

APPENDIX F

Traffic Impact Study

STUDY ROADWAY VOLUMES

Location	Street to be Measured	Direction	Reference Street	ADT (NB)	ADT (SB)	ADT(EB)	ADT(WB)
1	East Third Avenue	West of	Mariners Island Blvd			6708	7451
2	East Third Avenue	Between	Marsh Drive and Lakeside Drive			4130	4548
3	East Third Avenue	Between	Marsh Drive and Foster City Blvd			3575	4482
4	East Third Avenue	East of	Foster City Blvd			3762	3752
5	Foster City Blvd	South of	East Third Avenue	6634	6256		
6	Foster City Blvd	Between	Chess Drive and [Chess - Vintage Park Drive]	6803	7808		
7	Foster City Blvd	Between	Chess Drive and Metro Center Blvd (bridge)	17500	11700		
8	Foster City Blvd	Between	Metro Center Blvd and E. Hillsdale Blvd	13569	12232		
9	Foster City Blvd	Between	E. Hillsdale Blvd and Balclutha Dr	9631	10284		
10	Foster City Blvd	Between	Polynesia Dr and Bounty Dr	6242	7052		
11	Foster City Blvd	Between	Bounty Dr and Marlin Ave (bridge)	6627	6407		
12	Foster City Blvd	Between	Marlin Ave and Beach Park Blvd	1209	1556		
13	E. Hillsdale Blvd	Between	S Norfolk St and Altair Ave (bridge)			16966	20555
14	E. Hillsdale Blvd	Between	Altair Ave and Edgewater Blvd			14180	16845
15	E. Hillsdale Blvd	Between	Edgewater Blvd and Center Park Ln(not on map)			11978	12726
16	E. Hillsdale Blvd	Between	Center Park Ln and Shell Blvd			10999	10016
17	E. Hillsdale Blvd	Between	Shell Blvd and Foster City Blvd			8690	9380
18	E. Hillsdale Blvd	Between	Foster City Blvd and Pilgrim Dr			6524	6103
19	E. Hillsdale Blvd	North of	Pilgrim Dr			7040	7080
20	E. Hillsdale Blvd	Southwest of	Gull Ave			6621	6118
21	Beach Park Blvd	Northeast of	Gull Ave	2119	2683		
22	Beach Park Blvd	Between	Egret Ct and Sanderling St	1817	1722		
23	Beach Park Blvd	Between	Gull Ave and Marlin Ave	1662	1854		
24	Beach Park Blvd	Between	Tarpon St and Swordfish St	1414	1727		
25	Beach Park Blvd	Between	Halibut St and Foster City Blvd	1823	2069		
26	Beach Park Blvd	Between	Foster City Blvd and Cutter St			3104	2683
27	Beach Park Blvd	Between	Barkentine St and Shell Blvd			3365	3509
28	Beach Park Blvd	Between	Shell Blvd and Catamaran St			4789	4827
29	Beach Park Blvd	Between	Farragut Blvd and Edgewater Blvd (bridge)			6911	6995
30	Beach Park Blvd	Between	Edgewater Blvd and Castor St			1203	1805
31	Shell Blvd	South of	Halsey Blvd			-	-
32	Shell Blvd	Between	Beach Park Blvd and Catamaran St	3634	3440		
33	Shell Blvd	Between	Civic Center Dr and E. Hillsdale Blvd	7356	8079		
34	Shell Blvd	Between	E. Hillsdale Blvd and Metro Center Blvd	5528	5117		

Location	Street to be Measured	Direction	Reference Street	ADT (NB)	ADT (SB)	ADT(EB)	ADT(WB)
35	Triton Drive	North of	Foster City Blvd	8379	6150		
36	Metro Center Blvd	Between	Foster City Blvd and CA-92 On-Off Ramp			17715	6851
37	Metro Center Blvd	Between	CA-92 On-Off Ramp and Shell Blvd			4928	8262
38	Metro Center Blvd	Between	Shell Blvd and Vintage Park Dr			4365	6601
39	Metro Center Blvd	Between	Vintage Park Dr and Gateway Dr			6051	3971
40	Metro Center Blvd	Between	Gateway Dr and Edgewater Blvd			6203	4270
41	Edgewater Blvd	West of	CA-92 On-Off Ramp and Emerald Bay	15759	7070		
42	Edgewater Blvd	Between	CA-92 On-Off Ramp and Metro Center Blvd			14133	9823
43	Edgewater Blvd	Between	Metro Center Blvd and E. Hillsdale Blvd	10741	10208		
44	Edgewater Blvd	Between	E. Hillsdale Blvd and Altair Ave	11842	7109		
45	Edgewater Blvd	Between	Dorado Ln and Beach Park Blvd	12486	12004		
46	Edgewater Blvd	Between	Beach Park Blvd and Port Royal Ave (North)	9066	9724		
47	Edgewater Blvd	Between	Port Royal Ave (North) and Boothbay Ave	6953	6006		
48	Edgewater Blvd	Between	Monterey Ave and Pitcairn Dr	4662	4139		
49	Edgewater Blvd	Between	Port Royal Ave (South) and Baffin St	1441	1477		
50	Baffin St	Between	Edgewater Blvd and Melbourne St	542	442		
51	Pitcairn Dr	Between	Edgewater Blvd and Melbourne St			2428	2436
52	Boothbay Ave	Between	Edgewater Blvd and Pensacola St			974	1133
53	Altair Ave	Between	E. Hillsdale Blvd and Polaris Ave			3577	5051
54	Altair Ave	Between	Polaris Ave and Edgewater Blvd			1710	2091
55	Chess Dr	West of	Vintage Park Dr			6357	6415
56	Chess Dr	Between	Vintage Park Dr and CA-92 On-Off Ramp			9135	4148
57	Chess Dr	Between	CA-92 On-Off Ramp and Foster City Blvd			7680	17919
58	Chess Dr	Between	Foster City Blvd and Hatch Dr			3171	2987
59	Vintage Park Dr	Between	Lakeside Dr and Chess Dr	2445	2356		
60	Vintage Park Dr	Between	Chess Dr and Metro Center Blvd (Bridge)	9420	4107		
61	Marlin Ave	Between	Ribbon St and Beach Park Blvd	505	730		
62	Marlin Ave	Between	Foster City Blvd and Halibut St	4392	2590		
63	Bounty Dr	South of	Foster City Blvd			1414	1026
64	Bounty Dr	Between	Foster City Blvd and Lurline Dr			834	1253
65	Polynesia Dr	Between	Foster City Blvd and Comet Dr			1689	1399
66	Balclutha Dr	Between	Foster City Blvd and Comet Dr			1294	1297
67	Gull Ave	Between	Beach Park Blvd and Crane Ave			1895	4454
68	Gull Ave	Between	Crane Ave and Beach Park Blvd			479	361

2014 Traffic Volumes on California State Highways



2014 Traffic Volumes Book

Dist	Route	County	Postmile	Description	Back	Back	Back AADT	Ahead	Ahead	Ahead AADT
					Peak Hour	Peak Month		Peak Hour	Peak Month	
8	91	RIV	17.819	RIVERSIDE, ARLINGTON AVENUE	11800	174000	168000	11600	171000	165000
8	91	RIV	18.412	RIVERSIDE, CENTRAL AVENUE	11600	171000	165000	11700	171000	165000
8	91	RIV	19.999	RIVERSIDE, 14TH STREET	11900	170000	166000	11800	169000	165000
8	91	RIV	20.45	RIVERSIDE, MISSION INN AVENUE	11800	168000	164000	10800	159000	153000
8	91	RIV	21.471	RIVERSIDE, SPRUCE STREET	10800	159000	153000	10500	154000	149000
8	91	RIV	22.068	RIVERSIDE, JCT. RTE. 60, JCT. RTE. 215 N	10500	154000	149000			
4	92	SM	0	HALF MOON BAY, JCT. RTE. 1				1350	16500	15700
4	92	SM	0.2	HALF MOON BAY, MAIN STREET	1350	16400	15700	2050	26000	24500
4	92	SM	5.191	JCT. RTE. 35 SOUTH	2000	27500	24300	2150	27500	25000
4	92	SM	7.19	RALSTON AVE/SKYLINE BLVD; JCT. RTE. 35 NORTH	2150	27500	25000	1950	25500	22100
4	92	SM	R 7.31	ON RALSTON AVE, JCT. RTE. 280	1950	25500	22100	7900	75000	72000
4	92	SM	R 7.929	RALSTON AVENUE/POLHEMUS ROAD	7900	75000	72000	6800	65000	62000
4	92	SM	R 8.674	MONTEREY STREET	6800	65000	62000	6300	70000	68000
4	92	SM	R 9.378	SAN MATEO, WEST HILLSDALE BOULEVARD	6300	70000	68000	6500	72000	70000
4	92	SM	R 10.564	SAN MATEO, ALAMEDA DE LAS PULGAS	6500	72000	70000	7300	81000	79000
4	92	SM	R 11.208	JCT. RTE. 82	7300	81000	79000	9000	99000	97000
4	92	SM	R 11.606	SAN MATEO, SOUTH DELAWARE ST	9000	99000	97000	9400	104000	102000
4	92	SM	R 12.143	SAN MATEO, JCT. RTE. 101	9400	104000	102000	13200	159000	147000
4	92	SM	R 12.777	MARINERS ISLAND BLVD/ WEST CAPE DR	13000	159000	147000	11200	134000	124000
4	92	SM	R 13.607	FOSTER CITY, FOSTER CITY BOULEVARD	11200	134000	124000	8900	106000	98000
4	92	SM	R 14.443	SAN MATEO/HAYWARD BRIDGE	8900	106000	98000	8900	106000	98000
4	92	SM	R 18.801	SAN MATEO/ALAMEDA COUNTY LINE	8900	106000	98000			
4	92	ALA	R 0	SAN MATEO/ALAMEDA COUNTY LINE				8900	106000	98000
4	92	ALA	R 2.594	SAN MATEO-HAYWARD BRIDGE TOLL PLAZA	8900	106000	98000	8900	106000	98000
4	92	ALA	R 4.477	HAYWARD, CLAWITER ROAD	8900	106000	98000	9600	113000	106000
4	92	ALA	R 5.121	INDUSTRIAL BOULEVARD	9600	113000	106000	9700	115000	107000
4	92	ALA	R 5.757	HAYWARD, HESPERIAN BOULEVARD	9700	115000	107000	10900	128000	120000
4	92	ALA	6.392	HAYWARD, JCT. RTE. 880	10900	128000	120000	5100	61000	57000
4	92	ALA	6.78	HAYWARD, SANTA CLARA STREET	5100	61000	57000	4850	58000	54000
4	92	ALA	7.79	HAYWARD, WINTON AVENUE	3350	40000	37000	3350	40000	37000
4	92	ALA	8.219	HAYWARD, JCT. RTES. 185/238	3250	38500	36000			

STUDY INTERSECTION VOLUMES, GEOMETRIES AND CONTROLS



1. Lindbergh St/E. Third Ave	2. Norfolk St/E. Third Ave	3. Mariners Island Blvd/E. Third Ave
<p>SR-92 Westbound Ramps</p> <p>SR-92 Eastbound Ramps</p> <p>SR-101 Westbound Ramps</p> <p>SR-101 Eastbound Ramps</p> <p>SR-82 Westbound Ramps</p> <p>SR-82 Eastbound Ramps</p> <p>SR-92 Westbound Ramps</p> <p>SR-92 Eastbound Ramps</p> <p>SR-101 Westbound Ramps</p> <p>SR-101 Eastbound Ramps</p> <p>SR-82 Westbound Ramps</p> <p>SR-82 Eastbound Ramps</p>	<p>SR-92 Westbound Ramps</p> <p>SR-92 Eastbound Ramps</p> <p>SR-101 Westbound Ramps</p> <p>SR-101 Eastbound Ramps</p> <p>SR-82 Westbound Ramps</p> <p>SR-82 Eastbound Ramps</p> <p>SR-92 Westbound Ramps</p> <p>SR-92 Eastbound Ramps</p> <p>SR-101 Westbound Ramps</p> <p>SR-101 Eastbound Ramps</p> <p>SR-82 Westbound Ramps</p> <p>SR-82 Eastbound Ramps</p>	<p>SR-92 Westbound Ramps</p> <p>SR-92 Eastbound Ramps</p> <p>SR-101 Westbound Ramps</p> <p>SR-101 Eastbound Ramps</p> <p>SR-82 Westbound Ramps</p> <p>SR-82 Eastbound Ramps</p> <p>SR-92 Westbound Ramps</p> <p>SR-92 Eastbound Ramps</p> <p>SR-101 Westbound Ramps</p> <p>SR-101 Eastbound Ramps</p> <p>SR-82 Westbound Ramps</p> <p>SR-82 Eastbound Ramps</p>
<p>1. Lindbergh St/E. Third Ave</p> <p>37 (16)</p> <p>378 (284)</p> <p>62 (69)</p> <p>940 (600)</p>	<p>2. Norfolk St/E. Third Ave</p> <p>100 (85)</p> <p>157 (156)</p> <p>116 (175)</p> <p>100 (67)</p> <p>1,307 (827)</p> <p>70 (65)</p> <p>245 (245)</p> <p>993 (1,213)</p> <p>402 (706)</p> <p>686 (358)</p> <p>161 (94)</p> <p>73 (62)</p>	<p>3. Mariners Island Blvd/E. Third Ave</p> <p>3 (11)</p> <p>1 (39)</p> <p>1 (17)</p> <p>5 (13)</p> <p>937 (561)</p> <p>15 (21)</p> <p>8 (29)</p> <p>749 (844)</p> <p>382 (377)</p> <p>305 (314)</p> <p>4 (33)</p> <p>48 (12)</p>
4. Foster City Blvd/E. Third Ave	5. Foster City Blvd/Vintage Park Dr	6. Vintage Park Dr/Chess Dr
<p>SR-92 Westbound Ramps</p> <p>SR-92 Eastbound Ramps</p> <p>SR-101 Westbound Ramps</p> <p>SR-101 Eastbound Ramps</p> <p>SR-82 Westbound Ramps</p> <p>SR-82 Eastbound Ramps</p> <p>SR-92 Westbound Ramps</p> <p>SR-92 Eastbound Ramps</p> <p>SR-101 Westbound Ramps</p> <p>SR-101 Eastbound Ramps</p> <p>SR-82 Westbound Ramps</p> <p>SR-82 Eastbound Ramps</p>	<p>SR-92 Westbound Ramps</p> <p>SR-92 Eastbound Ramps</p> <p>SR-101 Westbound Ramps</p> <p>SR-101 Eastbound Ramps</p> <p>SR-82 Westbound Ramps</p> <p>SR-82 Eastbound Ramps</p> <p>SR-92 Westbound Ramps</p> <p>SR-92 Eastbound Ramps</p> <p>SR-101 Westbound Ramps</p> <p>SR-101 Eastbound Ramps</p> <p>SR-82 Westbound Ramps</p> <p>SR-82 Eastbound Ramps</p>	<p>SR-92 Westbound Ramps</p> <p>SR-92 Eastbound Ramps</p> <p>SR-101 Westbound Ramps</p> <p>SR-101 Eastbound Ramps</p> <p>SR-82 Westbound Ramps</p> <p>SR-82 Eastbound Ramps</p> <p>SR-92 Westbound Ramps</p> <p>SR-92 Eastbound Ramps</p> <p>SR-101 Westbound Ramps</p> <p>SR-101 Eastbound Ramps</p> <p>SR-82 Westbound Ramps</p> <p>SR-82 Eastbound Ramps</p>
<p>4. Foster City Blvd/E. Third Ave</p> <p>18 (97)</p> <p>29 (204)</p> <p>118 (27)</p> <p>328 (832)</p> <p>959 (285)</p> <p>155 (18)</p>	<p>5. Foster City Blvd/Vintage Park Dr</p> <p>14 (16)</p> <p>247 (578)</p> <p>67 (34)</p> <p>22 (33)</p> <p>7 (14)</p> <p>3 (21)</p> <p>13 (19)</p> <p>9 (6)</p> <p>18 (201)</p> <p>188 (36)</p> <p>975 (260)</p> <p>20 (110)</p>	<p>6. Vintage Park Dr/Chess Dr</p> <p>18 (71)</p> <p>62 (177)</p> <p>18 (230)</p> <p>135 (8)</p> <p>382 (209)</p> <p>191 (57)</p> <p>42 (19)</p> <p>113 (339)</p> <p>47 (233)</p> <p>119 (196)</p> <p>301 (60)</p> <p>105 (542)</p>
7. SR-92 Westbound Ramps/Chess Dr	8. Foster City Blvd/Chess Dr	9. SR-92 EB Ramps/Edgewater Blvd
<p>SR-92 Westbound Ramps</p> <p>SR-92 Eastbound Ramps</p> <p>SR-101 Westbound Ramps</p> <p>SR-101 Eastbound Ramps</p> <p>SR-82 Westbound Ramps</p> <p>SR-82 Eastbound Ramps</p> <p>SR-92 Westbound Ramps</p> <p>SR-92 Eastbound Ramps</p> <p>SR-101 Westbound Ramps</p> <p>SR-101 Eastbound Ramps</p> <p>SR-82 Westbound Ramps</p> <p>SR-82 Eastbound Ramps</p>	<p>SR-92 Westbound Ramps</p> <p>SR-92 Eastbound Ramps</p> <p>SR-101 Westbound Ramps</p> <p>SR-101 Eastbound Ramps</p> <p>SR-82 Westbound Ramps</p> <p>SR-82 Eastbound Ramps</p> <p>SR-92 Westbound Ramps</p> <p>SR-92 Eastbound Ramps</p> <p>SR-101 Westbound Ramps</p> <p>SR-101 Eastbound Ramps</p> <p>SR-82 Westbound Ramps</p> <p>SR-82 Eastbound Ramps</p>	<p>SR-92 Westbound Ramps</p> <p>SR-92 Eastbound Ramps</p> <p>SR-101 Westbound Ramps</p> <p>SR-101 Eastbound Ramps</p> <p>SR-82 Westbound Ramps</p> <p>SR-82 Eastbound Ramps</p> <p>SR-92 Westbound Ramps</p> <p>SR-92 Eastbound Ramps</p> <p>SR-101 Westbound Ramps</p> <p>SR-101 Eastbound Ramps</p> <p>SR-82 Westbound Ramps</p> <p>SR-82 Eastbound Ramps</p>
<p>7. SR-92 Westbound Ramps/Chess Dr</p> <p>1 (4)</p> <p>1 (53)</p> <p>2 (30)</p> <p>18 (11)</p> <p>223 (177)</p> <p>657 (985)</p> <p>1 (5)</p> <p>107 (367)</p> <p>127 (741)</p> <p>506 (63)</p> <p>12 (2)</p> <p>800 (206)</p>	<p>8. Foster City Blvd/Chess Dr</p> <p>66 (280)</p> <p>278 (1,029)</p> <p>3 (4)</p> <p>7 (6)</p> <p>38 (108)</p> <p>35 (78)</p> <p>402 (44)</p> <p>42 (23)</p> <p>465 (536)</p> <p>794 (785)</p> <p>974 (216)</p> <p>140 (62)</p>	<p>9. SR-92 EB Ramps/Edgewater Blvd</p> <p>751 (173)</p> <p>3 (2)</p> <p>748 (340)</p> <p>68 (210)</p> <p>650 (841)</p> <p>3 (25)</p> <p>58 (268)</p> <p>309 (778)</p> <p>3 (6)</p> <p>12 (7)</p> <p>3 (3)</p> <p>0 (4)</p>
10. Edgewater Blvd/Metro Center Blvd	11. Vintage Park Dr/Metro Center Blvd	12. Shell Blvd/Metro Center Blvd
<p>SR-92 Westbound Ramps</p> <p>SR-92 Eastbound Ramps</p> <p>SR-101 Westbound Ramps</p> <p>SR-101 Eastbound Ramps</p> <p>SR-82 Westbound Ramps</p> <p>SR-82 Eastbound Ramps</p> <p>SR-92 Westbound Ramps</p> <p>SR-92 Eastbound Ramps</p> <p>SR-101 Westbound Ramps</p> <p>SR-101 Eastbound Ramps</p> <p>SR-82 Westbound Ramps</p> <p>SR-82 Eastbound Ramps</p>	<p>SR-92 Westbound Ramps</p> <p>SR-92 Eastbound Ramps</p> <p>SR-101 Westbound Ramps</p> <p>SR-101 Eastbound Ramps</p> <p>SR-82 Westbound Ramps</p> <p>SR-82 Eastbound Ramps</p> <p>SR-92 Westbound Ramps</p> <p>SR-92 Eastbound Ramps</p> <p>SR-101 Westbound Ramps</p> <p>SR-101 Eastbound Ramps</p> <p>SR-82 Westbound Ramps</p> <p>SR-82 Eastbound Ramps</p>	<p>SR-92 Westbound Ramps</p> <p>SR-92 Eastbound Ramps</p> <p>SR-101 Westbound Ramps</p> <p>SR-101 Eastbound Ramps</p> <p>SR-82 Westbound Ramps</p> <p>SR-82 Eastbound Ramps</p> <p>SR-92 Westbound Ramps</p> <p>SR-92 Eastbound Ramps</p> <p>SR-101 Westbound Ramps</p> <p>SR-101 Eastbound Ramps</p> <p>SR-82 Westbound Ramps</p> <p>SR-82 Eastbound Ramps</p>
<p>10. Edgewater Blvd/Metro Center Blvd</p> <p>3 (28)</p> <p>411 (884)</p> <p>690 (188)</p> <p>88 (215)</p> <p>1 (9)</p> <p>91 (257)</p> <p>24 (9)</p> <p>10 (10)</p> <p>9 (7)</p> <p>6 (25)</p> <p>663 (669)</p> <p>283 (208)</p>	<p>11. Vintage Park Dr/Metro Center Blvd</p> <p>99 (112)</p> <p>187 (106)</p> <p>93 (272)</p> <p>331 (408)</p> <p>172 (164)</p> <p>117 (40)</p> <p>189 (157)</p> <p>214 (423)</p> <p>113 (43)</p> <p>15 (19)</p> <p>34 (204)</p> <p>23 (62)</p>	<p>12. Shell Blvd/Metro Center Blvd</p> <p>2 (63)</p> <p>1 (45)</p> <p>2 (53)</p> <p>13 (98)</p> <p>360 (126)</p> <p>154 (119)</p> <p>0 (16)</p> <p>84 (419)</p> <p>47 (196)</p> <p>281 (218)</p> <p>2 (61)</p> <p>75 (163)</p>

