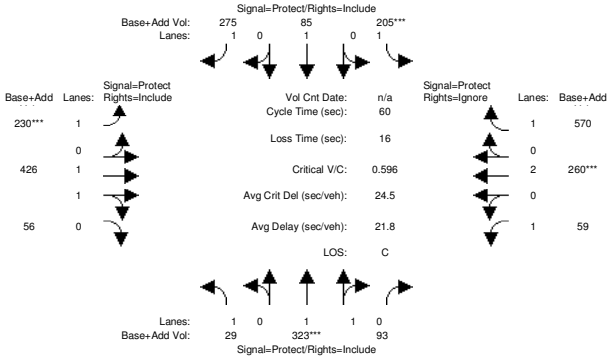
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	323	93	137	85	122	200	325	56	59	183	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	323	93	137	85	122	200	325	56	59	183	550
Added Vol:	0	0	0	97	0	200	55	101	0	0	77	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	323	93	234	85	322	255	426	56	59	260	578
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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.00
PHF Volume:	29	326	94	236	86	325	258	430	57	60	263	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	326	94	236	86	325	258	430	57	60	263	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:	29	326	94	236	86	325	258	430	57	60	263	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.91	0.95	1.00	0.81	0.95	0.93	0.92	0.95	0.95	1.00
Lanes:	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.77	0.23	1.00	2.00	1.00
Final Sat.:	1805	2702	778	1805	1900	1536	1805	3132	412	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.13	0.05	0.21	0.14	0.14	0.14	0.03	0.07	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.03	0.19	0.19	0.21	0.37	0.37	0.22	0.27	0.27	0.07	0.11	0.00
Volume/Cap:	0.58	0.64	0.64	0.64	0.12	0.58	0.64	0.50	0.50	0.50	0.64	0.00
Delay/Veh:	44.2	24.5	24.5	25.4	12.7	16.7	24.4	18.8	18.8	30.5	28.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	24.5	24.5	25.4	12.7	16.7	24.4	18.8	18.8	30.5	28.7	0.0
LOS by Move:	D	C	C	C	B	B	C	B	B	C	C	A
HCM2kAvgQ:	1	5	5	4	1	5	5	5	5	2	4	0

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A PM

Intersection #13: Vintage Park Dr/Metro Center Blvd



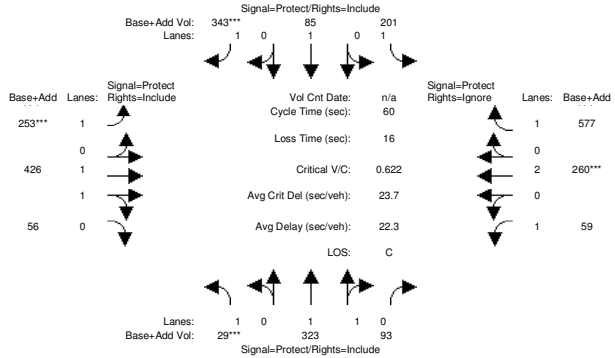
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	323	93	137	85	122	200	325	56	59	183	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	323	93	137	85	122	200	325	56	59	183	550
Added Vol:	0	0	0	68	0	153	30	101	0	0	77	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	323	93	205	85	275	230	426	56	59	260	570
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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.00
PHF Volume:	29	326	94	207	86	278	232	430	57	60	263	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	326	94	207	86	278	232	430	57	60	263	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:	29	326	94	207	86	278	232	430	57	60	263	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.91	0.95	1.00	0.81	0.95	0.93	0.92	0.95	0.95	1.00
Lanes:	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.77	0.23	1.00	2.00	1.00
Final Sat.:	1805	2702	778	1805	1900	1536	1805	3132	412	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.11	0.05	0.18	0.13	0.14	0.14	0.03	0.07	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.03	0.20	0.20	0.19	0.36	0.36	0.22	0.27	0.27	0.07	0.12	0.00
Volume/Cap:	0.50	0.60	0.60	0.60	0.12	0.50	0.60	0.50	0.50	0.50	0.60	0.00
Delay/Veh:	35.1	23.1	23.1	24.9	12.8	15.6	23.7	18.8	18.8	30.5	27.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.1	23.1	23.1	24.9	12.8	15.6	23.7	18.8	18.8	30.5	27.2	0.0
LOS by Move:	D	C	C	C	B	B	C	B	B	C	C	A
HCM2kAvgQ:	1	5	5	4	1	4	5	5	5	2	4	0

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B PM

Intersection #13: Vintage Park Dr/Metro Center Blvd



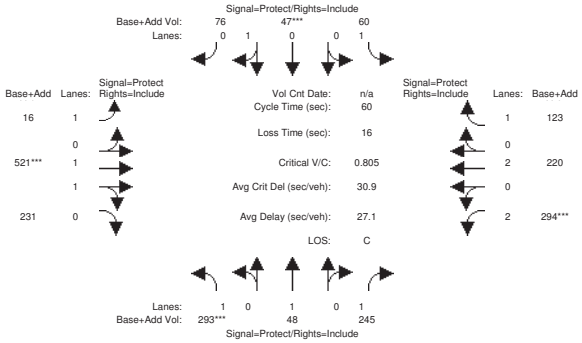
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	323	93	137	85	122	200	325	56	59	183	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	323	93	137	85	122	200	325	56	59	183	550
Added Vol:	0	0	0	64	0	221	53	101	0	0	77	27
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	323	93	201	85	343	253	426	56	59	260	577
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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.00
PHF Volume:	29	326	94	203	86	346	256	430	57	60	263	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	326	94	203	86	346	256	430	57	60	263	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:	29	326	94	203	86	346	256	430	57	60	263	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.91	0.95	1.00	0.81	0.95	0.93	0.92	0.95	0.95	1.00
Lanes:	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.77	0.23	1.00	2.00	1.00
Final Sat.:	1805	2702	778	1805	1900	1536	1805	3132	412	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.11	0.05	0.23	0.14	0.14	0.14	0.03	0.07	0.00
Crit Moves:	****					****	****				****	
Green/Cycle:	0.03	0.20	0.20	0.19	0.36	0.36	0.23	0.28	0.28	0.07	0.12	0.00
Volume/Cap:	0.62	0.60	0.60	0.60	0.12	0.62	0.62	0.49	0.49	0.49	0.62	0.00
Delay/Veh:	51.9	23.2	23.2	25.3	12.8	17.9	23.8	18.5	18.5	30.2	28.1	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:	51.9	23.2	23.2	25.3	12.8	17.9	23.8	18.5	18.5	30.2	28.1	0.0
LOS by Move:	D	C	C	C	B	B	C	B	B	C	C	A
HCM2kAvgQ:	2	5	5	3	1	5	5	5	4	2	4	0

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

Gilead Sciences EIR
SF12-0606

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

Intersection #14: Shell Blvd/Metro Center Blvd



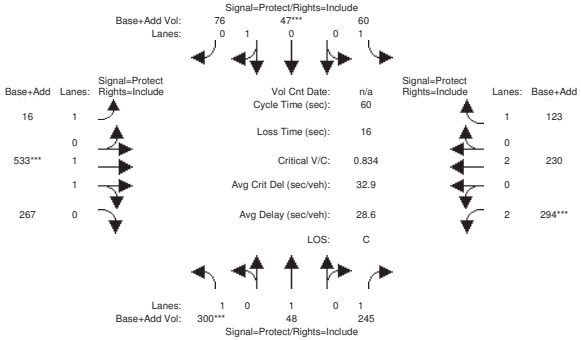
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	286	48	210		60	47	76		16	396	207		268	140	123	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	286	48	210		60	47	76		16	396	207		268	140	123	
Added Vol:	7	0	35		0	0	0		0	125	24		26	80	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	293	48	245		60	47	76		16	521	231		294	220	123	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	322	53	269		66	52	84		18	573	254		323	242	135	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	322	53	269		66	52	84		18	573	254		323	242	135	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	322	53	269		66	52	84		18	573	254		323	242	135	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.84		0.95	0.91	0.90		0.95	0.91	0.90		0.92	0.95	0.81	
Lanes:	1.00	1.00	1.00		1.00	0.38	0.62		1.00	1.38	0.62		2.00	2.00	1.00	
Final Sat.:	1805	1900	1591		1805	654	1057		1805	2377	1054		3502	3610	1536	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.03	0.17		0.04	0.08	0.08		0.01	0.24	0.24		0.09	0.07	0.09	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.22	0.26	0.26		0.06	0.10	0.10		0.04	0.30	0.30		0.11	0.37	0.37	
Volume/Cap:	0.81	0.11	0.64		0.64	0.81	0.81		0.24	0.81	0.81		0.81	0.18	0.24	
Delay/Veh:	33.5	16.9	23.0		40.9	50.5	50.5		29.5	24.2	24.2		37.2	12.7	13.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	33.5	16.9	23.0		40.9	50.5	50.5		29.5	24.2	24.2		37.2	12.7	13.2	
LOS by Move:	C	B	C		D	D	D		C	C	C		D	B	B	
HCM2kAvgQ:	8	1	6		2	5	5		1	10	10		3	1	2	

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

Gilead Sciences EIR
SF12-0606

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

Intersection #14: Shell Blvd/Metro Center Blvd



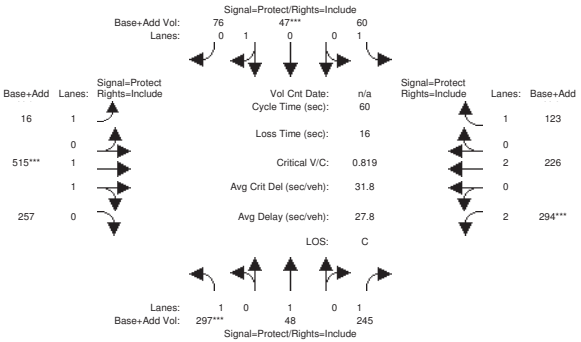
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	286	48	210		60	47	76		16	396	207		268	140	123	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	286	48	210		60	47	76		16	396	207		268	140	123	
Added Vol:	14	0	35		0	0	0		0	137	60		26	90	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	300	48	245		60	47	76		16	533	267		294	230	123	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	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:	330	53	269		66	52	84		18	586	293		323	253	135	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	330	53	269		66	52	84		18	586	293		323	253	135	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	330	53	269		66	52	84		18	586	293		323	253	135	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.84		0.95	0.91	0.90		0.95	0.90	0.89		0.92	0.95	0.81	
Lanes:	1.00	1.00	1.00		1.00	0.38	0.62		1.00	1.33	0.67		2.00	2.00	1.00	
Final Sat.:	1805	1900	1591		1805	654	1057		1805	2275	1140		3502	3610	1536	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.03	0.17		0.04	0.08	0.08		0.01	0.26	0.26		0.09	0.07	0.09	
Crit Moves:	****					****				****			****			
Green/Cycle:	0.22	0.26	0.26		0.06	0.09	0.09		0.04	0.31	0.31		0.11	0.38	0.38	
Volume/Cap:	0.83	0.11	0.66		0.66	0.83	0.83		0.23	0.83	0.83		0.83	0.19	0.23	
Delay/Veh:	36.5	17.1	23.7		42.4	56.0	56.0		29.4	25.1	25.1		40.5	12.6	12.9	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	36.5	17.1	23.7		42.4	56.0	56.0		29.4	25.1	25.1		40.5	12.6	12.9	
LOS by Move:	D	B	C		D	E	E		C	C	C		D	B	B	
HCM2kAvgQ:	9	1	6		3	5	5		1	11	11		4	2	2	

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A PM

Intersection #14: Shell Blvd/Metro Center Blvd



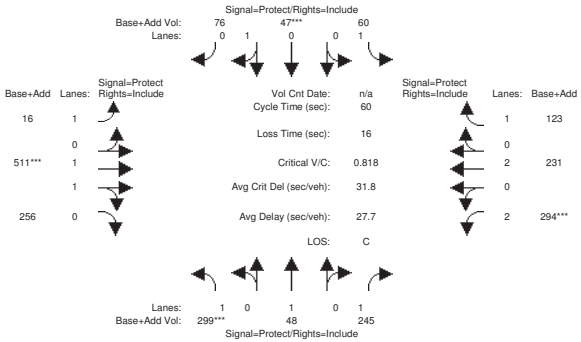
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	286	48	210	60	47	76	16	396	207	268	140	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	48	210	60	47	76	16	396	207	268	140	123
Added Vol:	11	0	35	0	0	0	0	119	50	26	86	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	297	48	245	60	47	76	16	515	257	294	226	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	326	53	269	66	52	84	18	566	282	323	248	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	53	269	66	52	84	18	566	282	323	248	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	53	269	66	52	84	18	566	282	323	248	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.91	0.90	0.95	0.90	0.89	0.92	0.95	0.81
Lanes:	1.00	1.00	1.00	1.00	0.38	0.62	1.00	1.33	0.67	2.00	2.00	1.00
Final Sat.:	1805	1900	1591	1805	654	1057	1805	2278	1137	3502	3610	1536
Capacity Analysis Module:												
Vol/Sat:	0.18	0.03	0.17	0.04	0.08	0.08	0.01	0.25	0.25	0.09	0.07	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.22	0.26	0.26	0.06	0.10	0.10	0.04	0.30	0.30	0.11	0.37	0.37
Volume/Cap:	0.82	0.11	0.65	0.65	0.82	0.82	0.23	0.82	0.82	0.82	0.18	0.23
Delay/Veh:	34.8	16.9	23.3	41.5	53.0	53.0	29.5	24.6	24.6	38.7	12.7	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	16.9	23.3	41.5	53.0	53.0	29.5	24.6	24.6	38.7	12.7	13.1
LOS by Move:	C	B	C	D	D	D	C	C	C	D	B	B
HCM2kAvgQ:	8	1	6	2	5	5	1	10	10	3	2	2

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B PM

Intersection #14: Shell Blvd/Metro Center Blvd



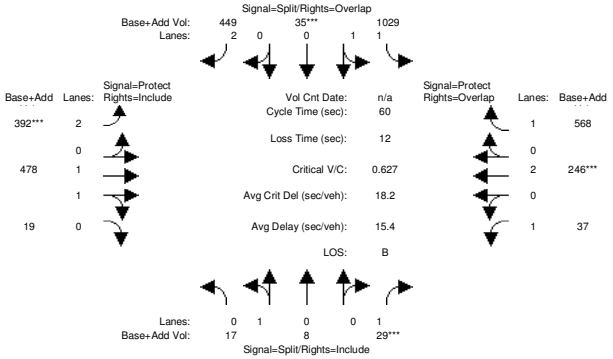
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	286	48	210	60	47	76	16	396	207	268	140	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	48	210	60	47	76	16	396	207	268	140	123
Added Vol:	13	0	35	0	0	0	0	115	49	26	91	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	299	48	245	60	47	76	16	511	256	294	231	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	329	53	269	66	52	84	18	562	281	323	254	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	53	269	66	52	84	18	562	281	323	254	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	329	53	269	66	52	84	18	562	281	323	254	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.91	0.90	0.95	0.90	0.89	0.92	0.95	0.81
Lanes:	1.00	1.00	1.00	1.00	0.38	0.62	1.00	1.33	0.67	2.00	2.00	1.00
Final Sat.:	1805	1900	1591	1805	654	1057	1805	2275	1140	3502	3610	1536
Capacity Analysis Module:												
Vol/Sat:	0.18	0.03	0.17	0.04	0.08	0.08	0.01	0.25	0.25	0.09	0.07	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.22	0.26	0.26	0.06	0.10	0.10	0.04	0.30	0.30	0.11	0.37	0.37
Volume/Cap:	0.82	0.11	0.64	0.64	0.82	0.82	0.24	0.82	0.82	0.82	0.19	0.24
Delay/Veh:	34.6	16.9	23.1	41.1	52.9	52.9	29.5	24.7	24.7	38.6	12.8	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	16.9	23.1	41.1	52.9	52.9	29.5	24.7	24.7	38.6	12.8	13.1
LOS by Move:	C	B	C	D	D	D	C	C	C	D	B	B
HCM2kAvgQ:	9	1	6	2	5	5	1	10	10	3	2	2

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

Gilead Sciences EIR
SF12-0606

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

Intersection #15: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	8	29	959	35	448	377	333	19	37	141	513
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	8	29	959	35	448	377	333	19	37	141	513
Added Vol:	0	0	0	70	0	1	15	145	0	0	105	55
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	8	29	1029	35	449	392	478	19	37	246	568
User Adj:	1.00	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:	17	8	30	1050	36	458	400	488	19	38	251	580
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	8	30	1050	36	458	400	488	19	38	251	580
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	8	30	1050	36	458	400	488	19	38	251	580
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.84	0.95	0.95	0.75	0.92	0.94	0.94	0.95	0.95	0.85
Lanes:	0.68	0.32	1.00	1.93	0.07	2.00	2.00	1.92	0.08	1.00	2.00	1.00
Final Sat.:	1249	588	1588	3506	119	2842	3502	3451	137	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.30	0.30	0.16	0.11	0.14	0.14	0.02	0.07	0.36
Crit Moves:			****		****		****				****	
Green/Cycle:	0.03	0.03	0.03	0.48	0.48	0.66	0.18	0.26	0.26	0.04	0.11	0.59
Volume/Cap:	0.47	0.47	0.63	0.63	0.63	0.24	0.63	0.55	0.55	0.55	0.63	0.61
Delay/Veh:	34.8	34.8	52.6	12.4	12.4	4.2	24.6	20.1	20.1	38.0	28.6	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	34.8	52.6	12.4	12.4	4.2	24.6	20.1	20.1	38.0	28.6	9.1
LOS by Move:	C	C	D	B	B	A	C	C	C	D	C	A
HCM2kAvgQ:	1	1	2	8	8	2	3	4	4	1	2	7

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

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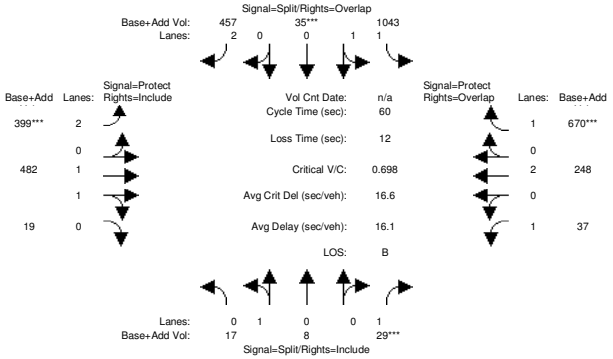
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project PM

Intersection #15: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	8	29	959	35	448	377	333	19	37	141	513
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	8	29	959	35	448	377	333	19	37	141	513
Added Vol:	0	0	0	84	0	9	22	149	0	0	107	157
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	8	29	1043	35	457	399	482	19	37	248	670
User Adj:	1.00	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:	17	8	30	1064	36	466	407	492	19	38	253	684
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	8	30	1064	36	466	407	492	19	38	253	684
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	8	30	1064	36	466	407	492	19	38	253	684
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.84	0.95	0.95	0.75	0.92	0.94	0.94	0.95	0.95	0.85
Lanes:	0.68	0.32	1.00	1.94	0.06	2.00	2.00	1.92	0.08	1.00	2.00	1.00
Final Sat.:	1249	588	1588	3507	118	2842	3502	3452	136	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.30	0.30	0.16	0.12	0.14	0.14	0.02	0.07	0.42
Crit Moves:			****		****		****					****
Green/Cycle:	0.03	0.03	0.03	0.43	0.43	0.60	0.17	0.30	0.30	0.04	0.17	0.61
Volume/Cap:	0.52	0.52	0.70	0.70	0.70	0.27	0.70	0.48	0.48	0.48	0.41	0.70
Delay/Veh:	38.4	38.4	69.5	15.2	15.2	5.8	27.3	17.7	17.7	32.7	22.6	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	38.4	69.5	15.2	15.2	5.8	27.3	17.7	17.7	32.7	22.6	10.3
LOS by Move:	D	D	E	B	B	A	C	B	B	C	C	B
HCM2kAvgQ:	1	1	2	10	10	2	4	4	4	1	2	8

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

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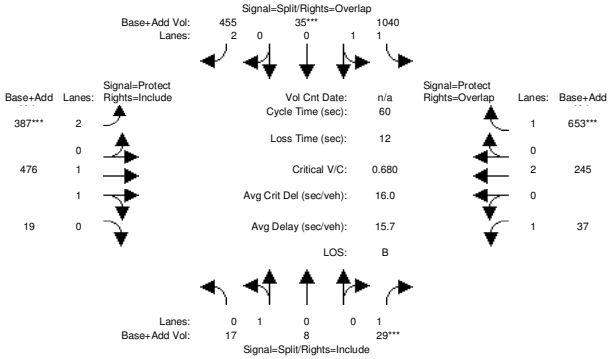
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A PM

Intersection #15: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	8	29	959	35	448	377	333	19	37	141	513
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	8	29	959	35	448	377	333	19	37	141	513
Added Vol:	0	0	0	81	0	7	10	143	0	0	104	140
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	8	29	1040	35	455	387	476	19	37	245	653
User Adj:	1.00	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:	17	8	30	1061	36	464	395	486	19	38	250	666
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	8	30	1061	36	464	395	486	19	38	250	666
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	8	30	1061	36	464	395	486	19	38	250	666
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.84	0.95	0.95	0.75	0.92	0.94	0.94	0.95	0.95	0.85
Lanes:	0.68	0.32	1.00	1.93	0.07	2.00	2.00	1.92	0.08	1.00	2.00	1.00
Final Sat.:	1249	588	1588	3507	118	2842	3502	3451	138	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.30	0.30	0.16	0.11	0.14	0.14	0.02	0.07	0.41
Crit Moves:			****		****		****					****
Green/Cycle:	0.03	0.03	0.03	0.44	0.44	0.61	0.17	0.29	0.29	0.04	0.16	0.61
Volume/Cap:	0.51	0.51	0.68	0.68	0.68	0.27	0.68	0.49	0.49	0.49	0.43	0.68
Delay/Veh:	36.9	36.9	64.7	14.4	14.4	5.5	26.8	18.2	18.2	33.0	23.2	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:	36.9	36.9	64.7	14.4	14.4	5.5	26.8	18.2	18.2	33.0	23.2	9.9
LOS by Move:	D	D	E	B	B	A	C	B	B	C	C	A
HCM2kAvgQ:	1	1	2	9	9	2	4	4	4	1	2	8

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

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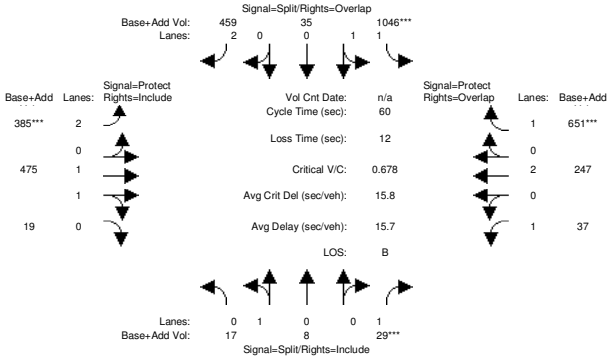
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B PM

Intersection #15: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	8	29	959	35	448	377	333	19	37	141	513
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	8	29	959	35	448	377	333	19	37	141	513
Added Vol:	0	0	0	87	0	11	8	142	0	0	106	138
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	8	29	1046	35	459	385	475	19	37	247	651
User Adj:	1.00	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:	17	8	30	1067	36	468	393	485	19	38	252	664
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	8	30	1067	36	468	393	485	19	38	252	664
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	8	30	1067	36	468	393	485	19	38	252	664
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.84	0.95	0.95	0.75	0.92	0.94	0.94	0.95	0.95	0.85
Lanes:	0.68	0.32	1.00	1.94	0.06	2.00	2.00	1.92	0.08	1.00	2.00	1.00
Final Sat.:	1249	588	1588	3508	117	2842	3502	3450	138	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.30	0.30	0.16	0.11	0.14	0.14	0.02	0.07	0.41
Crit Moves:			****	****			****					****
Green/Cycle:	0.03	0.03	0.03	0.45	0.45	0.61	0.17	0.28	0.28	0.04	0.16	0.61
Volume/Cap:	0.50	0.50	0.68	0.68	0.68	0.27	0.68	0.50	0.50	0.50	0.44	0.68
Delay/Veh:	36.8	36.8	64.1	14.3	14.3	5.4	26.7	18.4	18.4	33.2	23.4	9.8
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:	36.8	36.8	64.1	14.3	14.3	5.4	26.7	18.4	18.4	33.2	23.4	9.8
LOS by Move:	D	D	E	B	B	A	C	B	B	C	C	A
HCM2kAvgQ:	1	1	2	9	9	2	4	4	4	1	2	8

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

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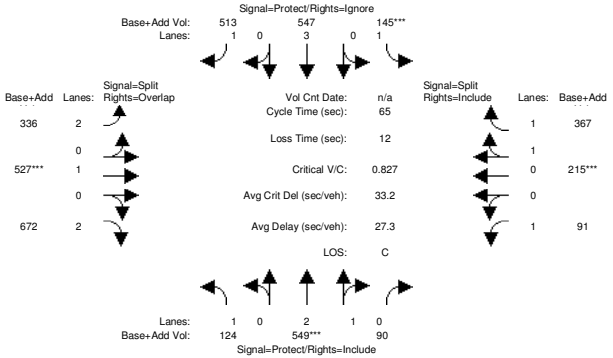
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #16: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	122	545	70	128	524	467	335	321	665	72	102	314
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	545	70	128	524	467	335	321	665	72	102	314
Added Vol:	2	4	20	17	23	46	1	206	7	19	113	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	549	90	145	547	513	336	527	672	91	215	367
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:	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	128	566	93	149	564	0	346	543	693	94	222	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	566	93	149	564	0	346	543	693	94	222	378
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:	128	566	93	149	564	0	346	543	693	94	222	378
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	1.00	0.75	0.95	0.91	0.90
Lanes:	1.00	2.58	0.42	1.00	3.00	1.00	2.00	1.00	2.00	1.00	0.73	1.27
Final Sat.:	1805	4359	715	1805	5187	1900	3502	1900	2842	1805	1263	2156
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.08	0.11	0.00	0.10	0.29	0.24	0.05	0.18	0.18
Crit Moves:		****		****				****			****	
Green/Cycle:	0.10	0.16	0.16	0.10	0.16	0.00	0.35	0.35	0.45	0.21	0.21	0.21
Volume/Cap:	0.70	0.83	0.83	0.83	0.70	0.00	0.29	0.83	0.54	0.24	0.83	0.83
Delay/Veh:	39.5	33.7	33.7	54.5	28.7	0.0	15.6	28.0	13.6	21.6	32.2	32.2
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:	39.5	33.7	33.7	54.5	28.7	0.0	15.6	28.0	13.6	21.6	32.2	32.2
LOS by Move:	D	C	C	D	C	A	B	C	B	C	C	C
HCM2kAvgQ:	3	5	5	3	4	0	2	11	6	2	9	9

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

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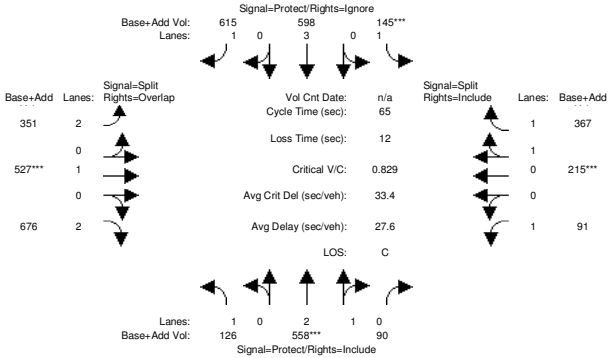
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project PM

Intersection #16: Foster City Blvd/Metro - Triton



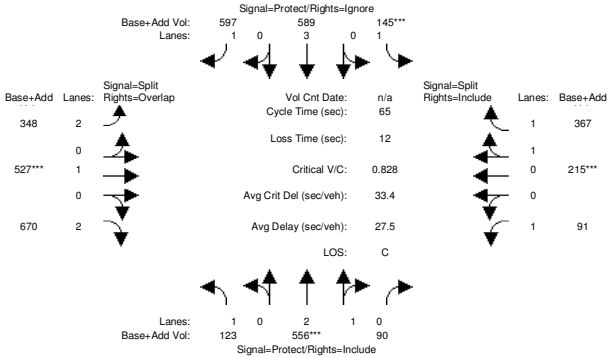
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	122	545	70	128	524	467	335	321	665	72	102	314
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	545	70	128	524	467	335	321	665	72	102	314
Added Vol:	4	13	20	17	74	148	16	206	11	19	113	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	126	558	90	145	598	615	351	527	676	91	215	367
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:	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	130	575	93	149	616	0	362	543	697	94	222	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	575	93	149	616	0	362	543	697	94	222	378
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:	130	575	93	149	616	0	362	543	697	94	222	378
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	1.00	0.75	0.95	0.91	0.90
Lanes:	1.00	2.58	0.42	1.00	3.00	1.00	2.00	1.00	2.00	1.00	0.73	1.27
Final Sat.:	1805	4369	705	1805	5187	1900	3502	1900	2842	1805	1263	2156
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.08	0.12	0.00	0.10	0.29	0.25	0.05	0.18	0.18
Crit Moves:		****		****				****			****	
Green/Cycle:	0.10	0.16	0.16	0.10	0.16	0.00	0.34	0.34	0.44	0.21	0.21	0.21
Volume/Cap:	0.74	0.83	0.83	0.83	0.74	0.00	0.30	0.83	0.55	0.25	0.83	0.83
Delay/Veh:	43.6	33.7	33.7	54.9	29.4	0.0	15.7	28.2	13.9	21.6	32.4	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.6	33.7	33.7	54.9	29.4	0.0	15.7	28.2	13.9	21.6	32.4	32.4
LOS by Move:	D	C	C	D	C	A	B	C	B	C	C	C
HCM2kAvgQ:	3	5	5	3	4	0	3	11	6	2	9	9

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A PM

Intersection #16: Foster City Blvd/Metro - Triton



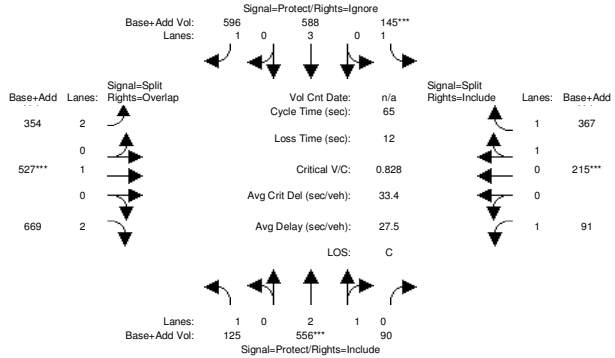
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	122	545	70	128	524	467	335	321	665	72	102	314
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	545	70	128	524	467	335	321	665	72	102	314
Added Vol:	1	11	20	17	65	130	13	206	5	19	113	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	556	90	145	589	597	348	527	670	91	215	367
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:	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	127	573	93	149	607	0	359	543	691	94	222	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	573	93	149	607	0	359	543	691	94	222	378
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:	127	573	93	149	607	0	359	543	691	94	222	378
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	1.00	0.75	0.95	0.91	0.90
Lanes:	1.00	2.58	0.42	1.00	3.00	1.00	2.00	1.00	2.00	1.00	0.73	1.27
Final Sat.:	1805	4367	707	1805	5187	1900	3502	1900	2842	1805	1263	2156
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.08	0.12	0.00	0.10	0.29	0.24	0.05	0.18	0.18
Crit Moves:		****		****				****			****	
Green/Cycle:	0.10	0.16	0.16	0.10	0.16	0.00	0.35	0.35	0.44	0.21	0.21	0.21
Volume/Cap:	0.72	0.83	0.83	0.83	0.72	0.00	0.30	0.83	0.55	0.25	0.83	0.83
Delay/Veh:	42.5	33.7	33.7	54.8	29.1	0.0	15.7	28.2	13.9	21.6	32.4	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	33.7	33.7	54.8	29.1	0.0	15.7	28.2	13.9	21.6	32.4	32.4
LOS by Move:	D	C	C	D	C	A	B	C	B	C	C	C
HCM2kAvgQ:	3	5	5	3	4	0	3	11	6	2	9	9

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B PM

Intersection #16: Foster City Blvd/Metro - Triton



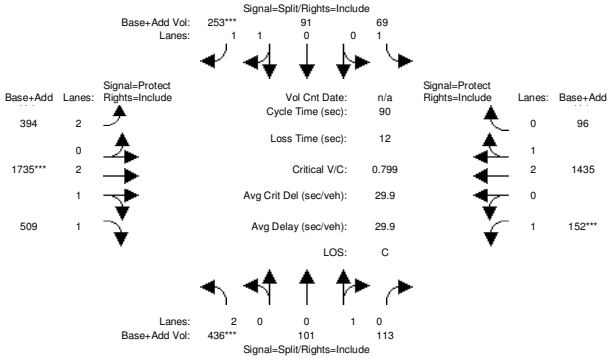
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	122	545	70	128	524	467	335	321	665	72	102	314
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	545	70	128	524	467	335	321	665	72	102	314
Added Vol:	3	11	20	17	64	129	19	206	4	19	113	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	556	90	145	588	596	354	527	669	91	215	367
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:	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	129	573	93	149	606	0	365	543	690	94	222	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	573	93	149	606	0	365	543	690	94	222	378
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:	129	573	93	149	606	0	365	543	690	94	222	378
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	1.00	0.75	0.95	0.91	0.90
Lanes:	1.00	2.58	0.42	1.00	3.00	1.00	2.00	1.00	2.00	1.00	0.73	1.27
Final Sat.:	1805	4367	707	1805	5187	1900	3502	1900	2842	1805	1263	2156
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.13	0.08	0.12	0.00	0.10	0.29	0.24	0.05	0.18	0.18
Crit Moves:		****		****				****			****	
Green/Cycle:	0.10	0.16	0.16	0.10	0.16	0.00	0.35	0.35	0.44	0.21	0.21	0.21
Volume/Cap:	0.73	0.83	0.83	0.83	0.73	0.00	0.30	0.83	0.55	0.25	0.83	0.83
Delay/Veh:	42.7	33.7	33.7	54.8	29.2	0.0	15.7	28.2	13.8	21.6	32.4	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	33.7	33.7	54.8	29.2	0.0	15.7	28.2	13.8	21.6	32.4	32.4
LOS by Move:	D	C	C	D	C	A	B	C	B	C	C	C
HCM2kAvgQ:	3	5	5	3	4	0	3	11	6	2	9	9

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

Gilead Sciences EIR
SF12-0606

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

Intersection #17: Norfolk Street/East Hillshade 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	436	101	113	69	91	253	394	1686	509	152	1380	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	436	101	113	69	91	253	394	1686	509	152	1380	96
Added Vol:	0	0	0	0	0	0	0	49	0	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	101	113	69	91	253	394	1735	509	152	1435	96
User Adj:	1.00	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:	459	106	119	73	96	266	415	1826	536	160	1511	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	106	119	73	96	266	415	1826	536	160	1511	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	459	106	119	73	96	266	415	1826	536	160	1511	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.91	0.95	0.89	0.88	0.92	0.88	0.87	0.95	0.90	0.90
Lanes:	2.00	0.47	0.53	1.00	0.52	1.48	2.00	3.00	1.00	1.00	2.81	0.19
Final Sat.:	3502	821	918	1805	886	2463	3502	5011	1648	1805	4817	322
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.04	0.11	0.11	0.12	0.36	0.33	0.09	0.31	0.31
Crit Moves:	****					****		****		****		
Green/Cycle:	0.16	0.16	0.16	0.14	0.14	0.14	0.16	0.46	0.46	0.11	0.41	0.41
Volume/Cap:	0.80	0.79	0.79	0.30	0.80	0.80	0.76	0.80	0.71	0.80	0.76	0.76
Delay/Veh:	44.0	49.9	49.9	35.7	47.4	47.4	42.7	22.5	20.5	58.9	24.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.0	49.9	49.9	35.7	47.4	47.4	42.7	22.5	20.5	58.9	24.4	24.4
LOS by Move:	D	D	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	9	8	8	2	7	7	6	17	13	5	14	14

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

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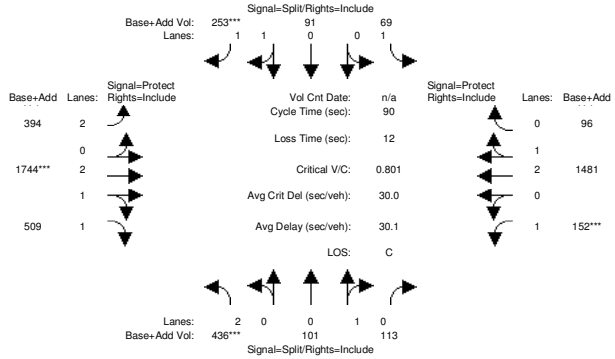
Gilead Sciences EIR
SF12-0606

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

Intersection #17: Norfolk Street/East Hillshade 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	436	101	113	69	91	253	394	1686	509	152	1380	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	436	101	113	69	91	253	394	1686	509	152	1380	96
Added Vol:	0	0	0	0	0	0	0	58	0	0	101	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	101	113	69	91	253	394	1744	509	152	1481	96
User Adj:	1.00	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:	459	106	119	73	96	266	415	1836	536	160	1559	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	106	119	73	96	266	415	1836	536	160	1559	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	459	106	119	73	96	266	415	1836	536	160	1559	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.91	0.95	0.89	0.88	0.92	0.88	0.87	0.95	0.90	0.90
Lanes:	2.00	0.47	0.53	1.00	0.52	1.48	2.00	3.00	1.00	1.00	2.82	0.18
Final Sat.:	3502	821	918	1805	886	2463	3502	5011	1648	1805	4826	313
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.04	0.11	0.11	0.12	0.37	0.33	0.09	0.32	0.32
Crit Moves:	****					****		****		****		
Green/Cycle:	0.16	0.16	0.16	0.13	0.13	0.13	0.15	0.46	0.46	0.11	0.42	0.42
Volume/Cap:	0.80	0.79	0.79	0.30	0.80	0.80	0.78	0.80	0.71	0.80	0.78	0.78
Delay/Veh:	44.1	50.1	50.1	35.8	47.6	47.6	43.8	22.5	20.4	59.2	24.6	24.6
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:	44.1	50.1	50.1	35.8	47.6	47.6	43.8	22.5	20.4	59.2	24.6	24.6
LOS by Move:	D	D	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	9	8	8	2	7	7	6	17	13	5	15	15

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

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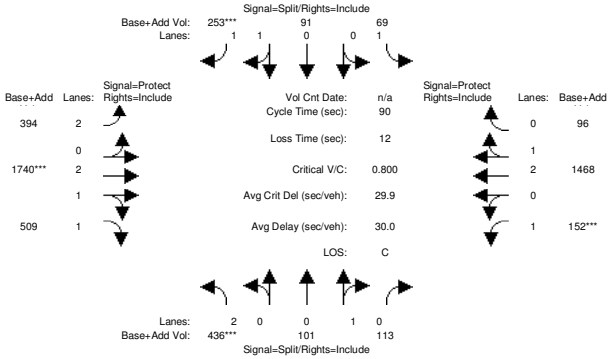
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A PM

Intersection #17: Norfolk Street/East Hillshade 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	436	101	113	69	91	253	394	1686	509	152	1380	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	436	101	113	69	91	253	394	1686	509	152	1380	96
Added Vol:	0	0	0	0	0	0	0	54	0	0	88	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	101	113	69	91	253	394	1740	509	152	1468	96
User Adj:	1.00	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:	459	106	119	73	96	266	415	1832	536	160	1545	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	106	119	73	96	266	415	1832	536	160	1545	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	459	106	119	73	96	266	415	1832	536	160	1545	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.91	0.95	0.89	0.88	0.92	0.88	0.87	0.95	0.90	0.90
Lanes:	2.00	0.47	0.53	1.00	0.52	1.48	2.00	3.00	1.00	1.00	2.82	0.18
Final Sat.:	3502	821	918	1805	886	2463	3502	5011	1648	1805	4824	315
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.04	0.11	0.11	0.12	0.37	0.33	0.09	0.32	0.32
Crit Moves:	****					****		****		****		
Green/Cycle:	0.16	0.16	0.16	0.14	0.14	0.14	0.15	0.46	0.46	0.11	0.41	0.41
Volume/Cap:	0.80	0.79	0.79	0.30	0.80	0.80	0.77	0.80	0.71	0.80	0.77	0.77
Delay/Veh:	44.1	50.0	50.0	35.8	47.5	47.5	43.5	22.5	20.4	59.1	24.5	24.5
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:	44.1	50.0	50.0	35.8	47.5	47.5	43.5	22.5	20.4	59.1	24.5	24.5
LOS by Move:	D	D	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	9	8	8	2	7	7	6	17	13	5	15	15

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

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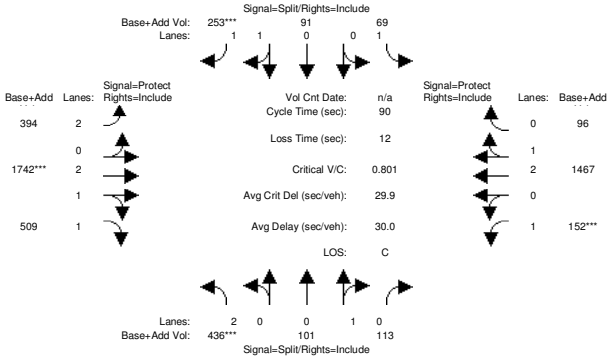
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B PM

Intersection #17: Norfolk Street/East Hillshade 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	436	101	113	69	91	253	394	1686	509	152	1380	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	436	101	113	69	91	253	394	1686	509	152	1380	96
Added Vol:	0	0	0	0	0	0	0	56	0	0	87	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	101	113	69	91	253	394	1742	509	152	1467	96
User Adj:	1.00	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:	459	106	119	73	96	266	415	1834	536	160	1544	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	106	119	73	96	266	415	1834	536	160	1544	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	459	106	119	73	96	266	415	1834	536	160	1544	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.91	0.95	0.89	0.88	0.92	0.88	0.87	0.95	0.90	0.90
Lanes:	2.00	0.47	0.53	1.00	0.52	1.48	2.00	3.00	1.00	1.00	2.82	0.18
Final Sat.:	3502	821	918	1805	886	2463	3502	5011	1648	1805	4824	316
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.04	0.11	0.11	0.12	0.37	0.33	0.09	0.32	0.32
Crit Moves:	****					****		****		****		
Green/Cycle:	0.16	0.16	0.16	0.14	0.14	0.14	0.15	0.46	0.46	0.11	0.41	0.41
Volume/Cap:	0.80	0.79	0.79	0.30	0.80	0.80	0.77	0.80	0.71	0.80	0.77	0.77
Delay/Veh:	44.1	50.1	50.1	35.8	47.5	47.5	43.4	22.5	20.4	59.1	24.5	24.5
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:	44.1	50.1	50.1	35.8	47.5	47.5	43.4	22.5	20.4	59.1	24.5	24.5
LOS by Move:	D	D	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	9	8	8	2	7	7	6	17	13	5	15	15

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

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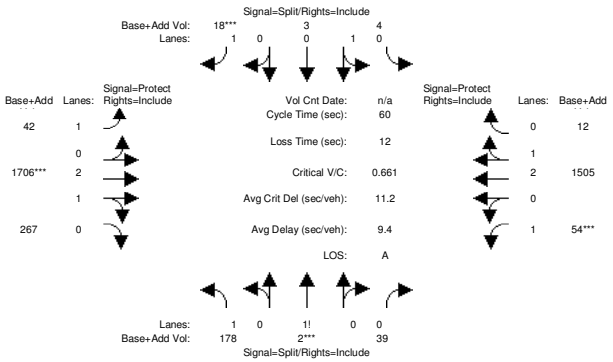
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #18: Altair Ave/East Hillsdale Blvd



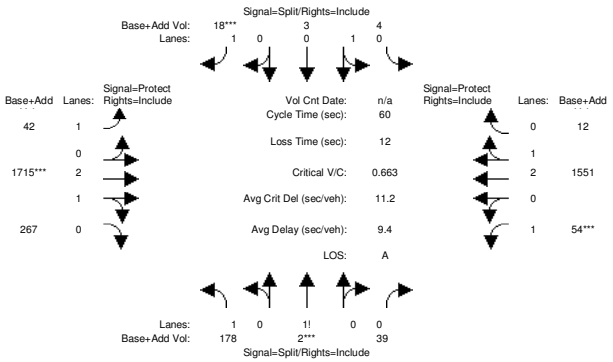
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	178	2	39	4	3	18	42	1657	267	54	1450	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	2	39	4	3	18	42	1657	267	54	1450	12
Added Vol:	0	0	0	0	0	0	0	49	0	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	2	39	4	3	18	42	1706	267	54	1505	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	189	2	41	4	3	19	45	1815	284	57	1601	13
Reduct Vol:	0	0	0	0	0	10	0	0	0	0	0	0
Reduced Vol:	189	2	41	4	3	9	45	1815	284	57	1601	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	2	41	4	3	9	45	1815	284	57	1601	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.93	0.97	0.97	0.84	0.95	0.89	0.89	0.95	0.91	0.91
Lanes:	1.68	0.02	0.30	0.57	0.43	1.00	1.00	2.59	0.41	1.00	2.98	0.02
Final Sat.:	2992	27	533	1055	791	1591	1805	4391	687	1805	5141	41
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.00	0.00	0.01	0.02	0.41	0.41	0.03	0.31	0.31
Crit Moves:		****				****		****		****		
Green/Cycle:	0.12	0.12	0.12	0.01	0.01	0.01	0.05	0.63	0.63	0.05	0.62	0.62
Volume/Cap:	0.54	0.66	0.66	0.46	0.46	0.66	0.50	0.66	0.66	0.66	0.50	0.50
Delay/Veh:	26.3	29.9	29.9	49.3	49.3	109.2	32.1	7.7	7.7	45.4	6.3	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	29.9	29.9	49.3	49.3	109.2	32.1	7.7	7.7	45.4	6.3	6.3
LOS by Move:	C	C	C	D	D	F	C	A	A	D	A	A
HCM2kAvgQ:	3	4	4	1	1	1	1	9	9	1	6	6

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

Gilead Sciences EIR
SF12-0606

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

Intersection #18: Altair Ave/East Hillsdale Blvd



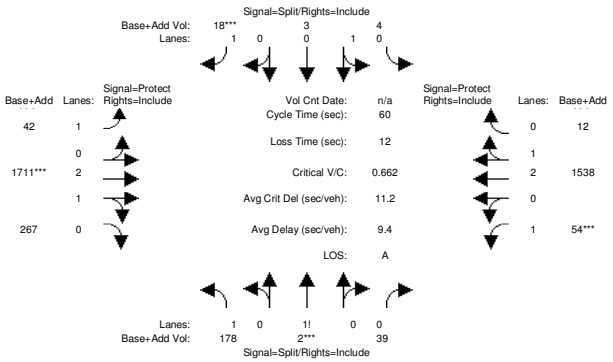
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	178	2	39	4	3	18	42	1657	267	54	1450	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	2	39	4	3	18	42	1657	267	54	1450	12
Added Vol:	0	0	0	0	0	0	0	58	0	0	101	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	2	39	4	3	18	42	1715	267	54	1551	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	189	2	41	4	3	19	45	1824	284	57	1650	13
Reduct Vol:	0	0	0	0	0	10	0	0	0	0	0	0
Reduced Vol:	189	2	41	4	3	9	45	1824	284	57	1650	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	2	41	4	3	9	45	1824	284	57	1650	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.93	0.97	0.97	0.84	0.95	0.89	0.89	0.95	0.91	0.91
Lanes:	1.68	0.02	0.30	0.57	0.43	1.00	1.00	2.59	0.41	1.00	2.98	0.02
Final Sat.:	2992	27	533	1055	791	1591	1805	4395	684	1805	5142	40
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.00	0.00	0.01	0.02	0.42	0.42	0.03	0.32	0.32
Crit Moves:		****				****		****		****		
Green/Cycle:	0.12	0.12	0.12	0.01	0.01	0.01	0.05	0.63	0.63	0.05	0.63	0.63
Volume/Cap:	0.54	0.66	0.66	0.47	0.47	0.66	0.51	0.66	0.66	0.66	0.51	0.51
Delay/Veh:	26.3	30.1	30.1	49.5	49.5	110.4	33.0	7.7	7.7	45.7	6.3	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	30.1	30.1	49.5	49.5	110.4	33.0	7.7	7.7	45.7	6.3	6.3
LOS by Move:	C	C	C	D	D	F	C	A	A	D	A	A
HCM2kAvgQ:	3	4	4	1	1	1	1	9	9	1	6	6

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A PM

Intersection #18: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	178	2	39	4	3	18	42	1657	267	54	1450	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	2	39	4	3	18	42	1657	267	54	1450	12
Added Vol:	0	0	0	0	0	0	0	54	0	0	88	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	2	39	4	3	18	42	1711	267	54	1538	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	189	2	41	4	3	19	45	1820	284	57	1636	13
Reduct Vol:	0	0	0	0	0	10	0	0	0	0	0	0
Reduced Vol:	189	2	41	4	3	9	45	1820	284	57	1636	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	2	41	4	3	9	45	1820	284	57	1636	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.93	0.97	0.97	0.84	0.95	0.89	0.89	0.95	0.91	0.91
Lanes:	1.68	0.02	0.30	0.57	0.43	1.00	1.00	2.59	0.41	1.00	2.98	0.02
Final Sat.:	2992	27	533	1055	791	1591	1805	4393	686	1805	5142	40
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.00	0.00	0.01	0.02	0.41	0.41	0.03	0.32	0.32
Crit Moves:		****				****		****		****		
Green/Cycle:	0.12	0.12	0.12	0.01	0.01	0.01	0.05	0.63	0.63	0.05	0.63	0.63
Volume/Cap:	0.54	0.66	0.66	0.46	0.46	0.66	0.51	0.66	0.66	0.66	0.51	0.51
Delay/Veh:	26.3	30.0	30.0	49.4	49.4	109.9	32.7	7.7	7.7	45.6	6.3	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	30.0	30.0	49.4	49.4	109.9	32.7	7.7	7.7	45.6	6.3	6.3
LOS by Move:	C	C	C	D	D	F	C	A	A	D	A	A
HCM2kAvgQ:	3	4	4	1	1	1	1	9	9	1	6	6

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

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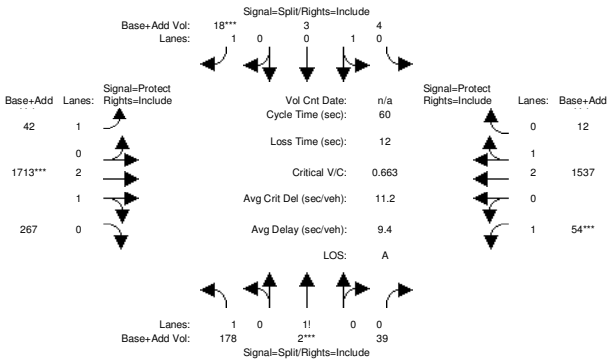
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B PM

Intersection #18: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	178	2	39	4	3	18	42	1657	267	54	1450	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	2	39	4	3	18	42	1657	267	54	1450	12
Added Vol:	0	0	0	0	0	0	0	56	0	0	87	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	2	39	4	3	18	42	1713	267	54	1537	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	189	2	41	4	3	19	45	1822	284	57	1635	13
Reduct Vol:	0	0	0	0	0	10	0	0	0	0	0	0
Reduced Vol:	189	2	41	4	3	9	45	1822	284	57	1635	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	2	41	4	3	9	45	1822	284	57	1635	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.93	0.97	0.97	0.84	0.95	0.89	0.89	0.95	0.91	0.91
Lanes:	1.68	0.02	0.30	0.57	0.43	1.00	1.00	2.59	0.41	1.00	2.98	0.02
Final Sat.:	2992	27	533	1055	791	1591	1805	4394	685	1805	5142	40
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.00	0.00	0.01	0.02	0.41	0.41	0.03	0.32	0.32
Crit Moves:		****				****		****		****		
Green/Cycle:	0.12	0.12	0.12	0.01	0.01	0.01	0.05	0.63	0.63	0.05	0.63	0.63
Volume/Cap:	0.54	0.66	0.66	0.46	0.46	0.66	0.51	0.66	0.66	0.66	0.51	0.51
Delay/Veh:	26.3	30.0	30.0	49.4	49.4	110.1	32.7	7.7	7.7	45.7	6.3	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	30.0	30.0	49.4	49.4	110.1	32.7	7.7	7.7	45.7	6.3	6.3
LOS by Move:	C	C	C	D	D	F	C	A	A	D	A	A
HCM2kAvgQ:	3	4	4	1	1	1	1	9	9	1	6	6

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

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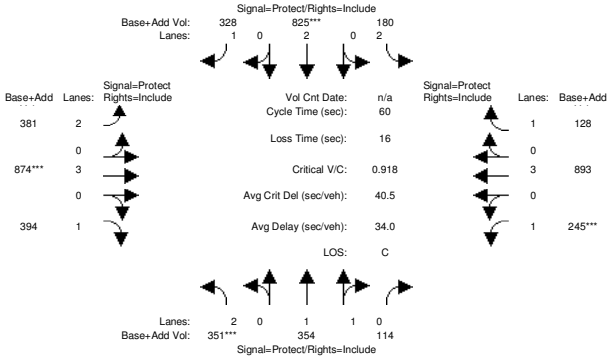
Gilead Sciences EIR
SF12-0606

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

Intersection #19: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	351	312	109	176	762	279	341	865	394	239	887	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	312	109	176	762	279	341	865	394	239	887	124
Added Vol:	0	42	5	4	63	49	40	9	0	6	6	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	354	114	180	825	328	381	874	394	245	893	128
User Adj:	1.00	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:	373	377	121	191	878	349	405	930	419	261	950	136
Reduct Vol:	0	0	0	0	0	0	0	0	264	0	0	0
Reduced Vol:	373	377	121	191	878	349	405	930	155	261	950	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	373	377	121	191	878	349	405	930	155	261	950	136
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.91	0.91	0.92	0.95	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.51	0.49	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2628	846	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.14	0.05	0.24	0.22	0.12	0.18	0.10	0.14	0.18	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.12	0.28	0.28	0.11	0.26	0.26	0.14	0.20	0.20	0.16	0.22	0.22
Volume/Cap:	0.92	0.52	0.52	0.52	0.92	0.83	0.85	0.92	0.50	0.92	0.85	0.40
Delay/Veh:	51.8	18.9	18.9	26.7	34.9	33.3	38.6	36.5	22.8	57.7	28.8	20.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	18.9	18.9	26.7	34.9	33.3	38.6	36.5	22.8	57.7	28.8	20.9
LOS by Move:	D	B	B	C	C	C	D	D	C	E	C	C
HCM2kAvgQ:	7	5	5	3	13	9	4	7	2	6	7	2

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

Gilead Sciences EIR
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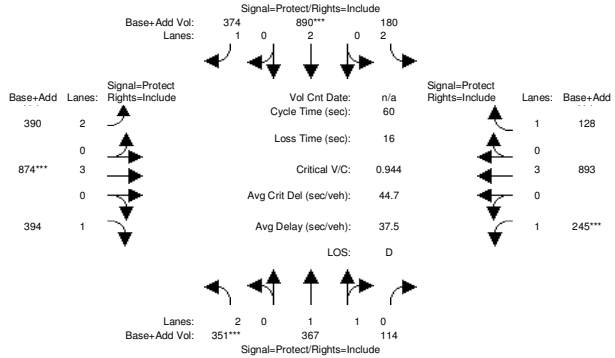
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project PM

Intersection #19: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	351	312	109	176	762	279	341	865	394	239	887	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	312	109	176	762	279	341	865	394	239	887	124
Added Vol:	0	55	5	4	128	95	49	9	0	6	6	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	367	114	180	890	374	390	874	394	245	893	128
User Adj:	1.00	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:	373	390	121	191	947	398	415	930	419	261	950	136
Reduct Vol:	0	0	0	0	0	0	0	0	264	0	0	0
Reduced Vol:	373	390	121	191	947	398	415	930	155	261	950	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	373	390	121	191	947	398	415	930	155	261	950	136
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	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.52	0.48	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2653	824	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.15	0.05	0.26	0.25	0.12	0.18	0.10	0.14	0.18	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.28	0.28	0.11	0.28	0.28	0.13	0.19	0.19	0.15	0.21	0.21
Volume/Cap:	0.94	0.52	0.52	0.52	0.94	0.90	0.88	0.94	0.51	0.94	0.88	0.41
Delay/Veh:	57.7	18.5	18.5	26.6	37.9	41.5	42.7	40.9	23.4	64.4	31.6	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:	57.7	18.5	18.5	26.6	37.9	41.5	42.7	40.9	23.4	64.4	31.6	21.4
LOS by Move:	E	B	B	C	D	D	D	D	C	E	C	C
HCM2kAvgQ:	7	5	5	3	14	11	4	8	3	6	7	2

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

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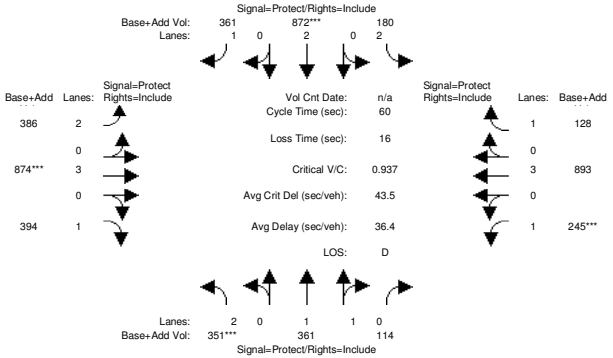
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A PM

Intersection #19: Edgewater Blvd/East Hillsdale Blvd



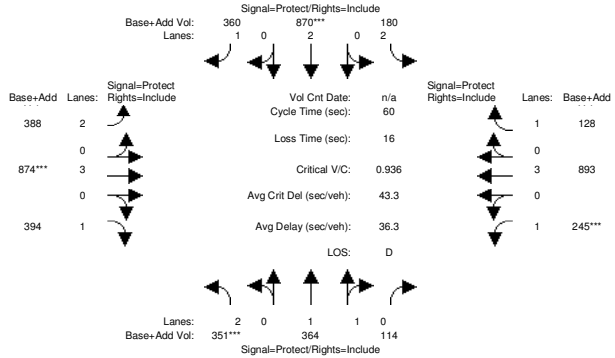
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	351	312	109	176	762	279	341	865	394	239	887	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	312	109	176	762	279	341	865	394	239	887	124
Added Vol:	0	49	5	4	110	82	45	9	0	6	6	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	361	114	180	872	361	386	874	394	245	893	128
User Adj:	1.00	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:	373	384	121	191	928	384	411	930	419	261	950	136
Reduct Vol:	0	0	0	0	0	0	0	0	264	0	0	0
Reduced Vol:	373	384	121	191	928	384	411	930	155	261	950	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	373	384	121	191	928	384	411	930	155	261	950	136
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	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.52	0.48	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2643	835	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.15	0.05	0.26	0.24	0.12	0.18	0.10	0.14	0.18	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.28	0.28	0.11	0.27	0.27	0.13	0.19	0.19	0.15	0.21	0.21
Volume/Cap:	0.94	0.52	0.52	0.52	0.94	0.88	0.87	0.94	0.51	0.94	0.87	0.41
Delay/Veh:	56.0	18.6	18.6	26.6	37.0	38.7	41.3	39.6	23.2	62.5	30.6	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.0	18.6	18.6	26.6	37.0	38.7	41.3	39.6	23.2	62.5	30.6	21.3
LOS by Move:	E	B	B	C	D	D	D	D	C	E	C	C
HCM2kAvgQ:	7	5	5	3	14	10	4	7	3	6	7	2

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B PM

Intersection #19: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	351	312	109	176	762	279	341	865	394	239	887	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	312	109	176	762	279	341	865	394	239	887	124
Added Vol:	0	52	5	4	108	81	47	9	0	6	6	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	364	114	180	870	360	388	874	394	245	893	128
User Adj:	1.00	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:	373	387	121	191	926	383	413	930	419	261	950	136
Reduct Vol:	0	0	0	0	0	0	0	0	264	0	0	0
Reduced Vol:	373	387	121	191	926	383	413	930	155	261	950	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	373	387	121	191	926	383	413	930	155	261	950	136
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	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.52	0.48	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2648	829	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.15	0.05	0.26	0.24	0.12	0.18	0.10	0.14	0.18	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.28	0.28	0.11	0.27	0.27	0.14	0.19	0.19	0.15	0.21	0.21
Volume/Cap:	0.94	0.52	0.52	0.52	0.94	0.88	0.87	0.94	0.51	0.94	0.87	0.41
Delay/Veh:	55.8	18.6	18.6	26.7	36.9	38.6	41.4	39.4	23.2	62.3	30.7	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	18.6	18.6	26.7	36.9	38.6	41.4	39.4	23.2	62.3	30.7	21.3
LOS by Move:	E	B	B	C	D	D	D	D	C	E	C	C
HCM2kAvgQ:	7	5	5	3	14	10	4	7	3	6	7	2

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

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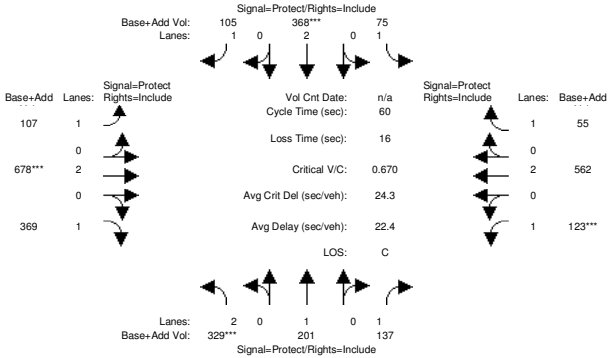
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #20: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	329	175	135	75	328	91	87	665	369	121	549	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	175	135	75	328	91	87	665	369	121	549	55
Added Vol:	0	26	2	0	40	14	20	13	0	2	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	201	137	75	368	105	107	678	369	123	562	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	358	218	149	82	400	114	116	737	401	134	611	60
Reduct Vol:	0	0	0	0	0	0	0	0	152	0	0	0
Reduced Vol:	358	218	149	82	400	114	116	737	249	134	611	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	358	218	149	82	400	114	116	737	249	134	611	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.09	0.05	0.11	0.07	0.06	0.20	0.16	0.07	0.17	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.23	0.23	0.09	0.17	0.17	0.11	0.30	0.30	0.11	0.30	0.30
Volume/Cap:	0.67	0.50	0.41	0.50	0.67	0.43	0.56	0.67	0.51	0.67	0.56	0.13
Delay/Veh:	27.3	21.1	20.5	28.6	26.4	23.7	28.7	19.8	18.2	34.1	18.3	15.4
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:	27.3	21.1	20.5	28.6	26.4	23.7	28.7	19.8	18.2	34.1	18.3	15.4
LOS by Move:	C	C	C	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	3	3	2	2	5	2	2	6	4	4	6	1

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

Gilead Sciences EIR
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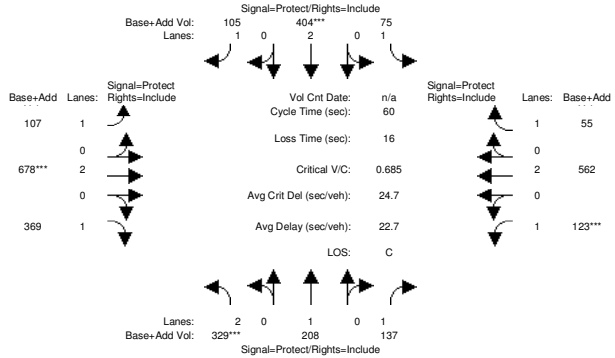
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project PM

Intersection #20: Shell Blvd/East Hillsdale Blvd



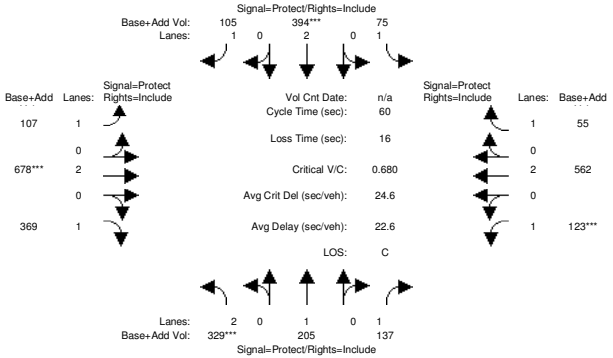
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	329	175	135	75	328	91	87	665	369	121	549	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	175	135	75	328	91	87	665	369	121	549	55
Added Vol:	0	33	2	0	76	14	20	13	0	2	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	208	137	75	404	105	107	678	369	123	562	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	358	226	149	82	439	114	116	737	401	134	611	60
Reduct Vol:	0	0	0	0	0	0	0	0	152	0	0	0
Reduced Vol:	358	226	149	82	439	114	116	737	249	134	611	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	358	226	149	82	439	114	116	737	249	134	611	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.09	0.05	0.12	0.07	0.06	0.20	0.16	0.07	0.17	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.24	0.24	0.09	0.18	0.18	0.11	0.30	0.30	0.11	0.29	0.29
Volume/Cap:	0.68	0.50	0.40	0.50	0.68	0.40	0.57	0.68	0.53	0.68	0.57	0.13
Delay/Veh:	27.9	20.7	20.0	28.5	26.2	22.8	29.3	20.4	18.6	35.4	18.8	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	20.7	20.0	28.5	26.2	22.8	29.3	20.4	18.6	35.4	18.8	15.7
LOS by Move:	C	C	B	C	C	C	C	C	B	D	B	B
HCM2kAvgQ:	3	4	2	2	6	2	2	6	4	4	6	1

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A PM

Intersection #20: Shell Blvd/East Hillsdale Blvd



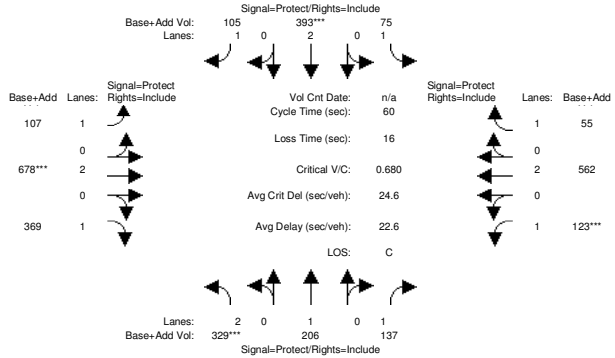
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	329	175	135	75	328	91	87	665	369	121	549	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	175	135	75	328	91	87	665	369	121	549	55
Added Vol:	0	30	2	0	66	14	20	13	0	2	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	205	137	75	394	105	107	678	369	123	562	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	358	223	149	82	428	114	116	737	401	134	611	60
Reduct Vol:	0	0	0	0	0	0	0	0	152	0	0	0
Reduced Vol:	358	223	149	82	428	114	116	737	249	134	611	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	358	223	149	82	428	114	116	737	249	134	611	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.09	0.05	0.12	0.07	0.06	0.20	0.16	0.07	0.17	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.23	0.23	0.09	0.17	0.17	0.11	0.30	0.30	0.11	0.30	0.30
Volume/Cap:	0.68	0.50	0.40	0.50	0.68	0.41	0.57	0.68	0.52	0.68	0.57	0.13
Delay/Veh:	27.8	20.8	20.1	28.4	26.2	23.0	29.1	20.2	18.5	35.0	18.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.8	20.8	20.1	28.4	26.2	23.0	29.1	20.2	18.5	35.0	18.6	15.6
LOS by Move:	C	C	C	C	C	C	C	C	B	D	B	B
HCM2kAvgQ:	3	4	2	2	5	2	2	6	4	4	6	1

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B PM

Intersection #20: Shell Blvd/East Hillsdale Blvd



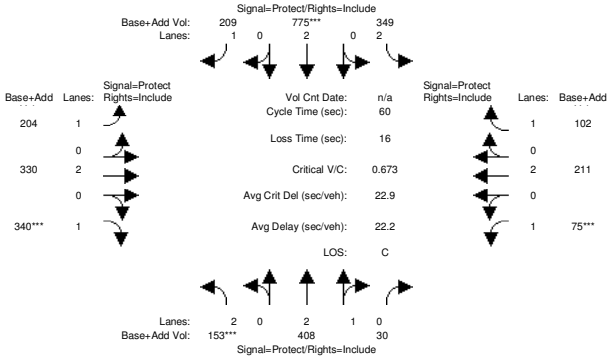
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	329	175	135	75	328	91	87	665	369	121	549	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	175	135	75	328	91	87	665	369	121	549	55
Added Vol:	0	31	2	0	65	14	20	13	0	2	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	206	137	75	393	105	107	678	369	123	562	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	358	224	149	82	427	114	116	737	401	134	611	60
Reduct Vol:	0	0	0	0	0	0	0	0	152	0	0	0
Reduced Vol:	358	224	149	82	427	114	116	737	249	134	611	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	358	224	149	82	427	114	116	737	249	134	611	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.09	0.05	0.12	0.07	0.06	0.20	0.16	0.07	0.17	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.23	0.23	0.09	0.17	0.17	0.11	0.30	0.30	0.11	0.30	0.30
Volume/Cap:	0.68	0.50	0.40	0.50	0.68	0.41	0.57	0.68	0.52	0.68	0.57	0.13
Delay/Veh:	27.7	20.8	20.1	28.5	26.2	23.1	29.1	20.2	18.5	35.0	18.6	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	20.8	20.1	28.5	26.2	23.1	29.1	20.2	18.5	35.0	18.6	15.6
LOS by Move:	C	C	C	C	C	C	C	C	B	D	B	B
HCM2kAvgQ:	3	4	2	2	5	2	2	6	4	4	6	1

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

Gilead Sciences EIR
SF12-0606

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

Intersection #21: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	390	30	339	741	203	198	327	336	75	208	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:	150	390	30	339	741	203	198	327	336	75	208	100
Added Vol:	3	18	0	10	34	6	6	3	4	0	3	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	408	30	349	775	209	204	330	340	75	211	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	165	439	32	375	833	225	219	355	366	81	227	110
Reduct Vol:	0	0	0	0	0	0	0	0	94	0	0	0
Reduced Vol:	165	439	32	375	833	225	219	355	272	81	227	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:	165	439	32	375	833	225	219	355	272	81	227	110
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.79	0.21	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4783	352	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.11	0.23	0.14	0.12	0.10	0.17	0.04	0.06	0.07
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.19	0.19	0.22	0.34	0.34	0.20	0.25	0.25	0.07	0.12	0.12
Volume/Cap:	0.67	0.48	0.48	0.48	0.67	0.41	0.59	0.39	0.67	0.67	0.54	0.59
Delay/Veh:	34.4	22.0	22.0	20.8	18.3	15.6	24.2	18.8	24.6	41.3	26.5	30.3
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:	34.4	22.0	22.0	20.8	18.3	15.6	24.2	18.8	24.6	41.3	26.5	30.3
LOS by Move:	C	C	C	C	B	B	C	B	C	D	C	C
HCM2kAvgQ:	2	3	3	3	7	3	5	3	6	2	2	2

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

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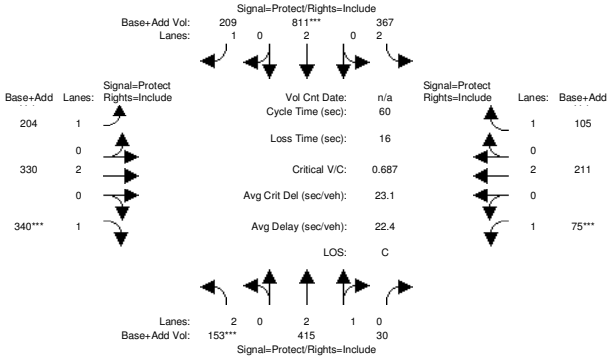
Gilead Sciences EIR
SF12-0606

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

Intersection #21: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	390	30	339	741	203	198	327	336	75	208	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:	150	390	30	339	741	203	198	327	336	75	208	100
Added Vol:	3	25	0	28	70	6	6	3	4	0	3	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	415	30	367	811	209	204	330	340	75	211	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	165	446	32	395	872	225	219	355	366	81	227	113
Reduct Vol:	0	0	0	0	0	0	0	0	94	0	0	0
Reduced Vol:	165	446	32	395	872	225	219	355	272	81	227	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	446	32	395	872	225	219	355	272	81	227	113
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.80	0.20	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4789	346	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.11	0.24	0.14	0.12	0.10	0.17	0.04	0.06	0.07
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.19	0.19	0.23	0.35	0.35	0.20	0.25	0.25	0.07	0.12	0.12
Volume/Cap:	0.69	0.49	0.49	0.49	0.69	0.40	0.61	0.40	0.69	0.69	0.54	0.61
Delay/Veh:	35.4	22.1	22.1	20.5	18.2	15.2	25.1	19.1	25.5	43.2	26.5	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	22.1	22.1	20.5	18.2	15.2	25.1	19.1	25.5	43.2	26.5	31.3
LOS by Move:	D	C	C	C	B	B	C	B	C	D	C	C
HCM2kAvgQ:	2	3	3	3	7	3	5	3	6	2	2	2

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

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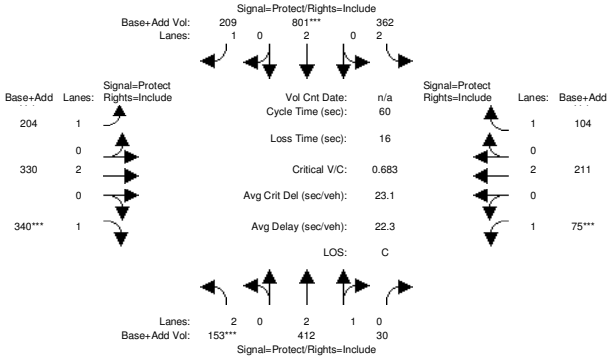
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A PM

Intersection #21: Foster City Boulevard/East Hillsdale Blvd



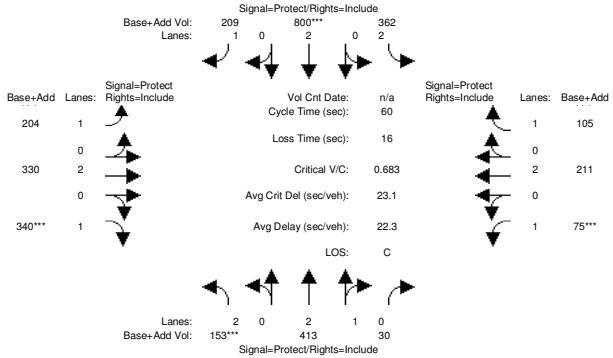
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	390	30	339	741	203	198	327	336	75	208	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	390	30	339	741	203	198	327	336	75	208	100
Added Vol:	3	22	0	23	60	6	6	3	4	0	3	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	412	30	362	801	209	204	330	340	75	211	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	165	443	32	389	861	225	219	355	366	81	227	112
Reduct Vol:	0	0	0	0	0	0	0	0	94	0	0	0
Reduced Vol:	165	443	32	389	861	225	219	355	272	81	227	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	443	32	389	861	225	219	355	272	81	227	112
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.80	0.20	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4786	349	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.11	0.24	0.14	0.12	0.10	0.17	0.04	0.06	0.07
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.19	0.19	0.23	0.35	0.35	0.20	0.25	0.25	0.07	0.12	0.12
Volume/Cap:	0.68	0.49	0.49	0.49	0.68	0.41	0.61	0.39	0.68	0.68	0.54	0.61
Delay/Veh:	35.1	22.1	22.1	20.6	18.2	15.3	24.9	19.0	25.2	42.7	26.5	31.0
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:	35.1	22.1	22.1	20.6	18.2	15.3	24.9	19.0	25.2	42.7	26.5	31.0
LOS by Move:	D	C	C	C	B	B	C	B	C	D	C	C
HCM2kAvgQ:	2	3	3	3	7	3	5	3	6	2	2	2

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B PM

Intersection #21: Foster City Boulevard/East Hillsdale Blvd



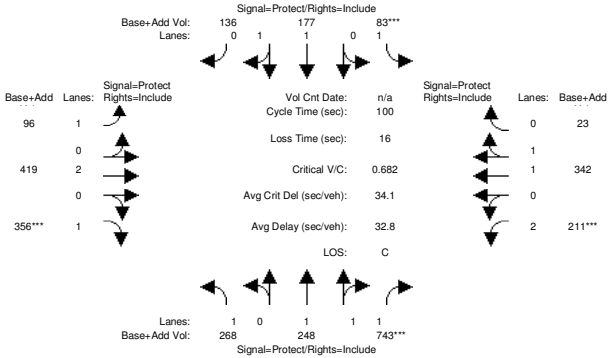
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	390	30	339	741	203	198	327	336	75	208	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	390	30	339	741	203	198	327	336	75	208	100
Added Vol:	3	23	0	23	59	6	6	3	4	0	3	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	413	30	362	800	209	204	330	340	75	211	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	165	444	32	389	860	225	219	355	366	81	227	113
Reduct Vol:	0	0	0	0	0	0	0	0	94	0	0	0
Reduced Vol:	165	444	32	389	860	225	219	355	272	81	227	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	444	32	389	860	225	219	355	272	81	227	113
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.80	0.20	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4787	348	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.11	0.24	0.14	0.12	0.10	0.17	0.04	0.06	0.07
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.19	0.19	0.23	0.35	0.35	0.20	0.25	0.25	0.07	0.12	0.12
Volume/Cap:	0.68	0.49	0.49	0.49	0.68	0.41	0.61	0.39	0.68	0.68	0.54	0.61
Delay/Veh:	35.1	22.1	22.1	20.6	18.2	15.3	24.9	19.0	25.2	42.6	26.4	31.0
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:	35.1	22.1	22.1	20.6	18.2	15.3	24.9	19.0	25.2	42.6	26.4	31.0
LOS by Move:	D	C	C	C	B	B	C	B	C	D	C	C
HCM2kAvgQ:	2	3	3	3	7	3	5	3	6	2	2	2

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

Gilead Sciences EIR
SF12-0606

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

Intersection #22: Mariners Island Blvd/Fashion Island 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	252	226	720	70	129	125	94	418	338	196	338	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:	252	226	720	70	129	125	94	418	338	196	338	22
Added Vol:	16	22	23	13	48	11	2	1	18	15	4	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	248	743	83	177	136	96	419	356	211	342	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	248	743	83	177	136	96	419	356	211	342	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	248	743	83	177	136	96	419	356	211	342	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	248	743	83	177	136	96	419	356	211	342	23
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.84	0.81	0.95	0.89	0.88	0.95	0.95	0.83	0.92	0.94	0.94
Lanes:	1.00	1.00	2.00	1.00	1.12	0.88	1.00	2.00	1.00	2.00	1.87	0.13
Final Sat.:	1805	1603	3093	1805	1899	1459	1805	3610	1570	3502	3352	225
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.24	0.05	0.09	0.09	0.05	0.12	0.23	0.06	0.10	0.10
Crit Moves:			****	****					****	****		
Green/Cycle:	0.26	0.35	0.35	0.07	0.16	0.16	0.14	0.33	0.33	0.09	0.28	0.28
Volume/Cap:	0.58	0.44	0.68	0.68	0.58	0.58	0.37	0.35	0.68	0.68	0.37	0.37
Delay/Veh:	34.1	25.0	29.0	60.3	40.3	40.3	39.6	25.4	32.5	50.4	29.4	29.4
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:	34.1	25.0	29.0	60.3	40.3	40.3	39.6	25.4	32.5	50.4	29.4	29.4
LOS by Move:	C	C	C	E	D	D	D	C	C	D	C	C
HCM2kAvgQ:	7	6	10	4	6	5	3	5	11	3	5	5

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

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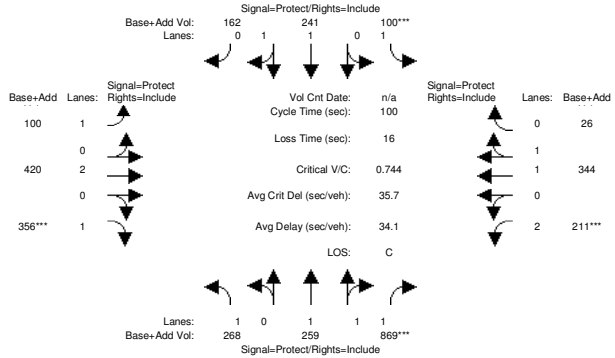
Gilead Sciences EIR
SF12-0606

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

Intersection #22: Mariners Island Blvd/Fashion Island 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	252	226	720	70	129	125	94	418	338	196	338	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:	252	226	720	70	129	125	94	418	338	196	338	22
Added Vol:	16	33	149	30	112	37	6	2	18	15	6	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	259	869	100	241	162	100	420	356	211	344	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	259	869	100	241	162	100	420	356	211	344	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	259	869	100	241	162	100	420	356	211	344	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	259	869	100	241	162	100	420	356	211	344	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.84	0.81	0.95	0.89	0.88	0.95	0.95	0.83	0.92	0.94	0.94
Lanes:	1.00	1.00	2.00	1.00	1.19	0.81	1.00	2.00	1.00	2.00	1.86	0.14
Final Sat.:	1805	1597	3080	1805	2020	1358	1805	3610	1570	3502	3322	251
Capacity Analysis Module:												
Vol/Sat:	0.15	0.16	0.28	0.06	0.12	0.12	0.06	0.12	0.23	0.06	0.10	0.10
Crit Moves:			****	****					****	****		
Green/Cycle:	0.25	0.38	0.38	0.07	0.20	0.20	0.13	0.31	0.31	0.08	0.25	0.25
Volume/Cap:	0.59	0.43	0.74	0.74	0.59	0.59	0.41	0.38	0.74	0.74	0.41	0.41
Delay/Veh:	34.9	23.1	28.9	65.2	37.5	37.5	40.8	27.6	37.5	55.1	31.6	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	23.1	28.9	65.2	37.5	37.5	40.8	27.6	37.5	55.1	31.6	31.6
LOS by Move:	C	C	C	E	D	D	D	C	D	E	C	C
HCM2kAvgQ:	7	6	12	5	7	7	3	5	11	4	5	5

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

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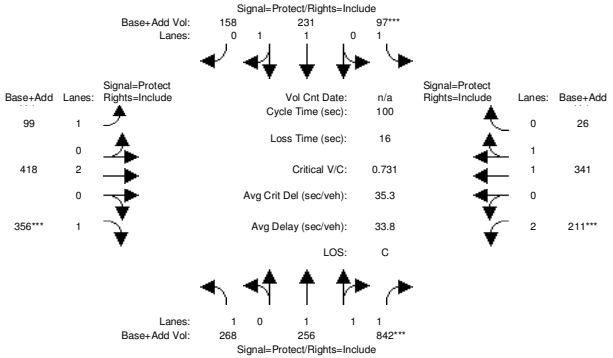
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative A PM

Intersection #22: Mariners Island Blvd/Fashion Island blvd



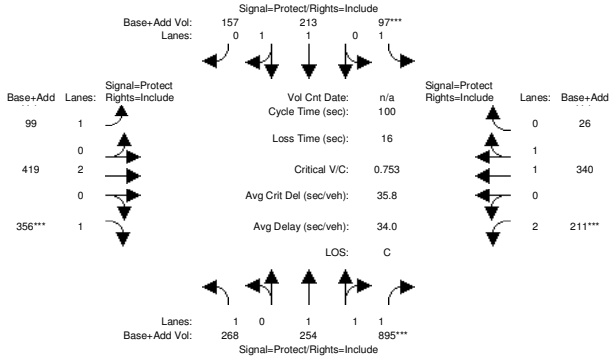
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	252	226	720	70	129	125	94	418	338	196	338	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	226	720	70	129	125	94	418	338	196	338	22
Added Vol:	16	30	122	27	102	33	5	0	18	15	3	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	256	842	97	231	158	99	418	356	211	341	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	256	842	97	231	158	99	418	356	211	341	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	256	842	97	231	158	99	418	356	211	341	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	256	842	97	231	158	99	418	356	211	341	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.84	0.81	0.95	0.89	0.88	0.95	0.95	0.83	0.92	0.94	0.94
Lanes:	1.00	1.00	2.00	1.00	1.18	0.82	1.00	2.00	1.00	2.00	1.86	0.14
Final Sat.:	1805	1597	3080	1805	2004	1370	1805	3610	1570	3502	3317	253
Capacity Analysis Module:												
Vol/Sat:	0.15	0.16	0.27	0.05	0.12	0.12	0.05	0.12	0.23	0.06	0.10	0.10
Crit Moves:			****	****					****	****		
Green/Cycle:	0.25	0.37	0.37	0.07	0.20	0.20	0.14	0.31	0.31	0.08	0.26	0.26
Volume/Cap:	0.59	0.43	0.73	0.73	0.59	0.59	0.40	0.37	0.73	0.73	0.40	0.40
Delay/Veh:	34.9	23.5	28.8	64.0	38.0	38.0	40.5	27.1	36.4	54.0	31.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	23.5	28.8	64.0	38.0	38.0	40.5	27.1	36.4	54.0	31.1	31.1
LOS by Move:	C	C	C	E	D	D	D	C	D	D	C	C
HCM2kAvgQ:	7	6	12	5	7	6	3	5	11	4	5	5

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project - Alternative B PM

Intersection #22: Mariners Island Blvd/Fashion Island blvd



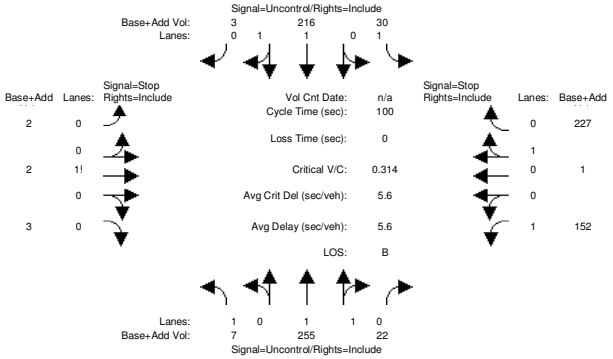
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	252	226	720	70	129	125	94	418	338	196	338	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	226	720	70	129	125	94	418	338	196	338	22
Added Vol:	16	28	175	27	84	32	5	1	18	15	2	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	254	895	97	213	157	99	419	356	211	340	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	254	895	97	213	157	99	419	356	211	340	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	254	895	97	213	157	99	419	356	211	340	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	254	895	97	213	157	99	419	356	211	340	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.84	0.81	0.95	0.89	0.88	0.95	0.95	0.83	0.92	0.94	0.94
Lanes:	1.00	1.00	2.00	1.00	1.15	0.85	1.00	2.00	1.00	2.00	1.86	0.14
Final Sat.:	1805	1594	3071	1805	1935	1426	1805	3610	1570	3502	3316	254
Capacity Analysis Module:												
Vol/Sat:	0.15	0.16	0.29	0.05	0.11	0.11	0.05	0.12	0.23	0.06	0.10	0.10
Crit Moves:			****	****					****	****		
Green/Cycle:	0.26	0.39	0.39	0.07	0.20	0.20	0.13	0.30	0.30	0.08	0.25	0.25
Volume/Cap:	0.56	0.41	0.75	0.75	0.56	0.56	0.41	0.39	0.75	0.75	0.41	0.41
Delay/Veh:	33.4	22.4	28.7	67.4	37.5	37.5	40.9	27.8	38.3	55.9	31.8	31.8
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:	33.4	22.4	28.7	67.4	37.5	37.5	40.9	27.8	38.3	55.9	31.8	31.8
LOS by Move:	C	C	C	E	D	D	D	C	D	E	C	C
HCM2kAvgQ:	7	6	13	5	6	6	3	5	12	4	5	5

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

Gilead Sciences EIR
SF12-0606

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

Intersection #23: Mariners Island Blvd/Reef Drive



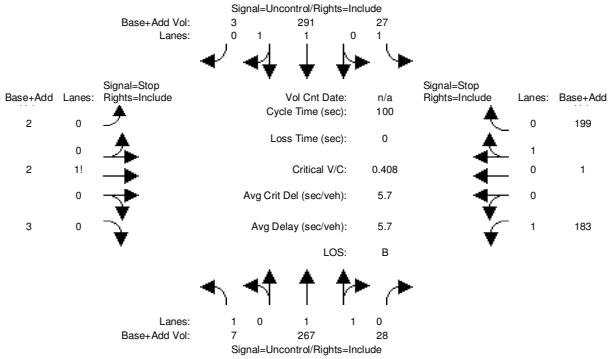
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	7	234	13	8	199	3	2	2	3	96	1	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	234	13	8	199	3	2	2	3	96	1	135
Added Vol:	0	21	9	22	17	0	0	0	0	56	0	92
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	255	22	30	216	3	2	2	3	152	1	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	255	22	30	216	3	2	2	3	152	1	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	255	22	30	216	3	2	2	3	152	1	227
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	219	xxxx	xxxxx	277	xxxx	xxxxx	420	569	110	449	559	139
Potent Cap.:	1362	xxxx	xxxxx	1298	xxxx	xxxxx	523	435	930	498	440	891
Move Cap.:	1362	xxxx	xxxxx	1298	xxxx	xxxxx	380	423	930	484	428	891
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	xxxx	0.01	0.00	0.00	0.31	0.00	0.25
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.3	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.8	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	C	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	530	xxxxx	xxxx	xxxx	887
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	1.0
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.9	xxxxx	xxxxx	xxxx	10.5
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			11.9			12.6		
ApproachLOS:	*			*			B			B		

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

Gilead Sciences EIR
SF12-0606

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

Intersection #23: Mariners Island Blvd/Reef Drive



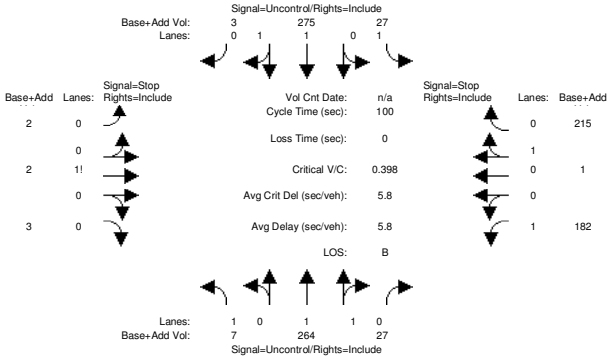
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	7	234	13	8	199	3	2	2	3	96	1	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	234	13	8	199	3	2	2	3	96	1	135
Added Vol:	0	33	15	19	92	0	0	0	0	87	0	64
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	267	28	27	291	3	2	2	3	183	1	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	267	28	27	291	3	2	2	3	183	1	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	267	28	27	291	3	2	2	3	183	1	199
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	294	xxxx	xxxxx	295	xxxx	xxxxx	495	656	147	496	643	148
Potent Cap.:	1279	xxxx	xxxxx	1278	xxxx	xxxxx	462	388	880	462	394	879
Move Cap.:	1279	xxxx	xxxxx	1278	xxxx	xxxxx	350	378	880	449	384	879
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	xxxx	0.01	0.01	0.00	0.41	0.00	0.23
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.9	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.4	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	C	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	485	xxxxx	xxxx	xxxx	873
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	0.9
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.5	xxxxx	xxxxx	xxxx	10.3
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			12.5			14.2		
ApproachLOS:	*			*			B			B		

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background Plus Project - Alternative A PM

Intersection #23: Mariners Island Blvd/Reef Drive



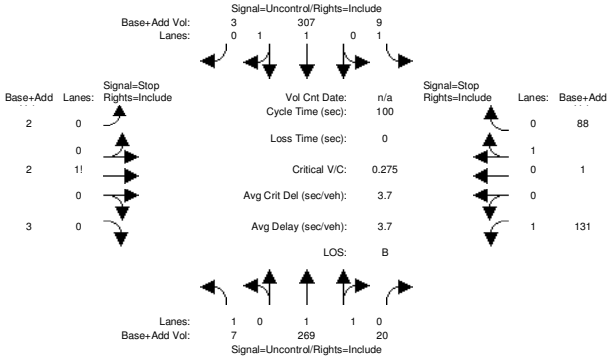
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	7	234	13	8	199	3	2	2	3	96	1	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	234	13	8	199	3	2	2	3	96	1	135
Added Vol:	0	30	14	19	76	0	0	0	0	86	0	80
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	264	27	27	275	3	2	2	3	182	1	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	264	27	27	275	3	2	2	3	182	1	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	264	27	27	275	3	2	2	3	182	1	215
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	278	xxxx	xxxxx	291	xxxx	xxxxx	477	636	139	484	624	146
Potent Cap.:	1296	xxxx	xxxxx	1282	xxxx	xxxxx	476	398	890	470	405	882
Move Cap.:	1296	xxxx	xxxxx	1282	xxxx	xxxxx	352	388	890	458	394	882
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	xxxx	0.01	0.01	0.00	0.40	0.00	0.24
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.9	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	18.0	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	C	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	493	xxxxx	xxxx	xxxx	877
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	1.0
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.4	xxxxx	xxxxx	xxxx	10.4
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			12.4			13.9		
ApproachLOS:	*			*			B			B		

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background Plus Project - Alternative B PM

Intersection #23: Mariners Island Blvd/Reef Drive



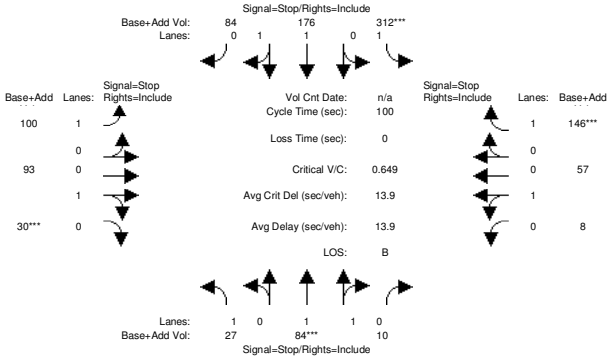
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	7	234	13	8	199	3	2	2	3	96	1	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	234	13	8	199	3	2	2	3	96	1	135
Added Vol:	0	35	7	1	108	0	0	0	0	35	0	-47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	269	20	9	307	3	2	2	3	131	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	269	20	9	307	3	2	2	3	131	1	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	269	20	9	307	3	2	2	3	131	1	88
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	310	xxxx	xxxxx	289	xxxx	xxxxx	476	630	155	466	621	145
Potent Cap.:	1262	xxxx	xxxxx	1284	xxxx	xxxxx	477	402	869	485	406	883
Move Cap.:	1262	xxxx	xxxxx	1284	xxxx	xxxxx	425	396	869	477	401	883
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.00	0.01	0.00	0.27	0.00	0.10
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.1	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	15.4	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	C	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	530	xxxxx	xxxx	xxxx	871
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	0.3
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.9	xxxxx	xxxxx	xxxx	9.6
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	A
ApproachDel:	xxxxxx			xxxxxx			11.9			13.0		
ApproachLOS:	*			*			B			B		

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

Gilead Sciences EIR
SF12-0606

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

Intersection #24: Foster City Blvd/Marlin Ave



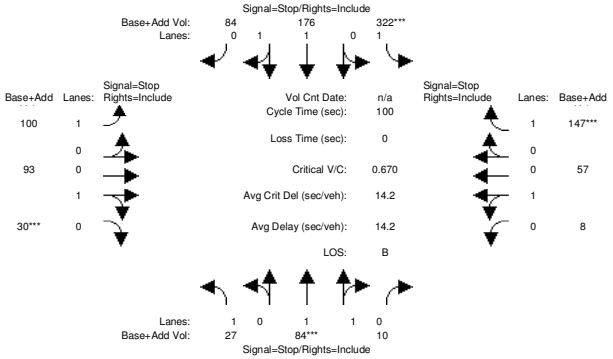
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	27	84	10	299	176	84	100	93	30	8	57	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	84	10	299	176	84	100	93	30	8	57	136
Added Vol:	0	0	0	13	0	0	0	0	0	0	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	84	10	312	176	84	100	93	30	8	57	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:	29	89	11	332	187	89	106	99	32	9	61	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	89	11	332	187	89	106	99	32	9	61	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:	29	89	11	332	187	89	106	99	32	9	61	155
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	1.79	0.21	1.00	1.35	0.65	1.00	0.76	0.24	0.12	0.88	1.00
Final Sat.:	425	815	98	512	752	378	467	387	125	60	429	548
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.65	0.25	0.24	0.23	0.26	0.26	0.14	0.14	0.28
Crit Moves:		****		****					****			****
Delay/Veh:	11.2	10.9	10.8	20.9	11.0	10.4	12.1	11.5	11.5	10.7	10.7	11.1
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:	11.2	10.9	10.8	20.9	11.0	10.4	12.1	11.5	11.5	10.7	10.7	11.1
LOS by Move:	B	B	B	C	B	B	B	B	B	B	B	B
ApproachDel:		10.9			16.3			11.8			11.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		10.9			16.3			11.8			11.0	
LOS by Appr:		B			C			B			B	
AllWayAvgQ:	0.1	0.1	0.1	1.6	0.3	0.3	0.3	0.3	0.3	0.1	0.1	0.3

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background Plus Proposed Project PM

Intersection #24: Foster City Blvd/Marlin Ave



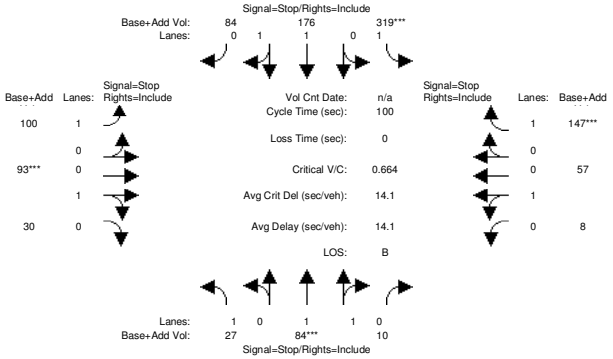
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	27	84	10	299	176	84	100	93	30	8	57	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	84	10	299	176	84	100	93	30	8	57	136
Added Vol:	0	0	0	23	0	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	84	10	322	176	84	100	93	30	8	57	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	29	89	11	343	187	89	106	99	32	9	61	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	89	11	343	187	89	106	99	32	9	61	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	89	11	343	187	89	106	99	32	9	61	156
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	1.79	0.21	1.00	1.35	0.65	1.00	0.76	0.24	0.12	0.88	1.00
Final Sat.:	423	811	97	511	751	378	465	385	124	60	427	546
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.67	0.25	0.24	0.23	0.26	0.26	0.14	0.14	0.29
Crit Moves:		****		****					****			****
Delay/Veh:	11.2	10.9	10.8	22.0	11.0	10.4	12.1	11.6	11.6	10.8	10.8	11.2
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:	11.2	10.9	10.8	22.0	11.0	10.4	12.1	11.6	11.6	10.8	10.8	11.2
LOS by Move:	B	B	B	C	B	B	B	B	B	B	B	B
ApproachDel:		11.0			17.0			11.8			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.0			17.0			11.8			11.1	
LOS by Appr:		B			C			B			B	
AllWayAvgQ:	0.1	0.1	0.1	1.8	0.3	0.3	0.3	0.3	0.3	0.1	0.1	0.3

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background Plus Project - Alternative A PM

Intersection #24: Foster City Blvd/Marlin Ave



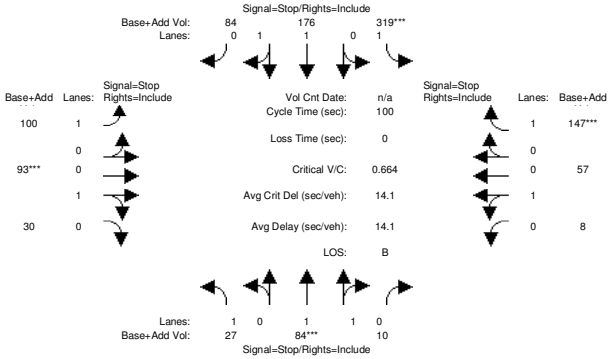
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	27	84	10	299	176	84	100	93	30	8	57	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	84	10	299	176	84	100	93	30	8	57	136
Added Vol:	0	0	0	20	0	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	84	10	319	176	84	100	93	30	8	57	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	29	89	11	339	187	89	106	99	32	9	61	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	89	11	339	187	89	106	99	32	9	61	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	89	11	339	187	89	106	99	32	9	61	156
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	1.79	0.21	1.00	1.35	0.65	1.00	0.76	0.24	0.12	0.88	1.00
Final Sat.:	423	812	98	511	751	378	465	385	124	60	428	546
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.66	0.25	0.24	0.23	0.26	0.26	0.14	0.14	0.29
Crit Moves:		****		****				****				****
Delay/Veh:	11.2	10.9	10.8	21.7	11.0	10.4	12.1	11.5	11.5	10.8	10.8	11.2
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:	11.2	10.9	10.8	21.7	11.0	10.4	12.1	11.5	11.5	10.8	10.8	11.2
LOS by Move:	B	B	B	C	B	B	B	B	B	B	B	B
ApproachDel:	11.0			16.8			11.8			11.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.0			16.8			11.8			11.1		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.1	0.1	0.1	1.7	0.3	0.3	0.3	0.3	0.3	0.1	0.1	0.3

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background Plus Project - Alternative B PM

Intersection #24: Foster City Blvd/Marlin Ave



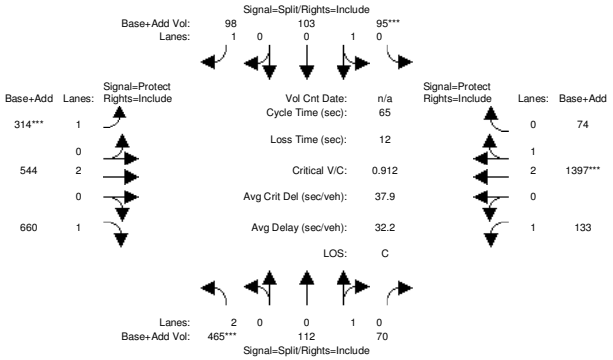
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	27	84	10	299	176	84	100	93	30	8	57	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	84	10	299	176	84	100	93	30	8	57	136
Added Vol:	0	0	0	20	0	0	0	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	84	10	319	176	84	100	93	30	8	57	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	29	89	11	339	187	89	106	99	32	9	61	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	89	11	339	187	89	106	99	32	9	61	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	89	11	339	187	89	106	99	32	9	61	156
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	1.79	0.21	1.00	1.35	0.65	1.00	0.76	0.24	0.12	0.88	1.00
Final Sat.:	423	812	98	511	751	378	465	385	124	60	428	546
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.66	0.25	0.24	0.23	0.26	0.26	0.14	0.14	0.29
Crit Moves:		****		****				****				****
Delay/Veh:	11.2	10.9	10.8	21.7	11.0	10.4	12.1	11.5	11.5	10.8	10.8	11.2
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:	11.2	10.9	10.8	21.7	11.0	10.4	12.1	11.5	11.5	10.8	10.8	11.2
LOS by Move:	B	B	B	C	B	B	B	B	B	B	B	B
ApproachDel:	11.0			16.8			11.8			11.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.0			16.8			11.8			11.1		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.1	0.1	0.1	1.7	0.3	0.3	0.3	0.3	0.3	0.1	0.1	0.3

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) PM

Intersection #1: Norfolk St/East Third Ave



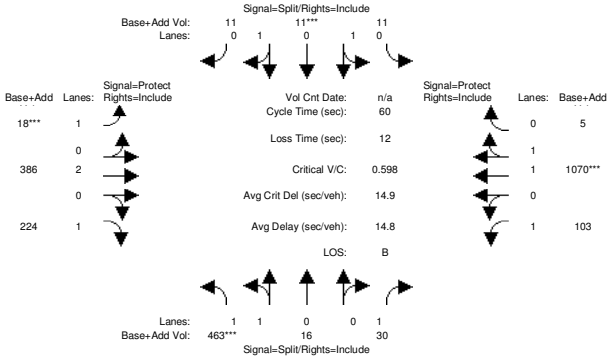
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	465	112	55	95	103	98	314	425	660	83	847	74				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	465	112	55	95	103	98	314	425	660	83	847	74				
Added Vol:	0	0	15	0	0	0	0	119	0	50	550	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	465	112	70	95	103	98	314	544	660	133	1397	74				
User Adj:	1.00	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:	495	119	74	101	110	104	334	579	702	141	1486	79				
Reduct Vol:	0	0	0	0	0	0	0	0	180	0	0	0				
Reduced Vol:	495	119	74	101	110	104	334	579	522	141	1486	79				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	495	119	74	101	110	104	334	579	522	141	1486	79				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.94	0.94	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.90				
Lanes:	2.00	0.61	0.39	0.48	0.52	1.00	1.00	2.00	1.00	1.00	2.85	0.15				
Final Sat.:	3502	1098	687	891	966	1589	1805	3610	1546	1805	4891	259				
Capacity Analysis Module:																
Vol/Sat:	0.14	0.11	0.11	0.11	0.11	0.07	0.19	0.16	0.34	0.08	0.30	0.30				
Crit Moves:	****			****			****				****					
Green/Cycle:	0.15	0.15	0.15	0.12	0.12	0.12	0.20	0.44	0.44	0.10	0.33	0.33				
Volume/Cap:	0.91	0.70	0.70	0.91	0.91	0.53	0.91	0.37	0.78	0.78	0.91	0.91				
Delay/Veh:	46.8	33.8	33.8	64.4	64.4	29.3	51.6	12.5	21.3	47.2	28.6	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:	46.8	33.8	33.8	64.4	64.4	29.3	51.6	12.5	21.3	47.2	28.6	28.6				
LOS by Move:	D	C	C	E	E	C	D	B	C	D	C	C				
HCM2kAvgQ:	9	5	5	8	8	3	8	4	9	5	16	16				

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) PM

Intersection #2: Mariners Island Blvd/East Third Ave



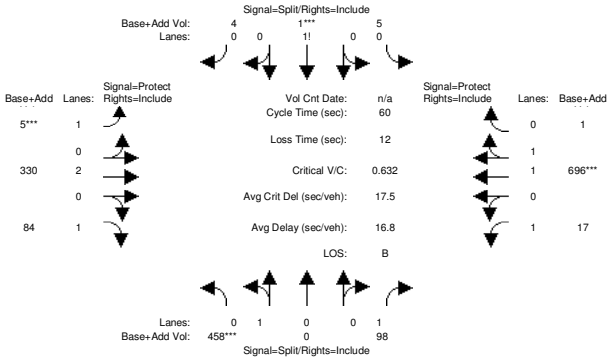
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	334	16	17	11	11	11	18	293	183	21	581	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:	334	16	17	11	11	11	18	293	183	21	581	5				
Added Vol:	129	0	13	0	0	0	0	93	41	82	489	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	463	16	30	11	11	11	18	386	224	103	1070	5				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	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:	493	17	32	12	12	12	19	411	238	110	1138	5				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	493	17	32	12	12	12	19	411	238	110	1138	5				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	493	17	32	12	12	12	19	411	238	110	1138	5				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.95	0.84	0.89	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.95				
Lanes:	1.93	0.07	1.00	0.66	0.67	0.67	1.00	2.00	1.00	1.00	1.99	0.01				
Final Sat.:	3504	121	1599	1125	1125	1125	1805	3610	1615	1805	3590	17				
Capacity Analysis Module:																
Vol/Sat:	0.14	0.14	0.02	0.01	0.01	0.01	0.01	0.11	0.15	0.06	0.32	0.32				
Crit Moves:	****				****		****				****					
Green/Cycle:	0.23	0.23	0.23	0.02	0.02	0.02	0.02	0.39	0.39	0.16	0.53	0.53				
Volume/Cap:	0.60	0.60	0.08	0.60	0.60	0.60	0.60	0.29	0.38	0.38	0.60	0.60				
Delay/Veh:	21.6	21.6	18.0	45.1	45.1	45.1	56.7	12.8	13.6	23.4	10.2	10.2				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	21.6	21.6	18.0	45.1	45.1	45.1	56.7	12.8	13.6	23.4	10.2	10.2				
LOS by Move:	C	C	B	D	D	D	E	B	B	C	B	B				
HCM2kAvgQ:	5	5	1	1	1	1	1	3	3	2	7	7				

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) PM

Intersection #3: Lakeside Dr/East Third Avenue



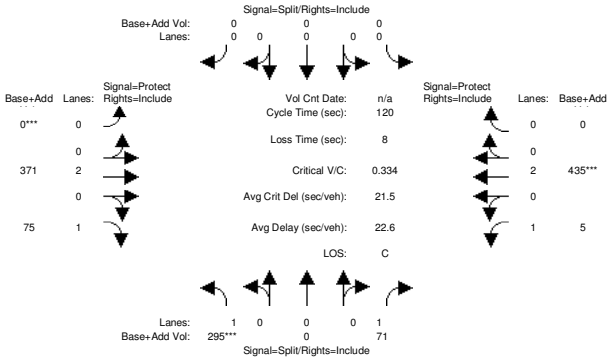
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	0	23	5	1	4	5	283	24	5	443	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	23	5	1	4	5	283	24	5	443	1
Added Vol:	318	0	75	0	0	0	0	47	60	12	253	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	458	0	98	5	1	4	5	330	84	17	696	1
User Adj:	1.00	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:	509	0	109	6	1	4	6	367	93	19	773	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	509	0	109	6	1	4	6	367	93	19	773	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	509	0	109	6	1	4	6	367	93	19	773	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.92	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	0.50	0.10	0.40	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1809	0	1599	877	175	702	1805	3610	1615	1805	3605	5
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.07	0.01	0.01	0.01	0.00	0.10	0.06	0.01	0.21	0.21
Crit Moves:	****				****		****				****	
Green/Cycle:	0.45	0.00	0.45	0.01	0.01	0.01	0.00	0.31	0.31	0.03	0.34	0.34
Volume/Cap:	0.63	0.00	0.15	0.63	0.63	0.63	0.63	0.33	0.19	0.33	0.63	0.63
Delay/Veh:	14.5	0.0	10.0	86.0	86.0	86.0	125.6	16.0	15.2	31.6	17.7	17.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.5	0.0	10.0	86.0	86.0	86.0	125.6	16.0	15.2	31.6	17.7	17.7
LOS by Move:	B	A	B	F	F	F	F	B	B	C	B	B
HCM2kAvgQ:	8	0	1	1	1	1	0	3	1	0	6	6

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) PM

Intersection #4: Marsh Dr/East Third Ave



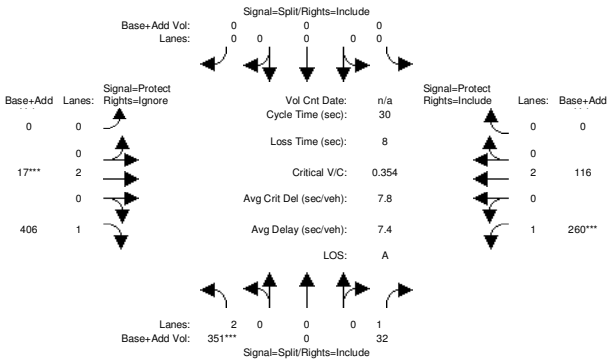
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	0	9	0	0	0	0	304	21	2	417	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	0	9	0	0	0	0	304	21	2	417	0
Added Vol:	248	0	62	0	0	0	0	67	54	3	18	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	0	71	0	0	0	0	371	75	5	435	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	324	0	78	0	0	0	0	408	82	5	478	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	0	78	0	0	0	0	408	82	5	478	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	324	0	78	0	0	0	0	408	82	5	478	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.05	0.00	0.00	0.00	0.00	0.11	0.05	0.00	0.13	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.54	0.00	0.54	0.00	0.00	0.00	0.00	0.39	0.39	0.01	0.40	0.00
Volume/Cap:	0.33	0.00	0.09	0.00	0.00	0.00	0.00	0.29	0.13	0.29	0.33	0.00
Delay/Veh:	15.9	0.0	13.5	0.0	0.0	0.0	0.0	25.6	24.0	67.4	25.4	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:	15.9	0.0	13.5	0.0	0.0	0.0	0.0	25.6	24.0	67.4	25.4	0.0
LOS by Move:	B	A	B	A	A	A	A	C	C	E	C	A
HCM2kAvgQ:	7	0	1	0	0	0	0	5	2	0	6	0

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) PM

Intersection #5: Foster City Blvd/East Third Ave



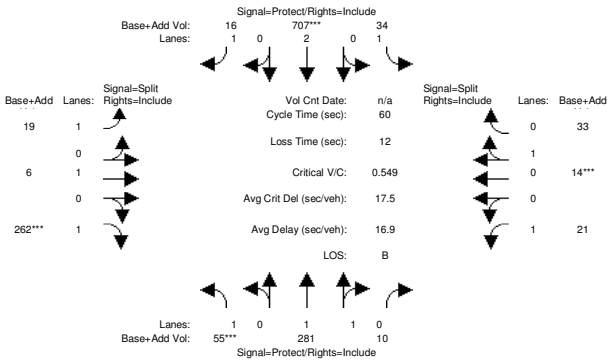
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	0	32	0	0	0	0	17	277	260	116	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	0	32	0	0	0	0	17	277	260	116	0
Added Vol:	21	0	0	0	0	0	0	0	129	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	0	32	0	0	0	0	17	406	260	116	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96
PHF Volume:	366	0	33	0	0	0	0	18	0	271	121	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	366	0	33	0	0	0	0	18	0	271	121	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:	366	0	33	0	0	0	0	18	0	271	121	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	1607	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.03	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.01	0.00	0.42	0.44	0.00
Volume/Cap:	0.35	0.00	0.07	0.00	0.00	0.00	0.00	0.35	0.00	0.35	0.08	0.00
Delay/Veh:	8.5	0.0	7.7	0.0	0.0	0.0	0.0	18.9	0.0	6.1	4.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	0.0	7.7	0.0	0.0	0.0	0.0	18.9	0.0	6.1	4.9	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	1	0	0	0	0	0	0	0	0	2	0	0

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) PM

Intersection #6: Foster City Blvd/Vintage - Chess



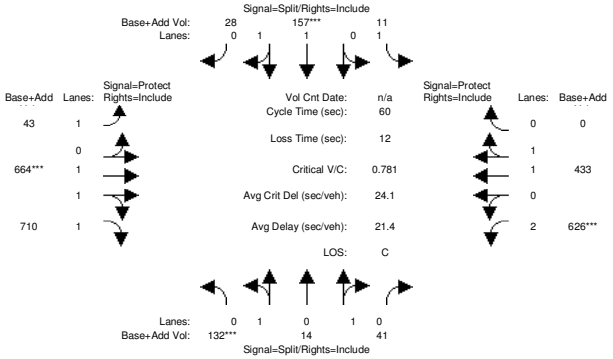
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	36	260	10	34	578	16	19	6	201	21	14	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	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:	19	21	0	0	129	0	0	0	61	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	281	10	34	707	16	19	6	262	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:	60	309	11	37	777	18	21	7	288	23	15	36
Reduct Vol:	0	0	0	0	0	0	0	0	35	0	0	0
Reduced Vol:	60	309	11	37	777	18	21	7	253	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:	60	309	11	37	777	18	21	7	253	23	15	36
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	0.82	0.95	1.00	0.83	0.95	0.90	0.88
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.30	0.70
Final Sat.:	1805	3468	123	1805	3610	1552	1805	1900	1583	1805	502	1184
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.02	0.22	0.01	0.01	0.00	0.16	0.01	0.03	0.03
Crit Moves:	****				****				****		****	
Green/Cycle:	0.06	0.37	0.37	0.09	0.39	0.39	0.29	0.29	0.29	0.06	0.06	0.06
Volume/Cap:	0.55	0.24	0.24	0.24	0.55	0.03	0.04	0.01	0.55	0.23	0.55	0.55
Delay/Veh:	33.1	13.3	13.3	26.4	14.6	11.2	15.3	15.1	19.4	28.3	34.3	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	13.3	13.3	26.4	14.6	11.2	15.3	15.1	19.4	28.3	34.3	34.3
LOS by Move:	C	B	B	C	B	B	B	B	B	C	C	C
HCM2kAvgQ:	2	2	2	1	6	0	0	0	5	1	2	2

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) PM

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	132	9	41	11	157	28	43	625	568	589	408	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:	132	9	41	11	157	28	43	625	568	589	408	0
Added Vol:	0	5	0	0	0	0	0	39	142	37	25	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	14	41	11	157	28	43	664	710	626	433	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	140	15	44	12	167	30	46	706	755	666	461	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	15	44	12	167	30	46	706	755	666	461	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	15	44	12	167	30	46	706	755	666	461	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.88	0.95	0.93	0.93	0.95	0.88	0.86	0.92	0.95	0.95
Lanes:	1.00	0.25	0.75	1.00	1.70	0.30	1.00	1.43	1.57	2.00	2.00	0.00
Final Sat.:	1686	428	1253	1805	2992	534	1805	2387	2553	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.01	0.06	0.06	0.03	0.30	0.30	0.19	0.13	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.11	0.11	0.07	0.07	0.07	0.10	0.38	0.38	0.24	0.52	0.00
Volume/Cap:	0.78	0.33	0.33	0.09	0.78	0.78	0.25	0.78	0.78	0.78	0.25	0.00
Delay/Veh:	40.5	25.1	25.1	26.3	42.0	42.0	25.5	18.7	18.7	25.9	8.0	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:	40.5	25.1	25.1	26.3	42.0	42.0	25.5	18.7	18.7	25.9	8.0	0.0
LOS by Move:	D	C	C	C	D	D	C	B	B	C	A	A
HCM2kAvgQ:	5	1	1	0	4	4	1	9	9	8	3	0

