

THE 15 ACRES PROJECT

Appendices
Draft Environmental Impact Report

Case No. EA-12-002
State Clearinghouse No. 2012112016



Prepared for:
City of Foster City

April 2013

URBAN
PLANNING
PARTNERS
INC.

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The 15 Acres Project

Appendix A

Notice of Preparation and Comments Received

Draft Environmental Impact Report

Case No. EA-12-002

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City of Foster City

ESTERO MUNICIPAL IMPROVEMENT DISTRICT

610 FOSTER CITY BOULEVARD
FOSTER CITY, CA 94404-2222
(650) 286-3200
FAX (650) 574-3483

NOTICE OF PREPARATION (NOP)

TO: Affected Agencies (via Certified Mail)
Property Owners within 1000 Feet of the Affected Property (via US Mail)
Interested Organizations and Persons (via US Mail)

FROM: City of Foster City

SUBJECT: Notice of Preparation of a Draft Environmental Impact Report

LEAD AGENCY: City of Foster City **CONTACT:** Julie Moloney,
610 Foster City Boulevard Senior Planner
Foster City, CA 94404 jmoloney@fostercity.org
(650) 286-3232 (650) 286-3242

Notice is hereby given that the City of Foster City will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project described below. We are requesting comments on the scope and content of this EIR. The City will use the EIR prepared for this project when considering approval of the project. A description of the project (as revised), its location, and the probable environmental effects are provided in the attached materials. Please provide comments on the scope of this EIR to **Julie Moloney, Senior Planner, by November 30, 2012**, at the address shown above.

Further notice is hereby given that, pursuant to Section 15082 of the CEQA Guidelines, a Public Scoping Session will be held to accept comments from Responsible Agencies and the public about the scope of the EIR on **November 15, 2012 at 7:00 pm, in the City Council Chambers at 610 Foster City Boulevard.**

Project Title: **Mixed-Use Senior Residential Project**

Project Applicants: The New Home Company

Project Location

An approximately 15-acre City-owned property is bounded by Civic Center Drive to the north, Foster City Boulevard to the east, Balclutha Drive to the south and Shell Boulevard to the west. Figure 1 depicts the location of the project site.

Project Description

The proposed project would develop the vacant City-owned property with a mixed-use development consisting of senior citizen oriented housing, retail/office space, and a public gathering space. The key

project components would include up to 414 senior residential units and up to 70,000 square feet of retail/office space within 20 buildings that would range in height from 3 to 6 stories; public gathering places, and amenities as shown in Figure 2. The age-restricted residential component would include 196 for-sale residential units, 152 assisted and independent living units, and 66 affordable housing units. The commercial component consists of up to 40,000 square feet of ground floor commercial retail space and up to a total of 30,000 square feet of additional commercial space on the second, third or fourth floors of the commercial building adjacent to the transmission towers. The upper floors may include uses such as offices or a homeowner's association gathering place/clubroom. The proposed project also includes approximately 1.25 acres of public open space amenities including a pedestrian promenade and a town square to be utilized for outdoor dining, public events such as open air festivals, entertainment events, and markets. The project site is not included in the Hazardous Waste and Substances Sites (Cortese) List.

Requested Approvals

The project will require the following discretionary approvals: a General Plan Amendment to change the site's designation from Public/Semi Public to Civic Center Mixed Use; a Rezoning from Public Facilities/Planned Development (PF/PD) to Commercial Mix/Planned Development/Senior Housing Overlay District (CM/PD/SHO) with a General Development Plan that would list the development standards for the project site, including design guidelines; a Disposition and Development Agreement ; and a Vesting Tentative Map.

Anticipated subsequent approvals include Subdivision Improvement Plans, a Subdivision Improvement Agreement, a Final Subdivision Map and Design Review. Additionally the developers of specific parcels will individually process a Specific Development Plan (SDP)/Use Permit to allow the construction of buildings on their particular site(s). Building design and architecture, as well as the details of any site specific improvements will be considered as part of this approval.

Probable Environment Effects

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

- Land Use
- Air Quality
- Geology and Soils
- Biological Resources
- Public Services and Utilities
- Wind
- Cultural and Paleontological Resources
- Traffic and Transportation
- Noise
- Hydrology and Water Quality
- Hazards and Hazardous Materials
- Aesthetics and Shade & Shadow
- Greenhouse Gas Emissions

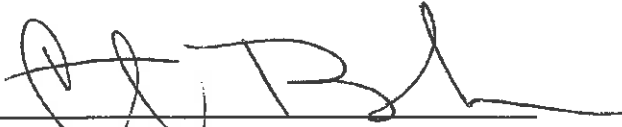
Topics that are not anticipated to be significant and, after review, may be excluded from a detailed analysis in the EIR include: Historic Resources; Agricultural and Timber Resources; Mineral Resources; and Population, Housing and Employment.

The level of analysis for these subject areas may be refined or additional subject areas may be analyzed based on responses to this NOP and/or refinements to the project that may occur subsequent to the

publication of this NOP. In addition, the EIR will include an analysis of the project's consistency with relevant City and regional planning policies, as well as potential alternatives to the proposed project.

DATE: 10/30/12

SIGNATURE:



Curtis Banks, Community Development Director

Attachments:

Figure 1 – Project Site and Vicinity Map

Figure 2 – Master Site Plan

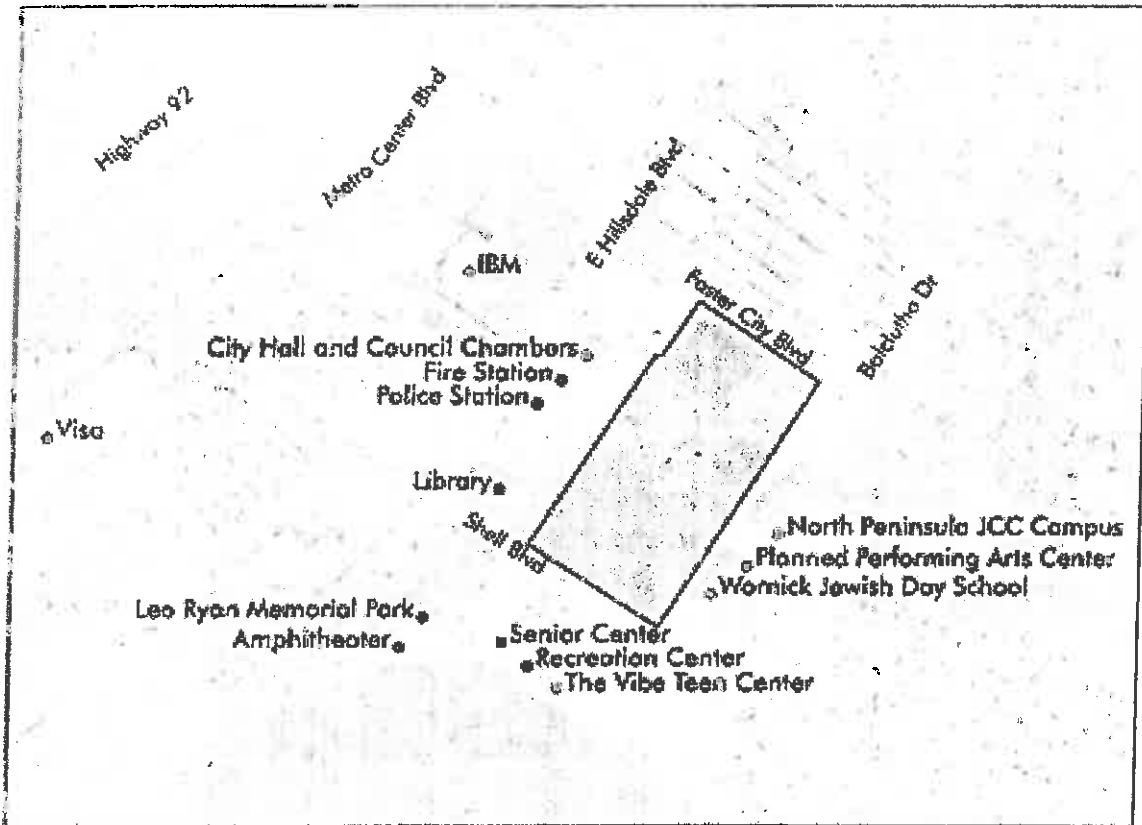


Figure 1. Project Site and Vicinity Map
Source: The New Home Company

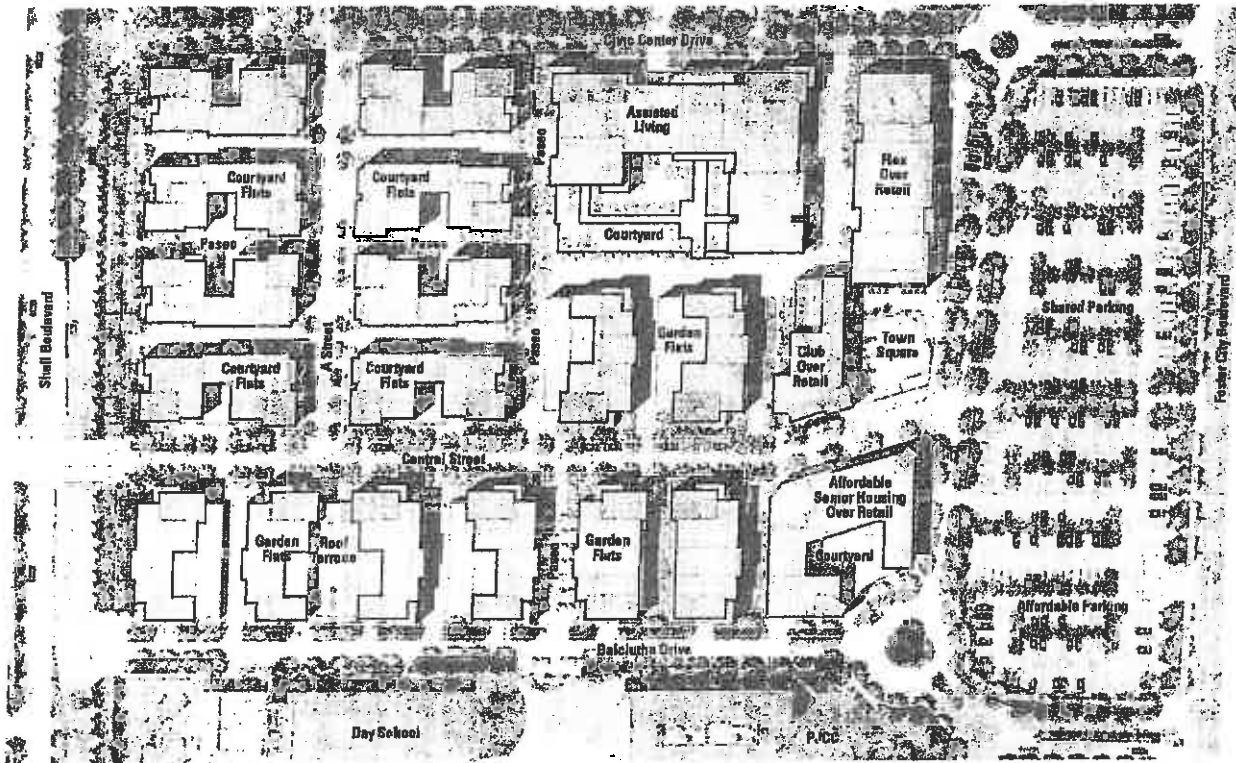


Figure 2. Illustrative Master Site Plan
Source: The New Home Company

DEPARTMENT OF TRANSPORTATION

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

FOSTER CITY
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NOV 09 2012

PLANNING /
CODE ENFORCEMENT



*Flex your power!
Be energy efficient!*

November 6, 2012

SMVar15
SM-92-R13.61
SCH# 2012112016

Ms. Julie Moloney
City of Foster City/Estero
Municipal Improvement District
610 Foster City Boulevard
Foster City, CA 94404

Dear Ms. Moloney:

Mixed-Use Senior Residential Project – Notice of Preparation

Thank you for including the California Department of Transportation (Caltrans) in the early stages of the environmental review process for Mixed-Use Senior Residential project. The following comments are based on the Notice of Preparation. As the lead agency, the City of Foster City (City) is responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy.

Traffic Impact Study

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

The TIS should include:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby state roadways. Ingress and egress for all project components should be clearly identified. The state right of way (ROW) should be clearly identified.
2. The maps should also include local roads and intersections, parking, and transit facilities.

3. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.
4. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all significantly affected roadways, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. The analysis should clearly identify the project's contribution to area traffic and degradation to existing and cumulative LOS. Lastly, the Caltrans LOS threshold, which is the transition between LOS C and D, and is explained in detail in the "*Guide for the Preparation of Traffic Impact Studies*", should be applied to all state facilities. Please note, Caltrans considers LOS by itself as an inadequate measure of effectiveness (MOE) for describing traffic operational conditions since it may actually mask a deficient condition on one or more approaches. As for intersection analysis the accepted MOEs used by Caltrans include flow (output), average control delay, queue (length or number of vehicles), and Volume/Capacity (V/C) ratio. For freeway and ramp operations, flow (output), speed, and travel time/delay are the accepted MOEs in addition to LOS.
5. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.

If the proposed project will not generate the amount of trips needed to meet the Caltrans trip generation thresholds, an explanation of how this conclusion was reached must be provided.

Please forward a copy of the environmental document, along with the Traffic Impact Study, including Technical Appendices, as soon as they are available.

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

Sincerely,



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

c: State Clearinghouse



State of California – The Natural Resources Agency
DEPARTMENT OF FISH AND GAME
Bay Delta Region
7329 Silverado Trail
Napa, CA 94558
(707) 944-5500
www.dfg.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



December 3, 2012

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

Dear Ms. Moloney:

Subject: Notice of Preparation of Preparation of a Draft Environmental Impact Report for the Mixed-Use Senior Residential Project, SCH #2012112016, City of Foster City, San Mateo County

Project Description

The Department of Fish and Game (DFG) has reviewed the Notice of Preparation (NOP) of a draft Environmental Impact Report (EIR) for the Mixed-Use Senior Residential Project (Project) located on Civic Center Drive and Foster City Boulevard in the City of Foster City, San Mateo County. The Project proposes to develop 15 acres of undeveloped land into a mixed-used development consisting of 414 senior citizen oriented housing, 70,000 square feet of retail and office space, a public gathering place and other amenities including a town square and pedestrian promenade. DFG is providing comments on the NOP as a Trustee Agency and potential Responsible Agency pursuant to the California Environmental Quality Act (CEQA) Section 15386 and 15381, respectively. As trustee for the State's fish and wildlife resources, DFG has jurisdiction over the conservation, protection, and management of the fish, wildlife, native plants, and the habitat necessary for biologically sustainable populations of such species for the benefit and use by the people of California. DFG will act as a Responsible Agency if DFG will have discretionary approval authority over the Project by issuing a Lake and Streambed Alteration Agreement (LSAA) and/or a California Endangered Species Permit (CESA) Permit.

Biological Resources

Please provide a complete detailed assessment (including but not limited to type, quantity and locations) of the habitats, flora and fauna within and adjacent to the Project area, including endangered, threatened, and locally unique species and sensitive habitats. The assessment should include the reasonably foreseeable direct and indirect changes (temporary and permanent) that may occur with implementation of the project. Rare, threatened and endangered species to be addressed should include all those which meet the CEQA definition (see CEQA Guidelines, Section 15380). DFG recommended survey and monitoring protocols and guidelines are available at http://www.dfg.ca.gov/wildlife/nongame/survey_monitor.html. Botanical surveys should be conducted throughout the blooming period for plant species potentially occurring within the proposed Project area. Results of protocol-level plant and wildlife surveys should be presented in the draft EIR.

Ms. Julie Moloney
December 3, 2012
Page 2

The Project area is in close proximity to the Don Edwards National Wildlife Refuge (NWR), a slough complex, and the San Francisco Bay. These areas provide important habitat for migratory bird species in the Pacific Flyway and a valuable area for many resident bird species including raptors. The Project description includes constructing six-story tall buildings which can cause increased glare from the reflective or transparent glass. This increased glare can cause birds to collide with the buildings and increase injury or mortality to the birds. Increased night lighting associated with the buildings and outdoor areas can cause disruption to birds' orientation, flight and foraging patterns. Night lighting can affect raptor foraging and hunting behavior and disrupt their sleep and flight patterns. Excessive light can also impact migration timing. Light and glare can also affect insect behavior which can change insectivore feeding behavior, including bats. The draft EIR should disclose any potential impacts the building heights and the increased lighting and glare may have on birds and bats and include measures to reduce those impacts to a less-than-significant level.

Please be advised that a CESA Permit must be obtained if the Project has the potential to result in take of species of plants or animals listed under CESA, either during construction or over the life of the project. Issuance of a CESA Permit is subject to the CEQA documentation; therefore, the CEQA document must specify impacts, mitigation measures, and a mitigation monitoring and reporting program. If the project will impact CESA listed species, early consultation is encouraged, as significant modification to the project and mitigation measures may be required in order to obtain a CESA Permit.

If you have any questions, please contact Ms. Suzanne DeLeon, Environmental Scientist, at (831) 440-9433; or Ms. Stephanie Buss, Acting Senior Environmental Scientist, at (707) 944-5502.

Sincerely,



Scott Wilson
Acting Regional Manager
Bay Delta Region

cc: State Clearinghouse 2012112016

The 15 Acres Project

Appendix B

Transportation and Circulation

Draft Environmental Impact Report

Case No. EA-12-002

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**APPENDIX B1:
TRAFFIC COUNTS**

MARKS TRAFFIC DATA

mietekm@comcast.net

916.806.0250

CITY OF SAN MATEO

File Name : sr92wb-fashion island-a

Site Code : 7

Start Date : 3/6/2012

Page No : 1

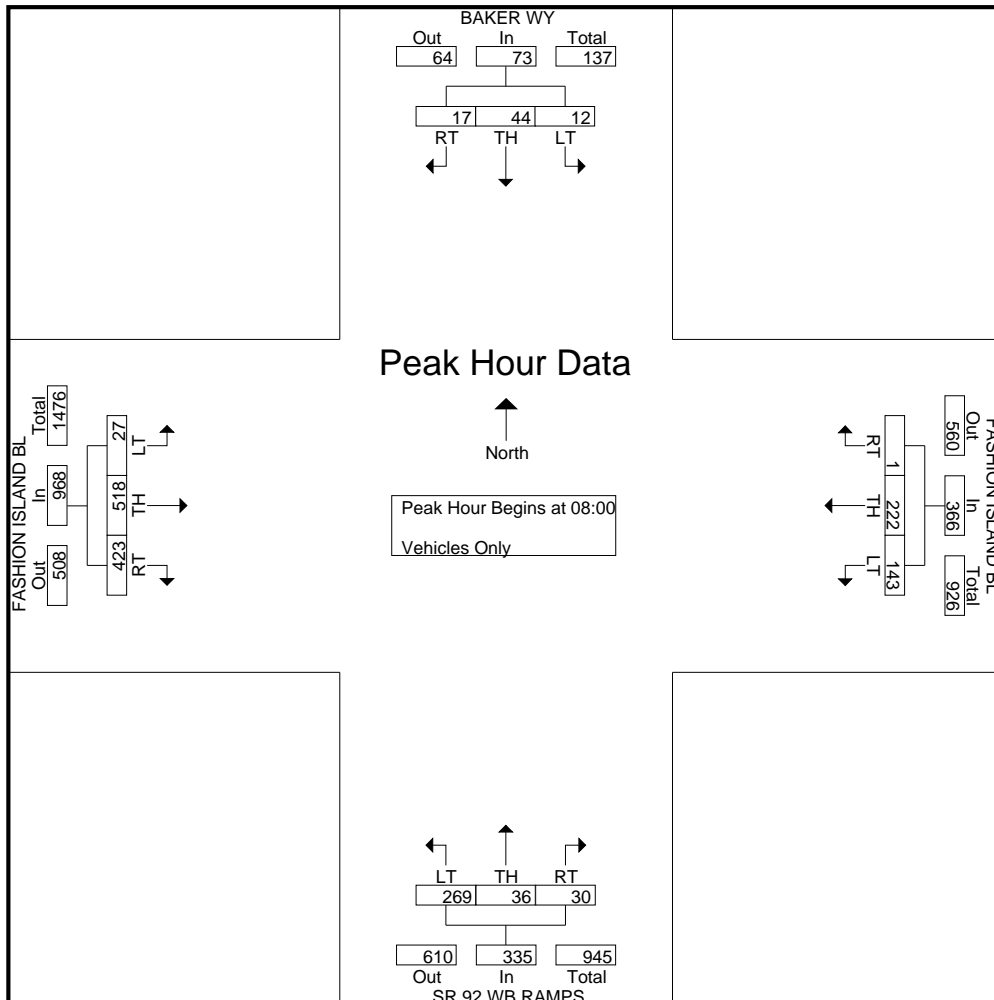
Groups Printed- Vehicles Only

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

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

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00



MARKS TRAFFIC DATA

mietekm@comcast.net

916.806.0250

CITY OF SAN MATEO

File Name : sr92wb-fashion island-p

Site Code : 7

Start Date : 3/6/2012

Page No : 1

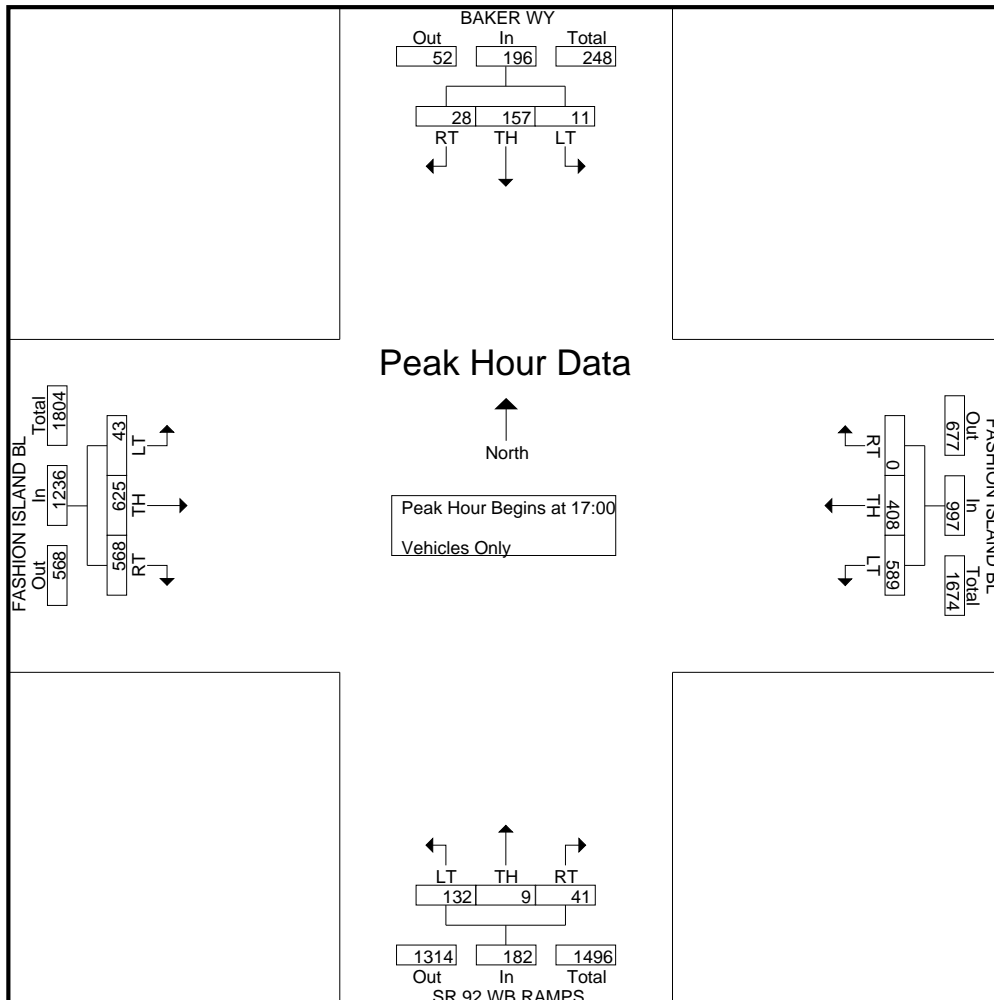
Groups Printed- Vehicles Only

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

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

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00



MARKS TRAFFIC DATA

mietekm@comcast.net

916.806.0250

CITY OF FOSTER CITY

File Name : vintage-chess-a

Site Code : 8

Start Date : 3/1/2012

Page No : 1

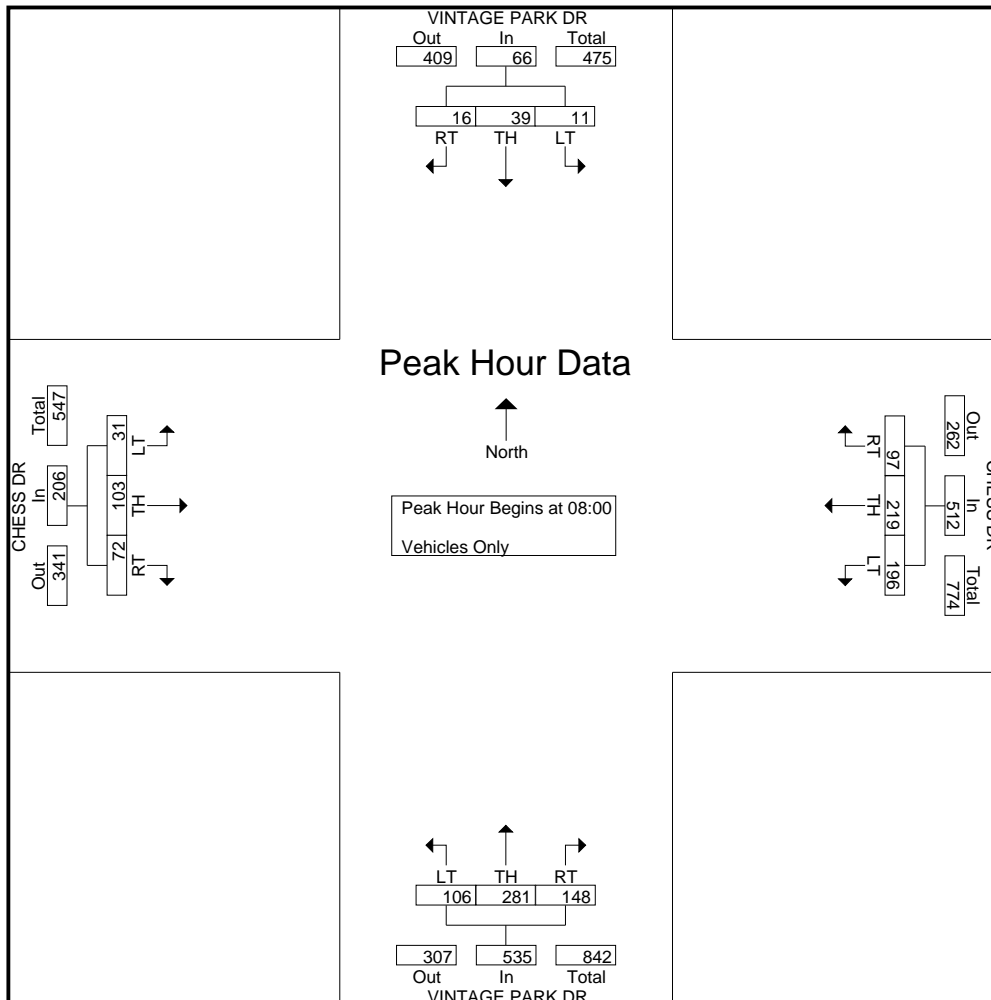
Groups Printed- Vehicles Only

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

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

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00



MARKS TRAFFIC DATA

mietekm@comcast.net

916.806.0250

CITY OF FOSTER CITY

File Name : vintage-chess-p

Site Code : 8

Start Date : 3/1/2012

Page No : 1

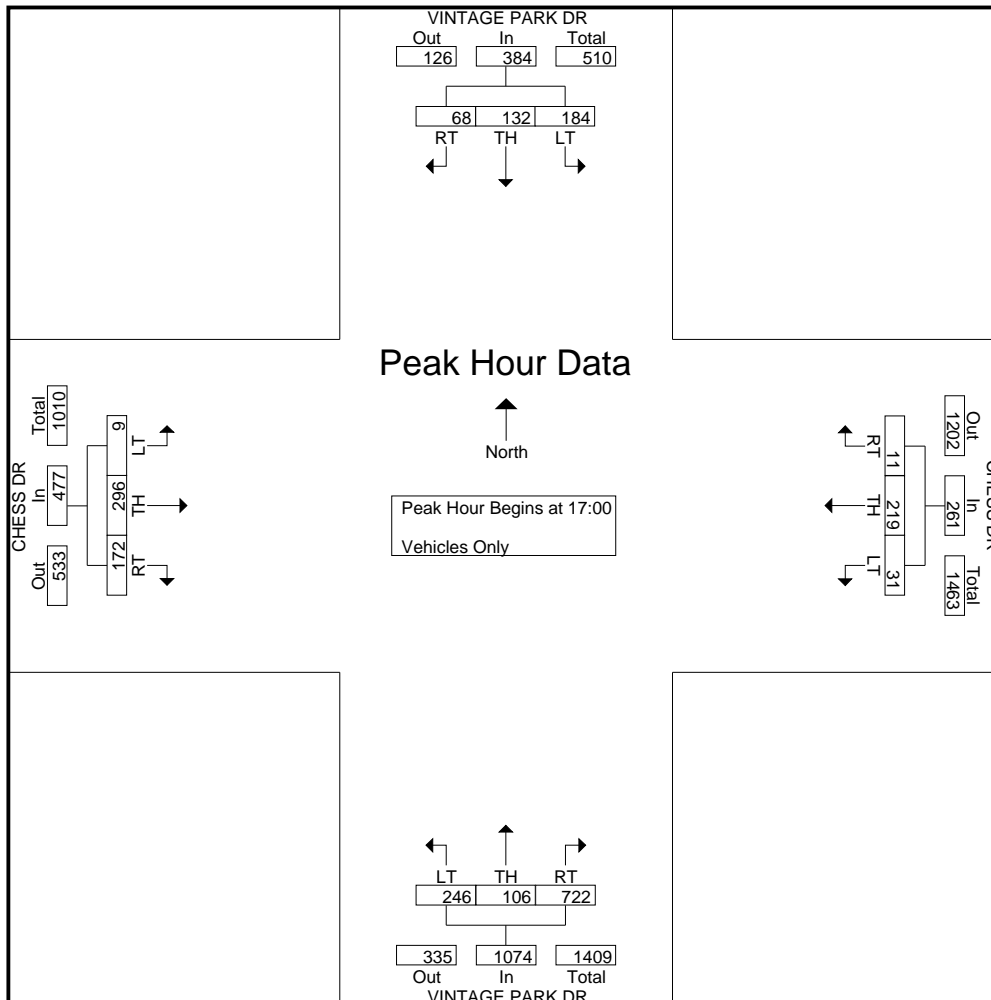
Groups Printed- Vehicles Only

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

| Start Time | VINTAGE PARK DR Southbound | | | | CHESS DR Westbound | | | | VINTAGE PARK DR Northbound | | | | CHESS DR Eastbound | | | | Int. Total |
|--------------|----------------------------|------|------|------------|--------------------|------|------|------------|----------------------------|------|------|------------|--------------------|------|------|------------|------------|
| | RT | TH | LT | App. Total | RT | TH | LT | App. Total | RT | TH | LT | App. Total | RT | TH | LT | App. Total | |
| 17:00 | 18 | 23 | 57 | 98 | 2 | 50 | 9 | 61 | 211 | 21 | 64 | 296 | 34 | 64 | 1 | 99 | 554 |
| 17:15 | 12 | 43 | 51 | 106 | 5 | 60 | 6 | 71 | 166 | 29 | 57 | 252 | 44 | 100 | 5 | 149 | 578 |
| 17:30 | 18 | 32 | 39 | 89 | 2 | 69 | 6 | 77 | 184 | 28 | 58 | 270 | 40 | 71 | 0 | 111 | 547 |
| 17:45 | 20 | 34 | 37 | 91 | 2 | 40 | 10 | 52 | 161 | 28 | 67 | 256 | 54 | 61 | 3 | 118 | 517 |
| Total Volume | 68 | 132 | 184 | 384 | 11 | 219 | 31 | 261 | 722 | 106 | 246 | 1074 | 172 | 296 | 9 | 477 | 2196 |
| % App. Total | 17.7 | 34.4 | 47.9 | | 4.2 | 83.9 | 11.9 | | 67.2 | 9.9 | 22.9 | | 36.1 | 62.1 | 1.9 | | |
| PHF | .850 | .767 | .807 | .906 | .550 | .793 | .775 | .847 | .855 | .914 | .918 | .907 | .796 | .740 | .450 | .800 | .950 |

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00



MARKS TRAFFIC DATA

mietekm@comcast.net

916.806.0250

CITY OF FOSTER CITY

File Name : sr92wb-chess-a

Site Code : 9

Start Date : 3/1/2012

Page No : 1

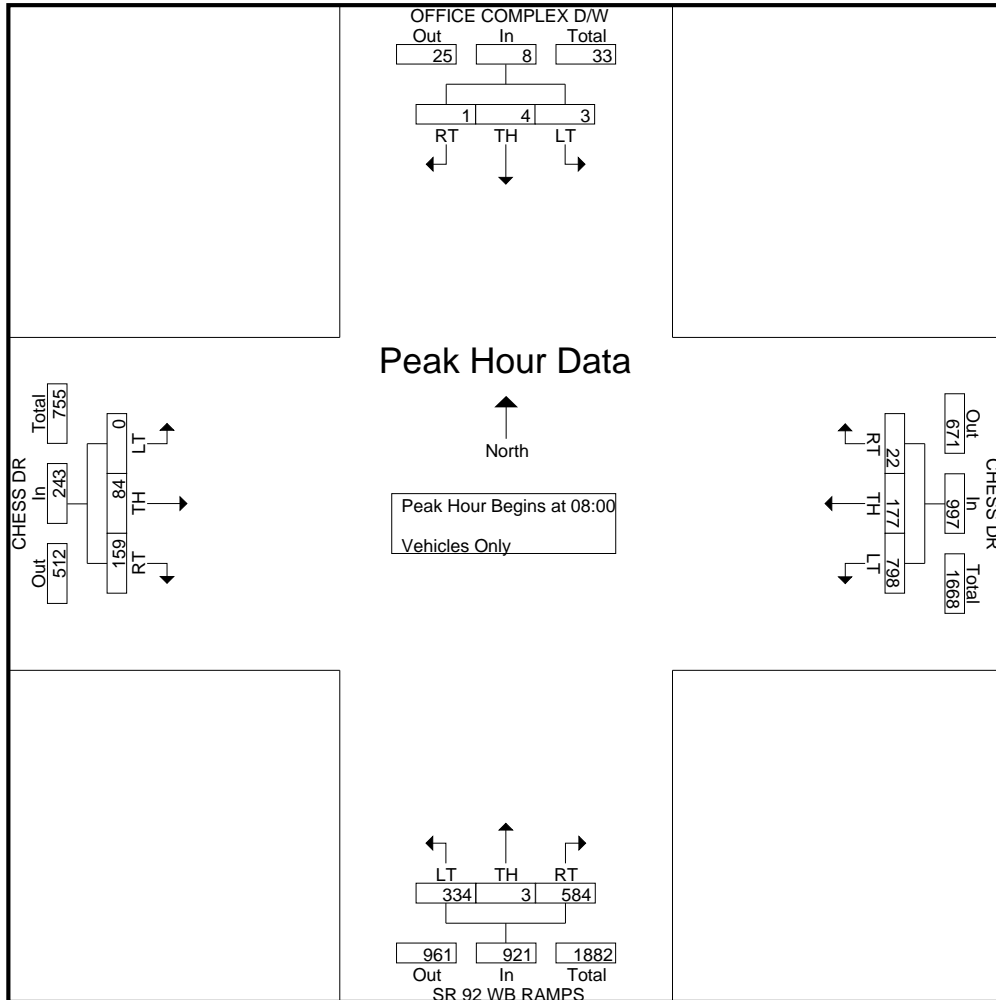
Groups Printed- Vehicles Only

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

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

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00



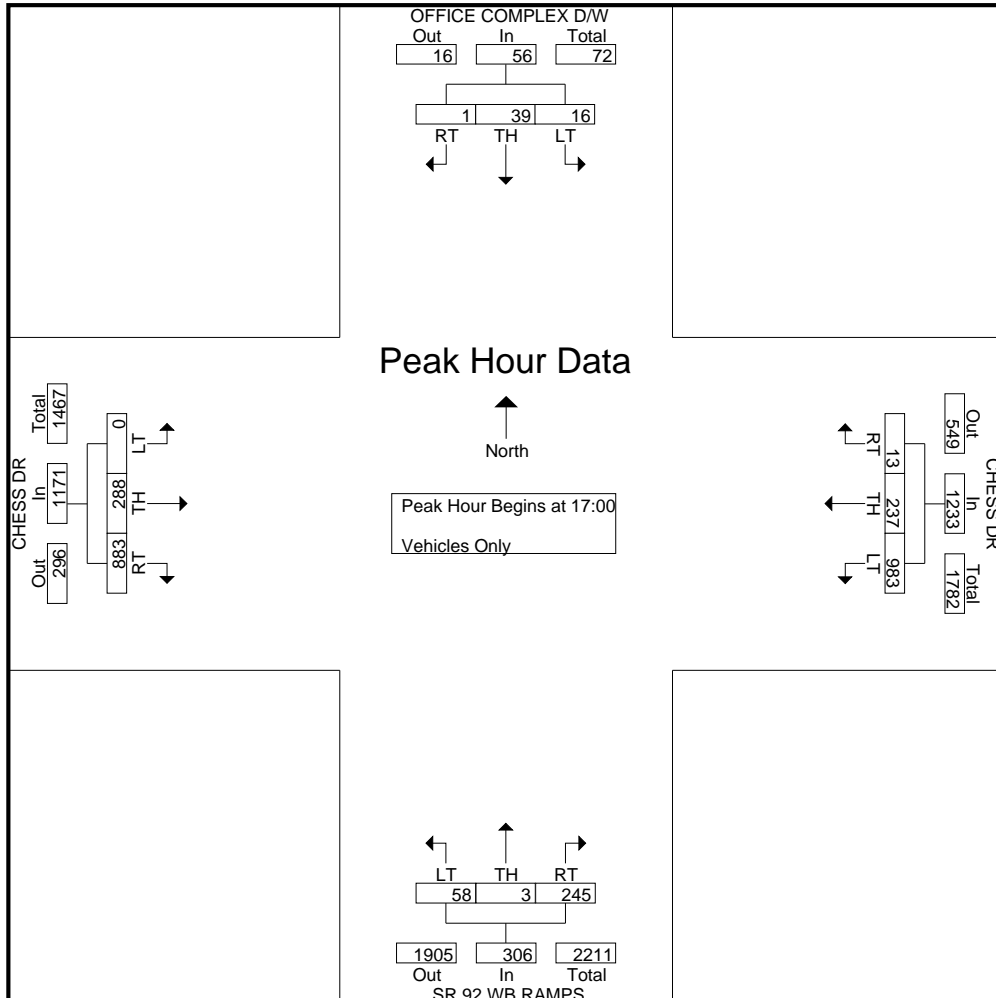
Groups Printed- Vehicles Only

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

| Start Time | OFFICE COMPLEX D/W Southbound | | | | CHESS DR Westbound | | | | SR 92 WB RAMPS Northbound | | | | CHESS DR Eastbound | | | | Int. Total |
|--------------|----------------------------------|------|------|------------|-----------------------|------|------|------------|------------------------------|------|------|------------|-----------------------|------|------|------------|------------|
| | RT | TH | LT | App. Total | RT | TH | LT | App. Total | RT | TH | LT | App. Total | RT | TH | LT | App. Total | |
| 17:00 | 1 | 14 | 1 | 16 | 5 | 72 | 280 | 357 | 42 | 1 | 15 | 58 | 278 | 68 | 0 | 346 | 777 |
| 17:15 | 0 | 6 | 8 | 14 | 2 | 58 | 272 | 332 | 66 | 1 | 17 | 84 | 209 | 83 | 0 | 292 | 722 |
| 17:30 | 0 | 9 | 3 | 12 | 4 | 59 | 207 | 270 | 62 | 1 | 12 | 75 | 228 | 81 | 0 | 309 | 666 |
| 17:45 | 0 | 10 | 4 | 14 | 2 | 48 | 224 | 274 | 75 | 0 | 14 | 89 | 168 | 56 | 0 | 224 | 601 |
| Total Volume | 1 | 39 | 16 | 56 | 13 | 237 | 983 | 1233 | 245 | 3 | 58 | 306 | 883 | 288 | 0 | 1171 | 2766 |
| % App. Total | 1.8 | 69.6 | 28.6 | | 1.1 | 19.2 | 79.7 | | 80.1 | 1 | 19 | | 75.4 | 24.6 | 0 | | |
| PHF | .250 | .696 | .500 | .875 | .650 | .823 | .878 | .863 | .817 | .750 | .853 | .860 | .794 | .867 | .000 | .846 | .890 |

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00



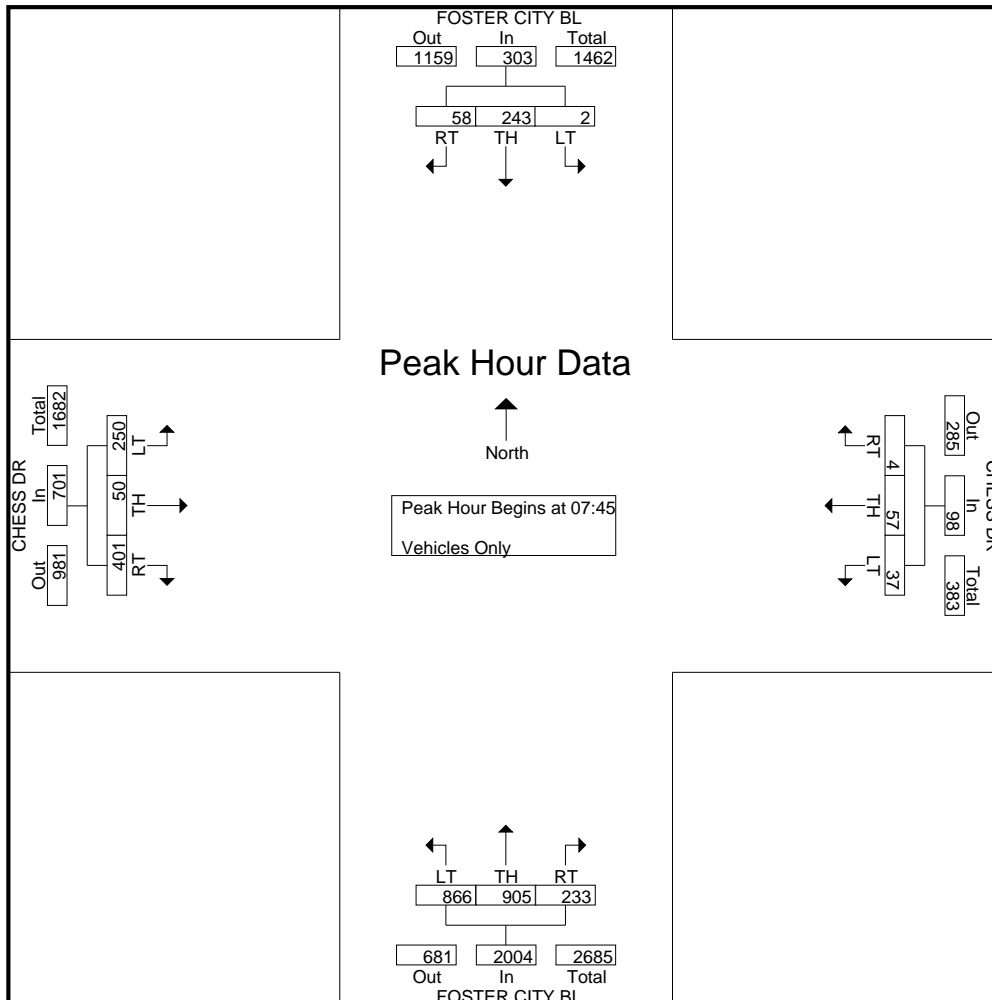
Groups Printed- Vehicles Only

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

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

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45



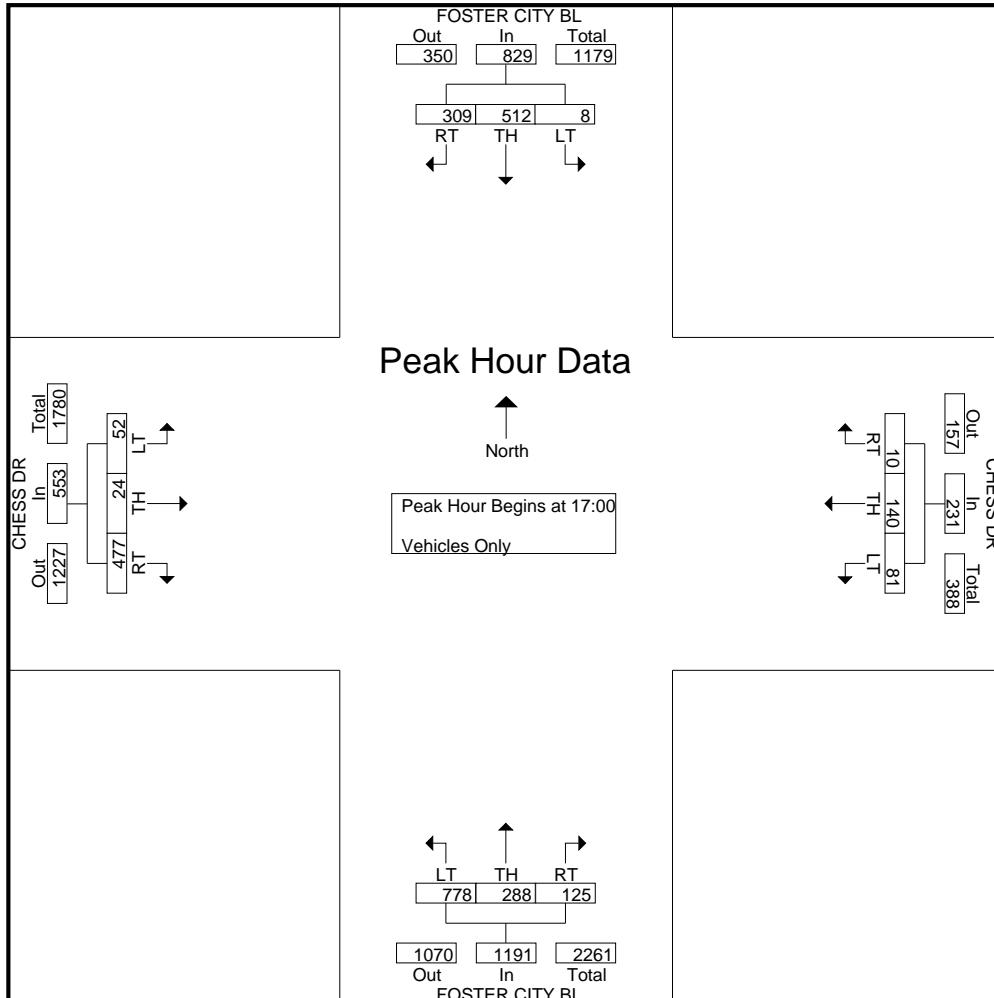
Groups Printed- Vehicles Only

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

| Start Time | FOSTER CITY BL Southbound | | | | CHESS DR Westbound | | | | FOSTER CITY BL Northbound | | | | CHESS DR Eastbound | | | | Int. Total |
|--------------|---------------------------|------|------|------------|--------------------|------|------|------------|---------------------------|------|------|------------|--------------------|------|------|------------|------------|
| | RT | TH | LT | App. Total | RT | TH | LT | App. Total | RT | TH | LT | App. Total | RT | TH | LT | App. Total | |
| 17:00 | 93 | 135 | 1 | 229 | 2 | 50 | 19 | 71 | 20 | 77 | 225 | 322 | 90 | 8 | 10 | 108 | 730 |
| 17:15 | 69 | 123 | 1 | 193 | 5 | 27 | 28 | 60 | 21 | 69 | 211 | 301 | 140 | 4 | 14 | 158 | 712 |
| 17:30 | 81 | 132 | 3 | 216 | 0 | 37 | 16 | 53 | 36 | 79 | 169 | 284 | 128 | 7 | 11 | 146 | 699 |
| 17:45 | 66 | 122 | 3 | 191 | 3 | 26 | 18 | 47 | 48 | 63 | 173 | 284 | 119 | 5 | 17 | 141 | 663 |
| Total Volume | 309 | 512 | 8 | 829 | 10 | 140 | 81 | 231 | 125 | 288 | 778 | 1191 | 477 | 24 | 52 | 553 | 2804 |
| % App. Total | 37.3 | 61.8 | 1 | | 4.3 | 60.6 | 35.1 | | 10.5 | 24.2 | 65.3 | | 86.3 | 4.3 | 9.4 | | |
| PHF | .831 | .948 | .667 | .905 | .500 | .700 | .723 | .813 | .651 | .911 | .864 | .925 | .852 | .750 | .765 | .875 | .960 |

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00



MARKS TRAFFIC DATA

mietekm@comcast.net

916.806.0250

CITY OF FOSTER CITY

File Name : sr92 EB-mariners island-a

Site Code : 11

Start Date : 2/29/2012

Page No : 1

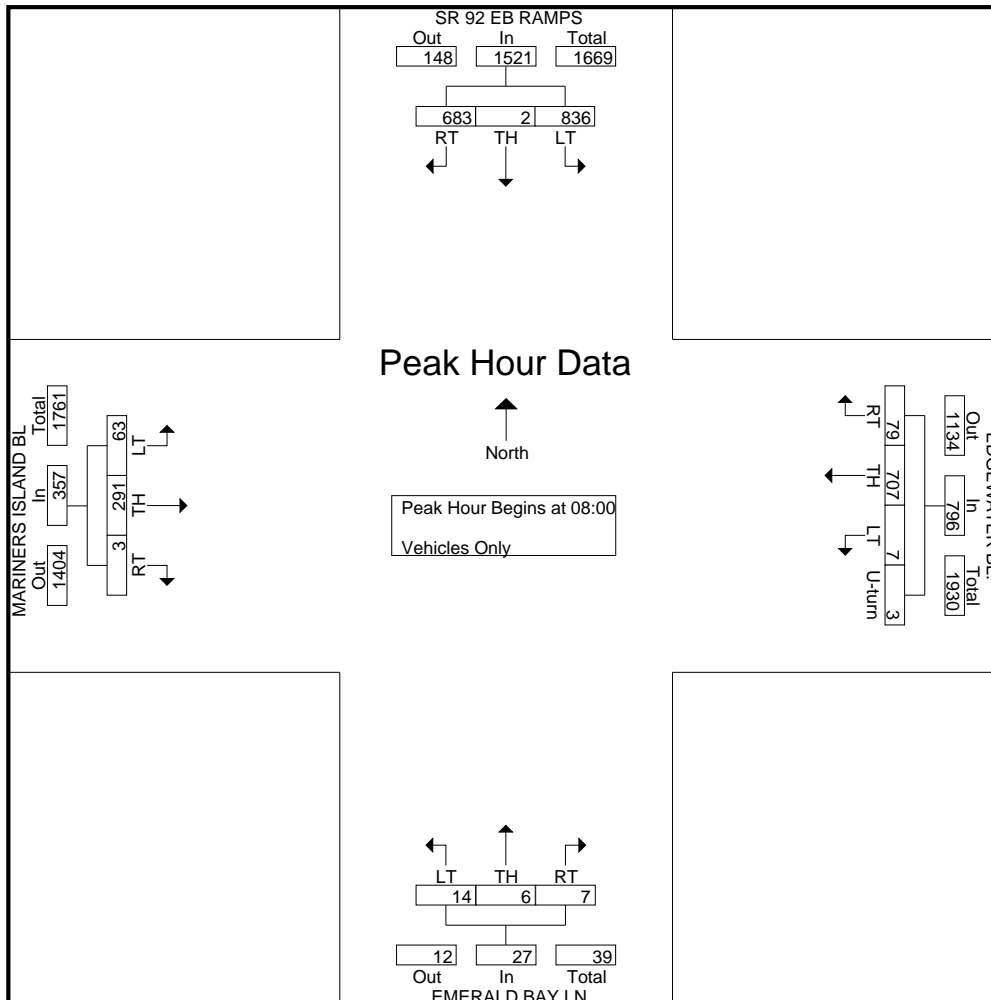
Groups Printed- Vehicles Only

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

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

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00



MARKS TRAFFIC DATA

mietekm@comcast.net

916.806.0250

CITY OF FOSTER CITY

File Name : sr92 eb-mariners island-p

Site Code : 11

Start Date : 2/29/2012

Page No : 1

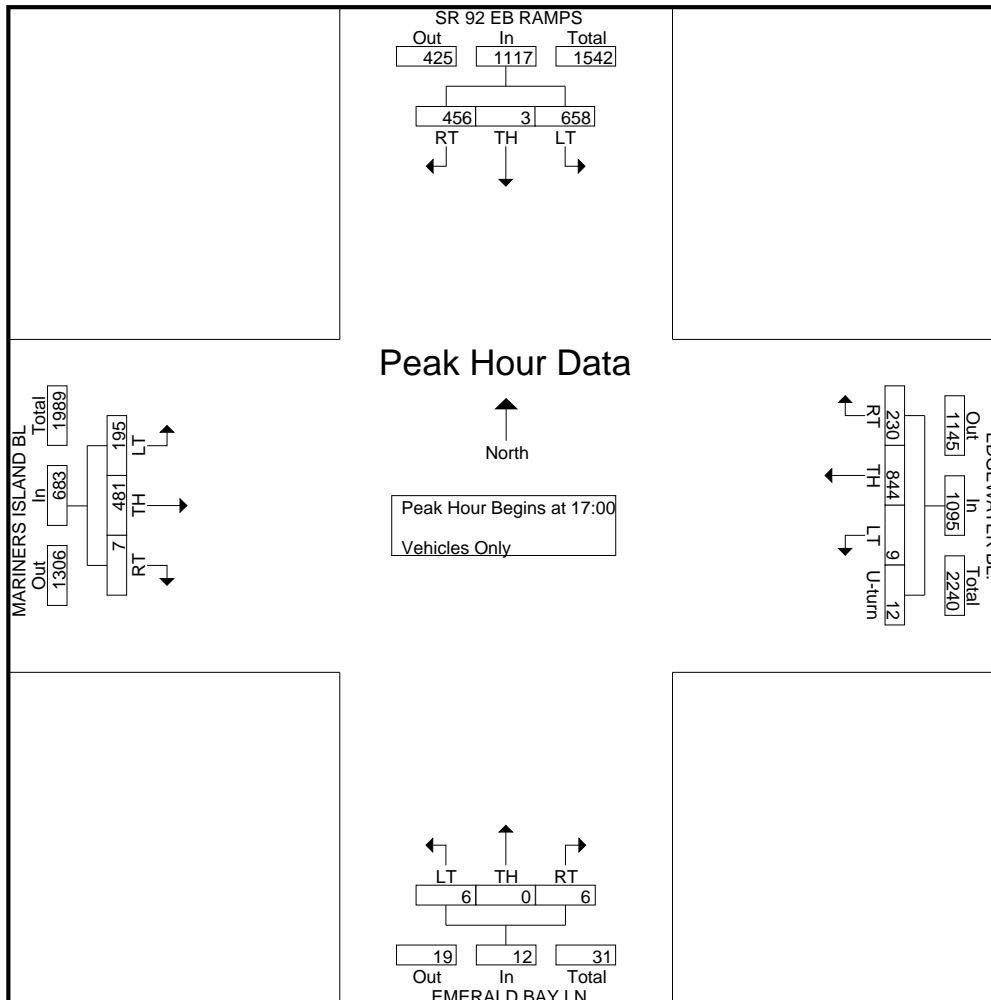
Groups Printed- Vehicles Only

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

| Start Time | SR 92 EB RAMPS Southbound | | | | EDGEWATER BL. Westbound | | | | | EMERALD BAY LN Northbound | | | | MARINERS ISLAND BL. Eastbound | | | | Int. Total |
|--------------|------------------------------|------|------|------------|----------------------------|------|------|--------|------------|------------------------------|------|------|------------|----------------------------------|------|------|------------|------------|
| | RT | TH | LT | App. Total | RT | TH | LT | U-turn | App. Total | RT | TH | LT | App. Total | RT | TH | LT | App. Total | |
| 17:00 | 108 | 1 | 140 | 249 | 60 | 194 | 2 | 6 | 262 | 1 | 0 | 1 | 2 | 0 | 111 | 52 | 163 | 676 |
| 17:15 | 110 | 0 | 159 | 269 | 62 | 221 | 0 | 2 | 285 | 0 | 0 | 2 | 2 | 4 | 128 | 53 | 185 | 741 |
| 17:30 | 113 | 1 | 182 | 296 | 64 | 221 | 3 | 2 | 290 | 2 | 0 | 1 | 3 | 0 | 130 | 49 | 179 | 768 |
| 17:45 | 125 | 1 | 177 | 303 | 44 | 208 | 4 | 2 | 258 | 3 | 0 | 2 | 5 | 3 | 112 | 41 | 156 | 722 |
| Total Volume | 456 | 3 | 658 | 1117 | 230 | 844 | 9 | 12 | 1095 | 6 | 0 | 6 | 12 | 7 | 481 | 195 | 683 | 2907 |
| % App. Total | 40.8 | 0.3 | 58.9 | | 21 | 77.1 | 0.8 | 1.1 | | 50 | 0 | 50 | | 1 | 70.4 | 28.6 | | |
| PHF | .912 | .750 | .904 | .922 | .898 | .955 | .563 | .500 | .944 | .500 | .000 | .750 | .600 | .438 | .925 | .920 | .923 | .946 |

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00

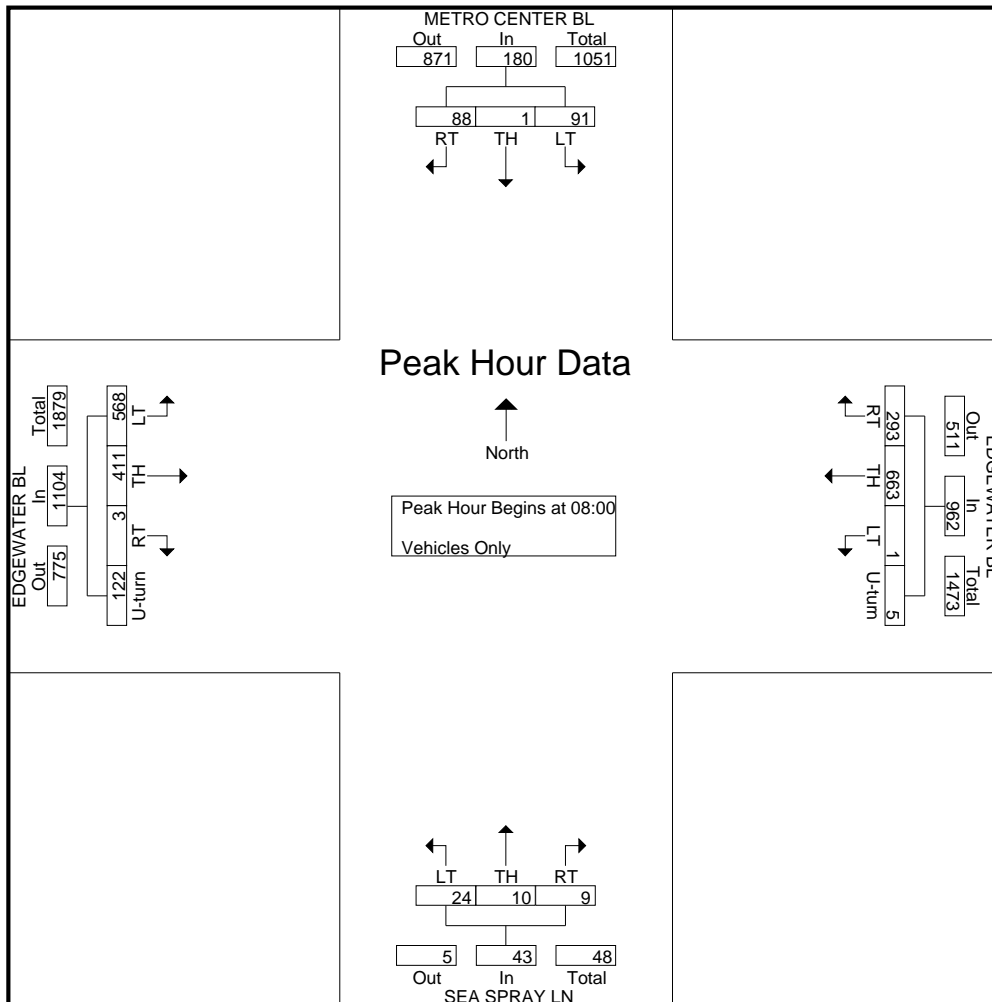


Groups Printed- Vehicles Only

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

| Start Time | METRO CENTER BL Southbound | | | | EDGEWATER BL Westbound | | | | | SEA SPRAY LN Northbound | | | | EDGEWATER BL Eastbound | | | | | Int. Total |
|--------------|-------------------------------|------|------|------------|---------------------------|------|------|--------|------------|----------------------------|------|------|------------|---------------------------|------|------|--------|------------|------------|
| | RT | TH | LT | App. Total | RT | TH | LT | U-turn | App. Total | RT | TH | LT | App. Total | RT | TH | LT | U-turn | App. Total | |
| 08:00 | 24 | 1 | 14 | 39 | 60 | 151 | 0 | 0 | 211 | 2 | 4 | 9 | 15 | 0 | 83 | 118 | 33 | 234 | 499 |
| 08:15 | 16 | 0 | 22 | 38 | 80 | 172 | 1 | 0 | 253 | 1 | 2 | 7 | 10 | 2 | 115 | 145 | 26 | 288 | 589 |
| 08:30 | 27 | 0 | 21 | 48 | 93 | 180 | 0 | 2 | 275 | 6 | 4 | 6 | 16 | 0 | 103 | 142 | 33 | 278 | 617 |
| 08:45 | 21 | 0 | 34 | 55 | 60 | 160 | 0 | 3 | 223 | 0 | 0 | 2 | 2 | 1 | 110 | 163 | 30 | 304 | 584 |
| Total Volume | 88 | 1 | 91 | 180 | 293 | 663 | 1 | 5 | 962 | 9 | 10 | 24 | 43 | 3 | 411 | 568 | 122 | 1104 | 2289 |
| % App. Total | 48.9 | 0.6 | 50.6 | | 30.5 | 68.9 | 0.1 | 0.5 | | 20.9 | 23.3 | 55.8 | | 0.3 | 37.2 | 51.4 | 11.1 | | |
| PHF | .815 | .250 | .669 | .818 | .788 | .921 | .250 | .417 | .875 | .375 | .625 | .667 | .672 | .375 | .893 | .871 | .924 | .908 | .927 |

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 08:00

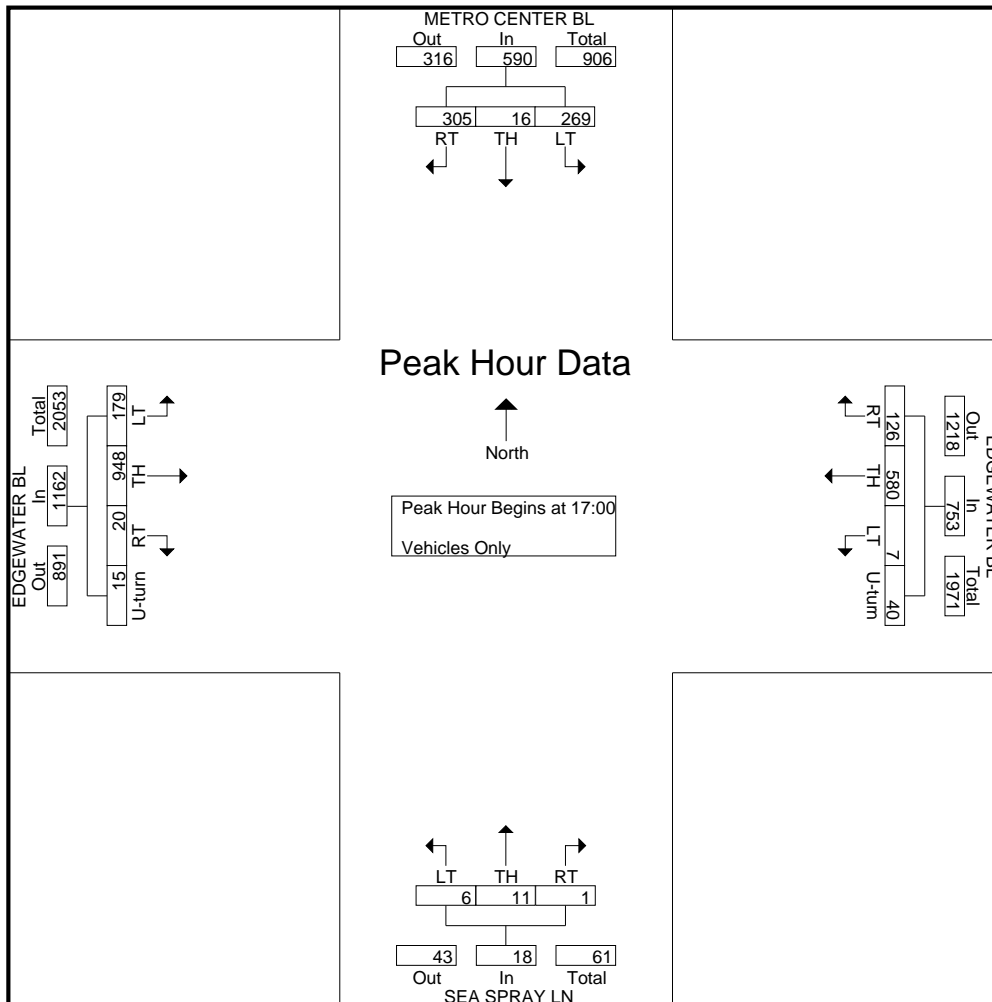


Groups Printed- Vehicles Only

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

| Start Time | METRO CENTER BL Southbound | | | | EDGEWATER BL Westbound | | | | | SEA SPRAY LN Northbound | | | | EDGEWATER BL Eastbound | | | | | Int. Total |
|--------------|-------------------------------|------|------|------------|---------------------------|------|------|--------|------------|----------------------------|------|------|------------|---------------------------|------|------|--------|------------|------------|
| | RT | TH | LT | App. Total | RT | TH | LT | U-turn | App. Total | RT | TH | LT | App. Total | RT | TH | LT | U-turn | App. Total | |
| 17:00 | 72 | 4 | 74 | 150 | 31 | 139 | 3 | 13 | 186 | 1 | 4 | 1 | 6 | 7 | 204 | 43 | 3 | 257 | 599 |
| 17:15 | 80 | 4 | 68 | 152 | 30 | 150 | 0 | 7 | 187 | 0 | 2 | 2 | 4 | 4 | 233 | 50 | 4 | 291 | 634 |
| 17:30 | 79 | 3 | 51 | 133 | 36 | 156 | 1 | 6 | 199 | 0 | 4 | 0 | 4 | 3 | 274 | 46 | 1 | 324 | 660 |
| 17:45 | 74 | 5 | 76 | 155 | 29 | 135 | 3 | 14 | 181 | 0 | 1 | 3 | 4 | 6 | 237 | 40 | 7 | 290 | 630 |
| Total Volume | 305 | 16 | 269 | 590 | 126 | 580 | 7 | 40 | 753 | 1 | 11 | 6 | 18 | 20 | 948 | 179 | 15 | 1162 | 2523 |
| % App. Total | 51.7 | 2.7 | 45.6 | | 16.7 | 77 | 0.9 | 5.3 | | 5.6 | 61.1 | 33.3 | | 1.7 | 81.6 | 15.4 | 1.3 | | |
| PHF | .953 | .800 | .885 | .952 | .875 | .929 | .583 | .714 | .946 | .250 | .688 | .500 | .750 | .714 | .865 | .895 | .536 | .897 | .956 |

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 17:00



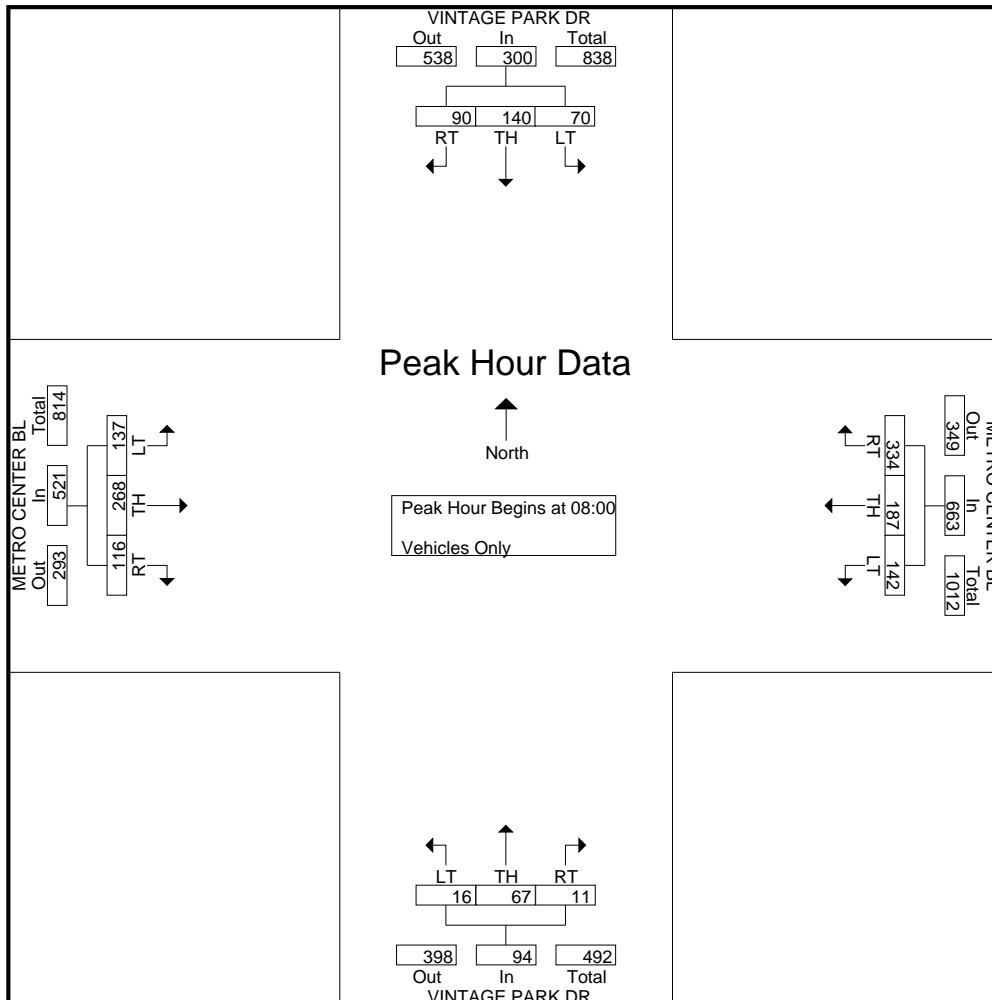
Groups Printed- Vehicles Only

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

| Start Time | VINTAGE PARK DR Southbound | | | | METRO CENTER BL Westbound | | | | VINTAGE PARK DR Northbound | | | | METRO CENTER BL Eastbound | | | | Int. Total |
|--------------|-------------------------------|-----------|-----------|------------|------------------------------|-----------|-----------|------------|-------------------------------|-----------|----------|------------|------------------------------|-----------|-----------|------------|------------|
| | RT | TH | LT | App. Total | RT | TH | LT | App. Total | RT | TH | LT | App. Total | RT | TH | LT | App. Total | |
| 08:00 | 23 | 18 | 8 | 49 | 76 | 46 | 29 | 151 | 7 | 18 | 6 | 31 | 18 | 68 | 33 | 119 | 350 |
| 08:15 | 28 | 33 | 18 | 79 | 93 | 41 | 21 | 155 | 0 | 16 | 2 | 18 | 31 | 66 | 33 | 130 | 382 |
| 08:30 | 16 | 42 | 22 | 80 | 85 | 49 | 45 | 179 | 4 | 17 | 5 | 26 | 32 | 74 | 40 | 146 | 431 |
| 08:45 | 23 | 47 | 22 | 92 | 80 | 51 | 47 | 178 | 0 | 16 | 3 | 19 | 35 | 60 | 31 | 126 | 415 |
| Total Volume | 90 | 140 | 70 | 300 | 334 | 187 | 142 | 663 | 11 | 67 | 16 | 94 | 116 | 268 | 137 | 521 | 1578 |
| % App. Total | 30 | 46.7 | 23.3 | | 50.4 | 28.2 | 21.4 | | 11.7 | 71.3 | 17 | | 22.3 | 51.4 | 26.3 | | |
| PHF | .804 | .745 | .795 | .815 | .898 | .917 | .755 | .926 | .393 | .931 | .667 | .758 | .829 | .905 | .856 | .892 | .915 |

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00



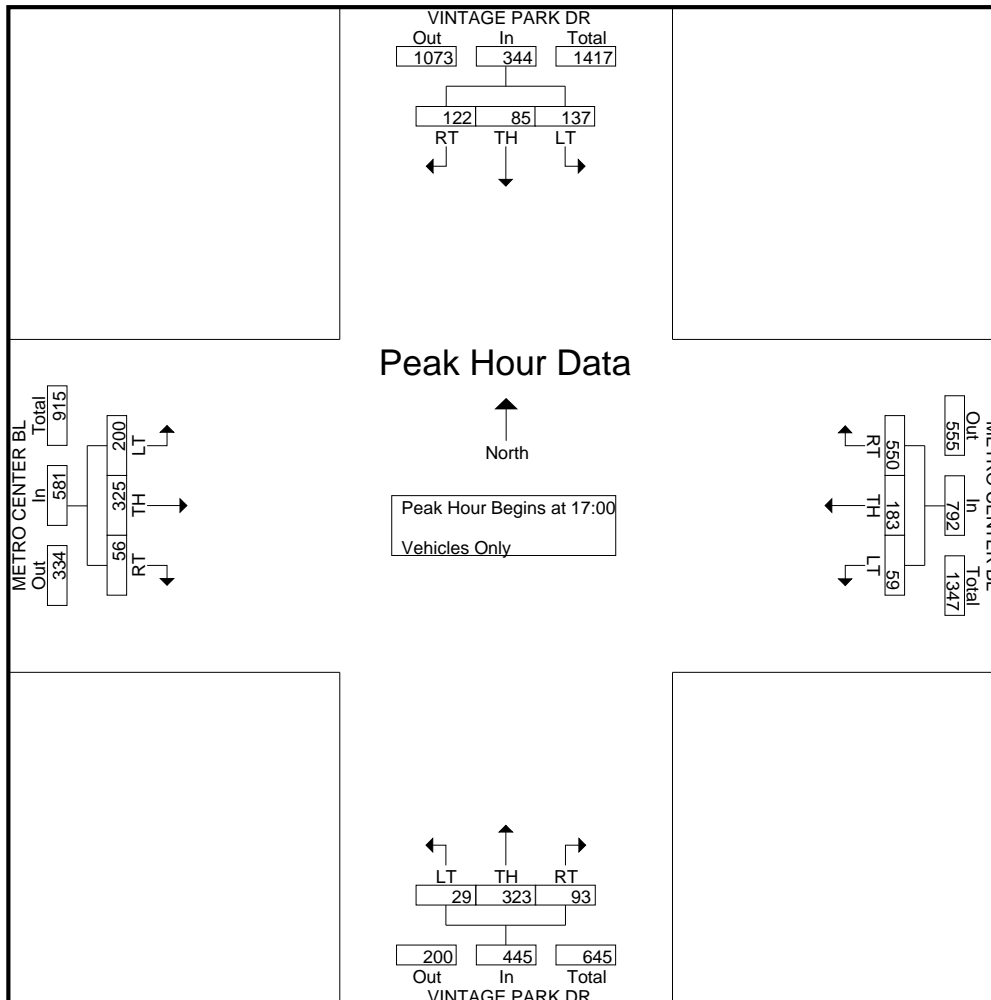
Groups Printed- Vehicles Only

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

| Start Time | VINTAGE PARK DR Southbound | | | | METRO CENTER BL Westbound | | | | VINTAGE PARK DR Northbound | | | | METRO CENTER BL Eastbound | | | | Int. Total |
|--------------|-------------------------------|-----------|-----------|------------|------------------------------|-----------|-----------|------------|-------------------------------|-----------|----------|------------|------------------------------|-----------|-----------|------------|------------|
| | RT | TH | LT | App. Total | RT | TH | LT | App. Total | RT | TH | LT | App. Total | RT | TH | LT | App. Total | |
| 17:00 | 28 | 18 | 23 | 69 | 143 | 42 | 14 | 199 | 27 | 90 | 5 | 122 | 11 | 82 | 57 | 150 | 540 |
| 17:15 | 32 | 16 | 45 | 93 | 139 | 39 | 14 | 192 | 18 | 78 | 9 | 105 | 19 | 85 | 41 | 145 | 535 |
| 17:30 | 29 | 20 | 31 | 80 | 132 | 59 | 13 | 204 | 30 | 84 | 9 | 123 | 11 | 78 | 50 | 139 | 546 |
| 17:45 | 33 | 31 | 38 | 102 | 136 | 43 | 18 | 197 | 18 | 71 | 6 | 95 | 15 | 80 | 52 | 147 | 541 |
| Total Volume | 122 | 85 | 137 | 344 | 550 | 183 | 59 | 792 | 93 | 323 | 29 | 445 | 56 | 325 | 200 | 581 | 2162 |
| % App. Total | 35.5 | 24.7 | 39.8 | | 69.4 | 23.1 | 7.4 | | 20.9 | 72.6 | 6.5 | | 9.6 | 55.9 | 34.4 | | |
| PHF | .924 | .685 | .761 | .843 | .962 | .775 | .819 | .971 | .775 | .897 | .806 | .904 | .737 | .956 | .877 | .968 | .990 |

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00



MARKS TRAFFIC DATA

mietekm@comcast.net

916.806.0250

CITY OF FOSTER CITY

File Name : shell-metro center-a

Site Code : 14

Start Date : 2/29/2012

Page No : 1

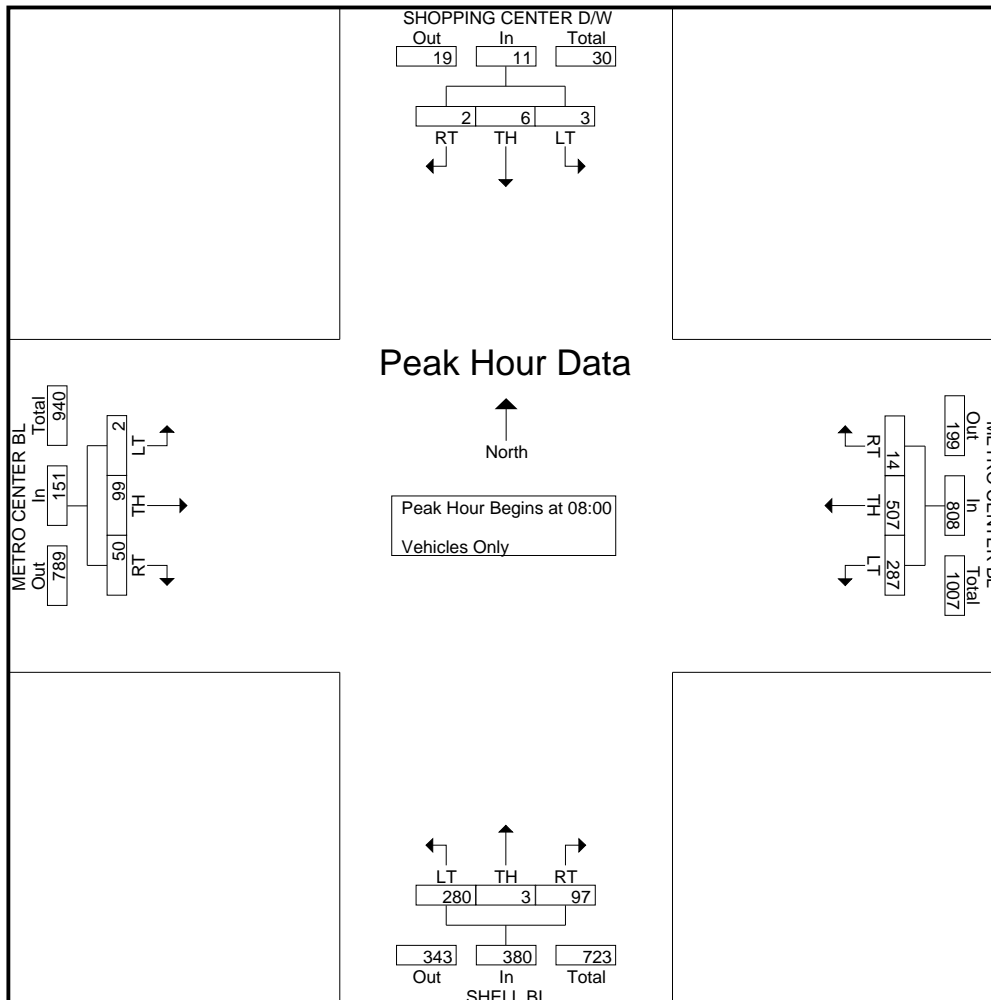
Groups Printed- Vehicles Only

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

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

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00



MARKS TRAFFIC DATA

mietekm@comcast.net

916.806.0250

CITY OF FOSTER CITY

File Name : shell-metro center-p

Site Code : 14

Start Date : 2/29/2012

Page No : 1

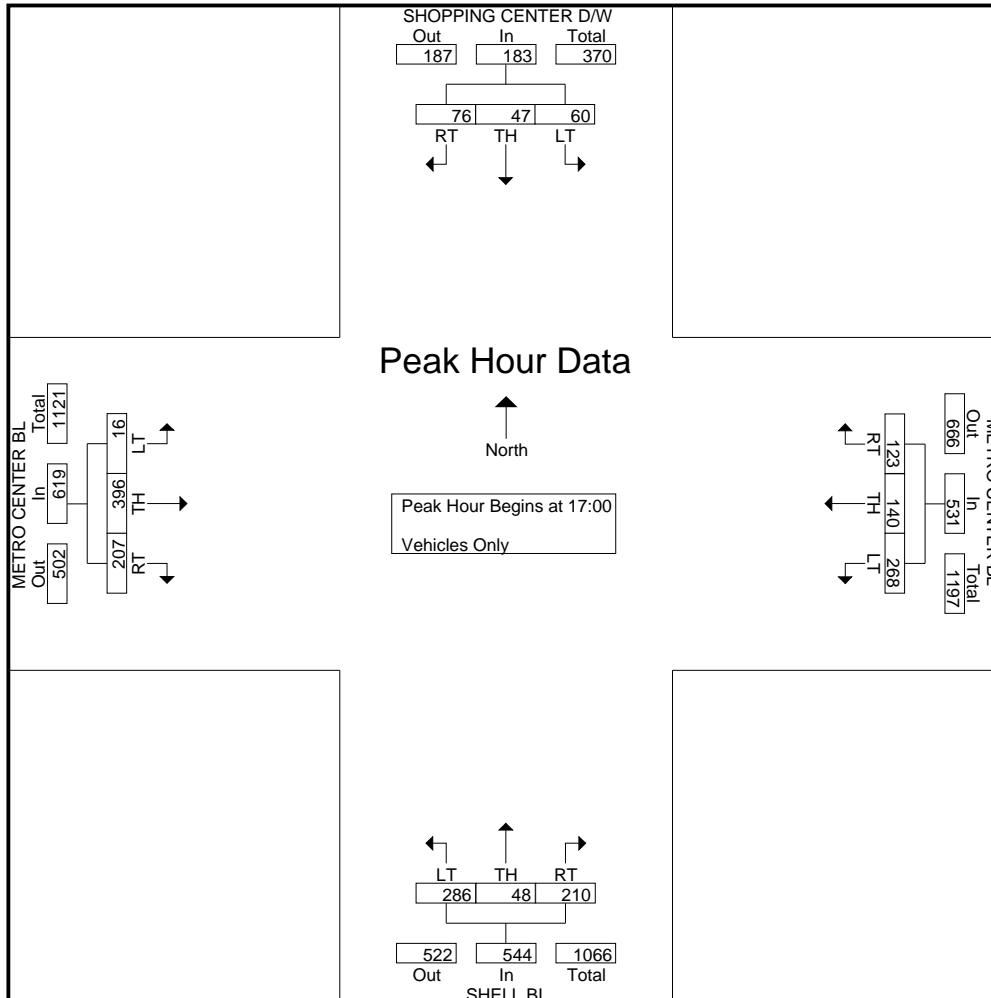
Groups Printed- Vehicles Only

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

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

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00



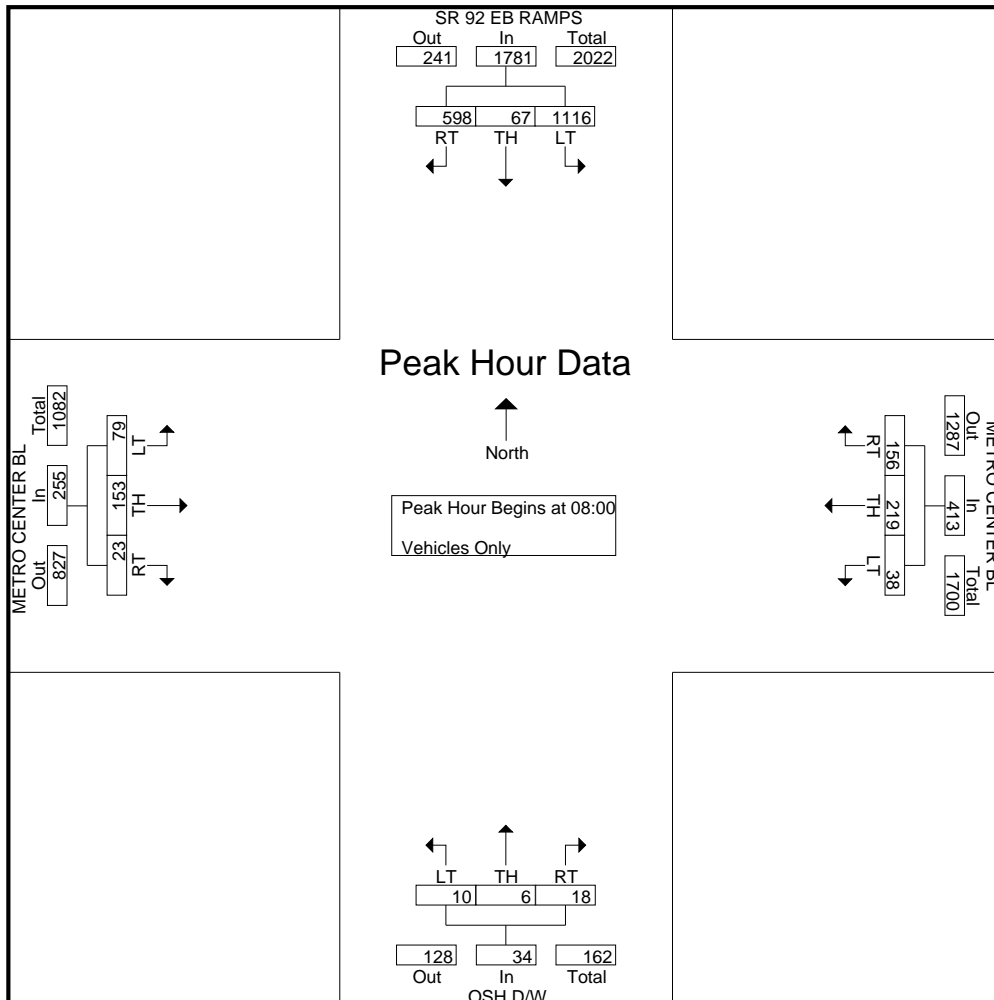
Groups Printed- Vehicles Only

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

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

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00



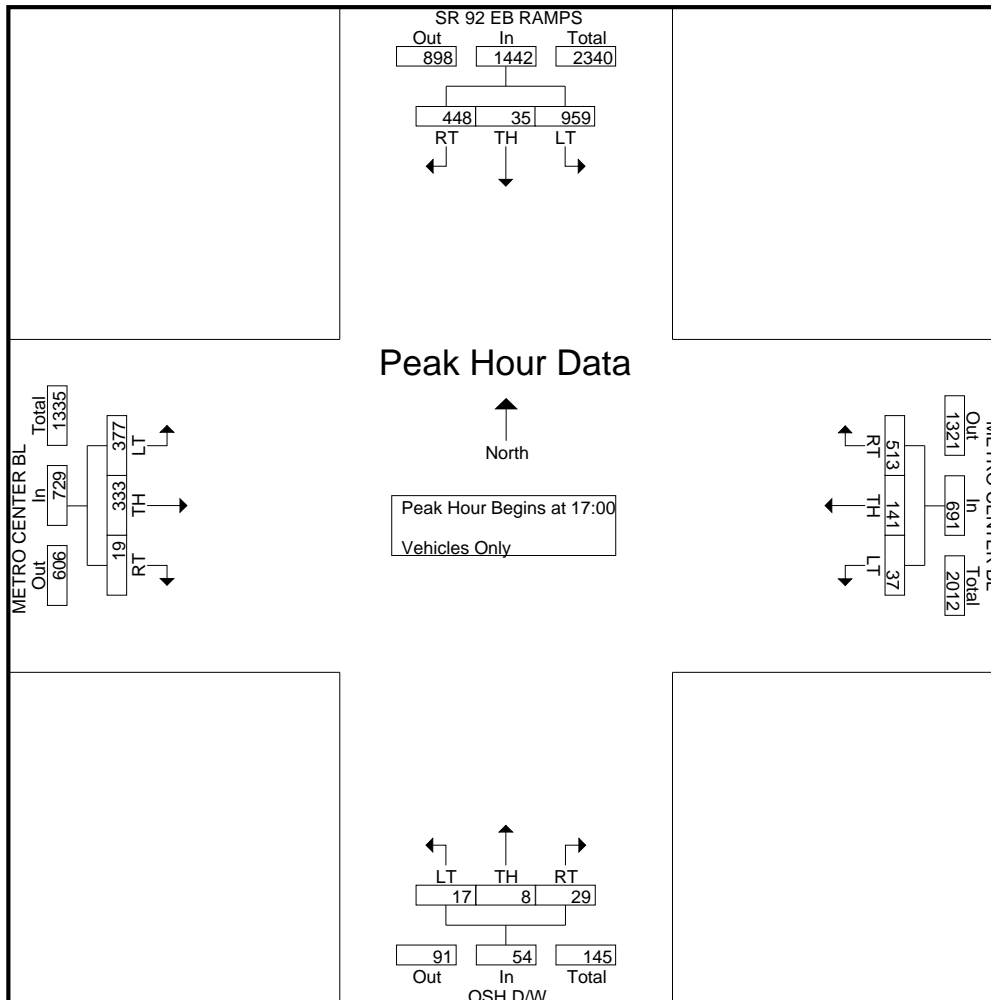
Groups Printed- Vehicles Only

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

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

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00



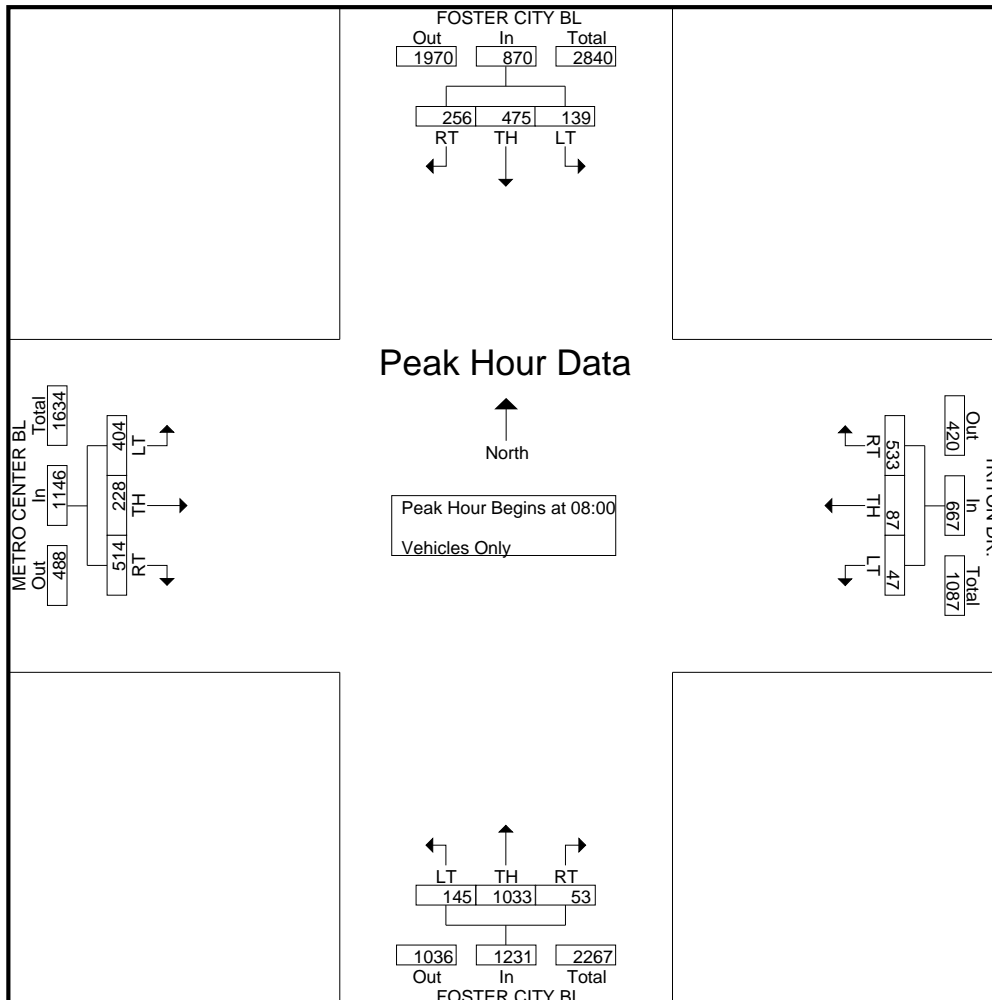
Groups Printed- Vehicles Only

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

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

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00



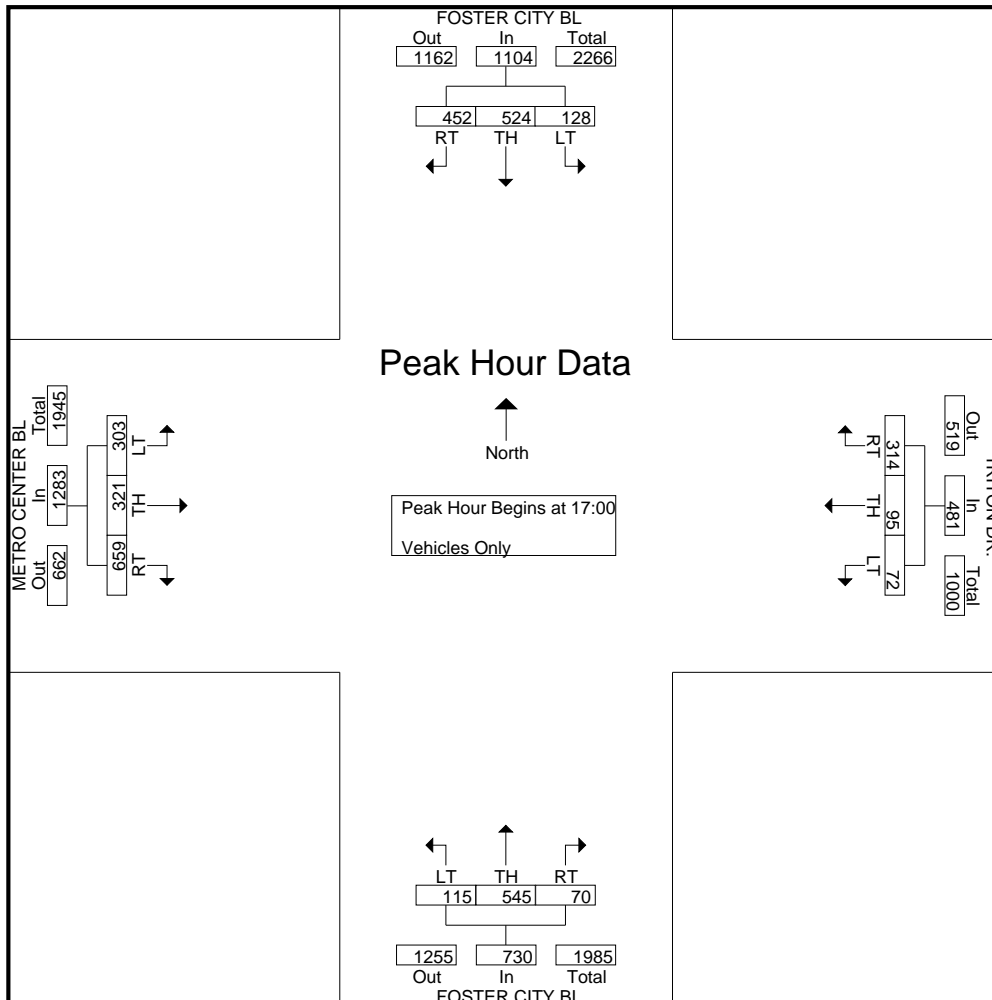
Groups Printed- Vehicles Only

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

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

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00



MARKS TRAFFIC DATA

mietekm@comcast.net

916.806.0250

CITY OF SAN MATEO

File Name : norfolk-hillsdale-a

Site Code : 17

Start Date : 3/6/2012

Page No : 1

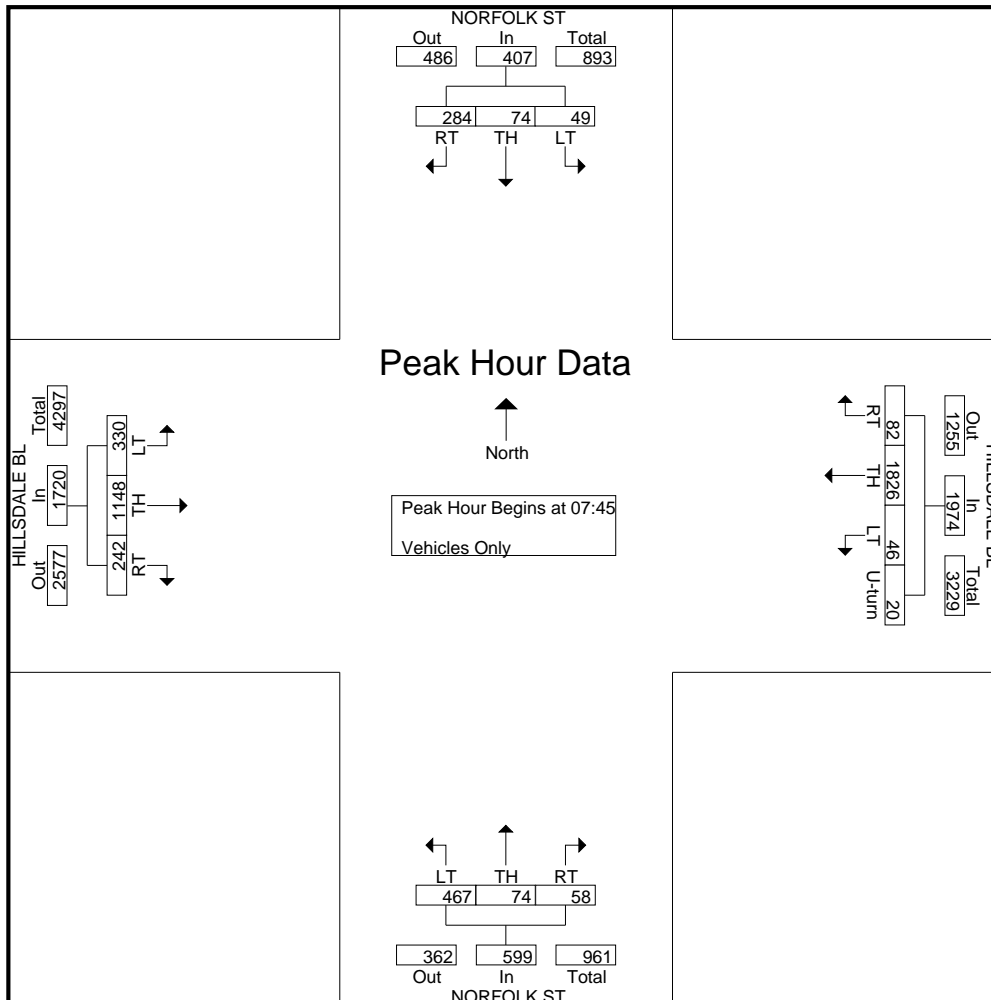
Groups Printed- Vehicles Only

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

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

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45



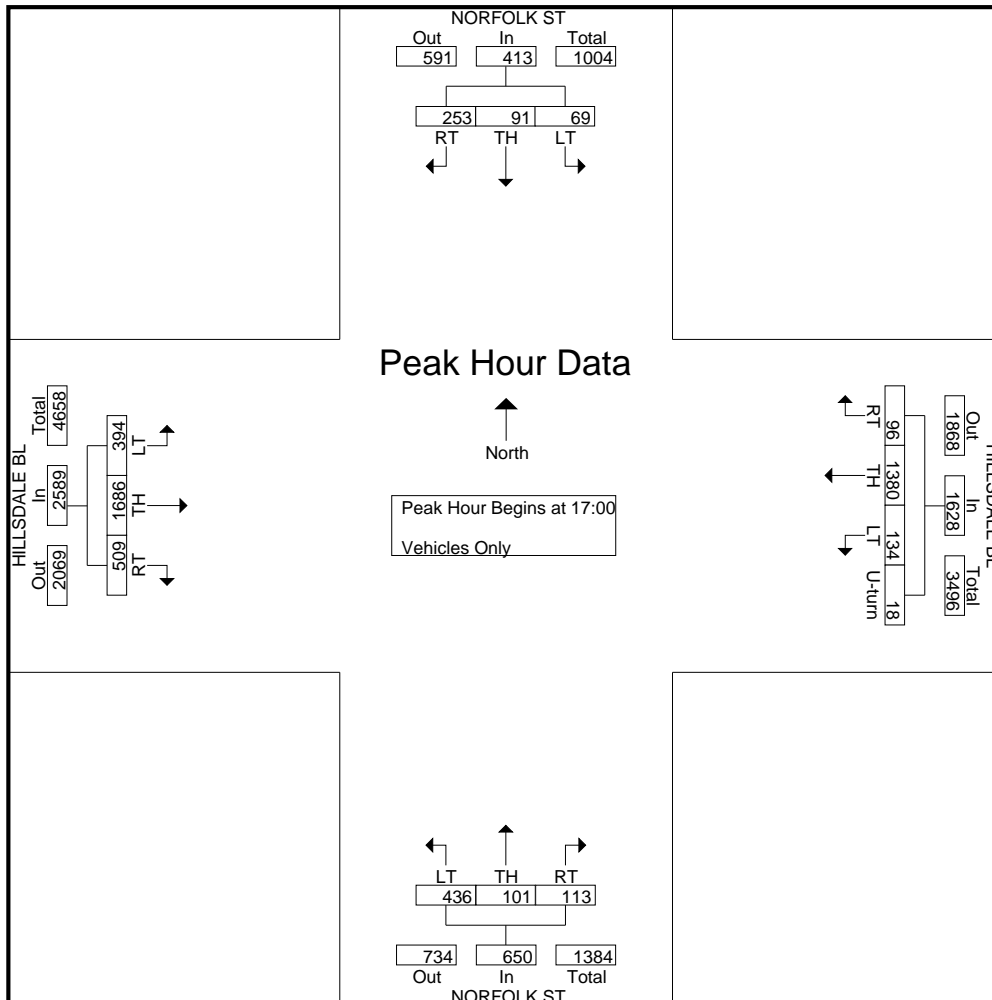
Groups Printed- Vehicles Only

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

| Start Time | NORFOLK ST Southbound | | | | HILLSDALE BL Westbound | | | | | NORFOLK ST Northbound | | | | HILLSDALE BL Eastbound | | | | Int. Total |
|--------------|-----------------------|-----------|-----------|------------|------------------------|------------|-----------|----------|------------|-----------------------|-----------|------------|------------|------------------------|------------|------------|------------|-------------|
| | RT | TH | LT | App. Total | RT | TH | LT | U-turn | App. Total | RT | TH | LT | App. Total | RT | TH | LT | App. Total | |
| 17:00 | 49 | 20 | 17 | 86 | 39 | 315 | 33 | 9 | 396 | 29 | 28 | 113 | 170 | 130 | 324 | 109 | 563 | 1215 |
| 17:15 | 68 | 25 | 14 | 107 | 20 | 403 | 33 | 4 | 460 | 23 | 16 | 103 | 142 | 124 | 457 | 104 | 685 | 1394 |
| 17:30 | 69 | 22 | 14 | 105 | 17 | 360 | 31 | 3 | 411 | 24 | 18 | 101 | 143 | 120 | 454 | 90 | 664 | 1323 |
| 17:45 | 67 | 24 | 24 | 115 | 20 | 302 | 37 | 2 | 361 | 37 | 39 | 119 | 195 | 135 | 451 | 91 | 677 | 1348 |
| Total Volume | 253 | 91 | 69 | 413 | 96 | 1380 | 134 | 18 | 1628 | 113 | 101 | 436 | 650 | 509 | 1686 | 394 | 2589 | 5280 |
| % App. Total | 61.3 | 22 | 16.7 | | 5.9 | 84.8 | 8.2 | 1.1 | | 17.4 | 15.5 | 67.1 | | 19.7 | 65.1 | 15.2 | | |
| PHF | .917 | .910 | .719 | .898 | .615 | .856 | .905 | .500 | .885 | .764 | .647 | .916 | .833 | .943 | .922 | .904 | .945 | .947 |

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00



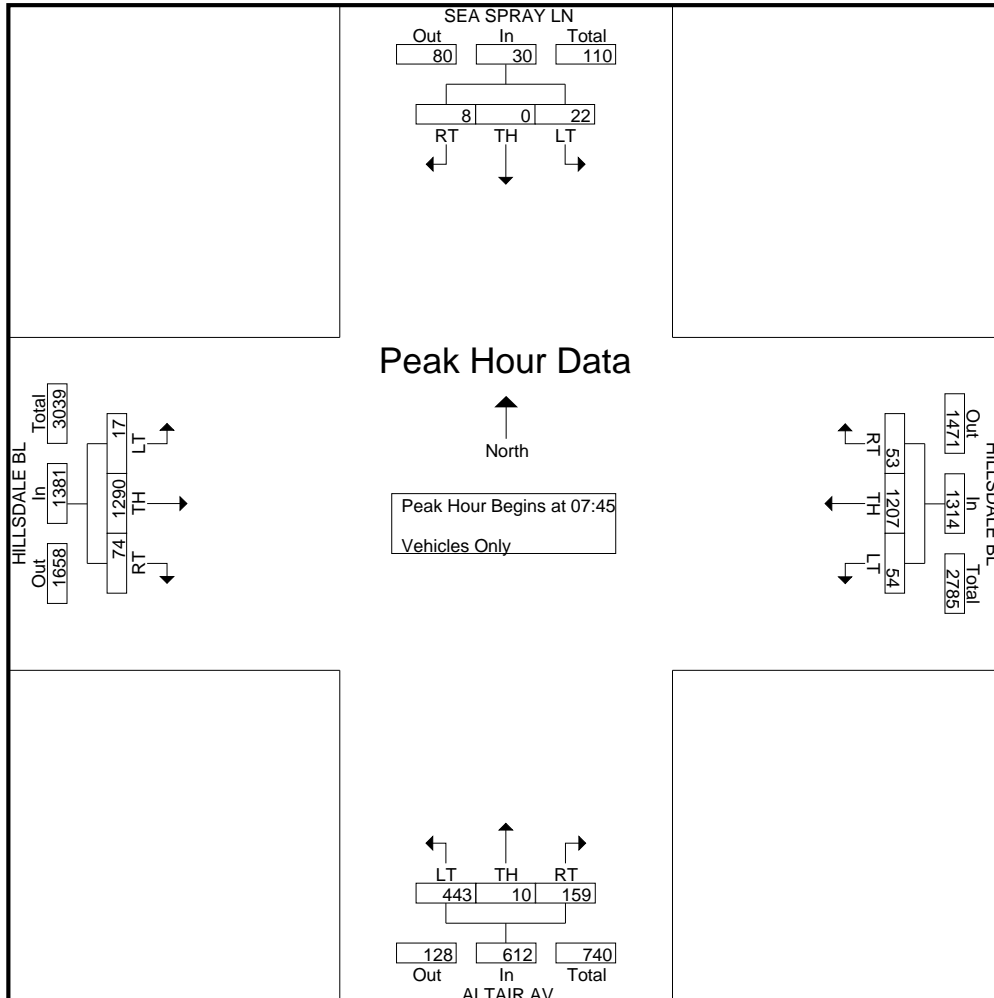
Groups Printed- Vehicles Only

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

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

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45



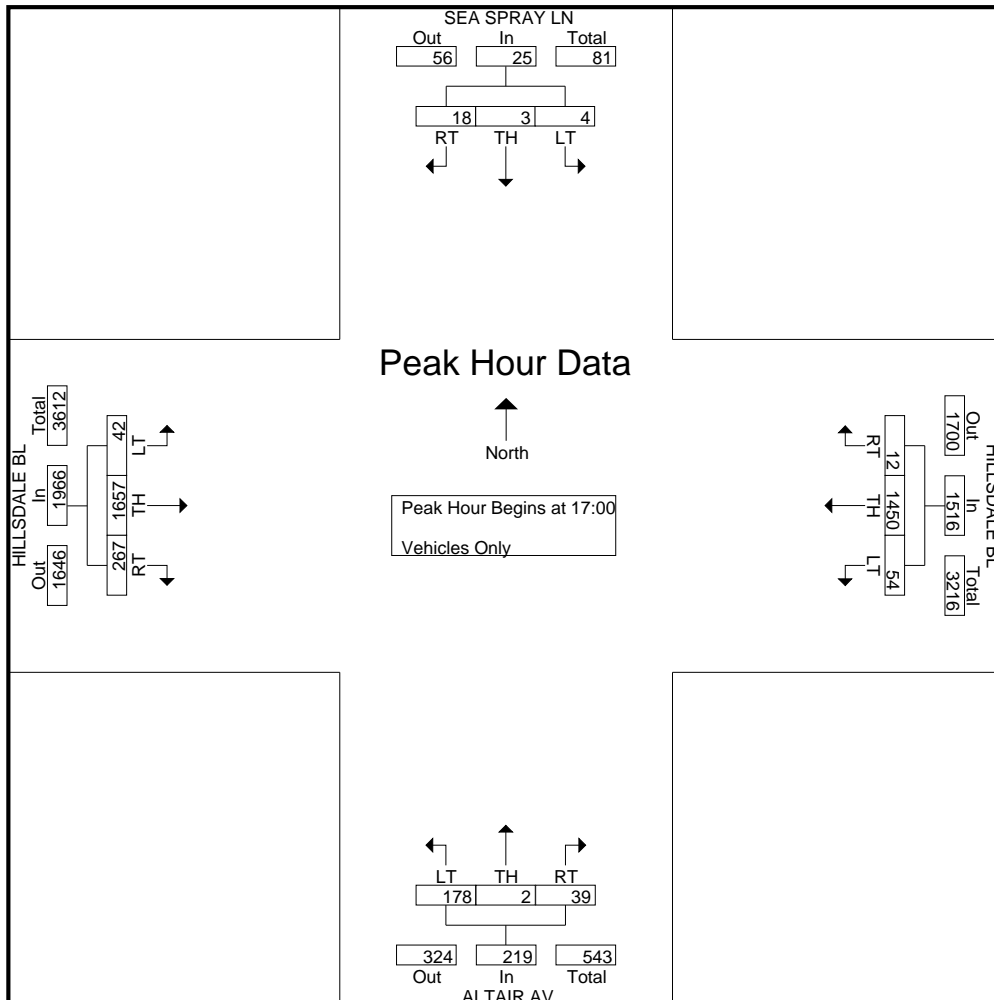
Groups Printed- Vehicles Only

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

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

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00



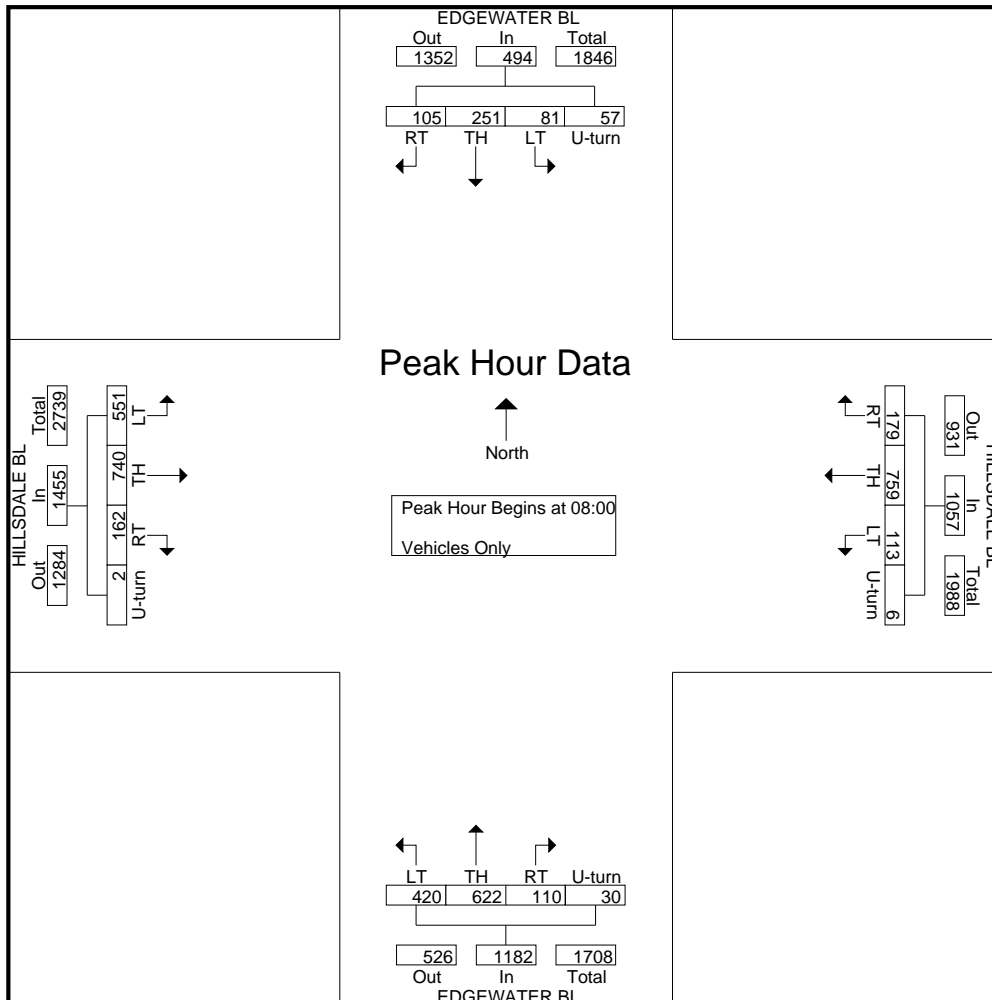
Groups Printed- Vehicles Only

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

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

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00



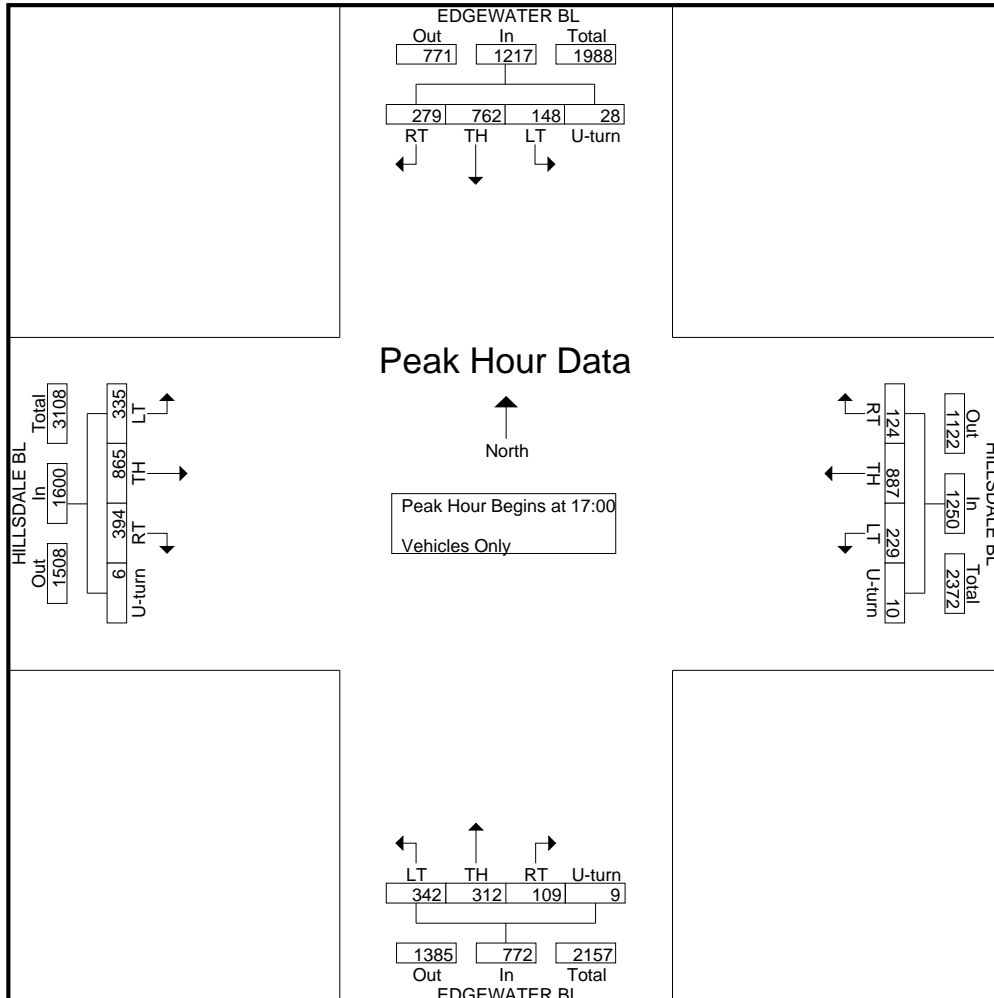
Groups Printed- Vehicles Only

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

| Start Time | EDGEWATER BL Southbound | | | | | HILLSDALE BL Westbound | | | | | EDGEWATER BL Northbound | | | | | HILLSDALE BL Eastbound | | | | | Int. Total |
|--------------|-------------------------|------|------|--------|------------|------------------------|------|------|--------|------------|-------------------------|------|------|--------|------------|------------------------|------|------|--------|------------|------------|
| | RT | TH | LT | U-turn | App. Total | RT | TH | LT | U-turn | App. Total | RT | TH | LT | U-turn | App. Total | RT | TH | LT | U-turn | App. Total | |
| 17:00 | 89 | 177 | 30 | 13 | 309 | 24 | 188 | 52 | 2 | 266 | 27 | 78 | 64 | 4 | 173 | 79 | 172 | 75 | 1 | 327 | 1075 |
| 17:15 | 71 | 180 | 39 | 2 | 292 | 30 | 229 | 48 | 6 | 313 | 19 | 67 | 87 | 2 | 175 | 125 | 210 | 87 | 1 | 423 | 1203 |
| 17:30 | 62 | 205 | 32 | 6 | 305 | 43 | 219 | 64 | 1 | 327 | 23 | 91 | 95 | 1 | 210 | 104 | 237 | 86 | 2 | 429 | 1271 |
| 17:45 | 57 | 200 | 47 | 7 | 311 | 27 | 251 | 65 | 1 | 344 | 40 | 76 | 96 | 2 | 214 | 86 | 246 | 87 | 2 | 421 | 1290 |
| Total Volume | 279 | 762 | 148 | 28 | 1217 | 124 | 887 | 229 | 10 | 1250 | 109 | 312 | 342 | 9 | 772 | 394 | 865 | 335 | 6 | 1600 | 4839 |
| % App. Total | 22.9 | 62.6 | 12.2 | 2.3 | | 9.9 | 71 | 18.3 | 0.8 | | 14.1 | 40.4 | 44.3 | 1.2 | | 24.6 | 54.1 | 20.9 | 0.4 | | |
| PHF | .784 | .929 | .787 | .538 | .978 | .721 | .883 | .881 | .417 | .908 | .681 | .857 | .891 | .563 | .902 | .788 | .879 | .963 | .750 | .932 | .938 |

