

THE LINCOLN CENTRE LIFE SCIENCES RESEARCH CAMPUS PROJECT

Appendices

Draft Environmental Impact Report

Case No. EA-14-007

State Clearinghouse No. 2014092049



Prepared for:
City of Foster City

April 2015

URBAN
PLANNING
PARTNERS
INC.

APPENDIX A

Notice of Preparation and Written Comments
Received



City of Foster City

ESTERO MUNICIPAL IMPROVEMENT DISTRICT

610 FOSTER CITY BOULEVARD
FOSTER CITY, CA 94404-2222

NOTICE OF PREPARATION (NOP)

TO: State Clearinghouse (via Certified Mail)
Affected Agencies (via Certified Mail)
Property Owners within 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:** Marlene Subhashini,
610 Foster City Boulevard **Senior Planner**
Foster City, CA 94404 msubhashini@fostercity.org
(650) 286-3232 (650) 286-3244

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 proposed project, its location, and the probable environmental effects are provided in the attached materials. Please provide comments on the scope of this EIR to **Marlene Subhashini, Senior Planner, by October 16, 2014**, 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 **October 16, 2014 at 7:00 pm, in the City Council Chambers at 620 Foster City Boulevard**.

Project Title: Lincoln Centre Biomedical Research Project

Project Applicant: BioMed Realty Trust

Project Location:

The approximately 19-acre project site, located at 850 Lincoln Centre Drive, is bounded by East 3rd Avenue to the north; Highway 92 (San Mateo Bridge approach) to the south; the Foster City lagoon outflow channel to the west; and a parking lot and office buildings to the east. APNs: 094-532-170; 180; 190; 200; 250 (see Figure 1, Project Location Map).

Project Description:

The proposed project would develop the approximately 19-acre site owned by BioMed Realty Trust with biomedical research and office facilities in a campus setting. The site was previously developed with seven one- and two-story office/warehouse buildings (approximately 280,000 square feet) and one six-

story office building (approximately 94,148 square feet). All buildings except for the one six-story building were recently demolished. Key project components would include 555,000 square feet of laboratory and office space housed in three buildings of up to 185,000 square feet and seven stories each, as well as 40,000 square feet of employee- and visitor-serving amenities (such as a café and childcare facility) housed in a fourth building up to three stories high. Of the total proposed 555,000 square feet of gross floor area, a maximum of 388,500 square feet (70 percent) could be used for office and the remainder 166,500 square feet (30 percent) would be laboratory use. The four buildings would surround a centralized landscaped area consisting of outdoor recreational amenities, and a landscaped feature along the western edge of the project site would be designed to complement the neighboring canal (see Figure 2, Conceptual Site Plan). The proposed project would also provide up to 1,665 parking spaces (three parking spaces per 1,000 square feet of building space), located in three, open-air parking structures with up to three levels. Access to the proposed project would be through a main driveway located where Lincoln Centre Drive meets the northern boundary of the site. The proposal, as shown requires privatization and vacation of a portion of Lincoln Center Drive beginning at the proposed entrance to the site. An external loop road would encircle the entire site, and a smaller, internal loop would encircle the central landscaped area. The project site is not included in the Hazardous Waste and Substances Sites (Cortese) List.

Requested Approvals:

The current General Plan designation for the site is Research/Office Park (ROP), and the current zoning designation is Commercial Mix/Planned Development District (C-M/PD). The project will require the following discretionary approvals:

- An Environmental Assessment in accordance with the California Environmental Quality Act to analyze the impacts of the General Development Plan/Rezoning.
- General Plan Amendment to increase the Floor Area Ratio (FAR) of the current ROP designation, to allow for the proposed intensity of development
- General Development Plan (GDP)/Rezoning, as established by the current C-M/PD zoning designation, to establish the development parameters and zoning of the site
- Specific Development Plan/Use Permit to specify uses allowed at the site
- Tentative Map to resubdivide the existing 25.9-acre site
- A Development Agreement may be requested to establish the terms of development between the City and the developer
- Vacating and privatizing the southern portion of Lincoln Centre Drive to accommodate the proposed internal roadway and access to the site.

Probable Environment Effects:

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

- Aesthetics
- Air Quality
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Public Services
- Traffic and Transportation
- Utilities and Service Systems

Topics that are not anticipated to be significant and, after review, may be excluded from a detailed analysis in the EIR include: Agriculture and Forest Resources; Biological Resources, Cultural Resources, Mineral Resources, Population and Housing, and Recreation.

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: 9/2/14

SIGNATURE:


Curtis Banks, Community Development Director

Attachments:

Figure 1 – Project Location Map

Figure 2 – Conceptual Site Plan



Figure 1. Project Location Map
Source: Urban Planning Partners



Figure 2. Conceptual Site Plan
Source: HOK



City of Foster City

ESTERO MUNICIPAL IMPROVEMENT DISTRICT

610 FOSTER CITY BOULEVARD
FOSTER CITY, CA 94404-2222

REVISED NOTICE OF PREPARATION (NOP)

TO: State Clearinghouse (via Certified Mail)
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**
610 Foster City Boulevard
Foster City, CA 94404
(650) 286-3232

CONTACT: **Marlene Subhashini,**
Senior Planner
msubhashini@fostercity.org
(650) 286-3244

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 proposed project, its location, and the probable environmental effects are provided in the attached materials. Please provide comments on the scope of this EIR to Marlene Subhashini, Senior Planner, by November 6, 2014, 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 6, 2014 at 7:00 pm, in the City Council Chambers at 620 Foster City Boulevard.**

Project Title: Lincoln Centre Life Sciences Research Campus Project

Project Applicant: BioMed Realty Trust

Project Location:

The approximately 20-acre project site, located at approximately 200 through 850 Lincoln Centre Drive, is bounded by East 3rd Avenue to the north; Highway 92 (San Mateo Bridge approach) to the south; the Foster City lagoon outflow channel to the west; and a parking lot and office buildings to the east. APNs: 094-532-170; 180; 190; 200; 250 (see Figure 1, Project Location Map).

Project Description:

The proposed project would develop an approximately 20-acre site that includes 19 acres owned by BMR-Lincoln Centre LP and one (1) acre currently occupied by Lincoln Centre Drive. The project

proposes life sciences research and office facilities in a campus setting. The site was previously developed with seven one- and two-story office/warehouse buildings (approximately 280,000 square feet), which were part of a previous, larger project that also included one six-story office building (approximately 94,148 square feet) located outside the current project site. All buildings on the current project site were recently demolished. Key project components would include 555,000 square feet of laboratory and office space housed in three buildings of up to 185,000 square feet and seven stories each, as well as 40,000 square feet of employee- and visitor-serving amenities (which might include a cafe or childcare facility) housed in a fourth building up to three stories high. Consistent with other uses in the area, these uses could include assembly of equipment used for life sciences research and medical treatment. Of the proposed 555,000 square feet of gross floor area, a maximum of 388,500 square feet (70 percent) could be used for office and the remainder 166,500 square feet (30 percent) would be laboratory use. The four buildings would surround a centralized landscaped area that would include outdoor recreational amenities, and a landscaped feature along the western edge of the project site would be designed to complement the neighboring canal (see Figure 2, Conceptual Site Plan). The proposed project would also provide approximately 1,793 parking spaces (which reflects a 15 percent reduction due to a Transportation System Management plan), located in three, open-air parking structures with up to four levels of parking (one ground level and up to three stories above ground level). Access to the proposed project would be through a main driveway located where Lincoln Centre Drive meets the northern boundary of the site. An external loop road would encircle the entire site, and a smaller, internal loop would encircle the central landscaped area. The project site is not included in the Hazardous Waste and Substances Sites (Cortese) List.

The project includes development of a portion of Lincoln Centre Drive. The applicant has requested vacation and privatization of the portion of Lincoln Centre Drive that is within the project site, and seeks that vacation regardless whether this project is approved.

Requested Approvals:

The current General Plan designation for the site is Research/Office Park (ROP), and the current zoning designation is Commercial Mix/Planned Development District (C-M/PD). The project will require the following discretionary approvals:

- An Environmental Assessment in accordance with the California Environmental Quality Act to analyze the impacts of the project.
- General Plan Amendment to increase the Floor Area Ratio (FAR) of the current ROP designation, to allow for the proposed intensity of development
- General Development Plan (GDP)/Rezoning, as established by the current C-M/PD zoning designation, to establish the development parameters and zoning of the site
- Specific Development Plan/Use Permit to specify uses allowed at the site
- Tentative Map to resubdivide the existing approximately 20-acre site
- A Development Agreement may be requested to establish the terms of development between the City and the developer
- Vacating and privatizing the southern portion of Lincoln Centre Drive to accommodate the proposed internal roadway and access to the site.

Probable Environment Effects:

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

- Aesthetics
- Air Quality
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise and Vibration
- Public Services
- Traffic and Transportation
- Utilities and Service Systems

Topics that are not anticipated to be significant and, after review, may be excluded from a detailed analysis in the EIR include: Agriculture and Forest Resources; Biological Resources, Cultural Resources, Mineral Resources, Population and Housing, and Recreation.

The level of analysis for these subject areas may be refined or additional subject areas may be analyzed based on further study, 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: 10-6-14

SIGNATURE:



Curtis Banks, Community Development Director

Attachments:

- Figure 1 – Project Location Map
- Figure 2 – Conceptual Site Plan



Figure 1. Project Location Map
Source: Urban Planning Partners



Figure 2. Conceptual Site Plan
Source: HOK

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park
Millbrae • Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

September 22, 2014

VIA E-MAIL

Ms. Marlene Subhashini, Senior Planner
City of Foster City
610 Foster City Boulevard
Foster City, CA 94404

**RE: Notice of Preparation of a Draft Environmental Impact Report for the Lincoln Centre
Biomedical Research Project**

Dear Ms. Subhashini:

Thank you for offering C/CAG the opportunity to review the Notice of Preparation of a Draft Environmental Impact Report (EIR) for the Lincoln Centre Biomedical Research Project. The following comments are provided for your consideration in complying with the San Mateo County Congestion Management Program (CMP). In preparing an EIR for this project, please refer to Appendix I and L of the 2013 CMP, which describe C/CAG's guidelines for analyzing the transportation impacts of land use plans and projects on the CMP roadway network:

http://www.ccag.ca.gov/pdf/Studies/2013/2013%20CMP%20Appendices_Final%20Nov13.pdf.

Please discuss the expected impacts of the project on the CMP roadway network as outlined in C/CAG's Traffic Impact Analysis (TIA) policy. The scope of the TIA should not only include the immediate project area, but also other areas that may be impacted by the project. Please consult with C/CAG staff for any clarification on the scope and parameters of the analysis. The TIA policy provides a detailed definition of project impacts on CMP intersections, freeway segments, and arterial segments.

If the project will generate 100 or more peak-hour trips on the CMP roadway network above those generated by existing uses, C/CAG guidelines require that mitigation measures be implemented to reduce the congestion impacts of the project. Potential mitigation strategies are documented in C/CAG's Guidelines for Implementing the Land Use Component of the CMP and include, but are not limited to, reducing project scope, contributing to roadway and/or transit improvements, collecting traffic mitigation fees, and requiring project sponsors to implement transportation demand management (TDM) programs.

We request the opportunity to review the Draft EIR and project TDM plan (if applicable) upon their completion. If you have any questions, please contact me at wabrazaldo@smcgov.org or 650-599-1455.

Sincerely,



Wally Abrazaldo, Transportation Programs Specialist

DEPARTMENT OF TRANSPORTATION

DISTRICT 4

P.O. BOX 23660

OAKLAND, CA 94623-0660

PHONE (510) 286-6053

FAX (510) 286-5559

TTY 711

www.dot.ca.gov

**FOSTER CITY
RECEIVED**

NOV 03 2014

**PLANNING/
CODE ENFORCEMENT***Serious Drought.
Help save water!*

October 24, 2014

SM092158
SM/101/PM8.627
SCH#2014092043

Ms. Marlene Subhashini
Planning Division
City of Foster City
610 Foster City Boulevard
Foster City, CA 94404

Dear Ms. Subhashini:

Lincoln Centre Biomedical Research Project – Notice of Preparation (NOP)

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. We have reviewed the NOP and have the following comments to offer.

Traffic Impact Study (TIS)

One of Caltrans' ongoing responsibilities is to collaborate with local agencies to avoid, eliminate, or reduce to insignificance potential adverse impacts by local development on State highways. We recommend using the Caltrans *Guide for the Preparation of Traffic Impact Studies (TIS Guide)* for determining which scenarios and methodologies to use in the analysis. The TIS Guide is a starting point for collaboration between the lead agency and Caltrans in determining when a TIS is needed. The appropriate level of study is determined by the particulars of a project, the prevailing highway conditions, and the forecasted traffic. The TIS Guide is available at the following website address:

http://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. The maps should also include project driveways, local roads and intersections, parking, and transit facilities.
2. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.

FOSTER CITY
RECEIVED

NOV 03 2014

PLANNING/
CODE ENFORCEMENT

Ms. Marlene Subhashini, City of Foster City
October 24, 2014
Page 2

3. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all roadways where potentially significant impacts may occur, 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 any degradation to existing and cumulative LOS. Caltrans' LOS threshold, which is the transition between LOS C and D, and is explained in detail in the TIS Guide, should be applied to all State facilities.
4. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.
5. The project site building potential as identified in the General Plan. The project's consistency with both the Circulation Element of the General Plan and the Congestion Management Agency's Congestion Management Plan should be evaluated.
6. Identification of mitigation for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related and/or cumulative traffic. As noted above, the project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should also be fully discussed for all proposed mitigation measures.

Lead Agency

As the lead agency, the City of Foster City is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the State right-of-way (ROW), and Caltrans will not issue a permit until our concerns are adequately addressed, we strongly recommend that the County work with both the applicant and Caltrans to ensure that our concerns are resolved during the environmental process, and in any case prior to submittal of an encroachment permit application. Further comments will be provided during the encroachment permit process; see end of this letter for more information regarding encroachment permits.

Ms. Marlene Subhashini, City of Foster City
October 24, 2014
Page 3

Should you have any questions regarding this letter, please contact Shawn Hallum of my staff at (510) 622-1696 or shawn.hallum@dot.ca.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Erik Alm".