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

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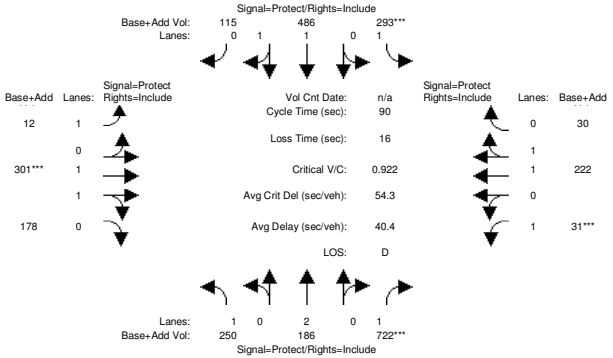
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) PM

Intersection #8: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	246	106	722	184	132	68	9	296	172	31	219	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:	246	106	722	184	132	68	9	296	172	31	219	11
Added Vol:	4	80	0	109	354	47	3	5	6	0	3	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	186	722	293	486	115	12	301	178	31	222	30
User Adj:	1.00	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:	263	196	760	308	512	121	13	317	187	33	234	32
Reduct Vol:	0	0	101	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	196	659	308	512	121	13	317	187	33	234	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	263	196	659	308	512	121	13	317	187	33	234	32
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	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	1.00	1.25	0.75	1.00	1.76	0.24
Final Sat.:	1805	3610	1567	1805	2832	670	1805	2134	1262	1805	3122	422
Capacity Analysis Module:												
Vol/Sat:	0.15	0.05	0.42	0.17	0.18	0.18	0.01	0.15	0.15	0.02	0.07	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.29	0.46	0.46	0.19	0.36	0.36	0.02	0.16	0.16	0.02	0.17	0.17
Volume/Cap:	0.51	0.12	0.92	0.92	0.51	0.51	0.45	0.92	0.92	0.92	0.45	0.45
Delay/Veh:	27.7	14.1	40.3	66.0	23.2	23.2	55.2	58.4	58.4	163.4	34.5	34.5
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:	27.7	14.1	40.3	66.0	23.2	23.2	55.2	58.4	58.4	163.4	34.5	34.5
LOS by Move:	C	B	D	E	C	C	E	E	E	F	C	C
HCM2kAvgQ:	6	2	19	12	8	8	1	11	11	1	3	3

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

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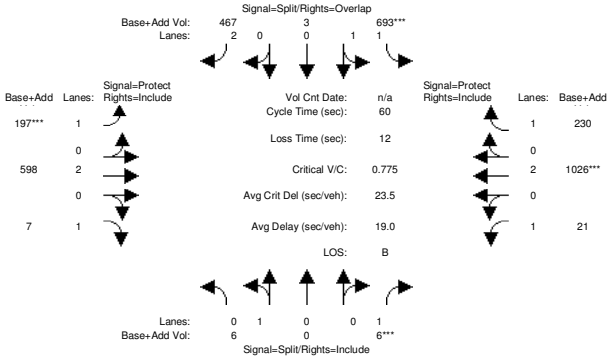
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) PM

Intersection #11: SR 92 Eastbound Ramps/Edgewater Blvd



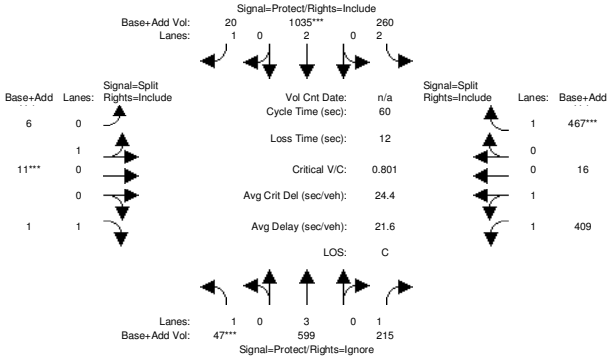
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	0	6	658	3	456	195	481	7	21	844	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	6	658	3	456	195	481	7	21	844	230
Added Vol:	0	0	0	35	0	11	2	117	0	0	182	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	6	693	3	467	197	598	7	21	1026	230
User Adj:	1.00	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:	6	0	6	729	3	492	207	629	7	22	1080	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	6	729	3	492	207	629	7	22	1080	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	6	729	3	492	207	629	7	22	1080	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
Lanes:	1.00	0.00	1.00	1.99	0.01	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1809	0	1588	3606	16	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.20	0.18	0.11	0.17	0.00	0.01	0.30	0.15
Crit Moves:			****	****			****				****	
Green/Cycle:	0.01	0.00	0.01	0.26	0.26	0.41	0.15	0.50	0.50	0.04	0.39	0.39
Volume/Cap:	0.68	0.00	0.78	0.78	0.78	0.44	0.78	0.35	0.01	0.35	0.78	0.40
Delay/Veh:	146.1	0.0	208.1	24.6	24.6	13.0	37.9	9.2	7.6	31.6	19.0	13.8
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:	146.1	0.0	208.1	24.6	24.6	13.0	37.9	9.2	7.6	31.6	19.0	13.8
LOS by Move:	F	A	F	C	C	B	D	A	A	C	B	B
HCM2kAvgQ:	1	0	1	9	9	4	4	4	0	0	10	3

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) PM

Intersection #12: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	580	126	194	948	20	6	11	1	269	16	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	580	126	194	948	20	6	11	1	269	16	305
Added Vol:	0	19	89	66	87	0	0	0	0	140	0	162
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	599	215	260	1035	20	6	11	1	409	16	467
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	49	624	0	271	1078	21	6	11	1	426	17	486
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	624	0	271	1078	21	6	11	1	426	17	486
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	624	0	271	1078	21	6	11	1	426	17	486
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.98	0.98	0.84	0.95	0.95	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.35	0.65	1.00	1.00	1.92	0.08	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	659	1209	1591	3489	136	1594
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.00	0.08	0.30	0.01	0.01	0.01	0.00	0.12	0.12	0.31
Crit Moves:	****				****			****				****
Green/Cycle:	0.03	0.25	0.00	0.16	0.37	0.37	0.01	0.01	0.01	0.38	0.38	0.38
Volume/Cap:	0.80	0.49	0.00	0.49	0.80	0.04	0.80	0.80	0.06	0.32	0.32	0.80
Delay/Veh:	80.0	19.6	0.0	23.7	20.3	12.0	133.0	133	30.5	13.2	13.2	24.0
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:	80.0	19.6	0.0	23.7	20.3	12.0	133.0	133	30.5	13.2	13.2	24.0
LOS by Move:	F	B	A	C	C	B	F	F	C	B	B	C
HCM2kAvgQ:	3	4	0	2	9	0	2	2	0	3	3	11

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

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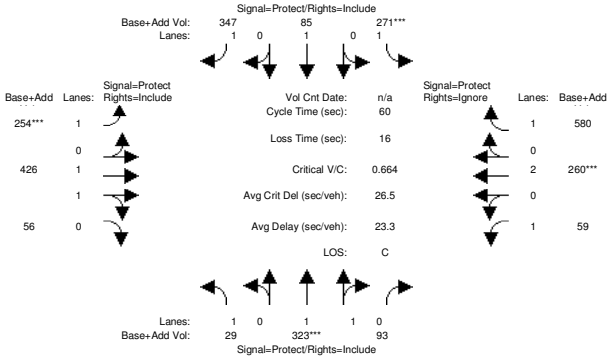
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) PM

Intersection #13: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	323	93	137	85	122	200	325	56	59	183	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	323	93	137	85	122	200	325	56	59	183	550
Added Vol:	0	0	0	134	0	225	54	101	0	0	77	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	323	93	271	85	347	254	426	56	59	260	580
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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.00
PHF Volume:	29	326	94	274	86	351	257	430	57	60	263	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	326	94	274	86	351	257	430	57	60	263	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:	29	326	94	274	86	351	257	430	57	60	263	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.91	0.95	1.00	0.81	0.95	0.93	0.92	0.95	0.95	1.00
Lanes:	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.77	0.23	1.00	2.00	1.00
Final Sat.:	1805	2702	778	1805	1900	1536	1805	3132	412	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.15	0.05	0.23	0.14	0.14	0.14	0.03	0.07	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.03	0.18	0.18	0.23	0.38	0.38	0.21	0.26	0.26	0.06	0.11	0.00
Volume/Cap:	0.60	0.66	0.66	0.66	0.12	0.60	0.66	0.53	0.53	0.53	0.66	0.00
Delay/Veh:	47.2	25.5	25.5	25.1	12.0	16.5	25.9	19.6	19.6	31.8	29.9	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:	47.2	25.5	25.5	25.1	12.0	16.5	25.9	19.6	19.6	31.8	29.9	0.0
LOS by Move:	D	C	C	C	B	B	C	B	B	C	C	A
HCM2kAvgQ:	2	5	5	5	1	5	6	5	5	2	4	0

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

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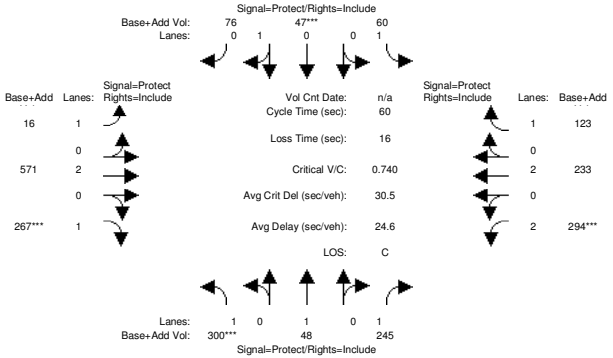
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) PM

Intersection #14: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	286	48	210	60	47	76	16	396	207	268	140	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	48	210	60	47	76	16	396	207	268	140	123
Added Vol:	14	0	35	0	0	0	0	175	60	26	93	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	48	245	60	47	76	16	571	267	294	233	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	330	53	269	66	52	84	18	627	293	323	256	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	53	269	66	52	84	18	627	293	323	256	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	53	269	66	52	84	18	627	293	323	256	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.91	0.90	0.95	0.95	0.82	0.92	0.95	0.81
Lanes:	1.00	1.00	1.00	1.00	0.38	0.62	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1805	1900	1591	1805	654	1058	1805	3610	1552	3502	3610	1536
Capacity Analysis Module:												
Vol/Sat:	0.18	0.03	0.17	0.04	0.08	0.08	0.01	0.17	0.19	0.09	0.07	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.25	0.29	0.29	0.06	0.11	0.11	0.04	0.26	0.26	0.12	0.34	0.34
Volume/Cap:	0.74	0.10	0.58	0.58	0.74	0.74	0.26	0.68	0.74	0.74	0.21	0.26
Delay/Veh:	27.3	15.6	20.1	34.8	40.9	40.9	30.0	22.2	27.8	32.0	14.1	14.5
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:	27.3	15.6	20.1	34.8	40.9	40.9	30.0	22.2	27.8	32.0	14.1	14.5
LOS by Move:	C	B	C	C	D	D	C	C	C	C	B	B
HCM2kAvgQ:	8	1	5	2	4	4	1	7	7	3	2	2

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

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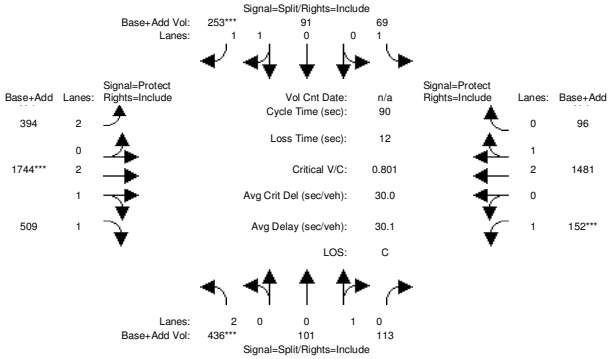
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) PM

Intersection #17: Norfolk Street/East Hillshade 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	436	101	113	69	91	253	394	1686	509	152	1380	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	436	101	113	69	91	253	394	1686	509	152	1380	96
Added Vol:	0	0	0	0	0	0	0	58	0	0	101	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	101	113	69	91	253	394	1744	509	152	1481	96
User Adj:	1.00	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:	459	106	119	73	96	266	415	1836	536	160	1559	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	106	119	73	96	266	415	1836	536	160	1559	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	459	106	119	73	96	266	415	1836	536	160	1559	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.91	0.95	0.89	0.88	0.92	0.88	0.87	0.95	0.90	0.90
Lanes:	2.00	0.47	0.53	1.00	0.52	1.48	2.00	3.00	1.00	1.00	2.82	0.18
Final Sat.:	3502	821	918	1805	886	2463	3502	5011	1648	1805	4826	313
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.04	0.11	0.11	0.12	0.37	0.33	0.09	0.32	0.32
Crit Moves:	****					****		****		****		
Green/Cycle:	0.16	0.16	0.16	0.13	0.13	0.13	0.15	0.46	0.46	0.11	0.42	0.42
Volume/Cap:	0.80	0.79	0.79	0.30	0.80	0.80	0.78	0.80	0.71	0.80	0.78	0.78
Delay/Veh:	44.1	50.1	50.1	35.8	47.6	47.6	43.8	22.5	20.4	59.2	24.6	24.6
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:	44.1	50.1	50.1	35.8	47.6	47.6	43.8	22.5	20.4	59.2	24.6	24.6
LOS by Move:	D	D	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	9	8	8	2	7	7	6	17	13	5	15	15

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

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Level Of Service Computation Report
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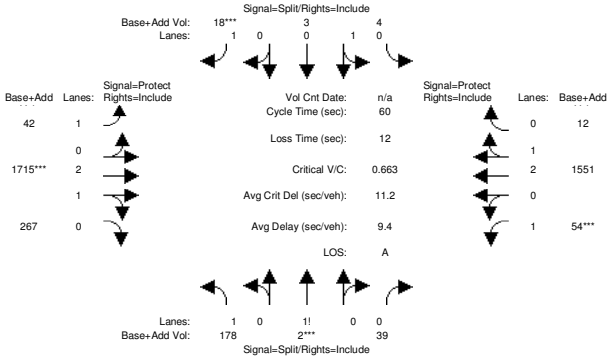
Background Plus Proposed Project (Lakeside Drive Open) PM

Intersection #18: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	178	2	39	4	3	18	42	1657	267	54	1450	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	2	39	4	3	18	42	1657	267	54	1450	12
Added Vol:	0	0	0	0	0	0	0	58	0	0	101	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	2	39	4	3	18	42	1715	267	54	1551	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	189	2	41	4	3	19	45	1824	284	57	1650	13
Reduct Vol:	0	0	0	0	0	10	0	0	0	0	0	0
Reduced Vol:	189	2	41	4	3	9	45	1824	284	57	1650	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	2	41	4	3	9	45	1824	284	57	1650	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.93	0.97	0.97	0.84	0.95	0.89	0.89	0.95	0.91	0.91
Lanes:	1.68	0.02	0.30	0.57	0.43	1.00	1.00	2.59	0.41	1.00	2.98	0.02
Final Sat.:	2992	27	533	1055	791	1591	1805	4395	684	1805	5142	40
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.00	0.00	0.01	0.02	0.42	0.42	0.03	0.32	0.32
Crit Moves:		****				****		****		****		
Green/Cycle:	0.12	0.12	0.12	0.01	0.01	0.01	0.05	0.63	0.63	0.05	0.63	0.63
Volume/Cap:	0.54	0.66	0.66	0.47	0.47	0.66	0.51	0.66	0.66	0.66	0.51	0.51
Delay/Veh:	26.3	30.1	30.1	49.5	49.5	110.4	33.0	7.7	7.7	45.7	6.3	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.3	30.1	30.1	49.5	49.5	110.4	33.0	7.7	7.7	45.7	6.3	6.3
LOS by Move:	C	C	C	D	D	F	C	A	A	D	A	A
HCM2kAvgQ:	3	4	4	1	1	1	1	9	9	1	6	6

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

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Level Of Service Computation Report
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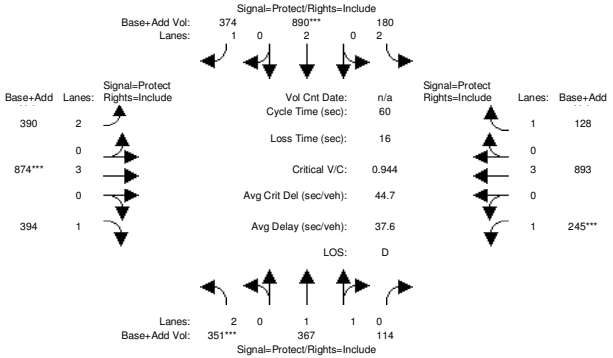
Background Plus Proposed Project (Lakeside Drive Open) PM

Intersection #19: Edgewater Blvd/East Hillsdale Blvd



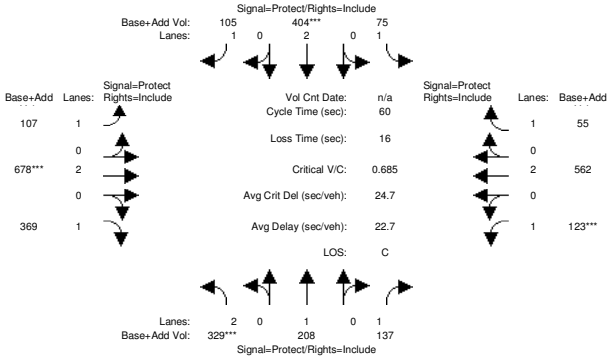
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	351	312	109	176	762	279	341	865	394	239	887	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	312	109	176	762	279	341	865	394	239	887	124
Added Vol:	0	55	5	4	128	95	49	9	0	6	6	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	367	114	180	890	374	390	874	394	245	893	128
User Adj:	1.00	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:	373	390	121	191	947	398	415	930	419	261	950	136
Reduct Vol:	0	0	0	0	0	0	0	0	204	0	0	0
Reduced Vol:	373	390	121	191	947	398	415	930	215	261	950	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	373	390	121	191	947	398	415	930	215	261	950	136
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	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.52	0.48	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2653	824	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.15	0.05	0.26	0.25	0.12	0.18	0.14	0.14	0.18	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.28	0.28	0.11	0.28	0.28	0.13	0.19	0.19	0.15	0.21	0.21
Volume/Cap:	0.94	0.52	0.52	0.52	0.94	0.90	0.88	0.94	0.71	0.94	0.88	0.41
Delay/Veh:	57.7	18.5	18.5	26.6	37.9	41.5	42.7	40.9	30.6	64.4	31.6	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:	57.7	18.5	18.5	26.6	37.9	41.5	42.7	40.9	30.6	64.4	31.6	21.4
LOS by Move:	E	B	B	C	D	D	D	D	C	E	C	C
HCM2kAvgQ:	7	5	5	3	14	11	4	8	4	6	7	2

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) PM

Intersection #20: Shell Blvd/East Hillsdale Blvd



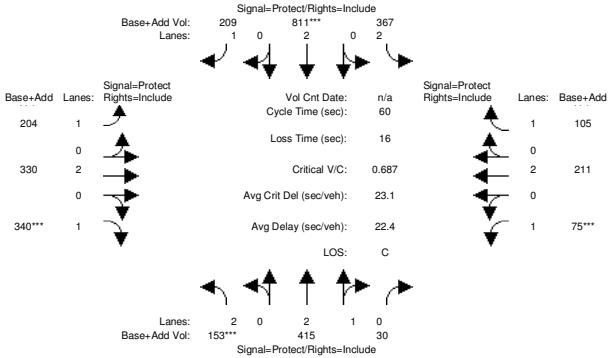
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	329	175	135	75	328	91	87	665	369	121	549	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	175	135	75	328	91	87	665	369	121	549	55
Added Vol:	0	33	2	0	76	14	20	13	0	2	13	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	208	137	75	404	105	107	678	369	123	562	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	358	226	149	82	439	114	116	737	401	134	611	60
Reduct Vol:	0	0	0	0	0	0	0	0	152	0	0	0
Reduced Vol:	358	226	149	82	439	114	116	737	249	134	611	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	358	226	149	82	439	114	116	737	249	134	611	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.09	0.05	0.12	0.07	0.06	0.20	0.16	0.07	0.17	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.24	0.24	0.09	0.18	0.18	0.11	0.30	0.30	0.11	0.29	0.29
Volume/Cap:	0.68	0.50	0.40	0.50	0.68	0.40	0.57	0.68	0.53	0.68	0.57	0.13
Delay/Veh:	27.9	20.7	20.0	28.5	26.2	22.8	29.3	20.4	18.6	35.4	18.8	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.9	20.7	20.0	28.5	26.2	22.8	29.3	20.4	18.6	35.4	18.8	15.7
LOS by Move:	C	C	B	C	C	C	C	C	B	D	B	B
HCM2kAvgQ:	3	4	2	2	6	2	2	6	4	4	6	1

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) PM

Intersection #21: Foster City Boulevard/East Hillsdale Blvd



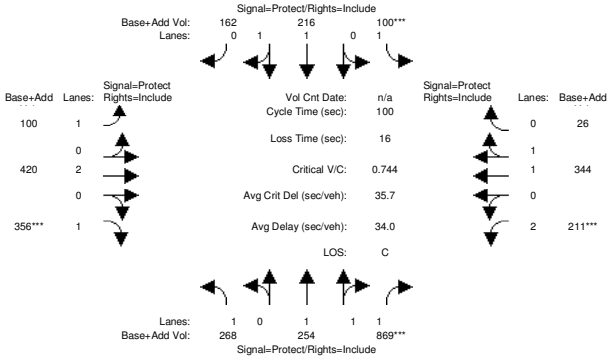
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	390	30	339	741	203	198	327	336	75	208	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	390	30	339	741	203	198	327	336	75	208	100
Added Vol:	3	25	0	28	70	6	6	3	4	0	3	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	415	30	367	811	209	204	330	340	75	211	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	165	446	32	395	872	225	219	355	366	81	227	113
Reduct Vol:	0	0	0	0	0	0	0	0	94	0	0	0
Reduced Vol:	165	446	32	395	872	225	219	355	272	81	227	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	446	32	395	872	225	219	355	272	81	227	113
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.80	0.20	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4789	346	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.11	0.24	0.14	0.12	0.10	0.17	0.04	0.06	0.07
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.19	0.19	0.23	0.35	0.35	0.20	0.25	0.25	0.07	0.12	0.12
Volume/Cap:	0.69	0.49	0.49	0.49	0.69	0.40	0.61	0.40	0.69	0.69	0.54	0.61
Delay/Veh:	35.4	22.1	22.1	20.5	18.2	15.2	25.1	19.1	25.5	43.2	26.5	31.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	22.1	22.1	20.5	18.2	15.2	25.1	19.1	25.5	43.2	26.5	31.3
LOS by Move:	D	C	C	C	B	B	C	B	C	D	C	C
HCM2kAvgQ:	2	3	3	3	7	3	5	3	6	2	2	2

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) PM

Intersection #22: Mariners Island Blvd/Fashion Island blvd



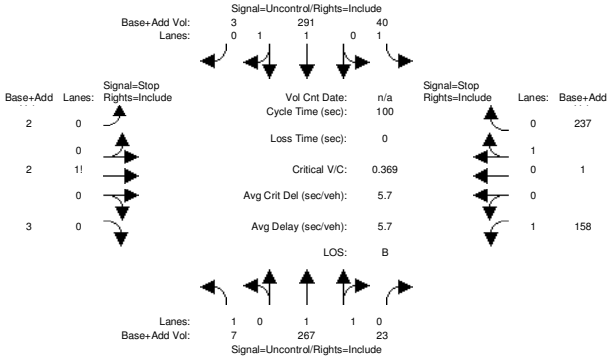
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	252	226	720	70	129	125	94	418	338	196	338	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	226	720	70	129	125	94	418	338	196	338	22
Added Vol:	16	28	149	30	87	37	6	2	18	15	6	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	254	869	100	216	162	100	420	356	211	344	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	254	869	100	216	162	100	420	356	211	344	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	254	869	100	216	162	100	420	356	211	344	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	254	869	100	216	162	100	420	356	211	344	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.84	0.81	0.95	0.89	0.88	0.95	0.95	0.83	0.92	0.94	0.94
Lanes:	1.00	1.00	2.00	1.00	1.14	0.86	1.00	2.00	1.00	2.00	1.86	0.14
Final Sat.:	1805	1596	3076	1805	1921	1441	1805	3610	1570	3502	3322	251
Capacity Analysis Module:												
Vol/Sat:	0.15	0.16	0.28	0.06	0.11	0.11	0.06	0.12	0.23	0.06	0.10	0.10
Crit Moves:			****	****					****	****		
Green/Cycle:	0.26	0.38	0.38	0.07	0.20	0.20	0.13	0.30	0.30	0.08	0.25	0.25
Volume/Cap:	0.57	0.42	0.74	0.74	0.57	0.57	0.41	0.38	0.74	0.74	0.41	0.41
Delay/Veh:	34.0	23.0	28.9	65.3	37.7	37.7	40.8	27.6	37.5	55.1	31.6	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.0	23.0	28.9	65.3	37.7	37.7	40.8	27.6	37.5	55.1	31.6	31.6
LOS by Move:	C	C	C	E	D	D	D	C	D	E	C	C
HCM2kAvgQ:	7	6	12	5	6	6	3	5	11	4	5	5

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) PM

Intersection #23: Mariners Island Blvd/Reef Drive

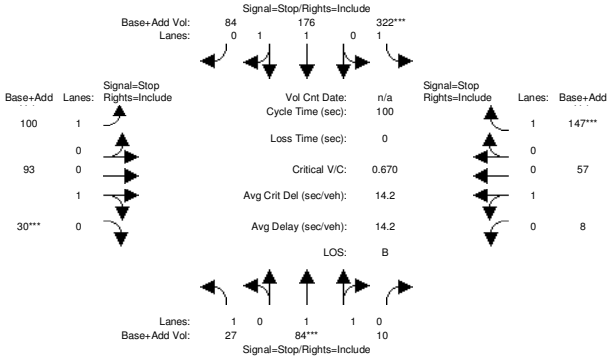



```
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       7  234    13     8  199     3     2    2     3    96    1   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:    7  234    13     8  199     3     2    2     3    96    1   135
Added Vol:      0   33    10    32   92     0     0    0     0    62    0   102
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    7  267    23    40  291     3     2    2     3   158    1   237
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     7  267    23    40  291     3     2    2     3   158    1   237
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    7  267    23    40  291     3     2    2     3   158    1   237
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  294 xxxx xxxxx   290 xxxx xxxxx   521  677   147   519  667   145
Potent Cap.: 1279 xxxx xxxxx  1283 xxxx xxxxx   443  377   880   444  382   882
Move Cap.:   1279 xxxx xxxxx  1283 xxxx xxxxx   314  364   880   429  368   882
Volume/Cap:  0.01 xxxx  xxxx  0.03 xxxx  xxxx  0.01 0.01  0.00  0.37 0.00  0.27
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx   1.7 xxxx xxxxx
Control Del:  7.8 xxxx xxxxx   7.9 xxxx xxxxx xxxxx xxxx xxxxx  18.2 xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     C    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  458 xxxxx  xxxx xxxx   877
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.0 xxxxx xxxxx xxxx   1.1
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.0 xxxxx xxxxx xxxx  10.6
Shared LOS:     *    *     *     *    *     *     *    B     *     *    *     B
ApproachDel:    xxxxxx            xxxxxx             13.0            13.7
ApproachLOS:         *                 *                B               B
Note: Queue reported is the number of cars per lane.
```


Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Background Plus Proposed Project (Lakeside Drive Open) PM

Intersection #24: Foster City Blvd/Marlin Ave



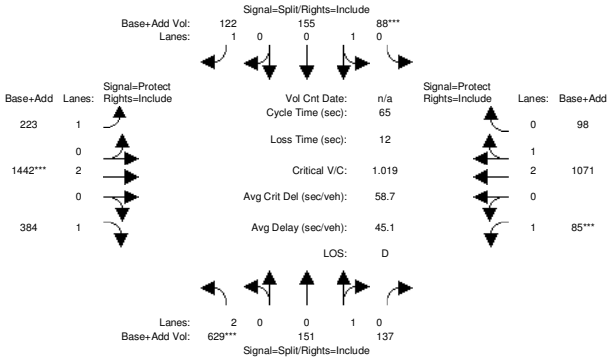

```
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Min. Green:     0    0     0     0    0     0     0    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      27   84    10   299  176    84   100   93    30     8   57   136
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   27   84    10   299  176    84   100   93    30     8   57   136
Added Vol:      0    0     0    23    0     0     0    0     0     0    0    11
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   27   84    10   322  176    84   100   93    30     8   57   147
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     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:    29   89    11   343  187    89   106   99    32     9   61   156
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   29   89    11   343  187    89   106   99    32     9   61   156
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   29   89    11   343  187    89   106   99    32     9   61   156
------------|---------------||---------------||---------------||---------------|
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 1.79  0.21  1.00 1.35  0.65  1.00 0.76  0.24  0.12 0.88  1.00
Final Sat.:   423  811    97   511  751   378   465  385   124    60  427   546
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.11  0.11  0.67 0.25  0.24  0.23 0.26  0.26  0.14 0.14  0.29
Crit Moves:       ****         ****                     ****               ****
Delay/Veh:   11.2 10.9  10.8  22.0 11.0  10.4  12.1 11.6  11.6  10.8 10.8  11.2
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:  11.2 10.9  10.8  22.0 11.0  10.4  12.1 11.6  11.6  10.8 10.8  11.2
LOS by Move:    B    B     B     C    B     B     B    B     B     B    B     B
ApproachDel:      11.0             17.0             11.8             11.1
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       11.0             17.0             11.8             11.1
LOS by Appr:         B                C                B                B
AllWayAvgQ:    0.1  0.1   0.1   1.8  0.3   0.3   0.3  0.3   0.3   0.1  0.1   0.3
Note: Queue reported is the number of cars per lane.
```

CUMULATIVE AND CUMULATIVE PLUS PROJECT CONDITIONS

Gilead Sciences
SF12-0606

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

Intersection #1: Norfolk St/East Third Ave



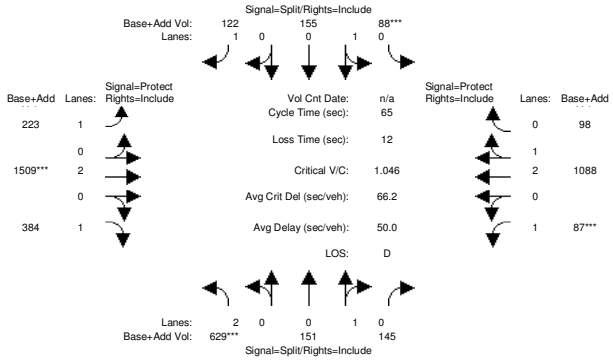
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	629	151	66	88	155	122	223	801	384	70	960	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:	629	151	66	88	155	122	223	801	384	70	960	98				
Added Vol:	0	0	71	0	0	0	0	641	0	15	111	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	629	151	137	88	155	122	223	1442	384	85	1071	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:	691	166	151	97	170	134	245	1585	422	93	1177	108				
Reduct Vol:	0	0	0	0	0	0	0	0	140	0	0	0				
Reduced Vol:	691	166	151	97	170	134	245	1585	282	93	1177	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:	691	166	151	97	170	134	245	1585	282	93	1177	108				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.93	0.92	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.89				
Lanes:	2.00	0.52	0.48	0.36	0.64	1.00	1.00	2.00	1.00	1.00	2.75	0.25				
Final Sat.:	3502	922	836	676	1190	1589	1805	3610	1546	1805	4689	429				
Capacity Analysis Module:																
Vol/Sat:	0.20	0.18	0.18	0.14	0.14	0.08	0.14	0.44	0.18	0.05	0.25	0.25				
Crit Moves:	****			****				****		****						
Green/Cycle:	0.19	0.19	0.19	0.14	0.14	0.14	0.17	0.43	0.43	0.05	0.31	0.31				
Volume/Cap:	1.02	0.93	0.93	1.02	1.02	0.60	0.80	1.02	0.42	1.02	0.80	0.80				
Delay/Veh:	65.7	57.0	57.0	88.6	88.6	30.7	40.2	46.3	13.3	130.2	23.6	23.6				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	65.7	57.0	57.0	88.6	88.6	30.7	40.2	46.3	13.3	130.2	23.6	23.6				
LOS by Move:	E	E	E	F	F	C	D	D	B	F	C	C				
HCM2kAvgQ:	14	11	11	11	11	4	5	23	4	5	11	11				

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project AM

Intersection #1: Norfolk St/East Third Ave



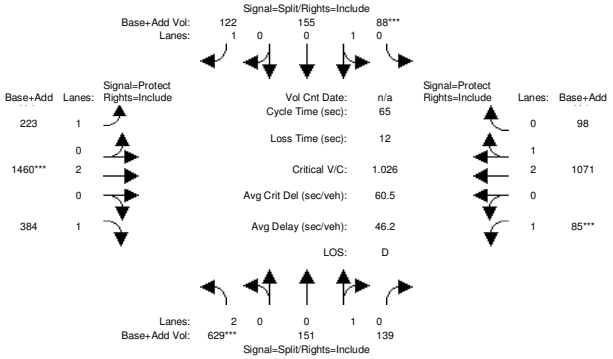
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	629	151	66	88	155	122	223	801	384	70	960	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:	629	151	66	88	155	122	223	801	384	70	960	98				
Added Vol:	0	0	79	0	0	0	0	708	0	17	128	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	629	151	145	88	155	122	223	1509	384	87	1088	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:	691	166	159	97	170	134	245	1658	422	96	1196	108				
Reduct Vol:	0	0	0	0	0	0	0	0	140	0	0	0				
Reduced Vol:	691	166	159	97	170	134	245	1658	282	96	1196	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:	691	166	159	97	170	134	245	1658	282	96	1196	108				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.93	0.92	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.90				
Lanes:	2.00	0.51	0.49	0.36	0.64	1.00	1.00	2.00	1.00	1.00	2.75	0.25				
Final Sat.:	3502	895	859	676	1190	1589	1805	3610	1546	1805	4700	423				
Capacity Analysis Module:																
Vol/Sat:	0.20	0.19	0.19	0.14	0.14	0.08	0.14	0.46	0.18	0.05	0.25	0.25				
Crit Moves:	****			****				****		****						
Green/Cycle:	0.19	0.19	0.19	0.14	0.14	0.14	0.17	0.44	0.44	0.05	0.32	0.32				
Volume/Cap:	1.05	0.98	0.98	1.05	1.05	0.62	0.80	1.05	0.42	1.05	0.80	0.80				
Delay/Veh:	74.0	70.9	70.9	96.9	96.9	31.7	39.4	53.9	12.9	138.0	23.0	23.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	74.0	70.9	70.9	96.9	96.9	31.7	39.4	53.9	12.9	138.0	23.0	23.0				
LOS by Move:	E	E	E	F	F	C	D	D	B	F	C	C				
HCM2kAvgQ:	14	12	12	11	11	4	5	25	4	5	11	11				

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A AM

Intersection #1: Norfolk St/East Third Ave



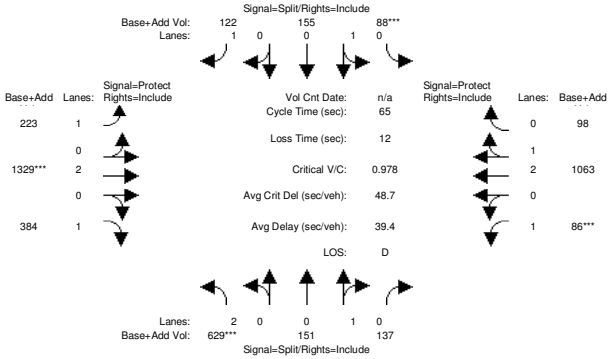
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	629	151	66	88	155	122	223	801	384	70	960	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	629	151	66	88	155	122	223	801	384	70	960	98
Added Vol:	0	0	73	0	0	0	0	659	0	15	111	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	629	151	139	88	155	122	223	1460	384	85	1071	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:	691	166	153	97	170	134	245	1604	422	93	1177	108
Reduct Vol:	0	0	0	0	0	0	0	0	140	0	0	0
Reduced Vol:	691	166	153	97	170	134	245	1604	282	93	1177	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:	691	166	153	97	170	134	245	1604	282	93	1177	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.89
Lanes:	2.00	0.52	0.48	0.36	0.64	1.00	1.00	2.00	1.00	1.00	2.75	0.25
Final Sat.:	3502	914	842	676	1190	1589	1805	3610	1546	1805	4689	429
Capacity Analysis Module:												
Vol/Sat:	0.20	0.18	0.18	0.14	0.14	0.08	0.14	0.44	0.18	0.05	0.25	0.25
Crit Moves:	****			****				****		****		
Green/Cycle:	0.19	0.19	0.19	0.14	0.14	0.14	0.17	0.43	0.43	0.05	0.31	0.31
Volume/Cap:	1.03	0.94	0.94	1.03	1.03	0.60	0.80	1.03	0.42	1.03	0.80	0.80
Delay/Veh:	67.7	60.3	60.3	90.7	90.7	31.0	39.8	48.1	13.2	132.5	23.4	23.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.7	60.3	60.3	90.7	90.7	31.0	39.8	48.1	13.2	132.5	23.4	23.4
LOS by Move:	E	E	E	F	F	C	D	D	B	F	C	C
HCM2kAvgQ:	14	11	11	11	11	4	5	24	4	5	11	11

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B AM

Intersection #1: Norfolk St/East Third Ave



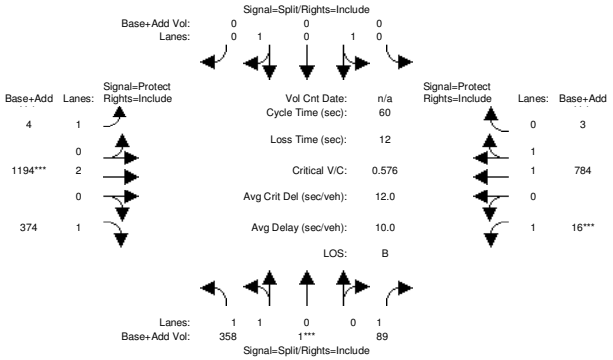
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	629	151	66	88	155	122	223	801	384	70	960	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	629	151	66	88	155	122	223	801	384	70	960	98
Added Vol:	0	0	71	0	0	0	0	528	0	16	103	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	629	151	137	88	155	122	223	1329	384	86	1063	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:	691	166	151	97	170	134	245	1460	422	95	1168	108
Reduct Vol:	0	0	0	0	0	0	0	0	140	0	0	0
Reduced Vol:	691	166	151	97	170	134	245	1460	282	95	1168	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:	691	166	151	97	170	134	245	1460	282	95	1168	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.89
Lanes:	2.00	0.52	0.48	0.36	0.64	1.00	1.00	2.00	1.00	1.00	2.75	0.25
Final Sat.:	3502	922	836	676	1190	1589	1805	3610	1546	1805	4686	432
Capacity Analysis Module:												
Vol/Sat:	0.20	0.18	0.18	0.14	0.14	0.08	0.14	0.40	0.18	0.05	0.25	0.25
Crit Moves:	****			****				****		****		
Green/Cycle:	0.20	0.20	0.20	0.15	0.15	0.15	0.16	0.41	0.41	0.05	0.30	0.30
Volume/Cap:	0.98	0.89	0.89	0.98	0.98	0.58	0.82	0.98	0.44	0.98	0.82	0.82
Delay/Veh:	54.1	48.7	48.7	75.8	75.8	29.4	43.1	37.0	14.2	114.8	24.8	24.8
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:	54.1	48.7	48.7	75.8	75.8	29.4	43.1	37.0	14.2	114.8	24.8	24.8
LOS by Move:	D	D	D	E	E	C	D	D	B	F	C	C
HCM2kAvgQ:	13	10	10	10	10	3	5	19	4	5	11	11

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

Gilead Sciences
SF12-0606

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

Intersection #2: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	312	1	15	0	0	0	4	599	257	6	701	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	1	15	0	0	0	4	599	257	6	701	3
Added Vol:	46	0	74	0	0	0	0	595	117	10	83	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	1	89	0	0	0	4	1194	374	16	784	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	369	1	92	0	0	0	4	1231	386	16	808	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	1	92	0	0	0	4	1231	386	16	808	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	369	1	92	0	0	0	4	1231	386	16	808	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.85	0.95	0.95	0.95	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.99	0.01	1.00	0.00	0.00	2.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3335	9	1612	0	0	3610	1805	3610	1615	1805	3593	14
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.06	0.00	0.00	0.00	0.00	0.34	0.24	0.01	0.22	0.22
Crit Moves:		****						****		****		
Green/Cycle:	0.19	0.19	0.19	0.00	0.00	0.00	0.01	0.59	0.59	0.02	0.60	0.60
Volume/Cap:	0.58	0.58	0.30	0.00	0.00	0.00	0.37	0.58	0.40	0.58	0.37	0.37
Delay/Veh:	23.3	23.3	21.3	0.0	0.0	0.0	49.7	8.0	6.8	55.0	6.2	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.3	23.3	21.3	0.0	0.0	0.0	49.7	8.0	6.8	55.0	6.2	6.2
LOS by Move:	C	C	C	A	A	A	D	A	A	E	A	A
HCM2kAvgQ:	4	4	2	0	0	0	0	8	4	0	4	4

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

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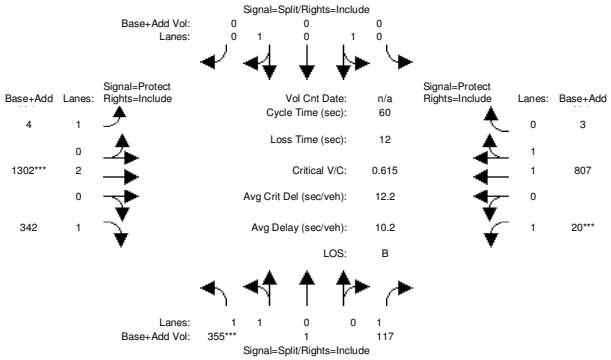
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project AM

Intersection #2: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	312	1	15	0	0	0	4	599	257	6	701	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	1	15	0	0	0	4	599	257	6	701	3
Added Vol:	43	0	102	0	0	0	0	703	85	14	106	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	355	1	117	0	0	0	4	1302	342	20	807	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	366	1	121	0	0	0	4	1342	353	21	832	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	366	1	121	0	0	0	4	1342	353	21	832	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	366	1	121	0	0	0	4	1342	353	21	832	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.85	0.95	0.95	0.95	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.99	0.01	1.00	0.00	0.00	2.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3361	9	1611	0	0	3610	1805	3610	1615	1805	3593	13
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.07	0.00	0.00	0.00	0.00	0.37	0.22	0.01	0.23	0.23
Crit Moves:	****							****		****		
Green/Cycle:	0.18	0.18	0.18	0.00	0.00	0.00	0.01	0.60	0.60	0.02	0.62	0.62
Volume/Cap:	0.62	0.62	0.42	0.00	0.00	0.00	0.38	0.62	0.36	0.62	0.38	0.38
Delay/Veh:	24.7	24.7	23.0	0.0	0.0	0.0	49.9	8.0	6.2	58.9	5.8	5.8
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:	24.7	24.7	23.0	0.0	0.0	0.0	49.9	8.0	6.2	58.9	5.8	5.8
LOS by Move:	C	C	C	A	A	A	D	A	A	E	A	A
HCM2kAvgQ:	4	4	2	0	0	0	0	9	4	0	4	4

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

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Gilead Sciences
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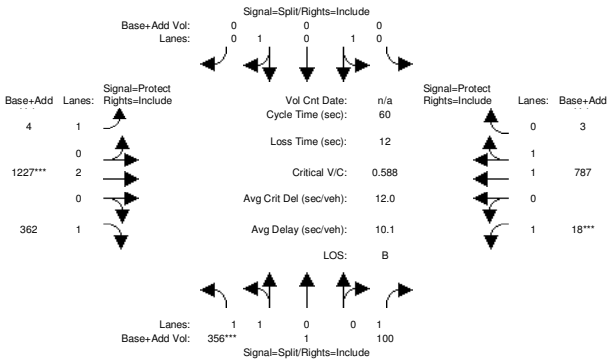
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A AM

Intersection #2: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	312	1	15	0	0	0	4	599	257	6	701	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	1	15	0	0	0	4	599	257	6	701	3
Added Vol:	44	0	85	0	0	0	0	628	105	12	86	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	356	1	100	0	0	0	4	1227	362	18	787	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	367	1	103	0	0	0	4	1265	373	19	811	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	367	1	103	0	0	0	4	1265	373	19	811	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	367	1	103	0	0	0	4	1265	373	19	811	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.85	0.95	0.95	0.95	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.99	0.01	1.00	0.00	0.00	2.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3346	9	1612	0	0	3610	1805	3610	1615	1805	3593	14
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.06	0.00	0.00	0.00	0.00	0.35	0.23	0.01	0.23	0.23
Crit Moves:	****							****		****		
Green/Cycle:	0.19	0.19	0.19	0.00	0.00	0.00	0.01	0.60	0.60	0.02	0.61	0.61
Volume/Cap:	0.59	0.59	0.34	0.00	0.00	0.00	0.37	0.59	0.39	0.59	0.37	0.37
Delay/Veh:	23.8	23.8	21.9	0.0	0.0	0.0	49.5	8.0	6.6	55.0	6.1	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	23.8	21.9	0.0	0.0	0.0	49.5	8.0	6.6	55.0	6.1	6.1
LOS by Move:	C	C	C	A	A	A	D	A	A	E	A	A
HCM2kAvgQ:	4	4	2	0	0	0	0	8	4	0	4	4

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

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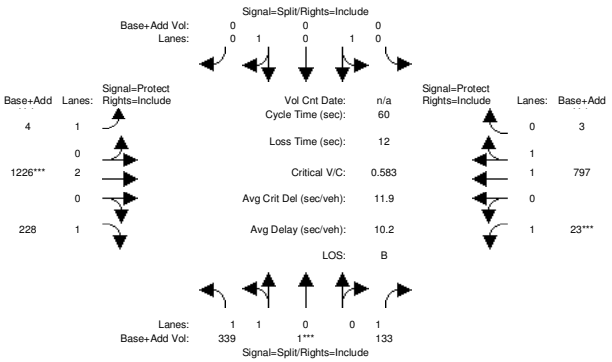
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B AM

Intersection #2: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	312	1	15	0	0	0	4	599	257	6	701	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	1	15	0	0	0	4	599	257	6	701	3
Added Vol:	27	0	118	0	0	0	0	627	-29	17	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	339	1	133	0	0	0	4	1226	228	23	797	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	349	1	137	0	0	0	4	1264	235	24	822	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	1	137	0	0	0	4	1264	235	24	822	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	349	1	137	0	0	0	4	1264	235	24	822	3
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.85	0.95	0.95	0.95	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.99	0.01	1.00	0.00	0.00	2.00	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3380	10	1611	0	0	3610	1805	3610	1615	1805	3593	14
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.09	0.00	0.00	0.00	0.00	0.35	0.15	0.01	0.23	0.23
Crit Moves:		****						****		****		
Green/Cycle:	0.18	0.18	0.18	0.00	0.00	0.00	0.01	0.60	0.60	0.02	0.62	0.62
Volume/Cap:	0.58	0.58	0.48	0.00	0.00	0.00	0.37	0.58	0.24	0.58	0.37	0.37
Delay/Veh:	24.1	24.1	23.5	0.0	0.0	0.0	49.3	7.8	5.7	48.9	5.8	5.8
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:	24.1	24.1	23.5	0.0	0.0	0.0	49.3	7.8	5.7	48.9	5.8	5.8
LOS by Move:	C	C	C	A	A	A	D	A	A	D	A	A
HCM2kAvgQ:	4	4	3	0	0	0	0	8	2	0	4	4

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

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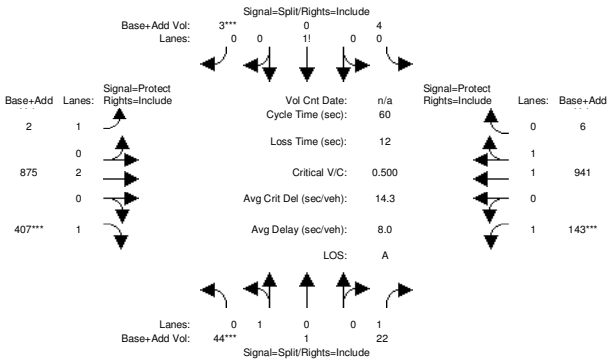
Gilead Sciences
SF12-0606

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

Intersection #3: Lakeside Dr/East Third Avenue



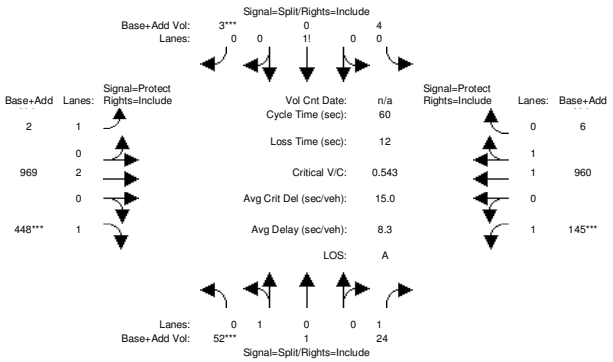
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	1	6	4	0	3	2	447	166	23	880	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1	6	4	0	3	2	447	166	23	880	6
Added Vol:	33	0	16	0	0	0	0	428	241	120	61	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	1	22	4	0	3	2	875	407	143	941	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	49	1	24	4	0	3	2	972	452	159	1046	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1	24	4	0	3	2	972	452	159	1046	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1	24	4	0	3	2	972	452	159	1046	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.92	1.00	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	0.98	0.02	1.00	0.57	0.00	0.43	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1770	40	1599	994	0	746	1805	3610	1615	1805	3584	23
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.02	0.00	0.00	0.00	0.00	0.27	0.28	0.09	0.29	0.29
Crit Moves:	****					****			****	****		
Green/Cycle:	0.06	0.06	0.06	0.01	0.00	0.01	0.00	0.56	0.56	0.18	0.73	0.73
Volume/Cap:	0.50	0.50	0.28	0.50	0.00	0.50	0.40	0.48	0.50	0.50	0.40	0.40
Delay/Veh:	31.4	31.4	28.9	52.7	0.0	52.7	70.6	8.1	8.5	23.6	3.1	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.4	31.4	28.9	52.7	0.0	52.7	70.6	8.1	8.5	23.6	3.1	3.1
LOS by Move:	C	C	C	D	A	D	E	A	A	C	A	A
HCM2kAvgQ:	2	2	1	1	0	1	0	6	5	3	4	4

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project AM

Intersection #3: Lakeside Dr/East Third Avenue



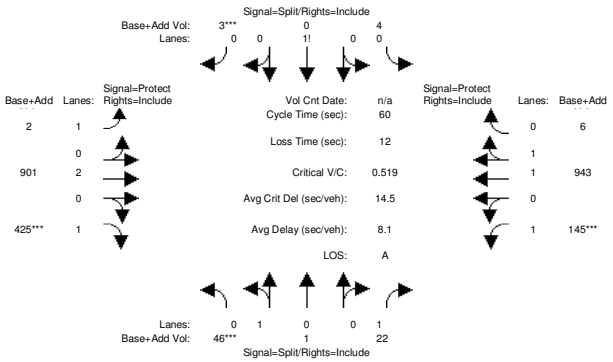
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	1	6	4	0	3	2	447	166	23	880	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1	6	4	0	3	2	447	166	23	880	6
Added Vol:	41	0	18	0	0	0	0	522	282	122	80	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	52	1	24	4	0	3	2	969	448	145	960	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	58	1	27	4	0	3	2	1077	498	161	1067	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1	27	4	0	3	2	1077	498	161	1067	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	1	27	4	0	3	2	1077	498	161	1067	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.92	1.00	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	0.98	0.02	1.00	0.57	0.00	0.43	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1777	34	1599	994	0	746	1805	3610	1615	1805	3584	22
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.02	0.00	0.00	0.00	0.00	0.30	0.31	0.09	0.30	0.30
Crit Moves:	****					****			****	****		
Green/Cycle:	0.06	0.06	0.06	0.01	0.00	0.01	0.00	0.57	0.57	0.16	0.73	0.73
Volume/Cap:	0.54	0.54	0.28	0.54	0.00	0.54	0.41	0.53	0.54	0.54	0.41	0.41
Delay/Veh:	33.0	33.0	28.6	66.3	0.0	66.3	73.1	8.2	8.8	25.1	3.2	3.2
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:	33.0	33.0	28.6	66.3	0.0	66.3	73.1	8.2	8.8	25.1	3.2	3.2
LOS by Move:	C	C	C	E	A	E	E	A	A	C	A	A
HCM2kAvgQ:	2	2	1	1	0	1	0	6	6	3	4	4

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A AM

Intersection #3: Lakeside Dr/East Third Avenue



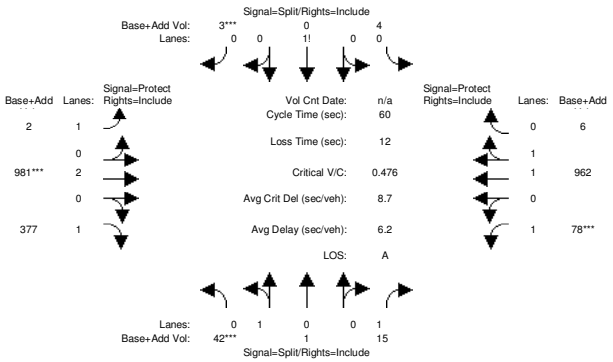
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	1	6	4	0	3	2	447	166	23	880	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1	6	4	0	3	2	447	166	23	880	6
Added Vol:	35	0	16	0	0	0	0	454	259	122	63	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	46	1	22	4	0	3	2	901	425	145	943	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	51	1	24	4	0	3	2	1001	472	161	1048	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1	24	4	0	3	2	1001	472	161	1048	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1	24	4	0	3	2	1001	472	161	1048	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.92	1.00	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	0.98	0.02	1.00	0.57	0.00	0.43	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1772	39	1599	994	0	746	1805	3610	1615	1805	3584	23
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.02	0.00	0.00	0.00	0.00	0.28	0.29	0.09	0.29	0.29
Crit Moves:	****					****			****	****		
Green/Cycle:	0.06	0.06	0.06	0.01	0.00	0.01	0.00	0.56	0.56	0.17	0.73	0.73
Volume/Cap:	0.52	0.52	0.27	0.52	0.00	0.52	0.40	0.49	0.52	0.52	0.40	0.40
Delay/Veh:	32.3	32.3	28.9	58.2	0.0	58.2	70.9	8.1	8.6	24.1	3.1	3.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	32.3	28.9	58.2	0.0	58.2	70.9	8.1	8.6	24.1	3.1	3.1
LOS by Move:	C	C	C	E	A	E	E	A	A	C	A	A
HCM2kAvgQ:	2	2	1	1	0	1	0	6	5	3	4	4

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B AM

Intersection #3: Lakeside Dr/East Third Avenue



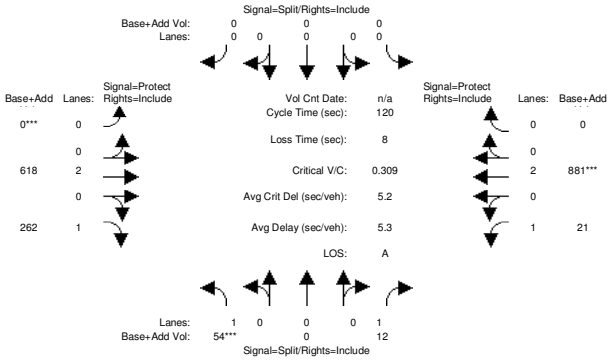
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	1	6	4	0	3	2	447	166	23	880	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1	6	4	0	3	2	447	166	23	880	6
Added Vol:	31	0	9	0	0	0	0	534	211	55	82	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	1	15	4	0	3	2	981	377	78	962	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	47	1	17	4	0	3	2	1090	419	87	1069	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1	17	4	0	3	2	1090	419	87	1069	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	1	17	4	0	3	2	1090	419	87	1069	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.92	1.00	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	0.98	0.02	1.00	0.57	0.00	0.43	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1769	42	1599	994	0	746	1805	3610	1615	1805	3584	22
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.01	0.00	0.00	0.00	0.00	0.30	0.26	0.05	0.30	0.30
Crit Moves:	****					****		****		****		
Green/Cycle:	0.06	0.06	0.06	0.01	0.00	0.01	0.00	0.63	0.63	0.10	0.73	0.73
Volume/Cap:	0.48	0.48	0.19	0.48	0.00	0.48	0.41	0.48	0.41	0.48	0.41	0.41
Delay/Veh:	31.0	31.0	28.1	49.8	0.0	49.8	72.8	5.9	5.7	27.4	3.2	3.2
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:	31.0	31.0	28.1	49.8	0.0	49.8	72.8	5.9	5.7	27.4	3.2	3.2
LOS by Move:	C	C	C	D	A	D	E	A	A	C	A	A
HCM2kAvgQ:	2	2	0	1	0	1	0	5	4	2	4	4

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

Gilead Sciences
SF12-0606

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

Intersection #4: Marsh Dr/East Third Ave



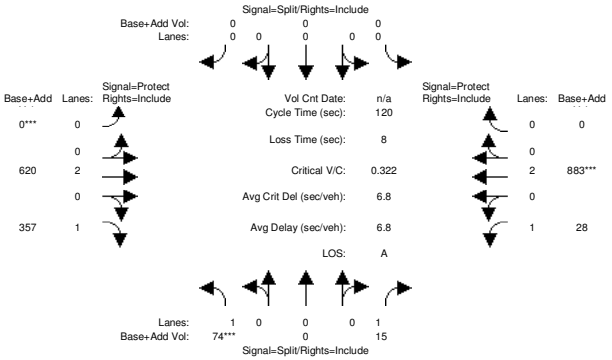
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	0	6	0	0	0	0	377	59	7	753	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	6	0	0	0	0	377	59	7	753	0
Added Vol:	52	0	6	0	0	0	0	241	203	14	128	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	0	12	0	0	0	0	618	262	21	881	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	57	0	13	0	0	0	0	651	276	22	927	0
Reduct Vol:	0	0	1	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	0	12	0	0	0	0	651	276	22	927	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	0	12	0	0	0	0	651	276	22	927	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.18	0.17	0.01	0.26	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.78	0.78	0.05	0.83	0.00
Volume/Cap:	0.31	0.00	0.07	0.00	0.00	0.00	0.00	0.23	0.22	0.23	0.31	0.00
Delay/Veh:	50.9	0.0	48.9	0.0	0.0	0.0	0.0	3.6	3.6	55.7	2.4	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:	50.9	0.0	48.9	0.0	0.0	0.0	0.0	3.6	3.6	55.7	2.4	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	E	A	A
HCM2kAvgQ:	2	0	0	0	0	0	0	3	3	1	4	0

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project AM

Intersection #4: Marsh Dr/East Third Ave



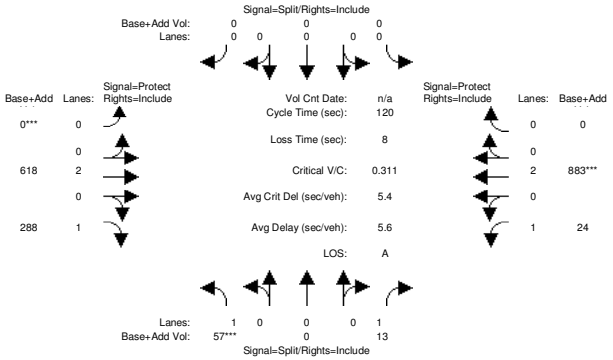
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	0	6	0	0	0	0	377	59	7	753	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	6	0	0	0	0	377	59	7	753	0
Added Vol:	72	0	9	0	0	0	0	243	298	21	130	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	0	15	0	0	0	0	620	357	28	883	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	78	0	16	0	0	0	0	653	376	29	929	0
Reduct Vol:	0	0	1	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	0	15	0	0	0	0	653	376	29	929	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	0	15	0	0	0	0	653	376	29	929	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.01	0.00	0.00	0.00	0.00	0.18	0.23	0.02	0.26	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.13	0.00	0.13	0.00	0.00	0.00	0.00	0.75	0.75	0.05	0.80	0.00
Volume/Cap:	0.32	0.00	0.07	0.00	0.00	0.00	0.00	0.24	0.31	0.31	0.32	0.00
Delay/Veh:	47.8	0.0	45.5	0.0	0.0	0.0	0.0	4.7	5.2	56.7	3.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.8	0.0	45.5	0.0	0.0	0.0	0.0	4.7	5.2	56.7	3.3	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	E	A	A
HCM2kAvgQ:	3	0	1	0	0	0	0	4	4	1	5	0

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A AM

Intersection #4: Marsh Dr/East Third Ave



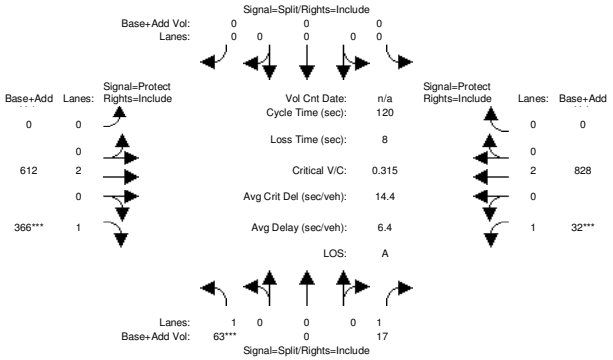
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	0	6	0	0	0	0	377	59	7	753	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	6	0	0	0	0	377	59	7	753	0
Added Vol:	55	0	7	0	0	0	0	241	229	17	130	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	0	13	0	0	0	0	618	288	24	883	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	60	0	14	0	0	0	0	651	303	25	929	0
Reduct Vol:	0	0	1	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	0	13	0	0	0	0	651	303	25	929	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	0	13	0	0	0	0	651	303	25	929	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.18	0.19	0.01	0.26	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.11	0.00	0.11	0.00	0.00	0.00	0.00	0.77	0.77	0.06	0.83	0.00
Volume/Cap:	0.31	0.00	0.07	0.00	0.00	0.00	0.00	0.23	0.24	0.24	0.31	0.00
Delay/Veh:	50.5	0.0	48.4	0.0	0.0	0.0	0.0	3.9	4.0	55.3	2.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	0.0	48.4	0.0	0.0	0.0	0.0	3.9	4.0	55.3	2.5	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	E	A	A
HCM2kAvgQ:	2	0	0	0	0	0	0	3	3	1	4	0

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B AM

Intersection #4: Marsh Dr/East Third Ave



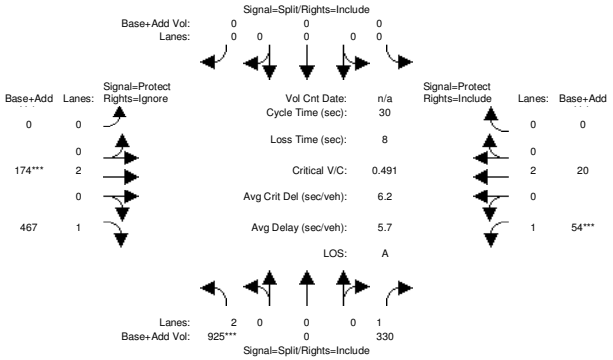
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	0	6	0	0	0	0	377	59	7	753	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	6	0	0	0	0	377	59	7	753	0
Added Vol:	61	0	11	0	0	0	0	235	307	25	75	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	0	17	0	0	0	0	612	366	32	828	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	66	0	18	0	0	0	0	644	385	34	872	0
Reduct Vol:	0	0	1	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	0	17	0	0	0	0	644	385	34	872	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	0	17	0	0	0	0	644	385	34	872	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.01	0.00	0.00	0.00	0.00	0.18	0.24	0.02	0.24	0.00
Crit Moves:	****								****	****		
Green/Cycle:	0.12	0.00	0.12	0.00	0.00	0.00	0.00	0.76	0.76	0.06	0.82	0.00
Volume/Cap:	0.31	0.00	0.09	0.00	0.00	0.00	0.00	0.24	0.31	0.31	0.30	0.00
Delay/Veh:	49.5	0.0	47.5	0.0	0.0	0.0	0.0	4.3	4.8	55.8	2.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	0.0	47.5	0.0	0.0	0.0	0.0	4.3	4.8	55.8	2.7	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	E	A	A
HCM2kAvgQ:	2	0	1	0	0	0	0	4	4	1	4	0

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

Gilead Sciences
SF12-0606

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

Intersection #5: Foster City Blvd/East Third Ave



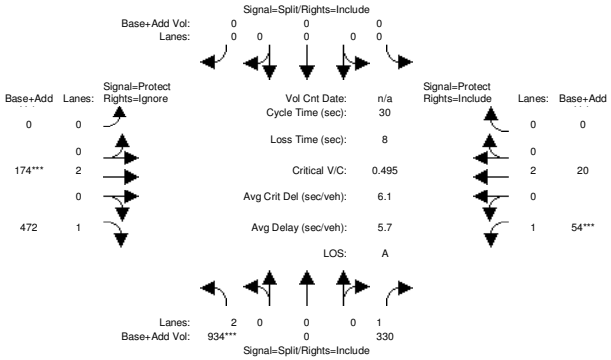
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	794	0	257	0	0	0	0	91	303	44	9	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	794	0	257	0	0	0	0	91	303	44	9	0
Added Vol:	131	0	73	0	0	0	0	83	164	10	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	925	0	330	0	0	0	0	174	467	54	20	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	974	0	347	0	0	0	0	183	0	57	21	0
Reduct Vol:	0	0	69	0	0	0	0	0	0	0	0	0
Reduced Vol:	974	0	278	0	0	0	0	183	0	57	21	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:	974	0	278	0	0	0	0	183	0	57	21	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	1607	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.17	0.00	0.00	0.00	0.00	0.05	0.00	0.03	0.01	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.10	0.00	0.06	0.17	0.00
Volume/Cap:	0.49	0.00	0.31	0.00	0.00	0.00	0.00	0.49	0.00	0.49	0.03	0.00
Delay/Veh:	4.1	0.0	3.6	0.0	0.0	0.0	0.0	13.7	0.0	16.8	10.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.1	0.0	3.6	0.0	0.0	0.0	0.0	13.7	0.0	16.8	10.5	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	B	B	A
HCM2kAvgQ:	3	0	1	0	0	0	0	1	0	1	0	0

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project AM

Intersection #5: Foster City Blvd/East Third Ave



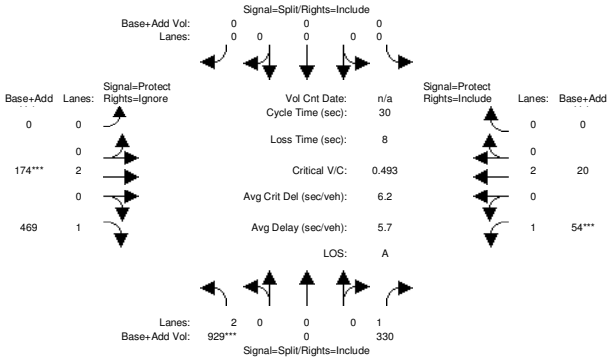
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	794	0	257	0	0	0	0	91	303	44	9	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	794	0	257	0	0	0	0	91	303	44	9	0
Added Vol:	140	0	73	0	0	0	0	83	169	10	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	934	0	330	0	0	0	0	174	472	54	20	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	983	0	347	0	0	0	0	183	0	57	21	0
Reduct Vol:	0	0	69	0	0	0	0	0	0	0	0	0
Reduced Vol:	983	0	278	0	0	0	0	183	0	57	21	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:	983	0	278	0	0	0	0	183	0	57	21	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	1607	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.17	0.00	0.00	0.00	0.00	0.05	0.00	0.03	0.01	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.10	0.00	0.06	0.17	0.00
Volume/Cap:	0.49	0.00	0.31	0.00	0.00	0.00	0.00	0.49	0.00	0.49	0.04	0.00
Delay/Veh:	4.1	0.0	3.6	0.0	0.0	0.0	0.0	13.8	0.0	16.9	10.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.1	0.0	3.6	0.0	0.0	0.0	0.0	13.8	0.0	16.9	10.5	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	B	B	A
HCM2kAvgQ:	3	0	1	0	0	0	0	1	0	1	0	0

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A AM

Intersection #5: Foster City Blvd/East Third Ave



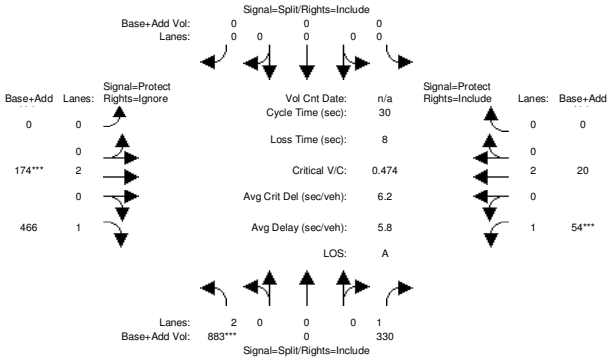
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	794	0	257	0	0	0	0	91	303	44	9	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	794	0	257	0	0	0	0	91	303	44	9	0
Added Vol:	135	0	73	0	0	0	0	83	166	10	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	929	0	330	0	0	0	0	174	469	54	20	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	978	0	347	0	0	0	0	183	0	57	21	0
Reduct Vol:	0	0	69	0	0	0	0	0	0	0	0	0
Reduced Vol:	978	0	278	0	0	0	0	183	0	57	21	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:	978	0	278	0	0	0	0	183	0	57	21	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	1607	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.17	0.00	0.00	0.00	0.00	0.05	0.00	0.03	0.01	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.57	0.00	0.57	0.00	0.00	0.00	0.00	0.10	0.00	0.06	0.17	0.00
Volume/Cap:	0.49	0.00	0.31	0.00	0.00	0.00	0.00	0.49	0.00	0.49	0.03	0.00
Delay/Veh:	4.1	0.0	3.6	0.0	0.0	0.0	0.0	13.7	0.0	16.9	10.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.1	0.0	3.6	0.0	0.0	0.0	0.0	13.7	0.0	16.9	10.5	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	B	B	A
HCM2kAvgQ:	3	0	1	0	0	0	0	1	0	1	0	0

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B AM

Intersection #5: Foster City Blvd/East Third Ave



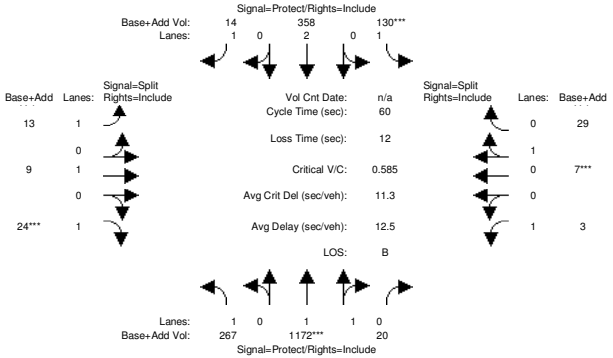
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	794	0	257	0	0	0	0	91	303	44	9	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	794	0	257	0	0	0	0	91	303	44	9	0
Added Vol:	89	0	73	0	0	0	0	83	163	10	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	883	0	330	0	0	0	0	174	466	54	20	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	929	0	347	0	0	0	0	183	0	57	21	0
Reduct Vol:	0	0	69	0	0	0	0	0	0	0	0	0
Reduced Vol:	929	0	278	0	0	0	0	183	0	57	21	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:	929	0	278	0	0	0	0	183	0	57	21	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	1607	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.17	0.00	0.00	0.00	0.00	0.05	0.00	0.03	0.01	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.56	0.00	0.56	0.00	0.00	0.00	0.00	0.11	0.00	0.07	0.17	0.00
Volume/Cap:	0.47	0.00	0.31	0.00	0.00	0.00	0.00	0.47	0.00	0.47	0.03	0.00
Delay/Veh:	4.1	0.0	3.7	0.0	0.0	0.0	0.0	13.5	0.0	16.4	10.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.1	0.0	3.7	0.0	0.0	0.0	0.0	13.5	0.0	16.4	10.3	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	B	B	A
HCM2kAvgQ:	3	0	1	0	0	0	0	1	0	1	0	0

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

Gilead Sciences
SF12-0606

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

Intersection #6: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
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:	79	197	0	63	111	0	0	0	6	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	267	1172	20	130	358	14	13	9	24	3	7	29
User Adj:	1.00	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:	284	1247	21	138	381	15	14	10	26	3	7	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	1247	21	138	381	15	14	10	26	3	7	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	1247	21	138	381	15	14	10	26	3	7	31
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	0.82	0.95	1.00	0.83	0.95	0.88	0.87
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.19	0.81
Final Sat.:	1805	3539	60	1805	3610	1552	1805	1900	1583	1805	321	1331
Capacity Analysis Module:												
Vol/Sat:	0.16	0.35	0.35	0.08	0.11	0.01	0.01	0.01	0.02	0.00	0.02	0.02
Crit Moves:		****		****					****		****	
Green/Cycle:	0.44	0.60	0.60	0.13	0.29	0.29	0.03	0.03	0.03	0.04	0.04	0.04
Volume/Cap:	0.36	0.59	0.59	0.59	0.36	0.03	0.28	0.18	0.59	0.04	0.59	0.59
Delay/Veh:	11.5	7.8	7.8	28.3	16.9	15.1	31.6	30.2	47.7	28.0	41.3	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	7.8	7.8	28.3	16.9	15.1	31.6	30.2	47.7	28.0	41.3	41.3
LOS by Move:	B	A	A	C	B	B	C	C	D	C	D	D
HCM2kAvgQ:	4	8	8	2	3	0	1	0	1	0	2	2

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

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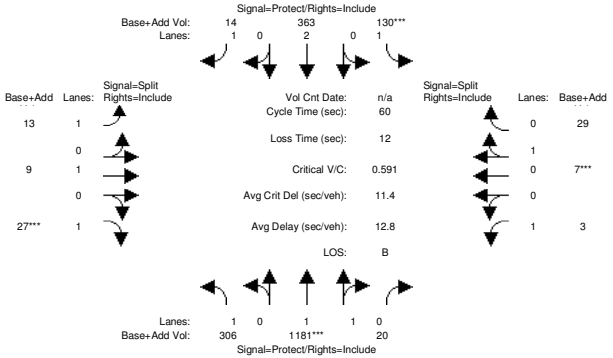
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project AM

Intersection #6: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
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:	118	206	0	63	116	0	0	0	9	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	1181	20	130	363	14	13	9	27	3	7	29
User Adj:	1.00	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:	326	1256	21	138	386	15	14	10	29	3	7	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1256	21	138	386	15	14	10	29	3	7	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	1256	21	138	386	15	14	10	29	3	7	31
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	0.82	0.95	1.00	0.83	0.95	0.88	0.87
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.19	0.81
Final Sat.:	1805	3539	60	1805	3610	1552	1805	1900	1583	1805	321	1331
Capacity Analysis Module:												
Vol/Sat:	0.18	0.35	0.35	0.08	0.11	0.01	0.01	0.01	0.02	0.00	0.02	0.02
Crit Moves:		****		****					****		****	
Green/Cycle:	0.46	0.60	0.60	0.13	0.27	0.27	0.03	0.03	0.03	0.04	0.04	0.04
Volume/Cap:	0.39	0.59	0.59	0.59	0.39	0.04	0.25	0.16	0.59	0.05	0.59	0.59
Delay/Veh:	11.1	7.9	7.9	28.6	18.1	16.1	30.8	29.7	46.6	28.0	42.0	42.0
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	7.9	7.9	28.6	18.1	16.1	30.8	29.7	46.6	28.0	42.0	42.0
LOS by Move:	B	A	A	C	B	B	C	C	D	C	D	D
HCM2kAvgQ:	4	8	8	2	3	0	1	0	1	0	2	2

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

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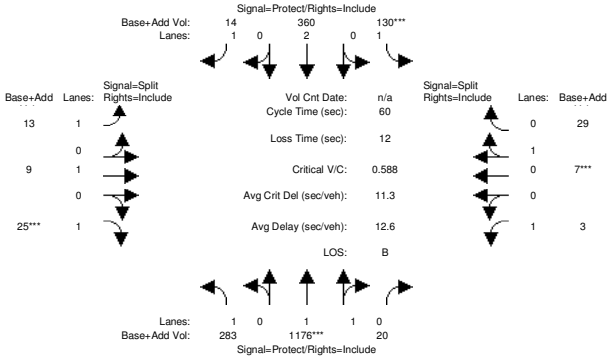
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A AM

Intersection #6: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
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:	95	201	0	63	113	0	0	0	7	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	283	1176	20	130	360	14	13	9	25	3	7	29
User Adj:	1.00	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:	301	1251	21	138	383	15	14	10	27	3	7	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	1251	21	138	383	15	14	10	27	3	7	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	301	1251	21	138	383	15	14	10	27	3	7	31
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	0.82	0.95	1.00	0.83	0.95	0.88	0.87
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.19	0.81
Final Sat.:	1805	3539	60	1805	3610	1552	1805	1900	1583	1805	321	1331
Capacity Analysis Module:												
Vol/Sat:	0.17	0.35	0.35	0.08	0.11	0.01	0.01	0.01	0.02	0.00	0.02	0.02
Crit Moves:		****		****					****		****	
Green/Cycle:	0.45	0.60	0.60	0.13	0.28	0.28	0.03	0.03	0.03	0.04	0.04	0.04
Volume/Cap:	0.37	0.59	0.59	0.59	0.37	0.03	0.27	0.18	0.59	0.04	0.59	0.59
Delay/Veh:	11.3	7.8	7.8	28.4	17.4	15.5	31.3	30.0	47.4	28.0	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:	11.3	7.8	7.8	28.4	17.4	15.5	31.3	30.0	47.4	28.0	41.6	41.6
LOS by Move:	B	A	A	C	B	B	C	C	D	C	D	D
HCM2kAvgQ:	4	8	8	2	3	0	1	0	1	0	2	2

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

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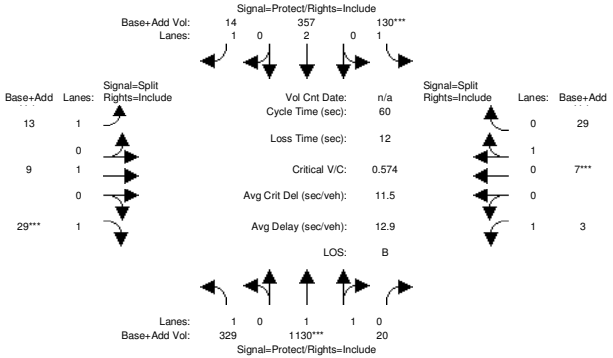
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B AM

Intersection #6: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
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:	141	155	0	63	110	0	0	0	11	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	1130	20	130	357	14	13	9	29	3	7	29
User Adj:	1.00	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:	350	1202	21	138	380	15	14	10	31	3	7	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	1202	21	138	380	15	14	10	31	3	7	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	1202	21	138	380	15	14	10	31	3	7	31
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	0.82	0.95	1.00	0.83	0.95	0.88	0.87
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.19	0.81
Final Sat.:	1805	3537	63	1805	3610	1552	1805	1900	1583	1805	321	1331
Capacity Analysis Module:												
Vol/Sat:	0.19	0.34	0.34	0.08	0.11	0.01	0.01	0.01	0.02	0.00	0.02	0.02
Crit Moves:		****		****					****		****	
Green/Cycle:	0.47	0.59	0.59	0.13	0.26	0.26	0.03	0.03	0.03	0.04	0.04	0.04
Volume/Cap:	0.41	0.57	0.57	0.57	0.41	0.04	0.23	0.15	0.57	0.04	0.57	0.57
Delay/Veh:	10.8	7.9	7.9	27.7	18.9	16.8	30.1	29.2	42.8	27.9	39.9	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.8	7.9	7.9	27.7	18.9	16.8	30.1	29.2	42.8	27.9	39.9	39.9
LOS by Move:	B	A	A	C	B	B	C	C	D	C	D	D
HCM2kAvgQ:	5	8	8	2	3	0	1	0	2	0	2	2

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

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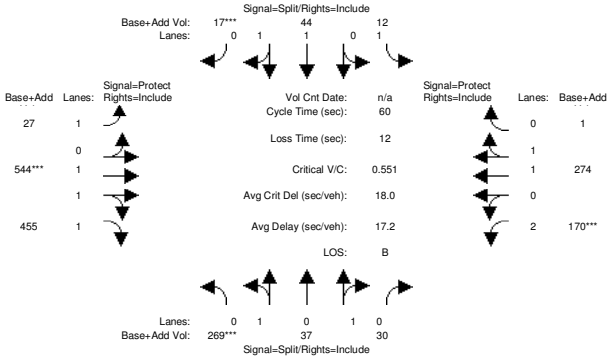
Gilead Sciences
SF12-0606

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

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	269	36	30	12	44	17	27	518	423	143	222	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	36	30	12	44	17	27	518	423	143	222	1
Added Vol:	0	1	0	0	0	0	0	26	32	27	52	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	37	30	12	44	17	27	544	455	170	274	1
User Adj:	1.00	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:	280	39	31	13	46	18	28	567	474	177	285	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	39	31	13	46	18	28	567	474	177	285	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	39	31	13	46	18	28	567	474	177	285	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.95	0.91	0.91	0.95	0.89	0.87	0.92	0.95	0.95
Lanes:	1.00	0.55	0.45	1.00	1.44	0.56	1.00	1.62	1.38	2.00	1.99	0.01
Final Sat.:	1712	945	766	1805	2491	963	1805	2726	2280	3502	3593	13
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.04	0.01	0.02	0.02	0.02	0.21	0.21	0.05	0.08	0.08
Crit Moves:	****					****		****		****		
Green/Cycle:	0.30	0.30	0.30	0.03	0.03	0.03	0.08	0.38	0.38	0.09	0.39	0.39
Volume/Cap:	0.55	0.14	0.14	0.21	0.55	0.55	0.20	0.55	0.55	0.55	0.20	0.20
Delay/Veh:	18.8	15.5	15.5	29.9	34.2	34.2	26.7	15.0	15.0	28.1	12.1	12.1
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:	18.8	15.5	15.5	29.9	34.2	34.2	26.7	15.0	15.0	28.1	12.1	12.1
LOS by Move:	B	B	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	5	1	1	0	2	2	0	5	5	3	2	2

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

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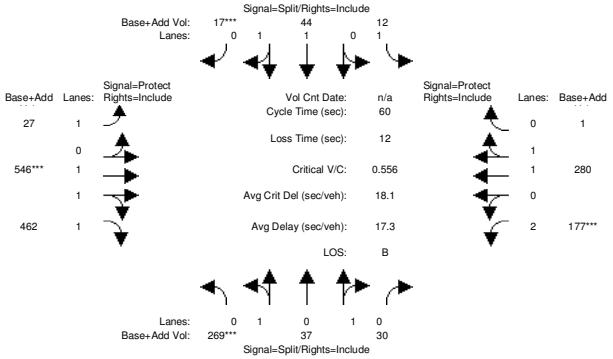
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project AM

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	269	36	30	12	44	17	27	518	423	143	222	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	36	30	12	44	17	27	518	423	143	222	1
Added Vol:	0	1	0	0	0	0	0	28	39	34	58	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	37	30	12	44	17	27	546	462	177	280	1
User Adj:	1.00	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:	280	39	31	13	46	18	28	569	481	184	292	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	39	31	13	46	18	28	569	481	184	292	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	39	31	13	46	18	28	569	481	184	292	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.95	0.91	0.91	0.95	0.88	0.87	0.92	0.95	0.95
Lanes:	1.00	0.55	0.45	1.00	1.44	0.56	1.00	1.61	1.39	2.00	1.99	0.01
Final Sat.:	1712	945	766	1805	2491	963	1805	2708	2291	3502	3594	13
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.04	0.01	0.02	0.02	0.02	0.21	0.21	0.05	0.08	0.08
Crit Moves:	****					****		****		****		
Green/Cycle:	0.29	0.29	0.29	0.03	0.03	0.03	0.08	0.38	0.38	0.09	0.40	0.40
Volume/Cap:	0.56	0.14	0.14	0.21	0.56	0.56	0.20	0.56	0.56	0.56	0.20	0.20
Delay/Veh:	19.0	15.6	15.6	30.0	34.5	34.5	26.8	15.1	15.1	28.0	12.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.0	15.6	15.6	30.0	34.5	34.5	26.8	15.1	15.1	28.0	12.0	12.0
LOS by Move:	B	B	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	5	1	1	0	2	2	0	5	5	3	2	2

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

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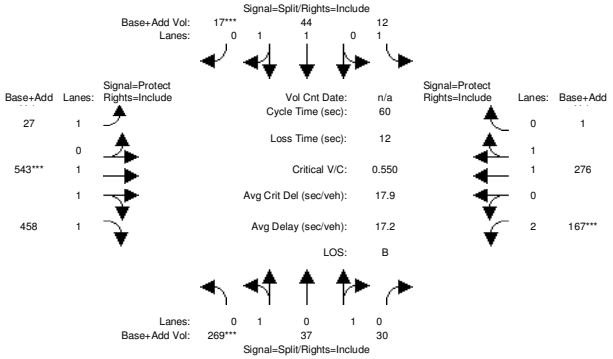
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A AM

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



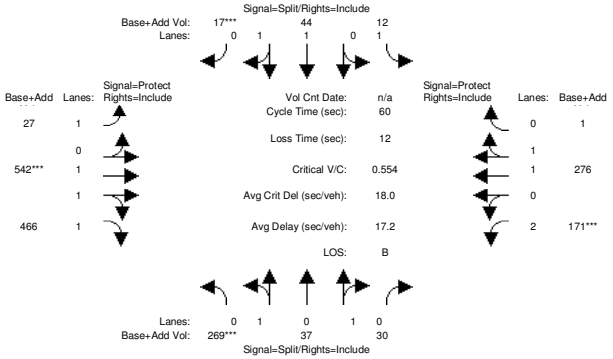
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	269	36	30	12	44	17	27	518	423	143	222	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	36	30	12	44	17	27	518	423	143	222	1
Added Vol:	0	1	0	0	0	0	0	25	35	24	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	37	30	12	44	17	27	543	458	167	276	1
User Adj:	1.00	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:	280	39	31	13	46	18	28	566	477	174	288	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	39	31	13	46	18	28	566	477	174	288	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	39	31	13	46	18	28	566	477	174	288	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.95	0.91	0.91	0.95	0.88	0.87	0.92	0.95	0.95
Lanes:	1.00	0.55	0.45	1.00	1.44	0.56	1.00	1.61	1.39	2.00	1.99	0.01
Final Sat.:	1712	945	766	1805	2491	963	1805	2712	2287	3502	3593	13
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.04	0.01	0.02	0.02	0.02	0.21	0.21	0.05	0.08	0.08
Crit Moves:	****					****		****		****		
Green/Cycle:	0.30	0.30	0.30	0.03	0.03	0.03	0.08	0.38	0.38	0.09	0.39	0.39
Volume/Cap:	0.55	0.14	0.14	0.21	0.55	0.55	0.20	0.55	0.55	0.55	0.20	0.20
Delay/Veh:	18.7	15.5	15.5	29.9	34.1	34.1	26.7	15.0	15.0	28.2	12.1	12.1
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:	18.7	15.5	15.5	29.9	34.1	34.1	26.7	15.0	15.0	28.2	12.1	12.1
LOS by Move:	B	B	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	5	1	1	0	2	2	0	5	5	3	2	2

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B AM

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



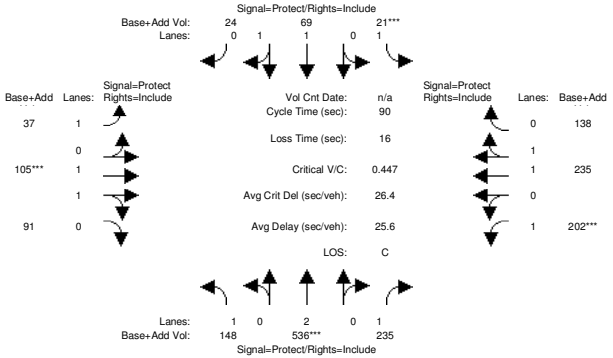
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	269	36	30	12	44	17	27	518	423	143	222	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	36	30	12	44	17	27	518	423	143	222	1
Added Vol:	0	1	0	0	0	0	0	24	43	28	54	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	37	30	12	44	17	27	542	466	171	276	1
User Adj:	1.00	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:	280	39	31	13	46	18	28	565	485	178	288	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	39	31	13	46	18	28	565	485	178	288	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	39	31	13	46	18	28	565	485	178	288	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.95	0.91	0.91	0.95	0.88	0.87	0.92	0.95	0.95
Lanes:	1.00	0.55	0.45	1.00	1.44	0.56	1.00	1.60	1.40	2.00	1.99	0.01
Final Sat.:	1712	945	766	1805	2491	963	1805	2688	2311	3502	3593	13
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.04	0.01	0.02	0.02	0.02	0.21	0.21	0.05	0.08	0.08
Crit Moves:	****					****		****		****		
Green/Cycle:	0.30	0.30	0.30	0.03	0.03	0.03	0.08	0.38	0.38	0.09	0.39	0.39
Volume/Cap:	0.55	0.14	0.14	0.21	0.55	0.55	0.20	0.55	0.55	0.55	0.20	0.20
Delay/Veh:	18.9	15.5	15.5	30.0	34.4	34.4	26.7	15.0	15.0	28.2	12.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	15.5	15.5	30.0	34.4	34.4	26.7	15.0	15.0	28.2	12.0	12.0
LOS by Move:	B	B	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	5	1	1	0	2	2	0	5	5	3	2	2

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

Gilead Sciences
SF12-0606

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

Intersection #8: Vintage Park Dr/Chess Dr



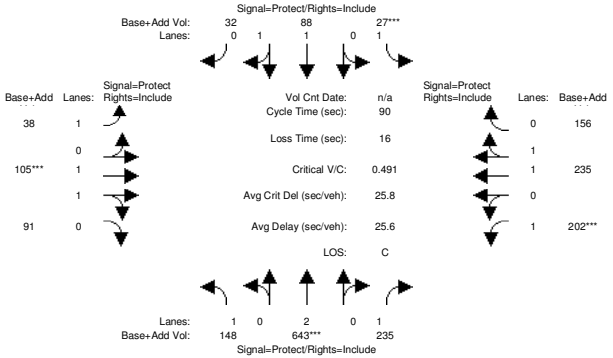
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	106	281	148	11	39	16	31	103	72	196	219	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	281	148	11	39	16	31	103	72	196	219	97
Added Vol:	42	255	87	10	30	8	6	2	19	6	16	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	536	235	21	69	24	37	105	91	202	235	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	164	596	261	23	77	27	41	117	101	224	261	153
Reduct Vol:	0	0	90	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	596	171	23	77	27	41	117	101	224	261	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	596	171	23	77	27	41	117	101	224	261	153
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	0.88	0.87	0.95	0.90	0.89
Lanes:	1.00	2.00	1.00	1.00	1.48	0.52	1.00	1.07	0.93	1.00	1.25	0.75
Final Sat.:	1805	3610	1567	1805	2569	894	1805	1789	1550	1805	2141	1257
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.11	0.01	0.03	0.03	0.02	0.07	0.07	0.12	0.12	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.30	0.37	0.37	0.03	0.10	0.10	0.07	0.15	0.15	0.28	0.36	0.36
Volume/Cap:	0.30	0.45	0.30	0.45	0.30	0.30	0.34	0.45	0.45	0.45	0.34	0.34
Delay/Veh:	24.6	21.7	20.4	49.0	38.2	38.2	41.8	35.8	35.8	27.4	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	21.7	20.4	49.0	38.2	38.2	41.8	35.8	35.8	27.4	21.3	21.3
LOS by Move:	C	C	C	D	D	D	D	D	D	C	C	C
HCM2kAvgQ:	3	6	3	1	2	2	1	3	3	5	4	4

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project AM

Intersection #8: Vintage Park Dr/Chess Dr



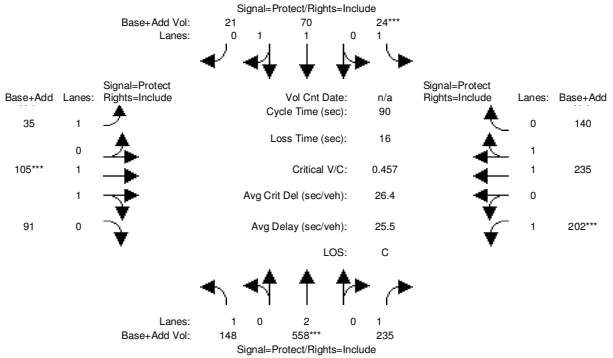
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	106	281	148	11	39	16	31	103	72	196	219	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	281	148	11	39	16	31	103	72	196	219	97
Added Vol:	42	362	87	16	49	16	7	2	19	6	16	59
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	643	235	27	88	32	38	105	91	202	235	156
User Adj:	1.00	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:	164	714	261	30	98	36	42	117	101	224	261	173
Reduct Vol:	0	0	90	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	714	171	30	98	36	42	117	101	224	261	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	714	171	30	98	36	42	117	101	224	261	173
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	0.88	0.87	0.95	0.89	0.88
Lanes:	1.00	2.00	1.00	1.00	1.46	0.54	1.00	1.07	0.93	1.00	1.20	0.80
Final Sat.:	1805	3610	1567	1805	2536	922	1805	1789	1550	1805	2030	1347
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.11	0.02	0.04	0.04	0.02	0.07	0.07	0.12	0.13	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.31	0.40	0.40	0.03	0.13	0.13	0.06	0.13	0.13	0.25	0.33	0.33
Volume/Cap:	0.30	0.49	0.27	0.49	0.30	0.30	0.39	0.49	0.49	0.49	0.39	0.39
Delay/Veh:	24.1	20.3	18.3	48.8	35.8	35.8	43.2	37.1	37.1	29.5	23.7	23.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.1	20.3	18.3	48.8	35.8	35.8	43.2	37.1	37.1	29.5	23.7	23.7
LOS by Move:	C	C	B	D	D	D	D	D	D	C	C	C
HCM2kAvgQ:	3	7	3	2	2	2	2	4	4	5	5	5

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A AM

Intersection #8: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	106	281	148	11	39	16	31	103	72	196	219	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	281	148	11	39	16	31	103	72	196	219	97
Added Vol:	42	277	87	13	31	5	4	2	19	6	16	43
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	558	235	24	70	21	35	105	91	202	235	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	164	620	261	27	78	23	39	117	101	224	261	156
Reduct Vol:	0	0	90	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	620	171	27	78	23	39	117	101	224	261	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	620	171	27	78	23	39	117	101	224	261	156
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	0.91	0.95	0.88	0.87	0.95	0.90	0.89
Lanes:	1.00	2.00	1.00	1.00	1.54	0.46	1.00	1.07	0.93	1.00	1.25	0.75
Final Sat.:	1805	3610	1567	1805	2676	803	1805	1789	1550	1805	2127	1267
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.11	0.01	0.03	0.03	0.02	0.07	0.07	0.12	0.12	0.12
Crit Moves:		****		****				****		****		
Green/Cycle:	0.31	0.38	0.38	0.03	0.10	0.10	0.06	0.14	0.14	0.27	0.35	0.35
Volume/Cap:	0.29	0.46	0.29	0.46	0.29	0.29	0.35	0.46	0.46	0.46	0.35	0.35
Delay/Veh:	23.9	21.4	20.0	48.4	38.1	38.1	42.4	36.1	36.1	27.9	21.7	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.9	21.4	20.0	48.4	38.1	38.1	42.4	36.1	36.1	27.9	21.7	21.7
LOS by Move:	C	C	B	D	D	D	D	D	D	C	C	C
HCM2kAvgQ:	3	7	3	1	2	2	1	3	3	5	4	4

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

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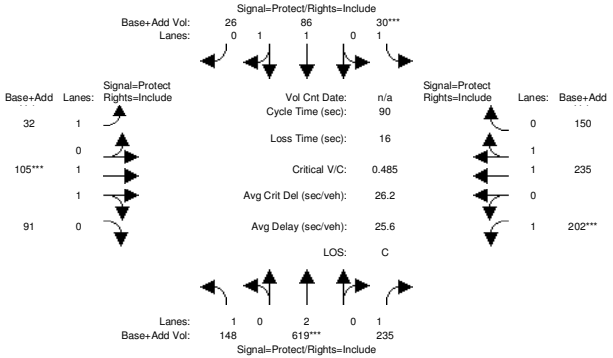
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B AM

Intersection #8: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	106	281	148	11	39	16	31	103	72	196	219	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	281	148	11	39	16	31	103	72	196	219	97
Added Vol:	42	338	87	19	47	10	1	2	19	6	16	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	619	235	30	86	26	32	105	91	202	235	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	164	688	261	33	96	29	36	117	101	224	261	167
Reduct Vol:	0	0	90	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	688	171	33	96	29	36	117	101	224	261	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:	164	688	171	33	96	29	36	117	101	224	261	167
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	0.91	0.95	0.88	0.87	0.95	0.89	0.88
Lanes:	1.00	2.00	1.00	1.00	1.53	0.47	1.00	1.07	0.93	1.00	1.22	0.78
Final Sat.:	1805	3610	1567	1805	2671	807	1805	1789	1550	1805	2066	1319
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.11	0.02	0.04	0.04	0.02	0.07	0.07	0.12	0.13	0.13
Crit Moves:		****		****				****		****		
Green/Cycle:	0.31	0.39	0.39	0.04	0.12	0.12	0.05	0.13	0.13	0.26	0.34	0.34
Volume/Cap:	0.29	0.48	0.28	0.48	0.29	0.29	0.37	0.48	0.48	0.48	0.37	0.37
Delay/Veh:	23.9	20.7	18.9	47.7	36.4	36.4	43.6	36.9	36.9	29.2	22.8	22.8
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:	23.9	20.7	18.9	47.7	36.4	36.4	43.6	36.9	36.9	29.2	22.8	22.8
LOS by Move:	C	C	B	D	D	D	D	D	D	C	C	C
HCM2kAvgQ:	3	7	3	2	2	2	1	4	4	5	5	5

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

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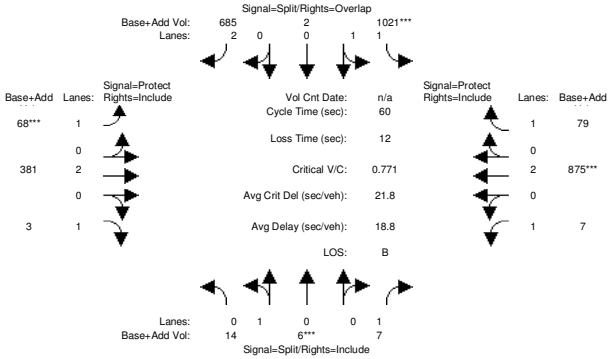
Gilead Sciences
SF12-0606

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

Intersection #11: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	14	6	7	836	2	683	63	291	3	7	707	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	6	7	836	2	683	63	291	3	7	707	79
Added Vol:	0	0	0	185	0	2	5	90	0	0	168	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	6	7	1021	2	685	68	381	3	7	875	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	15	6	8	1098	2	737	73	410	3	8	941	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	6	8	1098	2	737	73	410	3	8	941	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	6	8	1098	2	737	73	410	3	8	941	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
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	1588	3611	7	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.30	0.30	0.27	0.04	0.11	0.00	0.00	0.26	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.02	0.02	0.02	0.39	0.39	0.45	0.05	0.38	0.38	0.01	0.34	0.34
Volume/Cap:	0.77	0.77	0.31	0.77	0.77	0.60	0.77	0.30	0.01	0.30	0.77	0.16
Delay/Veh:	108.2	108	36.5	18.5	18.5	13.3	59.4	13.3	11.7	36.0	20.9	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.2	108	36.5	18.5	18.5	13.3	59.4	13.3	11.7	36.0	20.9	14.0
LOS by Move:	F	F	D	B	B	B	E	B	B	D	C	B
HCM2kAvgQ:	2	2	1	11	11	7	2	3	0	0	9	1

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

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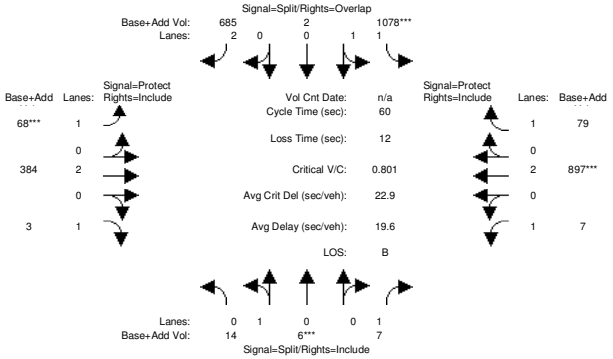
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project AM

Intersection #11: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	14	6	7	836	2	683	63	291	3	7	707	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	6	7	836	2	683	63	291	3	7	707	79
Added Vol:	0	0	0	242	0	2	5	93	0	0	190	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	6	7	1078	2	685	68	384	3	7	897	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	15	6	8	1159	2	737	73	413	3	8	965	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	6	8	1159	2	737	73	413	3	8	965	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	6	8	1159	2	737	73	413	3	8	965	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
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	1588	3611	7	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.32	0.32	0.27	0.04	0.11	0.00	0.00	0.27	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.01	0.01	0.01	0.40	0.40	0.45	0.05	0.37	0.37	0.01	0.33	0.33
Volume/Cap:	0.80	0.80	0.32	0.80	0.80	0.59	0.80	0.31	0.01	0.31	0.80	0.16
Delay/Veh:	120.4	120	37.2	19.1	19.1	13.1	66.1	13.5	11.9	36.4	22.1	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	120.4	120	37.2	19.1	19.1	13.1	66.1	13.5	11.9	36.4	22.1	14.2
LOS by Move:	F	F	D	B	B	B	E	B	B	D	C	B
HCM2kAvgQ:	2	2	1	12	12	7	2	3	0	0	9	1

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

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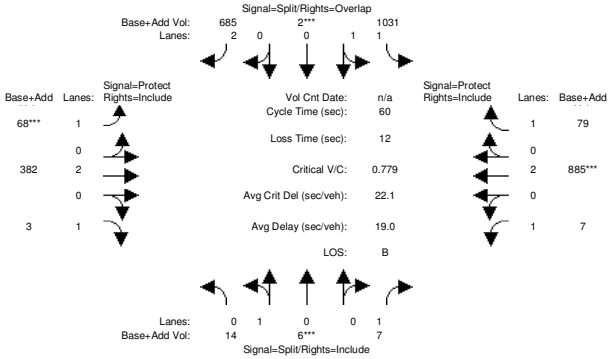
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A AM

Intersection #11: SR 92 Eastbound Ramps/Edgewater Blvd



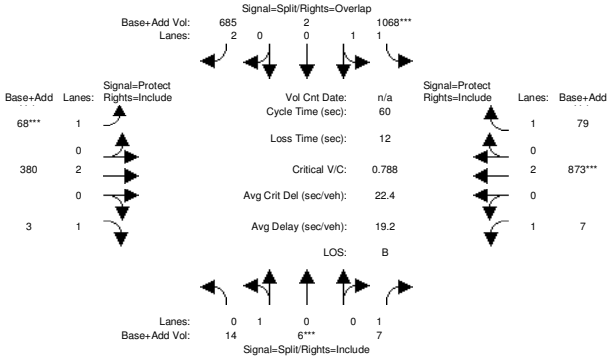
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	14	6	7	836	2	683	63	291	3	7	707	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	6	7	836	2	683	63	291	3	7	707	79
Added Vol:	0	0	0	195	0	2	5	91	0	0	178	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	6	7	1031	2	685	68	382	3	7	885	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	15	6	8	1109	2	737	73	411	3	8	952	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	6	8	1109	2	737	73	411	3	8	952	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	6	8	1109	2	737	73	411	3	8	952	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
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	1588	3611	7	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.31	0.31	0.27	0.04	0.11	0.00	0.00	0.26	0.05
Crit Moves:		****			****		****				****	
Green/Cycle:	0.02	0.02	0.02	0.39	0.39	0.45	0.05	0.38	0.38	0.01	0.34	0.34
Volume/Cap:	0.78	0.78	0.32	0.78	0.78	0.60	0.78	0.30	0.01	0.30	0.78	0.16
Delay/Veh:	111.3	111	36.7	18.7	18.7	13.3	61.0	13.3	11.7	36.0	21.1	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.3	111	36.7	18.7	18.7	13.3	61.0	13.3	11.7	36.0	21.1	14.0
LOS by Move:	F	F	D	B	B	B	E	B	B	D	C	B
HCM2kAvgQ:	2	2	1	11	11	7	2	3	0	0	9	1

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B AM

Intersection #11: SR 92 Eastbound Ramps/Edgewater Blvd



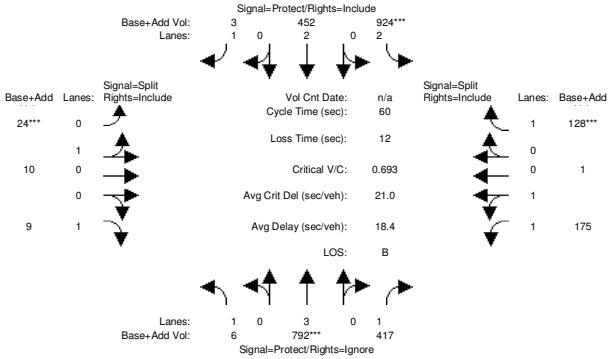
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	14	6	7	836	2	683	63	291	3	7	707	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	6	7	836	2	683	63	291	3	7	707	79
Added Vol:	0	0	0	232	0	2	5	89	0	0	166	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	6	7	1068	2	685	68	380	3	7	873	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	15	6	8	1148	2	737	73	409	3	8	939	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	6	8	1148	2	737	73	409	3	8	939	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	6	8	1148	2	737	73	409	3	8	939	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
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	1588	3611	7	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.32	0.32	0.27	0.04	0.11	0.00	0.00	0.26	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.01	0.01	0.01	0.40	0.40	0.46	0.05	0.37	0.37	0.01	0.33	0.33
Volume/Cap:	0.79	0.79	0.32	0.79	0.79	0.59	0.79	0.31	0.01	0.31	0.79	0.16
Delay/Veh:	115.1	115	36.9	18.6	18.6	12.9	63.1	13.6	12.0	36.3	21.8	14.4
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:	115.1	115	36.9	18.6	18.6	12.9	63.1	13.6	12.0	36.3	21.8	14.4
LOS by Move:	F	F	D	B	B	B	E	B	B	D	C	B
HCM2kAvgQ:	2	2	1	12	12	7	2	3	0	0	9	1

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

Gilead Sciences
SF12-0606

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

Intersection #12: Metro Center Blvd/Edgewater Blvd



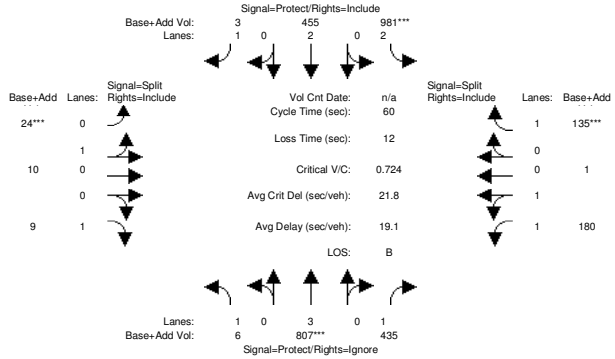
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	663	293	690	411	3	24	10	9	91	1	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	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	129	124	234	41	0	0	0	0	84	0	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	792	417	924	452	3	24	10	9	175	1	128
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	852	0	994	486	3	26	11	10	188	1	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	852	0	994	486	3	26	11	10	188	1	138
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	852	0	994	486	3	26	11	10	188	1	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.97	0.97	0.84	0.95	0.95	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.71	0.29	1.00	1.99	0.01	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	1296	540	1591	3601	21	1594
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.28	0.13	0.00	0.02	0.02	0.01	0.05	0.05	0.09
Crit Moves:		****		****			****					****
Green/Cycle:	0.02	0.24	0.00	0.41	0.63	0.63	0.03	0.03	0.03	0.12	0.12	0.12
Volume/Cap:	0.21	0.69	0.00	0.69	0.21	0.00	0.69	0.69	0.21	0.42	0.42	0.69
Delay/Veh:	32.6	22.6	0.0	16.1	4.8	4.1	61.7	61.7	30.8	24.9	24.9	35.2
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:	32.6	22.6	0.0	16.1	4.8	4.1	61.7	61.7	30.8	24.9	24.9	35.2
LOS by Move:	C	C	A	B	A	A	E	E	C	C	C	D
HCM2kAvgQ:	0	7	0	8	2	0	2	2	0	2	2	4

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project AM

Intersection #12: Metro Center Blvd/Edgewater Blvd



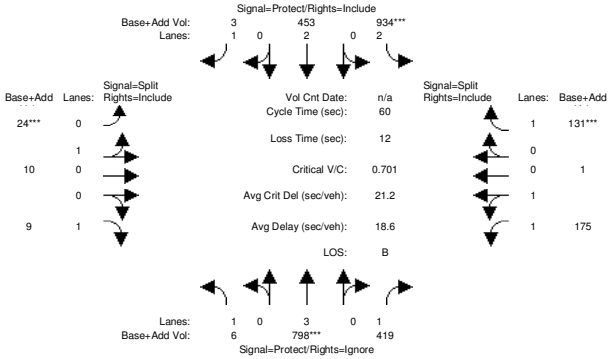
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	663	293	690	411	3	24	10	9	91	1	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	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	144	142	291	44	0	0	0	0	89	0	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	807	435	981	455	3	24	10	9	180	1	135
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	868	0	1055	489	3	26	11	10	194	1	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	868	0	1055	489	3	26	11	10	194	1	145
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	868	0	1055	489	3	26	11	10	194	1	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.97	0.97	0.84	0.95	0.95	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.71	0.29	1.00	1.99	0.01	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	1296	540	1591	3601	20	1594
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.30	0.14	0.00	0.02	0.02	0.01	0.05	0.05	0.09
Crit Moves:		****		****			****					****
Green/Cycle:	0.02	0.23	0.00	0.42	0.63	0.63	0.03	0.03	0.03	0.13	0.13	0.13
Volume/Cap:	0.22	0.72	0.00	0.72	0.22	0.00	0.72	0.72	0.22	0.43	0.43	0.72
Delay/Veh:	32.7	23.5	0.0	16.5	4.8	4.1	69.5	69.5	31.1	24.9	24.9	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:	32.7	23.5	0.0	16.5	4.8	4.1	69.5	69.5	31.1	24.9	24.9	37.6
LOS by Move:	C	C	A	B	A	A	E	E	C	C	C	D
HCM2kAvgQ:	0	7	0	8	2	0	2	2	0	2	2	4

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A AM

Intersection #12: Metro Center Blvd/Edgewater Blvd



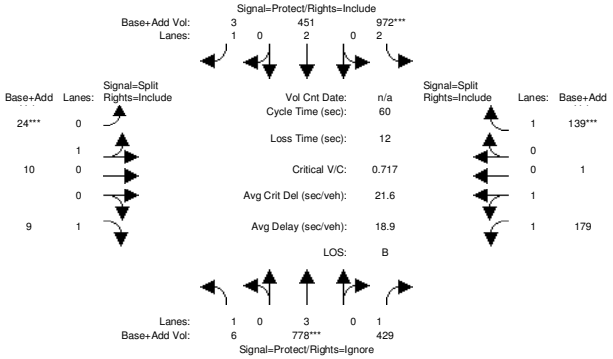
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	663	293	690	411	3	24	10	9	91	1	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	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	135	126	244	42	0	0	0	0	84	0	43
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	798	419	934	453	3	24	10	9	175	1	131
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	858	0	1004	487	3	26	11	10	188	1	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	858	0	1004	487	3	26	11	10	188	1	141
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	858	0	1004	487	3	26	11	10	188	1	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.97	0.97	0.84	0.95	0.95	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.71	0.29	1.00	1.99	0.01	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	1296	540	1591	3601	21	1594
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.29	0.13	0.00	0.02	0.02	0.01	0.05	0.05	0.09
Crit Moves:		****		****			****					****
Green/Cycle:	0.02	0.24	0.00	0.41	0.63	0.63	0.03	0.03	0.03	0.13	0.13	0.13
Volume/Cap:	0.21	0.70	0.00	0.70	0.21	0.00	0.70	0.70	0.21	0.41	0.41	0.70
Delay/Veh:	32.7	22.8	0.0	16.2	4.8	4.1	63.6	63.6	30.9	24.8	24.8	35.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	22.8	0.0	16.2	4.8	4.1	63.6	63.6	30.9	24.8	24.8	35.6
LOS by Move:	C	C	A	B	A	A	E	E	C	C	C	D
HCM2kAvgQ:	0	7	0	8	2	0	2	2	0	2	2	4

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B AM

Intersection #12: Metro Center Blvd/Edgewater Blvd



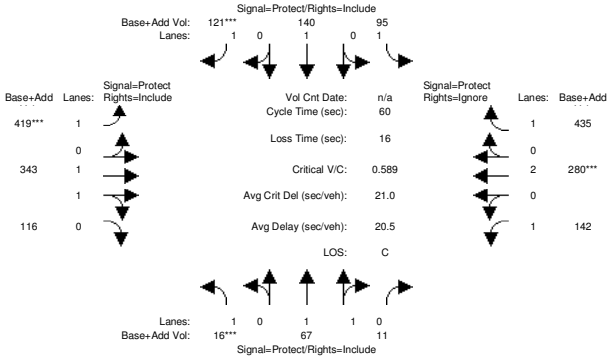
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	663	293	690	411	3	24	10	9	91	1	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	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	115	136	282	40	0	0	0	0	88	0	51
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	778	429	972	451	3	24	10	9	179	1	139
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	837	0	1045	485	3	26	11	10	192	1	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	837	0	1045	485	3	26	11	10	192	1	149
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	837	0	1045	485	3	26	11	10	192	1	149
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.97	0.97	0.84	0.95	0.95	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.71	0.29	1.00	1.99	0.01	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	1296	540	1591	3601	20	1594
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.30	0.13	0.00	0.02	0.02	0.01	0.05	0.05	0.09
Crit Moves:		****		****			****					****
Green/Cycle:	0.02	0.22	0.00	0.42	0.62	0.62	0.03	0.03	0.03	0.13	0.13	0.13
Volume/Cap:	0.22	0.72	0.00	0.72	0.22	0.00	0.72	0.72	0.22	0.41	0.41	0.72
Delay/Veh:	32.7	23.6	0.0	16.3	4.9	4.2	67.6	67.6	31.0	24.5	24.5	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	23.6	0.0	16.3	4.9	4.2	67.6	67.6	31.0	24.5	24.5	36.3
LOS by Move:	C	C	A	B	A	A	E	E	C	C	C	D
HCM2kAvgQ:	0	7	0	8	2	0	2	2	0	2	2	4

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

Gilead Sciences
SF12-0606

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

Intersection #13: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	67	11	70	140	90	137	268	116	142	187	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	67	11	70	140	90	137	268	116	142	187	334
Added Vol:	0	0	0	25	0	31	282	75	0	0	93	101
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	67	11	95	140	121	419	343	116	142	280	435
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	17	73	12	103	152	132	455	373	126	154	304	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	73	12	103	152	132	455	373	126	154	304	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:	17	73	12	103	152	132	455	373	126	154	304	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.92	0.95	1.00	0.81	0.95	0.91	0.89	0.95	0.95	1.00
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.49	0.51	1.00	2.00	1.00
Final Sat.:	1805	3033	498	1805	1900	1536	1805	2579	872	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.08	0.09	0.25	0.14	0.14	0.09	0.08	0.00
Crit Moves:	****					****	****				****	
Green/Cycle:	0.02	0.05	0.05	0.11	0.15	0.15	0.43	0.36	0.36	0.21	0.14	0.00
Volume/Cap:	0.59	0.50	0.50	0.50	0.55	0.59	0.59	0.40	0.40	0.40	0.59	0.00
Delay/Veh:	56.8	30.2	30.2	26.9	26.2	28.1	14.3	14.6	14.6	21.0	25.8	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:	56.8	30.2	30.2	26.9	26.2	28.1	14.3	14.6	14.6	21.0	25.8	0.0
LOS by Move:	E	C	C	C	C	C	B	B	B	C	C	A
HCM2kAvgQ:	1	2	2	2	3	2	7	4	4	3	4	0

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

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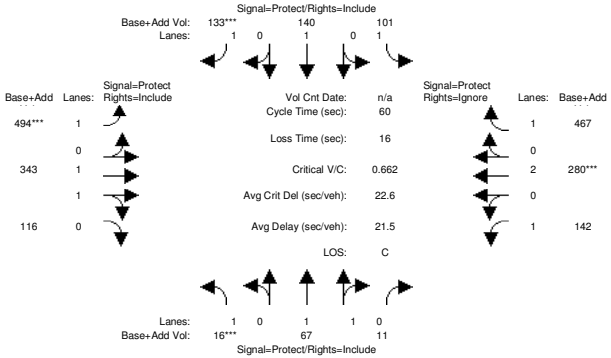
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project AM