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

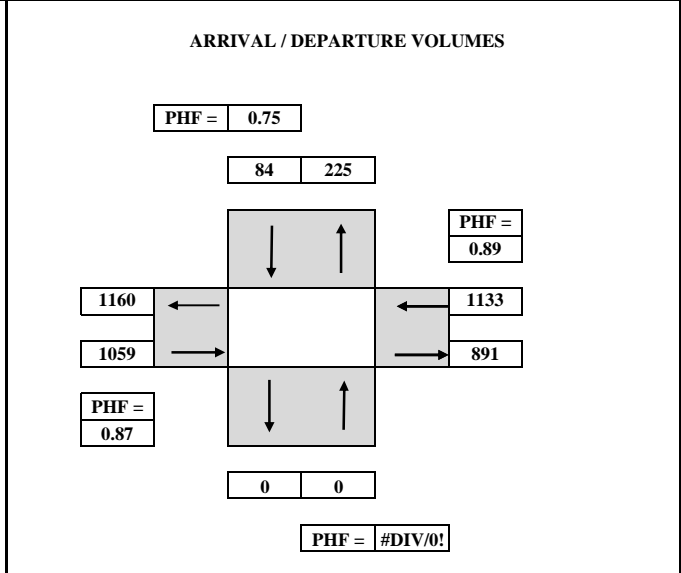
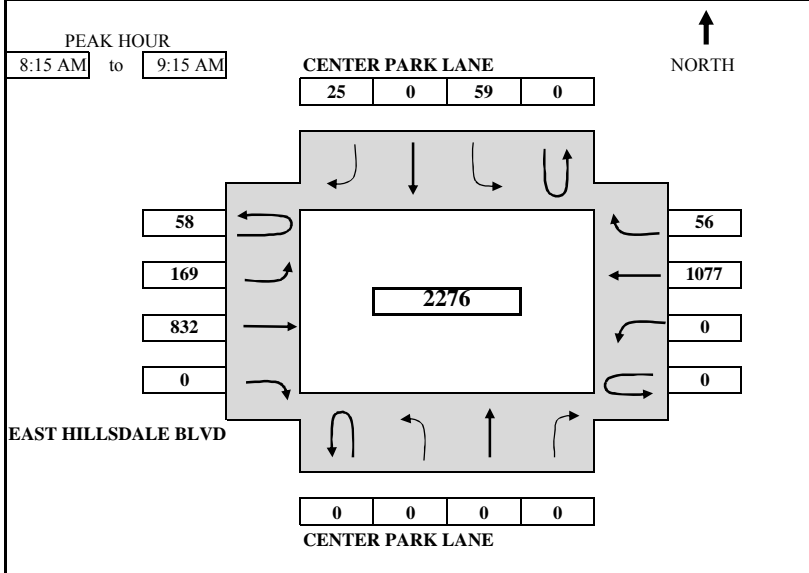
Peak Hour for Entire Intersection Begins at 17:00



B. A. Y. M. E. T. R. I. C. S.

INTERSECTION TURNING MOVEMENT SUMMARY

| | | | | | |
|----------------------|----------------------------|----------------------|-------------|--------------|-------------|
| PROJECT: | MTC PASS 2012/2013 PROJECT | SURVEY DATE: | 10/9/2012 | DAY: | TUESDAY |
| N-S APPROACH: | CENTER PARK LANE | SURVEY TIME: | 7:45 AM | TO | 9:45 AM |
| E-W APPROACH: | EAST HILLSDALE BLVD | JURISDICTION: | FOSTER CITY | FILE: | 3209061-4AM |



| TIME PERIOD | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|-------------|------------|----|--------|------|------------|-------|--------|------|-----------|-------|--------|------|-----------|-------|--------|------|-------|
| | From | To | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | |

SURVEY DATA

| | | | | | | | | | | | | | | | | |
|--------------------|--|--|--|--|-----|----|-----|-----|------|--|--|--|--|------|----|------|
| 7:45 AM to 8:00 AM | | | | | 9 | 0 | 6 | 20 | 185 | | | | | 249 | 10 | 479 |
| 8:00 AM to 8:15 AM | | | | | 20 | 4 | 16 | 53 | 393 | | | | | 492 | 16 | 994 |
| 8:15 AM to 8:30 AM | | | | | 32 | 9 | 27 | 87 | 583 | | | | | 793 | 29 | 1560 |
| 8:30 AM to 8:45 AM | | | | | 46 | 15 | 53 | 130 | 783 | | | | | 1075 | 43 | 2145 |
| 8:45 AM to 9:00 AM | | | | | 63 | 17 | 65 | 170 | 982 | | | | | 1267 | 54 | 2618 |
| 9:00 AM to 9:15 AM | | | | | 79 | 29 | 74 | 222 | 1225 | | | | | 1569 | 72 | 3270 |
| 9:15 AM to 9:30 AM | | | | | 91 | 42 | 94 | 257 | 1400 | | | | | 1831 | 83 | 3798 |
| 9:30 AM to 9:45 AM | | | | | 105 | 47 | 105 | 290 | 1526 | | | | | 2038 | 92 | 4203 |

TOTAL BY PERIOD

| | | | | | | | | | | | | | | | | | |
|--------------------|---|---|---|---|---|----|---|----|----|----|-----|---|---|---|-----|----|-----|
| 7:45 AM to 8:00 AM | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 6 | 20 | 185 | 0 | 0 | 0 | 249 | 10 | 479 |
| 8:00 AM to 8:15 AM | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 4 | 10 | 33 | 208 | 0 | 0 | 0 | 243 | 6 | 515 |
| 8:15 AM to 8:30 AM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 5 | 11 | 34 | 190 | 0 | 0 | 0 | 301 | 13 | 566 |
| 8:30 AM to 8:45 AM | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 6 | 26 | 43 | 200 | 0 | 0 | 0 | 282 | 14 | 585 |
| 8:45 AM to 9:00 AM | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 2 | 12 | 40 | 199 | 0 | 0 | 0 | 192 | 11 | 473 |
| 9:00 AM to 9:15 AM | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 12 | 9 | 52 | 243 | 0 | 0 | 0 | 302 | 18 | 652 |
| 9:15 AM to 9:30 AM | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 13 | 20 | 35 | 175 | 0 | 0 | 0 | 262 | 11 | 528 |
| 9:30 AM to 9:45 AM | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 5 | 11 | 33 | 126 | 0 | 0 | 0 | 207 | 9 | 405 |

HOURLY TOTALS

| | | | | | | | | | | | | | | | | | |
|--------------------|---|---|---|---|---|----|---|----|----|-----|-----|---|---|---|------|----|------|
| 7:45 AM to 8:45 AM | 0 | 0 | 0 | 0 | 0 | 46 | 0 | 15 | 53 | 130 | 783 | 0 | 0 | 0 | 1075 | 43 | 2145 |
| 8:00 AM to 9:00 AM | 0 | 0 | 0 | 0 | 0 | 54 | 0 | 17 | 59 | 150 | 797 | 0 | 0 | 0 | 1018 | 44 | 2139 |
| 8:15 AM to 9:15 AM | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 25 | 58 | 169 | 832 | 0 | 0 | 0 | 1077 | 56 | 2276 |
| 8:30 AM to 9:30 AM | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 33 | 67 | 170 | 817 | 0 | 0 | 0 | 1038 | 54 | 2238 |
| 8:45 AM to 9:45 AM | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 32 | 52 | 160 | 743 | 0 | 0 | 0 | 963 | 49 | 2058 |

TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

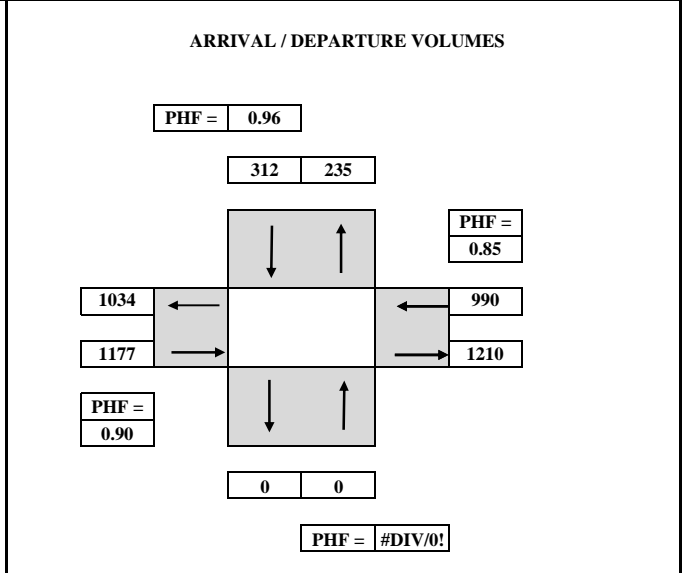
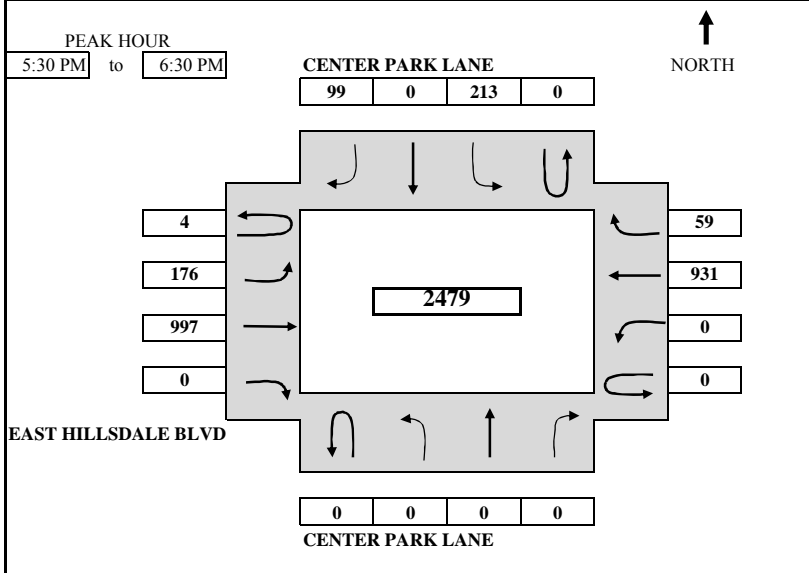
SYNCHRO CVS FILE FORMAT

| | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | TOTAL |
|-----------------|---------|---------|---------|---------|---------|------|---------|------|------|------|------|---------|---------|---------|------|------|---------|
| VOLUME | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 25 | 58 | 169 | 832 | 0 | 0 | 0 | 1077 | 56 | 2276 |
| PEDESTRIAN | | | | | | | | | | | | | | | | | 56 |
| BICYCLE | | | | | | | | | | | | | | | | | 22 |
| PHF BY MOVEMENT | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | 0.87 | #DIV/0! | 0.52 | 0.56 | 0.81 | 0.86 | #DIV/0! | #DIV/0! | #DIV/0! | 0.89 | 0.78 | OVERALL |
| PHF BY APPROACH | #DIV/0! | | | | 0.75 | | | | 0.87 | | | | 0.89 | | | | 0.87 |

B. A. Y. M. E. T. R. I. C. S.

INTERSECTION TURNING MOVEMENT SUMMARY

| | | | | | |
|----------------------|----------------------------|----------------------|-------------|--------------|-------------|
| PROJECT: | MTC PASS 2012/2013 PROJECT | SURVEY DATE: | 10/9/2012 | DAY: | TUESDAY |
| N-S APPROACH: | CENTER PARK LANE | SURVEY TIME: | 5:00 PM | TO | 7:00 PM |
| E-W APPROACH: | EAST HILLSDALE BLVD | JURISDICTION: | FOSTER CITY | FILE: | 3209061-4PM |



| TIME PERIOD | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|-------------|------------|----|--------|------|------------|-------|--------|------|-----------|-------|--------|------|-----------|-------|--------|------|-------|
| | From | To | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | |

SURVEY DATA

| | | | | | | | | | | | | | | | | |
|--------------------|--|--|--|--|-----|-----|----|-----|------|--|--|--|--|------|-----|------|
| 5:00 PM to 5:15 PM | | | | | 34 | 24 | 0 | 41 | 222 | | | | | 268 | 26 | 615 |
| 5:15 PM to 5:30 PM | | | | | 83 | 45 | 5 | 90 | 399 | | | | | 446 | 45 | 1113 |
| 5:30 PM to 5:45 PM | | | | | 136 | 66 | 6 | 147 | 657 | | | | | 712 | 71 | 1795 |
| 5:45 PM to 6:00 PM | | | | | 181 | 102 | 8 | 186 | 943 | | | | | 960 | 84 | 2464 |
| 6:00 PM to 6:15 PM | | | | | 238 | 125 | 9 | 216 | 1136 | | | | | 1180 | 93 | 2997 |
| 6:15 PM to 6:30 PM | | | | | 296 | 144 | 9 | 266 | 1396 | | | | | 1377 | 104 | 3592 |
| 6:30 PM to 6:45 PM | | | | | 345 | 160 | 11 | 298 | 1589 | | | | | 1553 | 117 | 4073 |
| 6:45 PM to 7:00 PM | | | | | 402 | 179 | 15 | 360 | 1861 | | | | | 1704 | 129 | 4650 |

TOTAL BY PERIOD

| | | | | | | | | | | | | | | | | | |
|--------------------|---|---|---|---|---|----|---|----|---|----|-----|---|---|---|-----|----|-----|
| 5:00 PM to 5:15 PM | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 24 | 0 | 41 | 222 | 0 | 0 | 0 | 268 | 26 | 615 |
| 5:15 PM to 5:30 PM | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 21 | 5 | 49 | 177 | 0 | 0 | 0 | 178 | 19 | 498 |
| 5:30 PM to 5:45 PM | 0 | 0 | 0 | 0 | 0 | 53 | 0 | 21 | 1 | 57 | 258 | 0 | 0 | 0 | 266 | 26 | 682 |
| 5:45 PM to 6:00 PM | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 36 | 2 | 39 | 286 | 0 | 0 | 0 | 248 | 13 | 669 |
| 6:00 PM to 6:15 PM | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 23 | 1 | 30 | 193 | 0 | 0 | 0 | 220 | 9 | 533 |
| 6:15 PM to 6:30 PM | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 19 | 0 | 50 | 260 | 0 | 0 | 0 | 197 | 11 | 595 |
| 6:30 PM to 6:45 PM | 0 | 0 | 0 | 0 | 0 | 49 | 0 | 16 | 2 | 32 | 193 | 0 | 0 | 0 | 176 | 13 | 481 |
| 6:45 PM to 7:00 PM | 0 | 0 | 0 | 0 | 0 | 57 | 0 | 19 | 4 | 62 | 272 | 0 | 0 | 0 | 151 | 12 | 577 |

HOURLY TOTALS

| | | | | | | | | | | | | | | | | | |
|--------------------|---|---|---|---|---|-----|---|-----|---|-----|-----|---|---|---|-----|----|------|
| 5:00 PM to 6:00 PM | 0 | 0 | 0 | 0 | 0 | 181 | 0 | 102 | 8 | 186 | 943 | 0 | 0 | 0 | 960 | 84 | 2464 |
| 5:15 PM to 6:15 PM | 0 | 0 | 0 | 0 | 0 | 204 | 0 | 101 | 9 | 175 | 914 | 0 | 0 | 0 | 912 | 67 | 2382 |
| 5:30 PM to 6:30 PM | 0 | 0 | 0 | 0 | 0 | 213 | 0 | 99 | 4 | 176 | 997 | 0 | 0 | 0 | 931 | 59 | 2479 |
| 5:45 PM to 6:45 PM | 0 | 0 | 0 | 0 | 0 | 209 | 0 | 94 | 5 | 151 | 932 | 0 | 0 | 0 | 841 | 46 | 2278 |
| 6:00 PM to 7:00 PM | 0 | 0 | 0 | 0 | 0 | 221 | 0 | 77 | 7 | 174 | 918 | 0 | 0 | 0 | 744 | 45 | 2186 |

TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

SYNCHRO CVS FILE FORMAT

| | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | TOTAL |
|-----------------|---------|---------|---------|---------|---------|------|---------|------|------|------|------|---------|---------|---------|------|------|---------|
| VOLUME | 0 | 0 | 0 | 0 | 0 | 213 | 0 | 99 | 4 | 176 | 997 | 0 | 0 | 0 | 931 | 59 | 2479 |
| PEDESTRIAN | | | | | | | | | | | | | | | | | 62 |
| BICYCLE | | | | | | | | | | | | | | | | | 16 |
| PHF BY MOVEMENT | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | 0.92 | #DIV/0! | 0.69 | 0.50 | 0.77 | 0.87 | #DIV/0! | #DIV/0! | #DIV/0! | 0.88 | 0.57 | OVERALL |
| PHF BY APPROACH | #DIV/0! | | | | 0.96 | | | | 0.90 | | | | 0.85 | | | | 0.91 |

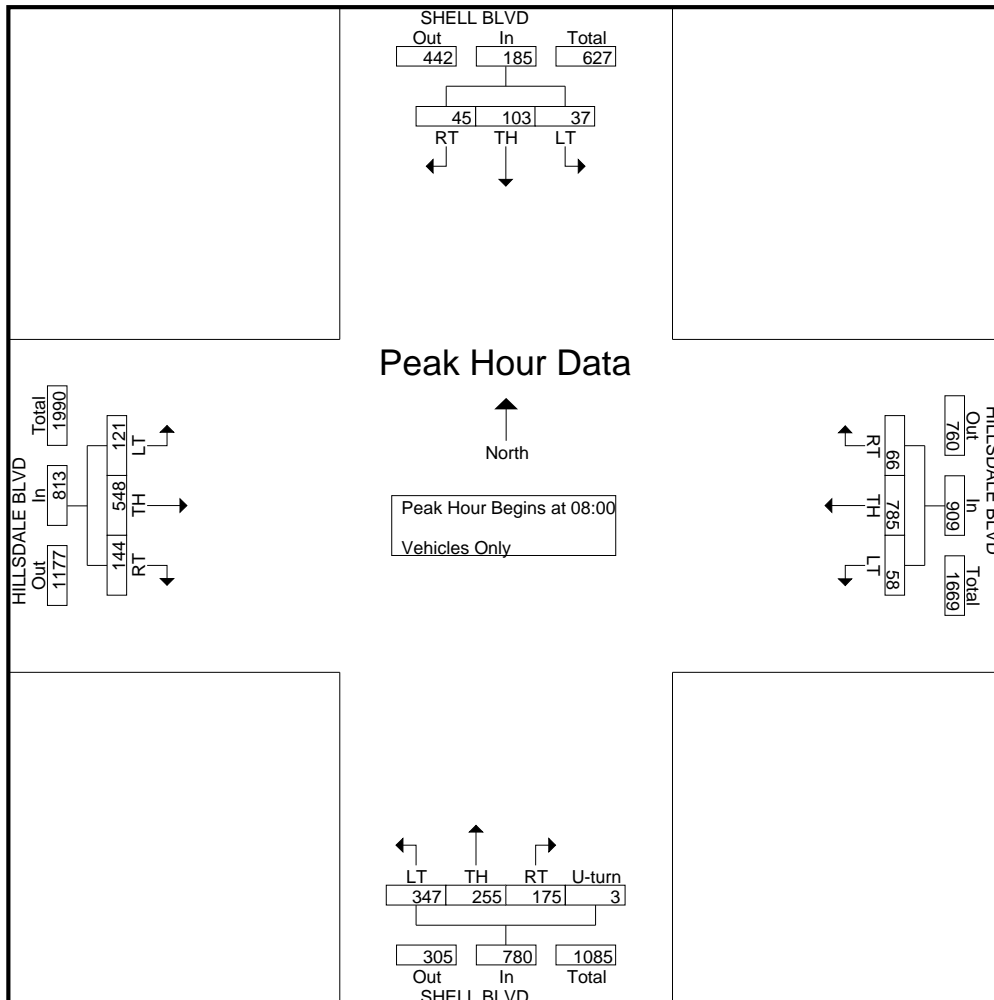
Groups Printed- Vehicles Only

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

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

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 08:00



MARKS TRAFFIC DATA

mietekm@comcast.net

916.806.0250

CITY OF FOSTER CITY

File Name : shell-hillsdale-p

Site Code : 20

Start Date : 3/7/2012

Page No : 1

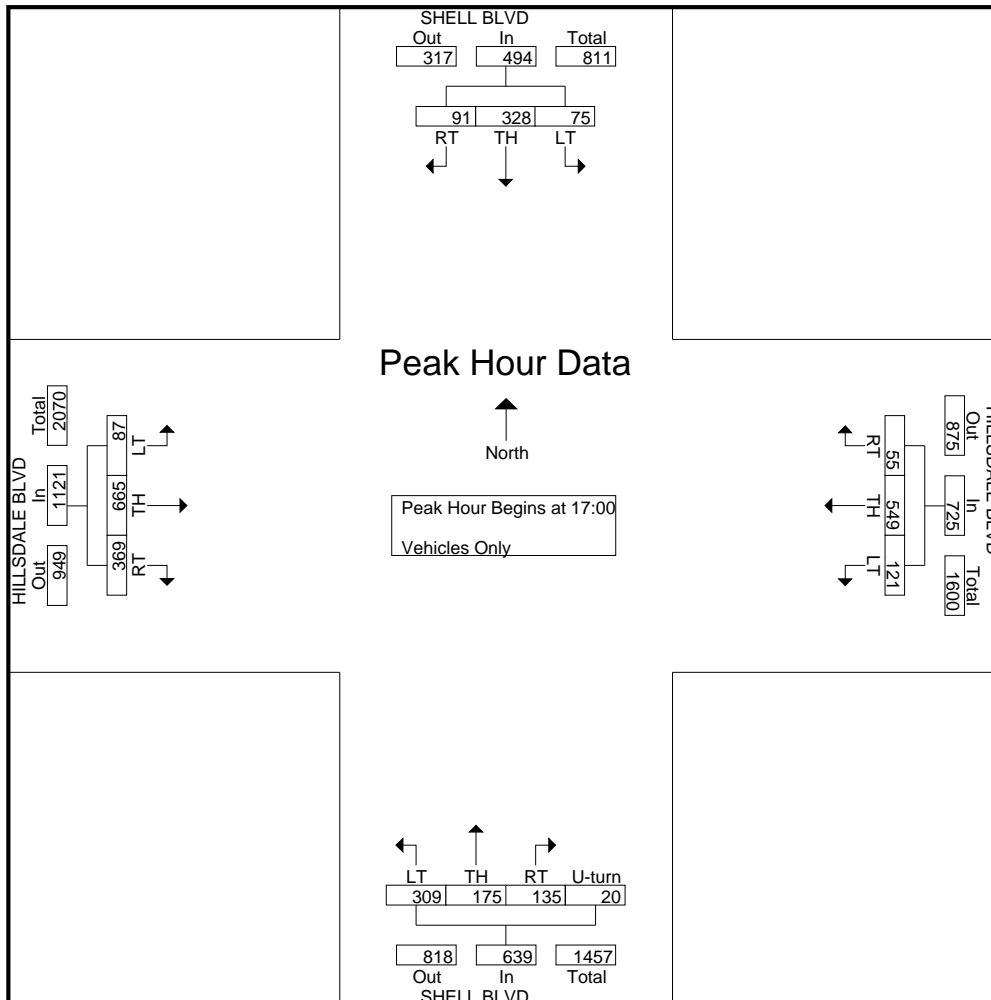
Groups Printed- Vehicles Only

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

| Start Time | SHELL BLVD Southbound | | | | HILLSDALE BLVD Westbound | | | | SHELL BLVD Northbound | | | | | HILLSDALE BLVD Eastbound | | | | Int. Total |
|--------------|-----------------------|------|------|------------|--------------------------|------|------|------------|-----------------------|------|------|--------|------------|--------------------------|------|------|------------|------------|
| | RT | TH | LT | App. Total | RT | TH | LT | App. Total | RT | TH | LT | U-turn | App. Total | RT | TH | LT | App. Total | |
| 16:00 | 17 | 55 | 16 | 88 | 7 | 135 | 16 | 158 | 26 | 30 | 48 | 3 | 107 | 61 | 122 | 22 | 205 | 558 |
| 16:15 | 19 | 52 | 16 | 87 | 14 | 110 | 17 | 141 | 14 | 25 | 65 | 5 | 109 | 53 | 118 | 25 | 196 | 533 |
| 16:30 | 18 | 57 | 22 | 97 | 15 | 114 | 31 | 160 | 22 | 34 | 52 | 7 | 115 | 76 | 157 | 25 | 258 | 630 |
| 16:45 | 22 | 78 | 21 | 121 | 12 | 104 | 20 | 136 | 26 | 45 | 63 | 2 | 136 | 63 | 139 | 27 | 229 | 622 |
| Total | 76 | 242 | 75 | 393 | 48 | 463 | 84 | 595 | 88 | 134 | 228 | 17 | 467 | 253 | 536 | 99 | 888 | 2343 |
| 17:00 | 19 | 66 | 18 | 103 | 10 | 154 | 18 | 182 | 23 | 61 | 76 | 4 | 164 | 77 | 143 | 19 | 239 | 688 |
| 17:15 | 28 | 78 | 20 | 126 | 17 | 115 | 26 | 158 | 19 | 49 | 70 | 5 | 143 | 95 | 157 | 23 | 275 | 702 |
| 17:30 | 17 | 95 | 16 | 128 | 14 | 146 | 43 | 203 | 41 | 35 | 78 | 3 | 157 | 91 | 176 | 20 | 287 | 775 |
| 17:45 | 27 | 89 | 21 | 137 | 14 | 134 | 34 | 182 | 52 | 30 | 85 | 8 | 175 | 106 | 189 | 25 | 320 | 814 |
| Total | 91 | 328 | 75 | 494 | 55 | 549 | 121 | 725 | 135 | 175 | 309 | 20 | 639 | 369 | 665 | 87 | 1121 | 2979 |
| Total Volume | 91 | 328 | 75 | 494 | 55 | 549 | 121 | 725 | 135 | 175 | 309 | 20 | 639 | 369 | 665 | 87 | 1121 | 2979 |
| % App. Total | 18.4 | 66.4 | 15.2 | | 7.6 | 75.7 | 16.7 | | 21.1 | 27.4 | 48.4 | 3.1 | | 32.9 | 59.3 | 7.8 | | |
| PHF | .813 | .863 | .893 | .901 | .809 | .891 | .703 | .893 | .649 | .717 | .909 | .625 | .913 | .870 | .880 | .870 | .876 | .915 |

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00



MARKS TRAFFIC DATA

mietekm@comcast.net

916.806.0250

CITY OF FOSTER CITY

File Name : foster city-hillsdale-a

Site Code : 21

Start Date : 3/1/2012

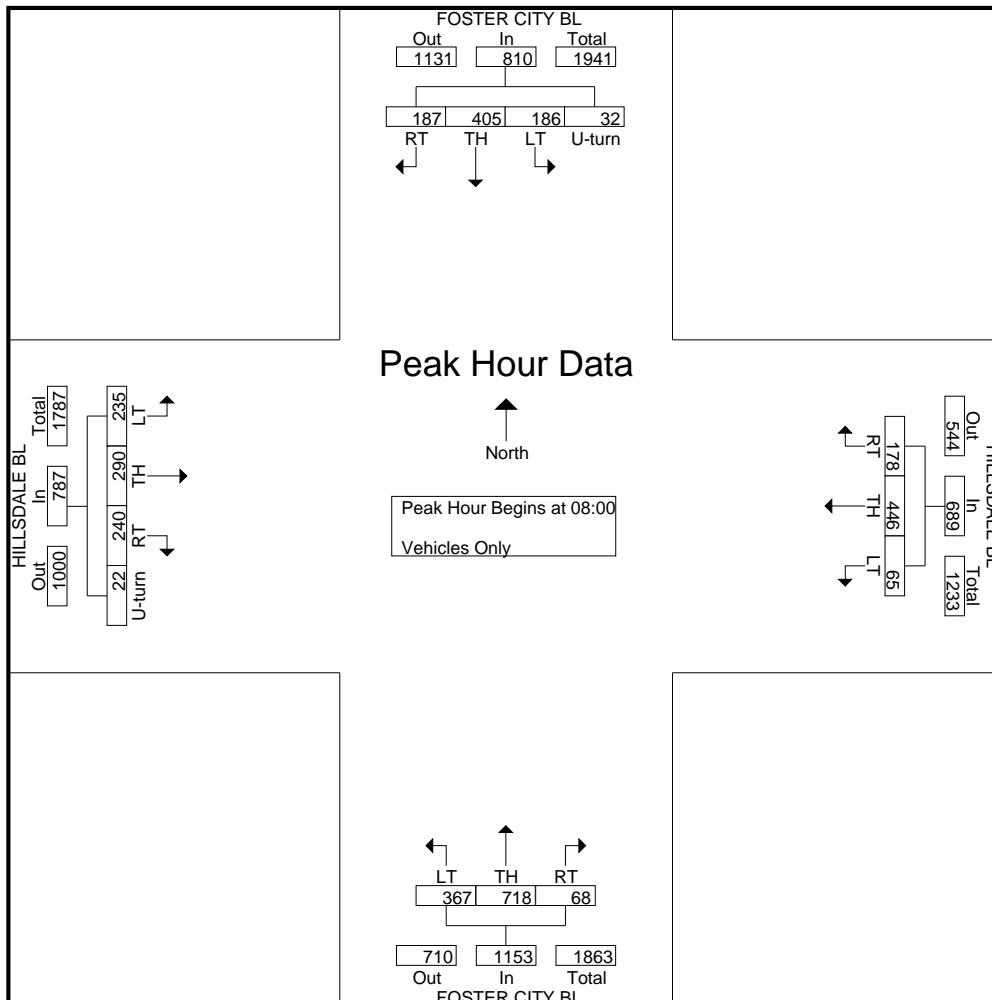
Page No : 1

Groups Printed- Vehicles Only

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

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

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 08:00



MARKS TRAFFIC DATA

mietekm@comcast.net

916.806.0250

CITY OF FOSTER CITY

File Name : foster city-hillsdale-p

Site Code : 21

Start Date : 3/1/2012

Page No : 1

Groups Printed- Vehicles Only

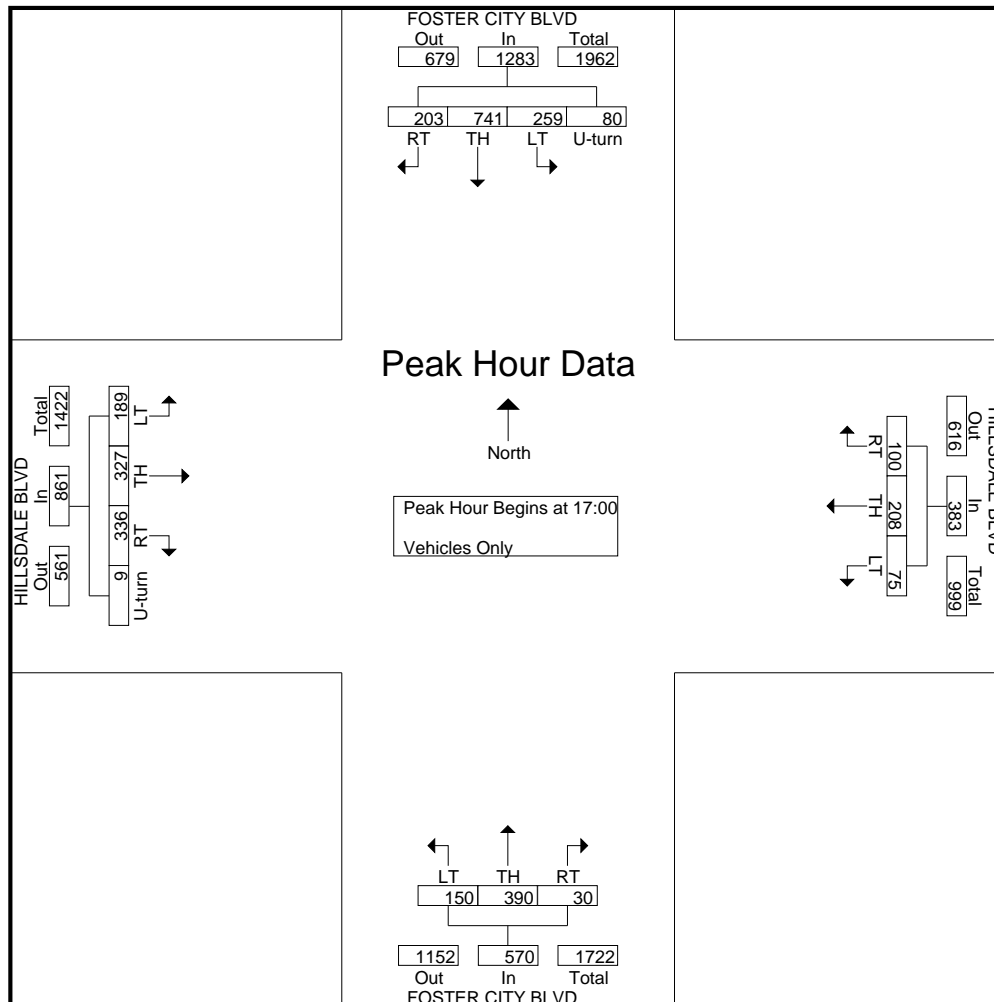
| Start Time | FOSTER CITY BLVD Southbound | | | | | HILLSDALE BLVD Westbound | | | | FOSTER CITY BLVD Northbound | | | | HILLSDALE BLVD Eastbound | | | | | Int. Total |
|-------------|-----------------------------|------|------|--------|------------|--------------------------|------|------|------------|-----------------------------|------|------|------------|--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

| Start Time | FOSTER CITY BLVD Southbound | | | | | HILLSDALE BLVD Westbound | | | | FOSTER CITY BLVD Northbound | | | | HILLSDALE BLVD Eastbound | | | | | Int. Total |
|------------|-----------------------------|----|----|--------|------------|--------------------------|----|----|------------|-----------------------------|----|----|------------|--------------------------|----|----|--------|------------|------------|
| | RT | TH | LT | U-turn | App. Total | RT | TH | LT | App. Total | RT | TH | LT | App. Total | RT | TH | LT | U-turn | App. Total | |

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 17:00

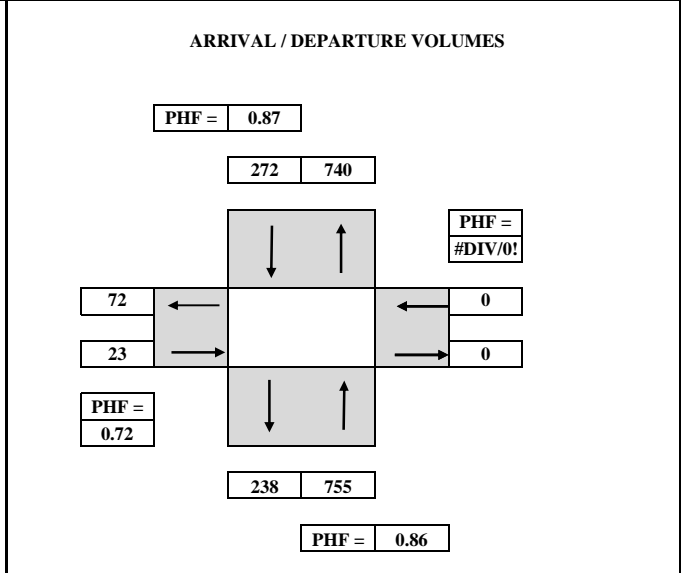
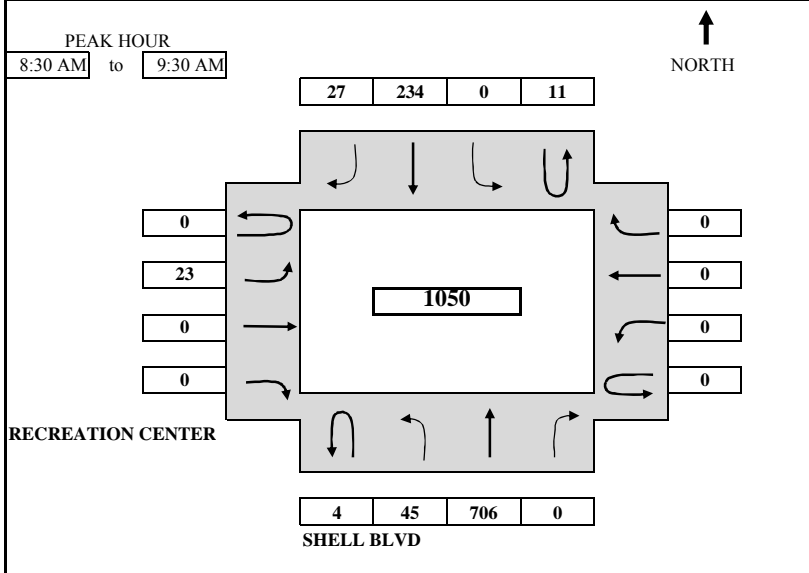
| | | | | | | | | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 17:00 | 36 | 133 | 44 | 27 | 240 | 34 | 54 | 12 | 100 | 1 | 109 | 40 | 150 | 80 | 81 | 41 | 1 | 203 | 693 |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



B. A. Y. M. E. T. R. I. C. S.

INTERSECTION TURNING MOVEMENT SUMMARY

| | | | | | |
|----------------------|----------------------------|----------------------|-------------|--------------|-------------|
| PROJECT: | MTC PASS 2012/2013 PROJECT | SURVEY DATE: | 10/9/2012 | DAY: | TUESDAY |
| N-S APPROACH: | SHELL BLVD | SURVEY TIME: | 7:45 AM | TO | 9:45 AM |
| E-W APPROACH: | RECREATION CENTER | JURISDICTION: | FOSTER CITY | FILE: | 3209061-7AM |



| TIME PERIOD | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|-------------|------------|----|--------|------|------------|-------|--------|------|-----------|-------|--------|------|-----------|-------|--------|------|-------|
| | From | To | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | |

| SURVEY DATA | | | | | | | | | | | | | | | | | | | |
|--------------------|---|----|------|---|----|-----|----|----|---|---|---|---|---|---|---|---|---|---|------|
| 7:45 AM to 8:00 AM | 1 | 4 | 142 | 0 | 1 | 38 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 |
| 8:00 AM to 8:15 AM | 3 | 7 | 308 | 0 | 1 | 87 | 6 | 2 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 415 |
| 8:15 AM to 8:30 AM | 3 | 16 | 447 | 0 | 1 | 158 | 16 | 11 | 2 | 0 | 9 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 654 |
| 8:30 AM to 8:45 AM | 5 | 22 | 609 | 0 | 5 | 226 | 22 | 19 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 910 |
| 8:45 AM to 9:00 AM | 5 | 37 | 774 | 0 | 6 | 275 | 26 | 22 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1147 |
| 9:00 AM to 9:15 AM | 6 | 55 | 974 | 0 | 12 | 341 | 30 | 30 | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1450 |
| 9:15 AM to 9:30 AM | 7 | 61 | 1153 | 0 | 12 | 392 | 43 | 34 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1704 |
| 9:30 AM to 9:45 AM | 8 | 68 | 1340 | 0 | 12 | 426 | 46 | 37 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1939 |

| TOTAL BY PERIOD | | | | | | | | | | | | | | | | | | | |
|--------------------|---|----|-----|---|---|---|----|----|---|---|---|---|---|---|---|---|---|---|-----|
| 7:45 AM to 8:00 AM | 1 | 4 | 142 | 0 | 1 | 0 | 38 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 |
| 8:00 AM to 8:15 AM | 2 | 3 | 166 | 0 | 0 | 0 | 49 | 5 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 228 |
| 8:15 AM to 8:30 AM | 0 | 9 | 139 | 0 | 0 | 0 | 71 | 10 | 0 | 9 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 239 |
| 8:30 AM to 8:45 AM | 2 | 6 | 162 | 0 | 4 | 0 | 68 | 6 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 256 |
| 8:45 AM to 9:00 AM | 0 | 15 | 165 | 0 | 1 | 0 | 49 | 4 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 237 |
| 9:00 AM to 9:15 AM | 1 | 18 | 200 | 0 | 6 | 0 | 66 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 303 |
| 9:15 AM to 9:30 AM | 1 | 6 | 179 | 0 | 0 | 0 | 51 | 13 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 254 |
| 9:30 AM to 9:45 AM | 1 | 7 | 187 | 0 | 0 | 0 | 34 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 235 |

| HOURLY TOTALS | | | | | | | | | | | | | | | | | | | |
|--------------------|---|----|-----|---|----|---|-----|----|---|----|---|---|---|---|---|---|---|---|------|
| 7:45 AM to 8:45 AM | 5 | 22 | 609 | 0 | 5 | 0 | 226 | 22 | 0 | 19 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 910 |
| 8:00 AM to 9:00 AM | 4 | 33 | 632 | 0 | 5 | 0 | 237 | 25 | 0 | 22 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 960 |
| 8:15 AM to 9:15 AM | 3 | 48 | 666 | 0 | 11 | 0 | 254 | 24 | 0 | 28 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1035 |
| 8:30 AM to 9:30 AM | 4 | 45 | 706 | 0 | 11 | 0 | 234 | 27 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1050 |
| 8:45 AM to 9:45 AM | 3 | 46 | 731 | 0 | 7 | 0 | 200 | 24 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1029 |

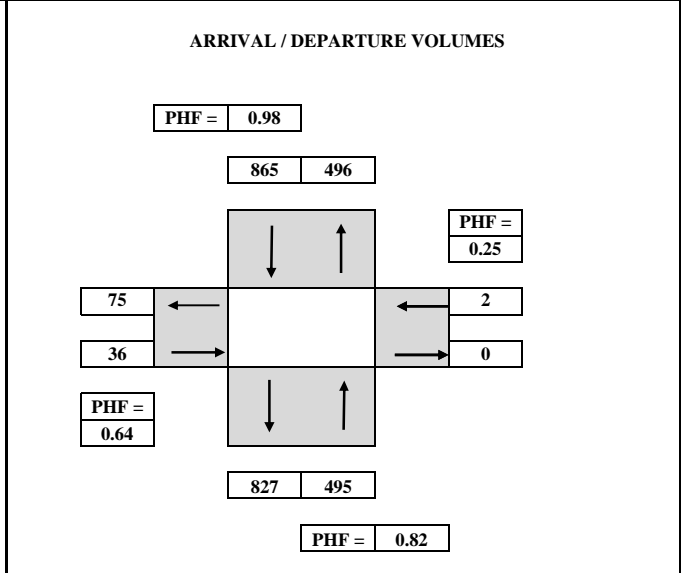
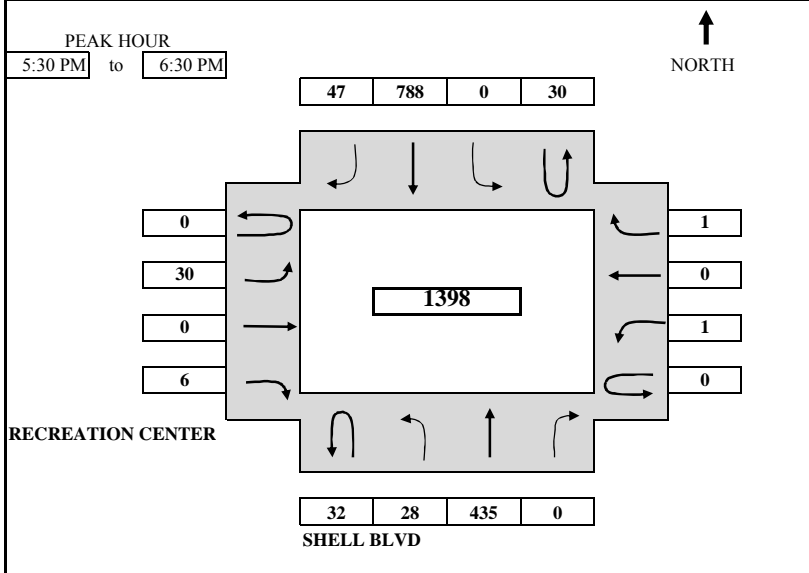
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

| SYNCHRO CVS FILE FORMAT | | | | | | | | | | | | | | | | | | |
|-------------------------|------|------|------|---------|------|---------|------|------|---------|------|---------|---------|---------|---------|---------|---------|---------|---------|
| | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | TOTAL | |
| VOLUME | 4 | 45 | 706 | 0 | 11 | 0 | 234 | 27 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1050 |
| PEDESTRIAN | | | | | | | | | | | | | | | | | | 36 |
| BICYCLE | | | | | | | | | | | | | | | | | | 20 |
| PHF BY MOVEMENT | 0.50 | 0.63 | 0.88 | #DIV/0! | 0.46 | #DIV/0! | 0.86 | 0.52 | #DIV/0! | 0.72 | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | #DIV/0! | OVERALL |
| PHF BY APPROACH | 0.86 | | | | 0.87 | | | | 0.72 | | | | #DIV/0! | | | | 0.87 | |

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

| | | | | | |
|----------------------|----------------------------|----------------------|-------------|--------------|-------------|
| PROJECT: | MTC PASS 2012/2013 PROJECT | SURVEY DATE: | 10/9/2012 | DAY: | TUESDAY |
| N-S APPROACH: | SHELL BLVD | SURVEY TIME: | 5:00 PM | TO | 7:00 PM |
| E-W APPROACH: | RECREATION CENTER | JURISDICTION: | FOSTER CITY | FILE: | 3209061-7PM |



| TIME PERIOD | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|-------------|------------|----|--------|------|------------|-------|--------|------|-----------|-------|--------|------|-----------|-------|--------|------|-------|
| | From | To | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | |

| SURVEY DATA | | | | | | | | | | | | | | | | | | | |
|--------------------|----|----|-----|---|----|---|------|----|---|----|---|---|---|---|---|---|---|---|------|
| 5:00 PM to 5:15 PM | 4 | 7 | 121 | 0 | 4 | 0 | 152 | 10 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 303 |
| 5:15 PM to 5:30 PM | 7 | 10 | 227 | 0 | 16 | 0 | 347 | 19 | 0 | 9 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 637 |
| 5:30 PM to 5:45 PM | 15 | 17 | 363 | 0 | 23 | 0 | 541 | 29 | 0 | 14 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1006 |
| 5:45 PM to 6:00 PM | 22 | 23 | 469 | 0 | 34 | 0 | 730 | 45 | 0 | 20 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1349 |
| 6:00 PM to 6:15 PM | 27 | 30 | 566 | 0 | 41 | 0 | 927 | 59 | 0 | 33 | 0 | 7 | 1 | 1 | 1 | 1 | 1 | 1 | 1692 |
| 6:15 PM to 6:30 PM | 39 | 38 | 662 | 0 | 46 | 0 | 1135 | 66 | 0 | 39 | 0 | 8 | 1 | 1 | 1 | 1 | 1 | 1 | 2035 |
| 6:30 PM to 6:45 PM | 43 | 44 | 771 | 0 | 46 | 0 | 1337 | 73 | 0 | 41 | 0 | 8 | 1 | 1 | 1 | 1 | 1 | 1 | 2365 |
| 6:45 PM to 7:00 PM | 49 | 53 | 852 | 0 | 47 | 0 | 1566 | 88 | 0 | 47 | 0 | 9 | 1 | 1 | 1 | 1 | 1 | 1 | 2713 |

| TOTAL BY PERIOD | | | | | | | | | | | | | | | | | | | |
|--------------------|----|---|-----|---|----|---|-----|----|---|----|---|---|---|---|---|---|---|---|-----|
| 5:00 PM to 5:15 PM | 4 | 7 | 121 | 0 | 4 | 0 | 152 | 10 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 303 |
| 5:15 PM to 5:30 PM | 3 | 3 | 106 | 0 | 12 | 0 | 195 | 9 | 0 | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 334 |
| 5:30 PM to 5:45 PM | 8 | 7 | 136 | 0 | 7 | 0 | 194 | 10 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 369 |
| 5:45 PM to 6:00 PM | 7 | 6 | 106 | 0 | 11 | 0 | 189 | 16 | 0 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 343 |
| 6:00 PM to 6:15 PM | 5 | 7 | 97 | 0 | 7 | 0 | 197 | 14 | 0 | 13 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 343 |
| 6:15 PM to 6:30 PM | 12 | 8 | 96 | 0 | 5 | 0 | 208 | 7 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 343 |
| 6:30 PM to 6:45 PM | 4 | 6 | 109 | 0 | 0 | 0 | 202 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 330 |
| 6:45 PM to 7:00 PM | 6 | 9 | 81 | 0 | 1 | 0 | 229 | 15 | 0 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 348 |

| HOURLY TOTALS | | | | | | | | | | | | | | | | | | | |
|--------------------|----|----|-----|---|----|---|-----|----|---|----|---|---|---|---|---|---|---|---|------|
| 5:00 PM to 6:00 PM | 22 | 23 | 469 | 0 | 34 | 0 | 730 | 45 | 0 | 20 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 1349 |
| 5:15 PM to 6:15 PM | 23 | 23 | 445 | 0 | 37 | 0 | 775 | 49 | 0 | 29 | 0 | 6 | 0 | 1 | 0 | 1 | 1 | 1 | 1389 |
| 5:30 PM to 6:30 PM | 32 | 28 | 435 | 0 | 30 | 0 | 788 | 47 | 0 | 30 | 0 | 6 | 0 | 1 | 0 | 1 | 1 | 1 | 1398 |
| 5:45 PM to 6:45 PM | 28 | 27 | 408 | 0 | 23 | 0 | 796 | 44 | 0 | 27 | 0 | 4 | 0 | 1 | 0 | 1 | 1 | 1 | 1359 |
| 6:00 PM to 7:00 PM | 27 | 30 | 383 | 0 | 13 | 0 | 836 | 43 | 0 | 27 | 0 | 3 | 0 | 1 | 0 | 1 | 1 | 1 | 1364 |

TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

| SYNCHRO CVS FILE FORMAT | | | | | | | | | | | | | | | | | | |
|-------------------------|------|------|------|---------|------|---------|------|------|---------|------|---------|------|---------|------|---------|------|---------|--|
| | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | TOTAL | |
| VOLUME | 32 | 28 | 435 | 0 | 30 | 0 | 788 | 47 | 0 | 30 | 0 | 6 | 0 | 1 | 0 | 1 | 1398 | |
| PEDESTRIAN | | | | | | | | | | | | | | | | | 64 | |
| BICYCLE | | | | | | | | | | | | | | | | | 5 | |
| PHF BY MOVEMENT | 0.67 | 0.88 | 0.80 | #DIV/0! | 0.68 | #DIV/0! | 0.95 | 0.73 | #DIV/0! | 0.58 | #DIV/0! | 0.75 | #DIV/0! | 0.25 | #DIV/0! | 0.25 | OVERALL | |
| PHF BY APPROACH | 0.82 | | | | 0.98 | | | | 0.64 | | | | 0.25 | | | | 0.95 | |

MARKS TRAFFIC DATA

mietekm@comcast.net

916.806.0250

CITY OF FOSTER CITY

File Name : foster city-civic-a

Site Code : 1

Start Date : 11/13/2012

Page No : 1

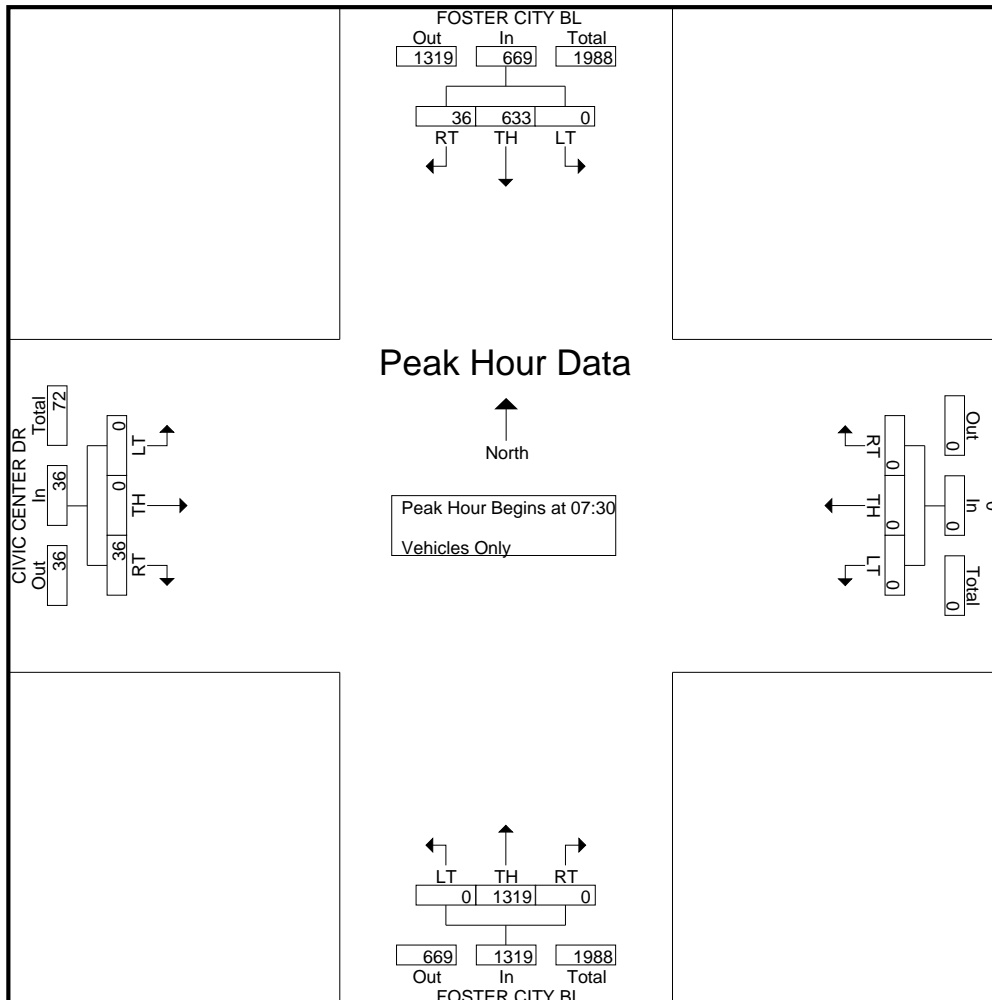
Groups Printed- Vehicles Only

| Start Time | FOSTER CITY BL Southbound | | | | 0 Westbound | | | | FOSTER CITY BL Northbound | | | | CIVIC CENTER DR Eastbound | | | | Int. Total |
|-------------|---------------------------|------|----|------------|-------------|----|----|------------|---------------------------|------|----|------------|---------------------------|----|----|------------|------------|
| | RT | TH | LT | App. Total | RT | TH | LT | App. Total | RT | TH | LT | App. Total | RT | TH | LT | App. Total | |
| 07:00 | 8 | 50 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 183 | 0 | 183 | 2 | 0 | 0 | 2 | 243 |
| 07:15 | 7 | 76 | 0 | 83 | 0 | 0 | 0 | 0 | 0 | 236 | 0 | 236 | 4 | 0 | 0 | 4 | 323 |
| 07:30 | 9 | 108 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 315 | 0 | 315 | 6 | 0 | 0 | 6 | 438 |
| 07:45 | 12 | 141 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 266 | 0 | 266 | 6 | 0 | 0 | 6 | 425 |
| Total | 36 | 375 | 0 | 411 | 0 | 0 | 0 | 0 | 0 | 1000 | 0 | 1000 | 18 | 0 | 0 | 18 | 1429 |
| 08:00 | 9 | 185 | 0 | 194 | 0 | 0 | 0 | 0 | 0 | 367 | 0 | 367 | 15 | 0 | 0 | 15 | 576 |
| 08:15 | 6 | 199 | 0 | 205 | 0 | 0 | 0 | 0 | 0 | 371 | 0 | 371 | 9 | 0 | 0 | 9 | 585 |
| 08:30 | 12 | 128 | 0 | 140 | 0 | 0 | 0 | 0 | 0 | 258 | 0 | 258 | 11 | 0 | 0 | 11 | 409 |
| 08:45 | 7 | 181 | 0 | 188 | 0 | 0 | 0 | 0 | 0 | 247 | 0 | 247 | 7 | 0 | 0 | 7 | 442 |
| Total | 34 | 693 | 0 | 727 | 0 | 0 | 0 | 0 | 0 | 1243 | 0 | 1243 | 42 | 0 | 0 | 42 | 2012 |
| Grand Total | 70 | 1068 | 0 | 1138 | 0 | 0 | 0 | 0 | 0 | 2243 | 0 | 2243 | 60 | 0 | 0 | 60 | 3441 |
| Apprch % | 6.2 | 93.8 | 0 | | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 100 | 0 | 0 | | |
| Total % | 2 | 31 | 0 | 33.1 | 0 | 0 | 0 | 0 | 0 | 65.2 | 0 | 65.2 | 1.7 | 0 | 0 | 1.7 | |

| Start Time | FOSTER CITY BL Southbound | | | | 0 Westbound | | | | FOSTER CITY BL Northbound | | | | CIVIC CENTER DR Eastbound | | | | Int. Total |
|--------------|---------------------------|------|------|------------|-------------|------|------|------------|---------------------------|------|------|------------|---------------------------|------|------|------------|------------|
| | RT | TH | LT | App. Total | RT | TH | LT | App. Total | RT | TH | LT | App. Total | RT | TH | LT | App. Total | |
| 07:30 | 9 | 108 | 0 | 117 | 0 | 0 | 0 | 0 | 0 | 315 | 0 | 315 | 6 | 0 | 0 | 6 | 438 |
| 07:45 | 12 | 141 | 0 | 153 | 0 | 0 | 0 | 0 | 0 | 266 | 0 | 266 | 6 | 0 | 0 | 6 | 425 |
| 08:00 | 9 | 185 | 0 | 194 | 0 | 0 | 0 | 0 | 0 | 367 | 0 | 367 | 15 | 0 | 0 | 15 | 576 |
| 08:15 | 6 | 199 | 0 | 205 | 0 | 0 | 0 | 0 | 0 | 371 | 0 | 371 | 9 | 0 | 0 | 9 | 585 |
| Total Volume | 36 | 633 | 0 | 669 | 0 | 0 | 0 | 0 | 0 | 1319 | 0 | 1319 | 36 | 0 | 0 | 36 | 2024 |
| % App. Total | 5.4 | 94.6 | 0 | | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 100 | 0 | 0 | | |
| PHF | .750 | .795 | .000 | .816 | .000 | .000 | .000 | .000 | .000 | .889 | .000 | .889 | .600 | .000 | .000 | .600 | .865 |

Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30



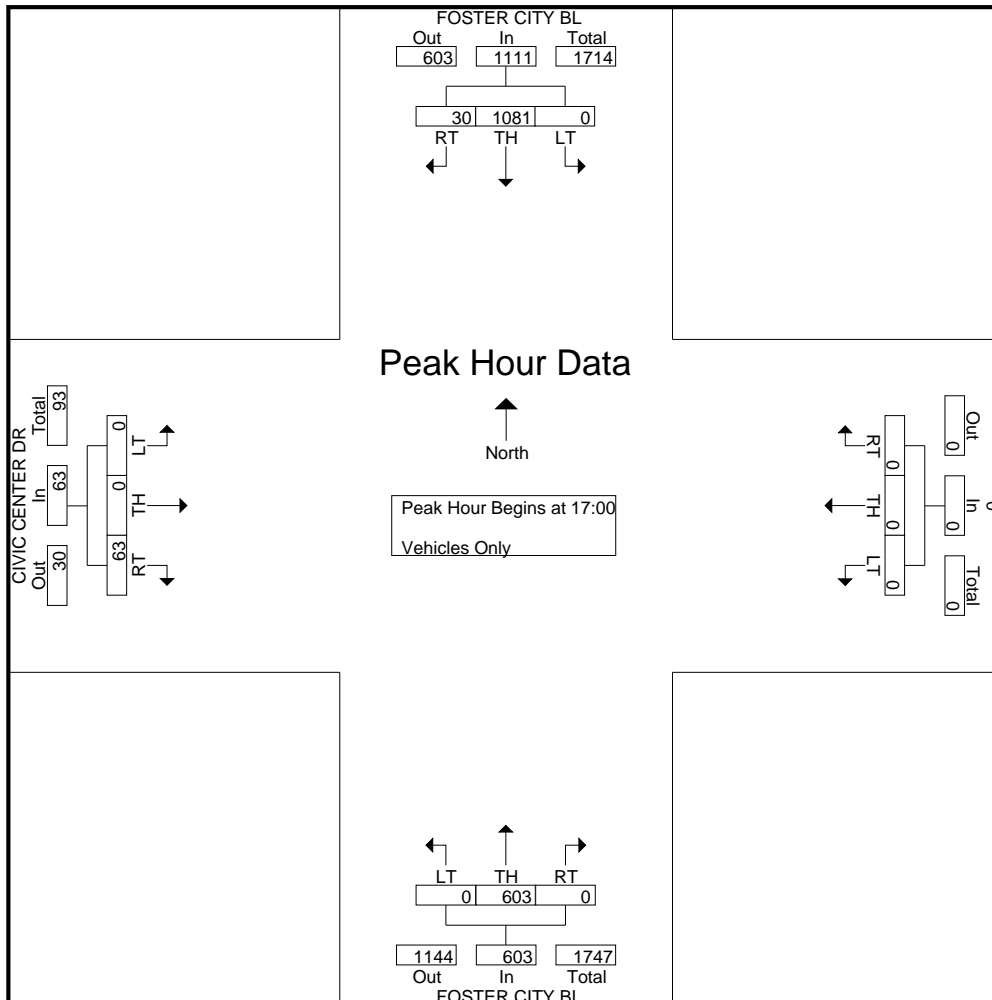
Groups Printed- Vehicles Only

| Start Time | FOSTER CITY BL Southbound | | | | 0 Westbound | | | | FOSTER CITY BL Northbound | | | | CIVIC CENTER DR Eastbound | | | | Int. Total |
|-------------|---------------------------|------|----|------------|-------------|----|----|------------|---------------------------|------|----|------------|---------------------------|----|----|------------|------------|
| | RT | TH | LT | App. Total | RT | TH | LT | App. Total | RT | TH | LT | App. Total | RT | TH | LT | App. Total | |
| 16:00 | 5 | 189 | 0 | 194 | 0 | 0 | 0 | 0 | 0 | 144 | 0 | 144 | 8 | 0 | 0 | 8 | 346 |
| 16:15 | 2 | 183 | 0 | 185 | 0 | 0 | 0 | 0 | 0 | 125 | 0 | 125 | 10 | 0 | 0 | 10 | 320 |
| 16:30 | 4 | 219 | 0 | 223 | 0 | 0 | 0 | 0 | 0 | 141 | 0 | 141 | 13 | 0 | 0 | 13 | 377 |
| 16:45 | 9 | 233 | 0 | 242 | 0 | 0 | 0 | 0 | 0 | 146 | 0 | 146 | 6 | 0 | 0 | 6 | 394 |
| Total | 20 | 824 | 0 | 844 | 0 | 0 | 0 | 0 | 0 | 556 | 0 | 556 | 37 | 0 | 0 | 37 | 1437 |
| 17:00 | 9 | 252 | 0 | 261 | 0 | 0 | 0 | 0 | 0 | 156 | 0 | 156 | 20 | 0 | 0 | 20 | 437 |
| 17:15 | 5 | 271 | 0 | 276 | 0 | 0 | 0 | 0 | 0 | 149 | 0 | 149 | 19 | 0 | 0 | 19 | 444 |
| 17:30 | 10 | 267 | 0 | 277 | 0 | 0 | 0 | 0 | 0 | 144 | 0 | 144 | 13 | 0 | 0 | 13 | 434 |
| 17:45 | 6 | 291 | 0 | 297 | 0 | 0 | 0 | 0 | 0 | 154 | 0 | 154 | 11 | 0 | 0 | 11 | 462 |
| Total | 30 | 1081 | 0 | 1111 | 0 | 0 | 0 | 0 | 0 | 603 | 0 | 603 | 63 | 0 | 0 | 63 | 1777 |
| Grand Total | 50 | 1905 | 0 | 1955 | 0 | 0 | 0 | 0 | 0 | 1159 | 0 | 1159 | 100 | 0 | 0 | 100 | 3214 |
| Apprch % | 2.6 | 97.4 | 0 | | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 100 | 0 | 0 | 100 | |
| Total % | 1.6 | 59.3 | 0 | 60.8 | 0 | 0 | 0 | 0 | 0 | 36.1 | 0 | 36.1 | 3.1 | 0 | 0 | 3.1 | |

| Start Time | FOSTER CITY BL Southbound | | | | 0 Westbound | | | | FOSTER CITY BL Northbound | | | | CIVIC CENTER DR Eastbound | | | | Int. Total |
|--------------|---------------------------|------|------|------------|-------------|------|------|------------|---------------------------|------|------|------------|---------------------------|------|------|------------|------------|
| | RT | TH | LT | App. Total | RT | TH | LT | App. Total | RT | TH | LT | App. Total | RT | TH | LT | App. Total | |
| 17:00 | 9 | 252 | 0 | 261 | 0 | 0 | 0 | 0 | 0 | 156 | 0 | 156 | 20 | 0 | 0 | 20 | 437 |
| 17:15 | 5 | 271 | 0 | 276 | 0 | 0 | 0 | 0 | 0 | 149 | 0 | 149 | 19 | 0 | 0 | 19 | 444 |
| 17:30 | 10 | 267 | 0 | 277 | 0 | 0 | 0 | 0 | 0 | 144 | 0 | 144 | 13 | 0 | 0 | 13 | 434 |
| 17:45 | 6 | 291 | 0 | 297 | 0 | 0 | 0 | 0 | 0 | 154 | 0 | 154 | 11 | 0 | 0 | 11 | 462 |
| Total Volume | 30 | 1081 | 0 | 1111 | 0 | 0 | 0 | 0 | 0 | 603 | 0 | 603 | 63 | 0 | 0 | 63 | 1777 |
| % App. Total | 2.7 | 97.3 | 0 | | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | 100 | 0 | 0 | 100 | |
| PHF | .750 | .929 | .000 | .935 | .000 | .000 | .000 | .000 | .000 | .966 | .000 | .966 | .788 | .000 | .000 | .788 | .962 |

Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1

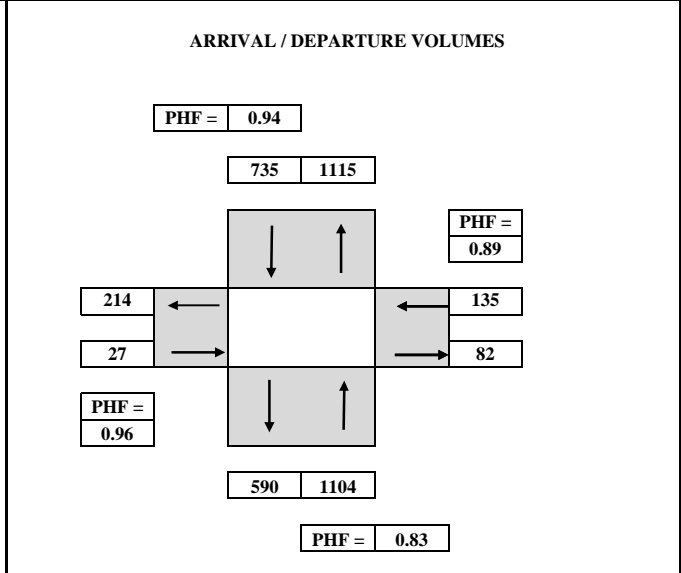
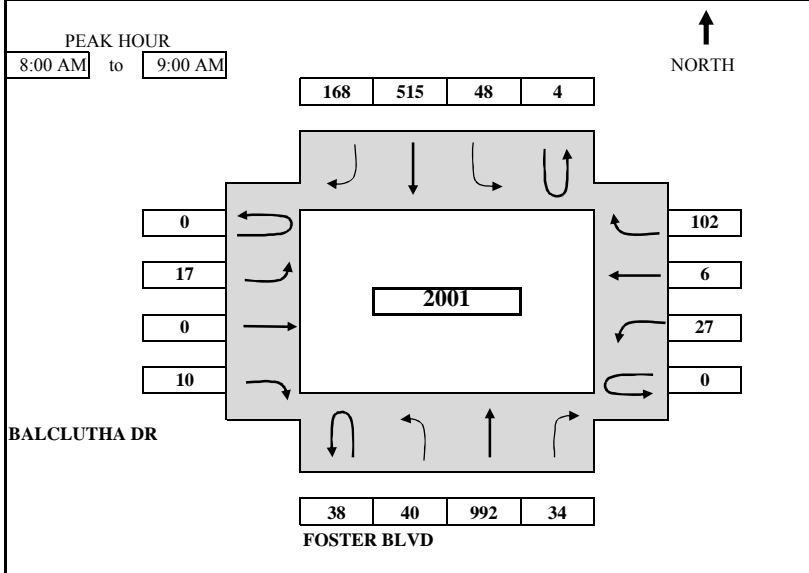
Peak Hour for Entire Intersection Begins at 17:00



B. A. Y. M. E. T. R. I. C. S.

INTERSECTION TURNING MOVEMENT SUMMARY

| | | | | | |
|----------------------|----------------------------|----------------------|-------------|--------------|--------------|
| PROJECT: | MTC PASS 2012/2013 PROJECT | SURVEY DATE: | 10/11/2012 | DAY: | THURSDAY |
| N-S APPROACH: | FOSTER BLVD | SURVEY TIME: | 7:45 AM | TO | 9:45 AM |
| E-W APPROACH: | BALCLUTHA DR | JURISDICTION: | FOSTER CITY | FILE: | 3209061-11AM |



| TIME PERIOD | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|-------------|------------|----|--------|------|------------|-------|--------|------|-----------|-------|--------|------|-----------|-------|--------|------|-------|
| | From | To | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | |

| SURVEY DATA | | | | | | | | | | | | | | | | | | |
|--------------------|----|----|------|----|---|----|-----|-----|----|---|----|----|----|-----|------|--|--|--|
| 7:45 AM to 8:00 AM | 4 | 3 | 211 | 2 | 1 | 7 | 104 | 19 | 3 | 1 | 2 | 5 | 3 | 13 | 378 | | | |
| 8:00 AM to 8:15 AM | 12 | 11 | 517 | 12 | 2 | 11 | 235 | 61 | 6 | 1 | 6 | 13 | 4 | 40 | 931 | | | |
| 8:15 AM to 8:30 AM | 21 | 20 | 760 | 26 | 4 | 20 | 370 | 95 | 10 | 1 | 9 | 20 | 6 | 62 | 1424 | | | |
| 8:30 AM to 8:45 AM | 27 | 32 | 987 | 34 | 4 | 40 | 500 | 126 | 14 | 1 | 11 | 24 | 7 | 87 | 1894 | | | |
| 8:45 AM to 9:00 AM | 42 | 43 | 1203 | 36 | 5 | 55 | 619 | 187 | 20 | 1 | 12 | 32 | 9 | 115 | 2379 | | | |
| 9:00 AM to 9:15 AM | 47 | 54 | 1403 | 38 | 6 | 62 | 723 | 228 | 37 | 2 | 13 | 38 | 10 | 134 | 2795 | | | |
| 9:15 AM to 9:30 AM | 50 | 62 | 1583 | 41 | 7 | 66 | 806 | 249 | 50 | 5 | 17 | 42 | 10 | 157 | 3145 | | | |
| 9:30 AM to 9:45 AM | 51 | 64 | 1743 | 44 | 7 | 76 | 870 | 267 | 58 | 7 | 24 | 47 | 11 | 178 | 3447 | | | |

| TOTAL BY PERIOD | | | | | | | | | | | | | | | | | | |
|--------------------|----|----|-----|----|---|----|-----|----|---|----|---|---|---|---|---|----|-----|--|
| 7:45 AM to 8:00 AM | 4 | 3 | 211 | 2 | 1 | 7 | 104 | 19 | 0 | 3 | 1 | 2 | 0 | 5 | 3 | 13 | 378 | |
| 8:00 AM to 8:15 AM | 8 | 8 | 306 | 10 | 1 | 4 | 131 | 42 | 0 | 3 | 0 | 4 | 0 | 8 | 1 | 27 | 553 | |
| 8:15 AM to 8:30 AM | 9 | 9 | 243 | 14 | 2 | 9 | 135 | 34 | 0 | 4 | 0 | 3 | 0 | 7 | 2 | 22 | 493 | |
| 8:30 AM to 8:45 AM | 6 | 12 | 227 | 8 | 0 | 20 | 130 | 31 | 0 | 4 | 0 | 2 | 0 | 4 | 1 | 25 | 470 | |
| 8:45 AM to 9:00 AM | 15 | 11 | 216 | 2 | 1 | 15 | 119 | 61 | 0 | 6 | 0 | 1 | 0 | 8 | 2 | 28 | 485 | |
| 9:00 AM to 9:15 AM | 5 | 11 | 200 | 2 | 1 | 7 | 104 | 41 | 0 | 17 | 1 | 1 | 0 | 6 | 1 | 19 | 416 | |
| 9:15 AM to 9:30 AM | 3 | 8 | 180 | 3 | 1 | 4 | 83 | 21 | 0 | 13 | 3 | 4 | 0 | 4 | 0 | 23 | 350 | |
| 9:30 AM to 9:45 AM | 1 | 2 | 160 | 3 | 0 | 10 | 64 | 18 | 0 | 8 | 2 | 7 | 0 | 5 | 1 | 21 | 302 | |

| HOURLY TOTALS | | | | | | | | | | | | | | | | | | |
|--------------------|----|----|-----|----|---|----|-----|-----|---|----|---|----|---|----|---|-----|------|--|
| 7:45 AM to 8:45 AM | 27 | 32 | 987 | 34 | 4 | 40 | 500 | 126 | 0 | 14 | 1 | 11 | 0 | 24 | 7 | 87 | 1894 | |
| 8:00 AM to 9:00 AM | 38 | 40 | 992 | 34 | 4 | 48 | 515 | 168 | 0 | 17 | 0 | 10 | 0 | 27 | 6 | 102 | 2001 | |
| 8:15 AM to 9:15 AM | 35 | 43 | 886 | 26 | 4 | 51 | 488 | 167 | 0 | 31 | 1 | 7 | 0 | 25 | 6 | 94 | 1864 | |
| 8:30 AM to 9:30 AM | 29 | 42 | 823 | 15 | 3 | 46 | 436 | 154 | 0 | 40 | 4 | 8 | 0 | 22 | 4 | 95 | 1721 | |
| 8:45 AM to 9:45 AM | 24 | 32 | 756 | 10 | 3 | 36 | 370 | 141 | 0 | 44 | 6 | 13 | 0 | 23 | 4 | 91 | 1553 | |

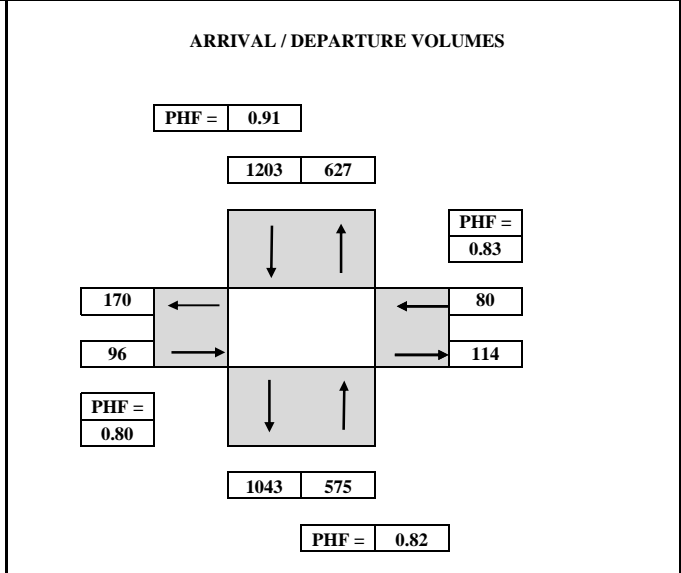
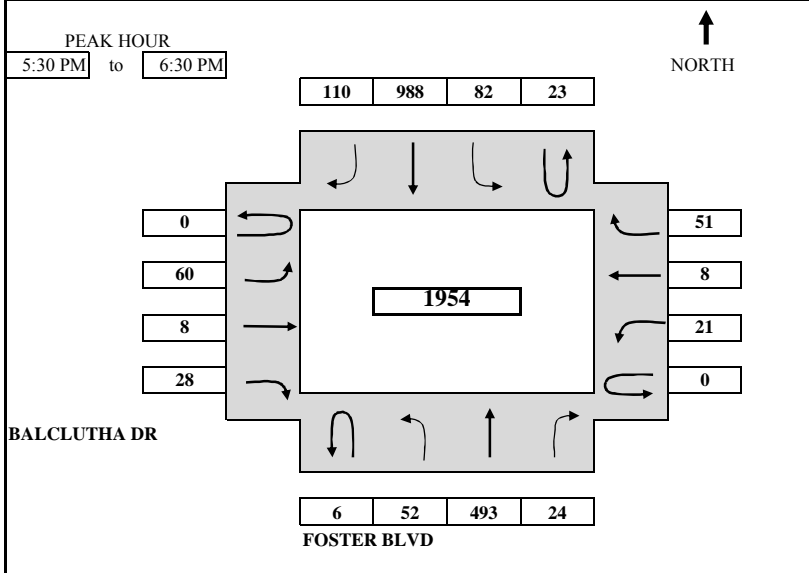
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

| SYNCHRO CVS FILE FORMAT | | | | | | | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|---------|------|---------|------|---------|------|------|------|---------|--|
| | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | TOTAL | |
| VOLUME | 38 | 40 | 992 | 34 | 4 | 48 | 515 | 168 | 0 | 17 | 0 | 10 | 0 | 27 | 6 | 102 | 2001 | |
| PEDESTRIAN | | | | | | | | | | | | | | | | | 19 | |
| BICYCLE | | | | | | | | | | | | | | | | | 5 | |
| PHF BY MOVEMENT | 0.63 | 0.83 | 0.81 | 0.61 | 0.50 | 0.60 | 0.95 | 0.69 | #DIV/0! | 0.71 | #DIV/0! | 0.63 | #DIV/0! | 0.84 | 0.75 | 0.91 | OVERALL | |
| PHF BY APPROACH | 0.83 | | | | 0.94 | | | | 0.96 | | | | 0.89 | | | | 0.90 | |

B. A. Y. M. E. T. R. I. C. S.

INTERSECTION TURNING MOVEMENT SUMMARY

| | | | | | |
|----------------------|----------------------------|----------------------|-------------|--------------|--------------|
| PROJECT: | MTC PASS 2012/2013 PROJECT | SURVEY DATE: | 10/11/2012 | DAY: | THURSDAY |
| N-S APPROACH: | FOSTER BLVD | SURVEY TIME: | 5:00 PM | TO | 7:00 PM |
| E-W APPROACH: | BALCLUTHA DR | JURISDICTION: | FOSTER CITY | FILE: | 3209061-11PM |



| TIME PERIOD | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|-------------|------------|----|--------|------|------------|-------|--------|------|-----------|-------|--------|------|-----------|-------|--------|------|-------|
| | From | To | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | |

SURVEY DATA

| | | | | | | | | | | | | | | | |
|--------------------|---|----|-----|----|----|-----|------|-----|-----|----|----|----|----|----|------|
| 5:00 PM to 5:15 PM | 2 | 8 | 104 | 1 | 12 | 16 | 206 | 30 | 33 | 3 | 8 | 3 | 1 | 7 | 434 |
| 5:15 PM to 5:30 PM | 2 | 16 | 201 | 5 | 19 | 35 | 389 | 54 | 39 | 4 | 17 | 9 | 3 | 18 | 811 |
| 5:30 PM to 5:45 PM | 3 | 24 | 331 | 16 | 29 | 52 | 660 | 81 | 51 | 7 | 26 | 18 | 3 | 31 | 1332 |
| 5:45 PM to 6:00 PM | 6 | 36 | 433 | 21 | 31 | 70 | 866 | 109 | 63 | 7 | 32 | 22 | 6 | 45 | 1747 |
| 6:00 PM to 6:15 PM | 6 | 43 | 549 | 26 | 39 | 95 | 1141 | 131 | 76 | 9 | 41 | 23 | 8 | 55 | 2242 |
| 6:15 PM to 6:30 PM | 8 | 68 | 694 | 29 | 42 | 117 | 1377 | 164 | 99 | 12 | 45 | 30 | 11 | 69 | 2765 |
| 6:30 PM to 6:45 PM | 8 | 75 | 774 | 36 | 56 | 135 | 1572 | 180 | 120 | 12 | 50 | 34 | 11 | 79 | 3142 |
| 6:45 PM to 7:00 PM | 8 | 84 | 856 | 42 | 61 | 154 | 1756 | 194 | 126 | 14 | 61 | 41 | 13 | 84 | 3494 |

TOTAL BY PERIOD

| | | | | | | | | | | | | | | | | | |
|--------------------|---|----|-----|----|----|----|-----|----|---|----|---|----|---|---|---|----|-----|
| 5:00 PM to 5:15 PM | 2 | 8 | 104 | 1 | 12 | 16 | 206 | 30 | 0 | 33 | 3 | 8 | 0 | 3 | 1 | 7 | 434 |
| 5:15 PM to 5:30 PM | 0 | 8 | 97 | 4 | 7 | 19 | 183 | 24 | 0 | 6 | 1 | 9 | 0 | 6 | 2 | 11 | 377 |
| 5:30 PM to 5:45 PM | 1 | 8 | 130 | 11 | 10 | 17 | 271 | 27 | 0 | 12 | 3 | 9 | 0 | 9 | 0 | 13 | 521 |
| 5:45 PM to 6:00 PM | 3 | 12 | 102 | 5 | 2 | 18 | 206 | 28 | 0 | 12 | 0 | 6 | 0 | 4 | 3 | 14 | 415 |
| 6:00 PM to 6:15 PM | 0 | 7 | 116 | 5 | 8 | 25 | 275 | 22 | 0 | 13 | 2 | 9 | 0 | 1 | 2 | 10 | 495 |
| 6:15 PM to 6:30 PM | 2 | 25 | 145 | 3 | 3 | 22 | 236 | 33 | 0 | 23 | 3 | 4 | 0 | 7 | 3 | 14 | 523 |
| 6:30 PM to 6:45 PM | 0 | 7 | 80 | 7 | 14 | 18 | 195 | 16 | 0 | 21 | 0 | 5 | 0 | 4 | 0 | 10 | 377 |
| 6:45 PM to 7:00 PM | 0 | 9 | 82 | 6 | 5 | 19 | 184 | 14 | 0 | 6 | 2 | 11 | 0 | 7 | 2 | 5 | 352 |

HOURLY TOTALS

| | | | | | | | | | | | | | | | | | |
|--------------------|---|----|-----|----|----|----|-----|-----|---|----|---|----|---|----|---|----|------|
| 5:00 PM to 6:00 PM | 6 | 36 | 433 | 21 | 31 | 70 | 866 | 109 | 0 | 63 | 7 | 32 | 0 | 22 | 6 | 45 | 1747 |
| 5:15 PM to 6:15 PM | 4 | 35 | 445 | 25 | 27 | 79 | 935 | 101 | 0 | 43 | 6 | 33 | 0 | 20 | 7 | 48 | 1808 |
| 5:30 PM to 6:30 PM | 6 | 52 | 493 | 24 | 23 | 82 | 988 | 110 | 0 | 60 | 8 | 28 | 0 | 21 | 8 | 51 | 1954 |
| 5:45 PM to 6:45 PM | 5 | 51 | 443 | 20 | 27 | 83 | 912 | 99 | 0 | 69 | 5 | 24 | 0 | 16 | 8 | 48 | 1810 |
| 6:00 PM to 7:00 PM | 2 | 48 | 423 | 21 | 30 | 84 | 890 | 85 | 0 | 63 | 7 | 29 | 0 | 19 | 7 | 39 | 1747 |

TEL: (510) 232 - 1271

FAX: (510) 232 - 1272

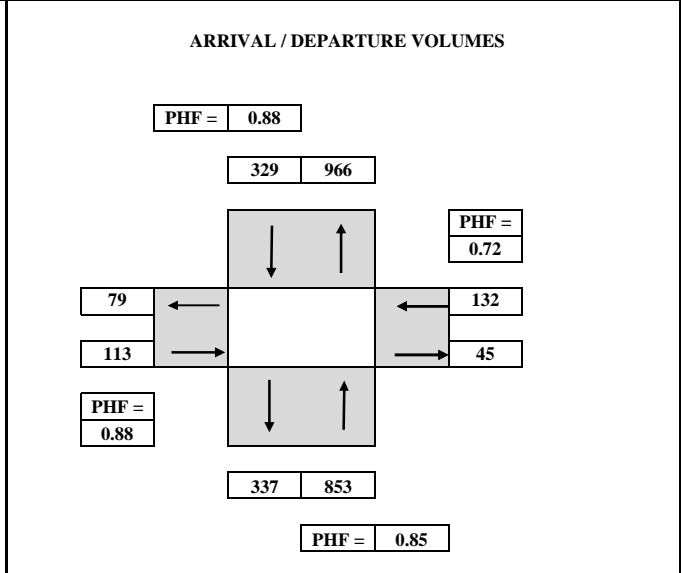
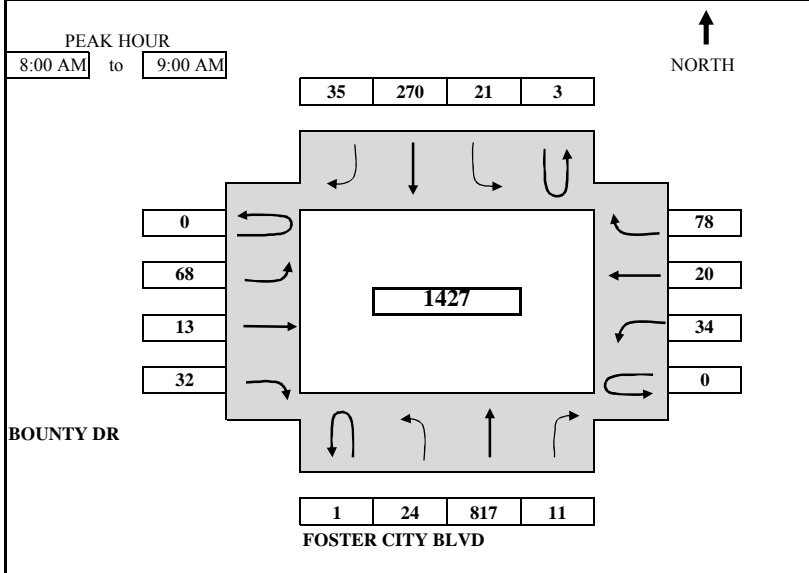
SYNCHRO CVS FILE FORMAT

| | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | TOTAL |
|-----------------|------|------|------|------|------|------|------|------|---------|------|------|------|---------|------|------|------|---------|
| VOLUME | 6 | 52 | 493 | 24 | 23 | 82 | 988 | 110 | 0 | 60 | 8 | 28 | 0 | 21 | 8 | 51 | 1954 |
| PEDESTRIAN | | | | | | | | | | | | | | | | | 26 |
| BICYCLE | | | | | | | | | | | | | | | | | 2 |
| PHF BY MOVEMENT | 0.50 | 0.52 | 0.85 | 0.55 | 0.58 | 0.82 | 0.90 | 0.83 | #DIV/0! | 0.65 | 0.67 | 0.78 | #DIV/0! | 0.58 | 0.67 | 0.91 | OVERALL |
| PHF BY APPROACH | 0.82 | | | | 0.91 | | | | 0.80 | | | | 0.83 | | | | 0.93 |

B. A. Y. M. E. T. R. I. C. S.

INTERSECTION TURNING MOVEMENT SUMMARY

| | | | | | |
|----------------------|----------------------------|----------------------|-------------|--------------|--------------|
| PROJECT: | MTC PASS 2012/2013 PROJECT | SURVEY DATE: | 10/11/2012 | DAY: | THURSDAY |
| N-S APPROACH: | FOSTER CITY BLVD | SURVEY TIME: | 7:45 AM | TO | 9:45 AM |
| E-W APPROACH: | BOUNTY DR | JURISDICTION: | FOSTER CITY | FILE: | 3209061-12AM |



| TIME PERIOD | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|-------------|------------|------|------|-------|------------|------|------|-------|-----------|------|------|-------|-----------|------|------|-------|-------|
| | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | THRU | RIGHT | |

| SURVEY DATA | | | | | | | | | | | | | | | | | |
|--------------------|---|----|------|----|---|----|-----|----|-----|----|----|----|----|-----|------|--|--|
| 7:45 AM to 8:00 AM | 0 | 3 | 157 | 4 | 0 | 4 | 68 | 4 | 13 | 0 | 4 | 13 | 7 | 12 | 289 | | |
| 8:00 AM to 8:15 AM | 0 | 6 | 404 | 6 | 0 | 13 | 129 | 9 | 25 | 2 | 18 | 25 | 12 | 41 | 690 | | |
| 8:15 AM to 8:30 AM | 0 | 13 | 621 | 12 | 1 | 18 | 196 | 24 | 46 | 7 | 24 | 32 | 16 | 59 | 1069 | | |
| 8:30 AM to 8:45 AM | 0 | 18 | 805 | 13 | 2 | 23 | 276 | 32 | 65 | 8 | 30 | 40 | 22 | 73 | 1407 | | |
| 8:45 AM to 9:00 AM | 1 | 27 | 974 | 15 | 3 | 25 | 338 | 39 | 81 | 13 | 36 | 47 | 27 | 90 | 1716 | | |
| 9:00 AM to 9:15 AM | 1 | 31 | 1118 | 20 | 3 | 28 | 395 | 46 | 98 | 15 | 44 | 49 | 31 | 104 | 1983 | | |
| 9:15 AM to 9:30 AM | 1 | 40 | 1250 | 24 | 4 | 32 | 445 | 56 | 110 | 17 | 49 | 52 | 33 | 117 | 2230 | | |
| 9:30 AM to 9:45 AM | 1 | 46 | 1391 | 28 | 4 | 37 | 495 | 67 | 125 | 17 | 58 | 52 | 35 | 126 | 2482 | | |

| TOTAL BY PERIOD | | | | | | | | | | | | | | | | | |
|--------------------|---|---|-----|---|---|---|----|----|---|----|---|----|---|----|---|----|-----|
| 7:45 AM to 8:00 AM | 0 | 3 | 157 | 4 | 0 | 4 | 68 | 4 | 0 | 13 | 0 | 4 | 0 | 13 | 7 | 12 | 289 |
| 8:00 AM to 8:15 AM | 0 | 3 | 247 | 2 | 0 | 9 | 61 | 5 | 0 | 12 | 2 | 14 | 0 | 12 | 5 | 29 | 401 |
| 8:15 AM to 8:30 AM | 0 | 7 | 217 | 6 | 1 | 5 | 67 | 15 | 0 | 21 | 5 | 6 | 0 | 7 | 4 | 18 | 379 |
| 8:30 AM to 8:45 AM | 0 | 5 | 184 | 1 | 1 | 5 | 80 | 8 | 0 | 19 | 1 | 6 | 0 | 8 | 6 | 14 | 338 |
| 8:45 AM to 9:00 AM | 1 | 9 | 169 | 2 | 1 | 2 | 62 | 7 | 0 | 16 | 5 | 6 | 0 | 7 | 5 | 17 | 309 |
| 9:00 AM to 9:15 AM | 0 | 4 | 144 | 5 | 0 | 3 | 57 | 7 | 0 | 17 | 2 | 8 | 0 | 2 | 4 | 14 | 267 |
| 9:15 AM to 9:30 AM | 0 | 9 | 132 | 4 | 1 | 4 | 50 | 10 | 0 | 12 | 2 | 5 | 0 | 3 | 2 | 13 | 247 |
| 9:30 AM to 9:45 AM | 0 | 6 | 141 | 4 | 0 | 5 | 50 | 11 | 0 | 15 | 0 | 9 | 0 | 0 | 2 | 9 | 252 |

| HOURLY TOTALS | | | | | | | | | | | | | | | | | |
|--------------------|---|----|-----|----|---|----|-----|----|---|----|----|----|---|----|----|----|------|
| 7:45 AM to 8:45 AM | 0 | 18 | 805 | 13 | 2 | 23 | 276 | 32 | 0 | 65 | 8 | 30 | 0 | 40 | 22 | 73 | 1407 |
| 8:00 AM to 9:00 AM | 1 | 24 | 817 | 11 | 3 | 21 | 270 | 35 | 0 | 68 | 13 | 32 | 0 | 34 | 20 | 78 | 1427 |
| 8:15 AM to 9:15 AM | 1 | 25 | 714 | 14 | 3 | 15 | 266 | 37 | 0 | 73 | 13 | 26 | 0 | 24 | 19 | 63 | 1293 |
| 8:30 AM to 9:30 AM | 1 | 27 | 629 | 12 | 3 | 14 | 249 | 32 | 0 | 64 | 10 | 25 | 0 | 20 | 17 | 58 | 1161 |
| 8:45 AM to 9:45 AM | 1 | 28 | 586 | 15 | 2 | 14 | 219 | 35 | 0 | 60 | 9 | 28 | 0 | 12 | 13 | 53 | 1075 |

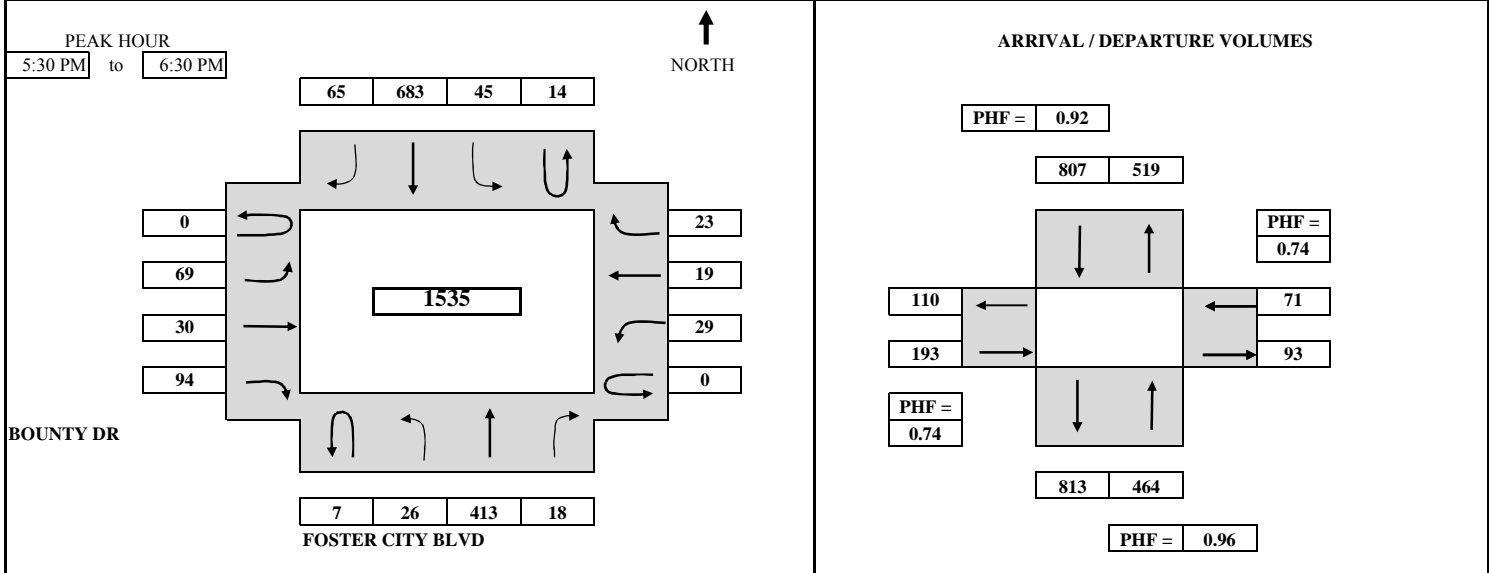
TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

| SYNCHRO CVS FILE FORMAT | | | | | | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|---------|------|------|------|---------|------|------|------|---------|
| | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | TOTAL |
| VOLUME | 1 | 24 | 817 | 11 | 3 | 21 | 270 | 35 | 0 | 68 | 13 | 32 | 0 | 34 | 20 | 78 | 1427 |
| PEDESTRIAN | | | | | | | | | | | | | | | | | 4 |
| BICYCLE | | | | | | | | | | | | | | | | | 3 |
| PHF BY MOVEMENT | 0.25 | 0.67 | 0.83 | 0.46 | 0.75 | 0.58 | 0.84 | 0.58 | #DIV/0! | 0.81 | 0.65 | 0.57 | #DIV/0! | 0.71 | 0.83 | 0.67 | OVERALL |
| PHF BY APPROACH | 0.85 | | | | 0.88 | | | | 0.88 | | | | 0.72 | | | | 0.89 |

B.A.Y.M.E.T.R.I.C.S.

INTERSECTION TURNING MOVEMENT SUMMARY

| | | | | | |
|----------------------|----------------------------|----------------------|-------------|--------------|--------------|
| PROJECT: | MTC PASS 2012/2013 PROJECT | SURVEY DATE: | 10/11/2012 | DAY: | THURSDAY |
| N-S APPROACH: | FOSTER CITY BLVD | SURVEY TIME: | 5:00 PM | TO | 7:00 PM |
| E-W APPROACH: | BOUNTY DR | JURISDICTION: | FOSTER CITY | FILE: | 3209061-12PM |



| TIME PERIOD | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | TOTAL |
|--------------------|------------|------|------|-------|------------|------|------|-------|-----------|------|------|-------|-----------|------|------|-------|-------|
| | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | THRU | RIGHT | |
| 5:00 PM to 5:15 PM | 1 | 4 | 84 | 3 | 4 | 5 | 150 | 11 | 10 | 7 | 15 | | 7 | 4 | 9 | | 314 |
| 5:15 PM to 5:30 PM | 1 | 6 | 156 | 5 | 8 | 8 | 256 | 28 | 24 | 12 | 27 | | 10 | 7 | 12 | | 560 |
| 5:30 PM to 5:45 PM | 3 | 13 | 258 | 10 | 13 | 18 | 402 | 42 | 39 | 23 | 45 | | 21 | 16 | 16 | | 919 |
| 5:45 PM to 6:00 PM | 5 | 21 | 360 | 13 | 17 | 28 | 581 | 59 | 62 | 32 | 78 | | 27 | 21 | 19 | | 1323 |
| 6:00 PM to 6:15 PM | 7 | 28 | 459 | 17 | 21 | 39 | 763 | 82 | 72 | 39 | 102 | | 33 | 22 | 25 | | 1709 |
| 6:15 PM to 6:30 PM | 8 | 32 | 569 | 23 | 22 | 53 | 939 | 93 | 93 | 42 | 121 | | 39 | 26 | 35 | | 2095 |
| 6:30 PM to 6:45 PM | 8 | 38 | 645 | 26 | 25 | 61 | 1098 | 110 | 110 | 48 | 142 | | 41 | 30 | 41 | | 2423 |
| 6:45 PM to 7:00 PM | 10 | 41 | 722 | 29 | 26 | 68 | 1247 | 124 | 125 | 58 | 165 | | 45 | 34 | 44 | | 2738 |

| TOTAL BY PERIOD | | | | | | | | | | | | | | | | | |
|--------------------|--------|------|------|-------|--------|------|------|-------|--------|------|------|-------|--------|------|------|-------|-------|
| TIME PERIOD | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | THRU | RIGHT | TOTAL |
| 5:00 PM to 5:15 PM | 1 | 4 | 84 | 3 | 4 | 5 | 150 | 11 | 0 | 10 | 7 | 15 | 0 | 7 | 4 | 9 | 314 |
| 5:15 PM to 5:30 PM | 0 | 2 | 72 | 2 | 4 | 3 | 106 | 17 | 0 | 14 | 5 | 12 | 0 | 3 | 3 | 3 | 246 |
| 5:30 PM to 5:45 PM | 2 | 7 | 102 | 5 | 5 | 10 | 146 | 14 | 0 | 15 | 11 | 18 | 0 | 11 | 9 | 4 | 359 |
| 5:45 PM to 6:00 PM | 2 | 8 | 102 | 3 | 4 | 10 | 179 | 17 | 0 | 23 | 9 | 33 | 0 | 6 | 5 | 3 | 404 |
| 6:00 PM to 6:15 PM | 2 | 7 | 99 | 4 | 4 | 11 | 182 | 23 | 0 | 10 | 7 | 24 | 0 | 6 | 1 | 6 | 386 |
| 6:15 PM to 6:30 PM | 1 | 4 | 110 | 6 | 1 | 14 | 176 | 11 | 0 | 21 | 3 | 19 | 0 | 6 | 4 | 10 | 386 |
| 6:30 PM to 6:45 PM | 0 | 6 | 76 | 3 | 3 | 8 | 159 | 17 | 0 | 17 | 6 | 21 | 0 | 2 | 4 | 6 | 328 |
| 6:45 PM to 7:00 PM | 2 | 3 | 77 | 3 | 1 | 7 | 149 | 14 | 0 | 15 | 10 | 23 | 0 | 4 | 4 | 3 | 315 |

| HOURLY TOTALS | | | | | | | | | | | | | | | | | |
|--------------------|--------|------|------|-------|--------|------|------|-------|--------|------|------|-------|--------|------|------|-------|-------|
| TIME PERIOD | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | THRU | RIGHT | U-TURN | LEFT | THRU | RIGHT | TOTAL |
| 5:00 PM to 6:00 PM | 5 | 21 | 360 | 13 | 17 | 28 | 581 | 59 | 0 | 62 | 32 | 78 | 0 | 27 | 21 | 19 | 1323 |
| 5:15 PM to 6:15 PM | 6 | 24 | 375 | 14 | 17 | 34 | 613 | 71 | 0 | 62 | 32 | 87 | 0 | 26 | 18 | 16 | 1395 |
| 5:30 PM to 6:30 PM | 7 | 26 | 413 | 18 | 14 | 45 | 683 | 65 | 0 | 69 | 30 | 94 | 0 | 29 | 19 | 23 | 1535 |
| 5:45 PM to 6:45 PM | 5 | 25 | 387 | 16 | 12 | 43 | 696 | 68 | 0 | 71 | 25 | 97 | 0 | 20 | 14 | 25 | 1504 |
| 6:00 PM to 7:00 PM | 5 | 20 | 362 | 16 | 9 | 40 | 666 | 65 | 0 | 63 | 26 | 87 | 0 | 18 | 13 | 25 | 1415 |

TEL: (510) 232 - 1271 FAX: (510) 232 - 1272

| SYNCHRO CVS FILE FORMAT | | | | | | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|---------|------|------|------|---------|------|------|------|---------|
| | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | TOTAL |
| VOLUME | 7 | 26 | 413 | 18 | 14 | 45 | 683 | 65 | 0 | 69 | 30 | 94 | 0 | 29 | 19 | 23 | 1535 |
| PEDESTRIAN | | | | | | | | | | | | | | | | | 8 |
| BICYCLE | | | | | | | | | | | | | | | | | 1 |
| PHF BY MOVEMENT | 0.88 | 0.81 | 0.94 | 0.75 | 0.70 | 0.80 | 0.94 | 0.71 | #DIV/0! | 0.75 | 0.68 | 0.71 | #DIV/0! | 0.66 | 0.53 | 0.58 | OVERALL |
| PHF BY APPROACH | 0.96 | | | | 0.92 | | | | 0.74 | | | | 0.74 | | | | 0.95 |

Traffic Data Service

Campbell, CA

(408) 377-2988

tdsbay@cs.com

File Name : 24AM FINAL

Site Code : 0000024

Start Date : 5/10/2012

Page No : 1

Groups Printed- Vehicles - Motor Bikes

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

| Start Time | FOSTER CITY BLVD Southbound | | | | | MARLIN AVE Westbound | | | | | FOSTER CITY BLVD Northbound | | | | | MARLIN AVE Eastbound | | | | | Int. Total |
|--|--------------------------------|-----------|-----------|----------|------------|-------------------------|-----------|----------|------|------------|--------------------------------|------------|-----------|----------|------------|-------------------------|-----------|-----------|----------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | | | | | |
| 07:45 AM | 20 | 31 | 36 | 9 | 96 | 81 | 3 | 1 | 2 | 87 | 3 | 55 | 6 | 4 | 68 | 3 | 20 | 29 | 4 | 56 | 307 |
| 08:00 AM | 12 | 37 | 70 | 5 | 124 | 80 | 19 | 3 | 4 | 106 | 9 | 93 | 15 | 7 | 124 | 10 | 55 | 41 | 6 | 112 | 466 |
| 08:15 AM | 25 | 28 | 45 | 1 | 99 | 82 | 42 | 5 | 2 | 131 | 1 | 123 | 18 | 3 | 145 | 12 | 14 | 22 | 2 | 50 | 425 |
| 08:30 AM | 16 | 19 | 24 | 2 | 61 | 62 | 16 | 4 | 7 | 89 | 1 | 50 | 3 | 2 | 56 | 0 | 8 | 19 | 4 | 31 | 237 |
| Total Volume | 73 | 115 | 175 | 17 | 380 | 305 | 80 | 13 | 15 | 413 | 14 | 321 | 42 | 16 | 393 | 25 | 97 | 111 | 16 | 249 | 1435 |
| % App. Total | 19.2 | 30.3 | 46.1 | 4.5 | | 73.8 | 19.4 | 3.1 | 3.6 | | 3.6 | 81.7 | 10.7 | 4.1 | | 10 | 39 | 44.6 | 6.4 | | |
| PHF | .730 | .777 | .625 | .472 | .766 | .930 | .476 | .650 | .536 | .788 | .389 | .652 | .583 | .571 | .678 | .521 | .441 | .677 | .667 | .556 | .770 |

Traffic Data Service

Campbell, CA

(408) 377-2988

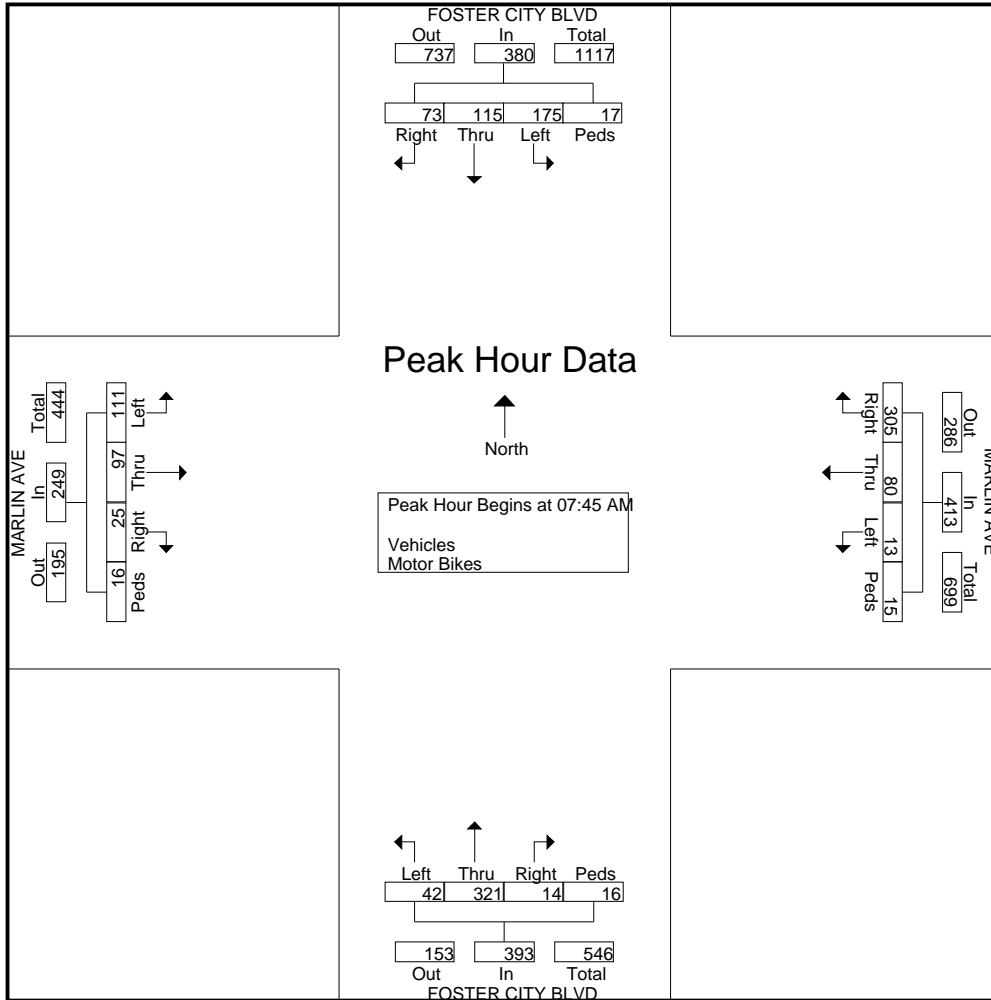
tdsbay@cs.com

File Name : 24AM FINAL

Site Code : 0000024

Start Date : 5/10/2012

Page No : 2



Traffic Data Service

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File Name : 24PM FINAL

Site Code : 0000024

Start Date : 5/10/2012

Page No : 1

Groups Printed- Vehicles - Motor Bikes

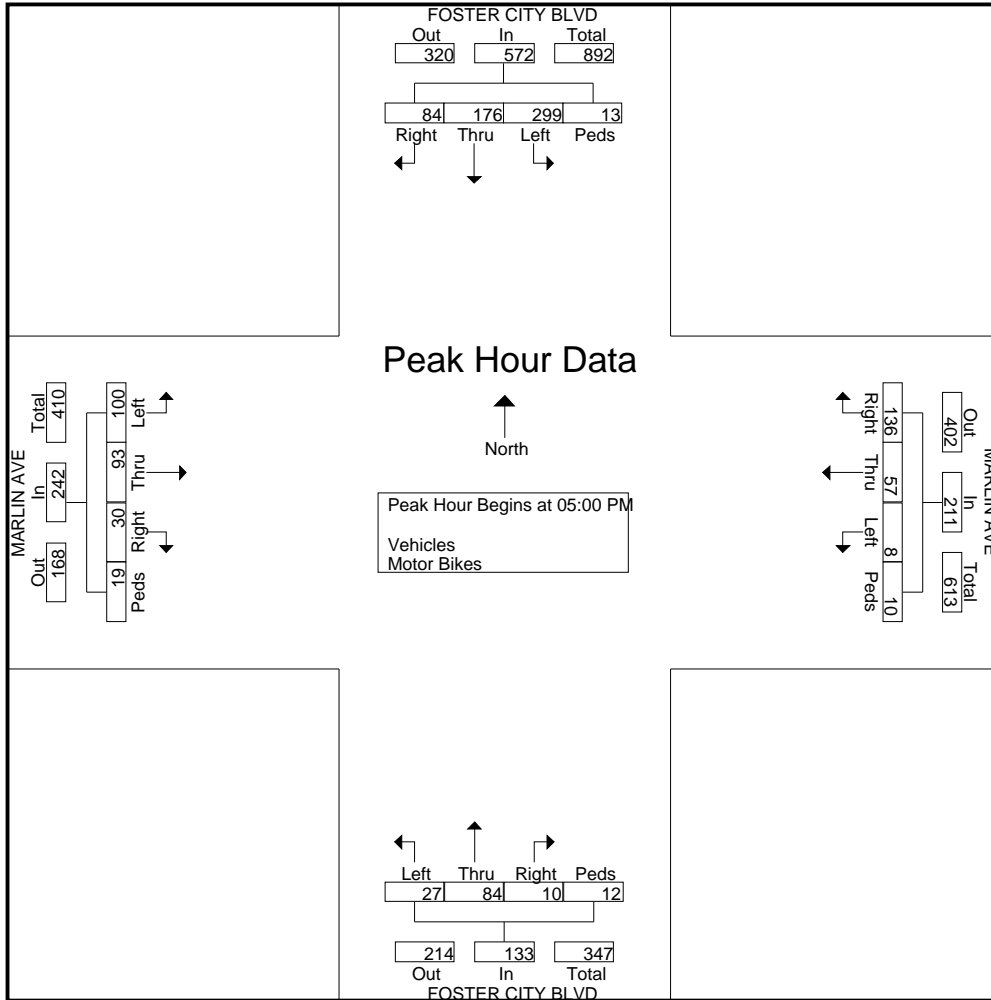
| Start Time | FOSTER CITY BLVD Southbound | | | | | MARLIN AVE Westbound | | | | | FOSTER CITY BLVD Northbound | | | | | MARLIN AVE Eastbound | | | | | Int. Total |
|---------------|--------------------------------|------------|------------|-----------|------------|-------------------------|-----------|----------|-----------|------------|-----------------------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

| Start Time | FOSTER CITY BLVD Southbound | | | | | MARLIN AVE Westbound | | | | | FOSTER CITY BLVD Northbound | | | | | MARLIN AVE Eastbound | | | | | Int. Total |
|--|--------------------------------|-----------|-----------|----------|------------|-------------------------|-----------|----------|----------|------------|--------------------------------|-----------|----------|----------|------------|-------------------------|-----------|-----------|----------|------------|------------|
| | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | Right | Thru | Left | Peds | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 05:00 PM | | | | | | | | | | | | | | | | | | | | | |
| 05:00 PM | 14 | 33 | 64 | 5 | 116 | 30 | 15 | 1 | 0 | 46 | 3 | 20 | 7 | 3 | 33 | 13 | 20 | 29 | 7 | 69 | 264 |
| 05:15 PM | 23 | 46 | 58 | 4 | 131 | 25 | 13 | 3 | 3 | 44 | 3 | 18 | 8 | 3 | 32 | 4 | 19 | 33 | 7 | 63 | 270 |
| 05:30 PM | 24 | 35 | 81 | 1 | 141 | 45 | 13 | 2 | 1 | 61 | 2 | 19 | 4 | 2 | 27 | 8 | 22 | 18 | 2 | 50 | 279 |
| 05:45 PM | 23 | 62 | 96 | 3 | 184 | 36 | 16 | 2 | 6 | 60 | 2 | 27 | 8 | 4 | 41 | 5 | 32 | 20 | 3 | 60 | 345 |
| Total Volume | 84 | 176 | 299 | 13 | 572 | 136 | 57 | 8 | 10 | 211 | 10 | 84 | 27 | 12 | 133 | 30 | 93 | 100 | 19 | 242 | 1158 |
| % App. Total | 14.7 | 30.8 | 52.3 | 2.3 | | 64.5 | 27 | 3.8 | 4.7 | | 7.5 | 63.2 | 20.3 | 9 | | 12.4 | 38.4 | 41.3 | 7.9 | | |
| PHF | .875 | .710 | .779 | .650 | .777 | .756 | .891 | .667 | .417 | .865 | .833 | .778 | .844 | .750 | .811 | .577 | .727 | .758 | .679 | .877 | .839 |

Traffic Data Service

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

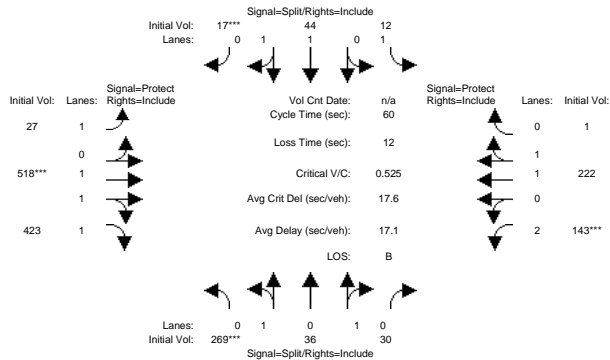
File Name : 24PM FINAL
 Site Code : 0000024
 Start Date : 5/10/2012
 Page No : 2



**APPENDIX B2:
ISOLATED INTERSECTION ANALYSIS RESULTS**

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

Intersection #1: SR 92 Westbound Ramps/Bridgepointe Parkway



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 269 | 36 | 30 | 12 | 44 | 17 | 27 | 518 | 423 | 143 | 222 | 1 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 269 | 36 | 30 | 12 | 44 | 17 | 27 | 518 | 423 | 143 | 222 | 1 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 269 | 36 | 30 | 12 | 44 | 17 | 27 | 518 | 423 | 143 | 222 | 1 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 280 | 38 | 31 | 13 | 46 | 18 | 28 | 540 | 441 | 149 | 231 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 280 | 38 | 31 | 13 | 46 | 18 | 28 | 540 | 441 | 149 | 231 | 1 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 280 | 38 | 31 | 13 | 46 | 18 | 28 | 540 | 441 | 149 | 231 | 1 |

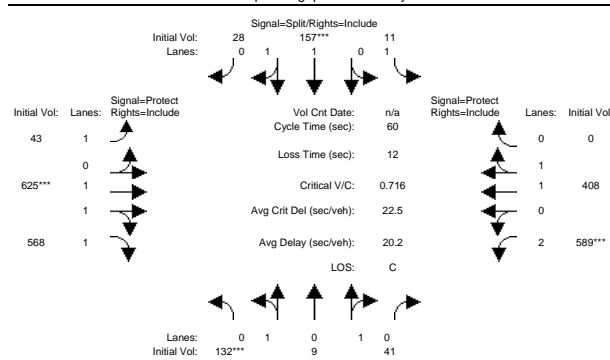
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.90 | 0.90 | 0.90 | 0.95 | 0.91 | 0.91 | 0.95 | 0.89 | 0.87 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.55 | 0.45 | 1.00 | 1.44 | 0.56 | 1.00 | 1.64 | 1.36 | 2.00 | 1.99 | 0.01 |
| Final Sat.: | 1712 | 933 | 778 | 1805 | 2491 | 963 | 1805 | 2759 | 2253 | 3502 | 3590 | 16 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.16 | 0.04 | 0.04 | 0.01 | 0.02 | 0.02 | 0.02 | 0.20 | 0.20 | 0.04 | 0.06 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.31 | 0.31 | 0.31 | 0.04 | 0.04 | 0.04 | 0.09 | 0.37 | 0.37 | 0.08 | 0.37 | 0.37 |
| Volume/Cap: | 0.53 | 0.13 | 0.13 | 0.20 | 0.53 | 0.53 | 0.18 | 0.53 | 0.53 | 0.53 | 0.18 | 0.18 |
| Delay/Veh: | 17.8 | 14.8 | 14.8 | 29.7 | 32.7 | 32.7 | 25.9 | 15.0 | 15.0 | 28.3 | 13.0 | 13.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 17.8 | 14.8 | 14.8 | 29.7 | 32.7 | 32.7 | 25.9 | 15.0 | 15.0 | 28.3 | 13.0 | 13.0 |
| LOS by Move: | B | B | B | C | C | C | C | B | B | C | B | B |
| HCM2kAvgQ: | 5 | 1 | 1 | 0 | 1 | 1 | 0 | 5 | 5 | 2 | 2 | 2 |

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

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

Intersection #1: SR 92 Westbound Ramps/Bridgepointe Parkway



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 132 | 9 | 41 | 11 | 157 | 28 | 43 | 625 | 568 | 589 | 408 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 132 | 9 | 41 | 11 | 157 | 28 | 43 | 625 | 568 | 589 | 408 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 132 | 9 | 41 | 11 | 157 | 28 | 43 | 625 | 568 | 589 | 408 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 140 | 10 | 44 | 12 | 167 | 30 | 46 | 665 | 604 | 627 | 434 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 140 | 10 | 44 | 12 | 167 | 30 | 46 | 665 | 604 | 627 | 434 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 140 | 10 | 44 | 12 | 167 | 30 | 46 | 665 | 604 | 627 | 434 | 0 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.89 | 0.89 | 0.88 | 0.95 | 0.93 | 0.93 | 0.95 | 0.88 | 0.87 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.18 | 0.82 | 1.00 | 1.70 | 0.30 | 1.00 | 1.56 | 1.44 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 1683 | 302 | 1375 | 1805 | 2992 | 534 | 1805 | 2612 | 2374 | 3502 | 3610 | 0 |

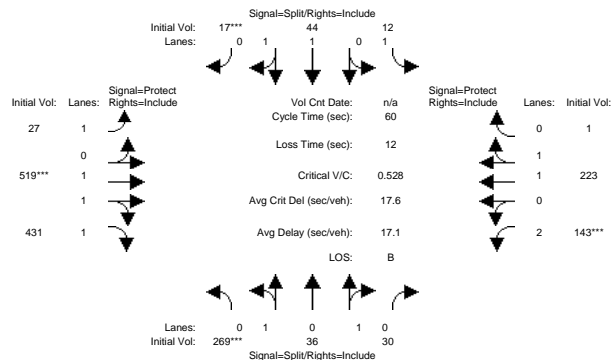
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.08 | 0.03 | 0.03 | 0.01 | 0.06 | 0.06 | 0.03 | 0.25 | 0.25 | 0.18 | 0.12 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.12 | 0.12 | 0.12 | 0.08 | 0.08 | 0.08 | 0.11 | 0.36 | 0.36 | 0.25 | 0.50 | 0.00 |
| Volume/Cap: | 0.72 | 0.27 | 0.27 | 0.08 | 0.72 | 0.72 | 0.24 | 0.72 | 0.72 | 0.72 | 0.24 | 0.00 |
| Delay/Veh: | 34.4 | 24.4 | 24.4 | 25.9 | 35.7 | 35.7 | 25.3 | 18.1 | 18.1 | 23.4 | 8.6 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 34.4 | 24.4 | 24.4 | 25.9 | 35.7 | 35.7 | 25.3 | 18.1 | 18.1 | 23.4 | 8.6 | 0.0 |
| LOS by Move: | C | C | C | C | D | D | C | B | B | C | A | A |
| HCM2kAvgQ: | 4 | 1 | 1 | 0 | 4 | 4 | 1 | 7 | 7 | 7 | 2 | 0 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #1: SR 92 Westbound Ramps/Bridgepointe Parkway