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

c: State Clearinghouse

FOSTER CITY
RECEIVED
NOV 03 2014
PLANNING/
CODE ENFORCEMENT

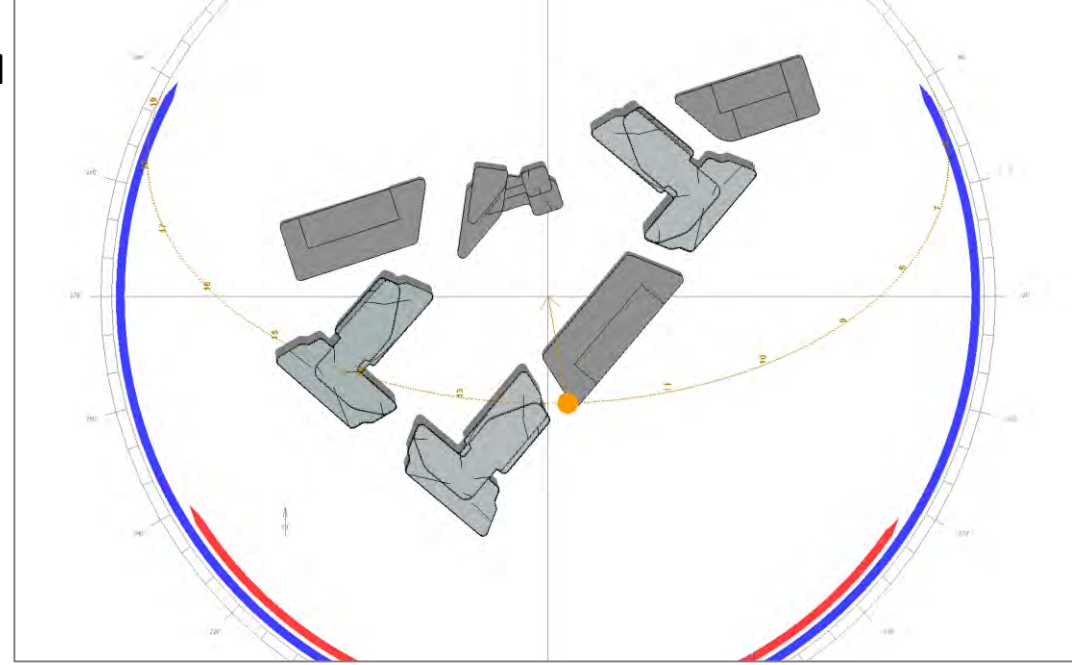
APPENDIX B

Preliminary Shade Studies

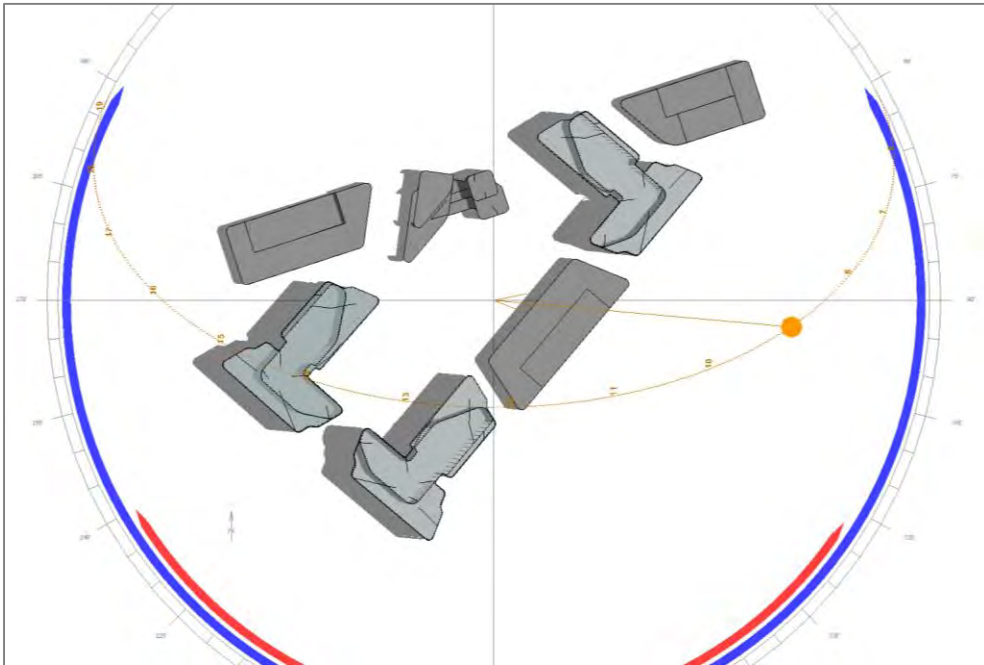
SUMMER SOLSTICE

JUNE 21st

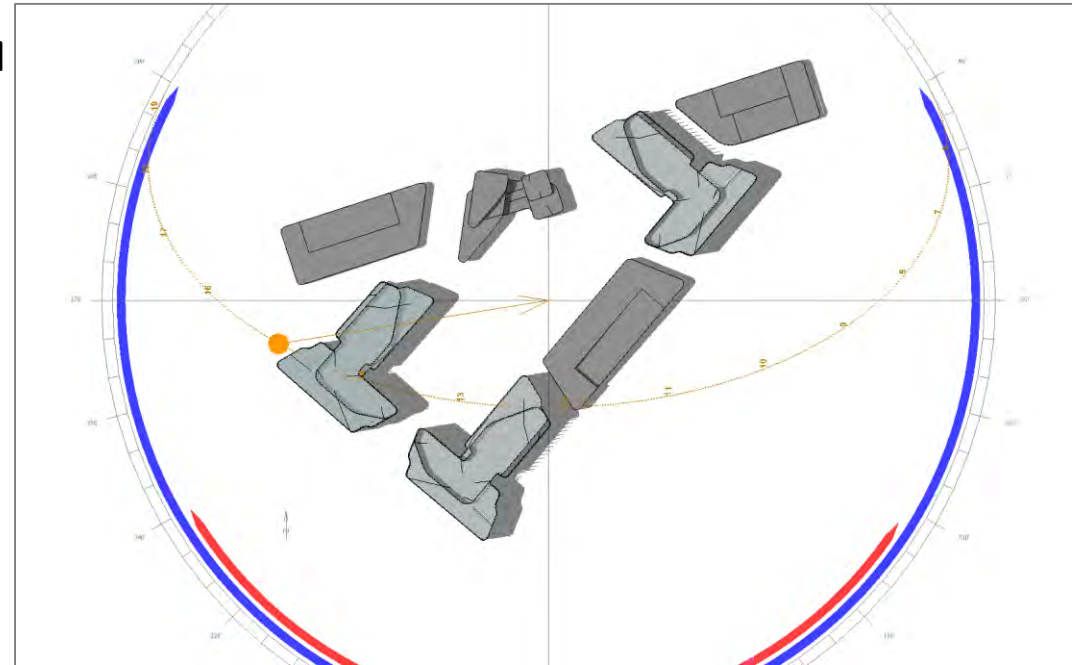
12 PM



9 AM



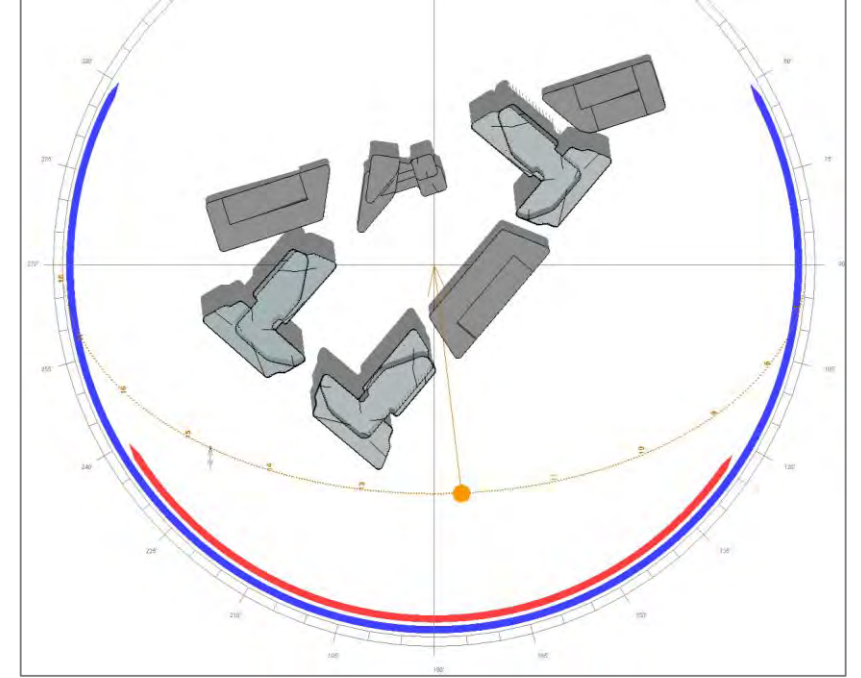
15 PM



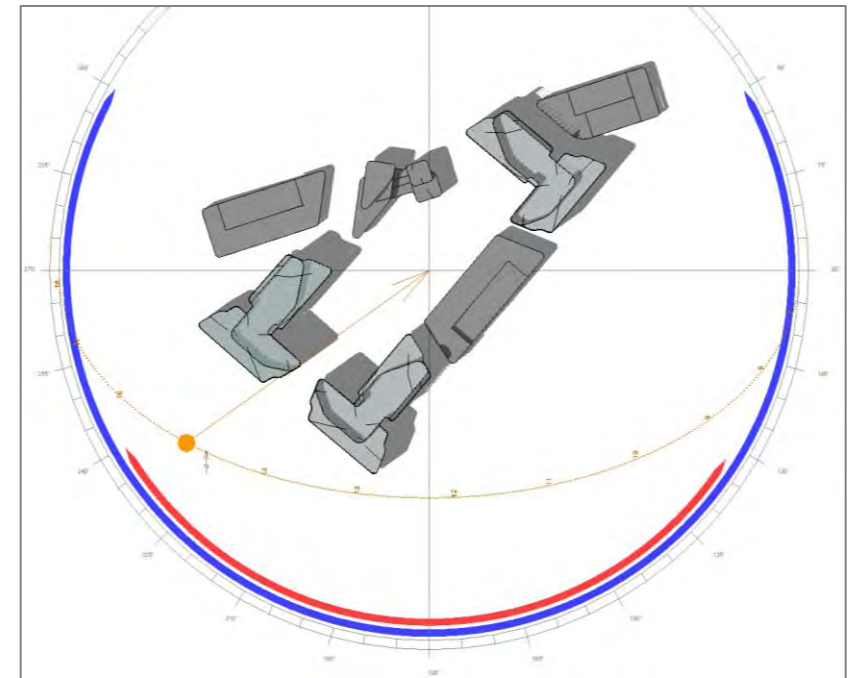
SPRING EQUINOX

MARCH 21st

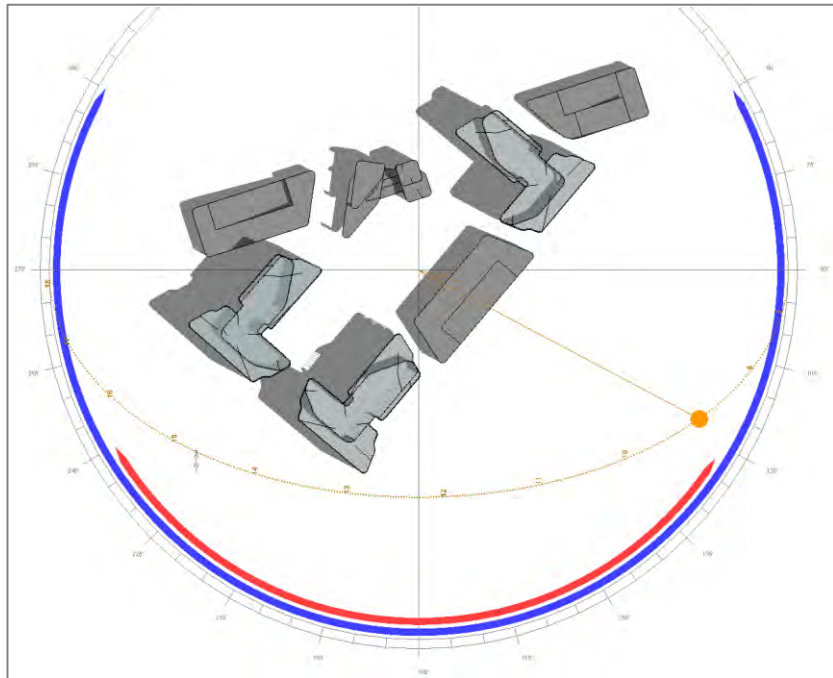
12 PM



15 PM

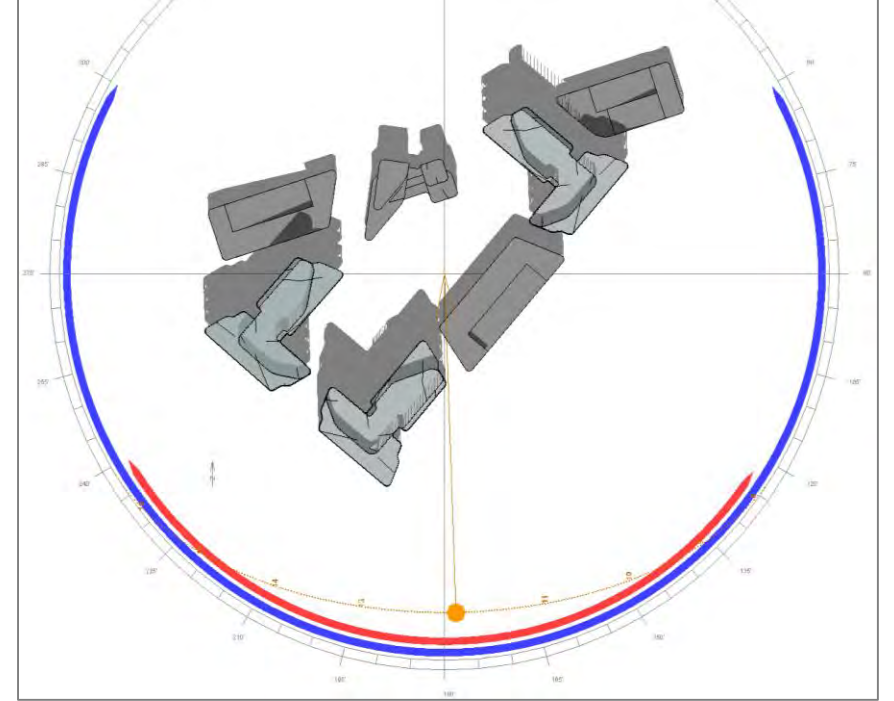


9 AM

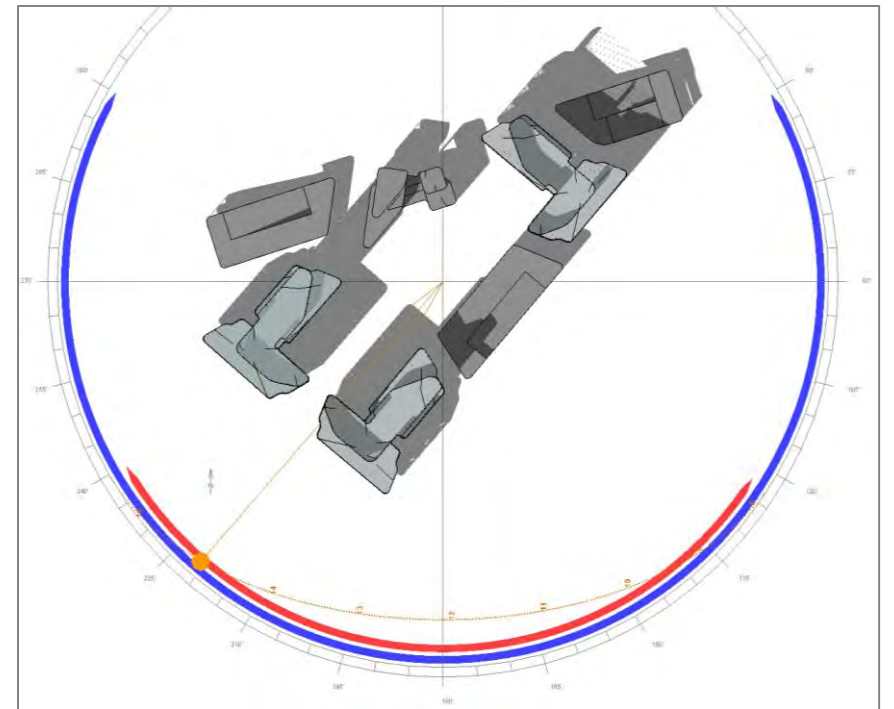


WINTER SOLSTICE DECEMBER 21st

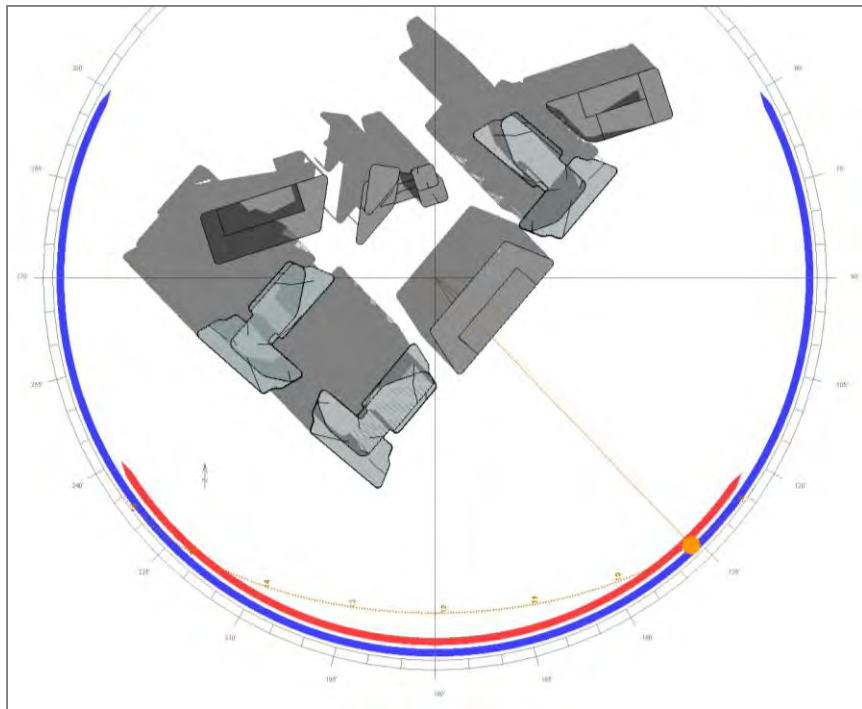
12 PM



15 PM



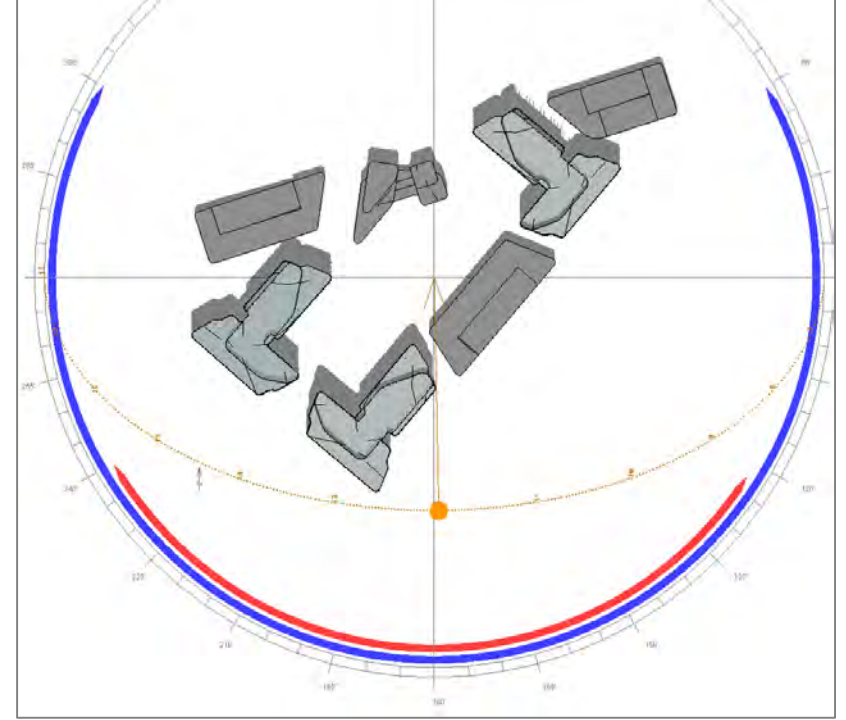
9 AM



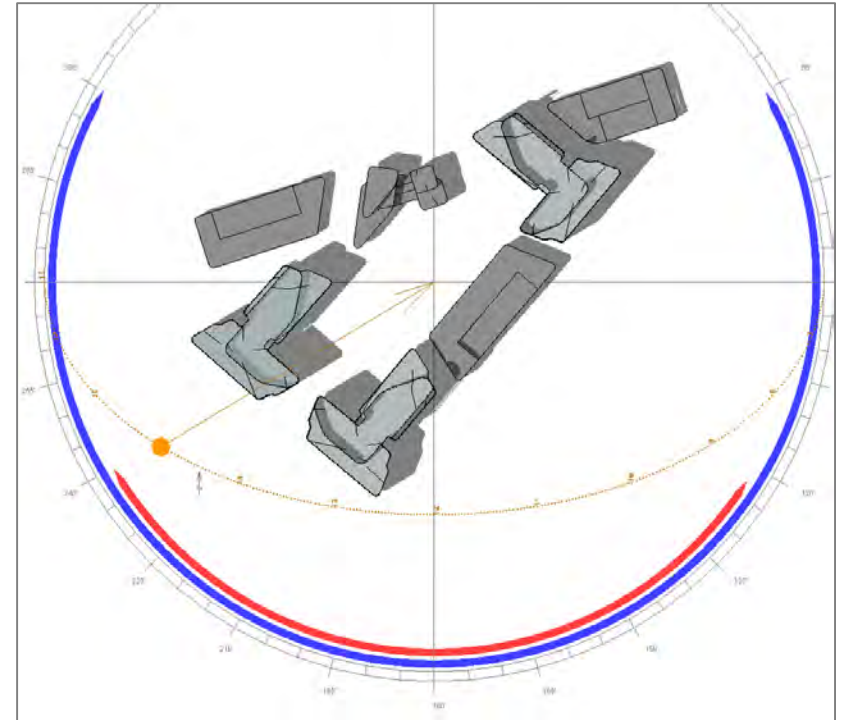
AUTUMN EQUINOX

SEPTEMBER 21st

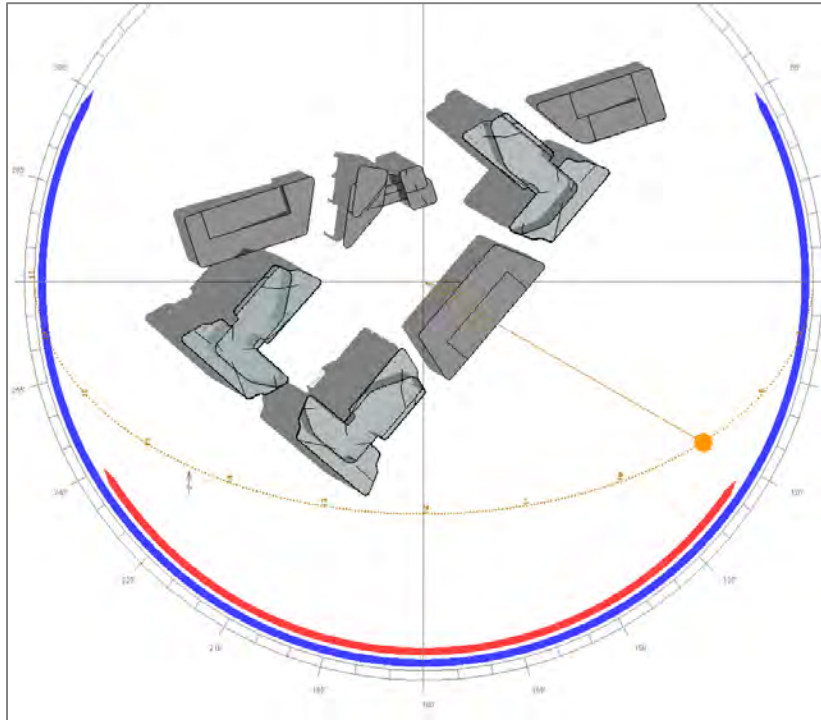
12 PM



15 PM



9 AM



APPENDIX C

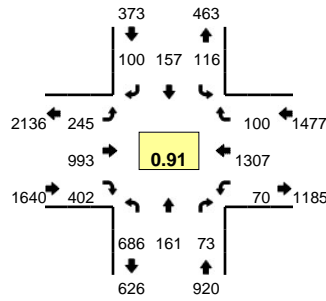
Traffic Impact Study

-

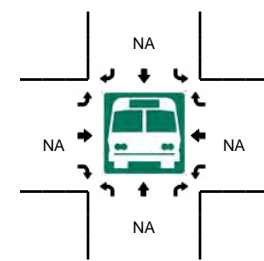
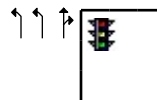
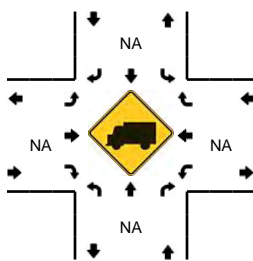
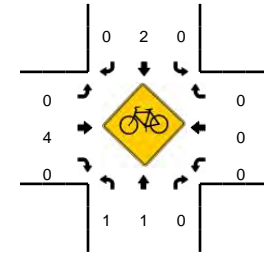
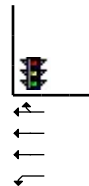
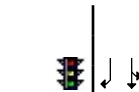
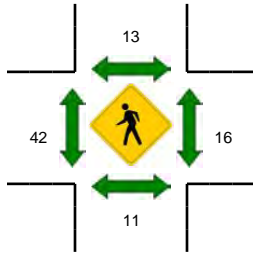
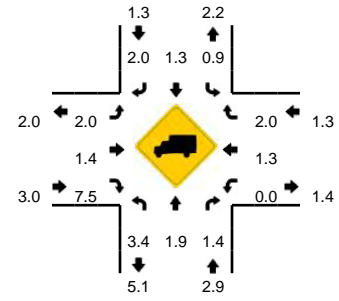
APPENDIX C-1: TRAFFIC COUNTS

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

QC JOB #: 13002001
DATE: Tue, Sep 16 2014



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

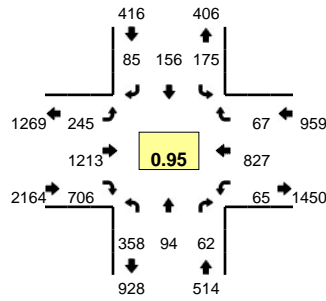


5-Min Count Period Beginning At	Norfolk St (Northbound)				Norfolk St (Southbound)				East Third Ave (Eastbound)				East Third Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	26	2	2	0	3	3	11	0	5	34	14	6	2	40	1	0	149	
7:05 AM	42	6	3	0	5	5	20	0	13	23	19	2	1	29	2	0	170	
7:10 AM	35	6	0	0	5	1	19	0	5	23	19	2	1	47	3	0	166	
7:15 AM	33	4	1	1	4	5	16	0	4	33	16	2	3	62	3	0	187	
7:20 AM	40	3	7	0	10	6	20	0	5	31	23	3	5	52	4	1	210	
7:25 AM	55	4	3	0	4	8	16	0	13	58	28	2	2	98	2	3	296	
7:30 AM	60	9	2	0	4	19	13	0	6	40	31	0	9	65	2	0	260	
7:35 AM	45	7	3	0	4	14	6	0	13	61	45	4	3	129	4	0	338	
7:40 AM	76	11	5	0	7	21	13	0	21	55	36	1	5	103	5	1	360	
7:45 AM	55	13	3	0	1	16	5	0	13	104	44	1	9	129	12	1	406	
7:50 AM	74	26	8	0	9	23	4	0	17	67	29	3	8	83	10	0	361	
7:55 AM	45	15	5	0	10	10	5	0	19	121	49	1	4	119	19	0	422	3325
8:00 AM	71	21	15	0	12	19	9	0	18	61	42	3	12	82	12	0	377	3553
8:05 AM	49	18	5	0	10	9	9	0	20	103	40	3	7	124	9	1	407	3790
8:10 AM	66	15	10	0	15	11	6	0	18	70	21	4	4	83	4	0	327	3951
8:15 AM	46	10	8	0	11	7	8	0	13	106	22	7	2	134	8	0	382	4146
8:20 AM	65	8	10	0	16	11	12	0	16	63	15	5	6	89	5	0	321	4257
8:25 AM	35	8	1	0	9	9	7	0	17	97	39	6	5	143	4	0	380	4341
8:30 AM	59	9	0	0	12	7	16	0	17	85	20	5	2	89	8	0	329	4410
8:35 AM	40	8	5	0	8	9	10	0	6	63	18	1	7	91	6	0	272	4344
8:40 AM	39	3	7	1	8	7	12	0	12	84	22	4	10	104	2	0	315	4299
8:45 AM	46	9	5	0	7	6	6	0	5	70	23	3	2	115	7	0	304	4197
8:50 AM	46	7	7	0	11	7	17	0	6	60	25	2	7	77	6	0	278	4114
8:55 AM	26	0	4	0	9	4	5	0	15	101	23	3	5	112	9	0	316	4008
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	660	216	100	0	128	152	92	0	228	1140	524	28	92	1300	160	4	4824	
Heavy Trucks	20	4	0		0	4	0		0	12	36		0	32	0		108	
Pedestrians		24				12				32				12			80	
Bicycles	0	0	0		0	2	0		0	1	0		0	0	0		3	
Railroad																		
Stopped Buses																		

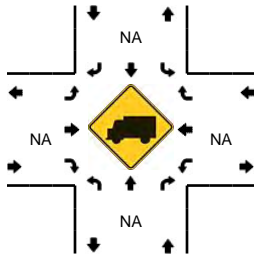
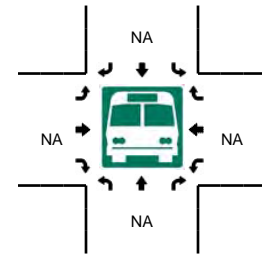
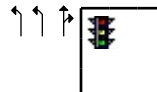
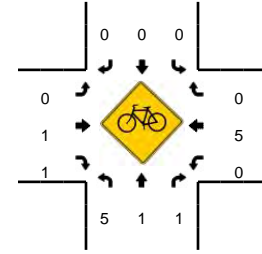
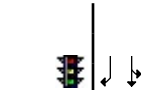
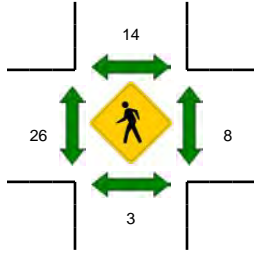
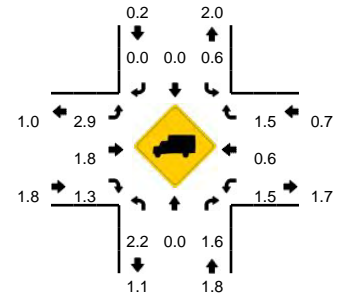
Comments:

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

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



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

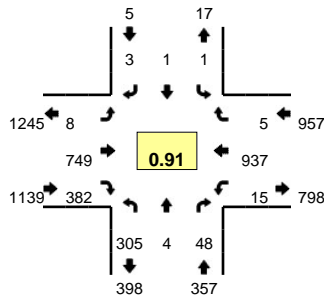


5-Min Count Period Beginning At	Norfolk St (Northbound)				Norfolk St (Southbound)				East Third Ave (Eastbound)				East Third Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	18	9	5	1	10	9	10	0	18	31	55	0	4	38	4	0	212	
4:05 PM	26	0	7	0	6	4	9	0	20	47	40	0	5	60	3	0	227	