Figure 3.11-5A
Peak Hour Traffic Volumes, Traffic Control, and Lane Configurations
Existing Conditions



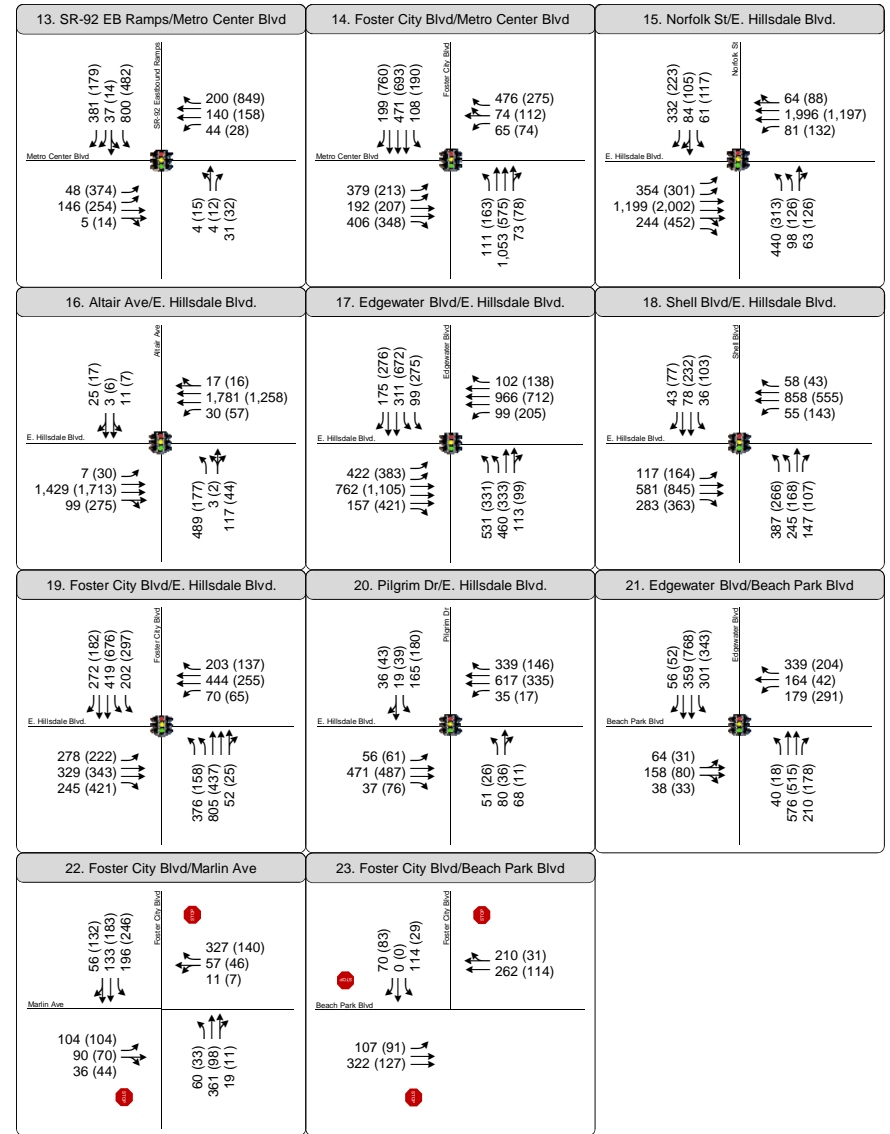


Figure 3.11-5B
Peak Hour Traffic Volumes, Traffic Control, and Lane Configurations
Existing Conditions

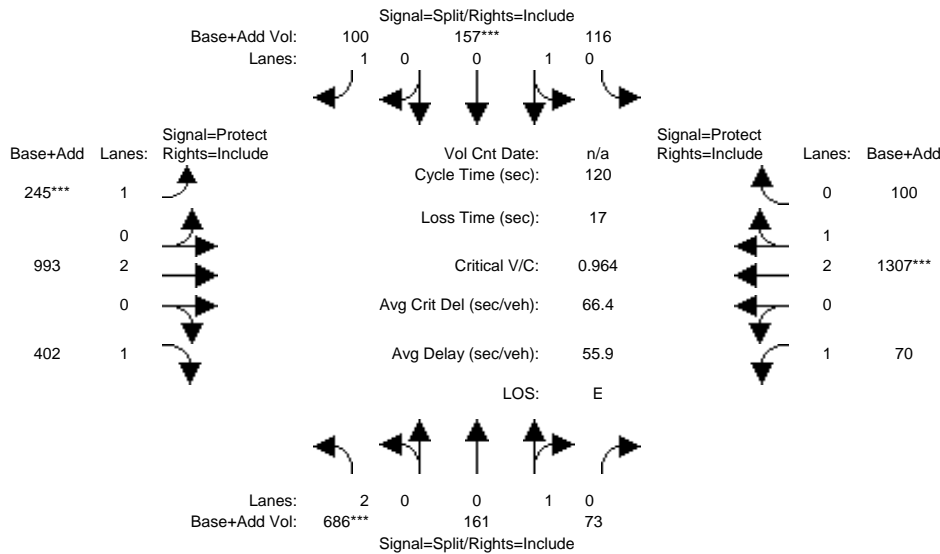


LEVEL OF SERVICE CALCULATIONS FOR STUDY INTERSECTIONS

Foster City General Plan Update
SF12-0627

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

Intersection #2: Norfolk St/East Third Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	8	8	8	12	12	12	8	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	3.5	5.0	5.0	4.0	5.0	5.0

Volume Module:

Base Vol:	686	161	73	116	157	100	245	993	402	70	1307	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	686	161	73	116	157	100	245	993	402	70	1307	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	686	161	73	116	157	100	245	993	402	70	1307	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	754	177	80	127	173	110	269	1091	442	77	1436	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	754	177	80	127	173	110	269	1091	442	77	1436	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	754	177	80	127	173	110	269	1091	442	77	1436	110

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.94	0.98	0.98	0.82	0.95	0.95	0.69	0.95	0.90	0.90
Lanes:	2.00	0.69	0.31	0.42	0.58	1.00	1.00	2.00	1.00	1.00	2.79	0.21
Final Sat.:	3502	1242	563	790	1070	1562	1805	3610	1311	1805	4763	364

Capacity Analysis Module:

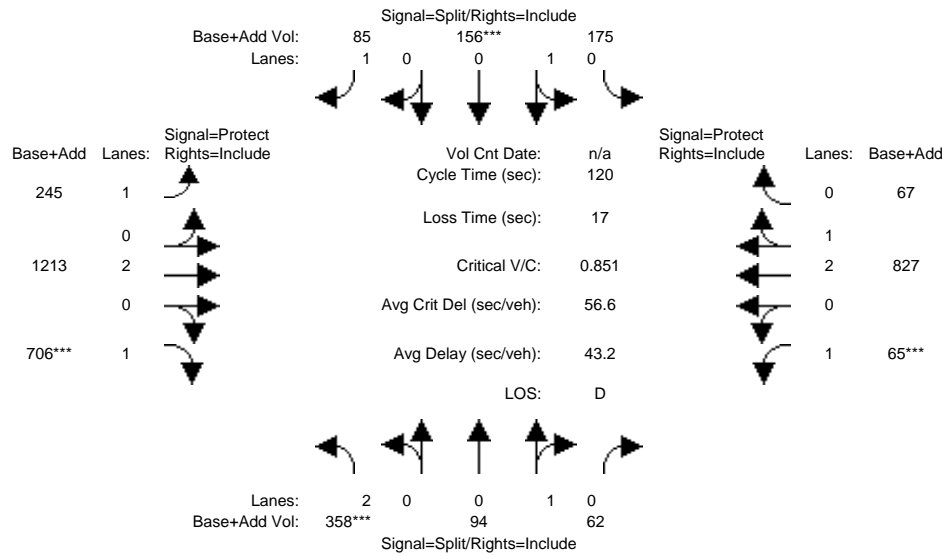
Vol/Sat:	0.22	0.14	0.14	0.16	0.16	0.07	0.15	0.30	0.34	0.04	0.30	0.30
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.22	0.22	0.17	0.17	0.17	0.15	0.39	0.39	0.08	0.31	0.31
Volume/Cap:	0.96	0.64	0.64	0.96	0.96	0.42	0.96	0.77	0.86	0.55	0.96	0.96
Delay/Veh:	69.7	45.6	45.6	90.7	90.7	45.8	94.2	34.7	47.7	58.1	55.3	55.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.7	45.6	45.6	90.7	90.7	45.8	94.2	34.7	47.7	58.1	55.3	55.3
LOS by Move:	E	D	D	F	F	D	F	C	D	E	E	E
HCM2kAvgQ:	19	9	9	15	15	4	12	19	16	4	26	26

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

Foster City General Plan Update
SF12-0627

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

Intersection #2: Norfolk St/East Third Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	4	4	0	8	0	12	12	12	8	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	3.5	5.0	5.0

Volume Module:

Base Vol:	358	94	62	175	156	85	245	1213	706	65	827	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	358	94	62	175	156	85	245	1213	706	65	827	67
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	94	62	175	156	85	245	1213	706	65	827	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	377	99	65	184	164	89	258	1277	743	68	871	71
Reduct Vol:	0	0	0	0	0	0	0	0	180	0	0	0
Reduced Vol:	377	99	65	184	164	89	258	1277	563	68	871	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	377	99	65	184	164	89	258	1277	563	68	871	71

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.93	0.97	0.97	0.83	0.95	0.95	0.75	0.95	0.90	0.89
Lanes:	2.00	0.60	0.40	0.53	0.47	1.00	1.00	2.00	1.00	1.00	2.77	0.23
Final Sat.:	3502	1073	708	978	872	1582	1805	3610	1419	1805	4743	384

Capacity Analysis Module:

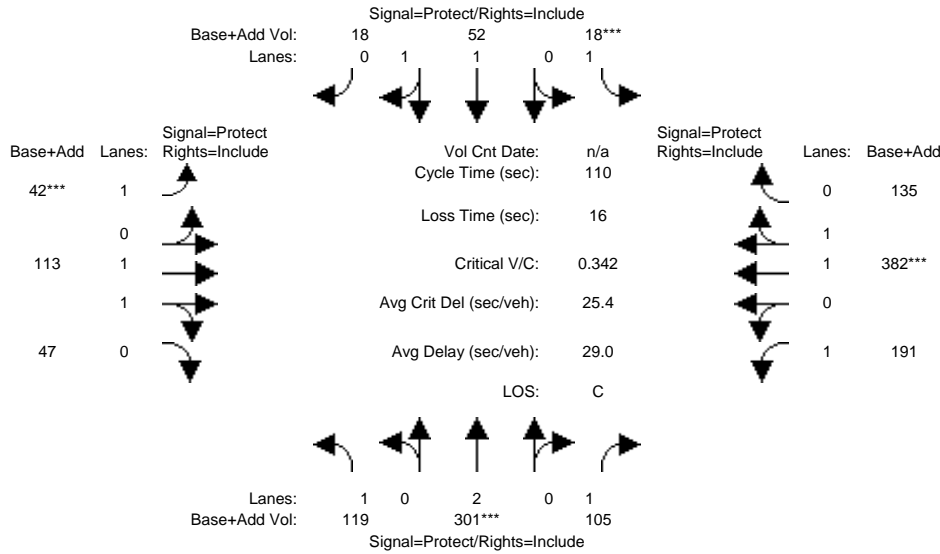
Vol/Sat:	0.11	0.09	0.09	0.19	0.19	0.06	0.14	0.35	0.40	0.04	0.18	0.18
Crit Moves:	****			****					****	****		
Green/Cycle:	0.12	0.12	0.12	0.22	0.22	0.22	0.23	0.45	0.45	0.07	0.29	0.29
Volume/Cap:	0.88	0.75	0.75	0.88	0.88	0.26	0.63	0.78	0.88	0.57	0.63	0.63
Delay/Veh:	69.5	64.3	64.3	64.5	64.5	39.6	44.8	30.2	42.5	60.6	37.6	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.5	64.3	64.3	64.5	64.5	39.6	44.8	30.2	42.5	60.6	37.6	37.6
LOS by Move:	E	E	E	E	E	D	D	C	D	E	D	D
HCM2kAvgQ:	10	8	8	15	15	3	9	21	20	3	12	11

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

Foster City General Plan Update
SF12-0627

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

Intersection #6: Vintage Park Dr/Chess Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	4	4	4	4	4
Y+R:	3.6	4.2	4.2	3.6	4.2	4.2	4.1	4.2	4.2	3.6	3.7	3.7

Volume Module:

Base Vol:	119	301	105	18	52	18	42	113	47	191	382	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	301	105	18	52	18	42	113	47	191	382	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	301	105	18	52	18	42	113	47	191	382	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	131	331	115	20	57	20	46	124	52	210	420	148
Reduct Vol:	0	0	90	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	331	25	20	57	20	46	124	52	210	420	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	331	25	20	57	20	46	124	52	210	420	148

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.82	0.95	0.91	0.91	0.95	0.91	0.90	0.95	0.91	0.91
Lanes:	1.00	2.00	1.00	1.00	1.48	0.52	1.00	1.41	0.59	1.00	1.48	0.52
Final Sat.:	1805	3610	1551	1805	2573	891	1805	2431	1011	1805	2561	905

Capacity Analysis Module:

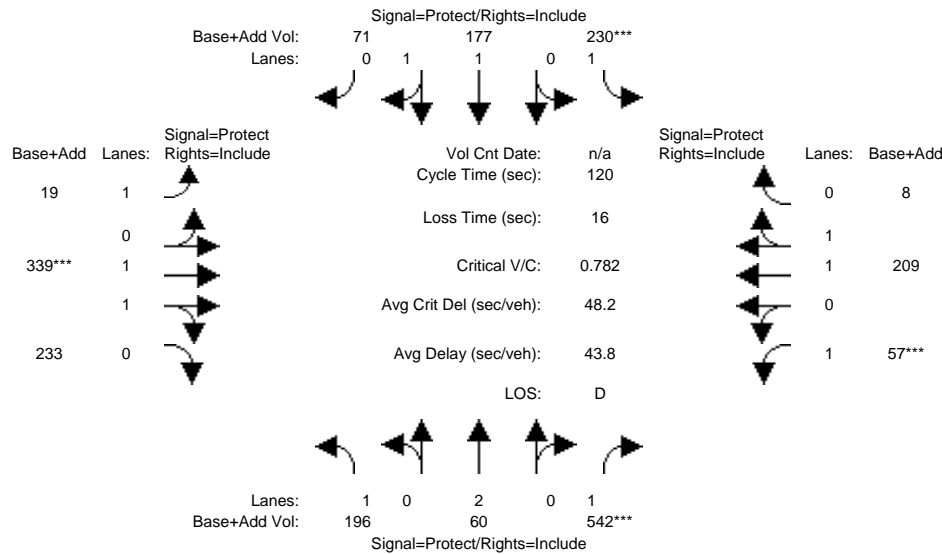
Vol/Sat:	0.07	0.09	0.02	0.01	0.02	0.02	0.03	0.05	0.05	0.12	0.16	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.20	0.27	0.27	0.04	0.10	0.10	0.07	0.17	0.17	0.38	0.48	0.48
Volume/Cap:	0.36	0.34	0.06	0.30	0.22	0.22	0.34	0.30	0.30	0.30	0.34	0.34
Delay/Veh:	38.4	32.8	30.1	54.2	45.8	45.8	49.9	40.4	40.4	23.9	18.1	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.4	32.8	30.1	54.2	45.8	45.8	49.9	40.4	40.4	23.9	18.1	18.1
LOS by Move:	D	C	C	D	D	D	D	D	D	C	B	B
HCM2kAvgQ:	4	5	1	1	1	1	2	3	3	5	6	6