Intersection #13: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	67	11	70	140	90	137	268	116	142	187	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	67	11	70	140	90	137	268	116	142	187	334
Added Vol:	0	0	0	31	0	43	357	75	0	0	93	133
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	67	11	101	140	133	494	343	116	142	280	467
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	17	73	12	110	152	145	537	373	126	154	304	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	73	12	110	152	145	537	373	126	154	304	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:	17	73	12	110	152	145	537	373	126	154	304	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.92	0.95	1.00	0.81	0.95	0.91	0.89	0.95	0.95	1.00
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.49	0.51	1.00	2.00	1.00
Final Sat.:	1805	3033	498	1805	1900	1536	1805	2579	872	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.08	0.09	0.30	0.14	0.14	0.09	0.08	0.00
Crit Moves:	****					****	****				****	
Green/Cycle:	0.01	0.04	0.04	0.11	0.14	0.14	0.45	0.36	0.36	0.21	0.13	0.00
Volume/Cap:	0.66	0.54	0.54	0.54	0.56	0.66	0.66	0.40	0.40	0.40	0.66	0.00
Delay/Veh:	78.2	31.9	31.9	28.1	26.7	31.8	15.0	14.5	14.5	20.9	28.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.2	31.9	31.9	28.1	26.7	31.8	15.0	14.5	14.5	20.9	28.5	0.0
LOS by Move:	E	C	C	C	C	C	B	B	B	C	C	A
HCM2kAvgQ:	1	2	2	2	3	3	9	4	4	3	4	0

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

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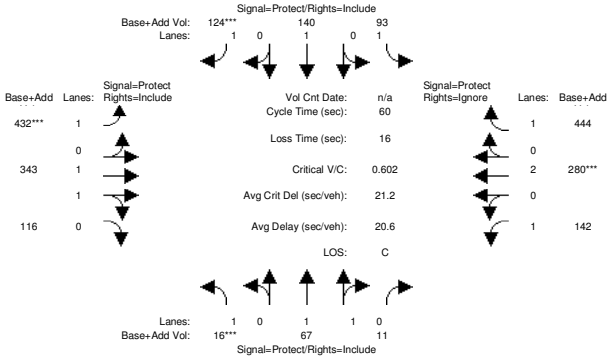
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A AM

Intersection #13: Vintage Park Dr/Metro Center Blvd



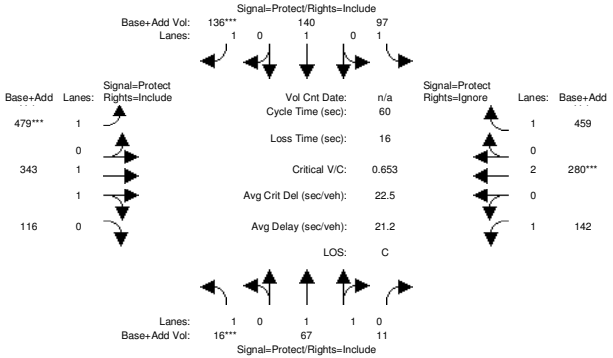
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	67	11	70	140	90	137	268	116	142	187	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	67	11	70	140	90	137	268	116	142	187	334
Added Vol:	0	0	0	23	0	34	295	75	0	0	93	110
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	67	11	93	140	124	432	343	116	142	280	444
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	17	73	12	101	152	135	470	373	126	154	304	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	73	12	101	152	135	470	373	126	154	304	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:	17	73	12	101	152	135	470	373	126	154	304	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.92	0.95	1.00	0.81	0.95	0.91	0.89	0.95	0.95	1.00
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.49	0.51	1.00	2.00	1.00
Final Sat.:	1805	3033	498	1805	1900	1536	1805	2579	872	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.08	0.09	0.26	0.14	0.14	0.09	0.08	0.00
Crit Moves:	****					****	****				****	
Green/Cycle:	0.02	0.05	0.05	0.11	0.15	0.15	0.43	0.36	0.36	0.21	0.14	0.00
Volume/Cap:	0.60	0.50	0.50	0.50	0.55	0.60	0.60	0.40	0.40	0.40	0.60	0.00
Delay/Veh:	60.3	30.1	30.1	26.9	26.2	28.6	14.4	14.6	14.6	21.0	26.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.3	30.1	30.1	26.9	26.2	28.6	14.4	14.6	14.6	21.0	26.3	0.0
LOS by Move:	E	C	C	C	C	C	B	B	B	C	C	A
HCM2kAvgQ:	1	2	2	2	3	2	7	4	4	3	4	0

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B AM

Intersection #13: Vintage Park Dr/Metro Center Blvd



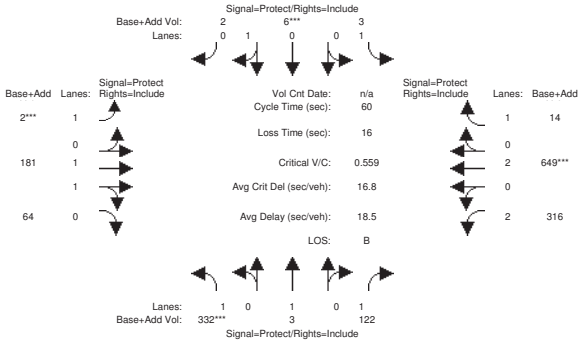
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	67	11	70	140	90	137	268	116	142	187	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	67	11	70	140	90	137	268	116	142	187	334
Added Vol:	0	0	0	27	0	46	342	75	0	0	93	125
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	67	11	97	140	136	479	343	116	142	280	459
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	17	73	12	105	152	148	521	373	126	154	304	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	73	12	105	152	148	521	373	126	154	304	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:	17	73	12	105	152	148	521	373	126	154	304	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.92	0.95	1.00	0.81	0.95	0.91	0.89	0.95	0.95	1.00
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.49	0.51	1.00	2.00	1.00
Final Sat.:	1805	3033	498	1805	1900	1536	1805	2579	872	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.08	0.10	0.29	0.14	0.14	0.09	0.08	0.00
Crit Moves:	****					****	****				****	
Green/Cycle:	0.01	0.05	0.05	0.11	0.15	0.15	0.44	0.36	0.36	0.21	0.13	0.00
Volume/Cap:	0.65	0.51	0.51	0.51	0.54	0.65	0.65	0.40	0.40	0.40	0.65	0.00
Delay/Veh:	75.0	30.5	30.5	27.0	25.9	30.8	15.1	14.6	14.6	21.1	28.1	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:	75.0	30.5	30.5	27.0	25.9	30.8	15.1	14.6	14.6	21.1	28.1	0.0
LOS by Move:	E	C	C	C	C	C	B	B	B	C	C	A
HCM2kAvgQ:	1	2	2	2	3	3	9	4	4	3	4	0

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

Gilead Sciences EIR
SF12-0606

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

Intersection #14: Shell Blvd/Metro Center Blvd



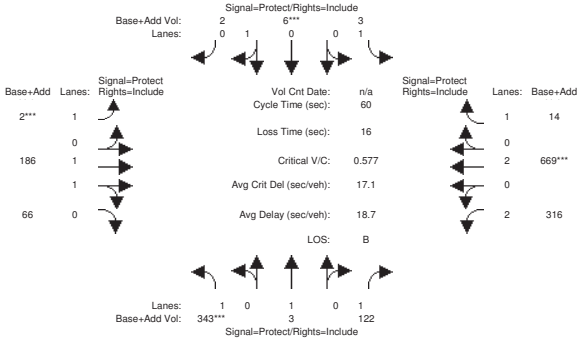
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	280		3	97	3		6	2	2		99	50	287		507	14
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	280		3	97	3		6	2	2		99	50	287		507	14
Added Vol:	52		0	25	0		0	0	0		82	14	29		142	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	332		3	122	3		6	2	2		181	64	316		649	14
User Adj:	1.00		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:	369		3	136	3		7	2	2		201	71	351		721	16
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	369		3	136	3		7	2	2		201	71	351		721	16
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	369		3	136	3		7	2	2		201	71	351		721	16
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		1.00	0.84	0.95		0.96	0.96	0.95		0.91	0.90	0.92		0.95	0.81
Lanes:	1.00		1.00	1.00	1.00		0.75	0.25	1.00		1.47	0.53	2.00		2.00	1.00
Final Sat.:	1805		1900	1591	1805		1371	457	1805		2556	904	3502		3610	1536
Capacity Analysis Module:																
Vol/Sat:	0.20		0.00	0.09	0.00		0.00	0.00	0.00		0.08	0.08	0.10		0.20	0.01
Crit Moves:	****				****				****						****	
Green/Cycle:	0.37		0.37	0.37	0.01		0.01	0.01	0.00		0.16	0.16	0.20		0.36	0.36
Volume/Cap:	0.56		0.00	0.23	0.23		0.56	0.56	0.56		0.50	0.50	0.50		0.56	0.03
Delay/Veh:	16.3		12.1	13.4	37.8		67.6	67.6	144.7		23.8	23.8	21.8		16.1	12.5
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	16.3		12.1	13.4	37.8		67.6	67.6	144.7		23.8	23.8	21.8		16.1	12.5
LOS by Move:	B		B	B	D		E	E	F		C	C	C		B	B
HCM2kAvgQ:	6		0	2	0		1	1	0		3	3	3		5	0

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project AM

Intersection #14: Shell Blvd/Metro Center Blvd



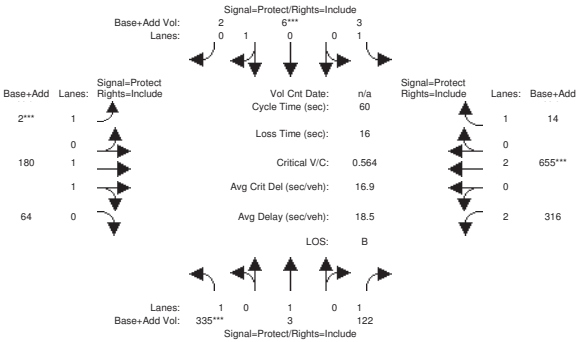
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0		0	0	0		0	0	0		0	0	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	280		3	97	3		6	2	2		99	50	287		507	14
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	280		3	97	3		6	2	2		99	50	287		507	14
Added Vol:	63		0	25	0		0	0	0		87	16	29		162	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	343		3	122	3		6	2	2		186	66	316		669	14
User Adj:	1.00		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:	381		3	136	3		7	2	2		207	73	351		743	16
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	381		3	136	3		7	2	2		207	73	351		743	16
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	381		3	136	3		7	2	2		207	73	351		743	16
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		1.00	0.84	0.95		0.96	0.96	0.95		0.91	0.90	0.92		0.95	0.81
Lanes:	1.00		1.00	1.00	1.00		0.75	0.25	1.00		1.47	0.53	2.00		2.00	1.00
Final Sat.:	1805		1900	1591	1805		1371	457	1805		2554	906	3502		3610	1536
Capacity Analysis Module:																
Vol/Sat:	0.21		0.00	0.09	0.00		0.00	0.00	0.00		0.08	0.08	0.10		0.21	0.01
Crit Moves:	****				****				****						****	
Green/Cycle:	0.37		0.37	0.37	0.01		0.01	0.01	0.00		0.16	0.16	0.20		0.36	0.36
Volume/Cap:	0.58		0.00	0.23	0.23		0.58	0.58	0.58		0.50	0.50	0.50		0.58	0.03
Delay/Veh:	16.6		12.1	13.4	37.8		74.0	74.0	159.9		23.8	23.8	22.0		16.3	12.6
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	16.6		12.1	13.4	37.8		74.0	74.0	159.9		23.8	23.8	22.0		16.3	12.6
LOS by Move:	B		B	B	D		E	E	F		C	C	C		B	B
HCM2kAvgQ:	6		0	2	0		1	1	0		3	3	3		6	0

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A AM

Intersection #14: 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:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	280	3	97		3	6	2		2	99	50		287	507	14	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	280	3	97		3	6	2		2	99	50		287	507	14	
Added Vol:	55	0	25		0	0	0		0	81	14		29	148	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	335	3	122		3	6	2		2	180	64		316	655	14	
User Adj:	1.00	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:	372	3	136		3	7	2		2	200	71		351	728	16	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	372	3	136		3	7	2		2	200	71		351	728	16	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	372	3	136		3	7	2		2	200	71		351	728	16	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.84		0.95	0.96	0.96		0.95	0.91	0.90		0.92	0.95	0.81	
Lanes:	1.00	1.00	1.00		1.00	0.75	0.25		1.00	1.47	0.53		2.00	2.00	1.00	
Final Sat.:	1805	1900	1591		1805	1371	457		1805	2552	907		3502	3610	1536	
Capacity Analysis Module:																
Vol/Sat:	0.21	0.00	0.09		0.00	0.00	0.00		0.00	0.08	0.08		0.10	0.20	0.01	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.37	0.37	0.37		0.01	0.01	0.01		0.00	0.16	0.16		0.20	0.36	0.36	
Volume/Cap:	0.56	0.00	0.23		0.23	0.56	0.56		0.56	0.50	0.50		0.50	0.56	0.03	
Delay/Veh:	16.4	12.1	13.4		37.8	69.4	69.4		149.0	23.8	23.8		21.8	16.1	12.5	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	16.4	12.1	13.4		37.8	69.4	69.4		149.0	23.8	23.8		21.8	16.1	12.5	
LOS by Move:	B	B	B		D	E	E		F	C	C		C	B	B	
HCM2kAvgQ:	6	0	2		0	1	1		0	3	3		3	5	0	

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

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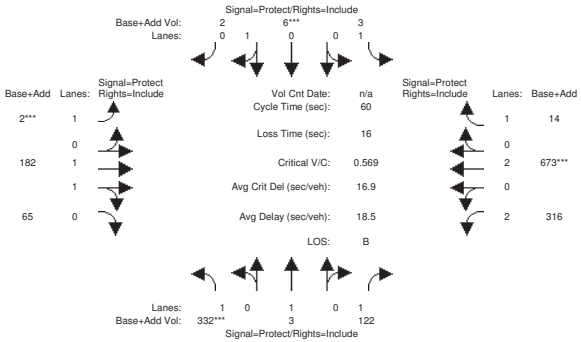
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B AM

Intersection #14: 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:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	280	3	97		3	6	2		2	99	50		287	507	14	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	280	3	97		3	6	2		2	99	50		287	507	14	
Added Vol:	52	0	25		0	0	0		0	83	15		29	166	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	332	3	122		3	6	2		2	182	65		316	673	14	
User Adj:	1.00	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:	369	3	136		3	7	2		2	202	72		351	748	16	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	369	3	136		3	7	2		2	202	72		351	748	16	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	369	3	136		3	7	2		2	202	72		351	748	16	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	1.00	0.84		0.95	0.96	0.96		0.95	0.91	0.90		0.92	0.95	0.81	
Lanes:	1.00	1.00	1.00		1.00	0.75	0.25		1.00	1.47	0.53		2.00	2.00	1.00	
Final Sat.:	1805	1900	1591		1805	1371	457		1805	2549	910		3502	3610	1536	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.00	0.09		0.00	0.00	0.00		0.00	0.08	0.08		0.10	0.21	0.01	
Crit Moves:	****					****			****					****		
Green/Cycle:	0.36	0.36	0.36		0.01	0.01	0.01		0.00	0.16	0.16		0.20	0.36	0.36	
Volume/Cap:	0.57	0.00	0.24		0.24	0.57	0.57		0.57	0.49	0.49		0.49	0.57	0.03	
Delay/Veh:	16.7	12.3	13.7		38.1	71.2	71.2		153.3	23.6	23.6		21.6	15.9	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:	16.7	12.3	13.7		38.1	71.2	71.2		153.3	23.6	23.6		21.6	15.9	12.3	
LOS by Move:	B	B	B		D	E	E		F	C	C		C	B	B	
HCM2kAvgQ:	6	0	2		0	1	1		0	3	3		3	6	0	

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

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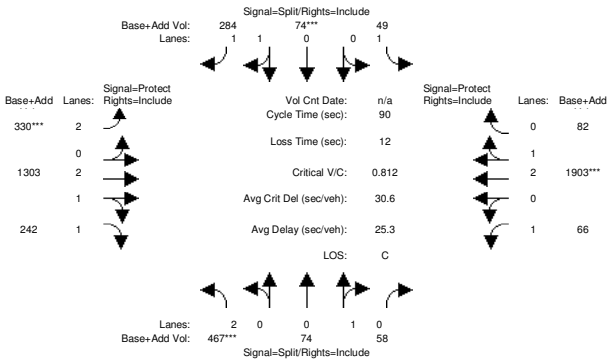
Gilead Sciences
SF12-0606

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

Intersection #17: Norfolk Street/East Hillshade 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	467	74	58	49	74	284	330	1148	242	66	1826	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	74	58	49	74	284	330	1148	242	66	1826	82
Added Vol:	0	0	0	0	0	0	0	155	0	0	77	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	467	74	58	49	74	284	330	1303	242	66	1903	82
User Adj:	1.00	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:	486	77	60	51	77	296	344	1357	252	69	1982	85
Reduct Vol:	0	0	0	0	0	150	0	0	0	0	0	0
Reduced Vol:	486	77	60	51	77	146	344	1357	252	69	1982	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	486	77	60	51	77	146	344	1357	252	69	1982	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.95	0.90	0.89	0.92	0.89	0.88	0.95	0.90	0.90
Lanes:	2.00	0.56	0.44	1.00	0.69	1.31	2.00	3.00	1.00	1.00	2.88	0.12
Final Sat.:	3502	991	776	1805	1176	2225	3502	5063	1672	1805	4942	213
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.08	0.03	0.07	0.07	0.10	0.27	0.15	0.04	0.40	0.40
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.08	0.08	0.08	0.12	0.54	0.54	0.08	0.49	0.49
Volume/Cap:	0.81	0.45	0.45	0.35	0.81	0.81	0.81	0.50	0.28	0.50	0.81	0.81
Delay/Veh:	44.2	34.6	34.6	40.6	57.3	57.3	49.9	13.2	11.3	42.7	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	34.6	34.6	40.6	57.3	57.3	49.9	13.2	11.3	42.7	21.3	21.3
LOS by Move:	D	C	C	D	E	E	D	B	B	D	C	C
HCM2kAvgQ:	9	4	4	2	5	5	5	9	4	2	18	18

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

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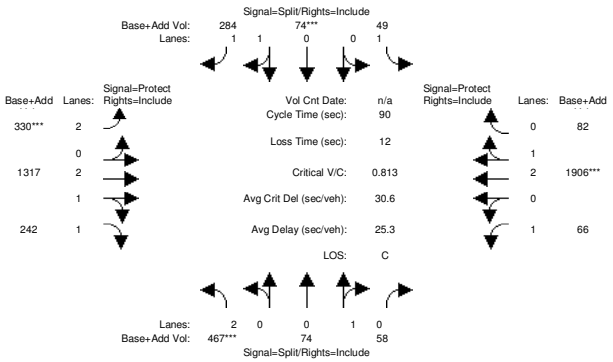
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project AM

Intersection #17: Norfolk Street/East Hillshade 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	467	74	58	49	74	284	330	1148	242	66	1826	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	74	58	49	74	284	330	1148	242	66	1826	82
Added Vol:	0	0	0	0	0	0	0	169	0	0	80	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	467	74	58	49	74	284	330	1317	242	66	1906	82
User Adj:	1.00	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:	486	77	60	51	77	296	344	1372	252	69	1985	85
Reduct Vol:	0	0	0	0	0	150	0	0	0	0	0	0
Reduced Vol:	486	77	60	51	77	146	344	1372	252	69	1985	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	486	77	60	51	77	146	344	1372	252	69	1985	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.95	0.90	0.89	0.92	0.89	0.88	0.95	0.90	0.90
Lanes:	2.00	0.56	0.44	1.00	0.69	1.31	2.00	3.00	1.00	1.00	2.88	0.12
Final Sat.:	3502	991	776	1805	1176	2225	3502	5068	1674	1805	4943	213
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.08	0.03	0.07	0.07	0.10	0.27	0.15	0.04	0.40	0.40
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.08	0.08	0.08	0.12	0.54	0.54	0.08	0.49	0.49
Volume/Cap:	0.81	0.46	0.46	0.35	0.81	0.81	0.81	0.50	0.28	0.50	0.81	0.81
Delay/Veh:	44.2	34.6	34.6	40.6	57.3	57.3	50.0	13.2	11.3	42.9	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	34.6	34.6	40.6	57.3	57.3	50.0	13.2	11.3	42.9	21.3	21.3
LOS by Move:	D	C	C	D	E	E	D	B	B	D	C	C
HCM2kAvgQ:	9	4	4	2	5	5	5	9	4	2	18	18

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

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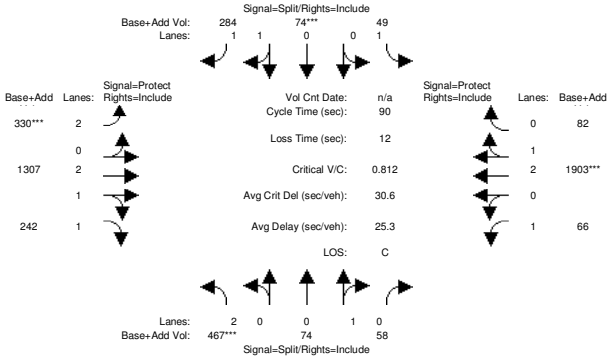
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A AM

Intersection #17: Norfolk Street/East Hillshade Blvd



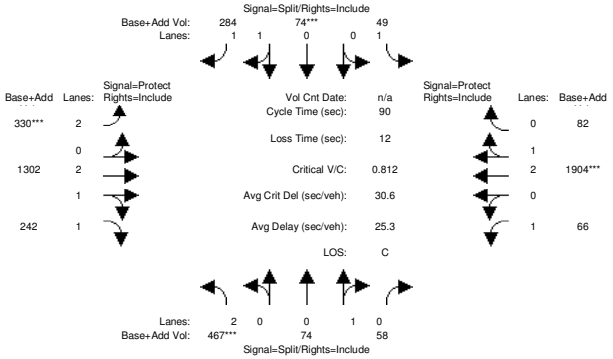
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	467	74	58	49	74	284	330	1148	242	66	1826	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	74	58	49	74	284	330	1148	242	66	1826	82
Added Vol:	0	0	0	0	0	0	0	159	0	0	77	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	467	74	58	49	74	284	330	1307	242	66	1903	82
User Adj:	1.00	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:	486	77	60	51	77	296	344	1361	252	69	1982	85
Reduct Vol:	0	0	0	0	0	150	0	0	0	0	0	0
Reduced Vol:	486	77	60	51	77	146	344	1361	252	69	1982	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	486	77	60	51	77	146	344	1361	252	69	1982	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.95	0.90	0.89	0.92	0.89	0.88	0.95	0.90	0.90
Lanes:	2.00	0.56	0.44	1.00	0.69	1.31	2.00	3.00	1.00	1.00	2.88	0.12
Final Sat.:	3502	991	776	1805	1176	2225	3502	5068	1674	1805	4942	213
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.08	0.03	0.07	0.07	0.10	0.27	0.15	0.04	0.40	0.40
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.08	0.08	0.08	0.12	0.54	0.54	0.08	0.49	0.49
Volume/Cap:	0.81	0.45	0.45	0.35	0.81	0.81	0.81	0.50	0.28	0.50	0.81	0.81
Delay/Veh:	44.2	34.6	34.6	40.6	57.3	57.3	49.9	13.2	11.3	42.7	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	34.6	34.6	40.6	57.3	57.3	49.9	13.2	11.3	42.7	21.3	21.3
LOS by Move:	D	C	C	D	E	E	D	B	B	D	C	C
HCM2kAvgQ:	9	4	4	2	5	5	5	9	4	2	18	18

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B AM

Intersection #17: Norfolk Street/East Hillshade Blvd



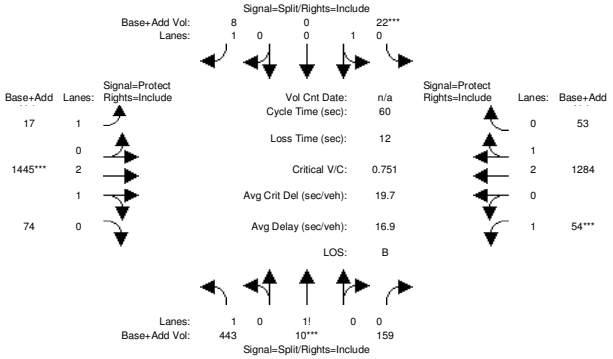
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	467	74	58	49	74	284	330	1148	242	66	1826	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	74	58	49	74	284	330	1148	242	66	1826	82
Added Vol:	0	0	0	0	0	0	0	154	0	0	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	467	74	58	49	74	284	330	1302	242	66	1904	82
User Adj:	1.00	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:	486	77	60	51	77	296	344	1356	252	69	1983	85
Reduct Vol:	0	0	0	0	0	150	0	0	0	0	0	0
Reduced Vol:	486	77	60	51	77	146	344	1356	252	69	1983	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	486	77	60	51	77	146	344	1356	252	69	1983	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.95	0.90	0.89	0.92	0.89	0.88	0.95	0.90	0.90
Lanes:	2.00	0.56	0.44	1.00	0.69	1.31	2.00	3.00	1.00	1.00	2.88	0.12
Final Sat.:	3502	991	776	1805	1176	2225	3502	5063	1672	1805	4943	213
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.08	0.03	0.07	0.07	0.10	0.27	0.15	0.04	0.40	0.40
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.08	0.08	0.08	0.12	0.54	0.54	0.08	0.49	0.49
Volume/Cap:	0.81	0.45	0.45	0.35	0.81	0.81	0.81	0.50	0.28	0.50	0.81	0.81
Delay/Veh:	44.2	34.6	34.6	40.6	57.3	57.3	49.9	13.2	11.3	42.7	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	34.6	34.6	40.6	57.3	57.3	49.9	13.2	11.3	42.7	21.3	21.3
LOS by Move:	D	C	C	D	E	E	D	B	B	D	C	C
HCM2kAvgQ:	9	4	4	2	5	5	5	9	4	2	18	18

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

Gilead Sciences
SF12-0606

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

Intersection #18: Altair Ave/East Hillsdale Blvd



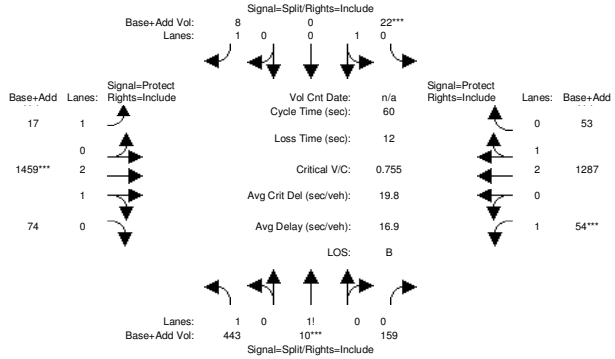
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	443	10	159	22	0	8	17	1290	74	54	1207	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	10	159	22	0	8	17	1290	74	54	1207	53
Added Vol:	0	0	0	0	0	0	0	155	0	0	77	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	10	159	22	0	8	17	1445	74	54	1284	53
User Adj:	1.00	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:	476	11	171	24	0	9	18	1554	80	58	1381	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	11	171	24	0	9	18	1554	80	58	1381	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	476	11	171	24	0	9	18	1554	80	58	1381	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.92	0.95	1.00	0.84	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.57	0.02	0.41	1.00	0.00	1.00	1.00	2.85	0.15	1.00	2.88	0.12
Final Sat.:	2760	45	716	1809	0	1591	1805	4899	251	1805	4951	204
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.24	0.01	0.00	0.01	0.01	0.32	0.32	0.03	0.28	0.28
Crit Moves:		****		****				****		****		
Green/Cycle:	0.32	0.32	0.32	0.02	0.00	0.02	0.02	0.42	0.42	0.04	0.45	0.45
Volume/Cap:	0.54	0.75	0.75	0.75	0.00	0.31	0.62	0.75	0.75	0.75	0.62	0.62
Delay/Veh:	17.4	22.0	22.0	95.7	0.0	35.4	64.0	16.2	16.2	61.6	13.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.4	22.0	22.0	95.7	0.0	35.4	64.0	16.2	16.2	61.6	13.2	13.2
LOS by Move:	B	C	C	F	A	D	E	B	B	E	B	B
HCM2kAvgQ:	5	9	9	2	0	1	0	10	10	1	7	7

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project AM

Intersection #18: Altair Ave/East Hillsdale Blvd



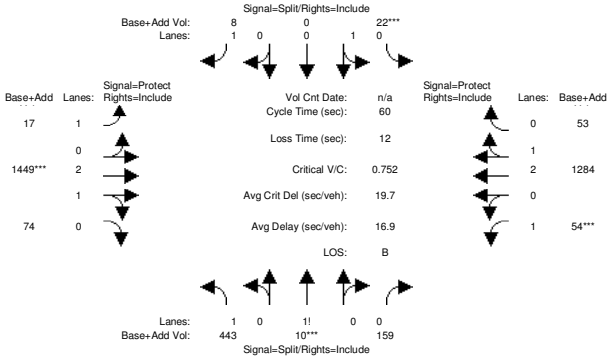
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	443	10	159	22	0	8	17	1290	74	54	1207	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	10	159	22	0	8	17	1290	74	54	1207	53
Added Vol:	0	0	0	0	0	0	0	169	0	0	80	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	10	159	22	0	8	17	1459	74	54	1287	53
User Adj:	1.00	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:	476	11	171	24	0	9	18	1569	80	58	1384	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	11	171	24	0	9	18	1569	80	58	1384	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	476	11	171	24	0	9	18	1569	80	58	1384	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.92	0.95	1.00	0.84	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.57	0.02	0.41	1.00	0.00	1.00	1.00	2.85	0.15	1.00	2.88	0.12
Final Sat.:	2760	45	716	1809	0	1591	1805	4902	249	1805	4952	204
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.24	0.01	0.00	0.01	0.01	0.32	0.32	0.03	0.28	0.28
Crit Moves:		****		****				****		****		
Green/Cycle:	0.32	0.32	0.32	0.02	0.00	0.02	0.02	0.42	0.42	0.04	0.45	0.45
Volume/Cap:	0.55	0.75	0.75	0.75	0.00	0.31	0.62	0.75	0.75	0.75	0.62	0.62
Delay/Veh:	17.5	22.2	22.2	97.0	0.0	35.5	63.7	16.2	16.2	62.4	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	22.2	22.2	97.0	0.0	35.5	63.7	16.2	16.2	62.4	13.1	13.1
LOS by Move:	B	C	C	F	A	D	E	B	B	E	B	B
HCM2kAvgQ:	5	9	9	2	0	1	0	10	10	1	7	7

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A AM

Intersection #18: Altair Ave/East Hillsdale Blvd



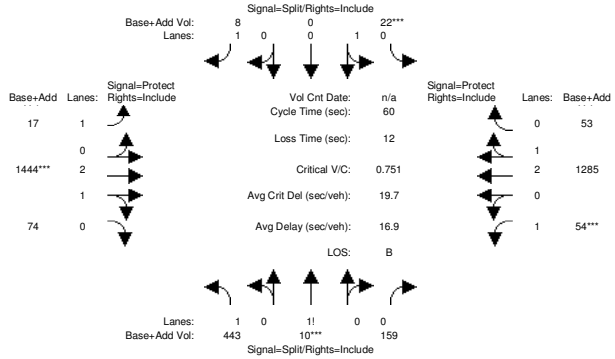
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	443	10	159	22	0	8	17	1290	74	54	1207	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	10	159	22	0	8	17	1290	74	54	1207	53
Added Vol:	0	0	0	0	0	0	0	159	0	0	77	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	10	159	22	0	8	17	1449	74	54	1284	53
User Adj:	1.00	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:	476	11	171	24	0	9	18	1558	80	58	1381	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	11	171	24	0	9	18	1558	80	58	1381	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	476	11	171	24	0	9	18	1558	80	58	1381	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.92	0.95	1.00	0.84	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.57	0.02	0.41	1.00	0.00	1.00	1.00	2.85	0.15	1.00	2.88	0.12
Final Sat.:	2760	45	716	1809	0	1591	1805	4900	250	1805	4951	204
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.24	0.01	0.00	0.01	0.01	0.32	0.32	0.03	0.28	0.28
Crit Moves:		****		****				****		****		
Green/Cycle:	0.32	0.32	0.32	0.02	0.00	0.02	0.02	0.42	0.42	0.04	0.45	0.45
Volume/Cap:	0.54	0.75	0.75	0.75	0.00	0.31	0.62	0.75	0.75	0.75	0.62	0.62
Delay/Veh:	17.4	22.1	22.1	96.1	0.0	35.5	63.8	16.2	16.2	61.8	13.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.4	22.1	22.1	96.1	0.0	35.5	63.8	16.2	16.2	61.8	13.2	13.2
LOS by Move:	B	C	C	F	A	D	E	B	B	E	B	B
HCM2kAvgQ:	5	9	9	2	0	1	0	10	10	1	7	7

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B AM

Intersection #18: Altair Ave/East Hillsdale Blvd



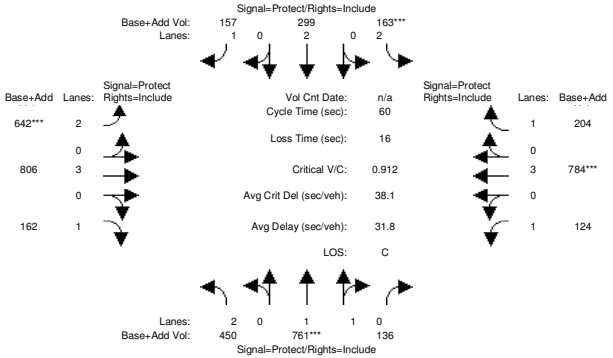
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	443	10	159	22	0	8	17	1290	74	54	1207	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	10	159	22	0	8	17	1290	74	54	1207	53
Added Vol:	0	0	0	0	0	0	0	154	0	0	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	10	159	22	0	8	17	1444	74	54	1285	53
User Adj:	1.00	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:	476	11	171	24	0	9	18	1553	80	58	1382	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	11	171	24	0	9	18	1553	80	58	1382	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	476	11	171	24	0	9	18	1553	80	58	1382	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.92	0.95	1.00	0.84	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.57	0.02	0.41	1.00	0.00	1.00	1.00	2.85	0.15	1.00	2.88	0.12
Final Sat.:	2760	45	716	1809	0	1591	1805	4899	251	1805	4951	204
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.24	0.01	0.00	0.01	0.01	0.32	0.32	0.03	0.28	0.28
Crit Moves:		****		****				****		****		
Green/Cycle:	0.32	0.32	0.32	0.02	0.00	0.02	0.02	0.42	0.42	0.04	0.45	0.45
Volume/Cap:	0.54	0.75	0.75	0.75	0.00	0.31	0.62	0.75	0.75	0.75	0.62	0.62
Delay/Veh:	17.4	22.0	22.0	95.6	0.0	35.4	64.1	16.2	16.2	61.5	13.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.4	22.0	22.0	95.6	0.0	35.4	64.1	16.2	16.2	61.5	13.2	13.2
LOS by Move:	B	C	C	F	A	D	E	B	B	E	B	B
HCM2kAvgQ:	5	9	9	2	0	1	0	10	10	1	7	7

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

Gilead Sciences
SF12-0606

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

Intersection #19: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	622	110	138	251	105	553	740	162	119	759	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	622	110	138	251	105	553	740	162	119	759	179
Added Vol:	0	139	26	25	48	52	89	66	0	5	25	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	761	136	163	299	157	642	806	162	124	784	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	474	801	143	172	315	165	676	848	171	131	825	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	801	143	172	315	165	676	848	171	131	825	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:	474	801	143	172	315	165	676	848	171	131	825	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.70	0.30	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2991	535	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.05	0.09	0.10	0.19	0.16	0.11	0.07	0.16	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.20	0.29	0.29	0.05	0.15	0.15	0.21	0.27	0.27	0.12	0.17	0.17
Volume/Cap:	0.69	0.91	0.91	0.91	0.58	0.69	0.91	0.61	0.40	0.61	0.91	0.77
Delay/Veh:	25.3	32.4	32.4	69.8	25.3	32.3	38.7	20.0	18.6	30.3	37.6	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.3	32.4	32.4	69.8	25.3	32.3	38.7	20.0	18.6	30.3	37.6	36.3
LOS by Move:	C	C	C	E	C	C	D	C	B	C	D	D
HCM2kAvgQ:	6	13	13	4	4	4	7	5	2	2	7	4

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

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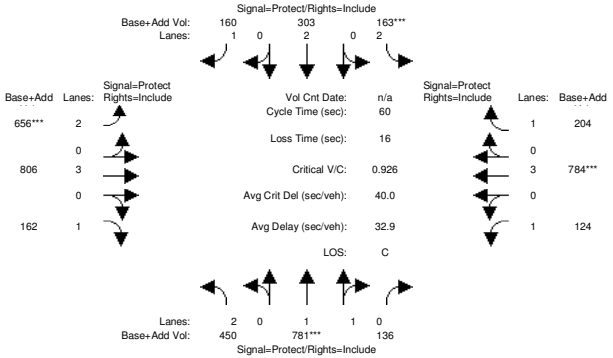
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project AM

Intersection #19: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	622	110	138	251	105	553	740	162	119	759	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	622	110	138	251	105	553	740	162	119	759	179
Added Vol:	0	159	26	25	52	55	103	66	0	5	25	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	781	136	163	303	160	656	806	162	124	784	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	474	822	143	172	319	168	691	848	171	131	825	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	822	143	172	319	168	691	848	171	131	825	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:	474	822	143	172	319	168	691	848	171	131	825	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.70	0.30	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3006	523	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.05	0.09	0.11	0.20	0.16	0.11	0.07	0.16	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.20	0.30	0.30	0.05	0.15	0.15	0.21	0.27	0.27	0.12	0.17	0.17
Volume/Cap:	0.69	0.93	0.93	0.93	0.58	0.69	0.93	0.61	0.40	0.61	0.93	0.79
Delay/Veh:	25.5	34.0	34.0	73.6	25.2	32.3	40.5	20.1	18.7	30.4	39.7	37.7
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:	25.5	34.0	34.0	73.6	25.2	32.3	40.5	20.1	18.7	30.4	39.7	37.7
LOS by Move:	C	C	C	E	C	C	D	C	B	C	D	D
HCM2kAvgQ:	6	14	14	4	4	5	7	5	2	2	7	4

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

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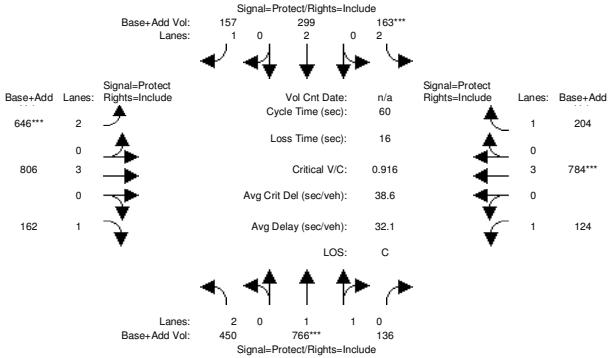
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A AM

Intersection #19: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	622	110	138	251	105	553	740	162	119	759	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	622	110	138	251	105	553	740	162	119	759	179
Added Vol:	0	144	26	25	48	52	93	66	0	5	25	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	766	136	163	299	157	646	806	162	124	784	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	474	806	143	172	315	165	680	848	171	131	825	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	806	143	172	315	165	680	848	171	131	825	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:	474	806	143	172	315	165	680	848	171	131	825	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.70	0.30	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2994	532	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.05	0.09	0.10	0.19	0.16	0.11	0.07	0.16	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.20	0.29	0.29	0.05	0.15	0.15	0.21	0.27	0.27	0.12	0.17	0.17
Volume/Cap:	0.69	0.92	0.92	0.92	0.58	0.69	0.92	0.61	0.40	0.61	0.92	0.78
Delay/Veh:	25.3	32.8	32.8	70.8	25.3	32.2	39.1	20.1	18.7	30.3	38.1	36.7
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:	25.3	32.8	32.8	70.8	25.3	32.2	39.1	20.1	18.7	30.3	38.1	36.7
LOS by Move:	C	C	C	E	C	C	D	C	B	C	D	D
HCM2kAvgQ:	6	14	14	4	4	4	7	5	2	2	7	4

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

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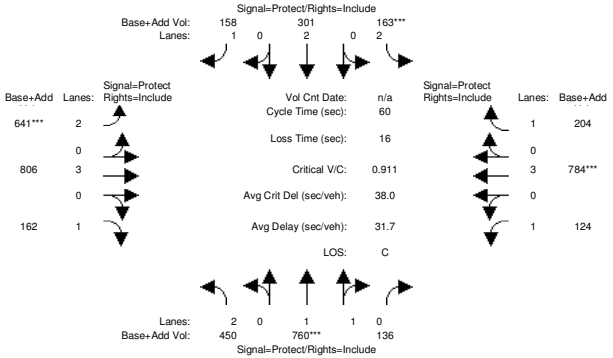
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B AM

Intersection #19: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	622	110	138	251	105	553	740	162	119	759	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	622	110	138	251	105	553	740	162	119	759	179
Added Vol:	0	138	26	25	50	53	88	66	0	5	25	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	760	136	163	301	158	641	806	162	124	784	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	474	800	143	172	317	166	675	848	171	131	825	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	800	143	172	317	166	675	848	171	131	825	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:	474	800	143	172	317	166	675	848	171	131	825	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.70	0.30	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2991	535	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.05	0.09	0.10	0.19	0.16	0.11	0.07	0.16	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.20	0.29	0.29	0.05	0.15	0.15	0.21	0.27	0.27	0.12	0.17	0.17
Volume/Cap:	0.69	0.91	0.91	0.91	0.58	0.69	0.91	0.61	0.40	0.61	0.91	0.77
Delay/Veh:	25.4	32.3	32.3	69.6	25.3	32.3	38.6	20.0	18.6	30.3	37.5	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	32.3	32.3	69.6	25.3	32.3	38.6	20.0	18.6	30.3	37.5	36.2
LOS by Move:	C	C	C	E	C	C	D	C	B	C	D	D
HCM2kAvgQ:	6	13	13	4	4	4	7	5	2	2	7	4

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

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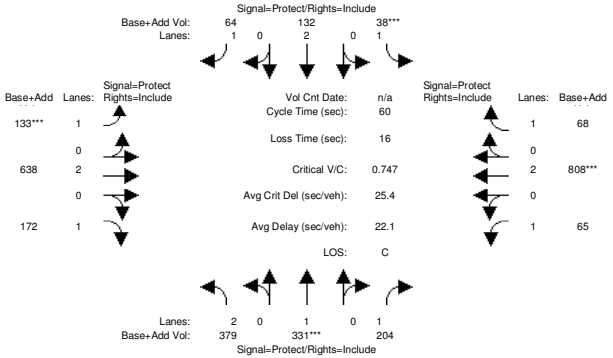
Gilead Sciences
SF12-0606

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

Intersection #20: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	255	175	37	103	45	121	548	144	58	785	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	255	175	37	103	45	121	548	144	58	785	66
Added Vol:	29	76	29	1	29	19	12	90	28	7	23	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	379	331	204	38	132	64	133	638	172	65	808	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	421	368	227	42	147	71	148	709	191	72	898	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	421	368	227	42	147	71	148	709	191	72	898	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	421	368	227	42	147	71	148	709	191	72	898	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.14	0.02	0.04	0.04	0.08	0.20	0.12	0.04	0.25	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.26	0.26	0.03	0.08	0.08	0.11	0.37	0.37	0.07	0.33	0.33
Volume/Cap:	0.57	0.75	0.55	0.75	0.52	0.57	0.75	0.53	0.33	0.53	0.75	0.15
Delay/Veh:	22.2	26.6	20.8	70.4	28.2	32.7	40.3	15.3	14.0	30.8	20.4	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.2	26.6	20.8	70.4	28.2	32.7	40.3	15.3	14.0	30.8	20.4	14.2
LOS by Move:	C	C	C	E	C	C	D	B	B	C	C	B
HCM2kAvgQ:	4	7	4	2	2	2	3	5	2	2	10	1

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

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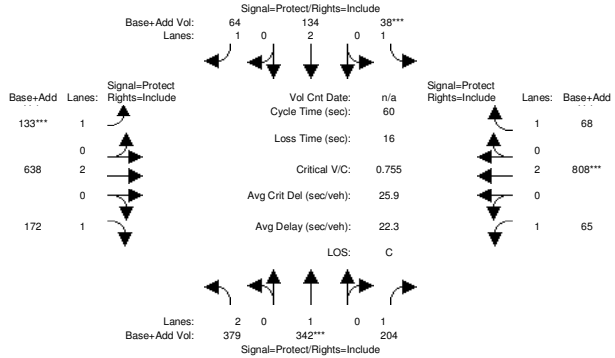
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project AM

Intersection #20: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	255	175	37	103	45	121	548	144	58	785	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	255	175	37	103	45	121	548	144	58	785	66
Added Vol:	29	87	29	1	31	19	12	90	28	7	23	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	379	342	204	38	134	64	133	638	172	65	808	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	421	380	227	42	149	71	148	709	191	72	898	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	421	380	227	42	149	71	148	709	191	72	898	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	421	380	227	42	149	71	148	709	191	72	898	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.14	0.02	0.04	0.04	0.08	0.20	0.12	0.04	0.25	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.22	0.26	0.26	0.03	0.08	0.08	0.11	0.36	0.36	0.07	0.33	0.33
Volume/Cap:	0.56	0.76	0.54	0.76	0.51	0.56	0.76	0.54	0.33	0.54	0.76	0.15
Delay/Veh:	21.9	26.7	20.3	72.7	28.0	32.0	41.4	15.6	14.2	31.2	20.8	14.3
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:	21.9	26.7	20.3	72.7	28.0	32.0	41.4	15.6	14.2	31.2	20.8	14.3
LOS by Move:	C	C	C	E	C	C	D	B	B	C	C	B
HCM2kAvgQ:	4	7	4	2	2	2	3	5	2	2	10	1

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

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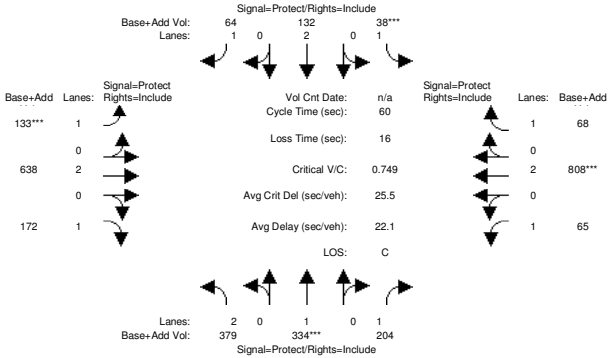
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A AM

Intersection #20: Shell Blvd/East Hillsdale Blvd



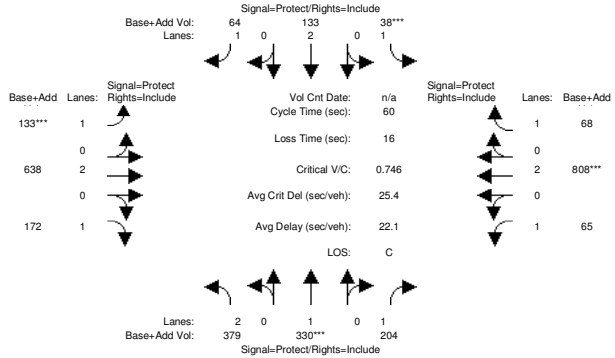
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	255	175	37	103	45	121	548	144	58	785	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	255	175	37	103	45	121	548	144	58	785	66
Added Vol:	29	79	29	1	29	19	12	90	28	7	23	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	379	334	204	38	132	64	133	638	172	65	808	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	421	371	227	42	147	71	148	709	191	72	898	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	421	371	227	42	147	71	148	709	191	72	898	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	421	371	227	42	147	71	148	709	191	72	898	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.14	0.02	0.04	0.04	0.08	0.20	0.12	0.04	0.25	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.26	0.26	0.03	0.08	0.08	0.11	0.37	0.37	0.07	0.33	0.33
Volume/Cap:	0.57	0.75	0.55	0.75	0.51	0.57	0.75	0.54	0.33	0.54	0.75	0.15
Delay/Veh:	22.1	26.6	20.7	71.0	28.1	32.5	40.6	15.4	14.0	30.9	20.5	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.1	26.6	20.7	71.0	28.1	32.5	40.6	15.4	14.0	30.9	20.5	14.2
LOS by Move:	C	C	C	E	C	C	D	B	B	C	C	B
HCM2kAvgQ:	4	7	4	2	2	2	3	5	2	2	10	1

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B AM

Intersection #20: Shell Blvd/East Hillsdale Blvd



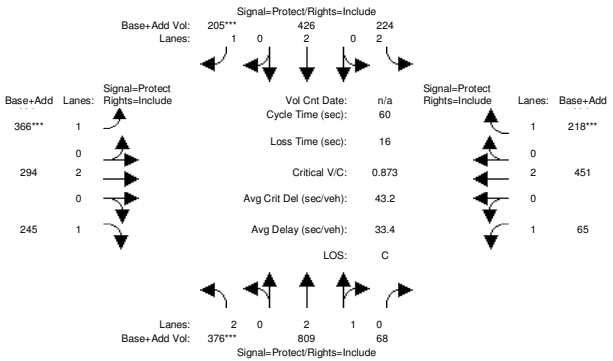
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	255	175	37	103	45	121	548	144	58	785	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	255	175	37	103	45	121	548	144	58	785	66
Added Vol:	29	75	29	1	30	19	12	90	28	7	23	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	379	330	204	38	133	64	133	638	172	65	808	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	421	367	227	42	148	71	148	709	191	72	898	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	421	367	227	42	148	71	148	709	191	72	898	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	421	367	227	42	148	71	148	709	191	72	898	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.14	0.02	0.04	0.04	0.08	0.20	0.12	0.04	0.25	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.21	0.26	0.26	0.03	0.08	0.08	0.11	0.37	0.37	0.08	0.33	0.33
Volume/Cap:	0.57	0.75	0.55	0.75	0.52	0.57	0.75	0.53	0.33	0.53	0.75	0.15
Delay/Veh:	22.3	26.6	20.8	70.2	28.3	32.7	40.2	15.3	13.9	30.8	20.3	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.3	26.6	20.8	70.2	28.3	32.7	40.2	15.3	13.9	30.8	20.3	14.1
LOS by Move:	C	C	C	E	C	C	D	B	B	C	C	B
HCM2kAvgQ:	4	6	4	2	2	2	3	5	2	2	10	1

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

Gilead Sciences
SF12-0606

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

Intersection #21: Foster City Boulevard/East Hillsdale Blvd



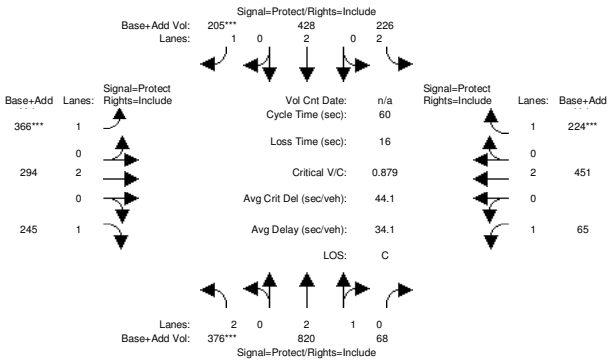
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	367	718	68	218	405	187	257	290	240	65	446	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	718	68	218	405	187	257	290	240	65	446	178
Added Vol:	9	91	0	6	21	18	109	4	5	0	5	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	376	809	68	224	426	205	366	294	245	65	451	218
User Adj:	1.00	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:	418	899	76	249	473	228	407	327	272	72	501	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	899	76	249	473	228	407	327	272	72	501	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	418	899	76	249	473	228	407	327	272	72	501	242
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.77	0.23	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4727	397	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.07	0.13	0.14	0.23	0.09	0.17	0.04	0.14	0.15
Crit Moves:	****					****	****					****
Green/Cycle:	0.14	0.22	0.22	0.08	0.16	0.16	0.26	0.35	0.35	0.08	0.17	0.17
Volume/Cap:	0.87	0.87	0.87	0.87	0.80	0.87	0.87	0.26	0.49	0.49	0.80	0.87
Delay/Veh:	41.4	30.0	30.0	50.5	31.6	50.4	37.7	14.0	16.0	28.9	30.8	48.9
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:	41.4	30.0	30.0	50.5	31.6	50.4	37.7	14.0	16.0	28.9	30.8	48.9
LOS by Move:	D	C	C	D	C	D	D	B	B	C	C	D
HCM2kAvgQ:	4	7	7	3	5	5	11	2	4	1	5	5

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project AM

Intersection #21: Foster City Boulevard/East Hillsdale Blvd



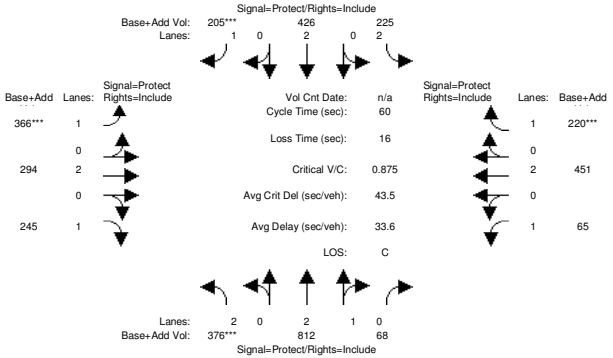
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	367	718	68	218	405	187	257	290	240	65	446	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	718	68	218	405	187	257	290	240	65	446	178
Added Vol:	9	102	0	8	23	18	109	4	5	0	5	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	376	820	68	226	428	205	366	294	245	65	451	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	418	911	76	251	476	228	407	327	272	72	501	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	911	76	251	476	228	407	327	272	72	501	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	418	911	76	251	476	228	407	327	272	72	501	249
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.77	0.23	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4732	392	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.07	0.13	0.14	0.23	0.09	0.17	0.04	0.14	0.16
Crit Moves:	****					****	****					****
Green/Cycle:	0.14	0.22	0.22	0.08	0.16	0.16	0.26	0.35	0.35	0.08	0.18	0.18
Volume/Cap:	0.88	0.88	0.88	0.88	0.81	0.88	0.88	0.26	0.49	0.49	0.78	0.88
Delay/Veh:	42.3	31.3	31.3	53.4	32.2	51.6	38.6	14.0	15.9	28.8	29.7	49.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	31.3	31.3	53.4	32.2	51.6	38.6	14.0	15.9	28.8	29.7	49.3
LOS by Move:	D	C	C	D	C	D	D	B	B	C	C	D
HCM2kAvgQ:	4	7	7	3	5	5	11	2	4	1	5	5

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A AM

Intersection #21: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	367	718	68	218	405	187	257	290	240	65	446	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	718	68	218	405	187	257	290	240	65	446	178
Added Vol:	9	94	0	7	21	18	109	4	5	0	5	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	376	812	68	225	426	205	366	294	245	65	451	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	418	902	76	250	473	228	407	327	272	72	501	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	902	76	250	473	228	407	327	272	72	501	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	418	902	76	250	473	228	407	327	272	72	501	244
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.77	0.23	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4728	396	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.07	0.13	0.14	0.23	0.09	0.17	0.04	0.14	0.15
Crit Moves:	****					****	****					****
Green/Cycle:	0.14	0.22	0.22	0.08	0.16	0.16	0.26	0.35	0.35	0.08	0.18	0.18
Volume/Cap:	0.87	0.87	0.87	0.87	0.80	0.87	0.87	0.26	0.49	0.49	0.79	0.87
Delay/Veh:	41.7	30.4	30.4	51.4	31.7	50.8	38.0	14.0	15.9	28.8	30.4	49.0
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:	41.7	30.4	30.4	51.4	31.7	50.8	38.0	14.0	15.9	28.8	30.4	49.0
LOS by Move:	D	C	C	D	C	D	D	B	B	C	C	D
HCM2kAvgQ:	4	7	7	3	5	5	11	2	4	1	5	5

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

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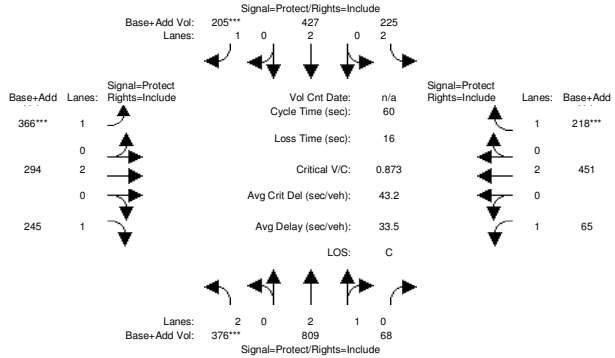
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B AM

Intersection #21: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	367	718	68	218	405	187	257	290	240	65	446	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	718	68	218	405	187	257	290	240	65	446	178
Added Vol:	9	91	0	7	22	18	109	4	5	0	5	40
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	376	809	68	225	427	205	366	294	245	65	451	218
User Adj:	1.00	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:	418	899	76	250	474	228	407	327	272	72	501	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	899	76	250	474	228	407	327	272	72	501	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	418	899	76	250	474	228	407	327	272	72	501	242
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.77	0.23	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4727	397	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.07	0.13	0.14	0.23	0.09	0.17	0.04	0.14	0.15
Crit Moves:	****					****	****					****
Green/Cycle:	0.14	0.22	0.22	0.08	0.16	0.16	0.26	0.35	0.35	0.08	0.17	0.17
Volume/Cap:	0.87	0.87	0.87	0.87	0.80	0.87	0.87	0.26	0.49	0.49	0.80	0.87
Delay/Veh:	41.4	30.1	30.1	50.6	31.7	50.4	37.7	14.0	16.0	28.9	30.8	48.9
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:	41.4	30.1	30.1	50.6	31.7	50.4	37.7	14.0	16.0	28.9	30.8	48.9
LOS by Move:	D	C	C	D	C	D	D	B	B	C	C	D
HCM2kAvgQ:	4	7	7	3	5	5	11	2	4	1	5	5

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

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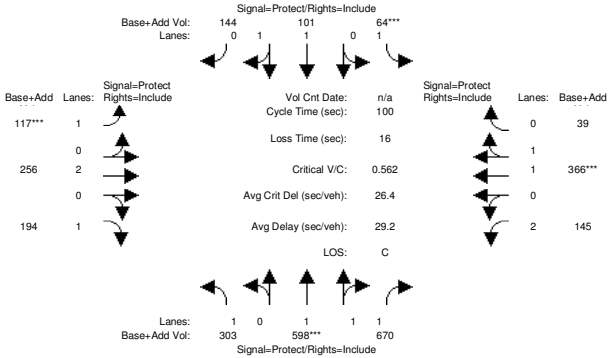
Gilead Sciences
SF12-0606

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

Intersection #22: Mariners Island Blvd/Fashion Island 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	282	486	632	49	73	139	82	251	154	118	364	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:	282	486	632	49	73	139	82	251	154	118	364	16
Added Vol:	21	112	38	15	28	5	35	5	40	27	2	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	598	670	64	101	144	117	256	194	145	366	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	303	598	670	64	101	144	117	256	194	145	366	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	598	670	64	101	144	117	256	194	145	366	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:	303	598	670	64	101	144	117	256	194	145	366	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.85	0.95	0.87	0.85	0.95	0.95	0.83	0.92	0.94	0.93
Lanes:	1.00	1.40	1.60	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.81	0.19
Final Sat.:	1805	2321	2600	1805	1646	1619	1805	3610	1570	3502	3216	343
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.26	0.04	0.06	0.09	0.06	0.07	0.12	0.04	0.11	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.34	0.46	0.46	0.06	0.18	0.18	0.12	0.24	0.24	0.08	0.20	0.20
Volume/Cap:	0.49	0.56	0.56	0.56	0.34	0.49	0.56	0.30	0.52	0.52	0.56	0.56
Delay/Veh:	26.7	20.1	20.1	51.7	36.0	37.6	45.3	31.4	34.4	45.9	36.9	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	20.1	20.1	51.7	36.0	37.6	45.3	31.4	34.4	45.9	36.9	36.9
LOS by Move:	C	C	C	D	D	D	D	C	C	D	D	D
HCM2kAvgQ:	7	10	9	3	3	5	4	3	6	2	6	6

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

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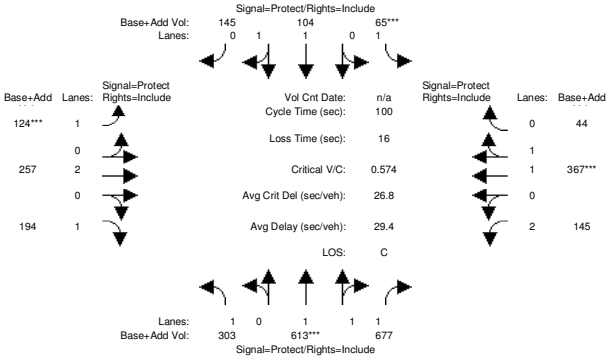
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project AM

Intersection #22: Mariners Island Blvd/Fashion Island 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	282	486	632	49	73	139	82	251	154	118	364	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:	282	486	632	49	73	139	82	251	154	118	364	16
Added Vol:	21	127	45	16	31	6	42	6	40	27	3	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	613	677	65	104	145	124	257	194	145	367	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	303	613	677	65	104	145	124	257	194	145	367	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	613	677	65	104	145	124	257	194	145	367	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	613	677	65	104	145	124	257	194	145	367	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.85	0.95	0.87	0.85	0.95	0.95	0.83	0.92	0.93	0.93
Lanes:	1.00	1.41	1.59	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.79	0.21
Final Sat.:	1805	2339	2583	1805	1648	1621	1805	3610	1570	3502	3171	380
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.26	0.04	0.06	0.09	0.07	0.07	0.12	0.04	0.12	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.34	0.46	0.46	0.06	0.18	0.18	0.12	0.24	0.24	0.08	0.20	0.20
Volume/Cap:	0.50	0.57	0.57	0.57	0.35	0.50	0.57	0.30	0.51	0.51	0.57	0.57
Delay/Veh:	26.9	20.4	20.4	52.6	36.1	37.7	45.4	31.2	34.1	45.7	37.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.9	20.4	20.4	52.6	36.1	37.7	45.4	31.2	34.1	45.7	37.2	37.2
LOS by Move:	C	C	C	D	D	D	D	C	C	D	D	D
HCM2kAvgQ:	7	10	10	3	3	5	4	3	6	2	6	6

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

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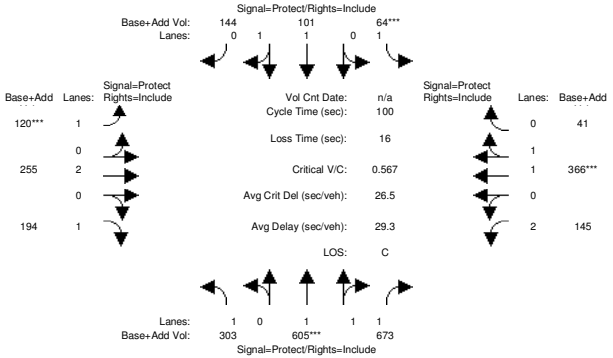
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A AM

Intersection #22: Mariners Island Blvd/Fashion Island blvd



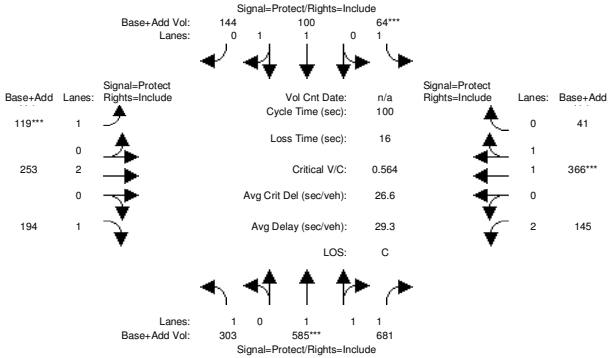
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	282	486	632	49	73	139	82	251	154	118	364	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	486	632	49	73	139	82	251	154	118	364	16
Added Vol:	21	119	41	15	28	5	38	4	40	27	2	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	605	673	64	101	144	120	255	194	145	366	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	303	605	673	64	101	144	120	255	194	145	366	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	605	673	64	101	144	120	255	194	145	366	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	605	673	64	101	144	120	255	194	145	366	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.85	0.95	0.87	0.85	0.95	0.95	0.83	0.92	0.94	0.93
Lanes:	1.00	1.40	1.60	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.80	0.20
Final Sat.:	1805	2330	2592	1805	1646	1619	1805	3610	1570	3502	3197	358
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.26	0.04	0.06	0.09	0.07	0.07	0.12	0.04	0.11	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.34	0.46	0.46	0.06	0.18	0.18	0.12	0.24	0.24	0.08	0.20	0.20
Volume/Cap:	0.49	0.57	0.57	0.57	0.34	0.49	0.57	0.30	0.52	0.52	0.57	0.57
Delay/Veh:	26.8	20.2	20.2	52.1	36.1	37.6	45.3	31.3	34.3	45.8	37.0	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	20.2	20.2	52.1	36.1	37.6	45.3	31.3	34.3	45.8	37.0	37.0
LOS by Move:	C	C	C	D	D	D	D	C	C	D	D	D
HCM2kAvgQ:	7	10	9	3	3	5	4	3	6	2	6	6

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B AM

Intersection #22: Mariners Island Blvd/Fashion Island blvd



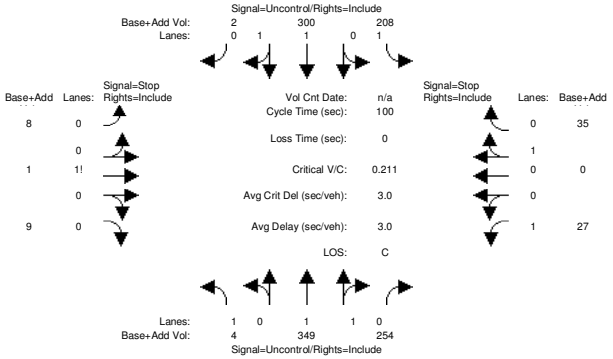
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	282	486	632	49	73	139	82	251	154	118	364	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	486	632	49	73	139	82	251	154	118	364	16
Added Vol:	21	99	49	15	27	5	37	2	40	27	2	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	585	681	64	100	144	119	253	194	145	366	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	303	585	681	64	100	144	119	253	194	145	366	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	585	681	64	100	144	119	253	194	145	366	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	585	681	64	100	144	119	253	194	145	366	41
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.85	0.95	0.87	0.85	0.95	0.95	0.83	0.92	0.94	0.93
Lanes:	1.00	1.37	1.63	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.80	0.20
Final Sat.:	1805	2268	2640	1805	1646	1619	1805	3610	1570	3502	3197	358
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.26	0.04	0.06	0.09	0.07	0.07	0.12	0.04	0.11	0.11
Crit Moves:		****		****			****				****	
Green/Cycle:	0.34	0.46	0.46	0.06	0.18	0.18	0.12	0.24	0.24	0.08	0.20	0.20
Volume/Cap:	0.49	0.56	0.56	0.56	0.34	0.49	0.56	0.29	0.52	0.52	0.56	0.56
Delay/Veh:	26.8	20.2	20.2	51.9	36.1	37.7	45.2	31.3	34.2	45.8	36.9	36.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	20.2	20.2	51.9	36.1	37.7	45.2	31.3	34.2	45.8	36.9	36.9
LOS by Move:	C	C	C	D	D	D	D	C	C	D	D	D
HCM2kAvgQ:	7	10	9	3	3	5	4	3	6	2	6	6

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

Gilead Sciences
SF12-0606

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

Intersection #23: Mariners Island Blvd/Reef Drive



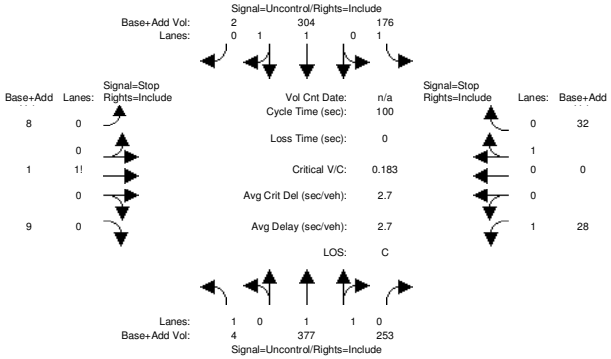
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	4	257	166	97	253	2	8	1	9	15	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	257	166	97	253	2	8	1	9	15	0	22
Added Vol:	0	92	88	111	47	0	0	0	0	12	0	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	349	254	208	300	2	8	1	9	27	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	349	254	208	300	2	8	1	9	27	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	349	254	208	300	2	8	1	9	27	0	35
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	302	xxxx	xxxxx	603	xxxx	xxxxx	900	1328	151	1051	1202	302
Potent Cap.:	1270	xxxx	xxxxx	984	xxxx	xxxxx	237	157	875	184	186	701
Move Cap.:	1270	xxxx	xxxxx	984	xxxx	xxxxx	188	123	875	151	146	701
Volume/Cap:	0.00	xxxx	xxxx	0.21	xxxx	xxxx	0.04	0.01	0.01	0.18	0.00	0.05
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	33.9	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	D	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	295	xxxxx	xxxx	xxxx	701
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	0.2
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.0	xxxxx	xxxxx	xxxx	10.4
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			18.0			20.6		
ApproachLOS:	*			*			C			C		

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative Plus Proposed Project AM

Intersection #23: Mariners Island Blvd/Reef Drive



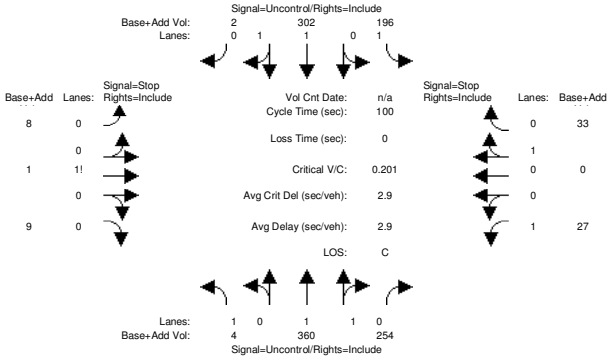
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	4	257	166	97	253	2	8	1	9	15	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	257	166	97	253	2	8	1	9	15	0	22
Added Vol:	0	120	87	79	51	0	0	0	0	13	0	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	377	253	176	304	2	8	1	9	28	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	377	253	176	304	2	8	1	9	28	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	377	253	176	304	2	8	1	9	28	0	32
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	306	xxxx	xxxxx	630	xxxx	xxxxx	854	1295	153	1016	1170	315
Potent Cap.:	1266	xxxx	xxxxx	962	xxxx	xxxxx	256	164	872	195	195	687
Move Cap.:	1266	xxxx	xxxxx	962	xxxx	xxxxx	209	133	872	165	159	687
Volume/Cap:	0.00	xxxx	xxxx	0.18	xxxx	xxxx	0.04	0.01	0.01	0.17	0.00	0.05
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	31.3	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	D	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	321	xxxxx	xxxx	xxxx	687
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	0.1
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	16.9	xxxxx	xxxxx	xxxx	10.5
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			16.9			20.2		
ApproachLOS:	*			*			C			C		

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative Plus Project - Alternative A AM

Intersection #23: Mariners Island Blvd/Reef Drive



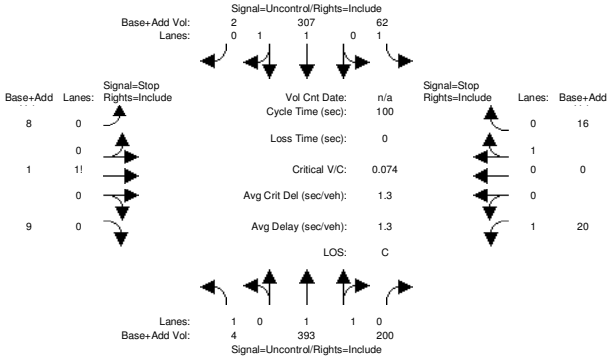
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	4	257	166	97	253	2	8	1	9	15	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	257	166	97	253	2	8	1	9	15	0	22
Added Vol:	0	103	88	99	49	0	0	0	0	12	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	360	254	196	302	2	8	1	9	27	0	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	360	254	196	302	2	8	1	9	27	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	360	254	196	302	2	8	1	9	27	0	33
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	304	xxxx	xxxxx	614	xxxx	xxxxx	883	1317	152	1039	1191	307
Potent Cap.:	1268	xxxx	xxxxx	975	xxxx	xxxxx	243	159	873	188	189	695
Move Cap.:	1268	xxxx	xxxxx	975	xxxx	xxxxx	196	127	873	156	151	695
Volume/Cap:	0.00	xxxx	xxxx	0.20	xxxx	xxxx	0.04	0.01	0.01	0.17	0.00	0.05
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.7	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	32.9	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	D	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	305	xxxxx	xxxx	xxxx	695
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	0.1
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.6	xxxxx	xxxxx	xxxx	10.4
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			17.6			20.5		
ApproachLOS:	*			*			C			C		

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

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative Plus Project - Alternative B AM

Intersection #23: Mariners Island Blvd/Reef Drive



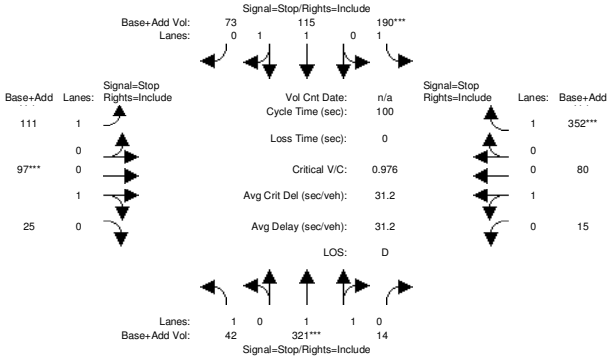
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	4	257	166	97	253	2	8	1	9	15	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	257	166	97	253	2	8	1	9	15	0	22
Added Vol:	0	136	34	-35	54	0	0	0	0	5	0	-6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	393	200	62	307	2	8	1	9	20	0	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	393	200	62	307	2	8	1	9	20	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	393	200	62	307	2	8	1	9	20	0	16
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	309	xxxx	xxxxx	593	xxxx	xxxxx	637	1033	155	779	934	297
Potent Cap.:	1263	xxxx	xxxxx	993	xxxx	xxxxx	366	234	870	289	268	706
Move Cap.:	1263	xxxx	xxxxx	993	xxxx	xxxxx	340	219	870	271	250	706
Volume/Cap:	0.00	xxxx	xxxx	0.06	xxxx	xxxx	0.02	0.00	0.01	0.07	0.00	0.02
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.3	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	C	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	468	xxxxx	xxxx	xxxx	706
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	0.1
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.0	xxxxx	xxxxx	xxxx	10.2
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			13.0			15.3		
ApproachLOS:	*			*			B			C		

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

Gilead Sciences
SF12-0606

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

Intersection #24: 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:	42	321	14	175	115	73	111	97	25	13	80	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	321	14	175	115	73	111	97	25	13	80	305
Added Vol:	0	0	0	15	0	0	0	0	0	2	0	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	321	14	190	115	73	111	97	25	15	80	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	55	417	18	247	149	95	144	126	32	19	104	457
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	417	18	247	149	95	144	126	32	19	104	457
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	417	18	247	149	95	144	126	32	19	104	457
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	1.92	0.08	1.00	1.22	0.78	1.00	0.80	0.20	0.16	0.84	1.00
Final Sat.:	354	724	32	360	464	309	370	315	81	65	349	468
Capacity Analysis Module:												
Vol/Sat:	0.15	0.58	0.57	0.69	0.32	0.31	0.39	0.40	0.40	0.30	0.30	0.98
Crit Moves:		****		****				****				****
Delay/Veh:	14.3	23.3	23.2	30.5	16.1	15.2	17.7	16.9	16.9	14.6	14.6	63.0
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:	14.3	23.3	23.2	30.5	16.1	15.2	17.7	16.9	16.9	14.6	14.6	63.0
LOS by Move:	B	C	C	D	C	C	C	C	C	B	B	F
ApproachDel:		22.3			23.2			17.3			52.7	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		22.3			23.2			17.3			52.7	
LOS by Appr:		C			C			C			F	
AllWayAvgQ:	0.2	1.2	1.2	1.8	0.4	0.4	0.6	0.6	0.6	0.4	0.4	6.8

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

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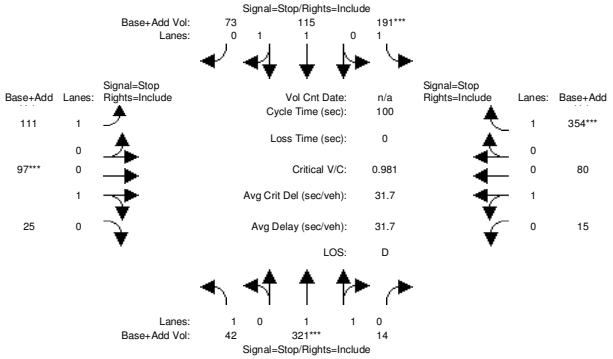
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative Plus Proposed Project AM

Intersection #24: 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:	42	321	14	175	115	73	111	97	25	13	80	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	321	14	175	115	73	111	97	25	13	80	305
Added Vol:	0	0	0	16	0	0	0	0	0	2	0	49
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	321	14	191	115	73	111	97	25	15	80	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	55	417	18	248	149	95	144	126	32	19	104	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	417	18	248	149	95	144	126	32	19	104	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	417	18	248	149	95	144	126	32	19	104	460
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	1.92	0.08	1.00	1.22	0.78	1.00	0.80	0.20	0.16	0.84	1.00
Final Sat.:	365	739	32	366	477	318	381	325	84	67	358	468
Capacity Analysis Module:												
Vol/Sat:	0.15	0.56	0.56	0.68	0.31	0.30	0.38	0.39	0.39	0.29	0.29	0.98
Crit Moves:		****		****				****				****
Delay/Veh:	14.3	23.4	23.3	30.9	16.1	15.2	17.8	16.9	16.9	14.6	14.6	64.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	23.4	23.3	30.9	16.1	15.2	17.8	16.9	16.9	14.6	14.6	64.6
LOS by Move:	B	C	C	D	C	C	C	C	C	B	B	F
ApproachDel:		22.4			23.4			17.3			54.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		22.4			23.4			17.3			54.0	
LOS by Appr:		C			C			C			F	
AllWayAvgQ:	0.2	1.2	1.2	1.9	0.5	0.4	0.6	0.6	0.6	0.4	0.4	7.1

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

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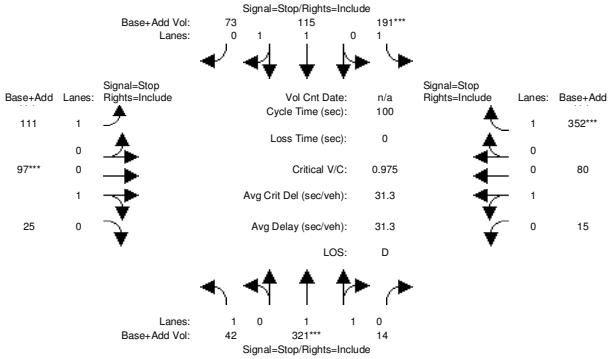
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative Plus Project - Alternative A AM

Intersection #24: 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:	42	321	14	175	115	73	111	97	25	13	80	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	321	14	175	115	73	111	97	25	13	80	305
Added Vol:	0	0	0	16	0	0	0	0	0	2	0	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	321	14	191	115	73	111	97	25	15	80	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	55	417	18	248	149	95	144	126	32	19	104	457
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	417	18	248	149	95	144	126	32	19	104	457
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	417	18	248	149	95	144	126	32	19	104	457
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	1.92	0.08	1.00	1.22	0.78	1.00	0.80	0.20	0.16	0.84	1.00
Final Sat.:	366	740	32	366	478	318	382	326	84	67	358	469
Capacity Analysis Module:												
Vol/Sat:	0.15	0.56	0.56	0.68	0.31	0.30	0.38	0.39	0.39	0.29	0.29	0.98
Crit Moves:		****		****				****				****
Delay/Veh:	14.3	23.4	23.2	30.8	16.1	15.2	17.7	16.9	16.9	14.6	14.6	63.2
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:	14.3	23.4	23.2	30.8	16.1	15.2	17.7	16.9	16.9	14.6	14.6	63.2
LOS by Move:	B	C	C	D	C	C	C	C	C	B	B	F
ApproachDel:	22.4			23.3			17.3			52.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	22.4			23.3			17.3			52.8		
LOS by Appr:	C			C			C			F		
AllWayAvgQ:	0.2	1.2	1.2	1.9	0.5	0.4	0.6	0.6	0.6	0.4	0.4	6.9

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

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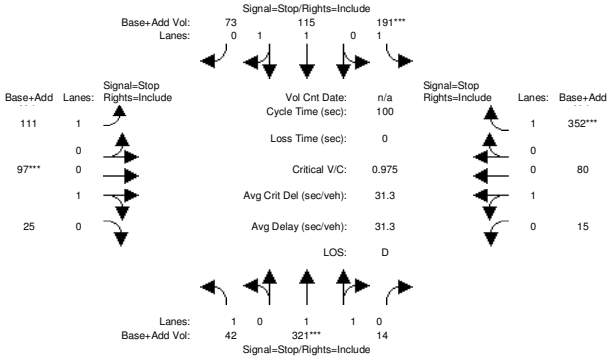
Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative Plus Project - Alternative B AM

Intersection #24: 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:	42	321	14	175	115	73	111	97	25	13	80	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	321	14	175	115	73	111	97	25	13	80	305
Added Vol:	0	0	0	16	0	0	0	0	0	2	0	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	321	14	191	115	73	111	97	25	15	80	352
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	55	417	18	248	149	95	144	126	32	19	104	457
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	417	18	248	149	95	144	126	32	19	104	457
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	417	18	248	149	95	144	126	32	19	104	457
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	1.92	0.08	1.00	1.22	0.78	1.00	0.80	0.20	0.16	0.84	1.00
Final Sat.:	366	740	32	366	478	318	382	326	84	67	358	469
Capacity Analysis Module:												
Vol/Sat:	0.15	0.56	0.56	0.68	0.31	0.30	0.38	0.39	0.39	0.29	0.29	0.98
Crit Moves:		****		****				****				****
Delay/Veh:	14.3	23.4	23.2	30.8	16.1	15.2	17.7	16.9	16.9	14.6	14.6	63.2
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:	14.3	23.4	23.2	30.8	16.1	15.2	17.7	16.9	16.9	14.6	14.6	63.2
LOS by Move:	B	C	C	D	C	C	C	C	C	B	B	F
ApproachDel:	22.4			23.3			17.3			52.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	22.4			23.3			17.3			52.8		
LOS by Appr:	C			C			C			F		
AllWayAvgQ:	0.2	1.2	1.2	1.9	0.5	0.4	0.6	0.6	0.6	0.4	0.4	6.9

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

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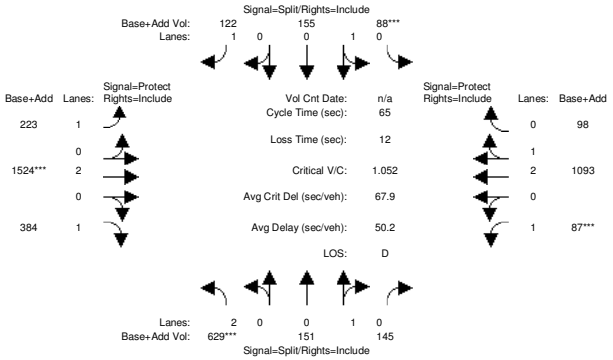
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) AM

Intersection #1: Norfolk St/East Third Ave



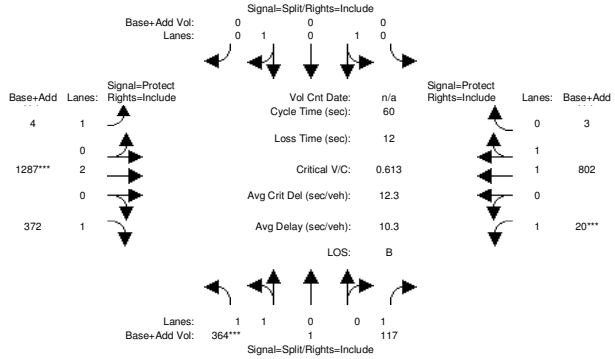
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	629	151	66	88	155	122	223	801	384	70	960	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:	629	151	66	88	155	122	223	801	384	70	960	98				
Added Vol:	0	0	79	0	0	0	0	723	0	17	133	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	629	151	145	88	155	122	223	1524	384	87	1093	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:	691	166	159	97	170	134	245	1675	422	96	1201	108				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	691	166	159	97	170	134	245	1675	422	96	1201	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:	691	166	159	97	170	134	245	1675	422	96	1201	108				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.93	0.92	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.90				
Lanes:	2.00	0.51	0.49	0.36	0.64	1.00	1.00	2.00	1.00	1.00	2.75	0.25				
Final Sat.:	3502	895	859	676	1190	1589	1805	3610	1546	1805	4701	422				
Capacity Analysis Module:																
Vol/Sat:	0.20	0.19	0.19	0.14	0.14	0.08	0.14	0.46	0.27	0.05	0.26	0.26				
Crit Moves:	****			****				****		****						
Green/Cycle:	0.19	0.19	0.19	0.14	0.14	0.14	0.17	0.44	0.44	0.05	0.32	0.32				
Volume/Cap:	1.05	0.99	0.99	1.05	1.05	0.62	0.80	1.05	0.62	1.05	0.80	0.80				
Delay/Veh:	75.8	72.6	72.6	98.7	98.7	31.9	39.3	55.6	15.7	139.9	22.9	22.9				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	75.8	72.6	72.6	98.7	98.7	31.9	39.3	55.6	15.7	139.9	22.9	22.9				
LOS by Move:	E	E	E	F	F	C	D	E	B	F	C	C				
HCM2kAvgQ:	14	12	12	11	11	4	5	26	6	5	11	11				

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) AM

Intersection #2: 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:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	312	1	15	0	0	0	4	599	257	6	701	3				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	312	1	15	0	0	0	4	599	257	6	701	3				
Added Vol:	52	0	102	0	0	0	0	688	115	14	101	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	364	1	117	0	0	0	4	1287	372	20	802	3				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	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:	375	1	121	0	0	0	4	1327	384	21	827	3				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	375	1	121	0	0	0	4	1327	384	21	827	3				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	375	1	121	0	0	0	4	1327	384	21	827	3				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.89	0.89	0.85	0.95	0.95	0.95	0.95	0.95	0.85	0.95	0.95	0.95				
Lanes:	1.99	0.01	1.00	0.00	0.00	2.00	1.00	2.00	1.00	1.00	1.99	0.01				
Final Sat.:	3361	9	1611	0	0	3610	1805	3610	1615	1805	3593	13				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.11	0.07	0.00	0.00	0.00	0.00	0.37	0.24	0.01	0.23	0.23				
Crit Moves:	****							****		****						
Green/Cycle:	0.18	0.18	0.18	0.00	0.00	0.00	0.01	0.60	0.60	0.02	0.61	0.61				
Volume/Cap:	0.61	0.61	0.41	0.00	0.00	0.00	0.38	0.61	0.40	0.61	0.38	0.38				
Delay/Veh:	24.4	24.4	22.6	0.0	0.0	0.0	50.0	8.1	6.6	58.4	6.0	6.0				
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:	24.4	24.4	22.6	0.0	0.0	0.0	50.0	8.1	6.6	58.4	6.0	6.0				
LOS by Move:	C	C	C	A	A	A	D	A	A	E	A	A				
HCM2kAvgQ:	4	4	2	0	0	0	0	9	4	0	4	4				

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

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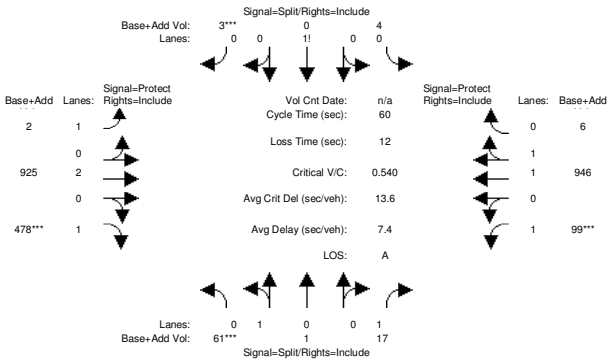
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) AM

Intersection #3: Lakeside Dr/East Third Avenue



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	11	1	6	4	0	3	2	447	166	23	880	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:	11	1	6	4	0	3	2	447	166	23	880	6
Added Vol:	50	0	11	0	0	0	0	478	312	76	66	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	1	17	4	0	3	2	925	478	99	946	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	68	1	19	4	0	3	2	1028	531	110	1051	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1	19	4	0	3	2	1028	531	110	1051	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	1	19	4	0	3	2	1028	531	110	1051	7
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.92	1.00	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	0.98	0.02	1.00	0.57	0.00	0.43	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1781	29	1599	994	0	746	1805	3610	1615	1805	3584	23
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.00	0.00	0.00	0.00	0.28	0.33	0.06	0.29	0.29
Crit Moves:	****					****			****	****		
Green/Cycle:	0.07	0.07	0.07	0.01	0.00	0.01	0.00	0.61	0.61	0.11	0.72	0.72
Volume/Cap:	0.54	0.54	0.17	0.54	0.00	0.54	0.41	0.47	0.54	0.54	0.41	0.41
Delay/Veh:	31.6	31.6	26.9	65.3	0.0	65.3	73.1	6.6	7.5	28.1	3.5	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	31.6	26.9	65.3	0.0	65.3	73.1	6.6	7.5	28.1	3.5	3.5
LOS by Move:	C	C	C	E	A	E	E	A	A	C	A	A
HCM2kAvgQ:	2	2	0	1	0	1	0	5	6	2	4	4

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

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2000 HCM Operations (Future Volume Alternative)
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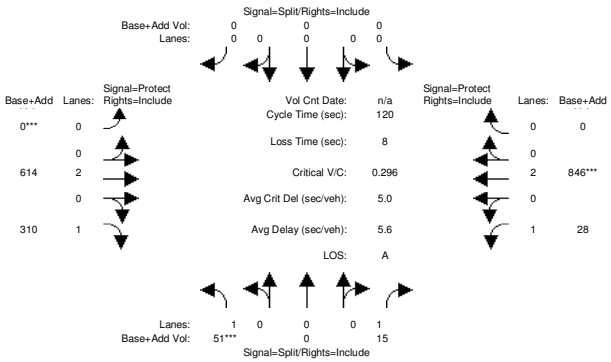
Intersection #4: Marsh Dr/East Third Ave



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	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	2	0	6	0	0	0	0	377	59	7	753	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:	2	0	6	0	0	0	0	377	59	7	753	0
Added Vol:	49	0	9	0	0	0	0	237	251	21	93	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	0	15	0	0	0	0	614	310	28	846	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	54	0	16	0	0	0	0	646	326	29	891	0
Reduct Vol:	0	0	1	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	0	15	0	0	0	0	646	326	29	891	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	0	15	0	0	0	0	646	326	29	891	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.18	0.20	0.02	0.25	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.10	0.00	0.10	0.00	0.00	0.00	0.00	0.77	0.77	0.06	0.83	0.00
Volume/Cap:	0.30	0.00	0.09	0.00	0.00	0.00	0.00	0.23	0.26	0.26	0.30	0.00
Delay/Veh:	51.0	0.0	49.2	0.0	0.0	0.0	0.0	3.9	4.1	54.9	2.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	0.0	49.2	0.0	0.0	0.0	0.0	3.9	4.1	54.9	2.3	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	2	0	1	0	0	0	0	3	3	1	4	0

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

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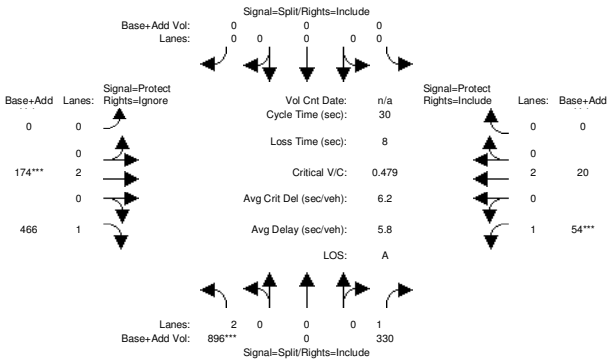
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) AM

Intersection #5: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	794	0	257	0	0	0	0	91	303	44	9	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:	794	0	257	0	0	0	0	91	303	44	9	0
Added Vol:	102	0	73	0	0	0	0	83	163	10	11	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	896	0	330	0	0	0	0	174	466	54	20	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	943	0	347	0	0	0	0	183	0	57	21	0
Reduct Vol:	0	0	69	0	0	0	0	0	0	0	0	0
Reduced Vol:	943	0	278	0	0	0	0	183	0	57	21	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:	943	0	278	0	0	0	0	183	0	57	21	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	1607	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.17	0.00	0.00	0.00	0.00	0.05	0.00	0.03	0.01	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.56	0.00	0.56	0.00	0.00	0.00	0.00	0.11	0.00	0.07	0.17	0.00
Volume/Cap:	0.48	0.00	0.31	0.00	0.00	0.00	0.00	0.48	0.00	0.48	0.03	0.00
Delay/Veh:	4.1	0.0	3.7	0.0	0.0	0.0	0.0	13.6	0.0	16.6	10.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	4.1	0.0	3.7	0.0	0.0	0.0	0.0	13.6	0.0	16.6	10.4	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	B	B	A
HCM2kAvgQ:	3	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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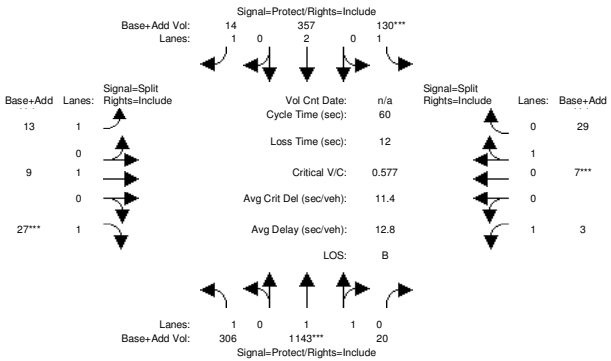
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) AM

Intersection #6: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
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:	118	168	0	63	110	0	0	0	9	0	0	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	1143	20	130	357	14	13	9	27	3	7	29
User Adj:	1.00	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:	326	1216	21	138	380	15	14	10	29	3	7	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1216	21	138	380	15	14	10	29	3	7	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	1216	21	138	380	15	14	10	29	3	7	31
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	0.82	0.95	1.00	0.83	0.95	0.88	0.87
Lanes:	1.00	1.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.19	0.81
Final Sat.:	1805	3537	62	1805	3610	1552	1805	1900	1583	1805	321	1331
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.34	0.08	0.11	0.01	0.01	0.01	0.02	0.00	0.02	0.02
Crit Moves:		****		****					****		****	
Green/Cycle:	0.46	0.60	0.60	0.13	0.27	0.27	0.03	0.03	0.03	0.04	0.04	0.04
Volume/Cap:	0.39	0.58	0.58	0.58	0.39	0.04	0.24	0.16	0.58	0.04	0.58	0.58
Delay/Veh:	11.0	7.9	7.9	27.9	18.2	16.3	30.6	29.5	44.3	27.9	40.3	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	7.9	7.9	27.9	18.2	16.3	30.6	29.5	44.3	27.9	40.3	40.3
LOS by Move:	B	A	A	C	B	B	C	C	D	C	D	D
HCM2kAvgQ:	4	8	8	2	3	0	1	0	1	0	2	2

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

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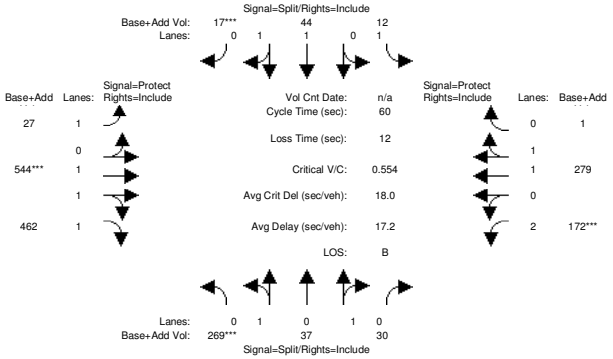
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) AM

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



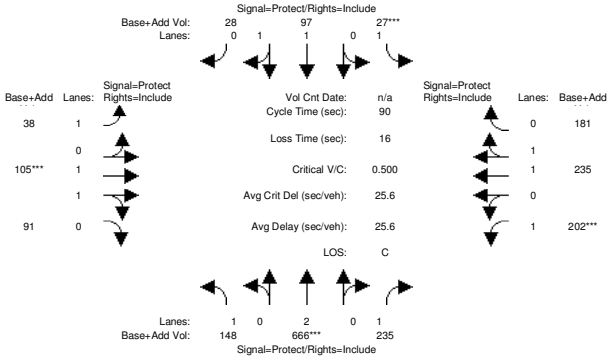
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	269	36	30	12	44	17	27	518	423	143	222	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	269	36	30	12	44	17	27	518	423	143	222	1
Added Vol:	0	1	0	0	0	0	0	26	39	29	57	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	37	30	12	44	17	27	544	462	172	279	1
User Adj:	1.00	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:	280	39	31	13	46	18	28	567	481	179	291	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	39	31	13	46	18	28	567	481	179	291	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	39	31	13	46	18	28	567	481	179	291	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.90	0.90	0.90	0.95	0.91	0.91	0.95	0.88	0.87	0.92	0.95	0.95
Lanes:	1.00	0.55	0.45	1.00	1.44	0.56	1.00	1.61	1.39	2.00	1.99	0.01
Final Sat.:	1712	945	766	1805	2491	963	1805	2703	2296	3502	3594	13
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.04	0.01	0.02	0.02	0.02	0.21	0.21	0.05	0.08	0.08
Crit Moves:	****					****		****		****		
Green/Cycle:	0.30	0.30	0.30	0.03	0.03	0.03	0.08	0.38	0.38	0.09	0.39	0.39
Volume/Cap:	0.55	0.14	0.14	0.21	0.55	0.55	0.20	0.55	0.55	0.55	0.20	0.20
Delay/Veh:	18.9	15.5	15.5	30.0	34.3	34.3	26.8	15.0	15.0	28.1	12.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.9	15.5	15.5	30.0	34.3	34.3	26.8	15.0	15.0	28.1	12.0	12.0
LOS by Move:	B	B	B	C	C	C	C	B	B	C	B	B
HCM2kAvgQ:	5	1	1	0	2	2	0	5	5	3	2	2

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) AM

Intersection #8: Vintage Park Dr/Chess Dr



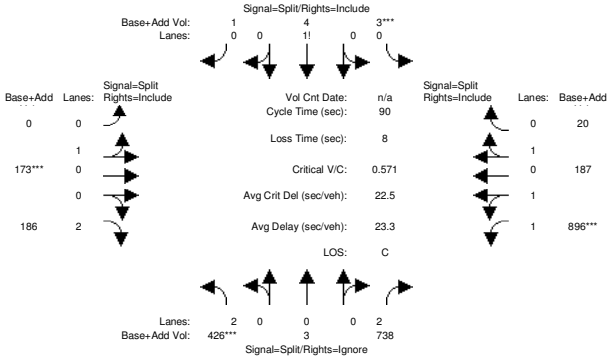
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	106	281	148	11	39	16	31	103	72	196	219	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	281	148	11	39	16	31	103	72	196	219	97
Added Vol:	42	385	87	16	58	12	7	2	19	6	16	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	148	666	235	27	97	28	38	105	91	202	235	181
User Adj:	1.00	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:	164	740	261	30	108	31	42	117	101	224	261	201
Reduct Vol:	0	0	90	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	740	171	30	108	31	42	117	101	224	261	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	740	171	30	108	31	42	117	101	224	261	201
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	0.91	0.95	0.88	0.87	0.95	0.89	0.88
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	1.00	1.07	0.93	1.00	1.12	0.88
Final Sat.:	1805	3610	1567	1805	2702	780	1805	1789	1550	1805	1896	1460
Capacity Analysis Module:												
Vol/Sat:	0.09	0.20	0.11	0.02	0.04	0.04	0.02	0.07	0.07	0.12	0.14	0.14
Crit Moves:		****		****				****		****		
Green/Cycle:	0.31	0.41	0.41	0.03	0.13	0.13	0.06	0.13	0.13	0.25	0.32	0.32
Volume/Cap:	0.30	0.50	0.27	0.50	0.30	0.30	0.42	0.50	0.50	0.50	0.42	0.42
Delay/Veh:	24.0	20.0	17.8	49.2	35.4	35.4	44.1	37.3	37.3	29.9	24.1	24.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.0	20.0	17.8	49.2	35.4	35.4	44.1	37.3	37.3	29.9	24.1	24.1
LOS by Move:	C	B	B	D	D	D	D	D	D	C	C	C
HCM2kAvgQ:	3	8	3	2	2	2	2	4	4	5	5	5

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) AM

Intersection #9: SR 92 Westbound Ramps/Chess Dr



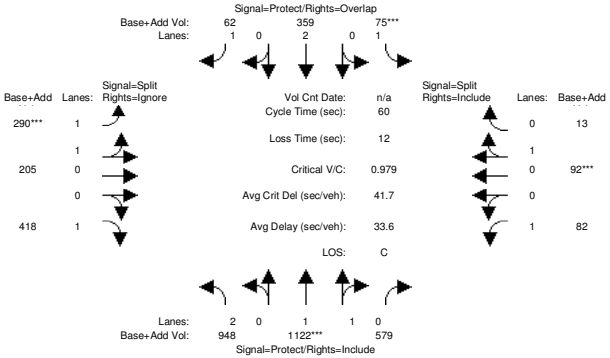
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	334	3	584	3	4	1	0	84	169	788	173	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	3	584	3	4	1	0	84	169	788	173	20
Added Vol:	92	0	154	0	0	0	0	89	17	108	14	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	426	3	738	3	4	1	0	173	186	896	187	20
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.00	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	463	3	0	3	4	1	0	188	202	974	203	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	463	3	0	3	4	1	0	188	202	974	203	22
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	463	3	0	3	4	1	0	188	202	974	203	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.95	0.97	0.97	0.96	1.00	1.00	0.71	0.91	0.91	0.91
Lanes:	2.00	1.00	1.00	0.37	0.50	0.13	0.00	1.00	2.00	2.00	0.90	0.10
Final Sat.:	3440	1720	1805	687	917	229	0	1900	2703	3459	1562	167
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.07	0.28	0.13	0.13
Crit Moves:	****			****				****		****		
Green/Cycle:	0.24	0.24	0.00	0.01	0.01	0.01	0.00	0.17	0.17	0.49	0.49	0.49
Volume/Cap:	0.57	0.01	0.00	0.57	0.57	0.57	0.00	0.57	0.43	0.57	0.26	0.26
Delay/Veh:	31.3	26.3	0.0	87.3	87.3	87.3	0.0	36.5	33.9	16.4	13.3	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.3	26.3	0.0	87.3	87.3	87.3	0.0	36.5	33.9	16.4	13.3	13.3
LOS by Move:	C	C	A	F	F	F	A	D	C	B	B	B
HCM2kAvgQ:	7	0	0	1	1	1	0	5	3	10	4	4

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) AM

Intersection #10: Foster City Blvd/Chess Dr



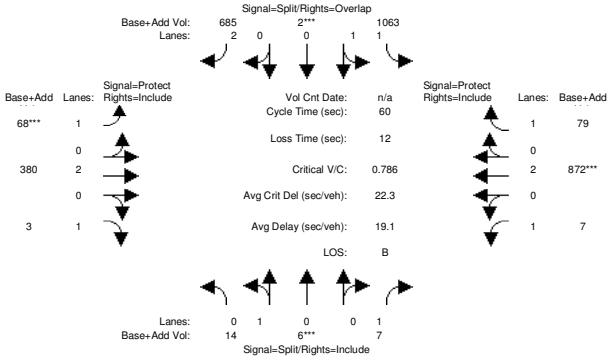
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	866	905	233	2	317	58	230	40	401	57	57	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	866	905	233	2	317	58	230	40	401	57	57	4
Added Vol:	82	217	346	73	42	4	60	165	17	25	35	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	948	1122	579	75	359	62	290	205	418	82	92	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:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00	0.93	0.93	0.93
PHF Volume:	1019	1206	623	81	386	67	312	220	0	88	99	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1019	1206	623	81	386	67	312	220	0	88	99	14
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:	1019	1206	623	81	386	67	312	220	0	88	99	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.95	0.82	0.97	0.97	1.00	0.95	0.98	0.98
Lanes:	2.00	1.32	0.68	1.00	2.00	1.00	1.17	0.83	1.00	1.00	0.88	0.12
Final Sat.:	3502	2260	1166	1805	3610	1552	2164	1530	1900	1805	1633	231
Capacity Analysis Module:												
Vol/Sat:	0.29	0.53	0.53	0.04	0.11	0.04	0.14	0.14	0.00	0.05	0.06	0.06
Crit Moves:		****		****			****				****	
Green/Cycle:	0.43	0.55	0.55	0.05	0.16	0.31	0.15	0.15	0.00	0.06	0.06	0.06
Volume/Cap:	0.67	0.98	0.98	0.98	0.67	0.14	0.98	0.98	0.00	0.79	0.98	0.98
Delay/Veh:	14.9	29.4	29.4	120.5	26.9	15.2	58.6	58.6	0.0	58.2	105	105.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.9	29.4	29.4	120.5	26.9	15.2	58.6	58.6	0.0	58.2	105	105.1
LOS by Move:	B	C	C	F	C	B	E	E	A	E	F	F
HCM2kAvgQ:	7	17	17	4	5	1	10	10	0	4	5	5

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) AM

Intersection #11: SR 92 Eastbound Ramps/Edgewater Blvd



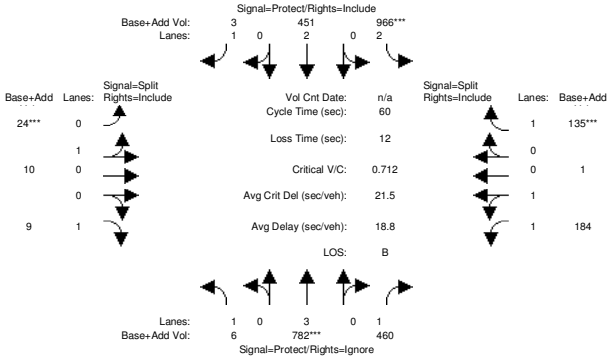
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	14	6	7	836	2	683	63	291	3	7	707	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	6	7	836	2	683	63	291	3	7	707	79
Added Vol:	0	0	0	227	0	2	5	89	0	0	165	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	6	7	1063	2	685	68	380	3	7	872	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	15	6	8	1143	2	737	73	409	3	8	938	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	6	8	1143	2	737	73	409	3	8	938	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	6	8	1143	2	737	73	409	3	8	938	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
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	1588	3611	7	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.32	0.32	0.27	0.04	0.11	0.00	0.00	0.26	0.05
Crit Moves:		****			****		****				****	
Green/Cycle:	0.01	0.01	0.01	0.40	0.40	0.45	0.05	0.37	0.37	0.01	0.33	0.33
Volume/Cap:	0.79	0.79	0.32	0.79	0.79	0.59	0.79	0.31	0.01	0.31	0.79	0.16
Delay/Veh:	114.1	114	36.9	18.5	18.5	12.9	62.6	13.6	12.0	36.3	21.7	14.4
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:	114.1	114	36.9	18.5	18.5	12.9	62.6	13.6	12.0	36.3	21.7	14.4
LOS by Move:	F	F	D	B	B	B	E	B	B	D	C	B
HCM2kAvgQ:	2	2	1	11	11	7	2	3	0	0	9	1

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) AM

Intersection #12: Metro Center Blvd/Edgewater Blvd



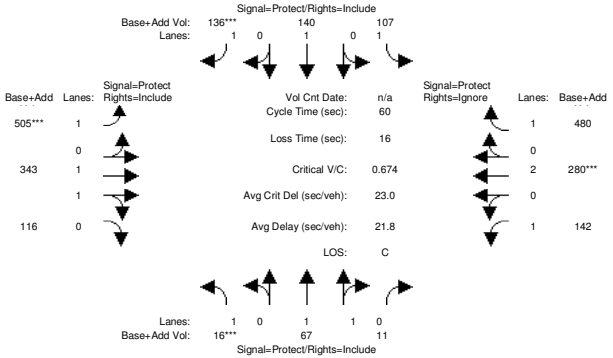
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	663	293	690	411	3	24	10	9	91	1	88
Growth Adj:	1.00	1.00	1.00	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	119	167	276	40	0	0	0	0	93	0	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	782	460	966	451	3	24	10	9	184	1	135
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.00	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	6	841	0	1039	485	3	26	11	10	198	1	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	841	0	1039	485	3	26	11	10	198	1	145
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	841	0	1039	485	3	26	11	10	198	1	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.97	0.97	0.84	0.95	0.95	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.71	0.29	1.00	1.99	0.01	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	1296	540	1591	3602	20	1594
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.30	0.13	0.00	0.02	0.02	0.01	0.05	0.05	0.09
Crit Moves:		****		****			****					****
Green/Cycle:	0.02	0.23	0.00	0.42	0.63	0.63	0.03	0.03	0.03	0.13	0.13	0.13
Volume/Cap:	0.21	0.71	0.00	0.71	0.21	0.00	0.71	0.71	0.22	0.43	0.43	0.71
Delay/Veh:	32.7	23.4	0.0	16.2	4.9	4.2	66.4	66.4	31.0	24.8	24.8	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.7	23.4	0.0	16.2	4.9	4.2	66.4	66.4	31.0	24.8	24.8	36.3
LOS by Move:	C	C	A	B	A	A	E	E	C	C	C	D
HCM2kAvgQ:	0	7	0	8	2	0	2	2	0	2	2	4

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) AM

Intersection #13: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	16	67	11	70	140	90	137	268	116	142	187	334
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	67	11	70	140	90	137	268	116	142	187	334
Added Vol:	0	0	0	37	0	46	368	75	0	0	93	146
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	67	11	107	140	136	505	343	116	142	280	480
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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.00
PHF Volume:	17	73	12	116	152	148	549	373	126	154	304	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	73	12	116	152	148	549	373	126	154	304	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:	17	73	12	116	152	148	549	373	126	154	304	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.92	0.95	1.00	0.81	0.95	0.91	0.89	0.95	0.95	1.00
Lanes:	1.00	1.72	0.28	1.00	1.00	1.00	1.00	1.49	0.51	1.00	2.00	1.00
Final Sat.:	1805	3033	498	1805	1900	1536	1805	2579	872	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.06	0.08	0.10	0.30	0.14	0.14	0.09	0.08	0.00
Crit Moves:	****					****	****				****	
Green/Cycle:	0.01	0.04	0.04	0.11	0.14	0.14	0.45	0.36	0.36	0.21	0.13	0.00
Volume/Cap:	0.67	0.56	0.56	0.56	0.56	0.67	0.67	0.40	0.40	0.40	0.67	0.00
Delay/Veh:	82.3	33.0	33.0	28.7	26.6	32.4	15.2	14.5	14.5	20.9	29.1	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:	82.3	33.0	33.0	28.7	26.6	32.4	15.2	14.5	14.5	20.9	29.1	0.0
LOS by Move:	F	C	C	C	C	C	B	B	B	C	C	A
HCM2kAvgQ:	1	2	2	2	3	3	9	4	4	3	4	0

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

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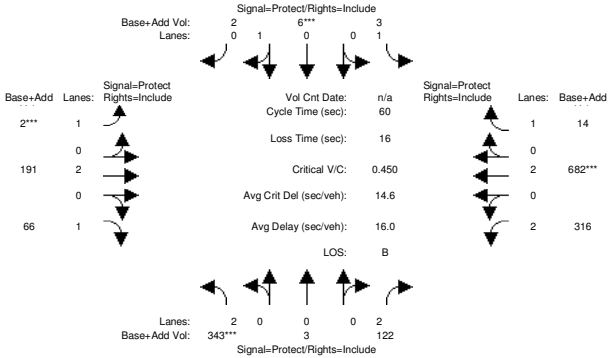
Intersection #14: Shell Blvd/Metro Center Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	3	97	3	6	2	2	99	50	287	507	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	3	97	3	6	2	2	99	50	287	507	14
Added Vol:	63	0	25	0	0	0	0	92	16	29	175	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	3	122	3	6	2	2	191	66	316	682	14
User Adj:	1.00	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:	381	3	136	3	7	2	2	212	73	351	758	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	381	3	136	3	7	2	2	212	73	351	758	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	381	3	136	3	7	2	2	212	73	351	758	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.88	0.88	0.88	0.95	0.96	0.96	0.95	0.95	0.82	0.92	0.95	0.83
Lanes:	2.00	0.05	1.95	1.00	0.75	0.25	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3348	80	3247	1805	1371	457	1805	3610	1562	3502	3610	1577
Capacity Analysis Module:												
Vol/Sat:	0.11	0.04	0.04	0.00	0.00	0.00	0.00	0.06	0.05	0.10	0.21	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.25	0.25	0.25	0.01	0.01	0.01	0.00	0.17	0.17	0.30	0.47	0.47
Volume/Cap:	0.45	0.17	0.17	0.17	0.45	0.45	0.45	0.34	0.27	0.34	0.45	0.02
Delay/Veh:	19.2	17.5	17.5	33.2	44.9	44.9	83.7	22.1	22.0	16.7	11.0	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	17.5	17.5	33.2	44.9	44.9	83.7	22.1	22.0	16.7	11.0	8.6
LOS by Move:	B	B	B	C	D	D	F	C	C	B	B	A
HCM2kAvgQ:	4	1	1	0	1	1	0	2	1	2	5	0

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

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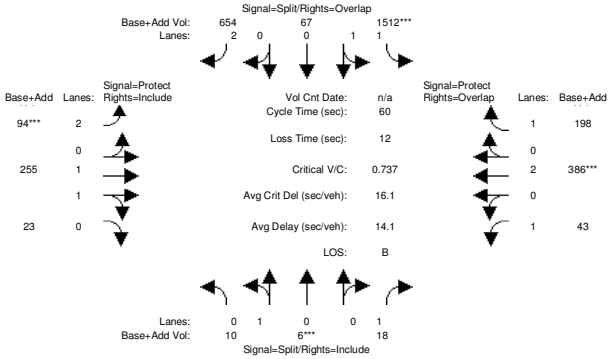
Intersection #15: SR 92 Eastbound Ramps/Metro Center Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	10	6	18	1116	67	598	79	153	23	43	237	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	6	18	1116	67	598	79	153	23	43	237	156
Added Vol:	0	0	0	396	0	56	15	102	0	0	149	42
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	6	18	1512	67	654	94	255	23	43	386	198
User Adj:	1.00	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:	10	6	18	1543	68	667	96	260	23	44	394	202
Reduct Vol:	0	0	20	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	6	0	1543	68	667	96	260	23	44	394	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	6	0	1543	68	667	96	260	23	44	394	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	1.00	0.95	0.95	0.75	0.92	0.94	0.94	0.95	0.95	0.85
Lanes:	0.62	0.38	1.00	1.92	0.08	2.00	2.00	1.83	0.17	1.00	2.00	1.00
Final Sat.:	1152	691	1900	3471	154	2842	3502	3272	295	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.44	0.44	0.23	0.03	0.08	0.08	0.02	0.11	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.01	0.01	0.00	0.60	0.60	0.64	0.04	0.14	0.14	0.04	0.15	0.75
Volume/Cap:	0.74	0.74	0.00	0.74	0.74	0.37	0.74	0.56	0.56	0.56	0.74	0.17
Delay/Veh:	109.9	110	0.0	9.9	9.9	5.2	48.3	25.4	25.4	37.1	29.8	2.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.9	110	0.0	9.9	9.9	5.2	48.3	25.4	25.4	37.1	29.8	2.2
LOS by Move:	F	F	A	A	A	A	D	C	C	D	C	A
HCM2kAvgQ:	1	1	0	12	12	4	1	3	3	1	4	1

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

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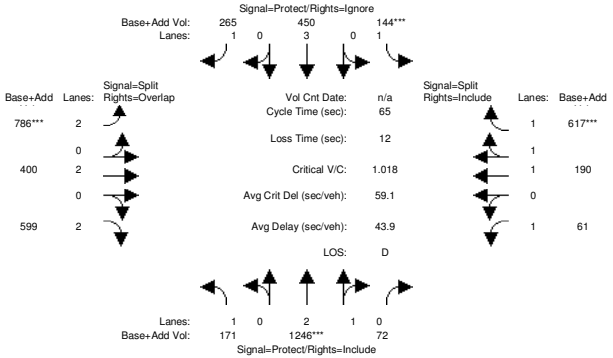
Intersection #16: Foster City Blvd/Metro - Triton



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	145	1033	53	118	423	234	438	258	591	47	57	533
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1033	53	118	423	234	438	258	591	47	57	533
Added Vol:	26	213	19	26	27	31	348	142	8	14	133	84
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	171	1246	72	144	450	265	786	400	599	61	190	617
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:	0.91	0.91	0.91	0.91	0.91	0.00	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	188	1369	79	158	495	0	864	440	658	67	209	678
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	1369	79	158	495	0	864	440	658	67	209	678
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:	188	1369	79	158	495	0	864	440	658	67	209	678
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	0.75	0.95	0.84	0.83
Lanes:	1.00	2.84	0.16	1.00	3.00	1.00	2.00	2.00	2.00	1.00	1.00	2.00
Final Sat.:	1805	4864	281	1805	5187	1900	3502	3610	2842	1805	1597	3160
Capacity Analysis Module:												
Vol/Sat:	0.10	0.28	0.28	0.09	0.10	0.00	0.25	0.12	0.23	0.04	0.13	0.21
Crit Moves:		****		****			****					****
Green/Cycle:	0.19	0.28	0.28	0.09	0.17	0.00	0.24	0.24	0.43	0.21	0.21	0.21
Volume/Cap:	0.55	1.02	1.02	1.02	0.55	0.00	1.02	0.50	0.54	0.18	0.62	1.02
Delay/Veh:	25.8	52.1	52.1	106.8	25.3	0.0	60.2	21.7	14.1	21.3	24.1	60.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.8	52.1	52.1	106.8	25.3	0.0	60.2	21.7	14.1	21.3	24.1	60.9
LOS by Move:	C	D	D	F	C	A	E	C	B	C	C	E
HCM2kAvgQ:	3	13	13	5	3	0	13	4	5	1	5	14