4:10 PM	43	2	4	0	13	16	10	0	15	34	35	0	2	32	8	0	214	
4:15 PM	20	1	7	0	5	9	8	0	15	75	40	0	6	44	7	0	237	
4:20 PM	32	7	4	1	15	7	9	0	16	36	46	0	2	31	8	0	214	
4:25 PM	37	6	3	0	13	5	4	0	15	82	39	0	3	49	2	0	258	
4:30 PM	34	5	8	0	10	13	5	0	11	42	44	0	8	34	4	0	218	
4:35 PM	13	5	6	0	8	7	7	0	17	105	53	0	5	56	5	0	287	
4:40 PM	41	5	3	1	18	11	5	0	12	59	51	0	7	57	2	0	272	
4:45 PM	31	4	3	0	8	17	6	0	13	90	68	0	2	58	1	0	301	
4:50 PM	46	8	2	0	13	12	11	0	11	72	51	0	6	58	5	0	295	
4:55 PM	24	4	5	0	8	9	11	0	21	108	57	0	4	79	3	0	333	3068
5:00 PM	41	6	2	0	13	14	7	0	10	73	52	0	3	64	2	0	287	3143
5:05 PM	28	6	3	0	14	9	7	0	23	120	47	0	7	67	3	0	334	3250
5:10 PM	35	9	6	0	17	13	9	0	17	81	52	0	11	78	4	0	332	3368
5:15 PM	30	5	4	0	15	11	6	0	25	122	50	0	4	85	6	0	363	3494
5:20 PM	36	14	4	0	12	15	7	0	24	89	69	0	7	74	9	0	360	3640
5:25 PM	30	4	5	0	11	10	9	0	21	108	71	0	3	72	4	0	348	3730
5:30 PM	26	10	9	0	16	16	4	0	9	96	47	0	2	61	11	0	307	3819
5:35 PM	22	7	5	0	16	11	11	0	29	131	61	0	3	76	7	0	379	3911
5:40 PM	32	12	6	1	21	15	6	0	17	75	64	0	5	58	2	0	314	3953
5:45 PM	27	8	5	0	10	11	8	0	26	120	64	0	8	79	6	0	372	4024
5:50 PM	22	9	9	0	22	14	6	0	23	80	61	0	4	57	8	0	315	4044
5:55 PM	28	4	4	0	8	17	5	0	21	118	68	0	8	56	5	0	342	4053
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	384	92	52	0	152	144	88	0	280	1276	760	0	56	924	76	0	4284	
Heavy Trucks	8	0	0		0	0	0		12	24	8		4	4	0		60	
Pedestrians		0				4				28				16			48	
Bicycles	1	0	1		0	0	0		0	0	0		0	2	0		4	
Railroad																		
Stopped Buses																		

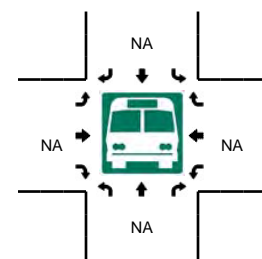
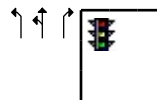
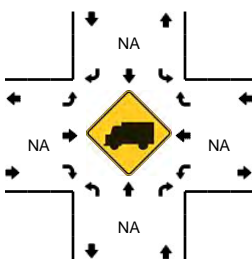
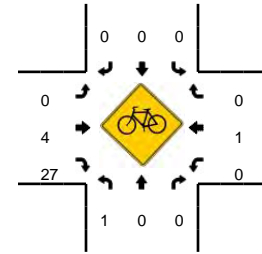
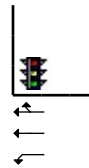
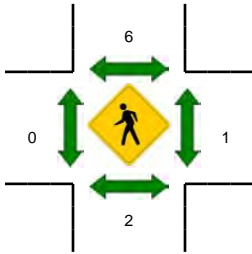
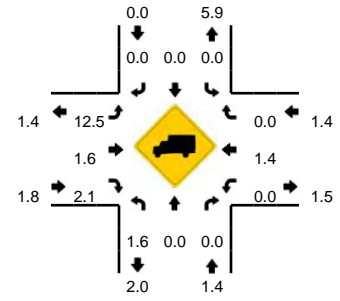
Comments:

LOCATION: Mariners Island Blvd -- East Third Ave
CITY/STATE: Foster City, CA

QC JOB #: 13002003
DATE: Tue, Sep 30 2014



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

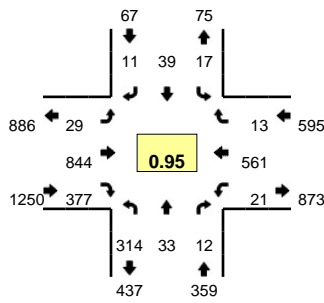


5-Min Count Period Beginning At	Mariners Island Blvd (Northbound)				Mariners Island Blvd (Southbound)				East Third Ave (Eastbound)				East Third Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	10	0	3	0	0	0	0	0	0	17	4	0	0	29	0	0	63	
7:05 AM	10	0	0	0	0	0	0	0	0	20	7	0	1	22	0	0	60	
7:10 AM	16	0	2	0	0	0	0	0	0	14	11	0	0	47	0	0	90	
7:15 AM	14	0	1	0	0	0	0	0	0	14	8	0	1	36	0	1	75	
7:20 AM	18	0	3	0	0	0	0	0	0	25	10	0	0	68	0	0	124	
7:25 AM	33	2	2	0	0	0	0	0	0	49	15	0	0	45	0	0	146	
7:30 AM	16	0	1	0	0	0	0	0	0	39	8	0	1	80	0	0	145	
7:35 AM	33	1	1	0	0	0	0	0	0	37	21	0	0	98	0	0	191	
7:40 AM	46	1	7	1	0	0	0	0	0	33	16	0	0	69	0	0	173	
7:45 AM	20	0	1	0	0	0	2	0	3	45	29	0	3	65	1	0	169	
7:50 AM	29	0	1	0	0	0	0	0	0	61	30	0	1	52	0	0	174	
7:55 AM	36	1	1	0	1	0	0	0	0	81	35	0	1	71	0	0	227	1637
8:00 AM	20	1	3	0	0	0	0	0	0	52	30	0	0	53	1	0	160	1734
8:05 AM	16	0	1	0	0	1	0	0	0	78	36	0	0	86	1	0	219	1893
8:10 AM	34	0	2	0	0	0	0	0	0	65	36	0	2	73	0	0	212	2015
8:15 AM	24	0	4	0	0	0	0	0	0	64	27	0	0	81	0	0	200	2140
8:20 AM	24	0	10	0	0	0	0	0	2	77	35	0	2	83	1	0	234	2250
8:25 AM	28	1	12	0	0	0	0	0	0	44	36	0	1	104	0	0	226	2330
8:30 AM	19	0	4	0	0	0	1	0	1	67	35	0	0	92	0	0	219	2404
8:35 AM	25	0	9	0	0	0	0	0	1	59	29	0	1	105	0	0	229	2442
8:40 AM	30	1	0	0	0	0	0	0	1	56	24	0	4	72	1	0	189	2458
8:45 AM	17	0	2	0	1	0	1	0	0	63	33	0	2	49	0	0	168	2457
8:50 AM	25	0	9	0	1	0	0	0	0	46	29	0	2	61	0	0	173	2456
8:55 AM	26	0	2	0	0	0	0	0	1	48	37	0	0	55	0	0	169	2398
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	284	4	104	0	0	0	4	0	12	752	424	0	12	1116	4	0	2716	
Heavy Trucks	0	0	0	0	0	0	0	0	0	16	12	0	0	8	0	0	36	
Pedestrians		4				8				0				0			12	
Bicycles	0	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	5	
Railroad																		
Stopped Buses																		

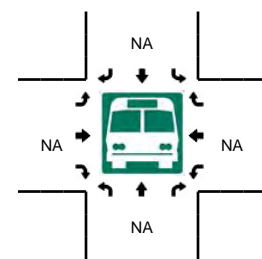
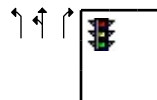
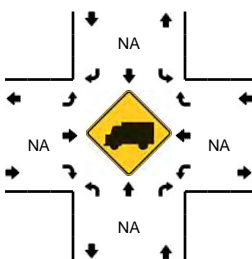
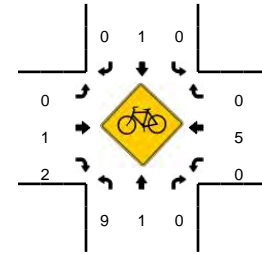
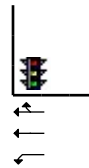
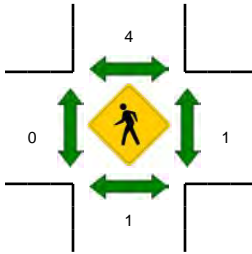
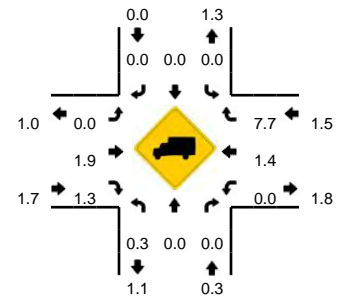
Comments:

LOCATION: Mariners Island Blvd -- East Third Ave
CITY/STATE: Foster City, CA

QC JOB #: 13002004
DATE: Tue, Sep 30 2014



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

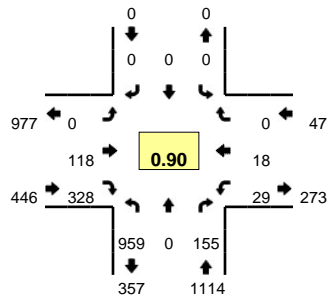


5-Min Count Period Beginning At	Mariners Island Blvd (Northbound)				Mariners Island Blvd (Southbound)				East Third Ave (Eastbound)				East Third Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	19	1	1	0	0	0	2	0	1	24	11	0	1	25	1	0	86	
4:05 PM	18	2	1	0	0	1	2	0	1	26	16	0	1	42	1	0	111	
4:10 PM	22	3	0	0	2	1	1	0	1	18	20	0	4	35	3	0	110	
4:15 PM	13	1	1	0	1	1	1	0	2	32	22	0	1	35	0	0	110	
4:20 PM	17	2	0	0	1	1	1	0	2	23	15	0	0	25	2	0	89	
4:25 PM	19	4	0	0	0	0	0	0	1	45	19	0	0	26	0	0	114	
4:30 PM	12	1	0	0	1	1	1	0	2	25	11	0	4	29	2	0	89	
4:35 PM	27	0	1	0	0	2	3	0	2	41	22	0	2	32	0	0	132	
4:40 PM	21	1	0	0	2	1	0	0	1	43	24	0	0	35	2	0	130	
4:45 PM	21	2	2	0	1	2	4	0	5	56	25	0	0	38	2	0	158	
4:50 PM	27	3	1	0	1	1	1	0	1	36	22	0	0	31	0	0	124	
4:55 PM	26	0	4	0	1	1	0	0	3	50	33	0	0	51	2	0	171	1424
5:00 PM	25	2	4	0	2	3	0	0	3	67	26	0	2	50	3	0	187	1525
5:05 PM	29	0	0	0	2	2	1	0	0	44	35	0	6	71	1	0	191	1605
5:10 PM	24	1	2	0	0	2	0	0	2	59	27	0	1	41	2	0	161	1656
5:15 PM	39	3	0	0	1	4	0	0	4	92	24	0	2	52	0	0	221	1767
5:20 PM	39	3	0	0	0	0	1	0	1	67	31	0	1	40	0	0	183	1861
5:25 PM	17	4	1	0	1	2	0	0	2	75	32	0	1	57	2	0	194	1941
5:30 PM	24	6	0	0	1	3	1	0	1	76	35	0	2	37	1	0	187	2039
5:35 PM	26	5	0	0	2	6	0	0	2	54	28	0	4	48	1	0	176	2083
5:40 PM	14	4	1	0	1	7	2	0	6	79	29	0	0	45	0	0	188	2141
5:45 PM	24	2	1	0	1	2	0	0	2	66	35	0	1	42	1	0	177	2160
5:50 PM	34	2	1	0	6	3	3	0	3	84	44	0	0	33	0	0	213	2249
5:55 PM	19	1	2	0	0	5	3	0	3	81	31	0	1	45	2	0	193	2271
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	380	40	4	0	8	24	4	0	28	936	348	0	16	596	8	0	2392	
Heavy Trucks	0	0	0		0	0	0		0	12	0		0	8	0		20	
Pedestrians		0				0				0				4			4	
Bicycles	1	1	0		0	0	0		0	0	1		0	1	0		4	
Railroad																		
Stopped Buses																		

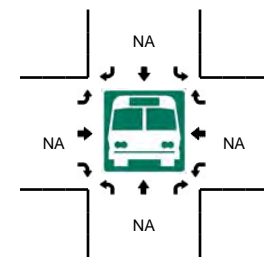
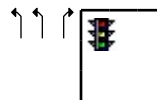
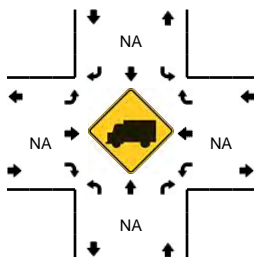
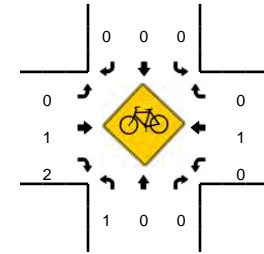
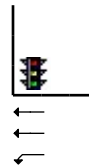
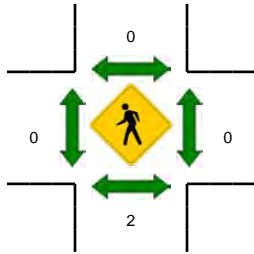
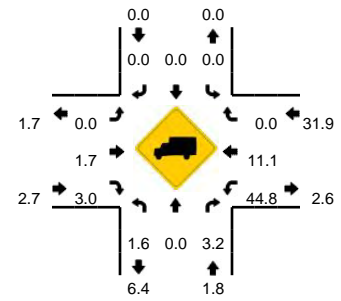
Comments:

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

QC JOB #: 13002005
DATE: Wed, Oct 01 2014



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

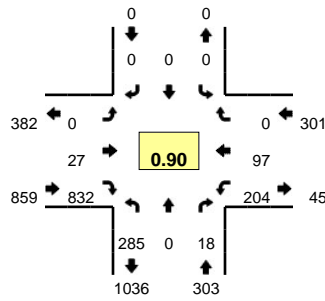


5-Min Count Period Beginning At	Foster City Blvd (Northbound)				Foster City Blvd (Southbound)				East Third Ave (Eastbound)				East Third Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	26	0	9	0	0	0	0	0	0	1	10	0	2	0	0	0	48	
7:05 AM	35	0	6	0	0	0	0	0	0	4	11	0	1	0	0	0	57	
7:10 AM	40	0	9	0	0	0	0	0	0	4	9	0	2	2	0	0	66	
7:15 AM	41	0	4	0	0	0	0	0	0	3	20	0	1	1	0	0	70	
7:20 AM	55	0	7	0	0	0	0	0	0	5	12	0	1	3	0	0	83	
7:25 AM	63	0	5	0	0	0	0	0	0	2	17	0	2	0	0	0	89	
7:30 AM	75	0	5	0	0	0	0	0	0	2	13	0	0	1	0	0	96	
7:35 AM	100	0	7	0	0	0	0	0	0	2	14	0	2	0	0	0	125	
7:40 AM	93	0	9	0	0	0	0	0	0	7	21	0	0	3	0	0	133	
7:45 AM	51	0	3	0	0	0	0	0	0	2	33	0	2	1	0	0	92	
7:50 AM	60	0	6	0	0	0	0	0	0	7	23	0	0	1	0	0	97	
7:55 AM	90	0	10	0	0	0	0	0	0	8	15	0	3	2	0	0	128	1084
8:00 AM	79	0	15	0	0	0	0	0	0	8	39	0	0	1	0	0	142	1178
8:05 AM	57	0	11	0	0	0	0	0	0	8	31	0	4	1	0	0	112	1233
8:10 AM	93	0	6	0	0	0	0	0	0	9	28	0	2	2	0	0	140	1307
8:15 AM	79	0	12	0	0	0	0	0	0	7	39	0	1	1	0	0	139	1376
8:20 AM	90	0	18	0	0	0	0	0	0	6	27	0	5	2	0	0	148	1441
8:25 AM	85	0	17	0	0	0	0	0	0	13	22	0	2	2	0	0	141	1493
8:30 AM	96	0	12	0	0	0	0	0	0	15	29	0	3	3	0	0	158	1555
8:35 AM	85	0	10	0	0	0	0	0	0	12	24	0	4	0	0	0	135	1565
8:40 AM	69	0	16	0	0	0	0	0	0	7	21	0	1	2	0	0	116	1548
8:45 AM	57	0	19	0	0	0	0	0	0	10	29	0	3	1	0	0	119	1575
8:50 AM	79	0	9	0	0	0	0	0	0	15	24	0	1	1	0	0	129	1607
8:55 AM	45	0	12	0	0	0	0	0	0	4	21	0	2	8	0	0	92	1571
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	1084	0	188	0	0	0	0	0	0	136	312	0	40	28	0	0	1788	
Heavy Trucks	16	0	8	0	0	0	0	0	0	0	4	0	16	4	0	0	48	
Pedestrians		4				0				0				0			4	
Bicycles	1	0	0		0	0	0		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

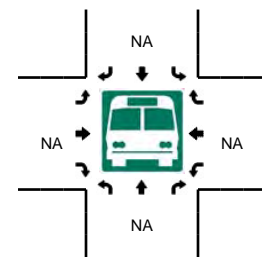
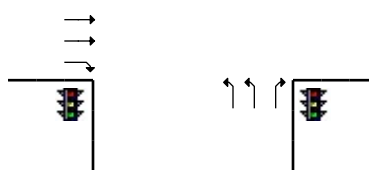
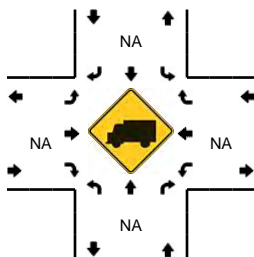
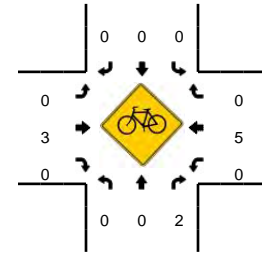
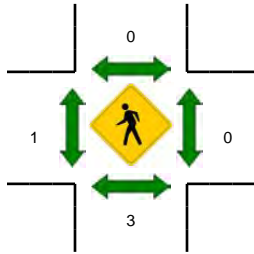
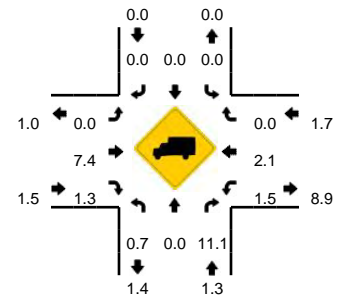
Comments:

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

QC JOB #: 13002006
DATE: Wed, Oct 01 2014



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

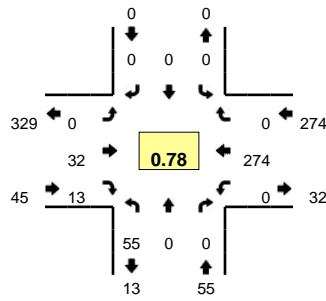


5-Min Count Period Beginning At	Foster City Blvd (Northbound)				Foster City Blvd (Southbound)				East Third Ave (Eastbound)				East Third Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	8	0	6	0	0	0	0	0	0	3	46	0	10	6	0	0	79	
4:05 PM	18	0	4	0	0	0	0	0	0	2	35	0	13	4	0	0	76	
4:10 PM	25	0	2	0	0	0	0	0	0	1	33	0	7	4	0	0	72	
4:15 PM	20	0	0	0	0	0	0	0	0	2	39	0	10	6	0	0	77	
4:20 PM	17	0	2	0	0	0	0	0	0	3	47	0	9	5	0	0	83	
4:25 PM	18	0	3	0	0	0	0	0	0	3	32	0	11	5	0	0	72	
4:30 PM	11	0	0	0	0	0	0	0	0	2	45	0	19	10	0	0	87	
4:35 PM	22	0	2	0	0	0	0	0	0	1	44	0	12	6	0	0	87	
4:40 PM	10	0	5	0	0	0	0	0	0	0	51	0	13	6	0	0	85	
4:45 PM	20	0	4	0	0	0	0	0	0	1	51	0	16	9	0	0	101	
4:50 PM	19	0	0	0	0	0	0	0	0	4	54	0	15	8	0	0	100	
4:55 PM	20	0	3	0	0	0	0	0	0	2	59	0	14	8	0	0	106	1025
5:00 PM	23	0	0	0	0	0	0	0	0	0	56	0	20	11	0	0	110	1056
5:05 PM	33	0	4	0	0	0	0	0	0	5	82	0	21	12	0	0	157	1137
5:10 PM	16	0	1	0	0	0	0	0	0	2	55	0	20	7	0	0	101	1166
5:15 PM	33	0	1	0	0	0	0	0	0	3	76	0	16	6	0	0	135	1224
5:20 PM	22	0	1	0	0	0	0	0	0	2	80	0	17	9	0	0	131	1272
5:25 PM	32	0	2	0	0	0	0	0	0	2	79	0	17	9	0	0	141	1341
5:30 PM	22	0	0	0	0	0	0	0	0	4	80	0	17	7	0	0	130	1384
5:35 PM	19	0	0	0	0	0	0	0	0	0	73	0	22	5	0	0	119	1416
5:40 PM	26	0	2	0	0	0	0	0	0	2	87	0	9	6	0	0	132	1463
5:45 PM	17	0	0	0	0	0	0	0	0	1	41	0	14	5	0	0	78	1440
5:50 PM	17	0	2	0	0	0	0	0	0	1	70	0	16	4	0	0	110	1450
5:55 PM	6	0	3	0	0	0	0	0	0	0	70	0	6	9	0	0	94	1438
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	348	0	16	0	0	0	0	0	0	28	940	0	200	96	0	0	1628	
Heavy Trucks	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Pedestrians	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
Railroad																		
Stopped Buses																		

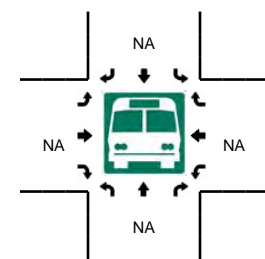
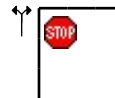
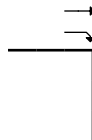
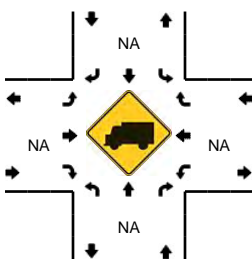
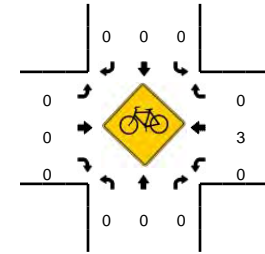
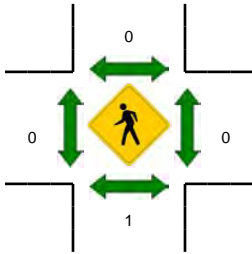
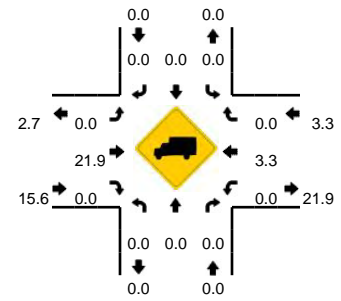
Comments:

LOCATION: Lincoln Center Dwy -- East Third Ave
CITY/STATE: Foster City, CA

QC JOB #: 13002008
DATE: Tue, Sep 30 2014



Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 4:55 PM -- 5:10 PM

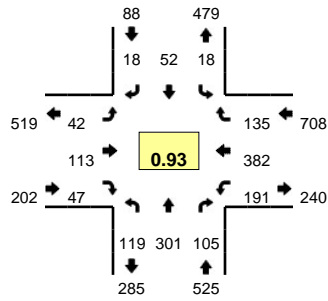


5-Min Count Period Beginning At	Lincoln Center Dwy (Northbound)				Lincoln Center Dwy (Southbound)				East Third Ave (Eastbound)				East Third Ave (Westbound)				Total	Hourly Totals		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U				
4:00 PM	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0	17	0	0	21	
4:05 PM	2	0	0	0	0	0	0	0	0	0	1	3	0	0	0	14	0	0	20	
4:10 PM	2	0	0	0	0	0	0	0	0	0	2	4	0	0	0	10	0	0	18	
4:15 PM	1	0	0	0	0	0	0	0	0	0	5	2	0	0	1	10	0	0	19	
4:20 PM	4	0	0	0	0	0	0	0	0	0	6	2	0	0	0	14	0	0	26	
4:25 PM	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	18	0	0	21	
4:30 PM	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	17	0	0	21	
4:35 PM	2	0	0	0	0	0	0	0	0	0	2	1	0	0	0	19	0	0	24	
4:40 PM	3	0	0	0	0	0	0	0	0	0	4	1	0	0	0	16	0	0	24	
4:45 PM	4	0	0	0	0	0	0	0	0	0	3	1	0	0	0	16	0	0	24	
4:50 PM	5	0	0	0	0	0	0	0	0	0	2	3	0	0	0	17	0	0	27	
4:55 PM	10	0	0	0	0	0	0	0	0	0	6	1	0	0	0	25	0	0	42	287
5:00 PM	6	0	0	0	0	0	0	0	0	0	2	1	0	0	0	32	0	0	41	307
5:05 PM	3	0	0	0	0	0	0	0	0	0	2	2	0	0	0	30	0	0	37	324
5:10 PM	5	0	0	0	0	0	0	0	0	0	1	0	0	0	0	20	0	0	26	332
5:15 PM	4	0	0	0	0	0	0	0	0	0	1	0	0	0	0	24	0	0	29	342
5:20 PM	1	0	0	0	0	0	0	0	0	0	4	0	0	0	0	26	0	0	31	347
5:25 PM	6	0	0	0	0	0	0	0	0	0	2	3	0	0	0	24	0	0	35	361
5:30 PM	6	0	0	0	0	0	0	0	0	0	3	0	0	0	0	25	0	0	34	374
5:35 PM	3	0	0	0	0	0	0	0	0	0	5	1	0	0	0	12	0	0	21	371
5:40 PM	4	0	0	0	0	0	0	0	0	0	2	0	0	0	0	15	0	0	21	368
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	8	0	0	9	353
5:50 PM	3	0	1	0	0	0	0	0	0	0	0	1	0	0	0	16	0	0	21	347
5:55 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	20	0	0	24	329
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total			
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U				
All Vehicles	76	0	0	0	0	0	0	0	0	40	16	0	0	348	0	0	480			
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	0	0	0	12	0	16				
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1				
Railroad																				
Stopped Buses																				

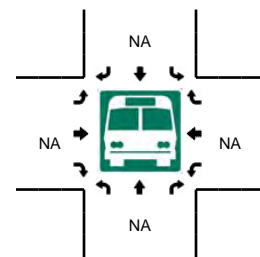
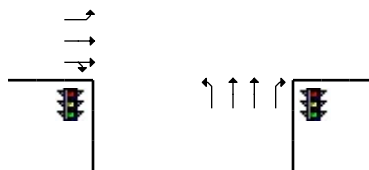
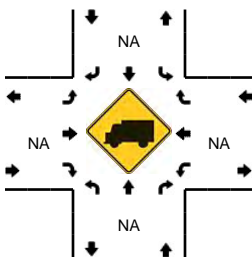
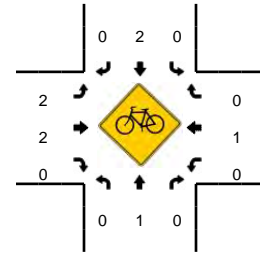
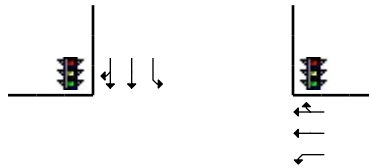
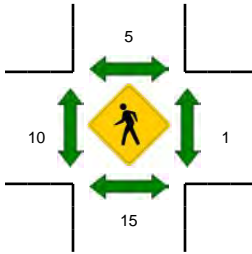
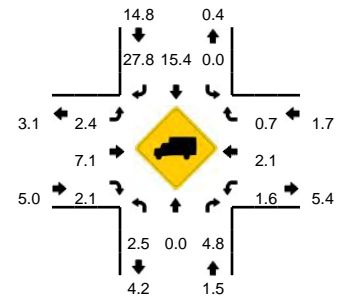
Comments:

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

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



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

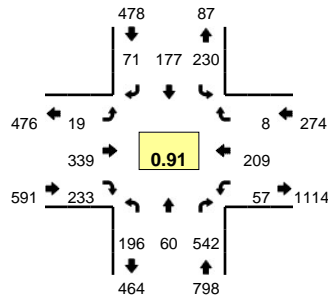


5-Min Count Period Beginning At	Vintage Park Dr (Northbound)				Vintage Park Dr (Southbound)				Chess Dr (Eastbound)				Chess Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	7	3	0	2	1	1	0	1	5	0	0	3	12	7	0	47	
7:05 AM	3	6	10	0	1	0	0	0	0	5	5	0	9	8	4	0	51	
7:10 AM	4	11	6	0	1	2	0	0	3	5	2	0	6	8	6	0	54	
7:15 AM	3	11	5	0	1	2	0	0	2	4	3	0	8	13	6	0	58	
7:20 AM	1	12	9	0	0	1	1	0	3	7	4	0	7	15	7	0	67	
7:25 AM	1	13	10	0	1	1	0	0	3	7	1	0	6	10	6	0	59	
7:30 AM	8	20	7	0	0	2	0	0	2	2	2	0	7	18	4	0	72	
7:35 AM	6	13	10	0	2	0	1	0	0	7	5	0	9	18	10	0	81	
7:40 AM	3	23	14	0	1	2	1	0	2	4	4	0	9	11	10	0	84	
7:45 AM	4	11	12	0	0	5	1	0	4	1	6	0	8	12	9	0	73	
7:50 AM	11	28	7	0	0	1	0	0	2	6	1	0	5	16	6	0	83	
7:55 AM	5	30	8	0	3	5	2	0	5	8	7	0	8	23	12	0	116	845
8:00 AM	9	32	13	0	1	6	1	0	4	12	4	0	15	24	8	2	131	929
8:05 AM	6	14	5	0	4	1	0	0	3	16	3	0	10	31	13	0	106	984
8:10 AM	7	28	12	0	2	3	3	0	1	5	4	0	13	34	16	1	129	1059
8:15 AM	9	39	11	0	1	3	0	0	3	8	4	0	8	26	11	0	123	1124
8:20 AM	5	18	10	0	2	5	0	0	2	8	4	0	19	36	13	0	122	1179
8:25 AM	14	29	6	0	0	5	4	0	3	7	0	0	9	26	5	1	109	1229
8:30 AM	10	26	9	0	0	3	1	0	7	14	5	0	23	40	11	0	149	1306
8:35 AM	10	32	9	0	2	3	2	0	6	9	5	0	19	36	9	1	143	1368
8:40 AM	10	15	2	0	1	5	1	0	2	6	2	0	23	39	11	0	117	1401
8:45 AM	10	18	5	0	1	8	3	0	5	5	1	0	7	32	15	0	110	1438
8:50 AM	10	24	11	0	2	7	1	0	6	11	6	0	25	33	15	0	151	1506
8:55 AM	19	26	12	0	1	3	2	1	0	12	9	0	15	25	8	0	133	1523
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	120	292	80	0	12	44	16	0	60	116	48	0	260	460	124	4	1636	
Heavy Trucks	4	0	0		0	0	0		0	0	0		4	16	4		28	
Pedestrians		4				12				24				4			44	
Bicycles	0	0	0		0	0	0		1	1	0		0	1	0		3	
Railroad																		
Stopped Buses																		

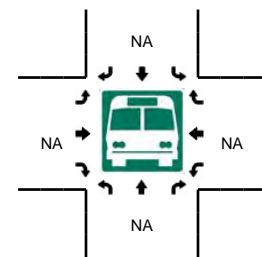
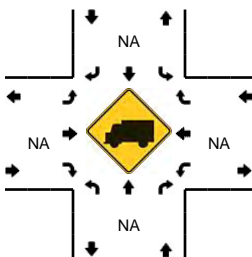
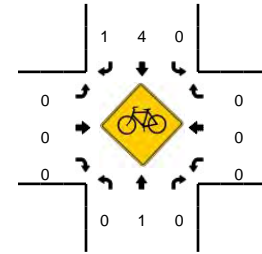
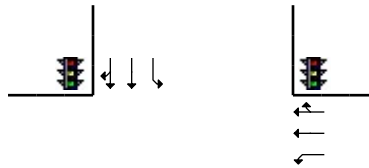
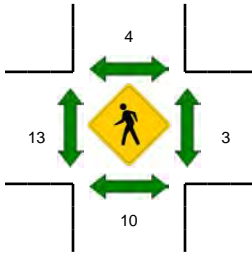
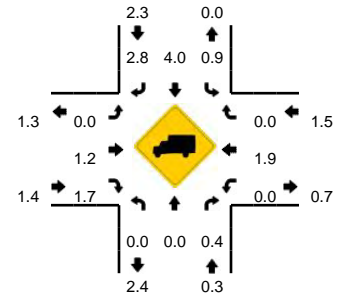
Comments:

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

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



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

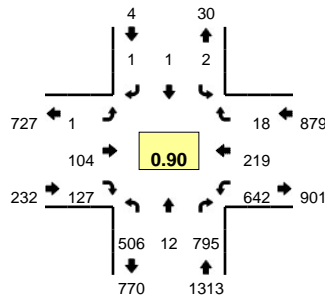


5-Min Count Period Beginning At	Vintage Park Dr (Northbound)				Vintage Park Dr (Southbound)				Chess Dr (Eastbound)				Chess Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	12	3	31	0	7	3	6	1	3	18	12	0	4	11	1	0	112	
4:05 PM	12	3	50	0	13	1	4	0	1	14	12	0	2	17	0	1	130	
4:10 PM	23	3	23	0	15	7	5	0	3	26	14	0	4	17	0	1	141	
4:15 PM	12	4	26	0	3	4	2	0	1	20	17	0	3	13	2	0	107	
4:20 PM	16	1	26	0	11	8	1	0	0	19	16	0	0	11	0	0	109	
4:25 PM	8	3	34	0	11	5	2	0	3	23	21	0	3	16	1	0	130	
4:30 PM	19	5	35	0	19	8	4	0	1	12	24	0	1	23	0	0	151	
4:35 PM	21	1	36	0	18	10	4	0	1	16	13	0	2	13	0	0	135	
4:40 PM	8	6	41	0	12	12	6	0	4	24	13	0	3	15	1	0	145	
4:45 PM	11	3	46	0	18	5	3	0	2	24	10	0	2	10	1	0	135	
4:50 PM	15	7	39	0	19	5	7	0	1	18	11	0	5	17	0	0	144	
4:55 PM	18	3	37	0	15	7	5	0	2	30	15	0	2	16	1	0	151	1590
5:00 PM	15	7	34	0	29	11	8	0	0	21	13	0	5	24	0	0	167	1645
5:05 PM	13	9	60	0	24	18	2	0	0	18	12	0	3	11	0	0	170	1685
5:10 PM	13	4	56	0	22	17	5	0	3	27	24	0	5	19	2	0	197	1741
5:15 PM	29	5	44	0	28	19	15	0	1	28	16	0	3	11	0	0	199	1833
5:20 PM	12	3	33	0	20	15	8	0	5	39	16	0	12	18	0	1	182	1906
5:25 PM	29	3	56	0	21	14	6	0	1	20	25	0	4	22	1	0	202	1978
5:30 PM	14	4	44	0	25	20	4	0	0	30	22	0	5	27	1	1	197	2024
5:35 PM	11	9	55	0	14	11	6	0	3	34	22	0	4	16	1	0	186	2075
5:40 PM	18	4	46	0	12	13	4	0	0	26	18	0	4	14	1	0	160	2090
5:45 PM	16	4	42	0	10	17	7	0	3	32	21	0	4	19	1	0	176	2131
5:50 PM	8	5	35	0	10	15	1	0	1	34	29	0	3	12	0	1	154	2141
5:55 PM	14	7	36	0	16	14	7	0	0	24	17	0	3	11	2	0	151	2141
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	216	64	620	0	240	180	64	0	16	336	276	0	52	260	12	4	2340	
Heavy Trucks	0	0	0		0	4	0		0	0	4		0	12	0		20	
Pedestrians		8				0				24				4			36	
Bicycles	0	1	0		0	0	1		0	0	0		0	0	0		2	
Railroad																		
Stopped Buses																		

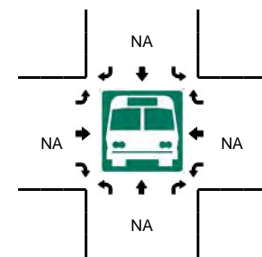
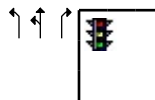
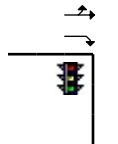
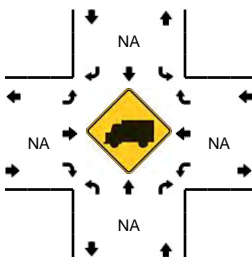
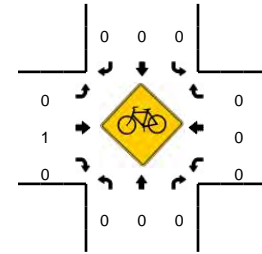
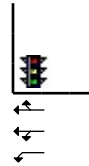
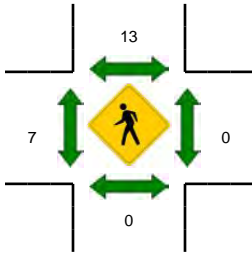
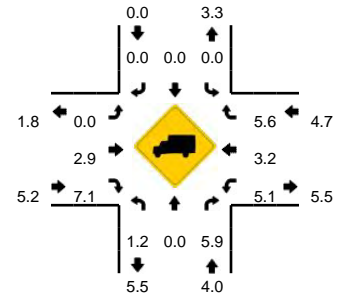
Comments:

LOCATION: SR 92 Westbound Ramps -- Chess Dr
CITY/STATE: Foster City, CA

QC JOB #: 13002011
DATE: Tue, Sep 30 2014



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

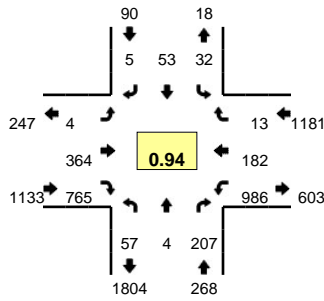


5-Min Count Period Beginning At	SR 92 Westbound Ramps (Northbound)				SR 92 Westbound Ramps (Southbound)				Chess Dr (Eastbound)				Chess Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	13	0	34	0	0	0	0	0	0	1	13	0	50	7	0	0	118	
7:05 AM	17	2	32	0	0	0	1	0	0	3	12	0	44	3	0	0	114	
7:10 AM	19	0	33	0	0	2	0	0	1	1	7	0	72	9	1	0	145	
7:15 AM	24	0	54	0	2	0	0	0	0	7	10	0	53	4	3	0	157	
7:20 AM	23	0	40	0	0	0	0	0	0	8	11	0	51	7	0	0	140	
7:25 AM	20	0	52	0	0	1	0	0	0	5	10	0	55	7	1	0	151	
7:30 AM	14	0	42	0	0	1	0	0	0	0	7	1	80	10	0	0	155	
7:35 AM	35	2	56	0	0	0	0	0	1	4	16	0	64	13	1	0	192	
7:40 AM	24	1	54	0	0	1	0	0	0	4	12	0	85	7	0	0	188	
7:45 AM	25	1	55	0	1	0	0	0	0	9	12	0	60	6	1	0	170	
7:50 AM	13	0	57	0	0	0	0	0	0	0	5	1	84	20	2	0	182	
7:55 AM	35	4	67	0	0	0	0	0	0	12	10	0	41	10	3	0	182	1894
8:00 AM	27	1	58	0	0	0	0	0	0	4	12	0	33	17	3	0	155	1931
8:05 AM	54	1	65	0	0	0	0	0	0	13	13	0	37	18	1	0	202	2019
8:10 AM	33	1	73	0	0	0	1	0	0	5	8	0	71	16	2	0	210	2084
8:15 AM	48	2	56	0	0	0	0	0	0	9	11	1	37	14	1	0	179	2106
8:20 AM	39	0	87	0	0	0	0	0	0	6	7	0	76	15	0	0	230	2196
8:25 AM	33	2	67	0	0	0	0	0	0	10	9	0	62	14	2	0	199	2244
8:30 AM	37	0	80	0	0	0	0	0	0	10	10	0	68	31	1	0	237	2326
8:35 AM	69	2	61	0	1	1	0	0	0	13	13	0	49	16	1	0	226	2360
8:40 AM	33	0	71	0	0	0	0	0	0	6	9	0	67	25	2	0	213	2385
8:45 AM	43	1	46	0	1	0	0	0	0	6	12	0	40	18	1	0	168	2383
8:50 AM	39	1	72	0	0	0	0	0	0	6	11	0	52	20	1	0	202	2403
8:55 AM	51	1	59	0	0	0	0	0	0	16	12	0	50	15	3	0	207	2428
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	556	8	848	0	4	4	0	0	0	116	128	0	736	288	16	0	2704	
Heavy Trucks	4	0	56	0	0	0	0	0	0	0	0	0	24	20	0	0	104	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

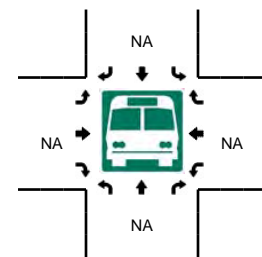
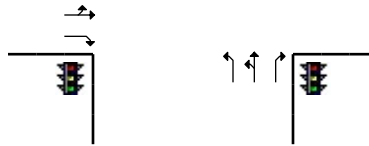
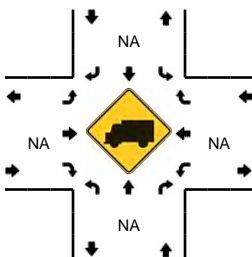
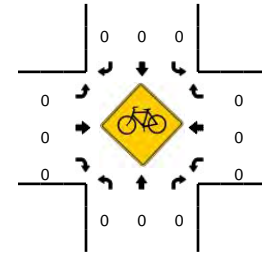
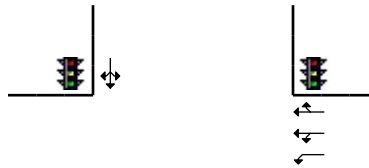
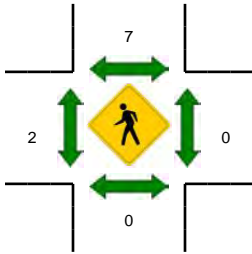
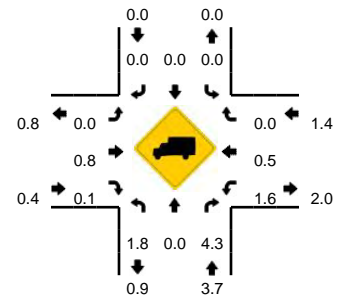
Comments:

LOCATION: SR 92 Westbound Ramps -- Chess Dr
CITY/STATE: Foster City, CA

QC JOB #: 13002012
DATE: Tue, Sep 30 2014



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

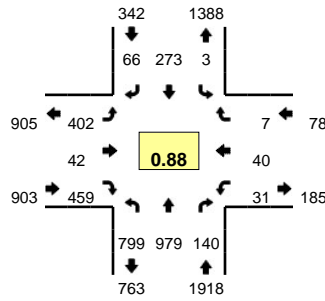


5-Min Count Period Beginning At	SR 92 Westbound Ramps (Northbound)				SR 92 Westbound Ramps (Southbound)				Chess Dr (Eastbound)				Chess Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	1	10	0	0	2	0	0	0	15	50	0	77	9	0	0	166	
4:05 PM	4	0	10	0	3	3	1	0	0	15	65	0	54	16	2	0	173	
4:10 PM	1	0	12	0	1	4	1	0	0	25	43	0	94	18	1	0	200	
4:15 PM	6	0	9	0	1	1	0	0	0	15	34	0	73	10	1	0	150	
4:20 PM	0	0	14	0	1	1	0	0	0	21	39	0	60	9	1	0	146	
4:25 PM	9	0	10	0	1	1	0	0	0	27	46	0	66	14	2	0	176	
4:30 PM	6	0	13	0	4	4	0	0	0	19	42	0	67	18	0	0	173	
4:35 PM	5	0	17	0	0	1	1	0	0	13	46	0	94	9	0	0	186	
4:40 PM	6	0	14	0	2	4	0	0	0	26	75	0	63	11	1	0	202	
4:45 PM	2	0	14	0	2	3	0	0	0	17	50	0	79	12	2	0	181	
4:50 PM	4	2	15	0	0	5	1	0	0	33	65	0	63	14	1	0	203	
4:55 PM	3	0	17	0	2	1	1	0	0	19	44	0	82	14	1	0	184	2140
5:00 PM	6	0	16	0	4	6	0	0	0	35	71	0	57	19	2	0	216	2190
5:05 PM	4	0	21	0	2	7	0	0	0	20	59	0	122	12	2	0	249	2266
5:10 PM	7	1	10	0	5	11	1	0	0	30	96	0	73	11	1	0	246	2312
5:15 PM	6	0	14	0	2	3	0	0	0	23	45	0	106	15	3	0	217	2379
5:20 PM	5	0	19	0	4	1	0	0	0	44	86	1	70	13	0	0	243	2476
5:25 PM	8	0	18	0	3	4	0	0	0	28	55	0	101	23	1	0	241	2541
5:30 PM	8	0	25	0	1	2	1	0	0	40	73	1	63	12	0	0	226	2594
5:35 PM	1	1	19	0	2	2	0	0	0	28	54	1	101	23	0	0	232	2640
5:40 PM	3	0	18	0	4	5	1	0	0	40	74	0	62	11	1	0	219	2657
5:45 PM	2	0	15	0	3	6	0	0	1	24	43	0	86	15	1	0	196	2672
5:50 PM	11	0	15	0	0	6	1	0	0	33	44	1	69	6	0	0	186	2655
5:55 PM	2	0	21	0	0	0	0	0	0	27	41	0	81	17	0	0	189	2660
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	68	4	180	0	36	84	4	0	0	292	800	0	1204	152	24	0	2848	
Heavy Trucks	0	0	0		0	0	0		0	0	0		24	0	0		24	
Pedestrians						8				0				0				8
Bicycles						0				0				0				0
Railroad																		
Stopped Buses																		