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

Foster City General Plan Update
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #6: Vintage Park Dr/Chess Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	4	4	4	4	4
Y+R:	3.6	4.2	4.2	3.6	4.2	4.2	4.1	4.2	4.2	3.6	3.7	3.7

Volume Module:

Base Vol:	196	60	542	230	177	71	19	339	233	57	209	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	60	542	230	177	71	19	339	233	57	209	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	60	542	230	177	71	19	339	233	57	209	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	215	66	596	253	195	78	21	373	256	63	230	9
Reduct Vol:	0	0	101	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	66	495	253	195	78	21	373	256	63	230	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	215	66	495	253	195	78	21	373	256	63	230	9

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.82	0.95	0.91	0.90	0.95	0.89	0.88	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	1.42	0.58	1.00	1.18	0.82	1.00	1.93	0.07
Final Sat.:	1805	3610	1562	1805	2461	987	1805	2002	1376	1805	3456	132

Capacity Analysis Module:

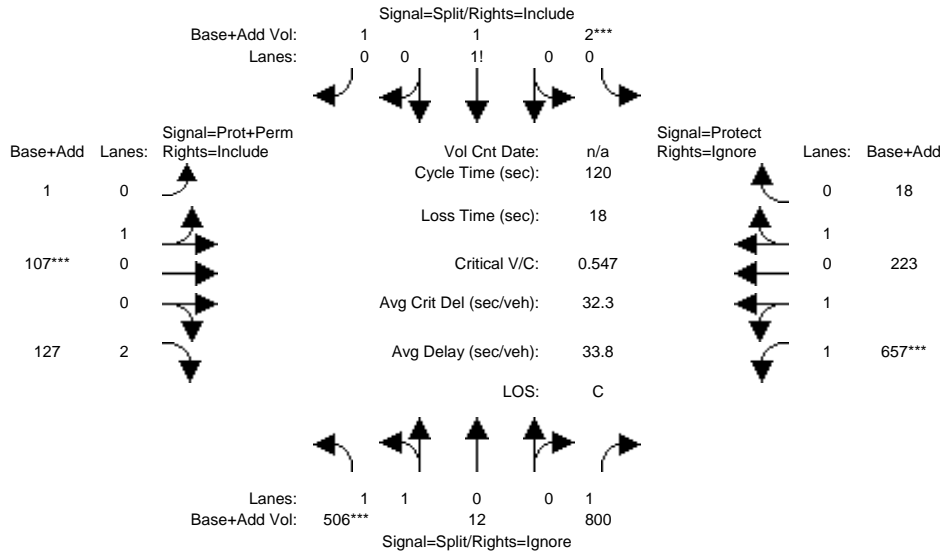
Vol/Sat:	0.12	0.02	0.32	0.14	0.08	0.08	0.01	0.19	0.19	0.03	0.07	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.35	0.41	0.41	0.18	0.23	0.23	0.09	0.24	0.24	0.04	0.19	0.19
Volume/Cap:	0.34	0.05	0.78	0.78	0.34	0.34	0.12	0.78	0.78	0.78	0.35	0.35
Delay/Veh:	29.0	21.6	37.3	58.7	38.6	38.6	50.1	47.8	47.8	94.7	42.7	42.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.0	21.6	37.3	58.7	38.6	38.6	50.1	47.8	47.8	94.7	42.7	42.7
LOS by Move:	C	C	D	E	D	D	D	D	D	F	D	D
HCM2kAvgQ:	6	1	16	11	4	4	1	13	13	3	4	4

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

Foster City General Plan Update
SF12-0627

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

Intersection #7: SR 92 Westbound Ramps/Chess Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	4	4	4	5	5	5	6	5	5
Y+R:	5.5	5.5	5.5	3.7	3.7	3.7	4.1	4.1	4.1	4.5	4.5	4.5

Volume Module:

Base Vol:	506	12	800	2	1	1	1	107	127	657	223	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	506	12	800	2	1	1	1	107	127	657	223	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	506	12	800	2	1	1	1	107	127	657	223	18
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00
PHF Volume:	562	13	0	2	1	1	1	119	141	730	248	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	562	13	0	2	1	1	1	119	141	730	248	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	562	13	0	2	1	1	1	119	141	730	248	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.94	0.94	0.94	0.93	1.00	0.71	0.92	0.92	0.95
Lanes:	1.95	0.05	1.00	0.50	0.25	0.25	0.01	0.99	2.00	2.00	1.00	0.00
Final Sat.:	3538	84	1900	894	447	447	18	1882	2701	3480	1740	0

Capacity Analysis Module:

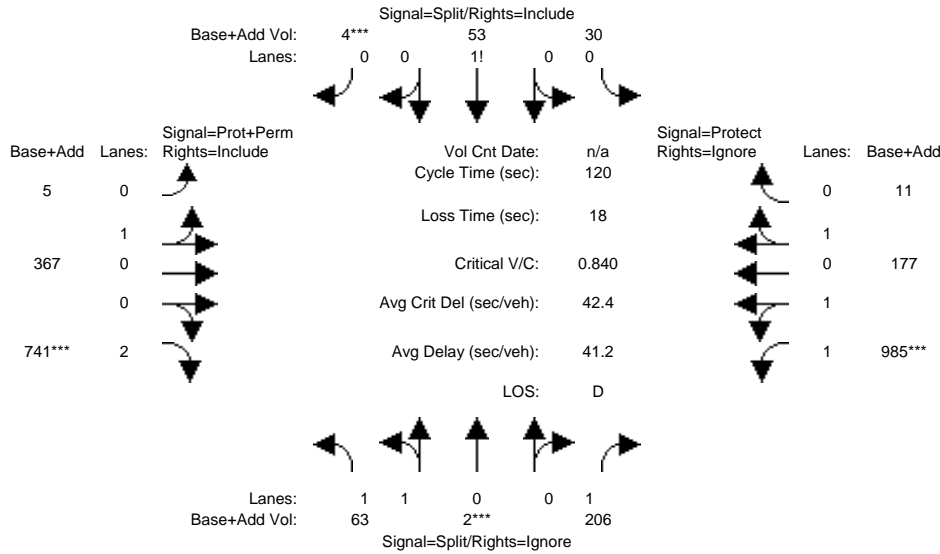
Vol/Sat:	0.16	0.16	0.00	0.00	0.00	0.00	0.06	0.06	0.05	0.21	0.14	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.30	0.30	0.00	0.03	0.03	0.03	0.55	0.12	0.12	0.40	0.36	0.00
Volume/Cap:	0.53	0.53	0.00	0.07	0.07	0.07	0.11	0.53	0.44	0.53	0.40	0.00
Delay/Veh:	35.4	35.4	0.0	56.7	56.7	56.7	44.6	52.0	50.0	27.9	29.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	35.4	0.0	56.7	56.7	56.7	44.6	52.0	50.0	27.9	29.0	0.0
LOS by Move:	D	D	A	E	E	E	D	D	D	C	C	A
HCM2kAvgQ:	9	9	0	0	0	0	2	4	3	11	7	0

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

Foster City General Plan Update
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #7: SR 92 Westbound Ramps/Chess Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	4	4	4	5	5	5	6	5	5
Y+R:	5.5	5.5	5.5	3.7	3.7	3.7	4.1	4.1	4.1	4.5	4.5	4.5

Volume Module:

Base Vol:	63	2	206	30	53	4	5	367	741	985	177	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	2	206	30	53	4	5	367	741	985	177	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	2	206	30	53	4	5	367	741	985	177	11
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.00
PHF Volume:	67	2	0	32	56	4	5	390	788	1048	188	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	2	0	32	56	4	5	390	788	1048	188	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	67	2	0	32	56	4	5	390	788	1048	188	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	1.00	0.98	0.98	0.98	1.34	1.00	0.75	0.91	0.91	0.95
Lanes:	1.94	0.06	1.00	0.34	0.61	0.05	0.01	0.99	2.00	2.00	1.00	0.00
Final Sat.:	3514	112	1900	640	1131	85	26	1873	2834	3462	1731	0

Capacity Analysis Module:

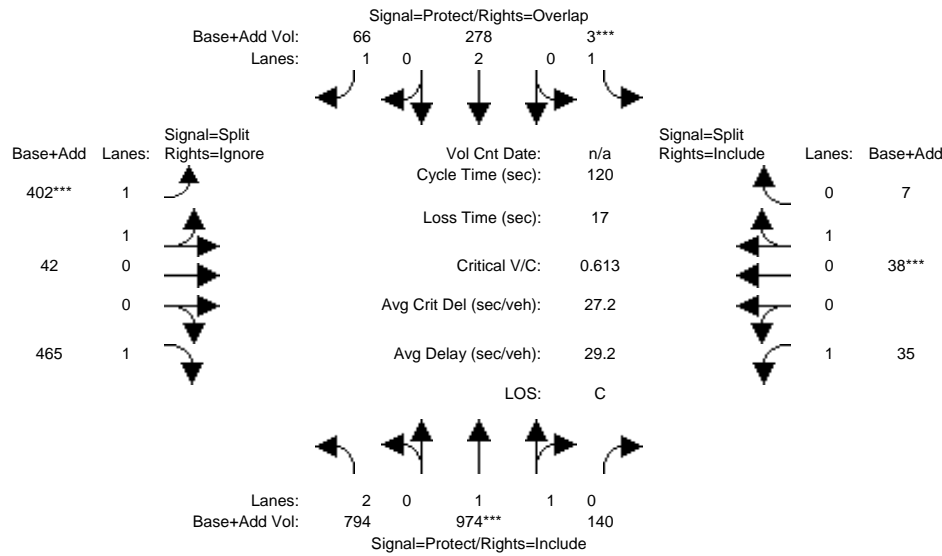
Vol/Sat:	0.02	0.02	0.00	0.05	0.05	0.05	0.21	0.21	0.28	0.30	0.11	0.00
Crit Moves:	****					****			****	****		
Green/Cycle:	0.08	0.08	0.00	0.06	0.06	0.06	0.74	0.34	0.34	0.37	0.24	0.00
Volume/Cap:	0.23	0.23	0.00	0.82	0.82	0.82	0.28	0.62	0.82	0.82	0.45	0.00
Delay/Veh:	51.8	51.8	0.0	92.2	92.2	92.2	21.9	35.0	42.2	38.2	38.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	51.8	0.0	92.2	92.2	92.2	21.9	35.0	42.2	38.2	38.8	0.0
LOS by Move:	D	D	A	F	F	F	C	D	D	D	D	A
HCM2kAvgQ:	1	1	0	5	5	5	5	12	15	20	6	0

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

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2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #8: Foster City Blvd/Chess Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	4	4	4	4	4	4
Y+R:	3.6	4.9	4.9	4.5	4.6	4.6	3.6	3.6	3.6	3.7	3.7	3.7

Volume Module:

Base Vol:	794	974	140	3	278	66	402	42	465	35	38	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	794	974	140	3	278	66	402	42	465	35	38	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	794	974	140	3	278	66	402	42	465	35	38	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.00	0.88	0.88	0.88
PHF Volume:	902	1107	159	3	316	75	457	48	0	40	43	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	902	1107	159	3	316	75	457	48	0	40	43	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	902	1107	159	3	316	75	457	48	0	40	43	8

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.93	0.95	0.95	0.82	0.96	0.96	1.00	0.95	0.98	0.97
Lanes:	2.00	1.75	0.25	1.00	2.00	1.00	1.81	0.19	1.00	1.00	0.84	0.16
Final Sat.:	3502	3095	445	1805	3610	1558	3293	344	1900	1805	1567	289

Capacity Analysis Module:

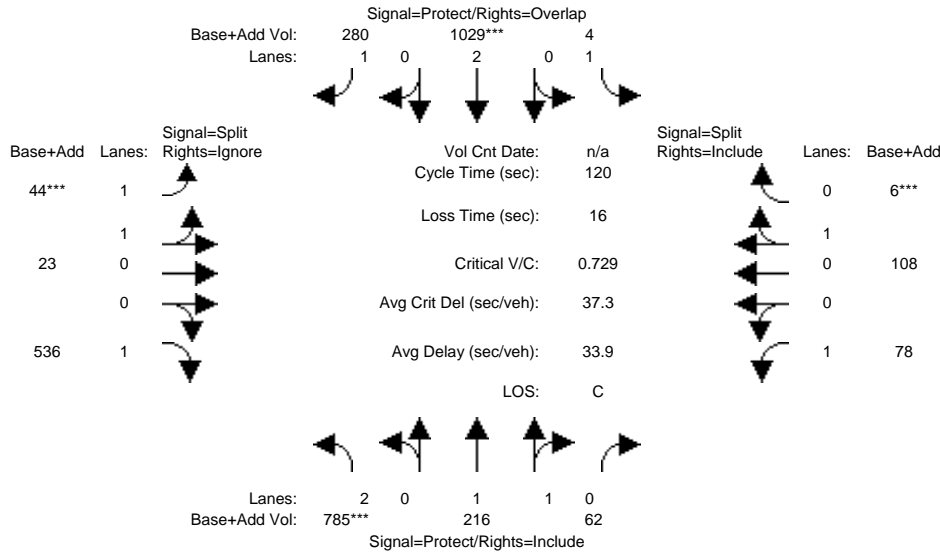
Vol/Sat:	0.26	0.36	0.36	0.00	0.09	0.05	0.14	0.14	0.00	0.02	0.03	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.45	0.56	0.56	0.03	0.15	0.37	0.22	0.22	0.00	0.04	0.04	0.04
Volume/Cap:	0.58	0.64	0.64	0.06	0.58	0.13	0.64	0.64	0.00	0.51	0.64	0.64
Delay/Veh:	25.4	18.5	18.5	56.6	48.9	25.1	44.3	44.3	0.0	61.5	72.0	72.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.4	18.5	18.5	56.6	48.9	25.1	44.3	44.3	0.0	61.5	72.0	72.0
LOS by Move:	C	B	B	E	D	C	D	D	A	E	E	E
HCM2kAvgQ:	12	16	16	0	6	2	9	9	0	2	3	3

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

Foster City General Plan Update
SF12-0627

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

Intersection #8: Foster City Blvd/Chess Dr



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	4	4	4	4	4	4
Y+R:	3.6	4.9	4.9	4.5	4.6	4.6	3.6	3.6	3.6	3.7	3.7	3.7

Volume Module:

Base Vol:	785	216	62	4	1029	280	44	23	536	78	108	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	785	216	62	4	1029	280	44	23	536	78	108	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	785	216	62	4	1029	280	44	23	536	78	108	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.00	0.93	0.93	0.93
PHF Volume:	844	232	67	4	1106	301	47	25	0	84	116	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	844	232	67	4	1106	301	47	25	0	84	116	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	844	232	67	4	1106	301	47	25	0	84	116	6

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.81	0.97	0.97	1.00	0.95	0.99	0.99
Lanes:	2.00	1.55	0.45	1.00	2.00	1.00	1.31	0.69	1.00	1.00	0.95	0.05
Final Sat.:	3502	2712	779	1805	3610	1547	2416	1263	1900	1805	1786	99

Capacity Analysis Module:

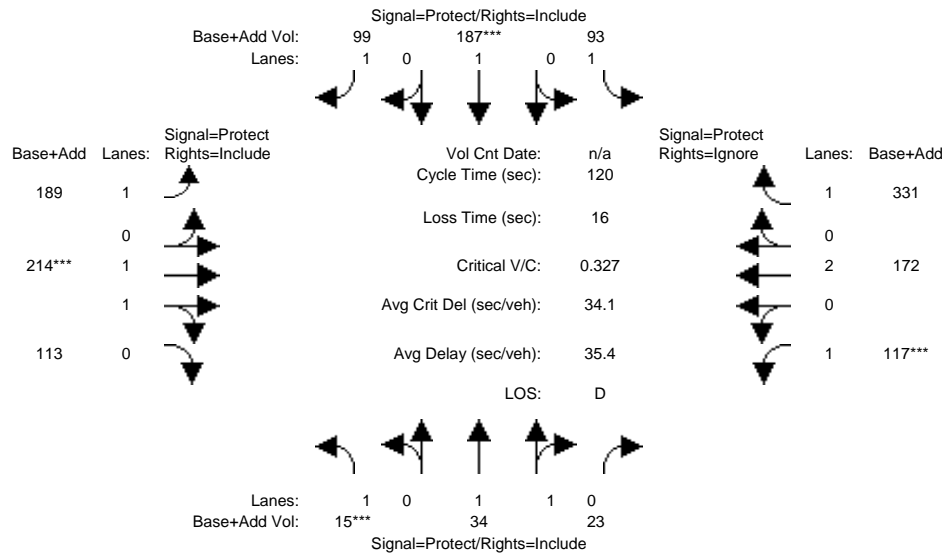
Vol/Sat:	0.24	0.09	0.09	0.00	0.31	0.19	0.02	0.02	0.00	0.05	0.07	0.07
Crit Moves:	****				****		****					****
Green/Cycle:	0.33	0.54	0.54	0.21	0.42	0.45	0.03	0.03	0.00	0.09	0.09	0.09
Volume/Cap:	0.74	0.16	0.16	0.01	0.74	0.43	0.59	0.59	0.00	0.53	0.74	0.74
Delay/Veh:	38.2	14.2	14.2	37.7	31.3	22.9	64.4	64.4	0.0	55.5	68.9	68.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.2	14.2	14.2	37.7	31.3	22.9	64.4	64.4	0.0	55.5	68.9	68.9
LOS by Move:	D	B	B	D	C	C	E	E	A	E	E	E
HCM2kAvgQ:	14	3	3	0	19	8	2	2	0	4	6	6

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

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

Intersection #11: Vintage Park Dr/Metro Center Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	5	6	6	5	6	6
Y+R:	3.5	4.2	4.2	3.5	3.7	3.7	3.5	4.5	4.5	3.5	4.5	4.5

Volume Module:

Base Vol:	15	34	23	93	187	99	189	214	113	117	172	331
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	34	23	93	187	99	189	214	113	117	172	331
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	34	23	93	187	99	189	214	113	117	172	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	16	36	24	98	197	104	199	225	119	123	181	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	36	24	98	197	104	199	225	119	123	181	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	16	36	24	98	197	104	199	225	119	123	181	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.89	0.86	0.95	1.00	0.77	0.95	0.90	0.84	0.95	0.95	1.00
Lanes:	1.00	1.18	0.82	1.00	1.00	1.00	1.00	1.28	0.72	1.00	2.00	1.00
Final Sat.:	1805	1994	1349	1805	1900	1459	1805	2186	1154	1805	3610	1900