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 269 | 36 | 30 | 12 | 44 | 17 | 27 | 518 | 423 | 143 | 222 | 1 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 269 | 36 | 30 | 12 | 44 | 17 | 27 | 518 | 423 | 143 | 222 | 1 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 0 | 1 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 269 | 36 | 30 | 12 | 44 | 17 | 27 | 519 | 431 | 143 | 223 | 1 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 280 | 38 | 31 | 13 | 46 | 18 | 28 | 541 | 449 | 149 | 232 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 280 | 38 | 31 | 13 | 46 | 18 | 28 | 541 | 449 | 149 | 232 | 1 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 280 | 38 | 31 | 13 | 46 | 18 | 28 | 541 | 449 | 149 | 232 | 1 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.90 | 0.90 | 0.90 | 0.95 | 0.91 | 0.91 | 0.95 | 0.89 | 0.87 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.55 | 0.45 | 1.00 | 1.44 | 0.56 | 1.00 | 1.63 | 1.37 | 2.00 | 1.99 | 0.01 |
| Final Sat.: | 1712 | 933 | 778 | 1805 | 2491 | 963 | 1805 | 2735 | 2271 | 3502 | 3590 | 16 |

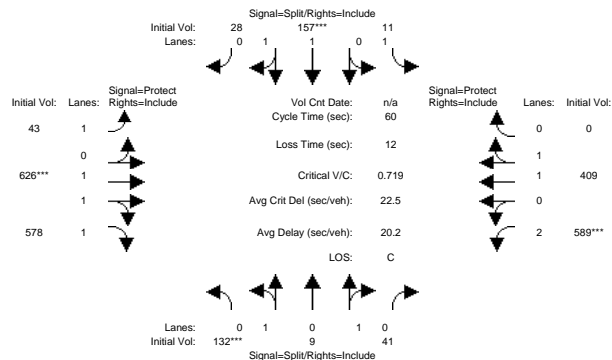
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.16 | 0.04 | 0.04 | 0.01 | 0.02 | 0.02 | 0.02 | 0.20 | 0.20 | 0.04 | 0.06 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.31 | 0.31 | 0.31 | 0.03 | 0.03 | 0.03 | 0.09 | 0.37 | 0.37 | 0.08 | 0.37 | 0.37 |
| Volume/Cap: | 0.53 | 0.13 | 0.13 | 0.20 | 0.53 | 0.53 | 0.18 | 0.53 | 0.53 | 0.53 | 0.18 | 0.18 |
| Delay/Veh: | 17.9 | 14.9 | 14.9 | 29.7 | 32.8 | 32.8 | 25.9 | 14.9 | 14.9 | 28.4 | 12.9 | 12.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 17.9 | 14.9 | 14.9 | 29.7 | 32.8 | 32.8 | 25.9 | 14.9 | 14.9 | 28.4 | 12.9 | 12.9 |
| LOS by Move: | B | B | B | C | C | C | C | B | B | C | B | B |
| HCM2kAvgQ: | 5 | 1 | 1 | 0 | 1 | 1 | 0 | 5 | 5 | 2 | 2 | 2 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #1: SR 92 Westbound Ramps/Bridgepointe Parkway



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 132 | 9 | 41 | 11 | 157 | 28 | 43 | 625 | 568 | 589 | 408 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 132 | 9 | 41 | 11 | 157 | 28 | 43 | 625 | 568 | 589 | 408 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 1 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 132 | 9 | 41 | 11 | 157 | 28 | 43 | 626 | 578 | 589 | 409 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 140 | 10 | 44 | 12 | 167 | 30 | 46 | 666 | 615 | 627 | 435 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 140 | 10 | 44 | 12 | 167 | 30 | 46 | 666 | 615 | 627 | 435 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 140 | 10 | 44 | 12 | 167 | 30 | 46 | 666 | 615 | 627 | 435 | 0 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.89 | 0.89 | 0.88 | 0.95 | 0.93 | 0.93 | 0.95 | 0.88 | 0.86 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.18 | 0.82 | 1.00 | 1.70 | 0.30 | 1.00 | 1.55 | 1.45 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 1683 | 302 | 1375 | 1805 | 2992 | 534 | 1805 | 2589 | 2390 | 3502 | 3610 | 0 |

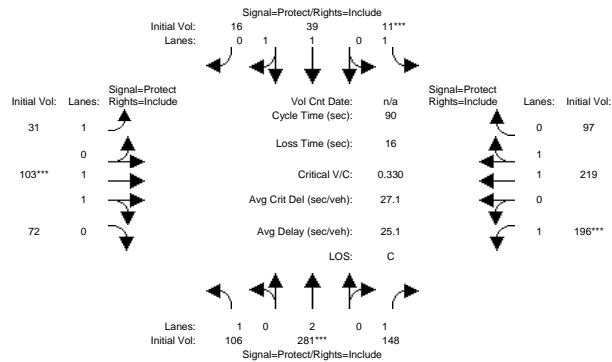
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.08 | 0.03 | 0.03 | 0.01 | 0.06 | 0.06 | 0.03 | 0.26 | 0.26 | 0.18 | 0.12 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.12 | 0.12 | 0.12 | 0.08 | 0.08 | 0.08 | 0.11 | 0.36 | 0.36 | 0.25 | 0.50 | 0.00 |
| Volume/Cap: | 0.72 | 0.27 | 0.27 | 0.08 | 0.72 | 0.72 | 0.24 | 0.72 | 0.72 | 0.72 | 0.24 | 0.00 |
| Delay/Veh: | 34.6 | 24.4 | 24.4 | 25.9 | 36.0 | 36.0 | 25.3 | 18.1 | 18.1 | 23.6 | 8.6 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 34.6 | 24.4 | 24.4 | 25.9 | 36.0 | 36.0 | 25.3 | 18.1 | 18.1 | 23.6 | 8.6 | 0.0 |
| LOS by Move: | C | C | C | C | D | D | C | B | B | C | A | A |
| HCM2kAvgQ: | 4 | 1 | 1 | 0 | 4 | 4 | 4 | 1 | 7 | 7 | 2 | 0 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #2: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 106 | 281 | 148 | 11 | 39 | 16 | 31 | 103 | 72 | 196 | 219 | 97 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 106 | 281 | 148 | 11 | 39 | 16 | 31 | 103 | 72 | 196 | 219 | 97 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 106 | 281 | 148 | 11 | 39 | 16 | 31 | 103 | 72 | 196 | 219 | 97 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 118 | 312 | 164 | 12 | 43 | 18 | 34 | 114 | 80 | 218 | 243 | 108 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 118 | 312 | 164 | 12 | 43 | 18 | 34 | 114 | 80 | 218 | 243 | 108 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 118 | 312 | 164 | 12 | 43 | 18 | 34 | 114 | 80 | 218 | 243 | 108 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.82 | 0.95 | 0.91 | 0.90 | 0.95 | 0.89 | 0.88 | 0.95 | 0.91 | 0.90 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.41 | 0.59 | 1.00 | 1.17 | 0.83 | 1.00 | 1.38 | 0.62 |
| Final Sat.: | 1805 | 3610 | 1567 | 1805 | 2441 | 1001 | 1805 | 1984 | 1387 | 1805 | 2380 | 1054 |

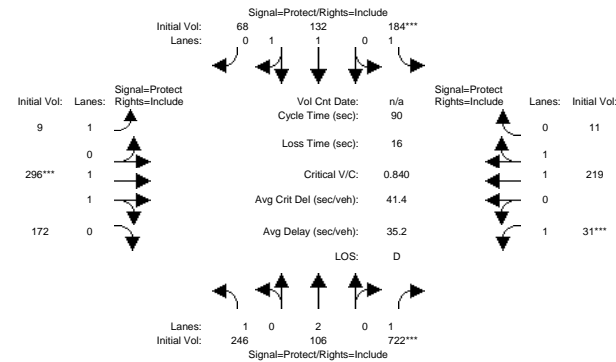
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.07 | 0.09 | 0.05 | 0.01 | 0.02 | 0.02 | 0.02 | 0.06 | 0.06 | 0.12 | 0.10 | 0.10 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.22 | 0.26 | 0.26 | 0.02 | 0.06 | 0.06 | 0.08 | 0.17 | 0.17 | 0.37 | 0.45 | 0.45 |
| Volume/Cap: | 0.29 | 0.33 | 0.18 | 0.33 | 0.29 | 0.29 | 0.22 | 0.33 | 0.33 | 0.33 | 0.22 | 0.22 |
| Delay/Veh: | 29.6 | 27.0 | 26.0 | 48.7 | 41.2 | 41.2 | 39.2 | 32.9 | 32.9 | 20.9 | 15.0 | 15.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 29.6 | 27.0 | 26.0 | 48.7 | 41.2 | 41.2 | 39.2 | 32.9 | 32.9 | 20.9 | 15.0 | 15.0 |
| LOS by Move: | C | C | C | D | D | D | D | C | C | C | B | B |
| HCM2kAvgQ: | 3 | 4 | 2 | 1 | 1 | 1 | 1 | 3 | 3 | 4 | 3 | 3 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #2: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 246 | 106 | 722 | 184 | 132 | 68 | 9 | 296 | 172 | 31 | 219 | 11 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 246 | 106 | 722 | 184 | 132 | 68 | 9 | 296 | 172 | 31 | 219 | 11 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 246 | 106 | 722 | 184 | 132 | 68 | 9 | 296 | 172 | 31 | 219 | 11 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 259 | 112 | 760 | 194 | 139 | 72 | 9 | 312 | 181 | 33 | 231 | 12 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 259 | 112 | 760 | 194 | 139 | 72 | 9 | 312 | 181 | 33 | 231 | 12 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 259 | 112 | 760 | 194 | 139 | 72 | 9 | 312 | 181 | 33 | 231 | 12 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.82 | 0.95 | 0.90 | 0.89 | 0.95 | 0.90 | 0.89 | 0.95 | 0.94 | 0.94 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.32 | 0.68 | 1.00 | 1.26 | 0.74 | 1.00 | 1.90 | 0.10 |
| Final Sat.: | 1805 | 3610 | 1567 | 1805 | 2253 | 1161 | 1805 | 2150 | 1249 | 1805 | 3413 | 171 |

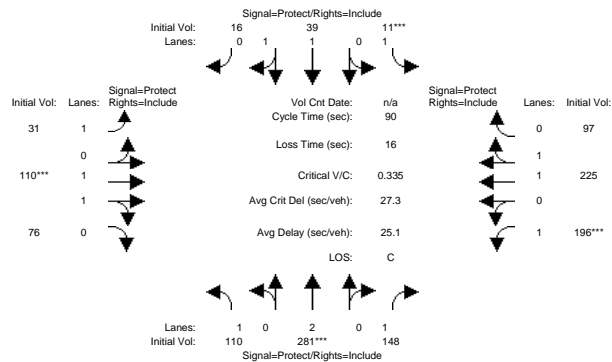
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.14 | 0.03 | 0.42 | 0.11 | 0.06 | 0.06 | 0.01 | 0.14 | 0.14 | 0.02 | 0.07 | 0.07 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.44 | 0.50 | 0.50 | 0.13 | 0.19 | 0.19 | 0.01 | 0.17 | 0.17 | 0.17 | 0.18 | 0.18 |
| Volume/Cap: | 0.33 | 0.06 | 0.84 | 0.84 | 0.33 | 0.33 | 0.38 | 0.84 | 0.84 | 0.84 | 0.38 | 0.38 |
| Delay/Veh: | 16.8 | 11.6 | 27.4 | 61.5 | 31.9 | 31.9 | 53.1 | 46.5 | 46.5 | 127.6 | 32.8 | 32.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 16.8 | 11.6 | 27.4 | 61.5 | 31.9 | 31.9 | 53.1 | 46.5 | 46.5 | 127.6 | 32.8 | 32.8 |
| LOS by Move: | B | B | C | E | C | C | D | D | D | F | C | C |
| HCM2kAvgQ: | 4 | 1 | 17 | 8 | 3 | 3 | 1 | 10 | 10 | 1 | 3 | 3 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #2: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 106 | 281 | 148 | 11 | 39 | 16 | 31 | 103 | 72 | 196 | 219 | 97 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 106 | 281 | 148 | 11 | 39 | 16 | 31 | 103 | 72 | 196 | 219 | 97 |
| Added Vol: | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 0 | 6 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 110 | 281 | 148 | 11 | 39 | 16 | 31 | 110 | 76 | 196 | 225 | 97 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 122 | 312 | 164 | 12 | 43 | 18 | 34 | 122 | 84 | 218 | 250 | 108 |
| Reduct Vol: | 0 | 0 | 90 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 122 | 312 | 74 | 12 | 43 | 18 | 34 | 122 | 84 | 218 | 250 | 108 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 122 | 312 | 74 | 12 | 43 | 18 | 34 | 122 | 84 | 218 | 250 | 108 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.82 | 0.95 | 0.91 | 0.90 | 0.95 | 0.89 | 0.88 | 0.95 | 0.91 | 0.90 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.41 | 0.59 | 1.00 | 1.18 | 0.82 | 1.00 | 1.39 | 0.61 |
| Final Sat.: | 1805 | 3610 | 1567 | 1805 | 2441 | 1001 | 1805 | 1996 | 1379 | 1805 | 2403 | 1036 |

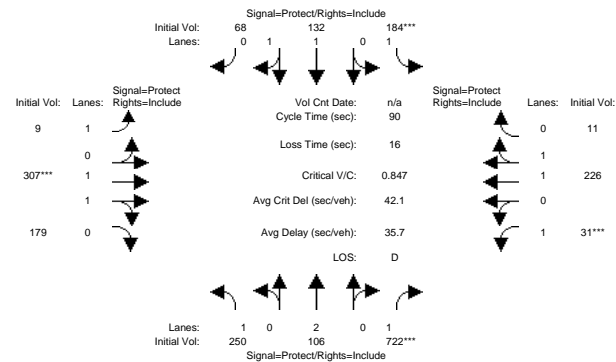
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.07 | 0.09 | 0.05 | 0.01 | 0.02 | 0.02 | 0.02 | 0.06 | 0.06 | 0.12 | 0.10 | 0.10 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.22 | 0.26 | 0.26 | 0.02 | 0.06 | 0.06 | 0.08 | 0.18 | 0.18 | 0.36 | 0.46 | 0.46 |
| Volume/Cap: | 0.31 | 0.33 | 0.18 | 0.33 | 0.31 | 0.31 | 0.23 | 0.33 | 0.33 | 0.33 | 0.23 | 0.23 |
| Delay/Veh: | 29.7 | 27.3 | 26.2 | 48.8 | 41.5 | 41.5 | 39.2 | 32.3 | 32.3 | 21.2 | 14.8 | 14.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 29.7 | 27.3 | 26.2 | 48.8 | 41.5 | 41.5 | 39.2 | 32.3 | 32.3 | 21.2 | 14.8 | 14.8 |
| LOS by Move: | C | C | C | D | D | D | D | C | C | C | B | B |
| HCM2kAvgQ: | 3 | 4 | 2 | 1 | 1 | 1 | 1 | 3 | 3 | 4 | 3 | 3 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #2: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 246 | 106 | 722 | 184 | 132 | 68 | 9 | 296 | 172 | 31 | 219 | 11 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 246 | 106 | 722 | 184 | 132 | 68 | 9 | 296 | 172 | 31 | 219 | 11 |
| Added Vol: | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 7 | 0 | 7 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 250 | 106 | 722 | 184 | 132 | 68 | 9 | 307 | 179 | 31 | 226 | 11 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 263 | 112 | 760 | 194 | 139 | 72 | 9 | 323 | 188 | 33 | 238 | 12 |
| Reduct Vol: | 0 | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 263 | 112 | 659 | 194 | 139 | 72 | 9 | 323 | 188 | 33 | 238 | 12 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 263 | 112 | 659 | 194 | 139 | 72 | 9 | 323 | 188 | 33 | 238 | 12 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.82 | 0.95 | 0.90 | 0.89 | 0.95 | 0.90 | 0.89 | 0.95 | 0.94 | 0.94 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.32 | 0.68 | 1.00 | 1.26 | 0.74 | 1.00 | 1.91 | 0.09 |
| Final Sat.: | 1805 | 3610 | 1567 | 1805 | 2253 | 1161 | 1805 | 2148 | 1252 | 1805 | 3418 | 166 |

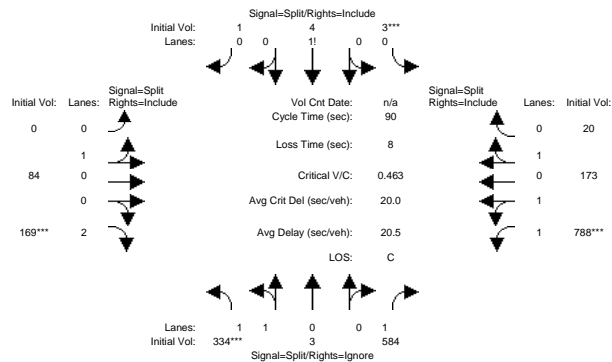
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.15 | 0.03 | 0.42 | 0.11 | 0.06 | 0.06 | 0.01 | 0.15 | 0.15 | 0.02 | 0.07 | 0.07 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.44 | 0.50 | 0.50 | 0.13 | 0.19 | 0.19 | 0.01 | 0.18 | 0.18 | 0.18 | 0.02 | 0.19 |
| Volume/Cap: | 0.33 | 0.06 | 0.85 | 0.85 | 0.33 | 0.33 | 0.38 | 0.85 | 0.85 | 0.85 | 0.38 | 0.38 |
| Delay/Veh: | 16.9 | 11.8 | 28.3 | 62.7 | 32.1 | 32.1 | 53.2 | 46.6 | 46.6 | 130.4 | 32.5 | 32.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 16.9 | 11.8 | 28.3 | 62.7 | 32.1 | 32.1 | 53.2 | 46.6 | 46.6 | 130.4 | 32.5 | 32.5 |
| LOS by Move: | B | B | C | E | C | C | D | D | D | F | C | C |
| HCM2kAvgQ: | 5 | 1 | 17 | 8 | 3 | 3 | 1 | 10 | 10 | 1 | 3 | 3 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #3: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 334 | 3 | 584 | 3 | 4 | 1 | 0 | 84 | 169 | 788 | 173 | 20 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 334 | 3 | 584 | 3 | 4 | 1 | 0 | 84 | 169 | 788 | 173 | 20 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 334 | 3 | 584 | 3 | 4 | 1 | 0 | 84 | 169 | 788 | 173 | 20 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.92 | 0.92 | 0.00 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| PHF Volume: | 363 | 3 | 0 | 3 | 4 | 1 | 0 | 91 | 184 | 857 | 188 | 22 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 363 | 3 | 0 | 3 | 4 | 1 | 0 | 91 | 184 | 857 | 188 | 22 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 363 | 3 | 0 | 3 | 4 | 1 | 0 | 91 | 184 | 857 | 188 | 22 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 0.97 | 0.97 | 0.96 | 1.00 | 1.00 | 0.70 | 0.91 | 0.91 | 0.91 |
| Lanes: | 1.98 | 0.02 | 1.00 | 0.37 | 0.50 | 0.13 | 0.00 | 1.00 | 2.00 | 2.00 | 0.90 | 0.10 |
| Final Sat.: | 3589 | 32 | 1900 | 687 | 917 | 229 | 0 | 1900 | 2676 | 3459 | 1550 | 179 |

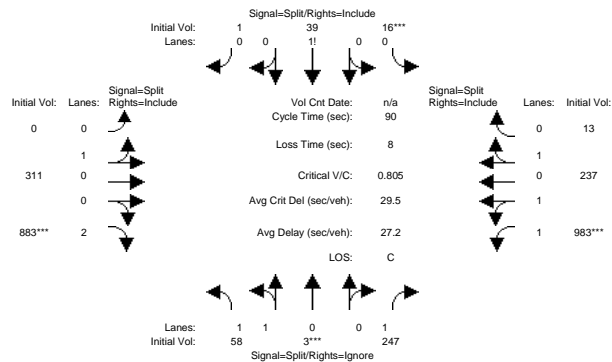
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.10 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.07 | 0.25 | 0.12 | 0.12 |
| Crit Moves: | **** | | | **** | | | **** | | **** | **** | | |
| Green/Cycle: | 0.22 | 0.22 | 0.00 | 0.01 | 0.01 | 0.01 | 0.00 | 0.15 | 0.15 | 0.53 | 0.53 | 0.53 |
| Volume/Cap: | 0.46 | 0.46 | 0.00 | 0.46 | 0.46 | 0.46 | 0.00 | 0.32 | 0.46 | 0.46 | 0.23 | 0.23 |
| Delay/Veh: | 31.0 | 31.0 | 0.0 | 61.3 | 61.3 | 61.3 | 0.0 | 35.0 | 35.9 | 13.1 | 11.1 | 11.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 31.0 | 31.0 | 0.0 | 61.3 | 61.3 | 61.3 | 0.0 | 35.0 | 35.9 | 13.1 | 11.1 | 11.1 |
| LOS by Move: | C | C | A | E | E | E | A | C | D | B | B | B |
| HCM2kAvgQ: | 5 | 5 | 0 | 1 | 1 | 1 | 0 | 2 | 3 | 8 | 3 | 3 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #3: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 58 | 3 | 247 | 16 | 39 | 1 | 0 | 311 | 883 | 983 | 237 | 13 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 58 | 3 | 247 | 16 | 39 | 1 | 0 | 311 | 883 | 983 | 237 | 13 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 58 | 3 | 247 | 16 | 39 | 1 | 0 | 311 | 883 | 983 | 237 | 13 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 64 | 3 | 0 | 18 | 43 | 1 | 0 | 346 | 981 | 1092 | 263 | 14 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 64 | 3 | 0 | 18 | 43 | 1 | 0 | 346 | 981 | 1092 | 263 | 14 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 64 | 3 | 0 | 18 | 43 | 1 | 0 | 346 | 981 | 1092 | 263 | 14 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.96 | 0.96 | 1.00 | 0.98 | 0.98 | 0.98 | 1.00 | 1.00 | 0.70 | 0.91 | 0.91 | 0.91 |
| Lanes: | 1.90 | 0.10 | 1.00 | 0.28 | 0.70 | 0.02 | 0.00 | 1.00 | 2.00 | 2.00 | 0.95 | 0.05 |
| Final Sat.: | 3451 | 178 | 1900 | 534 | 1302 | 33 | 0 | 1900 | 2676 | 3466 | 1643 | 90 |

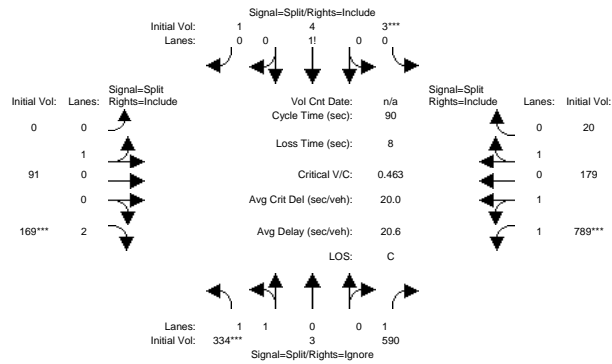
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.02 | 0.02 | 0.00 | 0.03 | 0.03 | 0.03 | 0.00 | 0.18 | 0.37 | 0.32 | 0.16 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | **** | **** | | |
| Green/Cycle: | 0.02 | 0.02 | 0.00 | 0.04 | 0.04 | 0.04 | 0.00 | 0.46 | 0.46 | 0.39 | 0.39 | 0.39 |
| Volume/Cap: | 0.81 | 0.81 | 0.00 | 0.81 | 0.81 | 0.81 | 0.00 | 0.40 | 0.81 | 0.81 | 0.41 | 0.41 |
| Delay/Veh: | 85.1 | 85.1 | 0.0 | 86.9 | 86.9 | 86.9 | 0.0 | 16.6 | 25.1 | 27.3 | 19.9 | 19.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 85.1 | 85.1 | 0.0 | 86.9 | 86.9 | 86.9 | 0.0 | 16.6 | 25.1 | 27.3 | 19.9 | 19.9 |
| LOS by Move: | F | F | A | F | F | F | A | B | C | B | B | B |
| HCM2kAvgQ: | 2 | 2 | 0 | 4 | 4 | 4 | 0 | 6 | 13 | 16 | 6 | 6 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #3: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 334 | 3 | 584 | 3 | 4 | 1 | 0 | 84 | 169 | 788 | 173 | 20 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 334 | 3 | 584 | 3 | 4 | 1 | 0 | 84 | 169 | 788 | 173 | 20 |
| Added Vol: | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 7 | 0 | 1 | 6 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 334 | 3 | 590 | 3 | 4 | 1 | 0 | 91 | 169 | 789 | 179 | 20 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.92 | 0.92 | 0.00 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| PHF Volume: | 363 | 3 | 0 | 3 | 4 | 1 | 0 | 99 | 184 | 858 | 195 | 22 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 363 | 3 | 0 | 3 | 4 | 1 | 0 | 99 | 184 | 858 | 195 | 22 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 363 | 3 | 0 | 3 | 4 | 1 | 0 | 99 | 184 | 858 | 195 | 22 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 1.00 | 0.97 | 0.97 | 0.96 | 1.00 | 1.00 | 0.70 | 0.91 | 0.91 | 0.91 |
| Lanes: | 1.98 | 0.02 | 1.00 | 0.37 | 0.50 | 0.13 | 0.00 | 1.00 | 2.00 | 2.00 | 0.90 | 0.10 |
| Final Sat.: | 3589 | 32 | 1900 | 687 | 917 | 229 | 0 | 1900 | 2676 | 3462 | 1557 | 174 |

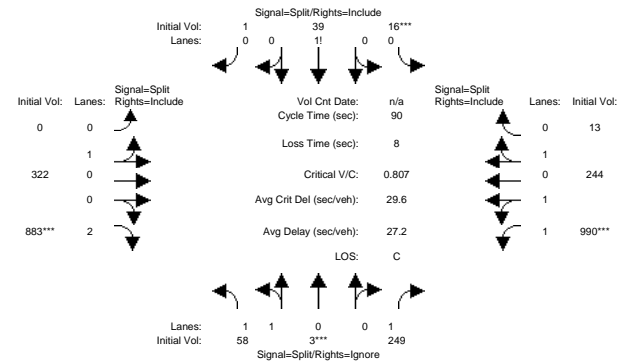
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.10 | 0.10 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.07 | 0.25 | 0.12 | 0.12 |
| Crit Moves: | **** | | | **** | | | **** | | **** | **** | | **** |
| Green/Cycle: | 0.22 | 0.22 | 0.00 | 0.01 | 0.01 | 0.01 | 0.00 | 0.15 | 0.15 | 0.53 | 0.53 | 0.53 |
| Volume/Cap: | 0.46 | 0.46 | 0.00 | 0.46 | 0.46 | 0.46 | 0.00 | 0.35 | 0.46 | 0.46 | 0.23 | 0.23 |
| Delay/Veh: | 31.0 | 31.0 | 0.0 | 61.3 | 61.3 | 61.3 | 0.0 | 35.2 | 35.9 | 13.1 | 11.2 | 11.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 31.0 | 31.0 | 0.0 | 61.3 | 61.3 | 61.3 | 0.0 | 35.2 | 35.9 | 13.1 | 11.2 | 11.2 |
| LOS by Move: | C | C | A | E | E | E | A | D | D | B | B | B |
| HCM2kAvgQ: | 5 | 5 | 0 | 1 | 1 | 1 | 0 | 2 | 3 | 8 | 3 | 3 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #3: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 58 | 3 | 247 | 16 | 39 | 1 | 0 | 311 | 883 | 983 | 237 | 13 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 58 | 3 | 247 | 16 | 39 | 1 | 0 | 311 | 883 | 983 | 237 | 13 |
| Added Vol: | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 11 | 0 | 7 | 7 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 58 | 3 | 249 | 16 | 39 | 1 | 0 | 322 | 883 | 990 | 244 | 13 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 64 | 3 | 0 | 18 | 43 | 1 | 0 | 358 | 981 | 1100 | 271 | 14 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 64 | 3 | 0 | 18 | 43 | 1 | 0 | 358 | 981 | 1100 | 271 | 14 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 64 | 3 | 0 | 18 | 43 | 1 | 0 | 358 | 981 | 1100 | 271 | 14 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.96 | 0.96 | 1.00 | 0.98 | 0.98 | 0.98 | 1.00 | 1.00 | 0.70 | 0.91 | 0.91 | 0.91 |
| Lanes: | 1.90 | 0.10 | 1.00 | 0.28 | 0.70 | 0.02 | 0.00 | 1.00 | 2.00 | 2.00 | 0.95 | 0.05 |
| Final Sat.: | 3451 | 178 | 1900 | 534 | 1302 | 33 | 0 | 1900 | 2676 | 3469 | 1647 | 88 |

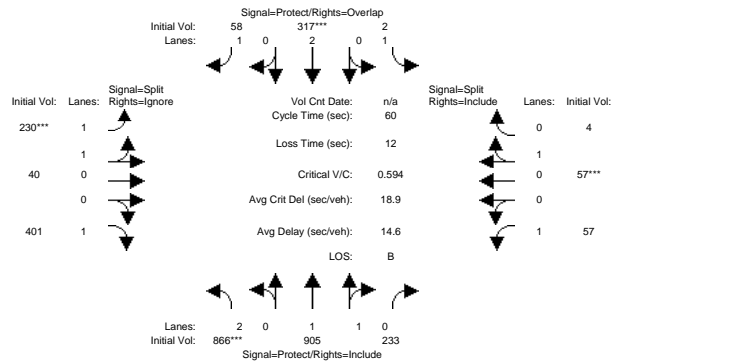
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.02 | 0.02 | 0.00 | 0.03 | 0.03 | 0.03 | 0.00 | 0.19 | 0.37 | 0.32 | 0.16 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | **** | **** | | **** |
| Green/Cycle: | 0.02 | 0.02 | 0.00 | 0.04 | 0.04 | 0.04 | 0.00 | 0.45 | 0.45 | 0.39 | 0.39 | 0.39 |
| Volume/Cap: | 0.81 | 0.81 | 0.00 | 0.81 | 0.81 | 0.81 | 0.00 | 0.41 | 0.81 | 0.81 | 0.42 | 0.42 |
| Delay/Veh: | 85.7 | 85.7 | 0.0 | 87.5 | 87.5 | 87.5 | 0.0 | 16.8 | 25.3 | 27.3 | 20.0 | 20.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 85.7 | 85.7 | 0.0 | 87.5 | 87.5 | 87.5 | 0.0 | 16.8 | 25.3 | 27.3 | 20.0 | 20.0 |
| LOS by Move: | F | F | A | F | F | F | A | B | C | C | B | B |
| HCM2kAvgQ: | 2 | 2 | 0 | 4 | 4 | 4 | 0 | 6 | 13 | 16 | 6 | 6 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #4: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 866 | 905 | 233 | 2 | 317 | 58 | 230 | 40 | 401 | 57 | 57 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 866 | 905 | 233 | 2 | 317 | 58 | 230 | 40 | 401 | 57 | 57 | 4 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 866 | 905 | 233 | 2 | 317 | 58 | 230 | 40 | 401 | 57 | 57 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.00 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 931 | 973 | 251 | 2 | 341 | 62 | 247 | 43 | 0 | 61 | 61 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 931 | 973 | 251 | 2 | 341 | 62 | 247 | 43 | 0 | 61 | 61 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 931 | 973 | 251 | 2 | 341 | 62 | 247 | 43 | 0 | 61 | 61 | 4 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.82 | 0.96 | 0.96 | 1.00 | 0.95 | 0.99 | 0.99 |
| Lanes: | 2.00 | 1.59 | 0.41 | 1.00 | 2.00 | 1.00 | 1.70 | 0.30 | 1.00 | 1.00 | 0.93 | 0.07 |
| Final Sat.: | 3502 | 2782 | 716 | 1805 | 3610 | 1552 | 3104 | 540 | 1900 | 1805 | 1758 | 123 |

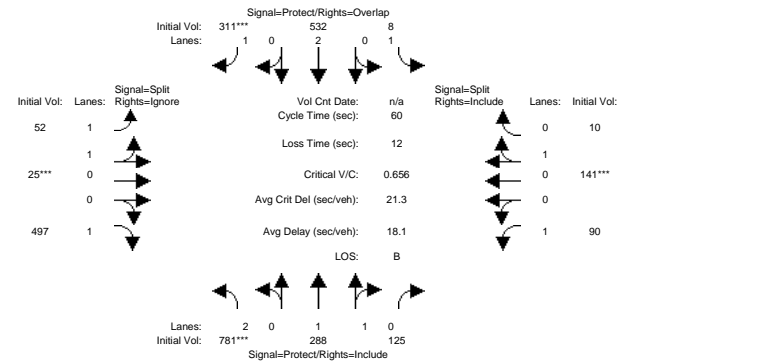
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.27 | 0.35 | 0.35 | 0.00 | 0.09 | 0.04 | 0.08 | 0.08 | 0.00 | 0.03 | 0.03 | 0.03 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.45 | 0.60 | 0.60 | 0.00 | 0.16 | 0.29 | 0.13 | 0.13 | 0.00 | 0.06 | 0.06 | 0.06 |
| Volume/Cap: | 0.59 | 0.58 | 0.58 | 0.58 | 0.59 | 0.14 | 0.59 | 0.59 | 0.00 | 0.58 | 0.59 | 0.59 |
| Delay/Veh: | 13.1 | 7.6 | 7.6 | 164.1 | 25.1 | 15.7 | 26.4 | 26.4 | 0.0 | 35.2 | 36.0 | 36.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 13.1 | 7.6 | 7.6 | 164.1 | 25.1 | 15.7 | 26.4 | 26.4 | 0.0 | 35.2 | 36.0 | 36.0 |
| LOS by Move: | B | A | A | F | C | B | C | C | A | D | D | D |
| HCM2kAvgQ: | 6 | 7 | 7 | 0 | 4 | 1 | 4 | 4 | 0 | 2 | 2 | 2 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #4: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 781 | 288 | 125 | 8 | 532 | 311 | 52 | 25 | 497 | 90 | 141 | 10 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 781 | 288 | 125 | 8 | 532 | 311 | 52 | 25 | 497 | 90 | 141 | 10 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 781 | 288 | 125 | 8 | 532 | 311 | 52 | 25 | 497 | 90 | 141 | 10 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.00 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 814 | 300 | 130 | 8 | 554 | 324 | 54 | 26 | 0 | 94 | 147 | 10 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 814 | 300 | 130 | 8 | 554 | 324 | 54 | 26 | 0 | 94 | 147 | 10 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 814 | 300 | 130 | 8 | 554 | 324 | 54 | 26 | 0 | 94 | 147 | 10 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.91 | 0.95 | 0.95 | 0.82 | 0.97 | 0.97 | 1.00 | 0.95 | 0.99 | 0.99 |
| Lanes: | 2.00 | 1.39 | 0.61 | 1.00 | 2.00 | 1.00 | 1.00 | 0.65 | 1.00 | 1.00 | 0.93 | 0.07 |
| Final Sat.: | 3502 | 2404 | 1043 | 1805 | 3610 | 1552 | 2482 | 1193 | 1900 | 1805 | 1756 | 125 |

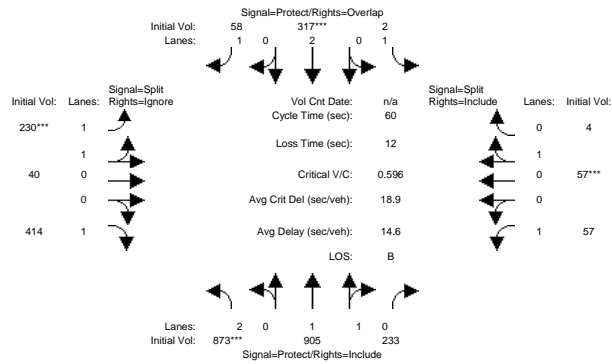
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.23 | 0.12 | 0.12 | 0.00 | 0.15 | 0.21 | 0.02 | 0.02 | 0.00 | 0.05 | 0.08 | 0.08 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.35 | 0.62 | 0.62 | 0.02 | 0.29 | 0.32 | 0.03 | 0.03 | 0.00 | 0.13 | 0.13 | 0.13 |
| Volume/Cap: | 0.66 | 0.20 | 0.20 | 0.20 | 0.54 | 0.66 | 0.66 | 0.66 | 0.00 | 0.41 | 0.66 | 0.66 |
| Delay/Veh: | 17.6 | 5.1 | 5.1 | 31.2 | 18.7 | 20.8 | 40.9 | 40.9 | 0.0 | 25.3 | 31.4 | 31.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 17.6 | 5.1 | 5.1 | 31.2 | 18.7 | 20.8 | 40.9 | 40.9 | 0.0 | 25.3 | 31.4 | 31.4 |
| LOS by Move: | B | A | A | C | B | C | D | D | A | C | C | C |
| HCM2kAvgQ: | 6 | 2 | 2 | 0 | 5 | 6 | 2 | 2 | 0 | 2 | 4 | 4 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #4: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 866 | 905 | 233 | 2 | 317 | 58 | 230 | 40 | 401 | 57 | 57 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 866 | 905 | 233 | 2 | 317 | 58 | 230 | 40 | 401 | 57 | 57 | 4 |
| Added Vol: | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 873 | 905 | 233 | 2 | 317 | 58 | 230 | 40 | 414 | 57 | 57 | 4 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.00 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 939 | 973 | 251 | 2 | 341 | 62 | 247 | 43 | 0 | 61 | 61 | 4 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 939 | 973 | 251 | 2 | 341 | 62 | 247 | 43 | 0 | 61 | 61 | 4 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 939 | 973 | 251 | 2 | 341 | 62 | 247 | 43 | 0 | 61 | 61 | 4 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.92 | 0.92 | 0.95 | 0.95 | 0.82 | 0.96 | 0.96 | 1.00 | 0.95 | 0.99 | 0.99 |
| Lanes: | 2.00 | 1.59 | 0.41 | 1.00 | 2.00 | 1.00 | 1.70 | 0.30 | 1.00 | 1.00 | 0.93 | 0.07 |
| Final Sat.: | 3502 | 2782 | 716 | 1805 | 3610 | 1552 | 3104 | 540 | 1900 | 1805 | 1758 | 123 |

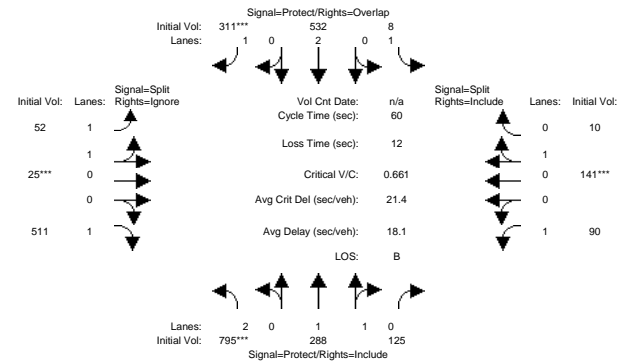
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.27 | 0.35 | 0.35 | 0.00 | 0.09 | 0.04 | 0.08 | 0.08 | 0.00 | 0.03 | 0.03 | 0.03 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.45 | 0.61 | 0.61 | 0.00 | 0.16 | 0.29 | 0.13 | 0.13 | 0.00 | 0.06 | 0.06 | 0.06 |
| Volume/Cap: | 0.60 | 0.58 | 0.58 | 0.58 | 0.60 | 0.14 | 0.60 | 0.60 | 0.00 | 0.58 | 0.60 | 0.60 |
| Delay/Veh: | 13.0 | 7.6 | 7.6 | 163.3 | 25.2 | 15.8 | 26.5 | 26.5 | 0.0 | 35.4 | 36.2 | 36.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 13.0 | 7.6 | 7.6 | 163.3 | 25.2 | 15.8 | 26.5 | 26.5 | 0.0 | 35.4 | 36.2 | 36.2 |
| LOS by Move: | B | A | A | F | C | B | C | C | A | D | D | D |
| HCM2kAvgQ: | 6 | 7 | 7 | 0 | 4 | 1 | 4 | 4 | 0 | 2 | 2 | 2 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #4: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 781 | 288 | 125 | 8 | 532 | 311 | 52 | 25 | 497 | 90 | 141 | 10 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 781 | 288 | 125 | 8 | 532 | 311 | 52 | 25 | 497 | 90 | 141 | 10 |
| Added Vol: | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 795 | 288 | 125 | 8 | 532 | 311 | 52 | 25 | 511 | 90 | 141 | 10 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.00 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 828 | 300 | 130 | 8 | 554 | 324 | 54 | 26 | 0 | 94 | 147 | 10 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 828 | 300 | 130 | 8 | 554 | 324 | 54 | 26 | 0 | 94 | 147 | 10 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 828 | 300 | 130 | 8 | 554 | 324 | 54 | 26 | 0 | 94 | 147 | 10 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.91 | 0.95 | 0.95 | 0.82 | 0.97 | 0.97 | 1.00 | 0.95 | 0.99 | 0.99 |
| Lanes: | 2.00 | 1.39 | 0.61 | 1.00 | 2.00 | 1.00 | 1.00 | 1.35 | 0.65 | 1.00 | 0.93 | 0.07 |
| Final Sat.: | 3502 | 2404 | 1043 | 1805 | 3610 | 1552 | 2482 | 1193 | 1900 | 1805 | 1756 | 125 |

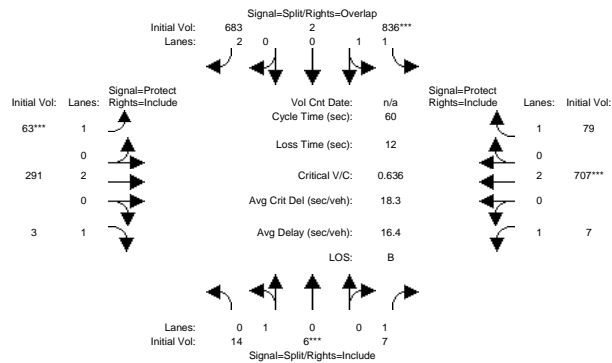
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.24 | 0.12 | 0.12 | 0.00 | 0.15 | 0.21 | 0.02 | 0.02 | 0.00 | 0.05 | 0.08 | 0.08 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.36 | 0.62 | 0.62 | 0.02 | 0.28 | 0.32 | 0.03 | 0.03 | 0.00 | 0.13 | 0.13 | 0.13 |
| Volume/Cap: | 0.66 | 0.20 | 0.20 | 0.20 | 0.54 | 0.66 | 0.66 | 0.66 | 0.00 | 0.41 | 0.66 | 0.66 |
| Delay/Veh: | 17.5 | 5.1 | 5.1 | 31.2 | 18.8 | 21.1 | 41.4 | 41.4 | 0.0 | 25.3 | 31.7 | 31.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 17.5 | 5.1 | 5.1 | 31.2 | 18.8 | 21.1 | 41.4 | 41.4 | 0.0 | 25.3 | 31.7 | 31.7 |
| LOS by Move: | B | A | A | C | B | C | D | D | A | C | C | C |
| HCM2kAvgQ: | 7 | 2 | 2 | 0 | 5 | 6 | 2 | 2 | 0 | 2 | 4 | 4 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #5: SR 92 Eastbound Ramps/Edgewater Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 14 | 6 | 7 | 836 | 2 | 683 | 63 | 291 | 3 | 7 | 707 | 79 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 14 | 6 | 7 | 836 | 2 | 683 | 63 | 291 | 3 | 7 | 707 | 79 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 14 | 6 | 7 | 836 | 2 | 683 | 63 | 291 | 3 | 7 | 707 | 79 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 15 | 6 | 8 | 899 | 2 | 734 | 68 | 313 | 3 | 8 | 760 | 85 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 15 | 6 | 8 | 899 | 2 | 734 | 68 | 313 | 3 | 8 | 760 | 85 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 15 | 6 | 8 | 899 | 2 | 734 | 68 | 313 | 3 | 8 | 760 | 85 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.97 | 0.97 | 0.84 | 0.95 | 0.95 | 0.73 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.82 |
| Lanes: | 0.70 | 0.30 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1285 | 551 | 1588 | 3609 | 9 | 2762 | 1805 | 3610 | 1615 | 1805 | 3610 | 1562 |

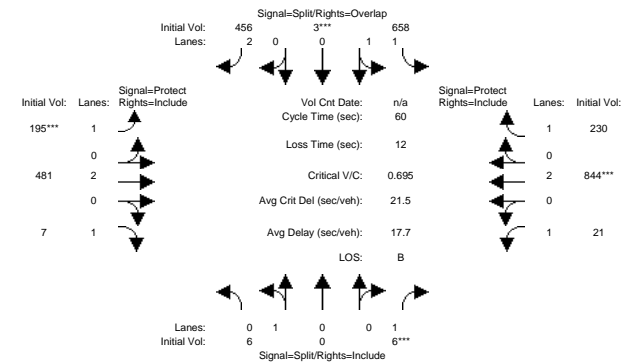
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.01 | 0.00 | 0.25 | 0.25 | 0.27 | 0.04 | 0.09 | 0.00 | 0.00 | 0.21 | 0.05 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.02 | 0.02 | 0.02 | 0.39 | 0.39 | 0.45 | 0.06 | 0.37 | 0.37 | 0.02 | 0.33 | 0.33 |
| Volume/Cap: | 0.64 | 0.64 | 0.26 | 0.64 | 0.64 | 0.59 | 0.64 | 0.23 | 0.01 | 0.23 | 0.64 | 0.16 |
| Delay/Veh: | 63.0 | 63.0 | 33.7 | 15.8 | 15.8 | 13.1 | 39.7 | 13.0 | 11.9 | 32.7 | 18.2 | 14.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 63.0 | 63.0 | 33.7 | 15.8 | 15.8 | 13.1 | 39.7 | 13.0 | 11.9 | 32.7 | 18.2 | 14.3 |
| LOS by Move: | E | E | C | B | B | B | D | B | B | C | B | B |
| HCM2kAvgQ: | 1 | 1 | 0 | 8 | 8 | 7 | 1 | 2 | 0 | 6 | 6 | 1 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #5: SR 92 Eastbound Ramps/Edgewater Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 6 | 0 | 6 | 658 | 3 | 456 | 195 | 481 | 7 | 21 | 844 | 230 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 6 | 0 | 6 | 658 | 3 | 456 | 195 | 481 | 7 | 21 | 844 | 230 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 6 | 0 | 6 | 658 | 3 | 456 | 195 | 481 | 7 | 21 | 844 | 230 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 6 | 0 | 6 | 693 | 3 | 480 | 205 | 506 | 7 | 22 | 888 | 242 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 6 | 0 | 6 | 693 | 3 | 480 | 205 | 506 | 7 | 22 | 888 | 242 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 6 | 0 | 6 | 693 | 3 | 480 | 205 | 506 | 7 | 22 | 888 | 242 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.84 | 0.95 | 0.95 | 0.73 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.82 |
| Lanes: | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1809 | 0 | 1588 | 3605 | 16 | 2762 | 1805 | 3610 | 1615 | 1805 | 3610 | 1562 |

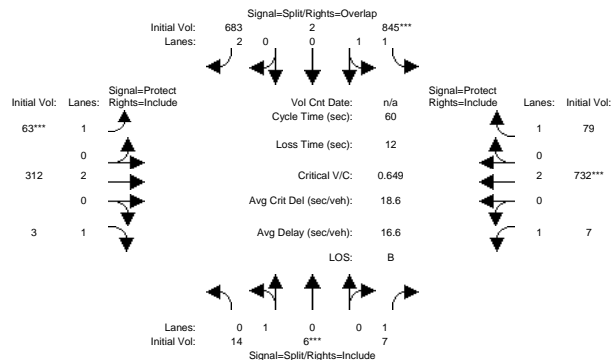
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|-------|------|-------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.19 | 0.19 | 0.17 | 0.11 | 0.14 | 0.00 | 0.01 | 0.25 | 0.15 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.01 | 0.00 | 0.01 | 0.28 | 0.28 | 0.44 | 0.16 | 0.48 | 0.48 | 0.04 | 0.35 | 0.35 |
| Volume/Cap: | 0.61 | 0.00 | 0.69 | 0.69 | 0.69 | 0.39 | 0.69 | 0.29 | 0.01 | 0.29 | 0.69 | 0.44 |
| Delay/Veh: | 105.1 | 0.0 | 155.2 | 21.6 | 21.6 | 11.6 | 30.7 | 9.7 | 8.3 | 30.1 | 18.3 | 15.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 105.1 | 0.0 | 155.2 | 21.6 | 21.6 | 11.6 | 30.7 | 9.7 | 8.3 | 30.1 | 18.3 | 15.4 |
| LOS by Move: | F | A | F | C | C | B | C | A | A | C | B | B |
| HCM2kAvgQ: | 1 | 0 | 1 | 7 | 7 | 4 | 4 | 3 | 0 | 0 | 8 | 3 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #5: SR 92 Eastbound Ramps/Edgewater Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 14 | 6 | 7 | 836 | 2 | 683 | 63 | 291 | 3 | 7 | 707 | 79 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 14 | 6 | 7 | 836 | 2 | 683 | 63 | 291 | 3 | 7 | 707 | 79 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 25 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 14 | 6 | 7 | 845 | 2 | 683 | 63 | 312 | 3 | 7 | 732 | 79 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 15 | 6 | 8 | 909 | 2 | 734 | 68 | 335 | 3 | 8 | 787 | 85 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 15 | 6 | 8 | 909 | 2 | 734 | 68 | 335 | 3 | 8 | 787 | 85 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 15 | 6 | 8 | 909 | 2 | 734 | 68 | 335 | 3 | 8 | 787 | 85 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.97 | 0.97 | 0.84 | 0.95 | 0.95 | 0.73 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.82 |
| Lanes: | 0.70 | 0.30 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1285 | 551 | 1588 | 3609 | 9 | 2762 | 1805 | 3610 | 1615 | 1805 | 3610 | 1562 |

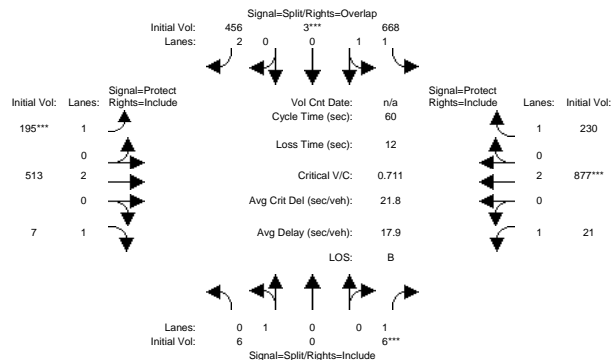
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.01 | 0.01 | 0.00 | 0.25 | 0.25 | 0.27 | 0.04 | 0.09 | 0.00 | 0.00 | 0.22 | 0.05 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.02 | 0.02 | 0.02 | 0.39 | 0.39 | 0.45 | 0.06 | 0.38 | 0.38 | 0.02 | 0.34 | 0.34 |
| Volume/Cap: | 0.65 | 0.65 | 0.26 | 0.65 | 0.65 | 0.60 | 0.65 | 0.25 | 0.01 | 0.25 | 0.65 | 0.16 |
| Delay/Veh: | 66.5 | 66.5 | 33.9 | 16.1 | 16.1 | 13.4 | 41.1 | 12.9 | 11.7 | 33.3 | 18.2 | 14.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 66.5 | 66.5 | 33.9 | 16.1 | 16.1 | 13.4 | 41.1 | 12.9 | 11.7 | 33.3 | 18.2 | 14.1 |
| LOS by Move: | E | E | C | B | B | B | D | B | B | C | B | B |
| HCM2kAvgQ: | 1 | 1 | 0 | 8 | 8 | 7 | 1 | 2 | 0 | 0 | 7 | 1 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #5: SR 92 Eastbound Ramps/Edgewater Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 6 | 0 | 6 | 658 | 3 | 456 | 195 | 481 | 7 | 21 | 844 | 230 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 6 | 0 | 6 | 658 | 3 | 456 | 195 | 481 | 7 | 21 | 844 | 230 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 33 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 6 | 0 | 6 | 668 | 3 | 456 | 195 | 513 | 7 | 21 | 877 | 230 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 6 | 0 | 6 | 703 | 3 | 480 | 205 | 540 | 7 | 22 | 923 | 242 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 6 | 0 | 6 | 703 | 3 | 480 | 205 | 540 | 7 | 22 | 923 | 242 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 6 | 0 | 6 | 703 | 3 | 480 | 205 | 540 | 7 | 22 | 923 | 242 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.84 | 0.95 | 0.95 | 0.73 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.82 |
| Lanes: | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1809 | 0 | 1588 | 3605 | 16 | 2762 | 1805 | 3610 | 1615 | 1805 | 3610 | 1562 |

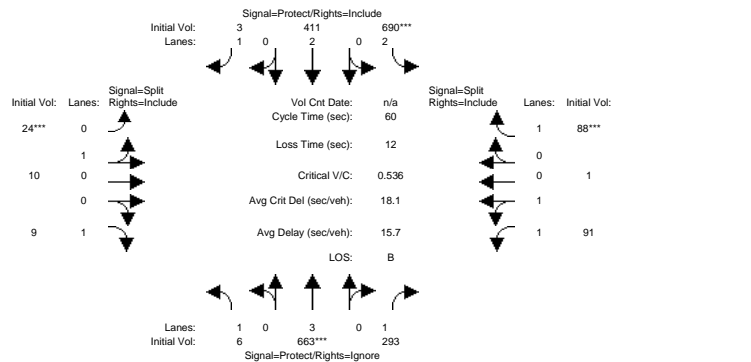
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.20 | 0.20 | 0.17 | 0.11 | 0.15 | 0.00 | 0.01 | 0.26 | 0.15 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.01 | 0.00 | 0.01 | 0.27 | 0.27 | 0.43 | 0.16 | 0.48 | 0.48 | 0.04 | 0.36 | 0.36 |
| Volume/Cap: | 0.62 | 0.00 | 0.71 | 0.71 | 0.71 | 0.40 | 0.71 | 0.31 | 0.01 | 0.31 | 0.71 | 0.43 |
| Delay/Veh: | 112.5 | 0.0 | 165.1 | 22.0 | 22.0 | 11.8 | 31.9 | 9.6 | 8.1 | 30.5 | 18.4 | 15.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 112.5 | 0.0 | 165.1 | 22.0 | 22.0 | 11.8 | 31.9 | 9.6 | 8.1 | 30.5 | 18.4 | 15.1 |
| LOS by Move: | F | A | F | C | C | B | C | A | A | C | B | B |
| HCM2kAvgQ: | 1 | 0 | 1 | 7 | 7 | 4 | 4 | 3 | 0 | 0 | 8 | 3 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #6: Metro Center Blvd/Edgewater Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Base Vol: | 6 | 663 | 293 | 690 | 411 | 3 | 24 | 10 | 9 | 91 | 1 | 88 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 6 | 663 | 293 | 690 | 411 | 3 | 24 | 10 | 9 | 91 | 1 | 88 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 6 | 663 | 293 | 690 | 411 | 3 | 24 | 10 | 9 | 91 | 1 | 88 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.00 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 6 | 713 | 0 | 742 | 442 | 3 | 26 | 11 | 10 | 98 | 1 | 95 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 6 | 713 | 0 | 742 | 442 | 3 | 26 | 11 | 10 | 98 | 1 | 95 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 6 | 713 | 0 | 742 | 442 | 3 | 26 | 11 | 10 | 98 | 1 | 95 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.92 | 0.95 | 0.81 | 0.97 | 0.97 | 0.84 | 0.95 | 0.95 | 0.84 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 0.71 | 0.29 | 1.00 | 1.98 | 0.02 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1900 | 3502 | 3610 | 1536 | 1296 | 540 | 1591 | 3582 | 39 | 1594 |

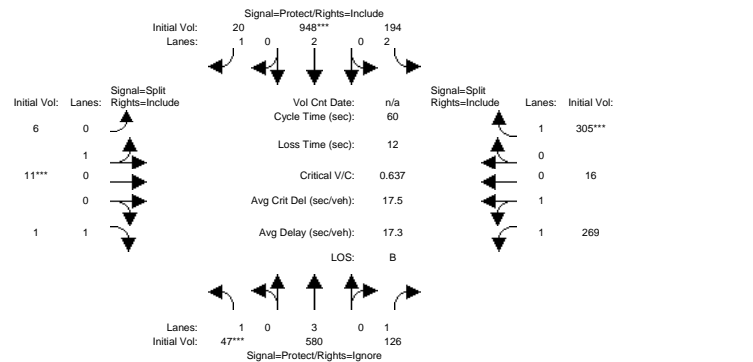
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.14 | 0.00 | 0.21 | 0.12 | 0.00 | 0.02 | 0.02 | 0.01 | 0.03 | 0.03 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.02 | 0.26 | 0.00 | 0.40 | 0.63 | 0.63 | 0.04 | 0.04 | 0.04 | 0.11 | 0.11 | 0.11 |
| Volume/Cap: | 0.19 | 0.54 | 0.00 | 0.54 | 0.19 | 0.00 | 0.54 | 0.54 | 0.16 | 0.25 | 0.25 | 0.54 |
| Delay/Veh: | 31.8 | 19.7 | 0.0 | 14.3 | 4.6 | 4.0 | 36.5 | 36.5 | 29.3 | 24.7 | 24.7 | 28.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 31.8 | 19.7 | 0.0 | 14.3 | 4.6 | 4.0 | 36.5 | 36.5 | 29.3 | 24.7 | 24.7 | 28.4 |
| LOS by Move: | C | B | A | B | A | A | D | D | C | C | C | C |
| HCM2kAvgQ: | 0 | 5 | 0 | 5 | 2 | 0 | 2 | 2 | 0 | 1 | 1 | 3 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #6: Metro Center Blvd/Edgewater Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Base Vol: | 47 | 580 | 126 | 194 | 948 | 20 | 6 | 11 | 1 | 269 | 16 | 305 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 47 | 580 | 126 | 194 | 948 | 20 | 6 | 11 | 1 | 269 | 16 | 305 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 47 | 580 | 126 | 194 | 948 | 20 | 6 | 11 | 1 | 269 | 16 | 305 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.00 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 49 | 604 | 0 | 202 | 988 | 21 | 6 | 11 | 1 | 280 | 17 | 318 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 49 | 604 | 0 | 202 | 988 | 21 | 6 | 11 | 1 | 280 | 17 | 318 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 49 | 604 | 0 | 202 | 988 | 21 | 6 | 11 | 1 | 280 | 17 | 318 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.92 | 0.95 | 0.81 | 0.98 | 0.98 | 0.84 | 0.96 | 0.96 | 0.84 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 0.35 | 0.65 | 1.00 | 1.89 | 0.11 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1900 | 3502 | 3610 | 1536 | 659 | 1209 | 1591 | 3425 | 204 | 1594 |

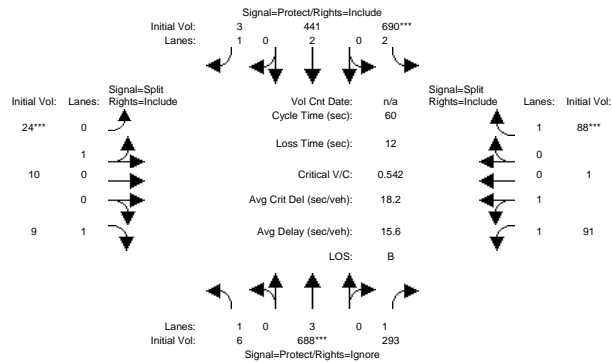
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.12 | 0.00 | 0.06 | 0.27 | 0.01 | 0.01 | 0.01 | 0.00 | 0.08 | 0.08 | 0.20 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.04 | 0.32 | 0.00 | 0.16 | 0.43 | 0.43 | 0.01 | 0.01 | 0.01 | 0.31 | 0.31 | 0.31 |
| Volume/Cap: | 0.64 | 0.37 | 0.00 | 0.37 | 0.64 | 0.03 | 0.64 | 0.64 | 0.04 | 0.26 | 0.26 | 0.64 |
| Delay/Veh: | 44.7 | 16.0 | 0.0 | 23.1 | 14.3 | 9.9 | 69.4 | 69.4 | 29.9 | 15.5 | 15.5 | 20.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.7 | 16.0 | 0.0 | 23.1 | 14.3 | 9.9 | 69.4 | 69.4 | 29.9 | 15.5 | 15.5 | 20.4 |
| LOS by Move: | D | B | A | C | B | A | E | E | C | B | B | C |
| HCM2kAvgQ: | 2 | 3 | 0 | 2 | 7 | 0 | 1 | 1 | 0 | 2 | 2 | 6 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #6: Metro Center Blvd/Edgewater Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 6 | 663 | 293 | 690 | 411 | 3 | 24 | 10 | 9 | 91 | 1 | 88 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 6 | 663 | 293 | 690 | 411 | 3 | 24 | 10 | 9 | 91 | 1 | 88 |
| Added Vol: | 0 | 25 | 0 | 0 | 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 6 | 688 | 293 | 690 | 441 | 3 | 24 | 10 | 9 | 91 | 1 | 88 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.00 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 6 | 740 | 0 | 742 | 474 | 3 | 26 | 11 | 10 | 98 | 1 | 95 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 6 | 740 | 0 | 742 | 474 | 3 | 26 | 11 | 10 | 98 | 1 | 95 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 6 | 740 | 0 | 742 | 474 | 3 | 26 | 11 | 10 | 98 | 1 | 95 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.92 | 0.95 | 0.81 | 0.97 | 0.97 | 0.84 | 0.95 | 0.95 | 0.84 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 0.71 | 0.29 | 1.00 | 1.98 | 0.02 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1900 | 3502 | 3610 | 1536 | 1296 | 540 | 1591 | 3582 | 39 | 1594 |

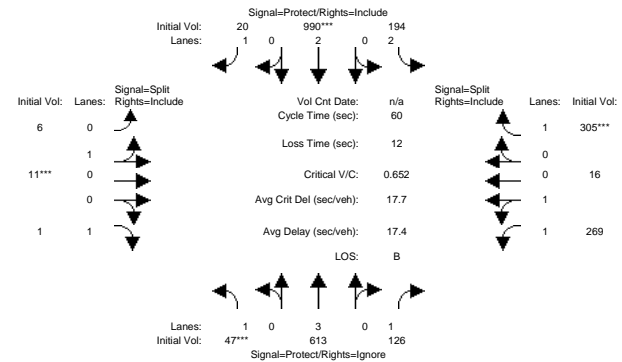
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.14 | 0.00 | 0.21 | 0.13 | 0.00 | 0.02 | 0.02 | 0.01 | 0.03 | 0.03 | 0.06 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.02 | 0.26 | 0.00 | 0.39 | 0.64 | 0.64 | 0.04 | 0.04 | 0.04 | 0.11 | 0.11 | 0.11 |
| Volume/Cap: | 0.21 | 0.54 | 0.00 | 0.54 | 0.21 | 0.00 | 0.54 | 0.54 | 0.17 | 0.25 | 0.25 | 0.54 |
| Delay/Veh: | 32.3 | 19.5 | 0.0 | 14.6 | 4.6 | 4.0 | 37.1 | 37.1 | 29.3 | 24.8 | 24.8 | 28.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 32.3 | 19.5 | 0.0 | 14.6 | 4.6 | 4.0 | 37.1 | 37.1 | 29.3 | 24.8 | 24.8 | 28.7 |
| LOS by Move: | C | B | A | B | A | A | D | D | C | C | C | C |
| HCM2kAvgQ: | 0 | 5 | 0 | 5 | 2 | 0 | 2 | 2 | 0 | 1 | 1 | 3 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #6: Metro Center Blvd/Edgewater Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 47 | 580 | 126 | 194 | 948 | 20 | 6 | 11 | 1 | 269 | 16 | 305 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 47 | 580 | 126 | 194 | 948 | 20 | 6 | 11 | 1 | 269 | 16 | 305 |
| Added Vol: | 0 | 33 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 47 | 613 | 126 | 194 | 990 | 20 | 6 | 11 | 1 | 269 | 16 | 305 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.00 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 49 | 639 | 0 | 202 | 1031 | 21 | 6 | 11 | 1 | 280 | 17 | 318 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 49 | 639 | 0 | 202 | 1031 | 21 | 6 | 11 | 1 | 280 | 17 | 318 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 49 | 639 | 0 | 202 | 1031 | 21 | 6 | 11 | 1 | 280 | 17 | 318 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.92 | 0.95 | 0.81 | 0.98 | 0.98 | 0.84 | 0.96 | 0.96 | 0.84 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 0.35 | 0.65 | 1.00 | 1.89 | 0.11 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1900 | 3502 | 3610 | 1536 | 659 | 1209 | 1591 | 3425 | 204 | 1594 |

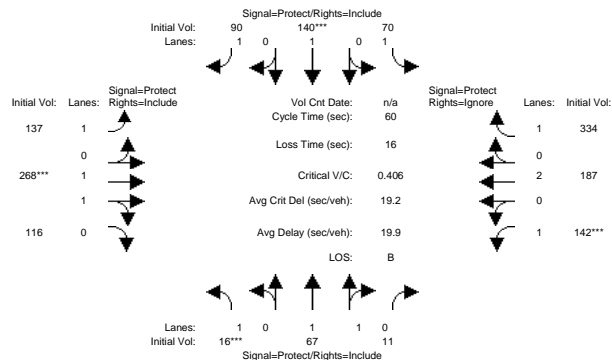
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.03 | 0.12 | 0.00 | 0.06 | 0.29 | 0.01 | 0.01 | 0.01 | 0.00 | 0.08 | 0.08 | 0.20 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.04 | 0.33 | 0.00 | 0.15 | 0.44 | 0.44 | 0.01 | 0.01 | 0.01 | 0.31 | 0.31 | 0.31 |
| Volume/Cap: | 0.65 | 0.38 | 0.00 | 0.38 | 0.65 | 0.03 | 0.65 | 0.65 | 0.05 | 0.27 | 0.27 | 0.65 |
| Delay/Veh: | 46.9 | 15.7 | 0.0 | 23.3 | 14.2 | 9.6 | 74.2 | 74.2 | 30.0 | 15.9 | 15.9 | 21.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 46.9 | 15.7 | 0.0 | 23.3 | 14.2 | 9.6 | 74.2 | 74.2 | 30.0 | 15.9 | 15.9 | 21.2 |
| LOS by Move: | D | B | A | C | B | A | E | E | C | B | B | C |
| HCM2kAvgQ: | 2 | 4 | 0 | 2 | 8 | 0 | 1 | 1 | 0 | 2 | 2 | 6 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #7: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Base Vol: | 16 | 67 | 11 | 70 | 140 | 90 | 137 | 268 | 116 | 142 | 187 | 334 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 16 | 67 | 11 | 70 | 140 | 90 | 137 | 268 | 116 | 142 | 187 | 334 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 16 | 67 | 11 | 70 | 140 | 90 | 137 | 268 | 116 | 142 | 187 | 334 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.00 |
| PHF Volume: | 17 | 73 | 12 | 76 | 152 | 98 | 149 | 291 | 126 | 154 | 203 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 73 | 12 | 76 | 152 | 98 | 149 | 291 | 126 | 154 | 203 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 17 | 73 | 12 | 76 | 152 | 98 | 149 | 291 | 126 | 154 | 203 | 0 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.93 | 0.92 | 0.95 | 1.00 | 0.81 | 0.95 | 0.91 | 0.88 | 0.95 | 0.95 | 1.00 |
| Lanes: | 1.00 | 1.72 | 0.28 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.38 | 0.62 | 1.00 | 2.00 |
| Final Sat.: | 1805 | 3033 | 498 | 1805 | 1900 | 1536 | 1805 | 2384 | 1032 | 1805 | 3610 | 1900 |

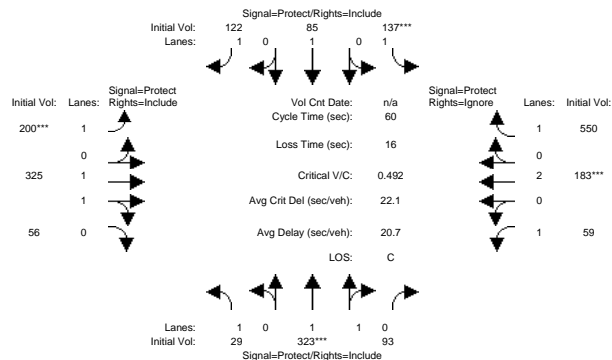
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Vol/Sat: | 0.01 | 0.02 | 0.02 | 0.04 | 0.08 | 0.06 | 0.08 | 0.12 | 0.12 | 0.09 | 0.06 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.02 | 0.08 | 0.08 | 0.14 | 0.20 | 0.20 | 0.30 | 0.30 | 0.30 | 0.21 | 0.21 | 0.00 |
| Volume/Cap: | 0.41 | 0.30 | 0.30 | 0.30 | 0.41 | 0.32 | 0.27 | 0.41 | 0.41 | 0.41 | 0.27 | 0.00 |
| Delay/Veh: | 35.0 | 26.6 | 26.6 | 23.8 | 21.7 | 21.3 | 16.1 | 16.9 | 16.9 | 21.1 | 20.2 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.0 | 26.6 | 26.6 | 23.8 | 21.7 | 21.3 | 16.1 | 16.9 | 16.9 | 21.1 | 20.2 | 0.0 |
| LOS by Move: | D | C | C | C | C | C | B | B | B | C | C | A |
| HCM2kAvgQ: | 1 | 1 | 1 | 2 | 2 | 2 | 4 | 4 | 4 | 3 | 2 | 0 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #7: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Base Vol: | 29 | 323 | 93 | 137 | 85 | 122 | 200 | 325 | 56 | 59 | 183 | 550 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 29 | 323 | 93 | 137 | 85 | 122 | 200 | 325 | 56 | 59 | 183 | 550 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 29 | 323 | 93 | 137 | 85 | 122 | 200 | 325 | 56 | 59 | 183 | 550 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.00 |
| PHF Volume: | 29 | 326 | 94 | 138 | 86 | 123 | 202 | 328 | 57 | 60 | 185 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 326 | 94 | 138 | 86 | 123 | 202 | 328 | 57 | 60 | 185 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| FinalVolume: | 29 | 326 | 94 | 138 | 86 | 123 | 202 | 328 | 57 | 60 | 185 | 0 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.92 | 0.91 | 0.95 | 1.00 | 0.81 | 0.95 | 0.93 | 0.92 | 0.95 | 0.95 | 1.00 |
| Lanes: | 1.00 | 1.55 | 0.45 | 1.00 | 1.00 | 1.00 | 1.00 | 1.70 | 0.30 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 2702 | 778 | 1805 | 1900 | 1536 | 1805 | 3005 | 518 | 1805 | 3610 | 1900 |

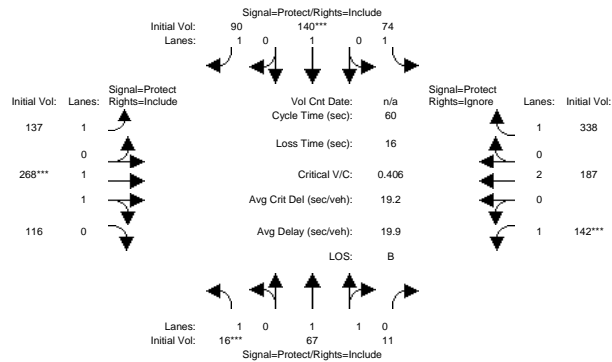
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Vol/Sat: | 0.02 | 0.12 | 0.12 | 0.08 | 0.05 | 0.08 | 0.11 | 0.11 | 0.11 | 0.03 | 0.05 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.07 | 0.25 | 0.25 | 0.16 | 0.33 | 0.33 | 0.23 | 0.25 | 0.25 | 0.08 | 0.10 | 0.00 |
| Volume/Cap: | 0.24 | 0.49 | 0.49 | 0.49 | 0.14 | 0.24 | 0.49 | 0.43 | 0.43 | 0.43 | 0.49 | 0.00 |
| Delay/Veh: | 27.5 | 19.9 | 19.9 | 24.5 | 14.0 | 14.7 | 21.1 | 19.0 | 19.0 | 28.6 | 26.4 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 27.5 | 19.9 | 19.9 | 24.5 | 14.0 | 14.7 | 21.1 | 19.0 | 19.0 | 28.6 | 26.4 | 0.0 |
| LOS by Move: | C | B | B | C | B | B | C | B | B | C | C | A |
| HCM2kAvgQ: | 1 | 4 | 4 | 2 | 1 | 2 | 4 | 4 | 4 | 2 | 2 | 0 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #7: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Base Vol: | 16 | 67 | 11 | 70 | 140 | 90 | 137 | 268 | 116 | 142 | 187 | 334 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 16 | 67 | 11 | 70 | 140 | 90 | 137 | 268 | 116 | 142 | 187 | 334 |
| Added Vol: | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 16 | 67 | 11 | 74 | 140 | 90 | 137 | 268 | 116 | 142 | 187 | 338 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.00 |
| PHF Volume: | 17 | 73 | 12 | 80 | 152 | 98 | 149 | 291 | 126 | 154 | 203 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 73 | 12 | 80 | 152 | 98 | 149 | 291 | 126 | 154 | 203 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 17 | 73 | 12 | 80 | 152 | 98 | 149 | 291 | 126 | 154 | 203 | 0 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.93 | 0.92 | 0.95 | 1.00 | 0.81 | 0.95 | 0.91 | 0.88 | 0.95 | 0.95 | 1.00 |
| Lanes: | 1.00 | 1.72 | 0.28 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.38 | 0.62 | 1.00 | 2.00 |
| Final Sat.: | 1805 | 3033 | 498 | 1805 | 1900 | 1536 | 1805 | 2384 | 1032 | 1805 | 3610 | 1900 |

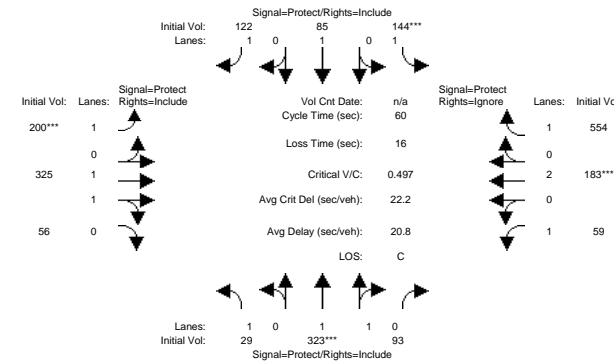
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.02 | 0.02 | 0.04 | 0.08 | 0.06 | 0.08 | 0.12 | 0.12 | 0.09 | 0.06 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.02 | 0.08 | 0.08 | 0.14 | 0.20 | 0.20 | 0.30 | 0.30 | 0.30 | 0.21 | 0.21 | 0.00 |
| Volume/Cap: | 0.41 | 0.31 | 0.31 | 0.31 | 0.41 | 0.32 | 0.27 | 0.41 | 0.41 | 0.41 | 0.27 | 0.00 |
| Delay/Veh: | 35.0 | 26.8 | 26.8 | 23.7 | 21.7 | 21.3 | 16.1 | 16.9 | 16.9 | 21.1 | 20.2 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.0 | 26.8 | 26.8 | 23.7 | 21.7 | 21.3 | 16.1 | 16.9 | 16.9 | 21.1 | 20.2 | 0.0 |
| LOS by Move: | D | C | C | C | C | C | B | B | B | C | C | A |
| HCM2kAvgQ: | 1 | 1 | 1 | 2 | 2 | 2 | 4 | 3 | 2 | 4 | 2 | 0 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #7: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Base Vol: | 29 | 323 | 93 | 137 | 85 | 122 | 200 | 325 | 56 | 59 | 183 | 550 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 29 | 323 | 93 | 137 | 85 | 122 | 200 | 325 | 56 | 59 | 183 | 550 |
| Added Vol: | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 29 | 323 | 93 | 144 | 85 | 122 | 200 | 325 | 56 | 59 | 183 | 554 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.00 |
| PHF Volume: | 29 | 326 | 94 | 145 | 86 | 123 | 202 | 328 | 57 | 60 | 185 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 326 | 94 | 145 | 86 | 123 | 202 | 328 | 57 | 60 | 185 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 29 | 326 | 94 | 145 | 86 | 123 | 202 | 328 | 57 | 60 | 185 | 0 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.92 | 0.91 | 0.95 | 1.00 | 0.81 | 0.95 | 0.93 | 0.92 | 0.95 | 0.95 | 1.00 |
| Lanes: | 1.00 | 1.55 | 0.45 | 1.00 | 1.00 | 1.00 | 1.00 | 1.70 | 0.30 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 2702 | 778 | 1805 | 1900 | 1536 | 1805 | 3005 | 518 | 1805 | 3610 | 1900 |

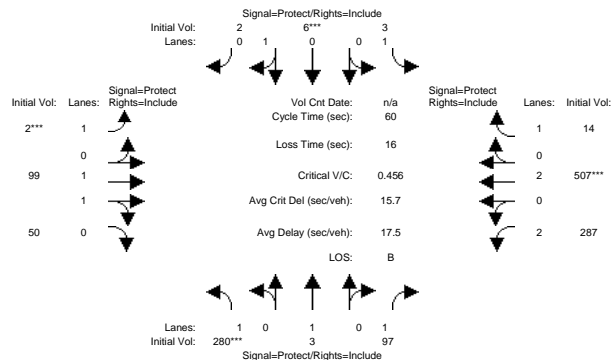
| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.02 | 0.12 | 0.12 | 0.08 | 0.05 | 0.08 | 0.11 | 0.11 | 0.11 | 0.03 | 0.05 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.07 | 0.24 | 0.24 | 0.16 | 0.34 | 0.34 | 0.23 | 0.25 | 0.25 | 0.08 | 0.10 | 0.00 |
| Volume/Cap: | 0.24 | 0.50 | 0.50 | 0.50 | 0.13 | 0.24 | 0.50 | 0.43 | 0.43 | 0.43 | 0.50 | 0.00 |
| Delay/Veh: | 27.5 | 20.0 | 20.0 | 24.2 | 13.9 | 14.6 | 21.2 | 19.2 | 19.2 | 28.7 | 26.5 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 27.5 | 20.0 | 20.0 | 24.2 | 13.9 | 14.6 | 21.2 | 19.2 | 19.2 | 28.7 | 26.5 | 0.0 |
| LOS by Move: | C | C | C | C | B | B | C | B | B | C | C | A |
| HCM2kAvgQ: | 1 | 4 | 4 | 2 | 1 | 2 | 4 | 4 | 4 | 4 | 2 | 0 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #8: Shell Blvd/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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 280 | 3 | 97 | 3 | 6 | 2 | 2 | 99 | 50 | 287 | 507 | 14 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 280 | 3 | 97 | 3 | 6 | 2 | 2 | 99 | 50 | 287 | 507 | 14 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 280 | 3 | 97 | 3 | 6 | 2 | 2 | 99 | 50 | 287 | 507 | 14 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 311 | 3 | 108 | 3 | 7 | 2 | 2 | 110 | 56 | 319 | 563 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 311 | 3 | 108 | 3 | 7 | 2 | 2 | 110 | 56 | 319 | 563 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 311 | 3 | 108 | 3 | 7 | 2 | 2 | 110 | 56 | 319 | 563 | 16 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.84 | 0.95 | 0.96 | 0.96 | 0.95 | 0.90 | 0.89 | 0.92 | 0.95 | 0.81 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.75 | 0.25 | 1.00 | 1.32 | 0.68 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1591 | 1805 | 1371 | 457 | 1805 | 2268 | 1146 | 3502 | 3610 | 1536 |

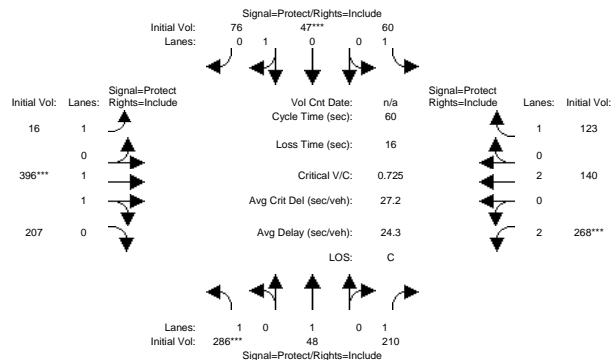
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.17 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.05 | 0.09 | 0.16 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.38 | 0.38 | 0.38 | 0.01 | 0.01 | 0.01 | 0.00 | 0.12 | 0.12 | 0.22 | 0.34 | 0.34 |
| Volume/Cap: | 0.46 | 0.00 | 0.18 | 0.18 | 0.46 | 0.46 | 0.46 | 0.40 | 0.40 | 0.40 | 0.46 | 0.03 |
| Delay/Veh: | 14.5 | 11.6 | 12.6 | 34.0 | 45.5 | 45.5 | 85.4 | 25.1 | 25.1 | 20.2 | 15.7 | 13.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 14.5 | 11.6 | 12.6 | 34.0 | 45.5 | 45.5 | 85.4 | 25.1 | 25.1 | 20.2 | 15.7 | 13.1 |
| LOS by Move: | B | B | B | C | D | D | F | C | C | C | B | B |
| HCM2kAvgQ: | 5 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 2 | 3 | 4 | 0 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #8: Shell Blvd/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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 286 | 48 | 210 | 60 | 47 | 76 | 16 | 396 | 207 | 268 | 140 | 123 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 286 | 48 | 210 | 60 | 47 | 76 | 16 | 396 | 207 | 268 | 140 | 123 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 286 | 48 | 210 | 60 | 47 | 76 | 16 | 396 | 207 | 268 | 140 | 123 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| PHF Volume: | 314 | 53 | 231 | 66 | 52 | 84 | 18 | 435 | 227 | 295 | 154 | 135 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 314 | 53 | 231 | 66 | 52 | 84 | 18 | 435 | 227 | 295 | 154 | 135 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 314 | 53 | 231 | 66 | 52 | 84 | 18 | 435 | 227 | 295 | 154 | 135 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.84 | 0.95 | 0.91 | 0.90 | 0.95 | 0.90 | 0.89 | 0.92 | 0.95 | 0.81 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.38 | 0.62 | 1.00 | 1.31 | 0.69 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1591 | 1805 | 654 | 1057 | 1805 | 2239 | 1171 | 3502 | 3610 | 1536 |

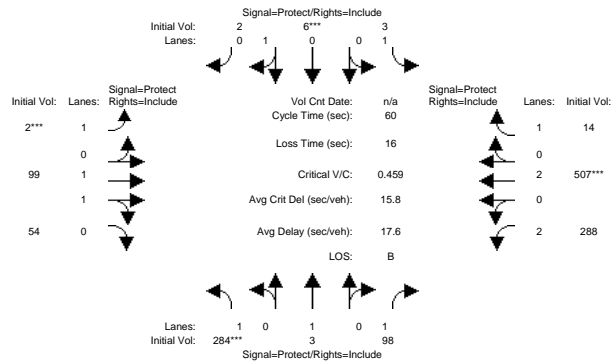
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.17 | 0.03 | 0.15 | 0.04 | 0.08 | 0.08 | 0.01 | 0.19 | 0.19 | 0.08 | 0.04 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.24 | 0.28 | 0.28 | 0.07 | 0.11 | 0.11 | 0.04 | 0.27 | 0.27 | 0.12 | 0.35 | 0.35 |
| Volume/Cap: | 0.72 | 0.10 | 0.52 | 0.52 | 0.72 | 0.72 | 0.25 | 0.72 | 0.72 | 0.72 | 0.12 | 0.25 |
| Delay/Veh: | 27.0 | 16.1 | 19.3 | 30.7 | 39.1 | 39.1 | 30.0 | 22.9 | 22.9 | 32.0 | 13.5 | 14.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 27.0 | 16.1 | 19.3 | 30.7 | 39.1 | 39.1 | 30.0 | 22.9 | 22.9 | 32.0 | 13.5 | 14.3 |
| LOS by Move: | C | B | B | C | D | D | C | C | C | C | B | B |
| HCM2kAvgQ: | 7 | 1 | 4 | 2 | 4 | 4 | 1 | 8 | 8 | 3 | 1 | 2 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #8: Shell Blvd/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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 280 | 3 | 97 | 3 | 6 | 2 | 2 | 99 | 50 | 287 | 507 | 14 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 280 | 3 | 97 | 3 | 6 | 2 | 2 | 99 | 50 | 287 | 507 | 14 |
| Added Vol: | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 284 | 3 | 98 | 3 | 6 | 2 | 2 | 99 | 54 | 288 | 507 | 14 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 316 | 3 | 109 | 3 | 7 | 2 | 2 | 110 | 60 | 320 | 563 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 316 | 3 | 109 | 3 | 7 | 2 | 2 | 110 | 60 | 320 | 563 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 316 | 3 | 109 | 3 | 7 | 2 | 2 | 110 | 60 | 320 | 563 | 16 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.84 | 0.95 | 0.96 | 0.96 | 0.95 | 0.90 | 0.89 | 0.92 | 0.95 | 0.81 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.75 | 0.25 | 1.00 | 1.29 | 0.71 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1591 | 1805 | 1371 | 457 | 1805 | 2201 | 1201 | 3502 | 3610 | 1536 |

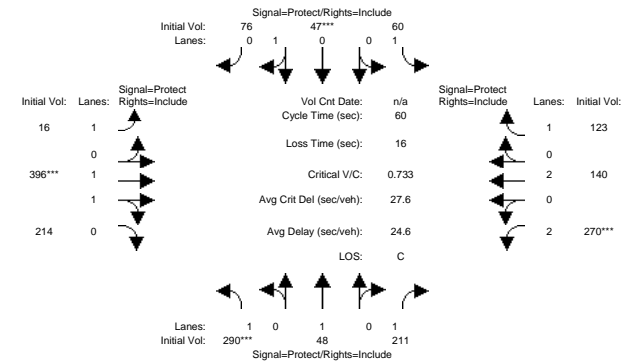
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.17 | 0.00 | 0.07 | 0.00 | 0.00 | 0.00 | 0.00 | 0.05 | 0.05 | 0.09 | 0.16 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.38 | 0.38 | 0.38 | 0.01 | 0.01 | 0.01 | 0.00 | 0.12 | 0.12 | 0.22 | 0.34 | 0.34 |
| Volume/Cap: | 0.46 | 0.00 | 0.18 | 0.18 | 0.46 | 0.46 | 0.46 | 0.41 | 0.41 | 0.41 | 0.46 | 0.03 |
| Delay/Veh: | 14.4 | 11.5 | 12.5 | 34.1 | 45.8 | 45.8 | 86.4 | 25.1 | 25.1 | 20.4 | 15.8 | 13.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 14.4 | 11.5 | 12.5 | 34.1 | 45.8 | 45.8 | 86.4 | 25.1 | 25.1 | 20.4 | 15.8 | 13.2 |
| LOS by Move: | B | B | B | C | D | D | F | C | C | C | B | B |
| HCM2kAvgQ: | 5 | 0 | 1 | 0 | 1 | 1 | 0 | 2 | 2 | 3 | 4 | 0 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #8: Shell Blvd/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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 286 | 48 | 210 | 60 | 47 | 76 | 16 | 396 | 207 | 268 | 140 | 123 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 286 | 48 | 210 | 60 | 47 | 76 | 16 | 396 | 207 | 268 | 140 | 123 |
| Added Vol: | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 290 | 48 | 211 | 60 | 47 | 76 | 16 | 396 | 214 | 270 | 140 | 123 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| PHF Volume: | 319 | 53 | 232 | 66 | 52 | 84 | 18 | 435 | 235 | 297 | 154 | 135 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 319 | 53 | 232 | 66 | 52 | 84 | 18 | 435 | 235 | 297 | 154 | 135 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 319 | 53 | 232 | 66 | 52 | 84 | 18 | 435 | 235 | 297 | 154 | 135 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.84 | 0.95 | 0.91 | 0.90 | 0.95 | 0.90 | 0.89 | 0.92 | 0.95 | 0.81 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.38 | 0.62 | 1.00 | 1.29 | 0.71 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1591 | 1805 | 654 | 1057 | 1805 | 2209 | 1193 | 3502 | 3610 | 1536 |

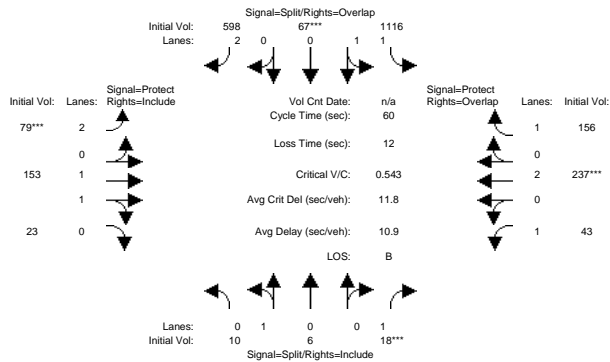
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.18 | 0.03 | 0.15 | 0.04 | 0.08 | 0.08 | 0.01 | 0.20 | 0.20 | 0.08 | 0.04 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.24 | 0.28 | 0.28 | 0.07 | 0.11 | 0.11 | 0.04 | 0.27 | 0.27 | 0.12 | 0.35 | 0.35 |
| Volume/Cap: | 0.73 | 0.10 | 0.52 | 0.52 | 0.73 | 0.73 | 0.25 | 0.73 | 0.73 | 0.73 | 0.12 | 0.25 |
| Delay/Veh: | 27.3 | 16.1 | 19.4 | 30.9 | 40.0 | 40.0 | 30.0 | 23.1 | 23.1 | 32.4 | 13.4 | 14.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 27.3 | 16.1 | 19.4 | 30.9 | 40.0 | 40.0 | 30.0 | 23.1 | 23.1 | 32.4 | 13.4 | 14.3 |
| LOS by Move: | C | B | B | C | D | D | C | C | C | C | B | B |
| HCM2kAvgQ: | 7 | 1 | 4 | 2 | 4 | 4 | 1 | 8 | 8 | 3 | 1 | 2 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #9: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 10 | 6 | 18 | 1116 | 67 | 598 | 79 | 153 | 23 | 43 | 237 | 156 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 6 | 18 | 1116 | 67 | 598 | 79 | 153 | 23 | 43 | 237 | 156 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 10 | 6 | 18 | 1116 | 67 | 598 | 79 | 153 | 23 | 43 | 237 | 156 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| PHF Volume: | 10 | 6 | 18 | 1139 | 68 | 610 | 81 | 156 | 23 | 44 | 242 | 159 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 10 | 6 | 18 | 1139 | 68 | 610 | 81 | 156 | 23 | 44 | 242 | 159 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 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: | 10 | 6 | 18 | 1139 | 68 | 610 | 81 | 156 | 23 | 44 | 242 | 159 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.97 | 0.97 | 0.84 | 0.96 | 0.96 | 0.75 | 0.92 | 0.93 | 0.93 | 0.95 | 0.95 | 0.85 |
| Lanes: | 0.62 | 0.38 | 1.00 | 1.89 | 0.11 | 2.00 | 2.00 | 1.74 | 0.26 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1152 | 691 | 1588 | 3423 | 206 | 2842 | 3502 | 3075 | 462 | 1805 | 3610 | 1615 |

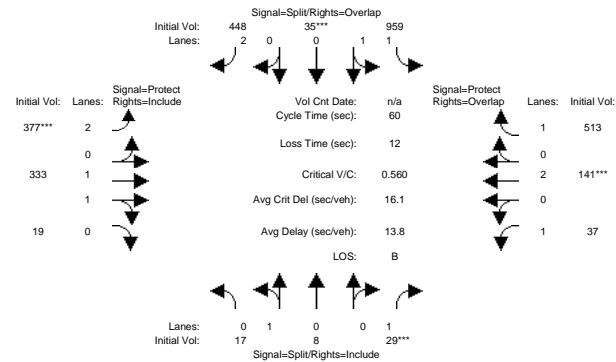
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.33 | 0.33 | 0.21 | 0.02 | 0.05 | 0.05 | 0.02 | 0.07 | 0.10 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.02 | 0.02 | 0.02 | 0.61 | 0.61 | 0.66 | 0.04 | 0.11 | 0.11 | 0.05 | 0.12 | 0.74 |
| Volume/Cap: | 0.42 | 0.42 | 0.54 | 0.54 | 0.54 | 0.33 | 0.54 | 0.45 | 0.45 | 0.45 | 0.54 | 0.13 |
| Delay/Veh: | 36.0 | 36.0 | 45.9 | 7.0 | 7.0 | 4.6 | 32.2 | 25.7 | 25.7 | 30.9 | 26.1 | 2.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 36.0 | 36.0 | 45.9 | 7.0 | 7.0 | 4.6 | 32.2 | 25.7 | 25.7 | 30.9 | 26.1 | 2.4 |
| LOS by Move: | D | D | D | A | A | A | C | C | C | C | C | A |
| HCM2kAvgQ: | 1 | 1 | 1 | 7 | 7 | 3 | 1 | 2 | 2 | 1 | 2 | 1 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #9: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 17 | 8 | 29 | 959 | 35 | 448 | 377 | 333 | 19 | 37 | 141 | 513 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 17 | 8 | 29 | 959 | 35 | 448 | 377 | 333 | 19 | 37 | 141 | 513 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 17 | 8 | 29 | 959 | 35 | 448 | 377 | 333 | 19 | 37 | 141 | 513 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| PHF Volume: | 17 | 8 | 30 | 979 | 36 | 457 | 385 | 340 | 19 | 38 | 144 | 523 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 8 | 30 | 979 | 36 | 457 | 385 | 340 | 19 | 38 | 144 | 523 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 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: | 17 | 8 | 30 | 979 | 36 | 457 | 385 | 340 | 19 | 38 | 144 | 523 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.97 | 0.97 | 0.84 | 0.95 | 0.95 | 0.75 | 0.92 | 0.94 | 0.94 | 0.95 | 0.95 | 0.85 |
| Lanes: | 0.68 | 0.32 | 1.00 | 1.93 | 0.07 | 2.00 | 2.00 | 1.89 | 0.11 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1249 | 588 | 1588 | 3498 | 128 | 2842 | 3502 | 3388 | 193 | 1805 | 3610 | 1615 |

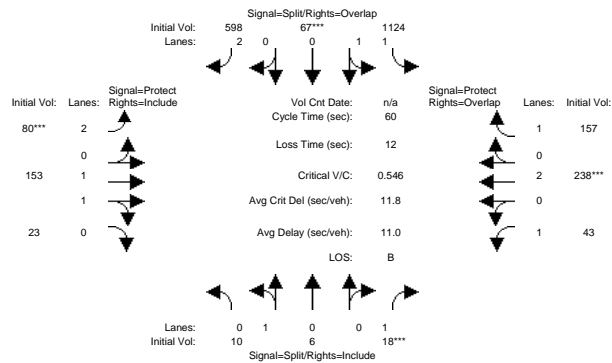
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.01 | 0.01 | 0.02 | 0.28 | 0.28 | 0.16 | 0.11 | 0.10 | 0.10 | 0.02 | 0.04 | 0.32 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.03 | 0.03 | 0.03 | 0.50 | 0.50 | 0.70 | 0.20 | 0.22 | 0.22 | 0.05 | 0.07 | 0.57 |
| Volume/Cap: | 0.42 | 0.42 | 0.56 | 0.56 | 0.56 | 0.23 | 0.56 | 0.45 | 0.45 | 0.45 | 0.56 | 0.57 |
| Delay/Veh: | 33.0 | 33.0 | 41.5 | 10.8 | 10.8 | 3.4 | 22.8 | 20.6 | 20.6 | 31.8 | 29.7 | 9.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 33.0 | 33.0 | 41.5 | 10.8 | 10.8 | 3.4 | 22.8 | 20.6 | 20.6 | 31.8 | 29.7 | 9.0 |
| LOS by Move: | C | C | D | B | B | A | C | C | C | C | C | A |
| HCM2kAvgQ: | 1 | 1 | 1 | 7 | 7 | 2 | 3 | 3 | 3 | 1 | 1 | 6 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #9: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 10 | 6 | 18 | 1116 | 67 | 598 | 79 | 153 | 23 | 43 | 237 | 156 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 6 | 18 | 1116 | 67 | 598 | 79 | 153 | 23 | 43 | 237 | 156 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 10 | 6 | 18 | 1124 | 67 | 598 | 80 | 153 | 23 | 43 | 238 | 157 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| PHF Volume: | 10 | 6 | 18 | 1147 | 68 | 610 | 82 | 156 | 23 | 44 | 243 | 160 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 10 | 6 | 18 | 1147 | 68 | 610 | 82 | 156 | 23 | 44 | 243 | 160 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 10 | 6 | 18 | 1147 | 68 | 610 | 82 | 156 | 23 | 44 | 243 | 160 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.97 | 0.97 | 0.84 | 0.96 | 0.96 | 0.75 | 0.92 | 0.93 | 0.93 | 0.95 | 0.95 | 0.85 |
| Lanes: | 0.62 | 0.38 | 1.00 | 1.89 | 0.11 | 2.00 | 2.00 | 1.74 | 0.26 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1152 | 691 | 1588 | 3425 | 204 | 2842 | 3502 | 3075 | 462 | 1805 | 3610 | 1615 |

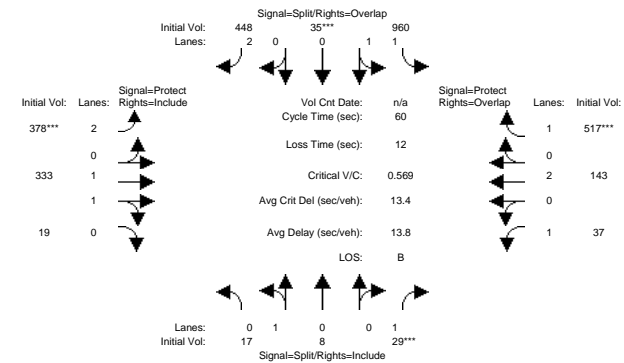
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.33 | 0.33 | 0.21 | 0.02 | 0.05 | 0.05 | 0.02 | 0.07 | 0.10 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.02 | 0.02 | 0.02 | 0.61 | 0.61 | 0.66 | 0.04 | 0.11 | 0.11 | 0.05 | 0.12 | 0.74 |
| Volume/Cap: | 0.42 | 0.42 | 0.55 | 0.55 | 0.55 | 0.33 | 0.55 | 0.45 | 0.45 | 0.45 | 0.55 | 0.13 |
| Delay/Veh: | 36.1 | 36.1 | 46.5 | 7.0 | 7.0 | 4.6 | 32.3 | 25.7 | 25.7 | 30.9 | 26.2 | 2.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 36.1 | 36.1 | 46.5 | 7.0 | 7.0 | 4.6 | 32.3 | 25.7 | 25.7 | 30.9 | 26.2 | 2.4 |
| LOS by Move: | D | D | D | A | A | A | C | C | C | C | C | A |
| HCM2kAvgQ: | 1 | 1 | 1 | 7 | 7 | 3 | 1 | 2 | 2 | 1 | 2 | 1 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #9: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 17 | 8 | 29 | 959 | 35 | 448 | 377 | 333 | 19 | 37 | 141 | 513 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 17 | 8 | 29 | 959 | 35 | 448 | 377 | 333 | 19 | 37 | 141 | 513 |
| Added Vol: | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 17 | 8 | 29 | 960 | 35 | 448 | 378 | 333 | 19 | 37 | 143 | 517 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| PHF Volume: | 17 | 8 | 30 | 980 | 36 | 457 | 386 | 340 | 19 | 38 | 146 | 528 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 8 | 30 | 980 | 36 | 457 | 386 | 340 | 19 | 38 | 146 | 528 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 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: | 17 | 8 | 30 | 980 | 36 | 457 | 386 | 340 | 19 | 38 | 146 | 528 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.97 | 0.97 | 0.84 | 0.95 | 0.95 | 0.75 | 0.92 | 0.94 | 0.94 | 0.95 | 0.95 | 0.85 |
| Lanes: | 0.68 | 0.32 | 1.00 | 1.93 | 0.07 | 2.00 | 2.00 | 1.89 | 0.11 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1249 | 588 | 1588 | 3498 | 128 | 2842 | 3502 | 3388 | 193 | 1805 | 3610 | 1615 |

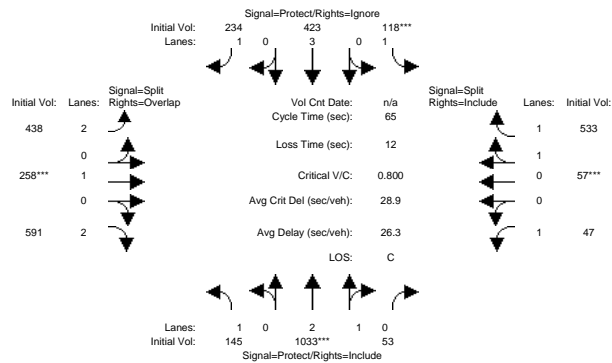
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.01 | 0.01 | 0.02 | 0.28 | 0.28 | 0.16 | 0.11 | 0.10 | 0.10 | 0.02 | 0.04 | 0.33 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.03 | 0.03 | 0.03 | 0.49 | 0.49 | 0.69 | 0.19 | 0.23 | 0.23 | 0.05 | 0.08 | 0.57 |
| Volume/Cap: | 0.42 | 0.42 | 0.57 | 0.57 | 0.57 | 0.23 | 0.57 | 0.44 | 0.44 | 0.44 | 0.49 | 0.57 |
| Delay/Veh: | 33.2 | 33.2 | 42.7 | 11.2 | 11.2 | 3.6 | 23.1 | 20.3 | 20.3 | 31.4 | 27.7 | 8.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 33.2 | 33.2 | 42.7 | 11.2 | 11.2 | 3.6 | 23.1 | 20.3 | 20.3 | 31.4 | 27.7 | 8.9 |
| LOS by Move: | C | C | D | B | B | A | C | C | C | C | C | A |
| HCM2kAvgQ: | 1 | 1 | 1 | 7 | 7 | 2 | 3 | 3 | 3 | 1 | 1 | 6 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #10: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 145 | 1033 | 53 | 118 | 423 | 234 | 438 | 258 | 591 | 47 | 57 | 533 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 145 | 1033 | 53 | 118 | 423 | 234 | 438 | 258 | 591 | 47 | 57 | 533 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 145 | 1033 | 53 | 118 | 423 | 234 | 438 | 258 | 591 | 47 | 57 | 533 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.00 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| PHF Volume: | 159 | 1135 | 58 | 130 | 465 | 0 | 481 | 284 | 649 | 52 | 63 | 586 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 159 | 1135 | 58 | 130 | 465 | 0 | 481 | 284 | 649 | 52 | 63 | 586 |
| 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: | 159 | 1135 | 58 | 130 | 465 | 0 | 481 | 284 | 649 | 52 | 63 | 586 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.90 | 0.90 | 0.95 | 0.91 | 1.00 | 0.92 | 1.00 | 0.75 | 0.95 | 0.87 | 0.85 |
| Lanes: | 1.00 | 2.85 | 0.15 | 1.00 | 3.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 0.19 | 1.81 |
| Final Sat.: | 1805 | 4899 | 251 | 1805 | 5187 | 1900 | 3502 | 1900 | 2842 | 1805 | 314 | 2935 |

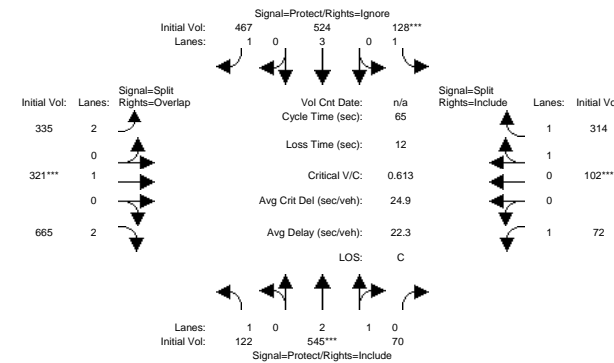
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.09 | 0.23 | 0.23 | 0.07 | 0.09 | 0.00 | 0.14 | 0.15 | 0.23 | 0.03 | 0.20 | 0.20 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.19 | 0.29 | 0.29 | 0.09 | 0.19 | 0.00 | 0.19 | 0.19 | 0.37 | 0.25 | 0.25 | 0.25 |
| Volume/Cap: | 0.47 | 0.80 | 0.80 | 0.80 | 0.47 | 0.00 | 0.74 | 0.80 | 0.61 | 0.11 | 0.80 | 0.80 |
| Delay/Veh: | 24.5 | 24.5 | 24.5 | 52.9 | 23.7 | 0.0 | 29.3 | 37.5 | 17.5 | 19.0 | 28.6 | 28.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 24.5 | 24.5 | 24.5 | 52.9 | 23.7 | 0.0 | 29.3 | 37.5 | 17.5 | 19.0 | 28.6 | 28.6 |
| LOS by Move: | C | C | C | D | C | A | C | D | B | B | C | C |
| HCM2kAvgQ: | 3 | 8 | 8 | 3 | 3 | 0 | 5 | 6 | 6 | 1 | 9 | 9 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #10: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 122 | 545 | 70 | 128 | 524 | 467 | 335 | 321 | 665 | 72 | 102 | 314 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 122 | 545 | 70 | 128 | 524 | 467 | 335 | 321 | 665 | 72 | 102 | 314 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 122 | 545 | 70 | 128 | 524 | 467 | 335 | 321 | 665 | 72 | 102 | 314 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.00 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 126 | 562 | 72 | 132 | 540 | 0 | 345 | 331 | 686 | 74 | 105 | 324 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 126 | 562 | 72 | 132 | 540 | 0 | 345 | 331 | 686 | 74 | 105 | 324 |
| 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: | 126 | 562 | 72 | 132 | 540 | 0 | 345 | 331 | 686 | 74 | 105 | 324 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.89 | 0.89 | 0.95 | 0.91 | 1.00 | 0.92 | 1.00 | 0.75 | 0.95 | 0.89 | 0.88 |
| Lanes: | 1.00 | 2.66 | 0.34 | 1.00 | 3.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 0.49 | 1.51 |
| Final Sat.: | 1805 | 4516 | 580 | 1805 | 5187 | 1900 | 3502 | 1900 | 2842 | 1805 | 820 | 2523 |

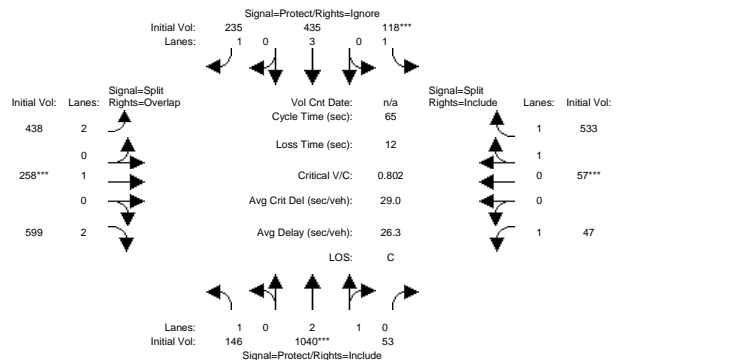
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.07 | 0.12 | 0.12 | 0.07 | 0.10 | 0.00 | 0.10 | 0.17 | 0.24 | 0.04 | 0.13 | 0.13 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.13 | 0.20 | 0.20 | 0.12 | 0.19 | 0.00 | 0.28 | 0.28 | 0.41 | 0.21 | 0.21 | 0.21 |
| Volume/Cap: | 0.54 | 0.61 | 0.61 | 0.61 | 0.54 | 0.00 | 0.35 | 0.61 | 0.58 | 0.20 | 0.61 | 0.61 |
| Delay/Veh: | 29.0 | 24.7 | 24.7 | 32.4 | 24.2 | 0.0 | 18.7 | 22.3 | 15.5 | 21.5 | 24.9 | 24.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 29.0 | 24.7 | 24.7 | 32.4 | 24.2 | 0.0 | 18.7 | 22.3 | 15.5 | 21.5 | 24.9 | 24.9 |
| LOS by Move: | C | C | C | C | C | A | B | C | B | C | C | C |
| HCM2kAvgQ: | 2 | 4 | 4 | 3 | 4 | 0 | 3 | 6 | 6 | 1 | 5 | 5 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #10: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 145 | 1033 | 53 | 118 | 423 | 234 | 438 | 258 | 591 | 47 | 57 | 533 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 145 | 1033 | 53 | 118 | 423 | 234 | 438 | 258 | 591 | 47 | 57 | 533 |
| Added Vol: | 1 | 7 | 0 | 0 | 12 | 1 | 0 | 0 | 8 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 146 | 1040 | 53 | 118 | 435 | 235 | 438 | 258 | 599 | 47 | 57 | 533 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.00 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| PHF Volume: | 160 | 1143 | 58 | 130 | 478 | 0 | 481 | 284 | 658 | 52 | 63 | 586 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 160 | 1143 | 58 | 130 | 478 | 0 | 481 | 284 | 658 | 52 | 63 | 586 |
| 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: | 160 | 1143 | 58 | 130 | 478 | 0 | 481 | 284 | 658 | 52 | 63 | 586 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.90 | 0.90 | 0.95 | 0.91 | 1.00 | 0.92 | 1.00 | 0.75 | 0.95 | 0.87 | 0.85 |
| Lanes: | 1.00 | 2.85 | 0.15 | 1.00 | 3.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 0.19 | 1.81 |
| Final Sat.: | 1805 | 4900 | 250 | 1805 | 5187 | 1900 | 3502 | 1900 | 2842 | 1805 | 314 | 2935 |

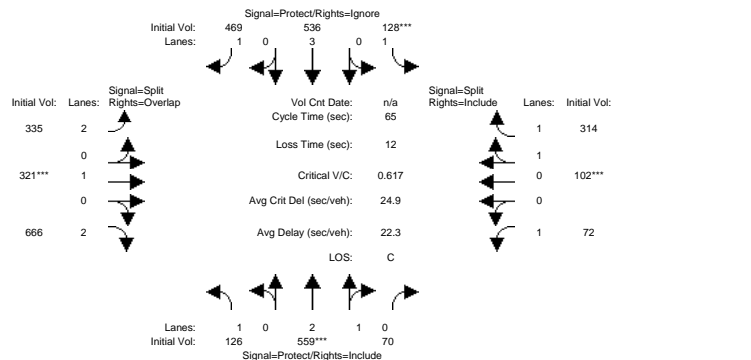
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.09 | 0.23 | 0.23 | 0.07 | 0.09 | 0.00 | 0.14 | 0.15 | 0.23 | 0.03 | 0.20 | 0.20 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.19 | 0.29 | 0.29 | 0.09 | 0.19 | 0.00 | 0.19 | 0.19 | 0.37 | 0.25 | 0.25 | 0.25 |
| Volume/Cap: | 0.48 | 0.80 | 0.80 | 0.80 | 0.48 | 0.00 | 0.74 | 0.80 | 0.62 | 0.11 | 0.80 | 0.80 |
| Delay/Veh: | 24.7 | 24.5 | 24.5 | 53.2 | 23.6 | 0.0 | 29.4 | 37.7 | 17.8 | 19.0 | 28.7 | 28.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 24.7 | 24.5 | 24.5 | 53.2 | 23.6 | 0.0 | 29.4 | 37.7 | 17.8 | 19.0 | 28.7 | 28.7 |
| LOS by Move: | C | C | C | D | C | A | C | D | B | B | C | C |
| HCM2kAvgQ: | 3 | 8 | 8 | 3 | 3 | 0 | 5 | 6 | 6 | 1 | 9 | 9 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #10: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 122 | 545 | 70 | 128 | 524 | 467 | 335 | 321 | 665 | 72 | 102 | 314 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 122 | 545 | 70 | 128 | 524 | 467 | 335 | 321 | 665 | 72 | 102 | 314 |
| Added Vol: | 4 | 14 | 0 | 0 | 12 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 126 | 559 | 70 | 128 | 536 | 469 | 335 | 321 | 666 | 72 | 102 | 314 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.00 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 130 | 576 | 72 | 132 | 553 | 0 | 345 | 331 | 687 | 74 | 105 | 324 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 130 | 576 | 72 | 132 | 553 | 0 | 345 | 331 | 687 | 74 | 105 | 324 |
| 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: | 130 | 576 | 72 | 132 | 553 | 0 | 345 | 331 | 687 | 74 | 105 | 324 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.89 | 0.89 | 0.95 | 0.91 | 1.00 | 0.92 | 1.00 | 0.75 | 0.95 | 0.89 | 0.88 |
| Lanes: | 1.00 | 2.66 | 0.34 | 1.00 | 3.00 | 1.00 | 2.00 | 1.00 | 2.00 | 1.00 | 0.49 | 1.51 |
| Final Sat.: | 1805 | 4529 | 567 | 1805 | 5187 | 1900 | 3502 | 1900 | 2842 | 1805 | 820 | 2523 |

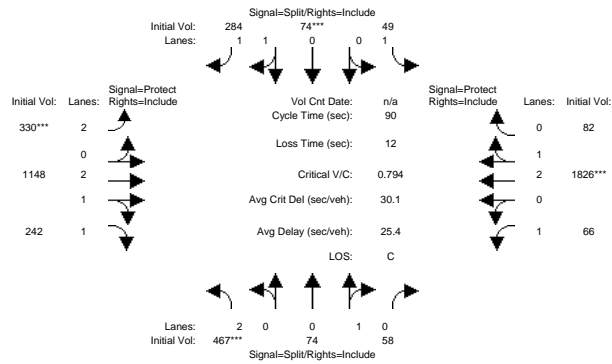
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.07 | 0.13 | 0.13 | 0.07 | 0.11 | 0.00 | 0.10 | 0.17 | 0.24 | 0.04 | 0.13 | 0.13 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.13 | 0.21 | 0.21 | 0.12 | 0.19 | 0.00 | 0.28 | 0.28 | 0.41 | 0.21 | 0.21 | 0.21 |
| Volume/Cap: | 0.55 | 0.62 | 0.62 | 0.62 | 0.55 | 0.00 | 0.35 | 0.62 | 0.58 | 0.20 | 0.62 | 0.62 |
| Delay/Veh: | 29.2 | 24.6 | 24.6 | 32.6 | 24.3 | 0.0 | 18.8 | 22.4 | 15.5 | 21.5 | 25.1 | 25.1 |
| 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: | 29.2 | 24.6 | 24.6 | 32.6 | 24.3 | 0.0 | 18.8 | 22.4 | 15.5 | 21.5 | 25.1 | 25.1 |
| LOS by Move: | C | C | C | C | C | A | B | C | B | C | C | C |
| HCM2kAvgQ: | 2 | 4 | 4 | 3 | 4 | 0 | 3 | 6 | 6 | 1 | 5 | 5 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #11: Norfolk Street/East Hillshade Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 467 | 74 | 58 | 49 | 74 | 284 | 330 | 1148 | 242 | 66 | 1826 | 82 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 467 | 74 | 58 | 49 | 74 | 284 | 330 | 1148 | 242 | 66 | 1826 | 82 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 467 | 74 | 58 | 49 | 74 | 284 | 330 | 1148 | 242 | 66 | 1826 | 82 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 486 | 77 | 60 | 51 | 77 | 296 | 344 | 1196 | 252 | 69 | 1902 | 85 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 486 | 77 | 60 | 51 | 77 | 146 | 344 | 1196 | 252 | 69 | 1902 | 85 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 486 | 77 | 60 | 51 | 77 | 146 | 344 | 1196 | 252 | 69 | 1902 | 85 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.93 | 0.92 | 0.95 | 0.90 | 0.89 | 0.92 | 0.89 | 0.88 | 0.95 | 0.90 | 0.90 |
| Lanes: | 2.00 | 0.56 | 0.44 | 1.00 | 0.69 | 1.31 | 2.00 | 3.00 | 1.00 | 1.00 | 2.87 | 0.13 |
| Final Sat.: | 3502 | 991 | 776 | 1805 | 1176 | 2225 | 3502 | 5052 | 1667 | 1805 | 4934 | 222 |

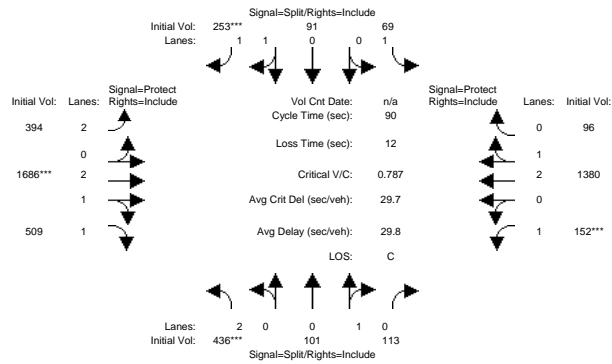
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.14 | 0.08 | 0.08 | 0.03 | 0.07 | 0.07 | 0.10 | 0.24 | 0.15 | 0.04 | 0.39 | 0.39 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.17 | 0.17 | 0.17 | 0.08 | 0.08 | 0.08 | 0.12 | 0.52 | 0.52 | 0.08 | 0.49 | 0.49 |
| Volume/Cap: | 0.79 | 0.44 | 0.44 | 0.34 | 0.79 | 0.79 | 0.79 | 0.45 | 0.29 | 0.45 | 0.79 | 0.79 |
| Delay/Veh: | 42.6 | 34.2 | 34.2 | 40.4 | 54.9 | 54.9 | 48.1 | 13.4 | 12.0 | 41.3 | 21.2 | 21.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.6 | 34.2 | 34.2 | 40.4 | 54.9 | 54.9 | 48.1 | 13.4 | 12.0 | 41.3 | 21.2 | 21.2 |
| LOS by Move: | D | C | C | D | D | D | D | B | B | D | C | C |
| HCM2kAvgQ: | 9 | 4 | 4 | 2 | 5 | 5 | 5 | 7 | 4 | 2 | 17 | 17 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #11: Norfolk Street/East Hillshade Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 436 | 101 | 113 | 69 | 91 | 253 | 394 | 1686 | 509 | 152 | 1380 | 96 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 436 | 101 | 113 | 69 | 91 | 253 | 394 | 1686 | 509 | 152 | 1380 | 96 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 436 | 101 | 113 | 69 | 91 | 253 | 394 | 1686 | 509 | 152 | 1380 | 96 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 459 | 106 | 119 | 73 | 96 | 266 | 415 | 1775 | 536 | 160 | 1453 | 101 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 459 | 106 | 119 | 73 | 96 | 266 | 415 | 1775 | 536 | 160 | 1453 | 101 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 459 | 106 | 119 | 73 | 96 | 266 | 415 | 1775 | 536 | 160 | 1453 | 101 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.92 | 0.91 | 0.95 | 0.89 | 0.88 | 0.92 | 0.88 | 0.87 | 0.95 | 0.90 | 0.90 |
| Lanes: | 2.00 | 0.47 | 0.53 | 1.00 | 0.52 | 1.48 | 2.00 | 3.00 | 1.00 | 1.00 | 2.80 | 0.20 |
| Final Sat.: | 3502 | 821 | 918 | 1805 | 886 | 2463 | 3502 | 5005 | 1646 | 1805 | 4800 | 334 |

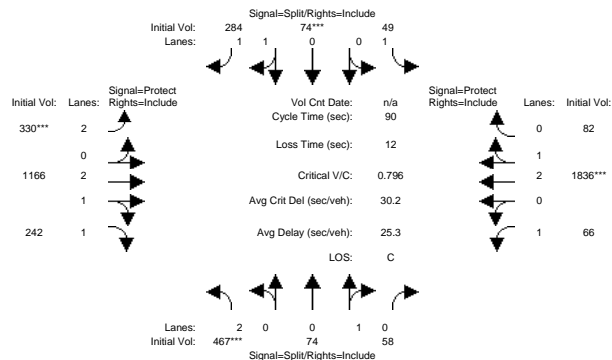
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.13 | 0.13 | 0.13 | 0.04 | 0.11 | 0.11 | 0.12 | 0.35 | 0.33 | 0.09 | 0.30 | 0.30 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.17 | 0.17 | 0.17 | 0.14 | 0.14 | 0.14 | 0.16 | 0.45 | 0.45 | 0.11 | 0.40 | 0.40 |
| Volume/Cap: | 0.79 | 0.78 | 0.78 | 0.29 | 0.79 | 0.79 | 0.75 | 0.79 | 0.72 | 0.79 | 0.75 | 0.75 |
| Delay/Veh: | 43.0 | 48.5 | 48.5 | 35.6 | 46.3 | 46.3 | 41.7 | 22.5 | 21.0 | 57.1 | 24.4 | 24.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.0 | 48.5 | 48.5 | 35.6 | 46.3 | 46.3 | 41.7 | 22.5 | 21.0 | 57.1 | 24.4 | 24.4 |
| LOS by Move: | D | D | D | D | D | D | D | C | C | E | C | C |
| HCM2kAvgQ: | 8 | 8 | 8 | 2 | 7 | 7 | 6 | 16 | 14 | 5 | 14 | 14 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #11: Norfolk Street/East Hillshade Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 467 | 74 | 58 | 49 | 74 | 284 | 330 | 1148 | 242 | 66 | 1826 | 82 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 467 | 74 | 58 | 49 | 74 | 284 | 330 | 1148 | 242 | 66 | 1826 | 82 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 10 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 467 | 74 | 58 | 49 | 74 | 284 | 330 | 1166 | 242 | 66 | 1836 | 82 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 486 | 77 | 60 | 51 | 77 | 296 | 344 | 1215 | 252 | 69 | 1913 | 85 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 486 | 77 | 60 | 51 | 77 | 146 | 344 | 1215 | 252 | 69 | 1913 | 85 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 486 | 77 | 60 | 51 | 77 | 146 | 344 | 1215 | 252 | 69 | 1913 | 85 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.93 | 0.92 | 0.95 | 0.90 | 0.89 | 0.92 | 0.89 | 0.88 | 0.95 | 0.90 | 0.90 |
| Lanes: | 2.00 | 0.56 | 0.44 | 1.00 | 0.69 | 1.31 | 2.00 | 3.00 | 1.00 | 1.00 | 2.87 | 0.13 |
| Final Sat.: | 3502 | 991 | 776 | 1805 | 1176 | 2225 | 3502 | 5052 | 1667 | 1805 | 4935 | 220 |