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

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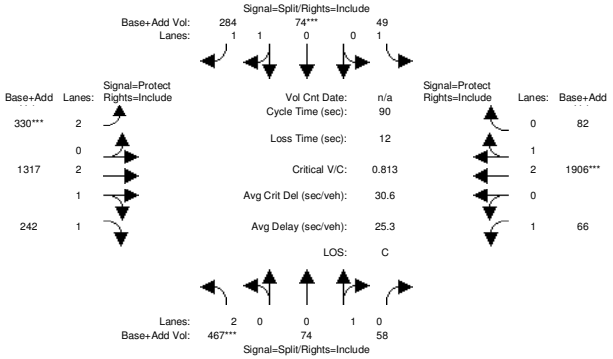
Intersection #17: Norfolk Street/East Hillshade Blvd



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	467	74	58	49	74	284	330	1148	242	66	1826	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	467	74	58	49	74	284	330	1148	242	66	1826	82
Added Vol:	0	0	0	0	0	0	0	169	0	0	80	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	467	74	58	49	74	284	330	1317	242	66	1906	82
User Adj:	1.00	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:	486	77	60	51	77	296	344	1372	252	69	1985	85
Reduct Vol:	0	0	0	0	0	150	0	0	0	0	0	0
Reduced Vol:	486	77	60	51	77	146	344	1372	252	69	1985	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	486	77	60	51	77	146	344	1372	252	69	1985	85
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.95	0.90	0.89	0.92	0.89	0.88	0.95	0.90	0.90
Lanes:	2.00	0.56	0.44	1.00	0.69	1.31	2.00	3.00	1.00	1.00	2.88	0.12
Final Sat.:	3502	991	776	1805	1176	2225	3502	5068	1674	1805	4943	213
Capacity Analysis Module:												
Vol/Sat:	0.14	0.08	0.08	0.03	0.07	0.07	0.10	0.27	0.15	0.04	0.40	0.40
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.08	0.08	0.08	0.12	0.54	0.54	0.08	0.49	0.49
Volume/Cap:	0.81	0.46	0.46	0.35	0.81	0.81	0.81	0.50	0.28	0.50	0.81	0.81
Delay/Veh:	44.2	34.6	34.6	40.6	57.3	57.3	50.0	13.2	11.3	42.9	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	34.6	34.6	40.6	57.3	57.3	50.0	13.2	11.3	42.9	21.3	21.3
LOS by Move:	D	C	C	D	E	E	D	B	B	D	C	C
HCM2kAvgQ:	9	4	4	2	5	5	5	9	4	2	18	18

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

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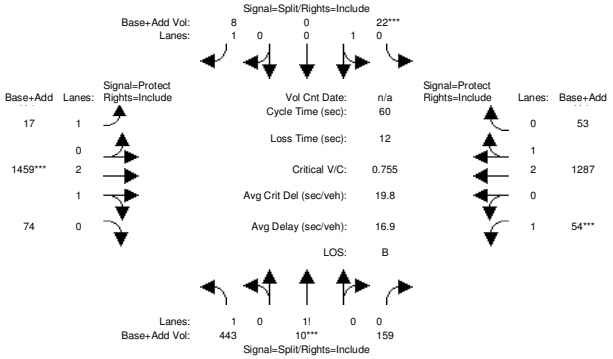
Intersection #18: Altair Ave/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	443	10	159	22	0	8	17	1290	74	54	1207	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	10	159	22	0	8	17	1290	74	54	1207	53
Added Vol:	0	0	0	0	0	0	0	169	0	0	80	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	443	10	159	22	0	8	17	1459	74	54	1287	53
User Adj:	1.00	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:	476	11	171	24	0	9	18	1569	80	58	1384	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	11	171	24	0	9	18	1569	80	58	1384	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	476	11	171	24	0	9	18	1569	80	58	1384	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.92	0.95	1.00	0.84	0.95	0.90	0.90	0.95	0.90	0.90
Lanes:	1.57	0.02	0.41	1.00	0.00	1.00	1.00	2.85	0.15	1.00	2.88	0.12
Final Sat.:	2760	45	716	1809	0	1591	1805	4902	249	1805	4952	204
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.24	0.01	0.00	0.01	0.01	0.32	0.32	0.03	0.28	0.28
Crit Moves:		****		****				****		****		
Green/Cycle:	0.32	0.32	0.32	0.02	0.00	0.02	0.02	0.42	0.42	0.04	0.45	0.45
Volume/Cap:	0.55	0.75	0.75	0.75	0.00	0.31	0.62	0.75	0.75	0.75	0.62	0.62
Delay/Veh:	17.5	22.2	22.2	97.0	0.0	35.5	63.7	16.2	16.2	62.4	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.5	22.2	22.2	97.0	0.0	35.5	63.7	16.2	16.2	62.4	13.1	13.1
LOS by Move:	B	C	C	F	A	D	E	B	B	E	B	B
HCM2kAvgQ:	5	9	9	2	0	1	0	10	10	1	7	7

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

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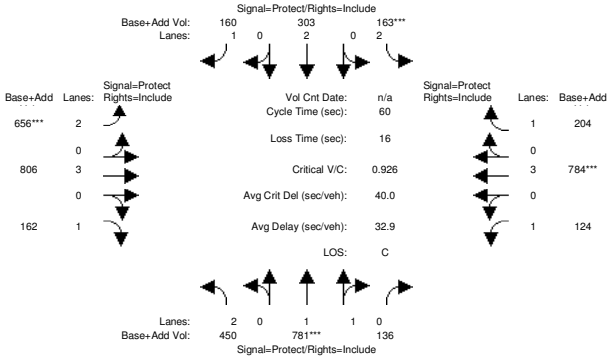
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) AM

Intersection #19: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	450	622	110	138	251	105	553	740	162	119	759	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	622	110	138	251	105	553	740	162	119	759	179
Added Vol:	0	159	26	25	52	55	103	66	0	5	25	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	781	136	163	303	160	656	806	162	124	784	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	474	822	143	172	319	168	691	848	171	131	825	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	822	143	172	319	168	691	848	171	131	825	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:	474	822	143	172	319	168	691	848	171	131	825	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.92	0.95	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.70	0.30	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	3006	523	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.14	0.27	0.27	0.05	0.09	0.11	0.20	0.16	0.11	0.07	0.16	0.13
Crit Moves:		****		****			****				****	
Green/Cycle:	0.20	0.30	0.30	0.05	0.15	0.15	0.21	0.27	0.27	0.12	0.17	0.17
Volume/Cap:	0.69	0.93	0.93	0.93	0.58	0.69	0.93	0.61	0.40	0.61	0.93	0.79
Delay/Veh:	25.5	34.0	34.0	73.6	25.2	32.3	40.5	20.1	18.7	30.4	39.7	37.7
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:	25.5	34.0	34.0	73.6	25.2	32.3	40.5	20.1	18.7	30.4	39.7	37.7
LOS by Move:	C	C	C	E	C	C	D	C	B	C	D	D
HCM2kAvgQ:	6	14	14	4	4	5	7	5	2	2	7	4

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

Gilead Sciences EIR
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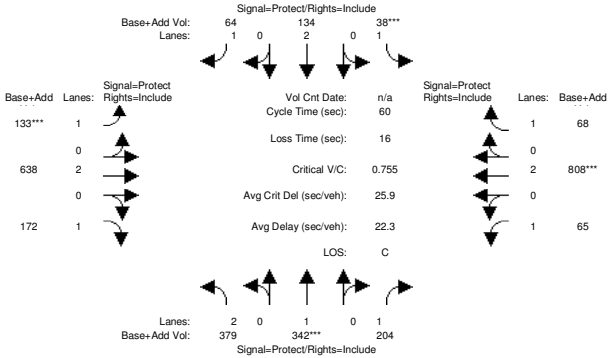
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) AM

Intersection #20: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	350	255	175	37	103	45	121	548	144	58	785	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	255	175	37	103	45	121	548	144	58	785	66
Added Vol:	29	87	29	1	31	19	12	90	28	7	23	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	379	342	204	38	134	64	133	638	172	65	808	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:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	421	380	227	42	149	71	148	709	191	72	898	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	421	380	227	42	149	71	148	709	191	72	898	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	421	380	227	42	149	71	148	709	191	72	898	76
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.14	0.02	0.04	0.04	0.08	0.20	0.12	0.04	0.25	0.05
Crit Moves:		****		****			****				****	
Green/Cycle:	0.22	0.26	0.26	0.03	0.08	0.08	0.11	0.36	0.36	0.07	0.33	0.33
Volume/Cap:	0.56	0.76	0.54	0.76	0.51	0.56	0.76	0.54	0.33	0.54	0.76	0.15
Delay/Veh:	21.9	26.7	20.3	72.7	28.0	32.0	41.4	15.6	14.2	31.2	20.8	14.3
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:	21.9	26.7	20.3	72.7	28.0	32.0	41.4	15.6	14.2	31.2	20.8	14.3
LOS by Move:	C	C	C	E	C	C	D	B	B	C	C	B
HCM2kAvgQ:	4	7	4	2	2	2	3	5	2	2	10	1

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

Gilead Sciences EIR
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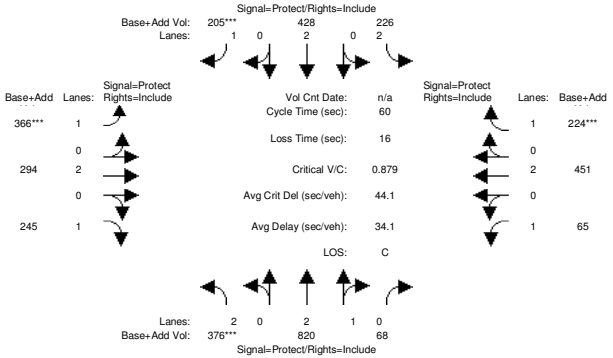
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) AM

Intersection #21: Foster City Boulevard/East Hillsdale Blvd



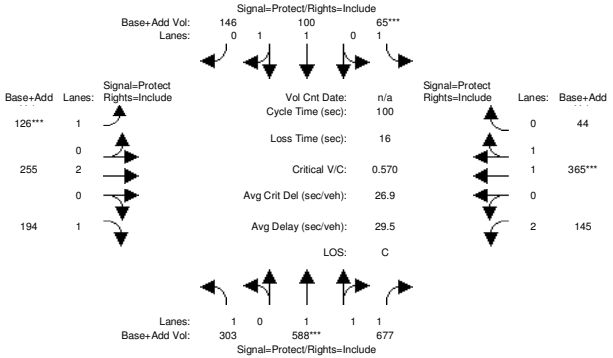
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	367	718	68	218	405	187	257	290	240	65	446	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	718	68	218	405	187	257	290	240	65	446	178
Added Vol:	9	102	0	8	23	18	109	4	5	0	5	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	376	820	68	226	428	205	366	294	245	65	451	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	418	911	76	251	476	228	407	327	272	72	501	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	911	76	251	476	228	407	327	272	72	501	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	418	911	76	251	476	228	407	327	272	72	501	249
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.77	0.23	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4732	392	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.07	0.13	0.14	0.23	0.09	0.17	0.04	0.14	0.16
Crit Moves:	****					****	****					****
Green/Cycle:	0.14	0.22	0.22	0.08	0.16	0.16	0.26	0.35	0.35	0.08	0.18	0.18
Volume/Cap:	0.88	0.88	0.88	0.88	0.81	0.88	0.88	0.26	0.49	0.49	0.78	0.88
Delay/Veh:	42.3	31.3	31.3	53.4	32.2	51.6	38.6	14.0	15.9	28.8	29.7	49.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	31.3	31.3	53.4	32.2	51.6	38.6	14.0	15.9	28.8	29.7	49.3
LOS by Move:	D	C	C	D	C	D	D	B	B	C	C	D
HCM2kAvgQ:	5	7	7	3	5	5	11	2	4	1	5	5

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) AM

Intersection #22: Mariners Island Blvd/Fashion Island blvd



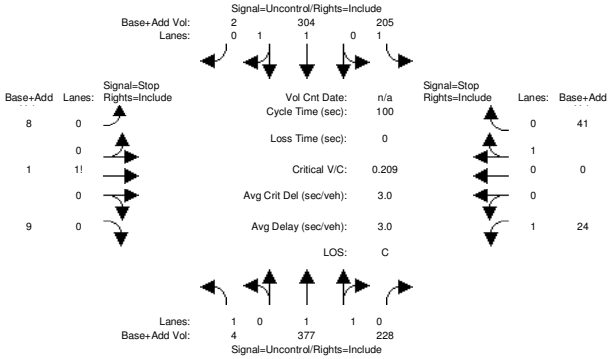
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	282	486	632	49	73	139	82	251	154	118	364	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	282	486	632	49	73	139	82	251	154	118	364	16
Added Vol:	21	102	45	16	27	7	44	4	40	27	1	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	588	677	65	100	146	126	255	194	145	365	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	303	588	677	65	100	146	126	255	194	145	365	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	588	677	65	100	146	126	255	194	145	365	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	588	677	65	100	146	126	255	194	145	365	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.85	0.95	0.87	0.85	0.95	0.95	0.83	0.92	0.93	0.93
Lanes:	1.00	1.38	1.62	1.00	1.00	1.00	1.00	2.00	1.00	2.00	1.78	0.22
Final Sat.:	1805	2284	2630	1805	1644	1617	1805	3610	1570	3502	3169	382
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.26	0.04	0.06	0.09	0.07	0.07	0.12	0.04	0.12	0.12
Crit Moves:		****		****			****				****	
Green/Cycle:	0.34	0.45	0.45	0.06	0.18	0.18	0.12	0.24	0.24	0.08	0.20	0.20
Volume/Cap:	0.50	0.57	0.57	0.57	0.34	0.50	0.57	0.29	0.51	0.51	0.57	0.57
Delay/Veh:	27.2	20.6	20.6	52.2	36.1	37.8	44.9	31.0	33.8	45.5	37.1	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	20.6	20.6	52.2	36.1	37.8	44.9	31.0	33.8	45.5	37.1	37.1
LOS by Move:	C	C	C	D	D	D	D	C	C	D	D	D
HCM2kAvgQ:	7	10	9	3	3	5	5	3	6	2	6	6

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) AM

Intersection #23: Mariners Island Blvd/Reef Drive



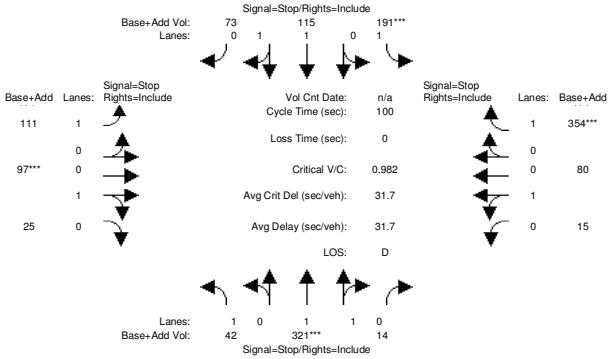
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	4	257	166	97	253	2	8	1	9	15	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	257	166	97	253	2	8	1	9	15	0	22
Added Vol:	0	120	62	108	51	0	0	0	0	9	0	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	377	228	205	304	2	8	1	9	24	0	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	377	228	205	304	2	8	1	9	24	0	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	377	228	205	304	2	8	1	9	24	0	41
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	306	xxxx	xxxxx	605	xxxx	xxxxx	912	1328	153	1062	1215	303
Potent Cap.:	1266	xxxx	xxxxx	983	xxxx	xxxxx	232	157	872	181	183	700
Move Cap.:	1266	xxxx	xxxxx	983	xxxx	xxxxx	183	123	872	149	144	700
Volume/Cap:	0.00	xxxx	xxxx	0.21	xxxx	xxxx	0.04	0.01	0.01	0.16	0.00	0.06
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.8	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	9.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	33.8	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	D	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	290	xxxxx	xxxx	xxxx	700
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	0.2
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.2	xxxxx	xxxxx	xxxx	10.5
Shared LOS:	*	*	*	*	*	*	*	C	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			18.2			19.1		
ApproachLOS:	*			*			C			C		

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

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) AM

Intersection #24: Foster City Blvd/Marlin Ave



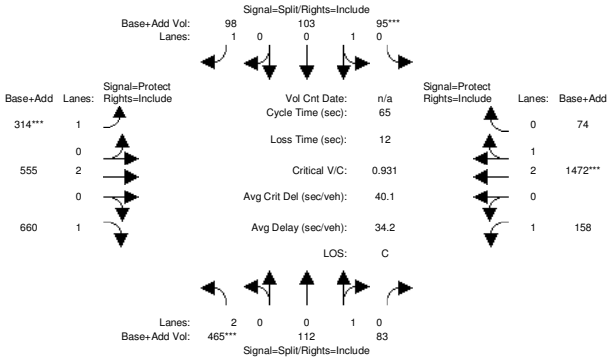
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	42	321	14	175	115	73	111	97	25	13	80	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	321	14	175	115	73	111	97	25	13	80	305
Added Vol:	0	0	0	16	0	0	0	0	0	2	0	49
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	321	14	191	115	73	111	97	25	15	80	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	55	417	18	248	149	95	144	126	32	19	104	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	417	18	248	149	95	144	126	32	19	104	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	417	18	248	149	95	144	126	32	19	104	460
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	1.92	0.08	1.00	1.22	0.78	1.00	0.80	0.20	0.16	0.84	1.00
Final Sat.:	354	724	32	360	464	309	370	315	81	65	348	468
Capacity Analysis Module:												
Vol/Sat:	0.15	0.58	0.57	0.69	0.32	0.31	0.39	0.40	0.40	0.30	0.30	0.98
Crit Moves:		****		****				****				****
Delay/Veh:	14.3	23.4	23.3	30.9	16.1	15.2	17.8	16.9	16.9	14.6	14.6	64.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	23.4	23.3	30.9	16.1	15.2	17.8	16.9	16.9	14.6	14.6	64.6
LOS by Move:	B	C	C	D	C	C	C	C	C	B	B	F
ApproachDel:		22.4			23.4			17.3			54.0	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		22.4			23.4			17.3			54.0	
LOS by Appr:		C			C			C			F	
AllWayAvgQ:	0.2	1.2	1.2	1.8	0.4	0.4	0.6	0.6	0.6	0.4	0.4	7.0

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

Gilead Sciences EIR
SF12-0606

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

Intersection #1: Norfolk St/East Third Ave



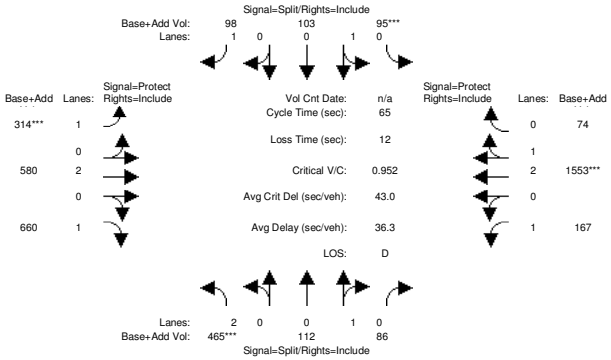
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	465	112	55	95	103	98	314	425	660	83	847	74				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	465	112	55	95	103	98	314	425	660	83	847	74				
Added Vol:	0	0	28	0	0	0	0	130	0	75	625	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	465	112	83	95	103	98	314	555	660	158	1472	74				
User Adj:	1.00	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:	495	119	88	101	110	104	334	590	702	168	1566	79				
Reduct Vol:	0	0	0	0	0	0	0	0	180	0	0	0				
Reduced Vol:	495	119	88	101	110	104	334	590	522	168	1566	79				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	495	119	88	101	110	104	334	590	522	168	1566	79				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.94	0.93	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.90				
Lanes:	2.00	0.57	0.43	0.48	0.52	1.00	1.00	2.00	1.00	1.00	2.86	0.14				
Final Sat.:	3502	1018	754	891	966	1589	1805	3610	1546	1805	4904	247				
Capacity Analysis Module:																
Vol/Sat:	0.14	0.12	0.12	0.11	0.11	0.07	0.19	0.16	0.34	0.09	0.32	0.32				
Crit Moves:	****			****			****				****					
Green/Cycle:	0.15	0.15	0.15	0.12	0.12	0.12	0.20	0.42	0.42	0.12	0.34	0.34				
Volume/Cap:	0.93	0.77	0.77	0.93	0.93	0.54	0.93	0.39	0.80	0.80	0.93	0.93				
Delay/Veh:	50.5	39.3	39.3	69.4	69.4	29.8	56.0	13.0	22.9	46.5	30.0	30.0				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	50.5	39.3	39.3	69.4	69.4	29.8	56.0	13.0	22.9	46.5	30.0	30.0				
LOS by Move:	D	D	D	E	E	C	E	B	C	D	C	C				
HCM2kAvgQ:	9	6	6	8	8	3	8	4	10	6	17	17				

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

Gilead Sciences EIR
SF12-0606

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

Intersection #1: Norfolk St/East Third Ave



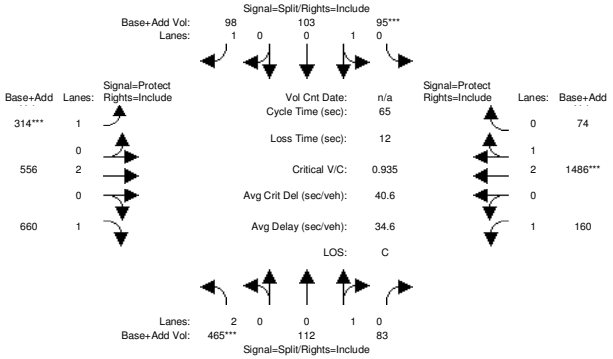
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	465	112	55	95	103	98	314	425	660	83	847	74				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	465	112	55	95	103	98	314	425	660	83	847	74				
Added Vol:	0	0	31	0	0	0	0	155	0	84	706	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	465	112	86	95	103	98	314	580	660	167	1553	74				
User Adj:	1.00	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:	495	119	91	101	110	104	334	617	702	178	1652	79				
Reduct Vol:	0	0	0	0	0	0	0	0	180	0	0	0				
Reduced Vol:	495	119	91	101	110	104	334	617	522	178	1652	79				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	495	119	91	101	110	104	334	617	522	178	1652	79				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.94	0.93	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.90				
Lanes:	2.00	0.56	0.44	0.48	0.52	1.00	1.00	2.00	1.00	1.00	2.86	0.14				
Final Sat.:	3502	1001	769	891	966	1589	1805	3610	1546	1805	4916	234				
Capacity Analysis Module:																
Vol/Sat:	0.14	0.12	0.12	0.11	0.11	0.07	0.19	0.17	0.34	0.10	0.34	0.34				
Crit Moves:	****			****			****				****					
Green/Cycle:	0.15	0.15	0.15	0.12	0.12	0.12	0.19	0.42	0.42	0.12	0.35	0.35				
Volume/Cap:	0.95	0.80	0.80	0.95	0.95	0.55	0.95	0.40	0.80	0.80	0.95	0.95				
Delay/Veh:	55.1	42.7	42.7	75.3	75.3	30.4	61.3	13.2	23.0	45.5	32.2	32.2				
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:	55.1	42.7	42.7	75.3	75.3	30.4	61.3	13.2	23.0	45.5	32.2	32.2				
LOS by Move:	E	D	D	E	E	C	E	B	C	D	C	C				
HCM2kAvgQ:	9	7	6	8	8	3	8	4	10	6	18	18				

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

Gilead Sciences EIR
SF12-0606

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

Intersection #1: Norfolk St/East Third Ave



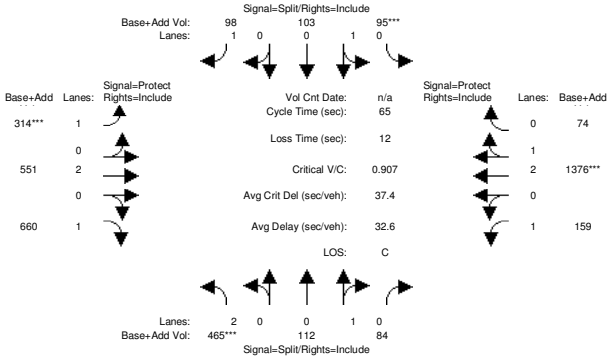
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	465	112	55	95	103	98	314	425	660	83	847	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	465	112	55	95	103	98	314	425	660	83	847	74
Added Vol:	0	0	28	0	0	0	0	131	0	77	639	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	465	112	83	95	103	98	314	556	660	160	1486	74
User Adj:	1.00	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:	495	119	88	101	110	104	334	591	702	170	1581	79
Reduct Vol:	0	0	0	0	0	0	0	0	180	0	0	0
Reduced Vol:	495	119	88	101	110	104	334	591	522	170	1581	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	495	119	88	101	110	104	334	591	522	170	1581	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.93	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.90
Lanes:	2.00	0.57	0.43	0.48	0.52	1.00	1.00	2.00	1.00	1.00	2.86	0.14
Final Sat.:	3502	1018	754	891	966	1589	1805	3610	1546	1805	4906	244
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.12	0.11	0.11	0.07	0.19	0.16	0.34	0.09	0.32	0.32
Crit Moves:	****			****			****				****	
Green/Cycle:	0.15	0.15	0.15	0.12	0.12	0.12	0.20	0.42	0.42	0.12	0.34	0.34
Volume/Cap:	0.93	0.77	0.77	0.93	0.93	0.54	0.93	0.39	0.80	0.80	0.93	0.93
Delay/Veh:	51.2	39.7	39.7	70.4	70.4	29.9	56.9	13.0	23.0	46.3	30.3	30.3
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:	51.2	39.7	39.7	70.4	70.4	29.9	56.9	13.0	23.0	46.3	30.3	30.3
LOS by Move:	D	D	D	E	E	C	E	B	C	D	C	C
HCM2kAvgQ:	9	6	6	8	8	3	8	4	10	6	17	17

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

Gilead Sciences EIR
SF12-0606

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

Intersection #1: Norfolk St/East Third Ave



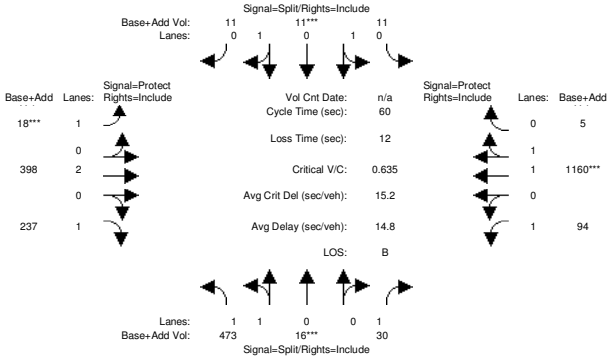
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	465	112	55	95	103	98	314	425	660	83	847	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	465	112	55	95	103	98	314	425	660	83	847	74
Added Vol:	0	0	29	0	0	0	0	126	0	76	529	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	465	112	84	95	103	98	314	551	660	159	1376	74
User Adj:	1.00	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:	495	119	89	101	110	104	334	586	702	169	1464	79
Reduct Vol:	0	0	0	0	0	0	0	0	180	0	0	0
Reduced Vol:	495	119	89	101	110	104	334	586	522	169	1464	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	495	119	89	101	110	104	334	586	522	169	1464	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.93	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.90
Lanes:	2.00	0.57	0.43	0.48	0.52	1.00	1.00	2.00	1.00	1.00	2.85	0.15
Final Sat.:	3502	1013	760	891	966	1589	1805	3610	1546	1805	4882	263
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.12	0.11	0.11	0.07	0.19	0.16	0.34	0.09	0.30	0.30
Crit Moves:	****			****			****				****	
Green/Cycle:	0.16	0.16	0.16	0.13	0.13	0.13	0.20	0.42	0.42	0.12	0.33	0.33
Volume/Cap:	0.91	0.76	0.76	0.91	0.91	0.52	0.91	0.39	0.81	0.81	0.91	0.91
Delay/Veh:	45.9	37.5	37.5	63.1	63.1	29.2	50.6	13.3	24.0	48.2	28.3	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	37.5	37.5	63.1	63.1	29.2	50.6	13.3	24.0	48.2	28.3	28.3
LOS by Move:	D	D	D	E	E	C	D	B	C	D	C	C
HCM2kAvgQ:	9	6	6	8	8	3	8	4	10	6	15	15

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

Gilead Sciences EIR
SF12-0606

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

Intersection #2: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	334	16	17	11	11	11	18	293	183	21	581	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:	334	16	17	11	11	11	18	293	183	21	581	5
Added Vol:	139	0	13	0	0	0	0	105	54	73	579	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	473	16	30	11	11	11	18	398	237	94	1160	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	503	17	32	12	12	12	19	423	252	100	1234	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	17	32	12	12	12	19	423	252	100	1234	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	503	17	32	12	12	12	19	423	252	100	1234	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.89	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.93	0.07	1.00	0.66	0.67	0.67	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3507	119	1599	1125	1125	1125	1805	3610	1615	1805	3591	15
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.02	0.01	0.01	0.01	0.01	0.12	0.16	0.06	0.34	0.34
Crit Moves:		****			****		****				****	
Green/Cycle:	0.23	0.23	0.23	0.02	0.02	0.02	0.02	0.41	0.41	0.15	0.54	0.54
Volume/Cap:	0.64	0.64	0.09	0.64	0.64	0.64	0.64	0.28	0.38	0.38	0.64	0.64
Delay/Veh:	22.6	22.6	18.4	51.2	51.2	51.2	66.3	11.9	12.7	24.1	10.3	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.6	22.6	18.4	51.2	51.2	51.2	66.3	11.9	12.7	24.1	10.3	10.3
LOS by Move:	C	C	B	D	D	D	E	B	B	C	B	B
HCM2kAvgQ:	6	6	1	1	1	1	1	3	4	2	8	8

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

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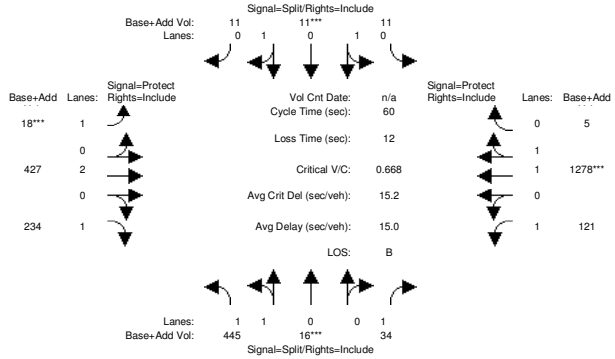
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project PM

Intersection #2: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	334	16	17	11	11	11	18	293	183	21	581	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:	334	16	17	11	11	11	18	293	183	21	581	5
Added Vol:	111	0	17	0	0	0	0	134	51	100	697	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	445	16	34	11	11	11	18	427	234	121	1278	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	473	17	36	12	12	12	19	454	249	129	1360	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	17	36	12	12	12	19	454	249	129	1360	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	473	17	36	12	12	12	19	454	249	129	1360	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.89	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.93	0.07	1.00	0.66	0.67	0.67	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3499	126	1599	1125	1125	1125	1805	3610	1615	1805	3592	14
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.02	0.01	0.01	0.01	0.01	0.13	0.15	0.07	0.38	0.38
Crit Moves:		****			****		****				****	
Green/Cycle:	0.20	0.20	0.20	0.02	0.02	0.02	0.02	0.40	0.40	0.18	0.57	0.57
Volume/Cap:	0.67	0.67	0.11	0.67	0.67	0.67	0.67	0.32	0.39	0.39	0.67	0.67
Delay/Veh:	24.5	24.5	19.7	57.8	57.8	57.8	76.5	12.6	13.2	22.3	9.9	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	24.5	19.7	57.8	57.8	57.8	76.5	12.6	13.2	22.3	9.9	9.9
LOS by Move:	C	C	B	E	E	E	E	B	B	C	A	A
HCM2kAvgQ:	6	6	1	1	1	1	1	3	4	2	9	9

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

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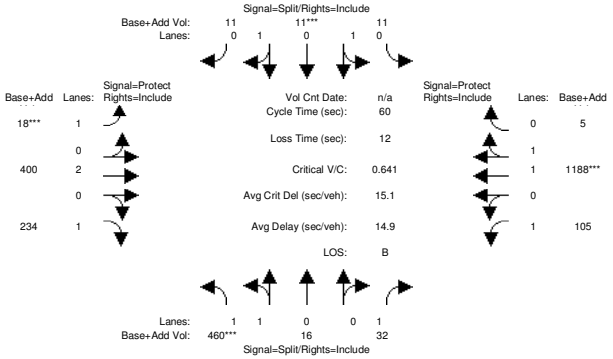
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A PM

Intersection #2: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	334	16	17	11	11	11	18	293	183	21	581	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:	334	16	17	11	11	11	18	293	183	21	581	5
Added Vol:	126	0	15	0	0	0	0	107	51	84	607	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	460	16	32	11	11	11	18	400	234	105	1188	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	489	17	34	12	12	12	19	426	249	112	1264	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	489	17	34	12	12	12	19	426	249	112	1264	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	489	17	34	12	12	12	19	426	249	112	1264	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.89	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.93	0.07	1.00	0.66	0.67	0.67	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3503	122	1599	1125	1125	1125	1805	3610	1615	1805	3591	15
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.02	0.01	0.01	0.01	0.01	0.12	0.15	0.06	0.35	0.35
Crit Moves:	****				****		****				****	
Green/Cycle:	0.22	0.22	0.22	0.02	0.02	0.02	0.02	0.40	0.40	0.16	0.55	0.55
Volume/Cap:	0.64	0.64	0.10	0.64	0.64	0.64	0.64	0.29	0.38	0.38	0.64	0.64
Delay/Veh:	23.1	23.1	18.9	52.2	52.2	52.2	67.9	12.2	13.0	23.3	10.1	10.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.1	23.1	18.9	52.2	52.2	52.2	67.9	12.2	13.0	23.3	10.1	10.1
LOS by Move:	C	C	B	D	D	D	E	B	B	C	B	B
HCM2kAvgQ:	5	5	1	1	1	1	1	3	4	2	8	8

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

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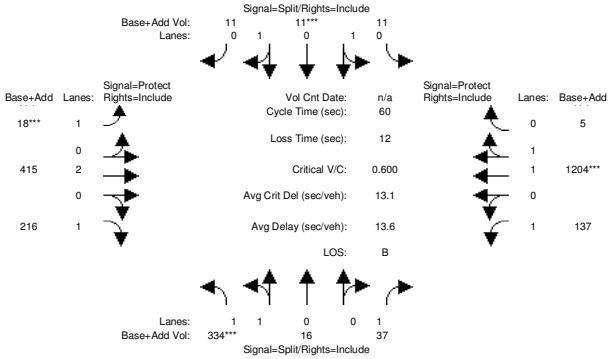
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B PM

Intersection #2: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	334	16	17	11	11	11	18	293	183	21	581	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:	334	16	17	11	11	11	18	293	183	21	581	5
Added Vol:	0	0	20	0	0	0	0	122	33	116	623	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	334	16	37	11	11	11	18	415	216	137	1204	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	355	17	39	12	12	12	19	441	230	146	1281	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	17	39	12	12	12	19	441	230	146	1281	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	355	17	39	12	12	12	19	441	230	146	1281	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.84	0.89	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.91	0.09	1.00	0.66	0.67	0.67	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	3459	166	1599	1125	1125	1125	1805	3610	1615	1805	3591	15
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.02	0.01	0.01	0.01	0.01	0.12	0.14	0.08	0.36	0.36
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.17	0.17	0.02	0.02	0.02	0.02	0.39	0.39	0.22	0.59	0.59
Volume/Cap:	0.60	0.60	0.14	0.60	0.60	0.60	0.60	0.31	0.36	0.36	0.60	0.60
Delay/Veh:	24.6	24.6	21.4	45.4	45.4	45.4	57.2	12.8	13.4	20.3	8.2	8.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	24.6	21.4	45.4	45.4	45.4	57.2	12.8	13.4	20.3	8.2	8.2
LOS by Move:	C	C	C	D	D	D	E	B	B	C	A	A
HCM2kAvgQ:	4	4	1	1	1	1	1	3	3	2	8	8

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

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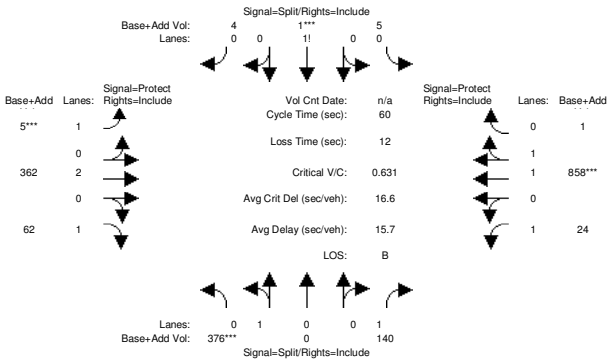
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #3: Lakeside Dr/East Third Avenue



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	0	23	5	1	4	5	283	24	5	443	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	23	5	1	4	5	283	24	5	443	1
Added Vol:	236	0	117	0	0	0	0	79	38	19	415	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	376	0	140	5	1	4	5	362	62	24	858	1
User Adj:	1.00	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:	418	0	156	6	1	4	6	402	69	27	953	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	418	0	156	6	1	4	6	402	69	27	953	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	418	0	156	6	1	4	6	402	69	27	953	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.92	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	0.50	0.10	0.40	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1809	0	1599	877	175	702	1805	3610	1615	1805	3606	4
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.10	0.01	0.01	0.01	0.00	0.11	0.04	0.01	0.26	0.26
Crit Moves:	****				****		****				****	
Green/Cycle:	0.37	0.00	0.37	0.01	0.01	0.01	0.00	0.37	0.37	0.05	0.42	0.42
Volume/Cap:	0.63	0.00	0.27	0.63	0.63	0.63	0.63	0.30	0.11	0.30	0.63	0.63
Delay/Veh:	17.7	0.0	13.6	85.7	85.7	85.7	125.2	13.3	12.4	29.4	14.6	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.7	0.0	13.6	85.7	85.7	85.7	125.2	13.3	12.4	29.4	14.6	14.6
LOS by Move:	B	A	B	F	F	F	F	B	B	C	B	B
HCM2kAvgQ:	7	0	2	1	1	1	0	3	1	0	7	7

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

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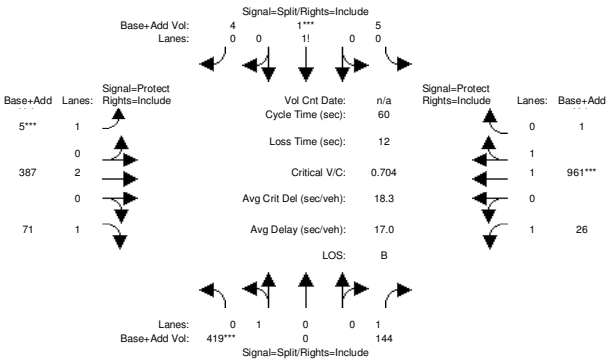
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project PM

Intersection #3: Lakeside Dr/East Third Avenue



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	0	23	5	1	4	5	283	24	5	443	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	23	5	1	4	5	283	24	5	443	1
Added Vol:	279	0	121	0	0	0	0	104	47	21	518	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	419	0	144	5	1	4	5	387	71	26	961	1
User Adj:	1.00	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:	466	0	160	6	1	4	6	430	79	29	1068	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	466	0	160	6	1	4	6	430	79	29	1068	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	466	0	160	6	1	4	6	430	79	29	1068	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.92	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	0.50	0.10	0.40	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1809	0	1599	877	175	702	1805	3610	1615	1805	3606	4
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.10	0.01	0.01	0.01	0.00	0.12	0.05	0.02	0.30	0.30
Crit Moves:	****				****		****				****	
Green/Cycle:	0.37	0.00	0.37	0.01	0.01	0.01	0.00	0.37	0.37	0.05	0.42	0.42
Volume/Cap:	0.70	0.00	0.27	0.70	0.70	0.70	0.70	0.32	0.13	0.32	0.70	0.70
Delay/Veh:	19.7	0.0	13.7	118.3	118	118.3	172.4	13.4	12.4	29.5	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.7	0.0	13.7	118.3	118	118.3	172.4	13.4	12.4	29.5	15.8	15.8
LOS by Move:	B	A	B	F	F	F	F	B	B	C	B	B
HCM2kAvgQ:	9	0	2	1	1	1	0	3	1	1	9	9

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

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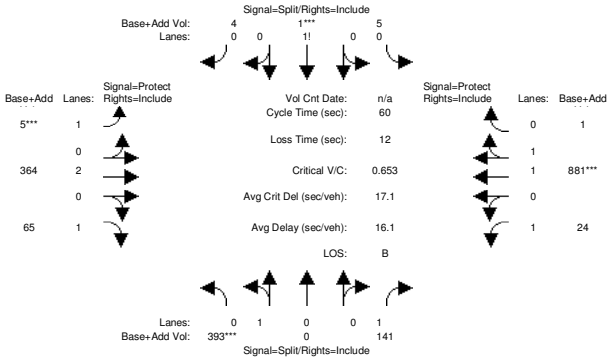
Gilead Sciences EIR
SF12-0606

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

Intersection #3: Lakeside Dr/East Third Avenue



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	0	23	5	1	4	5	283	24	5	443	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	23	5	1	4	5	283	24	5	443	1
Added Vol:	253	0	118	0	0	0	0	81	41	19	438	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	393	0	141	5	1	4	5	364	65	24	881	1
User Adj:	1.00	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:	437	0	157	6	1	4	6	404	72	27	979	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	0	157	6	1	4	6	404	72	27	979	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	437	0	157	6	1	4	6	404	72	27	979	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.92	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	0.50	0.10	0.40	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1809	0	1599	877	175	702	1805	3610	1615	1805	3606	4
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.10	0.01	0.01	0.01	0.00	0.11	0.04	0.01	0.27	0.27
Crit Moves:	****				****		****				****	
Green/Cycle:	0.37	0.00	0.37	0.01	0.01	0.01	0.00	0.37	0.37	0.05	0.42	0.42
Volume/Cap:	0.65	0.00	0.26	0.65	0.65	0.65	0.65	0.30	0.12	0.30	0.65	0.65
Delay/Veh:	18.0	0.0	13.5	94.8	94.8	94.8	138.7	13.5	12.5	29.5	15.1	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.0	0.0	13.5	94.8	94.8	94.8	138.7	13.5	12.5	29.5	15.1	15.1
LOS by Move:	B	A	B	F	F	F	F	B	B	C	B	B
HCM2kAvgQ:	8	0	2	1	1	1	0	3	1	0	8	8

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

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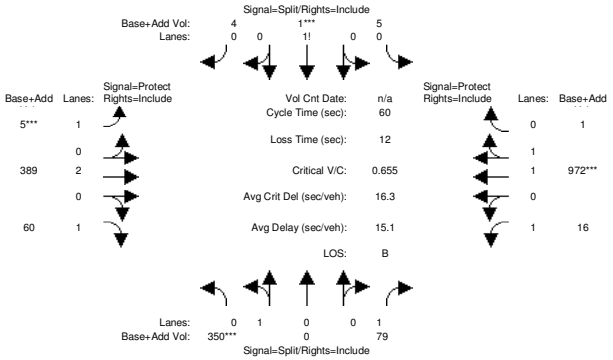
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B PM

Intersection #3: Lakeside Dr/East Third Avenue



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	0	23	5	1	4	5	283	24	5	443	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	23	5	1	4	5	283	24	5	443	1
Added Vol:	210	0	56	0	0	0	0	106	36	11	529	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	0	79	5	1	4	5	389	60	16	972	1
User Adj:	1.00	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:	389	0	88	6	1	4	6	432	67	18	1080	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	0	88	6	1	4	6	432	67	18	1080	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	0	88	6	1	4	6	432	67	18	1080	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.92	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	0.50	0.10	0.40	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1809	0	1599	877	175	702	1805	3610	1615	1805	3606	4
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.05	0.01	0.01	0.01	0.00	0.12	0.04	0.01	0.30	0.30
Crit Moves:	****				****		****				****	
Green/Cycle:	0.33	0.00	0.33	0.01	0.01	0.01	0.00	0.43	0.43	0.04	0.46	0.46
Volume/Cap:	0.65	0.00	0.17	0.65	0.65	0.65	0.65	0.28	0.10	0.28	0.65	0.65
Delay/Veh:	19.9	0.0	14.5	95.7	95.7	95.7	140.0	11.3	10.3	30.6	13.6	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	0.0	14.5	95.7	95.7	95.7	140.0	11.3	10.3	30.6	13.6	13.6
LOS by Move:	B	A	B	F	F	F	F	B	B	C	B	B
HCM2kAvgQ:	7	0	1	1	1	1	0	3	1	0	8	8

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

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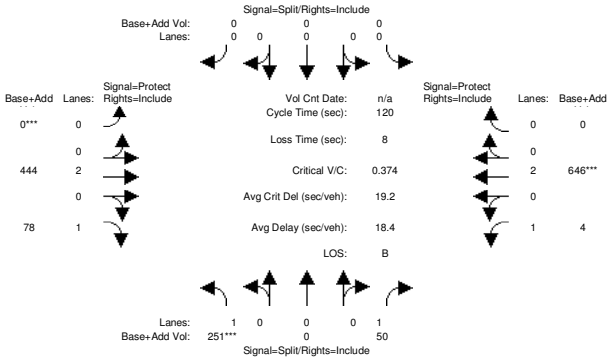
Gilead Sciences EIR
SF12-0606

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

Intersection #4: Marsh Dr/East Third Ave



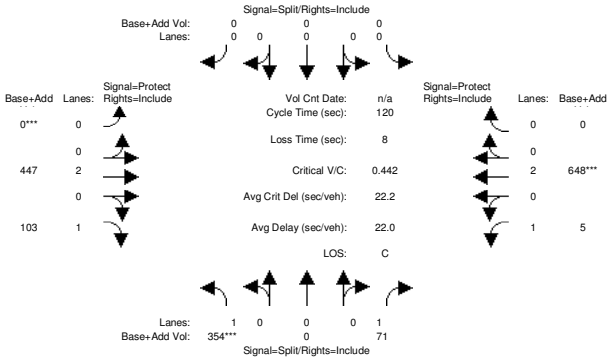
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	0	9	0	0	0	0	304	21	2	417	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	0	9	0	0	0	0	304	21	2	417	0
Added Vol:	204	0	41	0	0	0	0	140	57	2	229	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	251	0	50	0	0	0	0	444	78	4	646	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	276	0	55	0	0	0	0	488	86	4	710	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	0	55	0	0	0	0	488	86	4	710	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	276	0	55	0	0	0	0	488	86	4	710	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.03	0.00	0.00	0.00	0.00	0.14	0.05	0.00	0.20	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.41	0.00	0.41	0.00	0.00	0.00	0.00	0.52	0.52	0.01	0.53	0.00
Volume/Cap:	0.37	0.00	0.08	0.00	0.00	0.00	0.00	0.26	0.10	0.26	0.37	0.00
Delay/Veh:	25.1	0.0	21.8	0.0	0.0	0.0	0.0	16.3	14.9	67.2	17.0	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:	25.1	0.0	21.8	0.0	0.0	0.0	0.0	16.3	14.9	67.2	17.0	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	E	B	A
HCM2kAvgQ:	7	0	1	0	0	0	0	5	2	0	8	0

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

Gilead Sciences EIR
SF12-0606

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

Intersection #4: Marsh Dr/East Third Ave



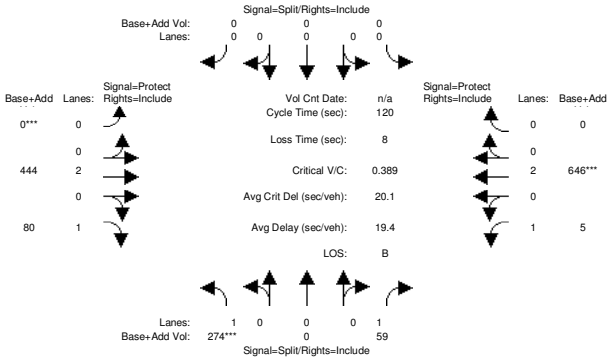
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	0	9	0	0	0	0	304	21	2	417	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	0	9	0	0	0	0	304	21	2	417	0
Added Vol:	307	0	62	0	0	0	0	143	82	3	231	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	354	0	71	0	0	0	0	447	103	5	648	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	389	0	78	0	0	0	0	491	113	5	712	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	0	78	0	0	0	0	491	113	5	712	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	0	78	0	0	0	0	491	113	5	712	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.05	0.00	0.00	0.00	0.00	0.14	0.07	0.00	0.20	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.49	0.00	0.49	0.00	0.00	0.00	0.00	0.44	0.44	0.01	0.45	0.00
Volume/Cap:	0.44	0.00	0.10	0.00	0.00	0.00	0.00	0.31	0.16	0.31	0.44	0.00
Delay/Veh:	20.5	0.0	16.6	0.0	0.0	0.0	0.0	22.2	20.6	68.9	23.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	0.0	16.6	0.0	0.0	0.0	0.0	22.2	20.6	68.9	23.1	0.0
LOS by Move:	C	A	B	A	A	A	A	C	C	E	C	A
HCM2kAvgQ:	9	0	2	0	0	0	0	6	2	0	9	0

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

Gilead Sciences EIR
SF12-0606

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

Intersection #4: Marsh Dr/East Third Ave



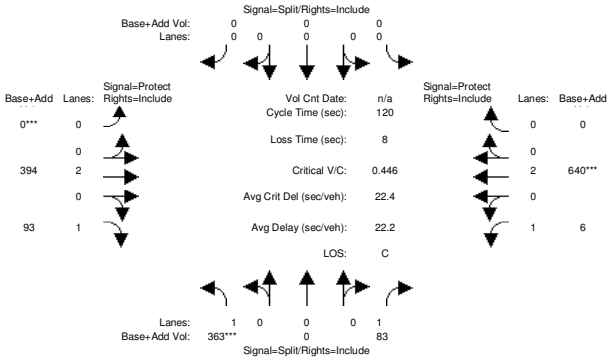
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	0	9	0	0	0	0	304	21	2	417	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	0	9	0	0	0	0	304	21	2	417	0
Added Vol:	227	0	50	0	0	0	0	140	59	3	229	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	0	59	0	0	0	0	444	80	5	646	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	301	0	65	0	0	0	0	488	88	5	710	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	0	65	0	0	0	0	488	88	5	710	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	301	0	65	0	0	0	0	488	88	5	710	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.04	0.00	0.00	0.00	0.00	0.14	0.05	0.00	0.20	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.43	0.00	0.43	0.00	0.00	0.00	0.00	0.49	0.49	0.01	0.50	0.00
Volume/Cap:	0.39	0.00	0.09	0.00	0.00	0.00	0.00	0.27	0.11	0.27	0.39	0.00
Delay/Veh:	23.9	0.0	20.5	0.0	0.0	0.0	0.0	17.9	16.3	66.1	18.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.9	0.0	20.5	0.0	0.0	0.0	0.0	17.9	16.3	66.1	18.4	0.0
LOS by Move:	C	A	C	A	A	A	A	B	B	E	B	A
HCM2kAvgQ:	8	0	1	0	0	0	0	5	2	0	8	0

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

Gilead Sciences EIR
SF12-0606

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

Intersection #4: Marsh Dr/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	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	0	9	0	0	0	0	304	21	2	417	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:	47	0	9	0	0	0	0	304	21	2	417	0
Added Vol:	316	0	74	0	0	0	0	90	72	4	223	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	363	0	83	0	0	0	0	394	93	6	640	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	399	0	91	0	0	0	0	433	102	7	703	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	0	91	0	0	0	0	433	102	7	703	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	399	0	91	0	0	0	0	433	102	7	703	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.06	0.00	0.00	0.00	0.00	0.12	0.06	0.00	0.19	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.42	0.42	0.01	0.44	0.00
Volume/Cap:	0.45	0.00	0.11	0.00	0.00	0.00	0.00	0.28	0.15	0.28	0.45	0.00
Delay/Veh:	19.9	0.0	16.2	0.0	0.0	0.0	0.0	22.7	21.3	65.2	23.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.9	0.0	16.2	0.0	0.0	0.0	0.0	22.7	21.3	65.2	23.8	0.0
LOS by Move:	B	A	B	A	A	A	A	C	C	E	C	A
HCM2kAvgQ:	9	0	2	0	0	0	0	5	2	0	9	0

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

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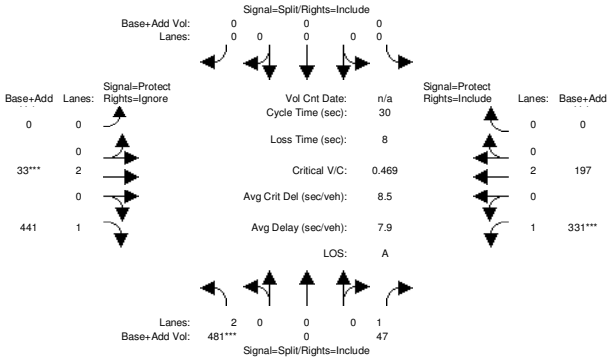
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #5: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	0	32	0	0	0	0	17	277	260	116	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:	330	0	32	0	0	0	0	17	277	260	116	0
Added Vol:	151	0	15	0	0	0	0	16	164	71	81	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	481	0	47	0	0	0	0	33	441	331	197	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96
PHF Volume:	501	0	49	0	0	0	0	34	0	345	205	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	501	0	49	0	0	0	0	34	0	345	205	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:	501	0	49	0	0	0	0	34	0	345	205	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	1607	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.03	0.00	0.00	0.00	0.00	0.01	0.00	0.19	0.06	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.02	0.00	0.41	0.43	0.00
Volume/Cap:	0.47	0.00	0.10	0.00	0.00	0.00	0.00	0.47	0.00	0.47	0.13	0.00
Delay/Veh:	8.8	0.0	7.6	0.0	0.0	0.0	0.0	19.2	0.0	7.0	5.2	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:	8.8	0.0	7.6	0.0	0.0	0.0	0.0	19.2	0.0	7.0	5.2	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	2	0	0	0	0	0	0	0	0	3	1	0

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

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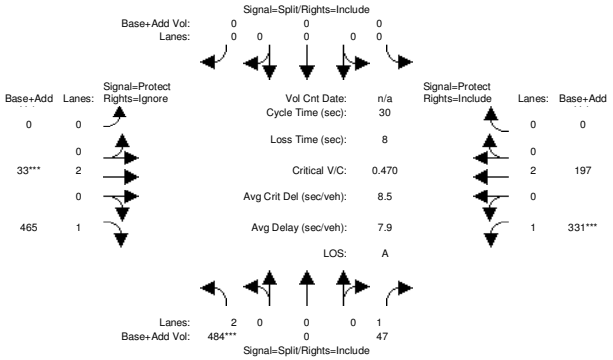
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project PM

Intersection #5: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	0	32	0	0	0	0	17	277	260	116	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:	330	0	32	0	0	0	0	17	277	260	116	0
Added Vol:	154	0	15	0	0	0	0	16	188	71	81	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	484	0	47	0	0	0	0	33	465	331	197	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96
PHF Volume:	504	0	49	0	0	0	0	34	0	345	205	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	504	0	49	0	0	0	0	34	0	345	205	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:	504	0	49	0	0	0	0	34	0	345	205	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	1607	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.03	0.00	0.00	0.00	0.00	0.01	0.00	0.19	0.06	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.02	0.00	0.41	0.43	0.00
Volume/Cap:	0.47	0.00	0.10	0.00	0.00	0.00	0.00	0.47	0.00	0.47	0.13	0.00
Delay/Veh:	8.8	0.0	7.5	0.0	0.0	0.0	0.0	19.2	0.0	7.0	5.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	0.0	7.5	0.0	0.0	0.0	0.0	19.2	0.0	7.0	5.3	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	2	0	0	0	0	0	0	0	0	3	1	0

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

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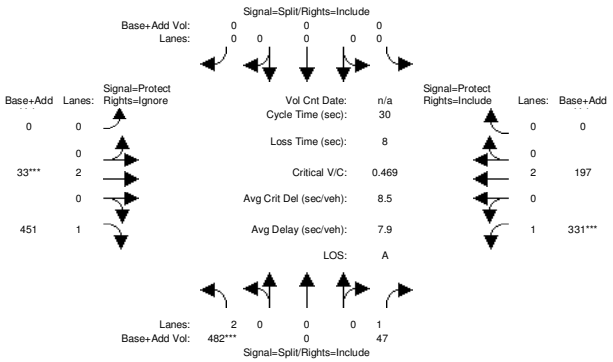
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A PM

Intersection #5: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	0	32	0	0	0	0	17	277	260	116	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:	330	0	32	0	0	0	0	17	277	260	116	0
Added Vol:	152	0	15	0	0	0	0	16	174	71	81	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	482	0	47	0	0	0	0	33	451	331	197	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96
PHF Volume:	502	0	49	0	0	0	0	34	0	345	205	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	502	0	49	0	0	0	0	34	0	345	205	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:	502	0	49	0	0	0	0	34	0	345	205	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	1607	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.03	0.00	0.00	0.00	0.00	0.01	0.00	0.19	0.06	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.31	0.00	0.31	0.00	0.00	0.00	0.00	0.02	0.00	0.41	0.43	0.00
Volume/Cap:	0.47	0.00	0.10	0.00	0.00	0.00	0.00	0.47	0.00	0.47	0.13	0.00
Delay/Veh:	8.8	0.0	7.5	0.0	0.0	0.0	0.0	19.2	0.0	7.0	5.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.8	0.0	7.5	0.0	0.0	0.0	0.0	19.2	0.0	7.0	5.3	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	2	0	0	0	0	0	0	0	0	3	1	0

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

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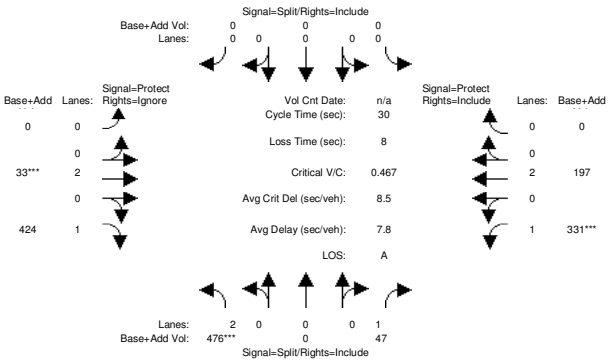
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B PM

Intersection #5: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	0	32	0	0	0	0	17	277	260	116	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:	330	0	32	0	0	0	0	17	277	260	116	0
Added Vol:	146	0	15	0	0	0	0	16	147	71	81	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	476	0	47	0	0	0	0	33	424	331	197	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96
PHF Volume:	496	0	49	0	0	0	0	34	0	345	205	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	496	0	49	0	0	0	0	34	0	345	205	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:	496	0	49	0	0	0	0	34	0	345	205	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	1607	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.03	0.00	0.00	0.00	0.00	0.01	0.00	0.19	0.06	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.02	0.00	0.41	0.43	0.00
Volume/Cap:	0.47	0.00	0.10	0.00	0.00	0.00	0.00	0.47	0.00	0.47	0.13	0.00
Delay/Veh:	8.8	0.0	7.6	0.0	0.0	0.0	0.0	19.1	0.0	6.9	5.2	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:	8.8	0.0	7.6	0.0	0.0	0.0	0.0	19.1	0.0	6.9	5.2	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	2	0	0	0	0	0	0	0	0	3	1	0

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

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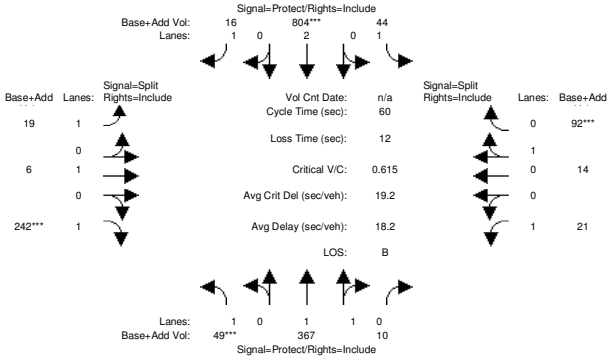
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #6: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
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:	13	107	0	10	226	0	0	0	41	0	0	59
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	367	10	44	804	16	19	6	242	21	14	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	54	403	11	48	884	18	21	7	266	23	15	101
Reduct Vol:	0	0	0	0	0	0	0	0	35	0	0	0
Reduced Vol:	54	403	11	48	884	18	21	7	231	23	15	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	403	11	48	884	18	21	7	231	23	15	101
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	0.82	0.95	1.00	0.83	0.95	0.87	0.86
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.13	0.87
Final Sat.:	1805	3500	95	1805	3610	1552	1805	1900	1583	1805	216	1416
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.03	0.24	0.01	0.01	0.00	0.15	0.01	0.07	0.07
Crit Moves:	****				****				****			****
Green/Cycle:	0.05	0.36	0.36	0.08	0.40	0.40	0.24	0.24	0.24	0.12	0.12	0.12
Volume/Cap:	0.61	0.32	0.32	0.32	0.61	0.03	0.05	0.01	0.61	0.11	0.61	0.61
Delay/Veh:	40.4	13.9	13.9	27.1	15.2	11.0	17.7	17.5	23.5	24.0	31.2	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.4	13.9	13.9	27.1	15.2	11.0	17.7	17.5	23.5	24.0	31.2	31.2
LOS by Move:	D	B	B	C	B	B	B	B	C	C	C	C
HCM2kAvgQ:	2	3	3	1	7	0	0	0	5	0	3	3

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

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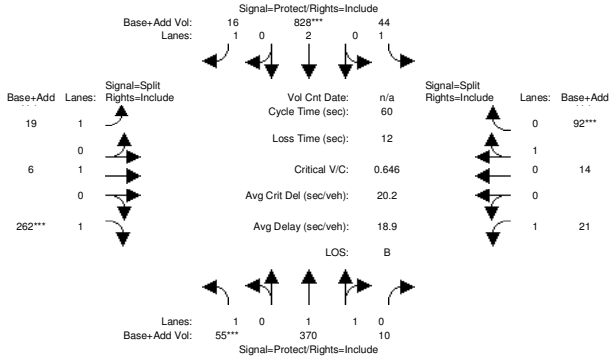
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project PM

Intersection #6: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
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:	19	110	0	10	250	0	0	0	61	0	0	59
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	370	10	44	828	16	19	6	262	21	14	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	60	407	11	48	910	18	21	7	288	23	15	101
Reduct Vol:	0	0	0	0	0	0	0	0	35	0	0	0
Reduced Vol:	60	407	11	48	910	18	21	7	253	23	15	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	407	11	48	910	18	21	7	253	23	15	101
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	0.82	0.95	1.00	0.83	0.95	0.87	0.86
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.13	0.87
Final Sat.:	1805	3501	95	1805	3610	1552	1805	1900	1583	1805	216	1416
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.03	0.25	0.01	0.01	0.00	0.16	0.01	0.07	0.07
Crit Moves:	****				****				****			****
Green/Cycle:	0.05	0.36	0.36	0.08	0.39	0.39	0.25	0.25	0.25	0.11	0.11	0.11
Volume/Cap:	0.65	0.32	0.32	0.32	0.65	0.03	0.05	0.01	0.65	0.12	0.65	0.65
Delay/Veh:	42.5	14.1	14.1	27.2	16.0	11.3	17.2	17.1	23.9	24.3	33.4	33.4
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:	42.5	14.1	14.1	27.2	16.0	11.3	17.2	17.1	23.9	24.3	33.4	33.4
LOS by Move:	D	B	B	C	B	B	B	B	C	C	C	C
HCM2kAvgQ:	2	3	3	1	7	0	0	0	5	0	3	3

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

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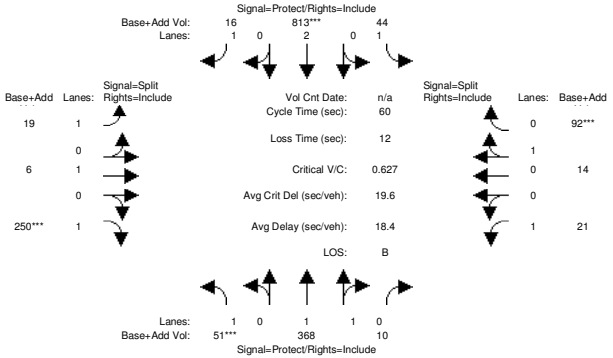
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A PM

Intersection #6: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
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:	15	108	0	10	235	0	0	0	49	0	0	59
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	368	10	44	813	16	19	6	250	21	14	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	56	404	11	48	893	18	21	7	275	23	15	101
Reduct Vol:	0	0	0	0	0	0	0	0	35	0	0	0
Reduced Vol:	56	404	11	48	893	18	21	7	240	23	15	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	404	11	48	893	18	21	7	240	23	15	101
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	0.82	0.95	1.00	0.83	0.95	0.87	0.86
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.13	0.87
Final Sat.:	1805	3500	95	1805	3610	1552	1805	1900	1583	1805	216	1416
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.03	0.25	0.01	0.01	0.00	0.15	0.01	0.07	0.07
Crit Moves:	****				****				****			****
Green/Cycle:	0.05	0.36	0.36	0.08	0.39	0.39	0.24	0.24	0.24	0.11	0.11	0.11
Volume/Cap:	0.63	0.32	0.32	0.32	0.63	0.03	0.05	0.01	0.63	0.11	0.63	0.63
Delay/Veh:	41.2	14.0	14.0	27.1	15.5	11.1	17.5	17.3	23.6	24.1	32.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.2	14.0	14.0	27.1	15.5	11.1	17.5	17.3	23.6	24.1	32.0	32.0
LOS by Move:	D	B	B	C	B	B	B	B	C	C	C	C
HCM2kAvgQ:	2	3	3	1	7	0	0	0	5	0	3	3

Note: Queue reported is the number of cars per lane.

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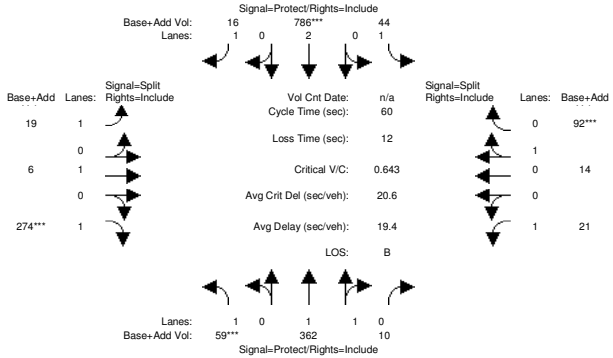
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B PM

Intersection #6: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
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:	23	102	0	10	208	0	0	0	73	0	0	59
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	362	10	44	786	16	19	6	274	21	14	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	65	398	11	48	864	18	21	7	301	23	15	101
Reduct Vol:	0	0	0	0	0	0	0	0	35	0	0	0
Reduced Vol:	65	398	11	48	864	18	21	7	266	23	15	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	398	11	48	864	18	21	7	266	23	15	101
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	0.82	0.95	1.00	0.83	0.95	0.87	0.86
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.13	0.87
Final Sat.:	1805	3499	97	1805	3610	1552	1805	1900	1583	1805	216	1416
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.11	0.03	0.24	0.01	0.01	0.00	0.17	0.01	0.07	0.07
Crit Moves:	****				****				****			****
Green/Cycle:	0.06	0.35	0.35	0.08	0.37	0.37	0.26	0.26	0.26	0.11	0.11	0.11
Volume/Cap:	0.64	0.33	0.33	0.33	0.64	0.03	0.04	0.01	0.64	0.12	0.64	0.64
Delay/Veh:	41.1	14.6	14.6	27.3	16.6	12.0	16.6	16.4	23.1	24.3	33.2	33.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	14.6	14.6	27.3	16.6	12.0	16.6	16.4	23.1	24.3	33.2	33.2
LOS by Move:	D	B	B	C	B	B	B	B	C	C	C	C
HCM2kAvgQ:	2	3	3	1	7	0	0	0	6	0	3	3

Note: Queue reported is the number of cars per lane.

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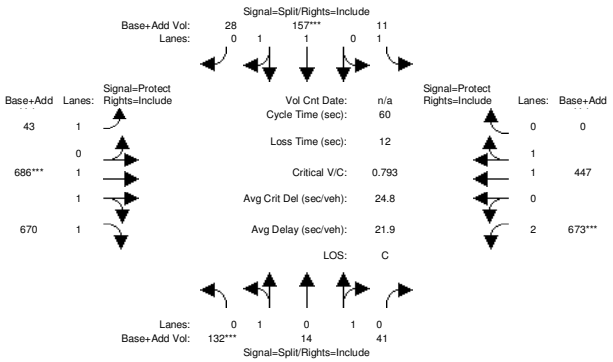
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	132	9	41	11	157	28	43	625	568	589	408	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:	132	9	41	11	157	28	43	625	568	589	408	0
Added Vol:	0	5	0	0	0	0	0	61	102	84	39	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	14	41	11	157	28	43	686	670	673	447	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	140	15	44	12	167	30	46	730	713	716	476	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	15	44	12	167	30	46	730	713	716	476	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	15	44	12	167	30	46	730	713	716	476	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.88	0.95	0.93	0.93	0.95	0.88	0.86	0.92	0.95	0.95
Lanes:	1.00	0.25	0.75	1.00	1.70	0.30	1.00	1.50	1.50	2.00	2.00	0.00
Final Sat.:	1686	428	1253	1805	2992	534	1805	2512	2454	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.01	0.06	0.06	0.03	0.29	0.29	0.20	0.13	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.11	0.11	0.07	0.07	0.07	0.10	0.37	0.37	0.26	0.52	0.00
Volume/Cap:	0.79	0.33	0.33	0.09	0.79	0.79	0.25	0.79	0.79	0.79	0.25	0.00
Delay/Veh:	41.9	25.2	25.2	26.4	43.3	43.3	25.6	19.4	19.4	25.6	7.9	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:	41.9	25.2	25.2	26.4	43.3	43.3	25.6	19.4	19.4	25.6	7.9	0.0
LOS by Move:	D	C	C	C	D	D	C	B	B	C	A	A
HCM2kAvgQ:	5	1	1	0	4	4	1	9	9	9	3	0

Note: Queue reported is the number of cars per lane.

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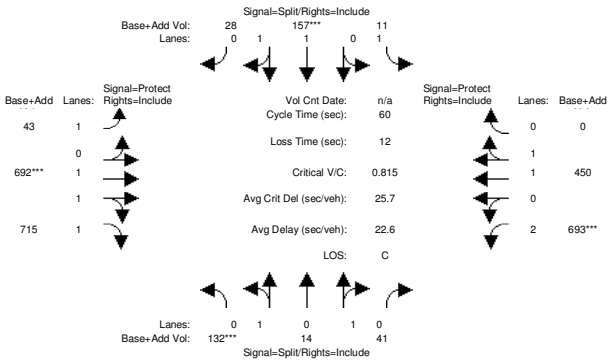
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project PM

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	132	9	41	11	157	28	43	625	568	589	408	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:	132	9	41	11	157	28	43	625	568	589	408	0
Added Vol:	0	5	0	0	0	0	0	67	147	104	42	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	14	41	11	157	28	43	692	715	693	450	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	140	15	44	12	167	30	46	736	761	737	479	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	15	44	12	167	30	46	736	761	737	479	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	15	44	12	167	30	46	736	761	737	479	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.88	0.95	0.93	0.93	0.95	0.88	0.86	0.92	0.95	0.95
Lanes:	1.00	0.25	0.75	1.00	1.70	0.30	1.00	1.46	1.54	2.00	2.00	0.00
Final Sat.:	1686	428	1253	1805	2992	534	1805	2436	2517	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.01	0.06	0.06	0.03	0.30	0.30	0.21	0.13	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.10	0.10	0.07	0.07	0.07	0.10	0.37	0.37	0.26	0.53	0.00
Volume/Cap:	0.81	0.34	0.34	0.09	0.81	0.81	0.25	0.81	0.81	0.81	0.25	0.00
Delay/Veh:	45.0	25.4	25.4	26.5	46.4	46.4	25.6	19.9	19.9	26.7	7.8	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:	45.0	25.4	25.4	26.5	46.4	46.4	25.6	19.9	19.9	26.7	7.8	0.0
LOS by Move:	D	C	C	C	D	D	C	B	B	C	A	A
HCM2kAvgQ:	5	1	1	0	4	4	1	10	9	9	3	0

Note: Queue reported is the number of cars per lane.

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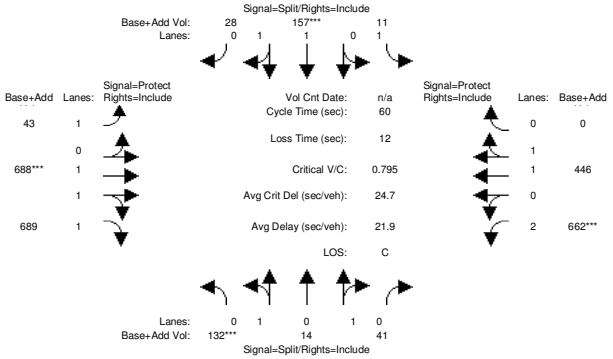
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A PM

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	132	9	41	11	157	28	43	625	568	589	408	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:	132	9	41	11	157	28	43	625	568	589	408	0
Added Vol:	0	5	0	0	0	0	0	63	121	73	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	14	41	11	157	28	43	688	689	662	446	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	140	15	44	12	167	30	46	732	733	704	474	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	15	44	12	167	30	46	732	733	704	474	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	15	44	12	167	30	46	732	733	704	474	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.88	0.95	0.93	0.93	0.95	0.88	0.86	0.92	0.95	0.95
Lanes:	1.00	0.25	0.75	1.00	1.70	0.30	1.00	1.48	1.52	2.00	2.00	0.00
Final Sat.:	1686	428	1253	1805	2992	534	1805	2478	2481	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.01	0.06	0.06	0.03	0.30	0.30	0.20	0.13	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.10	0.10	0.07	0.07	0.07	0.10	0.37	0.37	0.25	0.52	0.00
Volume/Cap:	0.79	0.33	0.33	0.09	0.79	0.79	0.25	0.79	0.79	0.79	0.25	0.00
Delay/Veh:	42.2	25.2	25.2	26.4	43.6	43.6	25.6	19.3	19.3	26.0	7.9	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:	42.2	25.2	25.2	26.4	43.6	43.6	25.6	19.3	19.3	26.0	7.9	0.0
LOS by Move:	D	C	C	C	D	D	C	B	B	C	A	A
HCM2kAvgQ:	5	1	1	0	4	4	1	9	9	9	3	0

Note: Queue reported is the number of cars per lane.

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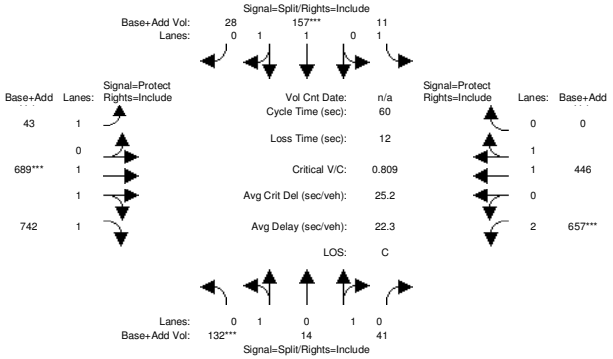
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B PM

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	132	9	41	11	157	28	43	625	568	589	408	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:	132	9	41	11	157	28	43	625	568	589	408	0
Added Vol:	0	5	0	0	0	0	0	64	174	68	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	14	41	11	157	28	43	689	742	657	446	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	140	15	44	12	167	30	46	733	789	699	474	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	15	44	12	167	30	46	733	789	699	474	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	15	44	12	167	30	46	733	789	699	474	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.88	0.95	0.93	0.93	0.95	0.88	0.86	0.92	0.95	0.95
Lanes:	1.00	0.25	0.75	1.00	1.70	0.30	1.00	1.43	1.57	2.00	2.00	0.00
Final Sat.:	1686	428	1253	1805	2992	534	1805	2378	2561	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.01	0.06	0.06	0.03	0.31	0.31	0.20	0.13	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.10	0.10	0.07	0.07	0.07	0.10	0.38	0.38	0.25	0.53	0.00
Volume/Cap:	0.81	0.34	0.34	0.09	0.81	0.81	0.25	0.81	0.81	0.81	0.25	0.00
Delay/Veh:	44.1	25.4	25.4	26.5	45.5	45.5	25.6	19.3	19.3	27.0	7.8	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:	44.1	25.4	25.4	26.5	45.5	45.5	25.6	19.3	19.3	27.0	7.8	0.0
LOS by Move:	D	C	C	C	D	D	C	B	B	C	A	A
HCM2kAvgQ:	5	1	1	0	4	4	1	10	9	9	3	0

Note: Queue reported is the number of cars per lane.

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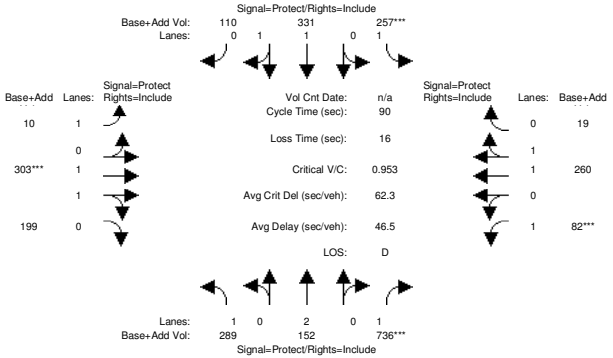
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #8: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	246	106	722	184	132	68	9	296	172	31	219	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:	246	106	722	184	132	68	9	296	172	31	219	11
Added Vol:	43	46	14	73	199	42	1	7	27	51	41	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	289	152	736	257	331	110	10	303	199	82	260	19
User Adj:	1.00	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:	304	160	775	271	348	116	11	319	209	86	274	20
Reduct Vol:	0	0	101	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	160	674	271	348	116	11	319	209	86	274	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	160	674	271	348	116	11	319	209	86	274	20
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	0.89	0.88	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	1.50	0.50	1.00	1.20	0.80	1.00	1.86	0.14
Final Sat.:	1805	3610	1567	1805	2604	866	1805	2042	1341	1805	3330	243
Capacity Analysis Module:												
Vol/Sat:	0.17	0.04	0.43	0.15	0.13	0.13	0.01	0.16	0.16	0.05	0.08	0.08
Crit Moves:			****	****				****		****		
Green/Cycle:	0.34	0.45	0.45	0.16	0.27	0.27	0.01	0.16	0.16	0.05	0.20	0.20
Volume/Cap:	0.50	0.10	0.95	0.95	0.50	0.50	0.41	0.95	0.95	0.95	0.41	0.41
Delay/Veh:	24.3	14.2	46.7	78.3	28.2	28.2	54.4	64.2	64.2	121.5	31.8	31.8
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:	24.3	14.2	46.7	78.3	28.2	28.2	54.4	64.2	64.2	121.5	31.8	31.8
LOS by Move:	C	B	D	E	C	C	D	E	E	F	C	C
HCM2kAvgQ:	6	1	20	12	6	6	1	12	12	3	4	4

Note: Queue reported is the number of cars per lane.

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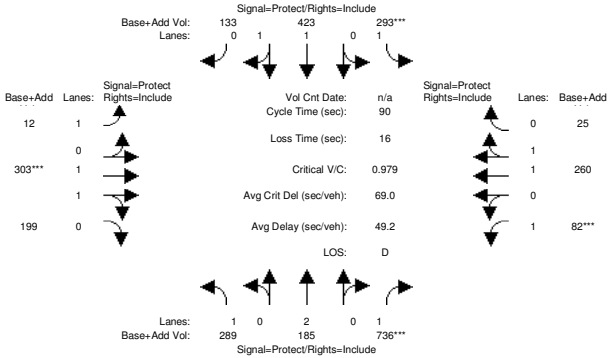
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project PM

Intersection #8: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	246	106	722	184	132	68	9	296	172	31	219	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:	246	106	722	184	132	68	9	296	172	31	219	11
Added Vol:	43	79	14	109	291	65	3	7	27	51	41	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	289	185	736	293	423	133	12	303	199	82	260	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	304	195	775	308	445	140	13	319	209	86	274	26
Reduct Vol:	0	0	101	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	195	674	308	445	140	13	319	209	86	274	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	195	674	308	445	140	13	319	209	86	274	26
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	0.91	0.95	0.89	0.88	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	1.52	0.48	1.00	1.20	0.80	1.00	1.82	0.18
Final Sat.:	1805	3610	1567	1805	2643	831	1805	2042	1341	1805	3250	312
Capacity Analysis Module:												
Vol/Sat:	0.17	0.05	0.43	0.17	0.17	0.17	0.01	0.16	0.16	0.05	0.08	0.08
Crit Moves:			****	****				****		****		
Green/Cycle:	0.31	0.44	0.44	0.17	0.31	0.31	0.02	0.16	0.16	0.05	0.19	0.19
Volume/Cap:	0.55	0.12	0.98	0.98	0.55	0.55	0.44	0.98	0.98	0.98	0.44	0.44
Delay/Veh:	27.2	15.0	53.7	81.7	26.6	26.6	54.1	70.8	70.8	131.3	32.5	32.5
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:	27.2	15.0	53.7	81.7	26.6	26.6	54.1	70.8	70.8	131.3	32.5	32.5
LOS by Move:	C	B	D	F	C	C	D	E	E	F	C	C
HCM2kAvgQ:	7	2	21	13	8	8	1	12	12	3	4	4

Note: Queue reported is the number of cars per lane.

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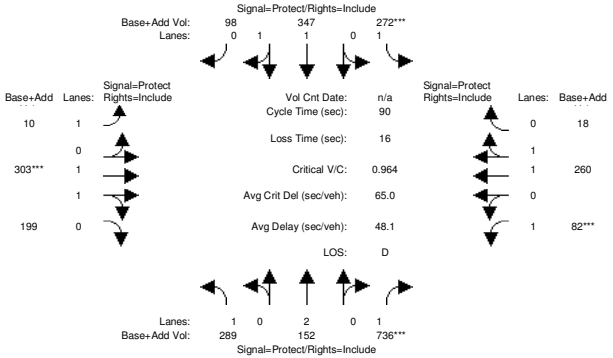
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A PM

Intersection #8: Vintage Park Dr/Chess Dr



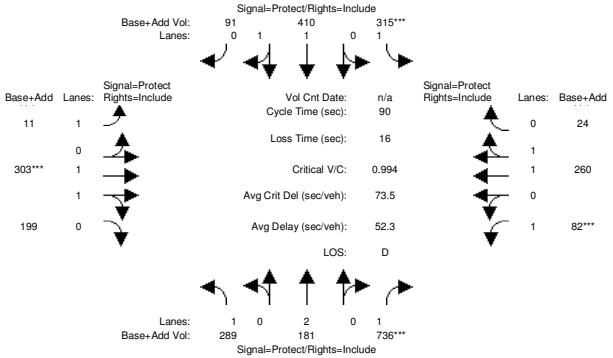
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	246	106	722	184	132	68	9	296	172	31	219	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	106	722	184	132	68	9	296	172	31	219	11
Added Vol:	43	46	14	88	215	30	1	7	27	51	41	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	289	152	736	272	347	98	10	303	199	82	260	18
User Adj:	1.00	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:	304	160	775	286	365	103	11	319	209	86	274	19
Reduct Vol:	0	0	101	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	160	674	286	365	103	11	319	209	86	274	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:	304	160	674	286	365	103	11	319	209	86	274	19
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	0.91	0.95	0.89	0.88	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	1.56	0.44	1.00	1.20	0.80	1.00	1.87	0.13
Final Sat.:	1805	3610	1567	1805	2718	768	1805	2042	1341	1805	3342	231
Capacity Analysis Module:												
Vol/Sat:	0.17	0.04	0.43	0.16	0.13	0.13	0.01	0.16	0.16	0.05	0.08	0.08
Crit Moves:			****	****				****		****		
Green/Cycle:	0.34	0.45	0.45	0.16	0.27	0.27	0.01	0.16	0.16	0.05	0.20	0.20
Volume/Cap:	0.50	0.10	0.96	0.96	0.50	0.50	0.41	0.96	0.96	0.96	0.41	0.41
Delay/Veh:	24.2	14.5	49.5	79.6	28.1	28.1	54.6	66.8	66.8	125.5	32.0	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	14.5	49.5	79.6	28.1	28.1	54.6	66.8	66.8	125.5	32.0	32.0
LOS by Move:	C	B	D	E	C	C	D	E	E	F	C	C
HCM2kAvgQ:	6	1	21	12	6	6	1	12	12	3	4	4

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B PM

Intersection #8: Vintage Park Dr/Chess Dr



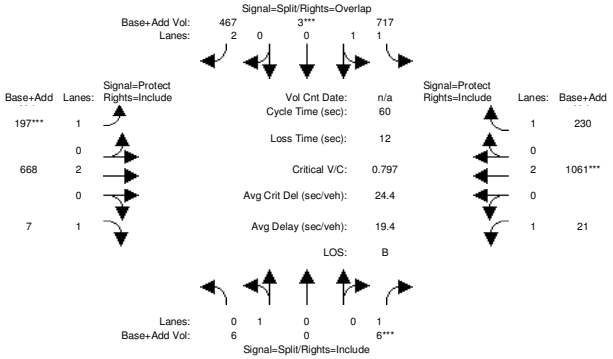
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	246	106	722	184	132	68	9	296	172	31	219	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	106	722	184	132	68	9	296	172	31	219	11
Added Vol:	43	75	14	131	278	23	2	7	27	51	41	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	289	181	736	315	410	91	11	303	199	82	260	24
User Adj:	1.00	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:	304	191	775	332	432	96	12	319	209	86	274	25
Reduct Vol:	0	0	101	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	191	674	332	432	96	12	319	209	86	274	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	191	674	332	432	96	12	319	209	86	274	25
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	0.89	0.88	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	1.64	0.36	1.00	1.20	0.80	1.00	1.83	0.17
Final Sat.:	1805	3610	1567	1805	2872	637	1805	2042	1341	1805	3261	301
Capacity Analysis Module:												
Vol/Sat:	0.17	0.05	0.43	0.18	0.15	0.15	0.01	0.16	0.16	0.05	0.08	0.08
Crit Moves:			****	****				****		****		
Green/Cycle:	0.33	0.43	0.43	0.18	0.29	0.29	0.01	0.16	0.16	0.05	0.19	0.19
Volume/Cap:	0.52	0.12	0.99	0.99	0.52	0.52	0.44	0.99	0.99	0.99	0.44	0.44
Delay/Veh:	25.4	15.3	58.5	84.3	27.1	27.1	55.3	75.4	75.4	137.4	32.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	15.3	58.5	84.3	27.1	27.1	55.3	75.4	75.4	137.4	32.6	32.6
LOS by Move:	C	B	E	F	C	C	E	E	E	F	C	C
HCM2kAvgQ:	7	2	22	15	7	7	1	13	13	3	4	4

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #11: SR 92 Eastbound Ramps/Edgewater Blvd



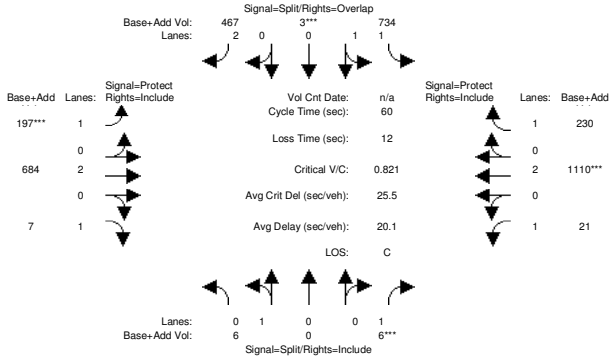
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	0	6	658	3	456	195	481	7	21	844	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	6	658	3	456	195	481	7	21	844	230
Added Vol:	0	0	0	59	0	11	2	187	0	0	217	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	6	717	3	467	197	668	7	21	1061	230
User Adj:	1.00	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:	6	0	6	755	3	492	207	703	7	22	1117	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	6	755	3	492	207	703	7	22	1117	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	6	755	3	492	207	703	7	22	1117	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
Lanes:	1.00	0.00	1.00	1.99	0.01	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1809	0	1588	3606	15	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.18	0.11	0.19	0.00	0.01	0.31	0.15
Crit Moves:			****		****		****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.26	0.41	0.14	0.50	0.50	0.03	0.39	0.39
Volume/Cap:	0.70	0.00	0.80	0.80	0.80	0.44	0.80	0.39	0.01	0.39	0.80	0.40
Delay/Veh:	158.2	0.0	223.1	25.4	25.4	13.1	40.5	9.4	7.5	32.9	19.5	13.7
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:	158.2	0.0	223.1	25.4	25.4	13.1	40.5	9.4	7.5	32.9	19.5	13.7
LOS by Move:	F	A	F	C	C	B	D	A	A	C	B	B
HCM2kAvgQ:	1	0	1	9	9	4	4	4	0	0	10	3

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project PM

Intersection #11: SR 92 Eastbound Ramps/Edgewater Blvd



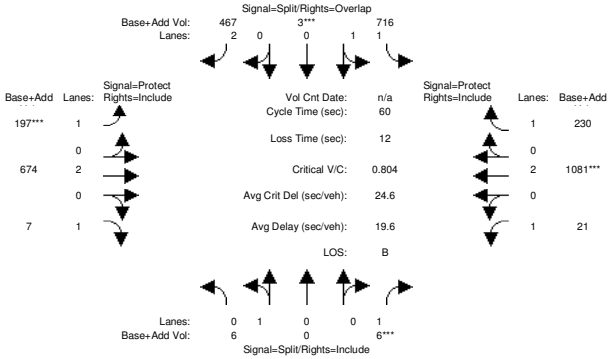
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	0	6	658	3	456	195	481	7	21	844	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	6	658	3	456	195	481	7	21	844	230
Added Vol:	0	0	0	76	0	11	2	203	0	0	266	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	6	734	3	467	197	684	7	21	1110	230
User Adj:	1.00	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:	6	0	6	773	3	492	207	720	7	22	1168	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	6	773	3	492	207	720	7	22	1168	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	6	773	3	492	207	720	7	22	1168	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
Lanes:	1.00	0.00	1.00	1.99	0.01	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1809	0	1588	3607	15	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.18	0.11	0.20	0.00	0.01	0.32	0.15
Crit Moves:			****		****		****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.26	0.40	0.14	0.50	0.50	0.03	0.39	0.39
Volume/Cap:	0.72	0.00	0.82	0.82	0.82	0.44	0.82	0.40	0.01	0.40	0.82	0.39
Delay/Veh:	171.5	0.0	241.1	26.7	26.7	13.4	44.0	9.4	7.4	33.1	20.2	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	171.5	0.0	241.1	26.7	26.7	13.4	44.0	9.4	7.4	33.1	20.2	13.4
LOS by Move:	F	A	F	C	C	B	D	A	A	C	C	B
HCM2kAvgQ:	1	0	1	10	10	4	4	4	0	0	11	3

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A PM

Intersection #11: SR 92 Eastbound Ramps/Edgewater Blvd



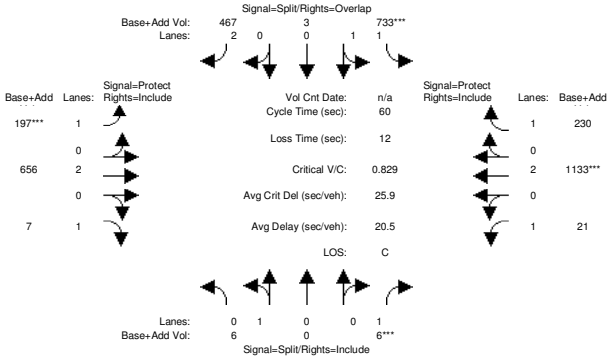
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	0	6	658	3	456	195	481	7	21	844	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	6	658	3	456	195	481	7	21	844	230
Added Vol:	0	0	0	58	0	11	2	193	0	0	237	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	6	716	3	467	197	674	7	21	1081	230
User Adj:	1.00	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:	6	0	6	754	3	492	207	709	7	22	1138	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	6	754	3	492	207	709	7	22	1138	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	6	754	3	492	207	709	7	22	1138	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
Lanes:	1.00	0.00	1.00	1.99	0.01	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1809	0	1588	3606	15	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.18	0.11	0.20	0.00	0.01	0.32	0.15
Crit Moves:			****		****		****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.40	0.40	0.14	0.50	0.50	0.03	0.39	0.39
Volume/Cap:	0.71	0.00	0.80	0.80	0.80	0.44	0.80	0.39	0.01	0.39	0.80	0.40
Delay/Veh:	162.0	0.0	228.2	25.9	25.9	13.3	41.4	9.3	7.4	32.9	19.6	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	162.0	0.0	228.2	25.9	25.9	13.3	41.4	9.3	7.4	32.9	19.6	13.5
LOS by Move:	F	A	F	C	C	B	D	A	A	C	B	B
HCM2kAvgQ:	1	0	1	9	9	4	4	4	0	0	10	3

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B PM

Intersection #11: SR 92 Eastbound Ramps/Edgewater Blvd



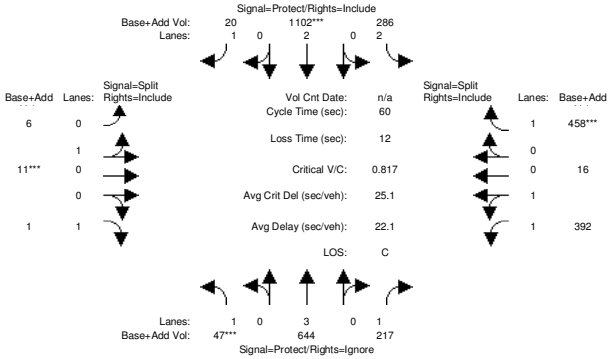
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	0	6	658	3	456	195	481	7	21	844	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	6	658	3	456	195	481	7	21	844	230
Added Vol:	0	0	0	75	0	11	2	175	0	0	289	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	6	733	3	467	197	656	7	21	1133	230
User Adj:	1.00	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:	6	0	6	772	3	492	207	691	7	22	1193	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	6	772	3	492	207	691	7	22	1193	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	6	772	3	492	207	691	7	22	1193	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
Lanes:	1.00	0.00	1.00	1.99	0.01	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1809	0	1588	3607	15	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.18	0.11	0.19	0.00	0.01	0.33	0.15
Crit Moves:			****	****			****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.26	0.40	0.14	0.50	0.50	0.03	0.40	0.40
Volume/Cap:	0.73	0.00	0.83	0.83	0.83	0.45	0.83	0.38	0.01	0.38	0.83	0.39
Delay/Veh:	176.0	0.0	247.3	27.3	27.3	13.6	45.2	9.2	7.4	32.5	20.4	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	176.0	0.0	247.3	27.3	27.3	13.6	45.2	9.2	7.4	32.5	20.4	13.2
LOS by Move:	F	A	F	C	C	B	D	A	A	C	C	B
HCM2kAvgQ:	1	0	1	10	10	4	4	4	0	0	11	3

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #12: Metro Center Blvd/Edgewater Blvd



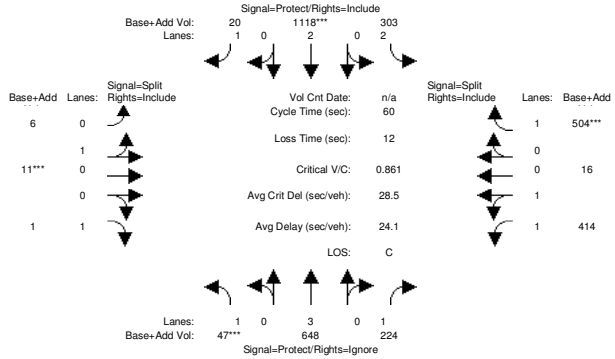
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	580	126	194	948	20	6	11	1	269	16	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	580	126	194	948	20	6	11	1	269	16	305
Added Vol:	0	64	91	92	154	0	0	0	0	123	0	153
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	644	217	286	1102	20	6	11	1	392	16	458
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	49	671	0	298	1148	21	6	11	1	408	17	477
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	671	0	298	1148	21	6	11	1	408	17	477
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	671	0	298	1148	21	6	11	1	408	17	477
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.98	0.98	0.84	0.95	0.95	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.35	0.65	1.00	1.92	0.08	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	659	1209	1591	3483	142	1594
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.00	0.09	0.32	0.01	0.01	0.01	0.00	0.12	0.12	0.30
Crit Moves:	****				****			****				****
Green/Cycle:	0.03	0.25	0.00	0.17	0.39	0.39	0.01	0.01	0.01	0.37	0.37	0.37
Volume/Cap:	0.82	0.51	0.00	0.51	0.82	0.03	0.82	0.82	0.06	0.32	0.32	0.82
Delay/Veh:	85.3	19.5	0.0	23.5	20.3	11.4	141.2	141	30.6	13.8	13.8	26.0
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:	85.3	19.5	0.0	23.5	20.3	11.4	141.2	141	30.6	13.8	13.8	26.0
LOS by Move:	F	B	A	C	C	B	F	F	C	B	B	C
HCM2kAvgQ:	3	5	0	2	10	0	2	2	0	3	3	11

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project PM

Intersection #12: Metro Center Blvd/Edgewater Blvd



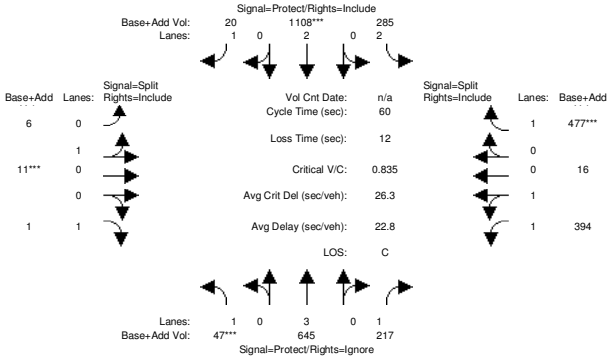
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	580	126	194	948	20	6	11	1	269	16	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	580	126	194	948	20	6	11	1	269	16	305
Added Vol:	0	68	98	109	170	0	0	0	0	145	0	199
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	648	224	303	1118	20	6	11	1	414	16	504
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	49	675	0	316	1165	21	6	11	1	431	17	525
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	675	0	316	1165	21	6	11	1	431	17	525
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	675	0	316	1165	21	6	11	1	431	17	525
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.98	0.98	0.84	0.95	0.95	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.35	0.65	1.00	1.93	0.07	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	659	1209	1591	3490	135	1594
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.00	0.09	0.32	0.01	0.01	0.01	0.00	0.12	0.12	0.33
Crit Moves:	****				****			****				****
Green/Cycle:	0.03	0.24	0.00	0.17	0.37	0.37	0.01	0.01	0.01	0.38	0.38	0.38
Volume/Cap:	0.86	0.54	0.00	0.54	0.86	0.04	0.86	0.86	0.06	0.32	0.32	0.86
Delay/Veh:	100.1	20.4	0.0	24.0	23.2	11.9	163.6	164	30.8	13.2	13.2	29.0
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:	100.1	20.4	0.0	24.0	23.2	11.9	163.6	164	30.8	13.2	13.2	29.0
LOS by Move:	F	C	A	C	C	B	F	F	C	B	B	C
HCM2kAvgQ:	3	5	0	3	11	0	2	2	0	3	3	12

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A PM

Intersection #12: Metro Center Blvd/Edgewater Blvd



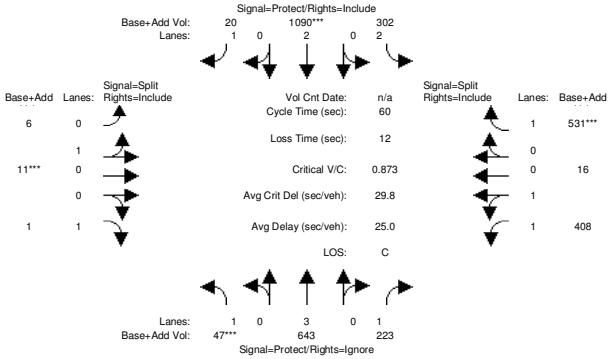
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	580	126	194	948	20	6	11	1	269	16	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	580	126	194	948	20	6	11	1	269	16	305
Added Vol:	0	65	91	91	160	0	0	0	0	125	0	172
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	645	217	285	1108	20	6	11	1	394	16	477
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	49	672	0	297	1154	21	6	11	1	410	17	497
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	672	0	297	1154	21	6	11	1	410	17	497
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	672	0	297	1154	21	6	11	1	410	17	497
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.98	0.98	0.84	0.95	0.95	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.35	0.65	1.00	1.92	0.08	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	659	1209	1591	3484	141	1594
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.00	0.08	0.32	0.01	0.01	0.01	0.00	0.12	0.12	0.31
Crit Moves:	****				****			****				****
Green/Cycle:	0.03	0.25	0.00	0.16	0.38	0.38	0.01	0.01	0.01	0.37	0.37	0.37
Volume/Cap:	0.84	0.52	0.00	0.52	0.84	0.04	0.84	0.84	0.06	0.32	0.32	0.84
Delay/Veh:	91.1	19.7	0.0	23.7	21.4	11.6	150.2	150	30.7	13.5	13.5	27.1
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:	91.1	19.7	0.0	23.7	21.4	11.6	150.2	150	30.7	13.5	13.5	27.1
LOS by Move:	F	B	A	C	C	B	F	F	C	B	B	C
HCM2kAvgQ:	3	5	0	2	10	0	2	2	0	3	3	11

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B PM

Intersection #12: Metro Center Blvd/Edgewater Blvd



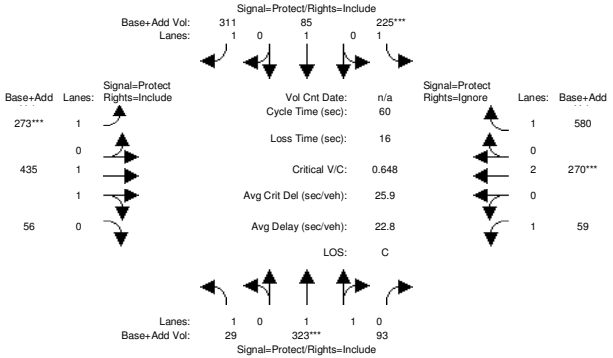
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	580	126	194	948	20	6	11	1	269	16	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	580	126	194	948	20	6	11	1	269	16	305
Added Vol:	0	63	97	108	142	0	0	0	0	139	0	226
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	643	223	302	1090	20	6	11	1	408	16	531
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	49	670	0	315	1135	21	6	11	1	425	17	553
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	670	0	315	1135	21	6	11	1	425	17	553
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	670	0	315	1135	21	6	11	1	425	17	553
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.98	0.98	0.84	0.95	0.95	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.35	0.65	1.00	1.92	0.08	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	659	1209	1591	3488	137	1594
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.00	0.09	0.31	0.01	0.01	0.01	0.00	0.12	0.12	0.35
Crit Moves:	****				****			****				****
Green/Cycle:	0.03	0.23	0.00	0.16	0.36	0.36	0.01	0.01	0.01	0.40	0.40	0.40
Volume/Cap:	0.87	0.56	0.00	0.56	0.87	0.04	0.87	0.87	0.06	0.31	0.31	0.87
Delay/Veh:	104.5	21.0	0.0	24.5	24.7	12.5	170.0	170	30.8	12.5	12.5	29.4
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:	104.5	21.0	0.0	24.5	24.7	12.5	170.0	170	30.8	12.5	12.5	29.4
LOS by Move:	F	C	A	C	C	B	F	F	C	B	B	C
HCM2kAvgQ:	3	5	0	3	10	0	2	2	0	3	3	13

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #13: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	323	93	137	85	122	200	325	56	59	183	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	323	93	137	85	122	200	325	56	59	183	550
Added Vol:	0	0	0	88	0	189	73	110	0	0	87	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	323	93	225	85	311	273	435	56	59	270	580
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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.00
PHF Volume:	29	326	94	227	86	314	276	439	57	60	273	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	326	94	227	86	314	276	439	57	60	273	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:	29	326	94	227	86	314	276	439	57	60	273	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.91	0.95	1.00	0.81	0.95	0.93	0.92	0.95	0.95	1.00
Lanes:	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.77	0.23	1.00	2.00	1.00
Final Sat.:	1805	2702	778	1805	1900	1536	1805	3140	404	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.13	0.05	0.20	0.15	0.14	0.14	0.03	0.08	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.03	0.19	0.19	0.19	0.35	0.35	0.24	0.29	0.29	0.07	0.12	0.00
Volume/Cap:	0.58	0.65	0.65	0.65	0.13	0.58	0.65	0.49	0.49	0.49	0.65	0.00
Delay/Veh:	44.6	24.9	24.9	26.5	13.2	17.4	24.1	18.2	18.2	30.1	28.8	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:	44.6	24.9	24.9	26.5	13.2	17.4	24.1	18.2	18.2	30.1	28.8	0.0
LOS by Move:	D	C	C	C	B	B	C	B	B	C	C	A
HCM2kAvgQ:	1	5	5	4	1	5	6	5	5	2	4	0

Note: Queue reported is the number of cars per lane.

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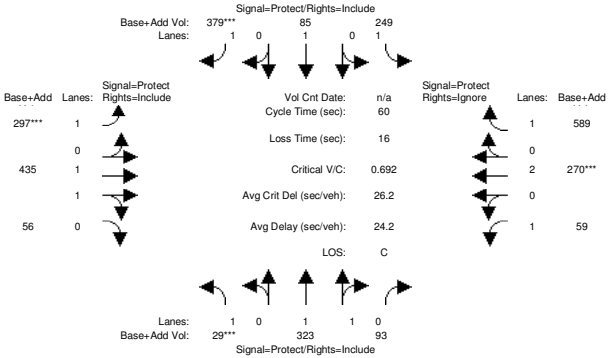
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project PM

Intersection #13: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	323	93	137	85	122	200	325	56	59	183	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	323	93	137	85	122	200	325	56	59	183	550
Added Vol:	0	0	0	112	0	257	97	110	0	0	87	39
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	323	93	249	85	379	297	435	56	59	270	589
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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.00
PHF Volume:	29	326	94	252	86	383	300	439	57	60	273	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	326	94	252	86	383	300	439	57	60	273	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:	29	326	94	252	86	383	300	439	57	60	273	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.91	0.95	1.00	0.81	0.95	0.93	0.92	0.95	0.95	1.00
Lanes:	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.77	0.23	1.00	2.00	1.00
Final Sat.:	1805	2702	778	1805	1900	1536	1805	3140	404	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.14	0.05	0.25	0.17	0.14	0.14	0.03	0.08	0.00
Crit Moves:	****					****	****				****	
Green/Cycle:	0.02	0.18	0.18	0.21	0.36	0.36	0.24	0.28	0.28	0.07	0.11	0.00
Volume/Cap:	0.69	0.68	0.68	0.68	0.13	0.69	0.69	0.49	0.49	0.49	0.69	0.00
Delay/Veh:	68.2	26.1	26.1	27.0	12.9	20.1	25.5	18.3	18.3	30.2	30.9	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:	68.2	26.1	26.1	27.0	12.9	20.1	25.5	18.3	18.3	30.2	30.9	0.0
LOS by Move:	E	C	C	C	B	C	C	B	B	C	C	A
HCM2kAvgQ:	2	5	5	4	1	6	7	5	5	2	4	0

Note: Queue reported is the number of cars per lane.

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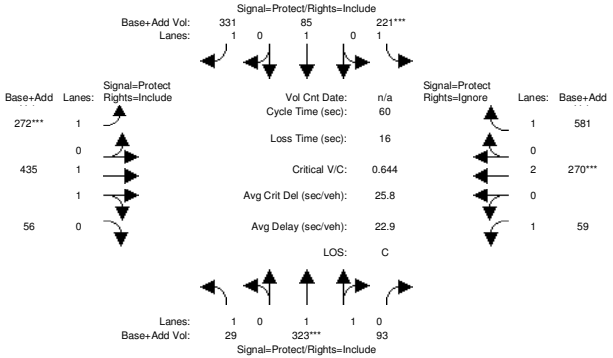
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A PM

Intersection #13: Vintage Park Dr/Metro Center Blvd



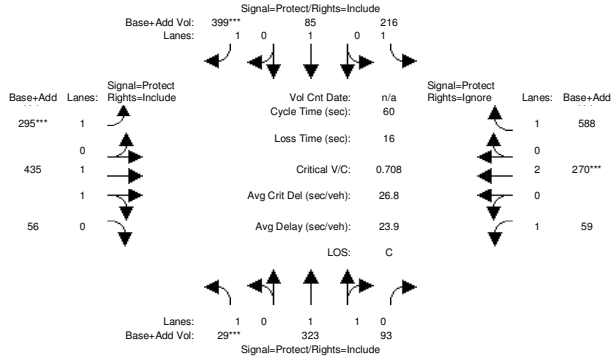
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	323	93	137	85	122	200	325	56	59	183	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	323	93	137	85	122	200	325	56	59	183	550
Added Vol:	0	0	0	84	0	209	72	110	0	0	87	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	323	93	221	85	331	272	435	56	59	270	581
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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.00
PHF Volume:	29	326	94	223	86	334	275	439	57	60	273	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	326	94	223	86	334	275	439	57	60	273	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:	29	326	94	223	86	334	275	439	57	60	273	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.91	0.95	1.00	0.81	0.95	0.93	0.92	0.95	0.95	1.00
Lanes:	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.77	0.23	1.00	2.00	1.00
Final Sat.:	1805	2702	778	1805	1900	1536	1805	3140	404	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.12	0.05	0.22	0.15	0.14	0.14	0.03	0.08	0.00
Crit Moves:		****		****			****				****	
Green/Cycle:	0.03	0.19	0.19	0.19	0.35	0.35	0.24	0.29	0.29	0.07	0.12	0.00
Volume/Cap:	0.62	0.64	0.64	0.64	0.13	0.62	0.64	0.49	0.49	0.49	0.64	0.00
Delay/Veh:	50.8	24.7	24.7	26.5	13.2	18.2	24.0	18.1	18.1	30.0	28.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	24.7	24.7	26.5	13.2	18.2	24.0	18.1	18.1	30.0	28.7	0.0
LOS by Move:	D	C	C	C	B	B	C	B	B	C	C	A
HCM2kAvgQ:	2	5	5	4	1	5	6	5	5	2	4	0

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B PM

Intersection #13: Vintage Park Dr/Metro Center Blvd



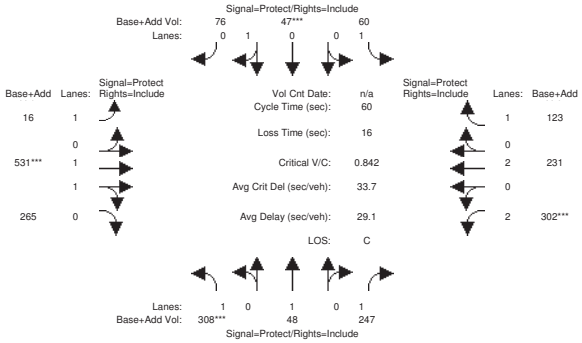
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	323	93	137	85	122	200	325	56	59	183	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	323	93	137	85	122	200	325	56	59	183	550
Added Vol:	0	0	0	79	0	277	95	110	0	0	87	38
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	323	93	216	85	399	295	435	56	59	270	588
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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.00
PHF Volume:	29	326	94	218	86	403	298	439	57	60	273	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	326	94	218	86	403	298	439	57	60	273	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:	29	326	94	218	86	403	298	439	57	60	273	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.91	0.95	1.00	0.81	0.95	0.93	0.92	0.95	0.95	1.00
Lanes:	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.77	0.23	1.00	2.00	1.00
Final Sat.:	1805	2702	778	1805	1900	1536	1805	3140	404	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.12	0.05	0.26	0.17	0.14	0.14	0.03	0.08	0.00
Crit Moves:	****					****	****				****	
Green/Cycle:	0.02	0.20	0.20	0.20	0.37	0.37	0.23	0.27	0.27	0.06	0.11	0.00
Volume/Cap:	0.71	0.61	0.61	0.61	0.12	0.71	0.71	0.51	0.51	0.51	0.71	0.00
Delay/Veh:	72.8	23.7	23.7	25.2	12.5	20.2	26.6	18.8	18.8	30.8	31.9	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:	72.8	23.7	23.7	25.2	12.5	20.2	26.6	18.8	18.8	30.8	31.9	0.0
LOS by Move:	E	C	C	C	B	C	C	B	B	C	C	A
HCM2kAvgQ:	2	5	5	4	1	6	7	5	5	2	4	0

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #14: 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:	0		0	0	0		0	0	0		0	0	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	286		48	210	60		47	76	16		396	207	268		140	123
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	286		48	210	60		47	76	16		396	207	268		140	123
Added Vol:	22		0	37	0		0	0	0		135	58	34		91	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	308		48	247	60		47	76	16		531	265	302		231	123
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	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:	338		53	271	66		52	84	18		584	291	332		254	135
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	338		53	271	66		52	84	18		584	291	332		254	135
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	338		53	271	66		52	84	18		584	291	332		254	135
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		1.00	0.84	0.95		0.91	0.90	0.95		0.90	0.89	0.92		0.95	0.81
Lanes:	1.00		1.00	1.00	1.00		0.38	0.62	1.00		1.33	0.67	2.00		2.00	1.00
Final Sat.:	1805		1900	1591	1805		654	1057	1805		2278	1137	3502		3610	1536
Capacity Analysis Module:																
Vol/Sat:	0.19		0.03	0.17	0.04		0.08	0.08	0.01		0.26	0.26	0.09		0.07	0.09
Crit Moves:	****				****						****		****			
Green/Cycle:	0.22		0.26	0.26	0.06		0.09	0.09	0.04		0.30	0.30	0.11		0.38	0.38
Volume/Cap:	0.84		0.11	0.65	0.65		0.84	0.84	0.23		0.84	0.84	0.84		0.19	0.23
Delay/Veh:	37.1		17.0	23.5	42.2		57.8	57.8	29.4		25.9	25.9	41.1		12.7	13.0
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:	37.1		17.0	23.5	42.2		57.8	57.8	29.4		25.9	25.9	41.1		12.7	13.0
LOS by Move:	D		B	C	D		E	E	C		C	C	D		B	B
HCM2kAvgQ:	9		1	6	3		5	5	1		11	11	4		2	2

Note: Queue reported is the number of cars per lane.

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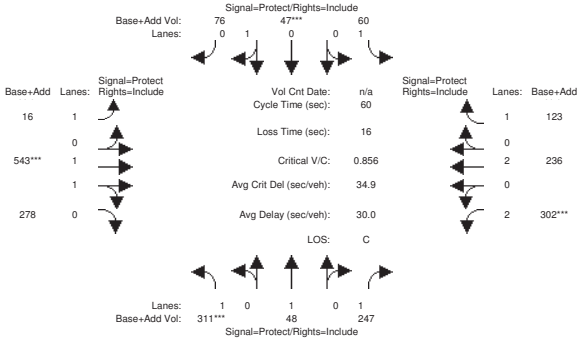
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project PM

Intersection #14: 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:	0		0	0	0		0	0	0		0	0	0		0	0
Y+R:	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module:																
Base Vol:	286		48	210	60		47	76	16		396	207	268		140	123
Growth Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	286		48	210	60		47	76	16		396	207	268		140	123
Added Vol:	25		0	37	0		0	0	0		147	71	34		96	0
PasserByVol:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	311		48	247	60		47	76	16		543	278	302		236	123
User Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	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:	342		53	271	66		52	84	18		597	305	332		259	135
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	342		53	271	66		52	84	18		597	305	332		259	135
PCE Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	342		53	271	66		52	84	18		597	305	332		259	135
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.95		1.00	0.84	0.95		0.91	0.90	0.95		0.90	0.89	0.92		0.95	0.81
Lanes:	1.00		1.00	1.00	1.00		0.38	0.62	1.00		1.32	0.68	2.00		2.00	1.00
Final Sat.:	1805		1900	1591	1805		654	1057	1805		2256	1155	3502		3610	1536
Capacity Analysis Module:																
Vol/Sat:	0.19		0.03	0.17	0.04		0.08	0.08	0.01		0.26	0.26	0.09		0.07	0.09
Crit Moves:	****				****						****		****			
Green/Cycle:	0.22		0.26	0.26	0.06		0.09	0.09	0.04		0.31	0.31	0.11		0.38	0.38
Volume/Cap:	0.86		0.11	0.66	0.66		0.86	0.86	0.23		0.86	0.86	0.86		0.19	0.23
Delay/Veh:	38.9		17.1	23.9	43.0		61.0	61.0	29.4		26.5	26.5	43.1		12.6	12.9
User DelAdj:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	38.9		17.1	23.9	43.0		61.0	61.0	29.4		26.5	26.5	43.1		12.6	12.9
LOS by Move:	D		B	C	D		E	E	C		C	C	D		B	B
HCM2kAvgQ:	9		1	6	3		5	5	1		12	12	4		2	2

Note: Queue reported is the number of cars per lane.