Capacity Analysis Module:

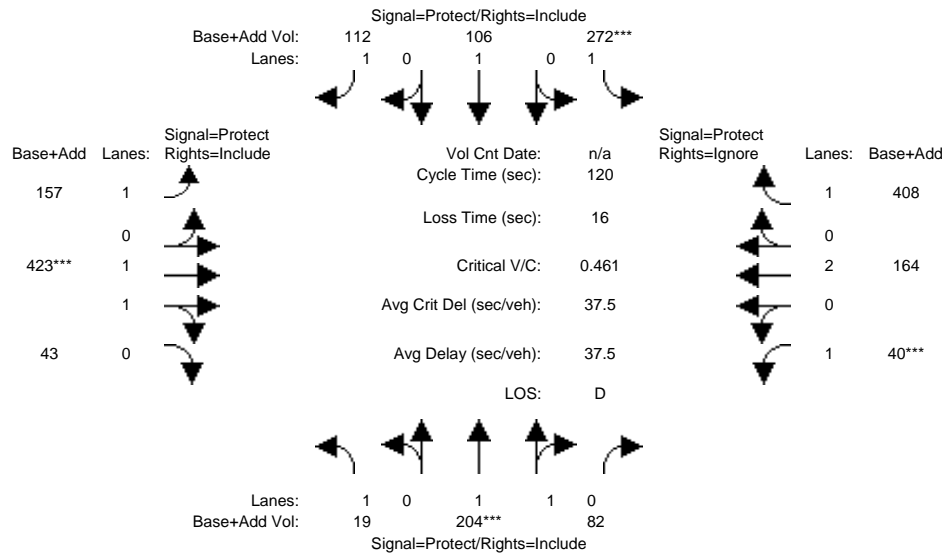
Vol/Sat:	0.01	0.02	0.02	0.05	0.10	0.07	0.11	0.10	0.10	0.07	0.05	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.03	0.17	0.17	0.18	0.31	0.31	0.36	0.31	0.31	0.21	0.16	0.00
Volume/Cap:	0.26	0.11	0.11	0.30	0.33	0.23	0.31	0.33	0.33	0.33	0.31	0.00
Delay/Veh:	58.9	42.5	42.5	43.1	31.8	30.7	28.2	31.8	31.8	41.0	44.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	42.5	42.5	43.1	31.8	30.7	28.2	31.8	31.8	41.0	44.6	0.0
LOS by Move:	E	D	D	D	C	C	C	C	C	D	D	A
HCM2kAvgQ:	1	1	1	3	5	3	5	5	5	4	3	0

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

Foster City General Plan Update
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #11: Vintage Park Dr/Metro Center Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	5	6	6	5	6	6
Y+R:	3.5	4.2	4.2	3.5	3.7	3.7	3.5	4.5	4.5	3.5	4.5	4.5

Volume Module:												
Base Vol:	19	204	82	272	106	112	157	423	43	40	164	408
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	204	82	272	106	112	157	423	43	40	164	408
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	204	82	272	106	112	157	423	43	40	164	408
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.00
PHF Volume:	20	210	85	280	109	115	162	436	44	41	169	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	210	85	280	109	115	162	436	44	41	169	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	20	210	85	280	109	115	162	436	44	41	169	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.91	0.89	0.95	1.00	0.77	0.95	0.94	0.92	0.95	0.95	1.00
Lanes:	1.00	1.42	0.58	1.00	1.00	1.00	1.00	1.81	0.19	1.00	2.00	1.00
Final Sat.:	1805	2447	984	1805	1900	1459	1805	3226	328	1805	3610	1900

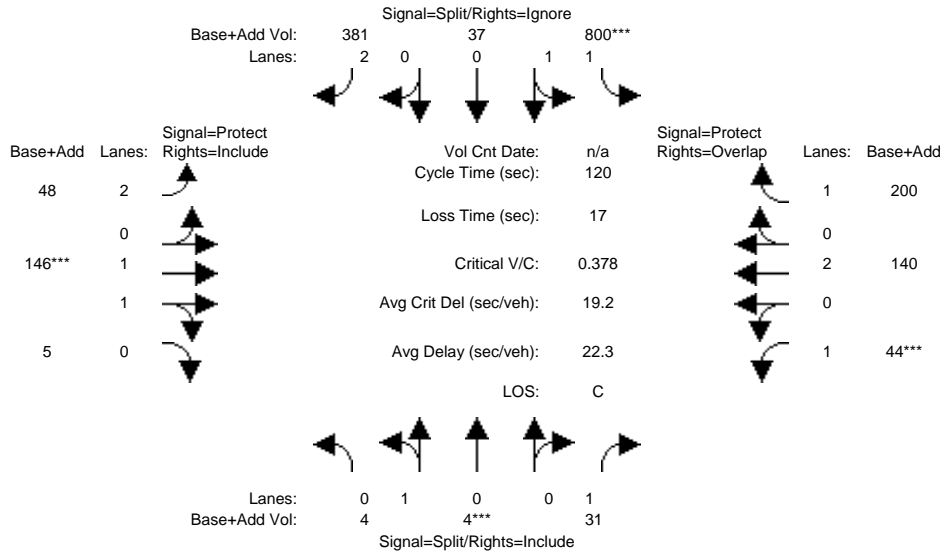
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.16	0.06	0.08	0.09	0.14	0.14	0.02	0.05	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.16	0.19	0.19	0.34	0.37	0.37	0.22	0.29	0.29	0.05	0.12	0.00
Volume/Cap:	0.07	0.46	0.46	0.46	0.16	0.21	0.41	0.46	0.46	0.46	0.38	0.00
Delay/Veh:	43.4	44.0	44.0	31.8	25.5	26.2	40.8	35.0	35.0	59.2	49.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.4	44.0	44.0	31.8	25.5	26.2	40.8	35.0	35.0	59.2	49.0	0.0
LOS by Move:	D	D	D	C	C	C	D	C	C	E	D	A
HCM2kAvgQ:	1	5	5	8	3	3	5	8	8	2	3	0

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

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2000 HCM Operations (Future Volume Alternative)
Existing AM

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



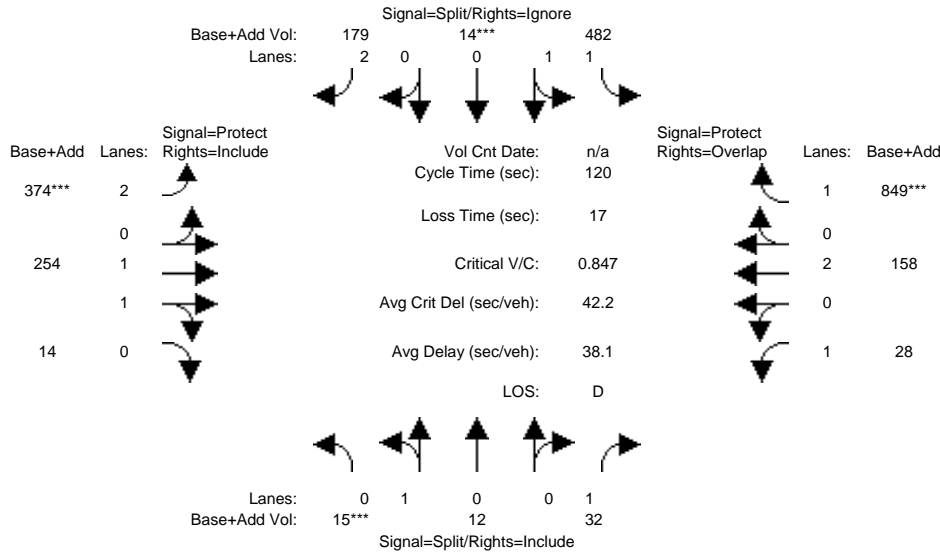
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	10	10	10	4	4	4	4	4	4
Y+R:	4.2	4.2	4.2	5.0	5.0	5.0	3.6	4.5	4.5	3.6	4.5	4.5
Volume Module:												
Base Vol:	4	4	31	800	37	381	48	146	5	44	140	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00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

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

Foster City General Plan Update
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

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



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	10	10	10	4	4	4	4	4	4
Y+R:	4.2	4.2	4.2	5.0	5.0	5.0	3.6	4.5	4.5	3.6	4.5	4.5

Volume Module:

Base Vol:	15	12	32	482	14	179	374	254	14	28	158	849
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	12	32	482	14	179	374	254	14	28	158	849
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	12	32	482	14	179	374	254	14	28	158	849
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.89	0.89	0.89	0.89	0.89	0.00	0.89	0.89	0.89	0.89	0.89	0.89
PHF Volume:	17	13	36	542	16	0	420	285	16	31	178	954
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	13	36	542	16	0	420	285	16	31	178	954
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	13	36	542	16	0	420	285	16	31	178	954

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.97	0.97	0.85	0.95	0.95	0.88	0.92	0.94	0.94	0.95	0.95	0.85
Lanes:	0.56	0.44	1.00	1.94	0.06	2.00	2.00	1.90	0.10	1.00	2.00	1.00
Final Sat.:	1027	822	1610	3523	102	3344	3502	3394	187	1805	3610	1615

Capacity Analysis Module:

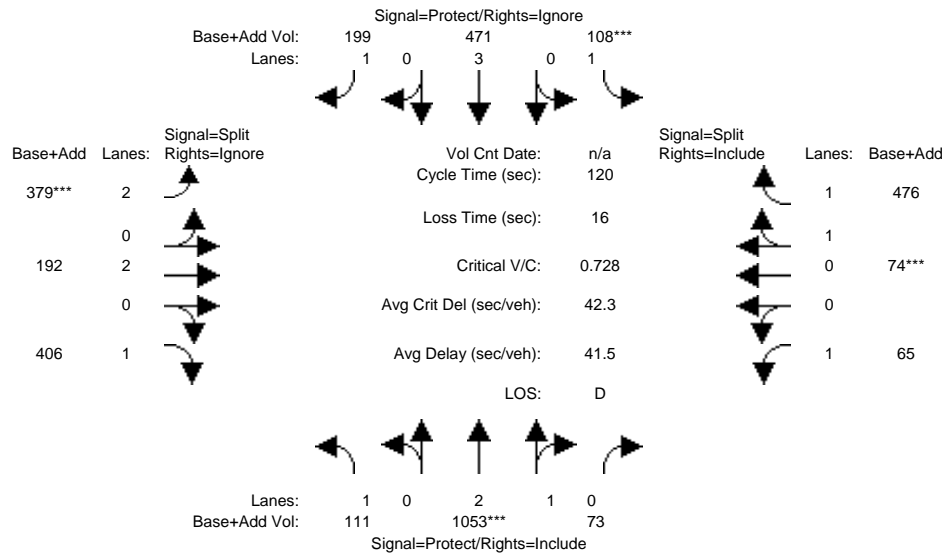
Vol/Sat:	0.02	0.02	0.02	0.15	0.15	0.00	0.12	0.08	0.08	0.02	0.05	0.59
Crit Moves:	****			****			****					****
Green/Cycle:	0.03	0.03	0.03	0.18	0.18	0.00	0.14	0.46	0.46	0.18	0.51	0.69
Volume/Cap:	0.49	0.49	0.67	0.86	0.86	0.00	0.86	0.18	0.18	0.09	0.10	0.86
Delay/Veh:	63.1	63.1	85.5	59.2	59.2	0.0	65.0	18.9	18.9	40.8	15.3	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.1	63.1	85.5	59.2	59.2	0.0	65.0	18.9	18.9	40.8	15.3	21.5
LOS by Move:	E	E	F	E	E	A	E	B	B	D	B	C
HCM2kAvgQ:	2	2	2	13	13	0	8	3	3	1	2	28

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

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SF12-0627

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

Intersection #14: Foster City Blvd/Metro - Triton



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	6	6	6	6	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	4.2	4.2	4.2	3.7	3.7	3.7

Volume Module:

Base Vol:	111	1053	73	108	471	199	379	192	406	65	74	476
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1053	73	108	471	199	379	192	406	65	74	476
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	1053	73	108	471	199	379	192	406	65	74	476
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.00	0.88	0.88	0.00	0.88	0.88	0.88
PHF Volume:	126	1197	83	123	535	0	431	218	0	74	84	541
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1197	83	123	535	0	431	218	0	74	84	541
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	126	1197	83	123	535	0	431	218	0	74	84	541

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.90	0.95	0.91	1.00	0.92	0.95	1.00	0.95	0.87	0.86
Lanes:	1.00	2.81	0.19	1.00	3.00	1.00	2.00	2.00	1.00	1.00	0.27	1.73
Final Sat.:	1805	4802	333	1805	5187	1900	3502	3610	1900	1805	441	2836

Capacity Analysis Module:

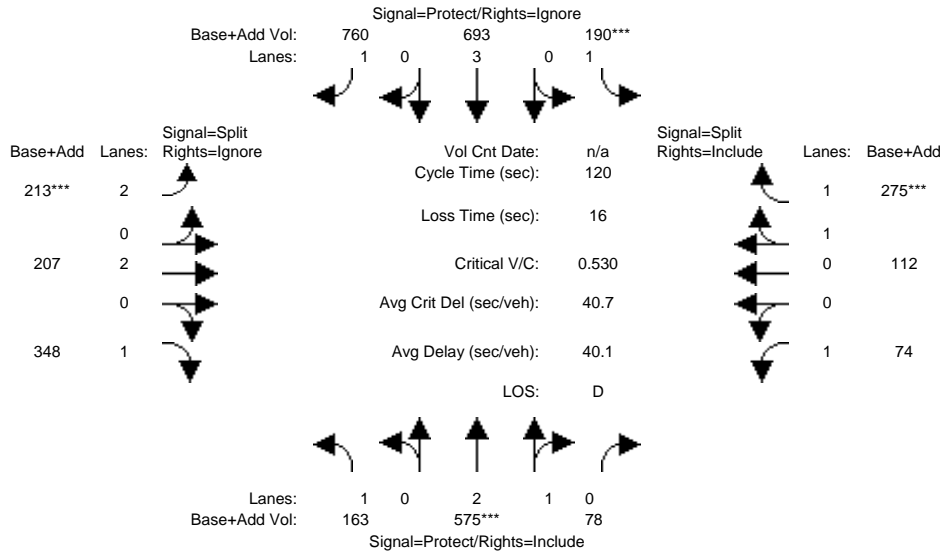
Vol/Sat:	0.07	0.25	0.25	0.07	0.10	0.00	0.12	0.06	0.00	0.04	0.19	0.19
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.18	0.34	0.34	0.09	0.26	0.00	0.17	0.17	0.00	0.26	0.26	0.26
Volume/Cap:	0.40	0.73	0.73	0.73	0.40	0.00	0.73	0.36	0.00	0.16	0.73	0.73
Delay/Veh:	44.6	36.1	36.1	67.7	36.9	0.0	51.8	44.5	0.0	34.2	43.5	43.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	36.1	36.1	67.7	36.9	0.0	51.8	44.5	0.0	34.2	43.5	43.5
LOS by Move:	D	D	D	E	D	A	D	D	A	C	D	D
HCM2kAvgQ:	4	15	15	5	6	0	8	4	0	2	12	12

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

Foster City General Plan Update
SF12-0627

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

Intersection #14: Foster City Blvd/Metro - Triton



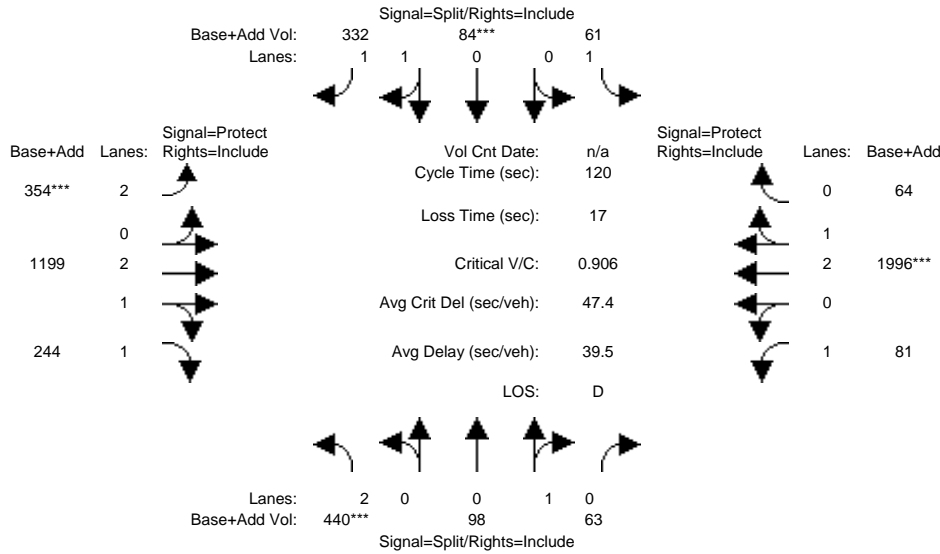
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	6	6	6	6	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	4.2	4.2	4.2	3.7	3.7	3.7
Volume Module:												
Base Vol:	163	575	78	190	693	760	213	207	348	74	112	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00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

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

Foster City General Plan Update
SF12-0627

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

Intersection #15: Norfolk Street/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	4	4	4	10	10	4	4	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	5.3	5.3	3.7	3.7	5.3	5.3

Volume Module:

Base Vol:	440	98	63	61	84	332	354	1199	244	81	1996	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	98	63	61	84	332	354	1199	244	81	1996	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	440	98	63	61	84	332	354	1199	244	81	1996	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	482	107	69	67	92	364	388	1315	268	89	2189	70
Reduct Vol:	0	0	0	0	0	150	0	0	0	0	0	0
Reduced Vol:	482	107	69	67	92	214	388	1315	268	89	2189	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	482	107	69	67	92	214	388	1315	268	89	2189	70

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.93	0.95	0.90	0.88	0.92	0.89	0.88	0.95	0.91	0.90
Lanes:	2.00	0.61	0.39	1.00	0.59	1.41	2.00	3.00	1.00	1.00	2.91	0.09
Final Sat.:	3502	1083	696	1805	1011	2350	3502	5057	1664	1805	5000	160

Capacity Analysis Module:

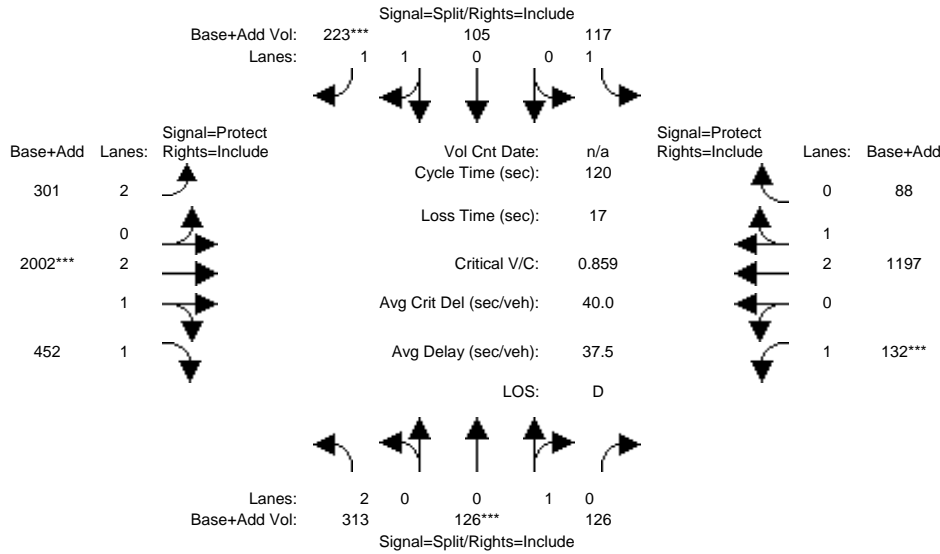
Vol/Sat:	0.14	0.10	0.10	0.04	0.09	0.09	0.11	0.26	0.16	0.05	0.44	0.44
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.15	0.15	0.10	0.10	0.10	0.12	0.51	0.51	0.10	0.48	0.48
Volume/Cap:	0.91	0.65	0.65	0.37	0.91	0.91	0.91	0.51	0.32	0.51	0.91	0.91
Delay/Veh:	69.1	53.5	53.5	51.7	80.1	80.1	74.4	19.7	17.3	54.1	33.7	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.1	53.5	53.5	51.7	80.1	80.1	74.4	19.7	17.3	54.1	33.7	33.7
LOS by Move:	E	D	D	D	F	F	E	B	B	D	C	C
HCM2kAvgQ:	12	7	7	3	9	9	8	11	6	3	28	28

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

Foster City General Plan Update
SF12-0627

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

Intersection #15: Norfolk Street/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	4	4	4	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	3.7	5.3	5.3	3.7	5.3	5.3

Volume Module:

Base Vol:	313	126	126	117	105	223	301	2002	452	132	1197	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	126	126	117	105	223	301	2002	452	132	1197	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	313	126	126	117	105	223	301	2002	452	132	1197	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	324	131	131	121	109	231	312	2075	468	137	1240	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	131	131	121	109	231	312	2075	468	137	1240	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	324	131	131	121	109	231	312	2075	468	137	1240	91

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.91	0.95	0.90	0.88	0.92	0.88	0.87	0.95	0.90	0.90
Lanes:	2.00	0.50	0.50	1.00	0.63	1.37	2.00	3.00	1.00	1.00	2.79	0.21
Final Sat.:	3502	872	872	1805	1080	2294	3502	5042	1656	1805	4782	352

Capacity Analysis Module:

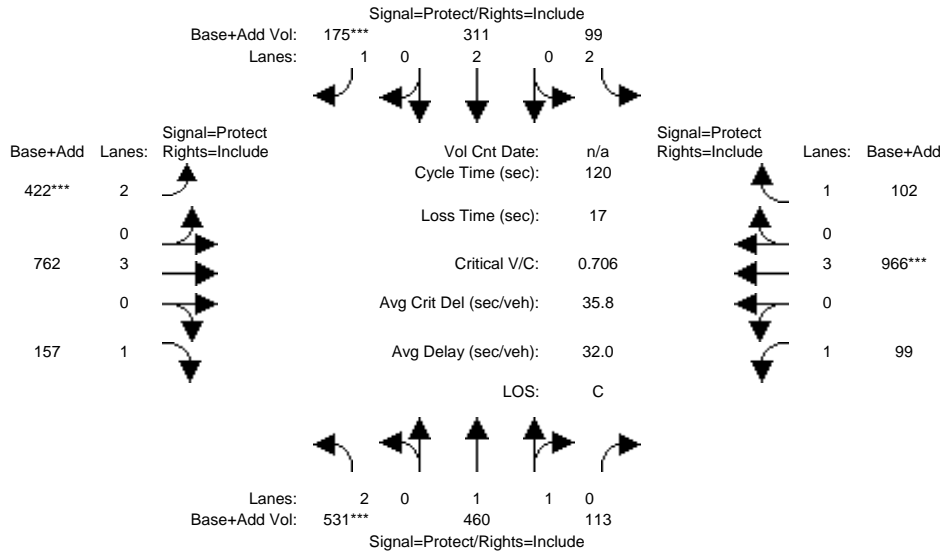
Vol/Sat:	0.09	0.15	0.15	0.07	0.10	0.10	0.09	0.41	0.28	0.08	0.26	0.26
Crit Moves:	****					****		****		****		
Green/Cycle:	0.17	0.17	0.17	0.12	0.12	0.12	0.14	0.48	0.48	0.09	0.42	0.42
Volume/Cap:	0.53	0.86	0.86	0.57	0.86	0.86	0.61	0.86	0.59	0.86	0.61	0.61
Delay/Veh:	46.0	69.2	69.2	53.9	69.0	69.0	50.4	30.5	22.9	88.6	27.6	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.0	69.2	69.2	53.9	69.0	69.0	50.4	30.5	22.9	88.6	27.6	27.6
LOS by Move:	D	E	E	D	E	E	D	C	C	F	C	C
HCM2kAvgQ:	6	12	12	5	9	9	6	26	14	6	14	14

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

Foster City General Plan Update
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #17: Edgewater Blvd/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	4.6	4.6	4.0	4.9	4.9	4.5	5.0	5.0

Volume Module:

Base Vol:	531	460	113	99	311	175	422	762	157	99	966	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	531	460	113	99	311	175	422	762	157	99	966	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	531	460	113	99	311	175	422	762	157	99	966	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	565	490	120	105	331	186	449	812	167	105	1029	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	565	490	120	105	331	186	449	812	167	105	1029	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	565	490	120	105	331	186	449	812	167	105	1029	109

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.83	0.92	0.91	0.82	0.95	0.91	0.82
Lanes:	2.00	1.60	0.40	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2808	690	3502	3610	1577	3502	5187	1561	1805	5187	1567

Capacity Analysis Module:

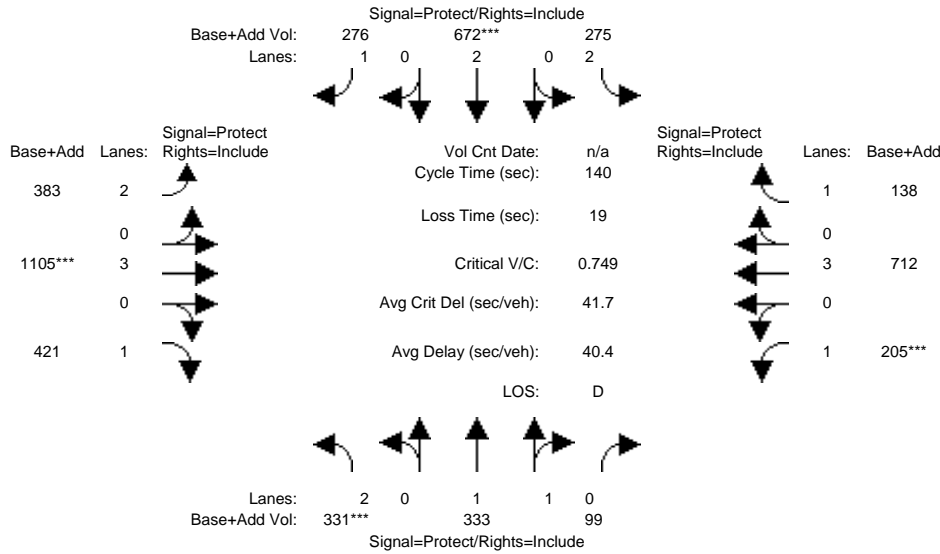
Vol/Sat:	0.16	0.17	0.17	0.03	0.09	0.12	0.13	0.16	0.11	0.06	0.20	0.07
Crit Moves:	****					****	****				****	
Green/Cycle:	0.23	0.33	0.33	0.06	0.17	0.17	0.18	0.34	0.34	0.13	0.28	0.28
Volume/Cap:	0.71	0.52	0.52	0.47	0.55	0.71	0.71	0.46	0.32	0.46	0.71	0.25
Delay/Veh:	45.5	32.8	32.8	55.8	46.9	55.6	39.5	15.6	14.9	43.2	25.2	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	32.8	32.8	55.8	46.9	55.6	39.5	15.6	14.9	43.2	25.2	20.6
LOS by Move:	D	C	C	E	D	E	D	B	B	D	C	C
HCM2kAvgQ:	11	10	10	3	6	8	7	5	2	3	10	2

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

Foster City General Plan Update
SF12-0627

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

Intersection #17: Edgewater Blvd/East Hillsdale Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	4.6	4.6	4.0	4.9	4.9	4.5	5.0	5.0

Volume Module:

Base Vol:	331	333	99	275	672	276	383	1105	421	205	712	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	331	333	99	275	672	276	383	1105	421	205	712	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	333	99	275	672	276	383	1105	421	205	712	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	353	355	106	293	716	294	408	1178	449	219	759	147
Reduct Vol:	0	0	0	0	0	0	0	0	264	0	0	0
Reduced Vol:	353	355	106	293	716	294	408	1178	185	219	759	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	353	355	106	293	716	294	408	1178	185	219	759	147

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.91	0.92	0.95	0.83	0.92	0.91	0.82	0.95	0.91	0.82
Lanes:	2.00	1.54	0.46	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2684	798	3502	3610	1570	3502	5187	1552	1805	5187	1559

Capacity Analysis Module:

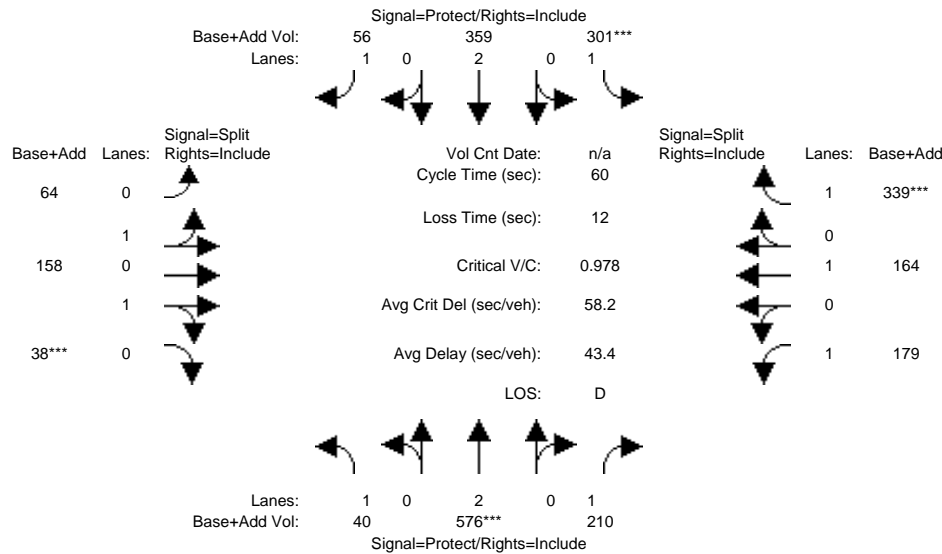
Vol/Sat:	0.10	0.13	0.13	0.08	0.20	0.19	0.12	0.23	0.12	0.12	0.15	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.24	0.24	0.15	0.26	0.26	0.21	0.30	0.30	0.16	0.26	0.26
Volume/Cap:	0.75	0.54	0.54	0.54	0.75	0.71	0.57	0.75	0.39	0.75	0.57	0.36
Delay/Veh:	64.9	46.7	46.7	55.7	50.5	52.1	38.0	26.9	22.3	55.5	29.9	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.9	46.7	46.7	55.7	50.5	52.1	38.0	26.9	22.3	55.5	29.9	28.2
LOS by Move:	E	D	D	E	D	D	D	C	C	E	C	C
HCM2kAvgQ:	9	9	9	7	16	12	7	13	4	9	8	4

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

Foster City General Plan Update
SF12-0627

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

Intersection #21: Edgewater Blvd/Beach Park Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	6	6	6	4	4	4	4	4	4
Y+R:	3.5	5.0	5.0	3.5	5.5	5.5	4.0	4.0	4.0	3.5	3.5	3.5

Volume Module:

Base Vol:	40	576	210	301	359	56	64	158	38	179	164	339
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	576	210	301	359	56	64	158	38	179	164	339
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	576	210	301	359	56	64	158	38	179	164	339
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	51	738	269	385	460	72	82	202	49	229	210	434
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	738	269	385	460	72	82	202	49	229	210	434
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	51	738	269	385	460	72	82	202	49	229	210	434

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.92	0.92	0.92	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.49	1.22	0.29	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	859	2120	510	1805	1900	1615

Capacity Analysis Module:

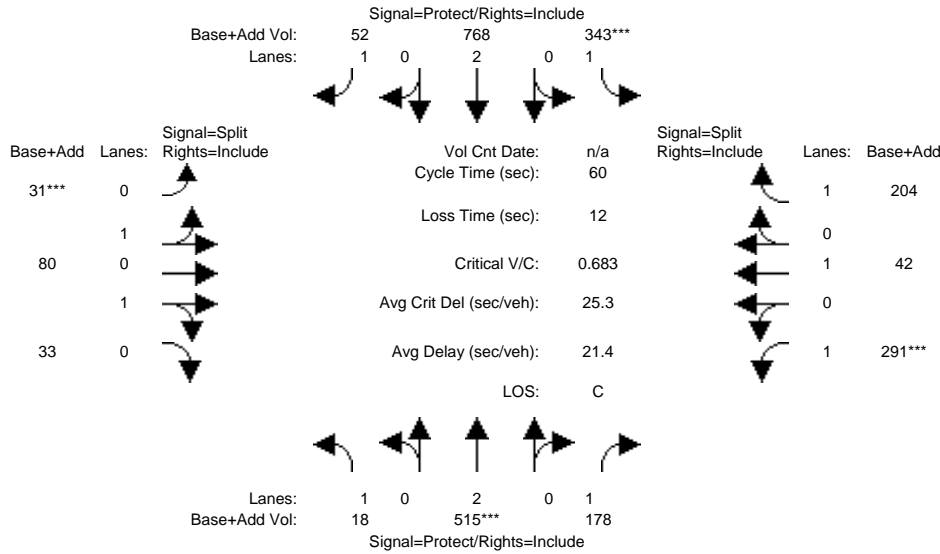
Vol/Sat:	0.03	0.20	0.17	0.21	0.13	0.04	0.10	0.10	0.10	0.13	0.11	0.27
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.15	0.21	0.21	0.22	0.28	0.28	0.10	0.10	0.10	0.27	0.27	0.27
Volume/Cap:	0.19	0.98	0.80	0.98	0.45	0.16	0.98	0.98	0.98	0.46	0.40	0.98
Delay/Veh:	22.8	50.7	34.9	62.5	18.1	16.4	69.6	69.6	69.6	18.7	18.2	58.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.8	50.7	34.9	62.5	18.1	16.4	69.6	69.6	69.6	18.7	18.2	58.3
LOS by Move:	C	D	C	E	B	B	E	E	E	B	B	E
HCM2kAvgQ:	1	13	7	13	4	1	7	7	7	4	4	14

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

Foster City General Plan Update
SF12-0627

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

Intersection #21: Edgewater Blvd/Beach Park Blvd



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	6	6	6	4	4	4	4	4	4
Y+R:	3.5	5.0	5.0	3.5	5.5	5.5	4.0	4.0	4.0	3.5	3.5	3.5

Volume Module:

Base Vol:	18	515	178	343	768	52	31	80	33	291	42	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	515	178	343	768	52	31	80	33	291	42	204
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	515	178	343	768	52	31	80	33	291	42	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	18	526	182	350	784	53	32	82	34	297	43	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	526	182	350	784	53	32	82	34	297	43	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	18	526	182	350	784	53	32	82	34	297	43	208

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	0.95	0.85	0.91	0.91	0.91	0.95	1.00	0.85
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.43	1.11	0.46	1.00	1.00	1.00
Final Sat.:	1805	3610	1615	1805	3610	1615	742	1916	790	1805	1900	1615

Capacity Analysis Module:

Vol/Sat:	0.01	0.15	0.11	0.19	0.22	0.03	0.04	0.04	0.04	0.16	0.02	0.13
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.12	0.21	0.21	0.28	0.38	0.38	0.07	0.07	0.07	0.24	0.24	0.24
Volume/Cap:	0.09	0.69	0.53	0.69	0.57	0.09	0.64	0.64	0.64	0.69	0.09	0.54
Delay/Veh:	23.9	24.5	22.6	23.1	15.4	12.1	33.2	33.2	33.2	25.4	17.8	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.9	24.5	22.6	23.1	15.4	12.1	33.2	33.2	33.2	25.4	17.8	21.4
LOS by Move:	C	C	C	C	B	B	C	C	C	C	B	C
HCM2kAvgQ:	0	6	4	7	7	1	3	3	3	6	1	4

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

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

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

Intersection 7 Foster City Blvd/Chess Drive Signal

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

Intersection 9

SR 92 EB Ramps-Plaza Driveway/Metro Center Blvd

Signal

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

Intersection 10

Foster City Blvd/Metro Center Blvd

Signal

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

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

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

Intersection 7 Foster City Blvd/Chess Drive Signal

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

Intersection 9

SR 92 EB Ramps-Plaza Driveway/Metro Center Blvd

Signal

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

Intersection 10

Foster City Blvd/Metro Center Blvd

Signal

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

CONSTRUCTION TRIP ASSUMPTIONS AND CALCULATIONS

Construction Trip Calculations Assumptions

Truck capacity

- Each 20-ton truck can carry 18 cubic yards of bulk fill, which will result in 12 cubic yards of compacted fill
- Each 10-ton truck can carry 9 cubic yards of bulk fill, which will result in 6 cubic yards of compacted fill

Construction period

- 6-day work week, 9AM to 4PM for truck traffic
- Trucks are evenly distributed across full construction period for each phase (i.e. we should not assume a higher number of trucks to represent peak construction periods as they will even out)

Truck routing

- Source is Pilarcitos Quarry (west on SR 92)
- Closest staging area to segment is used (as shown on Figure 1)
- Closest access point to staging area is used (as shown on Figure 1)
- 20-ton trucks bring fill material from the source to the staging area(s)
- 10-ton trucks to bring fill material from the staging area(s) to the work areas
- 20-ton trucks travel roundtrip to and from the source for each truckload, in the same day
- 10-ton trucks travel roundtrip between the staging area and segments for each truckload, in the same day
- Trucks only travel on designated truck haul routes shown on Figure 2, with the following notes:
 - For Segment 5: 10-ton trucks traveling from the staging area adjacent to Sea Cloud Park to access point at Foster City Boulevard & Beach Park Boulevard would travel on Beach Park Boulevard between Edgewater Road and Foster City Boulevard (not a designated haul route)
 - To access the staging areas and access points adjacent to the Caltrans facility (Segment 2 and 3), we assume trucks travel on local streets and do not use the Caltrans access roads from Route 92.
- Trucks use the same routes for trips to and from each access points

Truck Calculations

Phase		1	2		3	4		5	
Construction Segment		4	5	7	3	6	8	1	2
Description		Tarpon Street to Foster City Boulevard	Foster City Boulevard to Sea Cloud Park	Anacalpa Lane to Baffin Street	San Mateo Bridge to Tarpon Street	Sea Cloud Park to Anacalpa Lane	Baffin Street to O'Neill Slough Tide Gate	San Mateo City Limit to Mariners Island Landfill	Mariners Island Landfill to San Mateo Bridge
Construction	Start Date	3/1/2018	9/1/2018	9/1/2018	1/1/2019	9/1/2019	9/1/2019	11/1/2019	11/1/2019
	End Date	9/30/2018	12/31/2018	12/31/2018	8/31/2019	11/30/2019	11/30/2019	1/31/2020	8/30/2020
	Duration (days)	183	104	104	207	77	77	78	260
2100 SR Fill Volume	Compacted Fill Volume (cu yards)	22,772	5,545	385	59,139	2,534	330	2,824	53,493
	Bulk Fill Volume (cu yards)	34,158	8,317	578	88,709	3,801	496	4,236	80,239
Truckloads	Delivered to staging areas (20-ton truckloads from source)	1,898	462	32	4,928	211	28	235	4,458
	Staging areas to work sites (10-ton truckloads to sites)	3,795	924	64	9,857	422	55	471	8,915
	Total truckloads per day (20- and 10-ton trucks) (approx.)	31	13	1	71	8	1	9	51

* Inputs used in assignment of truck trips on local roads are highlighted in green.