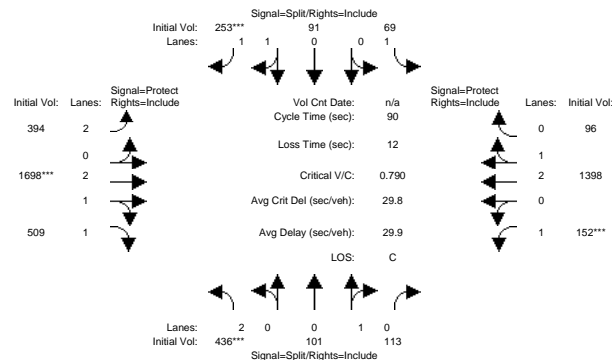
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.14 | 0.08 | 0.08 | 0.03 | 0.07 | 0.07 | 0.10 | 0.24 | 0.15 | 0.04 | 0.39 | 0.39 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.17 | 0.17 | 0.17 | 0.08 | 0.08 | 0.08 | 0.12 | 0.53 | 0.53 | 0.08 | 0.49 | 0.49 |
| Volume/Cap: | 0.80 | 0.45 | 0.45 | 0.34 | 0.80 | 0.80 | 0.80 | 0.46 | 0.29 | 0.46 | 0.80 | 0.80 |
| Delay/Veh: | 42.8 | 34.3 | 34.3 | 40.4 | 55.2 | 55.2 | 48.3 | 13.4 | 11.9 | 41.5 | 21.2 | 21.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.8 | 34.3 | 34.3 | 40.4 | 55.2 | 55.2 | 48.3 | 13.4 | 11.9 | 41.5 | 21.2 | 21.2 |
| LOS by Move: | D | C | C | D | E | E | D | B | B | D | C | C |
| HCM2kAvgQ: | 9 | 4 | 4 | 2 | 5 | 5 | 5 | 7 | 4 | 2 | 17 | 17 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #11: Norfolk Street/East Hillshade Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 436 | 101 | 113 | 69 | 91 | 253 | 394 | 1686 | 509 | 152 | 1380 | 96 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 436 | 101 | 113 | 69 | 91 | 253 | 394 | 1686 | 509 | 152 | 1380 | 96 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 18 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 436 | 101 | 113 | 69 | 91 | 253 | 394 | 1698 | 509 | 152 | 1398 | 96 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 459 | 106 | 119 | 73 | 96 | 266 | 415 | 1787 | 536 | 160 | 1472 | 101 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 459 | 106 | 119 | 73 | 96 | 266 | 415 | 1787 | 536 | 160 | 1472 | 101 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 459 | 106 | 119 | 73 | 96 | 266 | 415 | 1787 | 536 | 160 | 1472 | 101 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.92 | 0.91 | 0.95 | 0.89 | 0.88 | 0.92 | 0.88 | 0.87 | 0.95 | 0.90 | 0.90 |
| Lanes: | 2.00 | 0.47 | 0.53 | 1.00 | 0.52 | 1.48 | 2.00 | 3.00 | 1.00 | 1.00 | 2.81 | 0.19 |
| Final Sat.: | 3502 | 821 | 918 | 1805 | 886 | 2463 | 3502 | 5005 | 1646 | 1805 | 4804 | 330 |

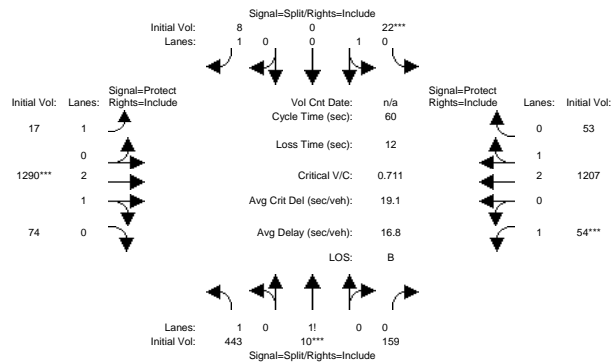
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.13 | 0.13 | 0.13 | 0.04 | 0.11 | 0.11 | 0.12 | 0.36 | 0.33 | 0.09 | 0.31 | 0.31 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.17 | 0.17 | 0.17 | 0.14 | 0.14 | 0.14 | 0.16 | 0.45 | 0.45 | 0.11 | 0.41 | 0.41 |
| Volume/Cap: | 0.79 | 0.78 | 0.78 | 0.29 | 0.79 | 0.79 | 0.75 | 0.79 | 0.72 | 0.79 | 0.75 | 0.75 |
| Delay/Veh: | 43.3 | 48.8 | 48.8 | 35.6 | 46.6 | 46.6 | 42.1 | 22.5 | 20.9 | 57.6 | 24.4 | 24.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.3 | 48.8 | 48.8 | 35.6 | 46.6 | 46.6 | 42.1 | 22.5 | 20.9 | 57.6 | 24.4 | 24.4 |
| LOS by Move: | D | D | D | D | D | D | D | C | C | E | C | C |
| HCM2kAvgQ: | 8 | 8 | 8 | 2 | 7 | 7 | 6 | 16 | 13 | 5 | 14 | 14 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #12: Altair Ave/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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

Volume Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 443 | 10 | 159 | 22 | 0 | 8 | 17 | 1290 | 74 | 54 | 1207 | 53 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 443 | 10 | 159 | 22 | 0 | 8 | 17 | 1290 | 74 | 54 | 1207 | 53 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 443 | 10 | 159 | 22 | 0 | 8 | 17 | 1290 | 74 | 54 | 1207 | 53 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 476 | 11 | 171 | 24 | 0 | 9 | 18 | 1387 | 80 | 58 | 1298 | 57 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 476 | 11 | 171 | 24 | 0 | 9 | 18 | 1387 | 80 | 58 | 1298 | 57 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 476 | 11 | 171 | 24 | 0 | 9 | 18 | 1387 | 80 | 58 | 1298 | 57 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 0.93 | 0.92 | 0.95 | 1.00 | 0.84 | 0.95 | 0.90 | 0.90 | 0.95 | 0.90 | 0.90 |
| Lanes: | 1.57 | 0.02 | 0.41 | 1.00 | 0.00 | 1.00 | 1.00 | 2.84 | 0.16 | 1.00 | 2.87 | 0.13 |
| Final Sat.: | 2760 | 45 | 716 | 1809 | 0 | 1591 | 1805 | 4866 | 279 | 1805 | 4939 | 217 |

Capacity Analysis Module:

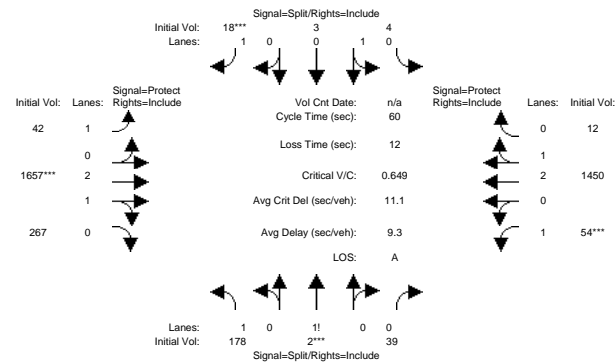
| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.17 | 0.24 | 0.24 | 0.01 | 0.00 | 0.01 | 0.01 | 0.29 | 0.29 | 0.03 | 0.26 | 0.26 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| Green/Cycle: | 0.34 | 0.34 | 0.34 | 0.02 | 0.00 | 0.02 | 0.02 | 0.40 | 0.40 | 0.05 | 0.43 | 0.43 |
| Volume/Cap: | 0.51 | 0.71 | 0.71 | 0.71 | 0.00 | 0.29 | 0.61 | 0.71 | 0.71 | 0.71 | 0.61 | 0.61 |
| Delay/Veh: | 16.4 | 20.0 | 20.0 | 82.0 | 0.0 | 34.6 | 61.3 | 16.3 | 16.3 | 53.5 | 13.8 | 13.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 16.4 | 20.0 | 20.0 | 82.0 | 0.0 | 34.6 | 61.3 | 16.3 | 16.3 | 53.5 | 13.8 | 13.8 |
| LOS by Move: | B | C | C | F | A | C | E | B | B | D | B | B |
| HCM2kAvgQ: | 5 | 8 | 8 | 2 | 0 | 1 | 0 | 8 | 8 | 1 | 7 | 7 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #12: Altair Ave/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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

Volume Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 178 | 2 | 39 | 4 | 3 | 18 | 42 | 1657 | 267 | 54 | 1450 | 12 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 178 | 2 | 39 | 4 | 3 | 18 | 42 | 1657 | 267 | 54 | 1450 | 12 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 178 | 2 | 39 | 4 | 3 | 18 | 42 | 1657 | 267 | 54 | 1450 | 12 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 189 | 2 | 41 | 4 | 3 | 19 | 45 | 1763 | 284 | 57 | 1543 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 189 | 2 | 41 | 4 | 3 | 19 | 45 | 1763 | 284 | 57 | 1543 | 13 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 189 | 2 | 41 | 4 | 3 | 19 | 45 | 1763 | 284 | 57 | 1543 | 13 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.94 | 0.94 | 0.93 | 0.97 | 0.97 | 0.84 | 0.95 | 0.89 | 0.88 | 0.95 | 0.91 | 0.91 |
| Lanes: | 1.68 | 0.02 | 0.30 | 0.57 | 0.43 | 1.00 | 1.00 | 2.58 | 0.42 | 1.00 | 2.98 | 0.02 |
| Final Sat.: | 2992 | 27 | 533 | 1055 | 791 | 1591 | 1805 | 4369 | 704 | 1805 | 5139 | 43 |

Capacity Analysis Module:

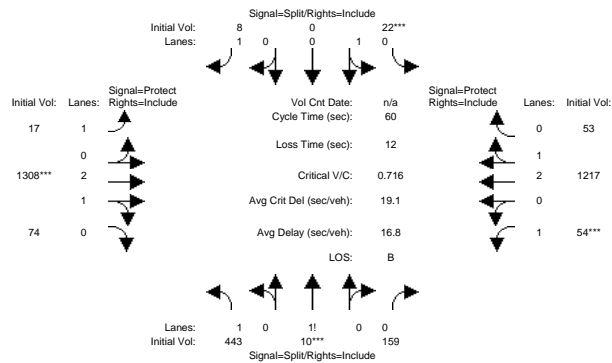
| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|-------|------|------|------|------|------|------|
| Vol/Sat: | 0.06 | 0.08 | 0.08 | 0.00 | 0.00 | 0.01 | 0.02 | 0.40 | 0.40 | 0.03 | 0.30 | 0.30 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| Green/Cycle: | 0.12 | 0.12 | 0.12 | 0.01 | 0.01 | 0.01 | 0.05 | 0.62 | 0.62 | 0.05 | 0.62 | 0.62 |
| Volume/Cap: | 0.53 | 0.65 | 0.65 | 0.45 | 0.45 | 0.65 | 0.48 | 0.65 | 0.65 | 0.65 | 0.48 | 0.48 |
| Delay/Veh: | 26.0 | 29.3 | 29.3 | 48.3 | 48.3 | 103.3 | 31.7 | 7.7 | 7.7 | 43.7 | 6.3 | 6.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 26.0 | 29.3 | 29.3 | 48.3 | 48.3 | 103.3 | 31.7 | 7.7 | 7.7 | 43.7 | 6.3 | 6.3 |
| LOS by Move: | C | C | C | D | D | F | C | A | A | D | A | A |
| HCM2kAvgQ: | 3 | 4 | 4 | 1 | 1 | 1 | 1 | 8 | 8 | 1 | 5 | 5 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #12: Altair Ave/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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Base Vol: | 443 | 10 | 159 | 22 | 0 | 8 | 17 | 1290 | 74 | 54 | 1207 | 53 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 443 | 10 | 159 | 22 | 0 | 8 | 17 | 1290 | 74 | 54 | 1207 | 53 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 10 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 443 | 10 | 159 | 22 | 0 | 8 | 17 | 1308 | 74 | 54 | 1217 | 53 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 476 | 11 | 171 | 24 | 0 | 9 | 18 | 1406 | 80 | 58 | 1309 | 57 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 476 | 11 | 171 | 24 | 0 | 9 | 18 | 1406 | 80 | 58 | 1309 | 57 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 476 | 11 | 171 | 24 | 0 | 9 | 18 | 1406 | 80 | 58 | 1309 | 57 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.93 | 0.93 | 0.92 | 0.95 | 1.00 | 0.84 | 0.95 | 0.90 | 0.90 | 0.95 | 0.90 | 0.90 |
| Lanes: | 1.57 | 0.02 | 0.41 | 1.00 | 0.00 | 1.00 | 1.00 | 2.84 | 0.16 | 1.00 | 2.87 | 0.13 |
| Final Sat.: | 2760 | 45 | 716 | 1809 | 0 | 1591 | 1805 | 4869 | 275 | 1805 | 4940 | 215 |

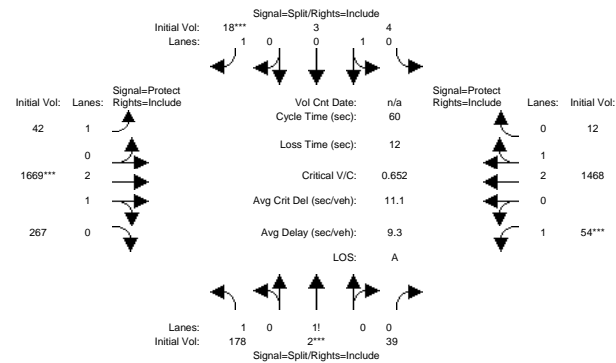
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Vol/Sat: | 0.17 | 0.24 | 0.24 | 0.01 | 0.00 | 0.01 | 0.01 | 0.29 | 0.29 | 0.03 | 0.26 | 0.26 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.33 | 0.33 | 0.33 | 0.02 | 0.00 | 0.02 | 0.02 | 0.40 | 0.40 | 0.04 | 0.43 | 0.43 |
| Volume/Cap: | 0.52 | 0.72 | 0.72 | 0.72 | 0.00 | 0.30 | 0.61 | 0.72 | 0.72 | 0.72 | 0.61 | 0.61 |
| Delay/Veh: | 16.5 | 20.2 | 20.2 | 83.5 | 0.0 | 34.7 | 61.7 | 16.2 | 16.2 | 54.4 | 13.7 | 13.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 16.5 | 20.2 | 20.2 | 83.5 | 0.0 | 34.7 | 61.7 | 16.2 | 16.2 | 54.4 | 13.7 | 13.7 |
| LOS by Move: | B | C | C | F | A | C | E | B | B | D | B | B |
| HCM2kAvgQ: | 5 | 8 | 8 | 2 | 0 | 1 | 0 | 9 | 9 | 1 | 7 | 7 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #12: Altair Ave/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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Base Vol: | 178 | 2 | 39 | 4 | 3 | 18 | 42 | 1657 | 267 | 54 | 1450 | 12 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 178 | 2 | 39 | 4 | 3 | 18 | 42 | 1657 | 267 | 54 | 1450 | 12 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 18 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 178 | 2 | 39 | 4 | 3 | 18 | 42 | 1669 | 267 | 54 | 1468 | 12 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 189 | 2 | 41 | 4 | 3 | 19 | 45 | 1776 | 284 | 57 | 1562 | 13 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 189 | 2 | 41 | 4 | 3 | 9 | 45 | 1776 | 284 | 57 | 1562 | 13 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 189 | 2 | 41 | 4 | 3 | 9 | 45 | 1776 | 284 | 57 | 1562 | 13 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.94 | 0.94 | 0.93 | 0.97 | 0.97 | 0.84 | 0.95 | 0.89 | 0.88 | 0.95 | 0.91 | 0.91 |
| Lanes: | 1.68 | 0.02 | 0.30 | 0.57 | 0.43 | 1.00 | 1.00 | 2.58 | 0.42 | 1.00 | 2.98 | 0.02 |
| Final Sat.: | 2992 | 27 | 533 | 1055 | 791 | 1591 | 1805 | 4374 | 700 | 1805 | 5140 | 42 |

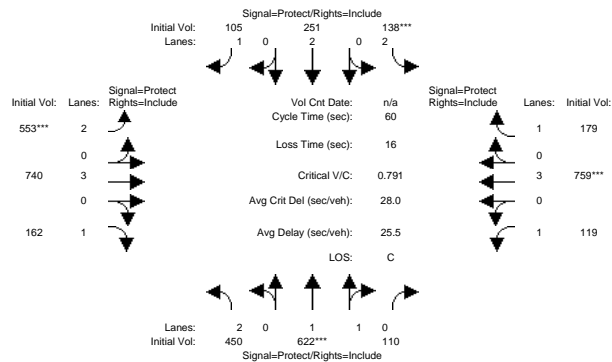
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Vol/Sat: | 0.06 | 0.08 | 0.08 | 0.00 | 0.00 | 0.01 | 0.02 | 0.41 | 0.41 | 0.03 | 0.30 | 0.30 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.12 | 0.12 | 0.12 | 0.01 | 0.01 | 0.01 | 0.05 | 0.62 | 0.62 | 0.05 | 0.62 | 0.62 |
| Volume/Cap: | 0.53 | 0.65 | 0.65 | 0.46 | 0.46 | 0.65 | 0.49 | 0.65 | 0.65 | 0.65 | 0.49 | 0.49 |
| Delay/Veh: | 26.1 | 29.5 | 29.5 | 48.6 | 48.6 | 104.8 | 31.8 | 7.7 | 7.7 | 44.1 | 6.3 | 6.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 26.1 | 29.5 | 29.5 | 48.6 | 48.6 | 104.8 | 31.8 | 7.7 | 7.7 | 44.1 | 6.3 | 6.3 |
| LOS by Move: | C | C | C | D | D | F | C | A | A | D | A | A |
| HCM2kAvgQ: | 3 | 4 | 4 | 1 | 1 | 1 | 1 | 9 | 8 | 1 | 6 | 6 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #13: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 450 | 622 | 110 | 138 | 251 | 105 | 553 | 740 | 162 | 119 | 759 | 179 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 450 | 622 | 110 | 138 | 251 | 105 | 553 | 740 | 162 | 119 | 759 | 179 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 450 | 622 | 110 | 138 | 251 | 105 | 553 | 740 | 162 | 119 | 759 | 179 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 474 | 655 | 116 | 145 | 264 | 111 | 582 | 779 | 171 | 125 | 799 | 188 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 474 | 655 | 116 | 145 | 264 | 111 | 582 | 779 | 171 | 125 | 799 | 188 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 474 | 655 | 116 | 145 | 264 | 111 | 582 | 779 | 171 | 125 | 799 | 188 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.93 | 0.93 | 0.92 | 0.95 | 0.84 | 0.92 | 0.91 | 0.84 | 0.95 | 0.91 | 0.84 |
| Lanes: | 2.00 | 1.70 | 0.30 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 2999 | 530 | 3502 | 3610 | 1596 | 3502 | 5187 | 1588 | 1805 | 5187 | 1591 |

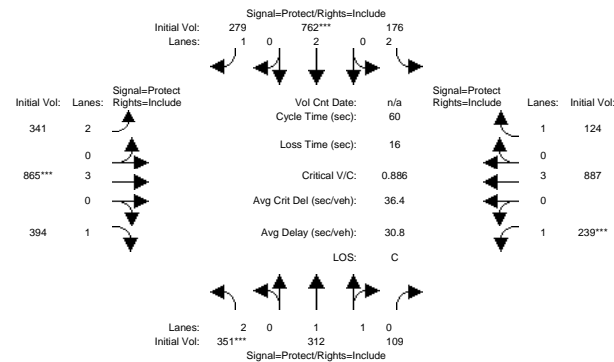
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.14 | 0.22 | 0.22 | 0.04 | 0.07 | 0.07 | 0.17 | 0.15 | 0.11 | 0.07 | 0.15 | 0.12 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.21 | 0.28 | 0.28 | 0.05 | 0.12 | 0.12 | 0.21 | 0.28 | 0.28 | 0.13 | 0.19 | 0.19 |
| Volume/Cap: | 0.63 | 0.79 | 0.79 | 0.79 | 0.63 | 0.60 | 0.79 | 0.54 | 0.39 | 0.54 | 0.79 | 0.61 |
| Delay/Veh: | 23.3 | 24.6 | 24.6 | 48.5 | 28.5 | 30.7 | 28.3 | 18.9 | 18.1 | 27.1 | 27.3 | 25.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 23.3 | 24.6 | 24.6 | 48.5 | 28.5 | 30.7 | 28.3 | 18.9 | 18.1 | 27.1 | 27.3 | 25.5 |
| LOS by Move: | C | C | C | D | C | C | C | B | B | C | C | C |
| HCM2kAvgQ: | 5 | 9 | 9 | 3 | 4 | 3 | 5 | 4 | 2 | 2 | 6 | 3 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #13: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 351 | 312 | 109 | 176 | 762 | 279 | 341 | 865 | 394 | 239 | 887 | 124 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 351 | 312 | 109 | 176 | 762 | 279 | 341 | 865 | 394 | 239 | 887 | 124 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 351 | 312 | 109 | 176 | 762 | 279 | 341 | 865 | 394 | 239 | 887 | 124 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 373 | 332 | 116 | 187 | 811 | 297 | 363 | 920 | 419 | 254 | 944 | 132 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 373 | 332 | 116 | 187 | 811 | 297 | 363 | 920 | 419 | 254 | 944 | 132 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 373 | 332 | 116 | 187 | 811 | 297 | 363 | 920 | 419 | 254 | 944 | 132 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.91 | 0.92 | 0.95 | 0.84 | 0.92 | 0.91 | 0.84 | 0.95 | 0.91 | 0.84 |
| Lanes: | 2.00 | 1.48 | 0.52 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 2569 | 897 | 3502 | 3610 | 1596 | 3502 | 5187 | 1588 | 1805 | 5187 | 1591 |

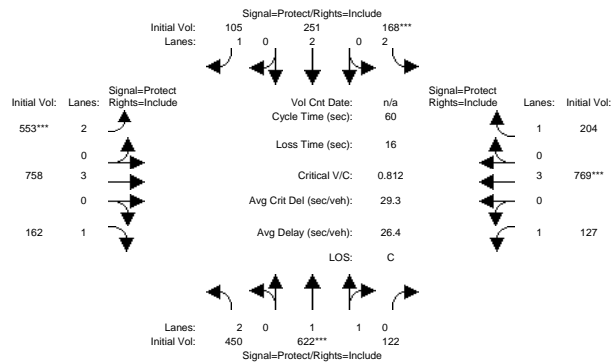
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.11 | 0.13 | 0.13 | 0.05 | 0.22 | 0.19 | 0.10 | 0.18 | 0.10 | 0.14 | 0.18 | 0.08 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.12 | 0.26 | 0.26 | 0.11 | 0.25 | 0.25 | 0.13 | 0.20 | 0.20 | 0.16 | 0.23 | 0.23 |
| Volume/Cap: | 0.89 | 0.49 | 0.49 | 0.49 | 0.89 | 0.73 | 0.79 | 0.89 | 0.49 | 0.89 | 0.79 | 0.36 |
| Delay/Veh: | 45.5 | 19.0 | 19.0 | 26.1 | 31.9 | 27.3 | 34.6 | 32.6 | 22.4 | 51.0 | 25.6 | 20.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 45.5 | 19.0 | 19.0 | 26.1 | 31.9 | 27.3 | 34.6 | 32.6 | 22.4 | 51.0 | 25.6 | 20.1 |
| LOS by Move: | D | B | B | C | C | C | C | C | C | D | C | C |
| HCM2kAvgQ: | 7 | 4 | 4 | 2 | 11 | 7 | 4 | 7 | 2 | 5 | 6 | 2 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #13: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 450 | 622 | 110 | 138 | 251 | 105 | 553 | 740 | 162 | 119 | 759 | 179 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 450 | 622 | 110 | 138 | 251 | 105 | 553 | 740 | 162 | 119 | 759 | 179 |
| Added Vol: | 0 | 0 | 12 | 30 | 0 | 0 | 0 | 18 | 0 | 8 | 10 | 25 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 450 | 622 | 122 | 168 | 251 | 105 | 553 | 758 | 162 | 127 | 769 | 204 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 474 | 655 | 128 | 177 | 264 | 111 | 582 | 798 | 171 | 134 | 809 | 215 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 474 | 655 | 128 | 177 | 264 | 111 | 582 | 798 | 171 | 134 | 809 | 215 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 474 | 655 | 128 | 177 | 264 | 111 | 582 | 798 | 171 | 134 | 809 | 215 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.93 | 0.92 | 0.92 | 0.95 | 0.84 | 0.92 | 0.91 | 0.84 | 0.95 | 0.91 | 0.84 |
| Lanes: | 2.00 | 1.67 | 0.33 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 2942 | 577 | 3502 | 3610 | 1596 | 3502 | 5187 | 1588 | 1805 | 5187 | 1591 |

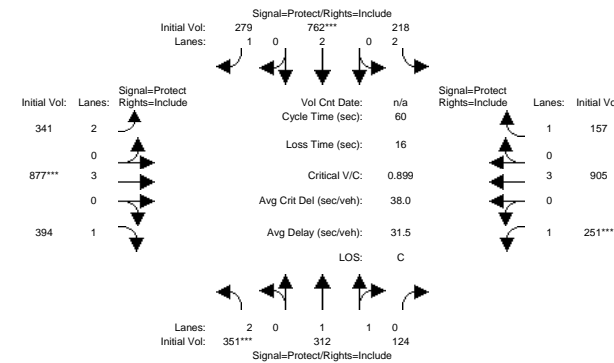
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.14 | 0.22 | 0.22 | 0.05 | 0.07 | 0.07 | 0.17 | 0.15 | 0.11 | 0.07 | 0.16 | 0.13 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.22 | 0.27 | 0.27 | 0.06 | 0.12 | 0.12 | 0.20 | 0.27 | 0.27 | 0.13 | 0.19 | 0.19 |
| Volume/Cap: | 0.62 | 0.81 | 0.81 | 0.81 | 0.62 | 0.59 | 0.81 | 0.57 | 0.40 | 0.57 | 0.81 | 0.70 |
| Delay/Veh: | 22.8 | 25.6 | 25.6 | 47.9 | 28.0 | 29.8 | 29.8 | 19.6 | 18.6 | 28.0 | 28.3 | 29.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 22.8 | 25.6 | 25.6 | 47.9 | 28.0 | 29.8 | 29.8 | 19.6 | 18.6 | 28.0 | 28.3 | 29.8 |
| LOS by Move: | C | C | C | D | C | C | C | B | B | C | C | C |
| HCM2kAvgQ: | 5 | 10 | 10 | 4 | 4 | 3 | 6 | 5 | 2 | 2 | 6 | 4 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #13: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 351 | 312 | 109 | 176 | 762 | 279 | 341 | 865 | 394 | 239 | 887 | 124 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 351 | 312 | 109 | 176 | 762 | 279 | 341 | 865 | 394 | 239 | 887 | 124 |
| Added Vol: | 0 | 0 | 15 | 42 | 0 | 0 | 0 | 12 | 0 | 12 | 18 | 33 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 351 | 312 | 124 | 218 | 762 | 279 | 341 | 877 | 394 | 251 | 905 | 157 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 373 | 332 | 132 | 232 | 811 | 297 | 363 | 933 | 419 | 267 | 963 | 167 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 264 | 0 | 0 |
| Reduced Vol: | 373 | 332 | 132 | 232 | 811 | 297 | 363 | 933 | 155 | 267 | 963 | 167 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 373 | 332 | 132 | 232 | 811 | 297 | 363 | 933 | 155 | 267 | 963 | 167 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.91 | 0.92 | 0.95 | 0.84 | 0.92 | 0.91 | 0.84 | 0.95 | 0.91 | 0.84 |
| Lanes: | 2.00 | 1.43 | 0.57 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 2470 | 981 | 3502 | 3610 | 1596 | 3502 | 5187 | 1588 | 1805 | 5187 | 1591 |

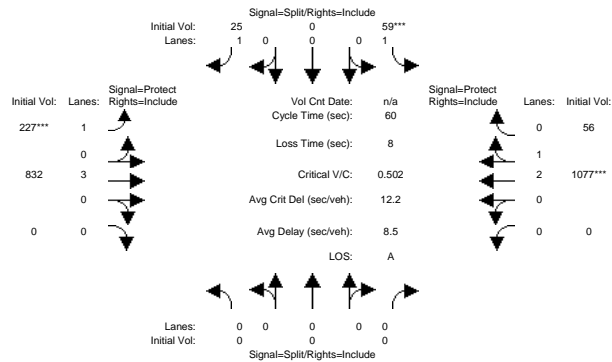
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.11 | 0.13 | 0.13 | 0.07 | 0.22 | 0.19 | 0.10 | 0.18 | 0.10 | 0.15 | 0.19 | 0.10 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.12 | 0.25 | 0.25 | 0.12 | 0.25 | 0.25 | 0.13 | 0.20 | 0.20 | 0.16 | 0.23 | 0.23 |
| Volume/Cap: | 0.90 | 0.54 | 0.54 | 0.54 | 0.90 | 0.74 | 0.79 | 0.90 | 0.49 | 0.90 | 0.79 | 0.45 |
| Delay/Veh: | 47.9 | 20.4 | 20.4 | 26.2 | 33.5 | 28.2 | 34.5 | 33.9 | 22.5 | 52.5 | 25.3 | 20.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 47.9 | 20.4 | 20.4 | 26.2 | 33.5 | 28.2 | 34.5 | 33.9 | 22.5 | 52.5 | 25.3 | 20.5 |
| LOS by Move: | D | C | C | C | C | C | C | C | C | D | C | C |
| HCM2kAvgQ: | 7 | 5 | 5 | 3 | 12 | 7 | 4 | 7 | 2 | 6 | 6 | 3 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #14: Center Park Lane/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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 0 | 0 | 0 | 59 | 0 | 25 | 227 | 832 | 0 | 0 | 1077 | 56 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 59 | 0 | 25 | 227 | 832 | 0 | 0 | 1077 | 56 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 59 | 0 | 25 | 227 | 832 | 0 | 0 | 1077 | 56 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| PHF Volume: | 0 | 0 | 0 | 68 | 0 | 29 | 261 | 956 | 0 | 0 | 1238 | 64 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 68 | 0 | 29 | 261 | 956 | 0 | 0 | 1238 | 64 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 0 | 0 | 68 | 0 | 29 | 261 | 956 | 0 | 0 | 1238 | 64 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.83 | 0.95 | 0.91 | 1.00 | 1.00 | 0.90 | 0.90 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.85 | 0.15 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 1584 | 1805 | 5187 | 0 | 0 | 4895 | 255 |

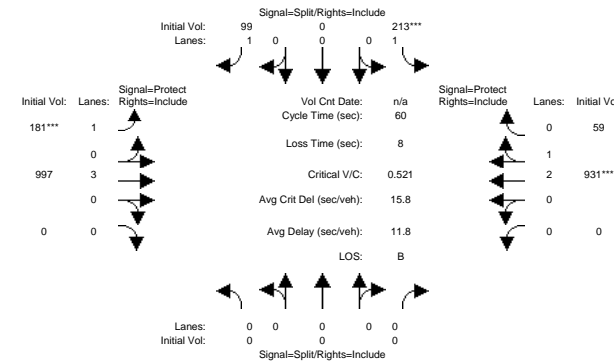
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.02 | 0.14 | 0.18 | 0.00 | 0.00 | 0.25 | 0.25 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.07 | 0.00 | 0.07 | 0.29 | 0.79 | 0.00 | 0.00 | 0.50 | 0.50 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.50 | 0.00 | 0.24 | 0.50 | 0.23 | 0.00 | 0.00 | 0.50 | 0.50 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 29.6 | 0.0 | 27.2 | 18.6 | 1.6 | 0.0 | 0.0 | 10.0 | 10.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 29.6 | 0.0 | 27.2 | 18.6 | 1.6 | 0.0 | 0.0 | 10.0 | 10.0 |
| LOS by Move: | A | A | A | C | A | C | B | A | A | A | B | B |
| HCM2kAvgQ: | 0 | 0 | 0 | 2 | 0 | 1 | 4 | 2 | 0 | 0 | 6 | 6 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #14: Center Park Lane/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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 0 | 0 | 0 | 213 | 0 | 99 | 181 | 997 | 0 | 0 | 931 | 59 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 213 | 0 | 99 | 181 | 997 | 0 | 0 | 931 | 59 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 213 | 0 | 99 | 181 | 997 | 0 | 0 | 931 | 59 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| PHF Volume: | 0 | 0 | 0 | 234 | 0 | 109 | 199 | 1096 | 0 | 0 | 1023 | 65 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 234 | 0 | 109 | 199 | 1096 | 0 | 0 | 1023 | 65 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 0 | 0 | 234 | 0 | 109 | 199 | 1096 | 0 | 0 | 1023 | 65 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 0.90 | 0.90 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.82 | 0.18 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 1611 | 1805 | 5187 | 0 | 0 | 4832 | 306 |

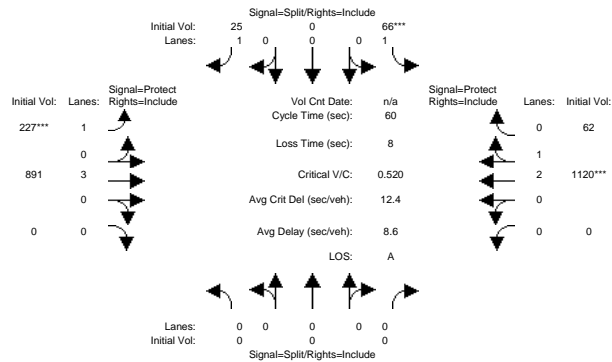
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.07 | 0.11 | 0.21 | 0.00 | 0.00 | 0.21 | 0.21 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.25 | 0.21 | 0.62 | 0.00 | 0.00 | 0.41 | 0.41 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.52 | 0.00 | 0.27 | 0.52 | 0.34 | 0.00 | 0.00 | 0.52 | 0.52 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 20.5 | 0.0 | 18.5 | 22.3 | 5.6 | 0.0 | 0.0 | 13.7 | 13.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 20.5 | 0.0 | 18.5 | 22.3 | 5.6 | 0.0 | 0.0 | 13.7 | 13.7 |
| LOS by Move: | A | A | A | C | A | B | C | A | A | A | B | B |
| HCM2kAvgQ: | 0 | 0 | 0 | 4 | 0 | 2 | 3 | 3 | 0 | 0 | 5 | 5 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #14: Center Park Lane/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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 0 | 0 | 0 | 59 | 0 | 25 | 227 | 832 | 0 | 0 | 1077 | 56 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 59 | 0 | 25 | 227 | 832 | 0 | 0 | 1077 | 56 |
| Added Vol: | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 59 | 0 | 0 | 43 | 6 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 66 | 0 | 25 | 227 | 891 | 0 | 0 | 1120 | 62 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| PHF Volume: | 0 | 0 | 0 | 76 | 0 | 29 | 261 | 1024 | 0 | 0 | 1287 | 71 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 76 | 0 | 29 | 261 | 1024 | 0 | 0 | 1287 | 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: | 0 | 0 | 0 | 76 | 0 | 29 | 261 | 1024 | 0 | 0 | 1287 | 71 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.83 | 0.95 | 0.91 | 1.00 | 1.00 | 0.90 | 0.90 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.84 | 0.16 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 1584 | 1805 | 5187 | 0 | 0 | 4875 | 270 |

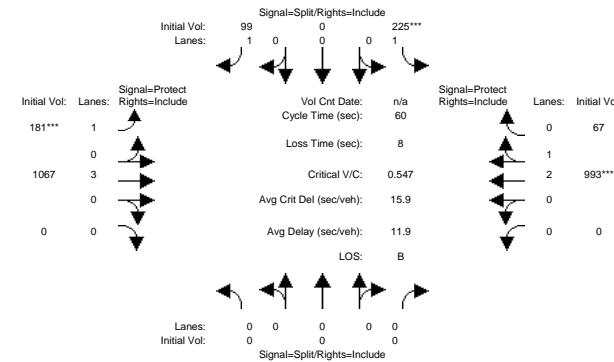
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.02 | 0.14 | 0.20 | 0.00 | 0.00 | 0.26 | 0.26 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.08 | 0.28 | 0.79 | 0.00 | 0.00 | 0.51 | 0.51 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.52 | 0.00 | 0.22 | 0.52 | 0.25 | 0.00 | 0.00 | 0.52 | 0.52 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 29.8 | 0.0 | 26.7 | 19.3 | 1.7 | 0.0 | 0.0 | 10.1 | 10.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 29.8 | 0.0 | 26.7 | 19.3 | 1.7 | 0.0 | 0.0 | 10.1 | 10.1 |
| LOS by Move: | A | A | A | C | A | C | B | A | A | A | B | B |
| HCM2kAvgQ: | 0 | 0 | 0 | 2 | 0 | 1 | 4 | 2 | 0 | 0 | 6 | 6 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #14: Center Park Lane/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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 0 | 0 | 0 | 213 | 0 | 99 | 181 | 997 | 0 | 0 | 931 | 59 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 213 | 0 | 99 | 181 | 997 | 0 | 0 | 931 | 59 |
| Added Vol: | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 70 | 0 | 0 | 62 | 8 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 225 | 0 | 99 | 181 | 1067 | 0 | 0 | 993 | 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: | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| PHF Volume: | 0 | 0 | 0 | 247 | 0 | 109 | 199 | 1173 | 0 | 0 | 1091 | 74 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 247 | 0 | 109 | 199 | 1173 | 0 | 0 | 1091 | 74 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 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: | 0 | 0 | 0 | 247 | 0 | 109 | 199 | 1173 | 0 | 0 | 1091 | 74 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 0.90 | 0.89 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.81 | 0.19 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 1611 | 1805 | 5187 | 0 | 0 | 4813 | 325 |

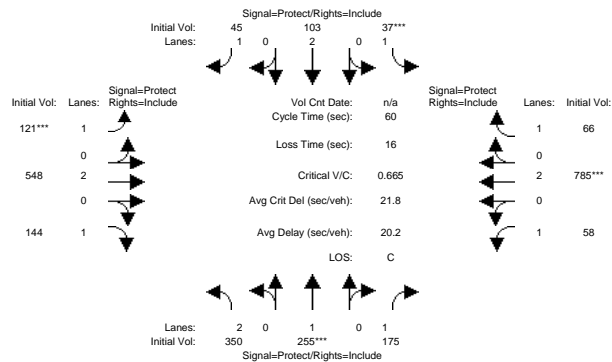
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.07 | 0.11 | 0.23 | 0.00 | 0.00 | 0.23 | 0.23 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.25 | 0.20 | 0.62 | 0.00 | 0.00 | 0.41 | 0.41 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.55 | 0.00 | 0.27 | 0.55 | 0.37 | 0.00 | 0.00 | 0.55 | 0.55 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 20.9 | 0.0 | 18.4 | 23.2 | 5.8 | 0.0 | 0.0 | 13.6 | 13.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 20.9 | 0.0 | 18.4 | 23.2 | 5.8 | 0.0 | 0.0 | 13.6 | 13.6 |
| LOS by Move: | A | A | A | C | A | B | C | A | A | A | B | B |
| HCM2kAvgQ: | 0 | 0 | 0 | 5 | 0 | 2 | 3 | 4 | 0 | 0 | 6 | 6 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #15: Shell 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 350 | 255 | 175 | 37 | 103 | 45 | 121 | 548 | 144 | 58 | 785 | 66 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 350 | 255 | 175 | 37 | 103 | 45 | 121 | 548 | 144 | 58 | 785 | 66 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 350 | 255 | 175 | 37 | 103 | 45 | 121 | 548 | 144 | 58 | 785 | 66 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 389 | 283 | 194 | 41 | 114 | 50 | 134 | 609 | 160 | 64 | 872 | 73 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 389 | 283 | 194 | 41 | 114 | 50 | 134 | 609 | 160 | 64 | 872 | 73 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 389 | 283 | 194 | 41 | 114 | 50 | 134 | 609 | 160 | 64 | 872 | 73 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.84 | 0.95 | 0.95 | 0.84 | 0.95 | 0.95 | 0.84 | 0.95 | 0.95 | 0.82 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 1900 | 1588 | 1805 | 3610 | 1588 | 1805 | 3610 | 1588 | 1805 | 3610 | 1562 |

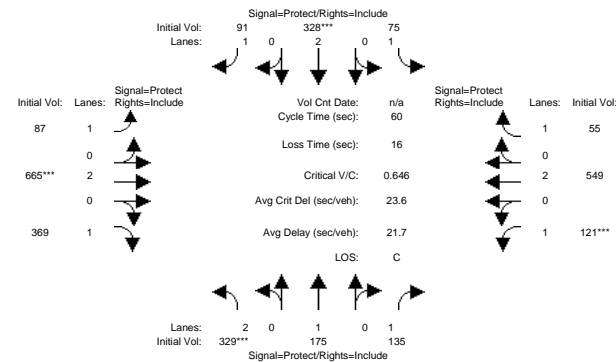
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.11 | 0.15 | 0.12 | 0.02 | 0.03 | 0.03 | 0.07 | 0.17 | 0.10 | 0.04 | 0.24 | 0.05 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.20 | 0.22 | 0.22 | 0.03 | 0.06 | 0.06 | 0.11 | 0.39 | 0.39 | 0.08 | 0.36 | 0.36 |
| Volume/Cap: | 0.55 | 0.67 | 0.55 | 0.67 | 0.55 | 0.55 | 0.67 | 0.43 | 0.26 | 0.43 | 0.67 | 0.13 |
| Delay/Veh: | 22.5 | 25.2 | 22.4 | 52.8 | 30.7 | 34.5 | 33.7 | 13.5 | 12.6 | 28.1 | 17.4 | 12.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 22.5 | 25.2 | 22.4 | 52.8 | 30.7 | 34.5 | 33.7 | 13.5 | 12.6 | 28.1 | 17.4 | 12.9 |
| LOS by Move: | C | C | C | D | C | C | C | B | B | C | B | B |
| HCM2kAvgQ: | 3 | 5 | 3 | 2 | 2 | 2 | 3 | 4 | 2 | 2 | 8 | 1 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #15: Shell 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 329 | 175 | 135 | 75 | 328 | 91 | 87 | 665 | 369 | 121 | 549 | 55 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 329 | 175 | 135 | 75 | 328 | 91 | 87 | 665 | 369 | 121 | 549 | 55 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 329 | 175 | 135 | 75 | 328 | 91 | 87 | 665 | 369 | 121 | 549 | 55 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| PHF Volume: | 358 | 190 | 147 | 82 | 357 | 99 | 95 | 723 | 401 | 132 | 597 | 60 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 0 | 0 |
| Reduced Vol: | 358 | 190 | 147 | 82 | 357 | 99 | 95 | 723 | 249 | 132 | 597 | 60 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 358 | 190 | 147 | 82 | 357 | 99 | 95 | 723 | 249 | 132 | 597 | 60 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.84 | 0.95 | 0.95 | 0.84 | 0.95 | 0.95 | 0.84 | 0.95 | 0.95 | 0.82 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 1900 | 1588 | 1805 | 3610 | 1588 | 1805 | 3610 | 1588 | 1805 | 3610 | 1562 |

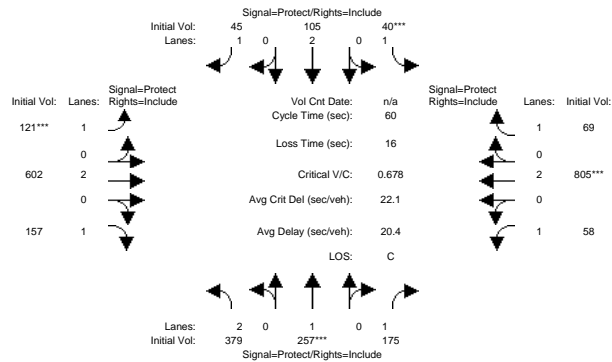
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.10 | 0.10 | 0.09 | 0.05 | 0.10 | 0.06 | 0.05 | 0.20 | 0.16 | 0.07 | 0.17 | 0.04 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.16 | 0.21 | 0.21 | 0.10 | 0.15 | 0.15 | 0.10 | 0.31 | 0.31 | 0.11 | 0.32 | 0.32 |
| Volume/Cap: | 0.65 | 0.47 | 0.43 | 0.47 | 0.65 | 0.41 | 0.52 | 0.65 | 0.51 | 0.65 | 0.52 | 0.12 |
| Delay/Veh: | 26.3 | 21.4 | 21.3 | 27.6 | 26.6 | 24.1 | 28.1 | 19.2 | 17.8 | 32.5 | 17.0 | 14.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 26.3 | 21.4 | 21.3 | 27.6 | 26.6 | 24.1 | 28.1 | 19.2 | 17.8 | 32.5 | 17.0 | 14.5 |
| LOS by Move: | C | C | C | C | C | C | C | B | B | C | B | B |
| HCM2kAvgQ: | 3 | 3 | 2 | 2 | 5 | 2 | 2 | 6 | 4 | 4 | 5 | 1 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #15: Shell 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 350 | 255 | 175 | 37 | 103 | 45 | 121 | 548 | 144 | 58 | 785 | 66 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 350 | 255 | 175 | 37 | 103 | 45 | 121 | 548 | 144 | 58 | 785 | 66 |
| Added Vol: | 29 | 2 | 0 | 3 | 2 | 0 | 0 | 54 | 13 | 0 | 20 | 3 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 379 | 257 | 175 | 40 | 105 | 45 | 121 | 602 | 157 | 58 | 805 | 69 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 421 | 286 | 194 | 44 | 117 | 50 | 134 | 669 | 174 | 64 | 894 | 77 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 421 | 286 | 194 | 44 | 117 | 50 | 134 | 669 | 174 | 64 | 894 | 77 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 421 | 286 | 194 | 44 | 117 | 50 | 134 | 669 | 174 | 64 | 894 | 77 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.84 | 0.95 | 0.95 | 0.84 | 0.95 | 0.95 | 0.84 | 0.95 | 0.95 | 0.82 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 1900 | 1588 | 1805 | 3610 | 1588 | 1805 | 3610 | 1588 | 1805 | 3610 | 1562 |

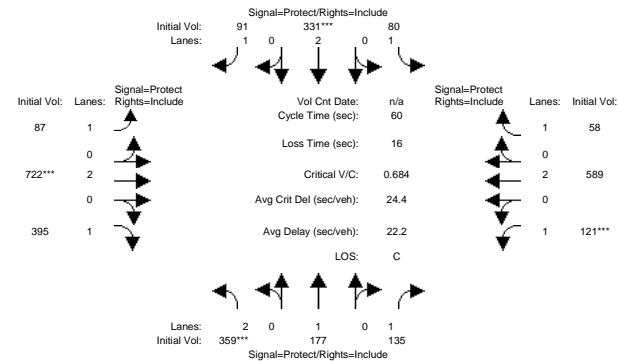
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.12 | 0.15 | 0.12 | 0.02 | 0.03 | 0.03 | 0.07 | 0.19 | 0.11 | 0.04 | 0.25 | 0.05 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.20 | 0.22 | 0.22 | 0.04 | 0.05 | 0.05 | 0.11 | 0.40 | 0.40 | 0.08 | 0.37 | 0.37 |
| Volume/Cap: | 0.59 | 0.68 | 0.55 | 0.68 | 0.59 | 0.58 | 0.68 | 0.46 | 0.28 | 0.46 | 0.68 | 0.13 |
| Delay/Veh: | 23.0 | 25.8 | 22.6 | 53.5 | 32.4 | 36.9 | 34.8 | 13.6 | 12.4 | 29.0 | 17.5 | 12.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 23.0 | 25.8 | 22.6 | 53.5 | 32.4 | 36.9 | 34.8 | 13.6 | 12.4 | 29.0 | 17.5 | 12.8 |
| LOS by Move: | C | C | C | D | C | D | C | B | B | C | B | B |
| HCM2kAvgQ: | 4 | 5 | 3 | 2 | 2 | 2 | 3 | 5 | 2 | 2 | 9 | 1 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #15: Shell 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 329 | 175 | 135 | 75 | 328 | 91 | 87 | 665 | 369 | 121 | 549 | 55 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 329 | 175 | 135 | 75 | 328 | 91 | 87 | 665 | 369 | 121 | 549 | 55 |
| Added Vol: | 30 | 2 | 0 | 5 | 3 | 0 | 0 | 57 | 26 | 0 | 40 | 3 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 359 | 177 | 135 | 80 | 331 | 91 | 87 | 722 | 395 | 121 | 589 | 58 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| PHF Volume: | 390 | 192 | 147 | 87 | 360 | 99 | 95 | 785 | 429 | 132 | 640 | 63 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 0 | 0 | 0 |
| Reduced Vol: | 390 | 192 | 147 | 87 | 360 | 99 | 95 | 785 | 277 | 132 | 640 | 63 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 390 | 192 | 147 | 87 | 360 | 99 | 95 | 785 | 277 | 132 | 640 | 63 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.84 | 0.95 | 0.95 | 0.84 | 0.95 | 0.95 | 0.84 | 0.95 | 0.95 | 0.82 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 1900 | 1588 | 1805 | 3610 | 1588 | 1805 | 3610 | 1588 | 1805 | 3610 | 1562 |

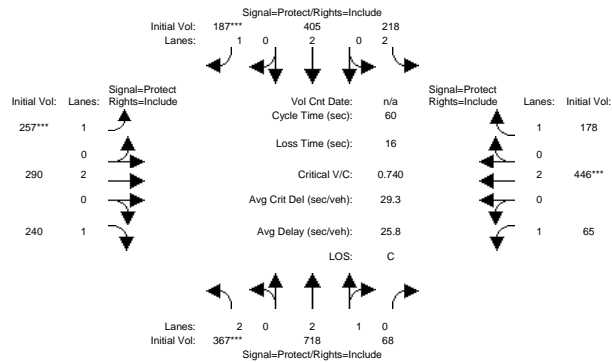
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.11 | 0.10 | 0.09 | 0.05 | 0.10 | 0.06 | 0.05 | 0.22 | 0.17 | 0.07 | 0.18 | 0.04 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.16 | 0.21 | 0.21 | 0.10 | 0.15 | 0.15 | 0.10 | 0.32 | 0.32 | 0.11 | 0.33 | 0.33 |
| Volume/Cap: | 0.68 | 0.48 | 0.44 | 0.48 | 0.68 | 0.43 | 0.54 | 0.68 | 0.55 | 0.68 | 0.54 | 0.12 |
| Delay/Veh: | 27.1 | 21.8 | 21.6 | 27.6 | 28.0 | 24.6 | 29.2 | 19.6 | 18.2 | 35.6 | 17.0 | 14.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 27.1 | 21.8 | 21.6 | 27.6 | 28.0 | 24.6 | 29.2 | 19.6 | 18.2 | 35.6 | 17.0 | 14.2 |
| LOS by Move: | C | C | C | C | C | C | C | B | B | D | B | B |
| HCM2kAvgQ: | 4 | 3 | 2 | 2 | 5 | 2 | 2 | 7 | 4 | 4 | 6 | 1 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #16: Foster City Boulevard/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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 367 | 718 | 68 | 218 | 405 | 187 | 257 | 290 | 240 | 65 | 446 | 178 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 367 | 718 | 68 | 218 | 405 | 187 | 257 | 290 | 240 | 65 | 446 | 178 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 367 | 718 | 68 | 218 | 405 | 187 | 257 | 290 | 240 | 65 | 446 | 178 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 408 | 798 | 76 | 242 | 450 | 208 | 286 | 322 | 267 | 72 | 496 | 198 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 408 | 798 | 76 | 242 | 450 | 208 | 286 | 322 | 267 | 72 | 496 | 198 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 408 | 798 | 76 | 242 | 450 | 208 | 286 | 322 | 267 | 72 | 496 | 198 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.90 | 0.90 | 0.92 | 0.95 | 0.84 | 0.95 | 0.95 | 0.84 | 0.95 | 0.95 | 0.84 |
| Lanes: | 2.00 | 2.74 | 0.26 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 4676 | 443 | 3502 | 3610 | 1588 | 1805 | 3610 | 1591 | 1805 | 3610 | 1594 |

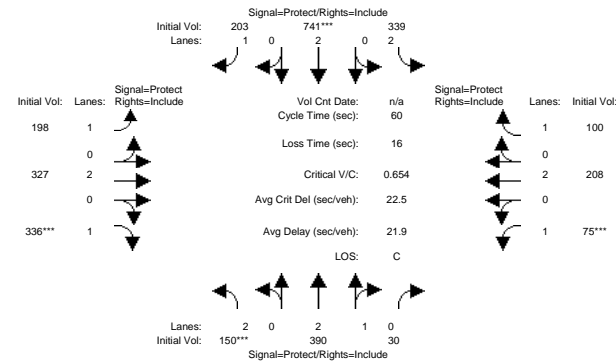
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.12 | 0.17 | 0.17 | 0.07 | 0.12 | 0.13 | 0.16 | 0.09 | 0.17 | 0.04 | 0.14 | 0.12 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.16 | 0.24 | 0.24 | 0.10 | 0.18 | 0.18 | 0.21 | 0.32 | 0.32 | 0.08 | 0.19 | 0.19 |
| Volume/Cap: | 0.74 | 0.72 | 0.72 | 0.72 | 0.71 | 0.74 | 0.74 | 0.28 | 0.52 | 0.52 | 0.74 | 0.67 |
| Delay/Veh: | 29.4 | 23.1 | 23.1 | 33.6 | 26.8 | 33.4 | 29.5 | 15.3 | 17.5 | 30.1 | 27.5 | 28.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 29.4 | 23.1 | 23.1 | 33.6 | 26.8 | 33.4 | 29.5 | 15.3 | 17.5 | 30.1 | 27.5 | 28.5 |
| LOS by Move: | C | C | C | C | C | C | C | B | B | C | C | C |
| HCM2kAvgQ: | 4 | 6 | 6 | 2 | 4 | 4 | 4 | 7 | 2 | 5 | 1 | 5 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #16: Foster City Boulevard/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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 150 | 390 | 30 | 339 | 741 | 203 | 198 | 327 | 336 | 75 | 208 | 100 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 150 | 390 | 30 | 339 | 741 | 203 | 198 | 327 | 336 | 75 | 208 | 100 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 150 | 390 | 30 | 339 | 741 | 203 | 198 | 327 | 336 | 75 | 208 | 100 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 161 | 419 | 32 | 365 | 797 | 218 | 213 | 352 | 361 | 81 | 224 | 108 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 |
| Reduced Vol: | 161 | 419 | 32 | 365 | 797 | 218 | 213 | 352 | 267 | 81 | 224 | 108 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 161 | 419 | 32 | 365 | 797 | 218 | 213 | 352 | 267 | 81 | 224 | 108 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.90 | 0.90 | 0.92 | 0.95 | 0.84 | 0.95 | 0.95 | 0.84 | 0.95 | 0.95 | 0.84 |
| Lanes: | 2.00 | 2.79 | 0.21 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 4763 | 366 | 3502 | 3610 | 1588 | 1805 | 3610 | 1591 | 1805 | 3610 | 1594 |

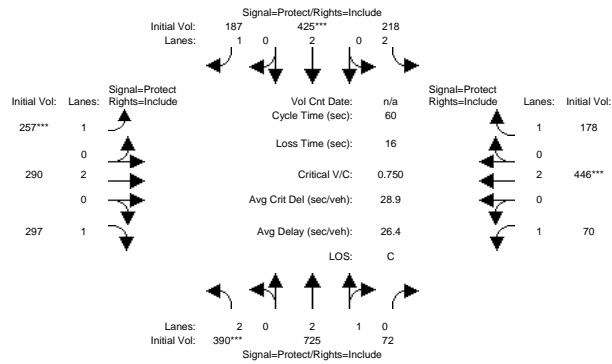
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.05 | 0.09 | 0.09 | 0.10 | 0.22 | 0.14 | 0.12 | 0.10 | 0.17 | 0.04 | 0.06 | 0.07 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.07 | 0.19 | 0.19 | 0.22 | 0.34 | 0.34 | 0.21 | 0.26 | 0.26 | 0.07 | 0.12 | 0.12 |
| Volume/Cap: | 0.65 | 0.47 | 0.47 | 0.47 | 0.65 | 0.41 | 0.57 | 0.38 | 0.65 | 0.65 | 0.52 | 0.57 |
| Delay/Veh: | 33.4 | 22.1 | 22.1 | 20.8 | 18.2 | 15.8 | 23.5 | 18.6 | 23.7 | 39.2 | 26.0 | 29.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 33.4 | 22.1 | 22.1 | 20.8 | 18.2 | 15.8 | 23.5 | 18.6 | 23.7 | 39.2 | 26.0 | 29.1 |
| LOS by Move: | C | C | C | C | B | B | C | B | C | D | C | C |
| HCM2kAvgQ: | 2 | 3 | 3 | 3 | 7 | 3 | 4 | 3 | 6 | 2 | 2 | 2 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #16: Foster City Boulevard/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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 367 | 718 | 68 | 218 | 405 | 187 | 257 | 290 | 240 | 65 | 446 | 178 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 367 | 718 | 68 | 218 | 405 | 187 | 257 | 290 | 240 | 65 | 446 | 178 |
| Added Vol: | 23 | 7 | 4 | 0 | 20 | 0 | 0 | 0 | 0 | 57 | 5 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 390 | 725 | 72 | 218 | 425 | 187 | 257 | 290 | 297 | 70 | 446 | 178 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 433 | 806 | 80 | 242 | 472 | 208 | 286 | 322 | 330 | 78 | 496 | 198 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 433 | 806 | 80 | 242 | 472 | 208 | 286 | 322 | 330 | 78 | 496 | 198 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 433 | 806 | 80 | 242 | 472 | 208 | 286 | 322 | 330 | 78 | 496 | 198 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.90 | 0.90 | 0.92 | 0.95 | 0.84 | 0.95 | 0.95 | 0.84 | 0.95 | 0.95 | 0.84 |
| Lanes: | 2.00 | 2.73 | 0.27 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 4656 | 462 | 3502 | 3610 | 1588 | 1805 | 3610 | 1591 | 1805 | 3610 | 1594 |

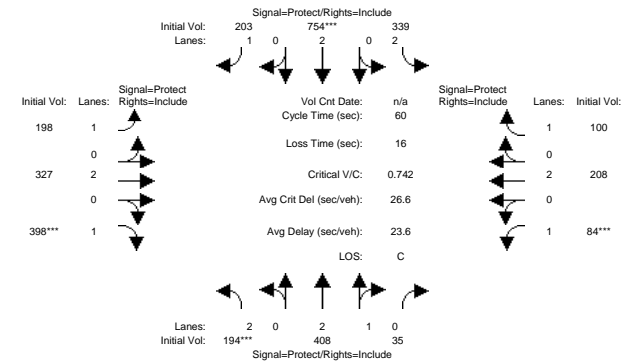
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.12 | 0.17 | 0.17 | 0.07 | 0.13 | 0.13 | 0.16 | 0.09 | 0.21 | 0.04 | 0.14 | 0.12 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.16 | 0.24 | 0.24 | 0.10 | 0.17 | 0.17 | 0.21 | 0.33 | 0.33 | 0.07 | 0.18 | 0.18 |
| Volume/Cap: | 0.75 | 0.71 | 0.71 | 0.71 | 0.75 | 0.75 | 0.75 | 0.27 | 0.64 | 0.64 | 0.75 | 0.68 |
| Delay/Veh: | 29.3 | 22.8 | 22.8 | 33.3 | 28.5 | 34.4 | 30.3 | 15.1 | 19.8 | 37.8 | 28.0 | 29.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 29.3 | 22.8 | 22.8 | 33.3 | 28.5 | 34.4 | 30.3 | 15.1 | 19.8 | 37.8 | 28.0 | 29.2 |
| LOS by Move: | C | C | C | C | C | C | C | B | B | D | C | C |
| HCM2kAvgQ: | 4 | 6 | 6 | 2 | 5 | 4 | 7 | 2 | 6 | 1 | 5 | 4 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #16: Foster City Boulevard/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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 150 | 390 | 30 | 339 | 741 | 203 | 198 | 327 | 336 | 75 | 208 | 100 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 150 | 390 | 30 | 339 | 741 | 203 | 198 | 327 | 336 | 75 | 208 | 100 |
| Added Vol: | 44 | 18 | 5 | 0 | 13 | 0 | 0 | 0 | 0 | 62 | 9 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 194 | 408 | 35 | 339 | 754 | 203 | 198 | 327 | 398 | 84 | 208 | 100 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 209 | 439 | 38 | 365 | 811 | 218 | 213 | 352 | 428 | 90 | 224 | 108 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 |
| Reduced Vol: | 209 | 439 | 38 | 365 | 811 | 218 | 213 | 352 | 334 | 90 | 224 | 108 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 209 | 439 | 38 | 365 | 811 | 218 | 213 | 352 | 334 | 90 | 224 | 108 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.90 | 0.90 | 0.92 | 0.95 | 0.84 | 0.95 | 0.95 | 0.84 | 0.95 | 0.95 | 0.84 |
| Lanes: | 2.00 | 2.76 | 0.24 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 4719 | 405 | 3502 | 3610 | 1588 | 1805 | 3610 | 1591 | 1805 | 3610 | 1594 |

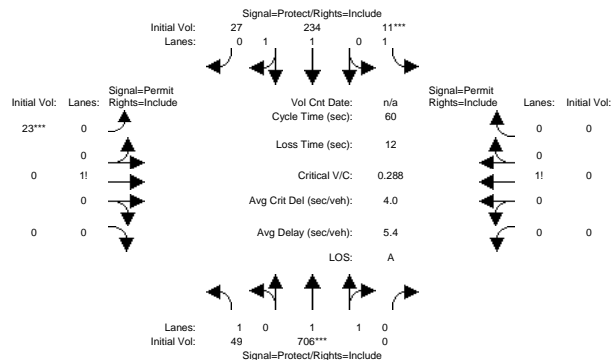
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.06 | 0.09 | 0.09 | 0.10 | 0.22 | 0.14 | 0.12 | 0.10 | 0.21 | 0.05 | 0.06 | 0.07 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.08 | 0.18 | 0.18 | 0.20 | 0.30 | 0.30 | 0.22 | 0.28 | 0.28 | 0.07 | 0.13 | 0.13 |
| Volume/Cap: | 0.74 | 0.51 | 0.51 | 0.51 | 0.74 | 0.45 | 0.53 | 0.34 | 0.74 | 0.74 | 0.49 | 0.53 |
| Delay/Veh: | 37.1 | 22.7 | 22.7 | 22.0 | 21.6 | 17.6 | 21.9 | 17.3 | 26.0 | 48.9 | 25.2 | 27.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 37.1 | 22.7 | 22.7 | 22.0 | 21.6 | 17.6 | 21.9 | 17.3 | 26.0 | 48.9 | 25.2 | 27.1 |
| LOS by Move: | D | C | C | C | C | B | C | B | C | D | C | C |
| HCM2kAvgQ: | 2 | 3 | 3 | 3 | 7 | 3 | 4 | 3 | 8 | 2 | 2 | 2 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #17: Shell Blvd/Recreation Center



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Base Vol: | 49 | 706 | 0 | 11 | 234 | 27 | 23 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 49 | 706 | 0 | 11 | 234 | 27 | 23 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 49 | 706 | 0 | 11 | 234 | 27 | 23 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 53 | 759 | 0 | 12 | 252 | 29 | 25 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 53 | 759 | 0 | 12 | 252 | 29 | 25 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 53 | 759 | 0 | 12 | 252 | 29 | 25 | 0 | 0 | 0 | 0 | 0 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.94 | 0.93 | 0.98 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 0.00 | 1.00 | 1.79 | 0.21 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 |
| Final Sat.: | 1805 | 3610 | 0 | 1805 | 3187 | 368 | 1864 | 0 | 0 | 0 | 1900 | 0 |

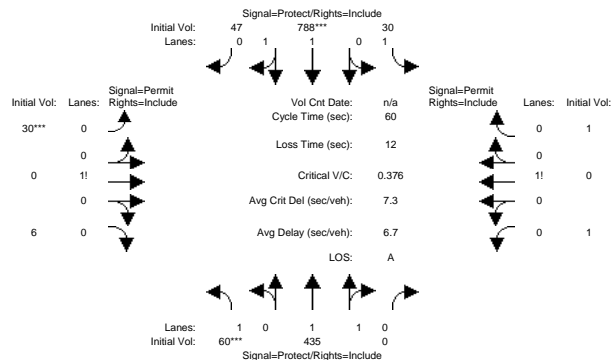
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Vol/Sat: | 0.03 | 0.21 | 0.00 | 0.01 | 0.08 | 0.08 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green/Cycle: | 0.20 | 0.73 | 0.00 | 0.02 | 0.55 | 0.55 | 0.05 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.14 | 0.29 | 0.00 | 0.29 | 0.14 | 0.14 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 19.8 | 2.8 | 0.0 | 32.7 | 6.6 | 6.6 | 28.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 19.8 | 2.8 | 0.0 | 32.7 | 6.6 | 6.6 | 28.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | B | A | A | C | A | A | C | A | A | A | A | A |
| HCM2kAvgQ: | 1 | 3 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #17: Shell Blvd/Recreation Center



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Base Vol: | 60 | 435 | 0 | 30 | 788 | 47 | 30 | 0 | 6 | 1 | 0 | 1 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 60 | 435 | 0 | 30 | 788 | 47 | 30 | 0 | 6 | 1 | 0 | 1 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 60 | 435 | 0 | 30 | 788 | 47 | 30 | 0 | 6 | 1 | 0 | 1 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 63 | 458 | 0 | 32 | 829 | 49 | 32 | 0 | 6 | 1 | 0 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 63 | 458 | 0 | 32 | 829 | 49 | 32 | 0 | 6 | 1 | 0 | 1 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 63 | 458 | 0 | 32 | 829 | 49 | 32 | 0 | 6 | 1 | 0 | 1 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.94 | 0.94 | 0.96 | 1.00 | 0.97 | 0.84 | 1.00 | 0.84 |
| Lanes: | 1.00 | 2.00 | 0.00 | 1.00 | 1.89 | 0.11 | 0.83 | 0.00 | 0.17 | 0.50 | 0.00 | 0.50 |
| Final Sat.: | 1805 | 3610 | 0 | 1805 | 3379 | 202 | 1527 | 0 | 305 | 798 | 0 | 798 |

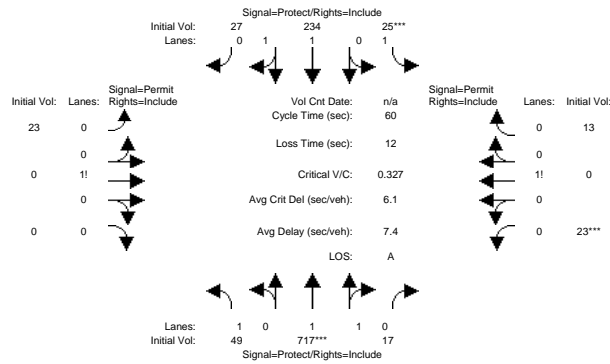
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Vol/Sat: | 0.03 | 0.13 | 0.00 | 0.02 | 0.25 | 0.25 | 0.02 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | | | |
| Green/Cycle: | 0.09 | 0.65 | 0.00 | 0.09 | 0.65 | 0.65 | 0.05 | 0.00 | 0.05 | 0.05 | 0.00 | 0.05 |
| Volume/Cap: | 0.38 | 0.19 | 0.00 | 0.19 | 0.38 | 0.38 | 0.38 | 0.00 | 0.38 | 0.02 | 0.00 | 0.02 |
| Delay/Veh: | 27.0 | 4.1 | 0.0 | 25.9 | 4.9 | 4.9 | 29.7 | 0.0 | 29.7 | 26.9 | 0.0 | 26.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 27.0 | 4.1 | 0.0 | 25.9 | 4.9 | 4.9 | 29.7 | 0.0 | 29.7 | 26.9 | 0.0 | 26.9 |
| LOS by Move: | C | A | A | C | A | A | C | A | C | C | A | C |
| HCM2kAvgQ: | 2 | 2 | 0 | 1 | 4 | 4 | 1 | 0 | 1 | 0 | 0 | 0 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #17: Shell Blvd/Recreation Center



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 49 | 706 | 0 | 11 | 234 | 27 | 23 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 49 | 706 | 0 | 11 | 234 | 27 | 23 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 11 | 17 | 14 | 0 | 0 | 0 | 0 | 0 | 23 | 0 | 13 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 49 | 717 | 17 | 25 | 234 | 27 | 23 | 0 | 0 | 23 | 0 | 13 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 53 | 771 | 18 | 27 | 252 | 29 | 25 | 0 | 0 | 25 | 0 | 14 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 53 | 771 | 18 | 27 | 252 | 29 | 25 | 0 | 0 | 25 | 0 | 14 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 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: | 53 | 771 | 18 | 27 | 252 | 29 | 25 | 0 | 0 | 25 | 0 | 14 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.94 | 0.93 | 0.79 | 1.00 | 1.00 | 0.76 | 1.00 | 0.75 |
| Lanes: | 1.00 | 1.95 | 0.05 | 1.00 | 1.79 | 0.21 | 1.00 | 0.00 | 0.00 | 0.64 | 0.00 | 0.36 |
| Final Sat.: | 1805 | 3516 | 83 | 1805 | 3187 | 368 | 1502 | 0 | 0 | 914 | 0 | 516 |

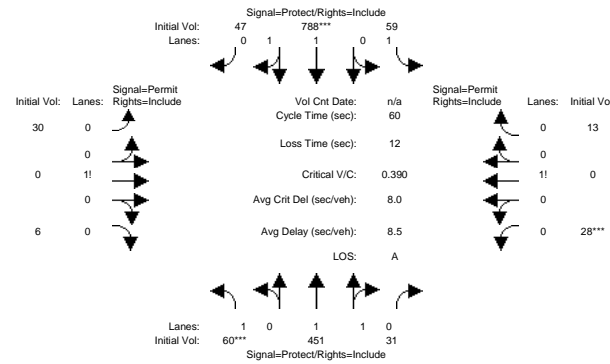
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.03 | 0.22 | 0.22 | 0.01 | 0.08 | 0.08 | 0.02 | 0.00 | 0.00 | 0.03 | 0.00 | 0.03 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.19 | 0.67 | 0.67 | 0.05 | 0.52 | 0.52 | 0.08 | 0.00 | 0.00 | 0.08 | 0.00 | 0.08 |
| Volume/Cap: | 0.15 | 0.33 | 0.33 | 0.33 | 0.15 | 0.15 | 0.20 | 0.00 | 0.00 | 0.33 | 0.00 | 0.33 |
| Delay/Veh: | 20.3 | 4.2 | 4.2 | 30.1 | 7.4 | 7.4 | 26.4 | 0.0 | 0.0 | 27.5 | 0.0 | 27.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 20.3 | 4.2 | 4.2 | 30.1 | 7.4 | 7.4 | 26.4 | 0.0 | 0.0 | 27.5 | 0.0 | 27.5 |
| LOS by Move: | C | A | A | C | A | A | C | A | A | C | A | C |
| HCM2kAvgQ: | 1 | 3 | 3 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #17: Shell Blvd/Recreation Center



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 60 | 435 | 0 | 30 | 788 | 47 | 30 | 0 | 6 | 1 | 0 | 1 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 60 | 435 | 0 | 30 | 788 | 47 | 30 | 0 | 6 | 1 | 0 | 1 |
| Added Vol: | 0 | 16 | 31 | 29 | 0 | 0 | 0 | 0 | 0 | 27 | 0 | 12 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 60 | 451 | 31 | 59 | 788 | 47 | 30 | 0 | 6 | 28 | 0 | 13 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 63 | 475 | 33 | 62 | 829 | 49 | 32 | 0 | 6 | 29 | 0 | 14 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 63 | 475 | 33 | 62 | 829 | 49 | 32 | 0 | 6 | 29 | 0 | 14 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 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: | 63 | 475 | 33 | 62 | 829 | 49 | 32 | 0 | 6 | 29 | 0 | 14 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.95 | 0.94 | 0.94 | 0.73 | 1.00 | 0.74 | 0.72 | 1.00 | 0.73 |
| Lanes: | 1.00 | 1.87 | 0.13 | 1.00 | 1.89 | 0.11 | 0.83 | 0.00 | 0.17 | 0.68 | 0.00 | 0.32 |
| Final Sat.: | 1805 | 3344 | 230 | 1805 | 3379 | 202 | 1155 | 0 | 231 | 935 | 0 | 434 |

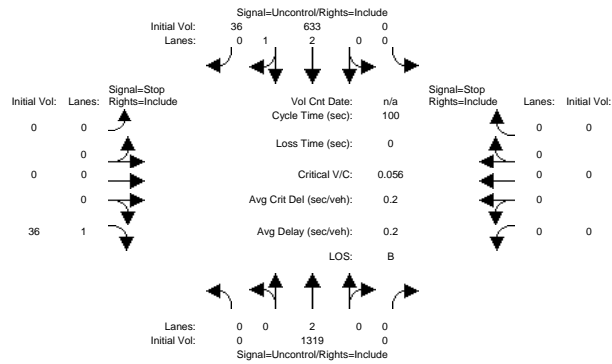
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.03 | 0.14 | 0.14 | 0.03 | 0.25 | 0.25 | 0.03 | 0.00 | 0.03 | 0.03 | 0.00 | 0.03 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.09 | 0.58 | 0.58 | 0.14 | 0.63 | 0.63 | 0.08 | 0.00 | 0.08 | 0.08 | 0.00 | 0.08 |
| Volume/Cap: | 0.39 | 0.25 | 0.25 | 0.25 | 0.39 | 0.39 | 0.34 | 0.00 | 0.34 | 0.39 | 0.00 | 0.39 |
| Delay/Veh: | 27.3 | 6.3 | 6.3 | 23.5 | 5.6 | 5.6 | 27.9 | 0.0 | 27.9 | 28.4 | 0.0 | 28.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 27.3 | 6.3 | 6.3 | 23.5 | 5.6 | 5.6 | 27.9 | 0.0 | 27.9 | 28.4 | 0.0 | 28.4 |
| LOS by Move: | C | A | A | C | A | A | C | A | C | C | A | C |
| HCM2kAvgQ: | 2 | 3 | 3 | 1 | 4 | 4 | 1 | 0 | 1 | 1 | 0 | 1 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #18: Foster city Blvd/ Civic Center Dr



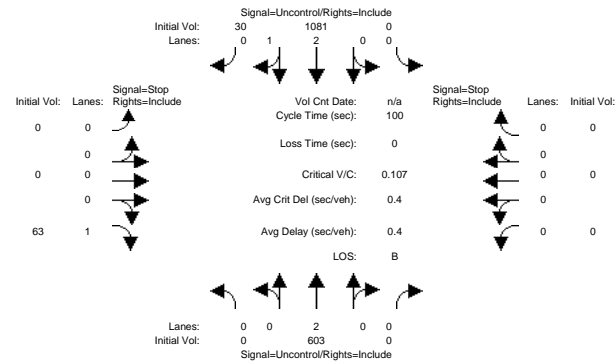
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1319 | 0 | 0 | 0 | 633 | 36 | 0 | 0 | 36 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1319 | 0 | 0 | 0 | 633 | 36 | 0 | 0 | 36 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1319 | 0 | 0 | 0 | 633 | 36 | 0 | 0 | 36 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| PHF Volume: | 0 | 1516 | 0 | 0 | 0 | 728 | 41 | 0 | 0 | 41 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 1516 | 0 | 0 | 0 | 728 | 41 | 0 | 0 | 41 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflct Vol: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Potent Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Move Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Volume/Cap: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Control Del: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | * | * | * | * |
| Movement: | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | |
| Shared Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| SharedQueue: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | xxxxxx | | | | | 10.1 | xxxxxx | | | | |
| ApproachLOS: | * | * | | | | | B | * | | | * | |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #18: Foster city Blvd/ Civic Center Dr



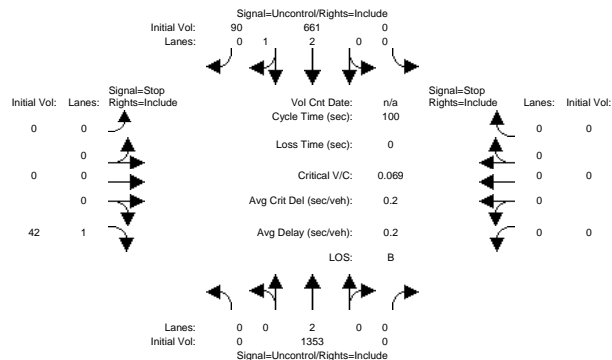
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 603 | 0 | 0 | 0 | 1081 | 30 | 0 | 0 | 63 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 603 | 0 | 0 | 0 | 1081 | 30 | 0 | 0 | 63 | 0 | 0 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 603 | 0 | 0 | 0 | 1081 | 30 | 0 | 0 | 63 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 0 | 628 | 0 | 0 | 0 | 1126 | 31 | 0 | 0 | 66 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 628 | 0 | 0 | 0 | 1126 | 31 | 0 | 0 | 66 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflct Vol: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Potent Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Move Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Volume/Cap: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Control Del: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | * | * | * | * |
| Movement: | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | |
| Shared Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| SharedQueue: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | xxxxxx | | | | | 11.6 | xxxxxx | | | | |
| ApproachLOS: | * | * | | | | | B | * | | | * | |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #18: Foster city Blvd/ Civic Center Dr



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1319 | 0 | 0 | 0 | 633 | 36 | 0 | 0 | 36 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1319 | 0 | 0 | 0 | 633 | 36 | 0 | 0 | 36 | 0 | 0 |
| Added Vol: | 0 | 34 | 0 | 0 | 0 | 28 | 54 | 0 | 0 | 6 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1353 | 0 | 0 | 0 | 661 | 90 | 0 | 0 | 42 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| PHF Volume: | 0 | 1555 | 0 | 0 | 0 | 760 | 103 | 0 | 0 | 48 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 1555 | 0 | 0 | 0 | 760 | 103 | 0 | 0 | 48 | 0 | 0 |

Critical Gap Module:

| | | | | | | | | | | | | |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-------|-------|-------|
| Critical Gap: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 6.9 | xxxxx | xxxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 3.3 | xxxxx | xxxxx | xxxxx |

Capacity Module:

| | | | | | | | | | | | | |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Cnflct Vol: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 305 | xxxxx | xxxxx | xxxxx |
| Potent Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 697 | xxxxx | xxxxx | xxxxx |
| Move Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 697 | xxxxx | xxxxx | xxxxx |
| Volume/Cap: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 0.07 | xxxxx | xxxxx | xxxxx |

Level Of Service Module:

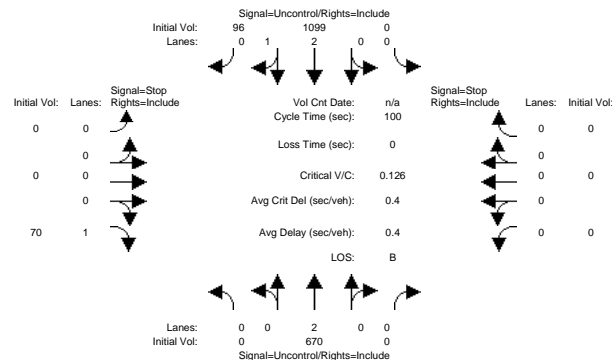
| | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|------|--------|-------|-------|
| 2Way95thQ: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 0.2 | xxxxx | xxxxx | xxxxx |
| Control Del: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 10.5 | xxxxx | xxxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | B | * | * | * |
| Movement: | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | | | | |
| Shared Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | | xxxxx | xxxxx | xxxxx |
| SharedQueue: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | | xxxxx | xxxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | | xxxxx | xxxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | | * | * | * |
| ApproachDel: | xxxxxx | | xxxxxx | | | | | | 10.5 | xxxxxx | | |
| ApproachLOS: | * | | * | | | | | | B | * | | |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #18: Foster city Blvd/ Civic Center Dr



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 603 | 0 | 0 | 0 | 1081 | 30 | 0 | 0 | 63 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 603 | 0 | 0 | 0 | 1081 | 30 | 0 | 0 | 63 | 0 | 0 |
| Added Vol: | 0 | 67 | 0 | 0 | 0 | 18 | 66 | 0 | 0 | 7 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 670 | 0 | 0 | 0 | 1099 | 96 | 0 | 0 | 70 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 0 | 698 | 0 | 0 | 0 | 1145 | 100 | 0 | 0 | 73 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 698 | 0 | 0 | 0 | 1145 | 100 | 0 | 0 | 73 | 0 | 0 |

Critical Gap Module:

| | | | | | | | | | | | | |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-----|-------|-------|-------|
| Critical Gap: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 6.9 | xxxxx | xxxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 3.3 | xxxxx | xxxxx | xxxxx |

Capacity Module:

| | | | | | | | | | | | | |
|--------------|-------|-------|-------|-------|-------|-------|-------|-------|------|-------|-------|-------|
| Cnflct Vol: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 432 | xxxxx | xxxxx | xxxxx |
| Potent Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 578 | xxxxx | xxxxx | xxxxx |
| Move Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 578 | xxxxx | xxxxx | xxxxx |
| Volume/Cap: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 0.13 | xxxxx | xxxxx | xxxxx |

Level Of Service Module:

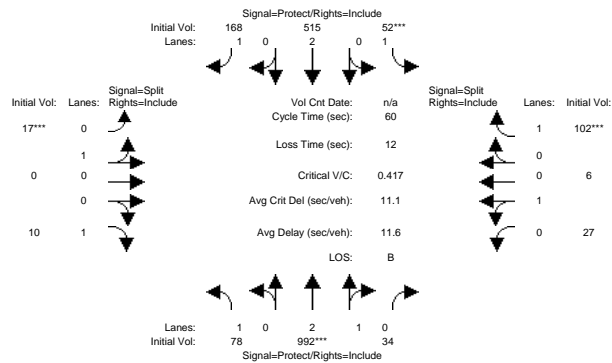
| | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|------|--------|-------|-------|
| 2Way95thQ: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 0.4 | xxxxx | xxxxx | xxxxx |
| Control Del: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 12.1 | xxxxx | xxxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | B | * | * | * |
| Movement: | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | | | | |
| Shared Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | | xxxxx | xxxxx | xxxxx |
| SharedQueue: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | | xxxxx | xxxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | | xxxxx | xxxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | | * | * | * |
| ApproachDel: | xxxxxx | | xxxxxx | | | | | | 12.1 | xxxxxx | | |
| ApproachLOS: | * | | * | | | | | | B | * | | |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #19: Foster City Blvd/Balclutha Dr



| Approach: | North Bound | | | | | South Bound | | | | | East Bound | | | | | West Bound | | | | | | | | |
|-------------|-------------|-----|-----|-----|-----|-------------|-----|-----|-----|-----|------------|-----|-----|-----|-----|------------|-----|-----|-----|-----|-----|-----|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | | | South Bound | | | | | East Bound | | | | | West Bound | | | | | | | | |
|----------------|-------------|------|------|------|------|-------------|------|------|------|------|------------|------|------|------|------|------------|------|------|------|------|------|------|------|------|
| Base Vol: | 78 | 992 | 34 | 52 | 515 | 168 | 17 | 0 | 10 | 27 | 6 | 102 | 17 | 0 | 10 | 27 | 6 | 102 | 17 | 0 | 10 | 27 | 6 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 78 | 992 | 34 | 52 | 515 | 168 | 17 | 0 | 10 | 27 | 6 | 102 | 17 | 0 | 10 | 27 | 6 | 102 | 17 | 0 | 10 | 27 | 6 | 102 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 78 | 992 | 34 | 52 | 515 | 168 | 17 | 0 | 10 | 27 | 6 | 102 | 17 | 0 | 10 | 27 | 6 | 102 | 17 | 0 | 10 | 27 | 6 | 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 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 87 | 1102 | 38 | 58 | 572 | 187 | 19 | 0 | 11 | 30 | 7 | 113 | 19 | 0 | 11 | 30 | 7 | 113 | 19 | 0 | 11 | 30 | 7 | 113 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 87 | 1102 | 38 | 58 | 572 | 187 | 19 | 0 | 11 | 30 | 7 | 113 | 19 | 0 | 11 | 30 | 7 | 113 | 19 | 0 | 11 | 30 | 7 | 113 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 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: | 87 | 1102 | 38 | 58 | 572 | 187 | 19 | 0 | 11 | 30 | 7 | 113 | 19 | 0 | 11 | 30 | 7 | 113 | 19 | 0 | 11 | 30 | 7 | 113 |

| Saturation Flow Module: | North Bound | | | | | South Bound | | | | | East Bound | | | | | West Bound | | | | | | | | |
|-------------------------|-------------|------|------|------|------|-------------|------|------|------|------|------------|------|------|------|------|------------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.90 | 0.95 | 0.95 | 0.83 | 0.95 | 1.00 | 0.85 | 0.96 | 0.96 | 0.85 | 0.95 | 1.00 | 0.85 | 0.96 | 0.96 | 0.85 | 0.95 | 1.00 | 0.85 | 0.96 | 0.96 | 0.85 |
| Lanes: | 1.00 | 2.90 | 0.10 | 1.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.82 | 0.18 | 1.00 | 1.00 | 0.00 | 1.00 | 0.82 | 0.18 | 1.00 | 1.00 | 0.00 | 1.00 | 0.82 | 0.18 | 1.00 |
| Final Sat.: | 1805 | 4990 | 171 | 1805 | 3610 | 1568 | 1809 | 0 | 1614 | 1494 | 332 | 1608 | 1809 | 0 | 1614 | 1494 | 332 | 1608 | 1809 | 0 | 1614 | 1494 | 332 | 1608 |

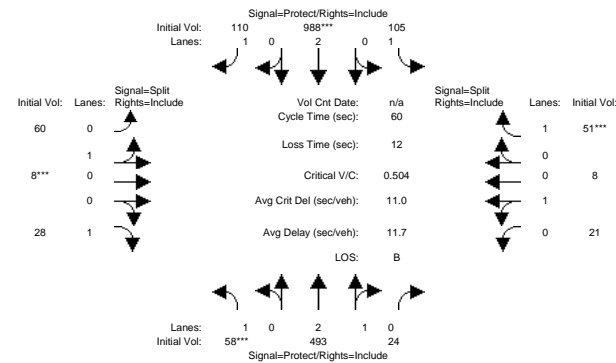
| Capacity Analysis Module: | North Bound | | | | | South Bound | | | | | East Bound | | | | | West Bound | | | | | | | | |
|---------------------------|-------------|------|------|------|------|-------------|------|------|------|------|------------|------|------|------|------|------------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.05 | 0.22 | 0.22 | 0.03 | 0.16 | 0.12 | 0.01 | 0.00 | 0.01 | 0.02 | 0.02 | 0.07 | 0.01 | 0.00 | 0.01 | 0.02 | 0.02 | 0.07 | 0.01 | 0.00 | 0.01 | 0.02 | 0.02 | 0.07 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.14 | 0.53 | 0.53 | 0.08 | 0.47 | 0.47 | 0.03 | 0.00 | 0.03 | 0.17 | 0.17 | 0.17 | 0.03 | 0.00 | 0.03 | 0.17 | 0.17 | 0.17 | 0.03 | 0.00 | 0.03 | 0.17 | 0.17 | 0.17 |
| Volume/Cap: | 0.34 | 0.42 | 0.42 | 0.42 | 0.34 | 0.26 | 0.42 | 0.00 | 0.28 | 0.12 | 0.12 | 0.42 | 0.42 | 0.00 | 0.28 | 0.12 | 0.12 | 0.42 | 0.42 | 0.00 | 0.28 | 0.12 | 0.12 | 0.42 |
| Delay/Veh: | 24.1 | 8.6 | 8.6 | 28.5 | 10.3 | 9.9 | 34.9 | 0.0 | 32.4 | 21.3 | 21.3 | 23.3 | 34.9 | 0.0 | 32.4 | 21.3 | 21.3 | 23.3 | 34.9 | 0.0 | 32.4 | 21.3 | 21.3 | 23.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 24.1 | 8.6 | 8.6 | 28.5 | 10.3 | 9.9 | 34.9 | 0.0 | 32.4 | 21.3 | 21.3 | 23.3 | 34.9 | 0.0 | 32.4 | 21.3 | 21.3 | 23.3 | 34.9 | 0.0 | 32.4 | 21.3 | 21.3 | 23.3 |
| LOS by Move: | C | A | A | C | B | A | C | A | C | C | C | C | C | A | C | C | C | C | C | A | C | C | C | C |
| HCM2kAvgQ: | 2 | 5 | 5 | 1 | 3 | 2 | 1 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 1 | 1 | 1 | 2 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #19: Foster City Blvd/Balclutha Dr



| Approach: | North Bound | | | | | South Bound | | | | | East Bound | | | | | West Bound | | | | | | | | |
|-------------|-------------|-----|-----|-----|-----|-------------|-----|-----|-----|-----|------------|-----|-----|-----|-----|------------|-----|-----|-----|-----|-----|-----|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | | | | | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | | | South Bound | | | | | East Bound | | | | | West Bound | | | | | | | | |
|----------------|-------------|------|------|------|------|-------------|------|------|------|------|------------|------|------|------|------|------------|------|------|------|------|------|------|------|------|
| Base Vol: | 58 | 493 | 24 | 105 | 988 | 110 | 60 | 8 | 28 | 21 | 8 | 51 | 60 | 8 | 28 | 21 | 8 | 51 | 60 | 8 | 28 | 21 | 8 | 51 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 58 | 493 | 24 | 105 | 988 | 110 | 60 | 8 | 28 | 21 | 8 | 51 | 60 | 8 | 28 | 21 | 8 | 51 | 60 | 8 | 28 | 21 | 8 | 51 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 58 | 493 | 24 | 105 | 988 | 110 | 60 | 8 | 28 | 21 | 8 | 51 | 60 | 8 | 28 | 21 | 8 | 51 | 60 | 8 | 28 | 21 | 8 | 51 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 62 | 530 | 26 | 113 | 1062 | 118 | 65 | 9 | 30 | 23 | 9 | 55 | 65 | 9 | 30 | 23 | 9 | 55 | 65 | 9 | 30 | 23 | 9 | 55 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 62 | 530 | 26 | 113 | 1062 | 118 | 65 | 9 | 30 | 23 | 9 | 55 | 65 | 9 | 30 | 23 | 9 | 55 | 65 | 9 | 30 | 23 | 9 | 55 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 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: | 62 | 530 | 26 | 113 | 1062 | 118 | 65 | 9 | 30 | 23 | 9 | 55 | 65 | 9 | 30 | 23 | 9 | 55 | 65 | 9 | 30 | 23 | 9 | 55 |

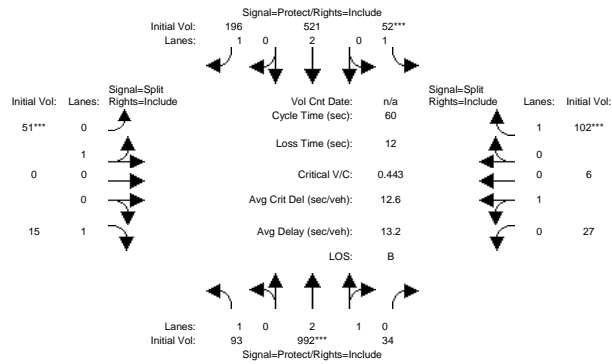
| Saturation Flow Module: | North Bound | | | | | South Bound | | | | | East Bound | | | | | West Bound | | | | | | | | |
|-------------------------|-------------|------|------|------|------|-------------|------|------|------|------|------------|------|------|------|------|------------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.90 | 0.90 | 0.95 | 0.95 | 0.84 | 0.96 | 0.96 | 0.84 | 0.97 | 0.97 | 0.85 | 0.95 | 0.90 | 0.90 | 0.95 | 0.95 | 0.84 | 0.96 | 0.96 | 0.84 | 0.97 | 0.97 | 0.85 |
| Lanes: | 1.00 | 2.86 | 0.14 | 1.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.88 | 0.12 | 1.00 | 1.00 | 0.00 | 1.00 | 0.88 | 0.12 | 1.00 | 1.00 | 0.00 | 1.00 | 0.88 | 0.12 | 1.00 |
| Final Sat.: | 1805 | 4911 | 239 | 1805 | 3610 | 1591 | 1606 | 214 | 1592 | 1328 | 506 | 1611 | 1606 | 214 | 1592 | 1328 | 506 | 1611 | 1606 | 214 | 1592 | 1328 | 506 | 1611 |

| Capacity Analysis Module: | North Bound | | | | | South Bound | | | | | East Bound | | | | | West Bound | | | | | | | |
|---------------------------|-------------|------|------|------|------|-------------|------|------|------|------|------------|------|------|------|------|------------|------|------|------|------|------|------|--|
| Vol/Sat: | 0.03 | 0.11 | 0.11 | 0.06 | 0.29 | 0.07 | 0.04 | 0.04 | 0.02 | 0.02 | 0.02 | 0.03 | 0.03 | 0.11 | 0.11 | 0.06 | 0.29 | 0.07 | 0.04 | 0.04 | 0.02 | 0.02 | |

Foster City - Civic Center 15
SF12-0649

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

Intersection #19: Foster City Blvd/Balclutha Dr



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 78 | 992 | 34 | 52 | 515 | 168 | 17 | 0 | 10 | 27 | 6 | 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: | 78 | 992 | 34 | 52 | 515 | 168 | 17 | 0 | 10 | 27 | 6 | 102 |
| Added Vol: | 15 | 0 | 0 | 0 | 6 | 28 | 34 | 0 | 5 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 93 | 992 | 34 | 52 | 521 | 196 | 51 | 0 | 15 | 27 | 6 | 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: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 103 | 1102 | 38 | 58 | 579 | 218 | 57 | 0 | 17 | 30 | 7 | 113 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 103 | 1102 | 38 | 58 | 579 | 218 | 57 | 0 | 17 | 30 | 7 | 113 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 103 | 1102 | 38 | 58 | 579 | 218 | 57 | 0 | 17 | 30 | 7 | 113 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.90 | 0.95 | 0.95 | 0.83 | 0.95 | 1.00 | 0.85 | 0.96 | 0.96 | 0.85 |
| Lanes: | 1.00 | 2.90 | 0.10 | 1.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.82 | 0.18 | 1.00 |
| Final Sat.: | 1805 | 4990 | 171 | 1805 | 3610 | 1568 | 1809 | 0 | 1614 | 1494 | 332 | 1608 |

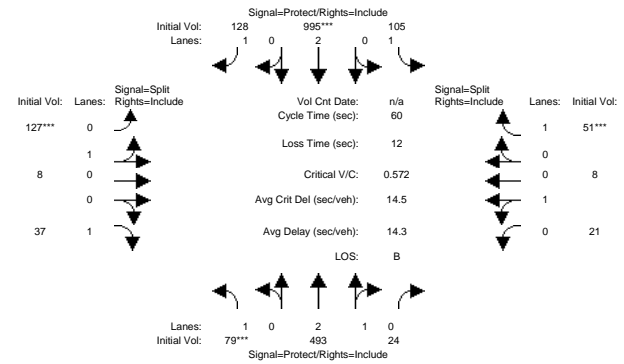
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.06 | 0.22 | 0.22 | 0.03 | 0.16 | 0.14 | 0.03 | 0.00 | 0.01 | 0.02 | 0.02 | 0.07 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.15 | 0.50 | 0.50 | 0.07 | 0.42 | 0.42 | 0.07 | 0.00 | 0.07 | 0.16 | 0.16 | 0.16 |
| Volume/Cap: | 0.38 | 0.44 | 0.44 | 0.44 | 0.38 | 0.33 | 0.44 | 0.00 | 0.15 | 0.13 | 0.13 | 0.44 |
| Delay/Veh: | 23.9 | 9.8 | 9.8 | 29.1 | 12.2 | 12.0 | 29.2 | 0.0 | 26.8 | 21.9 | 21.9 | 24.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 23.9 | 9.8 | 9.8 | 29.1 | 12.2 | 12.0 | 29.2 | 0.0 | 26.8 | 21.9 | 21.9 | 24.1 |
| LOS by Move: | C | A | A | C | B | B | C | A | C | C | C | C |
| HCM2kAvgQ: | 2 | 5 | 5 | 1 | 4 | 3 | 2 | 0 | 0 | 1 | 1 | 2 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #19: Foster City Blvd/Balclutha Dr



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 58 | 493 | 24 | 105 | 988 | 110 | 60 | 8 | 28 | 21 | 8 | 51 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 58 | 493 | 24 | 105 | 988 | 110 | 60 | 8 | 28 | 21 | 8 | 51 |
| Added Vol: | 21 | 0 | 0 | 0 | 7 | 18 | 67 | 0 | 9 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 79 | 493 | 24 | 105 | 995 | 128 | 127 | 8 | 37 | 21 | 8 | 51 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 85 | 530 | 26 | 113 | 1070 | 138 | 137 | 9 | 40 | 23 | 9 | 55 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 85 | 530 | 26 | 113 | 1070 | 138 | 137 | 9 | 40 | 23 | 9 | 55 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 85 | 530 | 26 | 113 | 1070 | 138 | 137 | 9 | 40 | 23 | 9 | 55 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.90 | 0.90 | 0.95 | 0.95 | 0.84 | 0.96 | 0.96 | 0.84 | 0.97 | 0.97 | 0.85 |
| Lanes: | 1.00 | 2.86 | 0.14 | 1.00 | 2.00 | 1.00 | 1.00 | 0.94 | 0.06 | 1.00 | 0.72 | 0.28 |
| Final Sat.: | 1805 | 4911 | 239 | 1805 | 3610 | 1591 | 1707 | 108 | 1592 | 1328 | 506 | 1611 |

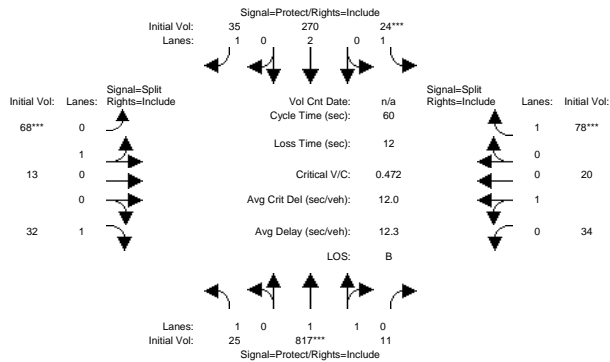
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.05 | 0.11 | 0.11 | 0.06 | 0.30 | 0.09 | 0.08 | 0.08 | 0.02 | 0.02 | 0.02 | 0.03 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.08 | 0.38 | 0.38 | 0.22 | 0.52 | 0.52 | 0.14 | 0.14 | 0.14 | 0.06 | 0.06 | 0.06 |
| Volume/Cap: | 0.57 | 0.28 | 0.28 | 0.28 | 0.57 | 0.17 | 0.57 | 0.57 | 0.18 | 0.29 | 0.29 | 0.57 |
| Delay/Veh: | 31.8 | 13.0 | 13.0 | 19.8 | 10.3 | 7.7 | 27.2 | 27.2 | 23.1 | 28.4 | 28.4 | 35.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 31.8 | 13.0 | 13.0 | 19.8 | 10.3 | 7.7 | 27.2 | 27.2 | 23.1 | 28.4 | 28.4 | 35.5 |
| LOS by Move: | C | B | B | B | B | A | C | C | C | C | C | D |
| HCM2kAvgQ: | 3 | 3 | 3 | 2 | 7 | 1 | 3 | 3 | 1 | 1 | 1 | 2 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #20: Foster City Boulevard/Bounty Dr



| Approach: | North Bound | | | | | South Bound | | | | | East Bound | | | | | West Bound | | | | |
|-------------|-------------|-----|-----|-----|-----|-------------|-----|-----|-----|-----|------------|-----|-----|-----|-----|------------|-----|-----|--|--|
| | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | |

| Volume Module: | North Bound | | | | | South Bound | | | | | East Bound | | | | | West Bound | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------|-------------|------------|-------------|-----------|-------------|-------------|----------|---------|------------|------------|-------------|---------|---------|--------------|----------|------------|-------------|-----------|-------------|-------------|----------|---------|------------|------------|-------------|---------|---------|--------------|----------|------------|-------------|-----------|-------------|-------------|----------|---------|------------|------------|-------------|---------|---------|--------------|----|----|----|----|----|----|
| | Base Vol | Growth Adj | Initial Bse | Added Vol | PasserByVol | Initial Fut | User Adj | PHF Adj | PHF Volume | Reduct Vol | Reduced Vol | PCE Adj | MLF Adj | Final Volume | Base Vol | Growth Adj | Initial Bse | Added Vol | PasserByVol | Initial Fut | User Adj | PHF Adj | PHF Volume | Reduct Vol | Reduced Vol | PCE Adj | MLF Adj | Final Volume | Base Vol | Growth Adj | Initial Bse | Added Vol | PasserByVol | Initial Fut | User Adj | PHF Adj | PHF Volume | Reduct Vol | Reduced Vol | PCE Adj | MLF Adj | Final Volume | | | | | | |
| Base Vol: | 25 | 817 | 11 | 24 | 270 | 35 | 68 | 13 | 32 | 34 | 20 | 78 | 25 | 817 | 11 | 24 | 270 | 35 | 68 | 13 | 32 | 34 | 20 | 78 | 25 | 817 | 11 | 24 | 270 | 35 | 68 | 13 | 32 | 34 | 20 | 78 | 25 | 817 | 11 | 24 | 270 | 35 | 68 | 13 | 32 | 34 | 20 | 78 |

| Saturation Flow Module: | North Bound | | | | | South Bound | | | | | East Bound | | | | | West Bound | | | | |
|-------------------------|-------------|------|-------|-----------|---------|-------------|------|-------|-----------|---------|------------|------|-------|-----------|---------|------------|------|-------|-----------|---------|
| | Sat/Lane | Adj | Lanes | Final Sat | Vol/Sat | Sat/Lane | Adj | Lanes | Final Sat | Vol/Sat | Sat/Lane | Adj | Lanes | Final Sat | Vol/Sat | Sat/Lane | Adj | Lanes | Final Sat | Vol/Sat |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |

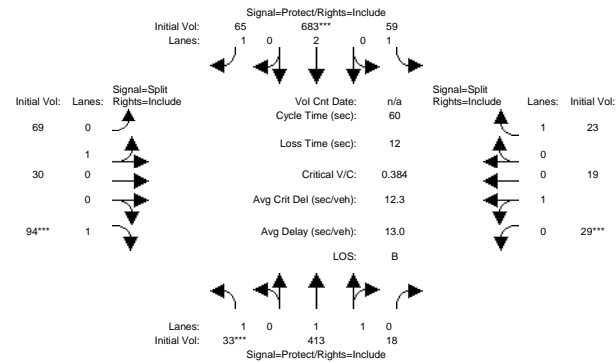
| Capacity Analysis Module: | North Bound | | | | | South Bound | | | | | East Bound | | | | | West Bound | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------|-------------|------------|-------------|------------|-----------|-------------|------------|-------------|-----------|---------|------------|-------------|------------|-----------|-------------|------------|-------------|-----------|---------|------------|-------------|------------|-----------|-------------|------------|-------------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | Vol/Sat | Crit Moves | Green/Cycle | Volume/Cap | Delay/Veh | User DelAdj | AdjDel/Veh | LOS by Move | HCM2kAvgQ | Vol/Sat | Crit Moves | Green/Cycle | Volume/Cap | Delay/Veh | User DelAdj | AdjDel/Veh | LOS by Move | HCM2kAvgQ | Vol/Sat | Crit Moves | Green/Cycle | Volume/Cap | Delay/Veh | User DelAdj | AdjDel/Veh | LOS by Move | HCM2kAvgQ | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.26 | 0.01 | 0.08 | 0.03 | 0.05 | 0.05 | 0.02 | 0.03 | 0.03 | 0.05 | 0.02 | 0.13 | 0.13 | 0.03 | 0.20 | 0.04 | 0.06 | 0.06 | 0.06 | 0.03 | 0.03 | 0.02 | 0.02 | 0.13 | 0.13 | 0.03 | 0.20 | 0.04 | 0.06 | 0.06 | 0.06 | 0.03 | 0.03 | 0.02 | 0.02 | 0.13 | 0.13 | 0.03 | 0.20 | 0.04 | 0.06 | 0.06 | 0.06 | 0.03 | 0.03 | 0.02 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #20: Foster City Boulevard/Bounty Dr



| Approach: | North Bound | | | | | South Bound | | | | | East Bound | | | | | West Bound | | | | |
|-------------|-------------|-----|-----|-----|-----|-------------|-----|-----|-----|-----|------------|-----|-----|-----|-----|------------|-----|-----|--|--|
| | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L | T | R | | |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | |

| Volume Module: | North Bound | | | | | South Bound | | | | | East Bound | | | | | West Bound | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|----------------|-------------|------------|-------------|-----------|-------------|-------------|----------|---------|------------|------------|-------------|---------|---------|--------------|----------|------------|-------------|-----------|-------------|-------------|----------|---------|------------|------------|-------------|---------|---------|--------------|----------|------------|-------------|-----------|-------------|-------------|----------|---------|------------|------------|-------------|---------|---------|--------------|----|----|----|----|----|----|
| | Base Vol | Growth Adj | Initial Bse | Added Vol | PasserByVol | Initial Fut | User Adj | PHF Adj | PHF Volume | Reduct Vol | Reduced Vol | PCE Adj | MLF Adj | Final Volume | Base Vol | Growth Adj | Initial Bse | Added Vol | PasserByVol | Initial Fut | User Adj | PHF Adj | PHF Volume | Reduct Vol | Reduced Vol | PCE Adj | MLF Adj | Final Volume | Base Vol | Growth Adj | Initial Bse | Added Vol | PasserByVol | Initial Fut | User Adj | PHF Adj | PHF Volume | Reduct Vol | Reduced Vol | PCE Adj | MLF Adj | Final Volume | | | | | | |
| Base Vol: | 33 | 413 | 18 | 59 | 683 | 65 | 69 | 30 | 94 | 29 | 19 | 23 | 33 | 413 | 18 | 59 | 683 | 65 | 69 | 30 | 94 | 29 | 19 | 23 | 33 | 413 | 18 | 59 | 683 | 65 | 69 | 30 | 94 | 29 | 19 | 23 | 33 | 413 | 18 | 59 | 683 | 65 | 69 | 30 | 94 | 29 | 19 | 23 |

| Saturation Flow Module: | North Bound | | | | | South Bound | | | | | East Bound | | | | | West Bound | | | | |
|-------------------------|-------------|------|-------|-----------|---------|-------------|------|-------|-----------|---------|------------|------|-------|-----------|---------|------------|------|-------|-----------|---------|
| | Sat/Lane | Adj | Lanes | Final Sat | Vol/Sat | Sat/Lane | Adj | Lanes | Final Sat | Vol/Sat | Sat/Lane | Adj | Lanes | Final Sat | Vol/Sat | Sat/Lane | Adj | Lanes | Final Sat | Vol/Sat |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |

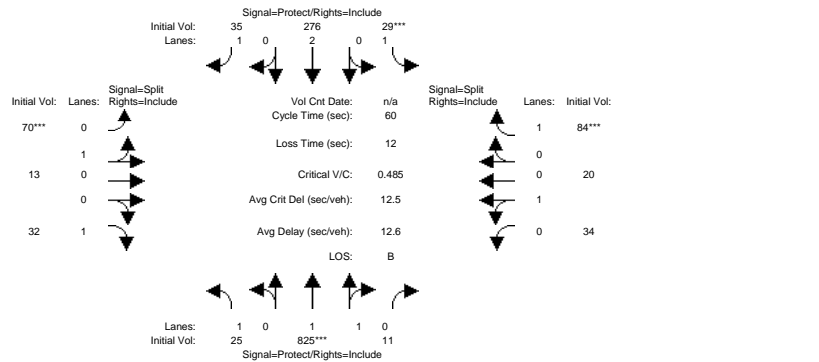
| Capacity Analysis Module: | North Bound | | | | | South Bound | | | | | East Bound | | | | | West Bound | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---------------------------|-------------|------------|-------------|------------|-----------|-------------|------------|-------------|-----------|---------|------------|-------------|------------|-----------|-------------|------------|-------------|-----------|---------|------------|-------------|------------|-----------|-------------|------------|-------------|-----------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| | Vol/Sat | Crit Moves | Green/Cycle | Volume/Cap | Delay/Veh | User DelAdj | AdjDel/Veh | LOS by Move | HCM2kAvgQ | Vol/Sat | Crit Moves | Green/Cycle | Volume/Cap | Delay/Veh | User DelAdj | AdjDel/Veh | LOS by Move | HCM2kAvgQ | Vol/Sat | Crit Moves | Green/Cycle | Volume/Cap | Delay/Veh | User DelAdj | AdjDel/Veh | LOS by Move | HCM2kAvgQ | | | | | | | | | | | | | | | | | | | | | |
| Vol/Sat: | 0.02 | 0.13 | 0.13 | 0.03 | 0.20 | 0.04 | 0.06 | 0.06 | 0.06 | 0.03 | 0.03 | 0.02 | 0.02 | 0.13 | 0.13 | 0.03 | 0.20 | 0.04 | 0.06 | 0.06 | 0.06 | 0.03 | 0.03 | 0.02 | 0.02 | 0.13 | 0.13 | 0.03 | 0.20 | 0.04 | 0.06 | 0.06 | 0.06 | 0.03 | 0.03 | 0.02 | 0.02 | 0.13 | 0.13 | 0.03 | 0.20 | 0.04 | 0.06 | 0.06 | 0.06 | 0.03 | 0.03 | 0.02 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #20: Foster City Boulevard/Bounty Dr



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 25 | 817 | 11 | 24 | 270 | 35 | 68 | 13 | 32 | 34 | 20 | 78 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 25 | 817 | 11 | 24 | 270 | 35 | 68 | 13 | 32 | 34 | 20 | 78 |
| Added Vol: | 0 | 8 | 0 | 5 | 6 | 0 | 2 | 0 | 0 | 0 | 0 | 6 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 25 | 825 | 11 | 29 | 276 | 35 | 70 | 13 | 32 | 34 | 20 | 84 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 28 | 927 | 12 | 33 | 310 | 39 | 79 | 15 | 36 | 38 | 22 | 94 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 28 | 927 | 12 | 33 | 310 | 39 | 79 | 15 | 36 | 38 | 22 | 94 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 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: | 28 | 927 | 12 | 33 | 310 | 39 | 79 | 15 | 36 | 38 | 22 | 94 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.82 | 0.96 | 0.96 | 0.85 | 0.97 | 0.97 | 0.85 |
| Lanes: | 1.00 | 1.97 | 0.03 | 1.00 | 2.00 | 1.00 | 1.00 | 0.84 | 1.16 | 1.00 | 0.63 | 0.37 |
| Final Sat.: | 1805 | 3555 | 47 | 1805 | 3610 | 1566 | 1538 | 286 | 1612 | 1159 | 682 | 1615 |

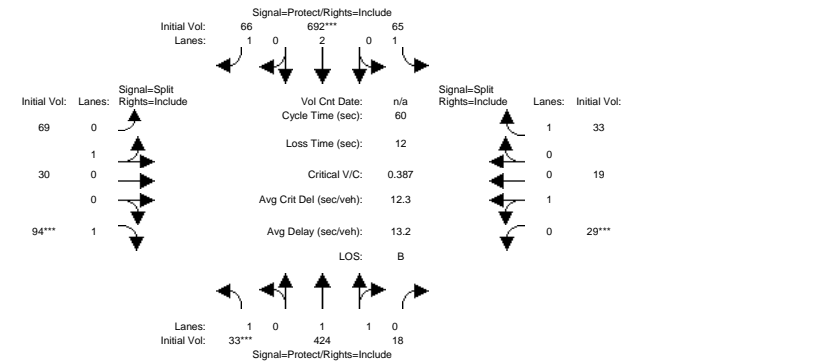
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.02 | 0.26 | 0.26 | 0.02 | 0.09 | 0.03 | 0.05 | 0.05 | 0.02 | 0.03 | 0.03 | 0.06 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.09 | 0.54 | 0.54 | 0.04 | 0.49 | 0.49 | 0.11 | 0.11 | 0.11 | 0.12 | 0.12 | 0.12 |
| Volume/Cap: | 0.18 | 0.49 | 0.49 | 0.49 | 0.18 | 0.05 | 0.49 | 0.49 | 0.21 | 0.27 | 0.27 | 0.49 |
| Delay/Veh: | 25.9 | 8.9 | 8.9 | 33.8 | 8.7 | 8.2 | 27.2 | 27.2 | 25.2 | 24.7 | 24.7 | 26.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 25.9 | 8.9 | 8.9 | 33.8 | 8.7 | 8.2 | 27.2 | 27.2 | 25.2 | 24.7 | 24.7 | 26.6 |
| LOS by Move: | C | A | A | C | A | A | C | C | C | C | C | C |
| HCM2kAvgQ: | 1 | 6 | 6 | 1 | 2 | 0 | 2 | 2 | 1 | 1 | 1 | 2 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #20: Foster City Boulevard/Bounty Dr



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 33 | 413 | 18 | 59 | 683 | 65 | 69 | 30 | 94 | 29 | 19 | 23 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 33 | 413 | 18 | 59 | 683 | 65 | 69 | 30 | 94 | 29 | 19 | 23 |
| Added Vol: | 0 | 11 | 0 | 6 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 33 | 424 | 18 | 65 | 692 | 66 | 69 | 30 | 94 | 29 | 19 | 33 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 35 | 446 | 19 | 68 | 728 | 69 | 73 | 32 | 99 | 31 | 20 | 35 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 35 | 446 | 19 | 68 | 728 | 69 | 73 | 32 | 99 | 31 | 20 | 35 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 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: | 35 | 446 | 19 | 68 | 728 | 69 | 73 | 32 | 99 | 31 | 20 | 35 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.95 | 0.95 | 0.85 | 0.97 | 0.97 | 0.85 | 0.97 | 0.97 | 0.85 |
| Lanes: | 1.00 | 1.92 | 0.08 | 1.00 | 2.00 | 1.00 | 1.00 | 0.70 | 0.30 | 1.00 | 0.60 | 0.40 |
| Final Sat.: | 1805 | 3442 | 146 | 1805 | 3610 | 1611 | 1279 | 556 | 1613 | 1115 | 730 | 1607 |

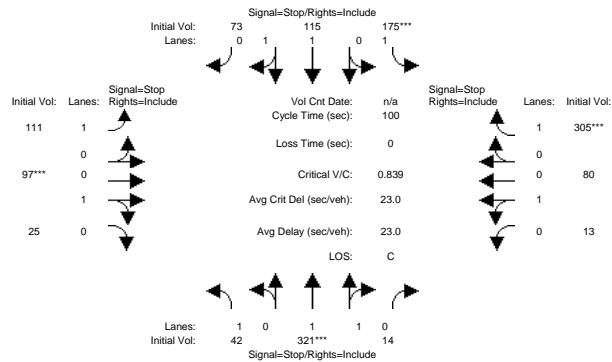
| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.02 | 0.13 | 0.13 | 0.04 | 0.20 | 0.04 | 0.06 | 0.06 | 0.06 | 0.03 | 0.03 | 0.02 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.05 | 0.44 | 0.44 | 0.13 | 0.52 | 0.52 | 0.16 | 0.16 | 0.16 | 0.07 | 0.07 | 0.07 |
| Volume/Cap: | 0.39 | 0.29 | 0.29 | 0.29 | 0.39 | 0.08 | 0.36 | 0.36 | 0.39 | 0.39 | 0.39 | 0.31 |
| Delay/Veh: | 30.4 | 10.8 | 10.8 | 24.4 | 8.8 | 7.2 | 23.3 | 23.3 | 23.6 | 28.5 | 28.5 | 28.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 30.4 | 10.8 | 10.8 | 24.4 | 8.8 | 7.2 | 23.3 | 23.3 | 23.6 | 28.5 | 28.5 | 28.0 |
| LOS by Move: | C | B | B | C | A | A | C | C | C | C | C | C |
| HCM2kAvgQ: | 1 | 3 | 3 | 1 | 4 | 1 | 2 | 2 | 2 | 1 | 1 | 1 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #21: Foster City Blvd/Marlin Ave



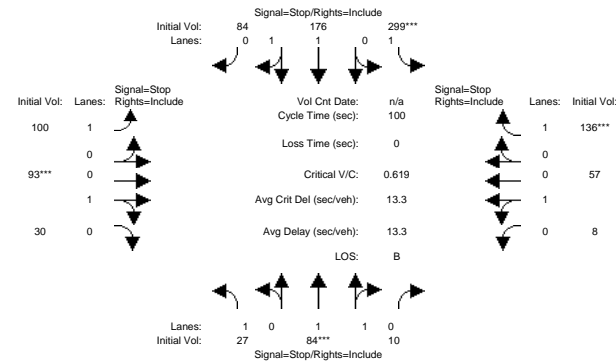
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 42 | 321 | 14 | 175 | 115 | 73 | 111 | 97 | 25 | 13 | 80 | 305 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 42 | 321 | 14 | 175 | 115 | 73 | 111 | 97 | 25 | 13 | 80 | 305 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 42 | 321 | 14 | 175 | 115 | 73 | 111 | 97 | 25 | 13 | 80 | 305 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 |
| PHF Volume: | 55 | 417 | 18 | 227 | 149 | 95 | 144 | 126 | 32 | 17 | 104 | 396 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 55 | 417 | 18 | 227 | 149 | 95 | 144 | 126 | 32 | 17 | 104 | 396 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 55 | 417 | 18 | 227 | 149 | 95 | 144 | 126 | 32 | 17 | 104 | 396 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.92 | 0.08 | 1.00 | 1.22 | 0.78 | 1.00 | 0.80 | 0.20 | 0.14 | 0.86 | 1.00 |
| Final Sat.: | 362 | 748 | 33 | 368 | 474 | 316 | 377 | 322 | 83 | 59 | 361 | 472 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.56 | 0.56 | 0.62 | 0.32 | 0.30 | 0.38 | 0.39 | 0.39 | 0.29 | 0.29 | 0.84 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 13.7 | 21.7 | 21.5 | 25.5 | 15.4 | 14.5 | 17.0 | 16.1 | 16.1 | 14.2 | 14.2 | 37.1 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 13.7 | 21.7 | 21.5 | 25.5 | 15.4 | 14.5 | 17.0 | 16.1 | 16.1 | 14.2 | 14.2 | 37.1 |
| LOS by Move: | B | C | C | D | C | B | C | C | C | B | B | E |
| ApproachDel: | 20.8 | | | 20.1 | | | 16.5 | | | 31.7 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 20.8 | | | 20.1 | | | 16.5 | | | 31.7 | | |
| LOS by Appr: | C | | | C | | | C | | | D | | |
| AllWayAvgQ: | 0.2 | 1.1 | 1.1 | 1.4 | 0.4 | 0.4 | 0.5 | 0.6 | 0.6 | 0.4 | 0.4 | 3.5 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #21: Foster City Blvd/Marlin Ave