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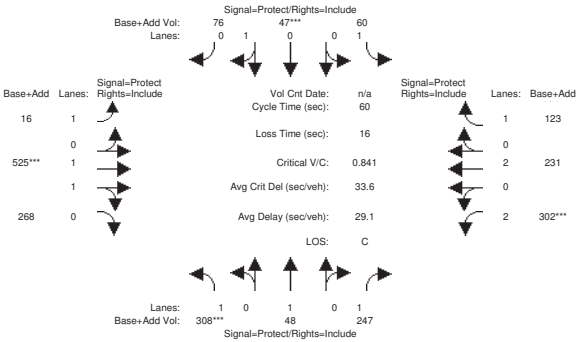
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A PM

Intersection #14: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	286	48	210	60	47	76	16	396	207	268	140	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	48	210	60	47	76	16	396	207	268	140	123
Added Vol:	22	0	37	0	0	0	0	129	61	34	91	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	308	48	247	60	47	76	16	525	268	302	231	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	338	53	271	66	52	84	18	577	295	332	254	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	53	271	66	52	84	18	577	295	332	254	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	338	53	271	66	52	84	18	577	295	332	254	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.91	0.90	0.95	0.90	0.89	0.92	0.95	0.81
Lanes:	1.00	1.00	1.00	1.00	0.38	0.62	1.00	1.32	0.68	2.00	2.00	1.00
Final Sat.:	1805	1900	1591	1805	654	1057	1805	2258	1153	3502	3610	1536
Capacity Analysis Module:												
Vol/Sat:	0.19	0.03	0.17	0.04	0.08	0.08	0.01	0.26	0.26	0.09	0.07	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.22	0.26	0.26	0.06	0.09	0.09	0.04	0.30	0.30	0.11	0.37	0.37
Volume/Cap:	0.84	0.11	0.65	0.65	0.84	0.84	0.23	0.84	0.84	0.84	0.19	0.23
Delay/Veh:	37.0	16.9	23.5	42.1	57.6	57.6	29.4	25.8	25.8	41.0	12.7	13.1
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:	37.0	16.9	23.5	42.1	57.6	57.6	29.4	25.8	25.8	41.0	12.7	13.1
LOS by Move:	D	B	C	D	E	E	C	C	C	D	B	B
HCM2kAvgQ:	9	1	6	3	5	5	1	11	11	4	2	2

Note: Queue reported is the number of cars per lane.

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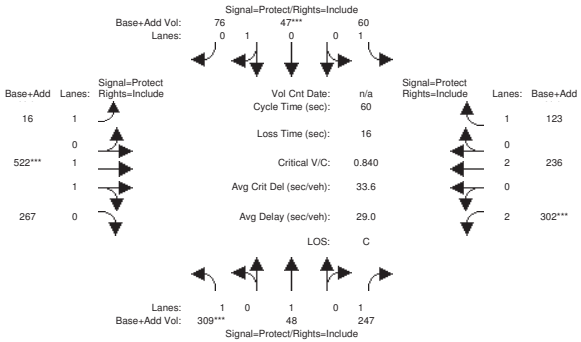
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B PM

Intersection #14: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	286	48	210	60	47	76	16	396	207	268	140	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	48	210	60	47	76	16	396	207	268	140	123
Added Vol:	23	0	37	0	0	0	0	126	60	34	96	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	309	48	247	60	47	76	16	522	267	302	236	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	340	53	271	66	52	84	18	574	293	332	259	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	53	271	66	52	84	18	574	293	332	259	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	340	53	271	66	52	84	18	574	293	332	259	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.91	0.90	0.95	0.90	0.89	0.92	0.95	0.81
Lanes:	1.00	1.00	1.00	1.00	0.38	0.62	1.00	1.32	0.68	2.00	2.00	1.00
Final Sat.:	1805	1900	1591	1805	654	1057	1805	2256	1154	3502	3610	1536
Capacity Analysis Module:												
Vol/Sat:	0.19	0.03	0.17	0.04	0.08	0.08	0.01	0.25	0.25	0.09	0.07	0.09
Crit Moves:	****				****			****		****		
Green/Cycle:	0.22	0.26	0.26	0.06	0.09	0.09	0.04	0.30	0.30	0.11	0.37	0.37
Volume/Cap:	0.84	0.11	0.65	0.65	0.84	0.84	0.24	0.84	0.84	0.84	0.19	0.24
Delay/Veh:	36.8	16.9	23.4	41.8	57.4	57.4	29.5	25.8	25.8	40.9	12.7	13.1
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:	36.8	16.9	23.4	41.8	57.4	57.4	29.5	25.8	25.8	40.9	12.7	13.1
LOS by Move:	D	B	C	D	E	E	C	C	C	D	B	B
HCM2kAvgQ:	9	1	6	2	5	5	1	11	11	4	2	2

Note: Queue reported is the number of cars per lane.

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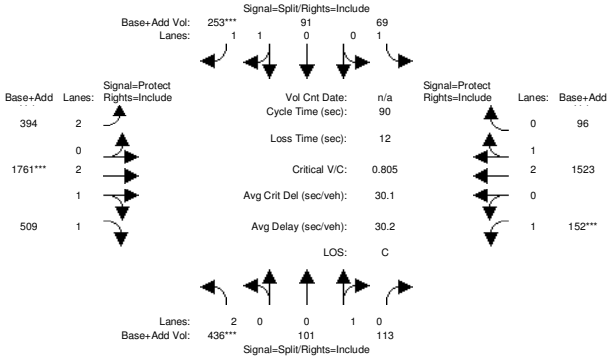
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #17: Norfolk Street/East Hillshade Blvd



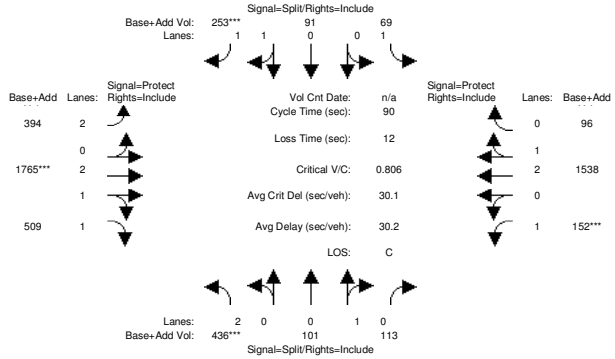
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	436	101	113	69	91	253	394	1686	509	152	1380	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	436	101	113	69	91	253	394	1686	509	152	1380	96
Added Vol:	0	0	0	0	0	0	0	75	0	0	143	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	101	113	69	91	253	394	1761	509	152	1523	96
User Adj:	1.00	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:	459	106	119	73	96	266	415	1854	536	160	1603	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	106	119	73	96	266	415	1854	536	160	1603	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	459	106	119	73	96	266	415	1854	536	160	1603	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.91	0.95	0.89	0.88	0.92	0.88	0.87	0.95	0.90	0.90
Lanes:	2.00	0.47	0.53	1.00	0.52	1.48	2.00	3.00	1.00	1.00	2.82	0.18
Final Sat.:	3502	821	918	1805	886	2463	3502	5011	1648	1805	4835	305
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.04	0.11	0.11	0.12	0.37	0.33	0.09	0.33	0.33
Crit Moves:	****					****		****		****		
Green/Cycle:	0.16	0.16	0.16	0.13	0.13	0.13	0.15	0.46	0.46	0.11	0.42	0.42
Volume/Cap:	0.81	0.80	0.80	0.30	0.81	0.81	0.79	0.81	0.71	0.81	0.79	0.79
Delay/Veh:	44.5	50.7	50.7	35.8	48.0	48.0	44.8	22.6	20.2	59.9	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	50.7	50.7	35.8	48.0	48.0	44.8	22.6	20.2	59.9	24.7	24.7
LOS by Move:	D	D	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	9	8	8	2	7	7	6	17	13	5	15	15

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project PM

Intersection #17: Norfolk Street/East Hillshade Blvd



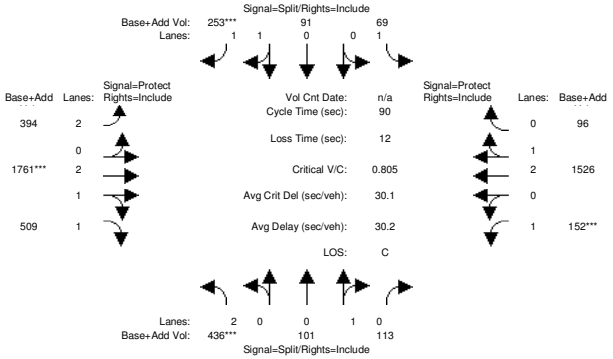
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	436	101	113	69	91	253	394	1686	509	152	1380	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	436	101	113	69	91	253	394	1686	509	152	1380	96
Added Vol:	0	0	0	0	0	0	0	79	0	0	158	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	101	113	69	91	253	394	1765	509	152	1538	96
User Adj:	1.00	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:	459	106	119	73	96	266	415	1858	536	160	1619	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	106	119	73	96	266	415	1858	536	160	1619	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	459	106	119	73	96	266	415	1858	536	160	1619	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.91	0.95	0.89	0.88	0.92	0.88	0.87	0.95	0.90	0.90
Lanes:	2.00	0.47	0.53	1.00	0.52	1.48	2.00	3.00	1.00	1.00	2.82	0.18
Final Sat.:	3502	821	918	1805	886	2463	3502	5011	1648	1805	4837	302
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.04	0.11	0.11	0.12	0.37	0.33	0.09	0.33	0.33
Crit Moves:	****					****		****		****		
Green/Cycle:	0.16	0.16	0.16	0.13	0.13	0.13	0.15	0.46	0.46	0.11	0.42	0.42
Volume/Cap:	0.81	0.80	0.80	0.30	0.81	0.81	0.80	0.81	0.71	0.81	0.80	0.80
Delay/Veh:	44.6	50.8	50.8	35.9	48.1	48.1	45.2	22.6	20.1	60.1	24.8	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	50.8	50.8	35.9	48.1	48.1	45.2	22.6	20.1	60.1	24.8	24.8
LOS by Move:	D	D	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	9	8	8	2	7	7	6	17	13	5	15	15

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A PM

Intersection #17: Norfolk Street/East Hillshade Blvd



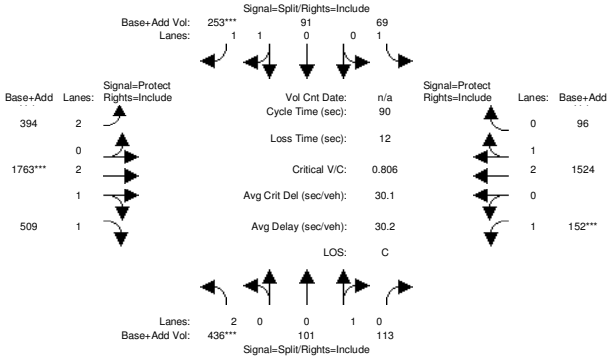
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	436	101	113	69	91	253	394	1686	509	152	1380	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	436	101	113	69	91	253	394	1686	509	152	1380	96
Added Vol:	0	0	0	0	0	0	0	75	0	0	146	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	101	113	69	91	253	394	1761	509	152	1526	96
User Adj:	1.00	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:	459	106	119	73	96	266	415	1854	536	160	1606	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	106	119	73	96	266	415	1854	536	160	1606	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	459	106	119	73	96	266	415	1854	536	160	1606	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.91	0.95	0.89	0.88	0.92	0.88	0.87	0.95	0.90	0.90
Lanes:	2.00	0.47	0.53	1.00	0.52	1.48	2.00	3.00	1.00	1.00	2.82	0.18
Final Sat.:	3502	821	918	1805	886	2463	3502	5011	1648	1805	4835	304
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.04	0.11	0.11	0.12	0.37	0.33	0.09	0.33	0.33
Crit Moves:	****					****		****		****		
Green/Cycle:	0.16	0.16	0.16	0.13	0.13	0.13	0.15	0.46	0.46	0.11	0.42	0.42
Volume/Cap:	0.81	0.80	0.80	0.30	0.81	0.81	0.79	0.81	0.71	0.81	0.79	0.79
Delay/Veh:	44.5	50.7	50.7	35.8	48.0	48.0	44.9	22.6	20.2	59.9	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	50.7	50.7	35.8	48.0	48.0	44.9	22.6	20.2	59.9	24.7	24.7
LOS by Move:	D	D	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	9	8	8	2	7	7	6	17	13	5	15	15

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B PM

Intersection #17: Norfolk Street/East Hillshade Blvd



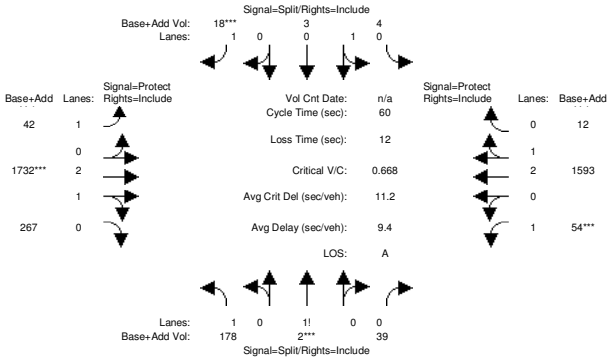
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	436	101	113	69	91	253	394	1686	509	152	1380	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	436	101	113	69	91	253	394	1686	509	152	1380	96
Added Vol:	0	0	0	0	0	0	0	77	0	0	144	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	101	113	69	91	253	394	1763	509	152	1524	96
User Adj:	1.00	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:	459	106	119	73	96	266	415	1856	536	160	1604	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	106	119	73	96	266	415	1856	536	160	1604	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	459	106	119	73	96	266	415	1856	536	160	1604	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.91	0.95	0.89	0.88	0.92	0.88	0.87	0.95	0.90	0.90
Lanes:	2.00	0.47	0.53	1.00	0.52	1.48	2.00	3.00	1.00	1.00	2.82	0.18
Final Sat.:	3502	821	918	1805	886	2463	3502	5011	1648	1805	4835	305
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.04	0.11	0.11	0.12	0.37	0.33	0.09	0.33	0.33
Crit Moves:	****					****		****		****		
Green/Cycle:	0.16	0.16	0.16	0.13	0.13	0.13	0.15	0.46	0.46	0.11	0.42	0.42
Volume/Cap:	0.81	0.80	0.80	0.30	0.81	0.81	0.79	0.81	0.71	0.81	0.79	0.79
Delay/Veh:	44.6	50.7	50.7	35.8	48.1	48.1	44.8	22.6	20.2	60.0	24.7	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	50.7	50.7	35.8	48.1	48.1	44.8	22.6	20.2	60.0	24.7	24.7
LOS by Move:	D	D	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	9	8	8	2	7	7	6	17	13	5	15	15

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #18: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	178	2	39	4	3	18	42	1657	267	54	1450	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	2	39	4	3	18	42	1657	267	54	1450	12
Added Vol:	0	0	0	0	0	0	0	75	0	0	143	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	2	39	4	3	18	42	1732	267	54	1593	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	189	2	41	4	3	19	45	1843	284	57	1695	13
Reduct Vol:	0	0	0	0	0	10	0	0	0	0	0	0
Reduced Vol:	189	2	41	4	3	9	45	1843	284	57	1695	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	2	41	4	3	9	45	1843	284	57	1695	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.93	0.97	0.97	0.84	0.95	0.89	0.89	0.95	0.91	0.91
Lanes:	1.68	0.02	0.30	0.57	0.43	1.00	1.00	2.60	0.40	1.00	2.98	0.02
Final Sat.:	2992	27	533	1055	791	1591	1805	4400	678	1805	5143	39
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.00	0.00	0.01	0.02	0.42	0.42	0.03	0.33	0.33
Crit Moves:		****				****		****		****		
Green/Cycle:	0.12	0.12	0.12	0.01	0.01	0.01	0.05	0.63	0.63	0.05	0.63	0.63
Volume/Cap:	0.54	0.67	0.67	0.47	0.47	0.67	0.53	0.67	0.67	0.67	0.53	0.53
Delay/Veh:	26.4	30.3	30.3	49.8	49.8	112.6	33.8	7.7	7.7	46.4	6.4	6.4
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:	26.4	30.3	30.3	49.8	49.8	112.6	33.8	7.7	7.7	46.4	6.4	6.4
LOS by Move:	C	C	C	D	D	F	C	A	A	D	A	A
HCM2kAvgQ:	3	4	4	1	1	1	1	9	9	1	6	6

Note: Queue reported is the number of cars per lane.

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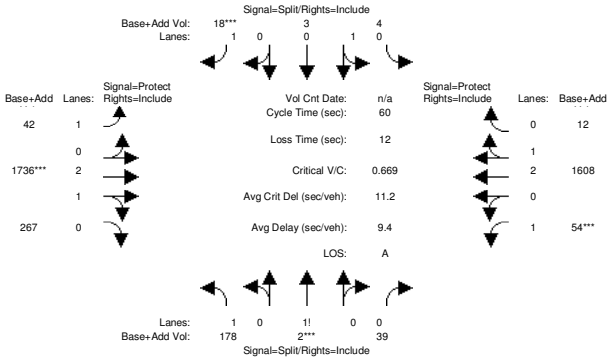
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project PM

Intersection #18: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	178	2	39	4	3	18	42	1657	267	54	1450	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	2	39	4	3	18	42	1657	267	54	1450	12
Added Vol:	0	0	0	0	0	0	0	79	0	0	158	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	2	39	4	3	18	42	1736	267	54	1608	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	189	2	41	4	3	19	45	1847	284	57	1711	13
Reduct Vol:	0	0	0	0	0	10	0	0	0	0	0	0
Reduced Vol:	189	2	41	4	3	9	45	1847	284	57	1711	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	2	41	4	3	9	45	1847	284	57	1711	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.93	0.97	0.97	0.84	0.95	0.89	0.89	0.95	0.91	0.91
Lanes:	1.68	0.02	0.30	0.57	0.43	1.00	1.00	2.60	0.40	1.00	2.98	0.02
Final Sat.:	2992	27	533	1055	791	1591	1805	4402	677	1805	5143	38
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.00	0.00	0.01	0.02	0.42	0.42	0.03	0.33	0.33
Crit Moves:		****				****		****		****		
Green/Cycle:	0.12	0.12	0.12	0.01	0.01	0.01	0.05	0.63	0.63	0.05	0.63	0.63
Volume/Cap:	0.54	0.67	0.67	0.47	0.47	0.67	0.53	0.67	0.67	0.67	0.53	0.53
Delay/Veh:	26.4	30.3	30.3	49.9	49.9	113.1	34.2	7.7	7.7	46.6	6.4	6.4
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:	26.4	30.3	30.3	49.9	49.9	113.1	34.2	7.7	7.7	46.6	6.4	6.4
LOS by Move:	C	C	C	D	D	F	C	A	A	D	A	A
HCM2kAvgQ:	3	4	4	1	1	1	1	9	9	1	6	6

Note: Queue reported is the number of cars per lane.

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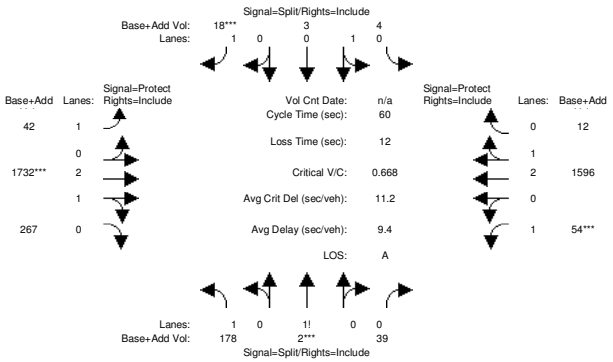
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A PM

Intersection #18: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	178	2	39	4	3	18	42	1657	267	54	1450	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	2	39	4	3	18	42	1657	267	54	1450	12
Added Vol:	0	0	0	0	0	0	0	75	0	0	146	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	2	39	4	3	18	42	1732	267	54	1596	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	189	2	41	4	3	19	45	1843	284	57	1698	13
Reduct Vol:	0	0	0	0	0	10	0	0	0	0	0	0
Reduced Vol:	189	2	41	4	3	9	45	1843	284	57	1698	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	2	41	4	3	9	45	1843	284	57	1698	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.93	0.97	0.97	0.84	0.95	0.89	0.89	0.95	0.91	0.91
Lanes:	1.68	0.02	0.30	0.57	0.43	1.00	1.00	2.60	0.40	1.00	2.98	0.02
Final Sat.:	2992	27	533	1055	791	1591	1805	4400	678	1805	5143	39
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.00	0.00	0.01	0.02	0.42	0.42	0.03	0.33	0.33
Crit Moves:		****				****		****		****		
Green/Cycle:	0.12	0.12	0.12	0.01	0.01	0.01	0.05	0.63	0.63	0.05	0.63	0.63
Volume/Cap:	0.54	0.67	0.67	0.47	0.47	0.67	0.53	0.67	0.67	0.67	0.53	0.53
Delay/Veh:	26.4	30.3	30.3	49.8	49.8	112.6	33.9	7.7	7.7	46.4	6.4	6.4
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:	26.4	30.3	30.3	49.8	49.8	112.6	33.9	7.7	7.7	46.4	6.4	6.4
LOS by Move:	C	C	C	D	D	F	C	A	A	D	A	A
HCM2kAvgQ:	3	4	4	1	1	1	1	9	9	1	6	6

Note: Queue reported is the number of cars per lane.

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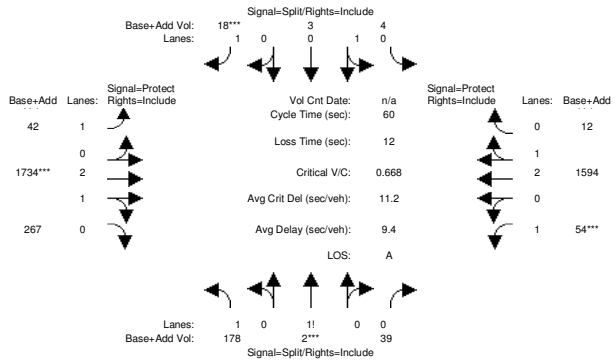
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B PM

Intersection #18: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	178	2	39	4	3	18	42	1657	267	54	1450	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	2	39	4	3	18	42	1657	267	54	1450	12
Added Vol:	0	0	0	0	0	0	0	77	0	0	144	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	2	39	4	3	18	42	1734	267	54	1594	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	189	2	41	4	3	19	45	1845	284	57	1696	13
Reduct Vol:	0	0	0	0	0	10	0	0	0	0	0	0
Reduced Vol:	189	2	41	4	3	9	45	1845	284	57	1696	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	2	41	4	3	9	45	1845	284	57	1696	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.93	0.97	0.97	0.84	0.95	0.89	0.89	0.95	0.91	0.91
Lanes:	1.68	0.02	0.30	0.57	0.43	1.00	1.00	2.60	0.40	1.00	2.98	0.02
Final Sat.:	2992	27	533	1055	791	1591	1805	4401	678	1805	5143	39
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.00	0.00	0.01	0.02	0.42	0.42	0.03	0.33	0.33
Crit Moves:		****				****		****		****		
Green/Cycle:	0.12	0.12	0.12	0.01	0.01	0.01	0.05	0.63	0.63	0.05	0.63	0.63
Volume/Cap:	0.54	0.67	0.67	0.47	0.47	0.67	0.53	0.67	0.67	0.67	0.53	0.53
Delay/Veh:	26.4	30.3	30.3	49.9	49.9	112.9	33.9	7.7	7.7	46.5	6.4	6.4
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:	26.4	30.3	30.3	49.9	49.9	112.9	33.9	7.7	7.7	46.5	6.4	6.4
LOS by Move:	C	C	C	D	D	F	C	A	A	D	A	A
HCM2kAvgQ:	3	4	4	1	1	1	1	9	9	1	6	6

Note: Queue reported is the number of cars per lane.

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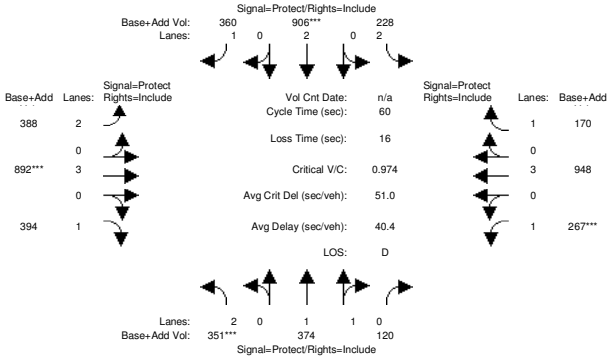
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #19: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	351	312	109	176	762	279	341	865	394	239	887	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	312	109	176	762	279	341	865	394	239	887	124
Added Vol:	0	62	11	52	144	81	47	27	0	28	61	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	374	120	228	906	360	388	892	394	267	948	170
User Adj:	1.00	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:	373	398	128	243	964	383	413	949	419	284	1009	181
Reduct Vol:	0	0	0	0	0	0	0	0	264	0	0	0
Reduced Vol:	373	398	128	243	964	383	413	949	155	284	1009	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	373	398	128	243	964	383	413	949	155	284	1009	181
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	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.51	0.49	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2633	845	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.15	0.07	0.27	0.24	0.12	0.18	0.10	0.16	0.19	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.26	0.26	0.12	0.27	0.27	0.13	0.19	0.19	0.16	0.22	0.22
Volume/Cap:	0.97	0.57	0.57	0.57	0.97	0.88	0.89	0.97	0.52	0.97	0.89	0.52
Delay/Veh:	65.4	20.1	20.1	26.9	43.9	38.4	44.9	46.7	23.6	70.3	32.1	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.4	20.1	20.1	26.9	43.9	38.4	44.9	46.7	23.6	70.3	32.1	22.2
LOS by Move:	E	C	C	C	D	D	D	D	C	E	C	C
HCM2kAvgQ:	8	5	5	3	16	10	4	8	3	7	8	3

Note: Queue reported is the number of cars per lane.

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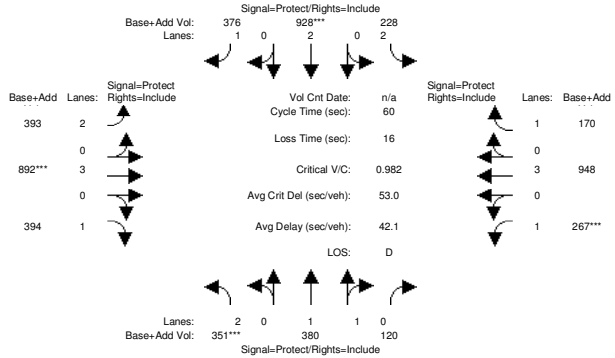
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project PM

Intersection #19: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	351	312	109	176	762	279	341	865	394	239	887	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	312	109	176	762	279	341	865	394	239	887	124
Added Vol:	0	68	11	52	166	97	52	27	0	28	61	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	380	120	228	928	376	393	892	394	267	948	170
User Adj:	1.00	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:	373	404	128	243	987	400	418	949	419	284	1009	181
Reduct Vol:	0	0	0	0	0	0	0	0	264	0	0	0
Reduced Vol:	373	404	128	243	987	400	418	949	155	284	1009	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	373	404	128	243	987	400	418	949	155	284	1009	181
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	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.52	0.48	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2643	835	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.15	0.07	0.27	0.25	0.12	0.18	0.10	0.16	0.19	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.27	0.27	0.12	0.28	0.28	0.13	0.19	0.19	0.16	0.21	0.21
Volume/Cap:	0.98	0.57	0.57	0.57	0.98	0.90	0.91	0.98	0.52	0.98	0.91	0.53
Delay/Veh:	68.0	19.9	19.9	26.9	45.6	41.8	46.9	48.9	23.7	73.0	33.6	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.0	19.9	19.9	26.9	45.6	41.8	46.9	48.9	23.7	73.0	33.6	22.5
LOS by Move:	E	B	B	C	D	D	D	D	C	E	C	C
HCM2kAvgQ:	8	5	5	3	16	11	5	8	3	7	8	3

Note: Queue reported is the number of cars per lane.

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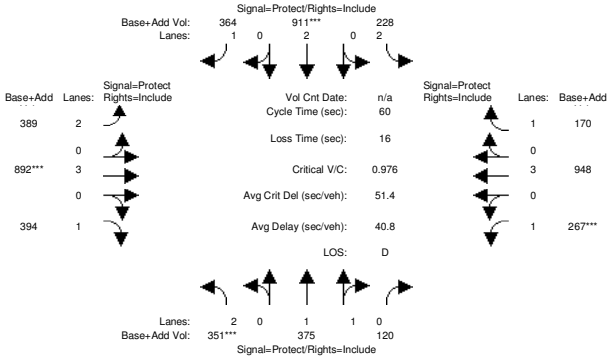
Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A PM

Intersection #19: Edgewater Blvd/East Hillsdale Blvd



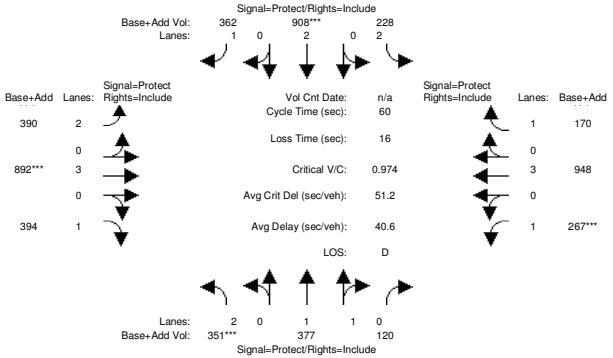
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	351	312	109	176	762	279	341	865	394	239	887	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	312	109	176	762	279	341	865	394	239	887	124
Added Vol:	0	63	11	52	149	85	48	27	0	28	61	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	375	120	228	911	364	389	892	394	267	948	170
User Adj:	1.00	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:	373	399	128	243	969	387	414	949	419	284	1009	181
Reduct Vol:	0	0	0	0	0	0	0	0	264	0	0	0
Reduced Vol:	373	399	128	243	969	387	414	949	155	284	1009	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	373	399	128	243	969	387	414	949	155	284	1009	181
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	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.51	0.49	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2634	843	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.15	0.07	0.27	0.24	0.12	0.18	0.10	0.16	0.19	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.26	0.26	0.12	0.28	0.28	0.13	0.19	0.19	0.16	0.22	0.22
Volume/Cap:	0.98	0.57	0.57	0.57	0.98	0.88	0.90	0.98	0.52	0.98	0.90	0.52
Delay/Veh:	66.0	20.1	20.1	26.8	44.2	39.2	45.4	47.2	23.6	70.9	32.4	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.0	20.1	20.1	26.8	44.2	39.2	45.4	47.2	23.6	70.9	32.4	22.2
LOS by Move:	E	C	C	C	D	D	D	D	C	E	C	C
HCM2kAvgQ:	8	5	5	3	16	11	5	8	3	7	8	3

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B PM

Intersection #19: Edgewater Blvd/East Hillsdale Blvd



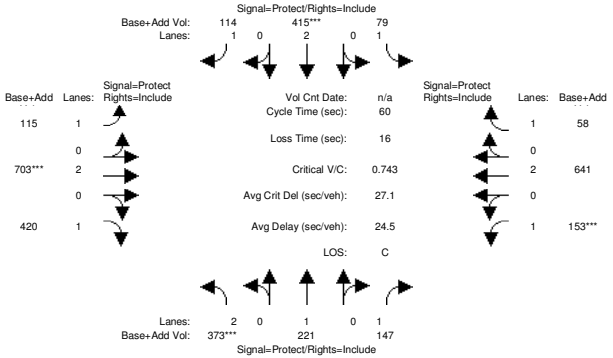
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	351	312	109	176	762	279	341	865	394	239	887	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	312	109	176	762	279	341	865	394	239	887	124
Added Vol:	0	65	11	52	146	83	49	27	0	28	61	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	377	120	228	908	362	390	892	394	267	948	170
User Adj:	1.00	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:	373	401	128	243	966	385	415	949	419	284	1009	181
Reduct Vol:	0	0	0	0	0	0	0	0	264	0	0	0
Reduced Vol:	373	401	128	243	966	385	415	949	155	284	1009	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	373	401	128	243	966	385	415	949	155	284	1009	181
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	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.52	0.48	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2638	840	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.15	0.07	0.27	0.24	0.12	0.18	0.10	0.16	0.19	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.26	0.26	0.12	0.27	0.27	0.13	0.19	0.19	0.16	0.22	0.22
Volume/Cap:	0.97	0.58	0.58	0.58	0.97	0.88	0.90	0.97	0.52	0.97	0.90	0.52
Delay/Veh:	65.7	20.1	20.1	26.9	44.0	38.8	45.3	46.9	23.6	70.5	32.4	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.7	20.1	20.1	26.9	44.0	38.8	45.3	46.9	23.6	70.5	32.4	22.2
LOS by Move:	E	C	C	C	D	D	D	D	C	E	C	C
HCM2kAvgQ:	8	5	5	3	16	11	5	8	3	7	8	3

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #20: Shell Blvd/East Hillsdale Blvd



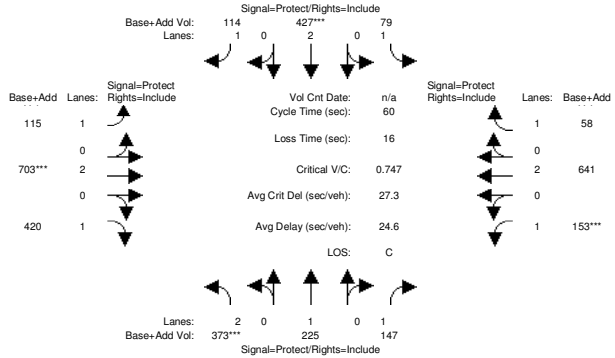
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	329	175	135	75	328	91	87	665	369	121	549	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	175	135	75	328	91	87	665	369	121	549	55
Added Vol:	44	46	12	4	87	23	28	38	51	32	92	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	373	221	147	79	415	114	115	703	420	153	641	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	405	240	160	86	451	124	125	764	457	166	697	63
Reduct Vol:	0	0	0	0	0	0	0	0	152	0	0	0
Reduced Vol:	405	240	160	86	451	124	125	764	305	166	697	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	405	240	160	86	451	124	125	764	305	166	697	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.10	0.05	0.12	0.08	0.07	0.21	0.19	0.09	0.19	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.24	0.24	0.09	0.17	0.17	0.11	0.29	0.29	0.12	0.30	0.30
Volume/Cap:	0.74	0.54	0.43	0.54	0.74	0.46	0.64	0.74	0.67	0.74	0.64	0.13
Delay/Veh:	29.6	21.4	20.3	29.7	28.6	23.8	32.7	22.4	22.9	37.9	19.5	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.6	21.4	20.3	29.7	28.6	23.8	32.7	22.4	22.9	37.9	19.5	15.4
LOS by Move:	C	C	C	C	C	C	C	C	C	D	B	B
HCM2kAvgQ:	4	4	2	2	6	3	2	7	5	5	7	1

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project PM

Intersection #20: Shell Blvd/East Hillsdale Blvd



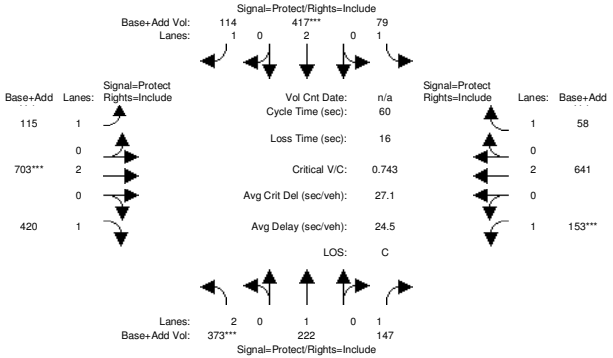
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	329	175	135	75	328	91	87	665	369	121	549	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	175	135	75	328	91	87	665	369	121	549	55
Added Vol:	44	50	12	4	99	23	28	38	51	32	92	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	373	225	147	79	427	114	115	703	420	153	641	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	405	245	160	86	464	124	125	764	457	166	697	63
Reduct Vol:	0	0	0	0	0	0	0	0	152	0	0	0
Reduced Vol:	405	245	160	86	464	124	125	764	305	166	697	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	405	245	160	86	464	124	125	764	305	166	697	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.10	0.05	0.13	0.08	0.07	0.21	0.19	0.09	0.19	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.24	0.24	0.09	0.17	0.17	0.11	0.28	0.28	0.12	0.30	0.30
Volume/Cap:	0.75	0.54	0.42	0.54	0.75	0.45	0.65	0.75	0.68	0.75	0.65	0.13
Delay/Veh:	29.9	21.3	20.1	29.9	28.6	23.5	33.0	22.6	23.2	38.4	19.6	15.5
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:	29.9	21.3	20.1	29.9	28.6	23.5	33.0	22.6	23.2	38.4	19.6	15.5
LOS by Move:	C	C	C	C	C	C	C	C	C	D	B	B
HCM2kAvgQ:	4	4	2	2	6	3	2	7	5	5	7	1

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A PM

Intersection #20: Shell Blvd/East Hillsdale Blvd



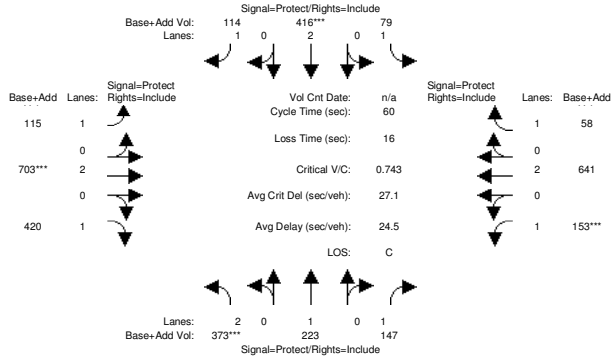
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	329	175	135	75	328	91	87	665	369	121	549	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	175	135	75	328	91	87	665	369	121	549	55
Added Vol:	44	47	12	4	89	23	28	38	51	32	92	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	373	222	147	79	417	114	115	703	420	153	641	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	405	241	160	86	453	124	125	764	457	166	697	63
Reduct Vol:	0	0	0	0	0	0	0	0	152	0	0	0
Reduced Vol:	405	241	160	86	453	124	125	764	305	166	697	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	405	241	160	86	453	124	125	764	305	166	697	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.10	0.05	0.13	0.08	0.07	0.21	0.19	0.09	0.19	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.24	0.24	0.09	0.17	0.17	0.11	0.28	0.28	0.12	0.30	0.30
Volume/Cap:	0.74	0.54	0.43	0.54	0.74	0.46	0.64	0.74	0.67	0.74	0.64	0.13
Delay/Veh:	29.7	21.3	20.2	29.8	28.6	23.7	32.7	22.4	23.0	38.0	19.5	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	21.3	20.2	29.8	28.6	23.7	32.7	22.4	23.0	38.0	19.5	15.4
LOS by Move:	C	C	C	C	C	C	C	C	C	D	B	B
HCM2kAvgQ:	4	4	2	2	6	3	2	7	5	5	7	1

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B PM

Intersection #20: Shell Blvd/East Hillsdale Blvd



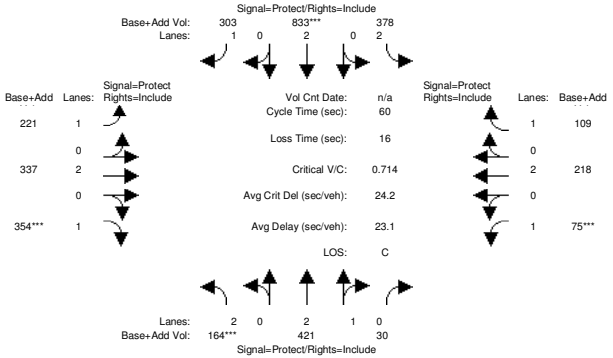
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	329	175	135	75	328	91	87	665	369	121	549	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	175	135	75	328	91	87	665	369	121	549	55
Added Vol:	44	48	12	4	88	23	28	38	51	32	92	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	373	223	147	79	416	114	115	703	420	153	641	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	405	242	160	86	452	124	125	764	457	166	697	63
Reduct Vol:	0	0	0	0	0	0	0	0	152	0	0	0
Reduced Vol:	405	242	160	86	452	124	125	764	305	166	697	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	405	242	160	86	452	124	125	764	305	166	697	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.10	0.05	0.13	0.08	0.07	0.21	0.19	0.09	0.19	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.16	0.24	0.24	0.09	0.17	0.17	0.11	0.28	0.28	0.12	0.30	0.30
Volume/Cap:	0.74	0.54	0.43	0.54	0.74	0.46	0.64	0.74	0.67	0.74	0.64	0.13
Delay/Veh:	29.6	21.4	20.2	29.9	28.6	23.8	32.7	22.4	23.0	37.9	19.5	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.6	21.4	20.2	29.9	28.6	23.8	32.7	22.4	23.0	37.9	19.5	15.4
LOS by Move:	C	C	C	C	C	C	C	C	C	D	B	B
HCM2kAvgQ:	4	4	2	2	6	3	2	7	5	5	7	1

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #21: Foster City Boulevard/East Hillsdale Blvd



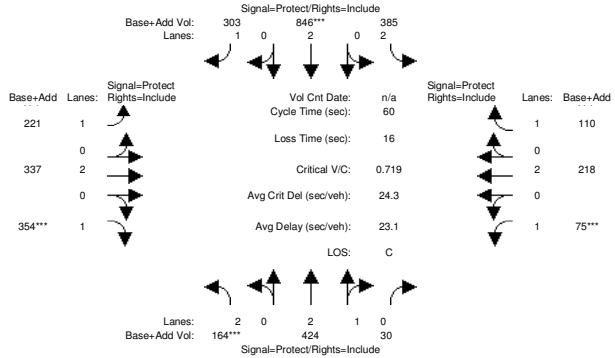
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	390	30	339	741	203	198	327	336	75	208	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	390	30	339	741	203	198	327	336	75	208	100
Added Vol:	14	31	0	39	92	100	23	10	18	0	10	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	421	30	378	833	303	221	337	354	75	218	109
User Adj:	1.00	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:	176	453	32	406	896	326	238	362	381	81	234	117
Reduct Vol:	0	0	0	0	0	0	0	0	94	0	0	0
Reduced Vol:	176	453	32	406	896	326	238	362	287	81	234	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	453	32	406	896	326	238	362	287	81	234	117
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.80	0.20	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4793	342	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.12	0.25	0.21	0.13	0.10	0.18	0.04	0.06	0.07
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.19	0.19	0.23	0.35	0.35	0.20	0.25	0.25	0.06	0.11	0.11
Volume/Cap:	0.71	0.50	0.50	0.50	0.71	0.59	0.65	0.40	0.71	0.71	0.58	0.65
Delay/Veh:	36.7	22.3	22.3	20.6	18.9	17.8	26.1	18.9	26.4	46.9	27.3	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:	36.7	22.3	22.3	20.6	18.9	17.8	26.1	18.9	26.4	46.9	27.3	33.7
LOS by Move:	D	C	C	C	B	B	C	B	C	D	C	C
HCM2kAvgQ:	2	3	3	3	8	5	5	3	7	2	2	2

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project PM

Intersection #21: Foster City Boulevard/East Hillsdale Blvd



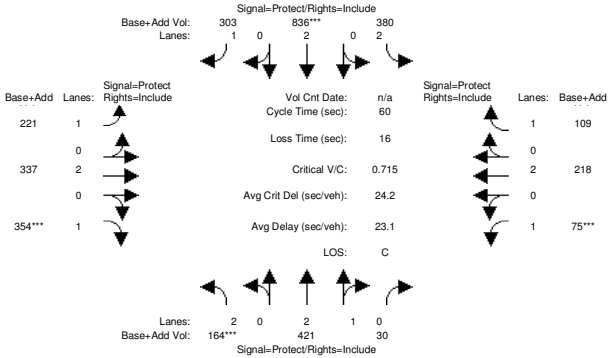
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	390	30	339	741	203	198	327	336	75	208	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	390	30	339	741	203	198	327	336	75	208	100
Added Vol:	14	34	0	46	105	100	23	10	18	0	10	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	424	30	385	846	303	221	337	354	75	218	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	176	456	32	414	910	326	238	362	381	81	234	118
Reduct Vol:	0	0	0	0	0	0	0	0	94	0	0	0
Reduced Vol:	176	456	32	414	910	326	238	362	287	81	234	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	456	32	414	910	326	238	362	287	81	234	118
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.80	0.20	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4795	339	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.12	0.25	0.21	0.13	0.10	0.18	0.04	0.06	0.07
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.19	0.19	0.23	0.35	0.35	0.20	0.25	0.25	0.06	0.11	0.11
Volume/Cap:	0.72	0.51	0.51	0.51	0.72	0.59	0.66	0.40	0.72	0.72	0.58	0.66
Delay/Veh:	37.2	22.3	22.3	20.5	18.9	17.5	26.5	19.0	26.8	47.7	27.3	34.2
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:	37.2	22.3	22.3	20.5	18.9	17.5	26.5	19.0	26.8	47.7	27.3	34.2
LOS by Move:	D	C	C	C	B	B	C	B	C	D	C	C
HCM2kAvgQ:	2	3	3	3	8	5	5	3	7	2	2	2

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A PM

Intersection #21: Foster City Boulevard/East Hillsdale Blvd



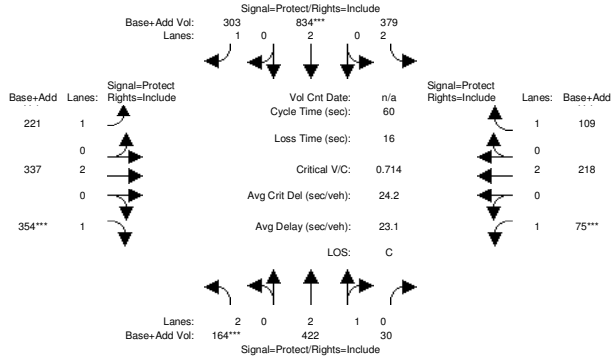
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	390	30	339	741	203	198	327	336	75	208	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	390	30	339	741	203	198	327	336	75	208	100
Added Vol:	14	31	0	41	95	100	23	10	18	0	10	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	421	30	380	836	303	221	337	354	75	218	109
User Adj:	1.00	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:	176	453	32	409	899	326	238	362	381	81	234	117
Reduct Vol:	0	0	0	0	0	0	0	0	94	0	0	0
Reduced Vol:	176	453	32	409	899	326	238	362	287	81	234	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	453	32	409	899	326	238	362	287	81	234	117
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.80	0.20	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4793	342	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.12	0.25	0.21	0.13	0.10	0.18	0.04	0.06	0.07
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.19	0.19	0.23	0.35	0.35	0.20	0.25	0.25	0.06	0.11	0.11
Volume/Cap:	0.71	0.50	0.50	0.50	0.71	0.59	0.65	0.40	0.71	0.71	0.58	0.65
Delay/Veh:	36.8	22.3	22.3	20.6	18.9	17.7	26.2	18.9	26.5	47.1	27.3	33.8
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:	36.8	22.3	22.3	20.6	18.9	17.7	26.2	18.9	26.5	47.1	27.3	33.8
LOS by Move:	D	C	C	C	B	B	C	B	C	D	C	C
HCM2kAvgQ:	2	3	3	3	8	5	5	3	7	2	2	2

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B PM

Intersection #21: Foster City Boulevard/East Hillsdale Blvd



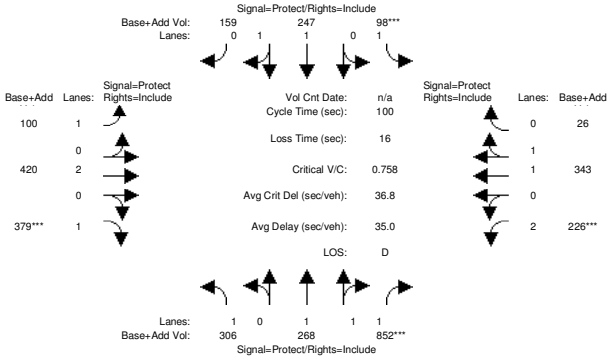
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	390	30	339	741	203	198	327	336	75	208	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	390	30	339	741	203	198	327	336	75	208	100
Added Vol:	14	32	0	40	93	100	23	10	18	0	10	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	422	30	379	834	303	221	337	354	75	218	109
User Adj:	1.00	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:	176	454	32	408	897	326	238	362	381	81	234	117
Reduct Vol:	0	0	0	0	0	0	0	0	94	0	0	0
Reduced Vol:	176	454	32	408	897	326	238	362	287	81	234	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	454	32	408	897	326	238	362	287	81	234	117
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.80	0.20	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4794	341	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.12	0.25	0.21	0.13	0.10	0.18	0.04	0.06	0.07
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.19	0.19	0.23	0.35	0.35	0.20	0.25	0.25	0.06	0.11	0.11
Volume/Cap:	0.71	0.50	0.50	0.50	0.71	0.59	0.65	0.40	0.71	0.71	0.58	0.65
Delay/Veh:	36.8	22.3	22.3	20.6	18.9	17.7	26.2	18.9	26.4	47.0	27.3	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:	36.8	22.3	22.3	20.6	18.9	17.7	26.2	18.9	26.4	47.0	27.3	33.7
LOS by Move:	D	C	C	C	B	B	C	B	C	D	C	C
HCM2kAvgQ:	2	3	3	3	8	5	5	3	7	2	2	2

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #22: Mariners Island Blvd/Fashion Island blvd



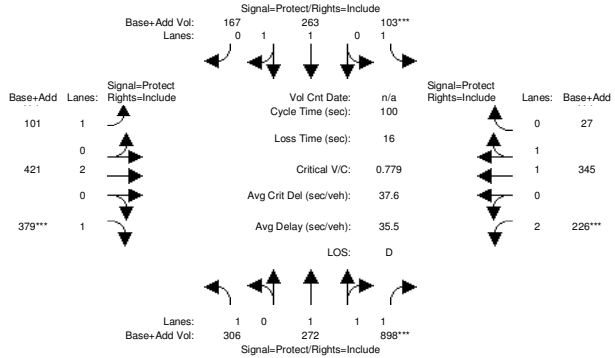
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	252	226	720	70	129	125	94	418	338	196	338	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	226	720	70	129	125	94	418	338	196	338	22
Added Vol:	54	42	132	28	118	34	6	2	41	30	5	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	268	852	98	247	159	100	420	379	226	343	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	268	852	98	247	159	100	420	379	226	343	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	268	852	98	247	159	100	420	379	226	343	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	306	268	852	98	247	159	100	420	379	226	343	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.84	0.81	0.95	0.89	0.88	0.95	0.95	0.83	0.92	0.94	0.94
Lanes:	1.00	1.00	2.00	1.00	1.21	0.79	1.00	2.00	1.00	2.00	1.86	0.14
Final Sat.:	1805	1599	3084	1805	2058	1325	1805	3610	1570	3502	3322	252
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.28	0.05	0.12	0.12	0.06	0.12	0.24	0.06	0.10	0.10
Crit Moves:			****	****					****	****		
Green/Cycle:	0.26	0.36	0.36	0.07	0.18	0.18	0.14	0.32	0.32	0.09	0.26	0.26
Volume/Cap:	0.66	0.46	0.76	0.76	0.66	0.66	0.39	0.37	0.76	0.76	0.39	0.39
Delay/Veh:	37.0	24.4	30.2	68.0	40.9	40.9	40.1	26.5	37.2	55.4	30.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	24.4	30.2	68.0	40.9	40.9	40.1	26.5	37.2	55.4	30.6	30.6
LOS by Move:	D	C	C	E	D	D	D	C	D	E	C	C
HCM2kAvgQ:	8	6	12	5	7	7	3	5	12	4	5	5

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project PM

Intersection #22: Mariners Island Blvd/Fashion Island blvd



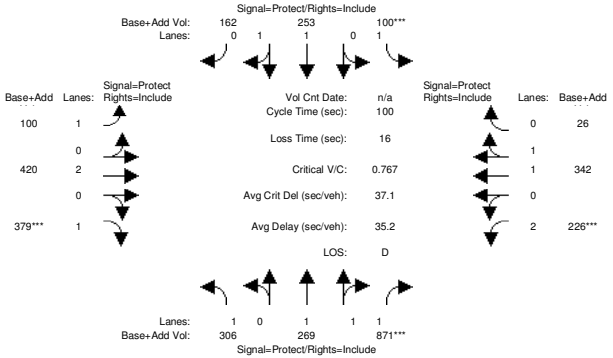
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	252	226	720	70	129	125	94	418	338	196	338	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	226	720	70	129	125	94	418	338	196	338	22
Added Vol:	54	46	178	33	134	42	7	3	41	30	7	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	272	898	103	263	167	101	421	379	226	345	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	272	898	103	263	167	101	421	379	226	345	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	272	898	103	263	167	101	421	379	226	345	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	306	272	898	103	263	167	101	421	379	226	345	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.84	0.81	0.95	0.89	0.89	0.95	0.95	0.83	0.92	0.94	0.94
Lanes:	1.00	1.00	2.00	1.00	1.22	0.78	1.00	2.00	1.00	2.00	1.85	0.15
Final Sat.:	1805	1597	3080	1805	2071	1315	1805	3610	1570	3502	3311	259
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.29	0.06	0.13	0.13	0.06	0.12	0.24	0.06	0.10	0.10
Crit Moves:			****	****					****	****		
Green/Cycle:	0.26	0.37	0.37	0.07	0.19	0.19	0.14	0.31	0.31	0.08	0.26	0.26
Volume/Cap:	0.66	0.46	0.78	0.78	0.66	0.66	0.41	0.38	0.78	0.78	0.41	0.41
Delay/Veh:	36.9	23.7	30.3	70.6	40.0	40.0	40.5	27.2	39.3	57.6	31.2	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	23.7	30.3	70.6	40.0	40.0	40.5	27.2	39.3	57.6	31.2	31.2
LOS by Move:	D	C	C	E	D	D	D	C	D	E	C	C
HCM2kAvgQ:	8	6	13	5	8	8	3	5	12	4	5	5

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative A PM

Intersection #22: Mariners Island Blvd/Fashion Island blvd



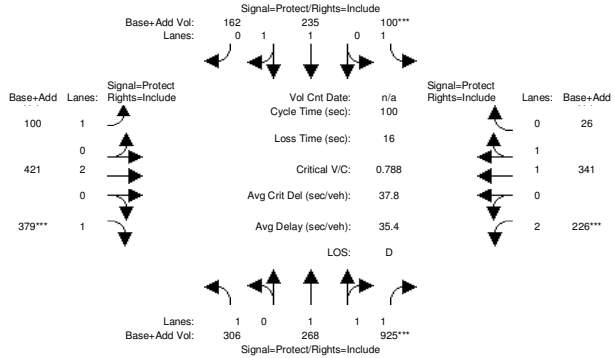
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	252	226	720	70	129	125	94	418	338	196	338	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	226	720	70	129	125	94	418	338	196	338	22
Added Vol:	54	43	151	30	124	37	6	2	41	30	4	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	269	871	100	253	162	100	420	379	226	342	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	269	871	100	253	162	100	420	379	226	342	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	269	871	100	253	162	100	420	379	226	342	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	306	269	871	100	253	162	100	420	379	226	342	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.84	0.81	0.95	0.89	0.89	0.95	0.95	0.83	0.92	0.94	0.94
Lanes:	1.00	1.00	2.00	1.00	1.21	0.79	1.00	2.00	1.00	2.00	1.86	0.14
Final Sat.:	1805	1597	3081	1805	2064	1322	1805	3610	1570	3502	3317	252
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.28	0.06	0.12	0.12	0.06	0.12	0.24	0.06	0.10	0.10
Crit Moves:			****	****					****	****		
Green/Cycle:	0.26	0.37	0.37	0.07	0.19	0.19	0.14	0.31	0.31	0.08	0.26	0.26
Volume/Cap:	0.66	0.46	0.77	0.77	0.66	0.66	0.40	0.37	0.77	0.77	0.40	0.40
Delay/Veh:	36.9	24.1	30.2	69.1	40.5	40.5	40.2	26.8	38.0	56.3	30.8	30.8
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:	36.9	24.1	30.2	69.1	40.5	40.5	40.2	26.8	38.0	56.3	30.8	30.8
LOS by Move:	D	C	C	E	D	D	D	C	D	E	C	C
HCM2kAvgQ:	8	6	13	5	7	7	3	5	12	4	5	5

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project - Alternative B PM

Intersection #22: Mariners Island Blvd/Fashion Island blvd



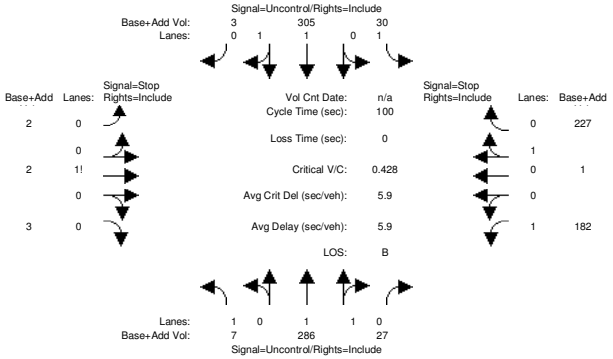
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	252	226	720	70	129	125	94	418	338	196	338	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	226	720	70	129	125	94	418	338	196	338	22
Added Vol:	54	42	205	30	106	37	6	3	41	30	3	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	268	925	100	235	162	100	421	379	226	341	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	268	925	100	235	162	100	421	379	226	341	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	268	925	100	235	162	100	421	379	226	341	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	306	268	925	100	235	162	100	421	379	226	341	26
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.84	0.81	0.95	0.89	0.88	0.95	0.95	0.83	0.92	0.94	0.94
Lanes:	1.00	1.00	2.00	1.00	1.18	0.82	1.00	2.00	1.00	2.00	1.86	0.14
Final Sat.:	1805	1596	3075	1805	1997	1377	1805	3610	1570	3502	3317	253
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.30	0.06	0.12	0.12	0.06	0.12	0.24	0.06	0.10	0.10
Crit Moves:			****	****					****	****		
Green/Cycle:	0.27	0.38	0.38	0.07	0.19	0.19	0.14	0.31	0.31	0.08	0.25	0.25
Volume/Cap:	0.64	0.44	0.79	0.79	0.64	0.64	0.41	0.38	0.79	0.79	0.41	0.41
Delay/Veh:	35.2	23.1	30.2	73.0	39.8	39.8	40.6	27.5	40.2	58.6	31.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.2	23.1	30.2	73.0	39.8	39.8	40.6	27.5	40.2	58.6	31.5	31.5
LOS by Move:	D	C	C	E	D	D	D	C	D	E	C	C
HCM2kAvgQ:	8	6	14	5	7	7	3	5	13	4	5	5

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative PM

Intersection #23: Mariners Island Blvd/Reef Drive



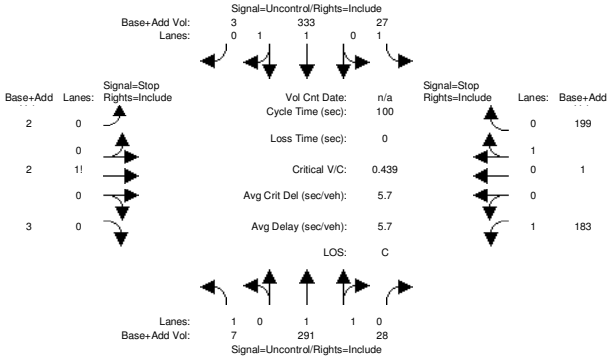
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	7	234	13	8	199	3	2	2	3	96	1	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	234	13	8	199	3	2	2	3	96	1	135
Added Vol:	0	52	14	22	106	0	0	0	0	86	0	92
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	286	27	30	305	3	2	2	3	182	1	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	286	27	30	305	3	2	2	3	182	1	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	286	27	30	305	3	2	2	3	182	1	227
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	308	xxxx	xxxxx	313	xxxx	xxxxx	524	694	154	527	682	157
Potent Cap.:	1264	xxxx	xxxxx	1259	xxxx	xxxxx	441	369	871	438	375	868
Move Cap.:	1264	xxxx	xxxxx	1259	xxxx	xxxxx	317	358	871	425	364	868
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	xxxx	0.01	0.01	0.00	0.43	0.00	0.26
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.6	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	C	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	457	xxxxx	xxxx	xxxx	862
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	1.1
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.0	xxxxx	xxxxx	xxxx	10.7
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			13.0			14.7		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative Plus Proposed Project PM

Intersection #23: Mariners Island Blvd/Reef Drive



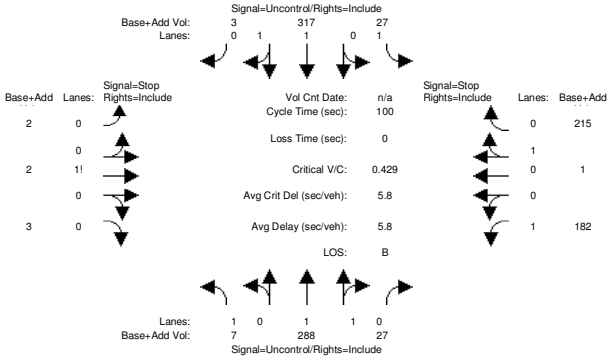
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	7	234	13	8	199	3	2	2	3	96	1	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	234	13	8	199	3	2	2	3	96	1	135
Added Vol:	0	57	15	19	134	0	0	0	0	87	0	64
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	291	28	27	333	3	2	2	3	183	1	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	291	28	27	333	3	2	2	3	183	1	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	291	28	27	333	3	2	2	3	183	1	199
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	336	xxxx	xxxxx	319	xxxx	xxxxx	549	722	168	541	709	160
Potent Cap.:	1235	xxxx	xxxxx	1252	xxxx	xxxxx	423	356	853	429	362	864
Move Cap.:	1235	xxxx	xxxxx	1252	xxxx	xxxxx	318	346	853	417	352	864
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	xxxx	0.01	0.01	0.00	0.44	0.00	0.23
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	20.2	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	C	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	449	xxxxx	xxxx	xxxx	857
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	0.9
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.1	xxxxx	xxxxx	xxxx	10.5
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			13.1			15.1		
ApproachLOS:	*			*			B			C		

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative Plus Project - Alternative A PM

Intersection #23: Mariners Island Blvd/Reef Drive



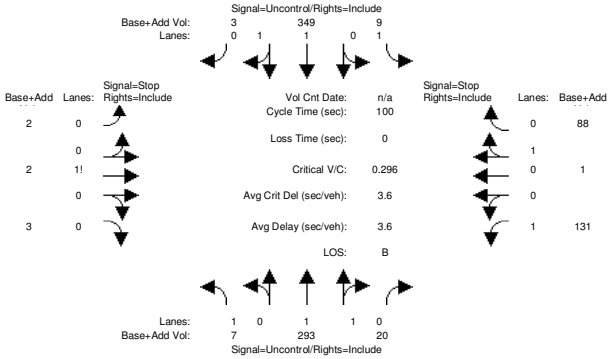
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	7	234	13	8	199	3	2	2	3	96	1	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	234	13	8	199	3	2	2	3	96	1	135
Added Vol:	0	54	14	19	118	0	0	0	0	86	0	80
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	288	27	27	317	3	2	2	3	182	1	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	288	27	27	317	3	2	2	3	182	1	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	288	27	27	317	3	2	2	3	182	1	215
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	320	xxxx	xxxxx	315	xxxx	xxxxx	531	702	160	529	690	158
Potent Cap.:	1251	xxxx	xxxxx	1257	xxxx	xxxxx	436	365	863	437	371	866
Move Cap.:	1251	xxxx	xxxxx	1257	xxxx	xxxxx	320	355	863	425	361	866
Volume/Cap:	0.01	xxxx	xxxx	0.02	xxxx	xxxx	0.01	0.01	0.00	0.43	0.00	0.25
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	2.1	xxxx	xxxxx
Control Del:	7.9	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	19.7	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	C	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	456	xxxxx	xxxx	xxxx	861
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	1.0
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.0	xxxxx	xxxxx	xxxx	10.6
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	B
ApproachDel:	xxxxxx			xxxxxx			13.0			14.7		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative Plus Project - Alternative B PM

Intersection #23: Mariners Island Blvd/Reef Drive



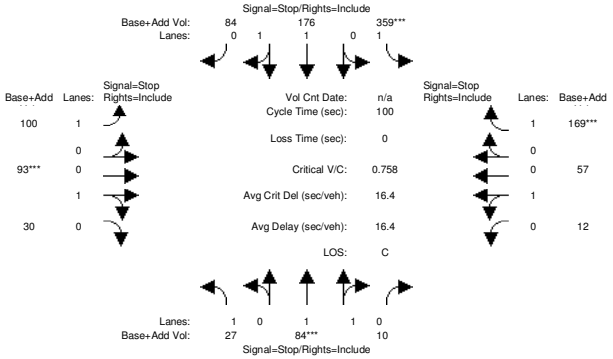
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	7	234	13	8	199	3	2	2	3	96	1	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	234	13	8	199	3	2	2	3	96	1	135
Added Vol:	0	59	7	1	150	0	0	0	0	35	0	-47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	293	20	9	349	3	2	2	3	131	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	293	20	9	349	3	2	2	3	131	1	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	293	20	9	349	3	2	2	3	131	1	88
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	352	xxxx	xxxxx	313	xxxx	xxxxx	530	696	176	511	687	157
Potent Cap.:	1218	xxxx	xxxxx	1259	xxxx	xxxxx	437	368	843	450	372	868
Move Cap.:	1218	xxxx	xxxxx	1259	xxxx	xxxxx	388	363	843	443	367	868
Volume/Cap:	0.01	xxxx	xxxx	0.01	xxxx	xxxx	0.01	0.01	0.00	0.30	0.00	0.10
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	1.2	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	16.5	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	C	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	492	xxxxx	xxxx	xxxx	854
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	0.3
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.4	xxxxx	xxxxx	xxxx	9.7
Shared LOS:	*	*	*	*	*	*	*	B	*	*	*	A
ApproachDel:	xxxxxx			xxxxxx			12.4			13.8		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative PM

Intersection #24: Foster City Blvd/Marlin Ave



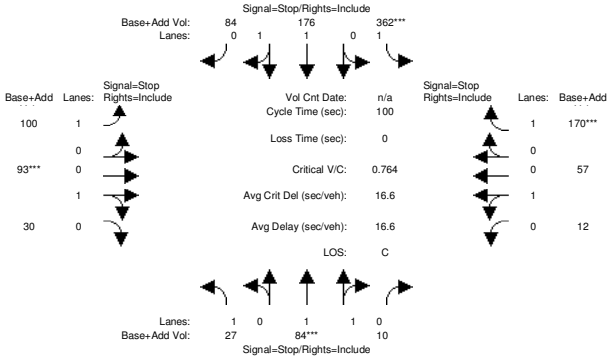
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	27	84	10	299	176	84	100	93	30	8	57	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	84	10	299	176	84	100	93	30	8	57	136
Added Vol:	0	0	0	60	0	0	0	0	0	4	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	84	10	359	176	84	100	93	30	12	57	169
User Adj:	1.00	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:	29	89	11	382	187	89	106	99	32	13	61	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	89	11	382	187	89	106	99	32	13	61	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	89	11	382	187	89	106	99	32	13	61	180
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	1.79	0.21	1.00	1.35	0.65	1.00	0.76	0.24	0.17	0.83	1.00
Final Sat.:	410	785	94	504	739	371	453	374	121	83	394	535
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.76	0.25	0.24	0.24	0.26	0.26	0.15	0.15	0.34
Crit Moves:		****		****				****				****
Delay/Veh:	11.5	11.2	11.1	27.7	11.2	10.6	12.4	11.9	11.9	11.1	11.1	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:	11.5	11.2	11.1	27.7	11.2	10.6	12.4	11.9	11.9	11.1	11.1	12.0
LOS by Move:	B	B	B	D	B	B	B	B	B	B	B	B
ApproachDel:	11.3			20.7			12.1			11.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.3			20.7			12.1			11.7		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.1	0.1	0.1	2.5	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.4

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative Plus Proposed Project PM

Intersection #24: Foster City Blvd/Marlin Ave



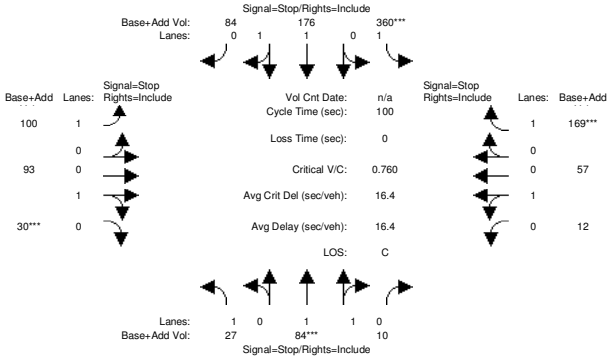
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	27	84	10	299	176	84	100	93	30	8	57	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	84	10	299	176	84	100	93	30	8	57	136
Added Vol:	0	0	0	63	0	0	0	0	0	4	0	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	84	10	362	176	84	100	93	30	12	57	170
User Adj:	1.00	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:	29	89	11	385	187	89	106	99	32	13	61	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	89	11	385	187	89	106	99	32	13	61	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	89	11	385	187	89	106	99	32	13	61	181
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	1.79	0.21	1.00	1.35	0.65	1.00	0.76	0.24	0.17	0.83	1.00
Final Sat.:	410	784	94	504	738	371	452	374	121	83	393	535
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.76	0.25	0.24	0.24	0.26	0.26	0.15	0.15	0.34
Crit Moves:		****		****				****				****
Delay/Veh:	11.5	11.2	11.1	28.3	11.2	10.7	12.5	11.9	11.9	11.1	11.1	12.1
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:	11.5	11.2	11.1	28.3	11.2	10.7	12.5	11.9	11.9	11.1	11.1	12.1
LOS by Move:	B	B	B	D	B	B	B	B	B	B	B	B
ApproachDel:	11.3			21.1			12.2			11.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.3			21.1			12.2			11.8		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.1	0.1	0.1	2.6	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.4

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative Plus Project - Alternative A PM

Intersection #24: Foster City Blvd/Marlin Ave



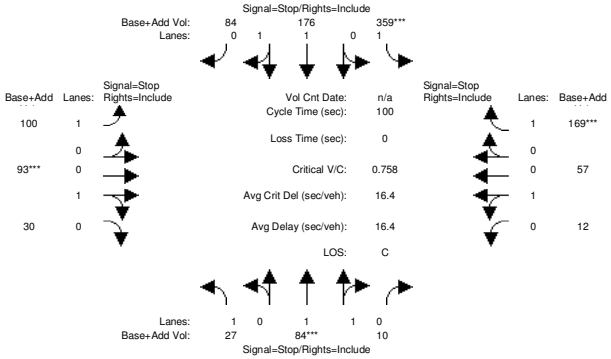
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	27	84	10	299	176	84	100	93	30	8	57	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	84	10	299	176	84	100	93	30	8	57	136
Added Vol:	0	0	0	61	0	0	0	0	0	4	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	84	10	360	176	84	100	93	30	12	57	169
User Adj:	1.00	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:	29	89	11	383	187	89	106	99	32	13	61	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	89	11	383	187	89	106	99	32	13	61	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	89	11	383	187	89	106	99	32	13	61	180
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	1.79	0.21	1.00	1.35	0.65	1.00	0.76	0.24	0.17	0.83	1.00
Final Sat.:	410	785	94	504	739	371	452	374	121	83	394	535
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.76	0.25	0.24	0.24	0.26	0.26	0.15	0.15	0.34
Crit Moves:		****		****					****			****
Delay/Veh:	11.5	11.2	11.1	27.9	11.2	10.6	12.4	11.9	11.9	11.1	11.1	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:	11.5	11.2	11.1	27.9	11.2	10.6	12.4	11.9	11.9	11.1	11.1	12.0
LOS by Move:	B	B	B	D	B	B	B	B	B	B	B	B
ApproachDel:	11.3			20.8			12.1			11.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.3			20.8			12.1			11.8		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.1	0.1	0.1	2.5	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.4

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative Plus Project - Alternative B PM

Intersection #24: Foster City Blvd/Marlin Ave



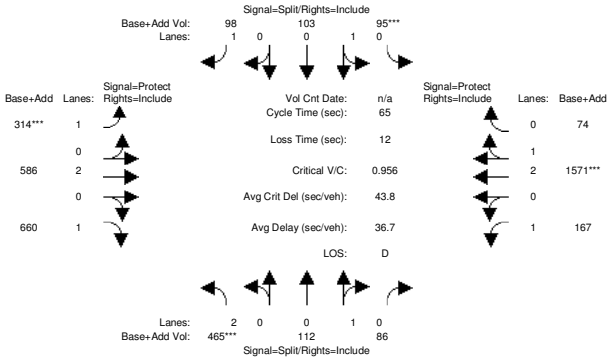
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	27	84	10	299	176	84	100	93	30	8	57	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	84	10	299	176	84	100	93	30	8	57	136
Added Vol:	0	0	0	60	0	0	0	0	0	4	0	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	84	10	359	176	84	100	93	30	12	57	169
User Adj:	1.00	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:	29	89	11	382	187	89	106	99	32	13	61	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	89	11	382	187	89	106	99	32	13	61	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	89	11	382	187	89	106	99	32	13	61	180
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	1.79	0.21	1.00	1.35	0.65	1.00	0.76	0.24	0.17	0.83	1.00
Final Sat.:	410	785	94	504	739	371	453	374	121	83	394	535
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.11	0.76	0.25	0.24	0.24	0.26	0.26	0.15	0.15	0.34
Crit Moves:		****		****				****				****
Delay/Veh:	11.5	11.2	11.1	27.7	11.2	10.6	12.4	11.9	11.9	11.1	11.1	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:	11.5	11.2	11.1	27.7	11.2	10.6	12.4	11.9	11.9	11.1	11.1	12.0
LOS by Move:	B	B	B	D	B	B	B	B	B	B	B	B
ApproachDel:	11.3			20.7			12.1			11.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.3			20.7			12.1			11.7		
LOS by Appr:	B			C			B			B		
AllWayAvgQ:	0.1	0.1	0.1	2.5	0.3	0.3	0.3	0.3	0.3	0.2	0.2	0.4

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) PM

Intersection #1: Norfolk St/East Third Ave



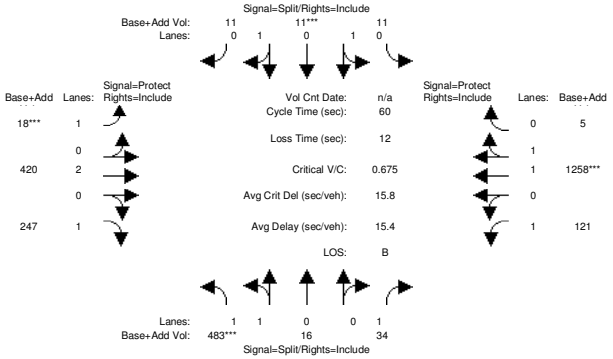
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	465	112	55	95	103	98	314	425	660	83	847	74				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	465	112	55	95	103	98	314	425	660	83	847	74				
Added Vol:	0	0	31	0	0	0	0	161	0	84	724	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	465	112	86	95	103	98	314	586	660	167	1571	74				
User Adj:	1.00	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:	495	119	91	101	110	104	334	623	702	178	1671	79				
Reduct Vol:	0	0	0	0	0	0	0	0	180	0	0	0				
Reduced Vol:	495	119	91	101	110	104	334	623	522	178	1671	79				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	495	119	91	101	110	104	334	623	522	178	1671	79				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	0.94	0.93	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.90				
Lanes:	2.00	0.56	0.44	0.48	0.52	1.00	1.00	2.00	1.00	1.00	2.86	0.14				
Final Sat.:	3502	1001	769	891	966	1589	1805	3610	1546	1805	4918	232				
Capacity Analysis Module:																
Vol/Sat:	0.14	0.12	0.12	0.11	0.11	0.07	0.19	0.17	0.34	0.10	0.34	0.34				
Crit Moves:	****			****			****				****					
Green/Cycle:	0.15	0.15	0.15	0.12	0.12	0.12	0.19	0.43	0.43	0.12	0.36	0.36				
Volume/Cap:	0.96	0.81	0.81	0.96	0.96	0.55	0.96	0.41	0.79	0.79	0.96	0.96				
Delay/Veh:	56.2	43.3	43.3	76.6	76.6	30.5	62.5	13.2	22.9	45.2	32.7	32.7				
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:	56.2	43.3	43.3	76.6	76.6	30.5	62.5	13.2	22.9	45.2	32.7	32.7				
LOS by Move:	E	D	D	E	E	C	E	B	C	D	C	C				
HCM2kAvgQ:	10	7	7	8	8	3	8	4	9	6	19	19				

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) PM

Intersection #2: 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:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:																
Base Vol:	334	16	17	11	11	11	18	293	183	21	581	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:	334	16	17	11	11	11	18	293	183	21	581	5				
Added Vol:	149	0	17	0	0	0	0	127	64	100	677	0				
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	483	16	34	11	11	11	18	420	247	121	1258	5				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	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:	514	17	36	12	12	12	19	447	263	129	1338	5				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	514	17	36	12	12	12	19	447	263	129	1338	5				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	514	17	36	12	12	12	19	447	263	129	1338	5				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.95	0.95	0.84	0.89	0.89	0.89	0.95	0.95	0.85	0.95	0.95	0.95				
Lanes:	1.94	0.06	1.00	0.66	0.67	0.67	1.00	2.00	1.00	1.00	1.99	0.01				
Final Sat.:	3509	116	1599	1125	1125	1125	1805	3610	1615	1805	3592	14				
Capacity Analysis Module:																
Vol/Sat:	0.15	0.15	0.02	0.01	0.01	0.01	0.01	0.12	0.16	0.07	0.37	0.37				
Crit Moves:	****				****		****				****					
Green/Cycle:	0.22	0.22	0.22	0.02	0.02	0.02	0.02	0.39	0.39	0.17	0.55	0.55				
Volume/Cap:	0.68	0.68	0.10	0.68	0.68	0.68	0.68	0.31	0.41	0.41	0.68	0.68				
Delay/Veh:	23.9	23.9	19.0	59.2	59.2	59.2	78.7	12.7	13.6	23.0	10.5	10.5				
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
AdjDel/Veh:	23.9	23.9	19.0	59.2	59.2	59.2	78.7	12.7	13.6	23.0	10.5	10.5				
LOS by Move:	C	C	B	E	E	E	E	B	B	C	B	B				
HCM2kAvgQ:	6	6	1	1	1	1	1	3	4	2	9	9				

Note: Queue reported is the number of cars per lane.

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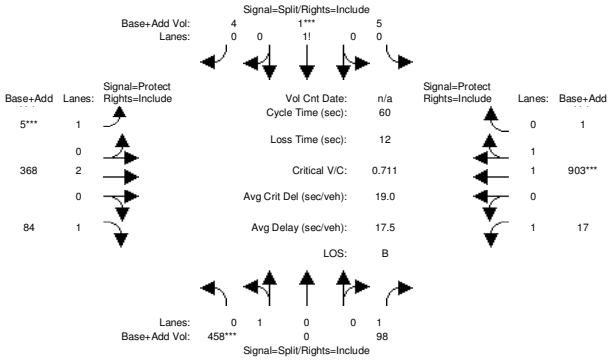
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) PM

Intersection #3: Lakeside Dr/East Third Avenue



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	140	0	23	5	1	4	5	283	24	5	443	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	0	23	5	1	4	5	283	24	5	443	1
Added Vol:	318	0	75	0	0	0	0	85	60	12	460	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	458	0	98	5	1	4	5	368	84	17	903	1
User Adj:	1.00	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:	509	0	109	6	1	4	6	409	93	19	1003	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	509	0	109	6	1	4	6	409	93	19	1003	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	509	0	109	6	1	4	6	409	93	19	1003	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.92	0.92	0.92	0.95	0.95	0.85	0.95	0.95	0.95
Lanes:	1.00	0.00	1.00	0.50	0.10	0.40	1.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1809	0	1599	877	175	702	1805	3610	1615	1805	3606	4
Capacity Analysis Module:												
Vol/Sat:	0.28	0.00	0.07	0.01	0.01	0.01	0.00	0.11	0.06	0.01	0.28	0.28
Crit Moves:	****				****		****				****	
Green/Cycle:	0.40	0.00	0.40	0.01	0.01	0.01	0.00	0.36	0.36	0.03	0.39	0.39
Volume/Cap:	0.71	0.00	0.17	0.71	0.71	0.71	0.71	0.31	0.16	0.31	0.71	0.71
Delay/Veh:	18.6	0.0	11.9	121.9	122	121.9	177.5	13.9	13.1	31.3	17.1	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.6	0.0	11.9	121.9	122	121.9	177.5	13.9	13.1	31.3	17.1	17.1
LOS by Move:	B	A	B	F	F	F	F	B	B	C	B	B
HCM2kAvgQ:	9	0	1	1	1	1	0	3	1	0	8	8

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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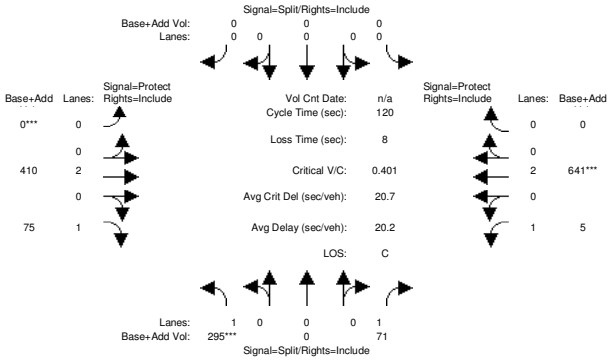
Intersection #4: Marsh Dr/East Third Ave



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	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	0	9	0	0	0	0	304	21	2	417	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:	47	0	9	0	0	0	0	304	21	2	417	0
Added Vol:	248	0	62	0	0	0	0	106	54	3	224	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	295	0	71	0	0	0	0	410	75	5	641	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	324	0	78	0	0	0	0	451	82	5	704	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	0	78	0	0	0	0	451	82	5	704	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	324	0	78	0	0	0	0	451	82	5	704	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.85	1.00	1.00	1.00	1.00	0.95	0.85	0.95	0.95	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1805	0	1615	0	0	0	0	3610	1615	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.05	0.00	0.00	0.00	0.00	0.12	0.05	0.00	0.20	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.45	0.00	0.45	0.00	0.00	0.00	0.00	0.47	0.47	0.01	0.49	0.00
Volume/Cap:	0.40	0.00	0.11	0.00	0.00	0.00	0.00	0.26	0.11	0.26	0.40	0.00
Delay/Veh:	22.7	0.0	19.3	0.0	0.0	0.0	0.0	19.0	17.5	65.4	19.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.7	0.0	19.3	0.0	0.0	0.0	0.0	19.0	17.5	65.4	19.8	0.0
LOS by Move:	C	A	B	A	A	A	A	B	B	E	B	A
HCM2kAvgQ:	8	0	2	0	0	0	0	5	2	0	8	0

Note: Queue reported is the number of cars per lane.

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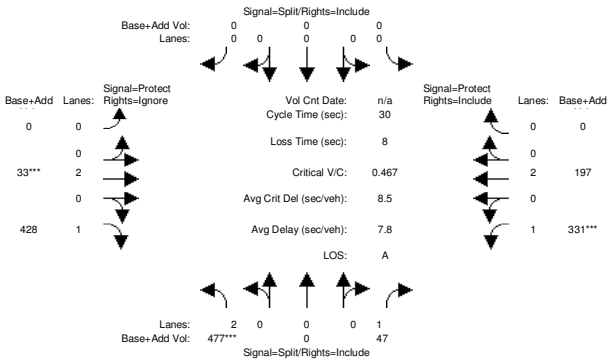
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) PM

Intersection #5: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	330	0	32	0	0	0	0	17	277	260	116	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:	330	0	32	0	0	0	0	17	277	260	116	0
Added Vol:	147	0	15	0	0	0	0	16	151	71	81	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	477	0	47	0	0	0	0	33	428	331	197	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96
PHF Volume:	497	0	49	0	0	0	0	34	0	345	205	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	497	0	49	0	0	0	0	34	0	345	205	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:	497	0	49	0	0	0	0	34	0	345	205	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	1607	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.03	0.00	0.00	0.00	0.00	0.01	0.00	0.19	0.06	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.30	0.00	0.30	0.00	0.00	0.00	0.00	0.02	0.00	0.41	0.43	0.00
Volume/Cap:	0.47	0.00	0.10	0.00	0.00	0.00	0.00	0.47	0.00	0.47	0.13	0.00
Delay/Veh:	8.8	0.0	7.6	0.0	0.0	0.0	0.0	19.2	0.0	6.9	5.2	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:	8.8	0.0	7.6	0.0	0.0	0.0	0.0	19.2	0.0	6.9	5.2	0.0
LOS by Move:	A	A	A	A	A	A	A	B	A	A	A	A
HCM2kAvgQ:	2	0	0	0	0	0	0	0	0	3	1	0

Note: Queue reported is the number of cars per lane.

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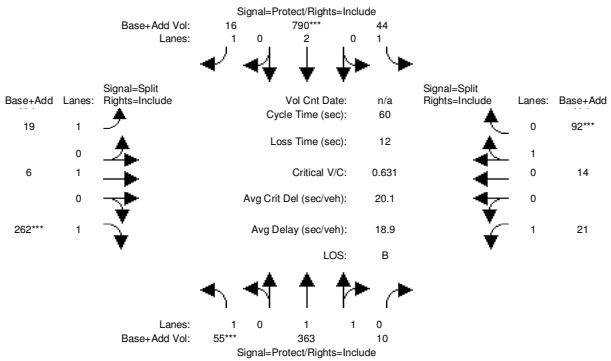
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) PM

Intersection #6: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
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:	19	103	0	10	212	0	0	0	61	0	0	59
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	363	10	44	790	16	19	6	262	21	14	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	60	399	11	48	868	18	21	7	288	23	15	101
Reduct Vol:	0	0	0	0	0	0	0	0	35	0	0	0
Reduced Vol:	60	399	11	48	868	18	21	7	253	23	15	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	399	11	48	868	18	21	7	253	23	15	101
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	0.82	0.95	1.00	0.83	0.95	0.87	0.86
Lanes:	1.00	1.95	0.05	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.13	0.87
Final Sat.:	1805	3499	96	1805	3610	1552	1805	1900	1583	1805	216	1416
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.03	0.24	0.01	0.01	0.00	0.16	0.01	0.07	0.07
Crit Moves:	****				****				****			****
Green/Cycle:	0.05	0.35	0.35	0.08	0.38	0.38	0.25	0.25	0.25	0.11	0.11	0.11
Volume/Cap:	0.63	0.32	0.32	0.32	0.63	0.03	0.05	0.01	0.63	0.11	0.63	0.63
Delay/Veh:	40.7	14.4	14.4	27.2	16.1	11.7	17.0	16.8	23.2	24.2	32.3	32.3
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:	40.7	14.4	14.4	27.2	16.1	11.7	17.0	16.8	23.2	24.2	32.3	32.3
LOS by Move:	D	B	B	C	B	B	B	B	C	C	C	C
HCM2kAvgQ:	2	3	3	1	7	0	0	0	5	0	3	3

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
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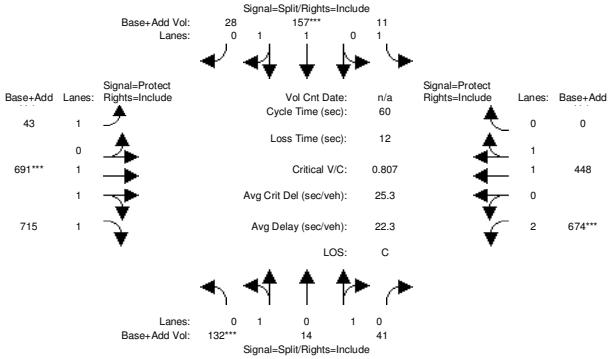
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) PM

Intersection #7: SR 92 Westbound Ramps/Bridgepointe Parkway



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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	132	9	41	11	157	28	43	625	568	589	408	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:	132	9	41	11	157	28	43	625	568	589	408	0
Added Vol:	0	5	0	0	0	0	0	66	147	85	40	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	14	41	11	157	28	43	691	715	674	448	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	140	15	44	12	167	30	46	735	761	717	477	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	15	44	12	167	30	46	735	761	717	477	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	15	44	12	167	30	46	735	761	717	477	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.89	0.89	0.88	0.95	0.93	0.93	0.95	0.88	0.86	0.92	0.95	0.95
Lanes:	1.00	0.25	0.75	1.00	1.70	0.30	1.00	1.46	1.54	2.00	2.00	0.00
Final Sat.:	1686	428	1253	1805	2992	534	1805	2434	2518	3502	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.03	0.03	0.01	0.06	0.06	0.03	0.30	0.30	0.20	0.13	0.00
Crit Moves:	****				****			****		****		
Green/Cycle:	0.10	0.10	0.10	0.07	0.07	0.07	0.10	0.37	0.37	0.25	0.53	0.00
Volume/Cap:	0.81	0.34	0.34	0.09	0.81	0.81	0.25	0.81	0.81	0.81	0.25	0.00
Delay/Veh:	43.9	25.3	25.3	26.5	45.3	45.3	25.6	19.6	19.6	26.5	7.8	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:	43.9	25.3	25.3	26.5	45.3	45.3	25.6	19.6	19.6	26.5	7.8	0.0
LOS by Move:	D	C	C	C	D	D	C	B	B	C	A	A
HCM2kAvgQ:	5	1	1	0	4	4	1	9	9	9	3	0

Note: Queue reported is the number of cars per lane.

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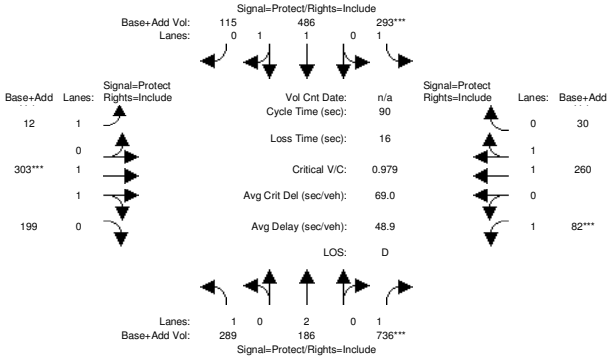
Intersection #8: Vintage Park Dr/Chess Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	246	106	722	184	132	68	9	296	172	31	219	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:	246	106	722	184	132	68	9	296	172	31	219	11
Added Vol:	43	80	14	109	354	47	3	7	27	51	41	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	289	186	736	293	486	115	12	303	199	82	260	30
User Adj:	1.00	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:	304	196	775	308	512	121	13	319	209	86	274	32
Reduct Vol:	0	0	101	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	196	674	308	512	121	13	319	209	86	274	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	304	196	674	308	512	121	13	319	209	86	274	32
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	0.89	0.88	0.95	0.94	0.93
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	1.00	1.20	0.80	1.00	1.79	0.21
Final Sat.:	1805	3610	1567	1805	2832	670	1805	2042	1341	1805	3187	368
Capacity Analysis Module:												
Vol/Sat:	0.17	0.05	0.43	0.17	0.18	0.18	0.01	0.16	0.16	0.05	0.09	0.09
Crit Moves:			****	****				****		****		
Green/Cycle:	0.30	0.44	0.44	0.17	0.32	0.32	0.02	0.16	0.16	0.05	0.19	0.19
Volume/Cap:	0.57	0.12	0.98	0.98	0.57	0.57	0.45	0.98	0.98	0.98	0.45	0.45
Delay/Veh:	28.3	15.0	53.7	81.7	26.3	26.3	54.7	70.8	70.8	131.3	32.5	32.5
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:	28.3	15.0	53.7	81.7	26.3	26.3	54.7	70.8	70.8	131.3	32.5	32.5
LOS by Move:	C	B	D	F	C	C	D	E	E	F	C	C
HCM2kAvgQ:	7	2	21	13	8	8	1	12	12	3	4	4

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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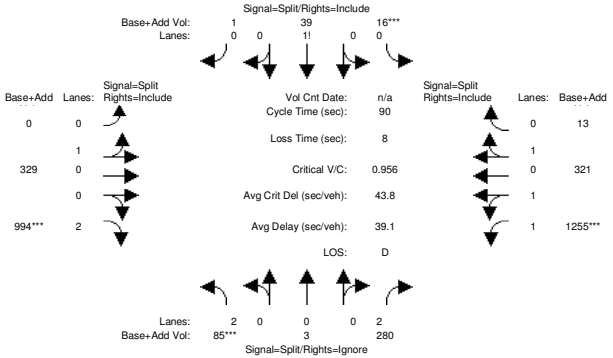
Cumulative Plus Proposed Project (Lakeside Drive Open) PM

Intersection #9: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	58	3	247	16	39	1	0	311	883	983	237	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:	58	3	247	16	39	1	0	311	883	983	237	13
Added Vol:	27	0	33	0	0	0	0	18	111	272	84	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	85	3	280	16	39	1	0	329	994	1255	321	13
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	94	3	0	18	43	1	0	366	1104	1394	357	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	3	0	18	43	1	0	366	1104	1394	357	14
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	3	0	18	43	1	0	366	1104	1394	357	14
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.91	0.91	0.95	0.98	0.98	0.98	1.00	1.00	0.71	0.91	0.91	0.91
Lanes:	2.00	1.00	1.00	0.28	0.70	0.02	0.00	1.00	2.00	2.00	0.96	0.04
Final Sat.:	3444	1722	1805	534	1302	33	0	1900	2703	3469	1667	68
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.03	0.03	0.03	0.00	0.19	0.41	0.40	0.21	0.21
Crit Moves:	****			****					****	****		
Green/Cycle:	0.03	0.03	0.00	0.03	0.03	0.03	0.00	0.43	0.43	0.42	0.42	0.42
Volume/Cap:	0.96	0.07	0.00	0.96	0.96	0.96	0.00	0.45	0.96	0.96	0.51	0.51
Delay/Veh:	118.3	42.6	0.0	139.2	139	139.2	0.0	18.7	42.0	37.5	19.4	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	118.3	42.6	0.0	139.2	139	139.2	0.0	18.7	42.0	37.5	19.4	19.4
LOS by Move:	F	D	A	F	F	F	A	B	D	D	B	B
HCM2kAvgQ:	4	0	0	4	4	4	0	7	16	25	8	8

Note: Queue reported is the number of cars per lane.

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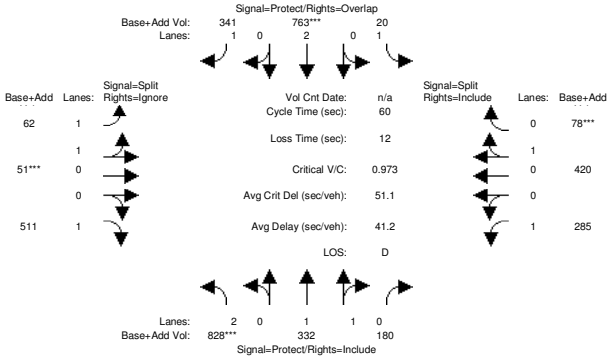
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) PM

Intersection #10: Foster City Blvd/Chess Dr



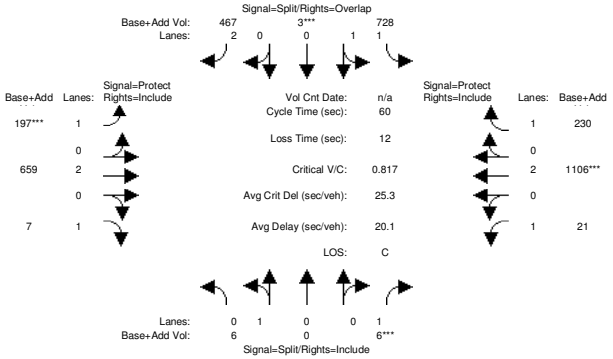
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	781	288	125	8	532	311	52	25	497	90	141	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	781	288	125	8	532	311	52	25	497	90	141	10
Added Vol:	47	44	55	12	231	30	10	26	14	195	279	68
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	828	332	180	20	763	341	62	51	511	285	420	78
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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.00	0.96	0.96	0.96
PHF Volume:	863	346	188	21	795	355	65	53	0	297	438	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	863	346	188	21	795	355	65	53	0	297	438	81
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:	863	346	188	21	795	355	65	53	0	297	438	81
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.95	0.95	0.82	0.97	0.97	1.00	0.95	0.98	0.97
Lanes:	2.00	1.30	0.70	1.00	2.00	1.00	1.10	0.90	1.00	1.00	0.84	0.16
Final Sat.:	3502	2217	1202	1805	3610	1552	2029	1669	1900	1805	1563	290
Capacity Analysis Module:												
Vol/Sat:	0.25	0.16	0.16	0.01	0.22	0.23	0.03	0.03	0.00	0.16	0.28	0.28
Crit Moves:	****				****			****				****
Green/Cycle:	0.25	0.45	0.45	0.03	0.23	0.26	0.03	0.03	0.00	0.29	0.29	0.29
Volume/Cap:	0.97	0.35	0.35	0.35	0.97	0.88	0.97	0.97	0.00	0.57	0.97	0.97
Delay/Veh:	45.8	11.0	11.0	31.9	47.9	41.4	102.0	102	0.0	19.8	53.1	53.1
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:	45.8	11.0	11.0	31.9	47.9	41.4	102.0	102	0.0	19.8	53.1	53.1
LOS by Move:	D	B	B	C	D	D	F	F	A	B	D	D
HCM2kAvgQ:	10	3	3	1	13	10	4	4	0	5	16	16

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) PM

Intersection #11: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	6	0	6	658	3	456	195	481	7	21	844	230
Growth Adj:	1.00	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	0	6	658	3	456	195	481	7	21	844	230
Added Vol:	0	0	0	70	0	11	2	178	0	0	262	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	6	0	6	728	3	467	197	659	7	21	1106	230
User Adj:	1.00	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:	6	0	6	766	3	492	207	694	7	22	1164	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	6	766	3	492	207	694	7	22	1164	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	6	766	3	492	207	694	7	22	1164	242
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.84	0.95	0.95	0.73	0.95	0.95	0.85	0.95	0.95	0.82
Lanes:	1.00	0.00	1.00	1.99	0.01	2.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1809	0	1588	3607	15	2762	1805	3610	1615	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.18	0.11	0.19	0.00	0.01	0.32	0.15
Crit Moves:			****		****		****				****	
Green/Cycle:	0.00	0.00	0.00	0.26	0.26	0.40	0.14	0.50	0.50	0.03	0.39	0.39
Volume/Cap:	0.72	0.00	0.82	0.82	0.82	0.44	0.82	0.38	0.01	0.38	0.82	0.39
Delay/Veh:	169.4	0.0	238.3	26.5	26.5	13.4	43.4	9.3	7.4	32.6	20.1	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	169.4	0.0	238.3	26.5	26.5	13.4	43.4	9.3	7.4	32.6	20.1	13.4
LOS by Move:	F	A	F	C	C	B	D	A	A	C	C	B
HCM2kAvgQ:	1	0	1	9	9	4	4	4	0	0	11	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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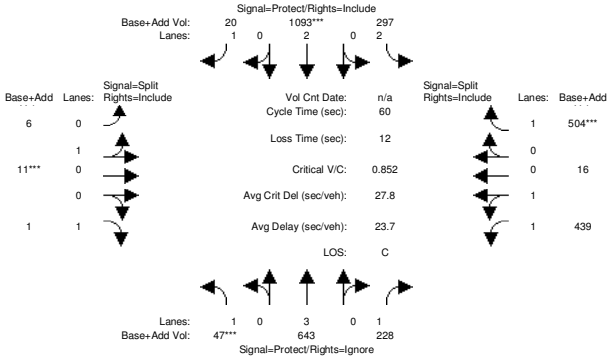
Intersection #12: Metro Center Blvd/Edgewater Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	47	580	126	194	948	20	6	11	1	269	16	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	580	126	194	948	20	6	11	1	269	16	305
Added Vol:	0	63	102	103	145	0	0	0	0	170	0	199
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	643	228	297	1093	20	6	11	1	439	16	504
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.00	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	49	670	0	309	1139	21	6	11	1	457	17	525
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	670	0	309	1139	21	6	11	1	457	17	525
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	670	0	309	1139	21	6	11	1	457	17	525
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	1.00	0.92	0.95	0.81	0.98	0.98	0.84	0.95	0.95	0.84
Lanes:	1.00	3.00	1.00	2.00	2.00	1.00	0.35	0.65	1.00	1.93	0.07	1.00
Final Sat.:	1805	5187	1900	3502	3610	1536	659	1209	1591	3498	127	1594
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.00	0.09	0.32	0.01	0.01	0.01	0.00	0.13	0.13	0.33
Crit Moves:	****				****			****				****
Green/Cycle:	0.03	0.24	0.00	0.16	0.37	0.37	0.01	0.01	0.01	0.39	0.39	0.39
Volume/Cap:	0.85	0.54	0.00	0.54	0.85	0.04	0.85	0.85	0.06	0.34	0.34	0.85
Delay/Veh:	96.9	20.4	0.0	24.1	22.8	12.1	158.8	159	30.7	13.1	13.1	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	96.9	20.4	0.0	24.1	22.8	12.1	158.8	159	30.7	13.1	13.1	27.8
LOS by Move:	F	C	A	C	C	B	F	F	C	B	B	C
HCM2kAvgQ:	3	5	0	3	10	0	2	2	0	3	3	12

Note: Queue reported is the number of cars per lane.

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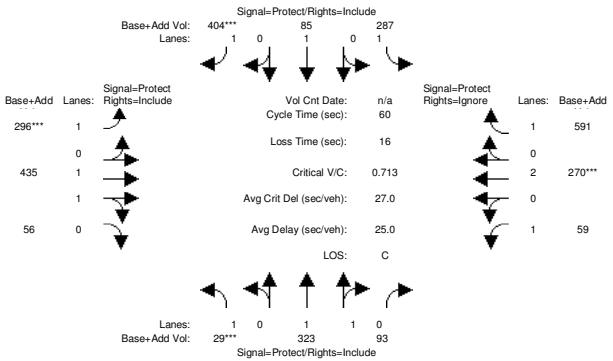
Intersection #13: Vintage Park Dr/Metro Center Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	29	323	93	137	85	122	200	325	56	59	183	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	323	93	137	85	122	200	325	56	59	183	550
Added Vol:	0	0	0	150	0	282	96	110	0	0	87	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	323	93	287	85	404	296	435	56	59	270	591
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:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.00
PHF Volume:	29	326	94	290	86	408	299	439	57	60	273	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	326	94	290	86	408	299	439	57	60	273	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:	29	326	94	290	86	408	299	439	57	60	273	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.92	0.91	0.95	1.00	0.81	0.95	0.93	0.92	0.95	0.95	1.00
Lanes:	1.00	1.55	0.45	1.00	1.00	1.00	1.00	1.77	0.23	1.00	2.00	1.00
Final Sat.:	1805	2702	778	1805	1900	1536	1805	3140	404	1805	3610	1900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.16	0.05	0.27	0.17	0.14	0.14	0.03	0.08	0.00
Crit Moves:	****					****	****				****	
Green/Cycle:	0.02	0.17	0.17	0.23	0.37	0.37	0.23	0.27	0.27	0.06	0.11	0.00
Volume/Cap:	0.71	0.71	0.71	0.71	0.12	0.71	0.71	0.51	0.51	0.51	0.71	0.00
Delay/Veh:	74.3	27.6	27.6	27.3	12.5	20.3	26.9	18.9	18.9	30.9	32.2	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:	74.3	27.6	27.6	27.3	12.5	20.3	26.9	18.9	18.9	30.9	32.2	0.0
LOS by Move:	E	C	C	C	B	C	C	B	B	C	C	A
HCM2kAvgQ:	2	6	6	5	1	7	7	5	5	2	4	0

Note: Queue reported is the number of cars per lane.

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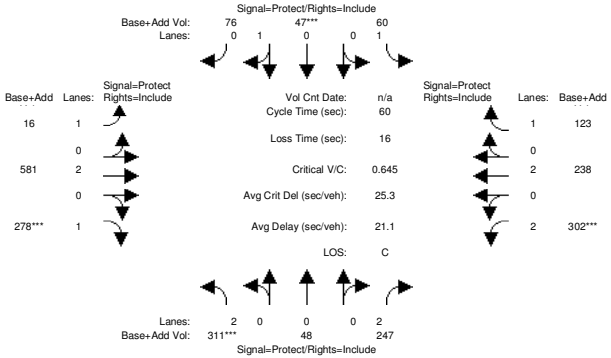
Cumulative Plus Proposed Project (Lakeside Drive Open) PM

Intersection #14: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	286	48	210	60	47	76	16	396	207	268	140	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	48	210	60	47	76	16	396	207	268	140	123
Added Vol:	25	0	37	0	0	0	0	185	71	34	98	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	48	247	60	47	76	16	581	278	302	238	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	342	53	271	66	52	84	18	638	305	332	262	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	53	271	66	52	84	18	638	305	332	262	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	53	271	66	52	84	18	638	305	332	262	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.87	0.87	0.86	0.95	0.91	0.90	0.95	0.95	0.82	0.92	0.95	0.83
Lanes:	2.00	0.32	1.68	1.00	0.38	0.62	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3305	533	2744	1805	654	1058	1805	3610	1562	3502	3610	1577
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.04	0.08	0.08	0.01	0.18	0.20	0.09	0.07	0.09
Crit Moves:	****				****				****	****		
Green/Cycle:	0.16	0.21	0.21	0.08	0.12	0.12	0.05	0.30	0.30	0.15	0.40	0.40
Volume/Cap:	0.64	0.48	0.48	0.48	0.64	0.64	0.21	0.58	0.64	0.64	0.18	0.21
Delay/Veh:	25.0	21.2	21.2	29.2	31.8	31.8	28.9	18.5	21.1	26.9	11.5	11.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	21.2	21.2	29.2	31.8	31.8	28.9	18.5	21.1	26.9	11.5	11.8
LOS by Move:	C	C	C	C	C	C	C	B	C	C	B	B
HCM2kAvgQ:	4	3	3	2	4	4	1	6	6	3	2	2

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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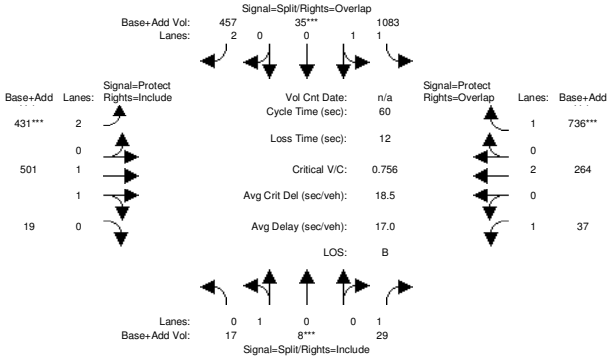
Cumulative Plus Proposed Project (Lakeside Drive Open) PM

Intersection #15: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	17	8	29	959	35	448	377	333	19	37	141	513
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	8	29	959	35	448	377	333	19	37	141	513
Added Vol:	0	0	0	124	0	9	54	168	0	0	123	223
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	8	29	1083	35	457	431	501	19	37	264	736
User Adj:	1.00	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:	17	8	30	1105	36	466	440	511	19	38	269	751
Reduct Vol:	0	0	26	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	8	4	1105	36	466	440	511	19	38	269	751
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	8	4	1105	36	466	440	511	19	38	269	751
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.84	0.95	0.95	0.75	0.92	0.94	0.94	0.95	0.95	0.85
Lanes:	0.68	0.32	1.00	1.94	0.06	2.00	2.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1249	588	1588	3512	113	2842	3502	3457	131	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.31	0.31	0.16	0.13	0.15	0.15	0.02	0.07	0.47
Crit Moves:		****			****		****					****
Green/Cycle:	0.02	0.02	0.02	0.42	0.42	0.58	0.17	0.32	0.32	0.05	0.20	0.62
Volume/Cap:	0.76	0.76	0.12	0.76	0.76	0.28	0.76	0.46	0.46	0.46	0.38	0.76
Delay/Veh:	93.6	93.6	30.9	17.1	17.1	6.3	29.5	16.6	16.6	32.0	21.1	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.6	93.6	30.9	17.1	17.1	6.3	29.5	16.6	16.6	32.0	21.1	11.7
LOS by Move:	F	F	C	B	B	A	C	B	B	C	C	B
HCM2kAvgQ:	2	2	0	11	11	3	4	4	4	1	2	10

Note: Queue reported is the number of cars per lane.

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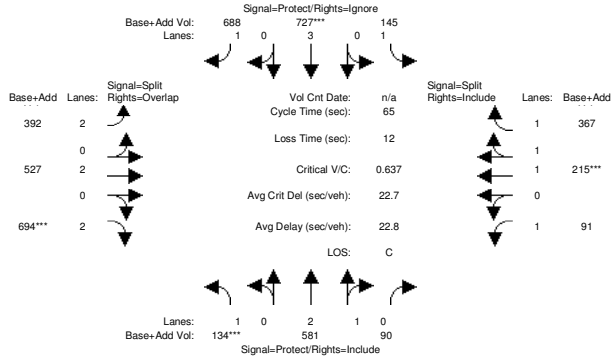
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) PM

Intersection #16: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	122	545	70	128	524	467	335	321	665	72	102	314
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	545	70	128	524	467	335	321	665	72	102	314
Added Vol:	12	36	20	17	203	221	57	206	29	19	113	53
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	581	90	145	727	688	392	527	694	91	215	367
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:	0.97	0.97	0.97	0.97	0.97	0.00	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	138	599	93	149	749	0	404	543	715	94	222	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	599	93	149	749	0	404	543	715	94	222	378
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:	138	599	93	149	749	0	404	543	715	94	222	378
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	0.75	0.95	0.86	0.85
Lanes:	1.00	2.60	0.40	1.00	3.00	1.00	2.00	2.00	2.00	1.00	1.10	1.90
Final Sat.:	1805	4400	682	1805	5187	1900	3502	3610	2842	1805	1800	3073
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.08	0.14	0.00	0.12	0.15	0.25	0.05	0.12	0.12
Crit Moves:	****				****				****		****	
Green/Cycle:	0.12	0.22	0.22	0.13	0.23	0.00	0.28	0.28	0.40	0.19	0.19	0.19
Volume/Cap:	0.64	0.63	0.63	0.63	0.64	0.00	0.42	0.55	0.64	0.27	0.64	0.64
Delay/Veh:	33.4	24.3	24.3	32.1	23.9	0.0	19.6	20.8	17.1	22.7	25.6	25.6
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:	33.4	24.3	24.3	32.1	23.9	0.0	19.6	20.8	17.1	22.7	25.6	25.6
LOS by Move:	C	C	C	C	C	A	B	C	B	C	C	C
HCM2kAvgQ:	3	5	5	3	5	0	3	5	7	2	5	5

Note: Queue reported is the number of cars per lane.

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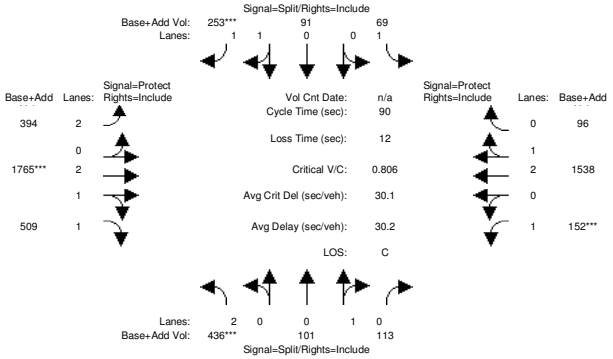
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) PM

Intersection #17: Norfolk Street/East Hillshade 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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	436	101	113	69	91	253	394	1686	509	152	1380	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	436	101	113	69	91	253	394	1686	509	152	1380	96
Added Vol:	0	0	0	0	0	0	0	79	0	0	158	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	436	101	113	69	91	253	394	1765	509	152	1538	96
User Adj:	1.00	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:	459	106	119	73	96	266	415	1858	536	160	1619	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	106	119	73	96	266	415	1858	536	160	1619	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	459	106	119	73	96	266	415	1858	536	160	1619	101
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.91	0.95	0.89	0.88	0.92	0.88	0.87	0.95	0.90	0.90
Lanes:	2.00	0.47	0.53	1.00	0.52	1.48	2.00	3.00	1.00	1.00	2.82	0.18
Final Sat.:	3502	821	918	1805	886	2463	3502	5011	1648	1805	4837	302
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.04	0.11	0.11	0.12	0.37	0.33	0.09	0.33	0.33
Crit Moves:	****					****		****		****		
Green/Cycle:	0.16	0.16	0.16	0.13	0.13	0.13	0.15	0.46	0.46	0.11	0.42	0.42
Volume/Cap:	0.81	0.80	0.80	0.30	0.81	0.81	0.80	0.81	0.71	0.81	0.80	0.80
Delay/Veh:	44.6	50.8	50.8	35.9	48.1	48.1	45.2	22.6	20.1	60.1	24.8	24.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	50.8	50.8	35.9	48.1	48.1	45.2	22.6	20.1	60.1	24.8	24.8
LOS by Move:	D	D	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	9	8	8	2	7	7	6	17	13	5	15	15

Note: Queue reported is the number of cars per lane.

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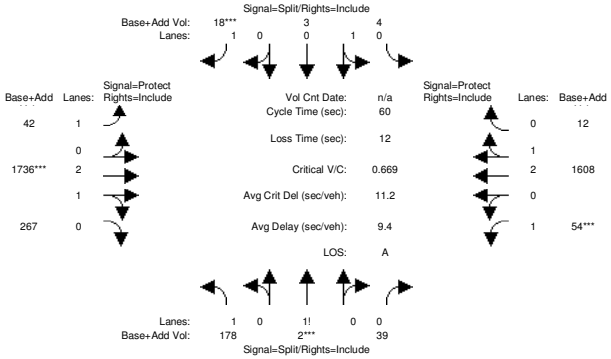
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) PM

Intersection #18: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	178	2	39	4	3	18	42	1657	267	54	1450	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	2	39	4	3	18	42	1657	267	54	1450	12
Added Vol:	0	0	0	0	0	0	0	79	0	0	158	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	2	39	4	3	18	42	1736	267	54	1608	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	189	2	41	4	3	19	45	1847	284	57	1711	13
Reduct Vol:	0	0	0	0	0	10	0	0	0	0	0	0
Reduced Vol:	189	2	41	4	3	9	45	1847	284	57	1711	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	2	41	4	3	9	45	1847	284	57	1711	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.94	0.94	0.93	0.97	0.97	0.84	0.95	0.89	0.89	0.95	0.91	0.91
Lanes:	1.68	0.02	0.30	0.57	0.43	1.00	1.00	2.60	0.40	1.00	2.98	0.02
Final Sat.:	2992	27	533	1055	791	1591	1805	4402	677	1805	5143	38
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.00	0.00	0.01	0.02	0.42	0.42	0.03	0.33	0.33
Crit Moves:		****				****		****		****		
Green/Cycle:	0.12	0.12	0.12	0.01	0.01	0.01	0.05	0.63	0.63	0.05	0.63	0.63
Volume/Cap:	0.54	0.67	0.67	0.47	0.47	0.67	0.53	0.67	0.67	0.67	0.53	0.53
Delay/Veh:	26.4	30.3	30.3	49.9	49.9	113.1	34.2	7.7	7.7	46.6	6.4	6.4
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:	26.4	30.3	30.3	49.9	49.9	113.1	34.2	7.7	7.7	46.6	6.4	6.4
LOS by Move:	C	C	C	D	D	F	C	A	A	D	A	A
HCM2kAvgQ:	3	4	4	1	1	1	1	9	9	1	6	6

Note: Queue reported is the number of cars per lane.