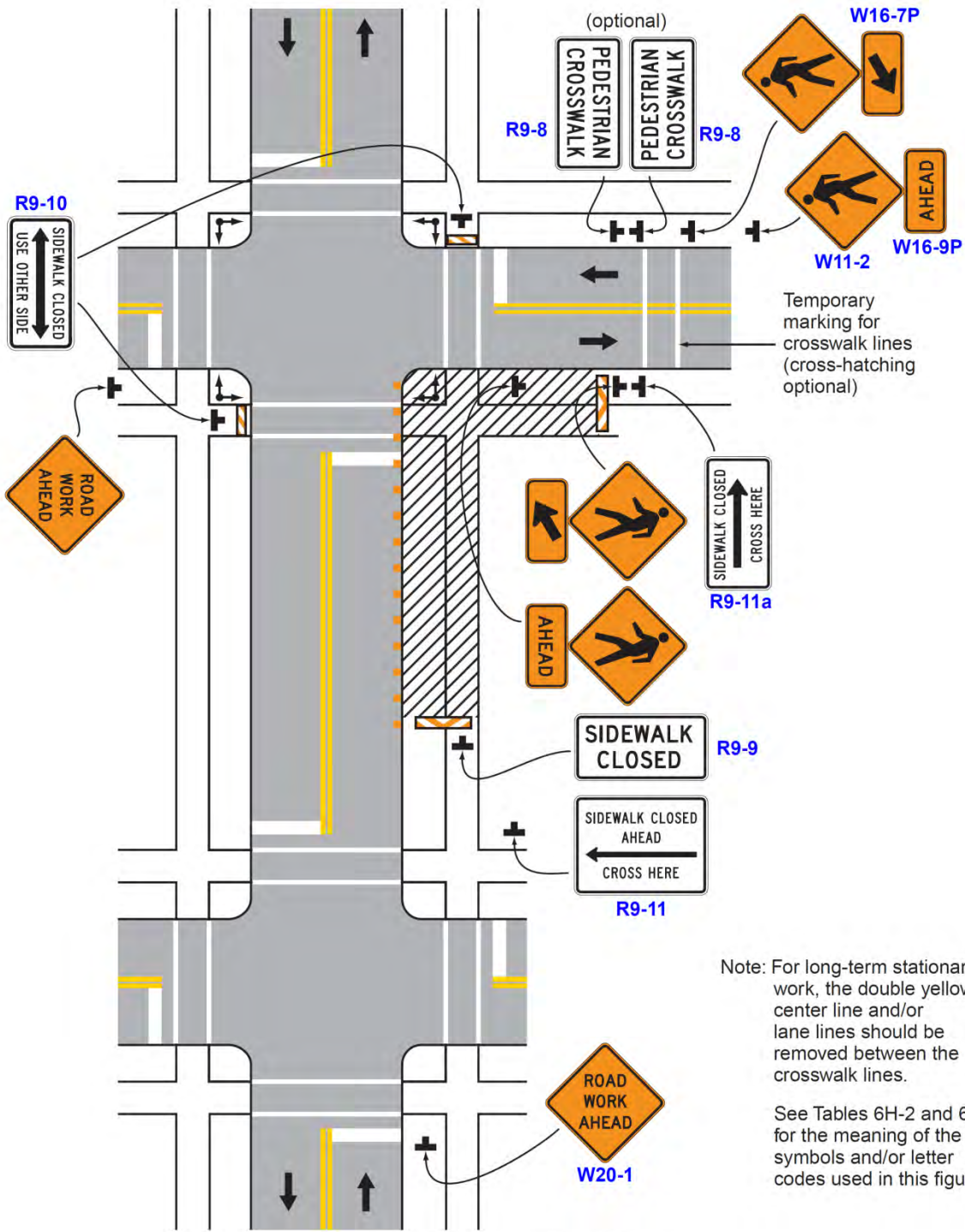
Truck Trip Assignment and Comparison to Existing Roadway Volumes

ID	Street	Segment	Daily Traffic Volumes	Phase 1		Phase 2		Phase 3		Phase 4		Phase 5	
				Segment 4		Segments 5 & 7		Segment 3		Segments 6 & 8		Segments 1 & 2	
				Trucks added per day	Percent Change	Trucks added per day	Percent Change	Trucks added per day	Percent Change	Trucks added per day	Percent Change	Trucks added per day	Percent Change
1	East Third Avenue	West of Mariners Island Blvd	14,159	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
2	East Third Avenue	Between Marsh Drive and Lakeside Drive	8,678	0	0.0%	0	0.0%	0	0.0%	0	0.0%	12	0.1%
3	East Third Avenue	Between Marsh Drive and Foster City Blvd	8,057	0	0.0%	0	0.0%	0	0.0%	0	0.0%	12	0.1%
4	East Third Avenue	East of Foster City Blvd	7,514	0	0.0%	0	0.0%	0	0.0%	0	0.0%	121	1.6%
5	Foster City Blvd	South of East Third Avenue	12,890	0	0.0%	0	0.0%	0	0.0%	0	0.0%	40	0.3%
6	Foster City Blvd	Between Chess Drive and [Chess - Vintage Park Drive]	14,611	0	0.0%	0	0.0%	0	0.0%	0	0.0%	40	0.3%
7	Foster City Blvd	Between Chess Drive and Metro Center Blvd (bridge)	29,200	10	0.0%	0	0.0%	24	0.1%	0	0.0%	20	0.1%
8	Foster City Blvd	Between Metro Center Blvd and E. Hillsdale Blvd	25,801	21	0.1%	0	0.0%	48	0.2%	0	0.0%	0	0.0%
9	Foster City Blvd	Between E. Hillsdale Blvd and Balclutha Dr	19,915	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
10	Foster City Blvd	Between Polynesia Dr and Bounty Dr	13,294	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
11	Foster City Blvd	Between Bounty Dr and Marlin Ave (bridge)	13,034	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
12	Foster City Blvd	Between Marlin Ave and Beach Park Blvd	2,765	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
13	E. Hillsdale Blvd	Between S Norfolk St and Altair Ave (bridge)	37,521	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
14	E. Hillsdale Blvd	Between Altair Ave and Edgewater Blvd	31,025	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
15	E. Hillsdale Blvd	Between Edgewater Blvd and Center Park Ln	24,704	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
16	E. Hillsdale Blvd	Between Center Park Ln and Shell Blvd	21,015	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
17	E. Hillsdale Blvd	Between Shell Blvd and Foster City Blvd	18,070	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
18	E. Hillsdale Blvd	Between Foster City Blvd and Pilgrim Dr	12,627	21	0.2%	0	0.0%	48	0.4%	0	0.0%	0	0.0%
19	E. Hillsdale Blvd	North of Pilgrim Dr	14,120	21	0.1%	0	0.0%	48	0.3%	0	0.0%	0	0.0%
20	E. Hillsdale Blvd	Southwest of Gull Ave	12,739	21	0.2%	0	0.0%	48	0.4%	0	0.0%	0	0.0%
21	Beach Park Blvd	Northeast of Gull Ave	4,802	21	0.4%	0	0.0%	48	1.0%	0	0.0%	0	0.0%
22	Beach Park Blvd	Between Egret Ct and Sanderling St	3,539	21	0.6%	0	0.0%	24	0.7%	0	0.0%	0	0.0%
23	Beach Park Blvd	Between Gull Ave and Marlin Ave	3,516	21	0.6%	0	0.0%	24	0.7%	0	0.0%	0	0.0%
24	Beach Park Blvd	Between Tarpon St and Swordfish St	3,141	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
25	Beach Park Blvd	Between Halibut St and Foster City Blvd	3,892	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
26	Beach Park Blvd	Between Foster City Blvd and Cutter St	5,787	0	0.0%	18	0.3%	0	0.0%	0	0.0%	0	0.0%
27	Beach Park Blvd	Between Barkentine St and Shell Blvd	6,874	0	0.0%	18	0.3%	0	0.0%	0	0.0%	0	0.0%
28	Beach Park Blvd	Between Shell Blvd and Catamaran St	9,616	0	0.0%	18	0.2%	0	0.0%	0	0.0%	0	0.0%
29	Beach Park Blvd	Between Farragut Blvd and Edgewater Blvd (bridge)	13,906	0	0.0%	18	0.1%	0	0.0%	0	0.0%	0	0.0%
30	Beach Park Blvd	Between Edgewater Blvd and Castor St	3,008	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
31	Shell Blvd	South of Halsey Blvd	-	0	--	0	--	0	--	0	--	0	--
32	Shell Blvd	Between Beach Park Blvd and Catamaran St	7,074	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
33	Shell Blvd	Between Civic Center Dr and E. Hillsdale Blvd	15,435	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
34	Shell Blvd	Between E. Hillsdale Blvd and Metro Center Blvd	10,645	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%

35	Triton Drive	North of Foster City Blvd	14,529	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
36	Metro Center Blvd	Between Foster City Blvd and CA-92 On-Off Ramp	24,566	21	0.1%	0	0.0%	24	0.1%	0	0.0%	20	0.1%
37	Metro Center Blvd	Between CA-92 On-Off Ramp and Shell Blvd	13,190	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
38	Metro Center Blvd	Between Shell Blvd and Vintage Park Dr	10,966	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
39	Metro Center Blvd	Between Vintage Park Dr and Gateway Dr	10,022	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
40	Metro Center Blvd	Between Gateway Dr and Edgewater Blvd	10,473	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
41	Edgewater Blvd	West of CA-92 On-Off Ramp and Emerald Bay	22,829	0	0.0%	5	0.0%	0	0.0%	3	0.0%	0	0.0%
42	Edgewater Blvd	Between CA-92 On-Off Ramp and Metro Center Blvd	23,956	0	0.0%	10	0.0%	0	0.0%	6	0.0%	0	0.0%
43	Edgewater Blvd	Between Metro Center Blvd and E. Hillsdale Blvd	20,949	0	0.0%	10	0.0%	0	0.0%	6	0.0%	0	0.0%
44	Edgewater Blvd	Between E. Hillsdale Blvd and Altair Ave	18,951	0	0.0%	10	0.1%	0	0.0%	6	0.0%	0	0.0%
45	Edgewater Blvd	Between Dorado Ln and Beach Park Blvd	24,490	0	0.0%	10	0.0%	0	0.0%	6	0.0%	0	0.0%
46	Edgewater Blvd	Between Beach Park Blvd and Port Royal Ave (North)	18,790	0	0.0%	27	0.1%	0	0.0%	6	0.0%	0	0.0%
47	Edgewater Blvd	Between Port Royal Ave (North) and Boothbay Ave	12,959	0	0.0%	27	0.2%	0	0.0%	6	0.0%	0	0.0%
48	Edgewater Blvd	Between Monterey Ave and Pitcairn Dr	8,801	0	0.0%	27	0.3%	0	0.0%	6	0.1%	0	0.0%
49	Edgewater Blvd	Between Port Royal Ave (South) and Baffin St	2,918	0	0.0%	1	0.0%	0	0.0%	1	0.0%	0	0.0%
50	Baffin St	Between Edgewater Blvd and Melbourne St	984	0	0.0%	1	0.1%	0	0.0%	0	0.0%	0	0.0%
51	Pitcairn Dr	Between Edgewater Blvd and Melbourne St	4,864	0	0.0%	29	0.6%	0	0.0%	8	0.2%	0	0.0%
52	Boothbay Ave	Between Edgewater Blvd and Pensacola St	2,107	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
53	Altair Ave	Between E. Hillsdale Blvd and Polaris Ave	8,628	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
54	Altair Ave	Between Polaris Ave and Edgewater Blvd	3,801	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
55	Chess Dr	West of Vintage Park Dr	12,772	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
56	Chess Dr	Between Vintage Park Dr and CA-92 On-Off Ramp	13,283	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
57	Chess Dr	Between CA-92 On-Off Ramp and Foster City Blvd	25,599	10	0.0%	0	0.0%	24	0.1%	0	0.0%	20	0.1%
58	Chess Dr	Between Foster City Blvd and Hatch Dr	6,158	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
59	Vintage Park Dr	Between Lakeside Dr and Chess Dr	4,801	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
60	Vintage Park Dr	Between Chess Dr and Metro Center Blvd (Bridge)	13,527	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
61	Marlin Ave	Between Ribbon St and Beach Park Blvd	1,235	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
62	Marlin Ave	Between Foster City Blvd and Halibut St	6,982	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
63	Bounty Dr	South of Foster City Blvd	2,440	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
64	Bounty Dr	Between Foster City Blvd and Lurline Dr	2,087	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
65	Polynesia Dr	Between Foster City Blvd and Comet Dr	3,088	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
66	Balclutha Dr	Between Foster City Blvd and Comet Dr	2,591	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
67	Gull Ave	Between Beach Park Blvd and Crane Ave	6,349	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
68	Gull Ave	Between Crane Ave and Beach Park Blvd	840	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
A	SR-92	Between US-101 and Edgewater Blvd	147,000	21	0.0%	10	0.0%	48	0.0%	6	0.0%	40	0.0%
B	SR-92	Between Edgewater Blvd and Foster City Blvd	124,000	21	0.0%	0	0.0%	48	0.0%	0	0.0%	40	0.0%

ADDITIONAL GUIDANCE FOR CONSTRUCTIONS ZONES AND DETOUR ROUTES

Figure 6H-29. Crosswalk Closures and Pedestrian Detours (TA-29)



Note: For long-term stationary work, the double yellow center line and/or lane lines should be removed between the crosswalk lines.

See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.

Typical Application 29

Notes for Figure 6H-101CA) – Typical Application 101(CA) Shoulder Closure on Urban (Low Speed) Locations to Accommodate Bicyclists

Guidance:

- 1. When existing accommodations for bicycle travel are disrupted or closed, information and devices contained in Figures 6H-101(CA) through 6H-104(CA), as appropriate per situation encountered, should be used to consider the needs and control of bicyclists through a TTC zone.*
- 2. SHOULDER CLOSED signs should be used on limited-access roadways where there is no opportunity for disabled vehicles to pull off the roadway.*
- 3. If road users cannot see a pull-off area beyond the closed shoulder, information regarding the length of the shoulder closure should be provided in feet or miles, as appropriate.*
- 4. The use of a temporary traffic barrier should be based on engineering judgment.*

Standard:

- 5. Temporary traffic barriers, including their end treatments, shall be crashworthy. In order to mitigate the effect of striking the upstream end of a temporary traffic barrier, the end shall be installed in accordance with AASHTO's "Roadside Design Guide" (see Section 1A.11) by flaring until the end is outside the acceptable clear zone or by providing crashworthy end treatments. See Section 6F.85 for more details.**

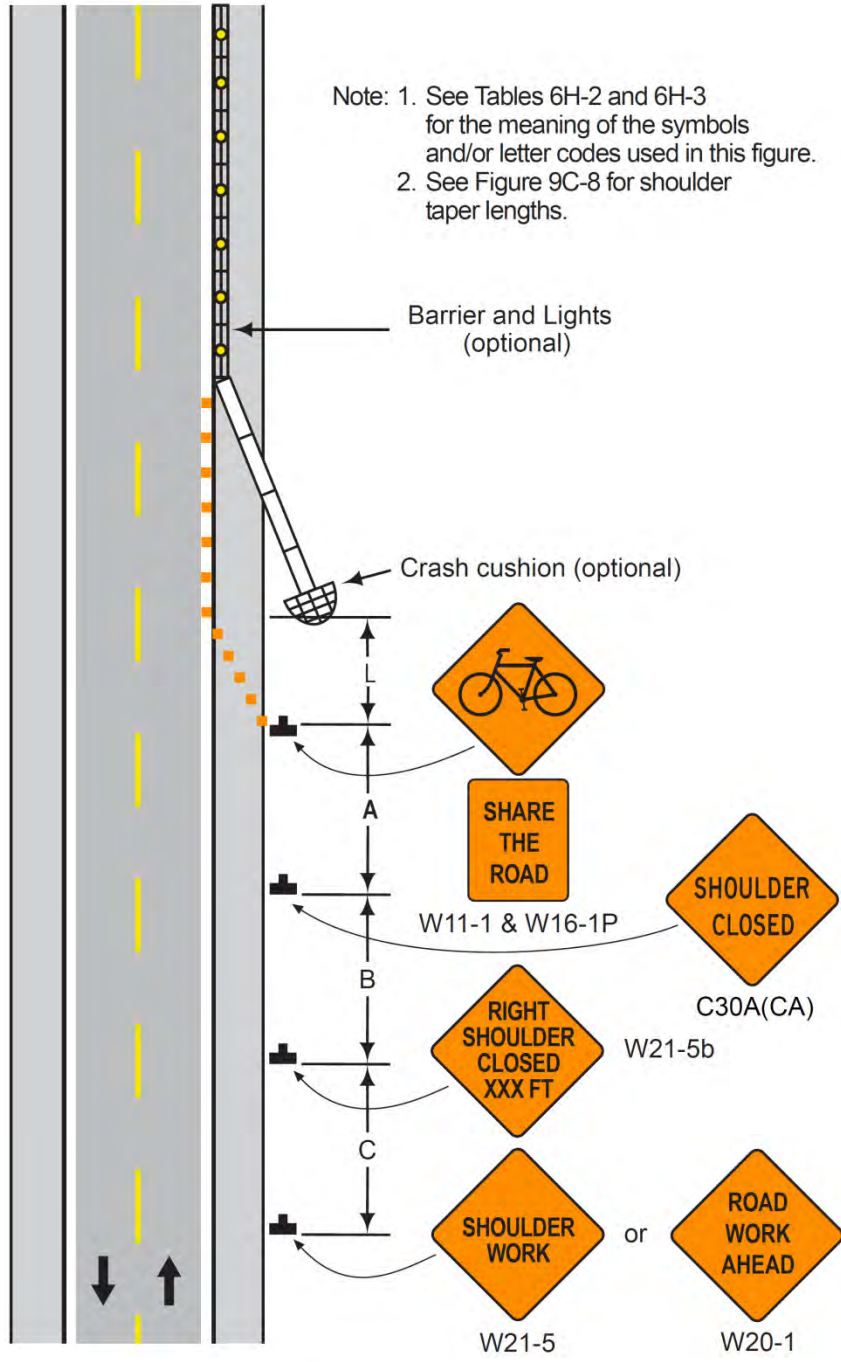
Option:

- 6. The barrier shown in this typical application is an example of one method that may be used to close a shoulder of a long-term project.**
- 7. The warning lights shown on the barrier may be used.**

Guidance:

- 9. This typical application should only be used in urban areas where posted speed is 25 mph or less. For applications on roadway with a posted speed of 30 mph or more use typical application TA-102(CA).*
- 10. All advance warning signs should be placed so that the path of travel for bicycles is not blocked, while maintaining visibility for road users.*
- 11. Where feasible, an adequate lane width should be provided to allow bicyclists and motor vehicles to travel side by side throughout the TTC zone. If lane width conditions are not met, use the SHARE THE ROAD or Bicycles May Use Full Lane sign.*
- 12. The speeds used for the shoulder taper calculations should be of bicyclists in the project vicinity or if a special event such as a bike race, the expected speed of bicyclists approaching the TTC zone.*

Figure 6H-101 (CA). Shoulder Closure on Urban (Low Speed) locations to accommodate bicyclists (TA-101 (CA))



Typical Application 101 (CA)

Notes for Figure 6H-102(CA) – Typical Application 102(CA) Lane Closure on Freeway, Expressway, Rural and Urban (High Speed) Locations to Accommodate Bicyclists

Guidance:

- 1. When existing accommodations for bicycle travel are disrupted or closed, information and devices contained in Figures 6H-101(CA) through 6H-104(CA), as appropriate per situation encountered, should be used to consider the needs and control of bicyclists through a TTC zone.*
- 2. SHOULDER CLOSED signs should be used on limited-access highways where there is no opportunity for disabled vehicles to pull off the roadway.*
- 3. If road users cannot see a pull-off area beyond the closed shoulder, information regarding the length of the shoulder closure should be provided in feet or miles, as appropriate.*
- 4. The use of a temporary traffic barrier should be based on engineering judgment.*

Standard:

- 5. Temporary traffic barriers, including their end treatments, shall be crashworthy. In order to mitigate the effect of striking the upstream end of a temporary traffic barrier, the end shall be installed in accordance with AASHTO's "Roadside Design Guide" (see Section 1A.11) by flaring until the end is outside the acceptable clear zone or by providing crashworthy end treatments. See Section 6F.85 for more details.**

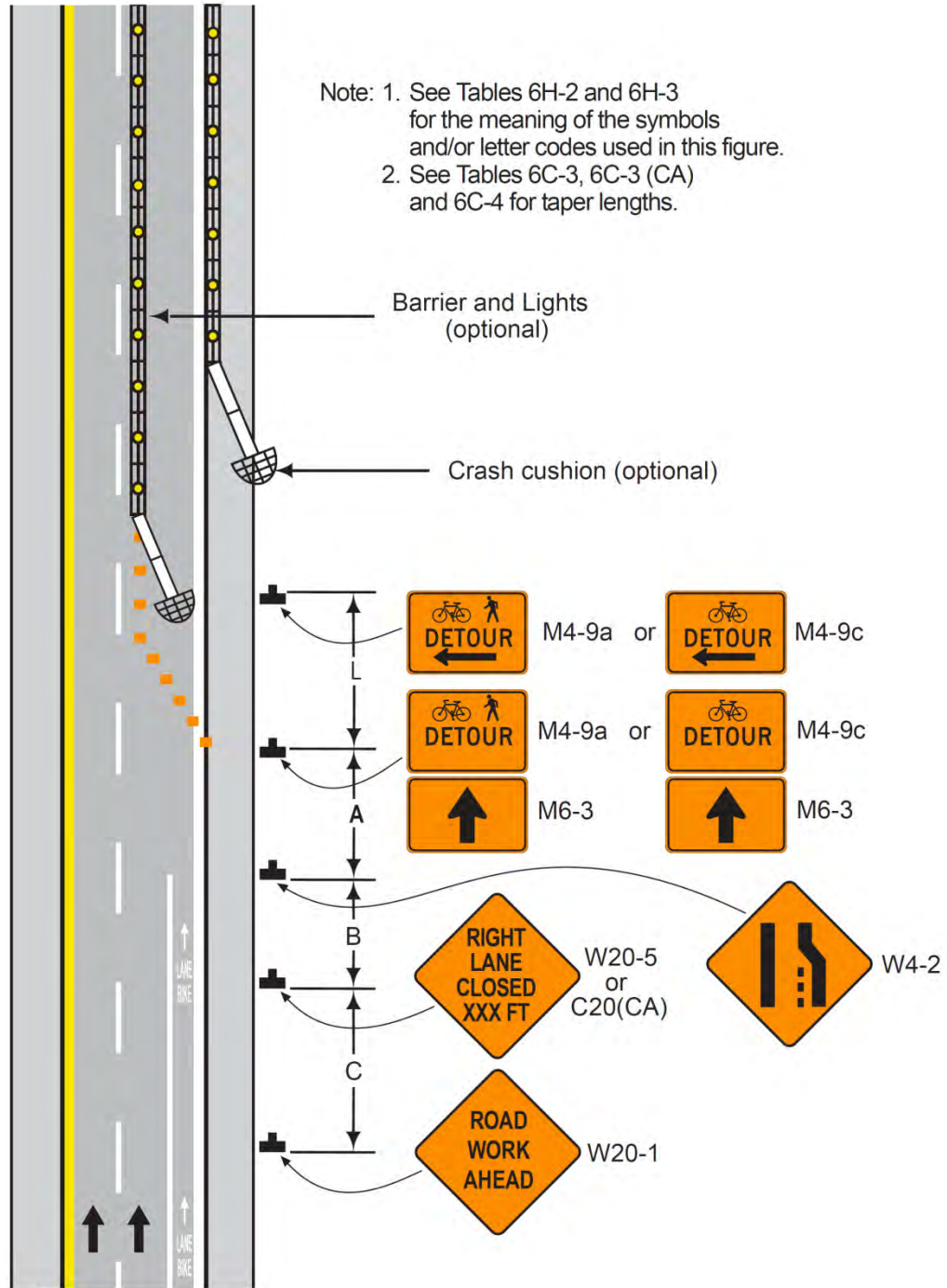
Option:

- 6. The barrier shown in this typical application is an example of one method that may be used to close a shoulder of a long-term project.**
- 7. The warning lights shown on the barrier may be used.**

Guidance:

- 9. All advance warning signs should be placed so that the path of travel for bicycles is not blocked, while maintaining visibility for road users.*
- 10. The width of the existing pedestrian facility should be provided for the temporary facility, if practical. When it is not possible to maintain a minimum width of 60 inch throughout the entire length of the pedestrian pathway, a 60 x 60 inch passing space should be provided at least every 200 feet to allow individuals in wheelchairs to pass.*

Figure 6H-102 (CA). Lane Closure on Freeway, Expressway, Rural and Urban (High Speed) locations to accommodate bicyclists (TA-102 (CA))



Typical Application 102 (CA)

Notes for Figure 6H-103(CA)—Typical Application 103(CA) Detour for Bike Lane on Roads with Closure of One Travel Direction

Guidance:

- 1. When existing accommodations for bicycle travel are disrupted or closed, information and devices contained in Figures 6H-101(CA) through 6H-104(CA), as appropriate per situation encountered, should be used to consider the needs and control of bicyclists through a TTC zone.*
- 2. This plan should be used for streets without posted route numbers.*
- 3. On multi-lane streets, Detour signs with an Advance Turn Arrow should be used in advance of a turn.*

Option:

4. The STREET CLOSED legend may be used in place of ROAD CLOSED.
5. Additional DO NOT ENTER signs may be used at intersections with intervening streets.
6. Warning lights may be used on Type III Barricades.
7. Detour signs may be located on the far side of intersections.
8. A Street Name sign may be mounted with the Detour sign. The Street Name sign may be either white on green or black on orange.

Standard:

- 9. When used, the Street Name sign shall be placed above the Detour sign.**

Guidance:

- 10. The DETOUR (M4-8) sign should be placed on tangent sections at intervals not to exceed 1300 feet and at major intersections.*

Option:

11. In urban areas, the M4-8 signs may be placed at every intersection.

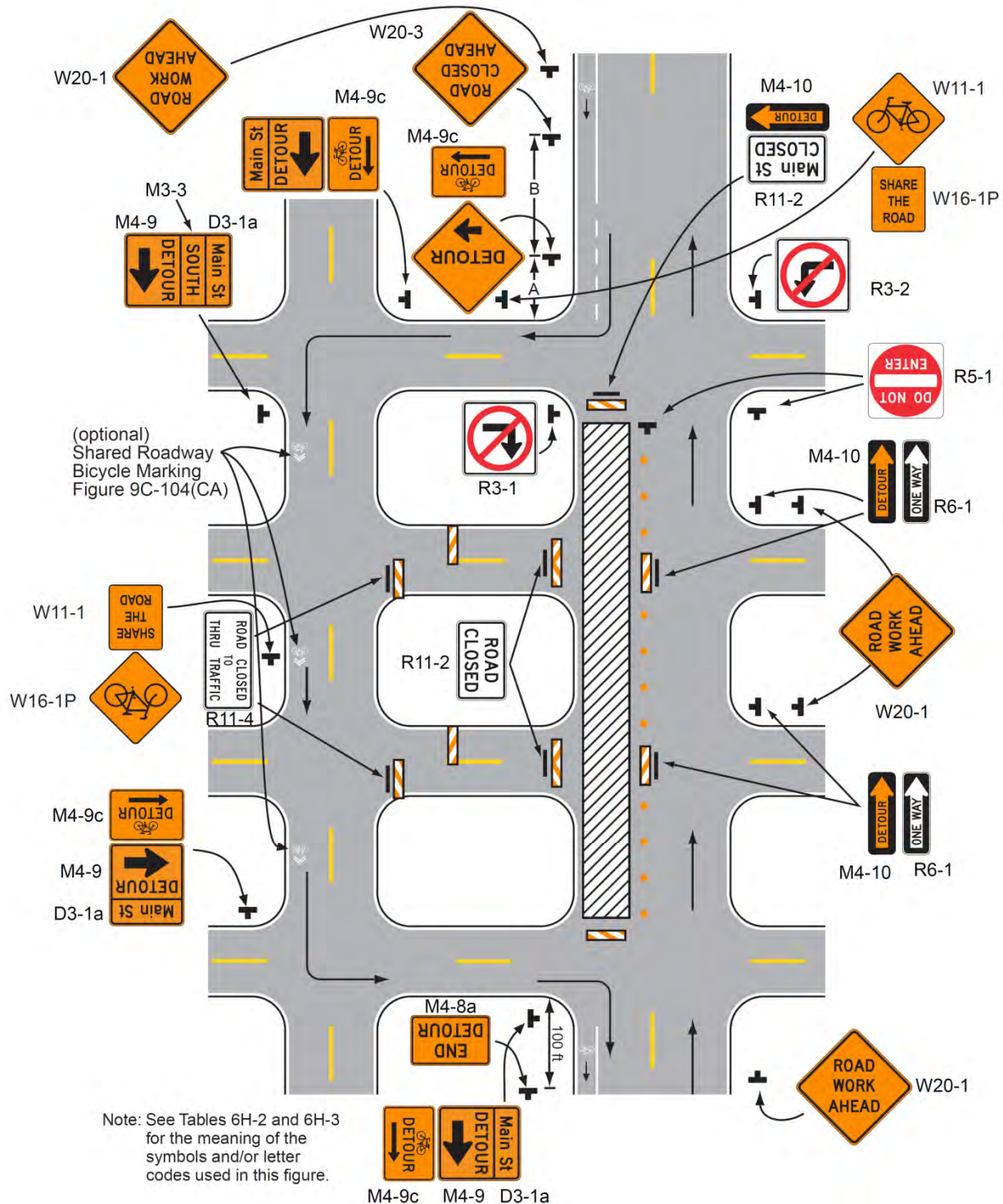
Guidance:

- 12. When the detour is applicable to bicyclists and not pedestrians, the Bicycle Detour (M4-9c) sign should be used instead of the Pedestrian/Bicycle Detour (M4-9a) sign.*
- 13. All advance warning signs should be placed so that the path of travel for bicycles is not blocked, while maintaining visibility for road users.*

Option:

14. For long-term duration projects (see Section 6G.02), the shared roadway bicycle marking may be used along detours with on-street parking and inadequate lane width.

Figure 6H-103 (CA). Detour for Bike Lane on Roads with Closure of One Travel Direction (TA-103 (CA))



Typical Application 103 (CA)

Notes for Figure 6H-104(CA)—Typical Application 104(CA) Right Lane and Bike Lane Closure on Far Side of Intersection

Guidance:

- 1. When existing accommodations for bicycle travel are disrupted or closed, information and devices contained in Figures 6H-101(CA) through 6H-104(CA), as appropriate per situation encountered, should be used to consider the needs and control of bicyclists through a TTC zone.*
- 2. If the work space extends across a crosswalk, the crosswalk should be closed using the information and devices shown in Figure 6H-29.*

Option:

- 3. The normal procedure is to close on the near side of the intersection any lane that is not carried through the intersection. However, when this results in the closure of a right lane having significant right turning movements, then the right lane may be restricted to right turns only, as shown. This procedure increases the through capacity by eliminating right turns from the open through lane.*
- 4. For intersection approaches reduced to a single lane, left-turning movements may be prohibited to maintain capacity for through vehicular traffic.*
- 5. Flashing warning lights and/or flags may be used to call attention to the advance warning signs.*
- 6. Where the turning radius is large, it may be possible to create a right-turn island using channelizing devices or pavement markings.*

Guidance:

- 7. All advance warning signs should be placed so that the path of travel for bicycles is not blocked, while maintaining visibility for road users.*
- 8. For long-term duration projects (see Section 6G.02), consideration should be given to installing signs in an overhead location.*

Option:

- 9. A high-level warning device (flag tree) may supplement the advance warning signs. Refer to Section 6F.62.*

Figure 6H-104 (CA). Right Lane and Bike Lane Closure on Far Side of Intersection (TA-104 (CA))