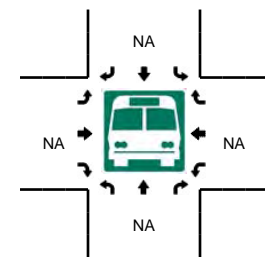
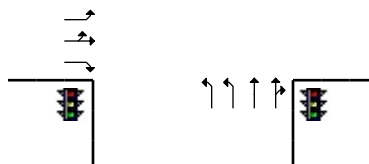
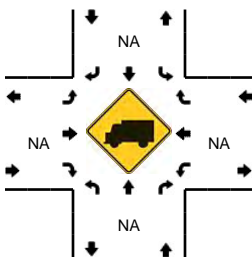
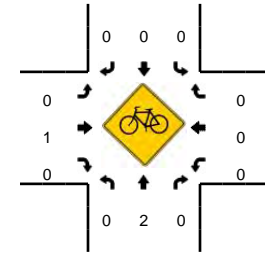
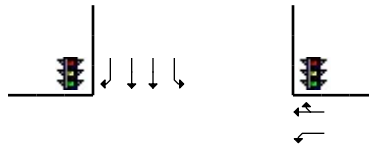
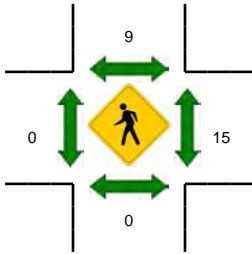
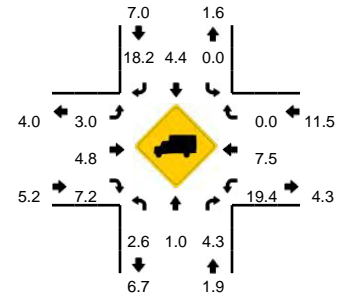
Comments:

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

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



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

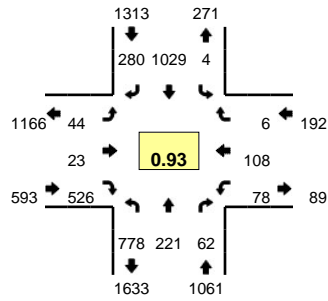


5-Min Count Period Beginning At	Foster City Blvd (Northbound)				Foster City Blvd (Southbound)				Chess Dr (Eastbound)				Chess Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	58	46	10	0	1	4	1	0	11	3	21	0	4	8	1	0	168	
7:05 AM	43	38	9	0	0	5	4	0	15	3	14	0	1	2	0	0	134	
7:10 AM	57	45	3	0	0	6	5	0	19	2	17	0	1	2	1	0	158	
7:15 AM	53	52	10	0	0	7	2	0	18	6	34	0	0	3	0	0	185	
7:20 AM	57	57	8	0	0	12	4	0	14	2	32	0	2	2	0	0	190	
7:25 AM	68	66	5	0	0	18	7	0	18	0	31	0	3	3	3	0	222	
7:30 AM	60	66	6	0	1	16	5	0	23	0	27	0	2	4	1	0	211	
7:35 AM	90	135	10	0	0	19	6	0	19	3	32	0	1	2	0	0	317	
7:40 AM	63	71	10	0	0	20	4	0	24	3	28	0	2	2	1	0	228	
7:45 AM	68	64	6	0	0	20	2	0	23	4	36	0	3	3	2	0	231	
7:50 AM	92	80	8	0	0	12	9	0	19	1	33	0	0	2	2	0	258	
7:55 AM	57	59	15	0	1	26	3	0	29	5	38	0	2	1	0	0	236	2538
8:00 AM	33	79	11	0	0	24	7	0	36	3	25	0	4	7	2	0	231	2601
8:05 AM	71	91	15	0	0	28	4	0	37	5	34	0	1	2	1	0	289	2756
8:10 AM	68	77	9	0	0	31	7	0	32	1	45	0	0	0	0	0	270	2868
8:15 AM	61	88	10	0	2	23	8	0	23	6	38	0	2	2	1	0	264	2947
8:20 AM	63	91	10	0	0	22	3	0	41	2	42	0	0	4	0	0	278	3035
8:25 AM	85	103	8	0	0	20	6	0	46	1	36	0	6	7	0	0	318	3131
8:30 AM	73	90	13	0	0	25	5	0	34	7	42	0	2	1	0	0	292	3212
8:35 AM	84	95	14	0	1	22	4	0	42	2	39	0	2	4	1	0	310	3205
8:40 AM	64	59	8	0	0	17	4	0	41	4	40	0	4	3	1	0	245	3222
8:45 AM	73	76	15	0	0	18	6	0	16	5	26	0	2	3	0	0	240	3231
8:50 AM	44	54	18	0	0	26	3	0	21	1	54	0	1	2	0	0	224	3197
8:55 AM	80	76	9	0	0	17	9	0	33	5	38	0	7	5	1	0	280	3241
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	968	1152	140	0	4	268	60	0	488	40	468	0	40	48	4	0	3680	
Heavy Trucks	28	8	8		0	20	4		20	0	36		16	8	0		148	
Pedestrians		0				4				0				8			12	
Bicycles	0	1	0		0	0	0		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

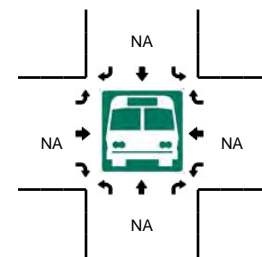
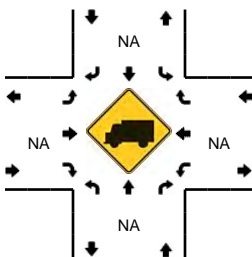
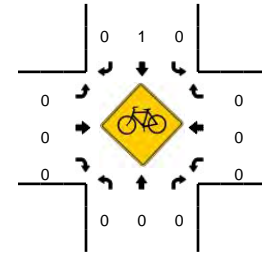
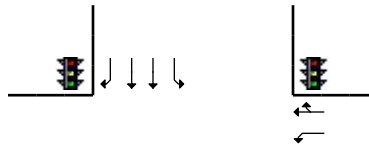
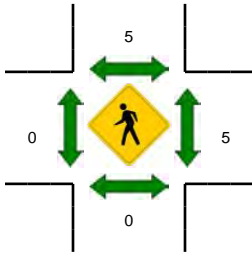
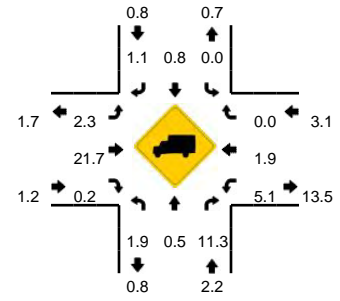
Comments:

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

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



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

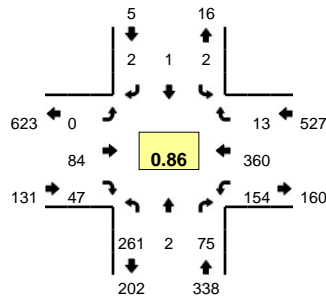


5-Min Count Period Beginning At	Foster City Blvd (Northbound)				Foster City Blvd (Southbound)				Chess Dr (Eastbound)				Chess Dr (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	44	10	7	0	0	37	28	0	1	0	24	0	8	10	0	0	169	
4:05 PM	74	20	4	0	2	44	18	0	5	1	20	0	3	6	1	0	198	
4:10 PM	64	23	5	0	3	37	26	0	5	1	31	0	5	7	2	0	209	
4:15 PM	49	18	8	0	0	42	24	0	7	3	15	0	3	9	0	0	178	
4:20 PM	45	23	8	0	2	59	22	0	3	4	29	0	2	8	0	0	205	
4:25 PM	54	16	8	0	0	46	19	0	3	3	27	0	5	11	0	0	192	
4:30 PM	56	13	5	0	0	33	27	0	5	4	36	0	7	10	0	0	196	
4:35 PM	58	17	7	0	1	65	25	0	1	0	33	0	4	6	1	0	218	
4:40 PM	76	17	5	0	2	43	13	0	2	0	40	0	12	15	2	0	227	
4:45 PM	51	15	6	0	0	82	16	0	3	0	29	0	8	6	1	0	217	
4:50 PM	55	15	3	0	2	58	21	0	4	4	41	0	8	21	1	0	233	
4:55 PM	46	20	8	0	0	78	25	0	6	3	30	0	4	6	0	0	226	2468
5:00 PM	51	11	6	0	1	70	26	0	5	3	46	0	8	19	0	0	246	2545
5:05 PM	76	15	8	0	0	95	28	0	4	2	37	0	3	14	1	0	283	2630
5:10 PM	51	22	9	0	0	77	32	0	1	1	35	0	14	11	2	0	255	2676
5:15 PM	66	15	1	0	1	107	27	0	3	0	35	0	9	12	0	0	276	2774
5:20 PM	72	22	4	0	1	81	20	0	3	6	54	0	12	9	0	0	284	2853
5:25 PM	70	19	2	0	0	102	21	0	2	1	54	0	8	7	0	0	286	2947
5:30 PM	63	24	5	0	0	72	31	0	7	0	59	0	6	9	2	0	278	3029
5:35 PM	75	22	5	0	0	107	15	0	3	1	39	0	1	12	1	0	281	3092
5:40 PM	70	17	5	0	0	70	23	0	4	4	51	0	3	4	0	0	251	3116
5:45 PM	52	19	7	0	0	86	20	0	3	3	35	0	2	3	0	0	230	3129
5:50 PM	67	11	6	0	1	59	17	0	6	2	44	0	6	5	0	0	224	3120
5:55 PM	65	24	4	0	0	103	20	0	3	0	37	0	6	3	0	0	265	3159
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	820	260	44	0	4	1020	288	0	48	28	668	0	104	100	8	0	3392	
Heavy Trucks	12	0	0		0	4	4		0	12	0		4	0	0		36	
Pedestrians	0	0	0		0	0	0		0	0	0		0	0	0		0	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

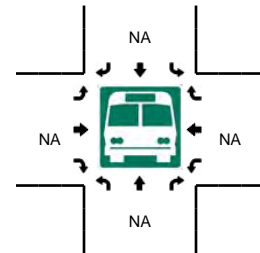
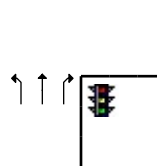
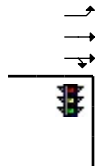
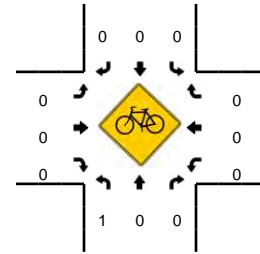
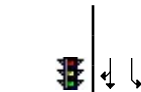
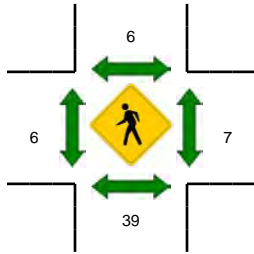
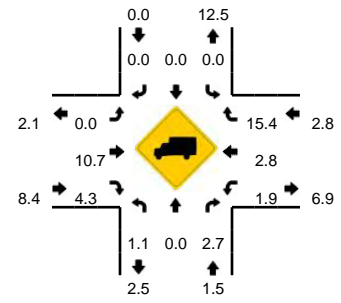
Comments:

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

QC JOB #: 13002015
DATE: Tue, Sep 30 2014



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

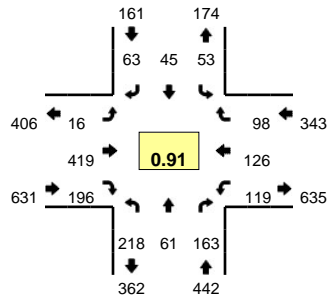


5-Min Count Period Beginning At	Shell Blvd (Northbound)				Shell Blvd (Southbound)				Metro Center Blvd (Eastbound)				Metro Center Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	4	0	4	0	0	0	0	0	0	4	0	0	9	9	1	0	31	
7:05 AM	8	0	4	0	0	0	0	0	0	5	2	0	12	10	0	0	41	
7:10 AM	15	0	5	0	0	0	0	0	0	6	1	0	5	9	0	0	41	
7:15 AM	10	2	5	0	0	2	0	0	0	4	5	0	6	13	3	1	51	
7:20 AM	14	0	6	0	0	1	0	0	0	9	2	0	15	14	0	1	62	
7:25 AM	17	0	5	0	0	0	0	1	0	4	2	0	8	14	0	0	51	
7:30 AM	12	3	10	0	0	1	1	0	0	3	2	0	7	18	1	0	58	
7:35 AM	23	1	12	0	1	0	0	0	0	7	1	0	15	24	0	0	84	
7:40 AM	18	1	6	0	0	0	0	0	0	11	3	0	10	17	1	0	67	
7:45 AM	20	0	7	0	0	0	0	0	0	13	6	0	17	26	1	0	90	
7:50 AM	19	0	9	0	0	0	0	0	0	5	1	0	11	20	1	0	66	
7:55 AM	16	0	4	0	0	0	0	0	0	13	3	0	8	28	2	0	74	716
8:00 AM	27	0	4	0	0	0	0	0	0	5	3	0	15	27	0	0	81	766
8:05 AM	20	0	7	0	0	0	0	0	0	5	3	0	9	21	0	0	65	790
8:10 AM	19	0	5	0	0	0	0	0	0	8	4	0	4	31	0	0	71	820
8:15 AM	18	0	10	0	0	0	0	0	0	7	4	0	5	34	1	0	79	848
8:20 AM	27	0	13	0	0	0	0	0	0	9	1	0	17	25	1	0	93	879
8:25 AM	17	1	5	0	0	1	0	0	0	7	2	0	8	38	0	0	79	907
8:30 AM	25	0	3	0	0	0	0	0	0	8	2	0	8	28	1	0	75	924
8:35 AM	14	0	5	0	0	0	0	0	0	7	4	0	14	32	2	0	78	918
8:40 AM	22	0	3	0	1	0	1	1	0	10	8	0	14	27	2	0	89	940
8:45 AM	25	0	5	0	0	0	0	0	0	6	4	0	20	27	3	0	90	940
8:50 AM	25	0	6	0	0	0	1	0	0	8	6	0	15	27	2	0	90	964
8:55 AM	22	1	9	0	0	0	0	0	0	4	6	0	25	43	1	0	111	1001
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	288	4	80	0	0	0	4	0	0	72	64	0	240	388	24	0	1164	
Heavy Trucks	0	0	4		0	0	0		0	8	4		4	12	4		36	
Pedestrians		36				0				8				0			44	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

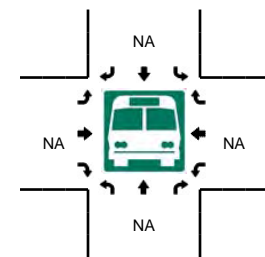
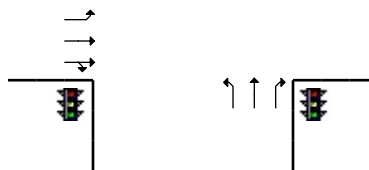
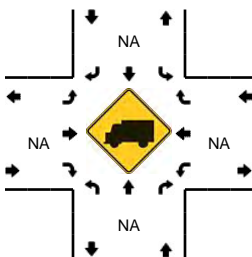
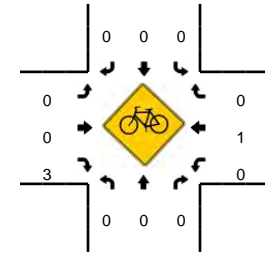
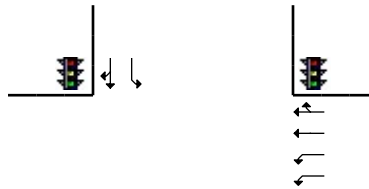
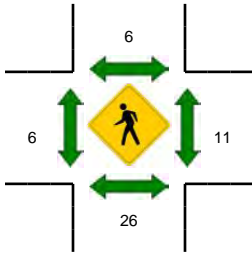
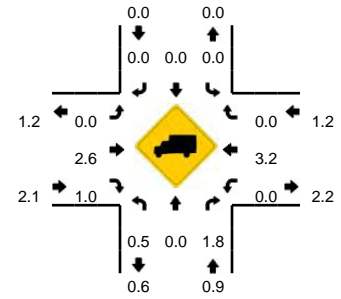
Comments:

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

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



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

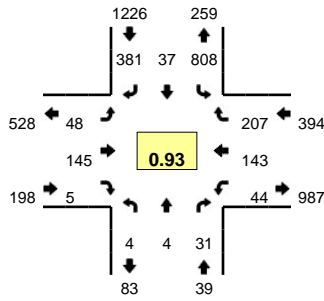


5-Min Count Period Beginning At	Shell Blvd (Northbound)				Shell Blvd (Southbound)				Metro Center Blvd (Eastbound)				Metro Center Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	12	9	10	0	1	2	4	0	1	20	4	0	14	8	15	0	100	
4:05 PM	16	5	12	1	3	2	8	0	0	24	7	0	16	12	13	0	119	
4:10 PM	16	4	16	0	7	8	10	0	1	9	13	0	9	9	9	0	111	
4:15 PM	12	4	15	0	7	1	4	0	2	20	13	0	9	11	14	0	112	
4:20 PM	17	6	6	0	4	6	11	0	3	21	8	0	14	5	11	0	112	
4:25 PM	14	9	11	0	2	1	6	0	2	24	11	0	12	9	17	0	118	
4:30 PM	17	9	14	0	2	4	7	0	1	19	11	0	8	5	10	0	107	
4:35 PM	13	2	10	0	8	5	10	0	0	20	17	0	7	11	14	0	117	
4:40 PM	12	3	13	0	7	3	2	0	1	24	10	0	17	5	12	0	109	
4:45 PM	9	7	11	0	3	7	6	0	4	19	13	0	10	4	9	0	102	
4:50 PM	15	5	11	0	5	2	5	0	0	41	13	0	6	5	7	0	115	
4:55 PM	19	9	15	0	2	6	7	0	1	21	12	0	5	8	9	0	114	1336
5:00 PM	17	4	11	0	3	3	2	0	3	34	17	0	17	15	6	0	132	1368
5:05 PM	26	4	31	0	5	3	7	0	3	34	12	0	13	11	2	0	151	1400
5:10 PM	16	5	11	0	7	3	9	0	3	35	17	0	12	11	11	0	140	1429
5:15 PM	15	7	17	0	5	3	6	0	0	38	19	0	14	9	8	0	141	1458
5:20 PM	16	2	12	0	7	3	4	0	0	42	9	0	4	13	10	0	122	1468
5:25 PM	18	7	20	0	2	7	4	0	2	36	15	0	17	15	7	0	150	1500
5:30 PM	16	2	10	0	6	3	5	0	1	40	18	1	7	10	7	0	126	1519
5:35 PM	20	3	5	1	3	3	9	0	0	22	20	0	11	8	10	0	115	1517
5:40 PM	22	12	10	0	2	4	3	0	1	47	16	0	6	11	5	0	139	1547
5:45 PM	9	3	11	1	5	6	2	0	1	39	21	0	6	7	7	0	118	1563
5:50 PM	9	7	15	0	1	2	6	0	1	26	20	0	4	7	7	0	105	1553
5:55 PM	32	5	10	0	7	5	6	0	0	26	12	0	8	9	18	0	138	1577
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	228	64	236	0	68	36	88	0	24	428	192	0	156	124	84	0	1728	
Heavy Trucks	0	0	0		0	0	0		0	12	8		0	0	0		20	
Pedestrians		32				12				20				12			76	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