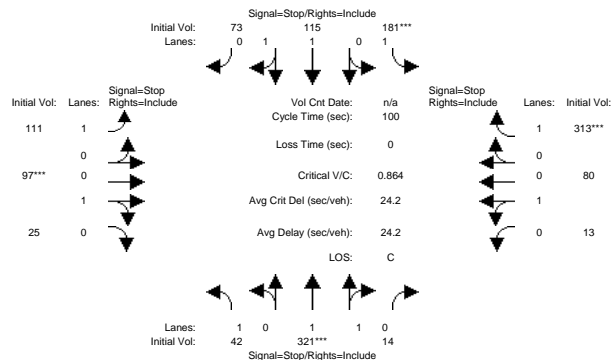
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 27 | 84 | 10 | 299 | 176 | 84 | 100 | 93 | 30 | 8 | 57 | 136 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 27 | 84 | 10 | 299 | 176 | 84 | 100 | 93 | 30 | 8 | 57 | 136 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 27 | 84 | 10 | 299 | 176 | 84 | 100 | 93 | 30 | 8 | 57 | 136 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 29 | 89 | 11 | 318 | 187 | 89 | 106 | 99 | 32 | 9 | 61 | 145 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 89 | 11 | 318 | 187 | 89 | 106 | 99 | 32 | 9 | 61 | 145 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 29 | 89 | 11 | 318 | 187 | 89 | 106 | 99 | 32 | 9 | 61 | 145 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.79 | 0.21 | 1.00 | 1.35 | 0.65 | 1.00 | 0.76 | 0.24 | 0.12 | 0.88 | 1.00 |
| Final Sat.: | 429 | 824 | 99 | 514 | 757 | 380 | 471 | 391 | 126 | 61 | 432 | 552 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.11 | 0.11 | 0.62 | 0.25 | 0.23 | 0.23 | 0.25 | 0.25 | 0.14 | 0.14 | 0.26 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 11.1 | 10.8 | 10.7 | 19.6 | 10.9 | 10.3 | 12.0 | 11.4 | 11.4 | 10.7 | 10.7 | 10.9 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 11.1 | 10.8 | 10.7 | 19.6 | 10.9 | 10.3 | 12.0 | 11.4 | 11.4 | 10.7 | 10.7 | 10.9 |
| LOS by Move: | B | B | B | C | B | B | B | B | B | B | B | B |
| ApproachDel: | 10.8 | | | 15.5 | | | 11.7 | | | 10.8 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 10.8 | | | 15.5 | | | 11.7 | | | 10.8 | | |
| LOS by Appr: | B | | | C | | | B | | | B | | |
| AllWayAvgQ: | 0.1 | 0.1 | 0.1 | 1.4 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.1 | 0.1 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #21: Foster City Blvd/Marlin Ave



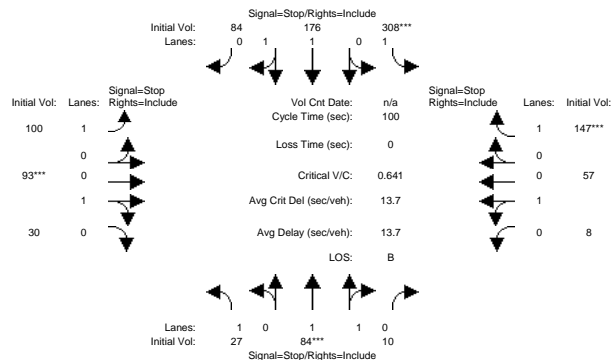
| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 42 | 321 | 14 | 175 | 115 | 73 | 111 | 97 | 25 | 13 | 80 | 305 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 42 | 321 | 14 | 175 | 115 | 73 | 111 | 97 | 25 | 13 | 80 | 305 |
| Added Vol: | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 42 | 321 | 14 | 181 | 115 | 73 | 111 | 97 | 25 | 13 | 80 | 313 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 |
| PHF Volume: | 55 | 417 | 18 | 235 | 149 | 95 | 144 | 126 | 32 | 17 | 104 | 406 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 55 | 417 | 18 | 235 | 149 | 95 | 144 | 126 | 32 | 17 | 104 | 406 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 55 | 417 | 18 | 235 | 149 | 95 | 144 | 126 | 32 | 17 | 104 | 406 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.92 | 0.08 | 1.00 | 1.22 | 0.78 | 1.00 | 0.80 | 0.20 | 0.14 | 0.86 | 1.00 |
| Final Sat.: | 359 | 742 | 32 | 367 | 471 | 314 | 374 | 319 | 82 | 59 | 360 | 471 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.56 | 0.56 | 0.64 | 0.32 | 0.30 | 0.39 | 0.39 | 0.39 | 0.29 | 0.29 | 0.86 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 13.9 | 22.0 | 21.9 | 26.9 | 15.5 | 14.6 | 17.1 | 16.3 | 16.3 | 14.2 | 14.2 | 40.6 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 13.9 | 22.0 | 21.9 | 26.9 | 15.5 | 14.6 | 17.1 | 16.3 | 16.3 | 14.2 | 14.2 | 40.6 |
| LOS by Move: | B | C | C | D | C | B | C | C | C | B | B | E |
| ApproachDel: | 21.1 | | | 20.9 | | | 16.7 | | | 34.5 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 21.1 | | | 20.9 | | | 16.7 | | | 34.5 | | |
| LOS by Appr: | C | | | C | | | C | | | D | | |
| AllWayAvgQ: | 0.2 | 1.1 | 1.1 | 1.5 | 0.4 | 0.4 | 0.5 | 0.6 | 0.6 | 0.4 | 0.4 | 4.0 |

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

Foster City - Civic Center 15
SF12-0649

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

Intersection #21: Foster City Blvd/Marlin Ave

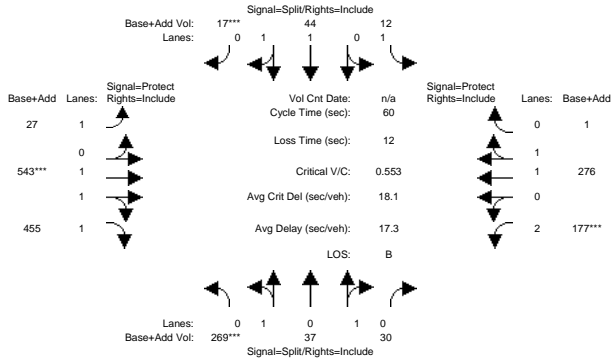


| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 27 | 84 | 10 | 299 | 176 | 84 | 100 | 93 | 30 | 8 | 57 | 136 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 27 | 84 | 10 | 299 | 176 | 84 | 100 | 93 | 30 | 8 | 57 | 136 |
| Added Vol: | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 27 | 84 | 10 | 308 | 176 | 84 | 100 | 93 | 30 | 8 | 57 | 147 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 29 | 89 | 11 | 328 | 187 | 89 | 106 | 99 | 32 | 9 | 61 | 156 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 89 | 11 | 328 | 187 | 89 | 106 | 99 | 32 | 9 | 61 | 156 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 29 | 89 | 11 | 328 | 187 | 89 | 106 | 99 | 32 | 9 | 61 | 156 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.79 | 0.21 | 1.00 | 1.35 | 0.65 | 1.00 | 0.76 | 0.24 | 0.12 | 0.88 | 1.00 |
| Final Sat.: | 425 | 815 | 98 | 511 | 752 | 378 | 467 | 388 | 125 | 60 | 430 | 549 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.11 | 0.11 | 0.64 | 0.25 | 0.24 | 0.23 | 0.26 | 0.26 | 0.14 | 0.14 | 0.28 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 11.1 | 10.9 | 10.8 | 20.6 | 11.0 | 10.4 | 12.1 | 11.5 | 11.5 | 10.7 | 10.7 | 11.1 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 11.1 | 10.9 | 10.8 | 20.6 | 11.0 | 10.4 | 12.1 | 11.5 | 11.5 | 10.7 | 10.7 | 11.1 |
| LOS by Move: | B | B | B | C | B | B | B | B | B | B | B | B |
| ApproachDel: | 10.9 | | | 16.1 | | | 11.7 | | | 11.0 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 10.9 | | | 16.1 | | | 11.7 | | | 11.0 | | |
| LOS by Appr: | B | | | C | | | B | | | B | | |
| AllWayAvgQ: | 0.1 | 0.1 | 0.1 | 1.6 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.1 | 0.1 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #1: SR 92 Westbound Ramps/Bridgepointe Parkway



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 269 | 36 | 30 | 12 | 44 | 17 | 27 | 518 | 423 | 143 | 222 | 1 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 269 | 36 | 30 | 12 | 44 | 17 | 27 | 518 | 423 | 143 | 222 | 1 |
| Added Vol: | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | 32 | 34 | 54 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 269 | 37 | 30 | 12 | 44 | 17 | 27 | 543 | 455 | 177 | 276 | 1 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 280 | 39 | 31 | 13 | 46 | 18 | 28 | 566 | 474 | 184 | 288 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 280 | 39 | 31 | 13 | 46 | 18 | 28 | 566 | 474 | 184 | 288 | 1 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 280 | 39 | 31 | 13 | 46 | 18 | 28 | 566 | 474 | 184 | 288 | 1 |

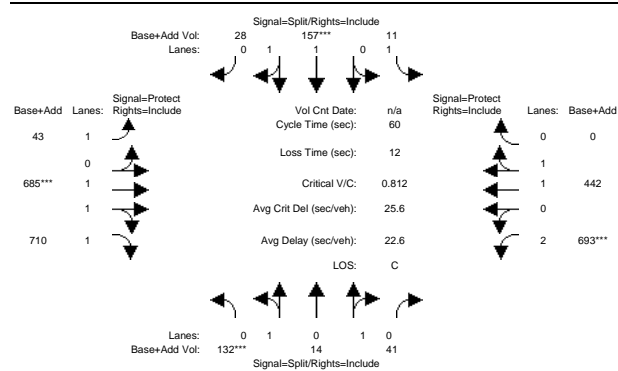
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.90 | 0.90 | 0.90 | 0.95 | 0.91 | 0.91 | 0.95 | 0.89 | 0.87 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.55 | 0.45 | 1.00 | 1.44 | 0.56 | 1.00 | 1.62 | 1.38 | 2.00 | 1.99 | 0.01 |
| Final Sat.: | 1712 | 945 | 766 | 1805 | 2491 | 963 | 1805 | 2723 | 2282 | 3502 | 3593 | 13 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.16 | 0.04 | 0.04 | 0.01 | 0.02 | 0.02 | 0.02 | 0.21 | 0.21 | 0.05 | 0.08 | 0.08 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.30 | 0.30 | 0.30 | 0.03 | 0.03 | 0.03 | 0.08 | 0.38 | 0.38 | 0.10 | 0.39 | 0.39 |
| Volume/Cap: | 0.55 | 0.14 | 0.14 | 0.21 | 0.55 | 0.55 | 0.20 | 0.55 | 0.55 | 0.55 | 0.20 | 0.20 |
| Delay/Veh: | 18.8 | 15.5 | 15.5 | 30.0 | 34.3 | 34.3 | 26.7 | 15.1 | 15.1 | 27.9 | 12.0 | 12.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 18.8 | 15.5 | 15.5 | 30.0 | 34.3 | 34.3 | 26.7 | 15.1 | 15.1 | 27.9 | 12.0 | 12.0 |
| LOS by Move: | B | B | B | C | C | C | C | B | B | C | B | B |
| HCM2kAvgQ: | 5 | 1 | 1 | 0 | 2 | 2 | 0 | 5 | 5 | 3 | 2 | 2 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #1: SR 92 Westbound Ramps/Bridgepointe Parkway



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 132 | 9 | 41 | 11 | 157 | 28 | 43 | 625 | 568 | 589 | 408 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 132 | 9 | 41 | 11 | 157 | 28 | 43 | 625 | 568 | 589 | 408 | 0 |
| Added Vol: | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 60 | 142 | 104 | 34 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 132 | 14 | 41 | 11 | 157 | 28 | 43 | 685 | 710 | 693 | 442 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 140 | 15 | 44 | 12 | 167 | 30 | 46 | 729 | 755 | 737 | 470 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 140 | 15 | 44 | 12 | 167 | 30 | 46 | 729 | 755 | 737 | 470 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 140 | 15 | 44 | 12 | 167 | 30 | 46 | 729 | 755 | 737 | 470 | 0 |

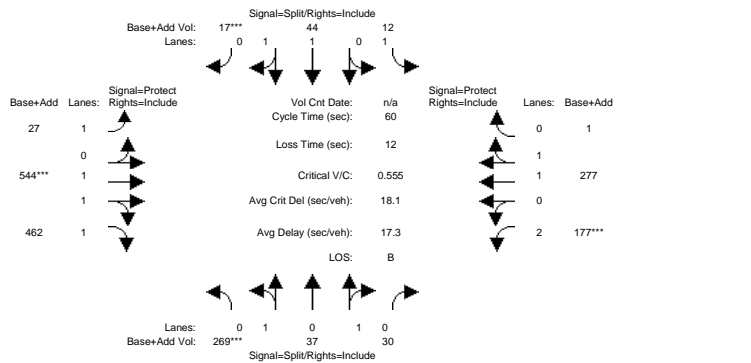
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.89 | 0.89 | 0.88 | 0.95 | 0.93 | 0.93 | 0.95 | 0.88 | 0.86 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.25 | 0.75 | 1.00 | 1.70 | 0.30 | 1.00 | 1.46 | 1.54 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 1686 | 428 | 1253 | 1805 | 2992 | 534 | 1805 | 2432 | 2520 | 3502 | 3610 | 0 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.08 | 0.03 | 0.03 | 0.01 | 0.06 | 0.06 | 0.03 | 0.30 | 0.30 | 0.21 | 0.13 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.10 | 0.10 | 0.10 | 0.07 | 0.07 | 0.07 | 0.10 | 0.37 | 0.37 | 0.26 | 0.53 | 0.00 |
| Volume/Cap: | 0.81 | 0.34 | 0.34 | 0.09 | 0.81 | 0.81 | 0.25 | 0.81 | 0.81 | 0.81 | 0.25 | 0.00 |
| Delay/Veh: | 44.6 | 25.4 | 25.4 | 26.5 | 45.9 | 45.9 | 25.5 | 19.9 | 19.9 | 26.4 | 7.8 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.6 | 25.4 | 25.4 | 26.5 | 45.9 | 45.9 | 25.5 | 19.9 | 19.9 | 26.4 | 7.8 | 0.0 |
| LOS by Move: | D | C | C | C | D | D | C | B | B | C | A | A |
| HCM2kAvgQ: | 5 | 1 | 1 | 0 | 4 | 4 | 1 | 9 | 9 | 9 | 3 | 0 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project AM

Intersection #1: SR 92 Westbound Ramps/Bridgepointe Parkway



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

Volume Module:

| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 269 | 36 | 30 | 12 | 44 | 17 | 27 | 518 | 423 | 143 | 222 | 1 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 269 | 36 | 30 | 12 | 44 | 17 | 27 | 518 | 423 | 143 | 222 | 1 |
| Added Vol: | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 26 | 39 | 34 | 55 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 269 | 37 | 30 | 12 | 44 | 17 | 27 | 544 | 462 | 177 | 277 | 1 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 280 | 39 | 31 | 13 | 46 | 18 | 28 | 567 | 481 | 184 | 289 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 280 | 39 | 31 | 13 | 46 | 18 | 28 | 567 | 481 | 184 | 289 | 1 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 280 | 39 | 31 | 13 | 46 | 18 | 28 | 567 | 481 | 184 | 289 | 1 |

Saturation Flow Module:

| Sat/Lane: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Adjustment: | 0.90 | 0.90 | 0.90 | 0.95 | 0.91 | 0.91 | 0.95 | 0.88 | 0.87 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.55 | 0.45 | 1.00 | 1.44 | 0.56 | 1.00 | 1.61 | 1.39 | 2.00 | 1.99 | 0.01 |
| Final Sat.: | 1712 | 945 | 766 | 1805 | 2491 | 963 | 1805 | 2703 | 2296 | 3502 | 3593 | 13 |

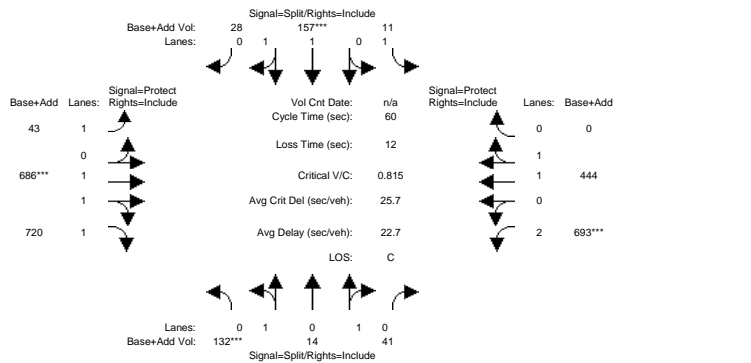
Capacity Analysis Module:

| Vol/Sat: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.29 | 0.29 | 0.29 | 0.03 | 0.03 | 0.03 | 0.08 | 0.38 | 0.38 | 0.09 | 0.40 | 0.40 |
| Volume/Cap: | 0.56 | 0.14 | 0.14 | 0.21 | 0.56 | 0.56 | 0.20 | 0.56 | 0.56 | 0.56 | 0.20 | 0.20 |
| Delay/Veh: | 18.9 | 15.6 | 15.6 | 30.0 | 34.5 | 34.5 | 26.7 | 15.1 | 15.1 | 28.0 | 12.0 | 12.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 18.9 | 15.6 | 15.6 | 30.0 | 34.5 | 34.5 | 26.7 | 15.1 | 15.1 | 28.0 | 12.0 | 12.0 |
| LOS by Move: | B | B | B | C | C | C | C | B | B | C | B | B |
| HCM2kAvgQ: | 5 | 1 | 1 | 0 | 2 | 2 | 0 | 5 | 5 | 3 | 2 | 2 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project PM

Intersection #1: SR 92 Westbound Ramps/Bridgepointe Parkway



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

Volume Module:

| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 132 | 9 | 41 | 11 | 157 | 28 | 43 | 625 | 568 | 589 | 408 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 132 | 9 | 41 | 11 | 157 | 28 | 43 | 625 | 568 | 589 | 408 | 0 |
| Added Vol: | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 61 | 152 | 104 | 36 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 132 | 14 | 41 | 11 | 157 | 28 | 43 | 686 | 720 | 693 | 444 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 140 | 15 | 44 | 12 | 167 | 30 | 46 | 730 | 766 | 737 | 472 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 140 | 15 | 44 | 12 | 167 | 30 | 46 | 730 | 766 | 737 | 472 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 140 | 15 | 44 | 12 | 167 | 30 | 46 | 730 | 766 | 737 | 472 | 0 |

Saturation Flow Module:

| Sat/Lane: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Adjustment: | 0.89 | 0.89 | 0.88 | 0.95 | 0.93 | 0.93 | 0.95 | 0.88 | 0.86 | 0.92 | 0.95 | 0.95 |
| Lanes: | 1.00 | 0.25 | 0.75 | 1.00 | 1.70 | 0.30 | 1.00 | 1.45 | 1.55 | 2.00 | 2.00 | 0.00 |
| Final Sat.: | 1686 | 428 | 1253 | 1805 | 2992 | 534 | 1805 | 2413 | 2533 | 3502 | 3610 | 0 |

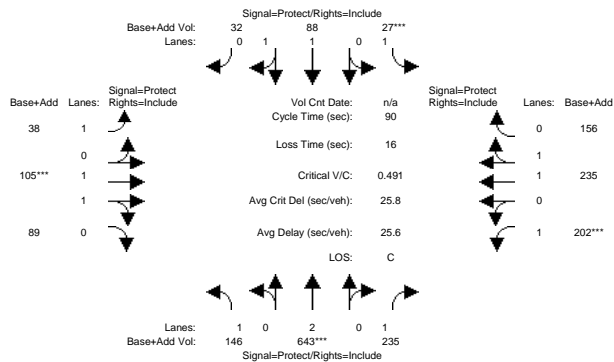
Capacity Analysis Module:

| Vol/Sat: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.10 | 0.10 | 0.10 | 0.07 | 0.07 | 0.07 | 0.10 | 0.37 | 0.37 | 0.26 | 0.53 | 0.00 |
| Volume/Cap: | 0.82 | 0.34 | 0.34 | 0.09 | 0.82 | 0.82 | 0.25 | 0.82 | 0.82 | 0.82 | 0.25 | 0.00 |
| Delay/Veh: | 45.1 | 25.4 | 25.4 | 26.5 | 46.4 | 46.4 | 25.5 | 20.0 | 20.0 | 26.7 | 7.8 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 45.1 | 25.4 | 25.4 | 26.5 | 46.4 | 46.4 | 25.5 | 20.0 | 20.0 | 26.7 | 7.8 | 0.0 |
| LOS by Move: | D | C | C | C | D | D | C | B | B | C | A | A |
| HCM2kAvgQ: | 5 | 1 | 1 | 0 | 4 | 4 | 1 | 10 | 9 | 9 | 3 | 0 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #2: Vintage Park Dr/Chess Dr



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 106 | 281 | 148 | 11 | 39 | 16 | 31 | 103 | 72 | 196 | 219 | 97 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 106 | 281 | 148 | 11 | 39 | 16 | 31 | 103 | 72 | 196 | 219 | 97 |
| Added Vol: | 40 | 362 | 87 | 16 | 49 | 16 | 7 | 2 | 17 | 6 | 16 | 59 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 146 | 643 | 235 | 27 | 88 | 32 | 38 | 105 | 89 | 202 | 235 | 156 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 162 | 714 | 261 | 30 | 98 | 36 | 42 | 117 | 99 | 224 | 261 | 173 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 162 | 714 | 171 | 30 | 98 | 36 | 42 | 117 | 99 | 224 | 261 | 173 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 162 | 714 | 171 | 30 | 98 | 36 | 42 | 117 | 99 | 224 | 261 | 173 |

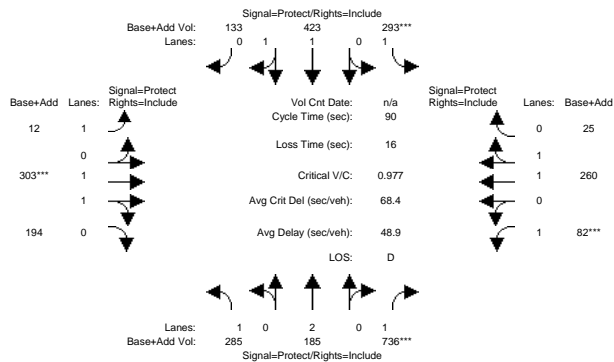
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.82 | 0.95 | 0.91 | 0.90 | 0.95 | 0.88 | 0.87 | 0.95 | 0.89 | 0.88 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.46 | 0.54 | 1.00 | 1.08 | 0.92 | 1.00 | 1.20 | 0.80 |
| Final Sat.: | 1805 | 3610 | 1567 | 1805 | 2536 | 922 | 1805 | 1809 | 1534 | 1805 | 2030 | 1347 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.09 | 0.20 | 0.11 | 0.02 | 0.04 | 0.04 | 0.02 | 0.06 | 0.06 | 0.12 | 0.13 | 0.13 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.31 | 0.40 | 0.40 | 0.03 | 0.13 | 0.13 | 0.06 | 0.13 | 0.13 | 0.25 | 0.33 | 0.33 |
| Volume/Cap: | 0.29 | 0.49 | 0.27 | 0.49 | 0.29 | 0.29 | 0.39 | 0.49 | 0.49 | 0.49 | 0.39 | 0.39 |
| Delay/Veh: | 24.1 | 20.2 | 18.2 | 48.8 | 35.7 | 35.7 | 43.2 | 37.2 | 37.2 | 29.5 | 23.7 | 23.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 24.1 | 20.2 | 18.2 | 48.8 | 35.7 | 35.7 | 43.2 | 37.2 | 37.2 | 29.5 | 23.7 | 23.7 |
| LOS by Move: | C | C | B | D | D | D | D | D | D | C | C | C |
| HCM2kAvgQ: | 3 | 7 | 3 | 2 | 2 | 2 | 2 | 4 | 4 | 5 | 5 | 5 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #2: Vintage Park Dr/Chess Dr



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 246 | 106 | 722 | 184 | 132 | 68 | 9 | 296 | 172 | 31 | 219 | 11 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 246 | 106 | 722 | 184 | 132 | 68 | 9 | 296 | 172 | 31 | 219 | 11 |
| Added Vol: | 39 | 79 | 14 | 109 | 291 | 65 | 3 | 7 | 22 | 51 | 41 | 14 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 285 | 185 | 736 | 293 | 423 | 133 | 12 | 303 | 194 | 82 | 260 | 25 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 300 | 195 | 775 | 308 | 445 | 140 | 13 | 319 | 204 | 86 | 274 | 26 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 300 | 195 | 674 | 308 | 445 | 140 | 13 | 319 | 204 | 86 | 274 | 26 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 300 | 195 | 674 | 308 | 445 | 140 | 13 | 319 | 204 | 86 | 274 | 26 |

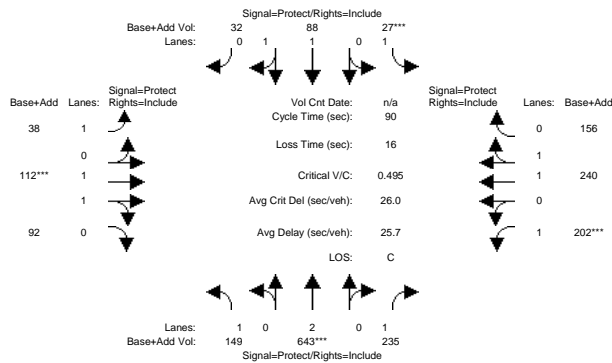
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.82 | 0.95 | 0.92 | 0.91 | 0.95 | 0.89 | 0.89 | 0.95 | 0.94 | 0.94 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.52 | 0.48 | 1.00 | 1.21 | 0.79 | 1.00 | 1.82 | 0.18 |
| Final Sat.: | 1805 | 3610 | 1567 | 1805 | 2643 | 831 | 1805 | 2065 | 1322 | 1805 | 3250 | 312 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.17 | 0.05 | 0.43 | 0.17 | 0.17 | 0.17 | 0.01 | 0.15 | 0.15 | 0.05 | 0.08 | 0.08 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.31 | 0.44 | 0.44 | 0.17 | 0.31 | 0.31 | 0.02 | 0.16 | 0.16 | 0.16 | 0.05 | 0.19 |
| Volume/Cap: | 0.54 | 0.12 | 0.98 | 0.98 | 0.54 | 0.54 | 0.44 | 0.98 | 0.98 | 0.98 | 0.98 | 0.44 |
| Delay/Veh: | 27.2 | 14.9 | 53.1 | 81.1 | 26.4 | 26.4 | 54.3 | 70.5 | 70.5 | 130.4 | 32.6 | 32.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 27.2 | 14.9 | 53.1 | 81.1 | 26.4 | 26.4 | 54.3 | 70.5 | 70.5 | 130.4 | 32.6 | 32.6 |
| LOS by Move: | C | B | D | F | C | C | D | E | E | F | C | C |
| HCM2kAvgQ: | 7 | 2 | 21 | 13 | 8 | 8 | 1 | 12 | 12 | 3 | 4 | 4 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project AM

Intersection #2: Vintage Park Dr/Chess Dr



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 106 | 281 | 148 | 11 | 39 | 16 | 31 | 103 | 72 | 196 | 219 | 97 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 106 | 281 | 148 | 11 | 39 | 16 | 31 | 103 | 72 | 196 | 219 | 97 |
| Added Vol: | 43 | 362 | 87 | 16 | 49 | 16 | 7 | 9 | 20 | 6 | 21 | 59 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 149 | 643 | 235 | 27 | 88 | 32 | 38 | 112 | 92 | 202 | 240 | 156 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 166 | 714 | 261 | 30 | 98 | 36 | 42 | 124 | 102 | 224 | 267 | 173 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 166 | 714 | 171 | 30 | 98 | 36 | 42 | 124 | 102 | 224 | 267 | 173 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 166 | 714 | 171 | 30 | 98 | 36 | 42 | 124 | 102 | 224 | 267 | 173 |

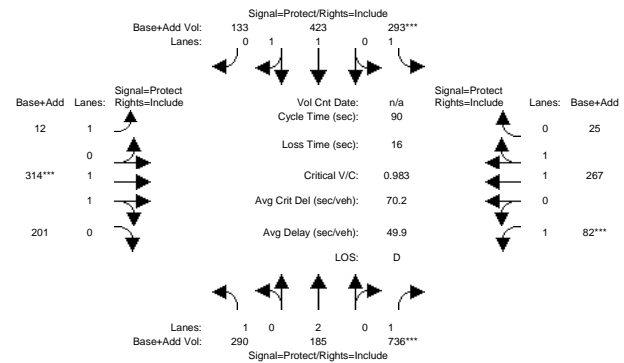
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.82 | 0.95 | 0.91 | 0.90 | 0.95 | 0.89 | 0.88 | 0.95 | 0.89 | 0.88 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.46 | 0.54 | 1.00 | 1.09 | 0.91 | 1.00 | 1.21 | 0.79 |
| Final Sat.: | 1805 | 3610 | 1567 | 1805 | 2536 | 922 | 1805 | 1838 | 1509 | 1805 | 2049 | 1332 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.09 | 0.20 | 0.11 | 0.02 | 0.04 | 0.04 | 0.02 | 0.07 | 0.07 | 0.12 | 0.13 | 0.13 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.31 | 0.40 | 0.40 | 0.03 | 0.13 | 0.13 | 0.06 | 0.14 | 0.14 | 0.25 | 0.33 | 0.33 |
| Volume/Cap: | 0.30 | 0.49 | 0.27 | 0.49 | 0.30 | 0.30 | 0.40 | 0.49 | 0.49 | 0.49 | 0.40 | 0.40 |
| Delay/Veh: | 24.2 | 20.5 | 18.4 | 49.0 | 35.9 | 35.9 | 43.2 | 36.8 | 36.8 | 29.6 | 23.5 | 23.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 24.2 | 20.5 | 18.4 | 49.0 | 35.9 | 35.9 | 43.2 | 36.8 | 36.8 | 29.6 | 23.5 | 23.5 |
| LOS by Move: | C | C | B | D | D | D | D | D | D | C | C | C |
| HCM2kAvgQ: | 3 | 7 | 3 | 2 | 2 | 2 | 2 | 2 | 4 | 4 | 5 | 5 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project PM

Intersection #2: Vintage Park Dr/Chess Dr



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 246 | 106 | 722 | 184 | 132 | 68 | 9 | 296 | 172 | 31 | 219 | 11 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 246 | 106 | 722 | 184 | 132 | 68 | 9 | 296 | 172 | 31 | 219 | 11 |
| Added Vol: | 44 | 79 | 14 | 109 | 291 | 65 | 3 | 18 | 29 | 51 | 48 | 14 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 290 | 185 | 736 | 293 | 423 | 133 | 12 | 314 | 201 | 82 | 267 | 25 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 305 | 195 | 775 | 308 | 445 | 140 | 13 | 331 | 212 | 86 | 281 | 26 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 305 | 195 | 674 | 308 | 445 | 140 | 13 | 331 | 212 | 86 | 281 | 26 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 305 | 195 | 674 | 308 | 445 | 140 | 13 | 331 | 212 | 86 | 281 | 26 |

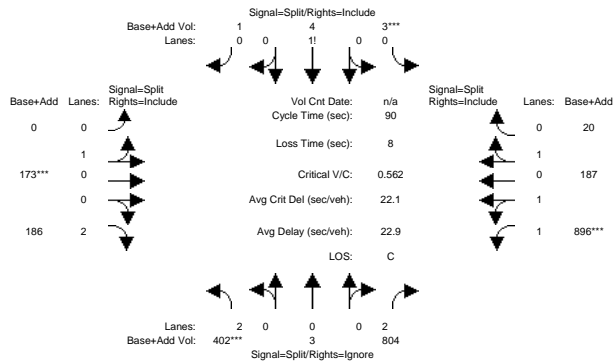
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.82 | 0.95 | 0.92 | 0.91 | 0.95 | 0.89 | 0.89 | 0.95 | 0.94 | 0.94 |
| Lanes: | 1.00 | 2.00 | 1.00 | 1.00 | 1.52 | 0.48 | 1.00 | 1.21 | 0.79 | 1.00 | 1.83 | 0.17 |
| Final Sat.: | 1805 | 3610 | 1567 | 1805 | 2643 | 831 | 1805 | 2065 | 1322 | 1805 | 3257 | 305 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.17 | 0.05 | 0.43 | 0.17 | 0.17 | 0.17 | 0.01 | 0.16 | 0.16 | 0.05 | 0.09 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.31 | 0.44 | 0.44 | 0.17 | 0.30 | 0.30 | 0.02 | 0.16 | 0.16 | 0.16 | 0.05 | 0.20 |
| Volume/Cap: | 0.55 | 0.12 | 0.98 | 0.98 | 0.55 | 0.55 | 0.44 | 0.98 | 0.98 | 0.98 | 0.98 | 0.44 |
| Delay/Veh: | 27.3 | 15.1 | 55.1 | 83.2 | 26.8 | 26.8 | 54.4 | 71.5 | 71.5 | 133.1 | 32.3 | 32.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 27.3 | 15.1 | 55.1 | 83.2 | 26.8 | 26.8 | 54.4 | 71.5 | 71.5 | 133.1 | 32.3 | 32.3 |
| LOS by Move: | C | B | E | F | C | C | D | E | E | F | C | C |
| HCM2kAvgQ: | 7 | 2 | 22 | 14 | 8 | 8 | 1 | 13 | 13 | 3 | 4 | 4 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #3: SR 92 Westbound Ramps/Chess Dr



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 334 | 3 | 584 | 3 | 4 | 1 | 0 | 84 | 169 | 788 | 173 | 20 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 334 | 3 | 584 | 3 | 4 | 1 | 0 | 84 | 169 | 788 | 173 | 20 |
| Added Vol: | 68 | 0 | 220 | 0 | 0 | 0 | 0 | 89 | 17 | 108 | 14 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 402 | 3 | 804 | 3 | 4 | 1 | 0 | 173 | 186 | 896 | 187 | 20 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.92 | 0.92 | 0.00 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| PHF Volume: | 437 | 3 | 0 | 3 | 4 | 1 | 0 | 188 | 202 | 974 | 203 | 22 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 437 | 3 | 0 | 3 | 4 | 1 | 0 | 188 | 202 | 974 | 203 | 22 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 437 | 3 | 0 | 3 | 4 | 1 | 0 | 188 | 202 | 974 | 203 | 22 |

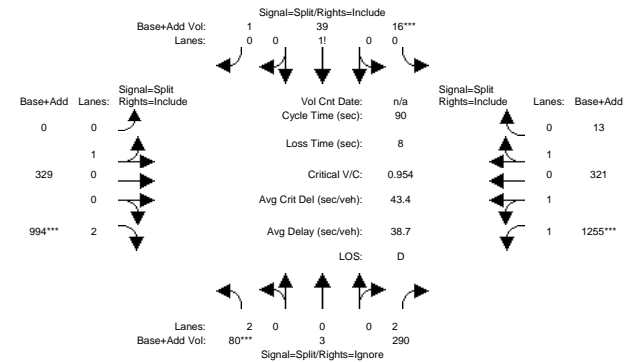
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.91 | 0.91 | 0.95 | 0.97 | 0.97 | 0.96 | 1.00 | 1.00 | 0.71 | 0.91 | 0.91 | 0.91 |
| Lanes: | 2.00 | 1.00 | 1.00 | 0.37 | 0.50 | 0.13 | 0.00 | 1.00 | 2.00 | 2.00 | 0.90 | 0.10 |
| Final Sat.: | 3440 | 1720 | 1805 | 687 | 917 | 229 | 0 | 1900 | 2703 | 3459 | 1562 | 167 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.07 | 0.28 | 0.13 | 0.13 |
| Crit Moves: | **** | | | **** | | | **** | | **** | **** | | |
| Green/Cycle: | 0.23 | 0.23 | 0.00 | 0.01 | 0.01 | 0.01 | 0.00 | 0.18 | 0.18 | 0.50 | 0.50 | 0.50 |
| Volume/Cap: | 0.56 | 0.01 | 0.00 | 0.56 | 0.56 | 0.56 | 0.00 | 0.56 | 0.42 | 0.56 | 0.26 | 0.26 |
| Delay/Veh: | 31.8 | 27.0 | 0.0 | 84.2 | 84.2 | 84.2 | 0.0 | 36.1 | 33.6 | 16.0 | 12.9 | 12.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 31.8 | 27.0 | 0.0 | 84.2 | 84.2 | 84.2 | 0.0 | 36.1 | 33.6 | 16.0 | 12.9 | 12.9 |
| LOS by Move: | C | C | A | F | F | F | A | D | C | B | B | B |
| HCM2kAvgQ: | 6 | 0 | 0 | 1 | 1 | 1 | 0 | 5 | 3 | 10 | 4 | 4 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #3: SR 92 Westbound Ramps/Chess Dr



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 58 | 3 | 247 | 16 | 39 | 1 | 0 | 311 | 883 | 983 | 237 | 13 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 58 | 3 | 247 | 16 | 39 | 1 | 0 | 311 | 883 | 983 | 237 | 13 |
| Added Vol: | 22 | 0 | 43 | 0 | 0 | 0 | 0 | 18 | 111 | 272 | 84 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 80 | 3 | 290 | 16 | 39 | 1 | 0 | 329 | 994 | 1255 | 321 | 13 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 89 | 3 | 0 | 18 | 43 | 1 | 0 | 366 | 1104 | 1394 | 357 | 14 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 89 | 3 | 0 | 18 | 43 | 1 | 0 | 366 | 1104 | 1394 | 357 | 14 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 89 | 3 | 0 | 18 | 43 | 1 | 0 | 366 | 1104 | 1394 | 357 | 14 |

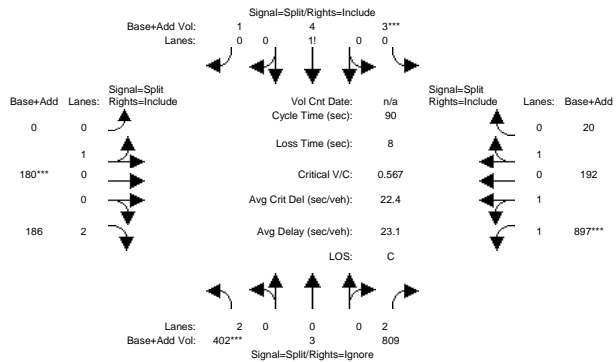
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.91 | 0.91 | 0.95 | 0.98 | 0.98 | 0.98 | 1.00 | 1.00 | 0.71 | 0.91 | 0.91 | 0.91 |
| Lanes: | 2.00 | 1.00 | 1.00 | 0.28 | 0.70 | 0.02 | 0.00 | 1.00 | 2.00 | 2.00 | 0.96 | 0.04 |
| Final Sat.: | 3444 | 1722 | 1805 | 534 | 1302 | 33 | 0 | 1900 | 2703 | 3469 | 1667 | 68 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | 0.03 | 0.00 | 0.19 | 0.41 | 0.40 | 0.21 | 0.21 |
| Crit Moves: | **** | | | **** | | | **** | | **** | **** | | |
| Green/Cycle: | 0.03 | 0.03 | 0.00 | 0.03 | 0.03 | 0.03 | 0.00 | 0.43 | 0.43 | 0.42 | 0.42 | 0.42 |
| Volume/Cap: | 0.95 | 0.07 | 0.00 | 0.95 | 0.95 | 0.95 | 0.00 | 0.45 | 0.95 | 0.95 | 0.51 | 0.51 |
| Delay/Veh: | 120.2 | 42.7 | 0.0 | 138.5 | 138 | 138.5 | 0.0 | 18.6 | 41.6 | 37.2 | 19.3 | 19.3 |
| 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: | 120.2 | 42.7 | 0.0 | 138.5 | 138 | 138.5 | 0.0 | 18.6 | 41.6 | 37.2 | 19.3 | 19.3 |
| LOS by Move: | F | D | A | F | F | F | A | B | D | D | B | B |
| HCM2kAvgQ: | 3 | 0 | 0 | 4 | 4 | 4 | 0 | 7 | 16 | 25 | 8 | 8 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #3: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 334 | 3 | 584 | 3 | 4 | 1 | 0 | 84 | 169 | 788 | 173 | 20 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 334 | 3 | 584 | 3 | 4 | 1 | 0 | 84 | 169 | 788 | 173 | 20 |
| Added Vol: | 68 | 0 | 225 | 0 | 0 | 0 | 0 | 96 | 17 | 109 | 19 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 402 | 3 | 809 | 3 | 4 | 1 | 0 | 180 | 186 | 897 | 192 | 20 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.92 | 0.92 | 0.00 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| PHF Volume: | 437 | 3 | 0 | 3 | 4 | 1 | 0 | 196 | 202 | 975 | 209 | 22 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 437 | 3 | 0 | 3 | 4 | 1 | 0 | 196 | 202 | 975 | 209 | 22 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 437 | 3 | 0 | 3 | 4 | 1 | 0 | 196 | 202 | 975 | 209 | 22 |

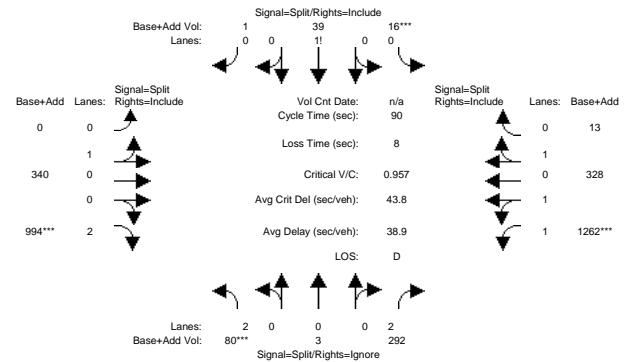
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.91 | 0.91 | 0.95 | 0.97 | 0.97 | 0.96 | 1.00 | 1.00 | 0.71 | 0.91 | 0.91 | 0.91 |
| Lanes: | 2.00 | 1.00 | 1.00 | 0.37 | 0.50 | 0.13 | 0.00 | 1.00 | 2.00 | 2.00 | 0.91 | 0.09 |
| Final Sat.: | 3440 | 1720 | 1805 | 687 | 917 | 229 | 0 | 1900 | 2703 | 3459 | 1566 | 163 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.13 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.10 | 0.07 | 0.28 | 0.13 | 0.13 |
| Crit Moves: | **** | | | **** | | | **** | | **** | **** | | |
| Green/Cycle: | 0.22 | 0.22 | 0.00 | 0.01 | 0.01 | 0.01 | 0.00 | 0.18 | 0.18 | 0.50 | 0.50 | 0.50 |
| Volume/Cap: | 0.57 | 0.01 | 0.00 | 0.57 | 0.57 | 0.57 | 0.00 | 0.57 | 0.41 | 0.57 | 0.27 | 0.27 |
| Delay/Veh: | 32.0 | 27.1 | 0.0 | 85.9 | 85.9 | 85.9 | 0.0 | 35.8 | 33.1 | 16.2 | 13.2 | 13.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 32.0 | 27.1 | 0.0 | 85.9 | 85.9 | 85.9 | 0.0 | 35.8 | 33.1 | 16.2 | 13.2 | 13.2 |
| LOS by Move: | C | C | A | F | F | F | A | D | C | B | B | B |
| HCM2kAvgQ: | 6 | 0 | 0 | 1 | 1 | 1 | 0 | 5 | 3 | 10 | 4 | 4 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #3: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 58 | 3 | 247 | 16 | 39 | 1 | 0 | 311 | 883 | 983 | 237 | 13 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 58 | 3 | 247 | 16 | 39 | 1 | 0 | 311 | 883 | 983 | 237 | 13 |
| Added Vol: | 22 | 0 | 45 | 0 | 0 | 0 | 0 | 29 | 111 | 279 | 91 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 80 | 3 | 292 | 16 | 39 | 1 | 0 | 340 | 994 | 1262 | 328 | 13 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.00 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 89 | 3 | 0 | 18 | 43 | 1 | 0 | 378 | 1104 | 1402 | 364 | 14 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 89 | 3 | 0 | 18 | 43 | 1 | 0 | 378 | 1104 | 1402 | 364 | 14 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 89 | 3 | 0 | 18 | 43 | 1 | 0 | 378 | 1104 | 1402 | 364 | 14 |

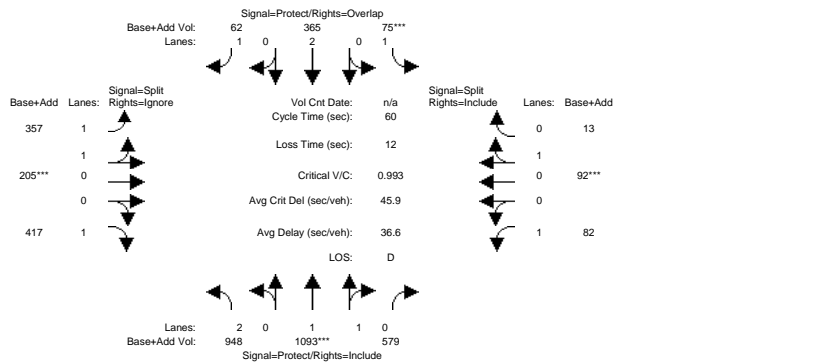
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.91 | 0.91 | 0.95 | 0.98 | 0.98 | 0.98 | 1.00 | 1.00 | 0.71 | 0.91 | 0.91 | 0.91 |
| Lanes: | 2.00 | 1.00 | 1.00 | 0.28 | 0.70 | 0.02 | 0.00 | 1.00 | 2.00 | 2.00 | 0.96 | 0.04 |
| Final Sat.: | 3444 | 1722 | 1805 | 534 | 1302 | 33 | 0 | 1900 | 2703 | 3469 | 1669 | 66 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|-------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.03 | 0.00 | 0.00 | 0.03 | 0.03 | 0.03 | 0.00 | 0.20 | 0.41 | 0.40 | 0.22 | 0.22 |
| Crit Moves: | **** | | | **** | | | **** | | **** | **** | | |
| Green/Cycle: | 0.03 | 0.03 | 0.00 | 0.03 | 0.03 | 0.03 | 0.00 | 0.43 | 0.43 | 0.42 | 0.42 | 0.42 |
| Volume/Cap: | 0.96 | 0.07 | 0.00 | 0.96 | 0.96 | 0.96 | 0.00 | 0.47 | 0.96 | 0.96 | 0.52 | 0.52 |
| Delay/Veh: | 121.1 | 42.7 | 0.0 | 139.5 | 139 | 139.5 | 0.0 | 18.9 | 42.1 | 37.5 | 19.3 | 19.3 |
| 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: | 121.1 | 42.7 | 0.0 | 139.5 | 139 | 139.5 | 0.0 | 18.9 | 42.1 | 37.5 | 19.3 | 19.3 |
| LOS by Move: | F | D | A | F | F | F | A | B | D | D | B | B |
| HCM2kAvgQ: | 3 | 0 | 0 | 4 | 4 | 4 | 0 | 7 | 16 | 26 | 8 | 8 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative No Project AM

Intersection #4: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

Volume Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 866 | 905 | 233 | 2 | 317 | 58 | 230 | 40 | 401 | 57 | 57 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 866 | 905 | 233 | 2 | 317 | 58 | 230 | 40 | 401 | 57 | 57 | 4 |
| Added Vol: | 82 | 188 | 346 | 73 | 48 | 4 | 127 | 165 | 16 | 25 | 35 | 9 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 948 | 1093 | 579 | 75 | 365 | 62 | 357 | 205 | 417 | 82 | 92 | 13 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 1019 | 1175 | 623 | 81 | 392 | 67 | 384 | 220 | 0 | 88 | 99 | 14 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1019 | 1175 | 623 | 81 | 392 | 67 | 384 | 220 | 0 | 88 | 99 | 14 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 1019 | 1175 | 623 | 81 | 392 | 67 | 384 | 220 | 0 | 88 | 99 | 14 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.90 | 0.90 | 0.95 | 0.95 | 0.82 | 0.97 | 0.97 | 1.00 | 0.95 | 0.98 | 0.98 |
| Lanes: | 2.00 | 1.31 | 0.69 | 1.00 | 2.00 | 1.00 | 1.00 | 1.27 | 0.73 | 1.00 | 1.00 | 0.88 |
| Final Sat.: | 3502 | 2237 | 1185 | 1805 | 3610 | 1552 | 2339 | 1343 | 1900 | 1805 | 1633 | 231 |

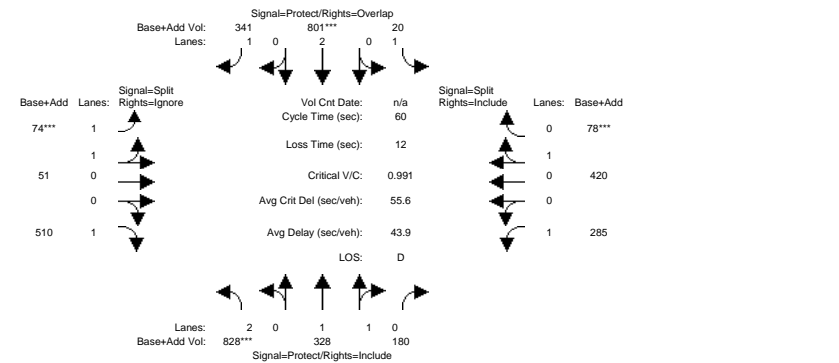
Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|-------|------|------|------|------|------|------|------|-------|
| Vol/Sat: | 0.29 | 0.53 | 0.53 | 0.04 | 0.11 | 0.04 | 0.16 | 0.16 | 0.00 | 0.05 | 0.06 | 0.06 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| Green/Cycle: | 0.42 | 0.53 | 0.53 | 0.04 | 0.16 | 0.32 | 0.17 | 0.17 | 0.00 | 0.06 | 0.06 | 0.06 |
| Volume/Cap: | 0.70 | 0.99 | 0.99 | 0.99 | 0.99 | 0.70 | 0.13 | 0.99 | 0.99 | 0.00 | 0.80 | 0.99 |
| Delay/Veh: | 15.8 | 33.6 | 33.6 | 126.2 | 27.8 | 14.6 | 59.7 | 59.7 | 0.0 | 60.6 | 110 | 110.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 15.8 | 33.6 | 33.6 | 126.2 | 27.8 | 14.6 | 59.7 | 59.7 | 0.0 | 60.6 | 110 | 110.4 |
| LOS by Move: | B | C | C | F | C | B | E | E | A | E | F | F |
| HCM2kAvgQ: | 7 | 18 | 18 | 4 | 5 | 1 | 11 | 11 | 0 | 4 | 6 | 6 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative No Project PM

Intersection #4: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

Volume Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 781 | 288 | 125 | 8 | 532 | 311 | 52 | 25 | 497 | 90 | 141 | 10 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 781 | 288 | 125 | 8 | 532 | 311 | 52 | 25 | 497 | 90 | 141 | 10 |
| Added Vol: | 47 | 40 | 55 | 12 | 269 | 30 | 22 | 26 | 13 | 195 | 279 | 68 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 828 | 328 | 180 | 20 | 801 | 341 | 74 | 51 | 510 | 285 | 420 | 78 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 863 | 342 | 188 | 21 | 834 | 355 | 77 | 53 | 0 | 297 | 438 | 81 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 863 | 342 | 188 | 21 | 834 | 355 | 77 | 53 | 0 | 297 | 438 | 81 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 863 | 342 | 188 | 21 | 834 | 355 | 77 | 53 | 0 | 297 | 438 | 81 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.90 | 0.90 | 0.95 | 0.95 | 0.82 | 0.97 | 0.97 | 1.00 | 0.95 | 0.98 | 0.97 |
| Lanes: | 2.00 | 1.29 | 0.71 | 1.00 | 2.00 | 1.00 | 1.00 | 1.18 | 0.82 | 1.00 | 1.00 | 0.84 |
| Final Sat.: | 3502 | 2207 | 1211 | 1805 | 3610 | 1552 | 2184 | 1505 | 1900 | 1805 | 1563 | 290 |

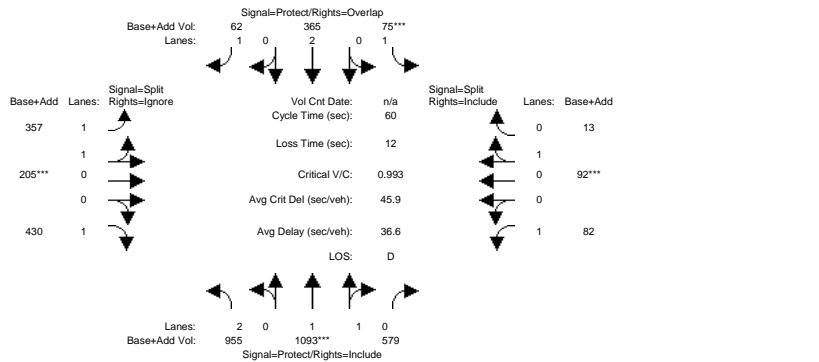
Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|-------|------|------|------|------|------|
| Vol/Sat: | 0.25 | 0.15 | 0.15 | 0.01 | 0.23 | 0.23 | 0.04 | 0.04 | 0.00 | 0.16 | 0.28 | 0.28 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| Green/Cycle: | 0.25 | 0.45 | 0.45 | 0.03 | 0.23 | 0.27 | 0.04 | 0.04 | 0.00 | 0.28 | 0.28 | 0.28 |
| Volume/Cap: | 0.99 | 0.35 | 0.35 | 0.35 | 0.99 | 0.85 | 0.99 | 0.99 | 0.00 | 0.58 | 0.99 | 0.99 |
| Delay/Veh: | 50.6 | 10.9 | 10.9 | 31.8 | 51.6 | 36.1 | 104.4 | 104 | 0.0 | 20.2 | 58.3 | 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: | 50.6 | 10.9 | 10.9 | 31.8 | 51.6 | 36.1 | 104.4 | 104 | 0.0 | 20.2 | 58.3 | 58.3 |
| LOS by Move: | D | B | B | C | D | D | F | F | A | C | E | E |
| HCM2kAvgQ: | 11 | 3 | 3 | 1 | 14 | 9 | 4 | 4 | 0 | 6 | 16 | 16 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #4: Foster City Blvd/Chees Dr



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 866 | 905 | 233 | 2 | 317 | 58 | 230 | 40 | 401 | 57 | 57 | 4 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 866 | 905 | 233 | 2 | 317 | 58 | 230 | 40 | 401 | 57 | 57 | 4 |
| Added Vol: | 89 | 188 | 346 | 73 | 48 | 4 | 127 | 165 | 29 | 25 | 35 | 9 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 955 | 1093 | 579 | 75 | 365 | 62 | 357 | 205 | 430 | 82 | 92 | 13 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 1027 | 1175 | 623 | 81 | 392 | 67 | 384 | 220 | 0 | 88 | 99 | 14 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 1027 | 1175 | 623 | 81 | 392 | 67 | 384 | 220 | 0 | 88 | 99 | 14 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 1027 | 1175 | 623 | 81 | 392 | 67 | 384 | 220 | 0 | 88 | 99 | 14 |

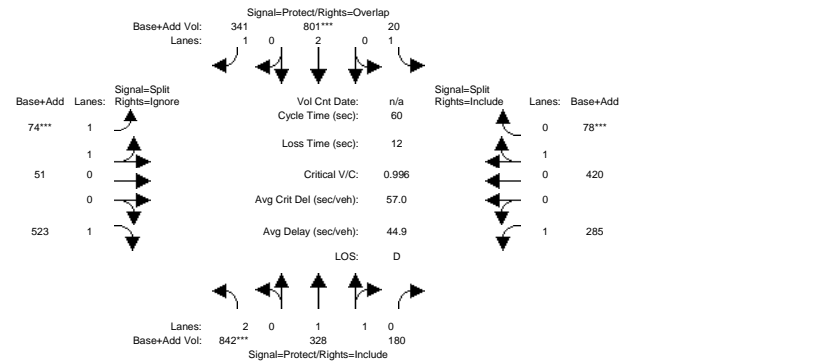
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.90 | 0.90 | 0.95 | 0.95 | 0.82 | 0.97 | 0.97 | 1.00 | 0.95 | 0.98 | 0.98 |
| Lanes: | 2.00 | 1.31 | 0.69 | 1.00 | 2.00 | 1.00 | 1.00 | 1.27 | 0.73 | 1.00 | 0.88 | 0.12 |
| Final Sat.: | 3502 | 2237 | 1185 | 1805 | 3610 | 1552 | 2339 | 1343 | 1900 | 1805 | 1633 | 231 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|-------|
| Vol/Sat: | 0.29 | 0.53 | 0.53 | 0.04 | 0.11 | 0.04 | 0.16 | 0.16 | 0.00 | 0.05 | 0.06 | 0.06 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.42 | 0.53 | 0.53 | 0.04 | 0.16 | 0.32 | 0.17 | 0.17 | 0.00 | 0.06 | 0.06 | 0.06 |
| Volume/Cap: | 0.70 | 0.99 | 0.99 | 0.99 | 0.70 | 0.13 | 0.99 | 0.99 | 0.00 | 0.80 | 0.99 | 0.99 |
| Delay/Veh: | 15.9 | 33.6 | 33.6 | 126.2 | 28.0 | 14.6 | 59.7 | 59.7 | 0.0 | 60.6 | 110 | 110.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 15.9 | 33.6 | 33.6 | 126.2 | 28.0 | 14.6 | 59.7 | 59.7 | 0.0 | 60.6 | 110 | 110.4 |
| LOS by Move: | B | C | C | F | C | B | E | E | A | E | F | F |
| HCM2kAvgQ: | 7 | 18 | 18 | 4 | 5 | 1 | 11 | 11 | 0 | 4 | 6 | 6 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #4: Foster City Blvd/Chees Dr



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 781 | 288 | 125 | 8 | 532 | 311 | 52 | 25 | 497 | 90 | 141 | 10 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 781 | 288 | 125 | 8 | 532 | 311 | 52 | 25 | 497 | 90 | 141 | 10 |
| Added Vol: | 61 | 40 | 55 | 12 | 269 | 30 | 22 | 26 | 26 | 195 | 279 | 68 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 842 | 328 | 180 | 20 | 801 | 341 | 74 | 51 | 523 | 285 | 420 | 78 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 877 | 342 | 188 | 21 | 834 | 355 | 77 | 53 | 0 | 297 | 438 | 81 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 877 | 342 | 188 | 21 | 834 | 355 | 77 | 53 | 0 | 297 | 438 | 81 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 877 | 342 | 188 | 21 | 834 | 355 | 77 | 53 | 0 | 297 | 438 | 81 |

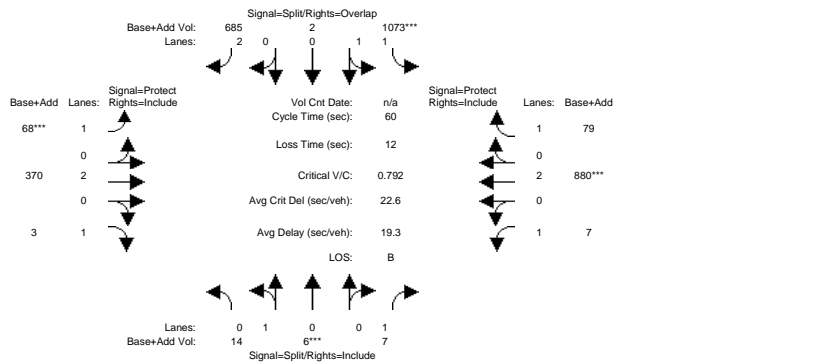
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.90 | 0.90 | 0.95 | 0.95 | 0.82 | 0.97 | 0.97 | 1.00 | 0.95 | 0.98 | 0.97 |
| Lanes: | 2.00 | 1.29 | 0.71 | 1.00 | 2.00 | 1.00 | 1.00 | 1.18 | 0.82 | 1.00 | 0.84 | 0.16 |
| Final Sat.: | 3502 | 2207 | 1211 | 1805 | 3610 | 1552 | 2184 | 1505 | 1900 | 1805 | 1563 | 290 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.25 | 0.15 | 0.15 | 0.01 | 0.23 | 0.23 | 0.04 | 0.04 | 0.00 | 0.16 | 0.28 | 0.28 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.25 | 0.45 | 0.45 | 0.03 | 0.23 | 0.27 | 0.04 | 0.04 | 0.00 | 0.28 | 0.28 | 0.28 |
| Volume/Cap: | 1.00 | 0.34 | 0.34 | 0.34 | 1.00 | 0.86 | 1.00 | 1.00 | 0.00 | 0.59 | 1.00 | 1.00 |
| Delay/Veh: | 51.7 | 10.9 | 10.9 | 31.7 | 53.0 | 36.8 | 106.3 | 106 | 0.0 | 20.3 | 59.9 | 59.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 51.7 | 10.9 | 10.9 | 31.7 | 53.0 | 36.8 | 106.3 | 106 | 0.0 | 20.3 | 59.9 | 59.9 |
| LOS by Move: | D | B | B | C | D | D | F | F | A | C | E | E |
| HCM2kAvgQ: | 11 | 3 | 3 | 1 | 15 | 10 | 4 | 4 | 0 | 6 | 17 | 17 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative No Project AM

Intersection #5: SR 92 Eastbound Ramps/Edgewater Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 14 | 6 | 7 | 836 | 2 | 683 | 63 | 291 | 3 | 7 | 707 | 79 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 14 | 6 | 7 | 836 | 2 | 683 | 63 | 291 | 3 | 7 | 707 | 79 |
| Added Vol: | 0 | 0 | 0 | 237 | 0 | 2 | 5 | 79 | 0 | 0 | 173 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 14 | 6 | 7 | 1073 | 2 | 685 | 68 | 370 | 3 | 7 | 880 | 79 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 15 | 6 | 8 | 1154 | 2 | 737 | 73 | 398 | 3 | 8 | 946 | 85 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 15 | 6 | 8 | 1154 | 2 | 737 | 73 | 398 | 3 | 8 | 946 | 85 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 15 | 6 | 8 | 1154 | 2 | 737 | 73 | 398 | 3 | 8 | 946 | 85 |

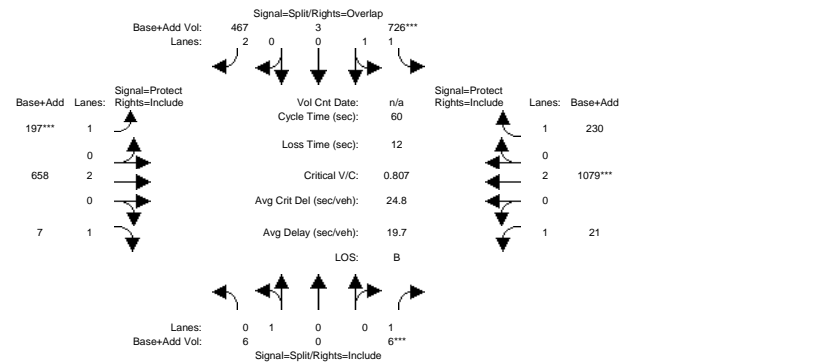
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.97 | 0.97 | 0.84 | 0.95 | 0.95 | 0.73 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.82 |
| Lanes: | 0.70 | 0.30 | 1.00 | 1.00 | 1.99 | 0.01 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 |
| Final Sat.: | 1285 | 551 | 1588 | 3611 | 7 | 2762 | 1805 | 3610 | 1615 | 1805 | 3610 | 1562 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.01 | 0.01 | 0.00 | 0.32 | 0.32 | 0.27 | 0.04 | 0.11 | 0.00 | 0.00 | 0.26 | 0.05 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.01 | 0.01 | 0.01 | 0.40 | 0.40 | 0.45 | 0.05 | 0.37 | 0.37 | 0.01 | 0.33 | 0.33 |
| Volume/Cap: | 0.79 | 0.79 | 0.32 | 0.79 | 0.79 | 0.59 | 0.79 | 0.30 | 0.01 | 0.30 | 0.79 | 0.16 |
| Delay/Veh: | 116.9 | 117 | 37.0 | 18.7 | 18.7 | 12.9 | 64.1 | 13.6 | 12.0 | 35.9 | 21.9 | 14.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 116.9 | 117 | 37.0 | 18.7 | 18.7 | 12.9 | 64.1 | 13.6 | 12.0 | 35.9 | 21.9 | 14.4 |
| LOS by Move: | F | F | D | B | B | B | E | B | B | D | C | B |
| HCM2kAvgQ: | 2 | 2 | 1 | 12 | 12 | 7 | 2 | 3 | 0 | 0 | 9 | 1 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative No Project PM

Intersection #5: SR 92 Eastbound Ramps/Edgewater Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 6 | 0 | 6 | 658 | 3 | 456 | 195 | 481 | 7 | 21 | 844 | 230 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 6 | 0 | 6 | 658 | 3 | 456 | 195 | 481 | 7 | 21 | 844 | 230 |
| Added Vol: | 0 | 0 | 0 | 68 | 0 | 11 | 2 | 177 | 0 | 0 | 235 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 6 | 0 | 6 | 726 | 3 | 467 | 197 | 658 | 7 | 21 | 1079 | 230 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 6 | 0 | 6 | 764 | 3 | 492 | 207 | 693 | 7 | 22 | 1136 | 242 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 6 | 0 | 6 | 764 | 3 | 492 | 207 | 693 | 7 | 22 | 1136 | 242 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 6 | 0 | 6 | 764 | 3 | 492 | 207 | 693 | 7 | 22 | 1136 | 242 |

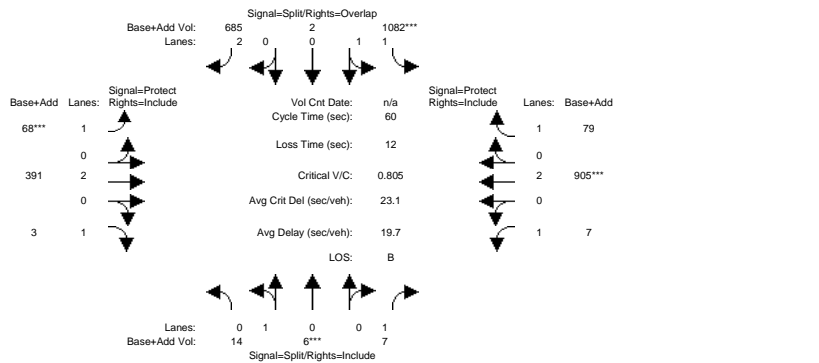
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.84 | 0.95 | 0.95 | 0.73 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.82 |
| Lanes: | 1.00 | 0.00 | 1.00 | 1.00 | 1.99 | 0.01 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 |
| Final Sat.: | 1809 | 0 | 1588 | 3606 | 15 | 2762 | 1805 | 3610 | 1615 | 1805 | 3610 | 1562 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|-------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.21 | 0.21 | 0.18 | 0.11 | 0.19 | 0.00 | 0.01 | 0.31 | 0.15 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.26 | 0.26 | 0.41 | 0.14 | 0.50 | 0.50 | 0.03 | 0.39 | 0.39 |
| Volume/Cap: | 0.71 | 0.00 | 0.81 | 0.81 | 0.81 | 0.44 | 0.81 | 0.38 | 0.01 | 0.38 | 0.81 | 0.40 |
| Delay/Veh: | 163.6 | 0.0 | 230.4 | 25.8 | 25.8 | 13.2 | 41.8 | 9.4 | 7.5 | 32.7 | 19.8 | 13.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 163.6 | 0.0 | 230.4 | 25.8 | 25.8 | 13.2 | 41.8 | 9.4 | 7.5 | 32.7 | 19.8 | 13.6 |
| LOS by Move: | F | A | F | C | C | B | D | A | A | C | B | B |
| HCM2kAvgQ: | 1 | 0 | 1 | 9 | 9 | 4 | 4 | 4 | 0 | 0 | 11 | 3 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #5: SR 92 Eastbound Ramps/Edgewater Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

Volume Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 14 | 6 | 7 | 836 | 2 | 683 | 63 | 291 | 3 | 7 | 707 | 79 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 14 | 6 | 7 | 836 | 2 | 683 | 63 | 291 | 3 | 7 | 707 | 79 |
| Added Vol: | 0 | 0 | 0 | 246 | 0 | 2 | 5 | 100 | 0 | 0 | 198 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 14 | 6 | 7 | 1082 | 2 | 685 | 68 | 391 | 3 | 7 | 905 | 79 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 15 | 6 | 8 | 1163 | 2 | 737 | 73 | 420 | 3 | 8 | 973 | 85 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 15 | 6 | 8 | 1163 | 2 | 737 | 73 | 420 | 3 | 8 | 973 | 85 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 15 | 6 | 8 | 1163 | 2 | 737 | 73 | 420 | 3 | 8 | 973 | 85 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.97 | 0.97 | 0.84 | 0.95 | 0.95 | 0.73 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.82 |
| Lanes: | 0.70 | 0.30 | 1.00 | 1.00 | 1.99 | 0.01 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 |
| Final Sat.: | 1285 | 551 | 1588 | 3611 | 7 | 2762 | 1805 | 3610 | 1615 | 1805 | 3610 | 1562 |

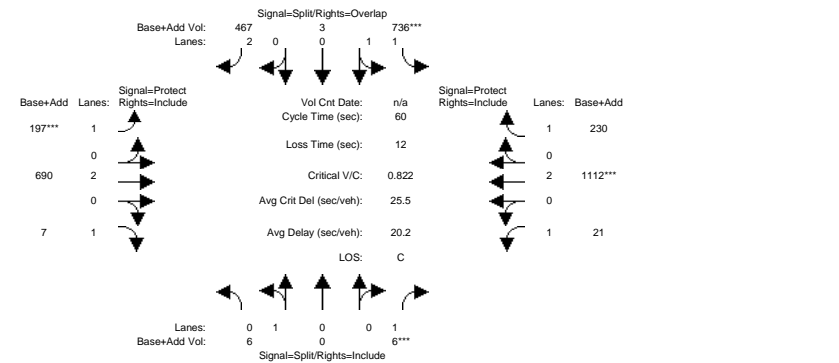
Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|-------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.01 | 0.01 | 0.00 | 0.32 | 0.32 | 0.27 | 0.04 | 0.12 | 0.00 | 0.00 | 0.27 | 0.05 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| Green/Cycle: | 0.01 | 0.01 | 0.01 | 0.40 | 0.40 | 0.45 | 0.05 | 0.37 | 0.37 | 0.01 | 0.33 | 0.33 |
| Volume/Cap: | 0.80 | 0.80 | 0.33 | 0.80 | 0.80 | 0.59 | 0.80 | 0.31 | 0.01 | 0.31 | 0.80 | 0.16 |
| Delay/Veh: | 122.4 | 122 | 37.3 | 19.3 | 19.3 | 13.1 | 67.2 | 13.5 | 11.9 | 36.7 | 22.2 | 14.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 122.4 | 122 | 37.3 | 19.3 | 19.3 | 13.1 | 67.2 | 13.5 | 11.9 | 36.7 | 22.2 | 14.2 |
| LOS by Move: | F | F | D | B | B | B | E | B | B | D | C | B |
| HCM2kAvgQ: | 2 | 2 | 1 | 12 | 12 | 7 | 2 | 3 | 0 | 0 | 9 | 1 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #5: SR 92 Eastbound Ramps/Edgewater Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

Volume Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 6 | 0 | 6 | 658 | 3 | 456 | 195 | 481 | 7 | 21 | 844 | 230 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 6 | 0 | 6 | 658 | 3 | 456 | 195 | 481 | 7 | 21 | 844 | 230 |
| Added Vol: | 0 | 0 | 0 | 78 | 0 | 11 | 2 | 209 | 0 | 0 | 268 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 6 | 0 | 6 | 736 | 3 | 467 | 197 | 690 | 7 | 21 | 1112 | 230 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 6 | 0 | 6 | 775 | 3 | 492 | 207 | 726 | 7 | 22 | 1171 | 242 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 6 | 0 | 6 | 775 | 3 | 492 | 207 | 726 | 7 | 22 | 1171 | 242 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 6 | 0 | 6 | 775 | 3 | 492 | 207 | 726 | 7 | 22 | 1171 | 242 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.84 | 0.95 | 0.95 | 0.73 | 0.95 | 0.95 | 0.85 | 0.95 | 0.95 | 0.82 |
| Lanes: | 1.00 | 0.00 | 1.00 | 1.00 | 1.99 | 0.01 | 2.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 |
| Final Sat.: | 1809 | 0 | 1588 | 3607 | 15 | 2762 | 1805 | 3610 | 1615 | 1805 | 3610 | 1562 |

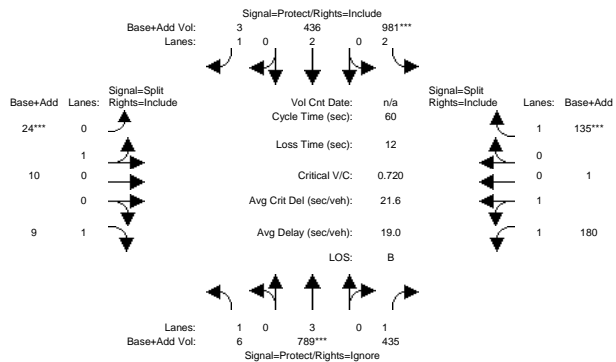
Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|-------|------|-------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.21 | 0.21 | 0.18 | 0.11 | 0.20 | 0.00 | 0.01 | 0.32 | 0.15 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.26 | 0.26 | 0.40 | 0.14 | 0.50 | 0.50 | 0.03 | 0.39 | 0.39 |
| Volume/Cap: | 0.72 | 0.00 | 0.82 | 0.82 | 0.82 | 0.44 | 0.82 | 0.40 | 0.01 | 0.40 | 0.82 | 0.39 |
| Delay/Veh: | 172.3 | 0.0 | 242.2 | 26.7 | 26.7 | 13.4 | 44.2 | 9.4 | 7.4 | 33.2 | 20.3 | 13.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 172.3 | 0.0 | 242.2 | 26.7 | 26.7 | 13.4 | 44.2 | 9.4 | 7.4 | 33.2 | 20.3 | 13.4 |
| LOS by Move: | F | A | F | C | C | B | D | A | A | C | C | B |
| HCM2kAvgQ: | 1 | 0 | 1 | 10 | 10 | 4 | 4 | 4 | 0 | 0 | 11 | 3 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #6: Metro Center Blvd/Edgewater Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 6 | 663 | 293 | 690 | 411 | 3 | 24 | 10 | 9 | 91 | 1 | 88 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 6 | 663 | 293 | 690 | 411 | 3 | 24 | 10 | 9 | 91 | 1 | 88 |
| Added Vol: | 0 | 126 | 142 | 291 | 25 | 0 | 0 | 0 | 0 | 89 | 0 | 47 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 6 | 789 | 435 | 981 | 436 | 3 | 24 | 10 | 9 | 180 | 1 | 135 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.00 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 6 | 848 | 0 | 1055 | 469 | 3 | 26 | 11 | 10 | 194 | 1 | 145 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 6 | 848 | 0 | 1055 | 469 | 3 | 26 | 11 | 10 | 194 | 1 | 145 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 6 | 848 | 0 | 1055 | 469 | 3 | 26 | 11 | 10 | 194 | 1 | 145 |

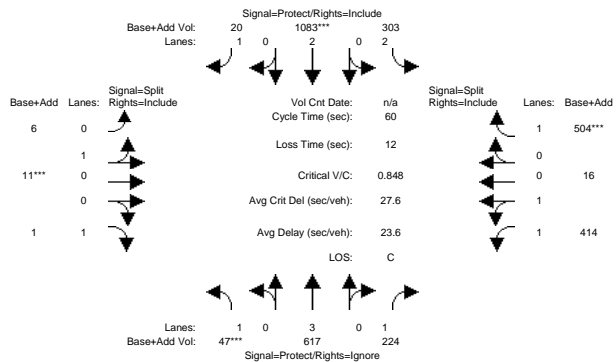
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.92 | 0.95 | 0.81 | 0.97 | 0.97 | 0.84 | 0.95 | 0.95 | 0.84 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 0.71 | 0.29 | 1.00 | 1.99 | 0.01 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1900 | 3502 | 3610 | 1536 | 1296 | 540 | 1591 | 3601 | 20 | 1594 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.16 | 0.00 | 0.30 | 0.13 | 0.00 | 0.02 | 0.02 | 0.01 | 0.05 | 0.05 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.02 | 0.23 | 0.00 | 0.42 | 0.63 | 0.63 | 0.03 | 0.03 | 0.03 | 0.13 | 0.13 | 0.13 |
| Volume/Cap: | 0.21 | 0.72 | 0.00 | 0.72 | 0.21 | 0.00 | 0.72 | 0.72 | 0.22 | 0.42 | 0.42 | 0.72 |
| Delay/Veh: | 32.3 | 23.6 | 0.0 | 16.3 | 4.8 | 4.2 | 68.3 | 68.3 | 31.1 | 24.8 | 24.8 | 37.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 32.3 | 23.6 | 0.0 | 16.3 | 4.8 | 4.2 | 68.3 | 68.3 | 31.1 | 24.8 | 24.8 | 37.1 |
| LOS by Move: | C | C | A | B | A | A | E | E | C | C | C | D |
| HCM2kAvgQ: | 0 | 7 | 0 | 8 | 2 | 0 | 2 | 2 | 0 | 2 | 2 | 4 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #6: Metro Center Blvd/Edgewater Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 47 | 580 | 126 | 194 | 948 | 20 | 6 | 11 | 1 | 269 | 16 | 305 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 47 | 580 | 126 | 194 | 948 | 20 | 6 | 11 | 1 | 269 | 16 | 305 |
| Added Vol: | 0 | 37 | 98 | 109 | 135 | 0 | 0 | 0 | 0 | 145 | 0 | 199 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 47 | 617 | 224 | 303 | 1083 | 20 | 6 | 11 | 1 | 414 | 16 | 504 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.00 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 49 | 643 | 0 | 316 | 1128 | 21 | 6 | 11 | 1 | 431 | 17 | 525 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 49 | 643 | 0 | 316 | 1128 | 21 | 6 | 11 | 1 | 431 | 17 | 525 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 49 | 643 | 0 | 316 | 1128 | 21 | 6 | 11 | 1 | 431 | 17 | 525 |

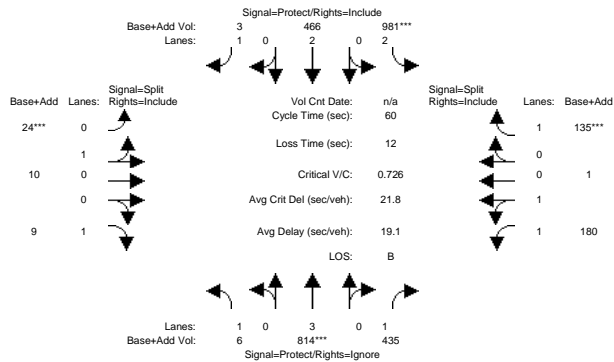
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.92 | 0.95 | 0.81 | 0.98 | 0.98 | 0.84 | 0.95 | 0.95 | 0.84 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 0.35 | 0.65 | 1.00 | 1.93 | 0.07 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1900 | 3502 | 3610 | 1536 | 659 | 1209 | 1591 | 3490 | 135 | 1594 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.03 | 0.12 | 0.00 | 0.09 | 0.31 | 0.01 | 0.01 | 0.01 | 0.00 | 0.12 | 0.12 | 0.33 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.03 | 0.23 | 0.00 | 0.17 | 0.37 | 0.37 | 0.01 | 0.01 | 0.01 | 0.39 | 0.39 | 0.39 |
| Volume/Cap: | 0.85 | 0.53 | 0.00 | 0.53 | 0.85 | 0.04 | 0.85 | 0.85 | 0.06 | 0.32 | 0.32 | 0.85 |
| Delay/Veh: | 95.6 | 20.7 | 0.0 | 23.7 | 22.7 | 12.2 | 156.9 | 157 | 30.7 | 12.9 | 12.9 | 27.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 95.6 | 20.7 | 0.0 | 23.7 | 22.7 | 12.2 | 156.9 | 157 | 30.7 | 12.9 | 12.9 | 27.4 |
| LOS by Move: | F | C | A | C | C | B | F | F | C | B | B | C |
| HCM2kAvgQ: | 3 | 5 | 0 | 3 | 10 | 0 | 2 | 2 | 0 | 3 | 3 | 12 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project AM

Intersection #6: Metro Center Blvd/Edgewater Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 6 | 663 | 293 | 690 | 411 | 3 | 24 | 10 | 9 | 91 | 1 | 88 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 6 | 663 | 293 | 690 | 411 | 3 | 24 | 10 | 9 | 91 | 1 | 88 |
| Added Vol: | 0 | 151 | 142 | 291 | 55 | 0 | 0 | 0 | 0 | 89 | 0 | 47 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 6 | 814 | 435 | 981 | 466 | 3 | 24 | 10 | 9 | 180 | 1 | 135 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.00 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 6 | 875 | 0 | 1055 | 501 | 3 | 26 | 11 | 10 | 194 | 1 | 145 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 6 | 875 | 0 | 1055 | 501 | 3 | 26 | 11 | 10 | 194 | 1 | 145 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 6 | 875 | 0 | 1055 | 501 | 3 | 26 | 11 | 10 | 194 | 1 | 145 |

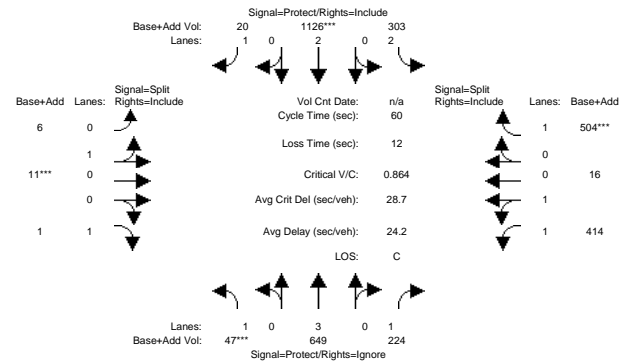
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.92 | 0.95 | 0.81 | 0.97 | 0.97 | 0.84 | 0.95 | 0.95 | 0.84 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 0.71 | 0.29 | 1.00 | 1.99 | 0.01 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1900 | 3502 | 3610 | 1536 | 1296 | 540 | 1591 | 3601 | 20 | 1594 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.00 | 0.17 | 0.00 | 0.30 | 0.14 | 0.00 | 0.02 | 0.02 | 0.01 | 0.05 | 0.05 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.02 | 0.23 | 0.00 | 0.41 | 0.63 | 0.63 | 0.03 | 0.03 | 0.03 | 0.13 | 0.13 | 0.13 |
| Volume/Cap: | 0.22 | 0.73 | 0.00 | 0.73 | 0.22 | 0.00 | 0.73 | 0.73 | 0.22 | 0.43 | 0.43 | 0.73 |
| Delay/Veh: | 32.9 | 23.5 | 0.0 | 16.6 | 4.8 | 4.1 | 70.0 | 70.0 | 31.1 | 24.9 | 24.9 | 37.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 32.9 | 23.5 | 0.0 | 16.6 | 4.8 | 4.1 | 70.0 | 70.0 | 31.1 | 24.9 | 24.9 | 37.8 |
| LOS by Move: | C | C | A | B | A | A | E | E | C | C | C | D |
| HCM2kAvgQ: | 0 | 7 | 0 | 8 | 2 | 0 | 2 | 2 | 0 | 2 | 2 | 4 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project PM

Intersection #6: Metro Center Blvd/Edgewater Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 47 | 580 | 126 | 194 | 948 | 20 | 6 | 11 | 1 | 269 | 16 | 305 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 47 | 580 | 126 | 194 | 948 | 20 | 6 | 11 | 1 | 269 | 16 | 305 |
| Added Vol: | 0 | 69 | 98 | 109 | 178 | 0 | 0 | 0 | 0 | 145 | 0 | 199 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 47 | 649 | 224 | 303 | 1126 | 20 | 6 | 11 | 1 | 414 | 16 | 504 |
| User Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.00 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 49 | 676 | 0 | 316 | 1173 | 21 | 6 | 11 | 1 | 431 | 17 | 525 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 49 | 676 | 0 | 316 | 1173 | 21 | 6 | 11 | 1 | 431 | 17 | 525 |
| PCE Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 49 | 676 | 0 | 316 | 1173 | 21 | 6 | 11 | 1 | 431 | 17 | 525 |

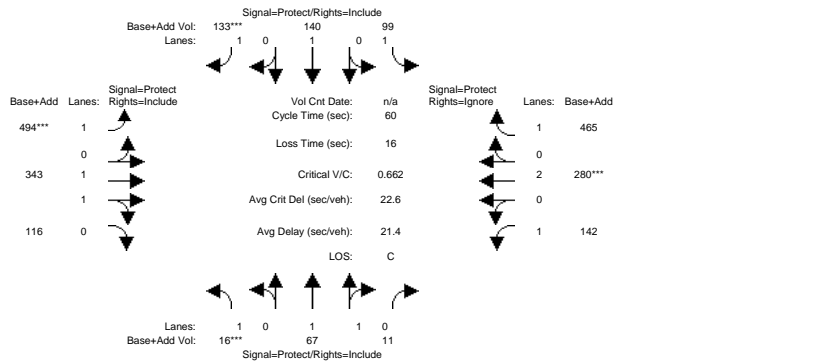
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 1.00 | 0.92 | 0.95 | 0.81 | 0.98 | 0.98 | 0.84 | 0.95 | 0.95 | 0.84 |
| Lanes: | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 1.00 | 0.35 | 0.65 | 1.00 | 1.93 | 0.07 | 1.00 |
| Final Sat.: | 1805 | 5187 | 1900 | 3502 | 3610 | 1536 | 659 | 1209 | 1591 | 3490 | 135 | 1594 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.03 | 0.13 | 0.00 | 0.09 | 0.32 | 0.01 | 0.01 | 0.01 | 0.00 | 0.12 | 0.12 | 0.33 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.03 | 0.24 | 0.00 | 0.17 | 0.38 | 0.38 | 0.01 | 0.01 | 0.01 | 0.38 | 0.38 | 0.38 |
| Volume/Cap: | 0.86 | 0.54 | 0.00 | 0.54 | 0.86 | 0.04 | 0.86 | 0.86 | 0.06 | 0.32 | 0.32 | 0.86 |
| Delay/Veh: | 101.2 | 20.4 | 0.0 | 23.9 | 23.3 | 11.9 | 165.1 | 165 | 30.8 | 13.2 | 13.2 | 29.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 101.2 | 20.4 | 0.0 | 23.9 | 23.3 | 11.9 | 165.1 | 165 | 30.8 | 13.2 | 13.2 | 29.3 |
| LOS by Move: | F | C | A | C | C | B | F | F | C | B | B | C |
| HCM2kAvgQ: | 3 | 5 | 0 | 3 | 11 | 0 | 2 | 2 | 0 | 3 | 3 | 13 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #7: Vintage Park Dr/Metro Center Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

Volume Module:

| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 16 | 67 | 11 | 70 | 140 | 90 | 137 | 268 | 116 | 142 | 187 | 334 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 16 | 67 | 11 | 70 | 140 | 90 | 137 | 268 | 116 | 142 | 187 | 334 |
| Added Vol: | 0 | 0 | 0 | 29 | 0 | 43 | 357 | 75 | 0 | 0 | 93 | 131 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 16 | 67 | 11 | 99 | 140 | 133 | 494 | 343 | 116 | 142 | 280 | 465 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.00 |
| PHF Volume: | 17 | 73 | 12 | 108 | 152 | 145 | 537 | 373 | 126 | 154 | 304 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 73 | 12 | 108 | 152 | 145 | 537 | 373 | 126 | 154 | 304 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 17 | 73 | 12 | 108 | 152 | 145 | 537 | 373 | 126 | 154 | 304 | 0 |

Saturation Flow Module:

| Sat/Lane: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.93 | 0.92 | 0.95 | 1.00 | 0.81 | 0.95 | 0.91 | 0.89 | 0.95 | 0.95 | 1.00 |
| Lanes: | 1.00 | 1.72 | 0.28 | 1.00 | 1.00 | 1.00 | 1.00 | 1.49 | 0.51 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 3033 | 498 | 1805 | 1900 | 1536 | 1805 | 2579 | 872 | 1805 | 3610 | 1900 |

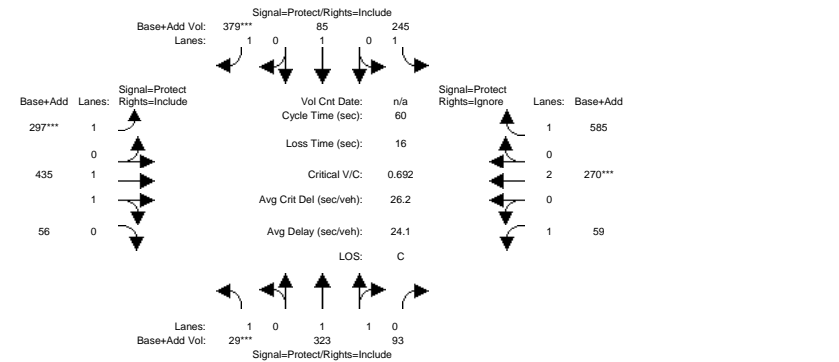
Capacity Analysis Module:

| Vol/Sat: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.01 | 0.02 | 0.02 | 0.06 | 0.08 | 0.09 | 0.30 | 0.14 | 0.14 | 0.09 | 0.08 | 0.00 |
| Crit Moves: | **** | | | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.01 | 0.04 | 0.04 | 0.11 | 0.14 | 0.14 | 0.45 | 0.36 | 0.36 | 0.21 | 0.13 | 0.00 |
| Volume/Cap: | 0.66 | 0.53 | 0.53 | 0.53 | 0.56 | 0.66 | 0.66 | 0.40 | 0.40 | 0.40 | 0.66 | 0.00 |
| Delay/Veh: | 78.2 | 31.5 | 31.5 | 27.9 | 26.7 | 31.8 | 15.0 | 14.5 | 14.5 | 20.9 | 28.5 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 78.2 | 31.5 | 31.5 | 27.9 | 26.7 | 31.8 | 15.0 | 14.5 | 14.5 | 20.9 | 28.5 | 0.0 |
| LOS by Move: | E | C | C | C | C | C | B | B | B | B | C | A |
| HCM2kAvgQ: | 1 | 2 | 2 | 2 | 3 | 3 | 9 | 4 | 4 | 3 | 4 | 0 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #7: Vintage Park Dr/Metro Center Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

Volume Module:

| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 29 | 323 | 93 | 137 | 85 | 122 | 200 | 325 | 56 | 59 | 183 | 550 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 29 | 323 | 93 | 137 | 85 | 122 | 200 | 325 | 56 | 59 | 183 | 550 |
| Added Vol: | 0 | 0 | 0 | 108 | 0 | 257 | 97 | 110 | 0 | 0 | 87 | 35 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 29 | 323 | 93 | 245 | 85 | 379 | 297 | 435 | 56 | 59 | 270 | 585 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.00 |
| PHF Volume: | 29 | 326 | 94 | 247 | 86 | 383 | 300 | 439 | 57 | 60 | 273 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 326 | 94 | 247 | 86 | 383 | 300 | 439 | 57 | 60 | 273 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 29 | 326 | 94 | 247 | 86 | 383 | 300 | 439 | 57 | 60 | 273 | 0 |

Saturation Flow Module:

| Sat/Lane: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.92 | 0.91 | 0.95 | 1.00 | 0.81 | 0.95 | 0.93 | 0.92 | 0.95 | 0.95 | 1.00 |
| Lanes: | 1.00 | 1.55 | 0.45 | 1.00 | 1.00 | 1.00 | 1.00 | 1.77 | 0.23 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 2702 | 778 | 1805 | 1900 | 1536 | 1805 | 3140 | 404 | 1805 | 3610 | 1900 |

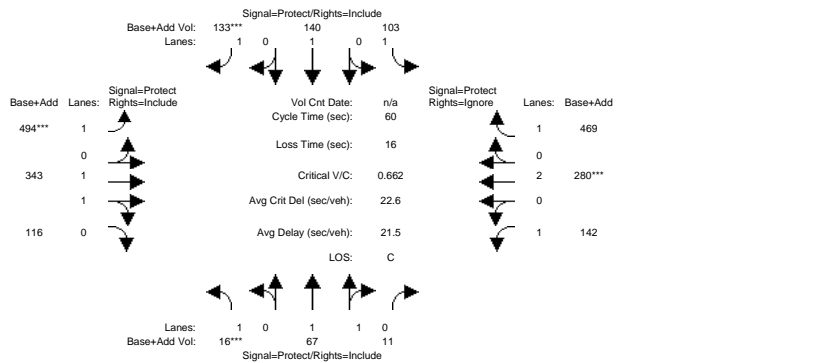
Capacity Analysis Module:

| Vol/Sat: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.02 | 0.12 | 0.12 | 0.14 | 0.05 | 0.25 | 0.17 | 0.14 | 0.14 | 0.03 | 0.08 | 0.00 |
| Crit Moves: | **** | | | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.02 | 0.18 | 0.18 | 0.20 | 0.36 | 0.36 | 0.24 | 0.28 | 0.28 | 0.07 | 0.11 | 0.00 |
| Volume/Cap: | 0.69 | 0.67 | 0.67 | 0.67 | 0.13 | 0.69 | 0.69 | 0.49 | 0.49 | 0.49 | 0.69 | 0.00 |
| Delay/Veh: | 68.2 | 25.8 | 25.8 | 26.8 | 12.9 | 20.1 | 25.5 | 18.3 | 18.3 | 30.2 | 30.9 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 68.2 | 25.8 | 25.8 | 26.8 | 12.9 | 20.1 | 25.5 | 18.3 | 18.3 | 30.2 | 30.9 | 0.0 |
| LOS by Move: | E | C | C | C | B | C | C | B | B | B | C | A |
| HCM2kAvgQ: | 2 | 5 | 5 | 4 | 1 | 6 | 7 | 5 | 5 | 2 | 4 | 0 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project AM

Intersection #7: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

Volume Module:

| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 16 | 67 | 11 | 70 | 140 | 90 | 137 | 268 | 116 | 142 | 187 | 334 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 16 | 67 | 11 | 70 | 140 | 90 | 137 | 268 | 116 | 142 | 187 | 334 |
| Added Vol: | 0 | 0 | 0 | 33 | 0 | 43 | 357 | 75 | 0 | 0 | 93 | 135 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 16 | 67 | 11 | 103 | 140 | 133 | 494 | 343 | 116 | 142 | 280 | 469 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.00 |
| PHF Volume: | 17 | 73 | 12 | 112 | 152 | 145 | 537 | 373 | 126 | 154 | 304 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 73 | 12 | 112 | 152 | 145 | 537 | 373 | 126 | 154 | 304 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 17 | 73 | 12 | 112 | 152 | 145 | 537 | 373 | 126 | 154 | 304 | 0 |

Saturation Flow Module:

| Sat/Lane: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.93 | 0.92 | 0.95 | 1.00 | 0.81 | 0.95 | 0.91 | 0.89 | 0.95 | 0.95 | 1.00 |
| Lanes: | 1.00 | 1.72 | 0.28 | 1.00 | 1.00 | 1.00 | 1.00 | 1.49 | 0.51 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 3033 | 498 | 1805 | 1900 | 1536 | 1805 | 2579 | 872 | 1805 | 3610 | 1900 |

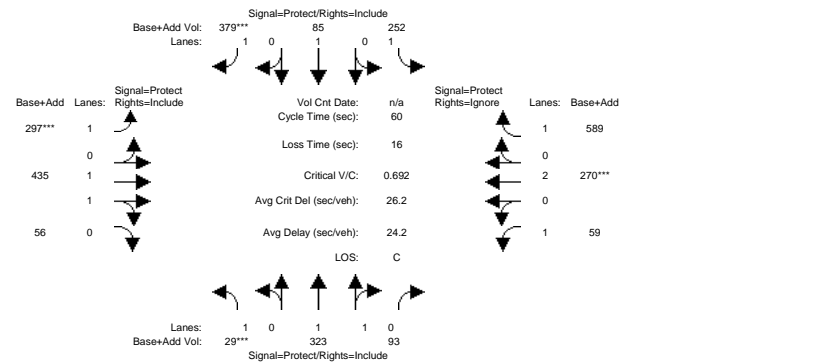
Capacity Analysis Module:

| Vol/Sat: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.01 | 0.02 | 0.02 | 0.06 | 0.08 | 0.09 | 0.30 | 0.14 | 0.14 | 0.09 | 0.08 | 0.00 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.01 | 0.04 | 0.04 | 0.11 | 0.14 | 0.14 | 0.45 | 0.36 | 0.36 | 0.21 | 0.13 | 0.00 |
| Volume/Cap: | 0.66 | 0.55 | 0.55 | 0.55 | 0.56 | 0.66 | 0.66 | 0.40 | 0.40 | 0.40 | 0.66 | 0.00 |
| Delay/Veh: | 78.2 | 32.3 | 32.3 | 28.3 | 26.7 | 31.8 | 15.0 | 14.5 | 14.5 | 20.9 | 28.5 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 78.2 | 32.3 | 32.3 | 28.3 | 26.7 | 31.8 | 15.0 | 14.5 | 14.5 | 20.9 | 28.5 | 0.0 |
| LOS by Move: | E | C | C | C | C | C | B | B | B | C | C | A |
| HCM2kAvgQ: | 1 | 2 | 2 | 2 | 3 | 3 | 9 | 4 | 4 | 3 | 4 | 0 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project PM

Intersection #7: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

Volume Module:

| | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 29 | 323 | 93 | 137 | 85 | 122 | 200 | 325 | 56 | 59 | 183 | 550 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 29 | 323 | 93 | 137 | 85 | 122 | 200 | 325 | 56 | 59 | 183 | 550 |
| Added Vol: | 0 | 0 | 0 | 115 | 0 | 257 | 97 | 110 | 0 | 0 | 87 | 39 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 29 | 323 | 93 | 252 | 85 | 379 | 297 | 435 | 56 | 59 | 270 | 589 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| PHF Adj: | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.99 | 0.00 |
| PHF Volume: | 29 | 326 | 94 | 255 | 86 | 383 | 300 | 439 | 57 | 60 | 273 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 326 | 94 | 255 | 86 | 383 | 300 | 439 | 57 | 60 | 273 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Final Volume: | 29 | 326 | 94 | 255 | 86 | 383 | 300 | 439 | 57 | 60 | 273 | 0 |

Saturation Flow Module:

| Sat/Lane: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.92 | 0.91 | 0.95 | 1.00 | 0.81 | 0.95 | 0.93 | 0.92 | 0.95 | 0.95 | 1.00 |
| Lanes: | 1.00 | 1.55 | 0.45 | 1.00 | 1.00 | 1.00 | 1.00 | 1.77 | 0.23 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 2702 | 778 | 1805 | 1900 | 1536 | 1805 | 3140 | 404 | 1805 | 3610 | 1900 |

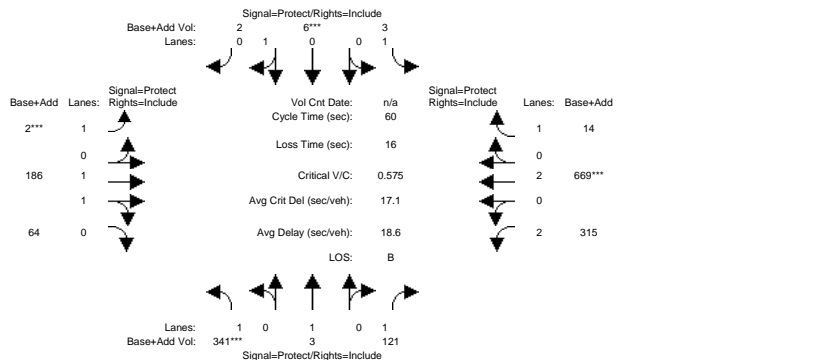
Capacity Analysis Module:

| Vol/Sat: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.02 | 0.12 | 0.12 | 0.14 | 0.05 | 0.25 | 0.17 | 0.14 | 0.14 | 0.03 | 0.08 | 0.00 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.02 | 0.18 | 0.18 | 0.21 | 0.36 | 0.36 | 0.24 | 0.28 | 0.28 | 0.07 | 0.11 | 0.00 |
| Volume/Cap: | 0.69 | 0.68 | 0.68 | 0.68 | 0.13 | 0.69 | 0.69 | 0.49 | 0.49 | 0.49 | 0.69 | 0.00 |
| Delay/Veh: | 68.2 | 26.2 | 26.2 | 27.1 | 12.9 | 20.1 | 25.5 | 18.3 | 18.3 | 30.2 | 30.9 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 68.2 | 26.2 | 26.2 | 27.1 | 12.9 | 20.1 | 25.5 | 18.3 | 18.3 | 30.2 | 30.9 | 0.0 |
| LOS by Move: | E | C | C | C | B | C | C | B | B | C | C | A |
| HCM2kAvgQ: | 2 | 5 | 5 | 4 | 1 | 6 | 7 | 5 | 5 | 2 | 4 | 0 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative No Project AM

Intersection #8: Shell Blvd/Metro Center Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 280 | 3 | 97 | 3 | 6 | 2 | 2 | 99 | 50 | 287 | 507 | 14 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 280 | 3 | 97 | 3 | 6 | 2 | 2 | 99 | 50 | 287 | 507 | 14 |
| Added Vol: | 61 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 87 | 14 | 28 | 162 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 341 | 3 | 121 | 3 | 6 | 2 | 2 | 186 | 64 | 315 | 669 | 14 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 379 | 3 | 134 | 3 | 7 | 2 | 2 | 207 | 71 | 350 | 743 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 379 | 3 | 134 | 3 | 7 | 2 | 2 | 207 | 71 | 350 | 743 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 379 | 3 | 134 | 3 | 7 | 2 | 2 | 207 | 71 | 350 | 743 | 16 |

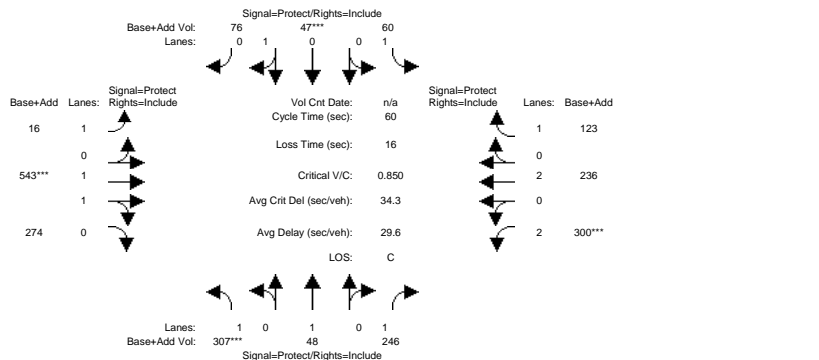
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.84 | 0.95 | 0.96 | 0.96 | 0.95 | 0.91 | 0.90 | 0.92 | 0.95 | 0.81 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.75 | 0.25 | 1.00 | 1.48 | 0.52 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1591 | 1805 | 1371 | 457 | 1805 | 2577 | 887 | 3502 | 3610 | 1536 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.21 | 0.00 | 0.08 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.08 | 0.10 | 0.21 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.36 | 0.37 | 0.37 | 0.01 | 0.01 | 0.01 | 0.00 | 0.16 | 0.16 | 0.20 | 0.36 | 0.36 |
| Volume/Cap: | 0.58 | 0.00 | 0.23 | 0.23 | 0.58 | 0.58 | 0.58 | 0.50 | 0.50 | 0.50 | 0.58 | 0.03 |
| Delay/Veh: | 16.6 | 12.1 | 13.4 | 37.7 | 73.4 | 73.4 | 158.5 | 23.7 | 23.7 | 21.9 | 16.2 | 12.5 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 16.6 | 12.1 | 13.4 | 37.7 | 73.4 | 73.4 | 158.5 | 23.7 | 23.7 | 21.9 | 16.2 | 12.5 |
| LOS by Move: | B | B | B | D | E | E | F | C | C | C | B | B |
| HCM2kAvgQ: | 6 | 0 | 2 | 0 | 1 | 1 | 0 | 3 | 3 | 3 | 6 | 0 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative No Project PM

Intersection #8: Shell Blvd/Metro Center Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 286 | 48 | 210 | 60 | 47 | 76 | 16 | 396 | 207 | 268 | 140 | 123 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 286 | 48 | 210 | 60 | 47 | 76 | 16 | 396 | 207 | 268 | 140 | 123 |
| Added Vol: | 21 | 0 | 36 | 0 | 0 | 0 | 0 | 147 | 67 | 32 | 96 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 307 | 48 | 246 | 60 | 47 | 76 | 16 | 543 | 274 | 300 | 236 | 123 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| PHF Volume: | 337 | 53 | 270 | 66 | 52 | 84 | 18 | 597 | 301 | 330 | 259 | 135 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 337 | 53 | 270 | 66 | 52 | 84 | 18 | 597 | 301 | 330 | 259 | 135 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 337 | 53 | 270 | 66 | 52 | 84 | 18 | 597 | 301 | 330 | 259 | 135 |

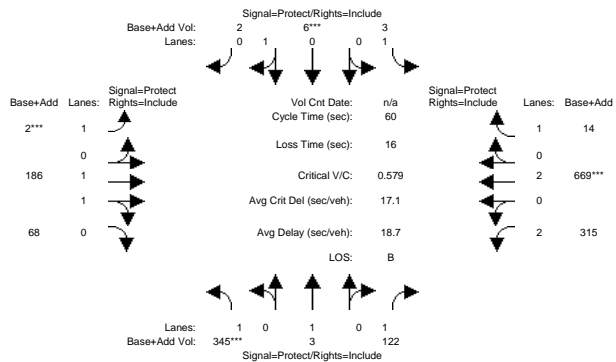
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.84 | 0.95 | 0.91 | 0.90 | 0.95 | 0.90 | 0.89 | 0.92 | 0.95 | 0.81 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.38 | 0.62 | 1.00 | 1.32 | 0.68 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1591 | 1805 | 654 | 1057 | 1805 | 2269 | 1145 | 3502 | 3610 | 1536 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.19 | 0.03 | 0.17 | 0.04 | 0.08 | 0.08 | 0.01 | 0.26 | 0.26 | 0.09 | 0.07 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.22 | 0.26 | 0.26 | 0.06 | 0.09 | 0.09 | 0.04 | 0.31 | 0.31 | 0.11 | 0.38 | 0.38 |
| Volume/Cap: | 0.85 | 0.11 | 0.66 | 0.66 | 0.85 | 0.85 | 0.23 | 0.85 | 0.85 | 0.85 | 0.19 | 0.23 |
| Delay/Veh: | 38.2 | 17.1 | 23.9 | 42.9 | 59.5 | 59.5 | 29.4 | 26.1 | 26.1 | 42.3 | 12.6 | 12.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 38.2 | 17.1 | 23.9 | 42.9 | 59.5 | 59.5 | 29.4 | 26.1 | 26.1 | 42.3 | 12.6 | 12.9 |
| LOS by Move: | D | B | C | D | E | E | C | C | C | D | B | B |
| HCM2kAvgQ: | 9 | 1 | 6 | 3 | 5 | 5 | 1 | 11 | 11 | 4 | 2 | 2 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project AM

Intersection #8: Shell Blvd/Metro Center Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 280 | 3 | 97 | 3 | 6 | 2 | 2 | 99 | 50 | 287 | 507 | 14 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 280 | 3 | 97 | 3 | 6 | 2 | 2 | 99 | 50 | 287 | 507 | 14 |
| Added Vol: | 65 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 87 | 18 | 28 | 162 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 345 | 3 | 122 | 3 | 6 | 2 | 2 | 186 | 68 | 315 | 669 | 14 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 383 | 3 | 136 | 3 | 7 | 2 | 2 | 207 | 76 | 350 | 743 | 16 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 383 | 3 | 136 | 3 | 7 | 2 | 2 | 207 | 76 | 350 | 743 | 16 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 383 | 3 | 136 | 3 | 7 | 2 | 2 | 207 | 76 | 350 | 743 | 16 |

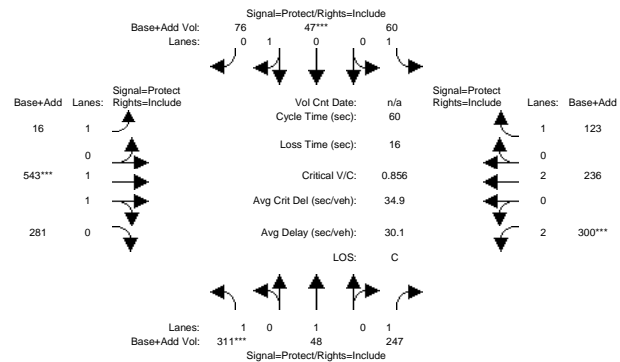
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.84 | 0.95 | 0.96 | 0.96 | 0.95 | 0.91 | 0.90 | 0.92 | 0.95 | 0.81 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.75 | 0.25 | 1.00 | 1.46 | 0.54 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1591 | 1805 | 1371 | 457 | 1805 | 2531 | 925 | 3502 | 3610 | 1536 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.21 | 0.00 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.08 | 0.08 | 0.10 | 0.21 | 0.01 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.37 | 0.37 | 0.37 | 0.01 | 0.01 | 0.01 | 0.00 | 0.16 | 0.16 | 0.20 | 0.36 | 0.36 |
| Volume/Cap: | 0.58 | 0.00 | 0.23 | 0.23 | 0.58 | 0.58 | 0.58 | 0.51 | 0.51 | 0.51 | 0.58 | 0.03 |
| Delay/Veh: | 16.5 | 12.0 | 13.3 | 37.7 | 74.6 | 74.6 | 161.4 | 23.8 | 23.8 | 22.1 | 16.3 | 12.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 16.5 | 12.0 | 13.3 | 37.7 | 74.6 | 74.6 | 161.4 | 23.8 | 23.8 | 22.1 | 16.3 | 12.6 |
| LOS by Move: | B | B | B | D | E | E | F | C | C | C | B | B |
| HCM2kAvgQ: | 6 | 0 | 2 | 0 | 1 | 1 | 0 | 3 | 3 | 3 | 6 | 0 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project PM

Intersection #8: Shell Blvd/Metro Center Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 286 | 48 | 210 | 60 | 47 | 76 | 16 | 396 | 207 | 268 | 140 | 123 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 286 | 48 | 210 | 60 | 47 | 76 | 16 | 396 | 207 | 268 | 140 | 123 |
| Added Vol: | 25 | 0 | 37 | 0 | 0 | 0 | 0 | 147 | 74 | 32 | 96 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 311 | 48 | 247 | 60 | 47 | 76 | 16 | 543 | 281 | 300 | 236 | 123 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| PHF Volume: | 342 | 53 | 271 | 66 | 52 | 84 | 18 | 597 | 309 | 330 | 259 | 135 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 342 | 53 | 271 | 66 | 52 | 84 | 18 | 597 | 309 | 330 | 259 | 135 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 342 | 53 | 271 | 66 | 52 | 84 | 18 | 597 | 309 | 330 | 259 | 135 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 1.00 | 0.84 | 0.95 | 0.91 | 0.90 | 0.95 | 0.90 | 0.89 | 0.92 | 0.95 | 0.81 |
| Lanes: | 1.00 | 1.00 | 1.00 | 1.00 | 0.38 | 0.62 | 1.00 | 1.31 | 0.69 | 2.00 | 2.00 | 1.00 |
| Final Sat.: | 1805 | 1900 | 1591 | 1805 | 654 | 1057 | 1805 | 2247 | 1163 | 3502 | 3610 | 1536 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.19 | 0.03 | 0.17 | 0.04 | 0.08 | 0.08 | 0.01 | 0.27 | 0.27 | 0.09 | 0.07 | 0.09 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.22 | 0.26 | 0.26 | 0.06 | 0.09 | 0.09 | 0.04 | 0.31 | 0.31 | 0.11 | 0.38 | 0.38 |
| Volume/Cap: | 0.86 | 0.11 | 0.66 | 0.66 | 0.86 | 0.86 | 0.23 | 0.86 | 0.86 | 0.86 | 0.19 | 0.23 |
| Delay/Veh: | 39.0 | 17.1 | 23.9 | 43.1 | 61.1 | 61.1 | 29.4 | 26.5 | 26.5 | 43.2 | 12.6 | 12.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 39.0 | 17.1 | 23.9 | 43.1 | 61.1 | 61.1 | 29.4 | 26.5 | 26.5 | 43.2 | 12.6 | 12.9 |
| LOS by Move: | D | B | C | D | E | E | C | C | C | D | B | B |
| HCM2kAvgQ: | 9 | 1 | 6 | 3 | 5 | 5 | 1 | 12 | 12 | 4 | 2 | 2 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #9: SR 92 Eastbound Ramps/Metro Center Blvd

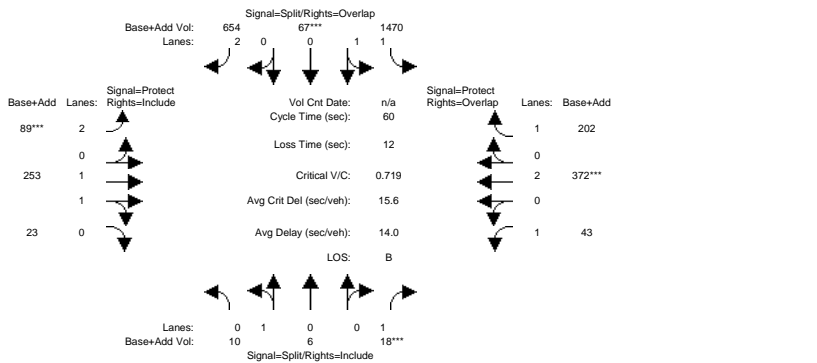


Table with columns: Approach, Movement, North Bound, South Bound, East Bound, West Bound. Rows include Min. Green, Y+R, and Volume Module data.

Table with columns: Approach, Movement, North Bound, South Bound, East Bound, West Bound. Rows include Volume Module, Sat/Lane, Adjustment, Lanes, and Final Sat. data.

Table with columns: Approach, Movement, North Bound, South Bound, East Bound, West Bound. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat. data.

Table with columns: Approach, Movement, North Bound, South Bound, East Bound, West Bound. Rows include Capacity Analysis Module data such as Vol/Sat, Crit Moves, Green/Cycle, etc.

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #9: SR 92 Eastbound Ramps/Metro Center Blvd

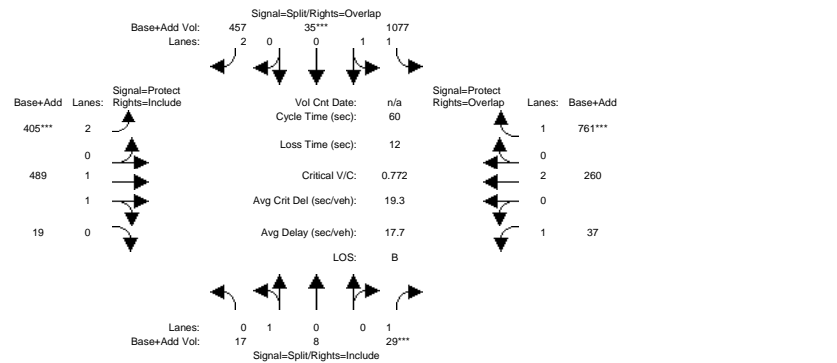


Table with columns: Approach, Movement, North Bound, South Bound, East Bound, West Bound. Rows include Min. Green, Y+R, and Volume Module data.

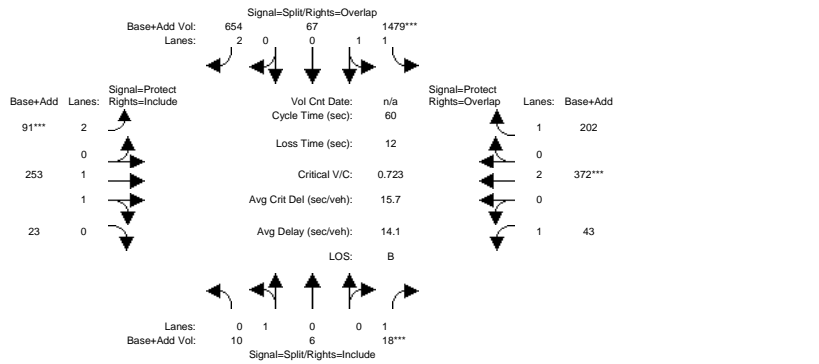
Table with columns: Approach, Movement, North Bound, South Bound, East Bound, West Bound. Rows include Volume Module, Sat/Lane, Adjustment, Lanes, and Final Sat. data.

Table with columns: Approach, Movement, North Bound, South Bound, East Bound, West Bound. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat. data.

Table with columns: Approach, Movement, North Bound, South Bound, East Bound, West Bound. Rows include Capacity Analysis Module data such as Vol/Sat, Crit Moves, Green/Cycle, etc.