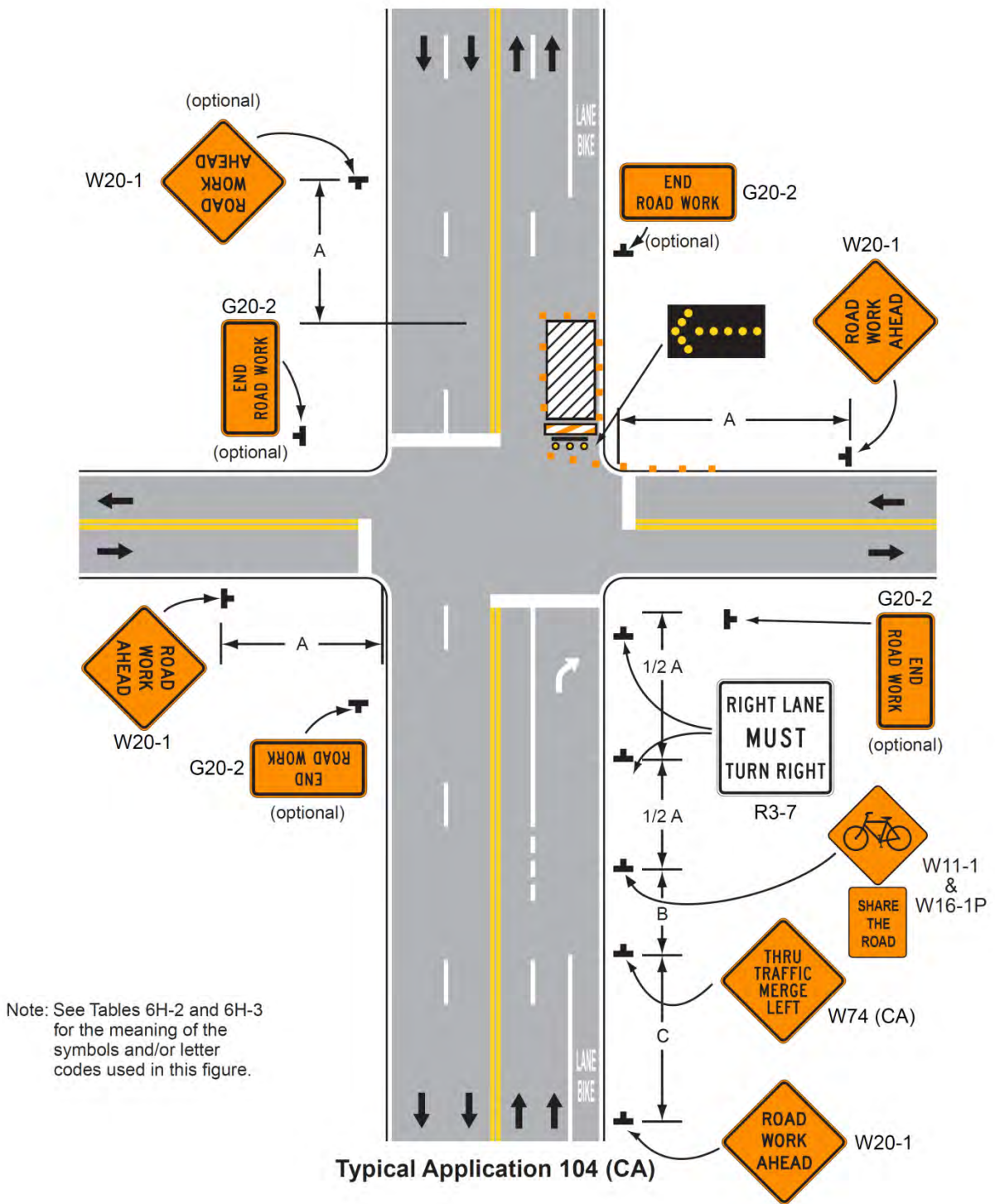


Figure 9B-1. Sign Placement on Shared-Use Paths

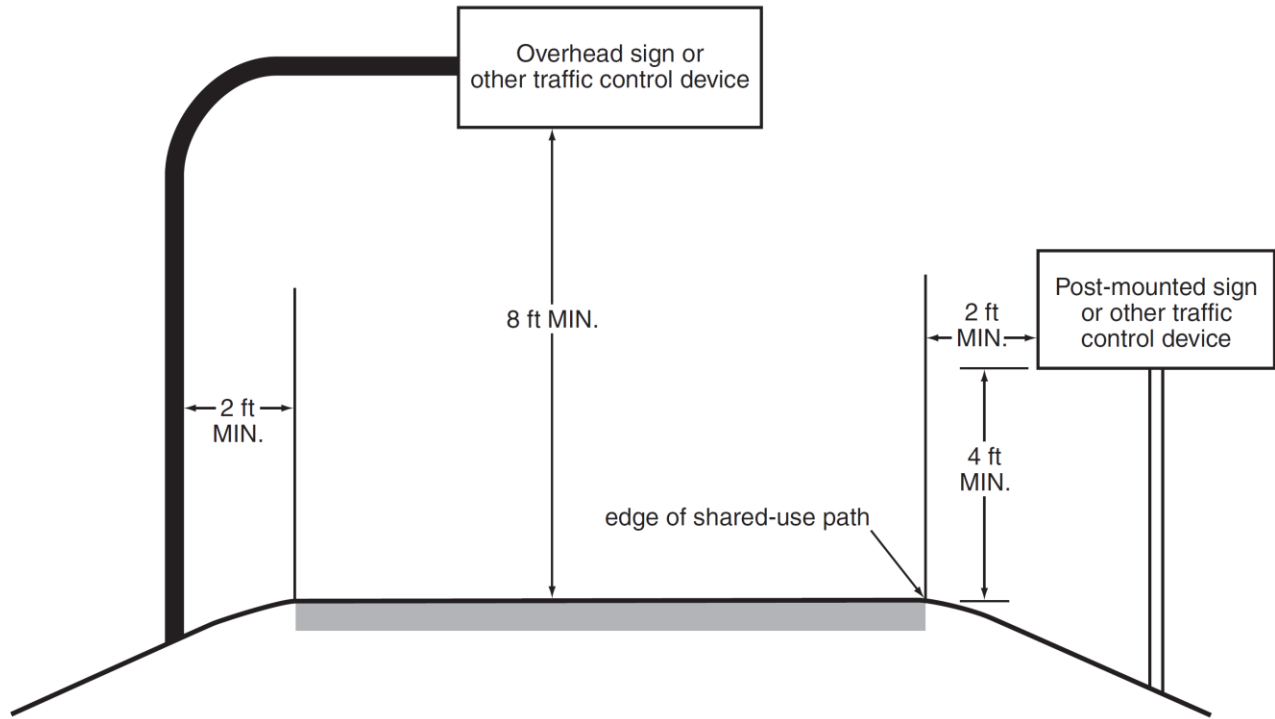


Figure 9B-2. Regulatory Signs and Plaques for Bicycle Facilities

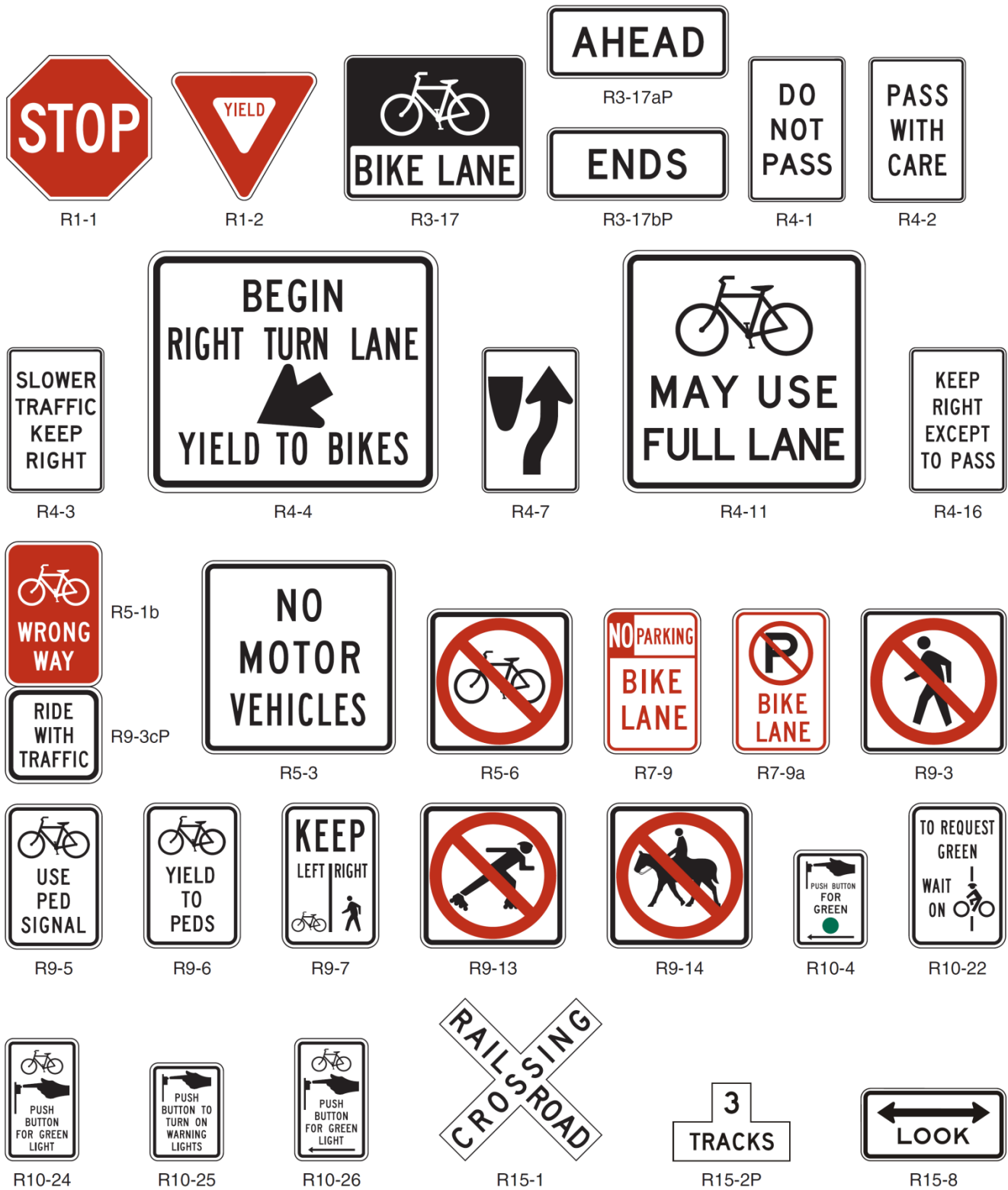
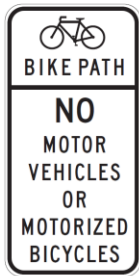


Figure 9B-2 (CA). California Regulatory Signs for Bicycle Facilities



R44A (CA)



R44B (CA)



R44C (CA)



R81 (CA)



R81A (CA)



R81B (CA)

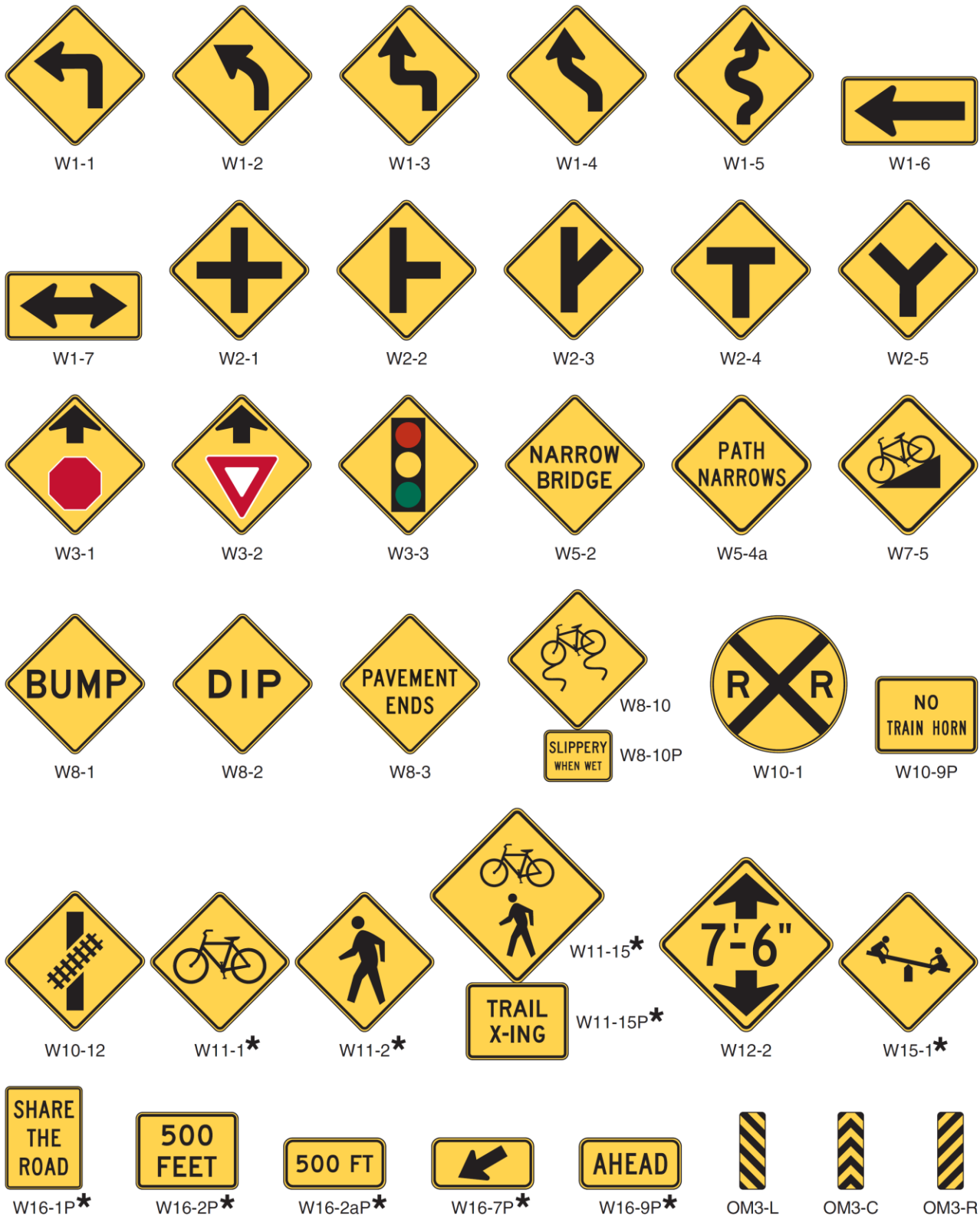


R117 (CA)



R118 (CA)

Figure 9B-3. Warning Signs and Plaques and Object Markers for Bicycle Facilities



* A fluorescent yellow-green background color may be used for this sign or plaque. The background color of the plaque should match the color of the warning sign that it supplements.

Figure 9B-4. Guide Signs and Plaques for Bicycle Facilities (Sheet 1 of 2)

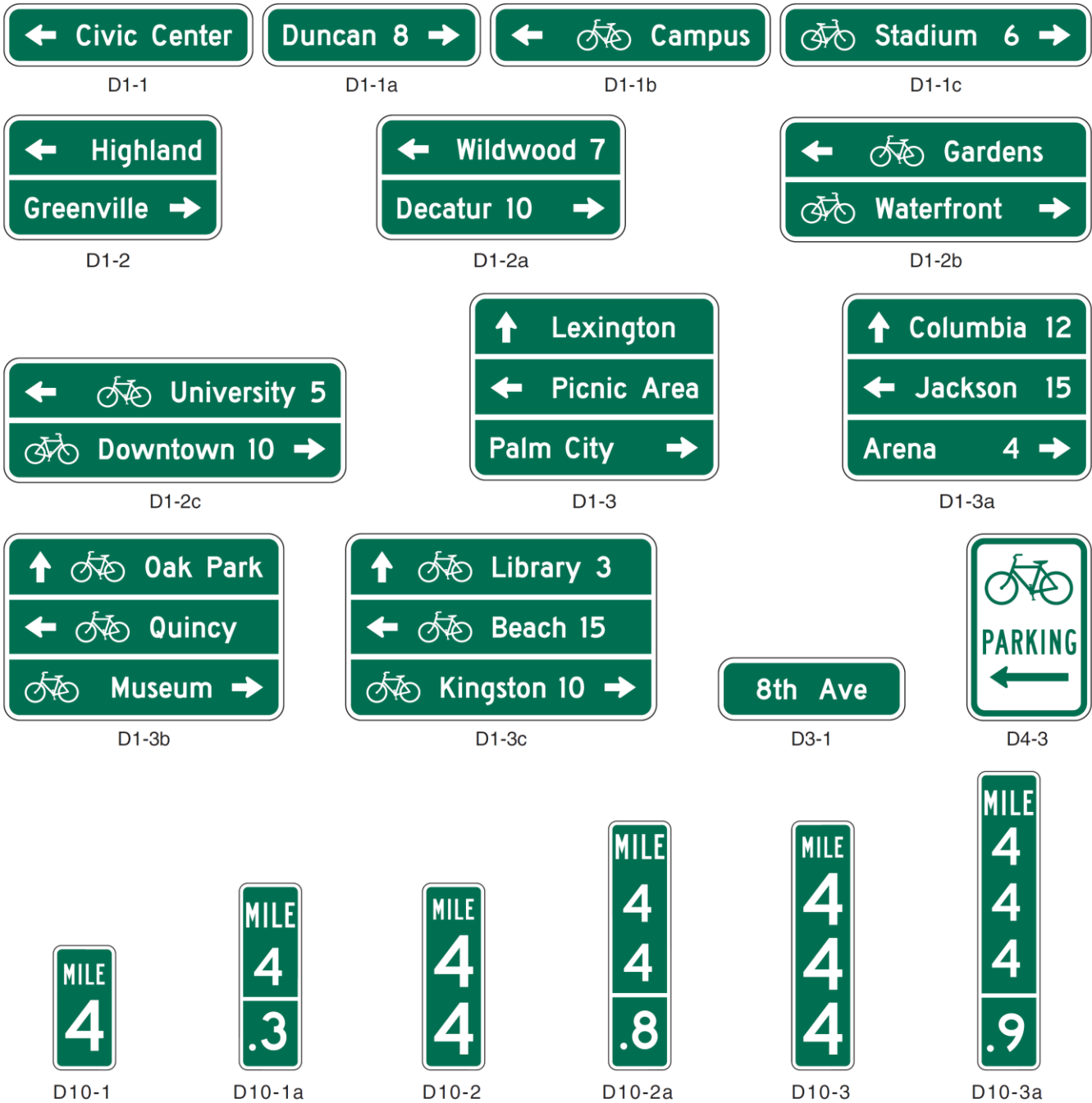


Figure 9B-4. Guide Signs and Plaques for Bicycle Facilities (Sheet 2 of 2)

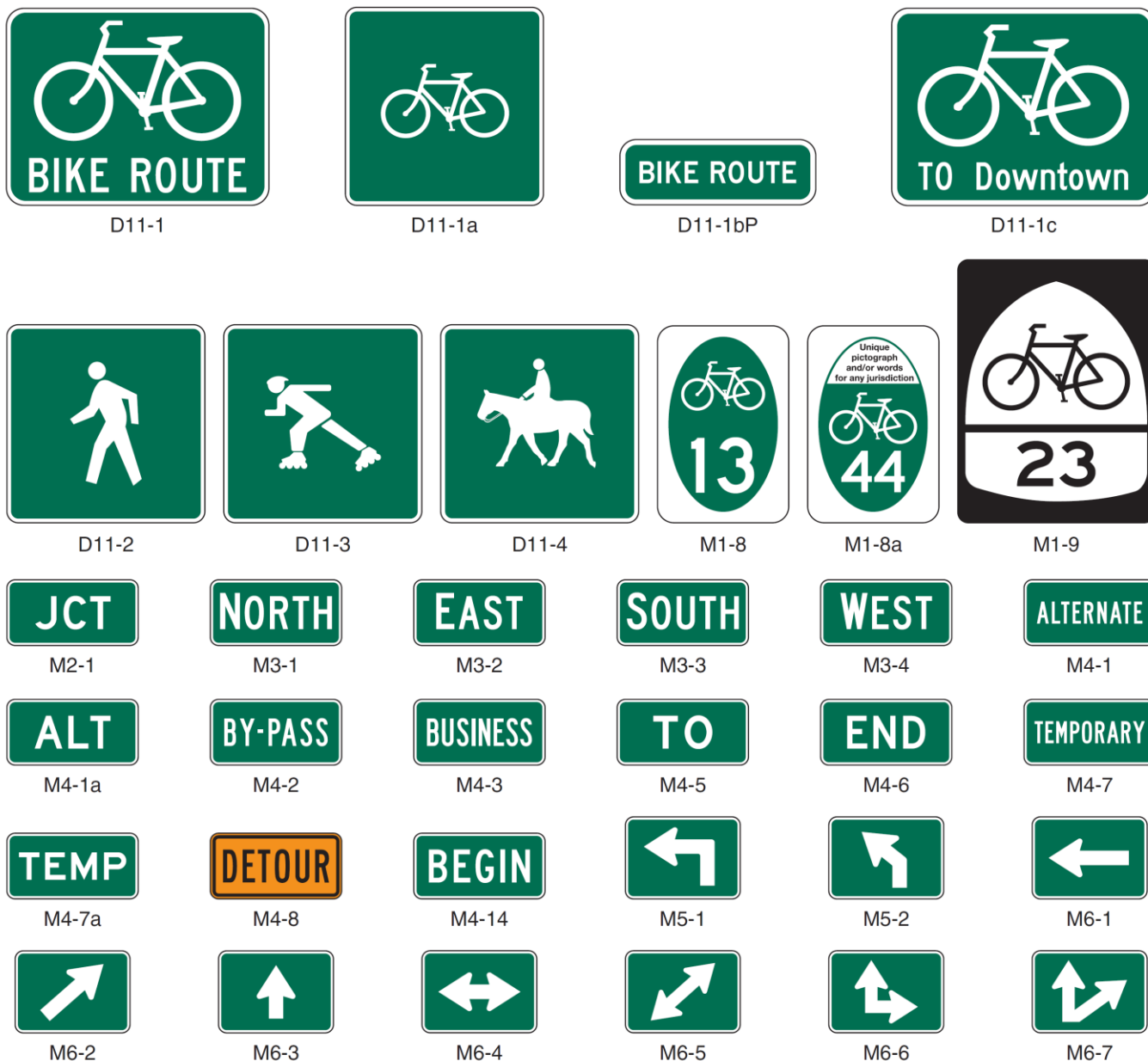


Figure 9B-4 (CA). California Guide Signs for Bicycle Facilities



G93C (CA)



SG45 (CA)



S17 (CA)