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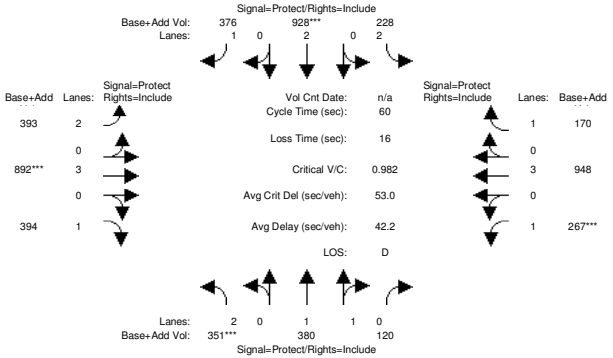
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) PM

Intersection #19: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	351	312	109	176	762	279	341	865	394	239	887	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	312	109	176	762	279	341	865	394	239	887	124
Added Vol:	0	68	11	52	166	97	52	27	0	28	61	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	380	120	228	928	376	393	892	394	267	948	170
User Adj:	1.00	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:	373	404	128	243	987	400	418	949	419	284	1009	181
Reduct Vol:	0	0	0	0	0	0	0	0	204	0	0	0
Reduced Vol:	373	404	128	243	987	400	418	949	215	284	1009	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	373	404	128	243	987	400	418	949	215	284	1009	181
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	0.84	0.92	0.91	0.84	0.95	0.91	0.84
Lanes:	2.00	1.52	0.48	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2643	835	3502	3610	1596	3502	5187	1588	1805	5187	1591
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.15	0.07	0.27	0.25	0.12	0.18	0.14	0.16	0.19	0.11
Crit Moves:	****				****			****		****		
Green/Cycle:	0.11	0.27	0.27	0.12	0.28	0.28	0.13	0.19	0.19	0.16	0.21	0.21
Volume/Cap:	0.98	0.57	0.57	0.57	0.98	0.90	0.91	0.98	0.73	0.98	0.91	0.53
Delay/Veh:	68.0	19.9	19.9	26.9	45.6	41.8	46.9	48.9	31.8	73.0	33.6	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.0	19.9	19.9	26.9	45.6	41.8	46.9	48.9	31.8	73.0	33.6	22.5
LOS by Move:	E	B	B	C	D	D	D	D	C	E	C	C
HCM2kAvgQ:	8	5	5	3	16	11	5	8	4	7	8	3

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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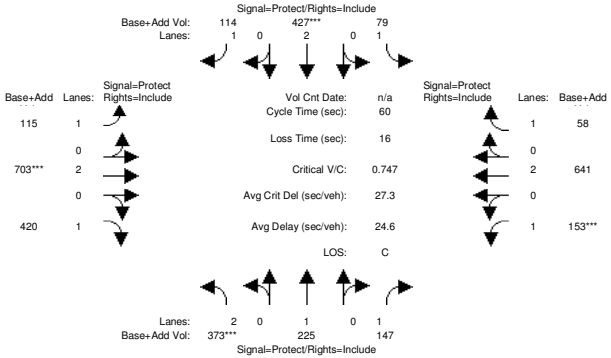
Intersection #20: Shell Blvd/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	329	175	135	75	328	91	87	665	369	121	549	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	329	175	135	75	328	91	87	665	369	121	549	55
Added Vol:	44	50	12	4	99	23	28	38	51	32	92	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	373	225	147	79	427	114	115	703	420	153	641	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:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	405	245	160	86	464	124	125	764	457	166	697	63
Reduct Vol:	0	0	0	0	0	0	0	0	152	0	0	0
Reduced Vol:	405	245	160	86	464	124	125	764	305	166	697	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	405	245	160	86	464	124	125	764	305	166	697	63
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.84	0.95	0.95	0.84	0.95	0.95	0.84	0.95	0.95	0.82
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	1588	1805	3610	1588	1805	3610	1588	1805	3610	1562
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.10	0.05	0.13	0.08	0.07	0.21	0.19	0.09	0.19	0.04
Crit Moves:	****				****			****		****		
Green/Cycle:	0.15	0.24	0.24	0.09	0.17	0.17	0.11	0.28	0.28	0.12	0.30	0.30
Volume/Cap:	0.75	0.54	0.42	0.54	0.75	0.45	0.65	0.75	0.68	0.75	0.65	0.13
Delay/Veh:	29.9	21.3	20.1	29.9	28.6	23.5	33.0	22.6	23.2	38.4	19.6	15.5
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:	29.9	21.3	20.1	29.9	28.6	23.5	33.0	22.6	23.2	38.4	19.6	15.5
LOS by Move:	C	C	C	C	C	C	C	C	C	D	B	B
HCM2kAvgQ:	4	4	2	2	6	3	2	7	5	5	7	1

Note: Queue reported is the number of cars per lane.

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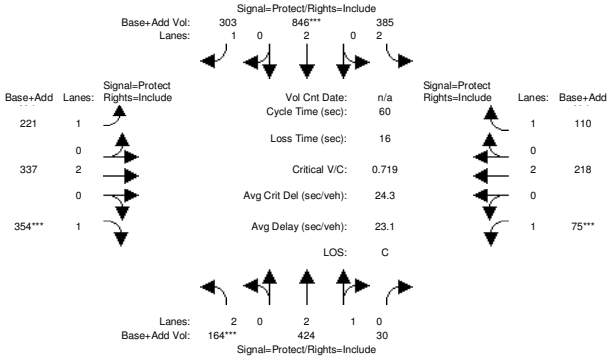
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) PM

Intersection #21: 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:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	150	390	30	339	741	203	198	327	336	75	208	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:	150	390	30	339	741	203	198	327	336	75	208	100
Added Vol:	14	34	0	46	105	100	23	10	18	0	10	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	164	424	30	385	846	303	221	337	354	75	218	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	176	456	32	414	910	326	238	362	381	81	234	118
Reduct Vol:	0	0	0	0	0	0	0	0	94	0	0	0
Reduced Vol:	176	456	32	414	910	326	238	362	287	81	234	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	456	32	414	910	326	238	362	287	81	234	118
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	0.84	0.95	0.95	0.84	0.95	0.95	0.84
Lanes:	2.00	2.80	0.20	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4795	339	3502	3610	1588	1805	3610	1591	1805	3610	1594
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.12	0.25	0.21	0.13	0.10	0.18	0.04	0.06	0.07
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.19	0.19	0.23	0.35	0.35	0.20	0.25	0.25	0.06	0.11	0.11
Volume/Cap:	0.72	0.51	0.51	0.51	0.72	0.59	0.66	0.40	0.72	0.72	0.58	0.66
Delay/Veh:	37.2	22.3	22.3	20.5	18.9	17.5	26.5	19.0	26.8	47.7	27.3	34.2
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:	37.2	22.3	22.3	20.5	18.9	17.5	26.5	19.0	26.8	47.7	27.3	34.2
LOS by Move:	D	C	C	C	B	B	C	B	C	D	C	C
HCM2kAvgQ:	2	3	3	3	8	5	5	3	7	2	2	2

Note: Queue reported is the number of cars per lane.

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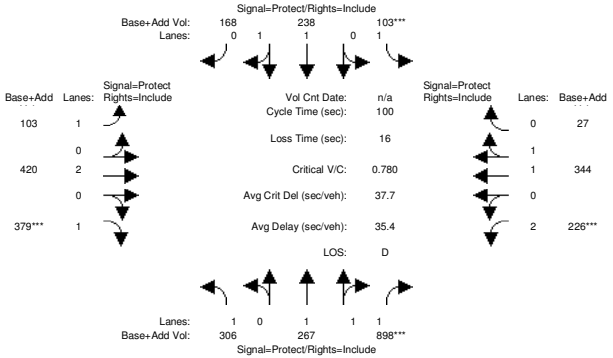
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) PM

Intersection #22: Mariners Island Blvd/Fashion Island blvd



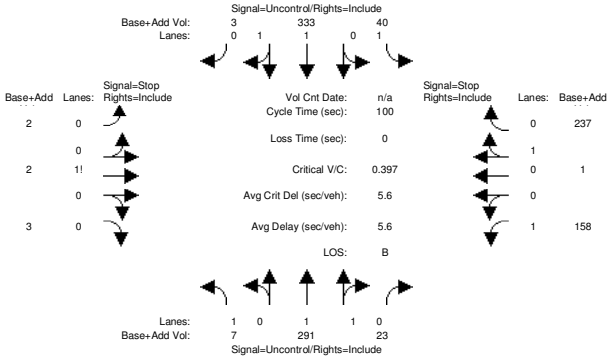
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	252	226	720	70	129	125	94	418	338	196	338	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	226	720	70	129	125	94	418	338	196	338	22
Added Vol:	54	41	178	33	109	43	9	2	41	30	6	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	267	898	103	238	168	103	420	379	226	344	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	267	898	103	238	168	103	420	379	226	344	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	267	898	103	238	168	103	420	379	226	344	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	306	267	898	103	238	168	103	420	379	226	344	27
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.84	0.81	0.95	0.89	0.88	0.95	0.95	0.83	0.92	0.94	0.94
Lanes:	1.00	1.00	2.00	1.00	1.17	0.83	1.00	2.00	1.00	2.00	1.85	0.15
Final Sat.:	1805	1596	3076	1805	1975	1394	1805	3610	1570	3502	3310	260
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.29	0.06	0.12	0.12	0.06	0.12	0.24	0.06	0.10	0.10
Crit Moves:			****	****					****	****		
Green/Cycle:	0.26	0.37	0.37	0.07	0.19	0.19	0.14	0.31	0.31	0.08	0.25	0.25
Volume/Cap:	0.65	0.45	0.78	0.78	0.65	0.65	0.41	0.38	0.78	0.78	0.41	0.41
Delay/Veh:	36.0	23.6	30.3	70.6	40.1	40.1	40.4	27.2	39.3	57.7	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	23.6	30.3	70.6	40.1	40.1	40.4	27.2	39.3	57.7	31.4	31.4
LOS by Move:	D	C	C	E	D	D	D	C	D	E	C	C
HCM2kAvgQ:	8	6	13	5	7	7	3	5	12	4	5	5

Note: Queue reported is the number of cars per lane.

Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) PM

Intersection #23: Mariners Island Blvd/Reef Drive

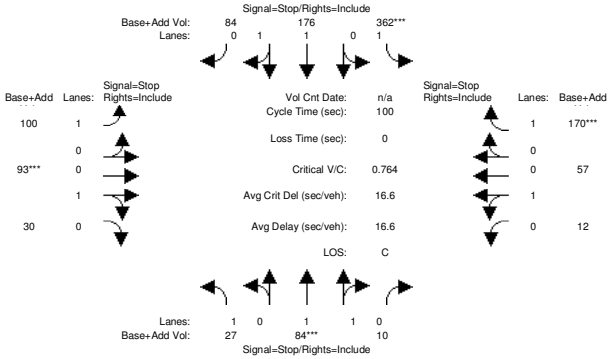



```
Approach:       North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       7  234    13     8  199     3     2    2     3    96    1   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:    7  234    13     8  199     3     2    2     3    96    1   135
Added Vol:      0   57    10    32  134     0     0    0     0    62    0   102
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    7  291    23    40  333     3     2    2     3   158    1   237
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     7  291    23    40  333     3     2    2     3   158    1   237
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    7  291    23    40  333     3     2    2     3   158    1   237
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:  4.1 xxxx xxxxx   4.1 xxxx xxxxx   7.5  6.5   6.9   7.5  6.5   6.9
FollowUpTim:  2.2 xxxx xxxxx   2.2 xxxx xxxxx   3.5  4.0   3.3   3.5  4.0   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol:  336 xxxx xxxxx   314 xxxx xxxxx   575  743   168   564  733   157
Potent Cap.: 1235 xxxx xxxxx  1258 xxxx xxxxx   406  346   853   413  350   867
Move Cap.:   1235 xxxx xxxxx  1258 xxxx xxxxx   286  333   853   398  337   867
Volume/Cap:  0.01 xxxx  xxxx  0.03 xxxx  xxxx  0.01 0.01  0.00  0.40 0.00  0.27
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:    0.0 xxxx xxxxx   0.1 xxxx xxxxx  xxxx xxxx xxxxx   1.9 xxxx xxxxx
Control Del:  7.9 xxxx xxxxx   8.0 xxxx xxxxx xxxxx xxxx xxxxx  19.9 xxxx xxxxx
LOS by Move:    A    *     *     A    *     *     *    *     *     C    *     *
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx  424 xxxxx  xxxx xxxx   861
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx  0.1 xxxxx xxxxx xxxx   1.1
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx 13.6 xxxxx xxxxx xxxx  10.8
Shared LOS:     *    *     *     *    *     *     *    B     *     *    *     B
ApproachDel:    xxxxxx            xxxxxx             13.6            14.4
ApproachLOS:         *                 *                B               B
Note: Queue reported is the number of cars per lane.
```


Gilead Sciences EIR
SF12-0606

Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative Plus Proposed Project (Lakeside Drive Open) PM