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project AM

Intersection #9: SR 92 Eastbound Ramps/Metro Center Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 10 | 6 | 18 | 1116 | 67 | 598 | 79 | 153 | 23 | 43 | 237 | 156 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 10 | 6 | 18 | 1116 | 67 | 598 | 79 | 153 | 23 | 43 | 237 | 156 |
| Added Vol: | 0 | 0 | 0 | 363 | 0 | 56 | 12 | 100 | 0 | 0 | 135 | 46 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 10 | 6 | 18 | 1479 | 67 | 654 | 91 | 253 | 23 | 43 | 372 | 202 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| PHF Volume: | 10 | 6 | 18 | 1509 | 68 | 667 | 93 | 258 | 23 | 44 | 380 | 206 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 10 | 6 | 18 | 1509 | 68 | 667 | 93 | 258 | 23 | 44 | 380 | 206 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 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: | 10 | 6 | 18 | 1509 | 68 | 667 | 93 | 258 | 23 | 44 | 380 | 206 |

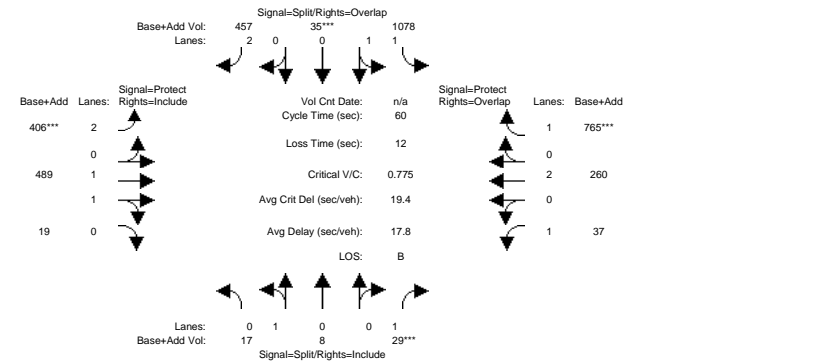
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.97 | 0.97 | 0.84 | 0.95 | 0.95 | 0.75 | 0.92 | 0.94 | 0.94 | 0.95 | 0.95 | 0.85 |
| Lanes: | 0.62 | 0.38 | 1.00 | 1.91 | 0.09 | 2.00 | 2.00 | 1.83 | 0.17 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1152 | 691 | 1588 | 3468 | 157 | 2842 | 3502 | 3269 | 297 | 1805 | 3610 | 1615 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.01 | 0.01 | 0.01 | 0.44 | 0.44 | 0.23 | 0.03 | 0.08 | 0.08 | 0.02 | 0.11 | 0.13 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.02 | 0.02 | 0.02 | 0.60 | 0.60 | 0.64 | 0.04 | 0.14 | 0.14 | 0.04 | 0.15 | 0.15 |
| Volume/Cap: | 0.55 | 0.55 | 0.72 | 0.72 | 0.72 | 0.37 | 0.72 | 0.57 | 0.57 | 0.57 | 0.72 | 0.17 |
| Delay/Veh: | 50.3 | 50.3 | 97.7 | 9.6 | 9.6 | 5.2 | 46.9 | 25.7 | 25.7 | 37.7 | 29.4 | 2.3 |
| 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: | 50.3 | 50.3 | 97.7 | 9.6 | 9.6 | 5.2 | 46.9 | 25.7 | 25.7 | 37.7 | 29.4 | 2.3 |
| LOS by Move: | D | D | F | A | A | A | D | C | C | D | C | A |
| HCM2kAvgQ: | 1 | 1 | 1 | 12 | 12 | 4 | 1 | 3 | 3 | 1 | 4 | 1 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project PM

Intersection #9: SR 92 Eastbound Ramps/Metro Center Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 17 | 8 | 29 | 959 | 35 | 448 | 377 | 333 | 19 | 37 | 141 | 513 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 17 | 8 | 29 | 959 | 35 | 448 | 377 | 333 | 19 | 37 | 141 | 513 |
| Added Vol: | 0 | 0 | 0 | 119 | 0 | 9 | 29 | 156 | 0 | 0 | 119 | 252 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 17 | 8 | 29 | 1078 | 35 | 457 | 406 | 489 | 19 | 37 | 260 | 765 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| PHF Volume: | 17 | 8 | 30 | 1100 | 36 | 466 | 414 | 499 | 19 | 38 | 265 | 781 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 17 | 8 | 30 | 1100 | 36 | 466 | 414 | 499 | 19 | 38 | 265 | 781 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 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: | 17 | 8 | 30 | 1100 | 36 | 466 | 414 | 499 | 19 | 38 | 265 | 781 |

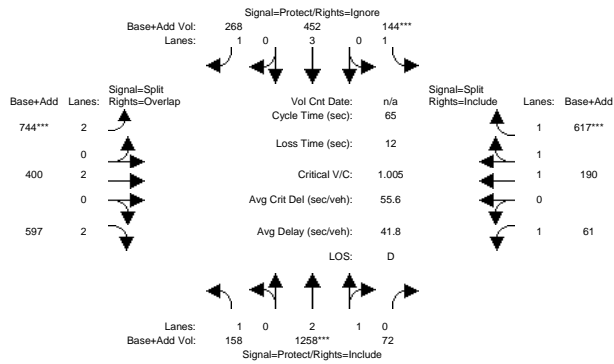
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.97 | 0.97 | 0.84 | 0.95 | 0.95 | 0.75 | 0.92 | 0.94 | 0.94 | 0.95 | 0.95 | 0.85 |
| Lanes: | 0.68 | 0.32 | 1.00 | 1.94 | 0.06 | 2.00 | 2.00 | 1.93 | 0.07 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 1249 | 588 | 1588 | 3511 | 114 | 2842 | 3502 | 3454 | 134 | 1805 | 3610 | 1615 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.01 | 0.01 | 0.02 | 0.31 | 0.31 | 0.16 | 0.12 | 0.14 | 0.14 | 0.02 | 0.07 | 0.48 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.02 | 0.02 | 0.02 | 0.40 | 0.40 | 0.56 | 0.15 | 0.32 | 0.32 | 0.05 | 0.22 | 0.62 |
| Volume/Cap: | 0.58 | 0.58 | 0.78 | 0.78 | 0.78 | 0.29 | 0.78 | 0.44 | 0.44 | 0.44 | 0.34 | 0.78 |
| Delay/Veh: | 46.5 | 46.5 | 93.4 | 18.2 | 18.2 | 7.2 | 31.5 | 16.3 | 16.3 | 31.5 | 20.0 | 12.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 46.5 | 46.5 | 93.4 | 18.2 | 18.2 | 7.2 | 31.5 | 16.3 | 16.3 | 31.5 | 20.0 | 12.1 |
| LOS by Move: | D | D | F | B | B | A | C | B | B | C | B | B |
| HCM2kAvgQ: | 1 | 1 | 2 | 11 | 11 | 3 | 4 | 4 | 4 | 1 | 2 | 11 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative No Project AM

Intersection #10: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 145 | 1033 | 53 | 118 | 423 | 234 | 438 | 258 | 591 | 47 | 57 | 533 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 145 | 1033 | 53 | 118 | 423 | 234 | 438 | 258 | 591 | 47 | 57 | 533 |
| Added Vol: | 13 | 225 | 19 | 26 | 29 | 34 | 306 | 142 | 6 | 14 | 133 | 84 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 158 | 1258 | 72 | 144 | 452 | 268 | 744 | 400 | 597 | 61 | 190 | 617 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.00 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| PHF Volume: | 174 | 1382 | 79 | 158 | 497 | 0 | 818 | 440 | 656 | 67 | 209 | 678 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 174 | 1382 | 79 | 158 | 497 | 0 | 818 | 440 | 656 | 67 | 209 | 678 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 174 | 1382 | 79 | 158 | 497 | 0 | 818 | 440 | 656 | 67 | 209 | 678 |

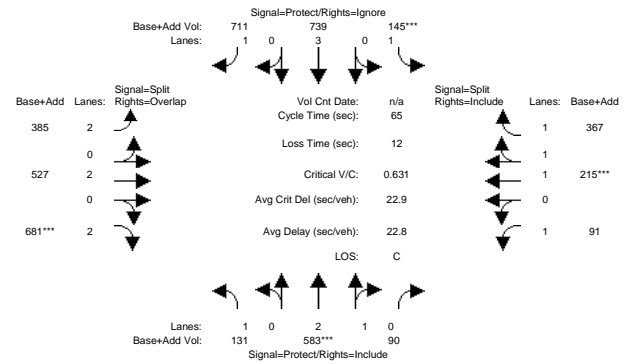
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.90 | 0.90 | 0.95 | 0.91 | 1.00 | 0.92 | 0.95 | 0.75 | 0.95 | 0.84 | 0.83 |
| Lanes: | 1.00 | 2.84 | 0.16 | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 |
| Final Sat.: | 1805 | 4867 | 279 | 1805 | 5187 | 1900 | 3502 | 3610 | 2842 | 1805 | 1597 | 3160 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.10 | 0.28 | 0.28 | 0.09 | 0.10 | 0.00 | 0.23 | 0.12 | 0.23 | 0.04 | 0.13 | 0.21 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.19 | 0.28 | 0.28 | 0.09 | 0.18 | 0.00 | 0.23 | 0.23 | 0.42 | 0.21 | 0.21 | 0.21 |
| Volume/Cap: | 0.52 | 1.01 | 1.01 | 1.01 | 0.52 | 0.00 | 1.01 | 0.52 | 0.55 | 0.17 | 0.61 | 1.01 |
| Delay/Veh: | 25.3 | 48.2 | 48.2 | 102.8 | 24.4 | 0.0 | 57.8 | 22.4 | 14.9 | 21.1 | 23.9 | 57.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 25.3 | 48.2 | 48.2 | 102.8 | 24.4 | 0.0 | 57.8 | 22.4 | 14.9 | 21.1 | 23.9 | 57.2 |
| LOS by Move: | C | D | D | F | C | A | E | C | B | C | C | E |
| HCM2kAvgQ: | 3 | 13 | 13 | 4 | 3 | 0 | 12 | 4 | 6 | 1 | 5 | 13 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative No Project PM

Intersection #10: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 122 | 545 | 70 | 128 | 524 | 467 | 335 | 321 | 665 | 72 | 102 | 314 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 122 | 545 | 70 | 128 | 524 | 467 | 335 | 321 | 665 | 72 | 102 | 314 |
| Added Vol: | 9 | 38 | 20 | 17 | 215 | 244 | 50 | 206 | 16 | 19 | 113 | 53 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 131 | 583 | 90 | 145 | 739 | 711 | 385 | 527 | 681 | 91 | 215 | 367 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.00 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 135 | 601 | 93 | 149 | 762 | 0 | 397 | 543 | 702 | 94 | 222 | 378 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 135 | 601 | 93 | 149 | 762 | 0 | 397 | 543 | 702 | 94 | 222 | 378 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 135 | 601 | 93 | 149 | 762 | 0 | 397 | 543 | 702 | 94 | 222 | 378 |

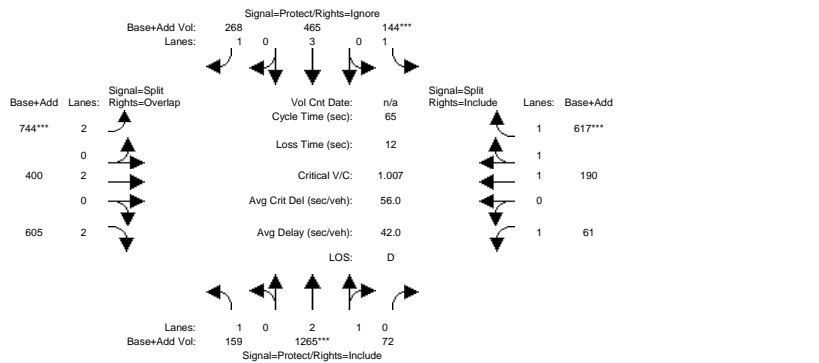
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.89 | 0.89 | 0.95 | 0.91 | 1.00 | 0.92 | 0.95 | 0.75 | 0.95 | 0.86 | 0.85 |
| Lanes: | 1.00 | 2.60 | 0.40 | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.10 | 1.90 |
| Final Sat.: | 1805 | 4402 | 680 | 1805 | 5187 | 1900 | 3502 | 3610 | 2842 | 1805 | 1800 | 3073 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.07 | 0.14 | 0.14 | 0.08 | 0.15 | 0.00 | 0.11 | 0.15 | 0.25 | 0.05 | 0.12 | 0.12 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.12 | 0.22 | 0.22 | 0.13 | 0.23 | 0.00 | 0.27 | 0.27 | 0.39 | 0.20 | 0.20 | 0.20 |
| Volume/Cap: | 0.64 | 0.63 | 0.63 | 0.63 | 0.64 | 0.00 | 0.42 | 0.55 | 0.63 | 0.27 | 0.63 | 0.63 |
| Delay/Veh: | 33.7 | 24.3 | 24.3 | 32.2 | 23.7 | 0.0 | 19.7 | 20.9 | 17.3 | 22.6 | 25.4 | 25.4 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 33.7 | 24.3 | 24.3 | 32.2 | 23.7 | 0.0 | 19.7 | 20.9 | 17.3 | 22.6 | 25.4 | 25.4 |
| LOS by Move: | C | C | C | C | C | A | B | C | B | C | C | C |
| HCM2kAvgQ: | 3 | 5 | 5 | 3 | 5 | 0 | 3 | 5 | 6 | 2 | 5 | 5 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #10: Foster City Blvd/Metro - Triton



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 145 | 1033 | 53 | 118 | 423 | 234 | 438 | 258 | 591 | 47 | 57 | 533 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 145 | 1033 | 53 | 118 | 423 | 234 | 438 | 258 | 591 | 47 | 57 | 533 |
| Added Vol: | 14 | 232 | 19 | 26 | 42 | 34 | 306 | 142 | 14 | 14 | 133 | 84 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 159 | 1265 | 72 | 144 | 465 | 268 | 744 | 400 | 605 | 61 | 190 | 617 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.00 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| PHF Volume: | 175 | 1390 | 79 | 158 | 511 | 0 | 818 | 440 | 665 | 67 | 209 | 678 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 175 | 1390 | 79 | 158 | 511 | 0 | 818 | 440 | 665 | 67 | 209 | 678 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 175 | 1390 | 79 | 158 | 511 | 0 | 818 | 440 | 665 | 67 | 209 | 678 |

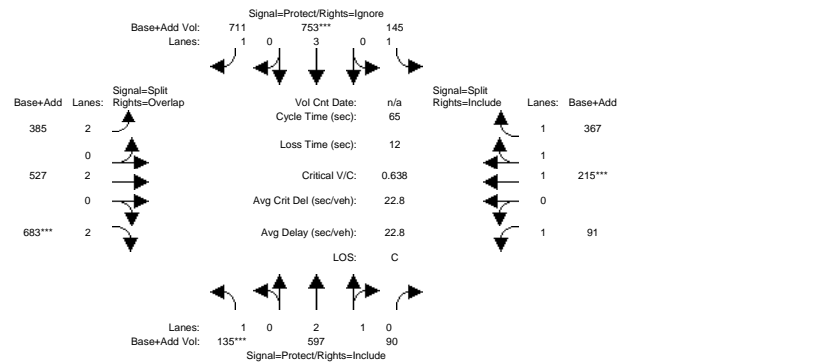
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.90 | 0.90 | 0.95 | 0.91 | 1.00 | 0.92 | 0.95 | 0.75 | 0.95 | 0.84 | 0.83 |
| Lanes: | 1.00 | 2.84 | 0.16 | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 |
| Final Sat.: | 1805 | 4868 | 277 | 1805 | 5187 | 1900 | 3502 | 3610 | 2842 | 1805 | 1597 | 3160 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.10 | 0.29 | 0.29 | 0.09 | 0.10 | 0.00 | 0.23 | 0.12 | 0.23 | 0.04 | 0.13 | 0.21 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.18 | 0.28 | 0.28 | 0.09 | 0.19 | 0.00 | 0.23 | 0.23 | 0.42 | 0.21 | 0.21 | 0.21 |
| Volume/Cap: | 0.53 | 1.01 | 1.01 | 1.01 | 0.53 | 0.00 | 1.01 | 0.53 | 0.56 | 0.17 | 0.61 | 1.01 |
| Delay/Veh: | 25.6 | 48.6 | 48.6 | 103.4 | 24.4 | 0.0 | 58.3 | 22.5 | 15.1 | 21.1 | 23.9 | 57.7 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 25.6 | 48.6 | 48.6 | 103.4 | 24.4 | 0.0 | 58.3 | 22.5 | 15.1 | 21.1 | 23.9 | 57.7 |
| LOS by Move: | C | D | D | F | C | A | E | C | B | C | C | E |
| HCM2kAvgQ: | 3 | 13 | 13 | 4 | 3 | 0 | 12 | 4 | 6 | 1 | 5 | 13 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #10: Foster City Blvd/Metro - Triton



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 122 | 545 | 70 | 128 | 524 | 467 | 335 | 321 | 665 | 72 | 102 | 314 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 122 | 545 | 70 | 128 | 524 | 467 | 335 | 321 | 665 | 72 | 102 | 314 |
| Added Vol: | 13 | 52 | 20 | 17 | 229 | 244 | 50 | 206 | 18 | 19 | 113 | 53 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 135 | 597 | 90 | 145 | 753 | 711 | 385 | 527 | 683 | 91 | 215 | 367 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.00 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| PHF Volume: | 139 | 615 | 93 | 149 | 776 | 0 | 397 | 543 | 704 | 94 | 222 | 378 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 139 | 615 | 93 | 149 | 776 | 0 | 397 | 543 | 704 | 94 | 222 | 378 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 139 | 615 | 93 | 149 | 776 | 0 | 397 | 543 | 704 | 94 | 222 | 378 |

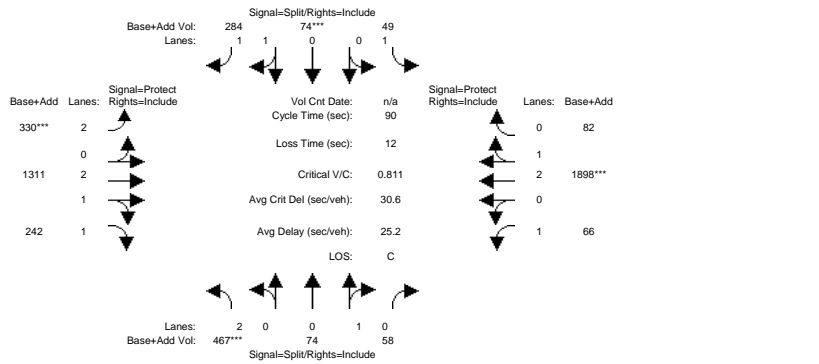
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.89 | 0.89 | 0.95 | 0.91 | 1.00 | 0.92 | 0.95 | 0.75 | 0.95 | 0.86 | 0.85 |
| Lanes: | 1.00 | 2.61 | 0.39 | 1.00 | 3.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.10 | 1.90 |
| Final Sat.: | 1805 | 4416 | 666 | 1805 | 5187 | 1900 | 3502 | 3610 | 2842 | 1805 | 1800 | 3073 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.08 | 0.14 | 0.14 | 0.08 | 0.15 | 0.00 | 0.11 | 0.15 | 0.25 | 0.05 | 0.12 | 0.12 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.12 | 0.22 | 0.22 | 0.13 | 0.23 | 0.00 | 0.27 | 0.27 | 0.39 | 0.19 | 0.19 | 0.19 |
| Volume/Cap: | 0.64 | 0.63 | 0.63 | 0.63 | 0.64 | 0.00 | 0.42 | 0.56 | 0.64 | 0.27 | 0.64 | 0.64 |
| Delay/Veh: | 33.4 | 23.9 | 23.9 | 31.8 | 23.5 | 0.0 | 20.0 | 21.3 | 17.4 | 22.8 | 25.6 | 25.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 33.4 | 23.9 | 23.9 | 31.8 | 23.5 | 0.0 | 20.0 | 21.3 | 17.4 | 22.8 | 25.6 | 25.6 |
| LOS by Move: | C | C | C | C | C | A | B | C | B | C | C | C |
| HCM2kAvgQ: | 3 | 5 | 5 | 3 | 5 | 0 | 3 | 5 | 7 | 2 | 5 | 5 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative No Project AM

Intersection #11: Norfolk Street/East Hillshade Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 467 | 74 | 58 | 49 | 74 | 284 | 330 | 1148 | 242 | 66 | 1826 | 82 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 467 | 74 | 58 | 49 | 74 | 284 | 330 | 1148 | 242 | 66 | 1826 | 82 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 163 | 0 | 0 | 72 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 467 | 74 | 58 | 49 | 74 | 284 | 330 | 1311 | 242 | 66 | 1898 | 82 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 486 | 77 | 60 | 51 | 77 | 296 | 344 | 1366 | 252 | 69 | 1977 | 85 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 486 | 77 | 60 | 51 | 77 | 146 | 344 | 1366 | 252 | 69 | 1977 | 85 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 486 | 77 | 60 | 51 | 77 | 146 | 344 | 1366 | 252 | 69 | 1977 | 85 |

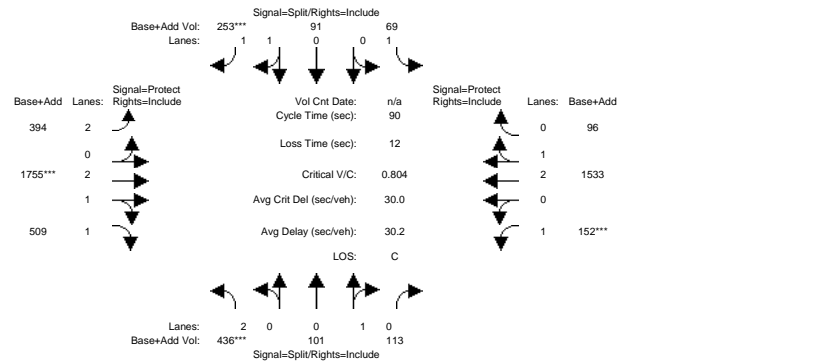
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.93 | 0.92 | 0.95 | 0.90 | 0.89 | 0.92 | 0.89 | 0.88 | 0.95 | 0.90 | 0.90 |
| Lanes: | 2.00 | 0.56 | 0.44 | 1.00 | 0.69 | 1.31 | 2.00 | 3.00 | 1.00 | 1.00 | 2.88 | 0.12 |
| Final Sat.: | 3502 | 991 | 776 | 1805 | 1176 | 2225 | 3502 | 5068 | 1674 | 1805 | 4942 | 214 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.14 | 0.08 | 0.08 | 0.03 | 0.07 | 0.07 | 0.10 | 0.27 | 0.15 | 0.04 | 0.40 | 0.40 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.17 | 0.17 | 0.17 | 0.08 | 0.08 | 0.08 | 0.12 | 0.54 | 0.54 | 0.08 | 0.49 | 0.49 |
| Volume/Cap: | 0.81 | 0.45 | 0.45 | 0.35 | 0.81 | 0.81 | 0.81 | 0.50 | 0.28 | 0.50 | 0.81 | 0.81 |
| Delay/Veh: | 44.1 | 34.6 | 34.6 | 40.6 | 57.1 | 57.1 | 49.8 | 13.2 | 11.3 | 42.8 | 21.3 | 21.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.1 | 34.6 | 34.6 | 40.6 | 57.1 | 57.1 | 49.8 | 13.2 | 11.3 | 42.8 | 21.3 | 21.3 |
| LOS by Move: | D | C | C | D | E | E | D | B | B | D | C | C |
| HCM2kAvgQ: | 9 | 4 | 4 | 2 | 5 | 5 | 5 | 9 | 4 | 2 | 18 | 18 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative No Project PM

Intersection #11: Norfolk Street/East Hillshade Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 436 | 101 | 113 | 69 | 91 | 253 | 394 | 1686 | 509 | 152 | 1380 | 96 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 436 | 101 | 113 | 69 | 91 | 253 | 394 | 1686 | 509 | 152 | 1380 | 96 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 0 | 0 | 153 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 436 | 101 | 113 | 69 | 91 | 253 | 394 | 1755 | 509 | 152 | 1533 | 96 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 459 | 106 | 119 | 73 | 96 | 266 | 415 | 1847 | 536 | 160 | 1614 | 101 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 459 | 106 | 119 | 73 | 96 | 266 | 415 | 1847 | 536 | 160 | 1614 | 101 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 459 | 106 | 119 | 73 | 96 | 266 | 415 | 1847 | 536 | 160 | 1614 | 101 |

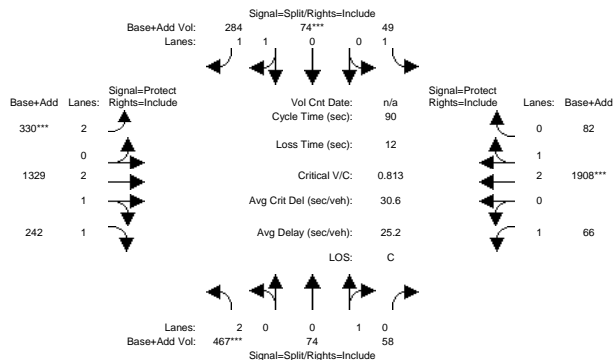
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.92 | 0.91 | 0.95 | 0.89 | 0.88 | 0.92 | 0.88 | 0.87 | 0.95 | 0.90 | 0.90 |
| Lanes: | 2.00 | 0.47 | 0.53 | 1.00 | 0.52 | 1.48 | 2.00 | 3.00 | 1.00 | 1.00 | 2.82 | 0.18 |
| Final Sat.: | 3502 | 821 | 918 | 1805 | 886 | 2463 | 3502 | 5011 | 1648 | 1805 | 4836 | 303 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.13 | 0.13 | 0.13 | 0.04 | 0.11 | 0.11 | 0.12 | 0.37 | 0.33 | 0.09 | 0.33 | 0.33 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.16 | 0.16 | 0.16 | 0.13 | 0.13 | 0.13 | 0.15 | 0.46 | 0.46 | 0.11 | 0.42 | 0.42 |
| Volume/Cap: | 0.80 | 0.79 | 0.79 | 0.30 | 0.80 | 0.80 | 0.79 | 0.80 | 0.71 | 0.80 | 0.79 | 0.79 |
| Delay/Veh: | 44.4 | 50.5 | 50.5 | 35.8 | 47.9 | 47.9 | 45.2 | 22.6 | 20.2 | 59.7 | 24.8 | 24.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.4 | 50.5 | 50.5 | 35.8 | 47.9 | 47.9 | 45.2 | 22.6 | 20.2 | 59.7 | 24.8 | 24.8 |
| LOS by Move: | D | D | D | D | D | D | D | C | C | E | C | C |
| HCM2kAvgQ: | 9 | 8 | 8 | 2 | 7 | 7 | 6 | 17 | 13 | 5 | 15 | 15 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project AM

Intersection #11: Norfolk Street/East Hillshade Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 467 | 74 | 58 | 49 | 74 | 284 | 330 | 1148 | 242 | 66 | 1826 | 82 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 467 | 74 | 58 | 49 | 74 | 284 | 330 | 1148 | 242 | 66 | 1826 | 82 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 181 | 0 | 0 | 82 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 467 | 74 | 58 | 49 | 74 | 284 | 330 | 1329 | 242 | 66 | 1908 | 82 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 486 | 77 | 60 | 51 | 77 | 296 | 344 | 1384 | 252 | 69 | 1988 | 85 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 150 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 486 | 77 | 60 | 51 | 77 | 146 | 344 | 1384 | 252 | 69 | 1988 | 85 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 486 | 77 | 60 | 51 | 77 | 146 | 344 | 1384 | 252 | 69 | 1988 | 85 |

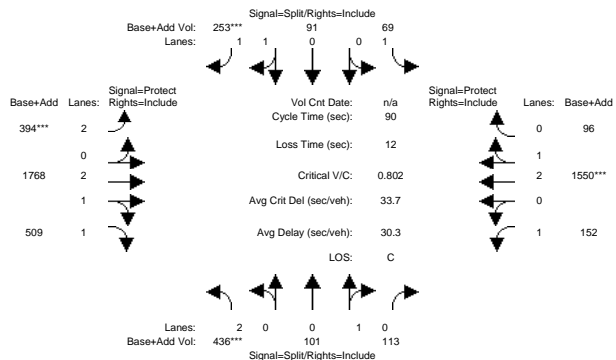
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.93 | 0.92 | 0.95 | 0.90 | 0.89 | 0.92 | 0.89 | 0.88 | 0.95 | 0.90 | 0.90 |
| Lanes: | 2.00 | 0.56 | 0.44 | 1.00 | 0.69 | 1.31 | 2.00 | 3.00 | 1.00 | 1.00 | 2.88 | 0.12 |
| Final Sat.: | 3502 | 991 | 776 | 1805 | 1176 | 2225 | 3502 | 5068 | 1674 | 1805 | 4943 | 212 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.14 | 0.08 | 0.08 | 0.03 | 0.07 | 0.07 | 0.10 | 0.27 | 0.15 | 0.04 | 0.40 | 0.40 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.17 | 0.17 | 0.17 | 0.08 | 0.08 | 0.08 | 0.12 | 0.54 | 0.54 | 0.08 | 0.49 | 0.49 |
| Volume/Cap: | 0.81 | 0.46 | 0.46 | 0.35 | 0.81 | 0.81 | 0.81 | 0.51 | 0.28 | 0.51 | 0.81 | 0.81 |
| Delay/Veh: | 44.3 | 34.6 | 34.6 | 40.6 | 57.4 | 57.4 | 50.0 | 13.2 | 11.2 | 43.1 | 21.3 | 21.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.3 | 34.6 | 34.6 | 40.6 | 57.4 | 57.4 | 50.0 | 13.2 | 11.2 | 43.1 | 21.3 | 21.3 |
| LOS by Move: | D | C | C | D | E | E | D | B | B | D | C | C |
| HCM2kAvgQ: | 9 | 4 | 4 | 2 | 5 | 5 | 5 | 9 | 4 | 2 | 18 | 18 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project PM

Intersection #11: Norfolk Street/East Hillshade Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 436 | 101 | 113 | 69 | 91 | 253 | 394 | 1686 | 509 | 152 | 1380 | 96 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 436 | 101 | 113 | 69 | 91 | 253 | 394 | 1686 | 509 | 152 | 1380 | 96 |
| Added Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 82 | 0 | 0 | 170 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 436 | 101 | 113 | 69 | 91 | 253 | 394 | 1768 | 509 | 152 | 1550 | 96 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 459 | 106 | 119 | 73 | 96 | 266 | 415 | 1861 | 536 | 160 | 1632 | 101 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 459 | 106 | 119 | 73 | 96 | 266 | 415 | 1861 | 536 | 160 | 1632 | 101 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 459 | 106 | 119 | 73 | 96 | 266 | 415 | 1861 | 536 | 160 | 1632 | 101 |

| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.92 | 0.91 | 0.95 | 0.89 | 0.88 | 0.92 | 0.88 | 0.87 | 0.95 | 0.90 | 0.90 |
| Lanes: | 2.00 | 0.47 | 0.53 | 1.00 | 0.52 | 1.48 | 2.00 | 3.00 | 1.00 | 1.00 | 2.82 | 0.18 |
| Final Sat.: | 3502 | 821 | 918 | 1805 | 886 | 2463 | 3502 | 5011 | 1648 | 1805 | 4840 | 300 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.13 | 0.13 | 0.13 | 0.04 | 0.11 | 0.11 | 0.12 | 0.37 | 0.33 | 0.09 | 0.34 | 0.34 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.16 | 0.16 | 0.16 | 0.13 | 0.13 | 0.13 | 0.15 | 0.46 | 0.46 | 0.11 | 0.42 | 0.42 |
| Volume/Cap: | 0.80 | 0.79 | 0.79 | 0.30 | 0.80 | 0.80 | 0.80 | 0.81 | 0.71 | 0.81 | 0.80 | 0.80 |
| Delay/Veh: | 44.2 | 50.2 | 50.2 | 35.8 | 47.7 | 47.7 | 45.8 | 22.7 | 20.2 | 60.7 | 25.0 | 25.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 44.2 | 50.2 | 50.2 | 35.8 | 47.7 | 47.7 | 45.8 | 22.7 | 20.2 | 60.7 | 25.0 | 25.0 |
| LOS by Move: | D | D | D | D | D | D | D | C | C | E | C | C |
| HCM2kAvgQ: | 9 | 8 | 8 | 2 | 7 | 7 | 6 | 17 | 13 | 5 | 16 | 16 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #12: Altair Ave/East Hillsdale Blvd

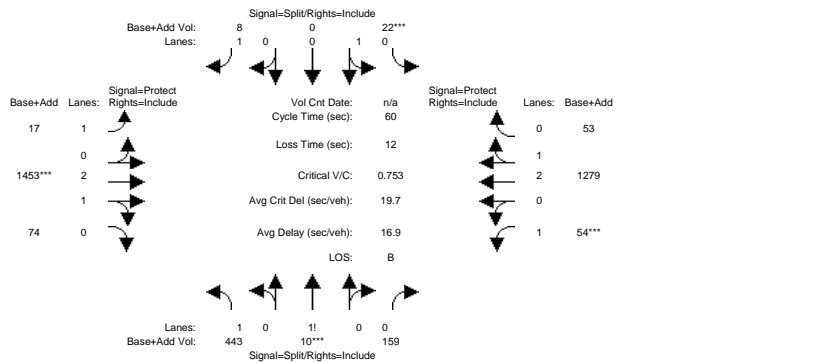


Table with 4 columns: Approach, Movement, North Bound, South Bound, East Bound, West Bound. Rows include Min. Green, Y+R, and Volume Module data.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for all movements.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat for all movements.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ for all movements.

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #12: Altair Ave/East Hillsdale Blvd

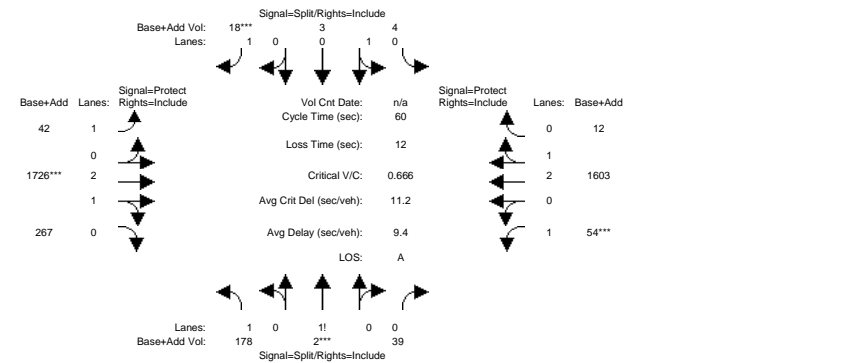


Table with 4 columns: Approach, Movement, North Bound, South Bound, East Bound, West Bound. Rows include Min. Green, Y+R, and Volume Module data.

Volume Module table showing Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume for all movements.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat for all movements.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ for all movements.

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project AM

Intersection #12: Altair Ave/East Hillsdale Blvd

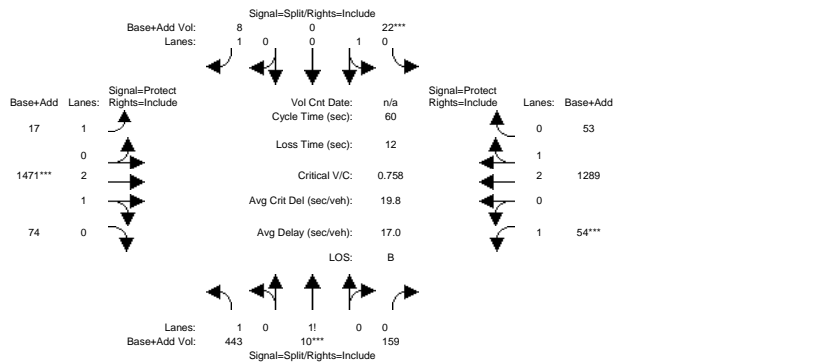


Table with 4 columns: Approach, Movement, North Bound, South Bound, East Bound, West Bound. Rows include Min. Green, Y+R, and Volume Module data.

Volume Module table showing traffic volume data for various approaches and movements.

Saturation Flow Module table showing saturation flow and adjustment factors.

Capacity Analysis Module table showing capacity, delay, and LOS metrics.

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project PM

Intersection #12: Altair Ave/East Hillsdale Blvd

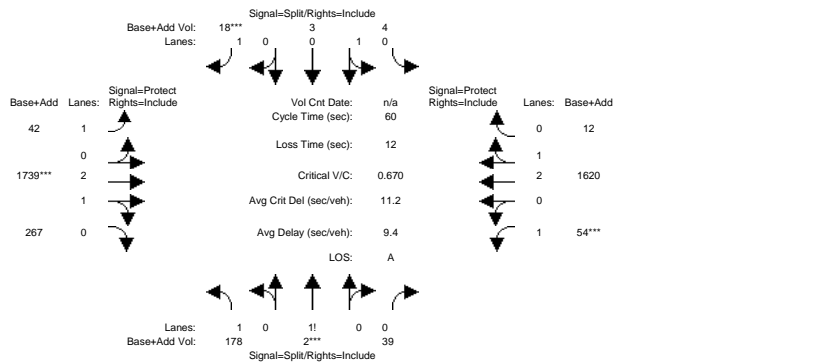


Table with 4 columns: Approach, Movement, North Bound, South Bound, East Bound, West Bound. Rows include Min. Green, Y+R, and Volume Module data.

Volume Module table showing traffic volume data for various approaches and movements.

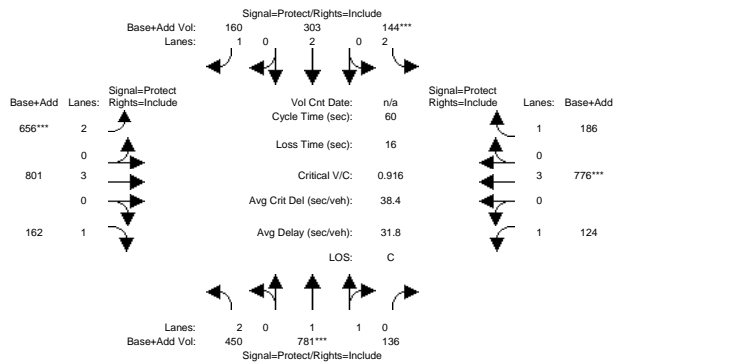
Saturation Flow Module table showing saturation flow and adjustment factors.

Capacity Analysis Module table showing capacity, delay, and LOS metrics.

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #13: Edgewater Blvd/East Hillsdale Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 450 | 622 | 110 | 138 | 251 | 105 | 553 | 740 | 162 | 119 | 759 | 179 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 450 | 622 | 110 | 138 | 251 | 105 | 553 | 740 | 162 | 119 | 759 | 179 |
| Added Vol: | 0 | 159 | 26 | 6 | 52 | 55 | 103 | 61 | 0 | 5 | 17 | 7 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 450 | 781 | 136 | 144 | 303 | 160 | 656 | 801 | 162 | 124 | 776 | 186 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 474 | 822 | 143 | 152 | 319 | 168 | 691 | 843 | 171 | 131 | 817 | 196 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 474 | 822 | 143 | 152 | 319 | 168 | 691 | 843 | 171 | 131 | 817 | 196 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 474 | 822 | 143 | 152 | 319 | 168 | 691 | 843 | 171 | 131 | 817 | 196 |

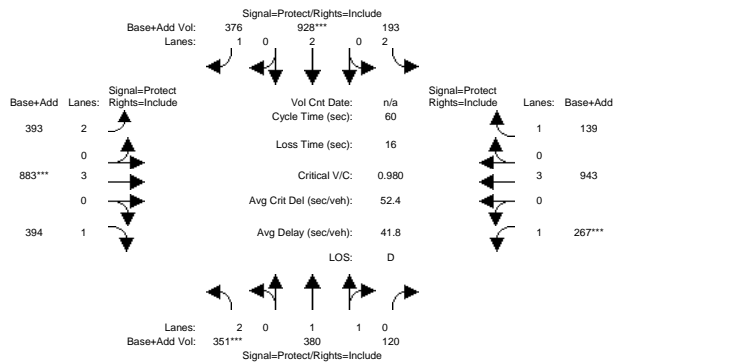
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.93 | 0.93 | 0.92 | 0.95 | 0.84 | 0.92 | 0.91 | 0.84 | 0.95 | 0.91 | 0.84 |
| Lanes: | 2.00 | 1.70 | 0.30 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 3006 | 523 | 3502 | 3610 | 1596 | 3502 | 5187 | 1588 | 1805 | 5187 | 1591 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.14 | 0.27 | 0.27 | 0.04 | 0.09 | 0.11 | 0.20 | 0.16 | 0.11 | 0.07 | 0.16 | 0.12 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.19 | 0.30 | 0.30 | 0.05 | 0.15 | 0.15 | 0.22 | 0.27 | 0.27 | 0.12 | 0.17 | 0.17 |
| Volume/Cap: | 0.70 | 0.92 | 0.92 | 0.92 | 0.58 | 0.70 | 0.92 | 0.61 | 0.40 | 0.61 | 0.92 | 0.72 |
| Delay/Veh: | 25.7 | 32.5 | 32.5 | 74.6 | 25.3 | 32.7 | 38.8 | 20.0 | 18.6 | 30.0 | 38.3 | 32.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 25.7 | 32.5 | 32.5 | 74.6 | 25.3 | 32.7 | 38.8 | 20.0 | 18.6 | 30.0 | 38.3 | 32.2 |
| LOS by Move: | C | C | C | E | C | C | D | B | B | C | D | C |
| HCM2kAvgQ: | 6 | 14 | 14 | 4 | 4 | 5 | 7 | 5 | 2 | 2 | 7 | 4 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #13: Edgewater Blvd/East Hillsdale Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 351 | 312 | 109 | 176 | 762 | 279 | 341 | 865 | 394 | 239 | 887 | 124 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 351 | 312 | 109 | 176 | 762 | 279 | 341 | 865 | 394 | 239 | 887 | 124 |
| Added Vol: | 0 | 68 | 11 | 17 | 166 | 97 | 52 | 18 | 0 | 28 | 56 | 15 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 351 | 380 | 120 | 193 | 928 | 376 | 393 | 883 | 394 | 267 | 943 | 139 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 373 | 404 | 128 | 205 | 987 | 400 | 418 | 939 | 419 | 284 | 1003 | 148 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 264 | 0 | 0 |
| Reduced Vol: | 373 | 404 | 128 | 205 | 987 | 400 | 418 | 939 | 155 | 284 | 1003 | 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: | 373 | 404 | 128 | 205 | 987 | 400 | 418 | 939 | 155 | 284 | 1003 | 148 |

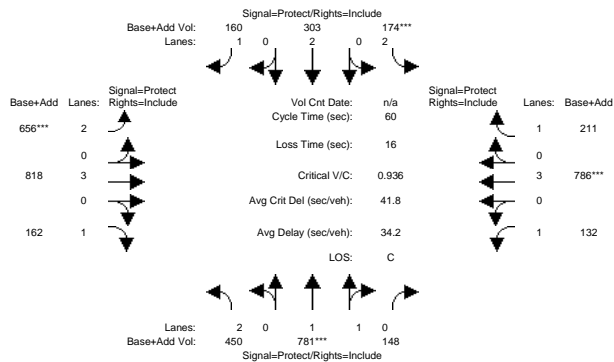
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.92 | 0.91 | 0.92 | 0.95 | 0.84 | 0.92 | 0.91 | 0.84 | 0.95 | 0.91 | 0.84 |
| Lanes: | 2.00 | 1.52 | 0.48 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 2643 | 835 | 3502 | 3610 | 1596 | 3502 | 5187 | 1588 | 1805 | 5187 | 1591 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.11 | 0.15 | 0.15 | 0.06 | 0.27 | 0.25 | 0.12 | 0.18 | 0.10 | 0.16 | 0.19 | 0.09 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.11 | 0.28 | 0.28 | 0.11 | 0.28 | 0.28 | 0.13 | 0.18 | 0.18 | 0.16 | 0.21 | 0.21 |
| Volume/Cap: | 0.98 | 0.55 | 0.55 | 0.55 | 0.98 | 0.90 | 0.91 | 0.98 | 0.53 | 0.98 | 0.91 | 0.44 |
| Delay/Veh: | 67.3 | 19.0 | 19.0 | 27.1 | 44.9 | 41.4 | 46.9 | 48.5 | 23.9 | 72.2 | 33.6 | 21.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 67.3 | 19.0 | 19.0 | 27.1 | 44.9 | 41.4 | 46.9 | 48.5 | 23.9 | 72.2 | 33.6 | 21.3 |
| LOS by Move: | E | B | B | C | D | D | D | D | C | E | C | C |
| HCM2kAvgQ: | 8 | 5 | 5 | 3 | 16 | 11 | 5 | 8 | 3 | 7 | 8 | 2 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project AM

Intersection #13: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

Volume Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 450 | 622 | 110 | 138 | 251 | 105 | 553 | 740 | 162 | 119 | 759 | 179 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 450 | 622 | 110 | 138 | 251 | 105 | 553 | 740 | 162 | 119 | 759 | 179 |
| Added Vol: | 0 | 159 | 38 | 36 | 52 | 55 | 103 | 78 | 0 | 13 | 27 | 32 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 450 | 781 | 148 | 174 | 303 | 160 | 656 | 818 | 162 | 132 | 786 | 211 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 474 | 822 | 156 | 183 | 319 | 168 | 691 | 861 | 171 | 139 | 827 | 222 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 474 | 822 | 156 | 183 | 319 | 168 | 691 | 861 | 171 | 139 | 827 | 222 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 474 | 822 | 156 | 183 | 319 | 168 | 691 | 861 | 171 | 139 | 827 | 222 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.93 | 0.93 | 0.92 | 0.95 | 0.84 | 0.92 | 0.91 | 0.84 | 0.95 | 0.91 | 0.84 |
| Lanes: | 2.00 | 1.68 | 0.32 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 2961 | 561 | 3502 | 3610 | 1596 | 3502 | 5187 | 1588 | 1805 | 5187 | 1591 |

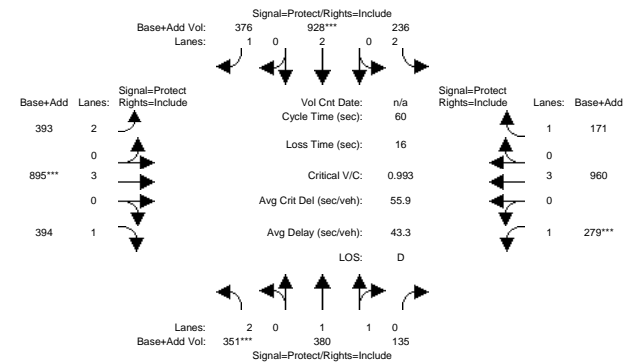
Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.14 | 0.28 | 0.28 | 0.05 | 0.09 | 0.11 | 0.20 | 0.17 | 0.11 | 0.08 | 0.16 | 0.14 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.20 | 0.30 | 0.30 | 0.06 | 0.15 | 0.15 | 0.21 | 0.26 | 0.26 | 0.12 | 0.17 | 0.17 |
| Volume/Cap: | 0.68 | 0.94 | 0.94 | 0.94 | 0.57 | 0.68 | 0.94 | 0.64 | 0.41 | 0.64 | 0.94 | 0.82 |
| Delay/Veh: | 25.1 | 35.5 | 35.5 | 74.6 | 25.0 | 31.7 | 42.6 | 20.7 | 19.1 | 31.3 | 41.5 | 41.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 25.1 | 35.5 | 35.5 | 74.6 | 25.0 | 31.7 | 42.6 | 20.7 | 19.1 | 31.3 | 41.5 | 41.6 |
| LOS by Move: | C | D | D | E | C | C | D | C | B | C | D | C |
| HCM2kAvgQ: | 6 | 14 | 14 | 5 | 4 | 4 | 7 | 5 | 2 | 3 | 7 | 4 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project PM

Intersection #13: 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

Volume Module:

| | | | | | | | | | | | | |
|---------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 351 | 312 | 109 | 176 | 762 | 279 | 341 | 865 | 394 | 239 | 887 | 124 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 351 | 312 | 109 | 176 | 762 | 279 | 341 | 865 | 394 | 239 | 887 | 124 |
| Added Vol: | 0 | 68 | 26 | 60 | 166 | 97 | 52 | 30 | 0 | 40 | 73 | 47 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 351 | 380 | 135 | 236 | 928 | 376 | 393 | 895 | 394 | 279 | 960 | 171 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 373 | 404 | 144 | 251 | 987 | 400 | 418 | 952 | 419 | 297 | 1021 | 182 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 264 | 0 | 0 |
| Reduced Vol: | 373 | 404 | 144 | 251 | 987 | 400 | 418 | 952 | 155 | 297 | 1021 | 182 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 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: | 373 | 404 | 144 | 251 | 987 | 400 | 418 | 952 | 155 | 297 | 1021 | 182 |

Saturation Flow Module:

| | | | | | | | | | | | | |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.91 | 0.91 | 0.92 | 0.95 | 0.84 | 0.92 | 0.91 | 0.84 | 0.95 | 0.91 | 0.84 |
| Lanes: | 2.00 | 1.47 | 0.53 | 2.00 | 2.00 | 1.00 | 2.00 | 3.00 | 1.00 | 1.00 | 3.00 | 1.00 |
| Final Sat.: | 3502 | 2557 | 909 | 3502 | 3610 | 1596 | 3502 | 5187 | 1588 | 1805 | 5187 | 1591 |

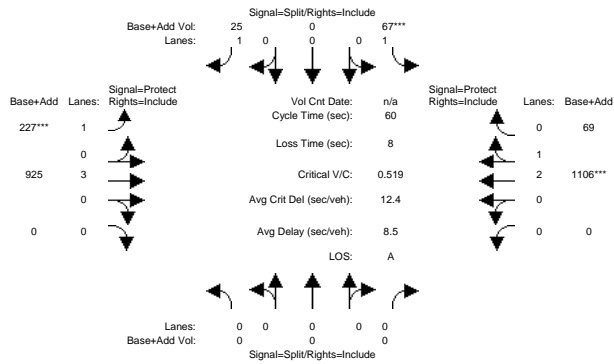
Capacity Analysis Module:

| | | | | | | | | | | | | |
|--------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.11 | 0.16 | 0.16 | 0.07 | 0.27 | 0.25 | 0.12 | 0.18 | 0.10 | 0.16 | 0.20 | 0.11 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.11 | 0.26 | 0.26 | 0.12 | 0.28 | 0.28 | 0.13 | 0.18 | 0.18 | 0.17 | 0.22 | 0.22 |
| Volume/Cap: | 0.99 | 0.60 | 0.60 | 0.60 | 0.99 | 0.91 | 0.90 | 0.99 | 0.53 | 0.99 | 0.90 | 0.52 |
| Delay/Veh: | 71.2 | 20.5 | 20.5 | 27.5 | 48.4 | 43.7 | 46.3 | 51.6 | 23.9 | 75.0 | 32.9 | 22.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 71.2 | 20.5 | 20.5 | 27.5 | 48.4 | 43.7 | 46.3 | 51.6 | 23.9 | 75.0 | 32.9 | 22.2 |
| LOS by Move: | E | C | C | C | D | D | D | D | C | E | C | C |
| HCM2kAvgQ: | 8 | 6 | 6 | 3 | 16 | 11 | 5 | 9 | 3 | 8 | 8 | 3 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative No Project AM

Intersection #14: Center Park Lane/East Hillsdale Blvd

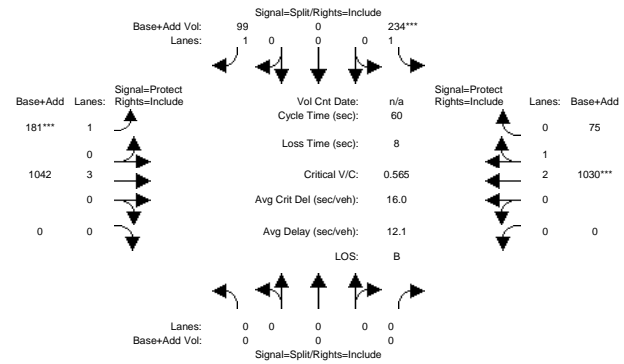


| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 59 | 0 | 25 | 227 | 832 | 0 | 0 | 1077 | 56 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 59 | 0 | 25 | 227 | 832 | 0 | 0 | 1077 | 56 |
| Added Vol: | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 93 | 0 | 0 | 29 | 13 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 67 | 0 | 25 | 227 | 925 | 0 | 0 | 1106 | 69 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| PHF Volume: | 0 | 0 | 0 | 77 | 0 | 29 | 261 | 1063 | 0 | 0 | 1271 | 79 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 77 | 0 | 29 | 261 | 1063 | 0 | 0 | 1271 | 79 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 0 | 0 | 77 | 0 | 29 | 261 | 1063 | 0 | 0 | 1271 | 79 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.83 | 0.95 | 0.91 | 1.00 | 1.00 | 0.90 | 0.90 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.82 | 0.18 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 1584 | 1805 | 5187 | 0 | 0 | 4837 | 302 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.04 | 0.00 | 0.02 | 0.14 | 0.20 | 0.00 | 0.00 | 0.26 | 0.26 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.08 | 0.00 | 0.08 | 0.28 | 0.78 | 0.00 | 0.00 | 0.51 | 0.51 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.52 | 0.00 | 0.22 | 0.52 | 0.26 | 0.00 | 0.00 | 0.52 | 0.52 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 29.6 | 0.0 | 26.6 | 19.2 | 1.8 | 0.0 | 0.0 | 10.1 | 10.1 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 29.6 | 0.0 | 26.6 | 19.2 | 1.8 | 0.0 | 0.0 | 10.1 | 10.1 |
| LOS by Move: | A | A | A | C | A | C | B | A | A | A | B | B |
| HCM2kAvgQ: | 0 | 0 | 0 | 2 | 0 | 1 | 4 | 2 | 0 | 0 | 6 | 6 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative No Project PM

Intersection #14: Center Park Lane/East Hillsdale Blvd

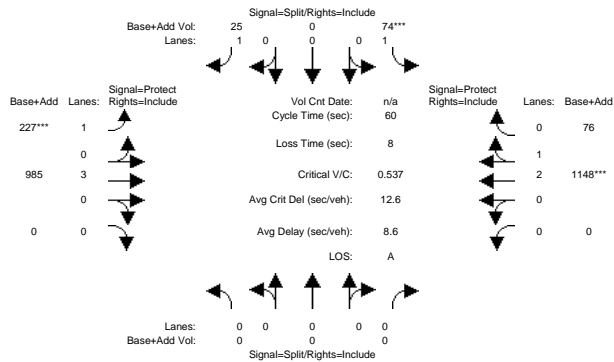


| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 213 | 0 | 99 | 181 | 997 | 0 | 0 | 931 | 59 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 213 | 0 | 99 | 181 | 997 | 0 | 0 | 931 | 59 |
| Added Vol: | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 45 | 0 | 0 | 99 | 16 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 234 | 0 | 99 | 181 | 1042 | 0 | 0 | 1030 | 75 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| PHF Volume: | 0 | 0 | 0 | 257 | 0 | 109 | 199 | 1145 | 0 | 0 | 1132 | 82 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 257 | 0 | 109 | 199 | 1145 | 0 | 0 | 1132 | 82 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 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: | 0 | 0 | 0 | 257 | 0 | 109 | 199 | 1145 | 0 | 0 | 1132 | 82 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 0.90 | 0.89 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.79 | 0.21 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 1611 | 1805 | 5187 | 0 | 0 | 4784 | 348 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.14 | 0.00 | 0.07 | 0.11 | 0.22 | 0.00 | 0.00 | 0.24 | 0.24 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.25 | 0.20 | 0.61 | 0.00 | 0.00 | 0.42 | 0.42 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.56 | 0.00 | 0.27 | 0.56 | 0.36 | 0.00 | 0.00 | 0.56 | 0.56 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 21.2 | 0.0 | 18.3 | 24.0 | 5.8 | 0.0 | 0.0 | 13.6 | 13.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 21.2 | 0.0 | 18.3 | 24.0 | 5.8 | 0.0 | 0.0 | 13.6 | 13.6 |
| LOS by Move: | A | A | A | C | A | B | C | A | A | A | B | B |
| HCM2kAvgQ: | 0 | 0 | 0 | 5 | 0 | 2 | 3 | 4 | 0 | 0 | 6 | 6 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #14: Center Park Lane/East Hillsdale Blvd

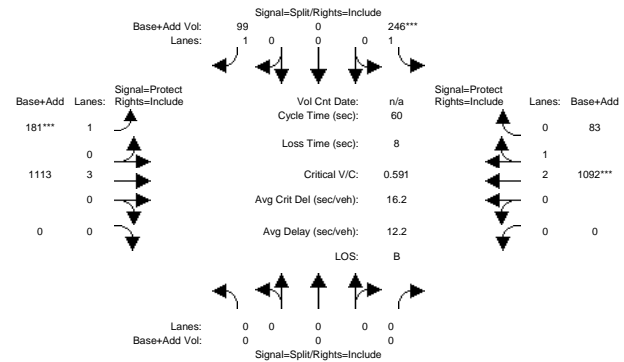


| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 59 | 0 | 25 | 227 | 832 | 0 | 0 | 1077 | 56 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 59 | 0 | 25 | 227 | 832 | 0 | 0 | 1077 | 56 |
| Added Vol: | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 153 | 0 | 0 | 71 | 20 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 74 | 0 | 25 | 227 | 985 | 0 | 0 | 1148 | 76 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| PHF Volume: | 0 | 0 | 0 | 85 | 0 | 29 | 261 | 1132 | 0 | 0 | 1320 | 87 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 85 | 0 | 29 | 261 | 1132 | 0 | 0 | 1320 | 87 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 0 | 0 | 0 | 85 | 0 | 29 | 261 | 1132 | 0 | 0 | 1320 | 87 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.83 | 0.95 | 0.91 | 1.00 | 1.00 | 0.90 | 0.90 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.81 | 0.19 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 1584 | 1805 | 5187 | 0 | 0 | 4820 | 319 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.02 | 0.14 | 0.22 | 0.00 | 0.00 | 0.27 | 0.27 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.09 | 0.27 | 0.78 | 0.00 | 0.00 | 0.51 | 0.51 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.54 | 0.00 | 0.21 | 0.54 | 0.28 | 0.00 | 0.00 | 0.54 | 0.54 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 29.8 | 0.0 | 26.2 | 19.9 | 1.9 | 0.0 | 0.0 | 10.2 | 10.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 29.8 | 0.0 | 26.2 | 19.9 | 1.9 | 0.0 | 0.0 | 10.2 | 10.2 |
| LOS by Move: | A | A | A | C | A | C | B | A | A | A | B | B |
| HCM2kAvgQ: | 0 | 0 | 0 | 2 | 0 | 1 | 4 | 2 | 0 | 0 | 6 | 6 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #14: Center Park Lane/East Hillsdale Blvd

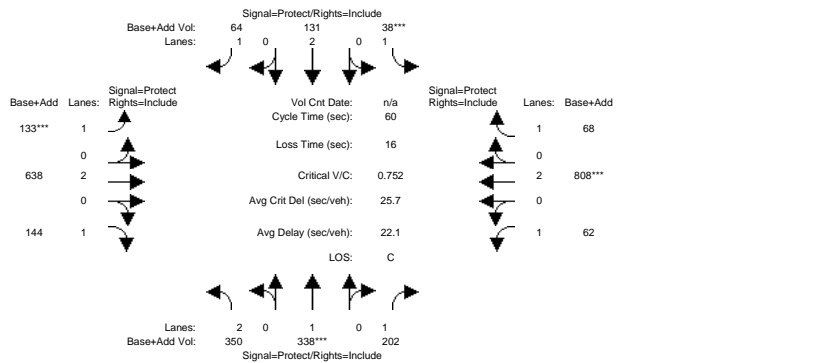


| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 0 | 0 | 213 | 0 | 99 | 181 | 997 | 0 | 0 | 931 | 59 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 0 | 0 | 213 | 0 | 99 | 181 | 997 | 0 | 0 | 931 | 59 |
| Added Vol: | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 116 | 0 | 0 | 161 | 24 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 0 | 0 | 246 | 0 | 99 | 181 | 1113 | 0 | 0 | 1092 | 83 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |
| PHF Volume: | 0 | 0 | 0 | 270 | 0 | 109 | 199 | 1223 | 0 | 0 | 1200 | 91 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 0 | 0 | 0 | 270 | 0 | 109 | 199 | 1223 | 0 | 0 | 1200 | 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: | 0 | 0 | 0 | 270 | 0 | 109 | 199 | 1223 | 0 | 0 | 1200 | 91 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 0.85 | 0.95 | 0.91 | 1.00 | 1.00 | 0.90 | 0.89 |
| Lanes: | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 3.00 | 0.00 | 0.00 | 2.79 | 0.21 |
| Final Sat.: | 0 | 0 | 0 | 1805 | 0 | 1611 | 1805 | 5187 | 0 | 0 | 4765 | 362 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.00 | 0.00 | 0.00 | 0.15 | 0.00 | 0.07 | 0.11 | 0.24 | 0.00 | 0.00 | 0.25 | 0.25 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.00 | 0.00 | 0.00 | 0.25 | 0.00 | 0.25 | 0.19 | 0.61 | 0.00 | 0.00 | 0.43 | 0.43 |
| Volume/Cap: | 0.00 | 0.00 | 0.00 | 0.59 | 0.00 | 0.27 | 0.59 | 0.38 | 0.00 | 0.00 | 0.59 | 0.59 |
| Delay/Veh: | 0.0 | 0.0 | 0.0 | 21.7 | 0.0 | 18.3 | 25.1 | 6.0 | 0.0 | 0.0 | 13.6 | 13.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 0.0 | 0.0 | 0.0 | 21.7 | 0.0 | 18.3 | 25.1 | 6.0 | 0.0 | 0.0 | 13.6 | 13.6 |
| LOS by Move: | A | A | A | C | A | B | C | A | A | A | B | B |
| HCM2kAvgQ: | 0 | 0 | 0 | 5 | 0 | 2 | 3 | 4 | 0 | 0 | 7 | 6 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #15: Shell 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 350 | 255 | 175 | 37 | 103 | 45 | 121 | 548 | 144 | 58 | 785 | 66 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 350 | 255 | 175 | 37 | 103 | 45 | 121 | 548 | 144 | 58 | 785 | 66 |
| Added Vol: | 0 | 83 | 27 | 1 | 28 | 19 | 12 | 90 | 0 | 4 | 23 | 2 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 350 | 338 | 202 | 38 | 131 | 64 | 133 | 638 | 144 | 62 | 808 | 68 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 389 | 376 | 224 | 42 | 146 | 71 | 148 | 709 | 160 | 69 | 898 | 76 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 389 | 376 | 224 | 42 | 146 | 71 | 148 | 709 | 160 | 69 | 898 | 76 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 389 | 376 | 224 | 42 | 146 | 71 | 148 | 709 | 160 | 69 | 898 | 76 |

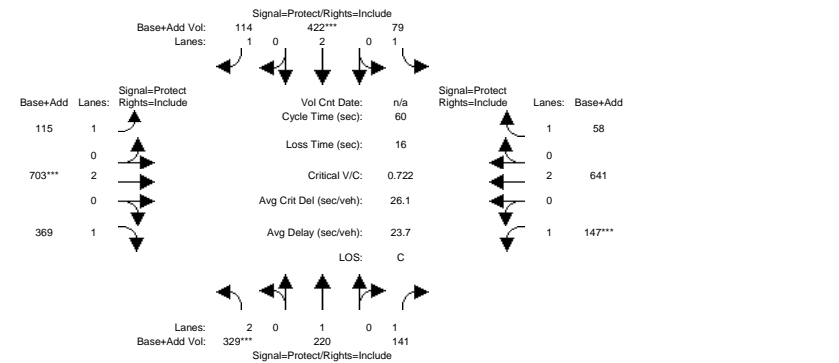
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.84 | 0.95 | 0.95 | 0.84 | 0.95 | 0.95 | 0.84 | 0.95 | 0.95 | 0.82 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 1900 | 1588 | 1805 | 3610 | 1588 | 1805 | 3610 | 1588 | 1805 | 3610 | 1562 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.11 | 0.20 | 0.14 | 0.02 | 0.04 | 0.04 | 0.08 | 0.20 | 0.10 | 0.04 | 0.25 | 0.05 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.21 | 0.26 | 0.26 | 0.03 | 0.08 | 0.08 | 0.11 | 0.37 | 0.37 | 0.07 | 0.33 | 0.33 |
| Volume/Cap: | 0.53 | 0.75 | 0.54 | 0.75 | 0.48 | 0.53 | 0.75 | 0.53 | 0.27 | 0.53 | 0.75 | 0.15 |
| Delay/Veh: | 21.8 | 26.7 | 20.4 | 71.9 | 27.4 | 30.3 | 41.0 | 15.3 | 13.6 | 31.2 | 20.6 | 14.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 21.8 | 26.7 | 20.4 | 71.9 | 27.4 | 30.3 | 41.0 | 15.3 | 13.6 | 31.2 | 20.6 | 14.3 |
| LOS by Move: | C | C | C | E | C | C | D | B | B | C | C | B |
| HCM2kAvgQ: | 3 | 7 | 4 | 2 | 2 | 2 | 3 | 5 | 2 | 2 | 10 | 1 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #15: Shell 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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 329 | 175 | 135 | 75 | 328 | 91 | 87 | 665 | 369 | 121 | 549 | 55 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 329 | 175 | 135 | 75 | 328 | 91 | 87 | 665 | 369 | 121 | 549 | 55 |
| Added Vol: | 0 | 45 | 6 | 4 | 94 | 23 | 28 | 38 | 0 | 26 | 92 | 3 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 329 | 220 | 141 | 79 | 422 | 114 | 115 | 703 | 369 | 147 | 641 | 58 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| PHF Volume: | 358 | 239 | 153 | 86 | 459 | 124 | 125 | 764 | 401 | 160 | 697 | 63 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 152 | 0 | 0 | 0 |
| Reduced Vol: | 358 | 239 | 153 | 86 | 459 | 124 | 125 | 764 | 249 | 160 | 697 | 63 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 358 | 239 | 153 | 86 | 459 | 124 | 125 | 764 | 249 | 160 | 697 | 63 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 1.00 | 0.84 | 0.95 | 0.95 | 0.84 | 0.95 | 0.95 | 0.84 | 0.95 | 0.95 | 0.82 |
| Lanes: | 2.00 | 1.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 1900 | 1588 | 1805 | 3610 | 1588 | 1805 | 3610 | 1588 | 1805 | 3610 | 1562 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.10 | 0.13 | 0.10 | 0.05 | 0.13 | 0.08 | 0.07 | 0.21 | 0.16 | 0.09 | 0.19 | 0.04 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.14 | 0.23 | 0.23 | 0.09 | 0.18 | 0.18 | 0.11 | 0.29 | 0.29 | 0.12 | 0.31 | 0.31 |
| Volume/Cap: | 0.72 | 0.55 | 0.42 | 0.55 | 0.72 | 0.44 | 0.63 | 0.72 | 0.54 | 0.72 | 0.63 | 0.13 |
| Delay/Veh: | 29.8 | 21.8 | 20.4 | 30.2 | 27.4 | 23.2 | 31.9 | 21.5 | 19.0 | 36.4 | 19.1 | 15.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 29.8 | 21.8 | 20.4 | 30.2 | 27.4 | 23.2 | 31.9 | 21.5 | 19.0 | 36.4 | 19.1 | 15.2 |
| LOS by Move: | C | C | C | C | C | C | C | C | B | D | B | B |
| HCM2kAvgQ: | 4 | 4 | 2 | 2 | 6 | 3 | 2 | 7 | 4 | 5 | 7 | 1 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project AM

Intersection #15: Shell Blvd/East Hillsdale Blvd

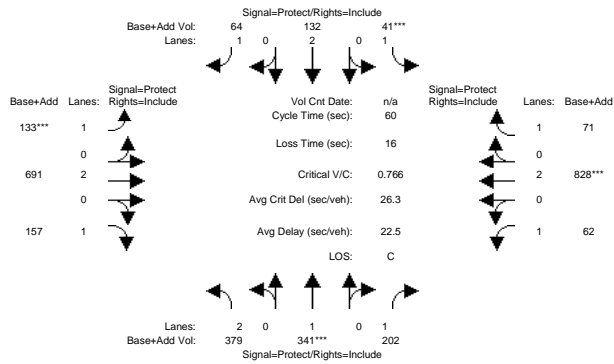


Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Min. Green, and Y+R.

Volume Module table with 12 columns for approaches and movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

Saturation Flow Module table with 12 columns for approaches and movements. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for approaches and movements. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project PM

Intersection #15: Shell Blvd/East Hillsdale Blvd

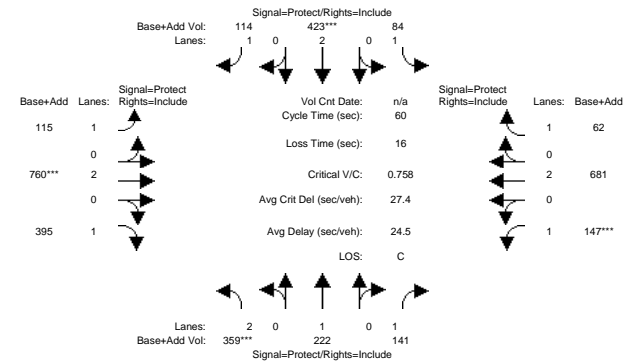


Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Min. Green, and Y+R.

Volume Module table with 12 columns for approaches and movements. Rows include Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Reduced Vol, PCE Adj, MLF Adj, and Final Volume.

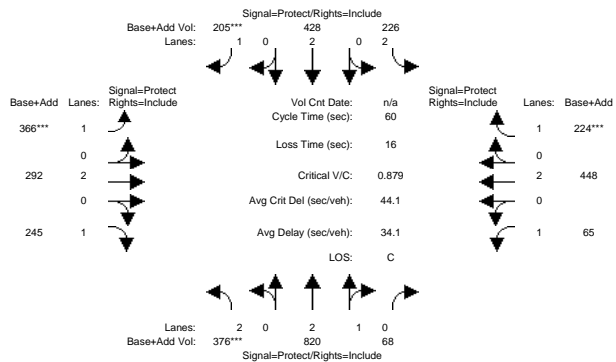
Saturation Flow Module table with 12 columns for approaches and movements. Rows include Sat/Lane, Adjustment, Lanes, and Final Sat.

Capacity Analysis Module table with 12 columns for approaches and movements. Rows include Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ.

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #16: Foster City Boulevard/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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------------|-------------|-------------|-------------|-------------|------------|---------|------------|------------|-------------|---------|
| | Base Vol | Growth Adj | Initial Bse | Added Vol | PasserByVol | Initial Fut | User Adj | PHF Adj | PHF Volume | Reduct Vol | Reduced Vol | PCE Adj |
| Base Vol: | 367 | 718 | 68 | 218 | 405 | 187 | 257 | 290 | 240 | 65 | 446 | 178 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 367 | 718 | 68 | 218 | 405 | 187 | 257 | 290 | 240 | 65 | 446 | 178 |
| Added Vol: | 9 | 102 | 0 | 8 | 23 | 18 | 109 | 2 | 5 | 0 | 2 | 46 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 376 | 820 | 68 | 226 | 428 | 205 | 366 | 292 | 245 | 65 | 448 | 224 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 418 | 911 | 76 | 251 | 476 | 228 | 407 | 324 | 272 | 72 | 498 | 249 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 418 | 911 | 76 | 251 | 476 | 228 | 407 | 324 | 272 | 72 | 498 | 249 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 418 | 911 | 76 | 251 | 476 | 228 | 407 | 324 | 272 | 72 | 498 | 249 |

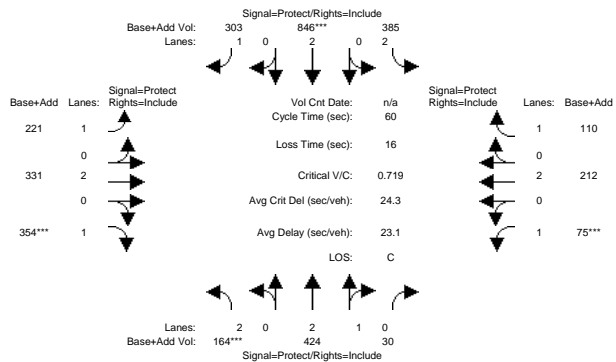
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------------|-------|-------------|------------|-------|------------|------------|-------|------------|------------|-------|
| | Sat/Lane | Adjustment | Lanes | Sat/Lane | Adjustment | Lanes | Sat/Lane | Adjustment | Lanes | Sat/Lane | Adjustment | Lanes |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.90 | 0.90 | 0.92 | 0.95 | 0.84 | 0.95 | 0.95 | 0.84 | 0.95 | 0.95 | 0.84 |
| Lanes: | 2.00 | 2.77 | 0.23 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 4732 | 392 | 3502 | 3610 | 1588 | 1805 | 3610 | 1591 | 1805 | 3610 | 1594 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------------|-------------|-------------|-----------|-------------|------------|-------------|-----------|------------|------------|-------------|
| | Vol/Sat | Crit Moves | Green/Cycle | Volume/Cap | Delay/Veh | User DelAdj | AdjDel/Veh | LOS by Move | HCM2kAvgQ | Vol/Sat | Crit Moves | Green/Cycle |
| Vol/Sat: | 0.12 | 0.19 | 0.19 | 0.07 | 0.13 | 0.14 | 0.23 | 0.09 | 0.17 | 0.04 | 0.14 | 0.16 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.14 | 0.22 | 0.22 | 0.08 | 0.16 | 0.16 | 0.26 | 0.35 | 0.35 | 0.08 | 0.18 | 0.18 |
| Volume/Cap: | 0.88 | 0.88 | 0.88 | 0.88 | 0.81 | 0.88 | 0.88 | 0.26 | 0.49 | 0.49 | 0.78 | 0.88 |
| Delay/Veh: | 42.3 | 31.3 | 31.3 | 53.4 | 32.2 | 51.6 | 38.6 | 14.0 | 15.9 | 28.8 | 29.4 | 49.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 42.3 | 31.3 | 31.3 | 53.4 | 32.2 | 51.6 | 38.6 | 14.0 | 15.9 | 28.8 | 29.4 | 49.3 |
| LOS by Move: | D | C | C | D | C | D | D | B | B | C | C | D |
| HCM2kAvgQ: | 5 | 8 | 8 | 3 | 5 | 5 | 11 | 2 | 4 | 1 | 5 | 5 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #16: Foster City Boulevard/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: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------------|-------------|-------------|-------------|-------------|------------|---------|------------|------------|-------------|---------|
| | Base Vol | Growth Adj | Initial Bse | Added Vol | PasserByVol | Initial Fut | User Adj | PHF Adj | PHF Volume | Reduct Vol | Reduced Vol | PCE Adj |
| Base Vol: | 150 | 390 | 30 | 339 | 741 | 203 | 198 | 327 | 336 | 75 | 208 | 100 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 150 | 390 | 30 | 339 | 741 | 203 | 198 | 327 | 336 | 75 | 208 | 100 |
| Added Vol: | 14 | 34 | 0 | 46 | 105 | 100 | 23 | 4 | 18 | 0 | 4 | 10 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 164 | 424 | 30 | 385 | 846 | 303 | 221 | 331 | 354 | 75 | 212 | 110 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 176 | 456 | 32 | 414 | 910 | 326 | 238 | 356 | 381 | 81 | 228 | 118 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 0 |
| Reduced Vol: | 176 | 456 | 32 | 414 | 910 | 326 | 238 | 356 | 287 | 81 | 228 | 118 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 176 | 456 | 32 | 414 | 910 | 326 | 238 | 356 | 287 | 81 | 228 | 118 |

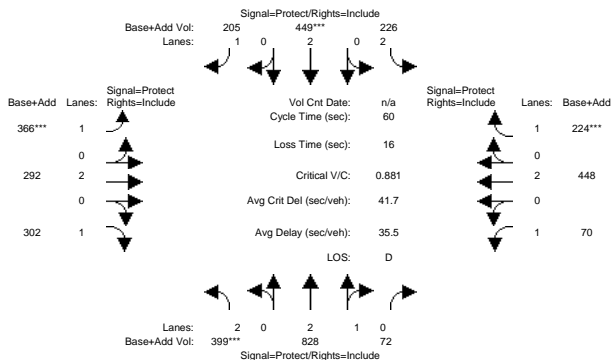
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------------|-------|-------------|------------|-------|------------|------------|-------|------------|------------|-------|
| | Sat/Lane | Adjustment | Lanes | Sat/Lane | Adjustment | Lanes | Sat/Lane | Adjustment | Lanes | Sat/Lane | Adjustment | Lanes |
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.90 | 0.90 | 0.92 | 0.95 | 0.84 | 0.95 | 0.95 | 0.84 | 0.95 | 0.95 | 0.84 |
| Lanes: | 2.00 | 2.80 | 0.20 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 4795 | 339 | 3502 | 3610 | 1588 | 1805 | 3610 | 1591 | 1805 | 3610 | 1594 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------------|-------------|-------------|-----------|-------------|------------|-------------|-----------|------------|------------|-------------|
| | Vol/Sat | Crit Moves | Green/Cycle | Volume/Cap | Delay/Veh | User DelAdj | AdjDel/Veh | LOS by Move | HCM2kAvgQ | Vol/Sat | Crit Moves | Green/Cycle |
| Vol/Sat: | 0.05 | 0.10 | 0.10 | 0.12 | 0.25 | 0.21 | 0.13 | 0.10 | 0.18 | 0.04 | 0.06 | 0.07 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.07 | 0.19 | 0.19 | 0.23 | 0.35 | 0.35 | 0.20 | 0.25 | 0.25 | 0.06 | 0.11 | 0.11 |
| Volume/Cap: | 0.72 | 0.51 | 0.51 | 0.51 | 0.72 | 0.59 | 0.66 | 0.39 | 0.72 | 0.72 | 0.56 | 0.66 |
| Delay/Veh: | 37.2 | 22.3 | 22.3 | 20.5 | 18.9 | 17.5 | 26.5 | 19.0 | 26.8 | 47.7 | 27.0 | 34.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 37.2 | 22.3 | 22.3 | 20.5 | 18.9 | 17.5 | 26.5 | 19.0 | 26.8 | 47.7 | 27.0 | 34.2 |
| LOS by Move: | D | C | C | C | B | B | C | B | C | D | C | C |
| HCM2kAvgQ: | 2 | 3 | 3 | 3 | 8 | 5 | 5 | 3 | 7 | 2 | 2 | 2 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #16: Foster City Boulevard/East Hillsdale Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 367 | 718 | 68 | 218 | 405 | 187 | 257 | 290 | 240 | 65 | 446 | 178 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 367 | 718 | 68 | 218 | 405 | 187 | 257 | 290 | 240 | 65 | 446 | 178 |
| Added Vol: | 32 | 110 | 4 | 8 | 44 | 18 | 109 | 2 | 62 | 5 | 2 | 46 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 399 | 828 | 72 | 226 | 449 | 205 | 366 | 292 | 302 | 70 | 448 | 224 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 443 | 920 | 80 | 251 | 499 | 228 | 407 | 324 | 336 | 78 | 498 | 249 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 443 | 920 | 80 | 251 | 499 | 228 | 407 | 324 | 336 | 78 | 498 | 249 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 443 | 920 | 80 | 251 | 499 | 228 | 407 | 324 | 336 | 78 | 498 | 249 |

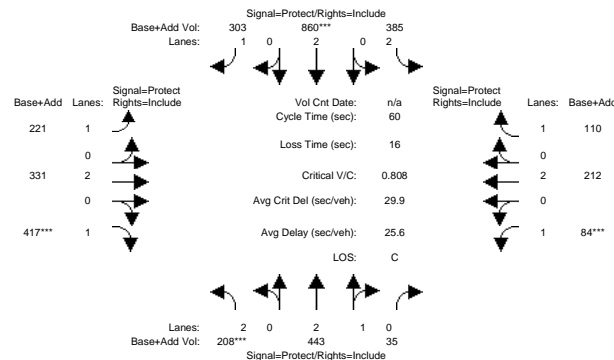
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.90 | 0.90 | 0.92 | 0.95 | 0.84 | 0.95 | 0.95 | 0.84 | 0.95 | 0.95 | 0.84 |
| Lanes: | 2.00 | 2.76 | 0.24 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 4714 | 410 | 3502 | 3610 | 1588 | 1805 | 3610 | 1591 | 1805 | 3610 | 1594 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.13 | 0.20 | 0.20 | 0.07 | 0.14 | 0.14 | 0.23 | 0.09 | 0.21 | 0.04 | 0.14 | 0.16 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.14 | 0.22 | 0.22 | 0.08 | 0.16 | 0.16 | 0.26 | 0.36 | 0.36 | 0.07 | 0.18 | 0.18 |
| Volume/Cap: | 0.88 | 0.89 | 0.89 | 0.89 | 0.88 | 0.91 | 0.88 | 0.25 | 0.59 | 0.59 | 0.78 | 0.88 |
| Delay/Veh: | 41.6 | 31.6 | 31.6 | 54.3 | 39.7 | 60.0 | 39.1 | 13.6 | 17.2 | 33.6 | 29.6 | 49.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 41.6 | 31.6 | 31.6 | 54.3 | 39.7 | 60.0 | 39.1 | 13.6 | 17.2 | 33.6 | 29.6 | 49.9 |
| LOS by Move: | D | C | C | D | D | E | D | B | B | C | C | D |
| HCM2kAvgQ: | 5 | 8 | 8 | 3 | 6 | 5 | 11 | 2 | 6 | 1 | 5 | 5 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #16: Foster City Boulevard/East Hillsdale Blvd



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 150 | 390 | 30 | 339 | 741 | 203 | 198 | 327 | 336 | 75 | 208 | 100 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 150 | 390 | 30 | 339 | 741 | 203 | 198 | 327 | 336 | 75 | 208 | 100 |
| Added Vol: | 58 | 53 | 5 | 46 | 119 | 100 | 23 | 4 | 81 | 9 | 4 | 10 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 208 | 443 | 35 | 385 | 860 | 303 | 221 | 331 | 417 | 84 | 212 | 110 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 224 | 476 | 38 | 414 | 925 | 326 | 238 | 356 | 448 | 90 | 228 | 118 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 0 | 0 | 0 |
| Reduced Vol: | 224 | 476 | 38 | 414 | 925 | 326 | 238 | 356 | 354 | 90 | 228 | 118 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 224 | 476 | 38 | 414 | 925 | 326 | 238 | 356 | 354 | 90 | 228 | 118 |

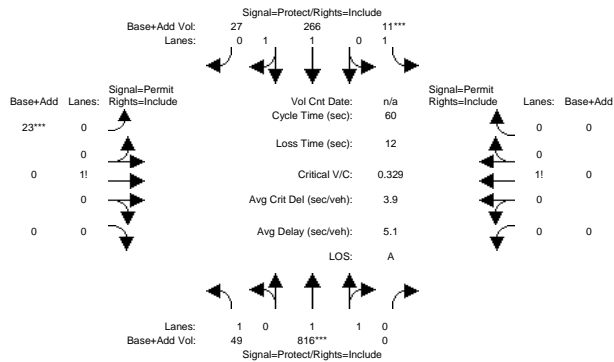
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.92 | 0.90 | 0.90 | 0.92 | 0.95 | 0.84 | 0.95 | 0.95 | 0.84 | 0.95 | 0.95 | 0.84 |
| Lanes: | 2.00 | 2.78 | 0.22 | 2.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 | 1.00 | 2.00 | 1.00 |
| Final Sat.: | 3502 | 4754 | 376 | 3502 | 3610 | 1588 | 1805 | 3610 | 1591 | 1805 | 3610 | 1594 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.06 | 0.10 | 0.10 | 0.12 | 0.26 | 0.21 | 0.13 | 0.10 | 0.22 | 0.05 | 0.06 | 0.07 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.08 | 0.18 | 0.18 | 0.21 | 0.32 | 0.32 | 0.22 | 0.28 | 0.28 | 0.06 | 0.12 | 0.12 |
| Volume/Cap: | 0.81 | 0.55 | 0.55 | 0.55 | 0.81 | 0.65 | 0.61 | 0.36 | 0.81 | 0.81 | 0.52 | 0.61 |
| Delay/Veh: | 43.2 | 23.0 | 23.0 | 21.9 | 23.2 | 20.6 | 24.1 | 17.7 | 30.9 | 61.6 | 25.8 | 30.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 43.2 | 23.0 | 23.0 | 21.9 | 23.2 | 20.6 | 24.1 | 17.7 | 30.9 | 61.6 | 25.8 | 30.6 |
| LOS by Move: | D | C | C | C | C | C | C | B | C | E | C | C |
| HCM2kAvgQ: | 2 | 3 | 3 | 3 | 9 | 5 | 5 | 3 | 9 | 2 | 2 | 2 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative No Project AM

Intersection #17: Shell Blvd/Recreation Center



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 49 | 706 | 0 | 11 | 234 | 27 | 23 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 49 | 706 | 0 | 11 | 234 | 27 | 23 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 110 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 49 | 816 | 0 | 11 | 266 | 27 | 23 | 0 | 0 | 0 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 53 | 877 | 0 | 12 | 286 | 29 | 25 | 0 | 0 | 0 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 53 | 877 | 0 | 12 | 286 | 29 | 25 | 0 | 0 | 0 | 0 | 0 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 53 | 877 | 0 | 12 | 286 | 29 | 25 | 0 | 0 | 0 | 0 | 0 |

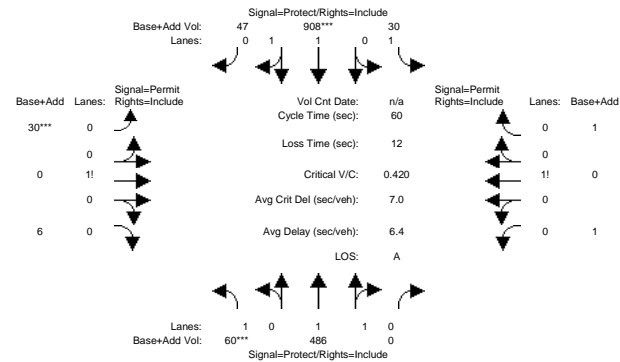
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.94 | 0.93 | 0.98 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 2.00 | 0.00 | 1.00 | 1.82 | 0.18 | 1.00 | 0.00 | 0.00 | 0.00 | 1.00 | 0.00 |
| Final Sat.: | 1805 | 3610 | 0 | 1805 | 3231 | 328 | 1864 | 0 | 0 | 0 | 1900 | 0 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.03 | 0.24 | 0.00 | 0.01 | 0.09 | 0.09 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.19 | 0.74 | 0.00 | 0.02 | 0.57 | 0.57 | 0.04 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Volume/Cap: | 0.15 | 0.33 | 0.00 | 0.33 | 0.15 | 0.15 | 0.21 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Delay/Veh: | 20.6 | 2.8 | 0.0 | 34.3 | 6.1 | 6.1 | 28.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 20.6 | 2.8 | 0.0 | 34.3 | 6.1 | 6.1 | 28.7 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| LOS by Move: | C | A | A | C | A | A | C | A | A | A | A | A |
| HCM2kAvgQ: | 1 | 3 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative No Project PM

Intersection #17: Shell Blvd/Recreation Center



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 60 | 435 | 0 | 30 | 788 | 47 | 30 | 0 | 6 | 1 | 0 | 1 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 60 | 435 | 0 | 30 | 788 | 47 | 30 | 0 | 6 | 1 | 0 | 1 |
| Added Vol: | 0 | 51 | 0 | 0 | 120 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 60 | 486 | 0 | 30 | 908 | 47 | 30 | 0 | 6 | 1 | 0 | 1 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 63 | 512 | 0 | 32 | 956 | 49 | 32 | 0 | 6 | 1 | 0 | 1 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 63 | 512 | 0 | 32 | 956 | 49 | 32 | 0 | 6 | 1 | 0 | 1 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 63 | 512 | 0 | 32 | 956 | 49 | 32 | 0 | 6 | 1 | 0 | 1 |

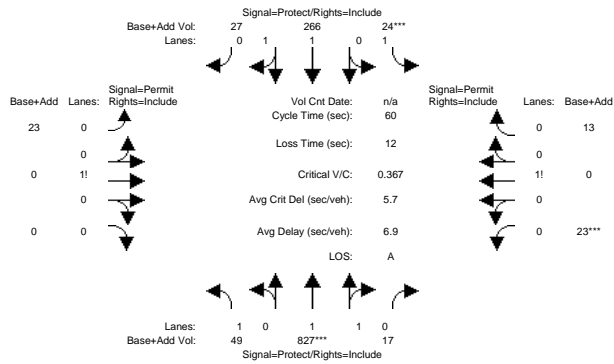
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.94 | 0.94 | 0.96 | 1.00 | 0.97 | 0.92 | 1.00 | 0.92 |
| Lanes: | 1.00 | 2.00 | 0.00 | 1.00 | 1.90 | 0.10 | 0.83 | 0.00 | 0.17 | 0.50 | 0.00 | 0.50 |
| Final Sat.: | 1805 | 3610 | 0 | 1805 | 3408 | 176 | 1527 | 0 | 305 | 878 | 0 | 878 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.03 | 0.14 | 0.00 | 0.02 | 0.28 | 0.28 | 0.02 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.08 | 0.67 | 0.00 | 0.08 | 0.67 | 0.67 | 0.05 | 0.00 | 0.05 | 0.05 | 0.00 | 0.05 |
| Volume/Cap: | 0.42 | 0.21 | 0.00 | 0.21 | 0.42 | 0.42 | 0.42 | 0.00 | 0.42 | 0.02 | 0.00 | 0.02 |
| Delay/Veh: | 28.0 | 3.9 | 0.0 | 26.4 | 4.7 | 4.7 | 30.8 | 0.0 | 30.8 | 27.3 | 0.0 | 27.3 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 28.0 | 3.9 | 0.0 | 26.4 | 4.7 | 4.7 | 30.8 | 0.0 | 30.8 | 27.3 | 0.0 | 27.3 |
| LOS by Move: | C | A | A | C | A | A | C | A | C | C | A | C |
| HCM2kAvgQ: | 2 | 2 | 0 | 1 | 4 | 4 | 1 | 0 | 1 | 0 | 0 | 0 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project AM

Intersection #17: Shell Blvd/Recreation Center



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 49 | 706 | 0 | 11 | 234 | 27 | 23 | 0 | 0 | 0 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 49 | 706 | 0 | 11 | 234 | 27 | 23 | 0 | 0 | 0 | 0 | 0 |
| Added Vol: | 0 | 121 | 17 | 13 | 32 | 0 | 0 | 0 | 0 | 23 | 0 | 13 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 49 | 827 | 17 | 24 | 266 | 27 | 23 | 0 | 0 | 23 | 0 | 13 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 53 | 889 | 18 | 26 | 286 | 29 | 25 | 0 | 0 | 25 | 0 | 14 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 53 | 889 | 18 | 26 | 286 | 29 | 25 | 0 | 0 | 25 | 0 | 14 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 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: | 53 | 889 | 18 | 26 | 286 | 29 | 25 | 0 | 0 | 25 | 0 | 14 |

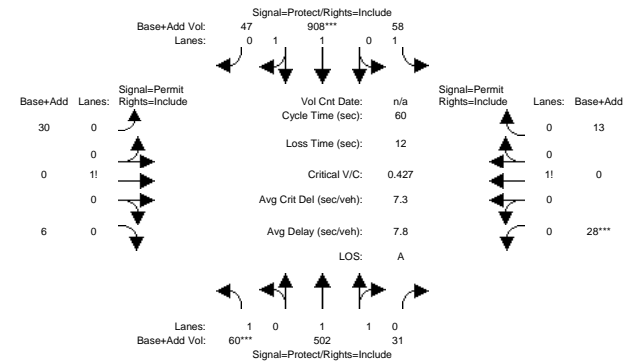
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.94 | 0.93 | 0.96 | 1.00 | 1.00 | 0.76 | 1.00 | 0.75 |
| Lanes: | 1.00 | 1.96 | 0.04 | 1.00 | 1.82 | 0.18 | 1.00 | 0.00 | 0.00 | 0.64 | 0.00 | 0.36 |
| Final Sat.: | 1805 | 3527 | 72 | 1805 | 3231 | 328 | 1830 | 0 | 0 | 922 | 0 | 521 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.25 | 0.25 | 0.01 | 0.09 | 0.09 | 0.01 | 0.00 | 0.00 | 0.03 | 0.00 | 0.03 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.18 | 0.69 | 0.69 | 0.04 | 0.55 | 0.55 | 0.07 | 0.00 | 0.00 | 0.07 | 0.00 | 0.07 |
| Volume/Cap: | 0.16 | 0.37 | 0.37 | 0.37 | 0.16 | 0.16 | 0.18 | 0.00 | 0.00 | 0.37 | 0.00 | 0.37 |
| Delay/Veh: | 21.0 | 4.0 | 4.0 | 31.3 | 6.8 | 6.8 | 26.8 | 0.0 | 0.0 | 28.6 | 0.0 | 28.6 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 21.0 | 4.0 | 4.0 | 31.3 | 6.8 | 6.8 | 26.8 | 0.0 | 0.0 | 28.6 | 0.0 | 28.6 |
| LOS by Move: | C | A | A | C | A | A | C | A | A | C | A | C |
| HCM2kAvgQ: | 1 | 4 | 4 | 0 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 1 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project PM

Intersection #17: Shell Blvd/Recreation Center



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | | | | | | | | | | | | |
|----------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Base Vol: | 60 | 435 | 0 | 30 | 788 | 47 | 30 | 0 | 6 | 1 | 0 | 1 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 60 | 435 | 0 | 30 | 788 | 47 | 30 | 0 | 6 | 1 | 0 | 1 |
| Added Vol: | 0 | 67 | 31 | 28 | 120 | 0 | 0 | 0 | 0 | 0 | 27 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 60 | 502 | 31 | 58 | 908 | 47 | 30 | 0 | 6 | 28 | 0 | 13 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| PHF Volume: | 63 | 528 | 33 | 61 | 956 | 49 | 32 | 0 | 6 | 29 | 0 | 14 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 63 | 528 | 33 | 61 | 956 | 49 | 32 | 0 | 6 | 29 | 0 | 14 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 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: | 63 | 528 | 33 | 61 | 956 | 49 | 32 | 0 | 6 | 29 | 0 | 14 |

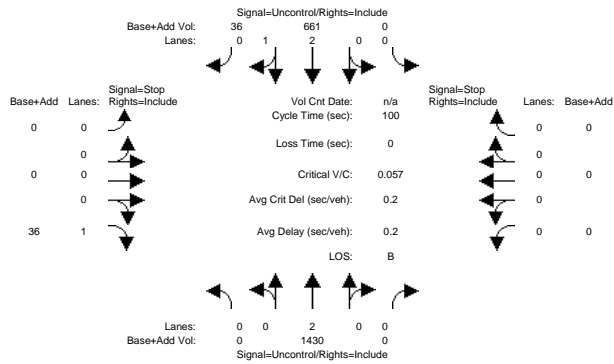
| Saturation Flow Module: | | | | | | | | | | | | |
|-------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.95 | 0.94 | 0.94 | 0.96 | 1.00 | 0.97 | 0.87 | 1.00 | 0.87 |
| Lanes: | 1.00 | 1.88 | 0.12 | 1.00 | 1.90 | 0.10 | 0.83 | 0.00 | 0.17 | 0.68 | 0.00 | 0.32 |
| Final Sat.: | 1805 | 3369 | 208 | 1805 | 3408 | 176 | 1526 | 0 | 305 | 1126 | 0 | 523 |

| Capacity Analysis Module: | | | | | | | | | | | | |
|---------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat: | 0.03 | 0.16 | 0.16 | 0.03 | 0.28 | 0.28 | 0.02 | 0.00 | 0.02 | 0.03 | 0.00 | 0.03 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Green/Cycle: | 0.08 | 0.61 | 0.61 | 0.13 | 0.66 | 0.66 | 0.06 | 0.00 | 0.06 | 0.06 | 0.00 | 0.06 |
| Volume/Cap: | 0.43 | 0.26 | 0.26 | 0.26 | 0.43 | 0.43 | 0.34 | 0.00 | 0.34 | 0.43 | 0.00 | 0.43 |
| Delay/Veh: | 28.2 | 5.5 | 5.5 | 24.0 | 5.0 | 5.0 | 28.8 | 0.0 | 28.8 | 30.0 | 0.0 | 30.0 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 28.2 | 5.5 | 5.5 | 24.0 | 5.0 | 5.0 | 28.8 | 0.0 | 28.8 | 30.0 | 0.0 | 30.0 |
| LOS by Move: | C | A | A | C | A | A | C | A | C | C | A | C |
| HCM2kAvgQ: | 2 | 3 | 3 | 1 | 4 | 4 | 1 | 0 | 1 | 1 | 0 | 1 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Cumulative No Project AM

Intersection #18: Foster city Blvd/ Civic Center Dr

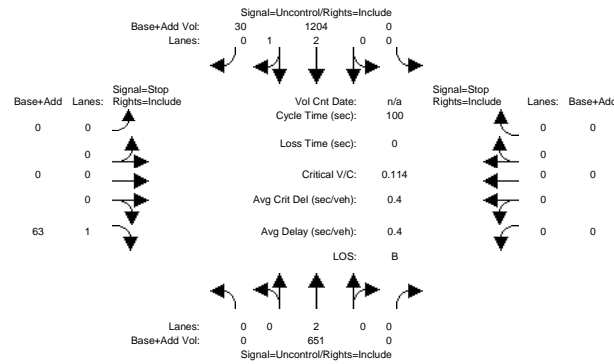


| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1319 | 0 | 0 | 0 | 633 | 36 | 0 | 0 | 36 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1319 | 0 | 0 | 0 | 633 | 36 | 0 | 0 | 36 | 0 | 0 |
| Added Vol: | 0 | 111 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1430 | 0 | 0 | 0 | 661 | 36 | 0 | 0 | 36 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| PHF Volume: | 0 | 1644 | 0 | 0 | 0 | 760 | 41 | 0 | 0 | 41 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 1644 | 0 | 0 | 0 | 760 | 41 | 0 | 0 | 41 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 6.9 | xxxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 3.3 | xxxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflct Vol: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 274 | xxxxx | xxxxx |
| Potent Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 730 | xxxxx | xxxxx |
| Move Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 730 | xxxxx | xxxxx |
| Volume/Cap: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 0.06 | xxxxx | xxxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 0.2 | xxxxx | xxxxx |
| Control Del: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 10.2 | xxxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | * | B | * | * |
| Movement: | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | |
| Shared Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| SharedQueue: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | xxxxxx | xxxxxx | xxxxxx | xxxxxx | xxxxxx | 10.2 | xxxxxx | xxxxxx | xxxxxx | xxxxxx | |
| ApproachLOS: | * | * | * | * | * | * | B | * | * | * | * | |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Cumulative No Project PM

Intersection #18: Foster city Blvd/ Civic Center Dr

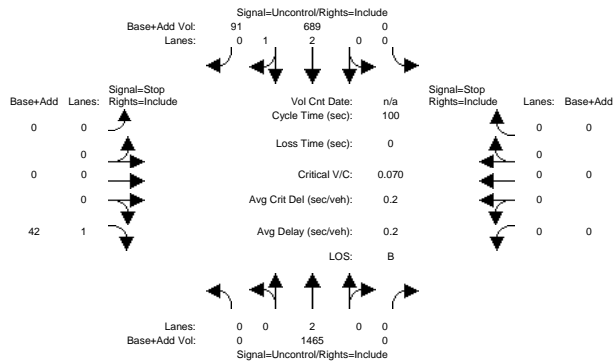


| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 603 | 0 | 0 | 0 | 1081 | 30 | 0 | 0 | 63 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 603 | 0 | 0 | 0 | 1081 | 30 | 0 | 0 | 63 | 0 | 0 |
| Added Vol: | 0 | 48 | 0 | 0 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 651 | 0 | 0 | 0 | 1204 | 30 | 0 | 0 | 63 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 0 | 678 | 0 | 0 | 0 | 1254 | 31 | 0 | 0 | 66 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 678 | 0 | 0 | 0 | 1254 | 31 | 0 | 0 | 66 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 6.9 | xxxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 3.3 | xxxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflct Vol: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 434 | xxxxx | xxxxx |
| Potent Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 576 | xxxxx | xxxxx |
| Move Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 576 | xxxxx | xxxxx |
| Volume/Cap: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 0.11 | xxxxx | xxxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 0.4 | xxxxx | xxxxx |
| Control Del: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 12.1 | xxxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | * | B | * | * |
| Movement: | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | |
| Shared Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| SharedQueue: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | xxxxxx | xxxxxx | xxxxxx | xxxxxx | xxxxxx | 12.1 | xxxxxx | xxxxxx | xxxxxx | xxxxxx | |
| ApproachLOS: | * | * | * | * | * | * | B | * | * | * | * | |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Cumulative + Project AM

Intersection #18: Foster city Blvd/ Civic Center Dr

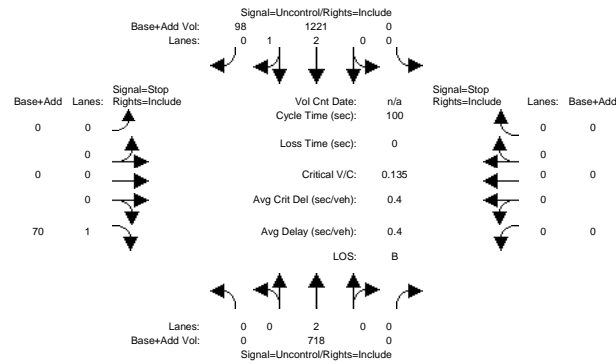


| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 1319 | 0 | 0 | 0 | 633 | 36 | 0 | 0 | 36 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 1319 | 0 | 0 | 0 | 633 | 36 | 0 | 0 | 36 | 0 | 0 |
| Added Vol: | 0 | 146 | 0 | 0 | 0 | 56 | 55 | 0 | 0 | 6 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 1465 | 0 | 0 | 0 | 689 | 91 | 0 | 0 | 42 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 | 0.87 |
| PHF Volume: | 0 | 1684 | 0 | 0 | 0 | 792 | 105 | 0 | 0 | 48 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 1684 | 0 | 0 | 0 | 792 | 105 | 0 | 0 | 48 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 6.9 | xxxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 3.3 | xxxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflct Vol: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 316 | xxxxx | xxxxx |
| Potent Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 685 | xxxxx | xxxxx |
| Move Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 685 | xxxxx | xxxxx |
| Volume/Cap: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 0.07 | xxxxx | xxxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 0.2 | xxxxx | xxxxx |
| Control Del: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 10.6 | xxxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | * | B | * | * |
| Movement: | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | |
| Shared Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| SharedQueue: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | xxxxxx | xxxxxx | xxxxxx | xxxxxx | xxxxxx | 10.6 | xxxxxx | xxxxxx | xxxxxx | xxxxxx | |
| ApproachLOS: | * | * | * | * | * | * | B | * | * | * | * | |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level Of Service Computation Report
 2000 HCM Unsignalized (Future Volume Alternative)
 Cumulative + Project PM

Intersection #18: Foster city Blvd/ Civic Center Dr

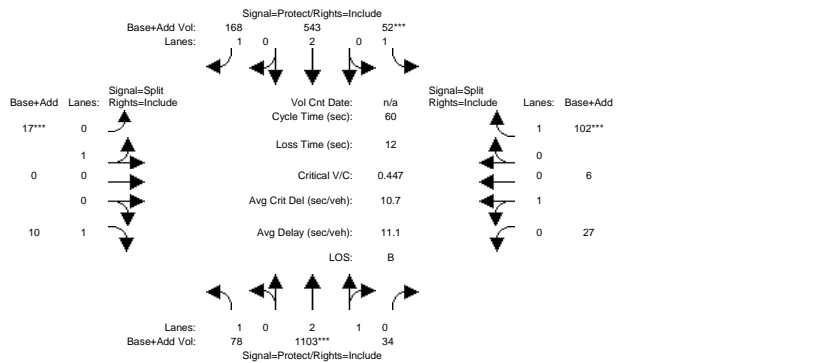


| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|--------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|-------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 0 | 603 | 0 | 0 | 0 | 1081 | 30 | 0 | 0 | 63 | 0 | 0 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 0 | 603 | 0 | 0 | 0 | 1081 | 30 | 0 | 0 | 63 | 0 | 0 |
| Added Vol: | 0 | 115 | 0 | 0 | 0 | 140 | 68 | 0 | 0 | 7 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 0 | 718 | 0 | 0 | 0 | 1221 | 98 | 0 | 0 | 70 | 0 | 0 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 | 0.96 |
| PHF Volume: | 0 | 748 | 0 | 0 | 0 | 1272 | 102 | 0 | 0 | 73 | 0 | 0 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| FinalVolume: | 0 | 748 | 0 | 0 | 0 | 1272 | 102 | 0 | 0 | 73 | 0 | 0 |
| Critical Gap Module: | | | | | | | | | | | | |
| Critical Gp: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 6.9 | xxxxx | xxxxx |
| FollowUpTim: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 3.3 | xxxxx | xxxxx |
| Capacity Module: | | | | | | | | | | | | |
| Cnflct Vol: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 475 | xxxxx | xxxxx |
| Potent Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 541 | xxxxx | xxxxx |
| Move Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 541 | xxxxx | xxxxx |
| Volume/Cap: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 0.13 | xxxxx | xxxxx |
| Level Of Service Module: | | | | | | | | | | | | |
| 2Way95thQ: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 0.5 | xxxxx | xxxxx |
| Control Del: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | 12.7 | xxxxx | xxxxx |
| LOS by Move: | * | * | * | * | * | * | * | * | * | B | * | * |
| Movement: | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | LT - LTR - RT | |
| Shared Cap.: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| SharedQueue: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Shrd ConDel: | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx | xxxxx |
| Shared LOS: | * | * | * | * | * | * | * | * | * | * | * | * |
| ApproachDel: | xxxxxx | xxxxxx | xxxxxx | xxxxxx | xxxxxx | xxxxxx | 12.7 | xxxxxx | xxxxxx | xxxxxx | xxxxxx | |
| ApproachLOS: | * | * | * | * | * | * | B | * | * | * | * | |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #19: Foster City Blvd/Balclutha Dr



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 78 | 992 | 34 | 52 | 515 | 168 | 17 | 0 | 10 | 27 | 6 | 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: | 78 | 992 | 34 | 52 | 515 | 168 | 17 | 0 | 10 | 27 | 6 | 102 |
| Added Vol: | 0 | 111 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 78 | 1103 | 34 | 52 | 543 | 168 | 17 | 0 | 10 | 27 | 6 | 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: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 87 | 1226 | 38 | 58 | 603 | 187 | 19 | 0 | 11 | 30 | 7 | 113 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 87 | 1226 | 38 | 58 | 603 | 187 | 19 | 0 | 11 | 30 | 7 | 113 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 87 | 1226 | 38 | 58 | 603 | 187 | 19 | 0 | 11 | 30 | 7 | 113 |

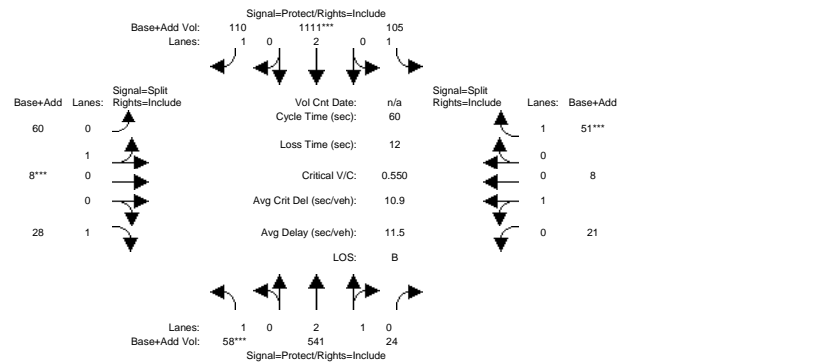
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.91 | 0.95 | 0.95 | 0.83 | 0.95 | 1.00 | 0.85 | 0.96 | 0.96 | 0.85 |
| Lanes: | 1.00 | 2.91 | 0.09 | 1.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.82 | 0.18 | 1.00 |
| Final Sat.: | 1805 | 5012 | 154 | 1805 | 3610 | 1568 | 1809 | 0 | 1614 | 1494 | 332 | 1608 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.05 | 0.24 | 0.24 | 0.03 | 0.17 | 0.12 | 0.01 | 0.00 | 0.01 | 0.02 | 0.02 | 0.07 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.14 | 0.55 | 0.55 | 0.07 | 0.48 | 0.48 | 0.02 | 0.00 | 0.02 | 0.16 | 0.16 | 0.16 |
| Volume/Cap: | 0.35 | 0.45 | 0.45 | 0.45 | 0.35 | 0.25 | 0.45 | 0.00 | 0.29 | 0.13 | 0.13 | 0.45 |
| Delay/Veh: | 24.3 | 8.3 | 8.3 | 29.2 | 9.8 | 9.4 | 36.3 | 0.0 | 33.1 | 21.9 | 21.9 | 24.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 24.3 | 8.3 | 8.3 | 29.2 | 9.8 | 9.4 | 36.3 | 0.0 | 33.1 | 21.9 | 21.9 | 24.2 |
| LOS by Move: | C | A | A | C | A | A | D | A | C | C | C | C |
| HCM2kAvgQ: | 2 | 5 | 5 | 1 | 3 | 2 | 1 | 0 | 1 | 1 | 1 | 2 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #19: Foster City Blvd/Balclutha Dr



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 58 | 493 | 24 | 105 | 988 | 110 | 60 | 8 | 28 | 21 | 8 | 51 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 58 | 493 | 24 | 105 | 988 | 110 | 60 | 8 | 28 | 21 | 8 | 51 |
| Added Vol: | 0 | 48 | 0 | 0 | 123 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 58 | 541 | 24 | 105 | 1111 | 110 | 60 | 8 | 28 | 21 | 8 | 51 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 62 | 582 | 26 | 113 | 1195 | 118 | 65 | 9 | 30 | 23 | 9 | 55 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 62 | 582 | 26 | 113 | 1195 | 118 | 65 | 9 | 30 | 23 | 9 | 55 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 62 | 582 | 26 | 113 | 1195 | 118 | 65 | 9 | 30 | 23 | 9 | 55 |

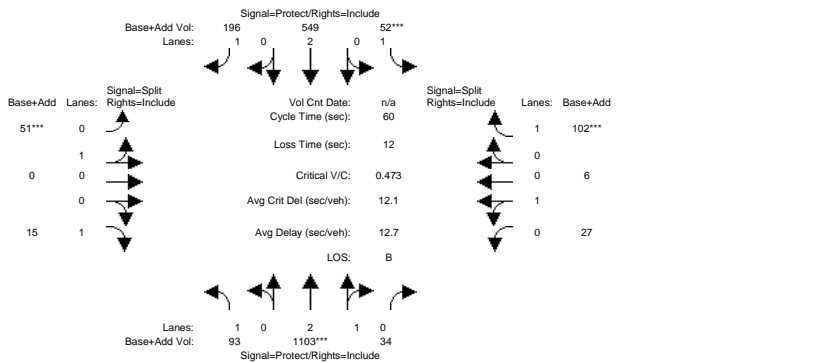
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.90 | 0.90 | 0.95 | 0.95 | 0.84 | 0.96 | 0.96 | 0.84 | 0.97 | 0.97 | 0.85 |
| Lanes: | 1.00 | 2.87 | 0.13 | 1.00 | 2.00 | 1.00 | 0.88 | 0.12 | 1.00 | 0.72 | 0.28 | 1.00 |
| Final Sat.: | 1805 | 4937 | 219 | 1805 | 3610 | 1591 | 1606 | 214 | 1592 | 1328 | 506 | 1611 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.03 | 0.12 | 0.12 | 0.06 | 0.33 | 0.07 | 0.04 | 0.04 | 0.02 | 0.02 | 0.02 | 0.03 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.06 | 0.43 | 0.43 | 0.23 | 0.60 | 0.60 | 0.07 | 0.07 | 0.07 | 0.06 | 0.06 | 0.06 |
| Volume/Cap: | 0.55 | 0.27 | 0.27 | 0.27 | 0.55 | 0.12 | 0.55 | 0.55 | 0.26 | 0.27 | 0.27 | 0.55 |
| Delay/Veh: | 32.9 | 10.9 | 10.9 | 19.3 | 7.4 | 5.2 | 31.7 | 31.7 | 27.5 | 28.2 | 28.2 | 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: | 32.9 | 10.9 | 10.9 | 19.3 | 7.4 | 5.2 | 31.7 | 31.7 | 27.5 | 28.2 | 28.2 | 33.7 |
| LOS by Move: | C | B | B | B | A | A | C | C | C | C | C | C |
| HCM2kAvgQ: | 2 | 3 | 3 | 2 | 7 | 1 | 2 | 2 | 1 | 1 | 1 | 2 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project AM

Intersection #19: Foster City Blvd/Balclutha Dr



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 78 | 992 | 34 | 52 | 515 | 168 | 17 | 0 | 10 | 27 | 6 | 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: | 78 | 992 | 34 | 52 | 515 | 168 | 17 | 0 | 10 | 27 | 6 | 102 |
| Added Vol: | 15 | 111 | 0 | 0 | 34 | 28 | 34 | 0 | 5 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 93 | 1103 | 34 | 52 | 549 | 196 | 51 | 0 | 15 | 27 | 6 | 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: | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| PHF Volume: | 103 | 1226 | 38 | 58 | 610 | 218 | 57 | 0 | 17 | 30 | 7 | 113 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 103 | 1226 | 38 | 58 | 610 | 218 | 57 | 0 | 17 | 30 | 7 | 113 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 103 | 1226 | 38 | 58 | 610 | 218 | 57 | 0 | 17 | 30 | 7 | 113 |

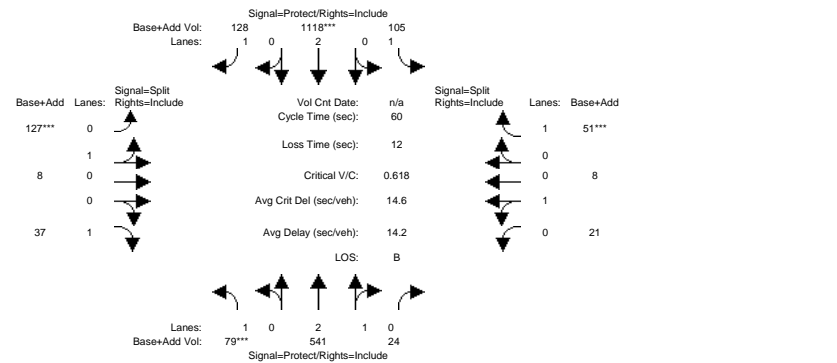
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.91 | 0.91 | 0.95 | 0.95 | 0.83 | 0.95 | 1.00 | 0.85 | 0.96 | 0.96 | 0.85 |
| Lanes: | 1.00 | 2.91 | 0.09 | 1.00 | 2.00 | 1.00 | 1.00 | 0.00 | 1.00 | 0.82 | 0.18 | 1.00 |
| Final Sat.: | 1805 | 5012 | 154 | 1805 | 3610 | 1568 | 1809 | 0 | 1614 | 1494 | 332 | 1608 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.06 | 0.24 | 0.24 | 0.03 | 0.17 | 0.14 | 0.03 | 0.00 | 0.01 | 0.02 | 0.02 | 0.07 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.15 | 0.52 | 0.52 | 0.07 | 0.44 | 0.44 | 0.07 | 0.00 | 0.07 | 0.15 | 0.15 | 0.15 |
| Volume/Cap: | 0.39 | 0.47 | 0.47 | 0.47 | 0.39 | 0.32 | 0.47 | 0.00 | 0.16 | 0.13 | 0.13 | 0.47 |
| Delay/Veh: | 24.0 | 9.4 | 9.4 | 29.8 | 11.6 | 11.3 | 29.9 | 0.0 | 27.1 | 22.4 | 22.4 | 24.8 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 24.0 | 9.4 | 9.4 | 29.8 | 11.6 | 11.3 | 29.9 | 0.0 | 27.1 | 22.4 | 22.4 | 24.8 |
| LOS by Move: | C | A | A | C | B | B | C | A | C | C | C | C |
| HCM2kAvgQ: | 2 | 6 | 6 | 1 | 4 | 2 | 2 | 0 | 0 | 1 | 1 | 3 |

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

Foster City - Civic Center 15
 SF12-0649
 Cumulative Conditions
 Level of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Cumulative + Project PM

Intersection #19: Foster City Blvd/Balclutha Dr



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 58 | 493 | 24 | 105 | 988 | 110 | 60 | 8 | 28 | 21 | 8 | 51 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 58 | 493 | 24 | 105 | 988 | 110 | 60 | 8 | 28 | 21 | 8 | 51 |
| Added Vol: | 21 | 48 | 0 | 0 | 130 | 18 | 67 | 0 | 9 | 0 | 0 | 0 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 79 | 541 | 24 | 105 | 1118 | 128 | 127 | 8 | 37 | 21 | 8 | 51 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |
| PHF Volume: | 85 | 582 | 26 | 113 | 1202 | 138 | 137 | 9 | 40 | 23 | 9 | 55 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 85 | 582 | 26 | 113 | 1202 | 138 | 137 | 9 | 40 | 23 | 9 | 55 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Final Volume: | 85 | 582 | 26 | 113 | 1202 | 138 | 137 | 9 | 40 | 23 | 9 | 55 |

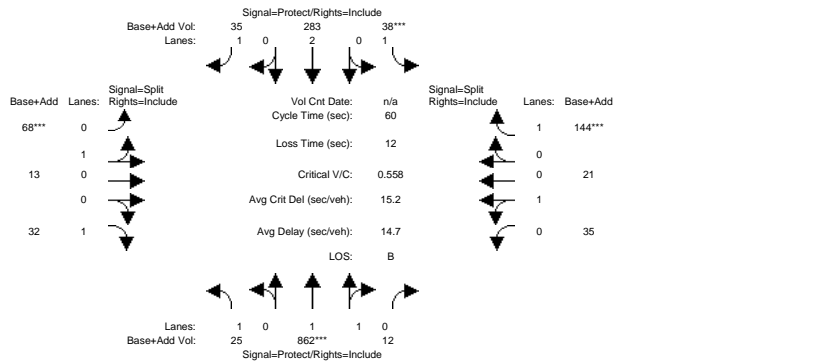
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.90 | 0.90 | 0.95 | 0.95 | 0.84 | 0.96 | 0.96 | 0.84 | 0.97 | 0.97 | 0.85 |
| Lanes: | 1.00 | 2.87 | 0.13 | 1.00 | 2.00 | 1.00 | 1.00 | 0.94 | 0.06 | 1.00 | 0.72 | 0.28 |
| Final Sat.: | 1805 | 4937 | 219 | 1805 | 3610 | 1591 | 1707 | 108 | 1592 | 1328 | 506 | 1611 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.05 | 0.12 | 0.12 | 0.06 | 0.33 | 0.09 | 0.08 | 0.08 | 0.02 | 0.02 | 0.02 | 0.03 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.08 | 0.40 | 0.40 | 0.21 | 0.54 | 0.54 | 0.13 | 0.13 | 0.13 | 0.06 | 0.06 | 0.06 |
| Volume/Cap: | 0.62 | 0.29 | 0.29 | 0.29 | 0.62 | 0.16 | 0.62 | 0.62 | 0.19 | 0.31 | 0.31 | 0.62 |
| Delay/Veh: | 35.1 | 12.2 | 12.2 | 20.2 | 10.2 | 7.1 | 29.6 | 29.6 | 23.8 | 29.0 | 29.0 | 40.2 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 35.1 | 12.2 | 12.2 | 20.2 | 10.2 | 7.1 | 29.6 | 29.6 | 23.8 | 29.0 | 29.0 | 40.2 |
| LOS by Move: | D | B | B | C | B | A | C | C | C | C | C | D |
| HCM2kAvgQ: | 3 | 3 | 3 | 2 | 8 | 1 | 4 | 4 | 1 | 1 | 1 | 2 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project AM

Intersection #20: Foster City Boulevard/Bounty Dr



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 25 | 817 | 11 | 24 | 270 | 35 | 68 | 13 | 32 | 34 | 20 | 78 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 25 | 817 | 11 | 24 | 270 | 35 | 68 | 13 | 32 | 34 | 20 | 78 |
| Added Vol: | 0 | 45 | 1 | 14 | 13 | 0 | 0 | 0 | 0 | 1 | 1 | 66 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 25 | 862 | 12 | 38 | 283 | 35 | 68 | 13 | 32 | 35 | 21 | 144 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| PHF Volume: | 28 | 969 | 13 | 43 | 318 | 39 | 76 | 15 | 36 | 39 | 24 | 162 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 28 | 969 | 13 | 43 | 318 | 39 | 76 | 15 | 36 | 39 | 24 | 162 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 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: | 28 | 969 | 13 | 43 | 318 | 39 | 76 | 15 | 36 | 39 | 24 | 162 |

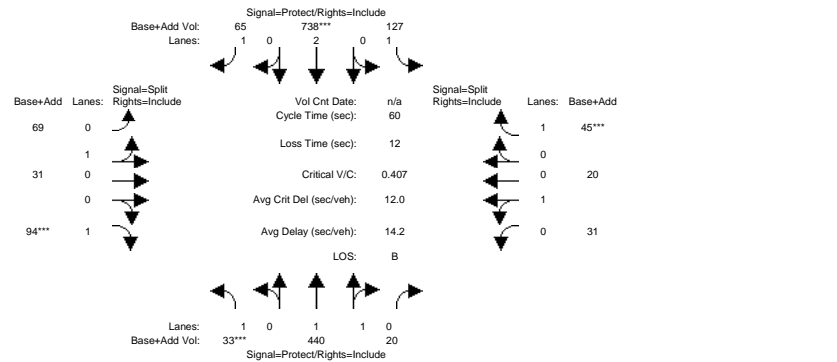
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.82 | 0.96 | 0.96 | 0.85 | 0.97 | 0.97 | 0.85 |
| Lanes: | 1.00 | 1.97 | 0.03 | 1.00 | 2.00 | 1.00 | 1.00 | 0.84 | 0.16 | 1.00 | 0.62 | 0.38 |
| Final Sat.: | 1805 | 3553 | 49 | 1805 | 3610 | 1566 | 1531 | 293 | 1612 | 1152 | 691 | 1615 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.02 | 0.27 | 0.27 | 0.02 | 0.09 | 0.03 | 0.05 | 0.05 | 0.02 | 0.03 | 0.03 | 0.10 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.08 | 0.49 | 0.49 | 0.04 | 0.45 | 0.45 | 0.09 | 0.09 | 0.09 | 0.18 | 0.18 | 0.18 |
| Volume/Cap: | 0.20 | 0.56 | 0.56 | 0.56 | 0.20 | 0.06 | 0.56 | 0.56 | 0.25 | 0.19 | 0.19 | 0.56 |
| Delay/Veh: | 26.5 | 11.2 | 11.2 | 37.1 | 10.0 | 9.3 | 30.4 | 30.4 | 26.4 | 21.2 | 21.2 | 24.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 26.5 | 11.2 | 11.2 | 37.1 | 10.0 | 9.3 | 30.4 | 30.4 | 26.4 | 21.2 | 21.2 | 24.9 |
| LOS by Move: | C | B | B | D | A | A | C | C | C | C | C | C |
| HCM2kAvgQ: | 1 | 7 | 7 | 2 | 2 | 0 | 3 | 3 | 1 | 1 | 1 | 4 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative No Project PM

Intersection #20: Foster City Boulevard/Bounty Dr



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|-----|-----|-------------|-----|-----|------------|-----|-----|------------|-----|-----|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Y+R: | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 33 | 413 | 18 | 59 | 683 | 65 | 69 | 30 | 94 | 29 | 19 | 23 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 33 | 413 | 18 | 59 | 683 | 65 | 69 | 30 | 94 | 29 | 19 | 23 |
| Added Vol: | 0 | 27 | 2 | 68 | 55 | 0 | 0 | 1 | 0 | 2 | 1 | 22 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 33 | 440 | 20 | 127 | 738 | 65 | 69 | 31 | 94 | 31 | 20 | 45 |
| User Adj: | 1.00 | 1.00 | 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: | 35 | 463 | 21 | 134 | 777 | 68 | 73 | 33 | 99 | 33 | 21 | 47 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 35 | 463 | 21 | 134 | 777 | 68 | 73 | 33 | 99 | 33 | 21 | 47 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 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: | 35 | 463 | 21 | 134 | 777 | 68 | 73 | 33 | 99 | 33 | 21 | 47 |

| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Sat/Lane: | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Adjustment: | 0.95 | 0.94 | 0.94 | 0.95 | 0.95 | 0.85 | 0.97 | 0.97 | 0.85 | 0.97 | 0.97 | 0.85 |
| Lanes: | 1.00 | 1.91 | 0.09 | 1.00 | 2.00 | 1.00 | 1.00 | 0.69 | 0.31 | 1.00 | 0.61 | 0.39 |
| Final Sat.: | 1805 | 3432 | 156 | 1805 | 3610 | 1611 | 1268 | 570 | 1613 | 1120 | 723 | 1607 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.02 | 0.13 | 0.13 | 0.07 | 0.22 | 0.04 | 0.06 | 0.06 | 0.06 | 0.03 | 0.03 | 0.03 |
| Crit Moves: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Green/Cycle: | 0.05 | 0.37 | 0.37 | 0.20 | 0.53 | 0.53 | 0.15 | 0.15 | 0.15 | 0.07 | 0.07 | 0.07 |
| Volume/Cap: | 0.41 | 0.36 | 0.36 | 0.36 | 0.41 | 0.08 | 0.38 | 0.38 | 0.41 | 0.40 | 0.40 | 0.41 |
| Delay/Veh: | 30.9 | 13.8 | 13.8 | 21.1 | 8.6 | 7.0 | 23.8 | 23.8 | 24.2 | 28.6 | 28.6 | 28.9 |
| User DelAdj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 30.9 | 13.8 | 13.8 | 21.1 | 8.6 | 7.0 | 23.8 | 23.8 | 24.2 | 28.6 | 28.6 | 28.9 |
| LOS by Move: | C | B | B | C | A | A | C | C | C | C | C | C |
| HCM2kAvgQ: | 1 | 4 | 4 | 2 | 5 | 1 | 2 | 2 | 2 | 1 | 1 | 1 |

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project AM

Intersection #20: Foster City Boulevard/Bounty Dr

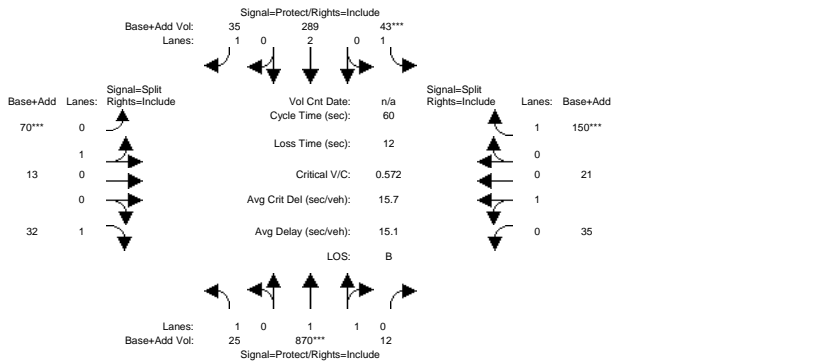


Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Min. Green, and Y+R.