Intersection #24: 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:      27   84    10   299  176    84   100   93    30     8   57   136
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:   27   84    10   299  176    84   100   93    30     8   57   136
Added Vol:      0    0     0    63    0     0     0    0     0     4    0    34
PasserByVol:    0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:   27   84    10   362  176    84   100   93    30    12   57   170
User Adj:    1.00 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:    29   89    11   385  187    89   106   99    32    13   61   181
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:   29   89    11   385  187    89   106   99    32    13   61   181
PCE Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:   29   89    11   385  187    89   106   99    32    13   61   181
------------|---------------||---------------||---------------||---------------|
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 1.79  0.21  1.00 1.35  0.65  1.00 0.76  0.24  0.17 0.83  1.00
Final Sat.:   410  784    94   504  738   371   452  374   121    83  393   535
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.07 0.11  0.11  0.76 0.25  0.24  0.24 0.26  0.26  0.15 0.15  0.34
Crit Moves:       ****        ****                 ****                    ****
Delay/Veh:   11.5 11.2  11.1  28.3 11.2  10.7  12.5 11.9  11.9  11.1 11.1  12.1
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:  11.5 11.2  11.1  28.3 11.2  10.7  12.5 11.9  11.9  11.1 11.1  12.1
LOS by Move:    B    B     B     D    B     B     B    B     B     B    B     B
ApproachDel:      11.3             21.1             12.2             11.8
Delay Adj:        1.00             1.00             1.00             1.00
ApprAdjDel:       11.3             21.1             12.2             11.8
LOS by Appr:         B                C                B                B
AllWayAvgQ:    0.1  0.1   0.1   2.6  0.3   0.3   0.3  0.3   0.3   0.2  0.2   0.4
Note: Queue reported is the number of cars per lane.
```

CUMULATIVE PLUS PROJECT MITIGATED RESULTS

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Norfolk St/East Third Ave

Cycle (sec): 65 Critical Vol./Cap.(X): 1.022
Loss Time (sec): 12 Average Delay (sec/veh): 45.8
Optimal Cycle: 137 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 1	0	0 1	0 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	629	151	66	88	155	122	223	801	384	70	960	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:	629	151	66	88	155	122	223	801	384	70	960	98
Added Vol:	0	0	75	0	0	0	0	647	0	16	119	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	629	151	141	88	155	122	223	1448	384	86	1079	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:	691	166	155	97	170	134	245	1591	422	95	1186	108
Reduct Vol:	0	0	0	0	0	0	0	0	140	0	0	0
Reduced Vol:	691	166	155	97	170	134	245	1591	282	95	1186	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:	691	166	155	97	170	134	245	1591	282	95	1186	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.90
Lanes:	2.00	0.51	0.49	0.36	0.64	1.00	1.00	2.00	1.00	1.00	2.75	0.25
Final Sat.:	3502	908	848	676	1190	1589	1805	3610	1546	1805	4696	427
Capacity Analysis Module:												
Vol/Sat:	0.20	0.18	0.18	0.14	0.14	0.08	0.14	0.44	0.18	0.05	0.25	0.25
Crit Moves:	****			****				****		****		
Green/Cycle:	0.19	0.19	0.19	0.14	0.14	0.14	0.17	0.43	0.43	0.05	0.31	0.31
Volume/Cap:	1.02	0.95	0.95	1.02	1.02	0.60	0.80	1.02	0.42	1.02	0.80	0.80
Delay/Veh:	66.6	60.9	60.9	89.5	89.5	30.9	40.4	47.1	13.3	130.7	23.6	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.6	60.9	60.9	89.5	89.5	30.9	40.4	47.1	13.3	130.7	23.6	23.6
LOS by Move:	E	E	E	F	F	C	D	D	B	F	C	C
HCM2kAvgQ:	14	11	11	11	11	4	5	23	4	5	11	11

Note: Queue reported is the number of cars per lane.

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Norfolk St/East Third Ave

Cycle (sec):	65	Critical Vol./Cap.(X):	1.027
Loss Time (sec):	12	Average Delay (sec/veh):	45.8
Optimal Cycle:	140	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 1	0	0 1	0 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	629	151	66	88	155	122	223	801	384	70	960	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:	629	151	66	88	155	122	223	801	384	70	960	98
Added Vol:	0	0	75	0	0	0	0	659	0	16	123	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	629	151	141	88	155	122	223	1460	384	86	1083	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:	691	166	155	97	170	134	245	1604	422	95	1190	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	691	166	155	97	170	134	245	1604	422	95	1190	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:	691	166	155	97	170	134	245	1604	422	95	1190	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.90
Lanes:	2.00	0.51	0.49	0.36	0.64	1.00	1.00	2.00	1.00	1.00	2.75	0.25
Final Sat.:	3502	908	848	676	1190	1589	1805	3610	1546	1805	4698	425
Capacity Analysis Module:												
Vol/Sat:	0.20	0.18	0.18	0.14	0.14	0.08	0.14	0.44	0.27	0.05	0.25	0.25
Crit Moves:	****			****				****		****		
Green/Cycle:	0.19	0.19	0.19	0.14	0.14	0.14	0.17	0.43	0.43	0.05	0.31	0.31
Volume/Cap:	1.03	0.95	0.95	1.03	1.03	0.61	0.80	1.03	0.63	1.03	0.80	0.80
Delay/Veh:	68.0	62.1	62.1	90.9	90.9	31.0	40.3	48.3	16.3	132.2	23.5	23.5
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:	68.0	62.1	62.1	90.9	90.9	31.0	40.3	48.3	16.3	132.2	23.5	23.5
LOS by Move:	E	E	E	F	F	C	D	D	B	F	C	C
HCM2kAvgQ:	14	11	11	11	11	4	5	24	7	5	11	11

Note: Queue reported is the number of cars per lane.

CUMULATIVE PLUS PROJECT MITIGATED RESULTS

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Norfolk St/East Third Ave

Cycle (sec): 65 Critical Vol./Cap.(X): 1.022
Loss Time (sec): 12 Average Delay (sec/veh): 45.8
Optimal Cycle: 137 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 1	0	0 1	0 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	629	151	66	88	155	122	223	801	384	70	960	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:	629	151	66	88	155	122	223	801	384	70	960	98
Added Vol:	0	0	75	0	0	0	0	647	0	16	119	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	629	151	141	88	155	122	223	1448	384	86	1079	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:	691	166	155	97	170	134	245	1591	422	95	1186	108
Reduct Vol:	0	0	0	0	0	0	0	0	140	0	0	0
Reduced Vol:	691	166	155	97	170	134	245	1591	282	95	1186	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:	691	166	155	97	170	134	245	1591	282	95	1186	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.90
Lanes:	2.00	0.51	0.49	0.36	0.64	1.00	1.00	2.00	1.00	1.00	2.75	0.25
Final Sat.:	3502	908	848	676	1190	1589	1805	3610	1546	1805	4696	427
Capacity Analysis Module:												
Vol/Sat:	0.20	0.18	0.18	0.14	0.14	0.08	0.14	0.44	0.18	0.05	0.25	0.25
Crit Moves:	****			****				****		****		
Green/Cycle:	0.19	0.19	0.19	0.14	0.14	0.14	0.17	0.43	0.43	0.05	0.31	0.31
Volume/Cap:	1.02	0.95	0.95	1.02	1.02	0.60	0.80	1.02	0.42	1.02	0.80	0.80
Delay/Veh:	66.6	60.9	60.9	89.5	89.5	30.9	40.4	47.1	13.3	130.7	23.6	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.6	60.9	60.9	89.5	89.5	30.9	40.4	47.1	13.3	130.7	23.6	23.6
LOS by Move:	E	E	E	F	F	C	D	D	B	F	C	C
HCM2kAvgQ:	14	11	11	11	11	4	5	23	4	5	11	11

Note: Queue reported is the number of cars per lane.

Gilead Sciences
SF12-0606

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #1 Norfolk St/East Third Ave

Cycle (sec):	65	Critical Vol./Cap.(X):	1.027
Loss Time (sec):	12	Average Delay (sec/veh):	45.8
Optimal Cycle:	140	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	0 1	0	0 1	0 0	1	1 0	2 0	1	1 0	2 1	0
Volume Module:												
Base Vol:	629	151	66	88	155	122	223	801	384	70	960	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:	629	151	66	88	155	122	223	801	384	70	960	98
Added Vol:	0	0	75	0	0	0	0	659	0	16	123	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	629	151	141	88	155	122	223	1460	384	86	1083	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:	691	166	155	97	170	134	245	1604	422	95	1190	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	691	166	155	97	170	134	245	1604	422	95	1190	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:	691	166	155	97	170	134	245	1604	422	95	1190	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.98	0.98	0.84	0.95	0.95	0.81	0.95	0.90	0.90
Lanes:	2.00	0.51	0.49	0.36	0.64	1.00	1.00	2.00	1.00	1.00	2.75	0.25
Final Sat.:	3502	908	848	676	1190	1589	1805	3610	1546	1805	4698	425
Capacity Analysis Module:												
Vol/Sat:	0.20	0.18	0.18	0.14	0.14	0.08	0.14	0.44	0.27	0.05	0.25	0.25
Crit Moves:	****			****				****		****		
Green/Cycle:	0.19	0.19	0.19	0.14	0.14	0.14	0.17	0.43	0.43	0.05	0.31	0.31
Volume/Cap:	1.03	0.95	0.95	1.03	1.03	0.61	0.80	1.03	0.63	1.03	0.80	0.80
Delay/Veh:	68.0	62.1	62.1	90.9	90.9	31.0	40.3	48.3	16.3	132.2	23.5	23.5
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:	68.0	62.1	62.1	90.9	90.9	31.0	40.3	48.3	16.3	132.2	23.5	23.5
LOS by Move:	E	E	E	F	F	C	D	D	B	F	C	C
HCM2kAvgQ:	14	11	11	11	11	4	5	24	7	5	11	11

Note: Queue reported is the number of cars per lane.

APPENDIX D:
VISSIM INTERSECTION ANALYSIS RESULTS

EXISTING AND EXISTING PLUS PROJECT CONDITIONS

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Existing Conditions**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 1 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	334	329	98.5%	18.4	1.2	B
	Through	3	2	66.7%	13.3	10.1	B
	Right Turn	584	589	100.9%	2.4	0.5	A
	Subtotal	**921**	**920**	**99.9%**	**8.2**	**0.6**	**A**
SB	Left Turn	3	3	100.0%	26.6	12.4	C
	Through	4	4	100.0%	28.5	4.0	C
	Right Turn	1	1	100.0%	3.8	3.8	A
	Subtotal	**8**	**8**	**100.0%**	**25.5**	**4.0**	**C**
EB	Left Turn						
	Through	84	83	98.8%	18.0	1.7	B
	Right Turn	169	171	101.2%	18.7	1.1	B
	Subtotal	**253**	**254**	**100.4%**	**18.5**	**0.6**	**B**
WB	Left Turn	788	803	101.9%	11.7	1.0	B
	Through	173	168	97.1%	9.4	1.0	A
	Right Turn	20	22	110.0%	7.3	1.6	A
	Subtotal	**981**	**993**	**101.2%**	**11.2**	**0.9**	**B**
Total		**2163**	**2175**	**100.6%**	**10.8**	**0.5**	**B**

Intersection 2 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	866	874	100.9%	22.2	1.6	C
	Through	905	916	101.2%	11.7	0.8	B
	Right Turn	233	238	102.1%	12.6	1.2	B
	Subtotal	**2004**	**2028**	**101.2%**	**16.3**	**1.1**	**B**
SB	Left Turn	2	2	100.0%	32.2	23.5	C
	Through	317	326	102.8%	28.5	1.7	C
	Right Turn	58	61	105.2%	3.6	0.4	A
	Subtotal	**377**	**389**	**103.2%**	**24.7**	**1.5**	**C**
EB	Left Turn	230	235	102.2%	30.5	1.9	C
	Through	40	36	90.0%	29.4	2.2	C
	Right Turn	401	405	101.0%	0.7	0.0	A
	Subtotal	**671**	**676**	**100.7%**	**12.6**	**1.0**	**B**
WB	Left Turn	57	56	98.2%	34.2	2.9	C
	Through	57	58	101.8%	33.5	3.1	C
	Right Turn	4	4	100.0%	14.4	6.0	B
	Subtotal	**118**	**118**	**100.0%**	**33.2**	**2.3**	**C**
Total		**3170**	**3211**	**101.3%**	**17.2**	**0.9**	**B**

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Existing Conditions**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	10	11	110.0%	39.6	5.3	D
	Through	6	5	83.3%	38.1	10.9	D
	Right Turn	18	18	100.0%	11.0	1.9	B
	Subtotal	**34**	**34**	**100.0%**	**24.3**	**3.0**	**C**
SB	Left Turn	1116	1143	102.4%	16.3	0.7	B
	Through	67	70	104.5%	15.0	1.3	B
	Right Turn	598	611	102.2%	7.1	0.6	A
	Subtotal	**1781**	**1824**	**102.4%**	**13.1**	**0.6**	**B**
EB	Left Turn	79	79	100.0%	30.3	3.2	C
	Through	153	155	101.3%	21.4	1.7	C
	Right Turn	23	25	108.7%	8.2	3.1	A
	Subtotal	**255**	**259**	**101.6%**	**22.9**	**1.9**	**C**
WB	Left Turn	43	45	104.7%	37.7	2.6	D
	Through	237	237	100.0%	23.0	1.2	C
	Right Turn	156	156	100.0%	2.2	0.3	A
	Subtotal	**436**	**438**	**100.5%**	**17.1**	**0.7**	**B**
Total		**2506**	**2555**	**102.0%**	**14.9**	**0.4**	**B**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	145	144	99.3%	41.0	2.6	D
	Through	1033	1049	101.5%	25.6	1.4	C
	Right Turn	53	50	94.3%	23.3	2.9	C
	Subtotal	**1231**	**1243**	**101.0%**	**27.3**	**1.4**	**C**
SB	Left Turn	118	123	104.2%	41.8	3.3	D
	Through	423	433	102.4%	23.0	2.0	C
	Right Turn	234	237	101.3%	1.6	0.4	A
	Subtotal	**775**	**793**	**102.3%**	**19.5**	**1.5**	**B**
EB	Left Turn	438	453	103.4%	28.1	1.6	C
	Through	258	266	103.1%	28.6	2.1	C
	Right Turn	591	593	100.3%	7.9	0.6	A
	Subtotal	**1287**	**1312**	**101.9%**	**19.1**	**1.0**	**B**
WB	Left Turn	47	48	102.1%	34.9	1.5	C
	Through	57	57	100.0%	38.6	4.1	D
	Right Turn	533	526	98.7%	16.0	1.1	B
	Subtotal	**637**	**631**	**99.1%**	**19.5**	**1.2**	**B**
Total		**3930**	**3979**	**101.2%**	**21.8**	**0.8**	**C**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Existing Conditions**
Queue Length **AM Peak Hour**

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	475	21	2	151	33	NO
	Through	465	22	2	151	33	NO
	Right Turn	500	0	0	0	0	NO
SB	Left Turn	30	1	0	29	9	NO
	Through	30	1	0	29	9	NO
	Right Turn	30	0	0	0	0	NO
EB	Left Turn	340	7	1	96	36	NO
	Through	340	7	1	96	36	NO
	Right Turn	335	11	1	75	12	NO
WB	Left Turn	335	30	3	309	32	NO
	Through	335	30	3	309	32	NO
	Right Turn	335	30	3	310	32	NO

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	520	69	6	389	54	NO
	Through	1075	69	6	389	54	NO
	Right Turn	1075	69	6	389	54	NO
SB	Left Turn	85	0	0	19	10	NO
	Through	1250	32	2	156	24	NO
	Right Turn	210	0	0	40	15	NO
EB	Left Turn	325	32	3	155	24	NO
	Through	340	32	3	155	24	NO
	Right Turn	325	5	1	111	20	NO
WB	Left Turn	100	6	2	80	11	NO
	Through	350	10	2	95	16	NO
	Right Turn	350	8	2	112	16	NO

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Existing Conditions**
Queue Length **AM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	3	1	44	11	NO
	Through	55	3	1	44	11	NO
	Right Turn	65	0	0	37	11	NO
SB	Left Turn	610	70	5	511	83	NO
	Through	1140	69	5	511	83	NO
	Right Turn	1100	13	3	303	112	NO
EB	Left Turn	300	11	2	69	11	NO
	Through	325	14	2	106	18	NO
	Right Turn	325	0	0	17	27	NO
WB	Left Turn	100	22	1	137	23	MAX
	Through	330	23	1	136	23	NO
	Right Turn	75	20	1	137	23	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	33	5	187	23	NO
	Through	780	63	4	287	31	NO
	Right Turn	780	69	4	296	31	NO
SB	Left Turn	200	29	4	188	50	NO
	Through	1040	27	3	201	74	NO
	Right Turn	1075	0	0	27	26	NO
EB	Left Turn	335	62	4	330	91	NO
	Through	335	62	4	330	91	NO
	Right Turn	250	10	1	134	27	NO
WB	Left Turn	110	8	1	82	13	NO
	Through	365	29	3	178	30	NO
	Right Turn	190	29	3	178	30	NO

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Existing Plus Proposed Project Conditions**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 1 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	417	398	95.4%	31.9	1.6	C
	Through	3	2	66.7%	42.2	9.3	D
	Right Turn	650	642	98.8%	17.2	0.9	B
	Subtotal	**1070**	**1042**	**97.4%**	**22.8**	**1.2**	**C**
SB	Left Turn	3	3	100.0%	27.2	19.6	C
	Through	4	4	100.0%	29.0	6.9	C
	Right Turn	1	1	100.0%	2.2	2.3	A
	Subtotal	**8**	**8**	**100.0%**	**25.9**	**4.2**	**C**
EB	Left Turn						
	Through	84	84	100.0%	20.3	2.2	C
	Right Turn	186	185	99.5%	19.3	1.1	B
	Subtotal	**270**	**269**	**99.6%**	**19.6**	**1.0**	**B**
WB	Left Turn	788	795	100.9%	12.0	1.5	B
	Through	173	169	97.7%	8.9	1.3	A
	Right Turn	20	23	115.0%	7.3	1.1	A
	Subtotal	**981**	**987**	**100.6%**	**11.4**	**1.3**	**B**
Total		**2329**	**2306**	**99.0%**	**17.6**	**0.8**	**B**

Intersection 2 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	866	870	100.5%	24.2	1.4	C
	Through	1090	1069	98.1%	12.3	0.6	B
	Right Turn	233	235	100.9%	13.9	1.0	B
	Subtotal	**2189**	**2174**	**99.3%**	**17.3**	**0.7**	**B**
SB	Left Turn	2	2	100.0%	23.2	15.3	C
	Through	354	354	100.0%	29.7	1.6	C
	Right Turn	58	63	108.6%	3.8	0.3	A
	Subtotal	**414**	**419**	**101.2%**	**25.8**	**1.7**	**C**
EB	Left Turn	296	297	100.3%	30.7	2.1	C
	Through	40	38	95.0%	31.8	2.9	C
	Right Turn	401	393	98.0%	0.9	0.1	A
	Subtotal	**737**	**728**	**98.8%**	**14.7**	**1.1**	**B**
WB	Left Turn	57	56	98.2%	34.3	3.0	C
	Through	57	60	105.3%	36.2	3.0	D
	Right Turn	4	5	125.0%	10.9	6.7	B
	Subtotal	**118**	**121**	**102.5%**	**34.4**	**2.0**	**C**
Total		**3458**	**3442**	**99.5%**	**18.4**	**0.6**	**B**

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Existing Plus Proposed Project Conditions**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	10	11	110.0%	39.7	7.3	D
	Through	6	6	100.0%	39.6	8.2	D
	Right Turn	18	18	100.0%	11.5	2.8	B
	Subtotal	**34**	**35**	**102.9%**	**24.8**	**3.5**	**C**
SB	Left Turn	1223	1195	97.7%	22.8	1.6	C
	Through	67	66	98.5%	20.8	2.3	C
	Right Turn	659	647	98.2%	11.7	0.5	B
	Subtotal	**1949**	**1908**	**97.9%**	**19.0**	**1.2**	**B**
EB	Left Turn	86	84	97.7%	29.9	1.6	C
	Through	157	151	96.2%	21.4	1.6	C
	Right Turn	23	25	108.7%	7.6	2.0	A
	Subtotal	**266**	**260**	**97.7%**	**22.8**	**1.4**	**C**
WB	Left Turn	43	42	97.7%	37.3	3.9	D
	Through	255	249	97.6%	22.6	1.6	C
	Right Turn	180	172	95.6%	2.5	0.3	A
	Subtotal	**478**	**463**	**96.9%**	**16.5**	**1.1**	**B**
Total		**2727**	**2666**	**97.8%**	**19.0**	**0.9**	**B**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	163	155	95.1%	40.2	2.8	D
	Through	1111	1117	100.5%	27.5	1.1	C
	Right Turn	53	51	96.2%	24.5	3.7	C
	Subtotal	**1327**	**1323**	**99.7%**	**28.8**	**0.9**	**C**
SB	Left Turn	118	122	103.4%	41.5	3.1	D
	Through	435	435	100.0%	24.7	2.2	C
	Right Turn	258	250	96.9%	1.5	0.1	A
	Subtotal	**811**	**807**	**99.5%**	**20.1**	**1.3**	**C**
EB	Left Turn	545	521	95.6%	28.6	1.8	C
	Through	258	262	101.6%	27.6	1.7	C
	Right Turn	595	575	96.6%	7.7	0.3	A
	Subtotal	**1398**	**1358**	**97.1%**	**19.5**	**0.9**	**B**
WB	Left Turn	47	46	97.9%	34.6	3.6	C
	Through	57	58	101.8%	38.1	2.7	D
	Right Turn	533	533	100.0%	16.8	1.0	B
	Subtotal	**637**	**637**	**100.0%**	**20.0**	**0.9**	**B**
Total		**4173**	**4125**	**98.8%**	**22.7**	**0.4**	**C**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Existing Plus Proposed Project Conditions**
Queue Length **AM Peak Hour**

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	475	23	2	172	24	NO
	Through	465	23	2	172	24	NO
	Right Turn	500	0	0	0	0	NO
SB	Left Turn	30	1	0	26	4	NO
	Through	30	1	0	26	4	NO
	Right Turn	30	0	0	0	0	NO
EB	Left Turn	340	8	1	101	17	NO
	Through	340	8	1	101	17	NO
	Right Turn	335	12	1	85	19	NO
WB	Left Turn	335	31	5	330	49	NO
	Through	335	31	5	330	49	NO
	Right Turn	335	31	5	332	49	NO

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	520	78	6	412	59	NO
	Through	1075	78	6	412	59	NO
	Right Turn	1075	78	6	412	59	NO
SB	Left Turn	85	0	0	18	10	NO
	Through	1250	36	4	172	14	NO
	Right Turn	210	0	0	42	10	NO
EB	Left Turn	325	39	4	206	29	NO
	Through	340	39	4	206	29	NO
	Right Turn	325	9	2	156	27	NO
WB	Left Turn	100	6	2	86	13	NO
	Through	350	11	2	103	17	NO
	Right Turn	350	9	3	120	17	NO

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Existing Plus Proposed Project Conditions**
Queue Length **AM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	3	1	48	15	NO
	Through	55	3	1	48	15	NO
	Right Turn	65	0	0	37	16	NO
SB	Left Turn	610	81	13	540	118	NO
	Through	1140	80	13	539	118	NO
	Right Turn	1100	17	2	325	57	NO
EB	Left Turn	300	11	1	71	6	NO
	Through	325	14	2	108	12	NO
	Right Turn	325	0	0	20	32	NO
WB	Left Turn	100	22	3	132	12	MAX
	Through	330	23	3	133	10	NO
	Right Turn	75	20	2	134	10	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	35	3	208	40	NO
	Through	780	71	5	312	28	NO
	Right Turn	780	78	5	321	28	NO
SB	Left Turn	200	28	3	173	41	NO
	Through	1040	28	2	172	37	NO
	Right Turn	1075	0	0	25	23	NO
EB	Left Turn	335	64	4	298	47	NO
	Through	335	64	4	298	47	NO
	Right Turn	250	9	1	133	21	NO
WB	Left Turn	110	8	1	83	16	NO
	Through	365	30	3	202	36	NO
	Right Turn	190	30	3	202	36	MAX

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Existing Plus Proposed Project (Lakeside Open)**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 1 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	415	417	100.5%	30.6	1.2	C
	Through	3	3	100.0%	29.5	11.0	C
	Right Turn	623	632	101.4%	17.8	0.8	B
	Subtotal	**1041**	**1052**	**101.1%**	**22.9**	**1.0**	**C**
SB	Left Turn	3	2	66.7%	26.5	15.8	C
	Through	4	5	125.0%	29.6	6.4	C
	Right Turn	1	1	100.0%	2.5	2.7	A
	Subtotal	**8**	**8**	**100.0%**	**27.2**	**8.1**	**C**
EB	Left Turn						
	Through	84	87	103.6%	20.5	1.5	C
	Right Turn	184	182	98.9%	19.4	1.4	B
	Subtotal	**268**	**269**	**100.4%**	**19.8**	**1.1**	**B**
WB	Left Turn	788	806	102.3%	12.9	1.9	B
	Through	173	175	101.2%	9.9	1.2	A
	Right Turn	20	20	100.0%	7.3	1.8	A
	Subtotal	**981**	**1001**	**102.0%**	**12.2**	**1.7**	**B**
Total		**2298**	**2330**	**101.4%**	**18.0**	**1.2**	**B**

Intersection 2 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	866	883	102.0%	23.1	1.4	C
	Through	1053	1050	99.7%	12.3	0.8	B
	Right Turn	233	229	98.3%	13.9	1.5	B
	Subtotal	**2152**	**2162**	**100.5%**	**16.9**	**0.7**	**B**
SB	Left Turn	2	2	100.0%	38.8	21.0	D
	Through	342	350	102.3%	28.5	1.2	C
	Right Turn	58	60	103.4%	3.7	0.2	A
	Subtotal	**402**	**412**	**102.5%**	**24.9**	**1.2**	**C**
EB	Left Turn	269	276	102.6%	30.5	1.7	C
	Through	40	37	92.5%	30.1	5.4	C
	Right Turn	401	409	102.0%	0.9	0.1	A
	Subtotal	**710**	**722**	**101.7%**	**13.7**	**1.0**	**B**
WB	Left Turn	57	56	98.2%	34.2	3.0	C
	Through	57	59	103.5%	34.7	3.9	C
	Right Turn	4	4	100.0%	12.5	6.9	B
	Subtotal	**118**	**119**	**100.8%**	**33.7**	**2.5**	**C**
Total		**3382**	**3415**	**101.0%**	**17.8**	**0.4**	**B**

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Existing Plus Proposed Project (Lakeside Open)**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	10	12	120.0%	38.0	7.3	D
	Through	6	6	100.0%	41.5	6.5	D
	Right Turn	18	20	111.1%	10.0	2.0	A
	Subtotal	**34**	**38**	**111.8%**	**24.1**	**2.7**	**C**
SB	Left Turn	1206	1198	99.3%	22.5	0.9	C
	Through	67	67	100.0%	21.6	1.7	C
	Right Turn	649	649	100.0%	12.3	1.2	B
	Subtotal	**1922**	**1914**	**99.6%**	**19.0**	**0.9**	**B**
EB	Left Turn	88	86	97.7%	31.7	3.4	C
	Through	158	164	103.8%	21.3	2.0	C
	Right Turn	23	25	108.7%	8.9	1.4	A
	Subtotal	**269**	**275**	**102.2%**	**23.4**	**1.3**	**C**
WB	Left Turn	43	38	88.4%	37.5	3.5	D
	Through	258	253	98.1%	23.4	1.7	C
	Right Turn	173	168	97.1%	2.4	0.3	A
	Subtotal	**474**	**459**	**96.8%**	**16.9**	**0.8**	**B**
Total		**2699**	**2686**	**99.5%**	**19.2**	**0.7**	**B**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	166	157	94.6%	41.0	1.6	D
	Through	1091	1110	101.7%	26.4	0.9	C
	Right Turn	53	48	90.6%	22.5	3.2	C
	Subtotal	**1310**	**1315**	**100.4%**	**28.0**	**0.8**	**C**
SB	Left Turn	118	116	98.3%	42.3	2.6	D
	Through	431	450	104.4%	24.2	2.0	C
	Right Turn	251	246	98.0%	1.5	0.2	A
	Subtotal	**800**	**812**	**101.5%**	**20.0**	**1.2**	**B**
EB	Left Turn	528	524	99.2%	29.7	2.3	C
	Through	258	259	100.4%	28.4	1.6	C
	Right Turn	596	596	100.0%	8.1	0.4	A
	Subtotal	**1382**	**1379**	**99.8%**	**20.1**	**1.2**	**C**
WB	Left Turn	47	47	100.0%	35.5	3.8	D
	Through	57	57	100.0%	40.4	4.9	D
	Right Turn	533	527	98.9%	16.6	1.3	B
	Subtotal	**637**	**631**	**99.1%**	**20.2**	**1.3**	**C**
Total		**4129**	**4137**	**100.2%**	**22.6**	**0.8**	**C**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Existing Plus Proposed Project (Lakeside Open)**
Queue Length **AM Peak Hour**

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	475	23	3	172	24	NO
	Through	465	23	3	172	24	NO
	Right Turn	500	0	0	0	0	NO
SB	Left Turn	30	1	0	32	10	MAX
	Through	30	1	0	32	10	MAX
	Right Turn	30	0	0	2	5	NO
EB	Left Turn	340	8	2	97	20	NO
	Through	340	8	2	97	20	NO
	Right Turn	335	12	1	89	16	NO
WB	Left Turn	335	34	5	334	39	NO
	Through	335	34	5	334	39	NO
	Right Turn	335	34	5	335	39	MAX

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	520	77	6	471	93	NO
	Through	1075	77	6	471	93	NO
	Right Turn	1075	77	6	471	93	NO
SB	Left Turn	85	0	0	21	8	NO
	Through	1250	34	2	166	27	NO
	Right Turn	210	0	0	32	14	NO
EB	Left Turn	325	36	4	181	17	NO
	Through	340	36	4	181	17	NO
	Right Turn	325	8	3	131	17	NO
WB	Left Turn	100	6	2	99	18	NO
	Through	350	10	1	103	18	NO
	Right Turn	350	8	2	120	18	NO

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Existing Plus Proposed Project (Lakeside Open)**
Queue Length **AM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	3	1	50	13	NO
	Through	55	4	1	51	13	NO
	Right Turn	65	0	0	37	14	NO
SB	Left Turn	610	77	7	517	49	NO
	Through	1140	77	7	517	49	NO
	Right Turn	1100	21	5	369	113	NO
EB	Left Turn	300	12	1	72	8	NO
	Through	325	14	2	122	24	NO
	Right Turn	325	0	0	0	0	NO
WB	Left Turn	100	22	1	132	22	MAX
	Through	330	24	1	131	22	NO
	Right Turn	75	21	1	132	22	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	35	3	212	42	NO
	Through	780	68	4	322	34	NO
	Right Turn	780	74	4	332	34	NO
SB	Left Turn	200	28	2	184	45	NO
	Through	1040	28	2	169	31	NO
	Right Turn	1075	0	0	20	29	NO
EB	Left Turn	335	65	5	334	92	NO
	Through	335	65	5	334	92	NO
	Right Turn	250	10	1	138	25	NO
WB	Left Turn	110	8	1	112	42	MAX
	Through	365	30	4	203	31	NO
	Right Turn	190	30	4	203	31	MAX

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Existing Plus Alternative A Conditions**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 1 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	374	387	103.5%	31.0	1.9	C
	Through	3	3	100.0%	30.2	8.2	C
	Right Turn	647	646	99.8%	16.7	0.9	B
	Subtotal	**1024**	**1036**	**101.2%**	**22.1**	**1.2**	**C**
SB	Left Turn	3	3	100.0%	31.2	12.1	C
	Through	4	5	125.0%	28.8	8.7	C
	Right Turn	1	1	100.0%	2.0	2.6	A
	Subtotal	**8**	**9**	**112.5%**	**28.1**	**5.0**	**C**
EB	Left Turn						
	Through	84	84	100.0%	19.4	1.7	B
	Right Turn	181	177	97.8%	19.6	1.1	B
	Subtotal	**265**	**261**	**98.5%**	**19.5**	**1.1**	**B**
WB	Left Turn	788	785	99.6%	12.2	1.2	B
	Through	173	175	101.2%	9.3	0.9	A
	Right Turn	20	21	105.0%	8.5	2.0	A
	Subtotal	**981**	**981**	**100.0%**	**11.6**	**1.1**	**B**
Total		**2278**	**2287**	**100.4%**	**17.3**	**0.8**	**B**

Intersection 2 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	866	869	100.3%	23.0	1.5	C
	Through	1038	1044	100.6%	12.8	1.1	B
	Right Turn	233	229	98.3%	13.8	1.5	B
	Subtotal	**2137**	**2142**	**100.2%**	**17.0**	**1.2**	**B**
SB	Left Turn	2	3	150.0%	36.4	18.3	D
	Through	343	347	101.2%	29.3	1.5	C
	Right Turn	58	58	100.0%	3.6	0.2	A
	Subtotal	**403**	**408**	**101.2%**	**25.7**	**1.2**	**C**
EB	Left Turn	293	297	101.4%	29.9	1.6	C
	Through	40	39	97.5%	33.2	4.0	C
	Right Turn	401	398	99.3%	0.9	0.2	A
	Subtotal	**734**	**734**	**100.0%**	**14.4**	**1.0**	**B**
WB	Left Turn	57	59	103.5%	34.9	3.8	C
	Through	57	57	100.0%	32.8	3.4	C
	Right Turn	4	5	125.0%	11.6	8.4	B
	Subtotal	**118**	**121**	**102.5%**	**33.1**	**2.1**	**C**
Total		**3392**	**3405**	**100.4%**	**18.1**	**0.8**	**B**

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Existing Plus Alternative A Conditions**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	10	12	120.0%	41.2	4.4	D
	Through	6	6	100.0%	35.7	6.5	D
	Right Turn	18	18	100.0%	11.4	2.0	B
	Subtotal	**34**	**36**	**105.9%**	**25.5**	**2.9**	**C**
SB	Left Turn	1187	1182	99.6%	21.6	1.1	C
	Through	67	67	100.0%	21.4	2.2	C
	Right Turn	638	643	100.8%	11.3	0.9	B
	Subtotal	**1892**	**1892**	**100.0%**	**18.1**	**1.0**	**B**
EB	Left Turn	81	82	101.2%	29.2	2.4	C
	Through	154	153	99.4%	20.3	1.4	C
	Right Turn	23	24	104.3%	8.1	2.5	A
	Subtotal	**258**	**259**	**100.4%**	**22.0**	**1.2**	**C**
WB	Left Turn	43	42	97.7%	38.1	2.5	D
	Through	242	242	100.0%	23.2	2.2	C
	Right Turn	173	168	97.1%	2.5	0.4	A
	Subtotal	**458**	**452**	**98.7%**	**16.8**	**1.2**	**B**
Total		**2642**	**2639**	**99.9%**	**18.4**	**0.7**	**B**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	150	147	98.0%	41.1	1.5	D
	Through	1095	1108	101.2%	26.9	1.5	C
	Right Turn	53	54	101.9%	23.6	4.1	C
	Subtotal	**1298**	**1309**	**100.8%**	**28.3**	**1.4**	**C**
SB	Left Turn	118	119	100.8%	40.4	2.7	D
	Through	432	439	101.6%	23.3	2.1	C
	Right Turn	251	246	98.0%	1.6	0.3	A
	Subtotal	**801**	**804**	**100.4%**	**19.3**	**1.7**	**B**
EB	Left Turn	509	501	98.4%	28.2	2.4	C
	Through	258	262	101.6%	28.7	2.4	C
	Right Turn	592	590	99.7%	7.8	0.6	A
	Subtotal	**1359**	**1353**	**99.6%**	**19.4**	**1.4**	**B**
WB	Left Turn	47	48	102.1%	35.4	2.6	D
	Through	57	59	103.5%	39.7	3.1	D
	Right Turn	533	536	100.6%	16.4	0.7	B
	Subtotal	**637**	**643**	**100.9%**	**20.0**	**0.9**	**B**
Total		**4095**	**4109**	**100.3%**	**22.3**	**0.7**	**C**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Existing Plus Alternative A Conditions**
Queue Length **AM Peak Hour**

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	475	21	3	175	35	NO
	Through	465	21	3	175	35	NO
	Right Turn	500	0	0	0	0	NO
SB	Left Turn	30	1	0	30	9	MAX
	Through	30	1	0	30	9	MAX
	Right Turn	30	0	0	0	0	NO
EB	Left Turn	340	8	1	95	20	NO
	Through	340	8	1	95	20	NO
	Right Turn	335	12	1	85	12	NO
WB	Left Turn	335	31	4	308	30	NO
	Through	335	31	4	308	30	NO
	Right Turn	335	31	4	309	30	NO

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	520	75	7	402	74	NO
	Through	1075	75	7	402	74	NO
	Right Turn	1075	75	7	402	74	NO
SB	Left Turn	85	1	0	25	12	NO
	Through	1250	35	3	165	18	NO
	Right Turn	210	0	0	34	11	NO
EB	Left Turn	325	39	4	225	78	NO
	Through	340	39	4	225	78	NO
	Right Turn	325	10	3	174	78	NO
WB	Left Turn	100	6	2	89	20	NO
	Through	350	9	1	97	12	NO
	Right Turn	350	7	2	114	12	NO

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Existing Plus Alternative A Conditions**
Queue Length | **AM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	4	1	46	8	NO
	Through	55	4	1	47	8	NO
	Right Turn	65	0	0	34	13	NO
SB	Left Turn	610	75	7	542	110	NO
	Through	1140	75	7	542	110	NO
	Right Turn	1100	17	3	322	54	NO
EB	Left Turn	300	11	1	71	4	NO
	Through	325	13	2	111	16	NO
	Right Turn	325	0	0	6	19	NO
WB	Left Turn	100	22	2	130	17	MAX
	Through	330	23	2	128	17	NO
	Right Turn	75	20	2	130	17	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	34	4	188	40	NO
	Through	780	70	5	314	30	NO
	Right Turn	780	76	5	324	30	NO
SB	Left Turn	200	27	4	172	23	NO
	Through	1040	27	3	176	56	NO
	Right Turn	1075	0	0	32	30	NO
EB	Left Turn	335	62	5	272	40	NO
	Through	335	62	5	272	40	NO
	Right Turn	250	10	1	152	23	NO
WB	Left Turn	110	8	1	87	17	NO
	Through	365	30	2	202	54	NO
	Right Turn	190	30	2	202	54	MAX

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Existing Plus Alternative B Conditions**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 1 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	384	390	101.6%	29.8	1.2	C
	Through	3	2	66.7%	25.7	5.3	C
	Right Turn	611	613	100.3%	15.6	1.3	B
	Subtotal	**998**	**1005**	**100.7%**	**21.1**	**1.0**	**C**
SB	Left Turn	3	3	100.0%	28.4	14.9	C
	Through	4	4	100.0%	29.8	12.4	C
	Right Turn	1	1	100.0%	2.3	2.5	A
	Subtotal	**8**	**8**	**100.0%**	**26.6**	**6.0**	**C**
EB	Left Turn						
	Through	84	82	97.6%	20.0	1.5	B
	Right Turn	187	191	102.1%	19.5	1.0	B
	Subtotal	**271**	**273**	**100.7%**	**19.6**	**0.8**	**B**
WB	Left Turn	788	798	101.3%	12.5	1.4	B
	Through	173	166	96.0%	9.9	1.8	A
	Right Turn	20	22	110.0%	6.8	1.8	A
	Subtotal	**981**	**986**	**100.5%**	**11.9**	**1.4**	**B**
Total		**2258**	**2272**	**100.6%**	**17.0**	**0.9**	**B**

Intersection 2 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	866	870	100.5%	23.3	1.2	C
	Through	1074	1079	100.5%	12.0	0.6	B
	Right Turn	233	236	101.3%	13.8	1.2	B
	Subtotal	**2173**	**2185**	**100.6%**	**16.7**	**0.5**	**B**
SB	Left Turn	2	2	100.0%	35.3	17.6	D
	Through	344	348	101.2%	29.2	1.6	C
	Right Turn	58	61	105.2%	3.9	0.4	A
	Subtotal	**404**	**411**	**101.7%**	**25.5**	**1.6**	**C**
EB	Left Turn	257	258	100.4%	29.0	2.0	C
	Through	40	40	100.0%	28.9	3.1	C
	Right Turn	401	402	100.2%	0.9	0.1	A
	Subtotal	**698**	**700**	**100.3%**	**12.9**	**1.1**	**B**
WB	Left Turn	57	56	98.2%	32.6	3.3	C
	Through	57	59	103.5%	34.3	2.3	C
	Right Turn	4	4	100.0%	13.5	7.0	B
	Subtotal	**118**	**119**	**100.8%**	**32.9**	**2.5**	**C**
Total		**3393**	**3415**	**100.6%**	**17.5**	**0.7**	**B**

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Existing Plus Alternative B Conditions**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	10	11	110.0%	35.9	3.4	D
	Through	6	6	100.0%	37.1	8.6	D
	Right Turn	18	18	100.0%	10.4	1.2	B
	Subtotal	**34**	**35**	**102.9%**	**23.1**	**3.3**	**C**
SB	Left Turn	1225	1219	99.5%	23.4	2.0	C
	Through	67	68	101.5%	22.2	1.4	C
	Right Turn	660	664	100.6%	12.5	0.9	B
	Subtotal	**1952**	**1951**	**99.9%**	**19.6**	**1.5**	**B**
EB	Left Turn	82	83	101.2%	30.4	1.8	C
	Through	155	154	99.4%	20.7	1.6	C
	Right Turn	23	24	104.3%	7.6	2.5	A
	Subtotal	**260**	**261**	**100.4%**	**22.5**	**1.3**	**C**
WB	Left Turn	43	40	93.0%	38.5	4.7	D
	Through	238	246	103.4%	22.7	1.1	C
	Right Turn	174	166	95.4%	2.4	0.3	A
	Subtotal	**455**	**452**	**99.3%**	**16.7**	**0.8**	**B**
Total		**2701**	**2699**	**99.9%**	**19.5**	**1.2**	**B**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	146	149	102.1%	41.6	1.9	D
	Through	1093	1111	101.6%	27.5	1.5	C
	Right Turn	53	49	92.5%	25.0	4.1	C
	Subtotal	**1292**	**1309**	**101.3%**	**29.0**	**1.4**	**C**
SB	Left Turn	118	126	106.8%	41.8	3.4	D
	Through	432	437	101.2%	24.2	2.3	C
	Right Turn	252	246	97.6%	1.6	0.2	A
	Subtotal	**802**	**809**	**100.9%**	**20.1**	**1.0**	**C**
EB	Left Turn	547	547	100.0%	29.0	1.9	C
	Through	258	261	101.2%	28.7	2.5	C
	Right Turn	593	579	97.6%	7.6	0.3	A
	Subtotal	**1398**	**1387**	**99.2%**	**20.0**	**1.3**	**B**
WB	Left Turn	47	48	102.1%	37.3	4.4	D
	Through	57	58	101.8%	39.8	3.5	D
	Right Turn	533	525	98.5%	16.4	1.0	B
	Subtotal	**637**	**631**	**99.1%**	**20.1**	**1.0**	**C**
Total		**4129**	**4136**	**100.2%**	**22.9**	**0.8**	**C**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Existing Plus Alternative B Conditions**
Queue Length **AM Peak Hour**

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	475	22	2	168	21	NO
	Through	465	22	2	168	21	NO
	Right Turn	500	0	0	0	0	NO
SB	Left Turn	30	1	0	30	9	MAX
	Through	30	1	0	30	9	MAX
	Right Turn	30	0	0	0	0	NO
EB	Left Turn	340	8	1	92	17	NO
	Through	340	8	1	92	17	NO
	Right Turn	335	12	1	89	13	NO
WB	Left Turn	335	32	4	314	21	NO
	Through	335	32	4	314	22	NO
	Right Turn	335	32	4	315	22	NO

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	520	75	4	378	45	NO
	Through	1075	75	4	378	45	NO
	Right Turn	1075	75	4	378	45	NO
SB	Left Turn	85	0	0	23	10	NO
	Through	1250	35	3	177	29	NO
	Right Turn	210	0	0	46	14	NO
EB	Left Turn	325	33	3	186	33	NO
	Through	340	33	3	186	33	NO
	Right Turn	325	7	2	135	33	NO
WB	Left Turn	100	5	2	88	18	NO
	Through	350	10	2	94	19	NO
	Right Turn	350	8	2	111	19	NO

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Existing Plus Alternative B Conditions**
Queue Length **AM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	3	1	46	11	NO
	Through	55	3	1	47	11	NO
	Right Turn	65	0	0	34	13	NO
SB	Left Turn	610	82	12	553	115	NO
	Through	1140	82	12	553	115	NO
	Right Turn	1100	19	4	388	48	NO
EB	Left Turn	300	11	1	70	14	NO
	Through	325	13	1	105	16	NO
	Right Turn	325	0	0	18	29	NO
WB	Left Turn	100	22	1	130	24	MAX
	Through	330	23	1	128	24	NO
	Right Turn	75	21	1	130	24	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	34	3	207	42	NO
	Through	780	71	6	307	33	NO
	Right Turn	780	77	6	316	33	NO
SB	Left Turn	200	30	4	192	34	NO
	Through	1040	28	2	199	38	NO
	Right Turn	1075	0	0	21	33	NO
EB	Left Turn	335	67	4	340	69	MAX
	Through	335	67	4	340	69	MAX
	Right Turn	250	9	1	135	34	NO
WB	Left Turn	110	9	2	86	31	NO
	Through	365	30	3	199	46	NO
	Right Turn	190	30	3	200	46	MAX

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Existing Conditions**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 1 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	58	58	100.0%	36.3	3.0	D
	Through	3	2	66.7%	19.2	13.6	B
	Right Turn	247	248	100.4%	1.3	0.1	A
	Subtotal	**308**	**308**	**100.0%**	**8.1**	**0.4**	**A**
SB	Left Turn	16	16	100.0%	38.7	6.1	D
	Through	39	39	100.0%	38.7	3.2	D
	Right Turn	1	1	100.0%	7.4	11.2	A
	Subtotal	**56**	**56**	**100.0%**	**37.8**	**2.1**	**D**
EB	Left Turn						
	Through	311	312	100.3%	20.5	1.0	C
	Right Turn	883	891	100.9%	22.9	2.2	C
	Subtotal	**1194**	**1203**	**100.8%**	**22.3**	**1.8**	**C**
WB	Left Turn	983	991	100.8%	22.7	2.6	C
	Through	237	236	99.6%	19.6	3.0	B
	Right Turn	13	13	100.0%	14.3	4.8	B
	Subtotal	**1233**	**1240**	**100.6%**	**22.0**	**2.6**	**C**
Total		**2791**	**2807**	**100.6%**	**20.9**	**1.8**	**C**

Intersection 2 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	781	779	99.7%	26.5	1.0	C
	Through	288	298	103.5%	8.0	1.0	A
	Right Turn	125	122	97.6%	9.8	1.2	A
	Subtotal	**1194**	**1199**	**100.4%**	**20.2**	**0.9**	**C**
SB	Left Turn	8	9	112.5%	36.3	12.5	D
	Through	532	540	101.5%	27.5	1.4	C
	Right Turn	311	312	100.3%	6.8	0.5	A
	Subtotal	**851**	**861**	**101.2%**	**20.1**	**1.2**	**C**
EB	Left Turn	52	54	103.8%	36.9	3.6	D
	Through	25	29	116.0%	39.6	4.1	D
	Right Turn	497	492	99.0%	1.3	0.1	A
	Subtotal	**574**	**575**	**100.2%**	**6.6**	**0.6**	**A**
WB	Left Turn	90	88	97.8%	31.2	4.3	C
	Through	141	147	104.3%	32.5	1.8	C
	Right Turn	10	11	110.0%	19.4	6.3	B
	Subtotal	**241**	**246**	**102.1%**	**31.5**	**2.1**	**C**
Total		**2860**	**2881**	**100.7%**	**18.4**	**0.8**	**B**

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Existing Conditions**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	17	18	105.9%	43.1	4.4	D
	Through	8	8	100.0%	40.8	9.3	D
	Right Turn	29	31	106.9%	11.6	1.6	B
	Subtotal	**54**	**57**	**105.6%**	**25.7**	**3.3**	**C**
SB	Left Turn	959	925	96.5%	23.0	1.7	C
	Through	35	35	100.0%	24.0	1.8	C
	Right Turn	448	423	94.4%	6.7	0.5	A
	Subtotal	**1442**	**1383**	**95.9%**	**18.0**	**1.3**	**B**
EB	Left Turn	377	382	101.3%	34.1	2.1	C
	Through	333	335	100.6%	19.1	2.3	B
	Right Turn	19	17	89.5%	12.7	2.0	B
	Subtotal	**729**	**734**	**100.7%**	**26.8**	**1.8**	**C**
WB	Left Turn	37	39	105.4%	45.8	4.6	D
	Through	141	142	100.7%	26.2	1.6	C
	Right Turn	513	510	99.4%	6.5	0.5	A
	Subtotal	**691**	**691**	**100.0%**	**12.7**	**0.7**	**B**
Total		**2916**	**2865**	**98.3%**	**19.1**	**1.0**	**B**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	122	126	103.3%	36.0	1.9	D
	Through	545	550	100.9%	23.3	1.2	C
	Right Turn	70	75	107.1%	16.9	1.2	B
	Subtotal	**737**	**751**	**101.9%**	**24.8**	**1.1**	**C**
SB	Left Turn	128	127	99.2%	33.7	2.2	C
	Through	524	528	100.8%	24.0	1.9	C
	Right Turn	467	466	99.8%	3.0	0.5	A
	Subtotal	**1119**	**1121**	**100.2%**	**16.4**	**1.2**	**B**
EB	Left Turn	335	323	96.4%	21.9	2.7	C
	Through	321	306	95.3%	23.2	2.7	C
	Right Turn	665	659	99.1%	7.3	0.8	A
	Subtotal	**1321**	**1288**	**97.5%**	**14.7**	**1.5**	**B**
WB	Left Turn	72	72	100.0%	36.4	3.8	D
	Through	102	98	96.1%	41.1	4.2	D
	Right Turn	314	326	103.8%	13.5	0.7	B
	Subtotal	**488**	**496**	**101.6%**	**22.3**	**1.6**	**C**
Total		**3665**	**3656**	**99.8%**	**18.3**	**0.5**	**B**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Existing Conditions**
Queue Length **PM Peak Hour**

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	475	11	1	86	18	NO
	Through	465	11	1	86	18	NO
	Right Turn	500	0	0	0	0	NO
SB	Left Turn	30	11	2	92	28	MAX
	Through	30	11	2	92	28	MAX
	Right Turn	30	1	1	60	28	MAX
EB	Left Turn	340	34	3	275	51	NO
	Through	340	34	3	275	51	NO
	Right Turn	335	62	6	335	26	MAX
WB	Left Turn	335	78	10	398	36	MAX
	Through	335	78	10	398	36	MAX
	Right Turn	335	78	10	399	36	MAX

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	520	65	3	322	34	NO
	Through	1075	65	3	322	34	NO
	Right Turn	1075	65	3	322	34	NO
SB	Left Turn	85	2	1	39	17	NO
	Through	1250	51	5	244	36	NO
	Right Turn	210	2	1	105	36	NO
EB	Left Turn	325	14	1	98	18	NO
	Through	340	14	1	98	18	NO
	Right Turn	325	1	0	113	42	NO
WB	Left Turn	100	10	3	166	57	MAX
	Through	350	26	4	181	48	NO
	Right Turn	350	28	4	198	48	NO

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Existing Conditions**
Queue Length **PM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	6	2	61	14	MAX
	Through	55	6	2	61	14	MAX
	Right Turn	65	1	0	38	8	NO
SB	Left Turn	610	83	7	460	54	NO
	Through	1140	83	7	459	54	NO
	Right Turn	1100	7	1	160	41	NO
EB	Left Turn	300	43	4	180	29	NO
	Through	325	24	4	176	25	NO
	Right Turn	325	0	0	65	10	NO
WB	Left Turn	100	23	2	204	26	MAX
	Through	330	26	2	209	23	NO
	Right Turn	75	23	2	210	23	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	25	2	169	21	NO
	Through	780	34	2	154	11	NO
	Right Turn	780	40	3	163	11	NO
SB	Left Turn	200	23	4	157	25	NO
	Through	1040	32	3	219	43	NO
	Right Turn	1075	1	1	98	45	NO
EB	Left Turn	335	48	6	335	83	NO
	Through	335	48	6	335	83	NO
	Right Turn	250	10	1	142	29	NO
WB	Left Turn	110	14	2	107	16	NO
	Through	365	27	3	171	20	NO
	Right Turn	190	28	3	172	20	NO

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Existing Plus Proposed Project Conditions**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 1 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	71	74	104.2%	42.1	2.8	D
	Through	3	3	100.0%	38.9	23.2	D
	Right Turn	258	256	99.2%	6.3	1.6	A
	Subtotal	**332**	**333**	**100.3%**	**14.6**	**2.0**	**B**
SB	Left Turn	16	14	87.5%	36.6	6.4	D
	Through	39	42	107.7%	40.6	5.7	D
	Right Turn	1	1	100.0%	7.7	9.6	A
	Subtotal	**56**	**57**	**101.8%**	**39.2**	**4.9**	**D**
EB	Left Turn						
	Through	311	313	100.6%	21.4	1.4	C
	Right Turn	984	991	100.7%	29.5	7.1	C
	Subtotal	**1295**	**1304**	**100.7%**	**27.5**	**5.5**	**C**
WB	Left Turn	983	973	99.0%	25.5	3.1	C
	Through	237	237	100.0%	21.1	3.4	C
	Right Turn	13	14	107.7%	15.6	4.2	B
	Subtotal	**1233**	**1224**	**99.3%**	**24.5**	**3.1**	**C**
Total		**2916**	**2918**	**100.1%**	**25.0**	**3.4**	**C**

Intersection 2 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	781	770	98.6%	29.9	1.6	C
	Through	314	311	99.0%	7.7	0.8	A
	Right Turn	125	123	98.4%	9.1	0.9	A
	Subtotal	**1220**	**1204**	**98.7%**	**22.1**	**1.3**	**C**
SB	Left Turn	8	8	100.0%	37.4	14.6	D
	Through	740	765	103.4%	30.3	1.7	C
	Right Turn	311	313	100.6%	8.5	0.7	A
	Subtotal	**1059**	**1086**	**102.5%**	**24.1**	**1.5**	**C**
EB	Left Turn	63	66	104.8%	38.3	3.4	D
	Through	25	21	84.0%	40.2	7.1	D
	Right Turn	497	495	99.6%	1.5	0.2	A
	Subtotal	**585**	**582**	**99.5%**	**7.0**	**0.8**	**A**
WB	Left Turn	90	94	104.4%	34.4	2.9	C
	Through	141	137	97.2%	35.3	2.5	D
	Right Turn	10	9	90.0%	17.3	4.7	B
	Subtotal	**241**	**240**	**99.6%**	**34.3**	**2.1**	**C**
Total		**3105**	**3112**	**100.2%**	**20.9**	**1.0**	**C**

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Existing Plus Proposed Project Conditions**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	17	18	105.9%	42.5	6.3	D
	Through	8	9	112.5%	40.3	7.6	D
	Right Turn	29	32	110.3%	12.9	1.5	B
	Subtotal	**54**	**59**	**109.3%**	**26.3**	**2.4**	**C**
SB	Left Turn	973	918	94.3%	27.2	1.3	C
	Through	35	36	102.9%	25.3	3.5	C
	Right Turn	456	435	95.4%	9.6	1.0	A
	Subtotal	**1464**	**1389**	**94.9%**	**21.6**	**1.0**	**C**
EB	Left Turn	399	408	102.3%	37.2	2.2	D
	Through	344	342	99.4%	18.6	1.1	B
	Right Turn	19	19	100.0%	10.0	2.0	A
	Subtotal	**762**	**769**	**100.9%**	**28.3**	**1.3**	**C**
WB	Left Turn	37	38	102.7%	49.8	5.4	D
	Through	145	148	102.1%	26.6	1.8	C
	Right Turn	651	653	100.3%	11.5	1.1	B
	Subtotal	**833**	**839**	**100.7%**	**15.9**	**0.8**	**B**
Total		**3113**	**3056**	**98.2%**	**21.8**	**0.7**	**C**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	126	122	96.8%	37.5	3.2	D
	Through	557	555	99.6%	23.8	0.9	C
	Right Turn	70	75	107.1%	17.9	1.4	B
	Subtotal	**753**	**752**	**99.9%**	**25.4**	**0.9**	**C**
SB	Left Turn	128	125	97.7%	37.2	1.9	D
	Through	593	609	102.7%	24.0	2.7	C
	Right Turn	605	616	101.8%	8.6	2.3	A
	Subtotal	**1326**	**1350**	**101.8%**	**18.3**	**1.4**	**B**
EB	Left Turn	349	336	96.3%	21.4	1.5	C
	Through	321	311	96.9%	23.3	2.7	C
	Right Turn	676	650	96.2%	8.3	0.6	A
	Subtotal	**1346**	**1297**	**96.4%**	**15.3**	**1.4**	**B**
WB	Left Turn	72	70	97.2%	33.2	2.5	C
	Through	102	101	99.0%	44.2	11.0	D
	Right Turn	314	315	100.3%	12.1	0.9	B
	Subtotal	**488**	**486**	**99.6%**	**21.9**	**2.9**	**C**
Total		**3913**	**3885**	**99.3%**	**19.1**	**0.5**	**B**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Existing Plus Proposed Project Conditions**
Queue Length **PM Peak Hour**

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	475	13	2	97	15	NO
	Through	465	13	2	98	15	NO
	Right Turn	500	0	0	0	0	NO
SB	Left Turn	30	12	2	95	17	MAX
	Through	30	12	2	95	17	MAX
	Right Turn	30	1	1	62	17	MAX
EB	Left Turn	340	35	4	247	29	NO
	Through	340	36	4	247	29	NO
	Right Turn	335	91	26	447	123	MAX
WB	Left Turn	335	86	13	439	25	MAX
	Through	335	86	13	439	25	MAX
	Right Turn	335	87	13	440	25	MAX

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	520	73	7	322	33	NO
	Through	1075	73	7	322	33	NO
	Right Turn	1075	73	7	322	33	NO
SB	Left Turn	85	1	1	35	18	NO
	Through	1250	84	9	429	50	NO
	Right Turn	210	2	1	163	49	NO
EB	Left Turn	325	15	2	135	41	NO
	Through	340	15	2	135	41	NO
	Right Turn	325	1	0	120	45	NO
WB	Left Turn	100	12	3	128	26	MAX
	Through	350	26	3	212	45	NO
	Right Turn	350	28	4	229	45	NO

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Existing Plus Proposed Project Conditions**
Queue Length **PM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	6	2	59	9	MAX
	Through	55	6	2	59	9	MAX
	Right Turn	65	2	1	46	12	NO
SB	Left Turn	610	97	8	492	59	NO
	Through	1140	97	8	491	59	NO
	Right Turn	1100	13	3	259	68	NO
EB	Left Turn	300	50	4	212	32	NO
	Through	325	24	2	170	15	NO
	Right Turn	325	0	0	63	25	NO
WB	Left Turn	100	38	5	242	14	MAX
	Through	330	44	6	241	14	NO
	Right Turn	75	49	7	252	14	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	25	3	167	42	NO
	Through	780	35	2	177	32	NO
	Right Turn	780	41	2	186	32	NO
SB	Left Turn	200	26	2	159	38	NO
	Through	1040	38	5	284	68	NO
	Right Turn	1075	10	7	313	112	NO
EB	Left Turn	335	48	8	316	52	NO
	Through	335	48	8	316	52	NO
	Right Turn	250	20	2	202	23	NO
WB	Left Turn	110	12	2	112	33	MAX
	Through	365	29	9	180	82	NO
	Right Turn	190	34	9	186	82	NO

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Existing Plus Proposed Project (Lakeside Open)**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 1 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	76	75	98.7%	40.2	4.3	D
	Through	3	2	66.7%	33.2	22.2	C
	Right Turn	253	257	101.6%	6.5	1.3	A
	Subtotal	**332**	**334**	**100.6%**	**14.2**	**1.8**	**B**
SB	Left Turn	16	16	100.0%	39.6	4.1	D
	Through	39	39	100.0%	41.1	4.6	D
	Right Turn	1	1	100.0%	5.8	4.7	A
	Subtotal	**56**	**56**	**100.0%**	**39.9**	**3.8**	**D**
EB	Left Turn						
	Through	311	311	100.0%	20.6	1.3	C
	Right Turn	984	987	100.3%	25.8	3.0	C
	Subtotal	**1295**	**1298**	**100.2%**	**24.6**	**2.3**	**C**
WB	Left Turn	983	985	100.2%	24.9	2.4	C
	Through	237	245	103.4%	20.8	2.1	C
	Right Turn	13	14	107.7%	13.3	3.8	B
	Subtotal	**1233**	**1244**	**100.9%**	**23.9**	**2.3**	**C**
Total		**2916**	**2932**	**100.5%**	**23.4**	**1.9**	**C**

Intersection 2 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	781	769	98.5%	29.5	2.0	C
	Through	311	312	100.3%	8.0	1.0	A
	Right Turn	125	119	95.2%	8.9	1.4	A
	Subtotal	**1217**	**1200**	**98.6%**	**21.9**	**1.3**	**C**
SB	Left Turn	8	8	100.0%	38.3	10.5	D
	Through	702	709	101.0%	29.7	1.0	C
	Right Turn	311	327	105.1%	8.9	1.0	A
	Subtotal	**1021**	**1044**	**102.3%**	**23.3**	**0.8**	**C**
EB	Left Turn	58	58	100.0%	37.8	3.9	D
	Through	25	25	100.0%	39.0	2.4	D
	Right Turn	497	502	101.0%	1.4	0.1	A
	Subtotal	**580**	**585**	**100.9%**	**6.6**	**0.8**	**A**
WB	Left Turn	90	92	102.2%	33.2	1.6	C
	Through	141	144	102.1%	35.5	1.9	D
	Right Turn	10	11	110.0%	22.9	7.7	C
	Subtotal	**241**	**247**	**102.5%**	**34.1**	**1.5**	**C**
Total		**3059**	**3076**	**100.6%**	**20.4**	**0.8**	**C**

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	17	16	94.1%	45.8	8.5	D
	Through	8	8	100.0%	45.1	11.2	D
	Right Turn	29	32	110.3%	12.8	0.7	B
	Subtotal	**54**	**56**	**103.7%**	**26.5**	**3.5**	**C**
SB	Left Turn	973	914	93.9%	26.6	1.7	C
	Through	35	35	100.0%	25.9	4.4	C
	Right Turn	456	433	95.0%	9.6	0.5	A
	Subtotal	**1464**	**1382**	**94.4%**	**21.2**	**1.3**	**C**
EB	Left Turn	425	421	99.1%	37.1	1.0	D
	Through	357	358	100.3%	18.6	1.5	B
	Right Turn	19	19	100.0%	10.1	2.7	B
	Subtotal	**801**	**798**	**99.6%**	**28.2**	**0.9**	**C**
WB	Left Turn	37	39	105.4%	44.1	4.2	D
	Through	147	148	100.7%	26.6	1.7	C
	Right Turn	626	621	99.2%	11.1	1.6	B
	Subtotal	**810**	**808**	**99.8%**	**15.5**	**1.2**	**B**
Total		**3129**	**3044**	**97.3%**	**21.6**	**0.9**	**C**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	128	126	98.4%	37.2	1.2	D
	Through	554	558	100.7%	23.4	1.5	C
	Right Turn	70	75	107.1%	18.3	2.5	B
	Subtotal	**752**	**759**	**100.9%**	**25.2**	**1.6**	**C**
SB	Left Turn	128	128	100.0%	36.4	3.0	D
	Through	581	587	101.0%	23.1	2.6	C
	Right Turn	580	580	100.0%	6.9	1.2	A
	Subtotal	**1289**	**1295**	**100.5%**	**17.2**	**1.5**	**B**
EB	Left Turn	349	329	94.3%	21.8	2.0	C
	Through	321	310	96.6%	23.7	1.7	C
	Right Turn	689	663	96.2%	8.5	0.8	A
	Subtotal	**1359**	**1302**	**95.8%**	**15.5**	**1.1**	**B**
WB	Left Turn	72	69	95.8%	33.7	2.2	C
	Through	102	102	100.0%	42.8	4.1	D
	Right Turn	314	318	101.3%	12.7	0.9	B
	Subtotal	**488**	**489**	**100.2%**	**22.0**	**1.5**	**C**
Total		**3888**	**3845**	**98.9%**	**18.8**	**0.9**	**B**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Existing Plus Proposed Project (Lakeside Open)**
Queue Length **PM Peak Hour**

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	475	13	2	83	14	NO
	Through	465	13	2	84	14	NO
	Right Turn	500	0	0	0	0	NO
SB	Left Turn	30	12	3	100	40	MAX
	Through	30	12	3	100	40	MAX
	Right Turn	30	2	1	65	42	MAX
EB	Left Turn	340	34	4	238	25	NO
	Through	340	34	4	238	25	NO
	Right Turn	335	77	9	358	53	MAX
WB	Left Turn	335	86	11	438	49	MAX
	Through	335	86	11	438	49	MAX
	Right Turn	335	87	11	439	49	MAX

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	520	73	5	351	39	NO
	Through	1075	73	5	351	39	NO
	Right Turn	1075	73	5	351	39	NO
SB	Left Turn	85	1	1	35	11	NO
	Through	1250	75	6	389	49	NO
	Right Turn	210	1	1	125	46	NO
EB	Left Turn	325	15	3	148	56	NO
	Through	340	15	3	148	56	NO
	Right Turn	325	1	1	125	40	NO
WB	Left Turn	100	11	2	140	71	MAX
	Through	350	28	4	209	45	NO
	Right Turn	350	31	5	226	45	NO

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Existing Plus Proposed Project (Lakeside Open)**
Queue Length **PM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	5	2	55	14	NO
	Through	55	6	2	55	14	MAX
	Right Turn	65	2	0	45	15	NO
SB	Left Turn	610	92	6	471	50	NO
	Through	1140	92	6	470	50	NO
	Right Turn	1100	13	2	238	46	NO
EB	Left Turn	300	52	2	214	24	NO
	Through	325	26	3	183	16	NO
	Right Turn	325	0	0	64	4	NO
WB	Left Turn	100	35	6	229	3	MAX
	Through	330	41	7	227	3	NO
	Right Turn	75	46	7	239	3	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	26	4	149	26	NO
	Through	780	35	3	183	24	NO
	Right Turn	780	40	4	193	24	NO
SB	Left Turn	200	26	4	168	28	NO
	Through	1040	35	3	246	64	NO
	Right Turn	1075	6	3	308	62	NO
EB	Left Turn	335	49	5	313	79	NO
	Through	335	49	5	313	79	NO
	Right Turn	250	21	3	185	34	NO
WB	Left Turn	110	12	2	102	27	NO
	Through	365	29	4	171	43	NO
	Right Turn	190	34	4	177	43	NO

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Existing Plus Alternative A Conditions**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 1 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	65	67	103.1%	41.4	3.0	D
	Through	3	3	100.0%	38.7	18.2	D
	Right Turn	257	258	100.4%	5.2	0.6	A
	Subtotal	**325**	**328**	**100.9%**	**12.9**	**0.9**	**B**
SB	Left Turn	16	16	100.0%	40.6	6.5	D
	Through	39	38	97.4%	39.2	5.7	D
	Right Turn	1	1	100.0%	10.8	10.0	B
	Subtotal	**56**	**55**	**98.2%**	**39.0**	**4.0**	**D**
EB	Left Turn						
	Through	311	312	100.3%	21.9	1.4	C
	Right Turn	962	972	101.0%	27.1	6.0	C
	Subtotal	**1273**	**1284**	**100.9%**	**25.8**	**4.7**	**C**
WB	Left Turn	983	986	100.3%	24.1	2.6	C
	Through	237	240	101.3%	20.0	2.2	B
	Right Turn	13	12	92.3%	16.0	4.9	B
	Subtotal	**1233**	**1238**	**100.4%**	**23.2**	**2.5**	**C**
Total		**2887**	**2905**	**100.6%**	**23.5**	**3.0**	**C**

Intersection 2 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	781	780	99.9%	29.0	0.9	C
	Through	309	315	101.9%	8.1	1.2	A
	Right Turn	125	119	95.2%	8.9	1.3	A
	Subtotal	**1215**	**1214**	**99.9%**	**21.6**	**0.7**	**C**
SB	Left Turn	8	9	112.5%	39.2	8.3	D
	Through	713	708	99.3%	29.0	2.1	C
	Right Turn	311	319	102.6%	7.6	0.6	A
	Subtotal	**1032**	**1036**	**100.4%**	**22.5**	**1.7**	**C**
EB	Left Turn	62	59	95.2%	38.6	2.0	D
	Through	25	25	100.0%	39.8	4.4	D
	Right Turn	497	503	101.2%	1.5	0.2	A
	Subtotal	**584**	**587**	**100.5%**	**6.9**	**0.6**	**A**
WB	Left Turn	90	89	98.9%	33.6	2.4	C
	Through	141	142	100.7%	37.2	3.0	D
	Right Turn	10	10	100.0%	22.4	6.9	C
	Subtotal	**241**	**241**	**100.0%**	**35.3**	**2.1**	**D**
Total		**3072**	**3078**	**100.2%**	**20.2**	**0.7**	**C**

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Existing Plus Alternative A Conditions**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	17	19	111.8%	42.2	7.4	D
	Through	8	9	112.5%	43.3	7.7	D
	Right Turn	29	32	110.3%	12.6	1.4	B
	Subtotal	**54**	**60**	**111.1%**	**26.3**	**3.1**	**C**
SB	Left Turn	970	934	96.3%	25.0	1.2	C
	Through	35	34	97.1%	23.7	4.5	C
	Right Turn	454	411	90.5%	7.8	0.4	A
	Subtotal	**1459**	**1379**	**94.5%**	**19.9**	**0.9**	**B**
EB	Left Turn	387	390	100.8%	35.2	1.3	D
	Through	338	338	100.0%	19.1	0.6	B
	Right Turn	19	18	94.7%	11.1	3.4	B
	Subtotal	**744**	**746**	**100.3%**	**27.3**	**0.7**	**C**
WB	Left Turn	37	37	100.0%	44.7	5.5	D
	Through	142	147	103.5%	25.1	2.0	C
	Right Turn	634	626	98.7%	8.8	0.8	A
	Subtotal	**813**	**810**	**99.6%**	**13.4**	**0.7**	**B**
Total		**3070**	**2995**	**97.6%**	**20.1**	**0.5**	**C**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	123	122	99.2%	36.0	1.6	D
	Through	555	553	99.6%	23.1	1.2	C
	Right Turn	70	78	111.4%	17.5	3.0	B
	Subtotal	**748**	**753**	**100.7%**	**24.6**	**1.0**	**C**
SB	Left Turn	128	126	98.4%	36.9	2.2	D
	Through	584	588	100.7%	22.8	1.7	C
	Right Turn	588	586	99.7%	4.7	0.8	A
	Subtotal	**1300**	**1300**	**100.0%**	**16.0**	**1.0**	**B**
EB	Left Turn	346	339	98.0%	22.1	1.3	C
	Through	321	306	95.3%	23.8	1.3	C
	Right Turn	670	656	97.9%	7.6	0.5	A
	Subtotal	**1337**	**1301**	**97.3%**	**15.2**	**0.7**	**B**
WB	Left Turn	72	73	101.4%	33.7	3.0	C
	Through	102	103	101.0%	41.3	5.3	D
	Right Turn	314	321	102.2%	12.8	0.7	B
	Subtotal	**488**	**497**	**101.8%**	**21.8**	**1.5**	**C**
Total		**3873**	**3851**	**99.4%**	**18.2**	**0.6**	**B**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Existing Plus Alternative A Conditions**
Queue Length **PM Peak Hour**

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	475	12	1	94	17	NO
	Through	465	12	1	94	17	NO
	Right Turn	500	0	0	0	0	NO
SB	Left Turn	30	11	2	88	15	MAX
	Through	30	11	2	88	15	MAX
	Right Turn	30	1	1	55	15	MAX
EB	Left Turn	340	36	3	288	42	NO
	Through	340	36	3	288	42	NO
	Right Turn	335	81	19	396	115	MAX
WB	Left Turn	335	83	8	411	52	MAX
	Through	335	83	8	411	52	MAX
	Right Turn	335	84	8	412	52	MAX

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	520	72	3	333	40	NO
	Through	1075	72	3	333	40	NO
	Right Turn	1075	72	3	333	40	NO
SB	Left Turn	85	2	1	33	15	NO
	Through	1250	75	10	425	77	NO
	Right Turn	210	2	1	104	21	NO
EB	Left Turn	325	15	1	132	56	NO
	Through	340	15	1	132	56	NO
	Right Turn	325	1	0	133	50	NO
WB	Left Turn	100	11	2	114	22	MAX
	Through	350	29	4	204	56	NO
	Right Turn	350	32	5	221	56	NO

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Existing Plus Alternative A Conditions**
Queue Length **PM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	6	1	67	17	MAX
	Through	55	6	1	68	17	MAX
	Right Turn	65	1	0	42	13	NO
SB	Left Turn	610	88	7	453	61	NO
	Through	1140	87	7	453	61	NO
	Right Turn	1100	8	1	204	48	NO
EB	Left Turn	300	46	3	195	23	NO
	Through	325	25	2	166	23	NO
	Right Turn	325	0	0	54	31	NO
WB	Left Turn	100	28	3	231	8	MAX
	Through	330	33	3	229	8	NO
	Right Turn	75	31	3	231	8	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	24	3	162	14	NO
	Through	780	34	3	172	16	NO
	Right Turn	780	40	3	182	16	NO
SB	Left Turn	200	25	2	161	18	NO
	Through	1040	34	3	248	56	NO
	Right Turn	1075	3	2	216	84	NO
EB	Left Turn	335	50	5	309	59	NO
	Through	335	50	5	309	59	NO
	Right Turn	250	11	2	154	26	NO
WB	Left Turn	110	13	2	109	16	NO
	Through	365	28	4	166	42	NO
	Right Turn	190	28	4	166	42	NO

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Existing Plus Alternative B Conditions**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 1 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	70	72	102.9%	38.9	2.6	D
	Through	3	3	100.0%	36.8	16.0	D
	Right Turn	252	249	98.8%	4.9	0.8	A
	Subtotal	**325**	**324**	**99.7%**	**12.8**	**1.2**	**B**
SB	Left Turn	16	15	93.8%	39.7	5.7	D
	Through	39	38	97.4%	39.9	3.2	D
	Right Turn	1	1	100.0%	5.4	4.7	A
	Subtotal	**56**	**54**	**96.4%**	**39.3**	**2.4**	**D**
EB	Left Turn						
	Through	311	315	101.3%	22.8	5.0	C
	Right Turn	1005	1022	101.7%	36.4	21.1	D
	Subtotal	**1316**	**1337**	**101.6%**	**33.3**	**17.1**	**C**
WB	Left Turn	983	985	100.2%	24.9	1.5	C
	Through	237	240	101.3%	20.3	1.5	C
	Right Turn	13	14	107.7%	14.9	5.4	B
	Subtotal	**1233**	**1239**	**100.5%**	**23.9**	**1.4**	**C**
Total		**2930**	**2954**	**100.8%**	**27.2**	**7.6**	**C**

Intersection 2 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	781	778	99.6%	28.3	1.7	C
	Through	315	312	99.0%	7.8	1.6	A
	Right Turn	125	120	96.0%	9.0	1.4	A
	Subtotal	**1221**	**1210**	**99.1%**	**21.1**	**1.2**	**C**
SB	Left Turn	8	9	112.5%	44.1	15.7	D
	Through	710	714	100.6%	29.1	1.8	C
	Right Turn	311	319	102.6%	8.3	0.7	A
	Subtotal	**1029**	**1042**	**101.3%**	**22.9**	**1.4**	**C**
EB	Left Turn	57	55	96.5%	41.4	4.6	D
	Through	25	22	88.0%	44.0	6.8	D
	Right Turn	497	502	101.0%	1.5	0.1	A
	Subtotal	**579**	**579**	**100.0%**	**6.9**	**0.6**	**A**
WB	Left Turn	90	91	101.1%	32.9	3.6	C
	Through	141	146	103.5%	35.0	2.2	C
	Right Turn	10	10	100.0%	19.8	6.8	B
	Subtotal	**241**	**247**	**102.5%**	**33.6**	**2.2**	**C**
Total		**3070**	**3078**	**100.3%**	**20.0**	**0.9**	**B**

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Existing Plus Alternative B Conditions**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	17	17	100.0%	47.0	4.9	D
	Through	8	8	100.0%	46.5	12.4	D
	Right Turn	29	32	110.3%	12.3	1.2	B
	Subtotal	**54**	**57**	**105.6%**	**27.4**	**2.5**	**C**
SB	Left Turn	976	908	93.0%	27.0	1.1	C
	Through	35	36	102.9%	27.3	3.4	C
	Right Turn	458	438	95.6%	9.7	0.8	A
	Subtotal	**1469**	**1382**	**94.1%**	**21.5**	**0.9**	**C**
EB	Left Turn	385	387	100.5%	36.1	1.5	D
	Through	337	337	100.0%	18.7	1.6	B
	Right Turn	19	19	100.0%	13.3	5.3	B
	Subtotal	**741**	**743**	**100.3%**	**27.7**	**1.6**	**C**
WB	Left Turn	37	39	105.4%	46.6	7.1	D
	Through	144	146	101.4%	25.0	2.9	C
	Right Turn	632	629	99.5%	10.8	0.8	B
	Subtotal	**813**	**814**	**100.1%**	**15.0**	**0.9**	**B**
Total		**3077**	**2996**	**97.4%**	**21.4**	**0.7**	**C**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	125	124	99.2%	37.2	2.0	D
	Through	555	557	100.4%	22.9	1.4	C
	Right Turn	70	73	104.3%	19.2	1.1	B
	Subtotal	**750**	**754**	**100.5%**	**24.9**	**1.2**	**C**
SB	Left Turn	128	131	102.3%	37.1	4.3	D
	Through	583	585	100.3%	22.0	1.7	C
	Right Turn	586	587	100.2%	7.6	2.3	A
	Subtotal	**1297**	**1303**	**100.5%**	**17.1**	**1.4**	**B**
EB	Left Turn	352	336	95.5%	21.5	2.0	C
	Through	321	304	94.7%	23.2	3.4	C
	Right Turn	669	637	95.2%	8.2	0.8	A
	Subtotal	**1342**	**1277**	**95.2%**	**15.3**	**1.6**	**B**
WB	Left Turn	72	72	100.0%	33.4	3.6	C
	Through	102	103	101.0%	43.6	4.8	D
	Right Turn	314	316	100.6%	13.9	1.4	B
	Subtotal	**488**	**491**	**100.6%**	**23.1**	**2.3**	**C**
Total		**3877**	**3825**	**98.7%**	**18.8**	**0.8**	**B**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Existing Plus Alternative B Conditions**
Queue Length **PM Peak Hour**

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	475	13	2	83	17	NO
	Through	465	13	2	83	17	NO
	Right Turn	500	0	0	0	0	NO
SB	Left Turn	30	11	2	96	19	MAX
	Through	30	11	2	96	19	MAX
	Right Turn	30	1	1	63	19	MAX
EB	Left Turn	340	34	3	278	37	NO
	Through	340	34	3	278	37	NO
	Right Turn	335	124	86	483	202	MAX
WB	Left Turn	335	84	7	397	27	MAX
	Through	335	84	7	397	27	MAX
	Right Turn	335	85	8	398	27	MAX

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	520	70	5	332	25	NO
	Through	1075	70	5	332	25	NO
	Right Turn	1075	70	5	332	25	NO
SB	Left Turn	85	2	1	37	17	NO
	Through	1250	74	6	376	64	NO
	Right Turn	210	1	1	124	51	NO
EB	Left Turn	325	15	2	126	47	NO
	Through	340	15	2	126	47	NO
	Right Turn	325	1	0	150	64	NO
WB	Left Turn	100	11	3	130	45	MAX
	Through	350	28	4	203	28	NO
	Right Turn	350	31	5	220	28	NO

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Existing Plus Alternative B Conditions**
Queue Length | **PM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	6	2	60	9	MAX
	Through	55	6	2	60	9	MAX
	Right Turn	65	1	0	53	10	NO
SB	Left Turn	610	92	7	470	67	NO
	Through	1140	92	7	470	67	NO
	Right Turn	1100	14	2	249	46	NO
EB	Left Turn	300	47	3	188	28	NO
	Through	325	24	3	167	19	NO
	Right Turn	325	0	0	72	16	NO
WB	Left Turn	100	33	6	230	7	MAX
	Through	330	39	5	230	7	NO
	Right Turn	75	44	6	242	7	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	25	3	159	26	NO
	Through	780	35	2	169	16	NO
	Right Turn	780	40	2	179	16	NO
SB	Left Turn	200	26	4	190	45	NO
	Through	1040	34	4	252	74	NO
	Right Turn	1075	9	7	323	89	NO
EB	Left Turn	335	48	7	309	49	NO
	Through	335	48	7	309	49	NO
	Right Turn	250	20	2	190	29	NO
WB	Left Turn	110	12	2	109	36	NO
	Through	365	30	6	171	63	NO
	Right Turn	190	35	6	177	63	NO

BACKGROUND AND BACKGROUND PLUS PROJECT CONDITIONS

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Background Conditions**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 1 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	355	354	99.7%	31.1	1.7	C
	Through	3	2	66.7%	31.0	14.5	C
	Right Turn	644	644	100.0%	15.1	1.1	B
	Subtotal	**1002**	**1000**	**99.8%**	**20.9**	**1.2**	**C**
SB	Left Turn	3	3	100.0%	34.0	12.2	C
	Through	4	4	100.0%	33.5	7.1	C
	Right Turn	1	1	100.0%	2.4	3.5	A
	Subtotal	**8**	**8**	**100.0%**	**30.9**	**5.4**	**C**
EB	Left Turn						
	Through	85	84	98.8%	19.9	1.0	B
	Right Turn	172	173	100.6%	19.6	1.6	B
	Subtotal	**257**	**257**	**100.0%**	**19.7**	**1.3**	**B**
WB	Left Turn	867	907	104.6%	11.2	1.2	B
	Through	176	177	100.6%	8.3	1.2	A
	Right Turn	20	20	100.0%	7.0	2.2	A
	Subtotal	**1063**	**1104**	**103.9%**	**10.7**	**1.1**	**B**
Total		**2330**	**2369**	**101.7%**	**16.0**	**0.7**	**B**

Intersection 2 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	947	985	104.0%	24.5	1.6	C
	Through	953	988	103.7%	11.7	0.8	B
	Right Turn	233	221	94.8%	12.7	1.1	B
	Subtotal	**2133**	**2194**	**102.9%**	**17.5**	**0.9**	**B**
SB	Left Turn	2	2	100.0%	33.9	19.8	C
	Through	338	338	100.0%	30.0	1.4	C
	Right Turn	58	60	103.4%	3.5	0.3	A
	Subtotal	**398**	**400**	**100.5%**	**26.1**	**1.3**	**C**
EB	Left Turn	275	278	101.1%	31.9	1.4	C
	Through	40	38	95.0%	33.9	3.4	C
	Right Turn	417	414	99.3%	0.9	0.2	A
	Subtotal	**732**	**730**	**99.7%**	**14.4**	**0.8**	**B**
WB	Left Turn	57	56	98.2%	34.9	2.1	C
	Through	57	57	100.0%	36.9	2.7	D
	Right Turn	4	5	125.0%	17.1	9.9	B
	Subtotal	**118**	**118**	**100.0%**	**35.2**	**1.2**	**D**
Total		**3381**	**3442**	**101.8%**	**18.5**	**0.8**	**B**

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Background Conditions**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	10	11	110.0%	37.2	6.1	D
	Through	6	7	116.7%	39.6	6.9	D
	Right Turn	18	19	105.6%	14.8	2.7	B
	Subtotal	**34**	**37**	**108.8%**	**26.3**	**2.7**	**C**
SB	Left Turn	1187	1208	101.8%	24.4	1.7	C
	Through	67	73	109.0%	22.6	2.2	C
	Right Turn	606	612	101.0%	10.6	0.8	B
	Subtotal	**1860**	**1893**	**101.8%**	**19.9**	**1.3**	**B**
EB	Left Turn	82	83	101.2%	32.1	1.7	C
	Through	242	244	100.8%	21.1	1.5	C
	Right Turn	23	21	91.3%	7.2	1.8	A
	Subtotal	**347**	**348**	**100.3%**	**22.9**	**1.1**	**C**
WB	Left Turn	43	43	100.0%	38.7	2.8	D
	Through	365	362	99.2%	21.3	1.0	C
	Right Turn	176	172	97.7%	2.4	0.2	A
	Subtotal	**584**	**577**	**98.8%**	**16.9**	**0.7**	**B**
Total		**2825**	**2855**	**101.1%**	**19.7**	**0.9**	**B**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	152	157	103.3%	45.3	1.9	D
	Through	1062	1074	101.1%	32.5	1.4	C
	Right Turn	72	75	104.2%	29.5	3.3	C
	Subtotal	**1286**	**1306**	**101.6%**	**33.9**	**1.3**	**C**
SB	Left Turn	144	143	99.3%	43.2	2.2	D
	Through	427	436	102.1%	28.3	1.5	C
	Right Turn	242	227	93.8%	1.7	0.3	A
	Subtotal	**813**	**806**	**99.1%**	**23.5**	**1.0**	**C**
EB	Left Turn	454	503	110.8%	33.6	2.3	C
	Through	400	354	88.5%	34.7	2.2	C
	Right Turn	592	609	102.9%	8.7	0.3	A
	Subtotal	**1446**	**1466**	**101.4%**	**23.5**	**1.4**	**C**
WB	Left Turn	61	61	100.0%	41.7	6.0	D
	Through	190	192	101.1%	47.0	2.9	D
	Right Turn	617	621	100.6%	23.2	1.7	C
	Subtotal	**868**	**874**	**100.7%**	**29.7**	**2.1**	**C**
Total		**4413**	**4452**	**100.9%**	**27.8**	**0.9**	**C**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Background Conditions**
Queue Length **AM Peak Hour**

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	475	22	2	175	36	NO
	Through	465	22	2	175	36	NO
	Right Turn	500	0	0	0	0	NO
SB	Left Turn	30	1	0	37	9	MAX
	Through	30	1	0	37	9	MAX
	Right Turn	30	0	0	2	5	NO
EB	Left Turn	340	8	1	90	20	NO
	Through	340	8	1	90	20	NO
	Right Turn	335	11	1	84	16	NO
WB	Left Turn	335	32	5	338	20	MAX
	Through	335	32	5	338	20	MAX
	Right Turn	335	32	5	340	20	MAX

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	520	81	6	390	24	NO
	Through	1075	81	6	390	24	NO
	Right Turn	1075	81	6	390	24	NO
SB	Left Turn	85	0	0	24	10	NO
	Through	1250	34	2	177	24	NO
	Right Turn	210	0	0	34	16	NO
EB	Left Turn	325	40	3	198	40	NO
	Through	340	40	3	198	40	NO
	Right Turn	325	10	2	147	40	NO
WB	Left Turn	100	6	2	90	23	NO
	Through	350	10	2	109	12	NO
	Right Turn	350	8	2	126	12	NO

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Background Conditions**
Queue Length **AM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	4	1	48	13	NO
	Through	55	4	1	49	13	NO
	Right Turn	65	0	0	44	11	NO
SB	Left Turn	610	96	11	618	167	MAX
	Through	1140	96	11	617	167	NO
	Right Turn	1100	20	4	363	70	NO
EB	Left Turn	300	12	1	78	17	NO
	Through	325	21	2	169	42	NO
	Right Turn	325	0	0	12	26	NO
WB	Left Turn	100	29	2	156	17	MAX
	Through	330	29	2	154	17	NO
	Right Turn	75	26	2	156	17	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	40	3	217	31	NO
	Through	780	85	5	350	53	NO
	Right Turn	780	91	5	359	53	NO
SB	Left Turn	200	36	4	217	30	MAX
	Through	1040	33	3	179	33	NO
	Right Turn	1075	0	0	33	16	NO
EB	Left Turn	335	94	10	472	18	MAX
	Through	335	94	10	472	18	MAX
	Right Turn	250	12	1	157	23	NO
WB	Left Turn	110	12	2	156	76	MAX
	Through	365	81	9	378	67	MAX
	Right Turn	190	81	9	378	67	MAX

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Background Plus Proposed Project Conditions**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 1 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	398	400	100.5%	33.0	0.7	C
	Through	3	3	100.0%	34.9	14.0	C
	Right Turn	670	683	101.9%	17.7	0.5	B
	Subtotal	**1071**	**1086**	**101.4%**	**23.4**	**0.6**	**C**
SB	Left Turn	3	2	66.7%	28.7	15.8	C
	Through	4	5	125.0%	33.2	6.8	C
	Right Turn	1	1	100.0%	2.7	2.7	A
	Subtotal	**8**	**8**	**100.0%**	**30.7**	**6.1**	**C**
EB	Left Turn						
	Through	85	85	100.0%	20.0	2.4	B
	Right Turn	187	185	98.9%	20.8	1.3	C
	Subtotal	**272**	**270**	**99.3%**	**20.5**	**0.8**	**C**
WB	Left Turn	867	884	102.0%	12.9	1.3	B
	Through	176	174	98.9%	10.3	1.5	B
	Right Turn	20	19	95.0%	8.7	1.7	A
	Subtotal	**1063**	**1077**	**101.3%**	**12.4**	**1.2**	**B**
Total		**2414**	**2441**	**101.1%**	**18.2**	**0.7**	**B**

Intersection 2 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	947	956	101.0%	25.2	2.6	C
	Through	1094	1114	101.8%	12.4	0.5	B
	Right Turn	233	231	99.1%	13.8	1.3	B
	Subtotal	**2274**	**2301**	**101.2%**	**17.9**	**1.4**	**B**
SB	Left Turn	2	3	150.0%	27.8	21.2	C
	Through	361	370	102.5%	30.8	0.9	C
	Right Turn	58	61	105.2%	3.6	0.5	A
	Subtotal	**421**	**434**	**103.1%**	**26.9**	**1.0**	**C**
EB	Left Turn	301	303	100.7%	31.9	1.8	C
	Through	40	37	92.5%	32.9	4.1	C
	Right Turn	417	427	102.4%	1.0	0.2	A
	Subtotal	**758**	**767**	**101.2%**	**14.7**	**1.1**	**B**
WB	Left Turn	57	58	101.8%	36.8	4.9	D
	Through	57	59	103.5%	36.2	3.8	D
	Right Turn	4	5	125.0%	12.9	6.9	B
	Subtotal	**118**	**122**	**103.4%**	**35.7**	**2.4**	**D**
Total		**3571**	**3624**	**101.5%**	**18.9**	**1.0**	**B**

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Background Plus Proposed Project Conditions**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	10	11	110.0%	39.2	6.1	D
	Through	6	6	100.0%	41.3	7.0	D
	Right Turn	18	18	100.0%	12.7	2.0	B
	Subtotal	**34**	**35**	**102.9%**	**26.1**	**3.3**	**C**
SB	Left Turn	1276	1245	97.6%	29.6	4.0	C
	Through	67	69	103.0%	26.3	2.9	C
	Right Turn	658	658	100.0%	14.2	0.8	B
	Subtotal	**2001**	**1972**	**98.6%**	**24.3**	**2.8**	**C**
EB	Left Turn	85	86	101.2%	31.9	3.6	C
	Through	244	245	100.4%	22.0	1.4	C
	Right Turn	23	23	100.0%	7.1	1.5	A
	Subtotal	**352**	**354**	**100.6%**	**23.4**	**1.5**	**C**
WB	Left Turn	43	39	90.7%	40.0	3.6	D
	Through	367	363	98.9%	22.8	1.0	C
	Right Turn	191	186	97.4%	2.6	0.2	A
	Subtotal	**601**	**588**	**97.8%**	**17.5**	**1.0**	**B**
Total		**2988**	**2949**	**98.7%**	**22.9**	**2.1**	**C**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	154	150	97.4%	47.1	3.4	D
	Through	1113	1138	102.2%	33.9	1.3	C
	Right Turn	72	74	102.8%	31.0	2.4	C
	Subtotal	**1339**	**1362**	**101.7%**	**35.2**	**1.2**	**D**
SB	Left Turn	144	153	106.3%	47.5	4.3	D
	Through	434	456	105.1%	28.3	1.5	C
	Right Turn	257	246	95.7%	2.0	0.3	A
	Subtotal	**835**	**855**	**102.4%**	**24.1**	**1.0**	**C**
EB	Left Turn	544	535	98.3%	36.4	1.9	D
	Through	400	387	96.8%	36.6	1.6	D
	Right Turn	594	584	98.3%	8.7	0.6	A
	Subtotal	**1538**	**1506**	**97.9%**	**25.7**	**1.3**	**C**
WB	Left Turn	61	61	100.0%	44.6	5.1	D
	Through	190	191	100.5%	48.8	3.2	D
	Right Turn	617	626	101.5%	24.7	2.0	C
	Subtotal	**868**	**878**	**101.2%**	**31.4**	**2.2**	**C**
Total		**4580**	**4601**	**100.5%**	**29.3**	**0.6**	**C**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Background Plus Proposed Project Conditions**
Queue Length **AM Peak Hour**

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	475	24	2	194	35	NO
	Through	465	24	2	194	35	NO
	Right Turn	500	0	0	0	0	NO
SB	Left Turn	30	1	0	31	8	MAX
	Through	30	1	0	31	8	MAX
	Right Turn	30	0	0	0	0	NO
EB	Left Turn	340	8	1	102	17	NO
	Through	340	8	1	102	17	NO
	Right Turn	335	13	1	91	14	NO
WB	Left Turn	335	37	5	355	49	MAX
	Through	335	37	5	355	49	MAX
	Right Turn	335	37	5	356	49	MAX

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	520	86	10	430	71	NO
	Through	1075	86	10	430	71	NO
	Right Turn	1075	86	10	430	71	NO
SB	Left Turn	85	0	0	19	10	NO
	Through	1250	39	2	190	25	NO
	Right Turn	210	0	0	40	20	NO
EB	Left Turn	325	42	3	240	108	NO
	Through	340	42	3	240	108	NO
	Right Turn	325	11	2	189	108	NO
WB	Left Turn	100	7	3	91	25	NO
	Through	350	11	2	99	20	NO
	Right Turn	350	9	3	116	20	NO

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Background Plus Proposed Project Conditions**
Queue Length **AM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	3	1	59	24	MAX
	Through	55	4	1	59	24	MAX
	Right Turn	65	0	0	30	11	NO
SB	Left Turn	610	114	26	627	129	MAX
	Through	1140	114	26	627	129	NO
	Right Turn	1100	26	4	490	109	NO
EB	Left Turn	300	12	2	71	8	NO
	Through	325	22	2	147	14	NO
	Right Turn	325	0	0	14	29	NO
WB	Left Turn	100	30	3	162	26	MAX
	Through	330	31	2	160	26	NO
	Right Turn	75	28	3	162	26	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	39	2	205	26	NO
	Through	780	93	5	363	28	NO
	Right Turn	780	100	5	373	28	NO
SB	Left Turn	200	42	5	219	40	MAX
	Through	1040	34	2	224	62	NO
	Right Turn	1075	0	0	34	31	NO
EB	Left Turn	335	113	17	488	2	MAX
	Through	335	113	17	488	2	MAX
	Right Turn	250	11	1	151	29	NO
WB	Left Turn	110	13	3	179	140	MAX
	Through	365	85	9	418	56	MAX
	Right Turn	190	86	9	419	56	MAX

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Background + Proposed Project (Lakeside Open)**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 1 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	423	426	100.7%	32.2	1.9	C
	Through	3	3	100.0%	33.6	10.1	C
	Right Turn	645	655	101.6%	18.3	0.4	B
	Subtotal	**1071**	**1084**	**101.2%**	**23.8**	**1.1**	**C**
SB	Left Turn	3	2	66.7%	30.3	15.2	C
	Through	4	5	125.0%	35.4	7.2	D
	Right Turn	1	1	100.0%	2.5	2.9	A
	Subtotal	**8**	**8**	**100.0%**	**31.9**	**5.0**	**C**
EB	Left Turn						
	Through	85	84	98.8%	20.6	2.1	C
	Right Turn	187	186	99.5%	20.9	1.2	C
	Subtotal	**272**	**270**	**99.3%**	**20.8**	**0.9**	**C**
WB	Left Turn	867	883	101.8%	12.6	1.4	B
	Through	176	179	101.7%	9.4	1.6	A
	Right Turn	20	21	105.0%	8.0	2.7	A
	Subtotal	**1063**	**1083**	**101.9%**	**12.0**	**1.4**	**B**
Total		**2414**	**2445**	**101.3%**	**18.3**	**0.9**	**B**

Intersection 2 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	947	963	101.7%	25.0	1.6	C
	Through	1082	1082	100.0%	12.6	1.2	B
	Right Turn	233	234	100.4%	13.8	1.5	B
	Subtotal	**2262**	**2279**	**100.8%**	**18.0**	**0.9**	**B**
SB	Left Turn	2	3	150.0%	34.4	21.2	C
	Through	355	365	102.8%	30.3	1.2	C
	Right Turn	58	60	103.4%	3.8	0.4	A
	Subtotal	**415**	**428**	**103.1%**	**26.6**	**1.2**	**C**
EB	Left Turn	276	290	105.1%	30.8	1.6	C
	Through	40	41	102.5%	31.0	1.9	C
	Right Turn	417	409	98.1%	0.8	0.1	A
	Subtotal	**733**	**740**	**101.0%**	**14.2**	**0.6**	**B**
WB	Left Turn	57	56	98.2%	36.5	3.6	D
	Through	57	60	105.3%	35.4	2.4	D
	Right Turn	4	5	125.0%	15.9	11.4	B
	Subtotal	**118**	**121**	**102.5%**	**35.3**	**2.8**	**D**
Total		**3528**	**3568**	**101.1%**	**18.8**	**0.6**	**B**

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Background + Proposed Project (Lakeside Open)**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	10	11	110.0%	38.6	6.7	D
	Through	6	7	116.7%	38.2	6.4	D
	Right Turn	18	18	100.0%	11.6	1.7	B
	Subtotal	**34**	**36**	**105.9%**	**25.1**	**3.8**	**C**
SB	Left Turn	1276	1265	99.1%	29.9	2.6	C
	Through	67	63	94.0%	26.9	2.5	C
	Right Turn	658	646	98.2%	13.9	0.8	B
	Subtotal	**2001**	**1974**	**98.7%**	**24.6**	**1.9**	**C**
EB	Left Turn	88	88	100.0%	31.8	2.8	C
	Through	246	247	100.4%	21.4	0.9	C
	Right Turn	23	24	104.3%	8.1	2.6	A
	Subtotal	**357**	**359**	**100.6%**	**23.1**	**1.2**	**C**
WB	Left Turn	43	40	93.0%	37.7	3.9	D
	Through	379	371	97.9%	22.7	1.4	C
	Right Turn	187	186	99.5%	2.6	0.5	A
	Subtotal	**609**	**597**	**98.0%**	**17.4**	**1.0**	**B**
Total		**3001**	**2966**	**98.8%**	**23.0**	**1.3**	**C**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	166	168	101.2%	45.7	2.7	D
	Through	1101	1120	101.7%	33.1	0.8	C
	Right Turn	72	72	100.0%	29.0	1.8	C
	Subtotal	**1339**	**1360**	**101.6%**	**34.4**	**0.7**	**C**
SB	Left Turn	144	148	102.8%	45.8	2.1	D
	Through	433	439	101.4%	29.5	1.7	C
	Right Turn	253	244	96.4%	1.8	0.4	A
	Subtotal	**830**	**831**	**100.1%**	**24.3**	**0.5**	**C**
EB	Left Turn	544	538	98.9%	34.5	1.4	C
	Through	400	397	99.3%	35.0	1.5	C
	Right Turn	596	595	99.8%	8.4	0.5	A
	Subtotal	**1540**	**1530**	**99.4%**	**24.5**	**0.9**	**C**
WB	Left Turn	61	60	98.4%	47.1	5.6	D
	Through	190	186	97.9%	47.6	4.5	D
	Right Turn	617	621	100.6%	24.5	1.9	C
	Subtotal	**868**	**867**	**99.9%**	**31.1**	**2.5**	**C**
Total		**4577**	**4588**	**100.2%**	**28.6**	**0.6**	**C**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Background + Proposed Project (Lakeside Open)**
Queue Length **AM Peak Hour**

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	475	26	4	189	34	NO
	Through	465	26	4	189	34	NO
	Right Turn	500	0	0	0	0	NO
SB	Left Turn	30	1	0	30	7	NO
	Through	30	1	0	30	7	NO
	Right Turn	30	0	0	0	0	NO
EB	Left Turn	340	8	2	84	19	NO
	Through	340	8	2	84	19	NO
	Right Turn	335	13	1	88	12	NO
WB	Left Turn	335	36	5	341	29	MAX
	Through	335	36	5	341	29	MAX
	Right Turn	335	37	5	343	29	MAX

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	520	84	5	410	66	NO
	Through	1075	84	5	410	66	NO
	Right Turn	1075	84	5	410	66	NO
SB	Left Turn	85	1	0	23	16	NO
	Through	1250	37	3	179	18	NO
	Right Turn	210	0	0	33	10	NO
EB	Left Turn	325	39	1	191	22	NO
	Through	340	39	1	191	22	NO
	Right Turn	325	9	1	139	22	NO
WB	Left Turn	100	6	2	89	24	NO
	Through	350	11	2	99	24	NO
	Right Turn	350	9	2	116	24	NO

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Background + Proposed Project (Lakeside Open)**
Queue Length **AM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	3	1	52	16	NO
	Through	55	3	1	52	16	NO
	Right Turn	65	0	0	32	13	NO
SB	Left Turn	610	119	18	660	193	MAX
	Through	1140	118	18	659	193	NO
	Right Turn	1100	24	5	406	129	NO
EB	Left Turn	300	12	1	73	9	NO
	Through	325	22	2	161	30	NO
	Right Turn	325	0	0	13	27	NO
WB	Left Turn	100	31	2	163	24	MAX
	Through	330	31	2	162	23	NO
	Right Turn	75	29	3	164	23	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	43	5	238	47	NO
	Through	780	89	3	363	56	NO
	Right Turn	780	96	3	372	56	NO
SB	Left Turn	200	39	4	221	24	MAX
	Through	1040	34	3	202	39	NO
	Right Turn	1075	0	0	28	19	NO
EB	Left Turn	335	104	9	481	24	MAX
	Through	335	104	9	481	24	MAX
	Right Turn	250	11	1	145	20	NO
WB	Left Turn	110	13	3	156	86	MAX
	Through	365	83	10	387	72	MAX
	Right Turn	190	84	10	388	72	MAX

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Background Plus Alternative A Conditions**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 1 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	382	378	99.0%	33.3	1.5	C
	Through	3	4	133.3%	36.7	8.1	D
	Right Turn	670	674	100.6%	17.4	0.4	B
	Subtotal	**1055**	**1056**	**100.1%**	**23.2**	**0.9**	**C**
SB	Left Turn	3	3	100.0%	28.5	14.2	C
	Through	4	4	100.0%	36.1	13.2	D
	Right Turn	1	1	100.0%	2.5	2.8	A
	Subtotal	**8**	**8**	**100.0%**	**30.2**	**6.1**	**C**
EB	Left Turn						
	Through	85	91	107.1%	19.6	2.0	B
	Right Turn	183	178	97.3%	18.8	1.6	B
	Subtotal	**268**	**269**	**100.4%**	**19.0**	**1.3**	**B**
WB	Left Turn	867	867	100.0%	11.4	0.9	B
	Through	176	176	100.0%	8.5	1.2	A
	Right Turn	20	19	95.0%	6.5	1.3	A
	Subtotal	**1063**	**1062**	**99.9%**	**10.8**	**0.9**	**B**
Total		**2394**	**2395**	**100.0%**	**17.2**	**0.9**	**B**

Intersection 2 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	947	957	101.1%	26.0	1.8	C
	Through	1067	1077	100.9%	12.3	1.0	B
	Right Turn	233	228	97.9%	14.1	1.1	B
	Subtotal	**2247**	**2262**	**100.7%**	**18.3**	**1.1**	**B**
SB	Left Turn	2	2	100.0%	31.2	21.5	C
	Through	356	362	101.7%	30.1	1.5	C
	Right Turn	58	53	91.4%	3.7	0.3	A
	Subtotal	**416**	**417**	**100.2%**	**26.8**	**1.3**	**C**
EB	Left Turn	301	298	99.0%	31.4	2.2	C
	Through	40	41	102.5%	31.8	4.0	C
	Right Turn	417	427	102.4%	0.9	0.2	A
	Subtotal	**758**	**766**	**101.1%**	**14.5**	**1.3**	**B**
WB	Left Turn	57	60	105.3%	37.9	3.9	D
	Through	57	55	96.5%	38.6	4.2	D
	Right Turn	4	5	125.0%	17.4	8.9	B
	Subtotal	**118**	**120**	**101.7%**	**37.1**	**2.7**	**D**
Total		**3539**	**3565**	**100.7%**	**19.1**	**1.0**	**B**

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Background Plus Alternative A Conditions**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	10	12	120.0%	41.1	5.3	D
	Through	6	7	116.7%	43.5	6.3	D
	Right Turn	18	20	111.1%	14.0	2.0	B
	Subtotal	**34**	**39**	**114.7%**	**28.0**	**2.9**	**C**
SB	Left Turn	1257	1238	98.5%	30.0	3.1	C
	Through	67	68	101.5%	26.0	2.1	C
	Right Turn	647	636	98.3%	13.2	1.3	B
	Subtotal	**1971**	**1942**	**98.5%**	**24.4**	**2.1**	**C**
EB	Left Turn	81	81	100.0%	33.1	0.9	C
	Through	242	245	101.2%	22.5	1.8	C
	Right Turn	23	21	91.3%	8.1	1.5	A
	Subtotal	**346**	**347**	**100.3%**	**24.1**	**1.2**	**C**
WB	Left Turn	43	43	100.0%	42.3	5.0	D
	Through	363	363	100.0%	22.5	1.7	C
	Right Turn	188	196	104.3%	2.6	0.4	A
	Subtotal	**594**	**602**	**101.3%**	**17.4**	**1.1**	**B**
Total		**2945**	**2930**	**99.5%**	**23.0**	**1.5**	**C**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	150	153	102.0%	46.7	3.2	D
	Through	1105	1123	101.6%	33.5	1.6	C
	Right Turn	72	72	100.0%	31.4	4.1	C
	Subtotal	**1327**	**1348**	**101.6%**	**34.9**	**1.7**	**C**
SB	Left Turn	144	148	102.8%	45.9	4.0	D
	Through	433	437	100.9%	27.6	2.4	C
	Right Turn	254	263	103.5%	2.0	0.3	A
	Subtotal	**831**	**848**	**102.0%**	**22.9**	**1.8**	**C**
EB	Left Turn	525	520	99.0%	33.8	2.3	C
	Through	400	400	100.0%	35.6	2.8	D
	Right Turn	592	582	98.3%	8.4	0.3	A
	Subtotal	**1517**	**1502**	**99.0%**	**24.4**	**1.5**	**C**
WB	Left Turn	61	60	98.4%	41.8	4.0	D
	Through	190	186	97.9%	46.3	3.1	D
	Right Turn	617	622	100.8%	23.3	1.9	C
	Subtotal	**868**	**868**	**100.0%**	**29.5**	**2.3**	**C**
Total		**4543**	**4566**	**100.5%**	**28.2**	**1.1**	**C**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Background Plus Alternative A Conditions**
Queue Length **AM Peak Hour**

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	475	23	2	165	24	NO
	Through	465	23	2	165	24	NO
	Right Turn	500	0	0	0	0	NO
SB	Left Turn	30	1	0	36	12	MAX
	Through	30	1	0	36	12	MAX
	Right Turn	30	0	0	2	8	NO
EB	Left Turn	340	8	1	103	20	NO
	Through	340	8	1	103	20	NO
	Right Turn	335	11	1	81	15	NO
WB	Left Turn	335	32	3	358	24	MAX
	Through	335	32	3	358	24	MAX
	Right Turn	335	32	3	359	24	MAX

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	520	87	7	427	46	NO
	Through	1075	87	7	427	46	NO
	Right Turn	1075	87	7	427	46	NO
SB	Left Turn	85	0	0	21	13	NO
	Through	1250	37	2	170	13	NO
	Right Turn	210	0	0	37	8	NO
EB	Left Turn	325	41	4	199	32	NO
	Through	340	41	4	199	32	NO
	Right Turn	325	11	2	148	32	NO
WB	Left Turn	100	7	2	98	30	NO
	Through	350	11	2	105	32	NO
	Right Turn	350	9	3	122	32	NO

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Background Plus Alternative A Conditions**
Queue Length **AM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	4	1	60	11	MAX
	Through	55	4	1	60	11	MAX
	Right Turn	65	0	0	37	16	NO
SB	Left Turn	610	121	18	638	141	MAX
	Through	1140	120	17	637	141	NO
	Right Turn	1100	22	6	368	96	NO
EB	Left Turn	300	12	1	70	5	NO
	Through	325	22	4	146	19	NO
	Right Turn	325	0	0	25	32	NO
WB	Left Turn	100	30	2	169	26	MAX
	Through	330	31	2	167	26	NO
	Right Turn	75	28	2	169	26	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	40	5	207	42	NO
	Through	780	91	5	354	24	NO
	Right Turn	780	98	5	363	24	NO
SB	Left Turn	200	40	5	230	52	MAX
	Through	1040	32	4	222	84	NO
	Right Turn	1075	0	0	57	57	NO
EB	Left Turn	335	110	16	487	10	MAX
	Through	335	110	16	487	10	MAX
	Right Turn	250	10	1	144	31	NO
WB	Left Turn	110	12	2	153	72	MAX
	Through	365	78	10	336	41	NO
	Right Turn	190	79	10	336	41	MAX

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Background Plus Alternative B Conditions**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 1 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	392	395	100.8%	31.4	1.3	C
	Through	3	3	100.0%	33.6	16.0	C
	Right Turn	633	636	100.5%	17.1	0.9	B
	Subtotal	**1028**	**1034**	**100.6%**	**22.6**	**0.9**	**C**
SB	Left Turn	3	4	133.3%	26.3	11.2	C
	Through	4	3	75.0%	32.7	9.2	C
	Right Turn	1	1	100.0%	3.1	2.9	A
	Subtotal	**8**	**8**	**100.0%**	**27.7**	**4.6**	**C**
EB	Left Turn						
	Through	85	89	104.7%	20.2	3.1	C
	Right Turn	190	183	96.3%	19.7	1.2	B
	Subtotal	**275**	**272**	**98.9%**	**19.8**	**1.4**	**B**
WB	Left Turn	867	879	101.4%	12.2	1.6	B
	Through	176	175	99.4%	9.4	1.7	A
	Right Turn	20	20	100.0%	6.9	2.0	A
	Subtotal	**1063**	**1074**	**101.0%**	**11.6**	**1.5**	**B**
Total		**2374**	**2388**	**100.6%**	**17.4**	**0.9**	**B**

Intersection 2 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	947	957	101.1%	24.7	2.0	C
	Through	1103	1102	99.9%	12.7	0.8	B
	Right Turn	233	239	102.6%	13.7	0.8	B
	Subtotal	**2283**	**2298**	**100.7%**	**17.8**	**1.1**	**B**
SB	Left Turn	2	3	150.0%	32.3	23.3	C
	Through	357	360	100.8%	29.6	1.7	C
	Right Turn	58	64	110.3%	3.7	0.3	A
	Subtotal	**417**	**427**	**102.4%**	**25.8**	**1.7**	**C**
EB	Left Turn	264	263	99.6%	31.1	1.2	C
	Through	40	40	100.0%	33.8	5.3	C
	Right Turn	417	425	101.9%	1.0	0.2	A
	Subtotal	**721**	**728**	**101.0%**	**13.7**	**0.8**	**B**
WB	Left Turn	57	58	101.8%	35.9	4.6	D
	Through	57	58	101.8%	35.6	2.6	D
	Right Turn	4	5	125.0%	12.3	6.2	B
	Subtotal	**118**	**121**	**102.5%**	**34.7**	**2.4**	**C**
Total		**3539**	**3574**	**101.0%**	**18.5**	**0.9**	**B**

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Background Plus Alternative B Conditions**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	10	12	120.0%	39.1	7.1	D
	Through	6	6	100.0%	42.5	10.7	D
	Right Turn	18	19	105.6%	11.8	1.6	B
	Subtotal	**34**	**37**	**108.8%**	**25.4**	**1.8**	**C**
SB	Left Turn	1295	1266	97.8%	29.7	2.6	C
	Through	67	64	95.5%	26.8	2.5	C
	Right Turn	669	656	98.1%	14.4	1.4	B
	Subtotal	**2031**	**1986**	**97.8%**	**24.6**	**1.7**	**C**
EB	Left Turn	82	82	100.0%	32.2	2.0	C
	Through	243	245	100.8%	21.7	0.9	C
	Right Turn	23	23	100.0%	7.7	2.1	A
	Subtotal	**348**	**350**	**100.6%**	**23.2**	**0.8**	**C**
WB	Left Turn	43	45	104.7%	38.7	4.4	D
	Through	360	367	101.9%	22.3	1.1	C
	Right Turn	189	187	98.9%	2.9	0.6	A
	Subtotal	**592**	**599**	**101.2%**	**17.5**	**0.9**	**B**
Total		**3005**	**2972**	**98.9%**	**23.0**	**1.3**	**C**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	146	147	100.7%	47.2	1.5	D
	Through	1103	1118	101.4%	33.7	1.4	C
	Right Turn	72	73	101.4%	29.7	3.5	C
	Subtotal	**1321**	**1338**	**101.3%**	**34.9**	**1.3**	**C**
SB	Left Turn	144	144	100.0%	46.8	3.1	D
	Through	433	441	101.8%	28.8	2.8	C
	Right Turn	254	258	101.6%	2.0	0.3	A
	Subtotal	**831**	**843**	**101.4%**	**23.7**	**1.8**	**C**
EB	Left Turn	563	556	98.8%	36.1	1.5	D
	Through	400	398	99.5%	35.5	1.6	D
	Right Turn	593	584	98.5%	8.5	0.4	A
	Subtotal	**1556**	**1538**	**98.8%**	**25.4**	**0.9**	**C**
WB	Left Turn	61	62	101.6%	45.3	5.1	D
	Through	190	194	102.1%	48.8	3.4	D
	Right Turn	617	621	100.6%	24.7	1.7	C
	Subtotal	**868**	**877**	**101.0%**	**31.5**	**1.6**	**C**
Total		**4576**	**4596**	**100.4%**	**29.0**	**0.8**	**C**

VISSIM Post-Processor **Giilead Science EIR**
Average Results from 10 Runs **Cumulative Plus Alternative B Conditions**
Queue Length **AM Peak Hour**

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	475	40	3	230	13	NO
	Through	465	40	3	231	13	NO
	Right Turn	500	11	3	271	72	NO
SB	Left Turn	30	2	1	36	12	MAX
	Through	30	2	1	36	12	MAX
	Right Turn	30	0	0	17	15	NO
EB	Left Turn	340	33	4	181	19	NO
	Through	340	33	4	181	19	NO
	Right Turn	335	21	2	113	13	NO
WB	Left Turn	335	9	1	131	44	NO
	Through	335	9	1	131	44	NO
	Right Turn	335	10	1	140	44	NO

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	520	393	162	1183	252	MAX
	Through	1075	393	162	1183	252	MAX
	Right Turn	1075	393	162	1183	252	MAX
SB	Left Turn	85	14	2	127	27	MAX
	Through	1250	44	3	205	25	NO
	Right Turn	210	0	0	7	22	NO
EB	Left Turn	325	87	8	335	9	MAX
	Through	340	87	8	335	9	NO
	Right Turn	325	46	7	281	9	NO
WB	Left Turn	100	10	1	103	12	MAX
	Through	350	17	3	139	39	NO
	Right Turn	350	17	4	156	39	NO

VISSIM Post-Processor **Giilead Science EIR**
Average Results from 10 Runs **Cumulative Plus Alternative B Conditions**
Queue Length **AM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	4	1	56	23	MAX
	Through	55	4	1	56	23	MAX
	Right Turn	65	1	0	48	5	NO
SB	Left Turn	610	86	10	676	230	MAX
	Through	1140	86	10	676	230	NO
	Right Turn	1100	20	2	402	62	NO
EB	Left Turn	300	12	1	77	14	NO
	Through	325	19	2	134	24	NO
	Right Turn	325	0	0	14	29	NO
WB	Left Turn	100	28	2	173	43	MAX
	Through	330	30	2	172	43	NO
	Right Turn	75	35	2	183	43	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	45	5	280	145	NO
	Through	780	137	35	501	139	NO
	Right Turn	780	143	35	508	139	NO
SB	Left Turn	200	42	4	254	81	MAX
	Through	1040	37	4	241	69	NO
	Right Turn	1075	0	0	73	21	NO
EB	Left Turn	335	176	45	459	30	MAX
	Through	335	176	45	459	30	MAX
	Right Turn	250	19	1	130	21	NO
WB	Left Turn	110	19	9	270	240	MAX
	Through	365	80	20	656	185	MAX
	Right Turn	190	85	65	490	94	MAX

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Background Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 1 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	64	66	103.1%	43.6	4.8	D
	Through	3	2	66.7%	40.2	28.9	D
	Right Turn	263	263	100.0%	6.2	1.1	A
	Subtotal	**330**	**331**	**100.3%**	**14.0**	**1.6**	**B**
SB	Left Turn	16	16	100.0%	40.0	8.9	D
	Through	39	39	100.0%	40.9	6.4	D
	Right Turn	1	1	100.0%	10.5	11.8	B
	Subtotal	**56**	**56**	**100.0%**	**40.0**	**5.3**	**D**
EB	Left Turn						
	Through	314	312	99.4%	21.1	0.9	C
	Right Turn	903	910	100.8%	28.8	15.3	C
	Subtotal	**1217**	**1222**	**100.4%**	**26.9**	**11.8**	**C**
WB	Left Turn	1030	1038	100.8%	24.3	3.5	C
	Through	239	244	102.1%	19.9	3.7	B
	Right Turn	13	15	115.4%	14.3	4.7	B
	Subtotal	**1282**	**1297**	**101.2%**	**23.3**	**3.5**	**C**
Total		**2885**	**2906**	**100.7%**	**24.1**	**6.1**	**C**

Intersection 2 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	830	828	99.8%	28.9	3.1	C
	Through	304	301	99.0%	8.2	0.9	A
	Right Turn	125	122	97.6%	9.2	1.9	A
	Subtotal	**1259**	**1251**	**99.4%**	**22.0**	**2.1**	**C**
SB	Left Turn	8	9	112.5%	44.9	16.5	D
	Through	622	625	100.5%	30.5	2.0	C
	Right Turn	311	322	103.5%	7.7	1.3	A
	Subtotal	**941**	**956**	**101.6%**	**22.9**	**1.7**	**C**
EB	Left Turn	59	59	100.0%	37.4	4.8	D
	Through	25	25	100.0%	39.4	3.4	D
	Right Turn	509	507	99.6%	1.5	0.2	A
	Subtotal	**593**	**591**	**99.7%**	**6.6**	**0.6**	**A**
WB	Left Turn	90	89	98.9%	33.9	3.5	C
	Through	141	147	104.3%	35.9	3.3	D
	Right Turn	10	10	100.0%	18.6	8.0	B
	Subtotal	**241**	**246**	**102.1%**	**34.5**	**3.0**	**C**
Total		**3034**	**3044**	**100.3%**	**20.3**	**0.6**	**C**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Background Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	17	16	94.1%	45.0	4.6	D
	Through	8	7	87.5%	45.8	8.7	D
	Right Turn	29	28	96.6%	15.4	1.8	B
	Subtotal	**54**	**51**	**94.4%**	**29.1**	**3.9**	**C**
SB	Left Turn	1032	968	93.8%	31.7	2.6	C
	Through	35	35	100.0%	28.7	4.8	C
	Right Turn	450	429	95.3%	9.8	1.0	A
	Subtotal	**1517**	**1432**	**94.4%**	**25.0**	**2.0**	**C**
EB	Left Turn	392	392	100.0%	35.8	1.9	D
	Through	477	481	100.8%	22.4	1.8	C
	Right Turn	19	20	105.3%	10.1	3.3	B
	Subtotal	**888**	**893**	**100.6%**	**28.0**	**1.4**	**C**
WB	Left Turn	37	43	116.2%	47.5	3.6	D
	Through	251	253	100.8%	24.7	2.4	C
	Right Turn	579	573	99.0%	8.4	0.7	A
	Subtotal	**867**	**869**	**100.2%**	**15.1**	**1.2**	**B**
Total		**3326**	**3245**	**97.6%**	**23.2**	**1.3**	**C**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	124	123	99.2%	41.5	1.7	D
	Through	550	555	100.9%	28.0	1.7	C
	Right Turn	90	95	105.6%	23.2	2.3	C
	Subtotal	**764**	**773**	**101.2%**	**29.5**	**1.6**	**C**
SB	Left Turn	146	151	103.4%	42.4	3.5	D
	Through	552	557	100.9%	26.0	3.0	C
	Right Turn	523	520	99.4%	4.1	0.5	A
	Subtotal	**1221**	**1228**	**100.6%**	**18.7**	**1.4**	**B**
EB	Left Turn	338	319	94.4%	26.1	2.2	C
	Through	527	510	96.8%	30.4	1.6	C
	Right Turn	672	642	95.5%	8.0	0.7	A
	Subtotal	**1537**	**1471**	**95.7%**	**19.7**	**1.2**	**B**
WB	Left Turn	92	89	96.7%	39.8	2.9	D
	Through	220	226	102.7%	66.0	14.8	E
	Right Turn	371	377	101.6%	15.6	1.1	B
	Subtotal	**683**	**692**	**101.3%**	**35.2**	**5.8**	**D**
Total		**4205**	**4164**	**99.0%**	**23.8**	**1.0**	**C**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Background Conditions**
Queue Length **PM Peak Hour**

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	475	13	2	79	13	NO
	Through	465	13	2	79	13	NO
	Right Turn	500	0	0	0	0	NO
SB	Left Turn	30	12	2	97	22	MAX
	Through	30	12	2	97	22	MAX
	Right Turn	30	1	1	64	22	MAX
EB	Left Turn	340	35	4	257	30	NO
	Through	340	35	4	257	30	NO
	Right Turn	335	82	53	360	155	MAX
WB	Left Turn	335	86	12	408	34	MAX
	Through	335	86	12	408	34	MAX
	Right Turn	335	87	12	410	34	MAX

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	520	75	10	343	80	NO
	Through	1075	75	10	343	80	NO
	Right Turn	1075	75	10	343	80	NO
SB	Left Turn	85	2	1	38	14	NO
	Through	1250	67	6	356	94	NO
	Right Turn	210	3	1	134	54	NO
EB	Left Turn	325	15	2	138	44	NO
	Through	340	15	2	138	44	NO
	Right Turn	325	1	0	108	47	NO
WB	Left Turn	100	12	4	131	51	MAX
	Through	350	29	5	190	37	NO
	Right Turn	350	31	6	207	37	NO

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Background Conditions**
Queue Length **PM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	5	2	60	13	MAX
	Through	55	5	2	60	13	MAX
	Right Turn	65	1	0	42	7	NO
SB	Left Turn	610	103	10	507	99	NO
	Through	1140	103	10	506	99	NO
	Right Turn	1100	11	3	220	48	NO
EB	Left Turn	300	47	4	196	35	NO
	Through	325	40	4	247	33	NO
	Right Turn	325	0	0	54	30	NO
WB	Left Turn	100	35	4	225	8	MAX
	Through	330	37	3	223	8	NO
	Right Turn	75	35	4	225	8	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	28	4	163	28	NO
	Through	780	44	4	185	17	NO
	Right Turn	780	50	4	194	17	NO
SB	Left Turn	200	36	5	216	24	MAX
	Through	1040	36	4	239	72	NO
	Right Turn	1075	2	1	161	65	NO
EB	Left Turn	335	117	14	490	13	MAX
	Through	335	117	14	490	13	MAX
	Right Turn	250	11	2	145	20	NO
WB	Left Turn	110	19	3	197	81	MAX
	Through	365	96	27	357	67	NO
	Right Turn	190	96	27	357	67	MAX

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Background Plus Proposed Project Conditions**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 1 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	74	75	101.4%	42.6	3.0	D
	Through	3	3	100.0%	34.2	21.9	C
	Right Turn	268	264	98.5%	8.4	1.1	A
	Subtotal	**345**	**342**	**99.1%**	**16.2**	**1.1**	**B**
SB	Left Turn	16	15	93.8%	41.5	6.2	D
	Through	39	42	107.7%	43.9	3.3	D
	Right Turn	1	1	100.0%	7.2	10.7	A
	Subtotal	**56**	**58**	**103.6%**	**42.8**	**3.0**	**D**
EB	Left Turn						
	Through	314	306	97.5%	21.0	1.0	C
	Right Turn	1003	1005	100.2%	32.4	7.6	C
	Subtotal	**1317**	**1311**	**99.5%**	**29.8**	**6.0**	**C**
WB	Left Turn	1030	1016	98.6%	26.1	4.0	C
	Through	239	240	100.4%	20.9	4.4	C
	Right Turn	13	13	100.0%	13.0	5.7	B
	Subtotal	**1282**	**1269**	**99.0%**	**25.0**	**4.1**	**C**
Total		**3000**	**2980**	**99.3%**	**26.5**	**3.3**	**C**

Intersection 2 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	830	808	97.3%	30.9	2.7	C
	Through	327	321	98.2%	7.8	1.7	A
	Right Turn	125	118	94.4%	8.6	1.6	A
	Subtotal	**1282**	**1247**	**97.3%**	**22.9**	**1.7**	**C**
SB	Left Turn	8	8	100.0%	44.7	17.4	D
	Through	775	775	100.0%	31.6	1.2	C
	Right Turn	311	322	103.5%	8.9	1.0	A
	Subtotal	**1094**	**1105**	**101.0%**	**25.1**	**1.0**	**C**
EB	Left Turn	64	58	90.6%	41.9	2.7	D
	Through	25	25	100.0%	42.3	5.3	D
	Right Turn	509	504	99.0%	1.5	0.2	A
	Subtotal	**598**	**587**	**98.2%**	**7.2**	**0.6**	**A**
WB	Left Turn	90	91	101.1%	32.8	2.8	C
	Through	141	143	101.4%	37.2	2.3	D
	Right Turn	10	10	100.0%	20.0	7.7	B
	Subtotal	**241**	**244**	**101.2%**	**34.9**	**1.8**	**C**
Total		**3215**	**3183**	**99.0%**	**21.7**	**0.9**	**C**

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Background Plus Proposed Project Conditions**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	17	17	100.0%	46.6	4.5	D
	Through	8	8	100.0%	50.0	8.4	D
	Right Turn	29	27	93.1%	15.5	3.4	B
	Subtotal	**54**	**52**	**96.3%**	**30.7**	**3.9**	**C**
SB	Left Turn	1046	968	92.5%	35.8	3.4	D
	Through	35	31	88.6%	33.5	3.9	C
	Right Turn	458	413	90.2%	10.8	1.3	B
	Subtotal	**1539**	**1412**	**91.7%**	**28.4**	**2.7**	**C**
EB	Left Turn	399	399	100.0%	36.2	1.4	D
	Through	481	489	101.7%	22.0	2.5	C
	Right Turn	19	20	105.3%	9.9	3.7	A
	Subtotal	**899**	**908**	**101.0%**	**27.9**	**1.9**	**C**
WB	Left Turn	37	38	102.7%	46.5	5.5	D
	Through	253	255	100.8%	26.2	2.1	C
	Right Turn	682	679	99.6%	9.2	0.9	A
	Subtotal	**972**	**972**	**100.0%**	**15.1**	**0.9**	**B**
Total		**3464**	**3344**	**96.5%**	**24.5**	**1.5**	**C**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	126	123	97.6%	41.7	2.6	D
	Through	559	552	98.7%	28.5	2.2	C
	Right Turn	90	92	102.2%	21.8	2.8	C
	Subtotal	**775**	**767**	**99.0%**	**29.8**	**2.0**	**C**
SB	Left Turn	146	145	99.3%	40.8	5.3	D
	Through	603	604	100.2%	27.4	2.2	C
	Right Turn	625	625	100.0%	5.7	1.0	A
	Subtotal	**1374**	**1374**	**100.0%**	**18.9**	**1.5**	**B**
EB	Left Turn	352	323	91.8%	25.7	2.1	C
	Through	527	512	97.2%	30.7	2.0	C
	Right Turn	676	647	95.7%	8.0	0.8	A
	Subtotal	**1555**	**1482**	**95.3%**	**19.7**	**1.3**	**B**
WB	Left Turn	92	93	101.1%	38.4	2.7	D
	Through	220	225	102.3%	57.3	9.7	E
	Right Turn	371	375	101.1%	15.7	0.8	B
	Subtotal	**683**	**693**	**101.5%**	**32.4**	**4.0**	**C**
Total		**4387**	**4316**	**98.4%**	**23.3**	**0.8**	**C**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Background Plus Proposed Project Conditions**
Queue Length **PM Peak Hour**

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	475	13	2	92	21	NO
	Through	465	13	2	92	21	NO
	Right Turn	500	0	0	0	0	NO
SB	Left Turn	30	12	2	96	34	MAX
	Through	30	12	2	96	34	MAX
	Right Turn	30	1	1	63	34	MAX
EB	Left Turn	340	34	4	261	19	NO
	Through	340	34	4	261	19	NO
	Right Turn	335	101	27	464	104	MAX
WB	Left Turn	335	91	17	419	41	MAX
	Through	335	91	17	419	41	MAX
	Right Turn	335	92	17	420	41	MAX

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	520	78	9	352	64	NO
	Through	1075	78	9	352	64	NO
	Right Turn	1075	78	9	352	64	NO
SB	Left Turn	85	2	3	80	156	NO
	Through	1250	91	7	471	61	NO
	Right Turn	210	3	1	111	26	NO
EB	Left Turn	325	16	2	123	35	NO
	Through	340	16	2	123	35	NO
	Right Turn	325	1	0	139	54	NO
WB	Left Turn	100	11	2	129	51	MAX
	Through	350	29	4	212	37	NO
	Right Turn	350	32	5	229	37	NO

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Background Plus Proposed Project Conditions**
Queue Length **PM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	6	2	58	11	MAX
	Through	55	6	2	58	11	MAX
	Right Turn	65	1	0	45	13	NO
SB	Left Turn	610	121	16	607	145	NO
	Through	1140	121	16	607	144	NO
	Right Turn	1100	12	3	237	61	NO
EB	Left Turn	300	48	2	192	18	NO
	Through	325	41	5	257	31	NO
	Right Turn	325	0	0	53	29	NO
WB	Left Turn	100	39	3	227	1	MAX
	Through	330	42	4	226	1	NO
	Right Turn	75	40	4	228	1	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	28	3	155	21	NO
	Through	780	43	4	193	21	NO
	Right Turn	780	49	4	203	21	NO
SB	Left Turn	200	33	5	188	18	NO
	Through	1040	42	6	248	65	NO
	Right Turn	1075	5	3	277	55	NO
EB	Left Turn	335	119	18	496	16	MAX
	Through	335	119	18	496	16	MAX
	Right Turn	250	11	1	154	23	NO
WB	Left Turn	110	20	3	214	95	MAX
	Through	365	83	17	342	76	NO
	Right Turn	190	83	17	342	76	MAX

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Background + Proposed Project (Lakeside Open)**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 1 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	79	81	102.5%	43.5	4.4	D
	Through	3	2	66.7%	38.6	19.3	D
	Right Turn	263	265	100.8%	8.9	0.9	A
	Subtotal	**345**	**348**	**100.9%**	**17.2**	**1.6**	**B**
SB	Left Turn	16	16	100.0%	40.6	5.6	D
	Through	39	37	94.9%	41.7	3.7	D
	Right Turn	1	1	100.0%	9.6	10.4	A
	Subtotal	**56**	**54**	**96.4%**	**41.0**	**2.3**	**D**
EB	Left Turn						
	Through	314	316	100.6%	21.9	2.5	C
	Right Turn	1003	1001	99.8%	31.8	10.9	C
	Subtotal	**1317**	**1317**	**100.0%**	**29.4**	**8.8**	**C**
WB	Left Turn	1030	1021	99.1%	25.3	2.7	C
	Through	239	241	100.8%	20.9	2.2	C
	Right Turn	13	12	92.3%	14.9	4.9	B
	Subtotal	**1282**	**1274**	**99.4%**	**24.4**	**2.5**	**C**
Total		**3000**	**2993**	**99.8%**	**26.0**	**4.5**	**C**

Intersection 2 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	830	820	98.8%	31.2	3.2	C
	Through	325	319	98.2%	8.0	1.4	A
	Right Turn	125	116	92.8%	9.1	2.1	A
	Subtotal	**1280**	**1255**	**98.0%**	**23.3**	**2.4**	**C**
SB	Left Turn	8	8	100.0%	45.6	12.7	D
	Through	738	733	99.3%	30.6	1.8	C
	Right Turn	311	314	101.0%	8.1	0.8	A
	Subtotal	**1057**	**1055**	**99.8%**	**24.0**	**1.5**	**C**
EB	Left Turn	59	61	103.4%	39.8	2.3	D
	Through	25	25	100.0%	41.2	5.3	D
	Right Turn	509	511	100.4%	1.5	0.2	A
	Subtotal	**593**	**597**	**100.7%**	**7.1**	**0.8**	**A**
WB	Left Turn	90	88	97.8%	35.5	2.2	D
	Through	141	143	101.4%	37.0	2.8	D
	Right Turn	10	10	100.0%	22.7	7.3	C
	Subtotal	**241**	**241**	**100.0%**	**36.0**	**2.1**	**D**
Total		**3171**	**3148**	**99.3%**	**21.4**	**1.6**	**C**

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Background + Proposed Project (Lakeside Open)**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	17	17	100.0%	43.5	6.5	D
	Through	8	8	100.0%	42.6	13.5	D
	Right Turn	29	28	96.6%	15.7	4.6	B
	Subtotal	**54**	**53**	**98.1%**	**28.9**	**3.8**	**C**
SB	Left Turn	1046	963	92.1%	32.8	2.3	C
	Through	35	31	88.6%	29.9	1.5	C
	Right Turn	458	420	91.7%	10.6	1.0	B
	Subtotal	**1539**	**1414**	**91.9%**	**26.1**	**1.8**	**C**
EB	Left Turn	425	422	99.3%	36.5	1.5	D
	Through	493	488	99.0%	21.0	2.2	C
	Right Turn	19	17	89.5%	10.2	4.7	B
	Subtotal	**937**	**927**	**98.9%**	**27.9**	**1.5**	**C**
WB	Left Turn	37	37	100.0%	47.3	5.1	D
	Through	255	254	99.6%	26.8	2.0	C
	Right Turn	657	665	101.2%	9.3	0.8	A
	Subtotal	**949**	**956**	**100.7%**	**15.4**	**1.0**	**B**
Total		**3479**	**3350**	**96.3%**	**23.6**	**1.0**	**C**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	128	132	103.1%	41.8	2.0	D
	Through	556	557	100.2%	28.8	0.8	C
	Right Turn	90	94	104.4%	23.6	1.6	C
	Subtotal	**774**	**783**	**101.2%**	**30.4**	**1.0**	**C**
SB	Left Turn	146	144	98.6%	43.1	3.0	D
	Through	591	585	99.0%	27.7	2.5	C
	Right Turn	600	605	100.8%	5.9	0.9	A
	Subtotal	**1337**	**1334**	**99.8%**	**19.4**	**1.0**	**B**
EB	Left Turn	352	324	92.0%	26.3	1.9	C
	Through	527	496	94.1%	30.2	1.1	C
	Right Turn	689	658	95.5%	8.2	0.7	A
	Subtotal	**1568**	**1478**	**94.3%**	**19.5**	**1.1**	**B**
WB	Left Turn	92	92	100.0%	39.1	3.7	D
	Through	220	221	100.5%	58.2	8.6	E
	Right Turn	371	377	101.6%	15.3	0.9	B
	Subtotal	**683**	**690**	**101.0%**	**32.2**	**2.8**	**C**
Total		**4362**	**4285**	**98.2%**	**23.5**	**0.6**	**C**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Background + Proposed Project (Lakeside Open)**
Queue Length **PM Peak Hour**

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	475	14	2	89	21	NO
	Through	465	14	2	90	21	NO
	Right Turn	500	0	0	0	0	NO
SB	Left Turn	30	11	3	87	20	MAX
	Through	30	11	3	87	20	MAX
	Right Turn	30	1	1	54	20	MAX
EB	Left Turn	340	36	4	266	46	NO
	Through	340	36	4	266	46	NO
	Right Turn	335	101	42	482	161	MAX
WB	Left Turn	335	89	9	407	37	MAX
	Through	335	89	9	406	37	MAX
	Right Turn	335	90	9	408	37	MAX

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	520	81	9	370	58	NO
	Through	1075	81	9	370	58	NO
	Right Turn	1075	81	9	370	58	NO
SB	Left Turn	85	2	1	41	33	NO
	Through	1250	82	8	444	76	NO
	Right Turn	210	3	1	119	46	NO
EB	Left Turn	325	16	3	141	52	NO
	Through	340	16	3	141	52	NO
	Right Turn	325	1	1	136	89	NO
WB	Left Turn	100	13	3	133	52	MAX
	Through	350	29	4	215	50	NO
	Right Turn	350	32	5	232	50	NO

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Background + Proposed Project (Lakeside Open)**
Queue Length **PM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	5	1	70	9	MAX
	Through	55	5	1	70	9	MAX
	Right Turn	65	1	0	43	16	NO
SB	Left Turn	610	107	11	527	74	NO
	Through	1140	107	11	527	74	NO
	Right Turn	1100	12	3	230	75	NO
EB	Left Turn	300	51	2	204	25	NO
	Through	325	38	5	268	53	NO
	Right Turn	325	0	0	49	35	NO
WB	Left Turn	100	38	4	230	11	MAX
	Through	330	41	4	229	11	NO
	Right Turn	75	40	4	231	11	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	31	3	186	22	NO
	Through	780	45	3	190	21	NO
	Right Turn	780	51	3	199	21	NO
SB	Left Turn	200	35	2	216	56	MAX
	Through	1040	42	3	335	79	NO
	Right Turn	1075	5	3	263	82	NO
EB	Left Turn	335	111	13	487	11	MAX
	Through	335	111	13	487	11	MAX
	Right Turn	250	12	1	150	32	NO
WB	Left Turn	110	20	3	249	71	MAX
	Through	365	82	15	332	70	NO
	Right Turn	190	82	15	332	70	MAX

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Background Plus Alternative A Conditions**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 1 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	67	69	103.0%	44.8	4.7	D
	Through	3	3	100.0%	50.8	15.2	D
	Right Turn	267	266	99.6%	7.4	1.0	A
	Subtotal	**337**	**338**	**100.3%**	**15.5**	**1.3**	**B**
SB	Left Turn	16	15	93.8%	36.6	3.6	D
	Through	39	37	94.9%	41.1	3.9	D
	Right Turn	1	1	100.0%	7.0	8.4	A
	Subtotal	**56**	**53**	**94.6%**	**39.4**	**3.2**	**D**
EB	Left Turn						
	Through	314	315	100.3%	22.8	6.2	C
	Right Turn	982	986	100.4%	34.4	19.7	C
	Subtotal	**1296**	**1301**	**100.4%**	**31.6**	**16.4**	**C**
WB	Left Turn	1030	1019	98.9%	24.1	3.5	C
	Through	239	236	98.7%	19.3	2.7	B
	Right Turn	13	13	100.0%	13.8	5.6	B
	Subtotal	**1282**	**1268**	**98.9%**	**23.1**	**3.3**	**C**
Total		**2971**	**2960**	**99.6%**	**26.2**	**8.6**	**C**

Intersection 2 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	830	802	96.6%	31.7	1.2	C
	Through	322	320	99.4%	8.4	1.1	A
	Right Turn	125	120	96.0%	8.9	0.8	A
	Subtotal	**1277**	**1242**	**97.3%**	**23.5**	**0.7**	**C**
SB	Left Turn	8	9	112.5%	48.5	10.8	D
	Through	748	737	98.5%	31.4	1.9	C
	Right Turn	311	316	101.6%	8.3	1.1	A
	Subtotal	**1067**	**1062**	**99.5%**	**24.7**	**1.5**	**C**
EB	Left Turn	63	70	111.1%	41.4	3.1	D
	Through	25	25	100.0%	40.7	4.8	D
	Right Turn	509	503	98.8%	1.6	0.3	A
	Subtotal	**597**	**598**	**100.2%**	**7.9**	**0.8**	**A**
WB	Left Turn	90	95	105.6%	33.3	2.8	C
	Through	141	146	103.5%	36.8	3.2	D
	Right Turn	10	10	100.0%	21.9	9.1	C
	Subtotal	**241**	**251**	**104.1%**	**34.9**	**2.6**	**C**
Total		**3182**	**3153**	**99.1%**	**21.8**	**1.0**	**C**

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Background Plus Alternative A Conditions**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	17	17	100.0%	44.4	5.7	D
	Through	8	8	100.0%	49.5	6.9	D
	Right Turn	29	27	93.1%	17.0	3.9	B
	Subtotal	**54**	**52**	**96.3%**	**30.8**	**2.1**	**C**
SB	Left Turn	1043	966	92.6%	33.2	2.3	C
	Through	35	32	91.4%	28.4	3.4	C
	Right Turn	456	417	91.4%	10.5	1.0	B
	Subtotal	**1534**	**1415**	**92.2%**	**26.4**	**1.9**	**C**
EB	Left Turn	387	394	101.8%	37.3	1.9	D
	Through	474	469	98.9%	22.1	2.0	C
	Right Turn	19	19	100.0%	9.1	3.0	A
	Subtotal	**880**	**882**	**100.2%**	**28.7**	**1.3**	**C**
WB	Left Turn	37	40	108.1%	49.7	3.6	D
	Through	250	252	100.8%	23.6	2.2	C
	Right Turn	664	660	99.4%	9.1	0.6	A
	Subtotal	**951**	**952**	**100.1%**	**14.6**	**0.8**	**B**
Total		**3419**	**3301**	**96.5%**	**23.7**	**1.1**	**C**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	123	121	98.4%	40.7	3.5	D
	Through	557	548	98.4%	27.7	0.9	C
	Right Turn	90	96	106.7%	21.0	2.5	C
	Subtotal	**770**	**765**	**99.4%**	**28.9**	**1.1**	**C**
SB	Left Turn	146	146	100.0%	39.9	3.5	D
	Through	594	590	99.3%	26.6	2.5	C
	Right Turn	607	602	99.2%	5.6	0.9	A
	Subtotal	**1347**	**1338**	**99.3%**	**18.6**	**1.2**	**B**
EB	Left Turn	349	328	94.0%	27.2	2.3	C
	Through	527	502	95.3%	30.5	2.1	C
	Right Turn	670	636	94.9%	8.7	0.6	A
	Subtotal	**1546**	**1466**	**94.8%**	**20.3**	**1.4**	**C**
WB	Left Turn	92	88	95.7%	42.0	10.5	D
	Through	220	227	103.2%	77.9	31.9	E
	Right Turn	371	372	100.3%	22.8	15.1	C
	Subtotal	**683**	**687**	**100.6%**	**43.4**	**19.5**	**D**
Total		**4346**	**4256**	**97.9%**	**25.0**	**3.1**	**C**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Background Plus Alternative A Conditions**
Queue Length **PM Peak Hour**

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	475	13	2	90	21	NO
	Through	465	13	2	90	21	NO
	Right Turn	500	0	0	0	0	NO
SB	Left Turn	30	11	2	84	15	MAX
	Through	30	11	2	84	15	MAX
	Right Turn	30	1	1	51	15	MAX
EB	Left Turn	340	36	5	309	174	NO
	Through	340	36	5	309	174	NO
	Right Turn	335	110	74	470	176	MAX
WB	Left Turn	335	84	13	414	36	MAX
	Through	335	84	13	414	36	MAX
	Right Turn	335	85	13	416	36	MAX

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	520	80	6	364	44	NO
	Through	1075	80	6	364	44	NO
	Right Turn	1075	80	6	364	44	NO
SB	Left Turn	85	2	1	37	9	NO
	Through	1250	84	7	441	80	NO
	Right Turn	210	3	1	120	35	NO
EB	Left Turn	325	18	2	184	71	NO
	Through	340	18	2	184	71	NO
	Right Turn	325	1	1	160	52	NO
WB	Left Turn	100	12	3	155	48	MAX
	Through	350	30	4	206	28	NO
	Right Turn	350	33	5	223	28	NO

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Background Plus Alternative A Conditions**
Queue Length **PM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	6	1	63	9	MAX
	Through	55	6	1	63	9	MAX
	Right Turn	65	1	0	49	10	NO
SB	Left Turn	610	110	11	575	154	NO
	Through	1140	110	11	575	154	NO
	Right Turn	1100	12	2	281	100	NO
EB	Left Turn	300	49	4	201	24	NO
	Through	325	38	6	235	43	NO
	Right Turn	325	0	0	67	10	NO
WB	Left Turn	100	37	3	230	10	MAX
	Through	330	39	3	229	10	NO
	Right Turn	75	37	4	231	10	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	27	3	179	36	NO
	Through	780	42	3	193	22	NO
	Right Turn	780	48	4	203	22	NO
SB	Left Turn	200	33	5	207	38	MAX
	Through	1040	41	5	279	85	NO
	Right Turn	1075	4	2	258	73	NO
EB	Left Turn	335	115	19	491	13	MAX
	Through	335	115	19	491	13	MAX
	Right Turn	250	12	1	156	13	NO
WB	Left Turn	110	21	8	252	171	MAX
	Through	365	118	57	421	139	MAX
	Right Turn	190	118	57	422	139	MAX

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Background Plus Alternative B Conditions**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 1 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	73	73	100.0%	43.5	3.9	D
	Through	3	3	100.0%	36.8	20.3	D
	Right Turn	262	266	101.5%	7.4	1.2	A
	Subtotal	**338**	**342**	**101.2%**	**15.4**	**1.4**	**B**
SB	Left Turn	16	17	106.3%	37.2	3.7	D
	Through	39	40	102.6%	42.4	4.0	D
	Right Turn	1	1	100.0%	15.2	17.4	B
	Subtotal	**56**	**58**	**103.6%**	**40.5**	**3.0**	**D**
EB	Left Turn						
	Through	314	315	100.3%	23.3	4.5	C
	Right Turn	1025	1015	99.0%	40.0	18.8	D
	Subtotal	**1339**	**1330**	**99.3%**	**36.2**	**15.4**	**D**
WB	Left Turn	1030	1031	100.1%	27.5	3.0	C
	Through	239	235	98.3%	21.8	2.4	C
	Right Turn	13	15	115.4%	17.3	6.1	B
	Subtotal	**1282**	**1281**	**99.9%**	**26.4**	**2.8**	**C**
Total		**3015**	**3011**	**99.9%**	**29.7**	**6.9**	**C**

Intersection 2 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	830	822	99.0%	32.3	4.2	C
	Through	329	331	100.6%	8.5	0.6	A
	Right Turn	125	118	94.4%	9.1	0.9	A
	Subtotal	**1284**	**1271**	**99.0%**	**24.0**	**2.9**	**C**
SB	Left Turn	8	9	112.5%	44.8	11.7	D
	Through	746	756	101.3%	33.5	5.0	C
	Right Turn	311	312	100.3%	9.1	2.8	A
	Subtotal	**1065**	**1077**	**101.1%**	**26.6**	**4.7**	**C**
EB	Left Turn	58	58	100.0%	40.3	2.9	D
	Through	25	27	108.0%	43.4	4.3	D
	Right Turn	509	512	100.6%	1.6	0.3	A
	Subtotal	**592**	**597**	**100.8%**	**7.4**	**0.8**	**A**
WB	Left Turn	90	89	98.9%	35.5	3.5	D
	Through	141	146	103.5%	37.8	3.5	D
	Right Turn	10	10	100.0%	25.0	9.4	C
	Subtotal	**241**	**245**	**101.7%**	**36.4**	**2.8**	**D**
Total		**3182**	**3190**	**100.3%**	**22.7**	**2.8**	**C**

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Background Plus Alternative B Conditions**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	17	15	88.2%	45.5	7.2	D
	Through	8	8	100.0%	45.2	10.0	D
	Right Turn	29	30	103.4%	15.0	2.7	B
	Subtotal	**54**	**53**	**98.1%**	**28.5**	**2.5**	**C**
SB	Left Turn	1049	958	91.3%	32.6	2.2	C
	Through	35	34	97.1%	30.1	5.1	C
	Right Turn	460	424	92.2%	10.8	1.3	B
	Subtotal	**1544**	**1416**	**91.7%**	**26.0**	**1.4**	**C**
EB	Left Turn	385	383	99.5%	35.9	1.6	D
	Through	473	477	100.8%	21.3	1.6	C
	Right Turn	19	19	100.0%	10.2	3.4	B
	Subtotal	**877**	**879**	**100.2%**	**27.4**	**1.4**	**C**
WB	Left Turn	37	39	105.4%	46.2	4.4	D
	Through	251	250	99.6%	25.4	1.5	C
	Right Turn	662	650	98.2%	8.6	1.0	A
	Subtotal	**950**	**939**	**98.8%**	**14.7**	**0.6**	**B**
Total		**3425**	**3287**	**96.0%**	**23.2**	**0.7**	**C**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	125	120	96.0%	41.9	2.4	D
	Through	557	559	100.4%	29.3	1.6	C
	Right Turn	90	96	106.7%	23.8	1.6	C
	Subtotal	**772**	**775**	**100.4%**	**30.6**	**1.3**	**C**
SB	Left Turn	146	149	102.1%	41.7	3.6	D
	Through	593	600	101.2%	26.8	2.9	C
	Right Turn	606	608	100.3%	5.2	0.7	A
	Subtotal	**1345**	**1357**	**100.9%**	**18.7**	**1.2**	**B**
EB	Left Turn	355	333	93.8%	26.5	2.0	C
	Through	527	502	95.3%	30.3	1.4	C
	Right Turn	669	627	93.7%	8.1	0.7	A
	Subtotal	**1551**	**1462**	**94.3%**	**19.9**	**1.0**	**B**
WB	Left Turn	92	89	96.7%	37.8	2.0	D
	Through	220	214	97.3%	56.6	8.4	E
	Right Turn	371	383	103.2%	15.6	1.0	B
	Subtotal	**683**	**686**	**100.4%**	**31.3**	**2.5**	**C**
Total		**4351**	**4280**	**98.4%**	**23.3**	**0.6**	**C**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Background Plus Alternative B Conditions**
Queue Length **PM Peak Hour**

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	475	14	2	97	22	NO
	Through	465	14	2	97	22	NO
	Right Turn	500	0	0	0	0	NO
SB	Left Turn	30	12	2	110	37	MAX
	Through	30	12	2	110	37	MAX
	Right Turn	30	1	1	77	37	MAX
EB	Left Turn	340	37	5	256	50	NO
	Through	340	37	5	256	50	NO
	Right Turn	335	136	78	539	181	MAX
WB	Left Turn	335	98	12	418	36	MAX
	Through	335	98	12	418	36	MAX
	Right Turn	335	99	12	419	36	MAX

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	520	84	15	385	74	NO
	Through	1075	84	15	385	74	NO
	Right Turn	1075	84	15	385	74	NO
SB	Left Turn	85	2	1	41	16	NO
	Through	1250	94	22	499	75	NO
	Right Turn	210	2	1	104	23	NO
EB	Left Turn	325	16	2	146	60	NO
	Through	340	16	2	146	60	NO
	Right Turn	325	1	1	124	44	NO
WB	Left Turn	100	12	3	144	61	MAX
	Through	350	31	6	199	34	NO
	Right Turn	350	34	7	216	34	NO

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Background Plus Alternative B Conditions**
Queue Length **PM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	5	2	57	11	MAX
	Through	55	5	2	57	11	MAX
	Right Turn	65	1	0	43	11	NO
SB	Left Turn	610	107	11	560	155	NO
	Through	1140	107	11	559	155	NO
	Right Turn	1100	12	3	251	48	NO
EB	Left Turn	300	46	3	184	15	NO
	Through	325	38	4	269	28	NO
	Right Turn	325	0	0	62	25	NO
WB	Left Turn	100	36	3	231	11	MAX
	Through	330	38	3	230	11	NO
	Right Turn	75	37	3	231	11	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	28	4	165	29	NO
	Through	780	46	2	203	19	NO
	Right Turn	780	52	2	212	19	NO
SB	Left Turn	200	35	3	188	27	NO
	Through	1040	41	4	309	69	NO
	Right Turn	1075	3	3	254	121	NO
EB	Left Turn	335	113	11	490	10	MAX
	Through	335	113	11	490	10	MAX
	Right Turn	250	11	2	144	22	NO
WB	Left Turn	110	18	2	210	87	MAX
	Through	365	78	11	319	74	NO
	Right Turn	190	78	11	320	74	MAX

CUMULATIVE AND CUMULATIVE PLUS PROJECT CONDITIONS

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Cumulative Condition**
Volume and Delay by Movement | **(Without Chess Dr Ramp Improvements)**
AM Peak Hour

Intersection 1 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	383	355	92.7%	36.6	4.0	D
	Through	3	4	133.3%	31.6	13.9	C
	Right Turn	762	703	92.3%	19.1	13.8	B
	Subtotal	**1148**	**1062**	**92.5%**	**25.0**	**10.4**	**C**
SB	Left Turn	3	3	100.0%	57.7	17.9	E
	Through	4	5	125.0%	46.4	14.4	D
	Right Turn	1	1	100.0%	6.3	7.5	A
	Subtotal	**8**	**9**	**112.5%**	**48.8**	**11.4**	**D**
EB	Left Turn						
	Through	173	182	105.2%	38.1	3.0	D
	Right Turn	180	185	102.8%	33.3	1.6	C
	Subtotal	**353**	**367**	**104.0%**	**35.7**	**1.7**	**D**
WB	Left Turn	896	875	97.7%	3.8	0.3	A
	Through	187	192	102.7%	2.5	0.6	A
	Right Turn	20	19	95.0%	1.1	0.6	A
	Subtotal	**1103**	**1086**	**98.5%**	**3.5**	**0.4**	**A**
Total		**2612**	**2524**	**96.6%**	**17.4**	**4.7**	**B**

Intersection 2 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	948	934	98.5%	20.2	0.8	C
	Through	1088	1067	98.1%	22.0	1.4	C
	Right Turn	579	564	97.4%	22.6	1.4	C
	Subtotal	**2615**	**2565**	**98.1%**	**21.5**	**0.6**	**C**
SB	Left Turn	75	76	101.3%	32.6	2.3	C
	Through	357	361	101.1%	34.9	1.2	C
	Right Turn	62	62	100.0%	4.0	0.3	A
	Subtotal	**494**	**499**	**101.0%**	**30.7**	**1.1**	**C**
EB	Left Turn	314	305	97.1%	51.2	4.4	D
	Through	205	183	89.3%	71.4	8.7	E
	Right Turn	418	397	95.0%	7.4	3.0	A
	Subtotal	**937**	**885**	**94.5%**	**35.7**	**5.0**	**D**
WB	Left Turn	82	83	101.2%	34.5	1.6	C
	Through	92	94	102.2%	32.5	2.0	C
	Right Turn	13	14	107.7%	15.3	4.0	B
	Subtotal	**187**	**191**	**102.1%**	**32.2**	**1.6**	**C**
Total		**4233**	**4140**	**97.8%**	**26.1**	**1.1**	**C**

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Cumulative Condition**
Volume and Delay by Movement | **(Without Chess Dr Ramp Improvements)**
AM Peak Hour

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	10	9	90.0%	41.3	8.9	D
	Through	6	5	83.3%	42.8	10.3	D
	Right Turn	18	19	105.6%	12.3	1.8	B
	Subtotal	**34**	**33**	**97.1%**	**25.0**	**3.5**	**C**
SB	Left Turn	1480	1334	90.1%	19.1	1.8	B
	Through	67	63	94.0%	20.2	2.4	C
	Right Turn	635	573	90.2%	9.8	1.1	A
	Subtotal	**2182**	**1970**	**90.3%**	**16.4**	**1.6**	**B**
EB	Left Turn	88	87	98.9%	31.3	2.2	C
	Through	252	258	102.4%	20.8	1.5	C
	Right Turn	23	24	104.3%	9.3	2.0	A
	Subtotal	**363**	**369**	**101.7%**	**22.5**	**1.3**	**C**
WB	Left Turn	43	41	95.3%	40.5	4.3	D
	Through	371	364	98.1%	21.1	1.0	C
	Right Turn	197	198	100.5%	3.0	0.3	A
	Subtotal	**611**	**603**	**98.7%**	**16.4**	**0.7**	**B**
Total		**3190**	**2975**	**93.3%**	**17.3**	**1.2**	**B**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	156	159	101.9%	49.2	2.6	D
	Through	1244	1257	101.0%	37.8	1.3	D
	Right Turn	72	69	95.8%	37.6	2.9	D
	Subtotal	**1472**	**1485**	**100.9%**	**39.0**	**1.2**	**D**
SB	Left Turn	144	144	100.0%	48.8	3.0	D
	Through	450	438	97.3%	32.6	1.7	C
	Right Turn	264	253	95.8%	3.3	0.4	A
	Subtotal	**858**	**835**	**97.3%**	**26.5**	**1.4**	**C**
EB	Left Turn	753	686	91.1%	51.9	7.4	D
	Through	400	364	91.0%	30.3	2.6	C
	Right Turn	596	547	91.8%	9.7	0.4	A
	Subtotal	**1749**	**1597**	**91.3%**	**32.5**	**3.5**	**C**
WB	Left Turn	61	59	96.7%	55.5	7.7	E
	Through	190	191	100.5%	56.4	6.2	E
	Right Turn	617	617	100.0%	22.0	5.4	C
	Subtotal	**868**	**867**	**99.9%**	**31.9**	**5.3**	**C**
Total		**4947**	**4784**	**96.7%**	**33.4**	**2.2**	**C**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Cumulative Condition**
Queue Length **AM Peak Hour**

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	475	40	3	239	48	NO
	Through	465	40	3	239	48	NO
	Right Turn	500	107	245	733	717	MAX
SB	Left Turn	30	2	1	37	15	MAX
	Through	30	2	1	37	15	MAX
	Right Turn	30	0	0	0	0	NO
EB	Left Turn	340	36	4	196	31	NO
	Through	340	36	4	196	31	NO
	Right Turn	335	21	2	101	14	NO
WB	Left Turn	335	8	1	152	88	NO
	Through	335	8	1	152	88	NO
	Right Turn	335	0	0	48	75	NO

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	520	104	7	492	52	NO
	Through	1075	104	7	492	52	NO
	Right Turn	1075	74	10	482	75	NO
SB	Left Turn	85	13	2	126	24	MAX
	Through	1250	43	4	189	32	NO
	Right Turn	210	0	0	0	0	NO
EB	Left Turn	325	191	87	859	73	MAX
	Through	340	191	87	859	73	MAX
	Right Turn	325	144	85	805	73	MAX
WB	Left Turn	100	10	2	104	19	MAX
	Through	350	14	2	78	12	NO
	Right Turn	350	12	2	92	12	NO

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Cumulative Condition**
Queue Length **AM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	3	1	46	13	NO
	Through	55	3	1	47	13	NO
	Right Turn	65	1	0	40	12	NO
SB	Left Turn	610	85	12	538	110	NO
	Through	1140	85	12	538	110	NO
	Right Turn	1100	21	5	352	104	NO
EB	Left Turn	300	12	1	72	5	NO
	Through	325	19	2	132	28	NO
	Right Turn	325	0	0	19	30	NO
WB	Left Turn	100	28	2	166	22	MAX
	Through	330	30	2	165	22	NO
	Right Turn	75	33	3	176	22	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	45	7	228	46	NO
	Through	780	125	6	437	26	NO
	Right Turn	780	131	6	445	26	NO
SB	Left Turn	200	41	4	226	34	MAX
	Through	1040	37	2	264	77	NO
	Right Turn	1075	1	0	100	22	NO
EB	Left Turn	335	127	22	420	36	MAX
	Through	335	127	22	421	36	MAX
	Right Turn	250	20	1	131	14	NO
WB	Left Turn	110	15	2	141	48	MAX
	Through	365	67	14	574	197	MAX
	Right Turn	190	21	27	431	133	MAX

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Cumulative Plus Proposed Project Conditions**
Volume and Delay by Movement | **(Without Chess Dr Ramp Improvements)**
AM Peak Hour

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	402	365	90.8%	35.8	2.0	D
	Through	3	3	100.0%	34.8	9.9	C
	Right Turn	763	694	91.0%	16.1	5.9	B
	Subtotal	**1168**	**1062**	**90.9%**	**22.9**	**4.0**	**C**
SB	Left Turn	3	3	100.0%	54.7	17.9	D
	Through	4	5	125.0%	43.9	13.7	D
	Right Turn	1	1	100.0%	5.6	7.1	A
	Subtotal	**8**	**9**	**112.5%**	**45.7**	**11.1**	**D**
EB	Left Turn						
	Through	173	177	102.3%	37.0	3.1	D
	Right Turn	186	189	101.6%	32.9	1.9	C
	Subtotal	**359**	**366**	**101.9%**	**34.9**	**2.0**	**C**
WB	Left Turn	896	874	97.5%	4.0	0.3	A
	Through	187	183	97.9%	2.6	0.3	A
	Right Turn	20	19	95.0%	1.5	1.4	A
	Subtotal	**1103**	**1076**	**97.6%**	**3.7**	**0.3**	**A**
Total		**2638**	**2513**	**95.3%**	**16.5**	**1.4**	**B**

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	948	923	97.4%	19.9	0.8	B
	Through	1135	1099	96.8%	22.9	1.7	C
	Right Turn	579	560	96.7%	23.8	1.9	C
	Subtotal	**2662**	**2582**	**97.0%**	**22.0**	**1.2**	**C**
SB	Left Turn	75	72	96.0%	31.1	2.5	C
	Through	365	366	100.3%	34.8	1.3	C
	Right Turn	62	60	96.8%	4.2	0.3	A
	Subtotal	**502**	**498**	**99.2%**	**30.6**	**1.3**	**C**
EB	Left Turn	315	297	94.3%	51.5	3.7	D
	Through	205	182	88.8%	74.9	8.2	E
	Right Turn	418	393	94.0%	10.2	2.6	B
	Subtotal	**938**	**872**	**93.0%**	**37.7**	**4.2**	**D**
WB	Left Turn	82	84	102.4%	36.2	1.9	D
	Through	92	93	101.1%	32.6	3.0	C
	Right Turn	13	13	100.0%	16.2	2.5	B
	Subtotal	**187**	**190**	**101.6%**	**33.0**	**1.4**	**C**
Total		**4289**	**4142**	**96.6%**	**26.9**	**0.8**	**C**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Cumulative Plus Proposed Project Conditions**
Volume and Delay by Movement **(Without Chess Dr Ramp Improvements)**
AM Peak Hour

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	10	10	100.0%	41.9	4.4	D
	Through	6	6	100.0%	45.7	8.6	D
	Right Turn	18	20	111.1%	15.7	8.2	B
	Subtotal	**34**	**36**	**105.9%**	**27.4**	**6.6**	**C**
SB	Left Turn	1512	1341	88.7%	20.2	2.2	C
	Through	67	57	85.1%	20.3	2.8	C
	Right Turn	654	574	87.8%	10.4	0.8	B
	Subtotal	**2233**	**1972**	**88.3%**	**17.3**	**1.6**	**B**
EB	Left Turn	91	91	100.0%	31.6	1.9	C
	Through	253	257	101.6%	23.7	3.9	C
	Right Turn	23	23	100.0%	11.8	3.4	B
	Subtotal	**367**	**371**	**101.1%**	**24.9**	**3.1**	**C**
WB	Left Turn	43	40	93.0%	40.4	3.5	D
	Through	373	366	98.1%	22.0	0.8	C
	Right Turn	202	207	102.5%	3.3	0.3	A
	Subtotal	**618**	**613**	**99.2%**	**16.8**	**0.5**	**B**
Total		**3252**	**2992**	**92.0%**	**18.3**	**1.5**	**B**

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	158	157	99.4%	49.5	2.6	D
	Through	1258	1260	100.2%	38.4	1.4	D
	Right Turn	72	69	95.8%	38.2	3.5	D
	Subtotal	**1488**	**1486**	**99.9%**	**39.6**	**1.3**	**D**
SB	Left Turn	144	142	98.6%	47.0	3.4	D
	Through	452	437	96.7%	31.3	2.4	C
	Right Turn	269	264	98.1%	3.7	0.8	A
	Subtotal	**865**	**843**	**97.5%**	**25.3**	**1.8**	**C**
EB	Left Turn	786	706	89.8%	58.6	9.1	E
	Through	400	366	91.5%	30.8	1.8	C
	Right Turn	597	533	89.3%	9.7	0.5	A
	Subtotal	**1783**	**1605**	**90.0%**	**36.1**	**4.4**	**D**
WB	Left Turn	61	60	98.4%	54.0	8.8	D
	Through	190	191	100.5%	56.6	4.4	E
	Right Turn	617	622	100.8%	23.7	3.9	C
	Subtotal	**868**	**873**	**100.6%**	**33.0**	**4.0**	**C**
Total		**5004**	**4807**	**96.1%**	**34.7**	**1.8**	**C**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Cumulative Plus Proposed Project Conditions**
Queue Length **AM Peak Hour**

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	475	40	2	229	29	NO
	Through	465	41	2	230	29	NO
	Right Turn	500	62	73	1176	741	MAX
SB	Left Turn	30	2	1	38	20	MAX
	Through	30	2	1	39	20	MAX
	Right Turn	30	0	0	0	0	NO
EB	Left Turn	340	35	5	187	45	NO
	Through	340	35	5	187	45	NO
	Right Turn	335	21	2	107	18	NO
WB	Left Turn	335	9	1	147	72	NO
	Through	335	9	1	147	72	NO
	Right Turn	335	11	1	159	72	NO

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	520	111	10	561	72	MAX
	Through	1075	111	10	561	72	NO
	Right Turn	1075	78	8	550	61	NO
SB	Left Turn	85	11	1	126	22	MAX
	Through	1250	44	3	191	34	NO
	Right Turn	210	0	0	0	0	NO
EB	Left Turn	325	191	48	881	62	MAX
	Through	340	191	48	881	62	MAX
	Right Turn	325	145	47	827	62	MAX
WB	Left Turn	100	11	3	109	26	MAX
	Through	350	14	2	79	11	NO
	Right Turn	350	14	2	79	11	NO

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Cumulative Plus Proposed Project Conditions**
Queue Length **AM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	3	1	47	8	NO
	Through	55	4	1	48	8	NO
	Right Turn	65	1	1	43	14	NO
SB	Left Turn	610	88	12	522	94	NO
	Through	1140	88	12	522	94	NO
	Right Turn	1100	23	4	364	78	NO
EB	Left Turn	300	13	1	73	8	NO
	Through	325	21	3	135	31	NO
	Right Turn	325	0	0	6	20	NO
WB	Left Turn	100	29	2	156	28	MAX
	Through	330	31	2	154	28	NO
	Right Turn	75	34	2	166	28	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	44	5	228	32	NO
	Through	780	127	9	463	50	NO
	Right Turn	780	133	9	470	50	NO
SB	Left Turn	200	38	2	229	35	MAX
	Through	1040	36	4	236	31	NO
	Right Turn	1075	1	0	119	45	NO
EB	Left Turn	335	149	30	440	56	MAX
	Through	335	149	30	440	56	MAX
	Right Turn	250	19	2	152	20	NO
WB	Left Turn	110	15	4	168	113	MAX
	Through	365	69	13	596	228	MAX
	Right Turn	190	31	22	470	111	MAX

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Cumulative Conditions**
Volume and Delay by Movement | **(Without Chess Dr Ramp Improvements)**
PM Peak Hour

Intersection 1 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	74	76	102.7%	50.2	5.6	D
	Through	3	3	100.0%	60.8	12.7	E
	Right Turn	283	286	101.1%	3.9	0.3	A
	Subtotal	**360**	**365**	**101.4%**	**14.0**	**1.6**	**B**
SB	Left Turn	16	15	93.8%	49.3	8.5	D
	Through	39	38	97.4%	58.0	5.6	E
	Right Turn	1	1	100.0%	12.2	15.0	B
	Subtotal	**56**	**54**	**96.4%**	**54.8**	**5.4**	**D**
EB	Left Turn						
	Through	329	286	86.9%	72.0	13.1	E
	Right Turn	958	741	**77.3%**	217.1	20.4	F
	Subtotal	**1287**	**1027**	**79.8%**	**176.8**	**18.4**	**F**
WB	Left Turn	1255	1234	98.3%	31.1	2.5	C
	Through	321	312	97.2%	19.6	1.7	B
	Right Turn	13	13	100.0%	8.5	2.3	A
	Subtotal	**1589**	**1559**	**98.1%**	**28.6**	**2.2**	**C**
Total		**3292**	**3005**	**91.3%**	**77.8**	**6.1**	**E**

Intersection 2 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	828	786	94.9%	94.9	39.9	F
	Through	326	324	99.4%	25.6	1.9	C
	Right Turn	180	185	102.8%	23.1	2.7	C
	Subtotal	**1334**	**1295**	**97.1%**	**67.5**	**24.5**	**E**
SB	Left Turn	20	18	90.0%	29.9	3.7	C
	Through	756	767	101.5%	38.7	1.3	D
	Right Turn	341	348	102.1%	11.6	1.2	B
	Subtotal	**1117**	**1133**	**101.4%**	**30.2**	**0.9**	**C**
EB	Left Turn	66	59	89.4%	50.5	3.1	D
	Through	51	51	100.0%	57.8	9.6	E
	Right Turn	511	478	93.5%	2.4	0.3	A
	Subtotal	**628**	**588**	**93.6%**	**12.1**	**1.9**	**B**
WB	Left Turn	285	297	104.2%	37.5	1.8	D
	Through	420	426	101.4%	34.3	1.2	C
	Right Turn	78	80	102.6%	29.8	2.5	C
	Subtotal	**783**	**803**	**102.6%**	**35.1**	**0.8**	**D**
Total		**3862**	**3819**	**98.9%**	**41.1**	**8.1**	**D**

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Cumulative Conditions**
Volume and Delay by Movement | **(Without Chess Dr Ramp Improvements)**
PM Peak Hour

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	17	18	105.9%	41.7	4.0	D
	Through	8	9	112.5%	47.4	9.8	D
	Right Turn	29	29	100.0%	15.6	2.5	B
	Subtotal	**54**	**56**	**103.7%**	**29.0**	**2.6**	**C**
SB	Left Turn	1078	932	86.5%	27.1	2.0	C
	Through	35	31	88.6%	29.8	4.3	C
	Right Turn	454	382	84.1%	9.0	0.6	A
	Subtotal	**1567**	**1345**	**85.8%**	**22.0**	**1.5**	**C**
EB	Left Turn	398	387	97.2%	36.5	1.2	D
	Through	485	479	98.8%	20.6	1.7	C
	Right Turn	19	18	94.7%	14.4	4.6	B
	Subtotal	**902**	**884**	**98.0%**	**27.4**	**1.3**	**C**
WB	Left Turn	37	36	97.3%	45.0	3.8	D
	Through	259	262	101.2%	26.5	1.1	C
	Right Turn	731	718	98.2%	10.5	1.1	B
	Subtotal	**1027**	**1016**	**98.9%**	**15.8**	**0.8**	**B**
Total		**3550**	**3301**	**93.0%**	**21.7**	**1.0**	**C**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	129	128	99.2%	42.1	2.7	D
	Through	580	588	101.4%	28.2	0.8	C
	Right Turn	90	89	98.9%	22.1	2.6	C
	Subtotal	**799**	**805**	**100.8%**	**29.7**	**1.0**	**C**
SB	Left Turn	145	145	100.0%	41.9	3.8	D
	Through	724	717	99.0%	25.6	2.8	C
	Right Turn	683	682	99.9%	13.5	5.1	B
	Subtotal	**1552**	**1544**	**99.5%**	**21.8**	**2.9**	**C**
EB	Left Turn	387	347	89.7%	34.5	2.9	C
	Through	527	482	91.5%	31.8	1.7	C
	Right Turn	677	609	90.0%	11.5	0.5	B
	Subtotal	**1591**	**1438**	**90.4%**	**23.9**	**1.3**	**C**
WB	Left Turn	91	92	101.1%	30.0	2.8	C
	Through	215	206	95.8%	33.4	1.9	C
	Right Turn	367	375	102.2%	8.0	0.3	A
	Subtotal	**673**	**673**	**100.0%**	**18.8**	**1.1**	**B**
Total		**4615**	**4460**	**96.6%**	**23.4**	**1.3**	**C**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Cumulative Conditions**
Queue Length **PM Peak Hour**

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	475	17	2	99	15	NO
	Through	465	12	3	99	15	NO
	Right Turn	500	0	0	0	0	NO
SB	Left Turn	30	15	3	109	33	MAX
	Through	30	15	3	109	33	MAX
	Right Turn	30	0	0	0	0	NO
EB	Left Turn	340	606	347	1533	424	AVG
	Through	340	606	347	1534	424	AVG
	Right Turn	335	1181	132	1669	1	AVG
WB	Left Turn	335	104	13	445	40	MAX
	Through	335	104	13	445	40	MAX
	Right Turn	335	101	13	443	40	MAX

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	520	265	107	689	145	MAX
	Through	1075	265	107	689	145	NO
	Right Turn	1075	23	4	211	46	NO
SB	Left Turn	85	2	1	42	9	NO
	Through	1250	114	6	547	67	NO
	Right Turn	210	7	2	281	67	MAX
EB	Left Turn	325	27	5	193	40	NO
	Through	340	27	5	193	40	NO
	Right Turn	325	4	2	162	34	NO
WB	Left Turn	100	60	5	303	50	MAX
	Through	350	60	3	254	35	NO
	Right Turn	350	68	4	268	35	NO

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Cumulative Conditions**
Queue Length **PM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	6	2	74	16	MAX
	Through	55	6	2	75	16	MAX
	Right Turn	65	2	1	55	18	NO
SB	Left Turn	610	99	11	506	72	NO
	Through	1140	99	11	506	72	NO
	Right Turn	1100	13	2	234	43	NO
EB	Left Turn	300	47	2	197	28	NO
	Through	325	30	3	192	21	NO
	Right Turn	325	0	0	55	32	NO
WB	Left Turn	100	41	5	236	11	MAX
	Through	330	46	5	235	11	NO
	Right Turn	75	53	6	247	11	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	30	4	187	28	NO
	Through	780	46	2	226	34	NO
	Right Turn	780	51	2	234	34	NO
SB	Left Turn	200	34	3	195	32	NO
	Through	1040	55	14	464	156	NO
	Right Turn	1075	34	28	562	237	NO
EB	Left Turn	335	59	4	254	28	NO
	Through	335	60	4	254	28	NO
	Right Turn	250	25	2	151	12	NO
WB	Left Turn	110	14	2	131	31	MAX
	Through	365	38	4	228	35	NO
	Right Turn	190	0	0	20	39	NO

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Cumulative Plus Proposed Project Conditions**
Volume and Delay by Movement | **(Without Chess Dr Ramp Improvements)**
PM Peak Hour

Intersection 1 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	80	80	100.0%	50.4	2.3	D
	Through	3	3	100.0%	68.4	19.8	E
	Right Turn	285	289	101.4%	3.7	0.3	A
	Subtotal	**368**	**372**	**101.1%**	**14.2**	**0.8**	**B**
SB	Left Turn	16	17	106.3%	56.4	10.2	E
	Through	39	40	102.6%	61.3	10.7	E
	Right Turn	1	1	100.0%	15.8	23.7	B
	Subtotal	**56**	**58**	**103.6%**	**59.1**	**9.1**	**E**
EB	Left Turn						
	Through	329	267	81.2%	86.3	6.8	F
	Right Turn	994	726	**73.0%**	239.1	19.6	F
	Subtotal	**1323**	**993**	**75.1%**	**198.1**	**16.3**	**F**
WB	Left Turn	1255	1232	98.2%	30.8	1.8	C
	Through	321	307	95.6%	20.0	2.2	B
	Right Turn	13	13	100.0%	10.2	5.6	B
	Subtotal	**1589**	**1552**	**97.7%**	**28.5**	**1.8**	**C**
Total		**3336**	**2975**	**89.2%**	**83.8**	**5.0**	**F**

Intersection 2 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	828	782	94.4%	109.3	44.5	F
	Through	335	329	98.2%	27.6	7.3	C
	Right Turn	180	179	99.4%	24.3	2.6	C
	Subtotal	**1343**	**1290**	**96.1%**	**76.5**	**27.6**	**E**
SB	Left Turn	20	21	105.0%	28.6	7.6	C
	Through	801	802	100.1%	40.3	2.7	D
	Right Turn	341	345	101.2%	13.0	2.7	B
	Subtotal	**1162**	**1168**	**100.5%**	**32.0**	**2.7**	**C**
EB	Left Turn	67	58	86.6%	52.0	2.9	D
	Through	51	52	102.0%	56.7	6.9	E
	Right Turn	511	462	90.4%	2.4	0.3	A
	Subtotal	**629**	**572**	**90.9%**	**12.4**	**1.3**	**B**
WB	Left Turn	285	281	98.6%	37.0	1.5	D
	Through	420	425	101.2%	35.8	2.1	D
	Right Turn	78	79	101.3%	30.2	2.2	C
	Subtotal	**783**	**785**	**100.3%**	**35.7**	**1.4**	**D**
Total		**3917**	**3815**	**97.4%**	**44.7**	**9.0**	**D**

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Cumulative Plus Proposed Project Conditions**
Volume and Delay by Movement | **(Without Chess Dr Ramp Improvements)**
PM Peak Hour

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	17	17	100.0%	42.2	5.2	D
	Through	8	7	87.5%	45.2	10.2	D
	Right Turn	29	30	103.4%	14.9	1.9	B
	Subtotal	**54**	**54**	**100.0%**	**27.3**	**2.7**	**C**
SB	Left Turn	1083	938	86.6%	27.1	1.4	C
	Through	35	30	85.7%	27.4	4.0	C
	Right Turn	457	373	81.6%	8.6	0.6	A
	Subtotal	**1575**	**1341**	**85.1%**	**21.9**	**1.0**	**C**
EB	Left Turn	406	407	100.2%	36.4	1.5	D
	Through	489	489	100.0%	20.2	0.9	C
	Right Turn	19	19	100.0%	13.7	4.3	B
	Subtotal	**914**	**915**	**100.1%**	**27.3**	**1.1**	**C**
WB	Left Turn	37	36	97.3%	44.9	4.4	D
	Through	261	249	95.4%	25.8	1.7	C
	Right Turn	761	741	97.4%	11.0	1.0	B
	Subtotal	**1059**	**1026**	**96.9%**	**15.8**	**0.7**	**B**
Total		**3602**	**3336**	**92.6%**	**21.6**	**0.6**	**C**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	131	127	96.9%	41.4	2.6	D
	Through	583	582	99.8%	27.8	1.5	C
	Right Turn	90	92	102.2%	22.3	2.6	C
	Subtotal	**804**	**801**	**99.6%**	**29.4**	**1.5**	**C**
SB	Left Turn	145	138	95.2%	45.8	3.1	D
	Through	739	725	98.1%	23.2	3.9	C
	Right Turn	713	683	95.8%	13.9	3.3	B
	Subtotal	**1597**	**1546**	**96.8%**	**21.1**	**3.0**	**C**
EB	Left Turn	392	359	91.6%	35.3	2.7	D
	Through	527	487	92.4%	33.3	2.7	C
	Right Turn	681	611	89.7%	11.4	0.5	B
	Subtotal	**1600**	**1457**	**91.1%**	**24.6**	**1.6**	**C**
WB	Left Turn	91	90	98.9%	33.6	3.0	C
	Through	215	217	100.9%	34.6	2.5	C
	Right Turn	367	374	101.9%	8.4	0.7	A
	Subtotal	**673**	**681**	**101.2%**	**20.0**	**1.3**	**B**
Total		**4674**	**4485**	**96.0%**	**23.6**	**1.1**	**C**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Cumulative Plus Proposed Project Conditions**
Queue Length **PM Peak Hour**

Intersection 9 **SR 92 WB Ramps/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	475	18	1	96	21	NO
	Through	465	17	2	97	21	NO
	Right Turn	500	0	0	0	0	NO
SB	Left Turn	30	18	5	103	27	MAX
	Through	30	18	5	103	27	MAX
	Right Turn	30	0	0	0	0	NO
EB	Left Turn	340	644	320	1532	430	AVG
	Through	340	645	320	1532	429	AVG
	Right Turn	335	1319	108	1669	1	AVG
WB	Left Turn	335	104	10	429	17	MAX
	Through	335	104	10	429	17	MAX
	Right Turn	335	104	10	430	17	MAX

Intersection 10 **Foster City Blvd/Chess Dr** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	520	305	122	755	133	MAX
	Through	1075	305	122	755	133	NO
	Right Turn	1075	22	3	186	47	NO
SB	Left Turn	85	1	1	46	15	NO
	Through	1250	128	21	614	165	NO
	Right Turn	210	13	10	348	164	MAX
EB	Left Turn	325	28	5	201	58	NO
	Through	340	28	5	201	58	NO
	Right Turn	325	4	2	153	59	NO
WB	Left Turn	100	55	4	314	31	MAX
	Through	350	62	4	293	30	NO
	Right Turn	350	68	4	306	30	NO

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Cumulative Plus Proposed Project Conditions**
Queue Length **PM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	5	1	58	15	MAX
	Through	55	5	1	58	15	MAX
	Right Turn	65	2	1	60	18	NO
SB	Left Turn	610	98	6	518	67	NO
	Through	1140	98	6	518	67	NO
	Right Turn	1100	12	2	223	46	NO
EB	Left Turn	300	49	4	192	19	NO
	Through	325	30	2	217	37	NO
	Right Turn	325	0	0	54	31	NO
WB	Left Turn	100	42	5	238	14	MAX
	Through	330	48	5	238	15	NO
	Right Turn	75	54	5	250	15	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	29	3	175	31	NO
	Through	780	46	4	219	26	NO
	Right Turn	780	51	4	226	26	NO
SB	Left Turn	200	36	3	197	34	NO
	Through	1040	53	12	447	110	NO
	Right Turn	1075	32	16	509	105	NO
EB	Left Turn	335	63	6	261	35	NO
	Through	335	64	6	261	35	NO
	Right Turn	250	25	2	164	20	NO
WB	Left Turn	110	16	2	166	47	MAX
	Through	365	43	5	326	144	NO
	Right Turn	190	0	1	87	140	NO

CUMULATIVE PLUS PROJECT ALTERNATIVE CONDITIONS

METRO CENTER BOULEVARD INTERCHANGE ONLY

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Cumulative Plus Proposed Project**
Volume and Delay by Movement | **(Without Lakeside Dr Closure)**
AM Peak Hour

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	10	11	110.0%	39.1	9.3	D
	Through	6	6	100.0%	42.7	8.8	D
	Right Turn	18	19	105.6%	11.8	1.5	B
	Subtotal	**34**	**36**	**105.9%**	**24.8**	**2.8**	**C**
SB	Left Turn	1519	1332	87.7%	19.6	1.0	B
	Through	67	59	88.1%	19.1	2.6	B
	Right Turn	658	580	88.1%	10.2	1.0	B
	Subtotal	**2244**	**1971**	**87.8%**	**16.8**	**0.7**	**B**
EB	Left Turn	94	91	96.8%	33.1	3.0	C
	Through	255	248	97.3%	22.8	1.3	C
	Right Turn	23	23	100.0%	10.2	3.6	B
	Subtotal	**372**	**362**	**97.3%**	**24.6**	**1.5**	**C**
WB	Left Turn	43	39	90.7%	39.1	3.9	D
	Through	386	378	97.9%	22.9	1.6	C
	Right Turn	199	199	100.0%	3.4	0.4	A
	Subtotal	**628**	**616**	**98.1%**	**17.6**	**1.0**	**B**
Total		**3278**	**2985**	**91.1%**	**18.0**	**0.5**	**B**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	171	170	99.4%	51.1	2.4	D
	Through	1250	1263	101.0%	41.3	4.5	D
	Right Turn	72	71	98.6%	37.4	4.4	D
	Subtotal	**1493**	**1504**	**100.7%**	**42.2**	**4.1**	**D**
SB	Left Turn	144	136	94.4%	50.3	3.5	D
	Through	451	440	97.6%	32.6	1.9	C
	Right Turn	266	260	97.7%	3.0	0.7	A
	Subtotal	**861**	**836**	**97.1%**	**26.2**	**1.2**	**C**
EB	Left Turn	793	696	87.8%	58.0	9.7	E
	Through	400	362	90.5%	30.0	1.1	C
	Right Turn	599	536	89.5%	9.6	0.4	A
	Subtotal	**1792**	**1594**	**89.0%**	**35.4**	**4.6**	**D**
WB	Left Turn	61	61	100.0%	58.4	5.4	E
	Through	190	185	97.4%	58.2	4.9	E
	Right Turn	617	619	100.3%	32.1	10.0	C
	Subtotal	**868**	**865**	**99.7%**	**39.5**	**7.9**	**D**
Total		**5014**	**4799**	**95.7%**	**36.7**	**3.9**	**D**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Cumulative Plus Proposed Project**
Queue Length **AM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	3	1	49	7	NO
	Through	55	3	1	50	7	NO
	Right Turn	65	1	0	40	10	NO
SB	Left Turn	610	84	7	532	75	NO
	Through	1140	84	7	532	75	NO
	Right Turn	1100	22	4	373	90	NO
EB	Left Turn	300	13	2	75	8	NO
	Through	325	20	2	148	16	NO
	Right Turn	325	0	0	13	27	NO
WB	Left Turn	100	31	2	163	28	MAX
	Through	330	32	2	161	28	NO
	Right Turn	75	36	2	173	28	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	49	3	254	38	NO
	Through	780	124	12	447	40	NO
	Right Turn	780	130	12	455	40	NO
SB	Left Turn	200	40	3	209	56	MAX
	Through	1040	38	3	239	50	NO
	Right Turn	1075	1	0	100	22	NO
EB	Left Turn	335	144	29	443	54	MAX
	Through	335	144	29	444	54	MAX
	Right Turn	250	19	1	134	14	NO
WB	Left Turn	110	17	3	210	142	MAX
	Through	365	67	15	595	199	MAX
	Right Turn	190	58	47	485	95	MAX

VISSIM Post-Processor | **Giilead Science EIR**
Average Results from 10 Runs | **Cumulative Plus Alternative A Conditions**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	10	9	90.0%	40.0	7.0	D
	Through	6	6	100.0%	37.0	12.4	D
	Right Turn	18	17	94.4%	14.7	5.1	B
	Subtotal	**34**	**32**	**94.1%**	**26.1**	**4.2**	**C**
SB	Left Turn	1500	1352	90.1%	22.7	7.0	C
	Through	67	61	91.0%	22.6	6.0	C
	Right Turn	647	557	86.1%	9.7	1.0	A
	Subtotal	**2214**	**1970**	**89.0%**	**19.0**	**5.1**	**B**
EB	Left Turn	87	89	102.3%	32.2	2.9	C
	Through	251	249	99.2%	24.3	3.3	C
	Right Turn	23	24	104.3%	8.6	3.4	A
	Subtotal	**361**	**362**	**100.3%**	**25.2**	**2.6**	**C**
WB	Left Turn	43	38	88.4%	40.3	3.2	D
	Through	369	358	97.0%	22.2	1.3	C
	Right Turn	200	194	97.0%	3.0	0.4	A
	Subtotal	**612**	**590**	**96.4%**	**17.0**	**0.8**	**B**
Total		**3221**	**2954**	**91.7%**	**19.5**	**3.8**	**B**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	154	156	101.3%	49.0	3.0	D
	Through	1255	1265	100.8%	39.4	2.6	D
	Right Turn	72	69	95.8%	35.4	3.7	D
	Subtotal	**1481**	**1490**	**100.6%**	**40.2**	**2.3**	**D**
SB	Left Turn	144	133	92.4%	47.7	3.0	D
	Through	451	438	97.1%	31.9	2.2	C
	Right Turn	267	251	94.0%	2.8	0.4	A
	Subtotal	**862**	**822**	**95.4%**	**25.6**	**1.2**	**C**
EB	Left Turn	774	714	92.2%	60.7	16.2	E
	Through	400	369	92.3%	30.0	2.9	C
	Right Turn	595	529	88.9%	9.4	0.4	A
	Subtotal	**1769**	**1612**	**91.1%**	**37.0**	**8.2**	**D**
WB	Left Turn	61	63	103.3%	53.8	5.5	D
	Through	190	184	96.8%	56.7	8.1	E
	Right Turn	617	612	99.2%	28.8	9.2	C
	Subtotal	**868**	**859**	**99.0%**	**36.6**	**8.5**	**D**
Total		**4980**	**4783**	**96.0%**	**36.0**	**2.0**	**D**

VISSIM Post-Processor **Giilead Science EIR**
Average Results from 10 Runs **Cumulative Plus Alternative A Conditions**
Queue Length **AM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	3	1	45	11	NO
	Through	55	3	1	45	11	NO
	Right Turn	65	1	0	46	8	NO
SB	Left Turn	610	106	45	734	387	MAX
	Through	1140	106	45	734	387	NO
	Right Turn	1100	21	7	426	320	NO
EB	Left Turn	300	13	1	71	9	NO
	Through	325	21	2	157	22	NO
	Right Turn	325	0	0	6	19	NO
WB	Left Turn	100	28	2	156	16	MAX
	Through	330	30	2	154	16	NO
	Right Turn	75	34	3	166	16	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	44	4	232	24	NO
	Through	780	120	7	426	33	NO
	Right Turn	780	126	7	434	33	NO
SB	Left Turn	200	37	4	209	33	MAX
	Through	1040	37	2	210	50	NO
	Right Turn	1075	1	0	101	53	NO
EB	Left Turn	335	158	60	458	47	MAX
	Through	335	158	60	458	47	MAX
	Right Turn	250	19	1	130	14	NO
WB	Left Turn	110	16	3	155	115	MAX
	Through	365	71	29	577	223	MAX
	Right Turn	190	45	43	423	154	MAX

VISSIM Post-Processor | **Giilead Science EIR**
Average Results from 10 Runs | **Cumulative Plus Alternative B Conditions**
Volume and Delay by Movement | **AM Peak Hour**

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	10	11	110.0%	37.7	7.1	D
	Through	6	7	116.7%	44.2	6.9	D
	Right Turn	18	18	100.0%	12.7	1.4	B
	Subtotal	**34**	**36**	**105.9%**	**25.6**	**3.4**	**C**
SB	Left Turn	1538	1351	87.8%	20.0	2.1	B
	Through	67	56	83.6%	19.5	2.7	B
	Right Turn	669	582	87.0%	9.9	0.4	A
	Subtotal	**2274**	**1989**	**87.5%**	**17.0**	**1.6**	**B**
EB	Left Turn	88	89	101.1%	32.0	1.9	C
	Through	252	244	96.8%	23.1	2.2	C
	Right Turn	23	23	100.0%	9.7	4.3	A
	Subtotal	**363**	**356**	**98.1%**	**24.4**	**1.7**	**C**
WB	Left Turn	43	38	88.4%	39.4	3.9	D
	Through	366	356	97.3%	22.2	1.3	C
	Right Turn	200	192	96.0%	3.2	0.2	A
	Subtotal	**609**	**586**	**96.2%**	**17.0**	**1.2**	**B**
Total		**3280**	**2967**	**90.5%**	**18.0**	**1.2**	**B**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	151	154	102.0%	51.5	3.8	D
	Through	1253	1258	100.4%	46.2	10.2	D
	Right Turn	72	69	95.8%	42.3	11.6	D
	Subtotal	**1476**	**1481**	**100.3%**	**46.6**	**9.5**	**D**
SB	Left Turn	144	146	101.4%	49.8	2.8	D
	Through	451	435	96.5%	31.7	2.4	C
	Right Turn	268	255	95.1%	2.7	0.5	A
	Subtotal	**863**	**836**	**96.9%**	**26.0**	**1.6**	**C**
EB	Left Turn	812	722	88.9%	68.7	15.0	E
	Through	400	346	86.5%	30.3	1.7	C
	Right Turn	596	535	89.8%	9.5	0.4	A
	Subtotal	**1808**	**1603**	**88.7%**	**40.7**	**7.2**	**D**
WB	Left Turn	61	63	103.3%	59.5	10.2	E
	Through	190	185	97.4%	62.5	7.4	E
	Right Turn	617	615	99.7%	38.3	14.5	D
	Subtotal	**868**	**863**	**99.4%**	**45.1**	**12.1**	**D**
Total		**5015**	**4783**	**95.4%**	**40.7**	**5.8**	**D**

VISSIM Post-Processor **Giilead Science EIR**
Average Results from 10 Runs **Cumulative Plus Alternative B Conditions**
Queue Length **AM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	4	1	56	23	MAX
	Through	55	4	1	56	23	MAX
	Right Turn	65	1	0	48	5	NO
SB	Left Turn	610	86	10	676	230	MAX
	Through	1140	86	10	676	230	NO
	Right Turn	1100	20	2	402	62	NO
EB	Left Turn	300	12	1	77	14	NO
	Through	325	19	2	134	24	NO
	Right Turn	325	0	0	14	29	NO
WB	Left Turn	100	28	2	173	43	MAX
	Through	330	30	2	172	43	NO
	Right Turn	75	35	2	183	43	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	45	5	280	145	NO
	Through	780	137	35	501	139	NO
	Right Turn	780	143	35	508	139	NO
SB	Left Turn	200	42	4	254	81	MAX
	Through	1040	37	4	241	69	NO
	Right Turn	1075	0	0	73	21	NO
EB	Left Turn	335	176	45	459	30	MAX
	Through	335	176	45	459	30	MAX
	Right Turn	250	19	1	130	21	NO
WB	Left Turn	110	19	9	270	240	MAX
	Through	365	80	20	656	185	MAX
	Right Turn	190	85	65	490	94	MAX

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Cumulative Plus Proposed Project**
Volume and Delay by Movement | **(Without Lakeside Dr Closure)**
PM Peak Hour

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	17	18	105.9%	42.2	6.1	D
	Through	8	8	100.0%	46.7	9.1	D
	Right Turn	29	27	93.1%	14.8	2.4	B
	Subtotal	**54**	**53**	**98.1%**	**29.0**	**3.7**	**C**
SB	Left Turn	1085	949	87.5%	27.3	1.7	C
	Through	35	31	88.6%	30.5	4.7	C
	Right Turn	458	387	84.5%	9.4	0.7	A
	Subtotal	**1578**	**1367**	**86.6%**	**22.3**	**1.3**	**C**
EB	Left Turn	431	415	96.3%	37.1	1.4	D
	Through	501	496	99.0%	21.7	1.3	C
	Right Turn	19	17	89.5%	15.0	3.2	B
	Subtotal	**951**	**928**	**97.6%**	**28.5**	**1.1**	**C**
WB	Left Turn	37	36	97.3%	44.1	4.6	D
	Through	264	261	98.9%	26.9	1.9	C
	Right Turn	746	728	97.6%	10.7	1.0	B
	Subtotal	**1047**	**1025**	**97.9%**	**16.0**	**0.6**	**B**
Total		**3630**	**3373**	**92.9%**	**22.2**	**0.6**	**C**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	134	127	94.8%	41.7	2.7	D
	Through	582	603	103.6%	28.8	1.7	C
	Right Turn	90	89	98.9%	23.0	1.9	C
	Subtotal	**806**	**819**	**101.6%**	**30.2**	**1.5**	**C**
SB	Left Turn	145	142	97.9%	42.9	3.6	D
	Through	732	718	98.1%	26.4	3.6	C
	Right Turn	698	679	97.3%	13.0	2.2	B
	Subtotal	**1575**	**1539**	**97.7%**	**22.0**	**1.9**	**C**
EB	Left Turn	394	359	91.1%	36.8	3.5	D
	Through	527	478	90.7%	33.7	2.4	C
	Right Turn	694	637	91.8%	12.0	0.7	B
	Subtotal	**1615**	**1474**	**91.3%**	**25.1**	**1.6**	**C**
WB	Left Turn	91	92	101.1%	31.8	3.6	C
	Through	215	218	101.4%	33.7	1.8	C
	Right Turn	367	381	103.8%	8.0	0.6	A
	Subtotal	**673**	**691**	**102.7%**	**19.3**	**0.8**	**B**
Total		**4669**	**4523**	**96.9%**	**24.1**	**0.8**	**C**

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Cumulative Plus Proposed Project**
Queue Length | **PM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	6	2	63	17	MAX
	Through	55	6	2	63	17	MAX
	Right Turn	65	2	1	48	16	NO
SB	Left Turn	610	103	9	506	41	NO
	Through	1140	103	9	506	41	NO
	Right Turn	1100	15	1	267	47	NO
EB	Left Turn	300	51	2	205	23	NO
	Through	325	33	3	211	27	NO
	Right Turn	325	0	0	63	24	NO
WB	Left Turn	100	42	2	232	7	MAX
	Through	330	47	4	230	7	NO
	Right Turn	75	54	4	242	7	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	30	4	183	39	NO
	Through	780	48	3	216	23	NO
	Right Turn	780	53	4	224	23	NO
SB	Left Turn	200	34	4	227	44	MAX
	Through	1040	57	9	405	82	NO
	Right Turn	1075	31	14	467	96	NO
EB	Left Turn	335	63	5	244	25	NO
	Through	335	64	5	244	25	NO
	Right Turn	250	27	2	172	29	NO
WB	Left Turn	110	15	3	133	39	MAX
	Through	365	41	4	278	58	NO
	Right Turn	190	0	0	48	54	NO

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Cumulative Plus Alternative A Conditions**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	17	18	105.9%	45.2	5.9	D
	Through	8	9	112.5%	43.9	8.6	D
	Right Turn	29	30	103.4%	16.3	3.1	B
	Subtotal	**54**	**57**	**105.6%**	**30.1**	**3.5**	**C**
SB	Left Turn	1082	942	87.1%	27.1	1.7	C
	Through	35	29	82.9%	31.1	4.6	C
	Right Turn	456	390	85.5%	9.1	0.3	A
	Subtotal	**1573**	**1361**	**86.5%**	**22.0**	**1.4**	**C**
EB	Left Turn	393	387	98.5%	37.5	1.5	D
	Through	483	482	99.8%	21.5	1.6	C
	Right Turn	19	19	100.0%	13.8	3.0	B
	Subtotal	**895**	**888**	**99.2%**	**28.3**	**1.2**	**C**
WB	Left Turn	37	41	110.8%	45.3	3.3	D
	Through	259	254	98.1%	26.3	1.6	C
	Right Turn	753	736	97.7%	10.7	0.9	B
	Subtotal	**1049**	**1031**	**98.3%**	**15.9**	**0.7**	**B**
Total		**3571**	**3337**	**93.4%**	**21.9**	**0.7**	**C**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	128	126	98.4%	40.5	2.1	D
	Through	582	585	100.5%	27.6	1.1	C
	Right Turn	90	90	100.0%	21.7	3.1	C
	Subtotal	**800**	**801**	**100.1%**	**29.0**	**1.0**	**C**
SB	Left Turn	145	140	96.6%	41.8	4.8	D
	Through	735	717	97.6%	26.6	2.1	C
	Right Turn	705	689	97.7%	13.5	3.1	B
	Subtotal	**1585**	**1546**	**97.5%**	**22.1**	**1.8**	**C**
EB	Left Turn	391	352	90.0%	33.5	3.3	C
	Through	527	482	91.5%	32.3	2.6	C
	Right Turn	675	620	91.9%	11.6	0.9	B
	Subtotal	**1593**	**1454**	**91.3%**	**23.8**	**1.7**	**C**
WB	Left Turn	91	89	97.8%	31.4	2.9	C
	Through	215	216	100.5%	33.8	1.5	C
	Right Turn	367	383	104.4%	8.2	0.5	A
	Subtotal	**673**	**688**	**102.2%**	**19.3**	**0.8**	**B**
Total		**4651**	**4489**	**96.5%**	**23.4**	**1.0**	**C**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Cumulative Plus Alternative A Conditions**
Queue Length **PM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	6	1	65	8	MAX
	Through	55	6	1	65	8	MAX
	Right Turn	65	2	1	54	10	NO
SB	Left Turn	610	101	13	557	179	NO
	Through	1140	101	13	557	179	NO
	Right Turn	1100	14	2	259	75	NO
EB	Left Turn	300	49	2	189	21	NO
	Through	325	32	3	210	34	NO
	Right Turn	325	0	0	51	36	NO
WB	Left Turn	100	42	4	237	19	MAX
	Through	330	48	5	240	20	NO
	Right Turn	75	55	6	252	20	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	28	3	182	25	NO
	Through	780	45	3	199	25	NO
	Right Turn	780	50	3	207	25	NO
SB	Left Turn	200	32	3	195	33	NO
	Through	1040	57	12	421	131	NO
	Right Turn	1075	33	16	483	133	NO
EB	Left Turn	335	60	6	265	38	NO
	Through	335	61	6	266	38	NO
	Right Turn	250	25	3	157	21	NO
WB	Left Turn	110	14	3	131	50	MAX
	Through	365	41	5	303	75	NO
	Right Turn	190	0	0	72	64	NO

VISSIM Post-Processor | **Gilead Science EIR**
Average Results from 10 Runs | **Cumulative Plus Alternative B Conditions**
Volume and Delay by Movement | **PM Peak Hour**

Intersection 3 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	17	20	117.6%	47.4	8.0	D
	Through	8	9	112.5%	51.8	13.2	D
	Right Turn	29	31	106.9%	15.0	2.0	B
	Subtotal	**54**	**60**	**111.1%**	**31.0**	**4.6**	**C**
SB	Left Turn	1088	930	85.5%	26.6	1.5	C
	Through	35	29	82.9%	28.2	5.2	C
	Right Turn	460	393	85.4%	9.2	0.7	A
	Subtotal	**1583**	**1352**	**85.4%**	**21.6**	**1.2**	**C**
EB	Left Turn	391	382	97.7%	37.0	1.9	D
	Through	481	472	98.1%	21.5	1.7	C
	Right Turn	19	19	100.0%	14.5	4.5	B
	Subtotal	**891**	**873**	**98.0%**	**28.1**	**1.6**	**C**
WB	Left Turn	37	38	102.7%	46.4	4.3	D
	Through	260	252	96.9%	25.5	2.2	C
	Right Turn	751	734	97.7%	11.1	0.9	B
	Subtotal	**1048**	**1024**	**97.7%**	**15.9**	**0.8**	**B**
Total		**3576**	**3309**	**92.5%**	**21.7**	**0.6**	**C**

Intersection 4 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Demand Volume	Volume Served		Total Delay (sec/veh)		
			Average	%	Average	Std. Dev.	LOS
NB	Left Turn	130	125	96.2%	41.1	2.4	D
	Through	582	595	102.2%	27.7	1.5	C
	Right Turn	90	90	100.0%	22.1	2.4	C
	Subtotal	**802**	**810**	**101.0%**	**29.1**	**1.4**	**C**
SB	Left Turn	145	143	98.6%	42.6	3.2	D
	Through	734	712	97.0%	25.3	1.6	C
	Right Turn	704	681	96.7%	13.5	2.3	B
	Subtotal	**1583**	**1536**	**97.0%**	**21.6**	**1.0**	**C**
EB	Left Turn	397	357	89.9%	35.9	2.1	D
	Through	527	475	90.1%	33.9	1.6	C
	Right Turn	674	606	89.9%	11.3	0.4	B
	Subtotal	**1598**	**1438**	**90.0%**	**24.9**	**1.1**	**C**
WB	Left Turn	91	89	97.8%	29.5	3.2	C
	Through	215	219	101.9%	33.2	1.6	C
	Right Turn	367	381	103.8%	8.0	0.7	A
	Subtotal	**673**	**689**	**102.4%**	**18.8**	**0.7**	**B**
Total		**4656**	**4473**	**96.1%**	**23.6**	**0.4**	**C**

VISSIM Post-Processor **Gilead Science EIR**
Average Results from 10 Runs **Cumulative Plus Alternative B Conditions**
Queue Length **PM Peak Hour**

Intersection 15 **SR 92 EB Ramps/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	55	7	2	65	12	MAX
	Through	55	7	2	65	12	MAX
	Right Turn	65	2	1	52	9	NO
SB	Left Turn	610	95	9	484	62	NO
	Through	1140	95	9	484	62	NO
	Right Turn	1100	14	2	232	46	NO
EB	Left Turn	300	47	3	190	22	NO
	Through	325	32	4	222	39	NO
	Right Turn	325	0	0	71	13	NO
WB	Left Turn	100	43	4	233	11	MAX
	Through	330	48	5	232	11	NO
	Right Turn	75	54	6	244	11	MAX

Intersection 16 **Foster City Blvd/Metro Center Blvd** **Signalized**

Direction	Movement	Storage (ft)	Average Queue (ft)		Maximum Queue (ft)		Exceeds Storage?
			Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	325	28	2	182	25	NO
	Through	780	46	4	203	23	NO
	Right Turn	780	51	4	211	23	NO
SB	Left Turn	200	34	3	201	28	MAX
	Through	1040	54	6	463	92	NO
	Right Turn	1075	31	14	505	104	NO
EB	Left Turn	335	63	4	249	21	NO
	Through	335	63	4	249	21	NO
	Right Turn	250	25	2	158	17	NO
WB	Left Turn	110	13	3	127	46	MAX
	Through	365	41	3	281	80	NO
	Right Turn	190	0	0	46	73	NO

APPENDIX E:
FREEWAY ANALYSIS RESULTS

						Existing					Existing Plus Proposed Project						Existing Plus Lakeside Drive Variant					
				Lanes	Capacity	Volume	PCE	V/C	LOS	Added Trips	Volume	PCE	V/C	LOS	Added Trips	% of Capacity	Volume	PCE	V/C	LOS	Added Trips	% of Capacity
US 101	N of 3rd	AM	NB	4+Aux	10,350	9,134	9,454	0.91	E		9,166	9,487	0.92	E	32	0.3%	9,166	9,487	0.92	E	32	0.3%
			SB	4+Aux	10,350	8,119	8,403	0.81	D		8,316	8,607	0.83	D	197	1.9%	8,316	8,607	0.83	D	197	1.9%
		PM	NB	4+Aux	10,350	8,546	8,845	0.85	D		8,747	9,053	0.87	D	201	1.9%	8,747	9,053	0.87	D	201	1.9%
			SB	4+Aux	10,350	8,107	8,391	0.81	D		8,145	8,430	0.81	D	38	0.4%	8,145	8,430	0.81	D	38	0.4%
	S of 3rd	AM	NB	4+Aux	10,350	8,743	9,049	0.87	D		8,995	9,310	0.90	E	252	2.4%	9,009	9,324	0.90	E	266	2.6%
			SB	4+Aux	10,350	8,317	8,608	0.83	D		8,356	8,648	0.84	D	39	0.4%	8,361	8,654	0.84	D	44	0.4%
		PM	NB	4+Aux	10,350	8,945	9,258	0.89	E		8,992	9,307	0.90	E	47	0.5%	8,998	9,313	0.90	E	53	0.5%
			SB	4+Aux	10,350	8,313	8,604	0.83	D		8,567	8,867	0.86	D	254	2.5%	8,585	8,885	0.86	D	272	2.6%
	N of Hillsdale	AM	NB	4+Aux	10,350	7,890	8,166	0.79	D		8,153	8,438	0.82	D	263	2.5%	8,153	8,438	0.82	D	263	2.5%
			SB	4+Aux	10,350	7,096	7,344	0.71	C		7,139	7,389	0.71	D	43	0.4%	7,139	7,389	0.71	D	43	0.4%
		PM	NB	4+Aux	10,350	7,905	8,182	0.79	D		7,956	8,234	0.80	D	51	0.5%	7,956	8,234	0.80	D	51	0.5%
			SB	4+Aux	10,350	7,234	7,487	0.72	D		7,502	7,765	0.75	D	268	2.6%	7,502	7,765	0.75	D	268	2.6%
	S of Hillsdale	AM	NB	4+Aux	10,350	7,335	7,592	0.73	D		7,598	7,864	0.76	D	263	2.5%	7,598	7,864	0.76	D	263	2.5%
			SB	4+Aux	10,350	8,708	9,013	0.87	D		8,751	9,057	0.88	D	43	0.4%	8,751	9,057	0.88	D	43	0.4%
		PM	NB	4+Aux	10,350	8,648	8,951	0.86	D		8,699	9,003	0.87	D	51	0.5%	8,699	9,003	0.87	D	51	0.5%
			SB	4+Aux	10,350	8,463	8,759	0.85	D		8,731	9,037	0.87	D	268	2.6%	8,731	9,037	0.87	D	268	2.6%
SR 92	E of 101	AM	EB	3	6,900	5,391	5,634	0.82	D		5,704	5,961	0.86	D	313	4.5%	5,689	5,945	0.86	D	298	4.3%
			WB	3+Aux	8,050	5,675	5,930	0.74	D		5,722	5,979	0.74	D	47	0.6%	5,717	5,974	0.74	D	42	0.5%
		PM	EB	3	6,900	6,124	6,400	0.93	E		6,185	6,463	0.94	E	61	0.9%	6,179	6,457	0.94	E	55	0.8%
			WB	3+Aux	8,050	5,414	5,658	0.70	C		5,697	5,953	0.74	D	283	3.5%	5,678	5,934	0.74	D	264	3.3%
	W of FCB	AM	EB	3+Aux	8,050	4,018	4,199	0.52	C		4,159	4,346	0.54	C	141	1.8%	4,159	4,346	0.54	C	141	1.8%
			WB	3+Aux	8,050	5,400	5,643	0.70	C		5,415	5,659	0.70	C	15	0.2%	5,415	5,659	0.70	C	15	0.2%
		PM	EB	3+Aux	8,050	5,432	5,676	0.71	C		5,454	5,699	0.71	C	22	0.3%	5,454	5,699	0.71	C	22	0.3%
			WB	3+Aux	8,050	4,282	4,475	0.56	C		4,383	4,580	0.57	C	101	1.3%	4,383	4,580	0.57	C	101	1.3%
	E of FCB	AM	EB	3	6,900	2,478	2,590	0.38	B		2,504	2,617	0.38	B	26	0.4%	2,504	2,617	0.38	B	26	0.4%
			WB	3	6,900	5,360	5,601	0.81	D		5,518	5,766	0.84	D	158	2.3%	5,518	5,766	0.84	D	158	2.3%
		PM	EB	3	6,900	4,888	5,108	0.74	D		5,048	5,275	0.76	D	160	2.3%	5,049	5,276	0.76	D	161	2.3%
			WB	3	6,900	2,685	2,806	0.41	B		2,715	2,837	0.41	B	30	0.4%	2,715	2,837	0.41	B	30	0.4%

						Existing					Existing Plus Alternate A						Existing Plus Alternate B					
				Lanes	Capacity	Volume	PCE	V/C	LOS	Added Trips	Volume	PCE	V/C	LOS	Added Trips	% of Capacity	Volume	PCE	V/C	LOS	Added Trips	% of Capacity
US 101	N of 3rd	AM	NB	4+Aux	10,350	9,134	9,454	0.91	E		9,158	9,479	0.92	E	24	0.2%	9,160	9,481	0.92	E	26	0.3%
			SB	4+Aux	10,350	8,119	8,403	0.81	D		8,286	8,576	0.83	D	167	1.6%	8,273	8,563	0.83	D	154	1.5%
		PM	NB	4+Aux	10,350	8,546	8,845	0.85	D		8,710	9,015	0.87	D	164	1.6%	8,705	9,010	0.87	D	159	1.5%
			SB	4+Aux	10,350	8,107	8,391	0.81	D		8,133	8,418	0.81	D	26	0.3%	8,138	8,423	0.81	D	31	0.3%
	S of 3rd	AM	NB	4+Aux	10,350	8,743	9,049	0.87	D		8,982	9,296	0.90	E	239	2.3%	8,867	9,177	0.89	D	124	1.2%
			SB	4+Aux	10,350	8,317	8,608	0.83	D		8,350	8,642	0.83	D	33	0.3%	8,339	8,631	0.83	D	22	0.2%
		PM	NB	4+Aux	10,350	8,945	9,258	0.89	E		8,982	9,296	0.90	E	37	0.4%	8,971	9,285	0.90	E	26	0.3%
			SB	4+Aux	10,350	8,313	8,604	0.83	D		8,545	8,844	0.85	D	232	2.2%	8,441	8,736	0.84	D	128	1.2%
	N of Hillsdale	AM	NB	4+Aux	10,350	7,890	8,166	0.79	D		7,921	8,198	0.79	D	31	0.3%	8,095	8,378	0.81	D	205	2.0%
			SB	4+Aux	10,350	7,096	7,344	0.71	C		7,319	7,575	0.73	D	223	2.2%	7,131	7,381	0.71	D	35	0.3%
		PM	NB	4+Aux	10,350	7,905	8,182	0.79	D		8,123	8,407	0.81	D	218	2.1%	7,947	8,225	0.79	D	42	0.4%
			SB	4+Aux	10,350	7,234	7,487	0.72	D		7,269	7,523	0.73	D	35	0.3%	7,446	7,707	0.74	D	212	2.0%
	S of Hillsdale	AM	NB	4+Aux	10,350	7,335	7,592	0.73	D		7,366	7,624	0.74	D	31	0.3%	7,540	7,804	0.75	D	205	2.0%
			SB	4+Aux	10,350	8,708	9,013	0.87	D		8,931	9,244	0.89	E	223	2.2%	8,743	9,049	0.87	D	35	0.3%
		PM	NB	4+Aux	10,350	8,648	8,951	0.86	D		8,866	9,176	0.89	D	218	2.1%	8,690	8,994	0.87	D	42	0.4%
			SB	4+Aux	10,350	8,463	8,759	0.85	D		8,498	8,795	0.85	D	35	0.3%	8,675	8,979	0.87	D	212	2.0%
SR 92	E of 101	AM	EB	3	6,900	5,391	5,634	0.82	D		5,628	5,881	0.85	D	237	3.4%	5,725	5,983	0.87	D	334	4.8%
			WB	3+Aux	8,050	5,675	5,930	0.74	D		5,705	5,962	0.74	D	30	0.4%	5,723	5,981	0.74	D	48	0.6%
		PM	EB	3	6,900	6,124	6,400	0.93	E		6,162	6,439	0.93	E	38	0.6%	6,188	6,466	0.94	E	64	0.9%
			WB	3+Aux	8,050	5,414	5,658	0.70	C		5,618	5,871	0.73	D	204	2.5%	5,709	5,966	0.74	D	295	3.7%
	W of FCB	AM	EB	3+Aux	8,050	4,018	4,199	0.52	C		4,129	4,315	0.54	C	111	1.4%	4,189	4,378	0.54	C	171	2.1%
			WB	3+Aux	8,050	5,400	5,643	0.70	C		5,412	5,656	0.70	C	12	0.1%	5,418	5,662	0.70	C	18	0.2%
		PM	EB	3+Aux	8,050	5,432	5,676	0.71	C		5,449	5,694	0.71	C	17	0.2%	5,459	5,705	0.71	C	27	0.3%
			WB	3+Aux	8,050	4,282	4,475	0.56	C		4,361	4,557	0.57	C	79	1.0%	4,404	4,602	0.57	C	122	1.5%
	E of FCB	AM	EB	3	6,900	2,478	2,590	0.38	B		2,497	2,609	0.38	B	19	0.3%	2,499	2,611	0.38	B	21	0.3%
			WB	3	6,900	5,360	5,601	0.81	D		5,494	5,741	0.83	D	134	1.9%	5,484	5,731	0.83	D	124	1.8%
		PM	EB	3	6,900	4,888	5,108	0.74	D		5,019	5,245	0.76	D	131	1.9%	5,015	5,241	0.76	D	127	1.8%
			WB	3	6,900	2,685	2,806	0.41	B		2,706	2,828	0.41	B	21	0.3%	2,710	2,832	0.41	B	25	0.4%

						Background					Background Plus Proposed Project						Background Plus Lakeside Drive Variant					
				Lanes	Capacity	Volume	PCE	V/C	LOS	Added Trips	Volume	PCE	V/C	LOS	Added Trips	% of Capacity	Volume	PCE	V/C	LOS	Added Trips	% of Capacity
US 101	N of 3rd	AM	NB	4+Aux	10,350	9,212	9,534	0.92	E	78	9,234	9,557	0.92	E	22	0.2%	9,234	9,557	0.92	E	22	0.2%
			SB	4+Aux	10,350	8,235	8,523	0.82	D	116	8,369	8,662	0.84	D	134	1.3%	8,369	8,662	0.84	D	134	1.3%
		PM	NB	4+Aux	10,350	8,667	8,970	0.87	D	121	8,805	9,113	0.88	D	138	1.3%	8,805	9,113	0.88	D	138	1.3%
			SB	4+Aux	10,350	8,179	8,465	0.82	D	72	8,206	8,493	0.82	D	27	0.3%	8,206	8,493	0.82	D	27	0.3%
	S of 3rd	AM	NB	4+Aux	10,350	8,962	9,276	0.90	E	219	9,078	9,396	0.91	E	116	1.1%	9,092	9,410	0.91	E	130	1.3%
			SB	4+Aux	10,350	8,367	8,660	0.84	D	50	8,388	8,682	0.84	D	21	0.2%	8,392	8,686	0.84	D	25	0.2%
		PM	NB	4+Aux	10,350	9,001	9,316	0.90	E	56	9,026	9,342	0.90	E	25	0.2%	9,032	9,348	0.90	E	31	0.3%
			SB	4+Aux	10,350	8,522	8,820	0.85	D	209	8,642	8,944	0.86	D	120	1.2%	8,661	8,964	0.87	D	139	1.3%
	N of Hillsdale	AM	NB	4+Aux	10,350	8,008	8,288	0.80	D	118	8,186	8,473	0.82	D	178	1.7%	8,186	8,473	0.82	D	178	1.7%
			SB	4+Aux	10,350	7,122	7,371	0.71	D	26	7,152	7,402	0.72	D	30	0.3%	7,152	7,402	0.72	D	30	0.3%
		PM	NB	4+Aux	10,350	7,935	8,213	0.79	D	30	7,970	8,249	0.80	D	35	0.3%	7,970	8,249	0.80	D	35	0.3%
			SB	4+Aux	10,350	7,356	7,613	0.74	D	122	7,539	7,803	0.75	D	183	1.8%	7,539	7,803	0.75	D	183	1.8%
	S of Hillsdale	AM	NB	4+Aux	10,350	7,483	7,745	0.75	D	148	7,661	7,929	0.77	D	178	1.7%	7,661	7,929	0.77	D	178	1.7%
			SB	4+Aux	10,350	8,776	9,083	0.88	D	68	8,806	9,114	0.88	D	30	0.3%	8,806	9,114	0.88	D	30	0.3%
		PM	NB	4+Aux	10,350	8,713	9,018	0.87	D	65	8,748	9,054	0.87	D	35	0.3%	8,748	9,054	0.87	D	35	0.3%
			SB	4+Aux	10,350	8,609	8,910	0.86	D	146	8,792	9,100	0.88	D	183	1.8%	8,792	9,100	0.88	D	183	1.8%
SR 92	E of 101	AM	EB	3	6,900	5,502	5,750	0.83	D	111	5,783	6,043	0.88	D	281	4.1%	5,769	6,029	0.87	D	267	3.9%
			WB	3+Aux	8,050	5,776	6,036	0.75	D	101	5,817	6,079	0.76	D	41	0.5%	5,812	6,074	0.75	D	36	0.4%
		PM	EB	3	6,900	6,216	6,496	0.94	E	92	6,269	6,551	0.95	E	53	0.8%	6,263	6,545	0.95	E	47	0.7%
			WB	3+Aux	8,050	5,521	5,769	0.72	D	107	5,767	6,027	0.75	D	246	3.1%	5,748	6,007	0.75	D	227	2.8%
	W of FCB	AM	EB	3+Aux	8,050	4,089	4,273	0.53	C	71	4,231	4,421	0.55	C	142	1.8%	4,231	4,421	0.55	C	142	1.8%
			WB	3+Aux	8,050	5,482	5,729	0.71	D	82	5,497	5,744	0.71	D	15	0.2%	5,497	5,744	0.71	D	15	0.2%
		PM	EB	3+Aux	8,050	5,505	5,753	0.71	D	73	5,527	5,776	0.72	D	22	0.3%	5,527	5,776	0.72	D	22	0.3%
			WB	3+Aux	8,050	4,342	4,537	0.56	C	60	4,442	4,642	0.58	C	100	1.2%	4,442	4,642	0.58	C	100	1.2%
	E of FCB	AM	EB	3	6,900	2,505	2,618	0.38	B	27	2,523	2,637	0.38	B	18	0.3%	2,522	2,635	0.38	B	17	0.2%
			WB	3	6,900	5,438	5,683	0.82	D	78	5,545	5,795	0.84	D	107	1.6%	5,545	5,795	0.84	D	107	1.6%
		PM	EB	3	6,900	4,960	5,183	0.75	D	72	5,069	5,297	0.77	D	109	1.6%	5,070	5,298	0.77	D	110	1.6%
			WB	3	6,900	2,710	2,832	0.41	B	25	2,732	2,855	0.41	B	22	0.3%	2,732	2,855	0.41	B	22	0.3%

						Background					Background Plus Alternate A						Background Plus Alternate B					
				Lanes	Capacity	Volume	PCE	V/C	LOS	Added Trips	Volume	PCE	V/C	LOS	Added Trips	% of Capacity	Volume	PCE	V/C	LOS	Added Trips	% of Capacity
US 101	N of 3rd	AM	NB	4+Aux	10,350	9,212	9,534	0.92	E	78	9,226	9,549	0.92	E	14	0.1%	9,228	9,551	0.92	E	16	0.2%
			SB	4+Aux	10,350	8,235	8,523	0.82	D	116	8,339	8,631	0.83	D	104	1.0%	8,326	8,617	0.83	D	91	0.9%
		PM	NB	4+Aux	10,350	8,667	8,970	0.87	D	121	8,767	9,074	0.88	D	100	1.0%	8,762	9,069	0.88	D	95	0.9%
			SB	4+Aux	10,350	8,179	8,465	0.82	D	72	8,194	8,481	0.82	D	15	0.1%	8,200	8,487	0.82	D	21	0.2%
	S of 3rd	AM	NB	4+Aux	10,350	8,962	9,276	0.90	E	219	9,065	9,382	0.91	E	103	1.0%	8,949	9,262	0.89	E	-13	-0.1%
			SB	4+Aux	10,350	8,367	8,660	0.84	D	50	8,381	8,674	0.84	D	14	0.1%	8,370	8,663	0.84	D	3	0.0%
		PM	NB	4+Aux	10,350	9,001	9,316	0.90	E	56	9,016	9,332	0.90	E	15	0.1%	9,006	9,321	0.90	E	5	0.0%
			SB	4+Aux	10,350	8,522	8,820	0.85	D	209	8,620	8,922	0.86	D	98	0.9%	8,516	8,814	0.85	D	-6	-0.1%
	N of Hillsdale	AM	NB	4+Aux	10,350	8,008	8,288	0.80	D	118	8,146	8,431	0.81	D	138	1.3%	8,128	8,412	0.81	D	120	1.2%
			SB	4+Aux	10,350	7,122	7,371	0.71	D	26	7,140	7,390	0.71	D	18	0.2%	7,144	7,394	0.71	D	22	0.2%
		PM	NB	4+Aux	10,350	7,935	8,213	0.79	D	30	7,955	8,233	0.80	D	20	0.2%	7,961	8,240	0.80	D	26	0.3%
			SB	4+Aux	10,350	7,356	7,613	0.74	D	122	7,489	7,751	0.75	D	133	1.3%	7,483	7,745	0.75	D	127	1.2%
	S of Hillsdale	AM	NB	4+Aux	10,350	7,483	7,745	0.75	D	148	7,621	7,888	0.76	D	138	1.3%	7,603	7,869	0.76	D	120	1.2%
			SB	4+Aux	10,350	8,776	9,083	0.88	D	68	8,794	9,102	0.88	D	18	0.2%	8,798	9,106	0.88	D	22	0.2%
		PM	NB	4+Aux	10,350	8,713	9,018	0.87	D	65	8,733	9,039	0.87	D	20	0.2%	8,739	9,045	0.87	D	26	0.3%
			SB	4+Aux	10,350	8,609	8,910	0.86	D	146	8,742	9,048	0.87	D	133	1.3%	8,736	9,042	0.87	D	127	1.2%
SR 92	E of 101	AM	EB	3	6,900	5,502	5,750	0.83	D	111	5,707	5,964	0.86	D	205	3.0%	5,803	6,064	0.88	D	301	4.4%
			WB	3+Aux	8,050	5,776	6,036	0.75	D	101	5,799	6,060	0.75	D	23	0.3%	5,818	6,080	0.76	D	42	0.5%
		PM	EB	3	6,900	6,216	6,496	0.94	E	92	6,246	6,527	0.95	E	30	0.4%	6,273	6,555	0.95	E	57	0.8%
			WB	3+Aux	8,050	5,521	5,769	0.72	D	107	5,689	5,945	0.74	D	168	2.1%	5,780	6,040	0.75	D	259	3.2%
	W of FCB	AM	EB	3+Aux	8,050	4,089	4,273	0.53	C	71	4,201	4,390	0.55	C	112	1.4%	4,260	4,452	0.55	C	171	2.1%
			WB	3+Aux	8,050	5,482	5,729	0.71	D	82	5,493	5,740	0.71	D	11	0.1%	5,500	5,748	0.71	D	18	0.2%
		PM	EB	3+Aux	8,050	5,505	5,753	0.71	D	73	5,522	5,770	0.72	D	17	0.2%	5,532	5,781	0.72	D	27	0.3%
			WB	3+Aux	8,050	4,342	4,537	0.56	C	60	4,421	4,620	0.57	C	79	1.0%	4,464	4,665	0.58	C	122	1.5%
	E of FCB	AM	EB	3	6,900	2,505	2,618	0.38	B	27	2,516	2,629	0.38	B	11	0.2%	2,517	2,630	0.38	B	12	0.2%
			WB	3	6,900	5,438	5,683	0.82	D	78	5,521	5,769	0.84	D	83	1.2%	5,511	5,759	0.83	D	73	1.1%
		PM	EB	3	6,900	4,960	5,183	0.75	D	72	5,040	5,267	0.76	D	80	1.2%	5,036	5,263	0.76	D	76	1.1%
			WB	3	6,900	2,710	2,832	0.41	B	25	2,723	2,846	0.41	B	13	0.2%	2,726	2,849	0.41	B	16	0.2%

						Cumulative					Cumulative Plus Proposed Project						Cumulative Plus Lakeside Drive Variant					
				Lanes	Capacity	Volume	PCE	V/C	LOS	Added Trips	Volume	PCE	V/C	LOS	Added Trips	% of Capacity	Volume	PCE	V/C	LOS	Added Trips	% of Capacity
US 101	N of 3rd	AM	NB	4+Aux	10,350	10,402	10,766	**1.04**	**F**	1,190	10,412	10,776	**1.04**	**F**	10	0.1%	10,412	10,776	**1.04**	**F**	10	0.1%
			SB	4+Aux	10,350	8,899	9,211	0.89	D	664	8,940	9,253	0.89	E	41	0.4%	8,940	9,253	0.89	E	41	0.4%
		PM	NB	4+Aux	10,350	9,342	9,669	0.93	E	675	9,389	9,718	0.94	E	47	0.5%	9,389	9,718	0.94	E	47	0.5%
			SB	4+Aux	10,350	9,397	9,726	0.94	E	1,218	9,409	9,739	0.94	E	12	0.1%	9,409	9,739	0.94	E	12	0.1%
	S of 3rd	AM	NB	4+Aux	10,350	10,199	10,556	**1.02**	**F**	1,237	10,216	10,573	**1.02**	**F**	17	0.2%	10,230	10,588	**1.02**	**F**	31	0.3%
			SB	4+Aux	10,350	8,839	9,148	0.88	D	472	8,845	9,155	0.88	D	6	0.1%	8,850	9,160	0.89	D	11	0.1%
		PM	NB	4+Aux	10,350	9,510	9,843	0.95	E	509	9,519	9,852	0.95	E	9	0.1%	9,525	9,858	0.95	E	15	0.1%
			SB	4+Aux	10,350	9,853	10,198	0.99	E	1,331	9,876	10,222	0.99	E	23	0.2%	9,895	10,241	0.99	E	42	0.4%
	N of Hillsdale	AM	NB	4+Aux	10,350	9,283	9,608	0.93	E	1,275	9,339	9,666	0.93	E	56	0.5%	9,339	9,666	0.93	E	56	0.5%
			SB	4+Aux	10,350	8,059	8,341	0.81	D	937	8,072	8,355	0.81	D	13	0.1%	8,072	8,355	0.81	D	13	0.1%
		PM	NB	4+Aux	10,350	8,416	8,710	0.84	D	481	8,433	8,728	0.84	D	17	0.2%	8,433	8,728	0.84	D	17	0.2%
			SB	4+Aux	10,350	8,015	8,295	0.80	D	659	8,077	8,359	0.81	D	62	0.6%	8,077	8,359	0.81	D	62	0.6%
	S of Hillsdale	AM	NB	4+Aux	10,350	8,705	9,010	0.87	D	1,222	8,761	9,068	0.88	D	56	0.5%	8,761	9,068	0.88	D	56	0.5%
			SB	4+Aux	10,350	9,296	9,622	0.93	E	520	9,309	9,635	0.93	E	13	0.1%	9,309	9,635	0.93	E	13	0.1%
		PM	NB	4+Aux	10,350	9,243	9,566	0.92	E	530	9,260	9,584	0.93	E	17	0.2%	9,260	9,584	0.93	E	17	0.2%
			SB	4+Aux	10,350	10,112	10,466	**1.01**	**F**	1,503	10,174	10,530	**1.02**	**F**	62	0.6%	10,174	10,530	**1.02**	**F**	62	0.6%
SR 92	E of 101	AM	EB	3	6,900	6,505	6,798	0.99	E	1,003	6,613	6,911	**1.00**	**F**	108	1.6%	6,598	6,895	1.00	E	93	1.3%
			WB	3+Aux	8,050	7,109	7,429	0.92	E	1,333	7,129	7,450	0.93	E	20	0.2%	7,124	7,444	0.92	E	15	0.2%
		PM	EB	3	6,900	7,025	7,341	**1.06**	**F**	809	7,050	7,367	**1.07**	**F**	25	0.4%	7,044	7,361	**1.07**	**F**	19	0.3%
			WB	3+Aux	8,050	6,895	7,206	0.90	E	1,374	6,996	7,311	0.91	E	101	1.3%	6,977	7,291	0.91	E	82	1.0%
	W of FCB	AM	EB	3+Aux	8,050	4,950	5,173	0.64	C	861	5,001	5,226	0.65	C	51	0.6%	5,001	5,226	0.65	C	51	0.6%
			WB	3+Aux	8,050	6,776	7,081	0.88	D	1,294	6,782	7,087	0.88	D	6	0.1%	6,782	7,087	0.88	D	6	0.1%
		PM	EB	3+Aux	8,050	6,265	6,547	0.81	D	760	6,273	6,555	0.81	D	8	0.1%	6,273	6,555	0.81	D	8	0.1%
			WB	3+Aux	8,050	5,582	5,833	0.72	D	1,240	5,618	5,871	0.73	D	36	0.4%	5,618	5,871	0.73	D	36	0.4%
	E of FCB	AM	EB	3	6,900	3,059	3,197	0.46	B	554	3,067	3,205	0.46	B	8	0.1%	3,066	3,204	0.46	B	7	0.1%
			WB	3	6,900	6,871	7,180	**1.04**	**F**	1,433	6,905	7,216	**1.05**	**F**	34	0.5%	6,905	7,216	**1.05**	**F**	34	0.5%
		PM	EB	3	6,900	5,835	6,097	0.88	D	875	5,873	6,137	0.89	D	38	0.6%	5,873	6,137	0.89	D	38	0.6%
			WB	3	6,900	3,695	3,862	0.56	C	985	3,704	3,871	0.56	C	9	0.1%	3,704	3,871	0.56	C	9	0.1%

						Cumulative					Cumulative Plus Alternate A						Cumulative Plus Alternate B					
				Lanes	Capacity	Volume	PCE	V/C	LOS	Added Trips	Volume	PCE	V/C	LOS	Added Trips	% of Capacity	Volume	PCE	V/C	LOS	Added Trips	% of Capacity
US 101	N of 3rd	AM	NB	4+Aux	10,350	10,402	10,766	**1.04**	**F**	1,190	10,403	10,767	**1.04**	**F**	1	0.0%	10,406	10,770	**1.04**	**F**	4	0.0%
			SB	4+Aux	10,350	8,899	9,211	0.89	D	664	8,910	9,222	0.89	E	11	0.1%	8,897	9,209	0.89	D	-2	0.0%
		PM	NB	4+Aux	10,350	9,342	9,669	0.93	E	675	9,352	9,680	0.94	E	10	0.1%	9,347	9,675	0.93	E	5	0.0%
			SB	4+Aux	10,350	9,397	9,726	0.94	E	1,218	9,397	9,726	0.94	E	0	0.0%	9,403	9,733	0.94	E	6	0.1%
	S of 3rd	AM	NB	4+Aux	10,350	10,199	10,556	**1.02**	**F**	1,237	10,203	10,560	**1.02**	**F**	4	0.0%	10,088	10,441	**1.01**	**F**	-111	-1.1%
			SB	4+Aux	10,350	8,839	9,148	0.88	D	472	8,838	9,147	0.88	D	-1	0.0%	8,827	9,136	0.88	D	-12	-0.1%
		PM	NB	4+Aux	10,350	9,510	9,843	0.95	E	509	9,509	9,842	0.95	E	-1	0.0%	9,499	9,831	0.95	E	-11	-0.1%
			SB	4+Aux	10,350	9,853	10,198	0.99	E	1,331	9,855	10,200	0.99	E	2	0.0%	9,751	10,092	0.98	E	-102	-1.0%
	N of Hillsdale	AM	NB	4+Aux	10,350	9,283	9,608	0.93	E	1,275	9,298	9,624	0.93	E	15	0.1%	9,281	9,606	0.93	E	-2	0.0%
			SB	4+Aux	10,350	8,059	8,341	0.81	D	937	8,060	8,342	0.81	D	1	0.0%	8,064	8,346	0.81	D	5	0.0%
		PM	NB	4+Aux	10,350	8,416	8,710	0.84	D	481	8,417	8,711	0.84	D	1	0.0%	8,424	8,719	0.84	D	8	0.1%
			SB	4+Aux	10,350	8,015	8,295	0.80	D	659	8,027	8,308	0.80	D	12	0.1%	8,021	8,301	0.80	D	6	0.1%
	S of Hillsdale	AM	NB	4+Aux	10,350	8,705	9,010	0.87	D	1,222	8,720	9,025	0.87	D	15	0.1%	8,703	9,008	0.87	D	-2	0.0%
			SB	4+Aux	10,350	9,296	9,622	0.93	E	520	9,297	9,623	0.93	E	1	0.0%	9,301	9,627	0.93	E	5	0.0%
		PM	NB	4+Aux	10,350	9,243	9,566	0.92	E	530	9,244	9,568	0.92	E	1	0.0%	9,251	9,575	0.93	E	8	0.1%
			SB	4+Aux	10,350	10,112	10,466	**1.01**	**F**	1,503	10,124	10,478	**1.01**	**F**	12	0.1%	10,118	10,472	**1.01**	**F**	6	0.1%
SR 92	E of 101	AM	EB	3	6,900	6,505	6,798	0.99	E	1,003	6,536	6,831	0.99	E	31	0.4%	6,632	6,931	**1.00**	**F**	127	1.8%
			WB	3+Aux	8,050	7,109	7,429	0.92	E	1,333	7,111	7,431	0.92	E	2	0.0%	7,130	7,451	0.93	E	21	0.3%
		PM	EB	3	6,900	7,025	7,341	**1.06**	**F**	809	7,027	7,343	**1.06**	**F**	2	0.0%	7,054	7,371	**1.07**	**F**	29	0.4%
			WB	3+Aux	8,050	6,895	7,206	0.90	E	1,374	6,918	7,230	0.90	E	23	0.3%	7,009	7,325	0.91	E	114	1.4%
	W of FCB	AM	EB	3+Aux	8,050	4,950	5,173	0.64	C	861	4,971	5,195	0.65	C	21	0.3%	5,030	5,257	0.65	C	80	1.0%
			WB	3+Aux	8,050	6,776	7,081	0.88	D	1,294	6,778	7,083	0.88	D	2	0.0%	6,785	7,090	0.88	D	9	0.1%
		PM	EB	3+Aux	8,050	6,265	6,547	0.81	D	760	6,268	6,550	0.81	D	3	0.0%	6,278	6,560	0.81	D	13	0.2%
			WB	3+Aux	8,050	5,582	5,833	0.72	D	1,240	5,597	5,849	0.73	D	15	0.2%	5,640	5,894	0.73	D	58	0.7%
	E of FCB	AM	EB	3	6,900	3,059	3,197	0.46	B	554	3,059	3,197	0.46	B	0	0.0%	3,061	3,199	0.46	B	2	0.0%
			WB	3	6,900	6,871	7,180	**1.04**	**F**	1,433	6,881	7,190	**1.04**	**F**	10	0.1%	6,871	7,179	**1.04**	**F**	0	0.0%
		PM	EB	3	6,900	5,835	6,097	0.88	D	875	5,842	6,105	0.88	D	7	0.1%	5,838	6,101	0.88	D	3	0.0%
			WB	3	6,900	3,695	3,862	0.56	C	985	3,695	3,862	0.56	C	0	0.0%	3,699	3,866	0.56	C	4	0.1%

						Cumulative					Cumulative Plus Proposed Project - Mitigated						Cumulative Plus Alternate B - Mitigated					
				Lanes	Capacity	Volume	PCE	V/C	LOS	Added Trips	Volume	PCE	V/C	LOS	Added Trips	% of Capacity	Volume	PCE	V/C	LOS	Added Trips	% of Capacity
US 101	N of 3rd	AM	NB	4+Aux	10,350																	
			SB	4+Aux	10,350																	
		PM	NB	4+Aux	10,350																	
			SB	4+Aux	10,350																	
	S of 3rd	AM	NB	4+Aux	10,350																	
			SB	4+Aux	10,350																	
		PM	NB	4+Aux	10,350																	
			SB	4+Aux	10,350																	
	N of Hillsdale	AM	NB	4+Aux	10,350																	
			SB	4+Aux	10,350																	
		PM	NB	4+Aux	10,350																	
			SB	4+Aux	10,350																	
	S of Hillsdale	AM	NB	4+Aux	10,350																	
			SB	4+Aux	10,350																	
		PM	NB	4+Aux	10,350																	
			SB	4+Aux	10,350																	
SR 92	E of 101	AM	EB	3	6,900	6,505	6,798	0.99	E	1,003	6,540	6,835	0.99	E	35	0.5%	6,553	6,848	0.99	E	48	0.7%
			WB	3+Aux	8,050																	
		PM	EB	3	6,900																	
			WB	3+Aux	8,050																	
	W of FCB	AM	EB	3+Aux	8,050																	
			WB	3+Aux	8,050																	
		PM	EB	3+Aux	8,050																	
			WB	3+Aux	8,050																	
	E of FCB	AM	EB	3	6,900																	
			WB	3	6,900																	
		PM	EB	3	6,900																	
			WB	3	6,900																	

TABLE E-1: EXISTING DAILY FREEWAY VOLUMES	
Freeway Segment	**Existing AADT[1]**
A. US 101, north of East Third Avenue[2]	247,000
B. US 101, between East Third Avenue and SR 92	250,000
C. US 101, north of East Hillsdale Boulevard	225,000
D. US 101, south of East Hillsdale Boulevard	225,000
E. SR 92, between US 101 and Mariners Island Boulevard/Edgewater Boulevard	139,000
F. SR 92, Mariners Island Boulevard/Edgewater Boulevard and Foster City Boulevard	115,000
G. SR 92, east of Foster City Boulevard	86,000

Notes:

Source: Caltrans, 2010; Fehr & Peers, September 2012

TABLE E-2: EXISTING PLUS PROJECT ADDED DAILY FREEWAY VOLUMES					
Freeway Segment	**Existing**	**Proposed Project**	**Lakeside Drive Open**	**Alternate A**	**Alternate B**
A. US 101, north of East Third Avenue[2]	247,000	2,365	2,365	1,626	1,942
B. US 101, between East Third Avenue and SR 92	250,000	2,996	3,154	2,060	2,460
C. US 101, north of East Hillsdale Boulevard	225,000	3,154	3,154	2,168	2,589
D. US 101, south of East Hillsdale Boulevard	225,000	3,154	3,154	2,168	2,589
E. SR 92, between US 101 and Mariners Island Boulevard/Edgewater Boulevard	139,000	3,548	3,311	2,439	2,913
F. SR 92, Mariners Island Boulevard/Edgewater Boulevard and Foster City Boulevard	115,000	1,419	1,419	976	1,165
G. SR 92, east of Foster City Boulevard	86,000	1,656	1,656	1,138	1,359

Notes:

Source: Fehr & Peers, September 2012

TABLE E-3: BACKGROUND PLUS PROJECT ADDED DAILY FREEWAY VOLUMES					
Freeway Segment	**Background**	**Proposed Project**	**Lakeside Drive Open**	**Alternate A**	**Alternate B**
A. US 101, north of East Third Avenue[2]	249,000	1,678	1,678	939	1,255
B. US 101, between East Third Avenue and SR 92	252,000	2,126	2,238	1,190	1,590
C. US 101, north of East Hillsdale Boulevard	227,000	2,238	2,238	1,252	1,674
D. US 101, south of East Hillsdale Boulevard	227,000	2,238	2,238	1,252	1,674
E. SR 92, between US 101 and Mariners Island Boulevard/Edgewater Boulevard	141,000	2,518	2,350	1,409	1,883
F. SR 92, Mariners Island Boulevard/Edgewater Boulevard and Foster City Boulevard	116,000	1,007	1,007	563	753
G. SR 92, east of Foster City Boulevard	87,000	1,175	1,175	657	879

Notes:

Source: Fehr & Peers, September 2012

TABLE E-4: CUMULATIVE PLUS PROJECT ADDED DAILY FREEWAY VOLUMES					
Freeway Segment	**Cumulative**	**Proposed Project**	**Lakeside Drive Open**	**Alternate A**	**Alternate B**
A. US 101, north of East Third Avenue[2]	274,000	783	783	44	360
B. US 101, between East Third Avenue and SR 92	278,000	992	1,044	56	456
C. US 101, north of East Hillsdale Boulevard	251,000	1,044	1,044	59	480
D. US 101, south of East Hillsdale Boulevard	251,000	1,044	1,044	59	480
E. SR 92, between US 101 and Mariners Island Boulevard/Edgewater Boulevard	186,000	1,175	1,097	66	540
F. SR 92, Mariners Island Boulevard/Edgewater Boulevard and Foster City Boulevard	151,000	470	470	26	216
G. SR 92, east of Foster City Boulevard	114,000	548	548	31	252

Notes:

Source: Fehr & Peers, September 2012

APPENDIX F:
TRIP GENERATION CALCULATIONS

Table F-1: Trip Generation Rates and Equations

Land Use	Units	ITE Code	Rate or Equation	Daily Total	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Gilead Specific Rates										
General Office	ksf	Gilead Specific	Rate	11.01	1.13	0.16	1.29	0.18	1.11	1.29
Laboratory	ksf		Rate	8.11	0.24	0.09	0.33	0.13	0.34	0.47
ITE Trip Generation, 8th Edition Rates										
Industrial Park	ksf	130	Equation	6.96	0.82	0.19	0.84	0.21	0.79	0.86
Residential Condominium	du	220	Equation	EXP(0.87*LN(X)+2.46	0.17	0.83	EXP(0.8*LN(X)+0.26)	0.67	0.33	EXP(0.82*LN(X)+0.32
Senior Adult Housing - Attached	Occupied du	252	Rate	3.48	0.36	0.64	0.13	0.60	0.40	0.16
Congregate Care Facility	du	253	Rate	2.02	0.59	0.41	0.06	0.55	0.45	0.17
Assisted Living	Beds	254	Rate	2.66	0.65	0.35	0.14	0.44	0.56	0.22
Hotel	Rooms	310	Rate	8.17	0.61	0.39	0.56	0.53	0.47	0.59
Marina	Berths	420	Rate	2.96	0.33	0.67	0.08	0.60	0.40	0.19
General Office	employees	710	Equation	EXP(0.84*LN(X)+2.23)	0.88	0.12	EXP(0.86*LN(C10+0.24))	0.17	0.83	0.37*X+60.08
Business Park	ksf	770	Equation	10.75*(X)+747.41	0.82	0.18	EXP(0.98*LN(X)+0.45)	0.23	0.77	EXP(0.92*LN(X)+0.78)
Retail	ksf	820	Equation	EXP(0.65*LN(X)+5.83	0.61	0.39	EXP(0.59*LN(X)+2.32	0.49	0.51	EXP(0.67*LN(X)+3.37)
High-Turnover Restaurants	ksf	932	Rate	127.15	0.52	0.48	11.52	0.59	0.41	11.15

Land Use			Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				In	Out	Total	In	Out	Total
General Office			11.01	1.13	0.16	1.29	0.18	1.11	1.29
Laboratory			8.11	0.24	0.09	0.33	0.13	0.34	0.47
EFI Bldg 303 (ITE Trip Generation, 8th Edition) - Uses log and linear equations so these are entered below									

Table F-2: Existing Conditions

Land Use	Size	Units	Trips Daily Total	Trips AM Peak Hour In	Out	Total	Trips PM Peak Hour In	Out	Total
South Campus									
General Office	295.717	ksf	3,256	334	47	381	53	328	381
Laboratory	468.018	ksf	3,796	112	42	154	61	159	220
MSB	0	ksf							
Subtotal			**7,052**	**446**	**89**	**535**	**114**	**487**	**601**
North Campus (301 Velocity Way)									
General Office	163	ksf	1,795	184	26	210	29	181	210
Warehouse	0	ksf	0	0	0	0	0	0	0
Subtotal			**1,795**	**184**	**26**	**210**	**29**	**181**	**210**
TOTAL COMBINED CAMPUS									
General Office	458.717	ksf	5,051	518	73	591	82	509	591
Laboratory	468.018	ksf	3,796	112	42	154	61	159	220
MSB/Warehouse	0	ksf	0	0	0	0	0	0	0
Subtotal			**8,847**	**630**	**115**	**745**	**143**	**668**	**811**

Land Use			Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				In	Out	Total	In	Out	Total
General Office			11.01	1.13	0.16	1.29	0.18	1.11	1.29
Laboratory			8.11	0.24	0.09	0.33	0.13	0.34	0.47
EFI Bldg 303 (ITE Trip Generation, 8th Edition) - Uses log and linear equations so these are entered below									

Table F-3: Background No Project Conditions

Land Use	Size	Units	Trips Daily	Trips AM Peak Hour			Trips PM Peak Hour		
			Total	In	Out	Total	In	Out	Total
South Campus (2010 Gilead Master Plan)									
General Office	653.369	ksf	7,194	738	105	843	118	725	843
Laboratory	547.111	ksf	4,437	131	49	180	71	186	257
MSB	0	ksf							
Subtotal			**11,631**	**869**	**154**	**1,023**	**189**	**911**	**1,100**
North Campus (301 Velocity Way)									
General Office	163	ksf	1,795	184	26	210	29	181	210
Warehouse	0	ksf	0	0	0	0	0	0	0
Subtotal			**1,795**	**184**	**26**	**210**	**29**	**181**	**210**
TOTAL COMBINED CAMPUS									
General Office	816.369	ksf	8,989	922	131	1,053	147	906	1,053
Laboratory	547.111	ksf	4,437	131	49	180	71	186	257
MSB/Warehouse	0	ksf	0	0	0	0	0	0	0
Subtotal			**13,426**	**1,053**	**180**	**1,233**	**218**	**1,092**	**1,310**

Land Use			0	0			0		
				0	0	0	0	0	0
General Office			0.00	0.00	0.00	0.00	0.00	0.00	0.00
Laboratory			0.00	0.00	0.00	0.00	0.00	0.00	0.00
EFI Bldg 303 (ITE Trip Generation, 8th Edition) - Uses log and linear equations so these are entered below									

Table F-4: Cumulative No Project Conditions

Land Use	Size	Units	Trips Daily	Trips AM Peak Hour			Trips PM Peak Hour		
			Total	In	Out	Total	In	Out	Total
South Campus (2010 Gilead Master Plan)									
General Office	653.369	ksf	7,194	738	105	843	118	725	843
Laboratory	547.111	ksf	4,437	131	49	180	71	186	257
MSB	0	ksf							
Subtotal			**11,631**	**869**	**154**	**1,023**	**189**	**911**	**1,100**
North Campus (EFI Entitlements)									
General Office	705	ksf	7,762	797	113	910	127	783	910
Warehouse	0	ksf	0	0	0	0	0	0	0
Subtotal			**7,762**	**797**	**113**	**910**	**127**	**783**	**910**
TOTAL COMBINED CAMPUS									
General Office	1358.369	ksf	14,956	1,535	218	1,753	245	1,508	1,753
Laboratory	547.111	ksf	4,437	131	49	180	71	186	257
MSB/Warehouse	0	ksf	0	0	0	0	0	0	0
Subtotal			**19,393**	**1,666**	**267**	**1,933**	**316**	**1,694**	**2,010**

Land Use			Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				In	Out	Total	In	Out	Total
General Office			11.01	1.13	0.16	1.29	0.18	1.11	1.29
Laboratory			8.11	0.24	0.09	0.33	0.13	0.34	0.47

TABLE F-5: PROPOSED PROJECT

Land Use	Size	Units	Trips Daily	Trips AM Peak Hour			Trips PM Peak Hour		
			Total	In	Out	Total	In	Out	Total
SOUTH CAMPUS									
General Office	500	ksf	5,505	565	80	645	90	555	645
Laboratory	953	ksf	7,729	229	86	315	124	324	448
MSB[1 2]	5	ksf	41	5	1	6	1	4	5
Subtotal			**13,275**	**799**	**167**	**966**	**215**	**883**	**1,098**
NORTH CAMPUS									
General Office	1,024	ksf	11,274	1,157	164	1,321	184	1,137	1,321
Warehouse[2]	19	ksf	66	5	1	6	2	4	6
Subtotal			**11,340**	**1,162**	**165**	**1,327**	**186**	**1,141**	**1,327**
TOTAL COMBINED CAMPUS									
General Office	1,524	ksf	16,779	1,722	244	1,966	274	1,692	1,966
Laboratory	953	ksf	7,729	229	86	315	124	324	448
MSB/Warehouse	24	ksf	107	10	2	12	3	8	11
Subtotal			**24,615**	**1,961**	**332**	**2,293**	**401**	**2,024**	**2,425**

1. Assume warehouse land use, ITE Land Use 150 from *Trip Generation* , 8th Edition.

Land Use			Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				In	Out	Total	In	Out	Total
General Office			11.01	1.13	0.16	1.29	0.18	1.11	1.29
Laboratory			8.11	0.24	0.09	0.33	0.13	0.34	0.47

TABLE F-6: ALTERNATE A - INTEGRATED CAMPUS - MAXIMUM

Land Use	Size	Units	Trips Daily	Trips AM Peak Hour			Trips PM Peak Hour		
			Total	In	Out	Total	In	Out	Total
SOUTH CAMPUS									
General Office	614	ksf	6,761	694	98	792	111	682	793
Laboratory	445	ksf	3,612	107	40	147	58	151	209
MSB	0	ksf							
Subtotal			**10,373**	**801**	**138**	**939**	**169**	**833**	**1,002**
NORTH CAMPUS									
General Office	846	ksf	9,314	956	135	1,091	152	939	1,091
Warehouse[2]	0	ksf	0	0	0	0	0	0	0
Subtotal			**9,314**	**956**	**135**	**1,091**	**152**	**939**	**1,091**
TOTAL COMBINED CAMPUS									
General Office	1,460	ksf	16,075	1,650	233	1,883	263	1,621	1,884
Laboratory	445	ksf	3,612	107	40	147	58	151	209
MSB/Warehouse	0	ksf	0	0	0	0	0	0	0
Subtotal			**19,687**	**1,757**	**273**	**2,030**	**321**	**1,772**	**2,093**

Land Use			Daily Trips	AM Peak Hour Trips			PM Peak Hour Trips		
				In	Out	Total	In	Out	Total
General Office			11.01	1.13	0.16	1.29	0.18	1.11	1.29
Laboratory			8.11	0.24	0.09	0.33	0.13	0.34	0.47

TABLE F-7: ALTERNATE B - INTEGRATED CAMPUS - MAXIMUM LAB

Land Use	Size	Units	Trips Daily Total	Trips AM Peak Hour In	Out	Total	Trips PM Peak Hour In	Out	Total
SOUTH CAMPUS									
General Office	64	ksf	705	72	10	82	12	71	83
Laboratory	953	ksf	7,726	229	86	315	124	324	448
MSB[1 2]	5	ksf	41	5	1	6	1	4	5
Subtotal			**8,472**	**306**	**97**	**403**	**137**	**399**	**536**
NORTH CAMPUS									
General Office	1,204	ksf	13,256	1,361	193	1,554	217	1,336	1,553
Warehouse[1]	19	ksf	66	5	1	6	2	4	6
Subtotal			**13,322**	**1,366**	**194**	**1,560**	**219**	**1,340**	**1,559**
TOTAL COMBINED CAMPUS									
General Office	1,268	ksf	13,961	1,433	203	1,636	229	1,407	1,636
Laboratory	953	ksf	7,726	229	86	315	124	324	448
MSB/Warehouse	24	ksf	107	10	2	12	3	8	11
Subtotal			**21,794**	**1,672**	**291**	**1,963**	**356**	**1,739**	**2,095**

1. Assume warehouse land use, ITE Land Use 150 from *Trip Generation* , 8th Edition.

A - Existing Unoccupied Space
B - Approved but not yet Constructed Projects
C - Currently Proposed Projects
D - Cumulative Conditions Projects

Table F-8: Foster City Projects

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
BACKGROUND TRIPS														
Project 1 (Parkside Towers)														
Existing Max Occupancy														
Retail	17	ksf	820	Equation		2,180		34	21	55		97	100	197
	Internal Reduction				*3%*	*-75*	*0*	*0*	*0*	*0*	*3%*	*-3*	*-2*	*-5*
	Retail Pass-By				*20%*	*-422*	*10%*	*-3*	*-3*	*-6*	*40%*	*-38*	*-38*	*-76*
	Subtotal					1,683		31	18	49		56	60	116
Existing														
Retail	*8*	*ksf*	*820*	Equation		1,300		*21*	*13*	*34*		57	59	116
	Internal Reduction				*4%*	*-46*	*0*	*0*	*0*	*0*	*3%*	*-2*	*-1*	*-3*
	Retail Pass-By				*20%*	*-260*	*10%*	*-2*	*-2*	*-4*	*40%*	*-23*	*-23*	*-46*
	Subtotal					*994*	*0*	*19*	*11*	*30*	*0*	*32*	*35*	*67*
Project 1 Net New External Trips						**689**		**12**	**7**	**19**		**24**	**25**	**49**
Project 2 (303 Velocity Way)														
Existing Max Occupancy														
General Office	850	employees	710	Equation		2,687		291	40	331		64	311	375
	Subtotal					2,687		291	40	331		64	311	375
Existing														
General Office	595	employees	710	Equation		1,991		214	29	243		48	232	280
	Subtotal					1,991	0	214	29	243		48	232	280
Project 2 Net New External Trips						**696**		**77**	**11**	**88**		**16**	**79**	**95**
Category A Total Net New External Trips						**1,385**		**89**	**18**	**107**		**40**	**104**	**144**
Project 3 (Pilgrim-Triton Master Plan)														
Proposed (i.e. Vacant)														
General Office	266.0	ksf	710	Equation		2,830		361	49	410		64	313	377
	Internal Reduction				*5%*	*-137*	*0%*				*3%*	*-4*	*-7*	*-11*
Retail	30.0	ksf	820	Equation		3,110		46	30	76		139	145	284
	Internal Reduction				*13%*	*-419*	*0%*				*13%*	*-15*	*-22*	*-37*
	Retail Pass-By				*20%*	*-540*	*10%*	*-4*	*-4*	*-8*	*40%*	-49	-49	*-98*
Residential Condominium	730.0	du	230	Equation		3,630		43	210	253		206	101	307
	Internal Reduction				*9%*	*-339*	*0%*				*11%*	*-22*	*-13*	*-34*
	Subtotal					8,135		446	285	731		319	468	788
Existing														
General Office	38.3	ksf	710	Equation		640		77	10	87		21	101	122
Industrial Park	256.0	ksf	130	Equation		1,780		176	39	215		46	174	220
	Subtotal					2,420		253	49	302		67	275	342
Project 3 Net New External Trips						**5,715**		**193**	**236**	**429**		**252**	**193**	**446**
Project 4 (Gilead Sciences)														
Proposed (i.e. Vacant)														
General Office	653.4	ksf	Gilead Specific	Rate		7,194		738	105	843		118	725	843
Laboratory	547.1	ksf		Rate		4,437		131	49	180		71	186	257
	Subtotal					11,631		869	154	1,023		189	911	1,100
Existing														
General Office	295.7	ksf	Gilead Specific	Rate		3,256		334	47	381		53	328	381
Laboratory	468.0	ksf		Rate		3,796		112	42	154		61	159	220
	Subtotal					7,052		446	89	535		114	487	601
Project 4 Net New External Trips						**4,579**		**423**	**65**	**488**		**75**	**424**	**499**
Category B Total Net New External Trips						**10,294**		**616**	**301**	**917**		**327**	**617**	**945**
Background Total Net New External Trips (Including San Mateo)						***11,679***		***705***	***319***	***1,024***		***367***	***721***	***1,089***

CUMULATIVE TRIPS														
Project 7 (Chess Hotel)														
Proposed														
Hotel	115	Rooms	310	Rate		940		39	25	64		36	32	68
Bakery	3	ksf	932	Equation		339		16	15	31		18	12	30
Subtotal						1,279		55	40	95		54	44	98
Existing														
Unoccupied Restaurant		ksf				*0*		*0*	*0*	*0*		*0*	*0*	*0*
Subtotal						0		0	0	0		0	0	0
Project 7 Net New External Trips						**1,279**		**55**	**40**	**95**		**54**	**44**	**98**
Project 8 (Chess Drive)														
Proposed														
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 8 Net New External Trips						**3,830**		**646**	**76**	**722**		**103**	**600**	**703**
Project 9 (15-Acres)														
Proposed														
Senior Adult Housing - Attached	266	Occupied du	252	Rate		926		13	22	35		26	17	43
	Internal Reduction				*32%*	-293	*0%*				*40%*	*-8*	*-9*	*-17*
Assisted Living	16	Beds	254	Rate		43		1	1	2		2	2	4
Congregate Care Facility	122	du	253	Rate		246		4	3	7		12	9	21
Retail	30	ksf	820	Equation		3,110		46	30	76		139	145	284
	Internal Reduction				*9%*	-293	*0%*				*6%*	*-9*	*-8*	*-17*
	Retail Pass-By				*20%*	-563	*10%*	-4	-4	-8	*40%*	-53	-53	*-106*
Subtotal						3,176		60	52	112		109	103	212
Project 9 Net New External Trips						**3,176**		**60**	**52**	**112**		**109**	**103**	**212**
Category C Total Net New External Trips						**8,285**		**761**	**168**	**929**		**266**	**747**	**1,013**
Project 10 (Gilead North Campus - Formerly EFI)														
Gilead North Campus (Including Existing 301 Velocity Building)														
General Office	705	ksf	Gilead	Rate		7,762		797	113	910		127	783	910
Subtotal						7,762		797	113	910		127	783	910
301 Velocity Building														
General Office	163	ksf	Gilead	Rate		1,795		184	26	210		29	181	210
Subtotal						1,795		184	26	210		29	181	210
Project 10 Net New External Trips						**5,967**		**613**	**87**	**700**		**98**	**602**	**700**
Project 11 (Bayside Towers III)														
Proposed														
General Office	93	ksf	710	Equation		1,260		156	21	177		31	152	183
Subtotal						1,260		156	21	177		31	152	183
Project 11 Net New External Trips						**1,260**		**156**	**21**	**177**		**31**	**152**	**183**
Project 12 (Visa V)														
Proposed														
Retail	8.0	ksf	820	Equation		1,320		21	14	35		57	60	117
	Retail Pass-By				*20%*	*-264*	*10%*	*-2*	*-2*	*-4*	*40%*	*-24*	*-24*	*-47*
Subtotal						1,056		19	12	31	0	34	37	70
Project 12 Net New External Trips						**1,056**		**19**	**12**	**31**		**34**	**37**	**70**
Project 13 (Marina)														
Proposed														
Marina	300	Berths	420	Rate		890		8	16	24		34	23	57
Subtotal						890		8	16	24		34	23	57
Project 13 Net New External Trips						**890**		**8**	**16**	**24**		**34**	**23**	**57**
Category D Total Net New External Trips						**9,173**		**796**	**136**	**932**		**197**	**814**	**1,010**
CumulativeTotal Net New External Trips						***17,458***		***1,557***	***304***	***1,861***		***463***	***1,561***	***2,023***

A - Existing Unoccupied Space
B - Approved but not yet Constructed Projects
C - Currently Proposed Projects
D - Cumulative Conditions Projects

Table F-9: City of San Mateo Projects

Land Use	Size	Units	ITE Code	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 5													
Proposed (i.e. Vacant)													
400 Mariners Island Blvd	76.0	du	220		510		7	34	41		32	16	48
Subtotal					510		7	34	41		32	16	48
Project 6													
Proposed													
1521 Lago St**	24.0	du	220		0		0	0	0		0	0	0
Subtotal					0		0	0	0		0	0	0

**1521 Lago Street converts 28 apartments into 24 condos. The conversion would result in a net difference of approximately three fewer trips. Therefore, this analysis assumes no change on the

APPENDIX G:
GILEAD TDM PLAN

Kimley-Horn
and Associates, Inc.

Memorandum

Suite 370
6130 Stoneridge Mall Road,
Pleasanton, CA 94588-3279

Office: 925-398-4840
Fax: 925-398-4849

To: Susan Eschweiler
From: Michael Mowery
Date: 7 August 2012
Re: Transportation Demand Management Program (TDM)
for Gilead Science General Growth Plan Build-out Condition
Revised August 7, 2012

Per the requirement of City/County Association of Governments of San Mateo County (C/CAG), development projects that generate 100 or more peak hour trips in San Mateo County must implement Transportation Demand Management (TDM) measures to reduce the net number of trips that the project is anticipated to generate. Furthermore, C/CAG requires that "local jurisdictions must ensure that the developer and/or tenants will reduce the demand for all new peak hour trips (including the first 100 trips) projected to be generated by the development." [1] Guidelines prepared by C/CAG identify a combination of measures that can be employed to satisfy this requirement.

The following is a summary of recommended Transportation Demand Management Measures and their associated trip reductions for the Gilead Campus. The TDM Plan is intended to address the full build-out condition of the Gilead General Development Program. Program elements will be phased in as-needed and in response to the employee commute alternative preferences at the time each phase of build-out is complete and occupied.

[1] Policy on Traffic Impact Analysis (TIA) to Determine Traffic Impacts on the Congestion Management Program (CMP) Roadway Network Resulting from Roadway Changes, General Plan Updates, and Land Development Projects, C/CAG August 10, 2006.

TDM MEASURES TO MITIGATE PROJECT TRIPS

Bicycle Lockers and Racks

Convenient and secure bicycle storage helps increase bicycling. Bike lockers and/or racks will be provided to encourage more commuters to bicycle. A minimum of 324 racks and/or lockers will be conveniently located around the campus which qualifies for one peak hour trip credit per three lockers or racks.

(The Peninsula Traffic Congestion Relief Alliance will subsidize 50 percent of the cost bike lockers and racks up to $500 per unit.)[2]

Showers and Changing Rooms

Although cyclists and walkers can change in restrooms and store a change of clothes in the workplace, dedicated facilities are more likely to encourage regular cycling and walking. Showers and a changing room will be provided for employees that are commuting by bicycle or walking to the campus. The Gilead Sciences campus currently includes 22 changing areas and showers, and 64 total changing areas and showers are planned for the campus build-out. In addition, the project is eligible for an additional five trip credits because the project will have five or more bike lockers.

Shuttle Service

Gilead supports the Peninsula Traffic Congestion Relief Alliance and operates two shuttle routes with three shuttle stops on campus. The stops at 300-310 Lakeside and 301-303 Velocity Way will be retained. The stop that is currently at 335-353 Lakeside will be relocated to 355-357 Lakeside when Lakeside Drive is closed to through traffic.

As the employee base grows, Gilead is committed to working with the Alliance, other corporate partners, and the City on steps at each of the following Gilead employee headcount thresholds:

[2] For more information on the Peninsula Traffic Congestion Relief Alliance and their programs see http://www.commute.org/.

- 1900 to 3000 employees: Work with the Alliance to increase the current 24 passenger bus to a 32-35 passenger bus on the North Foster City route, if warranted.
- 3000 to 5500 employees: Work with the Alliance to add a lead time bus (half hour bus in addition the current hourly bus) on the North Foster City Center route, if warranted.
- 3500 to 5500 employees: Work with the Alliance to add a lead time bus (half hour bus in addition the current hourly bus) on the Lincoln Center route, if warranted.

Gilead will offer shuttle service to nearby BART and other destinations to accommodate existing and future demand up to 521 employees.

This measure qualifies for one peak hour trip credit for each peak hour round trip seat. In addition, the project is eligible for one additional trip credit per round trip seat because a Guaranteed Ride Program is also in place.

Subsidized Public Transit Tickets
Subsidizing transit passes reduce the number of single-occupant vehicles on the road by encouraging employees to use an alternative method for getting to work, which can also save them money. Subsidized rail passes will be provided to employees at a minimum subsidy of $20 per month to qualify for a trip reduction credit. Gilead uses the Commuter Check program to reimburse employees for their use of transit. Gilead currently provides commuter checks to approximately 290 employees and projects that 521 employees will receive Commuter Checks for transit usage at project build-out. This measure qualifies for one peak hour trip credit for each subsidized pass provided to employees.

(Employees in San Mateo County can also try transit for free. Many of the local public transit agencies including Caltrain, SamTrans, BART, AC Transit, and VTA provide transit tickets to get people to try transit as a one-time incentive.)

Carpool Program
Carpools provide an alternative between driving alone and riding public transit. A total of 80 employees currently carpool to the Gilead Sciences campus and 232 carpool participants are projected at build-out based on the current carpool participation on the Gilead campus. C/CAG TDM credits are typically awarded for preferential parking for carpool participants. Gilead prefers to leave parking spaces unassigned to provide parking flexibility throughout its campus. However, Gilead currently provides and plans to continue to provide Commuter Checks for participating employees. Employees that carpool at least 3 days per week receive a reimbursement of $100/month to continue to encourage the use of carpooling. The C/CAG TDM credit is 2 credits per 1 preferential parking space provided or stated differently, 1 credit per carpool participant assuming 2 employees per carpool. Therefore, this TDM program applies one peak hour trip credit per employee participant.

(The Peninsula Traffic Congestion Relief Alliance offers gas cards and cash incentives to carpool participants. Employees who commit to carpooling together at least 2 days per week for 8 consecutive weeks receive a $60 gas card as a one-time incentive per passenger. Employees traveling in a hybrid or clean air vehicle are eligible for one-time $80 cash incentive.)

Vanpool Program
Vanpools provide an alternative between driving alone and riding public transit. This option offers greater vehicle carrying capacity and reduced costs while still providing flexibility and convenience to the users. Programs usually involve commuters traveling in a passenger van with one member of the group acting as the driver and person responsible for the vehicle. To encourage vanpooling, a guaranteed ride home provision will also be implemented to ensure employees a ride home if they cannot leave at the same time as the vanpool or in the event of an emergency.

A total of 110 employees currently vanpool to the Gilead Sciences campus and 318 vanpool participants are projected at build-out based on the current participation on the Gilead campus. C/CAG TDM credits are typically awarded for preferential parking for vanpools. Gilead prefers to leave parking spaces unassigned to provide parking flexibility throughout its campus. However, Gilead currently provides and plans to continue to

provide a vanpool subsidy of $100/month for participating employees. This subsidy is used to offset the cost of fuel, bridge tolls, and rental fees for the vanpool. The C/CAG TDM credit is 7 credits per 1 preferential parking space provided or stated differently, 1 credit per carpool participant assuming 7 employees per carpool. Therefore, this TDM program applies one peak hour trip credit per employee participant, and is increased by three more credits per vanpool with the addition of a guaranteed ride home program.

(The Peninsula Traffic Congestion Relief Alliance offers startup cash incentives to new vanpool drivers and riders. Employees who agree to drive for six months will receive a $500 cash incentive. Other employees who agree to become passengers of the vanpool for three months consecutively will be reimbursed half of their vanpool costs up to $100 per month.)

Commute Assistance Center
A commute assistance center compliments other TDM measures by supporting and encouraging the use of other strategies. A center disseminates information on TDM services and incentives to site employees. Trained staff can provide commute planning help and conduct special promotional activities to increase commuter's interest in options other than driving alone. A commute assistance center is located in one of the buildings to offer on-site, one stop access for transit and commute alternatives information. The center includes a transit information brochure rack, a desk and chairs for trip planning, a telephone with commute and transit information phone numbers, and process on-site assistance checks. The center will also be staffed eight hours per day by two people. This measure qualifies for one peak hour trip credit for each feature offered in the center with an additional one peak hour credit for each hour the center is staffed with a live person.

Employee Commute Survey
An employee commute survey will be conducted twice per year to assess the current use of alternative commute options within the Gilead campus. Results of the survey will be used to identify adjustments that could be made to sustain or increase the use of transit, carpool/vanpool, bicycling, and walking. This measure qualifies for three peak hour trip credits for a survey that is administered twice yearly.

Video Conference Centers
Gilead Sciences currently provides and plans to provide video conferencing in each building on campus on its build-out campus. These video conference rooms enable teams to work across campus without getting in their cars, to meet with local and distant customers, and to avoid having to travel to meetings off campus. This measure qualifies for five peak hour trip credits for each video conference center installed.

Provision of On-Site Amenities
On-site amenities encourage employees and visitors to stay on site during the work day, thus reducing the need to bring an automobile to work or leave the site to run errands. Eligible example features include banking, grocery shopping, dry cleaners, exercise facilities, and child care center. The Gilead campus will provide four cafeterias, nine automated teller machines (ATMs) one fitness center, as well as on-site masseuse service, oil change service, and dry cleaning services that each qualify for five peak hour credits.

Provision of Child Care
Child care is another on-site amenity that can help reduce vehicle trips. The Gilead campus will provide child care services for up to 104 children and will accommodate children from infant to 12 years old. This measure qualifies for one peak hour trip credits for every two child care slots at the campus. This amount is one trip credit per each slot since the service accepts multiple age groups.

Guaranteed Ride Home Program
A Guaranteed Ride Home program provides commuters that carpool, vanpool, bike, walk or take transit to work with a free ride home when unexpected emergencies arise. Employees that leave their personal vehicles at home are able to take a free taxi ride or use a 24-hour car rental in the case of an emergency. Gilead currently provides this benefit to its employees through company resources and will continue to provide this benefit in the future. This TDM measure qualifies for two C/CAG peak hour trip credits for each two employees enrolled in the program. This program credit has been discussed further with C/CAG staff and determined that although the program qualifies for a greater number, the average use of the Guaranteed Ride Home Program has been found to be approximately 2% of the enrolled employees countywide. Therefore, this

Gilead TDM Program assumes two credits per 100 employees based on regional Guaranteed Ride Home Program information.

Combination of Elements
Experience has shown that offering multiple and complementary TDM components can magnify the impact of the overall program. Therefore, if any ten TDM elements are combined, the project's TDM plan qualifies for an additional credit of five peak hour trips. Since more than ten qualifying elements are proposed to be implemented, a five trip credit is assumed.

Action Plan
Gilead is currently and will continue to work with the Alliance on providing transportation alternatives. The measure qualifies for 10 peak hour credits.

TDM PROGRAM SUMMARY
The recommended Gilead TDM Program is based on many proven transportation alternatives but also on the quality of the program already offered by Gilead Sciences. Many of the measures discussed herein are currently provided to Gilead staff and based on the positive feedback of employees, these alternatives are planned for expansion as the campus grows. The recommended program is comprehensive in providing many varying commute alternatives, providing flexibility to those employees seeking commuting options. The TDM Program discussed herein is envisioned as a proposed program at full build-out of the Gilead Sciences campus and will be phased in as the campus is expanded over time. Specific TDM elements will be expanded or initiated as each building phase is completed and occupied, and customized to the current commuting preferences of Gilead Sciences campus staff.

Gilead Sciences Transportation Demand Management Program

Measure	Rate	Peak Trip Credit Rate	Buildout Program Elements[1]	Trip Credits
Bicycle Storage - Class 1 Bike Lockers or Class 2 Bike Racks	one credit per 3 bike lockers/racks	1/3	324	108
Showers/Changing Room	ten credits per 1 shower/changing room	10	64	640
Additional credits for combination w/ 5 bike lockers	five credits for 5 or more bike lockers	5	1	5
Shuttle Service AM/PM to Local Station	one credit per 1 peak hour round trip seat	1	521	521
Additional credits with guaranteed ride home program	one credit per 1 shuttle credit	1	521	521
Subsidize transit tickets	one trip credit for each transit pass subsidized at $20/month/one year	1	521	521
Subsidized carpool program	one credit per 1 employee participant	1	232	232
Subsidized vanpool program	one credit per 1 employee participant	1	318	318
Additional credits with guaranteed ride home program	three credits per vanpool	3	45	135
Operation of a commute assistance center	one credit per program feature	1	4	4
Additional credits for staffing the center	one credit for each hour staffed (up to 20 trip credits/200 employees)	1	16	16
Employee commute survey	three credits for survey administered twice yearly	3	1	3
Video conference centers	five credits per center installed at the facility	5	38	190
Provision of on-site amenities[2]	five credits per feature	5	17	85
Provision of child care	one credit for two child care slots, one credit per child if service accepts multiple age groups	1	104	104
Guaranteed ride home program	two credits for every 100 employees enrolled in program w/ Alliance	0.02	5500	110
Combination of ten TDM elements	five credits for combination of 10 elements	5	1	5
Work with Alliance to develop/implement a Transportation Action Plan	ten credits	10	1	10
			Total	**3528**

Notes:

1 All program elements are based on the current Gilead General Development Plan or a straight-line increase in elements currently offered for the Gilead Sciences campus in 2012.

2 On-site amenities include four planned cafeterias, nine ATMs, 1 fitness center, as well as on-site masseuse service, oil change service, and dry cleaning services.

TABLE G-1: TDM PLAN VEHICLE TRIP REDUCTIONS			
Category	**2008**	**2012**	**Proposed Project**
Daily Transit Ridership (in daily passengers)			
Shuttles	30[1]	180[2]	521[2]
Vanpool	48[1]	110[2]	318[2]
Total Transit Ridership	78	290	839
Transit Mode Share Calculation			
Total Employment	1,200[3]	1,900	5,500
Transit Mode Share	6.5 %	15.3%	15.3%
Change in Transit Mode Share		8.8%	8.8%
Net Vehicle Trip Reduction[4]		***8%***	***8%***

Notes:

1. Based on a description of the existing TDM program in 2008, provided by Gilead Sciences in July 2008 for the 2010 EIR. Boarding and alighting counts conducted during the AM and PM peak periods showed that there were 20 and 30 shuttle riders respectively during the two peak periods. The counts included the North Foster City Shuttle and the Lincoln Centre Shuttle. The maximum of these two counts was assumed to be the total number of daily riders as most shuttle riders would use the shuttle as a round trip. This document noted there were four van pools with 12 riders a piece.
2. Per the Gilead Sciences 2012 TDM plan provided August 2012.
3. Per the 2010 Gilead Sciences EIR.
4. The net vehicle trip reduction percentage is adjusted by 10 percent to account for the new shuttles and vanpools that would replace the passenger vehicles on the roadway network.

Source: Fehr & Peers, September 2012

GILEAD 2008 TDM PLAN

Current Gilead Sciences Transportation Demand Management Measures

List of Programs/Services which are available to Gilead Employees by Peninsula Congestion Relief Alliance and by Gilead Sciences:

- Try Transit Free program
- Guaranteed Ride Home
- Establishment & management of shuttles to CalTrain / BART for members
    - Daily shuttles from Millbrae and Hillsdale transportation hub; 3 pickups to each station in AM and PM, centered around commute times
    - Gilead is one of the major financial supporters of Lincoln Center and North Foster City shuttle line
        - North Foster City Shuttle: On February 14, 2008 the total on/offs were 7 riders get off during AM runs and 8 riders get on during PM runs
        - Lincoln Centre shuttle (Hillsdale Caltrain station) ridership counted one day mid February: 13 riders got off at Gilead stops during am runs and 22 riders got on at Gilead stops during pm run
- Carpool Incentive Program (gas card incentive, one time)
- Discounts (50%) for new bike racks at place of employment
- The Bike and Pedestrian Safety Program (education program)
- Commute Benefits Program (employer planning and incentive assistance)
- Bike to Work Program
- Rebates for new vanpool participants
- Encouraging employers to sponsor new vanpools
- Monthly Commuter Checks that subsidizes Gilead employees and encourages them to use alternate modes of transportation.
    - Distributed to approximately 110 Gilead employees per month

Additional Gilead Sciences TDM Related Policies:

- Gilead has core business hours of 8am to 5pm. However, employees have flexibity to structure teir work hours according to their work requirements. Level of flexibility is up to the manager of each area. Some departments are fairly flexible, while others are rigid.
- Telecommuting arrangements are made according to business needs and vary with department operations.
- Gilead currently supports 4 van pools, 12 riders each and in process of coordinating three more van pools
    - Each rider receives $100 towards their share of van pool fees and expenses.
    - One vanpool from San Francisco area
    - One vanpool from Hayward/Fremont area
    - One vanpool from Contra Costa /Dublin area
    - One vanpool from Tracy/Stockton area
    - 2nd vanpool from San Francisco area being set up
    - One vanpool from Hayward/San Leandro area being set up
    - One van pool from San Jose area being set up
    - Zip code lunches to help locate vanpoolers and rideshare partners
    - Postings on GNet events and notices inviting employees to van pool

- Specific “call-outs” are scheduled when an interested group is identified for a particular area.

Gilead Site Amenities:

- Campus contains bike racks for at least 20 bikes plus 6 bike lockers with an additional 10 to be added near term, all located throughout the site
- Two cafeterias
- Two ATMs
- One fitness center; programs include walking, table tennis, yoga classes, health and wellness seminars
- Eight buildings have showers (one men's and one women's per building)
- On-site oil change service for employee vehicles
- Patios, dining areas, break areas with seating
- Dry Cleaning Services
- On-site video conferencing center (six existing systems on Campus)
- Walking buddy program/club
- Park and Ride Lot information provided
- ~~Zip Code~~ Lunches (to help locate vanpool, carpool and rideshare partners)
- Carpool or vanpool vehicle maintenance program
- On-Site Vanpool Marketing (Enterprise Rideshare program)
- On-Site Flower Vendor (Rose Man)
- Personal package delivery to Gilead for employees
- Weekly masseuse program on site for employees
- Friday afternoon employee social (typically 350 attendees)

APPENDIX C

AIR QUALITY AND GREENHOUSE GAS DATA

Gilead Sciences 2020 Project

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	2500.6	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Utility Company	Pacific Gas & Electric Company
Climate Zone	5	Precipitation Freq (Days)	64		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase -

Vehicle Trips - Based on a total trip generation rate of 24,615 and total square footage of 2,500,600

Mobile Commute Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	12.66	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.27	2.49	2.09	0.01		0.00	0.19		0.00	0.19	0.00	12,604.58	12,604.58	0.51	0.22	12,684.33
Mobile	11.65	21.55	99.18	0.23	21.52	1.12	22.64	0.38	0.95	1.32	0.00	17,379.69	17,379.69	0.74	0.00	17,395.33
Waste						0.00	0.00		0.00	0.00	472.07	0.00	472.07	27.90	0.00	1,057.93
Water						0.00	0.00		0.00	0.00	0.00	981.94	981.94	13.61	0.35	1,377.26
Total	24.78	24.04	101.27	0.24	21.52	1.12	22.83	0.38	0.95	1.51	472.07	31,166.21	31,638.28	42.76	0.57	32,714.85

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	11.93	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.27	2.49	2.09	0.01		0.00	0.19		0.00	0.19	0.00	11,290.02	11,290.02	0.44	0.20	11,360.28
Mobile	11.65	21.55	99.18	0.23	21.52	1.12	22.64	0.38	0.95	1.32	0.00	17,379.69	17,379.69	0.74	0.00	17,395.33
Waste						0.00	0.00		0.00	0.00	401.26	0.00	401.26	23.71	0.00	899.24
Water						0.00	0.00		0.00	0.00	0.00	785.55	785.55	10.89	0.28	1,101.80
Total	24.05	24.04	101.27	0.24	21.52	1.12	22.83	0.38	0.95	1.51	401.26	29,455.26	29,856.52	35.78	0.48	30,756.65

Gilead Sciences 2020 Project

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	2500.6	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)		Utility Company	Pacific Gas & Electric Company
Climate Zone	5		2.2		
		Precipitation Freq (Days)			
			64		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase -

Vehicle Trips - Based on a total trip generation rate of 24,615 and total square footage of 2,500,600

Demolition -

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011	1.77	13.72	9.32	0.02	2.37	0.66	3.04	0.43	0.66	1.09	0.00	1,449.30	1,449.30	0.14	0.00	1,452.19
2012	2.48	14.95	18.47	0.03	1.64	0.66	2.30	0.03	0.63	0.67	0.00	2,663.20	2,663.20	0.18	0.00	2,666.91
2013	2.28	13.72	17.13	0.03	1.64	0.60	2.24	0.03	0.58	0.61	0.00	2,843.59	2,843.59	0.16	0.00	2,846.98
2014	2.10	12.58	15.89	0.03	1.64	0.54	2.19	0.03	0.52	0.56	0.00	2,824.32	2,824.32	0.15	0.00	2,827.43
2015	1.94	11.49	14.78	0.03	1.64	0.49	2.14	0.03	0.47	0.51	0.00	2,803.55	2,803.55	0.14	0.00	2,806.42
2016	29.38	2.23	2.60	0.01	0.24	0.14	0.39	0.00	0.14	0.15	0.00	450.61	450.61	0.03	0.00	451.27
Total	39.93	68.69	78.19	0.15	9.17	3.09	12.30	0.55	3.00	3.59	0.00	13,234.57	13,234.57	0.60	0.00	13,251.20

Gilead Sciences Existing

Bay Area AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Office Park	926.735	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Pacific Gas & Electric Company
Climate Zone	5	**Precipitation Freq (Days)**	64		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Vehicle Trips - Trip Generation from TIA

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.69	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.10	0.89	0.74	0.01		0.00	0.07		0.00	0.07	0.00	4,734.32	4,734.32	0.19	0.08	4,763.82
Mobile	7.18	14.68	68.50	0.09	7.98	0.48	8.47	0.14	0.46	0.60	0.00	7,718.30	7,718.30	0.46	0.00	7,728.05
Waste						0.00	0.00		0.00	0.00	174.95	0.00	174.95	10.34	0.00	392.08
Water						0.00	0.00		0.00	0.00	0.00	363.92	363.92	5.04	0.13	510.42
Total	11.97	15.57	69.24	0.10	7.98	0.48	8.54	0.14	0.46	0.67	174.95	12,816.54	12,991.49	16.03	0.21	13,394.37

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	4.69	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.10	0.89	0.74	0.01		0.00	0.07		0.00	0.07	0.00	4,734.32	4,734.32	0.19	0.08	4,763.82
Mobile	7.18	14.68	68.50	0.09	7.98	0.48	8.47	0.14	0.46	0.60	0.00	7,718.30	7,718.30	0.46	0.00	7,728.05
Waste						0.00	0.00		0.00	0.00	174.95	0.00	174.95	10.34	0.00	392.08
Water						0.00	0.00		0.00	0.00	0.00	363.92	363.92	5.04	0.13	510.42
Total	11.97	15.57	69.24	0.10	7.98	0.48	8.54	0.14	0.46	0.67	174.95	12,816.54	12,991.49	16.03	0.21	13,394.37

Gilead Sciences Existing

Bay Area AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Office Park	926.735	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)		Utility Company	Pacific Gas & Electric Company
Climate Zone	5		2.2		
		Precipitation Freq (Days)			
			64		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Vehicle Trips - Trip Generation from TIA

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	25.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.53	4.86	4.08	0.03		0.00	0.37		0.00	0.37		5,830.74		0.11	0.11	5,866.22
Mobile	55.50	106.12	506.99	0.68	73.39	3.52	76.91	1.02	3.33	4.35		67,506.93		3.84		67,587.67
Total	81.74	110.98	511.07	0.71	73.39	3.52	77.28	1.02	3.33	4.72		73,337.67		3.95	0.11	73,453.89

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	25.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.53	4.86	4.08	0.03		0.00	0.37		0.00	0.37		5,830.74		0.11	0.11	5,866.22
Mobile	55.50	106.12	506.99	0.68	73.39	3.52	76.91	1.02	3.33	4.35		67,506.93		3.84		67,587.67
Total	81.74	110.98	511.07	0.71	73.39	3.52	77.28	1.02	3.33	4.72		73,337.67		3.95	0.11	73,453.89

Gilead Sciences Existing

Bay Area AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
Office Park	928.735	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**		**Utility Company**	Pacific Gas & Electric Company
Climate Zone	5		2.2		
		Precipitation Freq (Days)			
			64		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Vehicle Trips - Trip Generation from TIA

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	25.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.53	4.86	4.08	0.03		0.00	0.37		0.00	0.37		5,830.74		0.11	0.11	5,866.22
Mobile	57.42	111.76	515.50	0.62	73.39	3.56	76.94	1.02	3.36	4.38		61,553.48		3.77		61,632.61
Total	83.66	116.62	519.58	0.65	73.39	3.56	77.31	1.02	3.36	4.75		67,384.22		3.88	0.11	67,498.83

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	25.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.53	4.86	4.08	0.03		0.00	0.37		0.00	0.37		5,830.74		0.11	0.11	5,866.22
Mobile	57.42	111.76	515.50	0.62	73.39	3.56	76.94	1.02	3.36	4.38		61,553.48		3.77		61,632.61
Total	83.66	116.62	519.58	0.65	73.39	3.56	77.31	1.02	3.36	4.75		67,384.22		3.88	0.11	67,498.83

Gilead Sciences 2020 Project

Bay Area AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	2500.6	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Utility Company	Pacific Gas & Electric Company
Climate Zone	5	Precipitation Freq (Days)	64		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase -

Vehicle Trips - Based on a total trip generation rate of 24,615 and total square footage of 2,500,600

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	69.38	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	1.50	13.63	11.45	0.08		0.00	1.04		0.00	1.04		16,353.64		0.31	0.30	16,453.17
Mobile	91.59	154.70	723.80	1.82	194.54	8.06	202.60	2.71	6.80	9.51		149,325.18		5.78		149,446.65
Total	162.47	168.33	735.25	1.90	194.54	8.06	203.64	2.71	6.80	10.55		165,678.82		6.09	0.30	165,899.82

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	69.38	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	1.50	13.63	11.45	0.08		0.00	1.04		0.00	1.04		16,353.64		0.31	0.30	16,453.17
Mobile	91.59	154.70	723.80	1.82	194.54	8.06	202.60	2.71	6.80	9.51		149,325.18		5.78		149,446.65
Total	162.47	168.33	735.25	1.90	194.54	8.06	203.64	2.71	6.80	10.55		165,678.82		6.09	0.30	165,899.82

Gilead Sciences 2020 Project

Bay Area AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	2500.6	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)		Utility Company	Pacific Gas & Electric Company
Climate Zone	5		2.2		
		Precipitation Freq (Days)			
			64		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase -

Vehicle Trips - Based on a total trip generation rate of 24,615 and total square footage of 2,500,600

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	69.38	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	1.50	13.63	11.45	0.08		0.00	1.04		0.00	1.04		16,353.64		0.31	0.30	16,453.17
Mobile	93.46	159.16	732.82	1.64	194.54	8.10	202.64	2.71	6.84	9.54		136,284.28		5.28		136,395.15
Total	164.34	172.79	744.27	1.72	194.54	8.10	203.68	2.71	6.84	10.58		152,637.92		5.59	0.30	152,848.32

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	69.38	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	1.50	13.63	11.45	0.08		0.00	1.04		0.00	1.04		16,353.64		0.31	0.30	16,453.17
Mobile	93.46	159.16	732.82	1.64	194.54	8.10	202.64	2.71	6.84	9.54		136,284.28		5.28		136,395.15
Total	164.34	172.79	744.27	1.72	194.54	8.10	203.68	2.71	6.84	10.58		152,637.92		5.59	0.30	152,848.32

Gilead Sciences 2020 Project

Bay Area AQMD Air District, Summer with Mitigation

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	2500.6	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Utility Company	Pacific Gas & Electric Company
Climate Zone	5	Precipitation Freq (Days)	64		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase -

Vehicle Trips - Based on a total trip generation rate of 24,615 and total square footage of 2,500,600

Mobile Commute Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2011	20.56	125.49	152.28	0.25	13.08	5.51	22.69	9.93	5.44	14.55	0.00	25,327.45	0.00	1.63	0.00	25,361.64
2012	18.93	115.29	140.77	0.25	0.74	5.04	5.78	0.26	4.85	5.10	0.00	25,143.79	0.00	1.50	0.00	25,175.33
2013	17.43	106.60	130.32	0.25	0.74	4.58	5.32	0.26	4.40	4.66	0.00	24,963.13	0.00	1.35	0.00	24,992.15
2014	16.03	97.04	120.62	0.25	0.74	4.15	4.89	0.26	3.98	4.24	0.00	24,785.65	0.00	1.27	0.00	24,812.27
2015	14.60	88.69	112.02	0.25	0.74	3.76	4.50	0.26	3.61	3.87	0.00	24,593.89	0.00	1.17	0.00	24,618.44
2016	773.41	81.30	105.50	0.25	0.74	3.42	4.16	0.26	3.28	3.53	0.00	24,515.84	0.00	1.09	0.00	24,533.71
Total	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	69.35	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	1.50	13.63	11.45	0.08		0.00	1.04		0.00	1.04		16,353.64		0.31	0.30	16,453.17
Mobile	91.59	154.70	723.80	1.82	194.54	8.06	202.60	2.71	6.80	9.51		149,325.15		5.78		149,445.65
Total	162.47	168.33	735.25	1.90	194.54	8.06	203.64	2.71	6.80	10.55		165,678.80		6.09	0.30	165,898.82

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	69.35	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	1.50	13.63	11.45	0.08		0.00	1.04		0.00	1.04		16,353.64		0.31	0.30	16,453.17
Mobile	91.59	154.70	723.80	1.82	194.54	8.06	202.60	2.71	6.80	9.51		149,325.15		5.78		149,445.65
Total	162.47	168.33	735.25	1.90	194.54	8.06	203.64	2.71	6.80	10.55		165,678.80		6.09	0.30	165,898.82

Gilead Sciences 2020 Project

Bay Area AQMD Air District, Annual with TDM

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	2500.6	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Utility Company	Pacific Gas & Electric Company
Climate Zone	5	Precipitation Freq (Days)	64		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase -

Vehicle Trips - Based on a total trip generation rate of 9.06 (24,615 - 8% = 22,646) and total square footage of 2,500,600

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	12.68	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.27	2.49	2.09	0.01		0.00	0.19		0.00	0.19	0.00	12,804.58	12,804.58	0.51	0.22	12,884.33
Mobile	10.97	19.95	91.81	0.21	19.92	1.04	20.96	0.35	0.88	1.22	0.00	16,089.65	16,089.65	0.69	0.00	16,104.33
Waste						0.00	0.00		0.00	0.00	472.07	0.00	472.07	27.90	0.00	1,057.93
Water						0.00	0.00		0.00	0.00	0.00	981.94	981.94	13.61	0.35	1,377.26
Total	23.90	22.44	93.90	0.22	19.92	1.04	21.15	0.35	0.88	1.41	472.07	29,876.37	30,348.44	42.71	0.57	31,423.85

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	12.68	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.27	2.49	2.09	0.01		0.00	0.19		0.00	0.19	0.00	12,804.58	12,804.58	0.51	0.22	12,884.33
Mobile	10.97	19.95	91.81	0.21	19.92	1.04	20.96	0.35	0.88	1.22	0.00	16,089.65	16,089.65	0.69	0.00	16,104.33
Waste						0.00	0.00		0.00	0.00	472.07	0.00	472.07	27.90	0.00	1,057.93
Water						0.00	0.00		0.00	0.00	0.00	981.94	981.94	13.61	0.35	1,377.26
Total	23.90	22.44	93.90	0.22	19.92	1.04	21.15	0.35	0.88	1.41	472.07	29,876.37	30,348.44	42.71	0.57	31,423.85

Gilead Sciences 2020 Project

Bay Area AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	2500.6	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Utility Company	Pacific Gas & Electric Company
Climate Zone	5	Precipitation Freq (Days)	64		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase -

Vehicle Trips - Based on a total trip generation rate of 9.06 (24,615 - 8% = 22,646) and total square footage of 2,500,600

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Tota	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	69.38	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	1.50	13.63	11.45	0.08		0.00	1.04		0.00	1.04		16,353.64		0.31	0.30	16,453.17
Mobile	84.33	142.44	666.42	1.68	179.12	7.42	186.54	2.49	6.26	8.75		137,488.43		5.33		137,600.27
Total	155.21	156.07	677.87	1.76	179.12	7.42	187.58	2.49	6.26	9.79		153,842.07		5.64	0.30	154,053.44

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Tota	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	69.38	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	1.50	13.63	11.45	0.08		0.00	1.04		0.00	1.04		16,353.64		0.31	0.30	16,453.17
Mobile	84.33	142.44	666.42	1.68	179.12	7.42	186.54	2.49	6.26	8.75		137,488.43		5.33		137,600.27
Total	155.21	156.07	677.87	1.76	179.12	7.42	187.58	2.49	6.26	9.79		153,842.07		5.64	0.30	154,053.44

Gilead Sciences 2020 Project

Bay Area AQMD Air District, Winter with TDM

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	2500.6	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)		Utility Company	Pacific Gas & Electric Company
Climate Zone	5		2.2		
		Precipitation Freq (Days)			
			64		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase -

Vehicle Trips - Based on a total trip generation rate of 9.06 (24,615 - 8% = 22,646) and total square footage of 2,500,600

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	69.38	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	1.50	13.63	11.45	0.08		0.00	1.04		0.00	1.04		16,353.64		0.31	0.30	16,453.17
Mobile	86.05	146.54	674.73	1.51	179.12	7.46	186.58	2.49	6.30	8.79		125,481.26		4.86		125,583.34
Total	156.93	160.17	686.18	1.59	179.12	7.46	187.62	2.49	6.30	9.83		141,834.90		5.17	0.30	142,036.51

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	69.38	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	1.50	13.63	11.45	0.08		0.00	1.04		0.00	1.04		16,353.64		0.31	0.30	16,453.17
Mobile	86.05	146.54	674.73	1.51	179.12	7.46	186.58	2.49	6.30	8.79		125,481.26		4.86		125,583.34
Total	156.93	160.17	686.18	1.59	179.12	7.46	187.62	2.49	6.30	9.83		141,834.90		5.17	0.30	142,036.51

Gilead Sciences 2020 Project

Bay Area AQMD Air District, Winter with Mitigaiton

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	2500.6	1000sqft

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Utility Company	Pacific Gas & Electric Company
Climate Zone	5	Precipitation Freq (Days)	64		

1.3 User Entered Comments

Project Characteristics -

Land Use -

Construction Phase -

Vehicle Trips - Based on a total trip generation rate of 24,615 and total square footage of 2,500,600

Mobile Commute Mitigation -

Area Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	69.33	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	1.50	13.63	11.45	0.08		0.00	1.04		0.00	1.04		16,353.64		0.31	0.30	16,453.17
Mobile	93.46	159.16	732.82	1.64	194.54	8.10	202.64	2.71	6.84	9.54		136,284.28		5.28		136,395.15
Total	164.34	172.79	744.27	1.72	194.54	8.10	203.68	2.71	6.84	10.58		152,637.92		5.59	0.30	152,848.32

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	69.33	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	1.50	13.63	11.45	0.08		0.00	1.04		0.00	1.04		16,353.64		0.31	0.30	16,453.17
Mobile	93.46	159.16	732.82	1.64	194.54	8.10	202.64	2.71	6.84	9.54		136,284.28		5.28		136,395.15
Total	164.34	172.79	744.27	1.72	194.54	8.10	203.68	2.71	6.84	10.58		152,637.92		5.59	0.30	152,848.32

APPENDIX D

NOISE DATA

Gilead Demolition

		Calculated Noise Level Prior to Implementation of Noise Reduction Measures									
		Reference (dBA) 50 ft[1]		Usage	Distance to	Ground	Shielding	Calculated (dBA)		Calculated (dBA)[4]	
No.	Equipment Description	Lmax	Quantity	factor[3]	Receptor	Effect	(dBA)	Lmax	Energy	Leq(h)	Energy
1	Jackhammer	82	2	0.3	50	0.5		82.0		59.8	950935.9155
2	Haul Truck	88	6	0.3	50	0.5		88.0	630957344.5	70.6	11357232.2
3	Crane	82	2	0.3	50	0.5		82.0		59.8	950935.9155
4	Dozer	85	2	0.3	50	0.5		85.0		62.8	1897366.596
5	Front-End Loader	86	2	0.3	50	0.5		86.0	398107170.6	63.8	2388643.023
6	Backhoe	86	2	0.3	50	0.5		86.0	398107170.6	63.8	2388643.023
7	¾ ton Pickup Truck	86	6	0.3	50	0.5		86.0		68.6	7165929.07
8	Water Truck	86	1	0.3	50	0.5		86.0		60.8	1194321.512
9											
10											
Notes:								Lmax[2]	92	Leq(h)	74

[1] Source: Bolt, Beranek & Newman, 1987. Noise Control for Buildings and Manufacturing Plants.
[2] Calculated Lmax is the Loudest combined noise level during full operation of the loudest pieces of equipment.
[3] Percentage of time per hour during construction that a piece of equipment is operating at full power.
[4] Formula Source: FHWA Transit Noise and Vibration Impact Assessment, page 12-3.

Gilead Construction (Site Prep & Foundation Construction)

		Calculated Noise Level Prior to Implementation of Noise Reduction Measures									
		Reference (dBA) 50 ft[1]		Usage	Distance to	Ground	Shielding	Calculated (dBA)		Calculated (dBA)[4]	
No.	Equipment Description	Lmax	Quantity	factor[3]	Receptor	Effect	(dBA)	Lmax	Energy	Leq(h)	Energy
1	Pile Driver	93	2	0.15	50	0.5		93.0	1995262315	67.8	5985786.945
2	Scraper	87	2	0.3	50	0.5		87.0	501187233.6	64.8	3007123.402
3	Haul Truck	88	6	0.3	50	0.5		88.0	630957344.5	70.6	11357232.2
4	Crane	82	2	0.15	50	0.5		82.0		56.8	475467.9577
5	Portable Generator	80	4	0.3	50	0.5		80.0		60.8	1200000
6	Roller	80	2	0.3	50	0.5		80.0		57.8	600000
7	Dozer	85	2	0.3	50	0.5		85.0		62.8	1897366.596
8	Front-End Loader	86	2	0.3	50	0.5		86.0		63.8	2388643.023
9	Backhoe	86	2	0.3	50	0.5		86.0		63.8	2388643.023
10	Excavator	86	2	0.3	50	0.5		86.0		63.8	2388643.023
11	¾ ton Pickup Truck	86	6	0.25	50	0.5		86.0		67.8	5971607.558
Notes:								Lmax[2]	95	Leq(h)	75

[1] Source: Bolt, Beranek & Newman, 1987. Noise Control for Buildings and Manufacturing Plants.
[2] Calculated Lmax is the Loudest combined noise level during full operation of the loudest pieces of equipment.
[3] Percentage of time per hour during construction that a piece of equipment is operating at full power.
[4] Formula Source: FHWA Transit Noise and Vibration Impact Assessment, page 12-3.

TABLE Existing-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: East 3rd Avenue - Anchor Road to Mariners Island Blvd
NOTES: Gilead North - Existing

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14200 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	90.4	189.3	405.2

TABLE Existing-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: East 3rd Avenue - Mariners Island Blvd to Lakeside Drive
NOTES: Gilead North - Existing

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9000 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	68.7	140.6	299.4

TABLE Existing-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: East 3rd Avenue - Lakeside Drive to Marsh Drive
NOTES: Gilead North - Existing

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7900 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	63.7	129.3	274.7

TABLE Existing-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: East 3rd Avenue - Marsh Drive to Foster City Blvd
NOTES: Gilead North - Existing

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7400 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	61.3	124.0	263.1

TABLE Existing-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Mariners Island Blvd - East 3rd Avenue to Reef Drive
NOTES: Gilead North - Existing

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5900 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	73.5	151.6

TABLE Existing-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Mariners Island Blvd - Reef Drive to Trader Lane
NOTES: Gilead North - Existing

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5500 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	70.5	144.8

TABLE Existing-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Mariners Island Blvd - Armada Drive to Fashion Island Blvd
NOTES: Gilead North - Existing

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5100 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.32

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	67.5	137.9

TABLE Existing-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Marsh Drive - East 3rd Avenue to Vintage Park Drive
NOTES: Gilead North - Existing

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 800 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 52.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	0.0	0.0

TABLE Existing-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Vintage Park Drive - Lakeside Drive to Chess Drive
NOTES: Gilead North - Existing

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5100 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.32

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	67.5	137.9

TABLE Existing-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Foster City Blvd - East 3rd Avenue to Vintage Park Drive
NOTES: Gilead North - Existing

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9000 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.79

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	95.1	199.8

TABLE Existing-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Foster City Blvd - Vintage Park Drive to Chess Drive
NOTES: Gilead North - Existing

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11100 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.70

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	108.6	229.3

TABLE Existing-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Chess Drive - Vintage Park Drive to SR 92 WB Ramps
NOTES: Gilead North - Existing

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14900 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.39

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	103.7	218.7

TABLE Existing + Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: East 3rd Avenue - Anchor Road to Mariners Island Blvd
NOTES: Gilead North - Existing + Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20600 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
57.1	114.3	241.8	518.8

TABLE Existing + Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: East 3rd Avenue - Mariners Island Blvd to Lakeside Drive
NOTES: Gilead North - Existing + Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15500 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.81

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	95.5	200.5	429.5

TABLE Existing + Project-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: East 3rd Avenue - Lakeside Drive to Marsh Drive
NOTES: Gilead North - Existing + Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12700 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	84.4	176.0	376.3

TABLE Existing + Project-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: East 3rd Avenue - Marsh Drive to Foster City Blvd
NOTES: Gilead North - Existing + Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9100 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	69.1	141.6	301.6

TABLE Existing + Project-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Mariners Island Blvd - East 3rd Avenue to Reef Drive
NOTES: Gilead North - Existing + Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7500 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.00

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	85.0	177.3

TABLE Existing + Project-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Mariners Island Blvd - Reef Drive to Trader Lane
NOTES: Gilead North - Existing + Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7400 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.94

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	84.3	175.7

TABLE Existing + Project-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Mariners Island Blvd - Armada Drive to Fashion Island Blvd
NOTES: Gilead North - Existing + Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8600 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	92.5	193.9

TABLE Existing + Project-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Marsh Drive - East 3rd Avenue to Vintage Park Drive
NOTES: Gilead North - Existing + Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5100 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	64.3	136.5

TABLE Existing + Project-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Vintage Park Drive - Lakeside Drive to Chess Drive
NOTES: Gilead North - Existing + Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10400 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	104.2	219.7

TABLE Existing + Project-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Foster City Blvd - East 3rd Avenue to Vintage Park Drive
NOTES: Gilead North - Existing + Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10700 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.54

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	106.1	223.9

TABLE Existing + Project-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Foster City Blvd - Vintage Park Drive to Chess Drive
NOTES: Gilead North - Existing + Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13500 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.55

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	60.9	123.0	260.9

TABLE Existing + Project-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Chess Drive - Vintage Park Drive to SR 92 WB Ramps
NOTES: Gilead North - Existing + Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16100 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	108.9	230.2

TABLE Cumulative-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: East 3rd Avenue - Anchor Road to Mariners Island Blvd
NOTES: Gilead North - Cumulative

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23200 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.56

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
61.0	123.3	261.6	561.5

TABLE Cumulative-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: East 3rd Avenue - Mariners Island Blvd to Lakeside Drive
NOTES: Gilead North - Cumulative

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 17200 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.26

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	101.9	214.7	460.3

TABLE Cumulative-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: East 3rd Avenue - Lakeside Drive to Marsh Drive
NOTES: Gilead North - Cumulative

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14600 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.55

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	92.0	192.8	412.8

TABLE Cumulative-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: East 3rd Avenue - Marsh Drive to Foster City Blvd
NOTES: Gilead North - Cumulative

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11700 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	80.3	166.8	356.3

TABLE Cumulative-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Mariners Island Blvd - East 3rd Avenue to Reef Drive
NOTES: Gilead North - Cumulative

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8500 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.54

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	91.8	192.4

TABLE Cumulative-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Mariners Island Blvd - Reef Drive to Trader Lane
NOTES: Gilead North - Cumulative

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8100 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	89.1	186.4

TABLE Cumulative-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Mariners Island Blvd - Armada Drive to Fashion Island Blvd
NOTES: Gilead North - Cumulative

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9200 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	96.5	202.7

TABLE Cumulative-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Marsh Drive - East 3rd Avenue to Vintage Park Drive
NOTES: Gilead North - Cumulative

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 4200 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.40

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	56.7	120.1

TABLE Cumulative-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Vintage Park Drive - Lakeside Drive to Chess Drive
NOTES: Gilead North - Cumulative

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9100 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	95.8	201.2

TABLE Cumulative-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Foster City Blvd - East 3rd Avenue to Vintage Park Drive
NOTES: Gilead North - Cumulative

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13200 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.45

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	60.2	121.2	257.1

TABLE Cumulative-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Foster City Blvd - Vintage Park Drive to Chess Drive
NOTES: Gilead North - Cumulative

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15200 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.06

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	65.2	132.7	282.2

TABLE Cumulative-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Chess Drive - Vintage Park Drive to SR 92 WB Ramps
NOTES: Gilead North - Cumulative

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16900 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.93

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	56.3	112.3	237.6

TABLE Cumulative + Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: East 3rd Avenue - Anchor Road to Mariners Island Blvd
NOTES: Gilead North - Cumulative + Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 24300 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.76

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
62.7	127.0	269.7	579.1

TABLE Cumulative + Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: East 3rd Avenue - Mariners Island Blvd to Lakeside Drive
NOTES: Gilead North - Cumulative + Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19000 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.70

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	108.5	229.3	491.8

TABLE Cumulative + Project-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: East 3rd Avenue - Lakeside Drive to Marsh Drive
NOTES: Gilead North - Cumulative + Project

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15900 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	97.0	203.9	436.8

TABLE Cumulative + Project-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: East 3rd Avenue - Marsh Drive to Foster City Blvd
NOTES: Gilead North - Cumulative + Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12000 SPEED (MPH): 45 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.70

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	81.5	169.6	362.4

TABLE Cumulative + Project-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Mariners Island Blvd - East 3rd Avenue to Reef Drive
NOTES: Gilead North - Cumulative + Project

---

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8500 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.54

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	91.8	192.4

TABLE Cumulative + Project-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Mariners Island Blvd - Reef Drive to Trader Lane
NOTES: Gilead North - Cumulative + Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8400 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 61.49

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	91.1	190.9

TABLE Cumulative + Project-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Mariners Island Blvd - Armada Drive to Fashion Island Blvd
NOTES: Gilead North - Cumulative + Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9500 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	98.4	207.0

TABLE Cumulative + Project-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Marsh Drive - East 3rd Avenue to Vintage Park Drive
NOTES: Gilead North - Cumulative + Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5700 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 12 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 60.73

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	69.0	146.9

TABLE Cumulative + Project-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Vintage Park Drive - Lakeside Drive to Chess Drive
NOTES: Gilead North - Cumulative + Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11100 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

---

* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.70

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	0.0	108.6	229.3

TABLE Cumulative + Project-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Foster City Blvd - East 3rd Avenue to Vintage Park Drive
NOTES: Gilead North - Cumulative + Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13400 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	60.7	122.4	259.6

TABLE Cumulative + Project-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Foster City Blvd - Vintage Park Drive to Chess Drive
NOTES: Gilead North - Cumulative + Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15700 SPEED (MPH): 35 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.20

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	66.4	135.5	288.3

TABLE Cumulative + Project-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 10/18/2012
ROADWAY SEGMENT: Chess Drive - Vintage Park Drive to SR 92 WB Ramps
NOTES: Gilead North - Cumulative + Project

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* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 17300 SPEED (MPH): 30 GRADE: .5

TRAFFIC DISTRIBUTION PERCENTAGES

	DAY	NIGHT
AUTOS	88.08	9.34
M-TRUCKS	1.65	0.19
H-TRUCKS	0.66	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

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* * CALCULATED NOISE LEVELS * *

Ldn AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.03

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO Ldn

70 Ldn	65 Ldn	60 Ldn	55 Ldn
0.0	57.0	114.0	241.3

APPENDIX E

WATER SUPPLY ASSESSMENT

CITY OF FOSTER CITY
ESTERO MUNICIPAL IMPROVEMENT DISTRICT

WATER SUPPLY ASSESSMENT REPORT

FOR

GILEAD INTEGRATED CORPORATE CAMPUS MASTER PLAN PROJECT

15-ACRES PROJECT

400 MARINERS ISLAND BLVD., CITY OF SAN MATEO (TIDELANDS PARK) RESIDENTIAL PROJECT

CHESS HOTEL PROJECT

CHESS/HATCH DRIVE OFFICE PROJECT

BAYSIDE TOWERS III PROJECT

VISA V PROJECT

MARINA PROJECT

UPDATED AND APPROVED ON NOVEMBER 5, 2012

WATER SUPPLY ASSESSMENT REPORT

FOR

GILEAD INTEGRATED CORPORATE CAMPUS MASTER PLAN PROJECT, 15-ACRES PROJECT, 400 MARINERS ISLAND BLVD., CITY OF SAN MATEO (TIDELANDS PARK) RESIDENTIAL PROJECT, CHESS HOTEL PROJECT, CHESS/HATCH DRIVE OFFICE PROJECT, BAYSIDE TOWERS III PROJECT, VISA V PROJECT, AND MARINA PROJECT

Executive Summary

The City of Foster City is conducting an environmental review under the requirements of the California Environmental Quality Act (CEQA) for the Gilead Integrated Corporate Campus Master Plan Project. The City of Foster City has determined that an Environmental Impact Report (EIR) is required for each of the proposed projects. The environmental review includes the need for an assessment of the available water supply to serve the proposed projects. The Water Supply Assessment (WSA) will provide information for use in the CEQA analysis for the proposed projects. The requirements for the WSA are described in the California Water Code amended by the enactment of Senate Bill 610 (SB 610) in 2002. The SB 610 requires an assessment of whether "total projected water supplies, available during normal, single dry and multiple dry water years during a 20-year projection" will meet the projected water demand associated with the proposed projects. Most of the information presented here in the WSA report is included in the 2010-2015 Urban Water Management Plan (UWMP) which was approved by the Board of Directors of the Estero Municipal Improvement District (EMID) in May 2011. Since the UWMP was approved, more projects have been proposed and demand calculations for the new projects are included in this WSA to paint a comprehensive picture of system-wide supply and projected demand for the 20 year horizon. It is anticipated that EMID's system-wide water demand will continue to decrease due to implementation of demand management measures described in this report.

All of the development projects are within the service area of EMID. EMID has completed the WSA based on the land use proposed for the projects listed below. The analysis concluded that EMID will have sufficient water supply to serve all of the proposed projects as well as existing customers in 20-year horizon.

1. Gilead Integrated Corporate Campus Master Plan Project will require approximately 206 acre-feet per year (AFY) of additional water demand;
2. 15-Acres Project will require approximately 88 AFY of additional water demand;
3. 400 Mariners Island Blvd., City of San Mateo (Tidelands Park) Residential Project will require approximately 30 AFY of additional water demand;
4. Chess Hotel Project will require approximately 15 AFY of additional water demand:

5. Chess/Hatch Drive Office Project will require approximately 36 AFY of additional water demand;
6. Bayside Towers III Project will require approximately 7 AFY of additional water demand;
7. VISA V Project will require approximately 2 AFY of additional water demand; and
8. Marina Project will require approximately 5 AFY of additional water demand.

Prior to issuance of the use permit, utility analyses shall be performed by the project developers to determine whether existing transmission/distribution infrastructure has adequate capacity to deliver the needed water to the project sites. The costs of the improvements shall be the responsibility of the developer. Furthermore, all future development projects are required to maximize the efficient use of water by installing water saving plumbing fixtures and drought tolerant landscaping to reduce water demand.

Project Descriptions

Gilead Integrated Corporate Campus Master Plan Project: The proposed project is on approximately 73 acres of land located in Foster City, within the Vintage Park Master Planned Development, owned by Gilead Sciences, Inc. The proposed project would amend the Master Plan to redevelop the 73-acre campus, which currently contains 17 buildings, totaling approximately 926,000 square feet of R&D/Office Space. The Master Plan calls for demolition of up to 12 existing buildings, and construction of up to 17 new buildings. After the projected 20 year build out period of the project, the campus will have 23 buildings with a maximum build out of 2,500,600 square feet of R&D/Office space.

15-Acres Project: The proposed project is on approximately 15 acres of currently vacant city-owned property located in Neighborhood 1 adjacent to the Foster City Civic Center and the North Peninsula Jewish Community Center. The proposed project is a senior oriented housing project consisting of approximately 196 market rate senior units, 152 assisted senior living units, 66 affordable senior units, 35,600 square feet of retail, 25,400 square feet of office, and 22,000 square feet of public open space.

400 Mariners Island Blvd., City of San Mateo (Tidelands Park) Residential Project: The project is to construction a 76 unit residential development on vacant property located at the southwest corner of E. Third Avenue and Mariners Island Boulevard in the City of San Mateo. EMID is responsible for providing water to the project site.

Chess Hotel Project: The proposed project is on approximately 1.7 acres of land located in Foster City, within Neighborhood Vintage Park. The proposal is to replace an existing 9,385 square foot, 1-story, unoccupied restaurant with a new 69,008 square foot, 5-story, 115-room hotel. The project site is located off of Vintage Park Drive and Chess Drive at 1299 Chess Drive.

Chess/Hatch Drive Office Project: The proposed project would redevelop approximately 190,000 square feet of low-scale one- and two-story commercial/industrial buildings on approximately 12 acres with up to 800,000 square feet of office use in three (3) multi-story buildings up to 10 stories in height served by a combination of at-grade parking lots and a parking structure. The proposed Master Plan would require the demolition of 11 existing buildings.

Bayside Towers III Project: The construction of a 92,900 square foot, four-story office building and six level parking garage for the Bayside Towers Development located on approximately 16 acres of land in Foster City. The project site is located at the eastern terminus of East Third Avenue and is bordered on the north and east by the levee/pedway and the San Francisco Bay, on the south by State Route 92 and the west by Lincoln Center Office Park.

Visa V Project: The proposed project will construct 8,000 square foot office building located on the southwest corner of the terminus of Shell Blvd. and Metro Center Boulevard on approximately 1.4 acres of land in Foster City.

Marina Project: This site, located at the terminus of Halibut Street on the bay side of Beach Park Blvd. has been designated as the location for a Foster City Marina in the Foster City General Plan. Approximately 300 berths will be constructed on the project site.

EMID and Its Supply Source

EMID is the utility arm of the City of Foster City. EMID administers the operations and maintenance of the water distribution system for the City of Foster City. EMID also supplies water to residents in part of the City of San Mateo (Mariner's Island area).

EMID purchases all of its water from the San Francisco Public Utility Commission (SFPUC) as a contractual member of the Bay Area Water Supply Conservation Agency (BAWSCA). The SFPUC's water system consists of three regional water supply and conveyance systems: the Hetch Hetchy system, the Alameda system, and the Peninsula system. The Hetch Hetchy system is supplied by runoff from the upper Tuolumne River watershed on the western slope of the central Sierra Nevada Mountains. The Alameda system includes conveyance facilities connecting the Hetch Hetchy aqueducts and the Alameda water sources to the Peninsula system. The Peninsula system includes water facilities that connect the EMID and other Peninsula customers to the SFPUC distribution system and the Bay Division Pipelines. EMID does not have any groundwater or recycled water sources to supplement its supply.

EMID receives the already treated water from SFPUC and distributes it to its customers. EMID has only one main source of water supply line, a 24-inch transmission main that is connected to SFPUC's 54-inch Crystal Springs No. 2 line. The connection point is located in the City of San Mateo at the Crystal Springs Road. As a retailer, EMID has no direct control over its water supply.

EMID has four (4) above ground water storage tanks with a total capacity of 20 million gallons for emergencies and peak demand. A booster pump station is activated to pump water from the storage tanks into the distribution system. The booster pump station has two (2) electrical pumps and three (3) engine drive pumps. The engine driven pumps are powered by natural gas with propane backup.

Emergency Connections

In addition to the 24-inch transmission main, EMID has a 12-inch connection to California Water Service Company which serves the City of San Mateo and a 12-inch connection to Mid-Peninsula Water Agency (formerly called Belmont County Water District) which serves the Cities of Belmont, San Carlos, and part of Redwood City. EMID has agreements with both agencies that allow EMID to use these connections during emergency conditions. Both the California Water Service Company and the Mid-Peninsula Water Agency are members of the BAWSCA.

Service Area Information with 25 Year Population Projections

EMID, serving a population of approximately 37,000 is located midway between San Francisco and San Jose. It is ten miles south of San Francisco International Airport. The service area of EMID consists of the City of Foster City and the Mariner's Island area of the City of San Mateo. The majority of customers are residential users with a broad cross-section of offices, commercial businesses, and a small number of industrial businesses.

Today, the City of Foster City is almost built-out with a number of redevelopment projects in various stages of planning. At 100 percent build out, the population served by EMID is expected to be approximately 39,000. Table 1 shows the projected population anticipated in five (5) year increments until the year 2030, as included in the UWMP. The percent increases for the population growth are also shown in the table.

Table 1
Current and Projected Population per UWMP

	2010	2015	2020	2025	2030
Service Area Population	36,100	37,088	37,924	38,492	38,869
% Increase		2.7	2.3	1.5	1.0

The BAWSCA has also published population projections in the "Water Conservation Implementation Plan" that are based on ABAG Projections from 2007. The BAWSCA population projections are slightly lower than the populations assumed in the UWMP as shown in the Table 1A.

Table 1A
Current and Projected Population per BAWSCA Water Conservation Implementation Plan

	2010	2015	2020	2025	2030
Service Area Population	36,273	37,165	38,035	38,661	39,079
% Increase		2.5	2.3	1.7	1.1

This WSA uses the more conservative population projections contained in the UMMP.

Over the last three years, EMID has purchased an average of 5,232 acre-feet[1] per year (AFY) of water from SFPUC. Table 2 shows EMID's water quantities purchased from 2009 to 2011 and the annual average during those three years.

Table 2
Total Water Supply Deliveries to EMID from SFPUC during 2003 to 2007

Year	Supply Deliveries (AFY)
2009	5,686
2010	5,400
2011	4,610
Annual Average (2009 – 2011)	**5,232**

Contractual Water Supplies

In 1934, San Francisco combined the Hetch Hetchy system and the Spring Valley system to create the SFPUC system. The rights to local diversions were originally held by the Spring Valley Water Company, which was formed in 1862. The SFPUC is owned and operated by the City and County of San Francisco. EMID does not hold any existing water rights and all of its water supply assurances come through the contract with SFPUC. In 1984, SFPUC executed a Settlement Agreement and Master Water Sales Contract (Contract) with the members of the BAWSCA. The Contract is governed by the Master Sales Agreement (MSA), which expired in June 2009. In August of 2009, BAWSCA and its member agencies signed a new Water Supply Agreement and Individual Water Sales Contract with San Francisco. The contract runs through June 30, 2034 and it guarantees a supply assurance of 184 million-gallons-per-day (MGD) to BAWSCA member agencies. The supply assurance to EMID is 5.9 MGD or 6,608 AFY.

<u>Water Supply Improvement Program</u>

In order to enhance the ability of the SFPUC's water supply system to meet identified service goals for water quality, seismic reliability, delivery reliability, and water supply, the SFPUC is undertaking a Water System Improvement Program (WSIP). The WSIP

[1] Acre Feet = 325,851 gallons

will deliver capital improvements aimed at enhancing the SFPUC's ability to meet its water service mission of providing high quality water to its customers in a reliable, affordable, and environmentally sustainable manner.

The origins of the WSIP are rooted in the "Water Supply Master Plan" dated April 2000. Planning efforts for the WSIP gained momentum in 2002 with the passage of San Francisco ballot measures Propositions A and E, which approved the financing for the water system improvements. Also in 2002, Governor Gray Davis signed Assembly Bill No. 1823, the Wholesale Regional Water System Security and Reliability Act. The AB 1823 imposed various state-mandated programs on the wholesale regional water systems. One of the mandates is for SFPUC to adopt the WSIP. The WSIP is expected to be completed in 2016.

EMID Water Supply Projections

The SFPUC has the capacity to meet the demands of its retail and wholesale customers in wet and normal years. The Water Supply Agreement provides for a 184 MGD or 206,106 (AFY) supply assurance to BAWSCA member agencies. SFPUC's annual supply assurance to EMID is 5.9 MGD or 6,608 AFY as shown in Table 3.

Table 3
Annual Supply Assurance from SFPUC

Water Supply Source	2010	2015	2020	2025	2030
SFPUC (MGD)	5.9	5.9	5.9	5.9	5.9
SFPUC (AFY)	6,608	6,608	6,608	6,608	6,608

According to SFPUC's Water Supply Master Plan dated April 2000, this amount is subject to further reductions in the event of drought, water shortage, earthquake, or rehabilitation or maintenance of the system. Table 4 shows SFPUC's projected deliveries to EMID for a single dry year and for five (5) consecutive dry years, based on the 2010 allocation. The SFPUC's plan calls for 10% supply reductions in the first two (2) years followed by 20% reductions for the next three (3) years. The percent reductions would be the same for any given five (5) consecutive dry years. During the periods of supply reductions, EMID will have to implement the Water Shortage Contingency Plan which was adopted in 1993 to reduce demand. The EMID's Water Shortage Contingency Plan describes the triggering levels and actions to be considered for each stage of demand reduction. The plan has three stages with each stage set to respond to increasingly more severe conditions. Therefore, the system demand will decrease to meet the reduced allocations by the SFPUC.

Table 4
EMID Projected Annual Supply Allocations for a Single and Multiple Dry Years

Water Supply Source	2010	Single Year Year 1	Year 2	Year 3	Year 4	Year 5
SFPUC (AFY)	6,608	5,947	5,947	5,286	5,286	5,286
% Reduction		10%	10%	20%	20%	20%

EMID Water Shortage Contingency

The EMID Water Shortage Contingency Plan was adopted in January 1993 in response to the Assembly Bill X1-11 requiring all California urban water retailers supplying water to more than 3,000 customers or supplying more than 3,000 acre feet per year of water to adopt a water shortage contingency plan as part of the Urban Water Management Plan. The objective of this legislation is to prompt every water agency to plan ahead for droughts and to prepare a series of responses based upon the severity and length of drought. EMID's Water Shortage Contingency Plan includes four (4) stages with associated triggering levels.

Stage I: This is the normal stage where there is a continuing effort to conserve water regardless of water supply. This stage involves public education and enforcement of current regulations such as requiring the installation of ultra-low-flow toilets in new construction.

Stage II: This stage is triggered when the total volume of SFPUC water storage falls below the two-year demand base by 5 – 20%. The Stage II shortage will result in mandatory water conservation with a goal of reducing water demand between 5 – 20% as determined necessary by the EMID Board. A resolution declaring a water shortage emergency with a list of prohibited water uses will be adopted by the EMID Board of Directors. This stage will include increased public education such as water bill inserts advising customers how to conserve water.

Stage III: This stage is triggered when the total volume of SFPUC water storage falls below the two-year demand base by 20 – 30%. The Stage III shortage will result in mandatory water conservation with a goal of reducing water demand between 20 to 30% as determined necessary by the EMID Board. In this stage and the next stage, a larger range of prohibited uses will be considered and a new rate structure with progressive penalties for overuse will be implemented.

Stage IV: Stage IV is triggered when the total volume of SFPUC water storage falls below the two-year demand base by 30 to 50%. In this stage a mandatory rationing program will be initiated with a goal of reducing water demand up to 50%.

System Demand Projections

The most common method of projecting system demand is by applying the population growth factor to the baseline number. For this report, the average three year supply delivery of 5,232 AFY from Table 2 was used as the baseline number with the 6,608 AFY guarantee assurance from SFPUC. Table 6 shows the future system demand projections until 2030. The table also shows the annual difference (excess supply allocation). The excess supply allocation can be used to meet the demands anticipated from proposed projects under consideration.

Table 6
Future System Demand Projections

	3-Year Average	2015	2020	2025	2030
SFPUC (AFY)	5,232	6,608	6,608	6,608	6,608
% Population Increase		2.7	2.3	1.5	1.0
Demand Projections		(5,373)	(5,497)	(5,579)	(5,635)
Annual Excess		1,235	1,111	1,029	973

Net Additional Demand from the Proposed Projects

Gilead Integrated Corporate Campus Master Plan Project: Staff has determined that the existing land use condition at 362 Lakeside Drive is similar to the land use condition for the proposed R&D buildings. Therefore, the historical consumption data for 362 Lakeside Drive was used as a basis to project water demand for the proposed additional 953,000 sq. ft. of R&D space. The consumption data shows that 44 gallons of water per year for each square feet of space is needed. Based on the calculations, approximately 129 AFY will be required for the new R&D buildings. Furthermore, the Gilead Sciences is proposing 1,547,600 sq. ft. of additional office space. The historical consumption data for VISA 3 was used to calculate the future demand. The data from VISA 3 shows that 22 gallons per year for one square feet of office space is needed. Based on the calculations, approximately 104 AFY will be required to meet the demand generated from the proposed office buildings. The proposed project also includes demolition of 8 existing buildings, which consumed approximately 27 AFY. Therefore, the net project demand for the proposed project is 206 AFY as shown in Appendix B.

15-Acres Site Project: Wilsey Ham, consulting engineers, performed the sewer generation rates for the proposed project. It was determined that 71,085 gallons per day, or 80 AFY of wastewater will be generated from the project. To calculate the total water demand, the irrigation component, typically 10%, is added to the sewer generation rate. Therefore, the total water demand required for the 15-Acre Site project is 88 AFY as shown in Appendix C.

400 Mariners Island Blvd., City of San Mateo (Tidelands Park) Residential Project: The average water consumption of a residential unit in EMID service area is 13 units per month. Using that as a baseline demand for a proposed 76 residential units with a 10% additional demand for outside landscaping, total demand for the project is 30 AFY as shown in Appendix D.

Chess Hotel Project: Using three years consumption history (2009, 2010, and 2011) from Crown Plaza Hotel and applying this to proposed 115 room hotel, projected demand is approximately 17 AFY. Subtracting 2 AFY of consumption from Black Angus restaurant to be demolished, total demand projection is approximately 15 AFY as shown in Appendix E.

Chess/Hatch Drive Office Project: Historical consumption data from VISA 3 was used to calculate the projected demand for the project. The data for VISA 3 shows that 22 gallons of water per year for 1 sq. ft. of office space is required. The proposed project with 800,000 sq. ft. of office space will generate approximately 54 AFY of total demand. The existing demand based on the historical consumption data for 1155-1191 Chess Drive is 18 AFY. Therefore, the net demand resulting from the proposed project is calculated by subtracting the existing consumption from the total demand, resulting in 36 AFY as shown in Appendix F.

Bayside Towers III Project: Using consumption of 22 gallons per square-feet calculated from VISA 3, projected demand for 92,900 square-feet of office space is 6 AFY. Adding 10% for irrigation, total projected demand is 7 AFY as shown in Appendix G.

VISA V Project: Using consumption of 22 gallons per square-feet of office space, calculated from VISA 3 historical use, projected demand for 8,000 square-feet of office space including irrigation is approximately 2 AFY as shown in Appendix H.

Marina: Since details of this project are not yet known, projected demand is conservatively estimated at 5 AFY.

Table 6 shows the total projected annual additional (net) demand generated from the various development projects that are under review by the City of Foster City. EMID has a first-come first-serve policy for serving new development projects and each new project requires a demand analysis. The water demand analysis for the Pilgrim Triton Project was completed in February 2007 and it is included in the Table 6 to show the cumulative demand. Typically, residential projects require more water demand than commercial/office/R&D projects.

Table 6
Annual Additional Demand from Various Projects

Development Project	Additional Demand (AFY)
Pilgrim Triton Project	264 (Appendix A)
Gilead Integrated Corporate Campus	206 (Appendix B)
15-Acres Project	88 (Appendix C)
400 Mariners Island Blvd., San Mateo (Tidelands Park) Residential Project	30 (Appendix D)
Chess Hotel Project	15 (Appendix E)
Chess/Hatch Drive Offices Project	36 (Appendix F)
Bayside Towers III Project	7 (Appendix G)
VISA V Project	2 (Appendix H)
Marina Project	5 (Estimate)
Total Net Demand	653

Table 7 shows the total system demand projected for EMID including the demand from the proposed projects. The total system demand is calculated by adding the net demand generated from the proposed projects to the system demand projections from Table 5.

Table 7
Total System Demand

	2010	2015	2020	2025	2030
System Demand Projections	5,232	5,373	5,497	5,579	5,635
Net Demand from Proposed Projects	0	653	653	653	653
Total System Demand	5,232	6,026	6,150	6,232	6,288

Comparison of Supply Allocation vs. Multiple Dry Years Demand

Table 8 shows the supply allocations from Table 3 and projected total system demands from Table 8, through the twenty year planning horizon as required by SB 610. As discussed in Table 4, during a period of five consecutive dry years, the SFPUC's plan calls for 10% supply reductions in the first two (2) years followed by 20% reductions for the next three (3) years. To meet the reductions, EMID will have to cutback its consumption in kind by implementing the Water Shortage Contingency Plan based on the severity of the drought. The EMID's Water Shortage Contingency Plan describes the triggering levels and actions to be considered for each stage of demand reduction. The plan has three stages with each stage set to respond to increasingly more severe conditions.

As shown in the table, there will continue to be sufficient supplies to meet all projected demand, including the net additional demand generated from the proposed projects in all conditions over the next twenty five years. This conclusion is dependent on EMID implementing the mandatory demand reduction as outlined in the EMID Water Shortage Contingency Plan.

Table 8
Annual Supply Allocation vs. Multiple Dry Years Demand (AFY)

	Allocation	Single Dry Year 10% Reduction	Year 2 10% Reduction	Year 3 20% Reduction	Year 4 20% Reduction	Year 5 20% Reduction
2010 Allocation	6,608	5,947	5,947	5,286	5,286	5,286
2010 Demand	(5,232)	(4,709)	(4,709)	(4,186)	(4,186)	(4,186)
Excess	**1,376**	**1,238**	**1,238**	**1,100**	**1,100**	**1,100**
2015 Supply	6,608	5,947	5,947	5,286	5,286	5,286
2015 Demand	(6,026)	(5,423)	(5,423)	(4,821)	(4,821)	(4,821)
Excess	**582**	**524**	**524**	**465**	**465**	**465**
2020 Supply	6,608	5,947	5,947	5,286	5,286	5,286
2020 Demand	(6,150)	(5,535)	(5,535)	(4,920)	(4,920)	(4,920)
Excess	**458**	**412**	**412**	**366**	**366**	**366**
2025 Supply	6,608	5,947	5,947	5,286	5,286	5,286
2025 Demand	(6,232)	(5,609)	(5,609)	(4,986)	(4,986)	(4,986)
Excess	**376**	**338**	**338**	**300**	**300**	**300**
2030 Supply	6,608	5,947	5,947	5,286	5,286	5,286
2030 Demand	(6,288)	(5,659)	(5,659)	(5,030)	(5,030)	(5,030)
Excess	**320**	**288**	**288**	**256**	**256**	**256**

Demand Management Measures

Over the years, EMID has implemented the following demand management measures in an effort to reduce the overall demand for water. Water conservation helpful tips are available online and in brochures to educate customers. Every year during the national Public Works week, local schools and teachers are invited to participate in water facility tours and activities to promote water conservation.

Water Audit – Residential water audits are performed whenever requested by a customer or an unusual spike in a customer's water consumption is observed.

Plumbing Retrofit Kits – Water conservation kits (shut off nozzles for garden hoses, low-flow shower heads, low-flow sink aerators, and mini-flush toilet retrofit devices) are available to the residents, free of charge.

System Audits, Leak Detection, and Repairs – EMID routinely performs system audits, leak detection and repairs to reduce unaccounted for water. EMID has approximately 8,200 water accounts, all of which are metered. Currently, all of EMID's 4,000 plus residential water meters are scheduled for replacement. In addition, EMID is allocating $300,000 every other year to replace valves systematically as part of its Capital Improvement Program.

Large Landscape Conservation Programs - EMID has prepared a booklet called "Planting and Irrigation Guidelines" to assist developers, property owners, and homeowners in selecting appropriate plant materials and installing irrigation systems to create water conserving landscapes which are appropriate to Foster City soil and climate conditions. This booklet is available to the public, free of charge.

Landscape Water Use Evaluation – EMID provides free evaluation of outdoor irrigation systems and develop detailed recommendations on how to reduce water use on landscaping.

High Efficiency Washing Machine Rebate Program – This program provides up to $125 to replace old clothes washing machines with new Energy Star compliant water conserving washing machines.

Ultra Low Flow Toilet Rebate Program – This program provides up to $150 for each toilet that is replaced with an Ultra Low Flow toilet. Every family can claim up to three toilets and receive up to $450.

Conservation Pricing – In 2010, EMID implemented conservation pricing to water rates to fund operations and capital improvement requirements of the Water Enterprise and encourage water conservation. It was highly effective in reducing consumption.

Residential Turf Rebate Program – Effective May 2011, EMID implemented a residential synthetic turf replacement rebate program. Customers receive $4 per square

foot, up to $2,000 maximum, for replacing existing lawn and irrigation system with synthetic surface.

"Lawn Be Gone" Rebate Program – In FY 2010/2011, EMID implemented a "Lawn Be Gone" conversion program, administered by BAWSCA, where rebate is given to replace existing lawn with approved list of drought resistant plant materials. Single-family residential customers can receive $0.50 per square foot, up to a maximum of $500 rebate. Irrigation customers can receive $0.50 per square foot, up to a maximum of $3,000.

Smart Irrigation Controller Rebate – Smart controllers measure depletion of soil moisture and activate the irrigation system when needed. Residential customers can receive 100% of the cost of the controller up to $150 maximum rebate per controller, and two controllers maximum per home. Commercial or multi-family customers can receive 100% of the cost of the controllers up to $50 per station with a maximum rebate of $5,000 per customer.

Conclusion

Based on the analysis in the WSA, as well as the information contained in the UWMP, SFPUC's Water Supply Master Plan dated April 2000, and Water Supply Agreement and Individual Water Sales Contract with SFPUC dated August 2009, EMID will have sufficient water supply to serve the existing customers and the proposed projects under consideration. The conclusion of sufficient supply is based on the assumption that the demand reduction programs mandated by the SFPUC and included in the EMID's water shortage contingency plan are implemented during drought years. The excess supply during a normal year is approximately 5% of the guaranteed allocation. Therefore, EMID will need to monitor and continue to be diligent in conserving water to reduce system-wide demand in the future.

Appendix A
Water Demand Analysis
Pilgrim Triton Project

	Demand (Acre Ft. per Year)	
Demand for Proposed Office Space (296,000 Sq. Ft.)	20	Based on Consumption Data for VISA 3[1]
Demand for 1 Acre Park	2	Based on Consumption Data for Ketch Park
Demand for Residential (730 units)	263	Based on 13 Units per Month[2]
Total Project Demand	285	
Demand from Existing Buildings to be Demolished	(21)	Consumption Data for Existing Buildings[3]
Net Project Demand	264	

[1] Consumption data for VISA 3 was used to project water demands for the new office space proposed for the project. According to the VISA 3 data, 22 gallons of water per year for each sq. ft. of office space is needed.
[2] EMID's average monthly consumption for a residential property is 13 units.
[3] According to the water consumption data for the existing buildings, approximately 21 AFY of water was consumed in 2007.

Appendix B
Water Demand Analysis
Gilead Integrated Corporate Campus Master Plan Project

	Demand (Acre Ft. per Year)	
Demand for Proposed R&D Space (953,000 sq. ft.)	129	Based on Consumption Data for 362 Lakeside Drive[1]
Demand for Proposed Office Space (1,547,600 sq. ft.)	104	Based on the VISA 3 Consumption Data[2]
Demand from 8 Building to be Demolished	(27)	Consumption Data for 320, 324, 331, 333, 346, 355, 366, 368 Lakeside Drive
Net Project Demand	206	

[1] Consumption data for 362 Lakeside Drive was used to project water demands for the new R&D space proposed for the project. According to the data, approximately 44 gallons of water per year for each sq. ft. of R&D space is needed.

[2] Consumption data for VISA 3 was used to project water demands for the new office space proposed for the project. According to the VISA 3 data, 22 gallons of water per year for each sq. ft. of office space is needed.

Appendix C
Water Demand Analysis
15-Acres Project

	Demand (Acre Ft. per Year)	
Demand for Proposed Project Using the Sewer Generation Analysis	80	Based on the Wilsey Ham Sewer Generation Rates[1] Spreadsheet
Demand for Irrigation	8	Typically 10% of the Sewer Generation[2]
Net Project Demand	88	

[1] According to the sewer generation rates spreadsheet prepared by Wilsey Ham on 3/17/07, 71,085 gallons per day of sewer will be generated from the proposed project.
[2] 10% is added for irrigation demand

Appendix D
Water Demand Analysis
400 Mariners Island Blvd., City of San Mateo (Tidelands Park) Residential Project

	Demand (Acre Ft. per Year)	
Demand for Residential (76 units)	27	Based on 13 Units per Month[1]
Demand for Irrigation	3	Typically 10%
Net Project Demand	30	

[1] EMID's average monthly consumption for a residential property is 13 units.

Appendix E
Water Demand Analysis
Chess Hotel Project

	Demand (Acre Ft. per Year)	
Demand for Proposed Hotel (115 Rooms)	17	Based on 3-Year Average Consumption for Crowne Plaza Hotel[1]
Demand from Existing Building to be Demolished	(2)	3-Year Average Consumption for Black Angus Restaurant[2]
Net Project Demand	15	

[1] Average consumption data from Crowne Plaza Hotel for 2009, 2010, and 2011 were used to prorate per room consumption.
[2] Average consumption data from Black Angus Restaurant for 2009, 2010, and 2011 were used and subtract from the demand for proposed hotel to calculate net demand.

Appendix F
Water Demand Analysis
Chess/Hatch Drive Office Project

	Demand (Acre Ft. per Year)	
Demand for Proposed Office Space (800,000 sq. ft.)	54	Based on VISA 3 Consumption Data[1]
Demand from Existing Buildings to be Demolished	(18)	Consumption Data for 1155-1191 Chess Drive[2]
Net Project Demand	36	

[1] VISA 3 was used to project water demands for the new office space proposed for the project. Consumption data for VISA 3 shows 22 gallons of water per year for 1 sq. ft. of office space is needed.

[2] According to the water consumption data for the existing buildings, 1155-1191 Chess Drive, approximately 18 AFY of water was consumed.

Appendix G
Water Demand Analysis
Bayside Towers III Project

	Demand (Acre Ft. per Year)	
Demand for Proposed Office Space (92,900 sq. ft.)	6	Based on VISA 3 Consumption Data[1]
Demand for Irrigation	1	Typically 10%
Net Project Demand	7	

[1] VISA 3 was used to project water demands for the new office space proposed for the project. Consumption data for VISA 3 shows 22 gallons of water per year for 1 sq. ft. of office space is needed.

Appendix H
Water Demand Analysis
VISA V Project

	Demand (Acre Ft. per Year)	
Demand for Proposed Office Space (8,000 sq. ft.)	1	Based on VISA 3 Consumption Data[1]
Demand for Irrigation	1	Conservative Projection
Net Project Demand	2	

[1] VISA 3 was used to project water demands for the new office space proposed for the project. Consumption data for VISA 3 shows 22 gallons of water per year for 1 sq. ft. of office space is needed.

APPENDIX F

ANIMATED SIMULATION

See Appendix F - Gilead Animated Simulation folder