Volume Module table showing traffic volume data for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Reduced Vol across all approaches.

Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for each approach.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ values.

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative + Project PM

Intersection #20: Foster City Boulevard/Bounty Dr

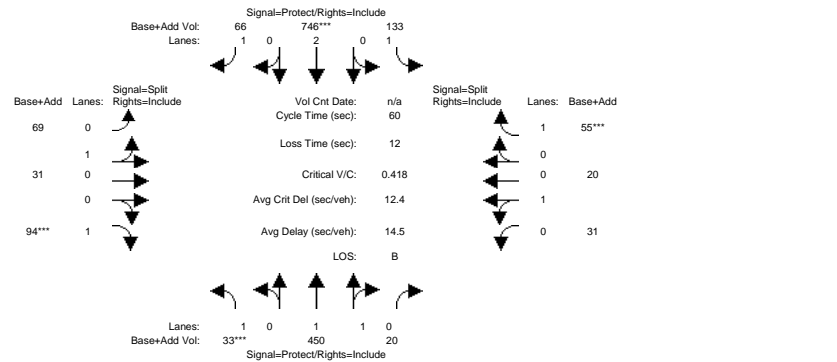


Table with 4 columns: Approach, North Bound, South Bound, East Bound, West Bound. Rows include Movement, Min. Green, and Y+R.

Volume Module table showing traffic volume data for Base Vol, Growth Adj, Initial Bse, Added Vol, PasserByVol, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, and Reduced Vol across all approaches.

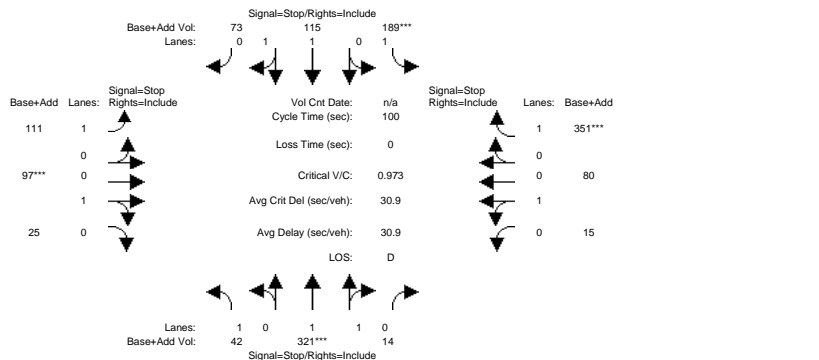
Saturation Flow Module table showing Sat/Lane, Adjustment, Lanes, and Final Sat. values for each approach.

Capacity Analysis Module table showing Vol/Sat, Crit Moves, Green/Cycle, Volume/Cap, Delay/Veh, User DelAdj, AdjDel/Veh, LOS by Move, and HCM2kAvgQ values.

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

Foster City - Civic Center 15
SF12-0649
Cumulative Conditions
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative No Project AM

Intersection #21: Foster City Blvd/Marlin Ave



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 42 | 321 | 14 | 175 | 115 | 73 | 111 | 97 | 25 | 13 | 80 | 305 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 42 | 321 | 14 | 175 | 115 | 73 | 111 | 97 | 25 | 13 | 80 | 305 |
| Added Vol: | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 46 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 42 | 321 | 14 | 189 | 115 | 73 | 111 | 97 | 25 | 15 | 80 | 351 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 |
| PHF Volume: | 55 | 417 | 18 | 245 | 149 | 95 | 144 | 126 | 32 | 19 | 104 | 456 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 55 | 417 | 18 | 245 | 149 | 95 | 144 | 126 | 32 | 19 | 104 | 456 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 55 | 417 | 18 | 245 | 149 | 95 | 144 | 126 | 32 | 19 | 104 | 456 |

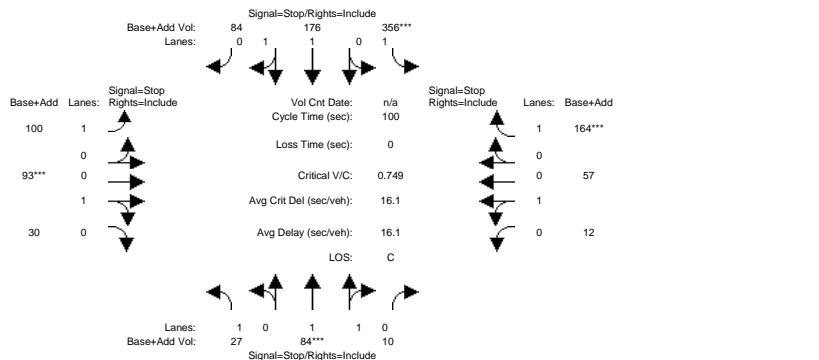
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.92 | 0.08 | 1.00 | 1.22 | 0.78 | 1.00 | 0.80 | 0.20 | 0.16 | 0.84 | 1.00 |
| Final Sat.: | 354 | 725 | 32 | 360 | 464 | 309 | 370 | 315 | 81 | 65 | 349 | 469 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.15 | 0.57 | 0.57 | 0.68 | 0.32 | 0.31 | 0.39 | 0.40 | 0.40 | 0.30 | 0.30 | 0.97 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 14.2 | 23.3 | 23.1 | 30.2 | 16.1 | 15.1 | 17.7 | 16.9 | 16.9 | 14.6 | 14.6 | 62.1 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 14.2 | 23.3 | 23.1 | 30.2 | 16.1 | 15.1 | 17.7 | 16.9 | 16.9 | 14.6 | 14.6 | 62.1 |
| LOS by Move: | B | C | C | D | C | C | C | C | C | B | B | F |
| ApproachDel: | 22.3 | | | 23.0 | | | 17.3 | | | 52.0 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 22.3 | | | 23.0 | | | 17.3 | | | 52.0 | | |
| LOS by Appr: | C | | | C | | | C | | | F | | |
| AllWayAvgQ: | 0.2 | 1.2 | 1.2 | 1.8 | 0.4 | 0.4 | 0.6 | 0.6 | 0.6 | 0.4 | 0.4 | 6.7 |

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

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SF12-0649
Cumulative Conditions
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative No Project PM

Intersection #21: Foster City Blvd/Marlin Ave



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------|-------------|---|---|-------------|---|---|------------|---|---|------------|---|---|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Volume Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|----------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Base Vol: | 27 | 84 | 10 | 299 | 176 | 84 | 100 | 93 | 30 | 8 | 57 | 136 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 27 | 84 | 10 | 299 | 176 | 84 | 100 | 93 | 30 | 8 | 57 | 136 |
| Added Vol: | 0 | 0 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 28 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 27 | 84 | 10 | 356 | 176 | 84 | 100 | 93 | 30 | 12 | 57 | 164 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 29 | 89 | 11 | 379 | 187 | 89 | 106 | 99 | 32 | 13 | 61 | 174 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 89 | 11 | 379 | 187 | 89 | 106 | 99 | 32 | 13 | 61 | 174 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 29 | 89 | 11 | 379 | 187 | 89 | 106 | 99 | 32 | 13 | 61 | 174 |

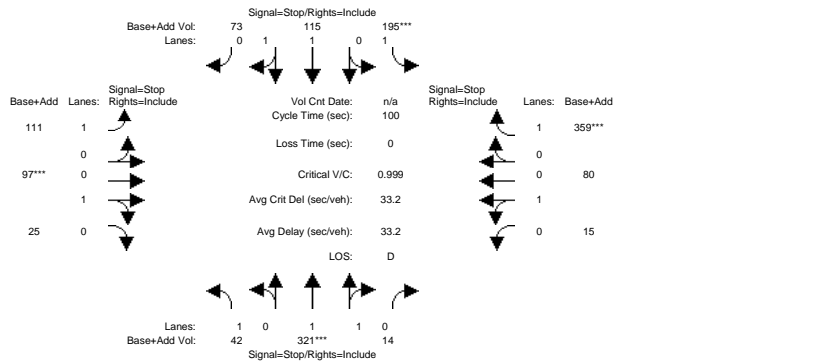
| Saturation Flow Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|-------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.79 | 0.21 | 1.00 | 1.35 | 0.65 | 1.00 | 0.76 | 0.24 | 0.17 | 0.83 | 1.00 |
| Final Sat.: | 412 | 788 | 95 | 505 | 741 | 372 | 454 | 376 | 121 | 83 | 395 | 536 |

| Capacity Analysis Module: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Vol/Sat: | 0.07 | 0.11 | 0.11 | 0.75 | 0.25 | 0.24 | 0.23 | 0.26 | 0.26 | 0.15 | 0.15 | 0.33 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 11.4 | 11.2 | 11.1 | 27.0 | 11.2 | 10.6 | 12.4 | 11.8 | 11.8 | 11.1 | 11.1 | 11.9 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 11.4 | 11.2 | 11.1 | 27.0 | 11.2 | 10.6 | 12.4 | 11.8 | 11.8 | 11.1 | 11.1 | 11.9 |
| LOS by Move: | B | B | B | D | B | B | B | B | B | B | B | B |
| ApproachDel: | 11.2 | | | 20.3 | | | 12.1 | | | 11.6 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 11.2 | | | 20.3 | | | 12.1 | | | 11.6 | | |
| LOS by Appr: | B | | | C | | | B | | | B | | |
| AllWayAvgQ: | 0.1 | 0.1 | 0.1 | 2.4 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.2 | 0.2 | 0.4 |

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

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SF12-0649
Cumulative Conditions
Level Of Service Computation Report
2000 HCM 4-Way Stop (Future Volume Alternative)
Cumulative + Project AM

Intersection #21: Foster City Blvd/Marlin Ave

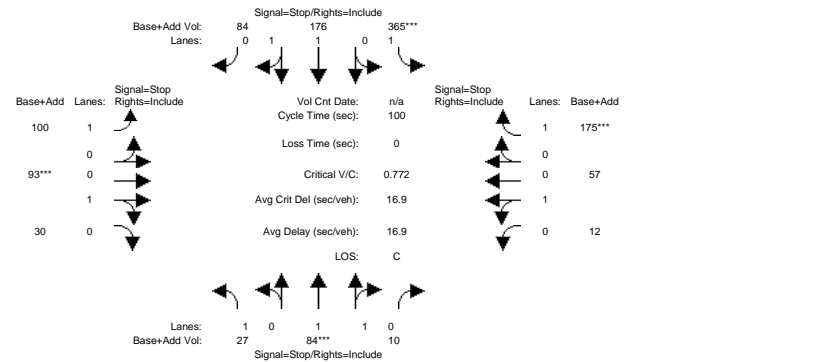


| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 42 | 321 | 14 | 175 | 115 | 73 | 111 | 97 | 25 | 13 | 80 | 305 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 42 | 321 | 14 | 175 | 115 | 73 | 111 | 97 | 25 | 13 | 80 | 305 |
| Added Vol: | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 54 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 42 | 321 | 14 | 195 | 115 | 73 | 111 | 97 | 25 | 15 | 80 | 359 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 | 0.77 |
| PHF Volume: | 55 | 417 | 18 | 253 | 149 | 95 | 144 | 126 | 32 | 19 | 104 | 466 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 55 | 417 | 18 | 253 | 149 | 95 | 144 | 126 | 32 | 19 | 104 | 466 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 55 | 417 | 18 | 253 | 149 | 95 | 144 | 126 | 32 | 19 | 104 | 466 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.92 | 0.08 | 1.00 | 1.22 | 0.78 | 1.00 | 0.80 | 0.20 | 0.16 | 0.84 | 1.00 |
| Final Sat.: | 353 | 723 | 32 | 360 | 464 | 309 | 369 | 314 | 81 | 65 | 348 | 467 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.15 | 0.58 | 0.58 | 0.70 | 0.32 | 0.31 | 0.39 | 0.40 | 0.40 | 0.30 | 0.30 | 1.00 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 14.4 | 23.7 | 23.6 | 32.2 | 16.2 | 15.3 | 17.9 | 17.1 | 17.1 | 14.6 | 14.6 | 69.0 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 14.4 | 23.7 | 23.6 | 32.2 | 16.2 | 15.3 | 17.9 | 17.1 | 17.1 | 14.6 | 14.6 | 69.0 |
| LOS by Move: | B | C | C | D | C | C | C | C | C | B | B | F |
| ApproachDel: | 22.7 | | | 24.2 | | | 17.4 | | | 57.6 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 22.7 | | | 24.2 | | | 17.4 | | | 57.6 | | |
| LOS by Appr: | C | | | C | | | C | | | F | | |
| AllWayAvgQ: | 0.2 | 1.2 | 1.2 | 2.0 | 0.4 | 0.4 | 0.6 | 0.6 | 0.6 | 0.4 | 0.4 | 7.6 |

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

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

Intersection #21: Foster City Blvd/Marlin Ave



| Approach: | North Bound | | | South Bound | | | East Bound | | | West Bound | | |
|---------------------------|-------------|------|------|-------------|------|------|------------|------|------|------------|------|------|
| Movement: | L | T | R | L | T | R | L | T | R | L | T | R |
| Min. Green: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Module: | | | | | | | | | | | | |
| Base Vol: | 27 | 84 | 10 | 299 | 176 | 84 | 100 | 93 | 30 | 8 | 57 | 136 |
| Growth Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Initial Bse: | 27 | 84 | 10 | 299 | 176 | 84 | 100 | 93 | 30 | 8 | 57 | 136 |
| Added Vol: | 0 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 39 |
| PasserByVol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Initial Fut: | 27 | 84 | 10 | 365 | 176 | 84 | 100 | 93 | 30 | 12 | 57 | 175 |
| User Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj: | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| PHF Volume: | 29 | 89 | 11 | 388 | 187 | 89 | 106 | 99 | 32 | 13 | 61 | 186 |
| Reduct Vol: | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Reduced Vol: | 29 | 89 | 11 | 388 | 187 | 89 | 106 | 99 | 32 | 13 | 61 | 186 |
| PCE Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| MLF Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 29 | 89 | 11 | 388 | 187 | 89 | 106 | 99 | 32 | 13 | 61 | 186 |
| Saturation Flow Module: | | | | | | | | | | | | |
| Adjustment: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Lanes: | 1.00 | 1.79 | 0.21 | 1.00 | 1.35 | 0.65 | 1.00 | 0.76 | 0.24 | 0.17 | 0.83 | 1.00 |
| Final Sat.: | 408 | 781 | 94 | 503 | 736 | 370 | 450 | 373 | 120 | 83 | 392 | 534 |
| Capacity Analysis Module: | | | | | | | | | | | | |
| Vol/Sat: | 0.07 | 0.11 | 0.11 | 0.77 | 0.25 | 0.24 | 0.24 | 0.27 | 0.27 | 0.15 | 0.15 | 0.35 |
| Crit Moves: | **** | | | **** | | | **** | | | **** | | |
| Delay/Veh: | 11.5 | 11.3 | 11.2 | 29.0 | 11.3 | 10.7 | 12.5 | 12.0 | 12.0 | 11.1 | 11.1 | 12.2 |
| Delay Adj: | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| AdjDel/Veh: | 11.5 | 11.3 | 11.2 | 29.0 | 11.3 | 10.7 | 12.5 | 12.0 | 12.0 | 11.1 | 11.1 | 12.2 |
| LOS by Move: | B | B | B | D | B | B | B | B | B | B | B | B |
| ApproachDel: | 11.3 | | | 21.5 | | | 12.2 | | | 11.9 | | |
| Delay Adj: | 1.00 | | | 1.00 | | | 1.00 | | | 1.00 | | |
| ApprAdjDel: | 11.3 | | | 21.5 | | | 12.2 | | | 11.9 | | |
| LOS by Appr: | B | | | C | | | B | | | B | | |
| AllWayAvgQ: | 0.1 | 0.1 | 0.1 | 2.7 | 0.3 | 0.3 | 0.3 | 0.3 | 0.3 | 0.2 | 0.2 | 0.5 |

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

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**APPENDIX B3:
VISSIM INTERSECTION ANALYSIS RESULTS**

VISSIM APPENDIX

Existing Conditions

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

Foster City Civic Center 15 EIR
Existing Conditions
AM Peak Hour

Intersection 1

SR 92 WB Ramps/Chess Dr

Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 334 | 329 | 98.5% | 18.4 | 1.2 | B |
| | Through | 3 | 2 | 66.7% | 13.3 | 10.1 | B |
| | Right Turn | 584 | 589 | 100.9% | 2.4 | 0.5 | A |
| | Subtotal | 921 | 920 | 99.9% | 8.2 | 0.6 | A |
| SB | Left Turn | 3 | 3 | 100.0% | 26.6 | 12.4 | C |
| | Through | 4 | 4 | 100.0% | 28.5 | 4.0 | C |
| | Right Turn | 1 | 1 | 100.0% | 3.8 | 3.8 | A |
| | Subtotal | 8 | 8 | 100.0% | 25.5 | 4.0 | C |
| EB | Left Turn | 0 | 0 | #DIV/0! | #VALUE! | #VALUE! | #VALUE! |
| | Through | 84 | 83 | 98.8% | 18.0 | 1.7 | B |
| | Right Turn | 169 | 171 | 101.2% | 18.7 | 1.1 | B |
| | Subtotal | 253 | 254 | 100.4% | 18.5 | 0.6 | B |
| WB | Left Turn | 788 | 803 | 101.9% | 11.7 | 1.0 | B |
| | Through | 173 | 168 | 97.1% | 9.4 | 1.0 | A |
| | Right Turn | 20 | 22 | 110.0% | 7.3 | 1.6 | A |
| | Subtotal | 981 | 993 | 101.2% | 11.2 | 0.9 | B |
| Total | | 2163 | 2175 | 100.6% | 10.8 | 0.5 | B |

Intersection 2

Foster City Blvd/Chess Dr

Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 866 | 874 | 100.9% | 22.2 | 1.6 | C |
| | Through | 905 | 916 | 101.2% | 11.7 | 0.8 | B |
| | Right Turn | 233 | 238 | 102.1% | 12.6 | 1.2 | B |
| | Subtotal | 2004 | 2028 | 101.2% | 16.3 | 1.1 | B |
| SB | Left Turn | 2 | 2 | 100.0% | 32.2 | 23.5 | C |
| | Through | 317 | 326 | 102.8% | 28.5 | 1.7 | C |
| | Right Turn | 58 | 61 | 105.2% | 3.6 | 0.4 | A |
| | Subtotal | 377 | 389 | 103.2% | 24.7 | 1.5 | C |
| EB | Left Turn | 230 | 235 | 102.2% | 30.5 | 1.9 | C |
| | Through | 40 | 36 | 90.0% | 29.4 | 2.2 | C |
| | Right Turn | 401 | 405 | 101.0% | 0.7 | 0.0 | A |
| | Subtotal | 671 | 676 | 100.7% | 12.6 | 1.0 | B |
| WB | Left Turn | 57 | 56 | 98.2% | 34.2 | 2.9 | C |
| | Through | 57 | 58 | 101.8% | 33.5 | 3.1 | C |
| | Right Turn | 4 | 4 | 100.0% | 14.4 | 6.0 | B |
| | Subtotal | 118 | 118 | 100.0% | 33.2 | 2.3 | C |
| Total | | 3170 | 3211 | 101.3% | 17.2 | 0.9 | B |

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

Foster City Civic Center 15 EIR
Existing Conditions
AM Peak Hour

Intersection 3

SR 92 EB Ramps/Metro Center Blvd

Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 10 | 11 | 110.0% | 39.6 | 5.3 | D |
| | Through | 6 | 5 | 83.3% | 38.1 | 10.9 | D |
| | Right Turn | 18 | 18 | 100.0% | 11.0 | 1.9 | B |
| | Subtotal | 34 | 34 | 100.0% | 24.3 | 3.0 | C |
| SB | Left Turn | 1116 | 1143 | 102.4% | 16.3 | 0.7 | B |
| | Through | 67 | 70 | 104.5% | 15.0 | 1.3 | B |
| | Right Turn | 598 | 611 | 102.2% | 7.1 | 0.6 | A |
| | Subtotal | 1781 | 1824 | 102.4% | 13.1 | 0.6 | B |
| EB | Left Turn | 79 | 79 | 100.0% | 30.3 | 3.2 | C |
| | Through | 153 | 155 | 101.3% | 21.4 | 1.7 | C |
| | Right Turn | 23 | 25 | 108.7% | 8.2 | 3.1 | A |
| | Subtotal | 255 | 259 | 101.6% | 22.9 | 1.9 | C |
| WB | Left Turn | 43 | 45 | 104.7% | 37.7 | 2.6 | D |
| | Through | 237 | 237 | 100.0% | 23.0 | 1.2 | C |
| | Right Turn | 156 | 156 | 100.0% | 2.2 | 0.3 | A |
| | Subtotal | 436 | 438 | 100.5% | 17.1 | 0.7 | B |
| Total | | 2506 | 2555 | 102.0% | 14.9 | 0.4 | B |

Intersection 4

Foster City Blvd/Metro Center Blvd

Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 145 | 144 | 99.3% | 41.0 | 2.6 | D |
| | Through | 1033 | 1049 | 101.5% | 25.6 | 1.4 | C |
| | Right Turn | 53 | 50 | 94.3% | 23.3 | 2.9 | C |
| | Subtotal | 1231 | 1243 | 101.0% | 27.3 | 1.4 | C |
| SB | Left Turn | 118 | 123 | 104.2% | 41.8 | 3.3 | D |
| | Through | 423 | 433 | 102.4% | 23.0 | 2.0 | C |
| | Right Turn | 234 | 237 | 101.3% | 1.6 | 0.4 | A |
| | Subtotal | 775 | 793 | 102.3% | 19.5 | 1.5 | B |
| EB | Left Turn | 438 | 453 | 103.4% | 28.1 | 1.6 | C |
| | Through | 258 | 266 | 103.1% | 28.6 | 2.1 | C |
| | Right Turn | 591 | 593 | 100.3% | 7.9 | 0.6 | A |
| | Subtotal | 1287 | 1312 | 101.9% | 19.1 | 1.0 | B |
| WB | Left Turn | 47 | 48 | 102.1% | 34.9 | 1.5 | C |
| | Through | 57 | 57 | 100.0% | 38.6 | 4.1 | D |
| | Right Turn | 533 | 526 | 98.7% | 16.0 | 1.1 | B |
| | Subtotal | 637 | 631 | 99.1% | 19.5 | 1.2 | B |
| Total | | 3930 | 3979 | 101.2% | 21.8 | 0.8 | C |

VISSIM Post-Processor
Average Results from 10 Runs
Queue Length

Foster City Civic Center 15 EIR
Existing Conditions
AM Peak Hour

Intersection 9

SR 92 WB Ramps/Chess Dr

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 475 | 21 | 2 | 151 | 33 | NO |
| | Through | 465 | 22 | 2 | 151 | 33 | NO |
| | Right Turn | 500 | 0 | 0 | 0 | 0 | NO |
| SB | Left Turn | 30 | 1 | 0 | 29 | 9 | NO |
| | Through | 30 | 1 | 0 | 29 | 9 | NO |
| | Right Turn | 30 | 0 | 0 | 0 | 0 | NO |
| EB | Left Turn | 340 | 7 | 1 | 96 | 36 | NO |
| | Through | 340 | 7 | 1 | 96 | 36 | NO |
| | Right Turn | 335 | 11 | 1 | 75 | 12 | NO |
| WB | Left Turn | 335 | 30 | 3 | 309 | 32 | NO |
| | Through | 335 | 30 | 3 | 309 | 32 | NO |
| | Right Turn | 335 | 30 | 3 | 310 | 32 | NO |

Intersection 10

Foster City Blvd/Chess Dr

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 520 | 69 | 6 | 389 | 54 | NO |
| | Through | 1075 | 69 | 6 | 389 | 54 | NO |
| | Right Turn | 1075 | 69 | 6 | 389 | 54 | NO |
| SB | Left Turn | 85 | 0 | 0 | 19 | 10 | NO |
| | Through | 1250 | 32 | 2 | 156 | 24 | NO |
| | Right Turn | 210 | 0 | 0 | 40 | 15 | NO |
| EB | Left Turn | 325 | 32 | 3 | 155 | 24 | NO |
| | Through | 340 | 32 | 3 | 155 | 24 | NO |
| | Right Turn | 325 | 5 | 1 | 111 | 20 | NO |
| WB | Left Turn | 100 | 6 | 2 | 80 | 11 | NO |
| | Through | 350 | 10 | 2 | 95 | 16 | NO |
| | Right Turn | 350 | 8 | 2 | 112 | 16 | NO |

VISSIM Post-Processor
Average Results from 10 Runs
Queue Length

Foster City Civic Center 15 EIR
Existing Conditions
AM Peak Hour

Intersection 15

SR 92 EB Ramps/Metro Center Blvd

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 55 | 3 | 1 | 44 | 11 | NO |
| | Through | 55 | 3 | 1 | 44 | 11 | NO |
| | Right Turn | 65 | 0 | 0 | 37 | 11 | NO |
| SB | Left Turn | 610 | 70 | 5 | 511 | 83 | NO |
| | Through | 1140 | 69 | 5 | 511 | 83 | NO |
| | Right Turn | 1100 | 13 | 3 | 303 | 112 | NO |
| EB | Left Turn | 300 | 11 | 2 | 69 | 11 | NO |
| | Through | 325 | 14 | 2 | 106 | 18 | NO |
| | Right Turn | 325 | 0 | 0 | 17 | 27 | NO |
| WB | Left Turn | 100 | 22 | 1 | 137 | 23 | MAX |
| | Through | 330 | 23 | 1 | 136 | 23 | NO |
| | Right Turn | 75 | 20 | 1 | 137 | 23 | MAX |

Intersection 16

Foster City Blvd/Metro Center Blvd

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 325 | 33 | 5 | 187 | 23 | NO |
| | Through | 780 | 63 | 4 | 287 | 31 | NO |
| | Right Turn | 780 | 69 | 4 | 296 | 31 | NO |
| SB | Left Turn | 200 | 29 | 4 | 188 | 50 | NO |
| | Through | 1040 | 27 | 3 | 201 | 74 | NO |
| | Right Turn | 1075 | 0 | 0 | 27 | 26 | NO |
| EB | Left Turn | 335 | 62 | 4 | 330 | 91 | NO |
| | Through | 335 | 62 | 4 | 330 | 91 | NO |
| | Right Turn | 250 | 10 | 1 | 134 | 27 | NO |
| WB | Left Turn | 110 | 8 | 1 | 82 | 13 | NO |
| | Through | 365 | 29 | 3 | 178 | 30 | NO |
| | Right Turn | 190 | 29 | 3 | 178 | 30 | NO |

VISSIM Post-Processor
Average Results from 10 Runs
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Foster City Civic Center 15 EIR
Existing Conditions
PM Peak Hour

Intersection 1

SR 92 WB Ramps/Chess Dr

Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 58 | 58 | 100.0% | 36.3 | 3.0 | D |
| | Through | 3 | 2 | 66.7% | 19.2 | 13.6 | B |
| | Right Turn | 247 | 248 | 100.4% | 1.3 | 0.1 | A |
| | Subtotal | 308 | 308 | 100.0% | 8.1 | 0.4 | A |
| SB | Left Turn | 16 | 16 | 100.0% | 38.7 | 6.1 | D |
| | Through | 39 | 39 | 100.0% | 38.7 | 3.2 | D |
| | Right Turn | 1 | 1 | 100.0% | 7.4 | 11.2 | A |
| | Subtotal | 56 | 56 | 100.0% | 37.8 | 2.1 | D |
| EB | Left Turn | 0 | 0 | #DIV/0! | #VALUE! | #VALUE! | #VALUE! |
| | Through | 311 | 312 | 100.3% | 20.5 | 1.0 | C |
| | Right Turn | 883 | 891 | 100.9% | 22.9 | 2.2 | C |
| | Subtotal | 1194 | 1203 | 100.8% | 22.3 | 1.8 | C |
| WB | Left Turn | 983 | 991 | 100.8% | 22.7 | 2.6 | C |
| | Through | 237 | 236 | 99.6% | 19.6 | 3.0 | B |
| | Right Turn | 13 | 13 | 100.0% | 14.3 | 4.8 | B |
| | Subtotal | 1233 | 1240 | 100.6% | 22.0 | 2.6 | C |
| Total | | 2791 | 2807 | 100.6% | 20.9 | 1.8 | C |

Intersection 2

Foster City Blvd/Chess Dr

Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 781 | 779 | 99.7% | 26.5 | 1.0 | C |
| | Through | 288 | 298 | 103.5% | 8.0 | 1.0 | A |
| | Right Turn | 125 | 122 | 97.6% | 9.8 | 1.2 | A |
| | Subtotal | 1194 | 1199 | 100.4% | 20.2 | 0.9 | C |
| SB | Left Turn | 8 | 9 | 112.5% | 36.3 | 12.5 | D |
| | Through | 532 | 540 | 101.5% | 27.5 | 1.4 | C |
| | Right Turn | 311 | 312 | 100.3% | 6.8 | 0.5 | A |
| | Subtotal | 851 | 861 | 101.2% | 20.1 | 1.2 | C |
| EB | Left Turn | 52 | 54 | 103.8% | 36.9 | 3.6 | D |
| | Through | 25 | 29 | 116.0% | 39.6 | 4.1 | D |
| | Right Turn | 497 | 492 | 99.0% | 1.3 | 0.1 | A |
| | Subtotal | 574 | 575 | 100.2% | 6.6 | 0.6 | A |
| WB | Left Turn | 90 | 88 | 97.8% | 31.2 | 4.3 | C |
| | Through | 141 | 147 | 104.3% | 32.5 | 1.8 | C |
| | Right Turn | 10 | 11 | 110.0% | 19.4 | 6.3 | B |
| | Subtotal | 241 | 246 | 102.1% | 31.5 | 2.1 | C |
| Total | | 2860 | 2881 | 100.7% | 18.4 | 0.8 | B |

VISSIM Post-Processor
Average Results from 10 Runs
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Foster City Civic Center 15 EIR
Existing Conditions
PM Peak Hour

Intersection 3

SR 92 EB Ramps/Metro Center Blvd

Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 17 | 18 | 105.9% | 43.1 | 4.4 | D |
| | Through | 8 | 8 | 100.0% | 40.8 | 9.3 | D |
| | Right Turn | 29 | 31 | 106.9% | 11.6 | 1.6 | B |
| | Subtotal | 54 | 57 | 105.6% | 25.7 | 3.3 | C |
| SB | Left Turn | 959 | 925 | 96.5% | 23.0 | 1.7 | C |
| | Through | 35 | 35 | 100.0% | 24.0 | 1.8 | C |
| | Right Turn | 448 | 423 | 94.4% | 6.7 | 0.5 | A |
| | Subtotal | 1442 | 1383 | 95.9% | 18.0 | 1.3 | B |
| EB | Left Turn | 377 | 382 | 101.3% | 34.1 | 2.1 | C |
| | Through | 333 | 335 | 100.6% | 19.1 | 2.3 | B |
| | Right Turn | 19 | 17 | 89.5% | 12.7 | 2.0 | B |
| | Subtotal | 729 | 734 | 100.7% | 26.8 | 1.8 | C |
| WB | Left Turn | 37 | 39 | 105.4% | 45.8 | 4.6 | D |
| | Through | 141 | 142 | 100.7% | 26.2 | 1.6 | C |
| | Right Turn | 513 | 510 | 99.4% | 6.5 | 0.5 | A |
| | Subtotal | 691 | 691 | 100.0% | 12.7 | 0.7 | B |
| Total | | 2916 | 2865 | 98.3% | 19.1 | 1.0 | B |

Intersection 4

Foster City Blvd/Metro Center Blvd

Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 122 | 126 | 103.3% | 36.0 | 1.9 | D |
| | Through | 545 | 550 | 100.9% | 23.3 | 1.2 | C |
| | Right Turn | 70 | 75 | 107.1% | 16.9 | 1.2 | B |
| | Subtotal | 737 | 751 | 101.9% | 24.8 | 1.1 | C |
| SB | Left Turn | 128 | 127 | 99.2% | 33.7 | 2.2 | C |
| | Through | 524 | 528 | 100.8% | 24.0 | 1.9 | C |
| | Right Turn | 467 | 466 | 99.8% | 3.0 | 0.5 | A |
| | Subtotal | 1119 | 1121 | 100.2% | 16.4 | 1.2 | B |
| EB | Left Turn | 335 | 323 | 96.4% | 21.9 | 2.7 | C |
| | Through | 321 | 306 | 95.3% | 23.2 | 2.7 | C |
| | Right Turn | 665 | 659 | 99.1% | 7.3 | 0.8 | A |
| | Subtotal | 1321 | 1288 | 97.5% | 14.7 | 1.5 | B |
| WB | Left Turn | 72 | 72 | 100.0% | 36.4 | 3.8 | D |
| | Through | 102 | 98 | 96.1% | 41.1 | 4.2 | D |
| | Right Turn | 314 | 326 | 103.8% | 13.5 | 0.7 | B |
| | Subtotal | 488 | 496 | 101.6% | 22.3 | 1.6 | C |
| Total | | 3665 | 3656 | 99.8% | 18.3 | 0.5 | B |

VISSIM Post-Processor
Average Results from 10 Runs
Queue Length

Foster City Civic Center 15 EIR
Existing Conditions
PM Peak Hour

Intersection 9

SR 92 WB Ramps/Chess Dr

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 475 | 11 | 1 | 86 | 18 | NO |
| | Through | 465 | 11 | 1 | 86 | 18 | NO |
| | Right Turn | 500 | 0 | 0 | 0 | 0 | NO |
| SB | Left Turn | 30 | 11 | 2 | 92 | 28 | MAX |
| | Through | 30 | 11 | 2 | 92 | 28 | MAX |
| | Right Turn | 30 | 1 | 1 | 60 | 28 | MAX |
| EB | Left Turn | 340 | 34 | 3 | 275 | 51 | NO |
| | Through | 340 | 34 | 3 | 275 | 51 | NO |
| | Right Turn | 335 | 62 | 6 | 335 | 26 | MAX |
| WB | Left Turn | 335 | 78 | 10 | 398 | 36 | MAX |
| | Through | 335 | 78 | 10 | 398 | 36 | MAX |
| | Right Turn | 335 | 78 | 10 | 399 | 36 | MAX |

Intersection 10

Foster City Blvd/Chess Dr

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 520 | 65 | 3 | 322 | 34 | NO |
| | Through | 1075 | 65 | 3 | 322 | 34 | NO |
| | Right Turn | 1075 | 65 | 3 | 322 | 34 | NO |
| SB | Left Turn | 85 | 2 | 1 | 39 | 17 | NO |
| | Through | 1250 | 51 | 5 | 244 | 36 | NO |
| | Right Turn | 210 | 2 | 1 | 105 | 36 | NO |
| EB | Left Turn | 325 | 14 | 1 | 98 | 18 | NO |
| | Through | 340 | 14 | 1 | 98 | 18 | NO |
| | Right Turn | 325 | 1 | 0 | 113 | 42 | NO |
| WB | Left Turn | 100 | 10 | 3 | 166 | 57 | MAX |
| | Through | 350 | 26 | 4 | 181 | 48 | NO |
| | Right Turn | 350 | 28 | 4 | 198 | 48 | NO |

VISSIM Post-Processor
Average Results from 10 Runs
Queue Length

Foster City Civic Center 15 EIR
Existing Conditions
PM Peak Hour

Intersection 15

SR 92 EB Ramps/Metro Center Blvd

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 55 | 6 | 2 | 61 | 14 | MAX |
| | Through | 55 | 6 | 2 | 61 | 14 | MAX |
| | Right Turn | 65 | 1 | 0 | 38 | 8 | NO |
| SB | Left Turn | 610 | 83 | 7 | 460 | 54 | NO |
| | Through | 1140 | 83 | 7 | 459 | 54 | NO |
| | Right Turn | 1100 | 7 | 1 | 160 | 41 | NO |
| EB | Left Turn | 300 | 43 | 4 | 180 | 29 | NO |
| | Through | 325 | 24 | 4 | 176 | 25 | NO |
| | Right Turn | 325 | 0 | 0 | 65 | 10 | NO |
| WB | Left Turn | 100 | 23 | 2 | 204 | 26 | MAX |
| | Through | 330 | 26 | 2 | 209 | 23 | NO |
| | Right Turn | 75 | 23 | 2 | 210 | 23 | MAX |

Intersection 16

Foster City Blvd/Metro Center Blvd

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 325 | 25 | 2 | 169 | 21 | NO |
| | Through | 780 | 34 | 2 | 154 | 11 | NO |
| | Right Turn | 780 | 40 | 3 | 163 | 11 | NO |
| SB | Left Turn | 200 | 23 | 4 | 157 | 25 | NO |
| | Through | 1040 | 32 | 3 | 219 | 43 | NO |
| | Right Turn | 1075 | 1 | 1 | 98 | 45 | NO |
| EB | Left Turn | 335 | 48 | 6 | 335 | 83 | NO |
| | Through | 335 | 48 | 6 | 335 | 83 | NO |
| | Right Turn | 250 | 10 | 1 | 142 | 29 | NO |
| WB | Left Turn | 110 | 14 | 2 | 107 | 16 | NO |
| | Through | 365 | 27 | 3 | 171 | 20 | NO |
| | Right Turn | 190 | 28 | 3 | 172 | 20 | NO |

Existing Plus Project Conditions

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

Foster City Civic Center 15 EIR
Existing Plus Project
AM Peak Hour

Intersection 1

SR 92 WB Ramps/Chess Dr

Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 334 | 335 | 100.3% | 18.8 | 1.2 | B |
| | Through | 3 | 3 | 100.0% | 19.9 | 12.7 | B |
| | Right Turn | 590 | 591 | 100.2% | 2.7 | 0.6 | A |
| | Subtotal | 927 | 929 | 100.2% | 8.5 | 0.8 | A |
| SB | Left Turn | 3 | 3 | 100.0% | 24.3 | 11.7 | C |
| | Through | 4 | 4 | 100.0% | 29.7 | 10.3 | C |
| | Right Turn | 1 | 1 | 100.0% | 3.4 | 3.6 | A |
| | Subtotal | 8 | 8 | 100.0% | 25.5 | 9.2 | C |
| EB | Left Turn | 0 | 1 | #DIV/0! | #VALUE! | #VALUE! | #VALUE! |
| | Through | 91 | 88 | 96.7% | 18.0 | 1.2 | B |
| | Right Turn | 169 | 172 | 101.8% | 18.8 | 1.5 | B |
| | Subtotal | 260 | 261 | 100.4% | 18.5 | 1.2 | B |
| WB | Left Turn | 789 | 799 | 101.3% | 12.4 | 1.2 | B |
| | Through | 179 | 175 | 97.8% | 9.1 | 1.5 | A |
| | Right Turn | 20 | 21 | 105.0% | 7.3 | 1.7 | A |
| | Subtotal | 988 | 995 | 100.7% | 11.7 | 1.2 | B |
| Total | | 2183 | 2193 | 100.5% | 11.2 | 0.7 | B |

Intersection 2

Foster City Blvd/Chess Dr

Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 873 | 879 | 100.7% | 23.1 | 2.6 | C |
| | Through | 905 | 903 | 99.8% | 10.8 | 0.5 | B |
| | Right Turn | 233 | 226 | 97.0% | 12.1 | 1.2 | B |
| | Subtotal | 2011 | 2008 | 99.9% | 16.3 | 1.4 | B |
| SB | Left Turn | 2 | 2 | 100.0% | 27.7 | 27.4 | C |
| | Through | 317 | 321 | 101.3% | 28.4 | 2.1 | C |
| | Right Turn | 58 | 59 | 101.7% | 3.7 | 0.3 | A |
| | Subtotal | 377 | 382 | 101.3% | 24.6 | 1.7 | C |
| EB | Left Turn | 230 | 231 | 100.4% | 30.3 | 1.8 | C |
| | Through | 40 | 40 | 100.0% | 29.0 | 2.6 | C |
| | Right Turn | 414 | 410 | 99.0% | 0.7 | 0.0 | A |
| | Subtotal | 684 | 681 | 99.6% | 12.4 | 0.8 | B |
| WB | Left Turn | 57 | 61 | 107.0% | 33.4 | 4.1 | C |
| | Through | 57 | 59 | 103.5% | 35.8 | 2.9 | D |
| | Right Turn | 4 | 6 | 150.0% | 15.7 | 3.5 | B |
| | Subtotal | 118 | 126 | 106.8% | 33.6 | 1.7 | C |
| Total | | 3190 | 3197 | 100.2% | 17.2 | 1.1 | B |

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

Foster City Civic Center 15 EIR
Existing Plus Project
AM Peak Hour

Intersection 3

SR 92 EB Ramps/Metro Center Blvd

Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 10 | 11 | 110.0% | 35.7 | 7.1 | D |
| | Through | 6 | 6 | 100.0% | 36.9 | 8.7 | D |
| | Right Turn | 18 | 19 | 105.6% | 11.4 | 1.3 | B |
| | Subtotal | 34 | 36 | 105.9% | 22.8 | 3.1 | C |
| SB | Left Turn | 1124 | 1116 | 99.3% | 15.1 | 1.1 | B |
| | Through | 67 | 65 | 97.0% | 14.4 | 2.3 | B |
| | Right Turn | 598 | 584 | 97.7% | 7.0 | 0.4 | A |
| | Subtotal | 1789 | 1765 | 98.7% | 12.4 | 0.9 | B |
| EB | Left Turn | 80 | 78 | 97.5% | 29.8 | 3.2 | C |
| | Through | 153 | 149 | 97.4% | 20.7 | 1.2 | C |
| | Right Turn | 23 | 23 | 100.0% | 8.5 | 2.9 | A |
| | Subtotal | 256 | 250 | 97.7% | 22.4 | 1.1 | C |
| WB | Left Turn | 43 | 39 | 90.7% | 36.1 | 2.8 | D |
| | Through | 237 | 240 | 101.3% | 23.1 | 1.6 | C |
| | Right Turn | 157 | 161 | 102.5% | 2.2 | 0.2 | A |
| | Subtotal | 437 | 440 | 100.7% | 16.6 | 1.1 | B |
| Total | | 2516 | 2491 | 99.0% | 14.3 | 0.9 | B |

Intersection 4

Foster City Blvd/Metro Center Blvd

Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 146 | 149 | 102.1% | 39.8 | 2.3 | D |
| | Through | 1040 | 1042 | 100.2% | 25.7 | 1.0 | C |
| | Right Turn | 53 | 50 | 94.3% | 20.2 | 2.3 | C |
| | Subtotal | 1239 | 1241 | 100.2% | 27.2 | 1.0 | C |
| SB | Left Turn | 118 | 117 | 99.2% | 38.4 | 3.2 | D |
| | Through | 436 | 436 | 100.0% | 23.5 | 1.4 | C |
| | Right Turn | 234 | 233 | 99.6% | 1.4 | 0.2 | A |
| | Subtotal | 788 | 786 | 99.7% | 19.1 | 1.2 | B |
| EB | Left Turn | 438 | 438 | 100.0% | 28.1 | 1.9 | C |
| | Through | 258 | 252 | 97.7% | 27.8 | 1.2 | C |
| | Right Turn | 599 | 601 | 100.3% | 7.6 | 0.5 | A |
| | Subtotal | 1295 | 1291 | 99.7% | 18.5 | 1.0 | B |
| WB | Left Turn | 47 | 46 | 97.9% | 35.6 | 2.7 | D |
| | Through | 57 | 57 | 100.0% | 38.4 | 2.4 | D |
| | Right Turn | 533 | 527 | 98.9% | 15.7 | 0.7 | B |
| | Subtotal | 637 | 630 | 98.9% | 19.2 | 0.8 | B |
| Total | | 3959 | 3948 | 99.7% | 21.5 | 0.7 | C |

VISSIM Post-Processor
Average Results from 10 Runs
Queue Length

Foster City Civic Center 15 EIR
Existing Plus Project
AM Peak Hour

Intersection 3

SR 92 WB Ramps/Chess Dr

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 475 | 22 | 2 | 158 | 29 | NO |
| | Through | 465 | 23 | 2 | 158 | 29 | NO |
| | Right Turn | 500 | 0 | 0 | 0 | 0 | NO |
| SB | Left Turn | 30 | 1 | 0 | 31 | 9 | MAX |
| | Through | 30 | 1 | 0 | 31 | 9 | MAX |
| | Right Turn | 30 | 0 | 0 | 2 | 5 | NO |
| EB | Left Turn | 340 | 7 | 1 | 84 | 11 | NO |
| | Through | 340 | 7 | 1 | 84 | 11 | NO |
| | Right Turn | 335 | 11 | 1 | 76 | 17 | NO |
| WB | Left Turn | 335 | 32 | 4 | 331 | 44 | NO |
| | Through | 335 | 32 | 4 | 331 | 44 | NO |
| | Right Turn | 335 | 32 | 4 | 333 | 44 | NO |

Intersection 4

Foster City Blvd/Chess Dr

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 520 | 69 | 9 | 343 | 32 | NO |
| | Through | 1075 | 69 | 9 | 343 | 32 | NO |
| | Right Turn | 1075 | 69 | 9 | 343 | 32 | NO |
| SB | Left Turn | 85 | 0 | 0 | 14 | 12 | NO |
| | Through | 1250 | 31 | 3 | 157 | 15 | NO |
| | Right Turn | 210 | 0 | 0 | 40 | 7 | NO |
| EB | Left Turn | 325 | 32 | 3 | 159 | 33 | NO |
| | Through | 340 | 32 | 3 | 159 | 33 | NO |
| | Right Turn | 325 | 5 | 2 | 109 | 32 | NO |
| WB | Left Turn | 100 | 6 | 2 | 93 | 23 | NO |
| | Through | 350 | 11 | 2 | 100 | 20 | NO |
| | Right Turn | 350 | 9 | 2 | 117 | 20 | NO |

VISSIM Post-Processor
Average Results from 10 Runs
Queue Length

Foster City Civic Center 15 EIR
Existing Plus Project
AM Peak Hour

Intersection 9

SR 92 EB Ramps/Metro Center Blvd

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 55 | 3 | 1 | 50 | 14 | NO |
| | Through | 55 | 3 | 1 | 51 | 14 | NO |
| | Right Turn | 65 | 0 | 0 | 41 | 15 | NO |
| SB | Left Turn | 610 | 60 | 8 | 418 | 76 | NO |
| | Through | 1140 | 60 | 8 | 418 | 76 | NO |
| | Right Turn | 1100 | 12 | 1 | 285 | 74 | NO |
| EB | Left Turn | 300 | 10 | 1 | 69 | 12 | NO |
| | Through | 325 | 13 | 1 | 112 | 26 | NO |
| | Right Turn | 325 | 0 | 0 | 12 | 25 | NO |
| WB | Left Turn | 100 | 21 | 2 | 120 | 12 | MAX |
| | Through | 330 | 22 | 2 | 119 | 12 | NO |
| | Right Turn | 75 | 19 | 2 | 120 | 12 | MAX |

Intersection 10

Foster City Blvd/Metro Center Blvd

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 325 | 33 | 4 | 196 | 31 | NO |
| | Through | 780 | 63 | 4 | 298 | 40 | NO |
| | Right Turn | 780 | 69 | 4 | 307 | 40 | NO |
| SB | Left Turn | 200 | 26 | 2 | 190 | 55 | NO |
| | Through | 1040 | 27 | 2 | 169 | 31 | NO |
| | Right Turn | 1075 | 0 | 0 | 30 | 18 | NO |
| EB | Left Turn | 335 | 57 | 5 | 291 | 47 | NO |
| | Through | 335 | 57 | 5 | 291 | 47 | NO |
| | Right Turn | 250 | 9 | 1 | 128 | 19 | NO |
| WB | Left Turn | 110 | 8 | 1 | 81 | 17 | NO |
| | Through | 365 | 28 | 2 | 194 | 37 | NO |
| | Right Turn | 190 | 28 | 2 | 195 | 37 | MAX |

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

Foster City Civic Center 15 EIR
Existing Plus Project
PM Peak Hour

Intersection 1

SR 92 WB Ramps/Chess Dr

Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 58 | 59 | 101.7% | 34.3 | 1.7 | C |
| | Through | 3 | 4 | 133.3% | 41.9 | 12.8 | D |
| | Right Turn | 249 | 246 | 98.8% | 1.5 | 0.2 | A |
| | Subtotal | 310 | 309 | 99.7% | 8.2 | 0.7 | A |
| SB | Left Turn | 16 | 16 | 100.0% | 36.0 | 5.0 | D |
| | Through | 39 | 41 | 105.1% | 39.1 | 4.1 | D |
| | Right Turn | 1 | 1 | 100.0% | 8.7 | 14.8 | A |
| | Subtotal | 56 | 58 | 103.6% | 37.9 | 3.9 | D |
| EB | Left Turn | 0 | 5 | #DIV/0! | #VALUE! | #VALUE! | #VALUE! |
| | Through | 322 | 316 | 98.1% | 20.6 | 1.7 | C |
| | Right Turn | 883 | 877 | 99.3% | 22.7 | 2.0 | C |
| | Subtotal | 1205 | 1198 | 99.4% | 22.1 | 1.8 | C |
| WB | Left Turn | 990 | 987 | 99.7% | 21.6 | 2.8 | C |
| | Through | 244 | 240 | 98.4% | 17.8 | 2.6 | B |
| | Right Turn | 13 | 12 | 92.3% | 13.5 | 6.1 | B |
| | Subtotal | 1247 | 1239 | 99.4% | 20.8 | 2.8 | C |
| Total | | 2818 | 2804 | 99.5% | 20.3 | 2.0 | C |

Intersection 2

Foster City Blvd/Chess Dr

Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 795 | 784 | 98.6% | 26.2 | 1.6 | C |
| | Through | 288 | 296 | 102.8% | 8.0 | 0.9 | A |
| | Right Turn | 125 | 114 | 91.2% | 9.5 | 1.9 | A |
| | Subtotal | 1208 | 1194 | 98.8% | 20.1 | 1.2 | C |
| SB | Left Turn | 8 | 9 | 112.5% | 41.3 | 13.7 | D |
| | Through | 532 | 536 | 100.8% | 27.3 | 1.4 | C |
| | Right Turn | 311 | 315 | 101.3% | 6.9 | 0.5 | A |
| | Subtotal | 851 | 860 | 101.1% | 19.9 | 1.0 | B |
| EB | Left Turn | 52 | 49 | 94.2% | 37.9 | 3.2 | D |
| | Through | 25 | 24 | 96.0% | 40.1 | 3.9 | D |
| | Right Turn | 511 | 506 | 99.0% | 1.4 | 0.1 | A |
| | Subtotal | 588 | 579 | 98.5% | 6.1 | 0.5 | A |
| WB | Left Turn | 90 | 89 | 98.9% | 30.5 | 1.6 | C |
| | Through | 141 | 144 | 102.1% | 32.4 | 2.3 | C |
| | Right Turn | 10 | 10 | 100.0% | 18.1 | 6.9 | B |
| | Subtotal | 241 | 243 | 100.8% | 31.1 | 1.4 | C |
| Total | | 2888 | 2876 | 99.6% | 18.1 | 0.6 | B |

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

Foster City Civic Center 15 EIR
Existing Plus Project
PM Peak Hour

Intersection 3

SR 92 EB Ramps/Metro Center Blvd

Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|--------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 17 | 18 | 105.9% | 44.3 | 6.2 | D |
| | Through | 8 | 7 | 87.5% | 42.9 | 5.4 | D |
| | Right Turn | 29 | 28 | 96.6% | 11.4 | 2.0 | B |
| | Subtotal | 54 | 53 | 98.1% | 27.0 | 3.8 | C |
| SB | Left Turn | 960 | 911 | 94.9% | 22.7 | 0.9 | C |
| | Through | 35 | 29 | 82.9% | 21.8 | 3.1 | C |
| | Right Turn | 448 | 425 | 94.9% | 6.9 | 0.5 | A |
| | Subtotal | 1443 | 1365 | 94.6% | 17.8 | 0.8 | B |
| EB | Left Turn | 378 | 372 | 98.4% | 33.3 | 1.0 | C |
| | Through | 333 | 337 | 101.2% | 18.8 | 1.4 | B |
| | Right Turn | 19 | 20 | 105.3% | 10.0 | 1.6 | A |
| | Subtotal | 730 | 729 | 99.9% | 26.0 | 0.7 | C |
| WB | Left Turn | 37 | 32 | 86.5% | 45.1 | 3.4 | D |
| | Through | 141 | 145 | 102.8% | 26.4 | 3.0 | C |
| | Right Turn | 517 | 508 | 98.3% | 6.9 | 0.7 | A |
| | Subtotal | 695 | 685 | 98.6% | 12.8 | 0.6 | B |
| Total | | 2922 | 2832 | 96.9% | 18.8 | 0.5 | B |

Intersection 4

Foster City Blvd/Metro Center Blvd

Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 126 | 126 | 100.0% | 36.0 | 2.5 | D |
| | Through | 559 | 552 | 98.7% | 23.8 | 1.5 | C |
| | Right Turn | 70 | 71 | 101.4% | 18.2 | 2.2 | B |
| | Subtotal | 755 | 749 | 99.2% | 25.3 | 1.5 | C |
| SB | Left Turn | 128 | 128 | 100.0% | 37.8 | 2.5 | D |
| | Through | 538 | 542 | 100.7% | 22.2 | 1.8 | C |
| | Right Turn | 467 | 457 | 97.9% | 2.8 | 0.3 | A |
| | Subtotal | 1133 | 1127 | 99.5% | 16.1 | 1.0 | B |
| EB | Left Turn | 335 | 321 | 95.8% | 22.8 | 2.3 | C |
| | Through | 321 | 316 | 98.4% | 25.1 | 3.0 | C |
| | Right Turn | 666 | 640 | 96.1% | 7.4 | 0.8 | A |
| | Subtotal | 1322 | 1277 | 96.6% | 15.7 | 1.7 | B |
| WB | Left Turn | 72 | 74 | 102.8% | 34.7 | 1.7 | C |
| | Through | 102 | 101 | 99.0% | 41.4 | 6.0 | D |
| | Right Turn | 314 | 321 | 102.2% | 12.2 | 0.7 | B |
| | Subtotal | 488 | 496 | 101.6% | 21.5 | 1.5 | C |
| Total | | 3698 | 3649 | 98.7% | 18.6 | 0.7 | B |

VISSIM Post-Processor
Average Results from 10 Runs
Queue Length

Foster City Civic Center 15 EIR
Existing Plus Project
PM Peak Hour

Intersection 3

SR 92 WB Ramps/Chess Dr

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 475 | 11 | 1 | 86 | 24 | NO |
| | Through | 465 | 11 | 1 | 86 | 24 | NO |
| | Right Turn | 500 | 0 | 0 | 0 | 0 | NO |
| SB | Left Turn | 30 | 11 | 2 | 93 | 20 | MAX |
| | Through | 30 | 11 | 2 | 93 | 20 | MAX |
| | Right Turn | 30 | 1 | 1 | 60 | 20 | MAX |
| EB | Left Turn | 340 | 35 | 4 | 239 | 30 | NO |
| | Through | 340 | 35 | 4 | 239 | 30 | NO |
| | Right Turn | 335 | 61 | 6 | 333 | 59 | NO |
| WB | Left Turn | 335 | 75 | 10 | 382 | 27 | MAX |
| | Through | 335 | 75 | 10 | 382 | 27 | MAX |
| | Right Turn | 335 | 75 | 10 | 384 | 27 | MAX |

Intersection 4

Foster City Blvd/Chess Dr

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 520 | 64 | 5 | 321 | 43 | NO |
| | Through | 1075 | 64 | 5 | 321 | 43 | NO |
| | Right Turn | 1075 | 64 | 5 | 321 | 43 | NO |
| SB | Left Turn | 85 | 2 | 1 | 37 | 11 | NO |
| | Through | 1250 | 49 | 4 | 268 | 52 | NO |
| | Right Turn | 210 | 2 | 1 | 101 | 31 | NO |
| EB | Left Turn | 325 | 13 | 2 | 113 | 35 | NO |
| | Through | 340 | 13 | 2 | 113 | 35 | NO |
| | Right Turn | 325 | 1 | 0 | 113 | 53 | NO |
| WB | Left Turn | 100 | 10 | 1 | 124 | 35 | MAX |
| | Through | 350 | 25 | 4 | 208 | 52 | NO |
| | Right Turn | 350 | 27 | 5 | 225 | 52 | NO |

VISSIM Post-Processor
Average Results from 10 Runs
Queue Length

Foster City Civic Center 15 EIR
Existing Plus Project
PM Peak Hour

Intersection 9

SR 92 EB Ramps/Metro Center Blvd

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 55 | 6 | 2 | 61 | 17 | MAX |
| | Through | 55 | 6 | 2 | 62 | 17 | MAX |
| | Right Turn | 65 | 1 | 0 | 40 | 12 | NO |
| SB | Left Turn | 610 | 80 | 5 | 469 | 107 | NO |
| | Through | 1140 | 80 | 5 | 469 | 107 | NO |
| | Right Turn | 1100 | 8 | 1 | 177 | 29 | NO |
| EB | Left Turn | 300 | 42 | 1 | 184 | 25 | NO |
| | Through | 325 | 24 | 3 | 158 | 18 | NO |
| | Right Turn | 325 | 0 | 0 | 38 | 32 | NO |
| WB | Left Turn | 100 | 22 | 2 | 209 | 24 | MAX |
| | Through | 330 | 25 | 2 | 215 | 16 | NO |
| | Right Turn | 75 | 24 | 2 | 216 | 16 | MAX |

Intersection 10

Foster City Blvd/Metro Center Blvd

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 325 | 25 | 2 | 153 | 25 | NO |
| | Through | 780 | 35 | 2 | 178 | 20 | NO |
| | Right Turn | 780 | 41 | 2 | 187 | 20 | NO |
| SB | Left Turn | 200 | 27 | 5 | 168 | 31 | NO |
| | Through | 1040 | 30 | 3 | 179 | 37 | NO |
| | Right Turn | 1075 | 0 | 0 | 92 | 39 | NO |
| EB | Left Turn | 335 | 53 | 8 | 364 | 65 | MAX |
| | Through | 335 | 53 | 8 | 364 | 65 | MAX |
| | Right Turn | 250 | 10 | 2 | 139 | 22 | NO |
| WB | Left Turn | 110 | 14 | 2 | 116 | 24 | MAX |
| | Through | 365 | 27 | 4 | 162 | 29 | NO |
| | Right Turn | 190 | 27 | 4 | 162 | 29 | NO |

Cumulative No Project Conditions

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

Foster City Civic Center 15 EIR
Cumulative No Project
(Without Chess Dr Ramp Improvements)
AM Peak Hour
Signalized

Intersection 1 SR 92 WB Ramps/Chess Dr

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|-------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 402 | 402 | 100.0% | 38.2 | 2.0 | D |
| | Through | 3 | 4 | 133.3% | 27.0 | 14.9 | C |
| | Right Turn | 762 | 781 | 102.5% | 25.9 | 7.5 | C |
| | Subtotal | 1167 | 1187 | 101.7% | 30.1 | 5.4 | C |
| SB | Left Turn | 3 | 3 | 100.0% | 45.6 | 24.3 | D |
| | Through | 4 | 4 | 100.0% | 48.6 | 14.7 | D |
| | Right Turn | 1 | 1 | 100.0% | 7.2 | 8.1 | A |
| | Subtotal | 8 | 8 | 100.0% | 43.0 | 11.3 | D |
| EB | Left Turn | | | | | | |
| | Through | 173 | 172 | 99.4% | 36.4 | 2.1 | D |
| | Right Turn | 186 | 189 | 101.6% | 32.7 | 1.5 | C |
| | Subtotal | 359 | 361 | 100.6% | 34.5 | 1.4 | C |
| WB | Left Turn | 896 | 888 | 99.1% | 4.0 | 0.3 | A |
| | Through | 187 | 182 | 97.3% | 2.7 | 0.5 | A |
| | Right Turn | 20 | 17 | 85.0% | 1.0 | 0.5 | A |
| | Subtotal | 1103 | 1087 | 98.5% | 3.8 | 0.2 | A |
| Total | | 2637 | 2643 | 100.2% | 19.9 | 2.3 | B |

Intersection 2 Foster City Blvd/Chess Dr

Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 948 | 933 | 98.4% | 19.9 | 1.1 | B |
| | Through | 1135 | 1111 | 97.9% | 23.7 | 1.5 | C |
| | Right Turn | 579 | 574 | 99.1% | 24.5 | 2.1 | C |
| | Subtotal | 2662 | 2618 | 98.3% | 22.5 | 1.2 | C |
| SB | Left Turn | 75 | 79 | 105.3% | 33.5 | 2.6 | C |
| | Through | 365 | 356 | 97.5% | 35.2 | 1.4 | D |
| | Right Turn | 62 | 65 | 104.8% | 4.1 | 0.5 | A |
| | Subtotal | 502 | 500 | 99.6% | 30.9 | 1.4 | C |
| EB | Left Turn | 315 | 319 | 101.3% | 54.6 | 3.7 | D |
| | Through | 205 | 211 | 102.9% | 83.2 | 8.0 | F |
| | Right Turn | 417 | 424 | 101.7% | 14.3 | 2.9 | B |
| | Subtotal | 937 | 954 | 101.8% | 43.0 | 4.4 | D |
| WB | Left Turn | 82 | 80 | 97.6% | 34.5 | 3.4 | C |
| | Through | 92 | 91 | 98.9% | 33.4 | 2.0 | C |
| | Right Turn | 13 | 13 | 100.0% | 15.9 | 3.2 | B |
| | Subtotal | 187 | 184 | 98.4% | 32.7 | 2.2 | C |
| Total | | 4288 | 4256 | 99.3% | 28.5 | 1.3 | C |

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

Foster City Civic Center 15 EIR
Cumulative No Project
(Without Chess Dr Ramp Improvements)
AM Peak Hour
Signalized

Intersection 3 SR 92 EB Ramps/Metro Center Blvd

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 10 | 11 | 110.0% | 40.4 | 8.8 | D |
| | Through | 6 | 5 | 83.3% | 38.9 | 11.1 | D |
| | Right Turn | 18 | 19 | 105.6% | 13.0 | 3.0 | B |
| | Subtotal | 34 | 35 | 102.9% | 25.5 | 2.9 | C |
| SB | Left Turn | 1512 | 1385 | 91.6% | 22.5 | 3.5 | C |
| | Through | 67 | 62 | 92.5% | 22.3 | 3.2 | C |
| | Right Turn | 654 | 595 | 91.0% | 10.3 | 0.8 | B |
| | Subtotal | 2233 | 2042 | 91.4% | 18.9 | 2.5 | B |
| EB | Left Turn | 89 | 89 | 100.0% | 32.5 | 3.2 | C |
| | Through | 253 | 252 | 99.6% | 24.1 | 7.0 | C |
| | Right Turn | 23 | 23 | 100.0% | 10.5 | 3.6 | B |
| | Subtotal | 365 | 364 | 99.7% | 25.4 | 5.2 | C |
| WB | Left Turn | 43 | 39 | 90.7% | 40.6 | 3.3 | D |
| | Through | 372 | 364 | 97.8% | 20.9 | 1.3 | C |
| | Right Turn | 202 | 195 | 96.5% | 3.0 | 0.4 | A |
| | Subtotal | 617 | 598 | 96.9% | 16.4 | 1.0 | B |
| Total | | 3249 | 3039 | 93.5% | 19.3 | 2.2 | B |

Intersection 4 Foster City Blvd/Metro Center Blvd Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 158 | 156 | 98.7% | 48.5 | 1.9 | D |
| | Through | 1258 | 1271 | 101.0% | 38.6 | 1.3 | D |
| | Right Turn | 72 | 69 | 95.8% | 36.9 | 3.6 | D |
| | Subtotal | 1488 | 1496 | 100.5% | 39.5 | 1.2 | D |
| SB | Left Turn | 144 | 139 | 96.5% | 48.5 | 3.8 | D |
| | Through | 452 | 459 | 101.5% | 31.5 | 2.2 | C |
| | Right Turn | 268 | 261 | 97.4% | 3.5 | 0.6 | A |
| | Subtotal | 864 | 859 | 99.4% | 25.8 | 1.6 | C |
| EB | Left Turn | 786 | 719 | 91.5% | 64.8 | 15.7 | E |
| | Through | 400 | 372 | 93.0% | 31.1 | 2.5 | C |
| | Right Turn | 597 | 559 | 93.6% | 10.2 | 0.4 | B |
| | Subtotal | 1783 | 1650 | 92.5% | 38.8 | 7.4 | D |
| WB | Left Turn | 61 | 62 | 101.6% | 51.2 | 5.5 | D |
| | Through | 190 | 184 | 96.8% | 56.4 | 4.5 | E |
| | Right Turn | 617 | 624 | 101.1% | 23.4 | 4.2 | C |
| | Subtotal | 868 | 870 | 100.2% | 32.4 | 3.9 | C |
| Total | | 5003 | 4875 | 97.4% | 35.6 | 2.5 | D |

VISSIM Post-Processor
Average Results from 10 Runs
Queue Length

Foster City Civic Center 15 EIR
Cumulative No Project
AM Peak Hour

Intersection 9

SR 92 WB Ramps/Chess Dr

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 475 | 45 | 3 | 196 | 19 | NO |
| | Through | 465 | 45 | 3 | 197 | 19 | NO |
| | Right Turn | 500 | 122 | 110 | 1312 | 553 | MAX |
| SB | Left Turn | 30 | 2 | 1 | 38 | 11 | MAX |
| | Through | 30 | 2 | 1 | 38 | 11 | MAX |
| | Right Turn | 30 | 0 | 0 | 0 | 0 | NO |
| EB | Left Turn | | | | | | |
| | Through | 340 | 33 | 4 | 177 | 23 | NO |
| | Right Turn | 335 | 21 | 2 | 111 | 16 | NO |
| WB | Left Turn | 335 | 9 | 1 | 154 | 70 | NO |
| | Through | 335 | 9 | 1 | 154 | 70 | NO |
| | Right Turn | 335 | 12 | 1 | 165 | 70 | NO |

Intersection 10

Foster City Blvd/Chess Dr

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 520 | 116 | 10 | 625 | 92 | MAX |
| | Through | 1075 | 116 | 10 | 625 | 92 | NO |
| | Right Turn | 1075 | 85 | 12 | 584 | 101 | NO |
| SB | Left Turn | 85 | 0 | 0 | 0 | 0 | NO |
| | Through | 1250 | 44 | 3 | 206 | 22 | NO |
| | Right Turn | 210 | 0 | 0 | 0 | 0 | NO |
| EB | Left Turn | 325 | 286 | 56 | 904 | 14 | MAX |
| | Through | 340 | 286 | 56 | 904 | 14 | MAX |
| | Right Turn | 325 | 235 | 55 | 850 | 14 | MAX |
| WB | Left Turn | 100 | 10 | 2 | 102 | 9 | MAX |
| | Through | 350 | 14 | 2 | 88 | 18 | NO |
| | Right Turn | 350 | 14 | 2 | 88 | 18 | NO |

VISSIM Post-Processor
Average Results from 10 Runs
Queue Length

Foster City Civic Center 15 EIR
Cumulative No Project
AM Peak Hour

Intersection 15

SR 92 EB Ramps/Metro Center Blvd

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 55 | 3 | 1 | 54 | 22 | NO |
| | Through | 55 | 3 | 1 | 54 | 22 | NO |
| | Right Turn | 65 | 1 | 1 | 43 | 11 | NO |
| SB | Left Turn | 610 | 105 | 19 | 788 | 178 | MAX |
| | Through | 1140 | 105 | 19 | 788 | 178 | NO |
| | Right Turn | 1100 | 24 | 4 | 386 | 70 | NO |
| EB | Left Turn | 300 | 13 | 1 | 73 | 13 | NO |
| | Through | 325 | 20 | 4 | 148 | 34 | NO |
| | Right Turn | 325 | 0 | 0 | 13 | 26 | NO |
| WB | Left Turn | 100 | 28 | 2 | 168 | 34 | MAX |
| | Through | 330 | 29 | 3 | 166 | 34 | NO |
| | Right Turn | 75 | 33 | 3 | 178 | 34 | MAX |

Intersection 16

Foster City Blvd/Metro Center Blvd

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 325 | 43 | 3 | 241 | 35 | NO |
| | Through | 780 | 127 | 6 | 451 | 45 | NO |
| | Right Turn | 780 | 133 | 7 | 459 | 45 | NO |
| SB | Left Turn | 200 | 40 | 5 | 222 | 63 | MAX |
| | Through | 1040 | 37 | 4 | 262 | 65 | NO |
| | Right Turn | 1075 | 1 | 0 | 100 | 28 | NO |
| EB | Left Turn | 335 | 169 | 52 | 461 | 41 | MAX |
| | Through | 335 | 169 | 52 | 462 | 41 | MAX |
| | Right Turn | 250 | 21 | 1 | 150 | 26 | NO |
| WB | Left Turn | 110 | 15 | 2 | 119 | 49 | MAX |
| | Through | 365 | 63 | 12 | 536 | 177 | MAX |
| | Right Turn | 190 | 25 | 20 | 432 | 131 | MAX |

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

Foster City Civic Center 15 EIR
Cumulative No Project
(Without Chess Dr Ramp Improvements)
PM Peak Hour
Signalized

Intersection 1 SR 92 WB Ramps/Chess Dr

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|-------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 80 | 83 | 103.8% | 48.8 | 4.6 | D |
| | Through | 3 | 3 | 100.0% | 40.8 | 23.2 | D |
| | Right Turn | 283 | 282 | 99.6% | 3.9 | 0.3 | A |
| | Subtotal | 366 | 368 | 100.5% | 14.4 | 1.7 | B |
| SB | Left Turn | 16 | 18 | 112.5% | 54.0 | 11.8 | D |
| | Through | 39 | 39 | 100.0% | 58.7 | 5.9 | E |
| | Right Turn | 1 | 1 | 100.0% | 11.0 | 12.3 | B |
| | Subtotal | 56 | 58 | 103.6% | 56.3 | 5.8 | E |
| EB | Left Turn | | | | | | |
| | Through | 329 | 270 | 82.1% | 78.4 | 10.3 | E |
| | Right Turn | 994 | 746 | 75.1% | 228.3 | 22.0 | F |
| | Subtotal | 1323 | 1016 | 76.8% | 188.4 | 17.9 | F |
| WB | Left Turn | 1255 | 1228 | 97.8% | 29.9 | 1.0 | C |
| | Through | 321 | 317 | 98.8% | 19.4 | 1.7 | B |
| | Right Turn | 13 | 11 | 84.6% | 7.4 | 2.9 | A |
| | Subtotal | 1589 | 1556 | 97.9% | 27.6 | 0.9 | C |
| Total | | 3334 | 2998 | 89.9% | 80.9 | 5.7 | F |

Intersection 2 Foster City Blvd/Chess Dr

Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|-------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 828 | 788 | 95.2% | 108.5 | 26.7 | F |
| | Through | 335 | 330 | 98.5% | 23.8 | 3.2 | C |
| | Right Turn | 180 | 195 | 108.3% | 23.9 | 2.3 | C |
| | Subtotal | 1343 | 1313 | 97.8% | 74.8 | 17.3 | E |
| SB | Left Turn | 20 | 20 | 100.0% | 30.0 | 6.1 | C |
| | Through | 801 | 808 | 100.9% | 39.8 | 1.6 | D |
| | Right Turn | 341 | 349 | 102.3% | 13.6 | 2.0 | B |
| | Subtotal | 1162 | 1177 | 101.3% | 31.9 | 1.5 | C |
| EB | Left Turn | 67 | 61 | 91.0% | 50.9 | 3.7 | D |
| | Through | 51 | 48 | 94.1% | 58.2 | 3.6 | E |
| | Right Turn | 510 | 460 | 90.2% | 2.6 | 0.3 | A |
| | Subtotal | 628 | 569 | 90.6% | 12.5 | 0.9 | B |
| WB | Left Turn | 285 | 289 | 101.4% | 37.9 | 2.1 | D |
| | Through | 420 | 421 | 100.2% | 35.4 | 0.7 | D |
| | Right Turn | 78 | 80 | 102.6% | 31.1 | 2.5 | C |
| | Subtotal | 783 | 790 | 100.9% | 35.9 | 1.0 | D |
| Total | | 3916 | 3849 | 98.3% | 44.5 | 5.8 | D |

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

Foster City Civic Center 15 EIR
Cumulative No Project
(Without Chess Dr Ramp Improvements)
PM Peak Hour
Signalized

Intersection 3 SR 92 EB Ramps/Metro Center Blvd

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|--------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 17 | 17 | 100.0% | 44.7 | 6.4 | D |
| | Through | 8 | 8 | 100.0% | 43.0 | 9.0 | D |
| | Right Turn | 29 | 28 | 96.6% | 15.4 | 2.0 | B |
| | Subtotal | 54 | 53 | 98.1% | 28.6 | 3.2 | C |
| SB | Left Turn | 1083 | 947 | 87.4% | 26.7 | 1.5 | C |
| | Through | 35 | 33 | 94.3% | 27.1 | 3.5 | C |
| | Right Turn | 457 | 392 | 85.8% | 9.4 | 1.1 | A |
| | Subtotal | 1575 | 1372 | 87.1% | 21.8 | 1.1 | C |
| EB | Left Turn | 405 | 395 | 97.5% | 37.2 | 0.9 | D |
| | Through | 489 | 483 | 98.8% | 20.9 | 1.5 | C |
| | Right Turn | 19 | 16 | 84.2% | 14.6 | 4.8 | B |
| | Subtotal | 913 | 894 | 97.9% | 28.0 | 1.1 | C |
| WB | Left Turn | 37 | 35 | 94.6% | 46.4 | 6.5 | D |
| | Through | 260 | 265 | 101.9% | 27.3 | 1.8 | C |
| | Right Turn | 761 | 750 | 98.6% | 11.1 | 1.5 | B |
| | Subtotal | 1058 | 1050 | 99.2% | 16.4 | 1.2 | B |
| Total | | 3600 | 3369 | 93.6% | 21.9 | 0.9 | C |

Intersection 4 Foster City Blvd/Metro Center Blvd Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 131 | 132 | 100.8% | 42.3 | 2.7 | D |
| | Through | 583 | 598 | 102.6% | 27.3 | 0.8 | C |
| | Right Turn | 90 | 88 | 97.8% | 23.0 | 2.6 | C |
| | Subtotal | 804 | 818 | 101.7% | 29.2 | 0.9 | C |
| SB | Left Turn | 145 | 141 | 97.2% | 43.8 | 3.2 | D |
| | Through | 739 | 724 | 98.0% | 24.2 | 1.9 | C |
| | Right Turn | 711 | 697 | 98.0% | 14.5 | 3.9 | B |
| | Subtotal | 1595 | 1562 | 97.9% | 21.7 | 2.4 | C |
| EB | Left Turn | 392 | 359 | 91.6% | 35.2 | 3.6 | D |
| | Through | 527 | 481 | 91.3% | 32.5 | 2.0 | C |
| | Right Turn | 681 | 616 | 90.5% | 11.4 | 0.4 | B |
| | Subtotal | 1600 | 1456 | 91.0% | 24.2 | 1.7 | C |
| WB | Left Turn | 91 | 90 | 98.9% | 32.5 | 2.0 | C |
| | Through | 215 | 216 | 100.5% | 34.2 | 2.1 | C |
| | Right Turn | 367 | 377 | 102.7% | 8.7 | 0.4 | A |
| | Subtotal | 673 | 683 | 101.5% | 19.9 | 0.8 | B |
| Total | | 4672 | 4519 | 96.7% | 23.6 | 1.3 | C |

VISSIM Post-Processor
Average Results from 10 Runs
Queue Length

Foster City Civic Center 15 EIR
Cumulative No Project
PM Peak Hour

Intersection 9

SR 92 WB Ramps/Chess Dr

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 475 | 17 | 2 | 97 | 15 | NO |
| | Through | 465 | 17 | 2 | 98 | 15 | NO |
| | Right Turn | 500 | 0 | 0 | 0 | 0 | NO |
| SB | Left Turn | 30 | 17 | 3 | 115 | 23 | MAX |
| | Through | 30 | 17 | 3 | 115 | 23 | MAX |
| | Right Turn | 30 | 0 | 0 | 0 | 0 | NO |
| EB | Left Turn | | | | | | |
| | Through | 340 | 642 | 340 | 1530 | 431 | AVG |
| | Right Turn | 335 | 1249 | 103 | 1669 | 1 | AVG |
| WB | Left Turn | 335 | 103 | 4 | 443 | 45 | MAX |
| | Through | 335 | 103 | 4 | 443 | 45 | MAX |
| | Right Turn | 335 | 103 | 5 | 444 | 45 | MAX |

Intersection 10

Foster City Blvd/Chess Dr

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 520 | 306 | 75 | 788 | 108 | MAX |
| | Through | 1075 | 306 | 75 | 788 | 108 | NO |
| | Right Turn | 1075 | 35 | 30 | 274 | 207 | NO |
| SB | Left Turn | 85 | 0 | 0 | 0 | 0 | NO |
| | Through | 1250 | 131 | 15 | 625 | 82 | NO |
| | Right Turn | 210 | 13 | 6 | 358 | 82 | MAX |
| EB | Left Turn | 325 | 27 | 3 | 218 | 78 | NO |
| | Through | 340 | 27 | 3 | 218 | 78 | NO |
| | Right Turn | 325 | 4 | 2 | 176 | 75 | NO |
| WB | Left Turn | 100 | 59 | 7 | 314 | 31 | MAX |
| | Through | 350 | 62 | 2 | 261 | 26 | NO |
| | Right Turn | 350 | 68 | 3 | 274 | 26 | NO |

VISSIM Post-Processor
Average Results from 10 Runs
Queue Length

Foster City Civic Center 15 EIR
Cumulative No Project
PM Peak Hour

Intersection 15

SR 92 EB Ramps/Metro Center Blvd

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 55 | 5 | 2 | 61 | 13 | MAX |
| | Through | 55 | 5 | 2 | 62 | 13 | MAX |
| | Right Turn | 65 | 2 | 1 | 54 | 14 | NO |
| SB | Left Turn | 610 | 99 | 8 | 511 | 82 | NO |
| | Through | 1140 | 99 | 8 | 511 | 82 | NO |
| | Right Turn | 1100 | 16 | 3 | 323 | 113 | NO |
| EB | Left Turn | 300 | 49 | 2 | 196 | 23 | NO |
| | Through | 325 | 31 | 3 | 200 | 18 | NO |
| | Right Turn | 325 | 0 | 0 | 55 | 31 | NO |
| WB | Left Turn | 100 | 47 | 7 | 231 | 6 | MAX |
| | Through | 330 | 51 | 8 | 232 | 8 | NO |
| | Right Turn | 75 | 58 | 8 | 244 | 8 | MAX |

Intersection 16

Foster City Blvd/Metro Center Blvd

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 325 | 31 | 4 | 183 | 22 | NO |
| | Through | 780 | 46 | 3 | 225 | 34 | NO |
| | Right Turn | 780 | 51 | 3 | 233 | 34 | NO |
| SB | Left Turn | 200 | 35 | 3 | 228 | 51 | MAX |
| | Through | 1040 | 59 | 15 | 502 | 185 | NO |
| | Right Turn | 1075 | 40 | 23 | 587 | 193 | NO |
| EB | Left Turn | 335 | 61 | 5 | 247 | 23 | NO |
| | Through | 335 | 62 | 5 | 248 | 23 | NO |
| | Right Turn | 250 | 24 | 2 | 160 | 29 | NO |
| WB | Left Turn | 110 | 15 | 2 | 141 | 46 | MAX |
| | Through | 365 | 42 | 4 | 325 | 172 | NO |
| | Right Turn | 190 | 1 | 1 | 95 | 160 | NO |

Cumulative Plus Project Conditions

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

Foster City Civic Center 15 EIR
Cumulative Plus Project

AM Peak Hour
Signalized

Intersection 1 SR 92 WB Ramps/Chess Dr

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|-------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 403 | 398 | 98.8% | 43.5 | 5.0 | D |
| | Through | 3 | 3 | 100.0% | 46.8 | 20.2 | D |
| | Right Turn | 791 | 777 | 98.2% | 43.7 | 19.3 | D |
| | Subtotal | 1197 | 1178 | 98.4% | 43.7 | 14.3 | D |
| SB | Left Turn | 3 | 3 | 100.0% | 47.6 | 19.1 | D |
| | Through | 4 | 4 | 100.0% | 49.5 | 15.8 | D |
| | Right Turn | 1 | 1 | 100.0% | 10.0 | 11.9 | A |
| | Subtotal | 8 | 8 | 100.0% | 43.5 | 9.4 | D |
| EB | Left Turn | 0 | 0 | #DIV/0! | #VALUE! | #VALUE! | #VALUE! |
| | Through | 181 | 183 | 101.1% | 41.2 | 6.6 | D |
| | Right Turn | 186 | 189 | 101.6% | 32.2 | 1.4 | C |
| | Subtotal | 367 | 372 | 101.4% | 36.7 | 3.7 | D |
| WB | Left Turn | 962 | 949 | 98.6% | 3.9 | 0.2 | A |
| | Through | 196 | 198 | 101.0% | 2.3 | 0.5 | A |
| | Right Turn | 20 | 22 | 110.0% | 0.8 | 0.4 | A |
| | Subtotal | 1178 | 1169 | 99.2% | 3.6 | 0.2 | A |
| Total | | 2750 | 2727 | 99.2% | 25.5 | 6.2 | C |

Intersection 2 Foster City Blvd/Chess Dr

Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 1023 | 1018 | 99.5% | 21.0 | 1.0 | C |
| | Through | 1094 | 1053 | 96.3% | 22.2 | 1.6 | C |
| | Right Turn | 579 | 554 | 95.7% | 23.5 | 1.9 | C |
| | Subtotal | 2696 | 2625 | 97.4% | 22.0 | 1.2 | C |
| SB | Left Turn | 75 | 79 | 105.3% | 33.5 | 3.4 | C |
| | Through | 358 | 356 | 99.4% | 34.8 | 1.4 | C |
| | Right Turn | 62 | 64 | 103.2% | 4.1 | 0.3 | A |
| | Subtotal | 495 | 499 | 100.8% | 30.7 | 1.4 | C |
| EB | Left Turn | 357 | 349 | 97.8% | 62.3 | 6.2 | E |
| | Through | 205 | 198 | 96.6% | 93.9 | 10.0 | F |
| | Right Turn | 413 | 410 | 99.3% | 18.5 | 6.0 | B |
| | Subtotal | 975 | 957 | 98.2% | 50.1 | 7.5 | D |
| WB | Left Turn | 82 | 86 | 104.9% | 33.8 | 1.8 | C |
| | Through | 92 | 90 | 97.8% | 33.0 | 2.0 | C |
| | Right Turn | 13 | 12 | 92.3% | 17.1 | 7.5 | B |
| | Subtotal | 187 | 188 | 100.5% | 32.3 | 1.0 | C |
| Total | | 4353 | 4269 | 98.1% | 29.7 | 2.0 | C |

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

Foster City Civic Center 15 EIR
Cumulative Plus Project

AM Peak Hour
Signalized

Intersection 3 SR 92 EB Ramps/Metro Center Blvd

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 10 | 10 | 100.0% | 36.0 | 6.0 | D |
| | Through | 6 | 6 | 100.0% | 47.3 | 6.6 | D |
| | Right Turn | 18 | 17 | 94.4% | 12.6 | 2.0 | B |
| | Subtotal | 34 | 33 | 97.1% | 26.0 | 4.1 | C |
| SB | Left Turn | 1434 | 1333 | 93.0% | 19.9 | 1.3 | B |
| | Through | 67 | 63 | 94.0% | 20.5 | 2.1 | C |
| | Right Turn | 654 | 602 | 92.0% | 10.8 | 0.9 | B |
| | Subtotal | 2155 | 1998 | 92.7% | 17.1 | 0.9 | B |
| EB | Left Turn | 90 | 91 | 101.1% | 31.8 | 2.8 | C |
| | Through | 241 | 246 | 102.1% | 22.5 | 1.4 | C |
| | Right Turn | 23 | 26 | 113.0% | 10.8 | 1.8 | B |
| | Subtotal | 354 | 363 | 102.5% | 24.0 | 1.2 | C |
| WB | Left Turn | 43 | 44 | 102.3% | 42.1 | 3.3 | D |
| | Through | 482 | 418 | 86.7% | 21.3 | 1.8 | C |
| | Right Turn | 210 | 202 | 96.2% | 2.9 | 0.5 | A |
| | Subtotal | 735 | 664 | 90.3% | 17.1 | 1.4 | B |
| Total | | 3278 | 3058 | 93.3% | 18.0 | 0.7 | B |

Intersection 4 Foster City Blvd/Metro Center Blvd Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 159 | 154 | 96.9% | 49.7 | 1.9 | D |
| | Through | 1265 | 1284 | 101.5% | 37.5 | 1.4 | D |
| | Right Turn | 65 | 61 | 93.8% | 37.0 | 4.6 | D |
| | Subtotal | 1489 | 1499 | 100.7% | 38.7 | 1.2 | D |
| SB | Left Turn | 119 | 124 | 104.2% | 48.0 | 3.2 | D |
| | Through | 465 | 465 | 100.0% | 32.0 | 1.7 | C |
| | Right Turn | 268 | 265 | 98.9% | 3.9 | 0.7 | A |
| | Subtotal | 852 | 854 | 100.2% | 25.6 | 1.5 | C |
| EB | Left Turn | 744 | 696 | 93.5% | 52.5 | 4.5 | D |
| | Through | 344 | 321 | 93.3% | 30.2 | 1.8 | C |
| | Right Turn | 605 | 574 | 94.9% | 10.6 | 0.5 | B |
| | Subtotal | 1693 | 1591 | 94.0% | 32.9 | 2.0 | C |
| WB | Left Turn | 72 | 70 | 97.2% | 81.9 | 7.1 | F |
| | Through | 308 | 245 | 79.5% | 86.4 | 5.6 | F |
| | Right Turn | 686 | 646 | 94.2% | 47.4 | 4.4 | D |
| | Subtotal | 1066 | 961 | 90.2% | 59.9 | 4.1 | E |
| Total | | 5100 | 4905 | 96.2% | 38.7 | 0.7 | D |

VISSIM Post-Processor
Average Results from 10 Runs
Queue Length

Foster City Civic Center 15 EIR
Cumulative Plus Project
AM Peak Hour

Intersection 3

SR 92 WB Ramps/Chess Dr

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 475 | 45 | 3 | 218 | 22 | NO |
| | Through | 465 | 45 | 3 | 219 | 22 | NO |
| | Right Turn | 500 | 492 | 330 | 1541 | 441 | MAX |
| SB | Left Turn | 30 | 2 | 1 | 39 | 11 | MAX |
| | Through | 30 | 2 | 1 | 40 | 11 | MAX |
| | Right Turn | 30 | 0 | 0 | 0 | 0 | NO |
| EB | Left Turn | | | | | | |
| | Through | 340 | 40 | 12 | 212 | 61 | NO |
| | Right Turn | 335 | 21 | 2 | 106 | 12 | NO |
| WB | Left Turn | 335 | 9 | 1 | 178 | 76 | NO |
| | Through | 335 | 9 | 1 | 178 | 76 | NO |
| | Right Turn | 335 | 12 | 1 | 185 | 80 | NO |

Intersection 4

Foster City Blvd/Chess Dr

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 520 | 110 | 7 | 570 | 96 | MAX |
| | Through | 1075 | 110 | 7 | 570 | 96 | NO |
| | Right Turn | 1075 | 76 | 10 | 550 | 103 | NO |
| SB | Left Turn | 85 | 0 | 0 | 0 | 0 | NO |
| | Through | 1250 | 43 | 2 | 195 | 19 | NO |
| | Right Turn | 210 | 0 | 0 | 0 | 0 | NO |
| EB | Left Turn | 325 | 399 | 131 | 915 | 16 | AVG |
| | Through | 340 | 399 | 131 | 915 | 16 | AVG |
| | Right Turn | 325 | 347 | 129 | 861 | 16 | AVG |
| WB | Left Turn | 100 | 11 | 2 | 106 | 19 | MAX |
| | Through | 350 | 14 | 2 | 83 | 11 | NO |
| | Right Turn | 350 | 14 | 2 | 83 | 11 | NO |

VISSIM Post-Processor
Average Results from 10 Runs
Queue Length

Foster City Civic Center 15 EIR
Cumulative Plus Project
AM Peak Hour

Intersection 9

SR 92 EB Ramps/Metro Center Blvd

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 55 | 3 | 1 | 47 | 26 | NO |
| | Through | 55 | 3 | 1 | 48 | 26 | NO |
| | Right Turn | 65 | 1 | 0 | 32 | 8 | NO |
| SB | Left Turn | 610 | 89 | 8 | 509 | 55 | NO |
| | Through | 1140 | 89 | 8 | 509 | 55 | NO |
| | Right Turn | 1100 | 25 | 4 | 431 | 87 | NO |
| EB | Left Turn | 300 | 13 | 2 | 76 | 13 | NO |
| | Through | 325 | 20 | 1 | 139 | 19 | NO |
| | Right Turn | 325 | 0 | 0 | 12 | 26 | NO |
| WB | Left Turn | 100 | 33 | 3 | 176 | 23 | MAX |
| | Through | 330 | 34 | 3 | 174 | 23 | NO |
| | Right Turn | 75 | 37 | 3 | 186 | 23 | MAX |

Intersection 10

Foster City Blvd/Metro Center Blvd

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 325 | 43 | 3 | 221 | 35 | NO |
| | Through | 780 | 123 | 7 | 429 | 49 | NO |
| | Right Turn | 780 | 129 | 7 | 436 | 49 | NO |
| SB | Left Turn | 200 | 35 | 3 | 229 | 37 | MAX |
| | Through | 1040 | 38 | 3 | 245 | 44 | NO |
| | Right Turn | 1075 | 1 | 1 | 146 | 45 | NO |
| EB | Left Turn | 335 | 127 | 14 | 419 | 51 | MAX |
| | Through | 335 | 127 | 14 | 419 | 51 | MAX |
| | Right Turn | 250 | 22 | 1 | 148 | 10 | NO |
| WB | Left Turn | 110 | 26 | 7 | 572 | 241 | MAX |
| | Through | 365 | 239 | 37 | 775 | 3 | MAX |
| | Right Turn | 190 | 225 | 43 | 532 | 5 | AVG |

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

Foster City Civic Center 15 EIR
Cumulative Plus Project

Intersection 1

SR 92 WB Ramps/Chess Dr

PM Peak Hour
Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|-------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 80 | 79 | 98.8% | 48.8 | 4.0 | D |
| | Through | 3 | 2 | 66.7% | 46.2 | 17.2 | D |
| | Right Turn | 291 | 292 | 100.3% | 3.9 | 0.2 | A |
| | Subtotal | 374 | 373 | 99.7% | 13.6 | 1.3 | B |
| SB | Left Turn | 16 | 18 | 112.5% | 56.5 | 5.0 | E |
| | Through | 39 | 40 | 102.6% | 59.0 | 5.2 | E |
| | Right Turn | 1 | 1 | 100.0% | 9.7 | 13.4 | A |
| | Subtotal | 56 | 59 | 105.4% | 57.6 | 4.1 | E |
| EB | Left Turn | 0 | 0 | #DIV/0! | #VALUE! | #VALUE! | #VALUE! |
| | Through | 340 | 264 | 77.6% | 90.5 | 11.0 | F |
| | Right Turn | 994 | 707 | 71.1% | 250.6 | 32.1 | F |
| | Subtotal | 1334 | 971 | 72.8% | 206.9 | 25.3 | F |
| WB | Left Turn | 1260 | 1240 | 98.4% | 31.0 | 2.0 | C |
| | Through | 328 | 320 | 97.6% | 19.9 | 2.2 | B |
| | Right Turn | 13 | 13 | 100.0% | 9.9 | 4.8 | A |
| | Subtotal | 1601 | 1573 | 98.3% | 28.6 | 1.9 | C |
| Total | | 3365 | 2976 | 88.4% | 85.4 | 7.8 | F |

Intersection 2

Foster City Blvd/Chess Dr

Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|-------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 839 | 799 | 95.2% | 130.4 | 38.9 | F |
| | Through | 327 | 312 | 95.4% | 34.4 | 14.7 | C |
| | Right Turn | 180 | 177 | 98.3% | 26.9 | 9.2 | C |
| | Subtotal | 1346 | 1288 | 95.7% | 92.9 | 27.5 | F |
| SB | Left Turn | 20 | 18 | 90.0% | 28.1 | 6.4 | C |
| | Through | 801 | 795 | 99.3% | 40.2 | 2.2 | D |
| | Right Turn | 341 | 348 | 102.1% | 13.0 | 2.1 | B |
| | Subtotal | 1162 | 1161 | 99.9% | 31.8 | 2.2 | C |
| EB | Left Turn | 74 | 67 | 90.5% | 51.8 | 2.6 | D |
| | Through | 51 | 48 | 94.1% | 61.6 | 6.9 | E |
| | Right Turn | 523 | 460 | 88.0% | 2.5 | 0.4 | A |
| | Subtotal | 648 | 575 | 88.7% | 13.2 | 1.4 | B |
| WB | Left Turn | 285 | 279 | 97.9% | 36.6 | 1.5 | D |
| | Through | 420 | 427 | 101.7% | 35.2 | 1.8 | D |
| | Right Turn | 78 | 84 | 107.7% | 30.8 | 2.4 | C |
| | Subtotal | 783 | 790 | 100.9% | 35.3 | 1.2 | D |
| Total | | 3939 | 3814 | 96.8% | 50.2 | 9.1 | D |

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

Foster City Civic Center 15 EIR
Cumulative Plus Project

Intersection 3

SR 92 EB Ramps/Metro Center Blvd

PM Peak Hour
Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 17 | 18 | 105.9% | 48.7 | 4.6 | D |
| | Through | 8 | 7 | 87.5% | 46.9 | 9.1 | D |
| | Right Turn | 29 | 30 | 103.4% | 14.0 | 1.5 | B |
| | Subtotal | 54 | 55 | 101.9% | 29.5 | 2.6 | C |
| SB | Left Turn | 1076 | 931 | 86.5% | 26.8 | 1.3 | C |
| | Through | 35 | 32 | 91.4% | 28.0 | 3.5 | C |
| | Right Turn | 457 | 393 | 86.0% | 9.0 | 0.9 | A |
| | Subtotal | 1568 | 1356 | 86.5% | 21.7 | 1.1 | C |
| EB | Left Turn | 406 | 397 | 97.8% | 36.2 | 1.6 | D |
| | Through | 487 | 484 | 99.4% | 21.0 | 1.1 | C |
| | Right Turn | 19 | 18 | 94.7% | 13.9 | 2.7 | B |
| | Subtotal | 912 | 899 | 98.6% | 27.6 | 0.9 | C |
| WB | Left Turn | 37 | 36 | 97.3% | 47.1 | 3.6 | D |
| | Through | 257 | 258 | 100.4% | 26.1 | 1.4 | C |
| | Right Turn | 764 | 733 | 95.9% | 10.6 | 0.8 | B |
| | Subtotal | 1058 | 1027 | 97.1% | 15.7 | 0.4 | B |
| Total | | 3592 | 3337 | 92.9% | 21.6 | 0.7 | C |

Intersection 4

Foster City Blvd/Metro Center Blvd

Signalized

| Direction | Movement | Demand Volume | Volume Served | | Total Delay (sec/veh) | | |
|--------------|-----------------|---------------|---------------|---------------|-----------------------|------------|----------|
| | | | Average | % | Average | Std. Dev. | LOS |
| NB | Left Turn | 135 | 131 | 97.0% | 41.5 | 2.2 | D |
| | Through | 597 | 607 | 101.7% | 30.4 | 5.4 | C |
| | Right Turn | 90 | 88 | 97.8% | 23.6 | 3.3 | C |
| | Subtotal | 822 | 826 | 100.5% | 31.4 | 4.4 | C |
| SB | Left Turn | 145 | 134 | 92.4% | 43.5 | 3.2 | D |
| | Through | 753 | 721 | 95.8% | 25.1 | 3.5 | C |
| | Right Turn | 711 | 684 | 96.2% | 12.0 | 2.5 | B |
| | Subtotal | 1609 | 1539 | 95.6% | 20.9 | 2.4 | C |
| EB | Left Turn | 385 | 346 | 89.9% | 35.7 | 3.8 | D |
| | Through | 525 | 481 | 91.6% | 33.4 | 1.2 | C |
| | Right Turn | 682 | 614 | 90.0% | 11.5 | 0.5 | B |
| | Subtotal | 1592 | 1441 | 90.5% | 24.6 | 1.2 | C |
| WB | Left Turn | 90 | 92 | 102.2% | 32.8 | 3.8 | C |
| | Through | 212 | 212 | 100.0% | 35.2 | 2.5 | D |
| | Right Turn | 364 | 367 | 100.8% | 10.3 | 4.7 | B |
| | Subtotal | 666 | 671 | 100.8% | 21.3 | 2.7 | C |
| Total | | 4689 | 4477 | 95.5% | 24.1 | 1.3 | C |

VISSIM Post-Processor
Average Results from 10 Runs
Queue Length

Foster City Civic Center 15 EIR
Cumulative Plus Project
PM Peak Hour

Intersection 3

SR 92 WB Ramps/Chess Dr

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 475 | 17 | 2 | 98 | 9 | NO |
| | Through | 465 | 16 | 2 | 98 | 9 | NO |
| | Right Turn | 500 | 0 | 0 | 0 | 0 | NO |
| SB | Left Turn | 30 | 17 | 3 | 108 | 24 | MAX |
| | Through | 30 | 17 | 3 | 108 | 24 | MAX |
| | Right Turn | 30 | 0 | 0 | 0 | 0 | NO |
| EB | Left Turn | | | | | | |
| | Through | 340 | 677 | 436 | 1530 | 435 | AVG |
| | Right Turn | 335 | 1362 | 152 | 1669 | 1 | AVG |
| WB | Left Turn | 335 | 107 | 12 | 455 | 62 | MAX |
| | Through | 335 | 107 | 12 | 455 | 62 | MAX |
| | Right Turn | 335 | 107 | 12 | 456 | 62 | MAX |

Intersection 4

Foster City Blvd/Chess Dr

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 520 | 380 | 126 | 915 | 240 | MAX |
| | Through | 1075 | 380 | 126 | 915 | 240 | NO |
| | Right Turn | 1075 | 32 | 23 | 318 | 272 | NO |
| SB | Left Turn | 85 | 0 | 0 | 0 | 0 | NO |
| | Through | 1250 | 128 | 17 | 587 | 123 | NO |
| | Right Turn | 210 | 11 | 7 | 320 | 123 | MAX |
| EB | Left Turn | 325 | 29 | 5 | 221 | 74 | NO |
| | Through | 340 | 29 | 5 | 221 | 74 | NO |
| | Right Turn | 325 | 5 | 2 | 168 | 74 | NO |
| WB | Left Turn | 100 | 55 | 6 | 294 | 51 | MAX |
| | Through | 350 | 62 | 4 | 274 | 34 | NO |
| | Right Turn | 350 | 68 | 4 | 288 | 34 | NO |

VISSIM Post-Processor
Average Results from 10 Runs
Queue Length

Foster City Civic Center 15 EIR
Cumulative Plus Project
PM Peak Hour

Intersection 9

SR 92 EB Ramps/Metro Center Blvd

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 55 | 6 | 1 | 62 | 16 | MAX |
| | Through | 55 | 6 | 1 | 62 | 16 | MAX |
| | Right Turn | 65 | 2 | 0 | 50 | 13 | NO |
| SB | Left Turn | 610 | 97 | 8 | 491 | 64 | NO |
| | Through | 1140 | 97 | 8 | 491 | 64 | NO |
| | Right Turn | 1100 | 14 | 2 | 253 | 68 | NO |
| EB | Left Turn | 300 | 47 | 2 | 207 | 21 | NO |
| | Through | 325 | 31 | 3 | 199 | 14 | NO |
| | Right Turn | 325 | 0 | 0 | 56 | 43 | NO |
| WB | Left Turn | 100 | 42 | 4 | 232 | 10 | MAX |
| | Through | 330 | 47 | 4 | 230 | 10 | NO |
| | Right Turn | 75 | 53 | 4 | 242 | 10 | MAX |

Intersection 10

Foster City Blvd/Metro Center Blvd

Signalized

| Direction | Movement | Storage (ft) | Average Queue (ft) | | Maximum Queue (ft) | | Exceeds Storage? |
|-----------|------------|--------------|--------------------|-----------|--------------------|-----------|------------------|
| | | | Average | Std. Dev. | Average | Std. Dev. | |
| NB | Left Turn | 325 | 30 | 4 | 182 | 36 | NO |
| | Through | 780 | 49 | 5 | 232 | 33 | NO |
| | Right Turn | 780 | 54 | 5 | 239 | 33 | NO |
| SB | Left Turn | 200 | 32 | 5 | 197 | 46 | NO |
| | Through | 1040 | 53 | 11 | 419 | 81 | NO |
| | Right Turn | 1075 | 24 | 13 | 451 | 95 | NO |
| EB | Left Turn | 335 | 61 | 3 | 236 | 17 | NO |
| | Through | 335 | 61 | 3 | 237 | 17 | NO |
| | Right Turn | 250 | 25 | 2 | 157 | 17 | NO |
| WB | Left Turn | 110 | 15 | 3 | 140 | 67 | MAX |
| | Through | 365 | 42 | 5 | 295 | 109 | NO |
| | Right Turn | 190 | 1 | 1 | 91 | 110 | NO |

**APPENDIX B4:
FREEWAY ANALYSIS RESULTS**

TABLE D-1: EXISTING DAILY FREEWAY VOLUMES

| Freeway Segment | Existing AADT¹ |
|---|----------------------------------|
| A. US 101, north of East Third Avenue ² | 247,000 |
| B. US 101, between East Third Avenue and SR 92 | 250,000 |
| C. US 101, north of East Hillsdale Boulevard | 225,000 |
| D. US 101, south of East Hillsdale Boulevard | 225,000 |
| E. SR 92, between US 101 and Mariners Island Boulevard/Edgewater Boulevard | 139,000 |
| F. SR 92, Mariners Island Boulevard/Edgewater Boulevard and Foster City Boulevard | 115,000 |
| G. SR 92, east of Foster City Boulevard | 86,000 |

Notes:

Source: Caltrans, 2010; Fehr & Peers, February 2013

TABLE D-2: EXISTING PLUS PROJECT ADDED DAILY FREEWAY VOLUMES

| Freeway Segment | Existing | Proposed Project |
|---|-----------------|-------------------------|
| A. US 101, north of East Third Avenue ² | 247,000 | 635 |
| B. US 101, between East Third Avenue and SR 92 | 250,000 | 804 |
| C. US 101, north of East Hillsdale Boulevard | 225,000 | 847 |
| D. US 101, south of East Hillsdale Boulevard | 225,000 | 847 |
| E. SR 92, between US 101 and Mariners Island Boulevard/Edgewater Boulevard | 139,000 | 952 |
| F. SR 92, Mariners Island Boulevard/Edgewater Boulevard and Foster City Boulevard | 115,000 | 381 |
| G. SR 92, east of Foster City Boulevard | 86,000 | 444 |

Notes:

Source: Fehr & Peers, February 2013

TABLE D-3: CUMULATIVE PLUS PROJECT ADDED DAILY FREEWAY VOLUMES

| Freeway Segment | Cumulative | Proposed Project |
|---|-------------------|-------------------------|
| A. US 101, north of East Third Avenue ² | 276,000 | 635 |
| B. US 101, between East Third Avenue and SR 92 | 280,000 | 804 |
| C. US 101, north of East Hillsdale Boulevard | 253,000 | 847 |
| D. US 101, south of East Hillsdale Boulevard | 253,000 | 847 |
| E. SR 92, between US 101 and Mariners Island Boulevard/Edgewater Boulevard | 188,000 | 952 |
| F. SR 92, Mariners Island Boulevard/Edgewater Boulevard and Foster City Boulevard | 152,000 | 381 |
| G. SR 92, east of Foster City Boulevard | 115,000 | 444 |

Notes:

Source: Fehr & Peers, February 2013

| | | | | | Existing | | | | Existing Plus Project | | | | Cumulative No Project | | | | Cumulative Plus Project | | | | | |
|--------|----------------|----------|----------|--------|----------|-------|------|-------------|-----------------------|--------|-------|-------|-----------------------|--------|--------|--------|-------------------------|--------|--------|--------|------|---|
| | | Lanes | Capacity | Volume | PCE | V/C | LOS | Added Trips | % of Capacity | Volume | PCE | V/C | LOS | Volume | PCE | V/C | LOS | Volume | PCE | V/C | LOS | |
| US 101 | N of 3rd | AM | NB 4+Aux | 10,350 | 9,134 | 9,454 | 0.91 | E | 8 | 0.08% | 9,142 | 9,462 | 0.91 | E | 10,293 | 10,653 | 1.03 | F | 10,301 | 10,662 | 1.03 | F |
| | | SB 4+Aux | 10,350 | 8,119 | 8,403 | 0.81 | D | 10 | 0.10% | 8,129 | 8,414 | 0.81 | D | 8,862 | 9,172 | 0.89 | D | 8,872 | 9,183 | 0.89 | D | |
| | | PM | NB 4+Aux | 10,350 | 8,546 | 8,845 | 0.85 | D | 11 | 0.11% | 8,557 | 8,856 | 0.86 | D | 9,465 | 9,796 | 0.95 | E | 9,476 | 9,808 | 0.95 | E |
| | | SB 4+Aux | 10,350 | 8,107 | 8,391 | 0.81 | D | 10 | 0.10% | 8,117 | 8,401 | 0.81 | D | 9,129 | 9,449 | 0.91 | E | 9,139 | 9,459 | 0.91 | E | |
| | S of 3rd | AM | NB 4+Aux | 10,350 | 8,743 | 9,049 | 0.87 | D | 7 | 0.07% | 8,750 | 9,056 | 0.87 | D | 9,987 | 10,337 | 1.00 | E | 9,994 | 10,344 | 1.00 | E |
| | | SB 4+Aux | 10,350 | 8,317 | 8,608 | 0.83 | D | 10 | 0.10% | 8,327 | 8,618 | 0.83 | D | 8,583 | 8,883 | 0.86 | D | 8,593 | 8,894 | 0.86 | D | |
| | | PM | NB 4+Aux | 10,350 | 8,945 | 9,258 | 0.89 | E | 11 | 0.11% | 8,956 | 9,269 | 0.90 | E | 9,290 | 9,615 | 0.93 | E | 9,301 | 9,627 | 0.93 | E |
| | | SB 4+Aux | 10,350 | 8,313 | 8,604 | 0.83 | D | 9 | 0.09% | 8,322 | 8,613 | 0.83 | D | 9,531 | 9,865 | 0.95 | E | 9,540 | 9,874 | 0.95 | E | |
| | N of Hillsdale | AM | NB 4+Aux | 10,350 | 7,890 | 8,166 | 0.79 | D | 0 | 0.00% | 7,890 | 8,166 | 0.79 | D | 9,087 | 9,405 | 0.91 | E | 9,087 | 9,405 | 0.91 | E |
| | | SB 4+Aux | 10,350 | 7,096 | 7,344 | 0.71 | C | 0 | 0.00% | 7,096 | 7,344 | 0.71 | C | 7,710 | 7,980 | 0.77 | D | 7,710 | 7,980 | 0.77 | D | |
| | | PM | NB 4+Aux | 10,350 | 7,905 | 8,182 | 0.79 | D | 0 | 0.00% | 7,905 | 8,182 | 0.79 | D | 8,540 | 8,839 | 0.85 | D | 8,540 | 8,839 | 0.85 | D |
| | | SB 4+Aux | 10,350 | 7,234 | 7,487 | 0.72 | D | 0 | 0.00% | 7,234 | 7,487 | 0.72 | D | 8,825 | 9,134 | 0.88 | D | 8,825 | 9,134 | 0.88 | D | |
| | S of Hillsdale | AM | NB 4+Aux | 10,350 | 7,335 | 7,592 | 0.73 | D | 3 | 0.03% | 7,338 | 7,595 | 0.73 | D | 8,833 | 9,142 | 0.88 | D | 8,836 | 9,145 | 0.88 | D |
| | | SB 4+Aux | 10,350 | 8,708 | 9,013 | 0.87 | D | 5 | 0.05% | 8,713 | 9,018 | 0.87 | D | 9,447 | 9,778 | 0.94 | E | 9,452 | 9,783 | 0.95 | E | |
| | | PM | NB 4+Aux | 10,350 | 8,648 | 8,951 | 0.86 | D | 7 | 0.07% | 8,655 | 8,958 | 0.87 | D | 9,425 | 9,755 | 0.94 | E | 9,432 | 9,762 | 0.94 | E |
| | | SB 4+Aux | 10,350 | 8,463 | 8,759 | 0.85 | D | 5 | 0.05% | 8,468 | 8,764 | 0.85 | D | 10,084 | 10,437 | 1.01 | F | 10,089 | 10,442 | 1.01 | F | |
| SR 92 | E of 101 | AM | EB 3 | 6,900 | 5,391 | 5,634 | 0.82 | D | 17 | 0.25% | 5,408 | 5,651 | 0.82 | D | 6,262 | 6,544 | 0.95 | E | 6,279 | 6,562 | 0.95 | E |
| | | WB 3+Aux | 8,050 | 5,675 | 5,930 | 0.74 | D | 9 | 0.11% | 5,684 | 5,940 | 0.74 | D | 6,542 | 6,836 | 0.85 | D | 6,551 | 6,846 | 0.85 | D | |
| | | PM | EB 3 | 6,900 | 6,124 | 6,400 | 0.93 | E | 11 | 0.16% | 6,135 | 6,411 | 0.93 | E | 6,727 | 7,030 | 1.02 | F | 6,738 | 7,041 | 1.02 | F |
| | | WB 3+Aux | 8,050 | 5,414 | 5,658 | 0.70 | C | 17 | 0.21% | 5,431 | 5,675 | 0.70 | C | 6,533 | 6,827 | 0.85 | D | 6,550 | 6,845 | 0.85 | D | |
| | W of FCB | AM | EB 3+Aux | 8,050 | 4,018 | 4,199 | 0.52 | C | 8 | 0.10% | 4,026 | 4,207 | 0.52 | C | 4,655 | 4,864 | 0.60 | C | 4,663 | 4,873 | 0.61 | C |
| | | WB 3+Aux | 8,050 | 5,400 | 5,643 | 0.70 | C | 1 | 0.01% | 5,401 | 5,644 | 0.70 | C | 6,203 | 6,482 | 0.81 | D | 6,204 | 6,483 | 0.81 | D | |
| | | PM | EB 3+Aux | 8,050 | 5,432 | 5,676 | 0.71 | C | 1 | 0.01% | 5,433 | 5,677 | 0.71 | C | 5,958 | 6,226 | 0.77 | D | 5,959 | 6,227 | 0.77 | D |
| | | WB 3+Aux | 8,050 | 4,282 | 4,475 | 0.56 | C | 7 | 0.09% | 4,289 | 4,482 | 0.56 | C | 5,160 | 5,392 | 0.67 | C | 5,167 | 5,400 | 0.67 | C | |
| | E of FCB | AM | EB 3 | 6,900 | 2,478 | 2,590 | 0.38 | B | 2 | 0.03% | 2,480 | 2,592 | 0.38 | B | 2,761 | 2,885 | 0.42 | B | 2,763 | 2,887 | 0.42 | B |
| | | WB 3 | 6,900 | 5,360 | 5,601 | 0.81 | D | 6 | 0.09% | 5,366 | 5,607 | 0.81 | D | 6,324 | 6,609 | 0.96 | E | 6,330 | 6,615 | 0.96 | E | |
| | | PM | EB 3 | 6,900 | 4,888 | 5,108 | 0.74 | D | 5 | 0.07% | 4,893 | 5,113 | 0.74 | D | 5,563 | 5,813 | 0.84 | D | 5,568 | 5,819 | 0.84 | D |
| | | WB 3 | 6,900 | 2,685 | 2,806 | 0.41 | B | 2 | 0.03% | 2,687 | 2,808 | 0.41 | B | 3,245 | 3,391 | 0.49 | B | 3,247 | 3,393 | 0.49 | B | |

**APPENDIX B5:
TRIP GENERATION CALCULATIONS**

Table F-1: Trip Generation Rates and Equations

| Land Use | Units | ITE Code | Rate or Equation | Daily Total | AM Peak Hour | | | PM Peak Hour | | |
|---|-------------|-----------------|------------------|------------------------|--------------|------|--------------------------|--------------|------|------------------------|
| | | | | | In | Out | Total | In | Out | Total |
| Gilead Specific Rates | | | | | | | | | | |
| General Office | ksf | Gilead Specific | Rate | 11.01 | 1.13 | 0.16 | 1.29 | 0.18 | 1.11 | 1.29 |
| Laboratory | ksf | | Rate | 8.11 | 0.24 | 0.09 | 0.33 | 0.13 | 0.34 | 0.47 |
| ITE Trip Generation, 8th Edition Rates | | | | | | | | | | |
| Industrial Park | ksf | 130 | Equation | 6.96 | 0.82 | 0.19 | 0.84 | 0.21 | 0.79 | 0.86 |
| Residential Condominium | du | 220 | Equation | $EXP(0.87*LN(X))+2.46$ | 0.17 | 0.83 | $EXP(0.8*LN(X)+0.26)$ | 0.67 | 0.33 | $EXP(0.82*LN(X))+0.32$ |
| Senior Adult Housing - Attached | Occupied du | 252 | Rate | 3.48 | 0.36 | 0.64 | 0.13 | 0.60 | 0.40 | 0.16 |
| Congregate Care Facility | du | 253 | Rate | 2.02 | 0.59 | 0.41 | 0.06 | 0.55 | 0.45 | 0.17 |
| Assisted Living | Beds | 254 | Rate | 2.66 | 0.65 | 0.35 | 0.14 | 0.44 | 0.56 | 0.22 |
| Hotel | Rooms | 310 | Rate | 8.17 | 0.61 | 0.39 | 0.56 | 0.53 | 0.47 | 0.59 |
| Marina | Berths | 420 | Rate | 2.96 | 0.33 | 0.67 | 0.08 | 0.60 | 0.40 | 0.19 |
| General Office | employees | 710 | Equation | $EXP(0.84*LN(X)+2.23)$ | 0.88 | 0.12 | $EXP(0.86*LN(C10+0.24))$ | 0.17 | 0.83 | $0.37*X+60.08$ |
| | ksf | 710 | Rate | 11.01 | 0.88 | 0.12 | 1.55 | 0.17 | 0.83 | 1.49 |
| Business Park | ksf | 770 | Equation | $10.75*(X)+747.41$ | 0.82 | 0.18 | $EXP(0.98*LN(X)+0.45)$ | 0.23 | 0.77 | $EXP(0.92*LN(X)+0.78)$ |
| Retail | ksf | 820 | Equation | $EXP(0.65*LN(X))+5.83$ | 0.61 | 0.39 | $EXP(0.59*LN(X))+2.32$ | 0.49 | 0.51 | $EXP(0.67*LN(X))+3.37$ |
| | ksf | 820 | Rate | 42.94 | 0.61 | 0.39 | 1.00 | 0.49 | 0.51 | 3.73 |
| Quality Restaurant | ksf | 931 | Rate | 89.95 | 0.60 | 0.40 | 0.81 | 0.67 | 0.33 | 7.49 |
| High-Turnover Restaurants | ksf | 932 | Rate | 127.15 | 0.52 | 0.48 | 11.52 | 0.59 | 0.41 | 11.15 |

Table F-2: Foster City - Civic Center 15 Trip Generation

| Land Use | Size | Units | ITE Code | Rate or Equation | Internal Capture Rate Daily | Trips Daily Total | Internal Capture Rate AM | Trips | | | Internal Capture Rate PM | Trips | | | |
|---|------|-------------|----------|------------------|-----------------------------|-------------------|--------------------------|--------------|------------|------------|--------------------------|--------------|------------|------------|------------|
| | | | | | | | | AM Peak Hour | | | | PM Peak Hour | | | |
| | | | | | | | | In | Out | Total | | In | Out | Total | |
| Residential | | | | | | | | | | | | | | | |
| Senior Adult Housing - Attached | 262 | Occupied du | 252 | Rate | | 912 | | 12 | 22 | 34 | | 25 | 17 | 42 | |
| <i>Residential/Office Trip Internalization Reduction</i> | | | | | | 0% | 0 | 0% | 0 | 0 | 0 | 0% | 0 | 0 | 0 |
| <i>Residential/Retail Trip Internalization Reduction</i> | | | | | | -14% | -149 | 0% | 0 | 0 | 0 | -15% | -4 | -5 | -9 |
| Congregate Care Facility | 152 | du | 253 | Rate | | 307 | | 5 | 4 | 9 | | 14 | 12 | 26 | |
| Office | | | | | | | | | | | | | | | |
| General Office | 30.0 | ksf | 710 | Rate | | 330 | | 41 | 6 | 47 | | 8 | 37 | 45 | |
| <i>Office/Residential Trip Internalization Reduction</i> | | | | | | 0% | 0 | 0% | 0 | 0 | 0 | 0% | 0 | 0 | 0 |
| <i>Office/Retail Trip Internalization Reduction</i> | | | | | | -30% | -98 | 0% | 0 | 0 | 0 | -11% | -2 | -3 | -5 |
| Retail/Restaurant | | | | | | | | | | | | | | | |
| Neighborhood Retail | 16.4 | ksf | 820 | Rate | | 700 | | 10 | 6 | 16 | | 30 | 31 | 61 | |
| High-Turnover Restaurant | 12.0 | ksf | 932 | Rate | | 1,526 | | 72 | 66 | 138 | | 79 | 55 | 134 | |
| Quality Restaurant | 11.6 | ksf | 931 | Rate | | 1,043 | | 5 | 4 | 9 | | 58 | 29 | 87 | |
| <i>Retail/Residential Trip Internalization Reduction</i> | | | | | | -21% | -149 | 0% | 0 | 0 | 0 | -15% | -4 | -5 | -9 |
| <i>Retail/Office Trip Internalization Reduction</i> | | | | | | -14% | -98 | 0% | 0 | 0 | 0 | -8% | -3 | -2 | -5 |
| <i>Retail Pass-By (Apply to Retail and High-Turnover trips)</i> | | | | | | -20% | -91 | -10% | -8 | -7 | -15 | -25% | -23 | -23 | -46 |
| Subtotal | | | | | | -10% | 4,233 | 0% | 137 | 101 | 238 | -7% | 178 | 143 | 321 |
| Project 9 Net New External Trips | | | | | | | 4,233 | | 137 | 101 | 238 | | 178 | 143 | 321 |

- A - Existing Unoccupied Space
- B - Approved but not yet Constructed Projects
- C - Currently Proposed Projects
- D - Cumulative Conditions Projects

Table F-3: Future Probable Foster City Projects

| Land Use | Size | Units | ITE Code | Rate or Equation | Internal Capture Rate Daily | Trips Daily Total | Internal Capture Rate AM | Trips AM Peak Hour | | | Internal Capture Rate PM | Trips PM Peak Hour | | |
|--|---------------------------|-----------|----------|------------------|-----------------------------|-------------------|--------------------------|--------------------|------------|------------|--------------------------|--------------------|------------|------------|
| | | | | | | | | In | Out | Total | | In | Out | Total |
| | | | | | | | | | | | | | | |
| Project 1 (Parkside Towers) | | | | | | | | | | | | | | |
| Existing Max Occupancy | | | | | | | | | | | | | | |
| Retail | 17 | ksf | 820 | Equation | | 2,180 | | 34 | 21 | 55 | | 97 | 100 | 197 |
| | <i>Internal Reduction</i> | | | | 3% | -75 | 0 | 0 | 0 | 0 | 3% | -3 | -2 | -5 |
| | <i>Retail Pass-By</i> | | | | 20% | -422 | 10% | -3 | -3 | -6 | 40% | -38 | -38 | -76 |
| | Subtotal | | | | | 1,683 | | 31 | 18 | 49 | | 56 | 60 | 116 |
| Existing | | | | | | | | | | | | | | |
| Retail | 8 | ksf | 820 | Equation | | 1,300 | | 21 | 13 | 34 | | 57 | 59 | 116 |
| | <i>Internal Reduction</i> | | | | 4% | -46 | 0 | 0 | 0 | 0 | 3% | -2 | -1 | -3 |
| | <i>Retail Pass-By</i> | | | | 20% | -260 | 10% | -2 | -2 | -4 | 40% | -23 | -23 | -46 |
| | Subtotal | | | | | 994 | 0 | 19 | 11 | 30 | 0 | 32 | 35 | 67 |
| Project 1 Net New External Trips | | | | | | 689 | | 12 | 7 | 19 | | 24 | 25 | 49 |
| Project 2 (303 Velocity Way) | | | | | | | | | | | | | | |
| Existing Max Occupancy | | | | | | | | | | | | | | |
| General Office | 850 | employees | 710 | Equation | | 2,687 | | 291 | 40 | 331 | | 64 | 311 | 375 |
| | Subtotal | | | | | 2,687 | | 291 | 40 | 331 | | 64 | 311 | 375 |
| Existing | | | | | | | | | | | | | | |
| General Office | 595 | employees | 710 | Equation | | 1,991 | | 214 | 29 | 243 | | 48 | 232 | 280 |
| | Subtotal | | | | | 1,991 | 0 | 214 | 29 | 243 | | 48 | 232 | 280 |
| Project 2 Net New External Trips | | | | | | 696 | | 77 | 11 | 88 | | 16 | 79 | 95 |
| Category A Total Net New External Trips | | | | | | 1,385 | | 89 | 18 | 107 | | 40 | 104 | 144 |
| Project 3 (Pilgrim-Triton Master Plan) | | | | | | | | | | | | | | |
| Proposed (i.e. Vacant) | | | | | | | | | | | | | | |
| General Office | 266.0 | ksf | 710 | Equation | | 2,830 | | 361 | 49 | 410 | | 64 | 313 | 377 |
| | <i>Internal Reduction</i> | | | | 5% | -137 | 0% | | | | 3% | -4 | -7 | -11 |
| Retail | 30.0 | ksf | 820 | Equation | | 3,110 | | 46 | 30 | 76 | | 139 | 145 | 284 |
| | <i>Internal Reduction</i> | | | | 13% | -419 | 0% | | | | 13% | -15 | -22 | -37 |
| | <i>Retail Pass-By</i> | | | | 20% | -540 | 10% | -4 | -4 | -8 | 40% | -49 | -49 | -98 |
| Residential Condominium | 730.0 | du | 230 | Equation | | 3,630 | | 43 | 210 | 253 | | 206 | 101 | 307 |
| | <i>Internal Reduction</i> | | | | 9% | -339 | 0% | | | | 11% | -22 | -13 | -34 |
| | Subtotal | | | | | 8,135 | | 446 | 285 | 731 | | 319 | 468 | 788 |
| Existing | | | | | | | | | | | | | | |
| General Office | 38.3 | ksf | 710 | Equation | | 640 | | 77 | 10 | 87 | | 21 | 101 | 122 |
| Industrial Park | 256.0 | ksf | 130 | Equation | | 1,780 | | 176 | 39 | 215 | | 46 | 174 | 220 |
| | Subtotal | | | | | 2,420 | | 253 | 49 | 302 | | 67 | 275 | 342 |
| Project 3 Net New External Trips | | | | | | 5,715 | | 193 | 236 | 429 | | 252 | 193 | 446 |
| Category B Total Net New External Trips | | | | | | 5,715 | | 193 | 236 | 429 | | 252 | 193 | 446 |

| Project 4 (Chess Hotel) | | | | | | | | | | | | | |
|---|-------|--------|-----------------|----------|---------------|----------|--------------|------------|--------------|----------|------------|--------------|--------------|
| Proposed | | | | | | | | | | | | | |
| Hotel | 115 | Rooms | 310 | Rate | 940 | | 39 | 25 | 64 | | 36 | 32 | 68 |
| Bakery | 3 | ksf | 932 | Equation | 339 | | 16 | 15 | 31 | | 18 | 12 | 30 |
| Subtotal | | | | | 1,279 | | 55 | 40 | 95 | | 54 | 44 | 98 |
| Existing | | | | | | | | | | | | | |
| Unoccupied Restaurant | | ksf | | | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Subtotal | | | | | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Project 4 Net New External Trips | | | | | 1,279 | | 55 | 40 | 95 | | 54 | 44 | 98 |
| Project 5 (Chess Drive) | | | | | | | | | | | | | |
| Proposed | | | | | | | | | | | | | |
| General Office | 800 | ksf | 710 | Equation | 6,620 | | 871 | 119 | 990 | | 166 | 809 | 975 |
| Subtotal | | | | | 6,620 | | 871 | 119 | 990 | | 166 | 809 | 975 |
| Existing | | | | | | | | | | | | | |
| Business Park | 190 | ksf | 770 | Equation | 2,790 | | 225 | 43 | 268 | | 63 | 209 | 272 |
| Subtotal | | | | | 2,790 | | 225 | 43 | 268 | | 63 | 209 | 272 |
| Project 5 Net New External Trips | | | | | 3,830 | | 646 | 76 | 722 | | 103 | 600 | 703 |
| Category C Total Net New External Trips | | | | | 5,109 | | 701 | 116 | 817 | | 157 | 644 | 801 |
| Project 6 (Gilead Sciences 2012 Master Plan) | | | | | | | | | | | | | |
| Gilead North Campus (Including Existing 301 Velocity Building) | | | | | | | | | | | | | |
| General Office | 1,524 | ksf | Gilead | Rate | 16,779 | 0 | 1,722 | 244 | 1,966 | 0 | 274 | 1,692 | 1,966 |
| Laboratory | 953 | | | | 7,729 | 0 | 229 | 86 | 315 | 0 | 124 | 324 | 448 |
| MSB/Warehouse | 24 | | | | 107 | 0 | 10 | 2 | 12 | 0 | 3 | 8 | 11 |
| Subtotal | | | | | 24,615 | 0 | 1,961 | 332 | 2,293 | 0 | 401 | 2,024 | 2,425 |
| Existing South Campus | | | | | | | | | | | | | |
| General Office | 295.7 | ksf | Gilead Specific | Rate | 3,256 | | 334 | 47 | 381 | | 53 | 328 | 381 |
| Laboratory | 468.0 | ksf | | | 3,796 | | 112 | 42 | 154 | | 61 | 159 | 220 |
| Subtotal | | | | | 7,052 | | 446 | 89 | 535 | | 114 | 487 | 601 |
| Existing 301 Velocity Building | | | | | | | | | | | | | |
| General Office | 163 | ksf | Gilead | Rate | 1,795 | | 184 | 26 | 210 | | 29 | 181 | 210 |
| Subtotal | | | | | 1,795 | | 184 | 26 | 210 | | 29 | 181 | 210 |
| Project 6 Net New External Trips | | | | | 15,768 | | 1,331 | 217 | 1,548 | | 258 | 1,356 | 1,614 |
| Project 7 (Bayside Towers III) | | | | | | | | | | | | | |
| Proposed | | | | | | | | | | | | | |
| General Office | 93 | ksf | 710 | Equation | 1,260 | | 156 | 21 | 177 | | 31 | 152 | 183 |
| Subtotal | | | | | 1,260 | | 156 | 21 | 177 | | 31 | 152 | 183 |
| Project 7 Net New External Trips | | | | | 1,260 | | 156 | 21 | 177 | | 31 | 152 | 183 |
| Project 8 (Visa V) | | | | | | | | | | | | | |
| Proposed | | | | | | | | | | | | | |
| Retail | 8.0 | ksf | 820 | Equation | 1,320 | | 21 | 14 | 35 | | 57 | 60 | 117 |
| Retail Pass-By | | | | 20% | -264 | 10% | -2 | -2 | -4 | 40% | -24 | -24 | -47 |
| Subtotal | | | | | 1,056 | | 19 | 12 | 31 | 0 | 34 | 37 | 70 |
| Project 8 Net New External Trips | | | | | 1,056 | | 19 | 12 | 31 | | 34 | 37 | 70 |
| Project 9 (Marina) | | | | | | | | | | | | | |
| Proposed | | | | | | | | | | | | | |
| Marina | 300 | Berths | 420 | Rate | 890 | | 8 | 16 | 24 | | 34 | 23 | 57 |
| Subtotal | | | | | 890 | | 8 | 16 | 24 | | 34 | 23 | 57 |
| Project 9 Net New External Trips | | | | | 890 | | 8 | 16 | 24 | | 34 | 23 | 57 |
| Category D Total Net New External Trips | | | | | 18,974 | | 1,514 | 266 | 1,780 | | 357 | 1,568 | 1,924 |
| Cumulative No Project Total Net New External Trips | | | | | 31,693 | 0 | 2,504 | 670 | 3,174 | 0 | 838 | 2,525 | 3,363 |

- A - Existing Unoccupied Space
- B - Approved but not yet Constructed Projects
- C - Currently Proposed Projects
- D - Cumulative Conditions Projects

Table F-2:

Table F-4: Future Probable City of San Mateo Projects

| Land Use | Size | Units | ITE Code | Internal Capture Rate Daily | Trips Daily Total | Internal Capture Rate AM | Trips AM Peak Hour | | | Internal Capture Rate PM | Trips PM Peak Hour | | |
|--|------|-------|----------|-----------------------------|-------------------|--------------------------|--------------------|-----|-------|--------------------------|--------------------|-----|-------|
| | | | | | | | In | Out | Total | | In | Out | Total |
| Project 10 (Mariners Island Blvd) | | | | | | | | | | | | | |
| Proposed (i.e. Vacant) | | | | | | | | | | | | | |
| 400 Mariners Island Blvd | 76.0 | du | 220 | | 510 | | 7 | 34 | 41 | | 32 | 16 | 48 |
| Subtotal | | | | | 510 | | 7 | 34 | 41 | | 32 | 16 | 48 |
| Project 11 (1521 Lago St) | | | | | | | | | | | | | |
| Proposed | | | | | | | | | | | | | |
| 1521 Lago St** | 24.0 | du | 220 | | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |
| Subtotal | | | | | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 |

**1521 Lago Street converts 28 apartments into 24 condos. The conversion would result in a net difference of approximately three fewer trips. Therefore, this analysis assumes no change on the

Table F-5: Foster City - Civic Center 15 Alternative Trip Generation

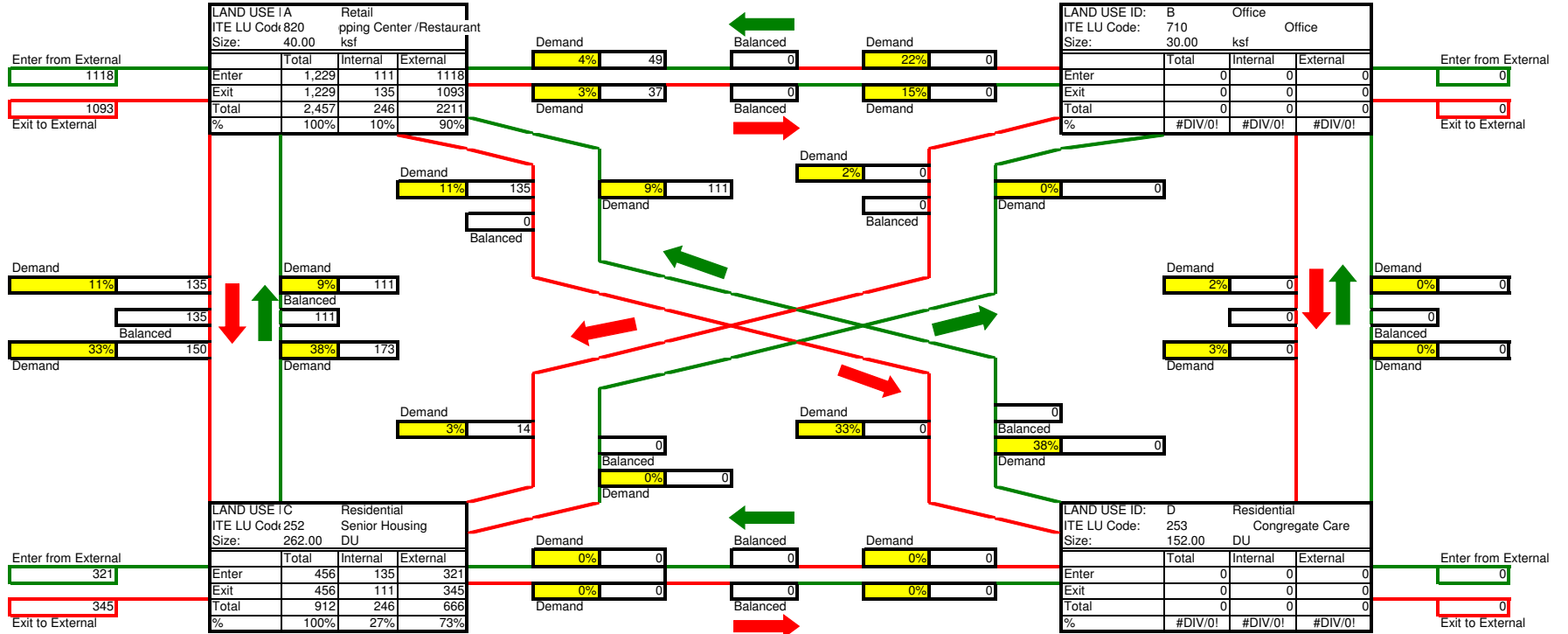
| Land Use | Size | Units | ITE Code | Rate or Equation | Internal Capture Rate Daily | Trips Daily Total | Internal Capture Rate AM | Trips | | | Internal Capture Rate PM | Trips | | | |
|---|------|-------------|----------|------------------|-----------------------------|-------------------|--------------------------|--------------|-----------|-----------|--------------------------|--------------|------------|-----------|------------|
| | | | | | | | | AM Peak Hour | | | | PM Peak Hour | | | |
| | | | | | | | | In | Out | Total | | In | Out | Total | |
| Residential | | | | | | | | | | | | | | | |
| Senior Adult Housing - Attached | 262 | Occupied du | 252 | Rate | | 912 | | 12 | 22 | 34 | | 25 | 17 | 42 | |
| <i>Residential/Office Trip Internalization Reduction</i> | | | | | | 0% | 0 | 0% | 0 | 0 | 0 | 0% | 0 | 0 | 0 |
| <i>Residential/Retail Trip Internalization Reduction</i> | | | | | | -11% | -123 | 0% | 0 | 0 | 0 | -15% | -4 | -5 | -9 |
| Congregate Care Facility | 152 | du | 253 | Rate | | 307 | | 5 | 4 | 9 | | 14 | 12 | 26 | |
| Office | | | | | | | | | | | | | | | |
| General Office | 0.0 | ksf | 710 | Rate | | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| <i>Office/Residential Trip Internalization Reduction</i> | | | | | | 0% | 0 | 0% | 0 | 0 | 0 | 0% | 0 | 0 | 0 |
| <i>Office/Retail Trip Internalization Reduction</i> | | | | | | #DIV/0! | 0 | #DIV/0! | 0 | 0 | 0 | #DIV/0! | 0 | 0 | 0 |
| Retail/Restaurant | | | | | | | | | | | | | | | |
| Neighborhood Retail | 12.3 | ksf | 820 | Rate | | 530 | | 7 | 5 | 12 | | 23 | 23 | 46 | |
| High-Turnover Restaurant | 9.0 | ksf | 932 | Rate | | 1,144 | | 54 | 50 | 104 | | 59 | 41 | 100 | |
| Quality Restaurant | 8.7 | ksf | 931 | Rate | | 783 | | 4 | 3 | 7 | | 44 | 21 | 65 | |
| <i>Retail/Residential Trip Internalization Reduction</i> | | | | | | -23% | -123 | 0% | 0 | 0 | 0 | -20% | -4 | -5 | -9 |
| <i>Retail/Office Trip Internalization Reduction</i> | | | | | | 0% | 0 | 0% | 0 | 0 | 0 | 0% | 0 | 0 | 0 |
| <i>Retail Pass-By (Apply to Retail and High-Turnover trips)</i> | | | | | | -20% | -81 | -10% | -6 | -6 | -12 | -25% | -18 | -18 | -35 |
| Subtotal | | | | | | -7% | 3,349 | 0% | 76 | 78 | 154 | -6% | 139 | 87 | 226 |
| Project 9 Net New External Trips | | | | | | | 3,349 | | 76 | 78 | 154 | | 139 | 87 | 226 |

DAILY

Analyst: SRF
Date: 3/7/2013
Project #: 1041-XXXX

**MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY**

Name of Development/Title: TIA
Time Period: Daily



| Net External Trips for Multi-Use Development | | | | | |
|--|------|---|-----|---|-------|
| Land Use ID | A | B | C | D | Total |
| Enter | 1118 | 0 | 321 | 0 | 1439 |
| Exit | 1093 | 0 | 345 | 0 | 1439 |
| Total | 2211 | 0 | 666 | 0 | 2878 |
| Single-Use Trip Gen. Est. | 2457 | 0 | 912 | 0 | 3369 |

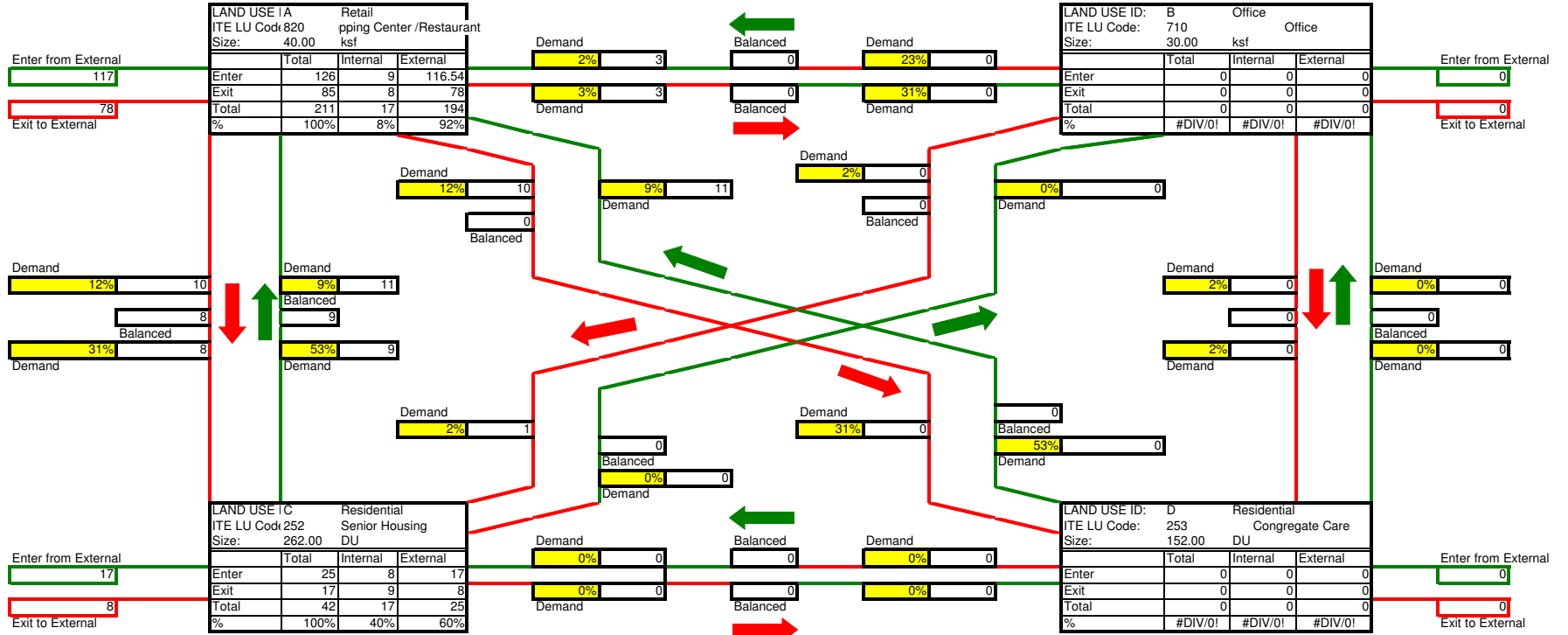
INTERNAL CAPTURE

15%

Analyst: SRF
 Date: 3/7/2013
 Project #: 1041-XXXX

**MULTI-USE DEVELOPMENT
 TRIP GENERATION
 AND INTERNAL CAPTURE SUMMARY**

Name of Development/Title: TIA
 Time Period: PM Peak Hour



| Net External Trips for Multi-Use Development | | | | | |
|--|-----|---|----|---|-------|
| Land Use ID | A | B | C | D | Total |
| Enter | 117 | 0 | 17 | 0 | 134 |
| Exit | 78 | 0 | 8 | 0 | 86 |
| Total | 194 | 0 | 25 | 0 | 219 |
| Single-Use Trip Gen. Est. | 211 | 0 | 42 | 0 | 253 |

INTERNAL CAPTURE
 13%

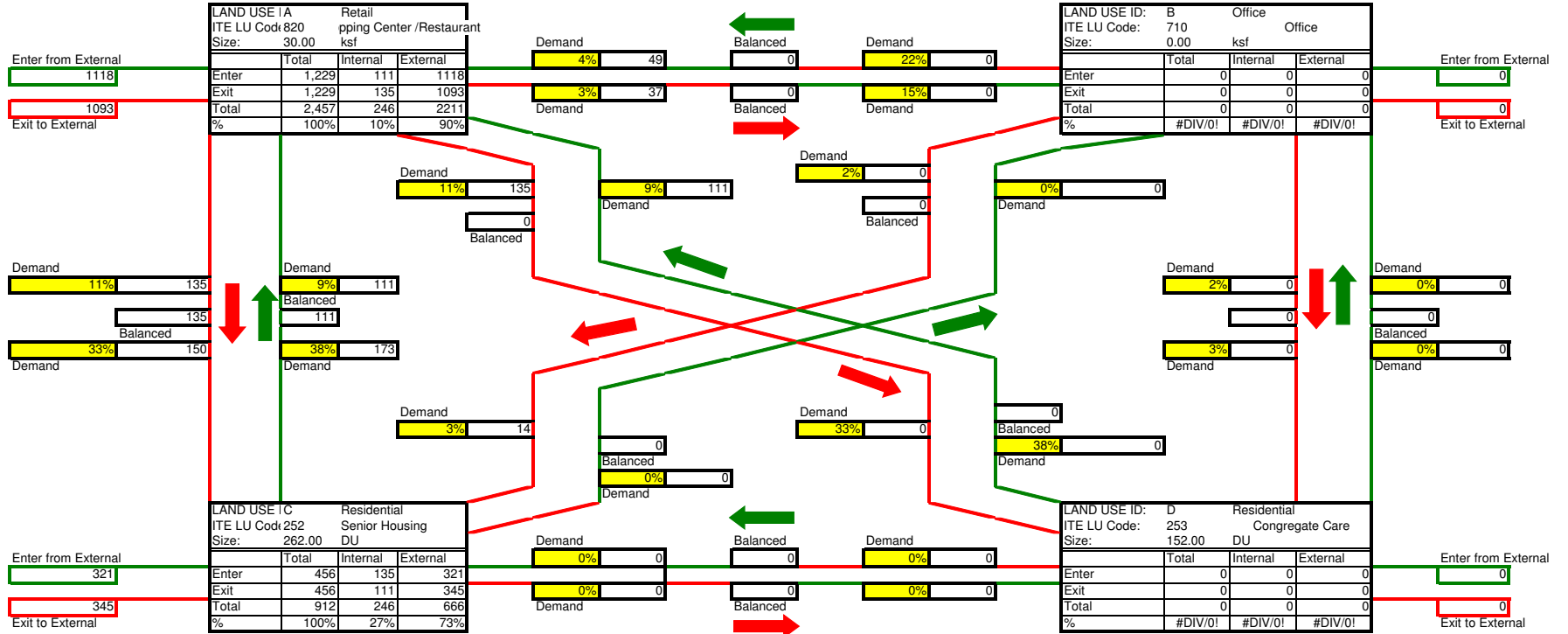
DAILY

Analyst: SRF
Date: 3/7/2013
Project #: 1041-XXXX

**MULTI-USE DEVELOPMENT
TRIP GENERATION
AND INTERNAL CAPTURE SUMMARY**

Name of Development/Title: TIA
Time Period: Daily

Alternative



| Net External Trips for Multi-Use Development | | | | | |
|--|------|---|-----|---|-------|
| Land Use ID | A | B | C | D | Total |
| Enter | 1118 | 0 | 321 | 0 | 1439 |
| Exit | 1093 | 0 | 345 | 0 | 1439 |
| Total | 2211 | 0 | 666 | 0 | 2878 |
| Single-Use Trip Gen. Est. | 2457 | 0 | 912 | 0 | 3369 |

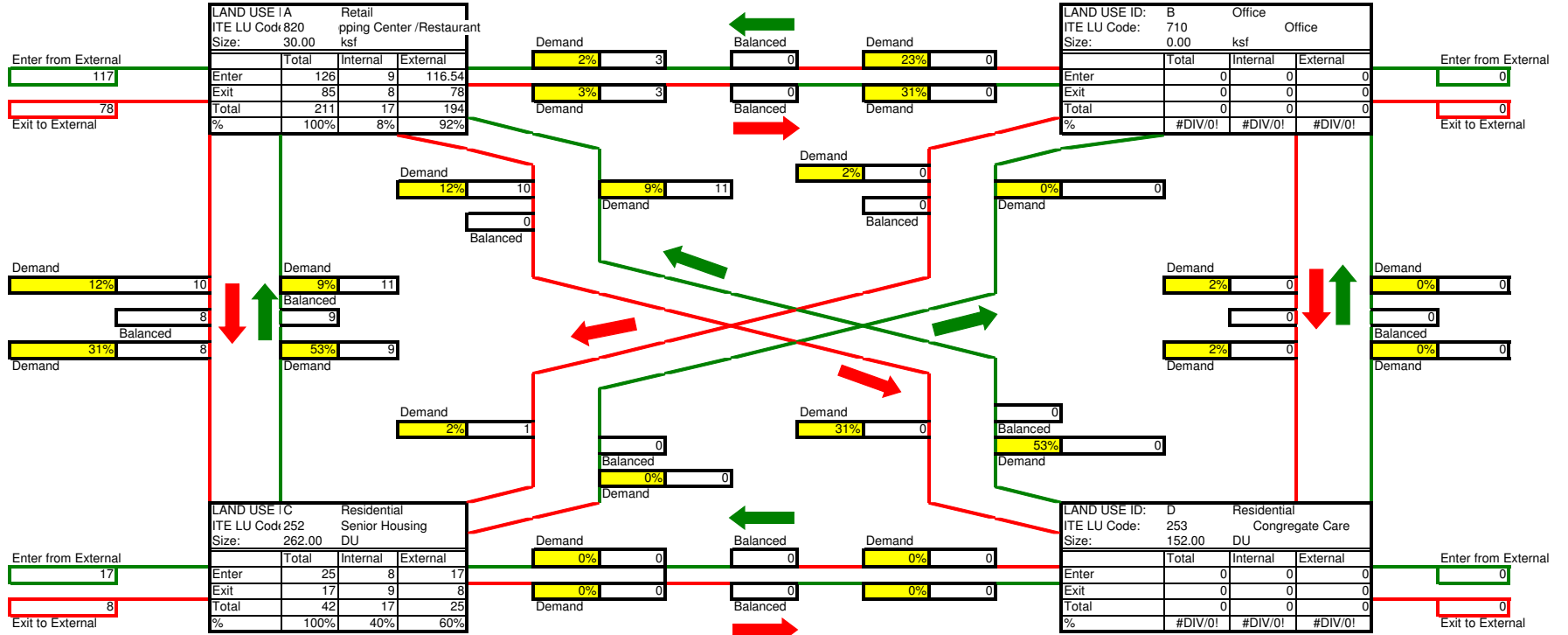
INTERNAL CAPTURE

15%

Analyst: SRF
 Date: 3/7/2013
 Project #: 1041-XXXX

**MULTI-USE DEVELOPMENT
 TRIP GENERATION
 AND INTERNAL CAPTURE SUMMARY**

Name of Development/Title: TIA
 Time Period: PM Peak Hour



| Net External Trips for Multi-Use Development | | | | | |
|--|-----|---|----|---|-------|
| Land Use ID | A | B | C | D | Total |
| Enter | 117 | 0 | 17 | 0 | 134 |
| Exit | 78 | 0 | 8 | 0 | 86 |
| Total | 194 | 0 | 25 | 0 | 219 |
| Single-Use Trip Gen. Est. | 211 | 0 | 42 | 0 | 253 |

INTERNAL CAPTURE

13%

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The 15 Acres Project

Appendix C

Toxic Air Contaminant Calculations

Draft Environmental Impact Report

Case No. EA-12-002

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Construction Emissions (Unmitigated) for Health risk Modeling

Foster City - Civic Center 15

DPM Construction Emissions (Unmitigated)

| Construction Year | DPM Emissions | | Area Source | DPM Emissions | | | Modeled Area (m ²) | DPM Emission Rate g/s/m ² |
|----------------------|---------------|---------|----------------|---------------|---------|----------|--------------------------------------|---|
| | (ton/year) | (lb/yr) | | (lb/yr) | (lb/hr) | (g/s) | | |
| 2014 | 0.29 | 580.0 | Conarea | 580.0 | 0.17656 | 2.22E-02 | 54,850 | 4.06E-07 |
| 2015 | 0.29 | 580.0 | Conarea | 580.0 | 0.17656 | 2.22E-02 | 54,850 | 4.06E-07 |
| 2016 | 0.13 | 260.0 | Conarea | 260.0 | 0.07915 | 9.97E-03 | 54,850 | 1.82E-07 |
| 2017 | 0.05 | 100.0 | Conarea | 100.0 | 0.03044 | 3.84E-03 | 54,850 | 6.99E-08 |

| Construction Year | Total Trucking DPM Emissions | | Line Source | Truck Route Length | | DPM Emissions | | |
|----------------------|---------------------------------|---------|----------------|-----------------------|-----|---------------|---------|----------|
| | (ton/year) | (lb/yr) | | (ft) | (m) | (lb/yr)* | (lb/hr) | (g/s) |
| 2014 | 0.01 | 20.0 | Trucks | 3,040 | 927 | 1.0 | 0.00030 | 3.84E-05 |
| 2015 | 0.04 | 80.0 | Trucks | 3,040 | 927 | 4.0 | 0.00122 | 1.53E-04 |
| 2016 | 0.05 | 100.0 | Trucks | 3,040 | 927 | 5.0 | 0.00152 | 1.92E-04 |
| 2017 | 0.01 | 20.0 | Trucks | 3,040 | 927 | 1.0 | 0.00030 | 3.84E-05 |

* Assumes 5% of total truck emissions (20 mi per trip) occur onsite and over nearby truck route

Notes:

Emissions assumed to be evenly distributed over each construction areas

hr/day = 9 (7am - 4pm)
 days/yr = 365
 hours/year = 3285

Construction Emissions (Tier – 4 Mitigation) for Health risk Modeling

Foster City - Civic Center 15

DPM Construction Emissions (Tier 4 Mitigation)

| Construction Year | DPM Emissions | | Area Source | DPM Emissions | | | Modeled Area (m ²) | DPM Emission Rate g/s/m ² |
|----------------------|---------------|---------|----------------|---------------|---------|----------|--------------------------------------|---|
| | (ton/year) | (lb/yr) | | (lb/yr) | (lb/hr) | (g/s) | | |
| 2014 | 0.02 | 40.0 | Conarea | 40.0 | 0.01218 | 1.53E-03 | 54,850 | 2.80E-08 |
| 2015 | 0.02 | 40.0 | Conarea | 40.0 | 0.01218 | 1.53E-03 | 54,850 | 2.80E-08 |
| 2016 | 0.01 | 20.0 | Conarea | 20.0 | 0.00609 | 7.67E-04 | 54,850 | 1.40E-08 |
| 2017 | 0.005 | 10.0 | Conarea | 10.0 | 0.00304 | 3.84E-04 | 54,850 | 6.99E-09 |

| Construction Year | Total Trucking DPM Emissions | | Line Source | Truck Route Length | | DPM Emissions | | |
|----------------------|---------------------------------|---------|----------------|-----------------------|-----|---------------|---------|----------|
| | (ton/year) | (lb/yr) | | (ft) | (m) | (lb/yr)* | (lb/hr) | (g/s) |
| 2014 | 0.01 | 20.0 | Trucks | 3,040 | 927 | 1.0 | 0.00030 | 3.84E-05 |
| 2015 | 0.04 | 80.0 | Trucks | 3,040 | 927 | 4.0 | 0.00122 | 1.53E-04 |
| 2016 | 0.05 | 100.0 | Trucks | 3,040 | 927 | 5.0 | 0.00152 | 1.92E-04 |
| 2017 | 0.01 | 20.0 | Trucks | 3,040 | 927 | 1.0 | 0.00030 | 3.84E-05 |

* Assumes 5% of total truck emissions (20 mi per trip) occur onsite and over nearby truck route

Notes:

Emissions assumed to be evenly distributed over each construction areas

| | | |
|--------------|------|-------------|
| hr/day = | 9 | (7am - 4pm) |
| days/yr = | 365 | |
| hours/year = | 3285 | |

Foster City - Civic Center 15
Maximum DPM Cancer Risk Calculations From Construction
Off-Site Residential Receptor Locations - Unmitigated

Cancer Risk (per million) = CPF x Inhalation Dose x 1.0E6

Where: CPF = Cancer potency factor (mg/kg-day)⁻¹

Inhalation Dose = C_{air} x DBR x A x EF x ED x 10⁻⁶ / AT

Where: C_{air} = concentration in air (µg/m³)

DBR = daily breathing rate (L/kg body weight-day)

A = Inhalation absorption factor

EF = Exposure frequency (days/year)

ED = Exposure duration (years)

AT = Averaging time period over which exposure is averaged.

10⁻⁶ = Conversion factor

Values

| Parameter | Child | Adult |
|-----------|----------|----------|
| CPF = | 1.10E+00 | 1.10E+00 |
| DBR = | 581 | 302 |
| A = | 1 | 1 |
| EF = | 350 | 350 |
| AT = | 25,550 | 25,550 |

Construction Cancer Risk by Year - Maximum Impact Receptor Location

| Year | Exposure Duration (years) | Child - Exposure Information | | | Child Cancer Risk (per million) | Adult - Exposure Information | | | Adult Cancer Risk (per million) |
|------------------------------------|---------------------------|------------------------------|--------|------------------------|---------------------------------|------------------------------|--------|------------------------|---------------------------------|
| | | DPM Conc (ug/m3) | | Exposure Adjust Factor | | Modeled | | Exposure Adjust Factor | |
| | | Year | Annual | | | Year | Annual | | |
| 1 | 1 | 2014 | 0.0512 | 10 | 4.48 | 2014 | 0.0512 | 1 | 0.23 |
| 2 | 1 | 2015 | 0.0513 | 10 | 4.49 | 2015 | 0.0513 | 1 | 0.23 |
| 3 | 1 | 2016 | 0.0231 | 4.75 | 0.96 | 2016 | 0.0231 | 1 | 0.11 |
| 4 | 1 | 2017 | 0.0088 | 3 | 0.23 | 2017 | 0.0088 | 1 | 0.040 |
| 5 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 1 | 0.00 |
| 6 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 1 | 0.00 |
| 7 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 1 | 0.00 |
| 8 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 1 | 0.00 |
| 9 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 1 | 0.00 |
| 10 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 1 | 0.00 |
| 11 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 1 | 0.00 |
| 12 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 1 | 0.00 |
| 13 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 1 | 0.00 |
| 14 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 1 | 0.00 |
| 15 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 1 | 0.00 |
| 16 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 1 | 0.00 |
| 17 | 1 | | 0.0000 | 1.5 | 0.00 | | 0.0000 | 1 | 0.00 |
| 18 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| . | . | . | . | . | . | . | . | . | . |
| . | . | . | . | . | . | . | . | . | . |
| . | . | . | . | . | . | . | . | . | . |
| 65 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| 66 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| 67 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| 68 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| 69 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| 70 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| Total Increased Cancer Risk | | | | | 10.17 | | | | 0.61 |

Foster City - Civic Center 15
Maximum DPM Cancer Risk Calculations From Construction
Offsite Residential Receptor Locations - With Mitigation

Cancer Risk (per million) = CPF x Inhalation Dose x 1.0E6

Where: CPF = Cancer potency factor (mg/kg-day)⁻¹

Inhalation Dose = C_{air} x DBR x A x EF x ED x 10⁻⁶ / AT

Where: C_{air} = concentration in air (µg/m³)

DBR = daily breathing rate (L/kg body weight-day)

A = Inhalation absorption factor

EF = Exposure frequency (days/year)

ED = Exposure duration (years)

AT = Averaging time period over which exposure is averaged.

10⁻⁶ = Conversion factor

Values

| Parameter | Child | Adult |
|-----------|----------|----------|
| CPF = | 1.10E+00 | 1.10E+00 |
| DBR = | 581 | 302 |
| A = | 1 | 1 |
| EF = | 350 | 350 |
| AT = | 25,550 | 25,550 |

Construction Cancer Risk by Year - Maximum Impact Receptor Location

| Year | Exposure Duration (years) | Child - Exposure Information | | | Child Cancer Risk (per million) | Adult - Exposure Information | | | Adult Cancer Risk (per million) |
|------------------------------------|---------------------------|------------------------------|--------|------------------------|---------------------------------|------------------------------|--------|------------------------|---------------------------------|
| | | DPM Conc (ug/m3) | | Exposure Adjust Factor | | Modeled | | Exposure Adjust Factor | |
| | | Year | Annual | | | Year | Annual | | |
| 1 | 1 | 2014 | 0.0036 | 10 | 0.31 | 2014 | 0.0036 | 1 | 0.02 |
| 2 | 1 | 2015 | 0.0037 | 10 | 0.32 | 2015 | 0.0037 | 1 | 0.02 |
| 3 | 1 | 2016 | 0.0026 | 4.75 | 0.11 | 2016 | 0.0026 | 1 | 0.01 |
| 4 | 1 | 2017 | 0.0009 | 3 | 0.02 | 2017 | 0.0009 | 1 | 0.004 |
| 5 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 1 | 0.00 |
| 6 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 1 | 0.00 |
| 7 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 1 | 0.00 |
| 8 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 1 | 0.00 |
| 9 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 1 | 0.00 |
| 10 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 1 | 0.00 |
| 11 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 1 | 0.00 |
| 12 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 1 | 0.00 |
| 13 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 1 | 0.00 |
| 14 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 1 | 0.00 |
| 15 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 1 | 0.00 |
| 16 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 1 | 0.00 |
| 17 | 1 | | 0.0000 | 1.5 | 0.00 | | 0.0000 | 1 | 0.00 |
| 18 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| . | . | . | . | . | . | . | . | . | . |
| . | . | . | . | . | . | . | . | . | . |
| . | . | . | . | . | . | . | . | . | . |
| 65 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| 66 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| 67 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| 68 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| 69 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| 70 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| Total Increased Cancer Risk | | | | | 0.77 | | | | 0.05 |

Foster City - Civic Center 15
Maximum DPM Cancer Risk Calculations From Construction
Preschool & School (/K - 8) Receptors - Unmitigated

Cancer Risk (per million) = CPF x Inhalation Dose x 1.0E6

Where: CPF = Cancer potency factor (mg/kg-day)⁻¹

Inhalation Dose = C_{air} x DBR x A x EF x ED x 10⁻⁶ / AT

Where: C_{air} = concentration in air (µg/m³)

DBR = daily breathing rate (L/kg body weight-day)

A = Inhalation absorption factor

EF = Exposure frequency (days/year)

ED = Exposure duration (years)

AT = Averaging time period over which exposure is averaged.

10⁻⁶ = Conversion factor

Values

| Parameter | Child | Adult |
|-----------|----------|----------|
| CPF = | 1.10E+00 | 1.10E+00 |
| DBR = | 581 | 302 |
| A = | 1 | 1 |
| EF = | 253 | 350 |
| AT = | 25,550 | 25,550 |

Construction Cancer Risk by Year - Maximum Impact at Preschool/School Receptor

| Year | Exposure Duration (years) | Preschool Child - Exposure | | | Preschool Child Cancer Risk (per million) | School Child - Exposure | | | School Child Cancer Risk (per million) |
|------------------------------------|---------------------------|----------------------------|---------|------------------------|---|-------------------------|--------|------------------------|--|
| | | DPM Conc (ug/m3) | | Exposure Adjust Factor | | Modeled | | Exposure Adjust Factor | |
| | | Year | Annual | | | Year | Annual | | |
| 1 | 1 | 2014 | 0.2445 | 10 | 15.46 | 2014 | 0.2445 | 3 | 4.64 |
| 2 | 1 | 2015 | 0.2448 | 10 | 15.48 | 2015 | 0.2448 | 3 | 4.64 |
| 3 | 1 | 2016 | 0.1103 | 3 | 2.09 | 2016 | 0.1103 | 3 | 2.09 |
| 4 | 1 | 2017 | 0.0422 | 3 | 0.80 | 2017 | 0.0422 | 3 | 0.80 |
| 5 | 1 | | #DIV/0! | 3 | #DIV/0! | | 0.0000 | 3 | 0.00 |
| 6 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 3 | 0.00 |
| 7 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 3 | 0.00 |
| 8 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 3 | 0.00 |
| 9 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 3 | 0.00 |
| 10 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 3 | 0.00 |
| 11 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 3 | 0.00 |
| 12 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 3 | 0.00 |
| 13 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 3 | 0.00 |
| 14 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 3 | 0.00 |
| 15 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 3 | 0.00 |
| 16 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 3 | 0.00 |
| 17 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| 18 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| 19 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| . | . | . | . | . | . | . | . | . | . |
| . | . | . | . | . | . | . | . | . | . |
| 60 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| 66 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| 67 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| 68 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| 69 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| 70 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| Total Increased Cancer Risk | | | | | #DIV/0! | | | | 12.17 |

Foster City - Civic Center 15
Maximum DPM Cancer Risk Calculations From Construction
Preschool & School (/K - 8) Receptors - With Mitigation

Cancer Risk (per million) = CPF x Inhalation Dose x 1.0E6

Where: CPF = Cancer potency factor (mg/kg-day)⁻¹

Inhalation Dose = C_{air} x DBR x A x EF x ED x 10⁻⁶ / AT

Where: C_{air} = concentration in air (µg/m³)

DBR = daily breathing rate (L/kg body weight-day)

A = Inhalation absorption factor

EF = Exposure frequency (days/year)

ED = Exposure duration (years)

AT = Averaging time period over which exposure is averaged.

10⁻⁶ = Conversion factor

Values

| Parameter | Child | Adult |
|-----------|----------|----------|
| CPF = | 1.10E+00 | 1.10E+00 |
| DBR = | 581 | 302 |
| A = | 1 | 1 |
| EF = | 253 | 350 |
| AT = | 25,550 | 25,550 |

Construction Cancer Risk by Year - Maximum Impact at Preschool/School Receptor

| Year | Exposure Duration (years) | Preschool Child - Exposure | | | Preschool Child Cancer Risk (per million) | School Child - Exposure | | | School Child Cancer Risk (per million) |
|------------------------------------|---------------------------------|----------------------------|--------|------------------------------|--|-------------------------|--------|------------------------------|---|
| | | DPM Conc (ug/m3) | | Exposure Adjust Factor | | Modeled | | Exposure Adjust Factor | |
| | | Year | Annual | | | Year | Annual | | |
| 1 | 1 | 2014 | 0.0170 | 10 | 1.07 | 2014 | 0.0170 | 3 | 0.32 |
| 2 | 1 | 2015 | 0.0175 | 10 | 1.10 | 2015 | 0.0175 | 3 | 0.33 |
| 3 | 1 | 2016 | 0.0092 | 3 | 0.17 | 2016 | 0.0092 | 3 | 0.17 |
| 4 | 1 | 2017 | 0.0044 | 3 | 0.08 | 2017 | 0.0044 | 3 | 0.08 |
| 5 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 3 | 0.00 |
| 6 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 3 | 0.00 |
| 7 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 3 | 0.00 |
| 8 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 3 | 0.00 |
| 9 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 3 | 0.00 |
| 10 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 3 | 0.00 |
| 11 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 3 | 0.00 |
| 12 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 3 | 0.00 |
| 13 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 3 | 0.00 |
| 14 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 3 | 0.00 |
| 15 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 3 | 0.00 |
| 16 | 1 | | 0.0000 | 3 | 0.00 | | 0.0000 | 3 | 0.00 |
| 17 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| 18 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| 19 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| . | . | . | . | . | . | . | . | . | . |
| . | . | . | . | . | . | . | . | . | . |
| 60 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| 66 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| 67 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| 68 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| 69 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| 70 | 1 | | 0.0000 | 1 | 0.00 | | 0.0000 | 1 | 0.00 |
| Total Increased Cancer Risk | | | | | 2.44 | | | | 0.91 |

The 15 Acres Project

Appendix D

CalEEMod Air Quality Model Appendix

Draft Environmental Impact Report

Case No. EA-12-002

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Woodstoves - No woodstoves or fireplaces.

Area Coating - Adjusted to 150 g/L VOC in accordance with BAAQMD, Regulation 8, Rule 3.

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|--------------|---------------|---------------|-------------|---------------|--------------|--------------|----------------|---------------|--------------|--------------|-------------------|-------------------|--------------|--------------|-------------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 4.00 | 0.04 | 3.23 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 5.08 | 5.08 | 0.01 | 0.00 | 5.20 |
| Energy | 34.19 | 310.85 | 261.08 | 1.87 | | 0.00 | 23.62 | | 0.00 | 23.62 | 0.00 | 559,272.24 | 559,272.24 | 20.64 | 11.57 | 563,292.98 |
| Mobile | 2.56 | 3.77 | 24.87 | 0.03 | 2.98 | 0.14 | 3.11 | 0.13 | 0.14 | 0.26 | 0.00 | 2,727.59 | 2,727.59 | 0.14 | 0.00 | 2,730.47 |
| Waste | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 92.91 | 0.00 | 92.91 | 5.49 | 0.00 | 208.22 |
| Water | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 61.08 | 61.08 | 1.25 | 0.03 | 97.25 |
| Total | 40.75 | 314.66 | 289.18 | 1.90 | 2.98 | 0.14 | 26.75 | 0.13 | 0.14 | 23.90 | 92.91 | 562,065.99 | 562,158.90 | 27.53 | 11.60 | 566,334.12 |

4.0 Mobile Detail

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------|---------|------|-------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|------|------|----------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 2.56 | 3.77 | 24.87 | 0.03 | 2.98 | 0.14 | 3.11 | 0.13 | 0.14 | 0.26 | 0.00 | 2,727.59 | 2,727.59 | 0.14 | 0.00 | 2,730.47 |
| Unmitigated | 2.56 | 3.77 | 24.87 | 0.03 | 2.98 | 0.14 | 3.11 | 0.13 | 0.14 | 0.26 | 0.00 | 2,727.59 | 2,727.59 | 0.14 | 0.00 | 2,730.47 |

| | | | | | | | | | | | | | | | | | |
|-------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
|-------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|-------------------------------------|-------------------------|----------|----------|-------------|------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Congregate Care (Assisted Living) | 307.04 | 246.24 | 273.60 | 655,372 | 655,372 |
| General Office Building | 231.90 | 51.00 | 21.00 | 420,426 | 420,426 |
| High Turnover (Sit Down Restaurant) | 1,434.96 | 1,793.76 | 1492.32 | 1,733,913 | 1,733,913 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Quality Restaurant | 1,042.96 | 1,094.58 | 837.06 | 1,210,977 | 1,210,977 |
| Retirement Community | 762.42 | 762.42 | 762.42 | 1,702,001 | 1,702,001 |
| Strip Mall | 452.97 | 430.34 | 208.44 | 638,810 | 638,810 |
| Total | 4,232.24 | 4,378.33 | 3,594.84 | 6,361,497 | 6,361,497 |

4.3 Trip Type Information

| Land Use | Miles | | | Trip % | | |
|-------------------------------------|------------|------------|-------------|------------|------------|-------------|
| | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW |
| Congregate Care (Assisted Living) | 12.40 | 4.30 | 5.40 | 26.10 | 29.10 | 44.80 |
| General Office Building | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 |
| High Turnover (Sit Down Restaurant) | 9.50 | 7.30 | 7.30 | 8.50 | 72.50 | 19.00 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 |
| Quality Restaurant | 9.50 | 7.30 | 7.30 | 12.00 | 69.00 | 19.00 |
| Retirement Community | 12.40 | 4.30 | 5.40 | 26.10 | 29.10 | 44.80 |
| Strip Mall | 9.50 | 7.30 | 7.30 | 16.60 | 64.40 | 19.00 |

5.0 Energy Detail

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------------|-----------|-----------|-----------|-----------|---------------|--------------|------------|----------------|---------------|-------------|-----------|------------|------------|-----------|-----------|------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 220,869.73 | 220,869.73 | 14.15 | 5.37 | 222,831.01 |
| Electricity Unmitigated | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 220,869.73 | 220,869.73 | 14.15 | 5.37 | 222,831.01 |
| NaturalGas Mitigated | 34.19 | 310.85 | 261.08 | 1.87 | | 0.00 | 23.62 | | 0.00 | 23.62 | 0.00 | 338,402.51 | 338,402.51 | 6.49 | 6.20 | 340,461.97 |
| NaturalGas Unmitigated | 34.19 | 310.85 | 261.08 | 1.87 | | 0.00 | 23.62 | | 0.00 | 23.62 | 0.00 | 338,402.51 | 338,402.51 | 6.49 | 6.20 | 340,461.97 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

5.2 Energy by Land Use - NaturalGas

Unmitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------------------------|----------------|--------------|---------------|---------------|-------------|---------------|--------------|--------------|----------------|---------------|--------------|-------------|-------------------|-------------------|-------------|-------------|-------------------|
| Land Use | kBTU | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Congregate Care (Assisted Living) | 1.61892e+006 | 0.01 | 0.07 | 0.03 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 86.39 | 86.39 | 0.00 | 0.00 | 86.92 |
| General Office Building | 608700 | 0.00 | 0.03 | 0.03 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 32.48 | 32.48 | 0.00 | 0.00 | 32.68 |
| High Turnover (Sit Down Restaurant) | 2.04012e+006 | 0.01 | 0.10 | 0.08 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 108.87 | 108.87 | 0.00 | 0.00 | 109.53 |
| Parking Lot | 0 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Quality Restaurant | 1.97212e+006 | 0.01 | 0.10 | 0.08 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 105.24 | 105.24 | 0.00 | 0.00 | 105.88 |
| Retirement Community | 6.3351e+009 | 34.16 | 310.54 | 260.86 | 1.86 | | 0.00 | 23.60 | | 0.00 | 23.60 | 0.00 | 338,065.33 | 338,065.33 | 6.48 | 6.20 | 340,122.74 |
| Strip Mall | 78720 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 4.20 | 4.20 | 0.00 | 0.00 | 4.23 |
| Total | | 34.19 | 310.84 | 261.08 | 1.86 | | 0.00 | 23.63 | | 0.00 | 23.63 | 0.00 | 338,402.51 | 338,402.51 | 6.48 | 6.20 | 340,461.98 |

5.3 Energy by Land Use - Electricity

Unmitigated

| | Electricity Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------------------------|-----------------|---------|-----|----|-----|-------------------|--------------|-------------|-------------------|
| Land Use | kWh | tons/yr | | | | MT/yr | | | |
| Congregate Care (Assisted Living) | 533789 | | | | | 109.58 | 0.01 | 0.00 | 110.56 |
| General Office Building | 416400 | | | | | 85.49 | 0.01 | 0.00 | 86.24 |
| High Turnover (Sit Down Restaurant) | 362880 | | | | | 74.50 | 0.00 | 0.00 | 75.16 |
| Parking Lot | 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Quality Restaurant | 350784 | | | | | 72.01 | 0.00 | 0.00 | 72.65 |
| Retirement Community | 1.07401e+009 | | | | | 220,489.06 | 14.13 | 5.36 | 222,446.96 |
| Strip Mall | 190404 | | | | | 39.09 | 0.00 | 0.00 | 39.44 |
| Total | | | | | | 220,869.73 | 14.15 | 5.36 | 222,831.01 |

6.0 Area Detail

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|---------------|--------------|------------|----------------|---------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 4.00 | 0.04 | 3.23 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 5.08 | 5.08 | 0.01 | 0.00 | 5.20 |
| Unmitigated | 4.00 | 0.04 | 3.23 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 5.08 | 5.08 | 0.01 | 0.00 | 5.20 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

6.2 Area by SubCategory

Unmitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.67 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 3.22 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hearth | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Landscaping | 0.11 | 0.04 | 3.23 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 5.08 | 5.08 | 0.01 | 0.00 | 5.20 |
| Total | 4.00 | 0.04 | 3.23 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 5.08 | 5.08 | 0.01 | 0.00 | 5.20 |

7.0 Water Detail

| | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Category | tons/yr | | | | MT/yr | | | |
| Mitigated | | | | | 61.08 | 1.25 | 0.03 | 97.25 |
| Unmitigated | | | | | 61.08 | 1.25 | 0.03 | 97.25 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA |

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------------------|--------------------|---------|-----|----|-----|-----------|------|------|-------|
| Land Use | Mgal | tons/yr | | | | MT/yr | | | |
| Congregate Care (Assisted Living) | 9.90341 / 6.24346 | | | | | 15.60 | 0.30 | 0.01 | 24.41 |
| General Office Building | 5.33201 / 3.26801 | | | | | 8.33 | 0.16 | 0.00 | 13.07 |

| | | | | | | | | | |
|-------------------------------------|-----------------------|--|--|--|--|--------------|-------------|-------------|--------------|
| High Turnover (Sit Down Restaurant) | 3.6424 / 0.232494 | | | | | 4.25 | 0.11 | 0.00 | 7.48 |
| Parking Lot | 0 / 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Quality Restaurant | 3.52099 / 0.224744 | | | | | 4.11 | 0.11 | 0.00 | 7.23 |
| Retirement Community | 17.0704 / 10.7617 | | | | | 26.89 | 0.52 | 0.01 | 42.07 |
| Strip Mall | 1.21479 / 0.744548 | | | | | 1.90 | 0.04 | 0.00 | 2.98 |
| Total | | | | | | 61.08 | 1.24 | 0.02 | 97.24 |

8.0 Waste Detail

Category/Year

| | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | tons/yr | | | | MT/yr | | | |
| Mitigated | | | | | 92.91 | 5.49 | 0.00 | 208.22 |
| Unmitigated | | | | | 92.91 | 5.49 | 0.00 | 208.22 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA |

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------------------------|----------------|---------|-----|----|-----|-----------|------|------|-------|
| Land Use | tons | tons/yr | | | | MT/yr | | | |
| Congregate Care (Assisted Living) | 138.7 | | | | | 28.15 | 1.66 | 0.00 | 63.10 |
| General Office Building | 27.9 | | | | | 5.66 | 0.33 | 0.00 | 12.69 |
| High Turnover (Sit Down Restaurant) | 142.8 | | | | | 28.99 | 1.71 | 0.00 | 64.96 |

| | | | | | | | | | |
|-------------------------|--------|--|--|--|--|--------------|-------------|-------------|---------------|
| Parking Lot | 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Quality Restaurant | 10.58 | | | | | 2.15 | 0.13 | 0.00 | 4.81 |
| Retirement Community | 120.52 | | | | | 24.46 | 1.45 | 0.00 | 54.83 |
| Strip Mall | 17.22 | | | | | 3.50 | 0.21 | 0.00 | 7.83 |
| Total | | | | | | 92.91 | 5.49 | 0.00 | 208.22 |

**Civic Center 15, Foster City - 2018
San Mateo County, Annual**

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric |
|-------------------------------------|------|---------------|
| Retirement Community | 262 | Dwelling Unit |
| Congregate Care (Assisted Living) | 152 | Dwelling Unit |
| General Office Building | 30 | 1000sqft |
| Strip Mall | 16.4 | 1000sqft |
| High Turnover (Sit Down Restaurant) | 12 | 1000sqft |
| Quality Restaurant | 11.6 | 1000sqft |
| Parking Lot | 850 | Space |

1.2 Other Project Characteristics

| | | | | | |
|---------------------|-------|----------------------------------|-----|------------------------|--------------------------------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Utility Company | Pacific Gas & Electric Company |
| Climate Zone | 5 | Precipitation Freq (Days) | 70 | | |

1.3 User Entered Comments

Project Characteristics - CO2 Intensity Factor (327.74 lb/MWh) for 2018 obtained from CPUC GHG Calculator version 3c.

Grading - 55,000 CY of fill import.

According to CalEEMod, the emissions from energy use (electricity, natural gas) from the Retirement Community land use is off by three decimal places so users are recommended to make the proper adjustment (i.e., divide by 1000) from the emissions output for the proper result.

Demolition -

Architectural Coating - Adjusted to 150 g/L VOC in accordance with BAAQMD, Regulation 8, Rule 3.

Vehicle Trips - Trip generation rates provided by Fehr & Peers

Woodstoves - No woodstoves or fireplaces.

Area Coating - Adjusted to 150 g/L VOC in accordance with BAAQMD, Regulation 8, Rule 3.

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|--------------|-------------|---------------|--------------|--------------|----------------|---------------|-------------|-------------|-----------------|-----------------|-------------|-------------|-----------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2014 | 0.82 | 6.48 | 4.14 | 0.01 | 7.96 | 0.30 | 8.26 | 0.99 | 0.30 | 1.29 | 0.00 | 712.38 | 712.38 | 0.06 | 0.00 | 713.74 |
| 2015 | 1.05 | 7.56 | 6.33 | 0.01 | 13.35 | 0.34 | 13.69 | 0.51 | 0.34 | 0.85 | 0.00 | 1,121.74 | 1,121.74 | 0.08 | 0.00 | 1,123.44 |
| 2016 | 0.86 | 4.22 | 7.20 | 0.01 | 0.81 | 0.21 | 1.03 | 0.04 | 0.21 | 0.26 | 0.00 | 1,217.79 | 1,217.79 | 0.07 | 0.00 | 1,219.19 |
| 2017 | 6.97 | 1.19 | 1.90 | 0.00 | 0.21 | 0.07 | 0.28 | 0.01 | 0.07 | 0.08 | 0.00 | 330.16 | 330.16 | 0.02 | 0.00 | 330.55 |
| Total | 9.70 | 19.45 | 19.57 | 0.03 | 22.33 | 0.92 | 23.26 | 1.55 | 0.92 | 2.48 | 0.00 | 3,382.07 | 3,382.07 | 0.23 | 0.00 | 3,386.92 |

2.2 Overall Operational

Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|---------|--------|--------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|-------|-------|------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 3.99 | 0.04 | 3.13 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 5.08 | 5.08 | 0.01 | 0.00 | 5.18 |
| Energy | 34.19 | 310.85 | 261.08 | 1.87 | | 0.00 | 23.62 | | 0.00 | 23.62 | 0.00 | 498,340.31 | 498,340.31 | 20.64 | 11.57 | 502,361.05 |
| Mobile | 1.80 | 2.33 | 15.94 | 0.03 | 2.98 | 0.13 | 3.10 | 0.05 | 0.12 | 0.18 | 0.00 | 2,438.34 | 2,438.34 | 0.10 | 0.00 | 2,440.37 |
| Waste | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 92.91 | 0.00 | 92.91 | 5.49 | 0.00 | 208.22 |

| | | | | | | | | | | | | | | | | |
|--------------|--------------|---------------|---------------|-------------|-------------|-------------|--------------|-------------|-------------|--------------|--------------|-------------------|-------------------|--------------|--------------|-------------------|
| Water | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 44.36 | 44.36 | 1.25 | 0.03 | 80.52 |
| Total | 39.98 | 313.22 | 280.15 | 1.90 | 2.98 | 0.13 | 26.74 | 0.05 | 0.12 | 23.82 | 92.91 | 500,828.09 | 500,921.00 | 27.49 | 11.60 | 505,095.34 |

3.0 Construction Detail

3.2 Demolition - 2014

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.06 | 0.45 | 0.28 | 0.00 | | 0.02 | 0.02 | | 0.02 | 0.02 | 0.00 | 45.87 | 45.87 | 0.00 | 0.00 | 45.97 |
| Total | 0.06 | 0.45 | 0.28 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | 0.02 | 0.02 | 0.00 | 45.87 | 45.87 | 0.00 | 0.00 | 45.97 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.87 | 0.87 | 0.00 | 0.00 | 0.87 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.44 | 1.44 | 0.00 | 0.00 | 1.44 |
| Total | 0.00 | 0.01 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.31 | 2.31 | 0.00 | 0.00 | 2.31 |

3.3 Site Preparation - 2014

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.89 | 0.00 | 0.89 | 0.49 | 0.00 | 0.49 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.31 | 2.51 | 1.44 | 0.00 | | 0.12 | 0.12 | | 0.12 | 0.12 | 0.00 | 243.03 | 243.03 | 0.03 | 0.00 | 243.57 |
| Total | 0.31 | 2.51 | 1.44 | 0.00 | 0.89 | 0.12 | 1.01 | 0.49 | 0.12 | 0.61 | 0.00 | 243.03 | 243.03 | 0.03 | 0.00 | 243.57 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.01 | 0.01 | 0.05 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 8.55 | 8.55 | 0.00 | 0.00 | 8.56 |
| Total | 0.01 | 0.01 | 0.05 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 8.55 | 8.55 | 0.00 | 0.00 | 8.56 |

3.4 Grading - 2014

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.94 | 0.00 | 0.94 | 0.50 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.37 | 3.01 | 1.69 | 0.00 | | 0.14 | 0.14 | | 0.14 | 0.14 | 0.00 | 326.47 | 326.47 | 0.03 | 0.00 | 327.10 |
| Total | 0.37 | 3.01 | 1.69 | 0.00 | 0.94 | 0.14 | 1.08 | 0.50 | 0.14 | 0.64 | 0.00 | 326.47 | 326.47 | 0.03 | 0.00 | 327.10 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.06 | 0.50 | 0.61 | 0.00 | 6.10 | 0.01 | 6.11 | 0.00 | 0.01 | 0.02 | 0.00 | 76.65 | 76.65 | 0.00 | 0.00 | 76.71 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.01 | 0.01 | 0.06 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 9.50 | 9.50 | 0.00 | 0.00 | 9.51 |
| Total | 0.07 | 0.51 | 0.67 | 0.00 | 6.11 | 0.01 | 6.12 | 0.00 | 0.01 | 0.02 | 0.00 | 86.15 | 86.15 | 0.00 | 0.00 | 86.22 |

3.4 Grading - 2015

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.94 | 0.00 | 0.94 | 0.50 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.70 | 5.52 | 3.25 | 0.01 | | 0.25 | 0.25 | | 0.25 | 0.25 | 0.00 | 652.94 | 652.94 | 0.06 | 0.00 | 654.13 |
| Total | 0.70 | 5.52 | 3.25 | 0.01 | 0.94 | 0.25 | 1.19 | 0.50 | 0.25 | 0.75 | 0.00 | 652.94 | 652.94 | 0.06 | 0.00 | 654.13 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|---------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|------|------|--------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.12 | 0.91 | 1.14 | 0.00 | 12.20 | 0.03 | 12.22 | 0.01 | 0.03 | 0.03 | 0.00 | 155.24 | 155.24 | 0.01 | 0.00 | 155.36 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.01 | 0.01 | 0.11 | 0.00 | 0.02 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 18.62 | 18.62 | 0.00 | 0.00 | 18.64 |

| | | | | | | | | | | | | | | | | |
|--------------|-------------|-------------|-------------|-------------|--------------|-------------|--------------|-------------|-------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Total | 0.13 | 0.92 | 1.25 | 0.00 | 12.22 | 0.03 | 12.24 | 0.01 | 0.03 | 0.03 | 0.00 | 173.86 | 173.86 | 0.01 | 0.00 | 174.00 |
|--------------|-------------|-------------|-------------|-------------|--------------|-------------|--------------|-------------|-------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|

3.5 Building Construction - 2015

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.09 | 0.62 | 0.49 | 0.00 | | 0.04 | 0.04 | | 0.04 | 0.04 | 0.00 | 77.48 | 77.48 | 0.01 | 0.00 | 77.63 |
| Total | 0.09 | 0.62 | 0.49 | 0.00 | | 0.04 | 0.04 | | 0.04 | 0.04 | 0.00 | 77.48 | 77.48 | 0.01 | 0.00 | 77.63 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.05 | 0.42 | 0.55 | 0.00 | 0.03 | 0.01 | 0.04 | 0.00 | 0.01 | 0.01 | 0.00 | 79.42 | 79.42 | 0.00 | 0.00 | 79.47 |
| Worker | 0.08 | 0.08 | 0.79 | 0.00 | 0.17 | 0.01 | 0.18 | 0.01 | 0.01 | 0.01 | 0.00 | 138.06 | 138.06 | 0.01 | 0.00 | 138.21 |
| Total | 0.13 | 0.50 | 1.34 | 0.00 | 0.20 | 0.02 | 0.22 | 0.01 | 0.02 | 0.02 | 0.00 | 217.48 | 217.48 | 0.01 | 0.00 | 217.68 |

3.5 Building Construction - 2016

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|---------|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-----|-----|------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |

| | | | | | | | | | | | | | | | | |
|--------------|-------------|-------------|-------------|-------------|--|-------------|-------------|--|-------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Off-Road | 0.35 | 2.32 | 2.00 | 0.00 | | 0.14 | 0.14 | | 0.14 | 0.14 | 0.00 | 320.98 | 320.98 | 0.03 | 0.00 | 321.57 |
| Total | 0.35 | 2.32 | 2.00 | 0.00 | | 0.14 | 0.14 | | 0.14 | 0.14 | 0.00 | 320.98 | 320.98 | 0.03 | 0.00 | 321.57 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.21 | 1.59 | 2.14 | 0.00 | 0.10 | 0.05 | 0.15 | 0.01 | 0.05 | 0.06 | 0.00 | 331.45 | 331.45 | 0.01 | 0.00 | 331.66 |
| Worker | 0.30 | 0.31 | 3.07 | 0.01 | 0.71 | 0.03 | 0.74 | 0.03 | 0.03 | 0.06 | 0.00 | 565.36 | 565.36 | 0.03 | 0.00 | 565.96 |
| Total | 0.51 | 1.90 | 5.21 | 0.01 | 0.81 | 0.08 | 0.89 | 0.04 | 0.08 | 0.12 | 0.00 | 896.81 | 896.81 | 0.04 | 0.00 | 897.62 |

3.5 Building Construction - 2017

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.08 | 0.51 | 0.48 | 0.00 | | 0.03 | 0.03 | | 0.03 | 0.03 | 0.00 | 77.48 | 77.48 | 0.01 | 0.00 | 77.61 |
| Total | 0.08 | 0.51 | 0.48 | 0.00 | | 0.03 | 0.03 | | 0.03 | 0.03 | 0.00 | 77.48 | 77.48 | 0.01 | 0.00 | 77.61 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|---------|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-----|-----|------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |

| | | | | | | | | | | | | | | | | |
|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|-------------|-------------|------|
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.05 | 0.35 | 0.48 | 0.00 | 0.03 | 0.01 | 0.04 | 0.00 | 0.01 | 0.01 | 0.00 | 80.53 | 80.53 | 0.00 | 0.00 | |
| Worker | 0.07 | 0.07 | 0.68 | 0.00 | 0.17 | 0.01 | 0.18 | 0.01 | 0.01 | 0.01 | 0.00 | 133.81 | 133.81 | 0.01 | 0.00 | |
| Total | 0.12 | 0.42 | 1.16 | 0.00 | 0.20 | 0.02 | 0.22 | 0.01 | 0.02 | 0.02 | 0.00 | 214.34 | 214.34 | 0.01 | 0.00 | |

3.6 Paving - 2017

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.04 | 0.23 | 0.18 | 0.00 | | 0.02 | 0.02 | | 0.02 | 0.02 | 0.00 | 23.33 | 23.33 | 0.00 | 0.00 | 23.40 |
| Paving | 0.00 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 0.04 | 0.23 | 0.18 | 0.00 | | 0.02 | 0.02 | | 0.02 | 0.02 | 0.00 | 23.33 | 23.33 | 0.00 | 0.00 | 23.40 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.78 | 1.78 | 0.00 | 0.00 | 1.78 |
| Total | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.78 | 1.78 | 0.00 | 0.00 | 1.78 |

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 6.73 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.00 | 0.02 | 0.02 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 2.21 | 2.21 | 0.00 | 0.00 | 2.22 |
| Total | 6.73 | 0.02 | 0.02 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 2.21 | 2.21 | 0.00 | 0.00 | 2.22 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.01 | 0.01 | 0.06 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 11.02 | 11.02 | 0.00 | 0.00 | 11.03 |
| Total | 0.01 | 0.01 | 0.06 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 11.02 | 11.02 | 0.00 | 0.00 | 11.03 |

4.0 Mobile Detail

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------|---------|------|-------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|------|------|----------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 1.80 | 2.33 | 15.94 | 0.03 | 2.98 | 0.13 | 3.10 | 0.05 | 0.12 | 0.18 | 0.00 | 2,438.34 | 2,438.34 | 0.10 | 0.00 | 2,440.37 |
| Unmitigated | 1.80 | 2.33 | 15.94 | 0.03 | 2.98 | 0.13 | 3.10 | 0.05 | 0.12 | 0.18 | 0.00 | 2,438.34 | 2,438.34 | 0.10 | 0.00 | 2,440.37 |

| | | | | | | | | | | | | | | | | |
|-------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |
|-------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|-------------------------------------|-------------------------|----------|----------|-------------|------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Congregate Care (Assisted Living) | 307.04 | 246.24 | 273.60 | 655,372 | 655,372 |
| General Office Building | 231.90 | 51.00 | 21.00 | 420,426 | 420,426 |
| High Turnover (Sit Down Restaurant) | 1,434.96 | 1,793.76 | 1492.32 | 1,733,913 | 1,733,913 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Quality Restaurant | 1,042.96 | 1,094.58 | 837.06 | 1,210,977 | 1,210,977 |
| Retirement Community | 762.42 | 762.42 | 762.42 | 1,702,001 | 1,702,001 |
| Strip Mall | 452.97 | 430.34 | 208.44 | 638,810 | 638,810 |
| Total | 4,232.24 | 4,378.33 | 3,594.84 | 6,361,497 | 6,361,497 |

4.3 Trip Type Information

| Land Use | Miles | | | Trip % | | |
|-------------------------------------|------------|------------|-------------|------------|------------|-------------|
| | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW |
| Congregate Care (Assisted Living) | 12.40 | 4.30 | 5.40 | 26.10 | 29.10 | 44.80 |
| General Office Building | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 |
| High Turnover (Sit Down Restaurant) | 9.50 | 7.30 | 7.30 | 8.50 | 72.50 | 19.00 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 |
| Quality Restaurant | 9.50 | 7.30 | 7.30 | 12.00 | 69.00 | 19.00 |
| Retirement Community | 12.40 | 4.30 | 5.40 | 26.10 | 29.10 | 44.80 |
| Strip Mall | 9.50 | 7.30 | 7.30 | 16.60 | 64.40 | 19.00 |

5.0 Energy Detail

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|---------|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-----|-----|------|
| | tons/yr | | | | | | | | | | MT/yr | | | | | |

| | | | | | | | | | | | | | | | | |
|-------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|------------|-----------|-----------|------------|
| Electricity Mitigated | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 159,937.79 | 159,937.79 | 14.15 | 5.37 | 161,899.07 |
| Electricity Unmitigated | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 159,937.79 | 159,937.79 | 14.15 | 5.37 | 161,899.07 |
| NaturalGas Mitigated | 34.19 | 310.85 | 261.08 | 1.87 | | 0.00 | 23.62 | | 0.00 | 23.62 | 0.00 | 338,402.51 | 338,402.51 | 6.49 | 6.20 | 340,461.97 |
| NaturalGas Unmitigated | 34.19 | 310.85 | 261.08 | 1.87 | | 0.00 | 23.62 | | 0.00 | 23.62 | 0.00 | 338,402.51 | 338,402.51 | 6.49 | 6.20 | 340,461.97 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

5.2 Energy by Land Use - NaturalGas

Unmitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------------------------|----------------|--------------|---------------|---------------|-------------|---------------|--------------|--------------|----------------|---------------|--------------|-------------|-------------------|-------------------|-------------|-------------|-------------------|
| Land Use | kBTU | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Congregate Care (Assisted Living) | 1.61892e+006 | 0.01 | 0.07 | 0.03 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 86.39 | 86.39 | 0.00 | 0.00 | 86.92 |
| General Office Building | 608700 | 0.00 | 0.03 | 0.03 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 32.48 | 32.48 | 0.00 | 0.00 | 32.68 |
| High Turnover (Sit Down Restaurant) | 2.04012e+006 | 0.01 | 0.10 | 0.08 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 108.87 | 108.87 | 0.00 | 0.00 | 109.53 |
| Parking Lot | 0 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Quality Restaurant | 1.97212e+006 | 0.01 | 0.10 | 0.08 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 105.24 | 105.24 | 0.00 | 0.00 | 105.88 |
| Retirement Community | 6.3351e+009 | 34.16 | 310.54 | 260.86 | 1.86 | | 0.00 | 23.60 | | 0.00 | 23.60 | 0.00 | 338,065.33 | 338,065.33 | 6.48 | 6.20 | 340,122.74 |
| Strip Mall | 78720 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 4.20 | 4.20 | 0.00 | 0.00 | 4.23 |
| Total | | 34.19 | 310.84 | 261.08 | 1.86 | | 0.00 | 23.63 | | 0.00 | 23.63 | 0.00 | 338,402.51 | 338,402.51 | 6.48 | 6.20 | 340,461.98 |

5.3 Energy by Land Use - Electricity

Unmitigated

| | Electricity Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------------------|-----------------|---------|-----|----|-----|-----------|------|------|-------|
| Land Use | kWh | tons/yr | | | | MT/yr | | | |
| Congregate Care (Assisted Living) | 533789 | | | | | 79.35 | 0.01 | 0.00 | 80.33 |
| General Office Building | 416400 | | | | | 61.90 | 0.01 | 0.00 | 62.66 |

| | | | | | | | | | |
|-------------------------------------|--------------|--|--|--|--|-------------------|--------------|-------------|-------------------|
| High Turnover (Sit Down Restaurant) | 362880 | | | | | 53.95 | 0.00 | 0.00 | 54.61 |
| Parking Lot | 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Quality Restaurant | 350784 | | | | | 52.15 | 0.00 | 0.00 | 52.79 |
| Retirement Community | 1.07401e+009 | | | | | 159,662.14 | 14.13 | 5.36 | 161,620.04 |
| Strip Mall | 190404 | | | | | 28.31 | 0.00 | 0.00 | 28.65 |
| Total | | | | | | 159,937.80 | 14.15 | 5.36 | 161,899.08 |

6.0 Area Detail

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|---------------|--------------|------------|----------------|---------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 3.99 | 0.04 | 3.13 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 5.08 | 5.08 | 0.01 | 0.00 | 5.18 |
| Unmitigated | 3.99 | 0.04 | 3.13 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 5.08 | 5.08 | 0.01 | 0.00 | 5.18 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

6.2 Area by SubCategory

Unmitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|---------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|------|------|------|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.67 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 3.22 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hearth | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | |
|--------------|-------------|-------------|-------------|-------------|--|-------------|-------------|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Landscaping | 0.10 | 0.04 | 3.13 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 5.08 | 5.08 | 0.01 | 0.00 | 5.18 |
| Total | 3.99 | 0.04 | 3.13 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 5.08 | 5.08 | 0.01 | 0.00 | 5.18 |

7.0 Water Detail

| | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Category | tons/yr | | | | MT/yr | | | |
| Mitigated | | | | | 44.36 | 1.25 | 0.03 | 80.52 |
| Unmitigated | | | | | 44.36 | 1.25 | 0.03 | 80.52 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA |

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------------------------|--------------------|---------|-----|----|-----|--------------|-------------|-------------|--------------|
| Land Use | Mgal | tons/yr | | | | MT/yr | | | |
| Congregate Care (Assisted Living) | 9.90341 / 6.24346 | | | | | 11.33 | 0.30 | 0.01 | 20.14 |
| General Office Building | 5.33201 / 3.26801 | | | | | 6.05 | 0.16 | 0.00 | 10.79 |
| High Turnover (Sit Down Restaurant) | 3.6424 / 0.232494 | | | | | 3.09 | 0.11 | 0.00 | 6.32 |
| Parking Lot | 0 / 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Quality Restaurant | 3.52099 / 0.224744 | | | | | 2.99 | 0.11 | 0.00 | 6.11 |
| Retirement Community | 17.0704 / 10.7617 | | | | | 19.52 | 0.52 | 0.01 | 34.71 |
| Strip Mall | 1.21479 / 0.744548 | | | | | 1.38 | 0.04 | 0.00 | 2.46 |
| Total | | | | | | 44.36 | 1.24 | 0.02 | 80.53 |

8.0 Waste Detail

Category/Year

| | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | tons/yr | | | | MT/yr | | | |
| Mitigated | | | | | 92.91 | 5.49 | 0.00 | 208.22 |
| Unmitigated | | | | | 92.91 | 5.49 | 0.00 | 208.22 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA |

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------------------------|----------------|---------|-----|----|-----|--------------|-------------|-------------|---------------|
| Land Use | tons | tons/yr | | | | MT/yr | | | |
| Congregate Care (Assisted Living) | 138.7 | | | | | 28.15 | 1.66 | 0.00 | 63.10 |
| General Office Building | 27.9 | | | | | 5.66 | 0.33 | 0.00 | 12.69 |
| High Turnover (Sit Down Restaurant) | 142.8 | | | | | 28.99 | 1.71 | 0.00 | 64.96 |
| Parking Lot | 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Quality Restaurant | 10.58 | | | | | 2.15 | 0.13 | 0.00 | 4.81 |
| Retirement Community | 120.52 | | | | | 24.46 | 1.45 | 0.00 | 54.83 |
| Strip Mall | 17.22 | | | | | 3.50 | 0.21 | 0.00 | 7.83 |
| Total | | | | | | 92.91 | 5.49 | 0.00 | 208.22 |

Woodstoves - No woodstoves or fireplaces.

Area Coating - Adjusted to 150 g/L VOC in accordance with BAAQMD, Regulation 8, Rule 3.

Mobile Land Use Mitigation -

Mobile Commute Mitigation -

Energy Mitigation -

Water Mitigation -

Waste Mitigation -

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|--------------|---------------|---------------|-------------|---------------|--------------|--------------|----------------|---------------|--------------|--------------|-------------------|-------------------|--------------|--------------|-------------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Area | 3.99 | 0.04 | 3.12 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 5.08 | 5.08 | 0.00 | 0.00 | 5.18 |
| Energy | 34.19 | 310.85 | 261.08 | 1.87 | | 0.00 | 23.62 | | 0.00 | 23.62 | 0.00 | 479,849.91 | 479,849.91 | 20.64 | 11.57 | 483,870.65 |
| Mobile | 1.61 | 2.04 | 14.05 | 0.03 | 2.98 | 0.13 | 3.10 | 0.05 | 0.12 | 0.17 | 0.00 | 2,271.73 | 2,271.73 | 0.10 | 0.00 | 2,273.73 |
| Waste | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 92.91 | 0.00 | 92.91 | 5.49 | 0.00 | 208.22 |
| Water | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 39.28 | 39.28 | 1.25 | 0.03 | 75.45 |
| Total | 39.79 | 312.93 | 278.25 | 1.90 | 2.98 | 0.13 | 26.74 | 0.05 | 0.12 | 23.81 | 92.91 | 482,166.00 | 482,258.91 | 27.48 | 11.60 | 486,433.23 |

Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--|-----|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-----|-----|------|
|--|-----|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-----|-----|------|

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------|---------------|---------------|-------------|-------------|-------------|--------------|-------------|-------------|--------------|--------------|-------------------|-------------------|--------------|--------------|-------------------|
| | Area | 3.99 | 0.04 | 3.12 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 5.08 | 5.08 | 0.00 | 0.00 |
| Energy | 29.79 | 270.78 | 227.43 | 1.62 | | 0.00 | 20.58 | | 0.00 | 20.58 | 0.00 | 431,996.78 | 431,996.78 | 19.38 | 10.61 | 435,693.34 |
| Mobile | 1.51 | 1.86 | 13.04 | 0.03 | 2.65 | 0.11 | 2.77 | 0.05 | 0.11 | 0.16 | 0.00 | 2,035.92 | 2,035.92 | 0.09 | 0.00 | 2,037.74 |
| Waste | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 83.62 | 0.00 | 83.62 | 4.94 | 0.00 | 187.40 |
| Water | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 35.35 | 35.35 | 1.12 | 0.03 | 67.90 |
| Total | 35.29 | 272.68 | 243.59 | 1.65 | 2.65 | 0.11 | 23.37 | 0.05 | 0.11 | 20.76 | 83.62 | 434,073.13 | 434,156.75 | 25.53 | 10.64 | 437,991.56 |

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

- Increase Diversity
- Improve Walkability Design
- Increase Transit Accessibility
- Employee Vanpool/Shuttle

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|---------------|--------------|------------|----------------|---------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Category | tons/yr | | | | | | | | | | M1/yr | | | | | |
| Mitigated | 1.51 | 1.86 | 13.04 | 0.03 | 2.65 | 0.11 | 2.77 | 0.05 | 0.11 | 0.16 | 0.00 | 2,035.92 | 2,035.92 | 0.09 | 0.00 | 2,037.74 |
| Unmitigated | 1.61 | 2.04 | 14.05 | 0.03 | 2.98 | 0.13 | 3.10 | 0.05 | 0.12 | 0.17 | 0.00 | 2,271.73 | 2,271.73 | 0.10 | 0.00 | 2,273.73 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|-------------------------------------|-------------------------|-----------------|-----------------|------------------|------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Congregate Care (Assisted Living) | 307.04 | 246.24 | 273.60 | 655,372 | 586,132 |
| General Office Building | 231.90 | 51.00 | 21.00 | 420,426 | 374,189 |
| High Turnover (Sit Down Restaurant) | 1,434.96 | 1,793.76 | 1492.32 | 1,733,913 | 1,543,486 |
| Parking Lot | 0.00 | 0.00 | 0.00 | | |
| Quality Restaurant | 1,042.96 | 1,094.58 | 837.06 | 1,210,977 | 1,077,954 |
| Retirement Community | 762.42 | 762.42 | 762.42 | 1,702,001 | 1,522,185 |
| Strip Mall | 452.97 | 430.34 | 208.44 | 638,810 | 568,619 |
| Total | 4,232.24 | 4,378.33 | 3,594.84 | 6,361,497 | 5,672,564 |

4.3 Trip Type Information

| Land Use | Miles | | | Trip % | | |
|-------------------------------------|------------|------------|-------------|------------|------------|-------------|
| | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW |
| Congregate Care (Assisted Living) | 12.40 | 4.30 | 5.40 | 26.10 | 29.10 | 44.80 |
| General Office Building | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 |
| High Turnover (Sit Down Restaurant) | 9.50 | 7.30 | 7.30 | 8.50 | 72.50 | 19.00 |
| Parking Lot | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 0.00 |
| Quality Restaurant | 9.50 | 7.30 | 7.30 | 12.00 | 69.00 | 19.00 |
| Retirement Community | 12.40 | 4.30 | 5.40 | 26.10 | 29.10 | 44.80 |

| | | | | | | |
|------------|------|------|------|-------|-------|-------|
| Strip Mall | 9.50 | 7.30 | 7.30 | 16.60 | 64.40 | 19.00 |
|------------|------|------|------|-------|-------|-------|

5.0 Energy Detail

5.1 Mitigation Measures Energy

Exceed Title 24

Install High Efficiency Lighting

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------------|-----------|-----------|-----------|-----------|---------------|--------------|------------|----------------|---------------|-------------|-----------|------------|------------|-----------|-----------|------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 137,211.09 | 137,211.09 | 13.73 | 5.21 | 139,113.63 |
| Electricity Unmitigated | | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 141,447.40 | 141,447.40 | 14.15 | 5.37 | 143,408.68 |
| NaturalGas Mitigated | 29.79 | 270.78 | 227.43 | 1.62 | | 0.00 | 20.58 | | 0.00 | 20.58 | 0.00 | 294,785.69 | 294,785.69 | 5.65 | 5.40 | 296,579.71 |
| NaturalGas Unmitigated | 34.19 | 310.85 | 261.08 | 1.87 | | 0.00 | 23.62 | | 0.00 | 23.62 | 0.00 | 338,402.51 | 338,402.51 | 6.49 | 6.20 | 340,461.97 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

5.2 Energy by Land Use - NaturalGas

Unmitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------------------------|----------------|---------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|------|------|--------|
| Land Use | kBTU | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Congregate Care (Assisted Living) | 1.61892e+006 | 0.01 | 0.07 | 0.03 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 86.39 | 86.39 | 0.00 | 0.00 | 86.92 |
| General Office Building | 608700 | 0.00 | 0.03 | 0.03 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 32.48 | 32.48 | 0.00 | 0.00 | 32.68 |
| High Turnover (Sit Down Restaurant) | 2.04012e+006 | 0.01 | 0.10 | 0.08 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 108.87 | 108.87 | 0.00 | 0.00 | 109.53 |

| | | | | | | | | | | | | | | | | | |
|----------------------|--------------|--------------|---------------|---------------|-------------|--|-------------|--------------|--|-------------|--------------|-------------|-------------------|-------------------|-------------|-------------|-------------------|
| Parking Lot | 0 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Quality Restaurant | 1.97212e+006 | 0.01 | 0.10 | 0.08 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 105.24 | 105.24 | 0.00 | 0.00 | 105.88 |
| Retirement Community | 6.3351e+009 | 34.16 | 310.54 | 260.86 | 1.86 | | 0.00 | 23.60 | | 0.00 | 23.60 | 0.00 | 338,065.33 | 338,065.33 | 6.48 | 6.20 | 340,122.74 |
| Strip Mall | 78720 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 4.20 | 4.20 | 0.00 | 0.00 | 4.23 |
| Total | | 34.19 | 310.84 | 261.08 | 1.86 | | 0.00 | 23.63 | | 0.00 | 23.63 | 0.00 | 338,402.51 | 338,402.51 | 6.48 | 6.20 | 340,461.98 |

Mitigated

| | Natural Gas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------------------------|-----------------|--------------|---------------|---------------|-------------|---------------|--------------|--------------|----------------|---------------|--------------|-------------|-------------------|-------------------|-------------|-------------|-------------------|
| Land Use | kBTU | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Congregate Care (Assisted Living) | 1.42121e+006 | 0.01 | 0.07 | 0.03 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 75.84 | 75.84 | 0.00 | 0.00 | 76.30 |
| General Office Building | 521940 | 0.00 | 0.03 | 0.02 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 27.85 | 27.85 | 0.00 | 0.00 | 28.02 |
| High Turnover (Sit Down Restaurant) | 1.96454e+006 | 0.01 | 0.10 | 0.08 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 104.84 | 104.84 | 0.00 | 0.00 | 105.47 |
| Parking Lot | 0 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Quality Restaurant | 1.89905e+006 | 0.01 | 0.09 | 0.08 | 0.00 | | 0.00 | 0.01 | | 0.00 | 0.01 | 0.00 | 101.34 | 101.34 | 0.00 | 0.00 | 101.96 |
| Retirement Community | 5.5182e+009 | 29.75 | 270.50 | 227.22 | 1.62 | | 0.00 | 20.56 | | 0.00 | 20.56 | 0.00 | 294,472.16 | 294,472.16 | 5.64 | 5.40 | 296,264.27 |
| Strip Mall | 68634 | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 3.66 | 3.66 | 0.00 | 0.00 | 3.68 |
| Total | | 29.78 | 270.79 | 227.43 | 1.62 | | 0.00 | 20.59 | | 0.00 | 20.59 | 0.00 | 294,785.69 | 294,785.69 | 5.64 | 5.40 | 296,579.70 |

5.3 Energy by Land Use - Electricity

Unmitigated

| | Electricity Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------------------|-----------------|---------|-----|----|-----|-----------|------|------|-------|
| Land Use | kWh | tons/yr | | | | MT/yr | | | |
| Congregate Care (Assisted Living) | 533789 | | | | | 70.18 | 0.01 | 0.00 | 71.15 |
| General Office Building | 416400 | | | | | 54.75 | 0.01 | 0.00 | 55.50 |

| | | | | | | | | | |
|-------------------------------------|--------------|--|--|--|--|-------------------|--------------|-------------|-------------------|
| High Turnover (Sit Down Restaurant) | 362880 | | | | | 47.71 | 0.00 | 0.00 | 48.37 |
| Parking Lot | 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Quality Restaurant | 350784 | | | | | 46.12 | 0.00 | 0.00 | 46.76 |
| Retirement Community | 1.07401e+009 | | | | | 141,203.61 | 14.13 | 5.36 | 143,161.51 |
| Strip Mall | 190404 | | | | | 25.03 | 0.00 | 0.00 | 25.38 |
| Total | | | | | | 141,447.40 | 14.15 | 5.36 | 143,408.67 |

Mitigated

| | Electricity Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------------------------|-----------------|---------|-----|----|-----|-------------------|--------------|-------------|-------------------|
| Land Use | kWh | tons/yr | | | | MT/yr | | | |
| Congregate Care (Assisted Living) | 514384 | | | | | 67.63 | 0.01 | 0.00 | 68.57 |
| General Office Building | 381645 | | | | | 50.18 | 0.01 | 0.00 | 50.87 |
| High Turnover (Sit Down Restaurant) | 349800 | | | | | 45.99 | 0.00 | 0.00 | 46.63 |
| Parking Lot | 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Quality Restaurant | 338140 | | | | | 44.46 | 0.00 | 0.00 | 45.07 |
| Retirement Community | 1.04188e+009 | | | | | 136,979.88 | 13.71 | 5.20 | 138,879.21 |
| Strip Mall | 174627 | | | | | 22.96 | 0.00 | 0.00 | 23.28 |
| Total | | | | | | 137,211.10 | 13.73 | 5.20 | 139,113.63 |

6.0 Area Detail

6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|---------------|--------------|------------|----------------|---------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Mitigated | 3.99 | 0.04 | 3.12 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 5.08 | 5.08 | 0.00 | 0.00 | 5.18 |
| Unmitigated | 3.99 | 0.04 | 3.12 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 5.08 | 5.08 | 0.00 | 0.00 | 5.18 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

6.2 Area by SubCategory

Unmitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.67 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 3.22 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Hearth | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Landscaping | 0.09 | 0.04 | 3.12 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 5.08 | 5.08 | 0.00 | 0.00 | 5.18 |
| Total | 3.98 | 0.04 | 3.12 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 5.08 | 5.08 | 0.00 | 0.00 | 5.18 |

Mitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|---------|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|------|------|------|
| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Architectural Coating | 0.67 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Consumer Products | 3.22 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | |
|--------------|-------------|-------------|-------------|-------------|--|-------------|-------------|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Hearth | 0.00 | 0.00 | 0.00 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Landscaping | 0.09 | 0.04 | 3.12 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 5.08 | 5.08 | 0.00 | 0.00 |
| Total | 3.98 | 0.04 | 3.12 | 0.00 | | 0.00 | 0.02 | | 0.00 | 0.02 | 0.00 | 5.08 | 5.08 | 0.00 | 0.00 |

7.0 Water Detail

7.1 Mitigation Measures Water

- Apply Water Conservation Strategy
- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

| | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| Category | tons/yr | | | | MT/yr | | | |
| Mitigated | | | | | 35.35 | 1.12 | 0.03 | 67.90 |
| Unmitigated | | | | | 39.28 | 1.25 | 0.03 | 75.45 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA |

7.2 Water by Land Use

Unmitigated

| | Indoor/Outdoor Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------------------------|--------------------|---------|-----|----|-------|--------------|-------------|-------------|--------------|
| Land Use | Mgal | tons/yr | | | MT/yr | | | | |
| Congregate Care (Assisted Living) | 9.90341 / 6.24346 | | | | | 10.03 | 0.30 | 0.01 | 18.84 |
| General Office Building | 5.33201 / 3.26801 | | | | | 5.36 | 0.16 | 0.00 | 10.10 |
| High Turnover (Sit Down Restaurant) | 3.6424 / 0.232494 | | | | | 2.74 | 0.11 | 0.00 | 5.97 |
| Parking Lot | 0 / 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Quality Restaurant | 3.52099 / 0.224744 | | | | | 2.65 | 0.11 | 0.00 | 5.77 |
| Retirement Community | 17.0704 / 10.7617 | | | | | 17.29 | 0.52 | 0.01 | 32.47 |
| Strip Mall | 1.21479 / 0.744548 | | | | | 1.22 | 0.04 | 0.00 | 2.30 |
| Total | | | | | | 39.29 | 1.24 | 0.02 | 75.45 |

Mitigated

| | Indoor/Outdoor Use | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------------------------|--------------------|---------|-----|----|-------|--------------|-------------|-------------|--------------|
| Land Use | Mgal | tons/yr | | | MT/yr | | | | |
| Congregate Care (Assisted Living) | 8.91307 / 5.61911 | | | | | 9.03 | 0.27 | 0.01 | 16.96 |
| General Office Building | 4.79881 / 2.94121 | | | | | 4.82 | 0.15 | 0.00 | 9.09 |
| High Turnover (Sit Down Restaurant) | 3.27816 / 0.209245 | | | | | 2.47 | 0.10 | 0.00 | 5.37 |
| Parking Lot | 0 / 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Quality Restaurant | 3.16889 / 0.20227 | | | | | 2.38 | 0.10 | 0.00 | 5.19 |
| Retirement Community | 15.3633 / 9.68557 | | | | | 15.56 | 0.47 | 0.01 | 29.23 |
| Strip Mall | 1.09331 / 0.670093 | | | | | 1.10 | 0.03 | 0.00 | 2.07 |
| Total | | | | | | 35.36 | 1.12 | 0.02 | 67.91 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

| | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| | tons/yr | | | | MT/yr | | | |
| Mitigated | | | | | 83.62 | 4.94 | 0.00 | 187.40 |
| Unmitigated | | | | | 92.91 | 5.49 | 0.00 | 208.22 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA |

8.2 Waste by Land Use

Unmitigated

| | Waste Disposed | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------------------------|----------------|---------|-----|----|-----|--------------|-------------|-------------|---------------|
| Land Use | tons | tons/yr | | | | MT/yr | | | |
| Congregate Care (Assisted Living) | 138.7 | | | | | 28.15 | 1.66 | 0.00 | 63.10 |
| General Office Building | 27.9 | | | | | 5.66 | 0.33 | 0.00 | 12.69 |
| High Turnover (Sit Down Restaurant) | 142.8 | | | | | 28.99 | 1.71 | 0.00 | 64.96 |
| Parking Lot | 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Quality Restaurant | 10.58 | | | | | 2.15 | 0.13 | 0.00 | 4.81 |
| Retirement Community | 120.52 | | | | | 24.46 | 1.45 | 0.00 | 54.83 |
| Strip Mall | 17.22 | | | | | 3.50 | 0.21 | 0.00 | 7.83 |
| Total | | | | | | 92.91 | 5.49 | 0.00 | 208.22 |

Mitigated

| | Waste Disposed | ROG | NOx | CO | SO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------------------------|----------------|---------|-----|----|-----|--------------|-------------|-------------|---------------|
| Land Use | tons | tons/yr | | | | M1/yr | | | |
| Congregate Care (Assisted Living) | 124.83 | | | | | 25.34 | 1.50 | 0.00 | 56.79 |
| General Office Building | 25.11 | | | | | 5.10 | 0.30 | 0.00 | 11.42 |
| High Turnover (Sit Down Restaurant) | 128.52 | | | | | 26.09 | 1.54 | 0.00 | 58.47 |
| Parking Lot | 0 | | | | | 0.00 | 0.00 | 0.00 | 0.00 |
| Quality Restaurant | 9.522 | | | | | 1.93 | 0.11 | 0.00 | 4.33 |
| Retirement Community | 108.468 | | | | | 22.02 | 1.30 | 0.00 | 49.34 |
| Strip Mall | 15.498 | | | | | 3.15 | 0.19 | 0.00 | 7.05 |
| Total | | | | | | 83.63 | 4.94 | 0.00 | 187.40 |

9.0 Vegetation

**Civic Center 15, Foster City (Mitigated Construction - Tier 4 Engines)
San Mateo County, Annual**

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric |
|-------------------------------------|------|---------------|
| General Office Building | 30 | 1000sqft |
| Parking Lot | 850 | Space |
| High Turnover (Sit Down Restaurant) | 12 | 1000sqft |
| Quality Restaurant | 11.6 | 1000sqft |
| Congregate Care (Assisted Living) | 152 | Dwelling Unit |
| Retirement Community | 262 | Dwelling Unit |
| Strip Mall | 16.4 | 1000sqft |

1.2 Other Project Characteristics

| | | | | | |
|---------------------|-------|----------------------------------|-----|------------------------|--------------------------------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Utility Company | Pacific Gas & Electric Company |
| Climate Zone | 5 | Precipitation Freq (Days) | 70 | | |

1.3 User Entered Comments

Demolition -
 Grading - 55,000 CY of fill import.
 Architectural Coating - Adjusted to 150 g/L VOC in accordance with BAAQMD, Regulation 8, Rule 3.

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|--------------|-------------|---------------|--------------|--------------|----------------|---------------|-------------|-------------|-----------------|-----------------|-------------|-------------|-----------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2014 | 0.82 | 6.48 | 4.14 | 0.01 | 7.96 | 0.30 | 8.26 | 0.99 | 0.30 | 1.29 | 0.00 | 712.38 | 712.38 | 0.06 | 0.00 | 713.74 |
| 2015 | 1.05 | 7.56 | 6.33 | 0.01 | 13.35 | 0.34 | 13.69 | 0.51 | 0.34 | 0.85 | 0.00 | 1,121.74 | 1,121.74 | 0.08 | 0.00 | 1,123.44 |
| 2016 | 0.86 | 4.22 | 7.20 | 0.01 | 0.81 | 0.21 | 1.03 | 0.04 | 0.21 | 0.26 | 0.00 | 1,217.79 | 1,217.79 | 0.07 | 0.00 | 1,219.19 |
| 2017 | 6.97 | 1.19 | 1.90 | 0.00 | 0.21 | 0.07 | 0.28 | 0.01 | 0.07 | 0.08 | 0.00 | 330.16 | 330.16 | 0.02 | 0.00 | 330.55 |
| Total | 9.70 | 19.45 | 19.57 | 0.03 | 22.33 | 0.92 | 23.26 | 1.55 | 0.92 | 2.48 | 0.00 | 3,382.07 | 3,382.07 | 0.23 | 0.00 | 3,386.92 |

Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|--------------|-------------|---------------|--------------|--------------|----------------|---------------|-------------|-------------|-----------------|-----------------|-------------|-------------|-----------------|
| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
| 2014 | 0.25 | 0.87 | 3.88 | 0.01 | 6.95 | 0.03 | 6.99 | 0.45 | 0.03 | 0.48 | 0.00 | 712.38 | 712.38 | 0.06 | 0.00 | 713.74 |
| 2015 | 0.46 | 1.87 | 6.52 | 0.01 | 12.84 | 0.07 | 12.91 | 0.24 | 0.07 | 0.31 | 0.00 | 1,121.74 | 1,121.74 | 0.08 | 0.00 | 1,123.44 |
| 2016 | 0.62 | 2.17 | 7.34 | 0.01 | 0.81 | 0.08 | 0.90 | 0.04 | 0.08 | 0.13 | 0.00 | 1,217.79 | 1,217.79 | 0.07 | 0.00 | 1,219.19 |
| 2017 | 6.89 | 0.51 | 1.93 | 0.00 | 0.21 | 0.02 | 0.23 | 0.01 | 0.02 | 0.03 | 0.00 | 330.16 | 330.16 | 0.02 | 0.00 | 330.55 |
| Total | 8.22 | 5.42 | 19.67 | 0.03 | 20.81 | 0.20 | 21.03 | 0.74 | 0.20 | 0.95 | 0.00 | 3,382.07 | 3,382.07 | 0.23 | 0.00 | 3,386.92 |

3.0 Construction Detail

3.1 Mitigation Measures Construction

- Use Cleaner Engines for Construction Equipment
- Use DPF for Construction Equipment
- Use Soil Stabilizer
- Replace Ground Cover
- Water Exposed Area

3.2 Demolition - 2014

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.06 | 0.45 | 0.28 | 0.00 | | 0.02 | 0.02 | | 0.02 | 0.02 | 0.00 | 45.87 | 45.87 | 0.00 | 0.00 | 45.97 |
| Total | 0.06 | 0.45 | 0.28 | 0.00 | 0.00 | 0.02 | 0.02 | 0.00 | 0.02 | 0.02 | 0.00 | 45.87 | 45.87 | 0.00 | 0.00 | 45.97 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.87 | 0.87 | 0.00 | 0.00 | 0.87 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.44 | 1.44 | 0.00 | 0.00 | 1.44 |
| Total | 0.00 | 0.01 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.31 | 2.31 | 0.00 | 0.00 | 2.31 |

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.01 | 0.03 | 0.25 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 45.87 | 45.87 | 0.00 | 0.00 | 45.97 |
| Total | 0.01 | 0.03 | 0.25 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 45.87 | 45.87 | 0.00 | 0.00 | 45.97 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.87 | 0.87 | 0.00 | 0.00 | 0.87 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.44 | 1.44 | 0.00 | 0.00 | 1.44 |
| Total | 0.00 | 0.01 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.31 | 2.31 | 0.00 | 0.00 | 2.31 |

3.3 Site Preparation - 2014

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.89 | 0.00 | 0.89 | 0.49 | 0.00 | 0.49 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.31 | 2.51 | 1.44 | 0.00 | | 0.12 | 0.12 | | 0.12 | 0.12 | 0.00 | 243.03 | 243.03 | 0.03 | 0.00 | 243.57 |
| Total | 0.31 | 2.51 | 1.44 | 0.00 | 0.89 | 0.12 | 1.01 | 0.49 | 0.12 | 0.61 | 0.00 | 243.03 | 243.03 | 0.03 | 0.00 | 243.57 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.01 | 0.01 | 0.05 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 8.55 | 8.55 | 0.00 | 0.00 | 8.56 |
| Total | 0.01 | 0.01 | 0.05 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 8.55 | 8.55 | 0.00 | 0.00 | 8.56 |

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.40 | 0.00 | 0.40 | 0.22 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.07 | 0.14 | 1.18 | 0.00 | | 0.01 | 0.01 | | 0.01 | 0.01 | 0.00 | 243.03 | 243.03 | 0.03 | 0.00 | 243.57 |
| Total | 0.07 | 0.14 | 1.18 | 0.00 | 0.40 | 0.01 | 0.41 | 0.22 | 0.01 | 0.23 | 0.00 | 243.03 | 243.03 | 0.03 | 0.00 | 243.57 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|---------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|------|------|------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | |
|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Worker | 0.01 | 0.01 | 0.05 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 8.55 | 8.55 | 0.00 | 0.00 | 8.56 |
| Total | 0.01 | 0.01 | 0.05 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 8.55 | 8.55 | 0.00 | 0.00 | 8.56 |

3.4 Grading - 2014

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.94 | 0.00 | 0.94 | 0.50 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.37 | 3.01 | 1.69 | 0.00 | | 0.14 | 0.14 | | 0.14 | 0.14 | 0.00 | 326.47 | 326.47 | 0.03 | 0.00 | 327.10 |
| Total | 0.37 | 3.01 | 1.69 | 0.00 | 0.94 | 0.14 | 1.08 | 0.50 | 0.14 | 0.64 | 0.00 | 326.47 | 326.47 | 0.03 | 0.00 | 327.10 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.06 | 0.50 | 0.61 | 0.00 | 6.10 | 0.01 | 6.11 | 0.00 | 0.01 | 0.02 | 0.00 | 76.65 | 76.65 | 0.00 | 0.00 | 76.71 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.01 | 0.01 | 0.06 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 9.50 | 9.50 | 0.00 | 0.00 | 9.51 |
| Total | 0.07 | 0.51 | 0.67 | 0.00 | 6.11 | 0.01 | 6.12 | 0.00 | 0.01 | 0.02 | 0.00 | 86.15 | 86.15 | 0.00 | 0.00 | 86.22 |

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|---------|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-----|-----|------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |

| | | | | | | | | | | | | | | | | |
|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Fugitive Dust | | | | | 0.42 | 0.00 | 0.42 | 0.22 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.09 | 0.19 | 1.71 | 0.00 | | 0.01 | 0.01 | | 0.01 | 0.01 | 0.00 | 326.47 | 326.47 | 0.03 | 0.00 | 327.10 |
| Total | 0.09 | 0.19 | 1.71 | 0.00 | 0.42 | 0.01 | 0.43 | 0.22 | 0.01 | 0.23 | 0.00 | 326.47 | 326.47 | 0.03 | 0.00 | 327.10 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.06 | 0.50 | 0.61 | 0.00 | 6.10 | 0.01 | 6.11 | 0.00 | 0.01 | 0.02 | 0.00 | 76.65 | 76.65 | 0.00 | 0.00 | 76.71 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.01 | 0.01 | 0.06 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 9.50 | 9.50 | 0.00 | 0.00 | 9.51 |
| Total | 0.07 | 0.51 | 0.67 | 0.00 | 6.11 | 0.01 | 6.12 | 0.00 | 0.01 | 0.02 | 0.00 | 86.15 | 86.15 | 0.00 | 0.00 | 86.22 |

3.4 Grading - 2015

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.94 | 0.00 | 0.94 | 0.50 | 0.00 | 0.50 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.70 | 5.52 | 3.25 | 0.01 | | 0.25 | 0.25 | | 0.25 | 0.25 | 0.00 | 652.94 | 652.94 | 0.06 | 0.00 | 654.13 |
| Total | 0.70 | 5.52 | 3.25 | 0.01 | 0.94 | 0.25 | 1.19 | 0.50 | 0.25 | 0.75 | 0.00 | 652.94 | 652.94 | 0.06 | 0.00 | 654.13 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--|-----|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-----|-----|------|
|--|-----|-----|----|-----|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-----|-----|------|

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|-------------|-------------|-------------|-------------|--------------|-------------|--------------|-------------|-------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| | Hauling | 0.12 | 0.91 | 1.14 | 0.00 | 12.20 | 0.03 | 12.22 | 0.01 | 0.03 | 0.03 | 0.00 | 155.24 | 155.24 | 0.01 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.01 | 0.01 | 0.11 | 0.00 | 0.02 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 18.62 | 18.62 | 0.00 | 0.00 | 18.64 |
| Total | 0.13 | 0.92 | 1.25 | 0.00 | 12.22 | 0.03 | 12.24 | 0.01 | 0.03 | 0.03 | 0.00 | 173.86 | 173.86 | 0.01 | 0.00 | 174.00 |

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Fugitive Dust | | | | | 0.42 | 0.00 | 0.42 | 0.22 | 0.00 | 0.22 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.18 | 0.38 | 3.42 | 0.01 | | 0.02 | 0.02 | | 0.02 | 0.02 | 0.00 | 652.94 | 652.94 | 0.06 | 0.00 | 654.13 |
| Total | 0.18 | 0.38 | 3.42 | 0.01 | 0.42 | 0.02 | 0.44 | 0.22 | 0.02 | 0.24 | 0.00 | 652.94 | 652.94 | 0.06 | 0.00 | 654.13 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|--------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.12 | 0.91 | 1.14 | 0.00 | 12.20 | 0.03 | 12.22 | 0.01 | 0.03 | 0.03 | 0.00 | 155.24 | 155.24 | 0.01 | 0.00 | 155.36 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.01 | 0.01 | 0.11 | 0.00 | 0.02 | 0.00 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 18.62 | 18.62 | 0.00 | 0.00 | 18.64 |
| Total | 0.13 | 0.92 | 1.25 | 0.00 | 12.22 | 0.03 | 12.24 | 0.01 | 0.03 | 0.03 | 0.00 | 173.86 | 173.86 | 0.01 | 0.00 | 174.00 |

3.5 Building Construction - 2015

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.09 | 0.62 | 0.49 | 0.00 | | 0.04 | 0.04 | | 0.04 | 0.04 | 0.00 | 77.48 | 77.48 | 0.01 | 0.00 | 77.63 |
| Total | 0.09 | 0.62 | 0.49 | 0.00 | | 0.04 | 0.04 | | 0.04 | 0.04 | 0.00 | 77.48 | 77.48 | 0.01 | 0.00 | 77.63 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.05 | 0.42 | 0.55 | 0.00 | 0.03 | 0.01 | 0.04 | 0.00 | 0.01 | 0.01 | 0.00 | 79.42 | 79.42 | 0.00 | 0.00 | 79.47 |
| Worker | 0.08 | 0.08 | 0.79 | 0.00 | 0.17 | 0.01 | 0.18 | 0.01 | 0.01 | 0.01 | 0.00 | 138.06 | 138.06 | 0.01 | 0.00 | 138.21 |
| Total | 0.13 | 0.50 | 1.34 | 0.00 | 0.20 | 0.02 | 0.22 | 0.01 | 0.02 | 0.02 | 0.00 | 217.48 | 217.48 | 0.01 | 0.00 | 217.68 |

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.03 | 0.07 | 0.52 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 77.48 | 77.48 | 0.01 | 0.00 | 77.63 |
| Total | 0.03 | 0.07 | 0.52 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 77.48 | 77.48 | 0.01 | 0.00 | 77.63 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.05 | 0.42 | 0.55 | 0.00 | 0.03 | 0.01 | 0.04 | 0.00 | 0.01 | 0.01 | 0.00 | 79.42 | 79.42 | 0.00 | 0.00 | 79.47 |
| Worker | 0.08 | 0.08 | 0.79 | 0.00 | 0.17 | 0.01 | 0.18 | 0.01 | 0.01 | 0.01 | 0.00 | 138.06 | 138.06 | 0.01 | 0.00 | 138.21 |
| Total | 0.13 | 0.50 | 1.34 | 0.00 | 0.20 | 0.02 | 0.22 | 0.01 | 0.02 | 0.02 | 0.00 | 217.48 | 217.48 | 0.01 | 0.00 | 217.68 |

3.5 Building Construction - 2016

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.35 | 2.32 | 2.00 | 0.00 | | 0.14 | 0.14 | | 0.14 | 0.14 | 0.00 | 320.98 | 320.98 | 0.03 | 0.00 | 321.57 |
| Total | 0.35 | 2.32 | 2.00 | 0.00 | | 0.14 | 0.14 | | 0.14 | 0.14 | 0.00 | 320.98 | 320.98 | 0.03 | 0.00 | 321.57 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.21 | 1.59 | 2.14 | 0.00 | 0.10 | 0.05 | 0.15 | 0.01 | 0.05 | 0.06 | 0.00 | 331.45 | 331.45 | 0.01 | 0.00 | 331.66 |
| Worker | 0.30 | 0.31 | 3.07 | 0.01 | 0.71 | 0.03 | 0.74 | 0.03 | 0.03 | 0.06 | 0.00 | 565.36 | 565.36 | 0.03 | 0.00 | 565.96 |
| Total | 0.51 | 1.90 | 5.21 | 0.01 | 0.81 | 0.08 | 0.89 | 0.04 | 0.08 | 0.12 | 0.00 | 896.81 | 896.81 | 0.04 | 0.00 | 897.62 |

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.11 | 0.27 | 2.13 | 0.00 | | 0.01 | 0.01 | | 0.01 | 0.01 | 0.00 | 320.98 | 320.98 | 0.03 | 0.00 | 321.57 |
| Total | 0.11 | 0.27 | 2.13 | 0.00 | | 0.01 | 0.01 | | 0.01 | 0.01 | 0.00 | 320.98 | 320.98 | 0.03 | 0.00 | 321.57 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.21 | 1.59 | 2.14 | 0.00 | 0.10 | 0.05 | 0.15 | 0.01 | 0.05 | 0.06 | 0.00 | 331.45 | 331.45 | 0.01 | 0.00 | 331.66 |
| Worker | 0.30 | 0.31 | 3.07 | 0.01 | 0.71 | 0.03 | 0.74 | 0.03 | 0.03 | 0.06 | 0.00 | 565.36 | 565.36 | 0.03 | 0.00 | 565.96 |
| Total | 0.51 | 1.90 | 5.21 | 0.01 | 0.81 | 0.08 | 0.89 | 0.04 | 0.08 | 0.12 | 0.00 | 896.81 | 896.81 | 0.04 | 0.00 | 897.62 |

3.5 Building Construction - 2017

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.08 | 0.51 | 0.48 | 0.00 | | 0.03 | 0.03 | | 0.03 | 0.03 | 0.00 | 77.48 | 77.48 | 0.01 | 0.00 | 77.61 |
| Total | 0.08 | 0.51 | 0.48 | 0.00 | | 0.03 | 0.03 | | 0.03 | 0.03 | 0.00 | 77.48 | 77.48 | 0.01 | 0.00 | 77.61 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.05 | 0.35 | 0.48 | 0.00 | 0.03 | 0.01 | 0.04 | 0.00 | 0.01 | 0.01 | 0.00 | 80.53 | 80.53 | 0.00 | 0.00 | 80.58 |
| Worker | 0.07 | 0.07 | 0.68 | 0.00 | 0.17 | 0.01 | 0.18 | 0.01 | 0.01 | 0.01 | 0.00 | 133.81 | 133.81 | 0.01 | 0.00 | 133.94 |
| Total | 0.12 | 0.42 | 1.16 | 0.00 | 0.20 | 0.02 | 0.22 | 0.01 | 0.02 | 0.02 | 0.00 | 214.34 | 214.34 | 0.01 | 0.00 | 214.52 |

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.03 | 0.07 | 0.52 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 77.48 | 77.48 | 0.01 | 0.00 | 77.61 |
| Total | 0.03 | 0.07 | 0.52 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 77.48 | 77.48 | 0.01 | 0.00 | 77.61 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|---------------|---------------|-------------|-------------|---------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.05 | 0.35 | 0.48 | 0.00 | 0.03 | 0.01 | 0.04 | 0.00 | 0.01 | 0.01 | 0.00 | 80.53 | 80.53 | 0.00 | 0.00 | 80.58 |
| Worker | 0.07 | 0.07 | 0.68 | 0.00 | 0.17 | 0.01 | 0.18 | 0.01 | 0.01 | 0.01 | 0.00 | 133.81 | 133.81 | 0.01 | 0.00 | 133.94 |
| Total | 0.12 | 0.42 | 1.16 | 0.00 | 0.20 | 0.02 | 0.22 | 0.01 | 0.02 | 0.02 | 0.00 | 214.34 | 214.34 | 0.01 | 0.00 | 214.52 |

3.6 Paving - 2017

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.04 | 0.23 | 0.18 | 0.00 | | 0.02 | 0.02 | | 0.02 | 0.02 | 0.00 | 23.33 | 23.33 | 0.00 | 0.00 | 23.40 |
| Paving | 0.00 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Total | 0.04 | 0.23 | 0.18 | 0.00 | | 0.02 | 0.02 | | 0.02 | 0.02 | 0.00 | 23.33 | 23.33 | 0.00 | 0.00 | 23.40 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.78 | 1.78 | 0.00 | 0.00 | 1.78 |
| Total | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.78 | 1.78 | 0.00 | 0.00 | 1.78 |

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|---------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|------|------|-------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Off-Road | 0.01 | 0.01 | 0.17 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 23.33 | 23.33 | 0.00 | 0.00 | 23.40 |
| Paving | 0.00 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | |
|--------------|-------------|-------------|-------------|-------------|--|-------------|-------------|--|-------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Total | 0.01 | 0.01 | 0.17 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 23.33 | 23.33 | 0.00 | 0.00 | 23.40 |
|--------------|-------------|-------------|-------------|-------------|--|-------------|-------------|--|-------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.78 | 1.78 | 0.00 | 0.00 | 1.78 |
| Total | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 1.78 | 1.78 | 0.00 | 0.00 | 1.78 |

3.7 Architectural Coating - 2017

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Archit. Coating | 6.73 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.00 | 0.02 | 0.02 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 2.21 | 2.21 | 0.00 | 0.00 | 2.22 |
| Total | 6.73 | 0.02 | 0.02 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 2.21 | 2.21 | 0.00 | 0.00 | 2.22 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------|---------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|------|------|------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| | | | | | | | | | | | | | | | | | |
|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | |
| Worker | 0.01 | 0.01 | 0.06 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 11.02 | 11.02 | 0.00 | 0.00 | 11.03 |
| Total | 0.01 | 0.01 | 0.06 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 11.02 | 11.02 | 0.00 | 0.00 | 11.03 |

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|-----------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | | |
| Archit. Coating | 6.73 | | | | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Off-Road | 0.00 | 0.00 | 0.02 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 2.21 | 2.21 | 0.00 | 0.00 | 0.00 | 2.22 |
| Total | 6.73 | 0.00 | 0.02 | 0.00 | | 0.00 | 0.00 | | 0.00 | 0.00 | 0.00 | 2.21 | 2.21 | 0.00 | 0.00 | 0.00 | 2.22 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|-------------|----------------|---------------|-------------|-------------|--------------|--------------|-------------|-------------|--------------|
| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Worker | 0.01 | 0.01 | 0.06 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 11.02 | 11.02 | 0.00 | 0.00 | 11.03 |
| Total | 0.01 | 0.01 | 0.06 | 0.00 | 0.01 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 11.02 | 11.02 | 0.00 | 0.00 | 11.03 |

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The 15 Acres Project

Appendix E

Preliminary Water Usage & Sewer Generation Rates

Draft Environmental Impact Report

Case No. EA-12-002

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4/23/2013

Preliminary Water Usage & Sewer Generation Rates - Foster City 15 Acres Project

| User | Description | Number of Units | Units | gal/day / unit | Number of Sub Units | Sub Units | gal/day/ sub-unit | Total gal/day | Assumptions |
|--|---|-----------------|------------------|----------------|---------------------|--------------------|-------------------|---------------|--|
| Independent Living & Assisted Living (a)(b) | One bedroom, one bath | 152 | Rooms | 80 | 152 | + Washing Machines | 9 | 13528 | 1 person living in one bedroom unit + 1 washing machine @ 9 gpd / unit |
| | Kitchen (c) | 456 | Meals | 3 | 0 | NA | 0 | 1368 | 1 central kitchen |
| Market Rate For Sale Senior Housing | Two or Three Bedroom, one or 1.5 | 196 | Housing units | 137 | 196 | + Washing Machines | 9 | 28616 | 2 persons living in unit + 1 washing machine @ 9 gpd / unit |
| Affordable Housing | One bedroom, 1 bath | 66 | Housing units | 69 | 66 | NA | 0 | 4554 | 2 persons living in one bedroom unit |
| | Central Laundry | 1 | Laundry room | 1329 | 0 | NA | 0 | 1329 | |
| Retail | Restaurant (d) | 23.6 | 1000 sf = 1 unit | 300 | 0 | NA | 0 | 7080 | |
| | Retail (e) | 16.7 | 1000 sf = 1 unit | 150 | 0 | NA | 0 | 2505 | |
| | Office (e) | 30 | 1000 sf = 1 unit | 150 | 0 | NA | 0 | 4500 | |
| Open Space (f) | Town Square, Shell Blvd Setback, Central Promanod Linear Park | 54.5 | 1000 sf = 1 unit | 45 | 0 | NA | 0 | 2453 | Irrigate open space at 1800 gpd / Ac |
| Total = | | | | | | | | 68782 | Gal / Day |

WSA Threshold trigger for water usage.

- a. 500 dwelling units water usage; and water usage defined by:
- b. 1 acre-feet of water serving 2 to 3 dwelling per year or 0.3 to 0.5 acre-feet of water per dwelling per year Use 0.4 acre-feet per unit per year
- c. 1 acre-foot of water is 43,560 cubic feet or 325,829 gal.
- d. 1 year = 365 days

The **WSA Threshold** calculates to approximately $500 \times 0.4 \times 325,829 / 365 = 178,295 \text{ Gal / Day}$, therefore this project **does not** trigger the **WSA**

Notes:

- 1. Assumed: wastewater flows = water use
- 2. Water generation rates sources: Waste Water Engineering: Collection and Pumping of Wastewater; Metcalf & Eddy, INC. City of Oakland SS Design Guidelines

Explanation of items:

- a. Combining Independent & Assisted Living as presently there is no break down between categories.
- b. Independent and Assisted Living water generation @ 80 gpd / unit + 9 gpd / unit for Laundry = average of (60 gpd / unit (Ind. Living) + 92 gpd / unit (Assist Living)) / 2 = 80.5 gpd / unit
- c. Kitchen supplies meals to all persons in this categories = 456 meals
- d. Restaurant water @ .30 gpd / sf = 300 gpd / 1000 sf unit
- e. Office & Retail @ 6,300 gpd / Ac = 144.6 gpd / 1000-sf unit or 150 gpd / unit
- f. Irrigate open space @ 1800 gpd / Ac = 41.3 gpd / 1000-sf unit or 45 gpd / unit