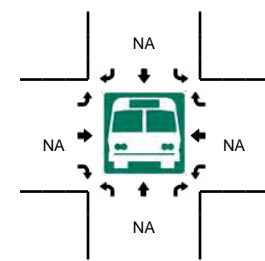
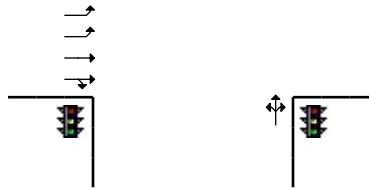
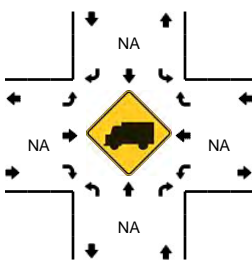
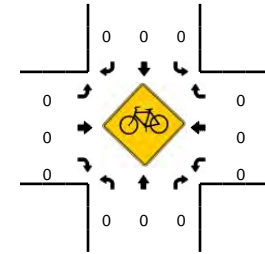
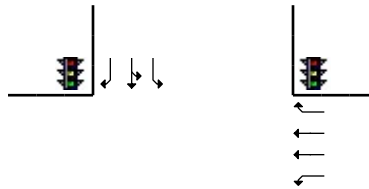
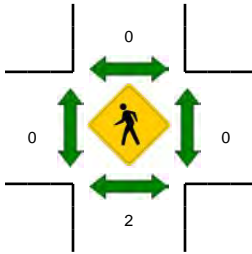
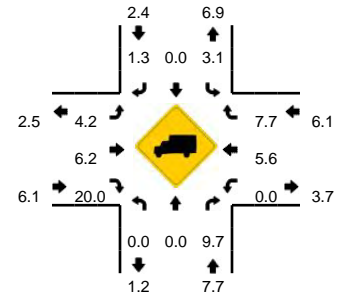
Comments:

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

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



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

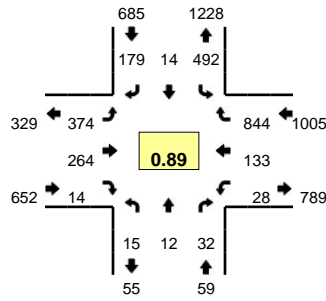


5-Min Count Period Beginning At	SR 92 Eastbound Ramps (Northbound)				SR 92 Eastbound Ramps (Southbound)				Metro Center Blvd (Eastbound)				Metro Center Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	0	0	40	3	10	0	1	10	0	0	4	5	12	0	86	
7:05 AM	0	0	0	0	44	4	19	0	3	8	0	0	1	4	14	0	97	
7:10 AM	0	0	3	0	37	1	7	0	7	6	0	0	1	5	11	0	78	
7:15 AM	0	0	0	0	42	4	16	0	5	7	0	0	2	8	15	0	99	
7:20 AM	0	0	0	0	36	1	18	0	8	7	0	0	0	7	14	0	91	
7:25 AM	0	0	0	0	41	1	13	0	4	5	0	0	2	8	8	0	82	
7:30 AM	0	0	2	0	54	5	28	0	5	8	0	0	3	0	10	0	115	
7:35 AM	0	1	1	0	39	7	24	0	4	12	0	0	5	12	20	0	125	
7:40 AM	0	0	2	0	61	8	21	0	14	10	0	0	1	5	18	0	140	
7:45 AM	0	1	3	0	37	6	27	0	9	17	1	0	5	13	17	2	138	
7:50 AM	2	2	2	0	76	1	25	0	3	9	0	0	1	7	15	0	143	
7:55 AM	0	0	0	0	69	6	26	0	7	16	0	0	6	9	17	0	156	1350
8:00 AM	0	1	1	0	87	4	39	0	2	8	0	0	1	3	19	0	165	1429
8:05 AM	0	1	1	0	67	2	26	0	5	18	0	0	2	11	15	0	148	1480
8:10 AM	1	0	4	0	74	2	26	0	4	8	0	0	2	6	14	0	141	1543
8:15 AM	0	0	2	0	62	4	29	0	4	17	0	0	2	14	22	0	156	1600
8:20 AM	0	1	0	0	71	0	28	0	7	7	0	0	2	10	10	0	136	1645
8:25 AM	1	0	4	0	53	2	30	0	5	18	0	0	4	15	30	0	162	1725
8:30 AM	0	0	1	0	59	0	32	0	1	5	0	0	4	8	23	0	133	1743
8:35 AM	0	0	3	0	60	7	30	0	7	9	1	0	5	19	24	0	165	1783
8:40 AM	0	0	3	0	73	4	29	0	1	10	0	0	7	14	13	0	154	1797
8:45 AM	2	1	3	0	59	5	27	0	4	21	2	0	4	18	12	1	159	1818
8:50 AM	0	0	4	0	79	4	35	0	4	9	1	0	3	7	14	1	161	1836
8:55 AM	0	0	5	0	64	3	50	0	4	15	1	0	5	18	11	1	177	1857
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	4	48	0	808	48	448	0	48	180	16	0	48	172	148	12	1988	
Heavy Trucks	0	0	0	0	24	0	12	0	0	12	4	0	0	4	4	0	60	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

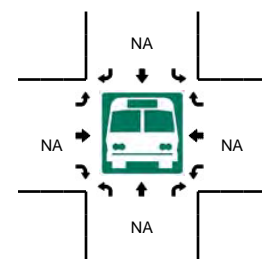
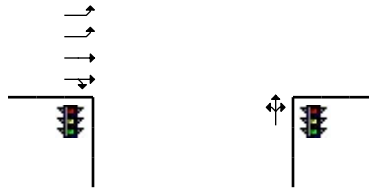
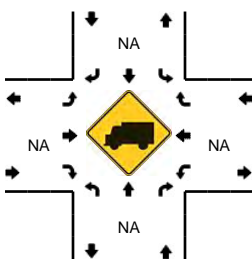
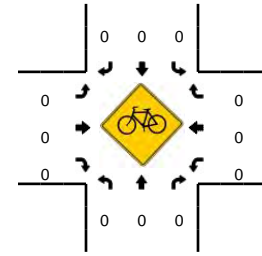
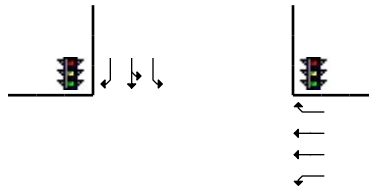
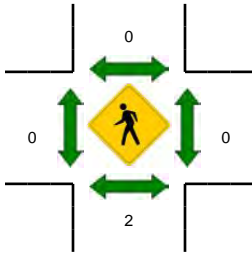
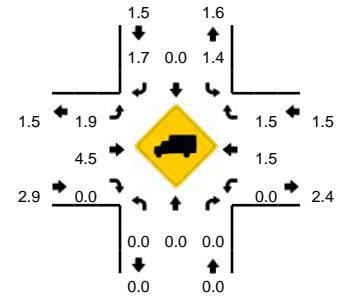
Comments:

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

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



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

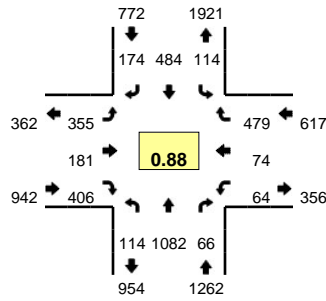


5-Min Count Period Beginning At	SR 92 Eastbound Ramps (Northbound)				SR 92 Eastbound Ramps (Southbound)				Metro Center Blvd (Eastbound)				Metro Center Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	2	2	1	0	42	4	20	0	14	10	2	0	1	12	38	0	148	
4:05 PM	0	0	3	0	43	4	29	0	25	22	2	0	3	11	55	0	197	
4:10 PM	1	1	4	0	55	3	17	0	19	18	0	0	2	11	41	0	172	
4:15 PM	1	1	5	0	23	5	22	0	21	20	4	0	0	10	51	0	163	
4:20 PM	2	0	3	0	60	5	21	0	19	15	1	0	3	5	51	0	185	
4:25 PM	1	0	1	0	39	2	25	0	19	13	1	0	2	11	38	0	152	
4:30 PM	2	2	1	0	48	4	10	0	13	12	1	0	2	7	43	1	146	
4:35 PM	1	0	2	0	38	1	11	0	35	17	1	0	3	16	51	0	176	
4:40 PM	1	0	3	0	48	8	21	0	15	9	4	0	1	8	64	0	182	
4:45 PM	1	3	2	0	38	1	15	0	31	19	2	0	4	7	56	0	179	
4:50 PM	0	1	3	0	42	3	13	0	22	12	0	0	1	4	58	0	159	
4:55 PM	1	1	5	0	39	3	12	0	41	19	0	0	3	14	56	0	194	2053
5:00 PM	4	1	1	0	23	2	14	0	19	15	2	0	2	12	81	0	176	2081
5:05 PM	0	0	4	0	33	1	14	0	44	32	1	0	2	9	63	0	203	2087
5:10 PM	3	1	2	0	52	0	16	0	23	20	0	0	1	13	79	0	210	2125
5:15 PM	1	0	2	0	34	0	17	0	36	31	1	0	2	15	62	0	201	2163
5:20 PM	1	0	4	0	44	3	16	0	34	11	1	0	6	10	85	0	215	2193
5:25 PM	3	0	1	0	39	0	17	0	36	36	1	0	1	13	78	0	225	2266
5:30 PM	0	3	2	0	75	0	19	0	26	16	1	0	3	5	80	0	230	2350
5:35 PM	0	3	4	0	50	1	15	0	33	28	1	1	2	7	74	0	219	2393
5:40 PM	1	0	3	0	47	2	15	0	27	15	2	0	1	7	67	0	187	2398
5:45 PM	0	3	3	0	20	1	8	0	37	28	0	1	1	10	65	1	178	2397
5:50 PM	0	0	4	0	43	1	12	0	18	12	2	0	3	10	54	0	159	2397
5:55 PM	2	1	2	0	32	3	16	0	39	20	2	0	3	22	56	0	198	2401
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	24	28	0	656	4	204	0	380	320	12	4	24	100	928	0	2696	
Heavy Trucks	0	0	0		8	0	4		0	12	0		0	4	16		44	
Pedestrians					0				0	0			0	0				0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0			0
Railroad																		
Stopped Buses																		

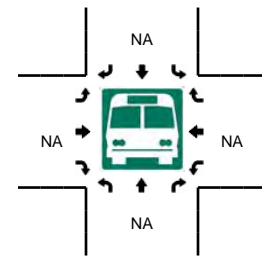
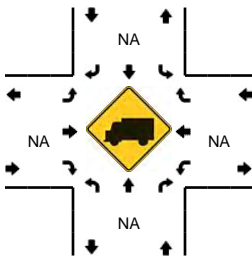
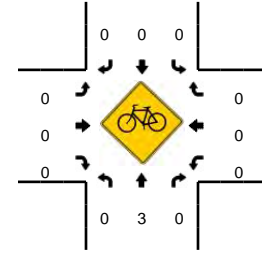
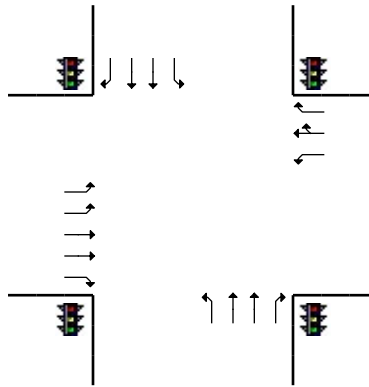
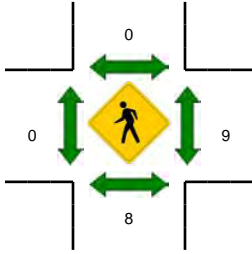
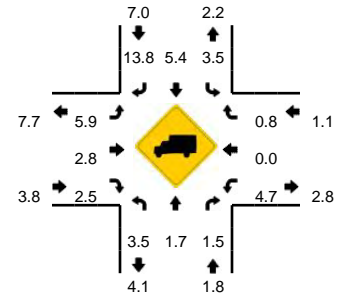
Comments:

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

QC JOB #: 13002019
DATE: Wed, Oct 01 2014



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

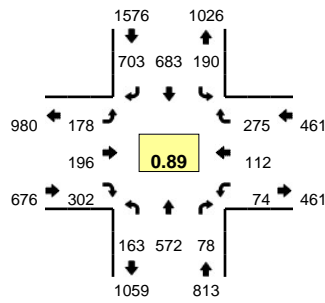


5-Min Count Period Beginning At	Metro Center Blvd-Triton Dr (Northbound)				Metro Center Blvd-Triton Dr (Southbound)				Foster City Blvd (Eastbound)				Foster City Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	39	4	0	7	13	9	0	27	11	16	0	3	3	17	0	152	
7:05 AM	15	48	4	0	9	15	10	0	21	5	15	0	6	9	29	0	186	
7:10 AM	8	56	6	0	14	19	4	0	32	16	12	0	1	6	34	0	208	
7:15 AM	4	58	4	0	7	18	12	0	26	10	13	0	4	5	24	0	185	
7:20 AM	11	71	3	0	14	17	11	0	29	9	15	0	1	6	43	0	230	
7:25 AM	5	108	8	0	11	32	7	0	29	11	10	0	3	5	44	0	273	
7:30 AM	8	74	4	0	4	24	6	0	20	10	12	0	5	8	54	0	229	
7:35 AM	10	105	4	0	9	33	8	0	23	6	23	0	3	6	53	0	283	
7:40 AM	6	121	5	0	15	35	10	0	27	6	15	0	4	3	39	0	286	
7:45 AM	16	59	4	0	9	24	14	0	25	11	28	0	4	12	33	0	239	
7:50 AM	7	104	3	0	4	41	16	0	19	11	27	0	5	6	42	0	285	
7:55 AM	10	58	4	0	8	37	9	0	35	17	53	0	5	7	29	0	272	2828
8:00 AM	4	75	4	0	3	59	17	2	19	16	40	0	6	3	32	0	280	2956
8:05 AM	6	64	6	0	16	38	17	0	39	26	43	0	2	5	42	0	304	3074
8:10 AM	9	108	8	0	8	56	13	0	24	21	34	0	4	6	37	0	328	3194
8:15 AM	12	91	8	0	8	37	11	1	38	13	46	0	6	11	52	0	334	3343
8:20 AM	17	125	7	0	15	46	15	0	33	13	30	0	8	4	42	0	355	3468
8:25 AM	9	78	8	0	6	31	13	0	33	21	28	0	6	10	44	0	287	3482
8:30 AM	12	126	6	0	12	53	21	2	25	10	21	0	7	6	38	0	339	3592
8:35 AM	6	73	3	0	5	27	18	0	38	16	41	0	7	1	49	0	284	3593
8:40 AM	8	88	7	0	10	36	21	0	29	7	23	0	8	9	34	0	280	3587
8:45 AM	7	61	4	0	10	18	12	0	37	15	22	0	7	7	41	0	241	3589
8:50 AM	7	92	6	0	4	47	11	0	22	11	26	0	1	6	32	0	265	3569
8:55 AM	11	57	6	0	9	28	25	0	32	23	52	0	3	3	29	0	278	3575
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	152	1296	92	0	124	556	156	4	380	188	440	0	72	84	524	0	4068	
Heavy Trucks	0	32	0		8	8	28		16	0	4		8	0	4		108	
Pedestrians		12				0				0				12			24	
Bicycles	0	2	0		0	0	0		0	0	0		0	0	0		2	
Railroad																		
Stopped Buses																		

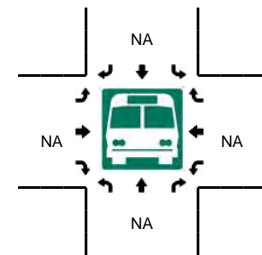
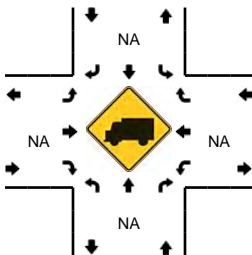
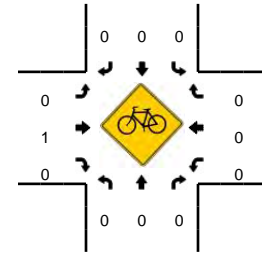
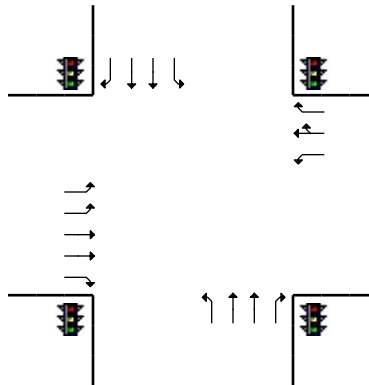
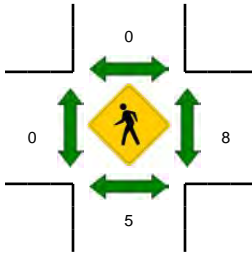
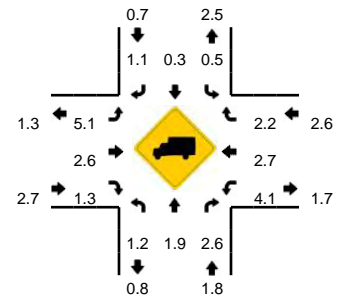
Comments:

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

QC JOB #: 13002020
DATE: Wed, Oct 01 2014



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

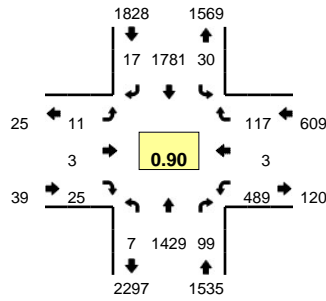


5-Min Count Period Beginning At	Metro Center Blvd-Triton Dr (Northbound)				Metro Center Blvd-Triton Dr (Southbound)				Foster City Blvd (Eastbound)				Foster City Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	42	7	0	8	28	45	0	17	11	30	0	9	7	24	0	233	
4:05 PM	11	52	8	0	14	29	31	0	15	17	42	0	2	7	20	0	248	
4:10 PM	18	68	7	0	10	22	37	0	22	15	22	0	5	4	17	0	247	
4:15 PM	9	46	1	0	15	26	40	0	18	11	35	0	6	8	15	0	230	
4:20 PM	15	46	7	0	10	39	43	0	9	11	28	0	3	12	32	0	255	
4:25 PM	12	32	5	0	10	33	34	0	24	17	35	0	2	7	9	0	220	
4:30 PM	11	50	7	0	10	42	56	0	21	10	27	0	4	12	18	0	268	
4:35 PM	13	54	3	0	6	32	43	0	17	17	25	0	0	7	21	0	238	
4:40 PM	13	32	5	0	15	34	53	0	21	17	41	0	7	7	21	0	266	
4:45 PM	16	58	1	0	8	54	69	0	15	20	30	0	6	10	20	0	307	
4:50 PM	11	43	6	0	12	43	47	0	9	32	31	0	1	8	13	0	256	
4:55 PM	11	50	6	0	7	60	51	0	8	14	26	0	7	11	15	0	266	3034
5:00 PM	17	39	9	0	10	38	47	0	10	15	26	0	5	6	22	0	244	3045
5:05 PM	10	51	8	0	9	59	75	1	12	11	23	0	8	11	22	0	300	3097
5:10 PM	16	55	3	0	12	37	51	1	23	23	29	0	7	8	33	0	298	3148
5:15 PM	11	59	10	0	17	66	79	0	14	13	35	0	4	7	26	0	341	3259
5:20 PM	10	36	7	0	14	50	62	0	21	18	28	0	6	10	20	0	282	3286
5:25 PM	14	69	3	0	20	81	74	0	13	12	34	0	7	12	25	0	364	3430
5:30 PM	13	38	5	0	15	45	39	0	16	20	20	0	4	11	22	0	248	3410
5:35 PM	17	61	5	0	10	86	49	0	11	19	22	0	7	11	18	0	316	3488
5:40 PM	15	34	5	0	24	50	53	0	18	14	21	0	7	8	32	0	281	3503
5:45 PM	16	55	9	0	21	67	58	0	11	14	20	0	4	8	25	0	308	3504
5:50 PM	14	30	11	0	15	39	44	0	17	22	26	1	8	11	16	0	254	3502
5:55 PM	10	45	3	0	20	65	72	1	10	15	18	1	7	9	14	0	290	3526
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	140	656	80	0	204	788	860	0	192	172	388	0	68	116	284	0	3948	
Heavy Trucks	4	4	0	0	0	8	4	0	8	8	0	0	0	0	0	0	36	
Pedestrians		0				0				0				4			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

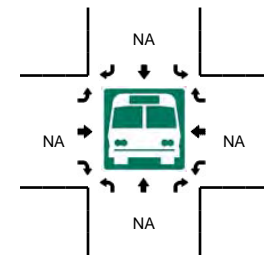
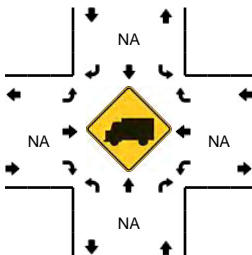
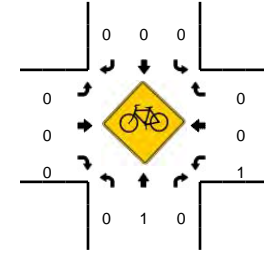
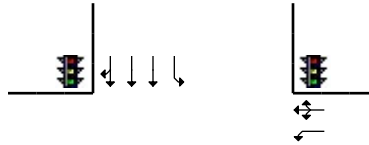
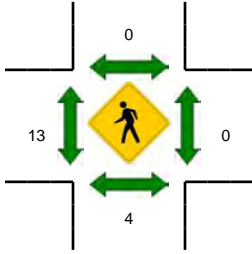
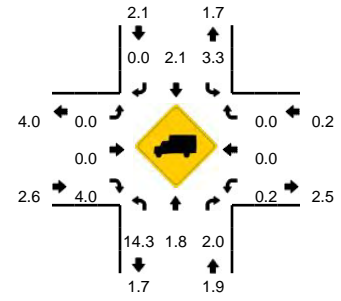
Comments:

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

QC JOB #: 13002021
DATE: Tue, Sep 30 2014



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

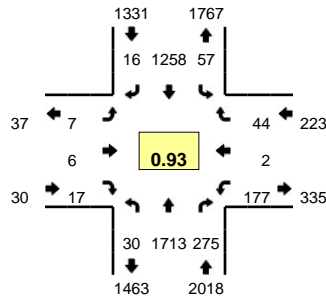


5-Min Count Period Beginning At	E Hillsdale Blvd (Northbound)				E Hillsdale Blvd (Southbound)				Altair Ave (Eastbound)				Altair Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	51	4	1	2	77	0	0	0	0	2	0	12	0	0	0	149	
7:05 AM	1	46	1	0	0	89	0	1	0	0	4	0	12	0	1	0	155	
7:10 AM	2	58	3	1	1	87	0	1	1	0	5	0	17	0	3	0	179	
7:15 AM	0	50	2	1	0	100	1	0	0	0	2	0	31	0	1	0	188	
7:20 AM	0	69	3	0	0	113	2	1	2	0	2	0	45	0	1	0	238	
7:25 AM	1	66	3	0	2	133	1	1	0	0	2	0	37	0	1	0	247	
7:30 AM	1	96	5	1	2	120	0	1	0	0	0	0	38	0	3	0	267	
7:35 AM	0	100	9	0	0	119	1	0	0	1	5	0	46	1	4	0	286	
7:40 AM	0	98	9	0	3	153	0	0	1	0	3	0	54	1	4	0	326	
7:45 AM	0	96	7	0	3	155	1	0	0	0	1	0	41	0	4	0	308	
7:50 AM	0	87	11	0	0	128	2	1	0	1	1	0	36	0	11	0	278	
7:55 AM	0	137	14	0	2	129	0	1	0	0	2	0	26	0	17	0	328	2949
8:00 AM	1	125	6	0	0	135	0	3	1	0	3	0	47	0	18	0	339	3139
8:05 AM	3	142	9	0	2	138	1	2	2	0	2	0	45	0	14	0	360	3344
8:10 AM	0	140	7	0	1	164	0	2	2	0	5	0	42	0	14	0	377	3542
8:15 AM	1	146	7	1	3	161	0	0	0	0	2	0	40	0	11	0	372	3726
8:20 AM	0	112	2	1	0	150	4	1	0	0	1	0	60	1	8	0	340	3828
8:25 AM	0	96	8	0	1	142	3	1	4	1	3	0	44	1	8	0	312	3893
8:30 AM	0	129	12	0	1	149	3	0	0	1	1	0	33	0	3	0	332	3958
8:35 AM	0	121	7	0	2	177	3	1	1	0	1	0	21	0	5	0	339	4011
8:40 AM	2	111	7	0	1	110	3	0	1	0	3	0	39	1	7	0	285	3970
8:45 AM	1	105	5	0	4	145	3	1	1	0	2	0	27	0	6	0	300	3962
8:50 AM	0	145	7	0	0	114	1	1	0	1	4	0	19	0	7	0	299	3983
8:55 AM	0	94	8	0	0	104	1	1	0	0	4	0	33	1	8	0	254	3909
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	16	1712	92	4	24	1852	4	16	16	0	36	0	508	0	156	0	4436	
Heavy Trucks	4	20	0		4	20	0		0	0	4		0	0	0		52	
Pedestrians		4				0				16				0			20	
Bicycles	0	1	0		0	0	0		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

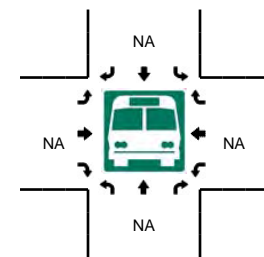
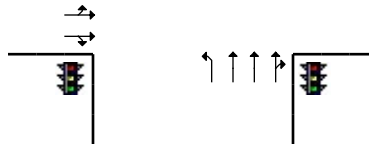
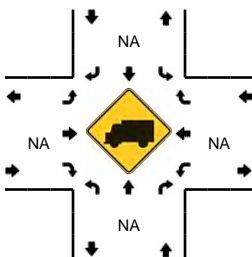
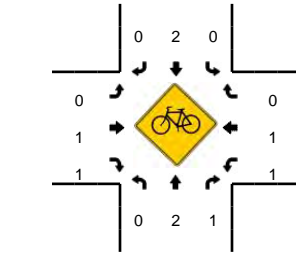
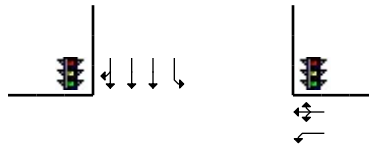
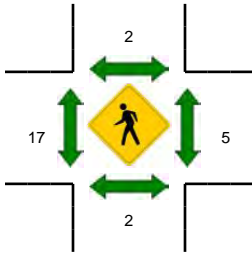
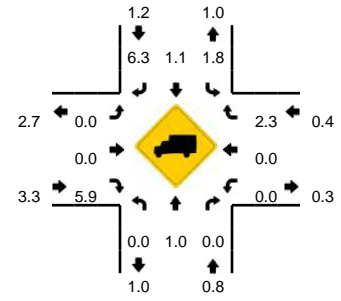
Comments:

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

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



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



5-Min Count Period Beginning At	Altair Ave (Northbound)				Altair Ave (Southbound)				East Hillsdale Blvd (Eastbound)				East Hillsdale Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	113	19	0	5	85	2	0	0	0	2	0	7	0	1	0	237	
4:05 PM	3	81	12	0	5	89	0	0	0	0	1	0	15	0	4	0	210	
4:10 PM	2	149	13	0	4	102	1	1	0	1	1	0	14	0	3	0	291	
4:15 PM	1	85	9	1	7	73	1	0	1	0	1	0	16	0	3	0	198	
4:20 PM	2	137	17	1	4	82	0	3	1	0	3	0	13	1	3	0	267	
4:25 PM	1	113	17	0	6	88	0	0	0	0	1	0	12	1	3	0	242	
4:30 PM	1	146	15	1	4	87	0	1	0	0	0	0	9	0	7	0	271	
4:35 PM	1	115	13	2	1	102	0	0	0	0	0	0	17	0	1	0	252	
4:40 PM	2	118	22	0	4	83	2	1	0	0	0	0	14	0	6	0	252	
4:45 PM	0	102	15	1	2	72	0	1	2	0	0	0	16	0	1	0	212	
4:50 PM	0	163	21	4	6	77	1	0	2	1	0	0	9	0	0	0	284	
4:55 PM	4	138	26	3	4	94	0	0	1	1	1	0	10	0	1	0	283	2999
5:00 PM	0	101	18	0	3	88	0	1	0	0	1	0	14	0	5	0	231	2993
5:05 PM	0	193	34	0	1	126	2	0	0	0	2	0	20	0	7	0	385	3168
5:10 PM	1	142	9	1	4	126	3	0	2	1	2	0	18	0	3	0	312	3189
5:15 PM	0	108	19	3	3	110	3	0	0	0	3	0	14	1	4	0	268	3259
5:20 PM	1	143	22	0	8	89	1	0	0	0	1	0	23	0	8	0	296	3288
5:25 PM	2	134	24	0	6	98	0	1	0	3	3	0	16	0	1	0	288	3334
5:30 PM	2	156	33	0	3	98	1	0	0	0	0	0	14	0	3	0	310	3373
5:35 PM	5	115	26	0	3	127	1	0	2	0	0	0	6	0	5	0	290	3411
5:40 PM	4	182	23	0	6	107	2	0	0	0	3	0	13	1	2	0	343	3502
5:45 PM	0	138	20	0	7	118	2	1	0	0	1	0	20	0	5	0	312	3602
5:50 PM	1	100	25	0	5	101	2	1	1	0	3	0	8	0	2	0	249	3567
5:55 PM	5	141	23	2	6	77	2	1	0	1	1	0	16	0	3	0	278	3562
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	1772	248	16	32	1448	32	0	8	4	28	0	208	4	56	0	3860	
Heavy Trucks	0	12	0		0	16	4		0	0	0		0	0	0		32	
Pedestrians		4				0				12				0			16	
Bicycles	0	1	0		0	0	0		0	0	1		0	0	0		2	
Railroad																		
Stopped Buses																		

Comments:

All Traffic Data Services

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

File Name : #3 EDGEWATER&HILLSDALEAM

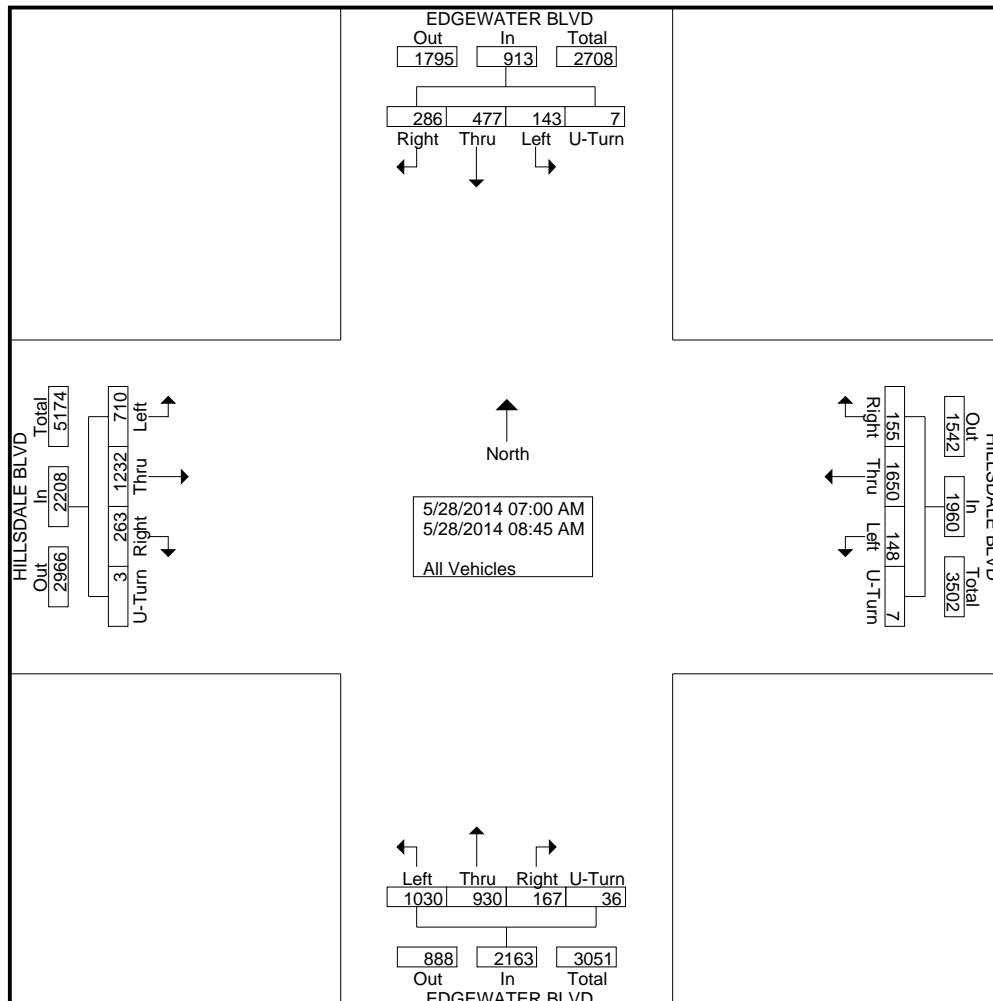
Site Code : 3

Start Date : 5/28/2014

Page No : 1

Groups Printed- All Vehicles

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

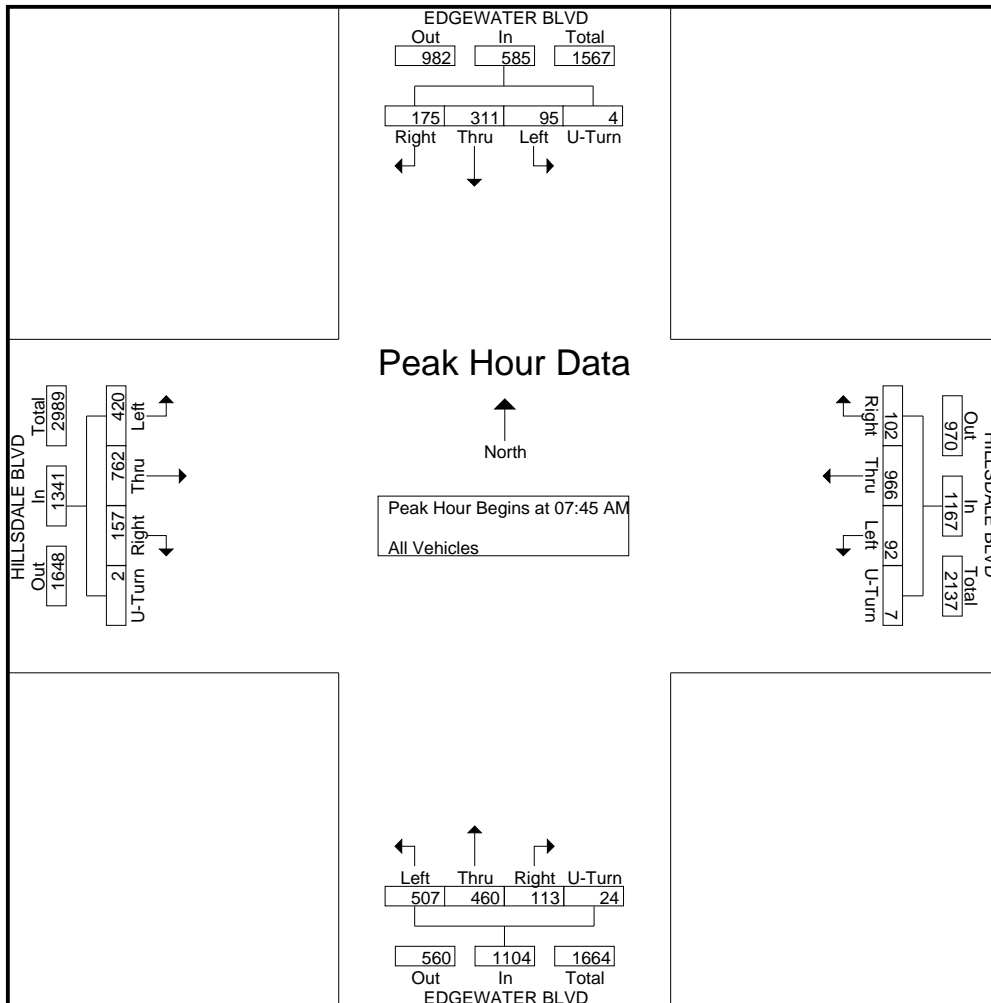


All Traffic Data Services

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

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

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



All Traffic Data Services

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

File Name : #3 EDGEWATER&HILLSDALEPM

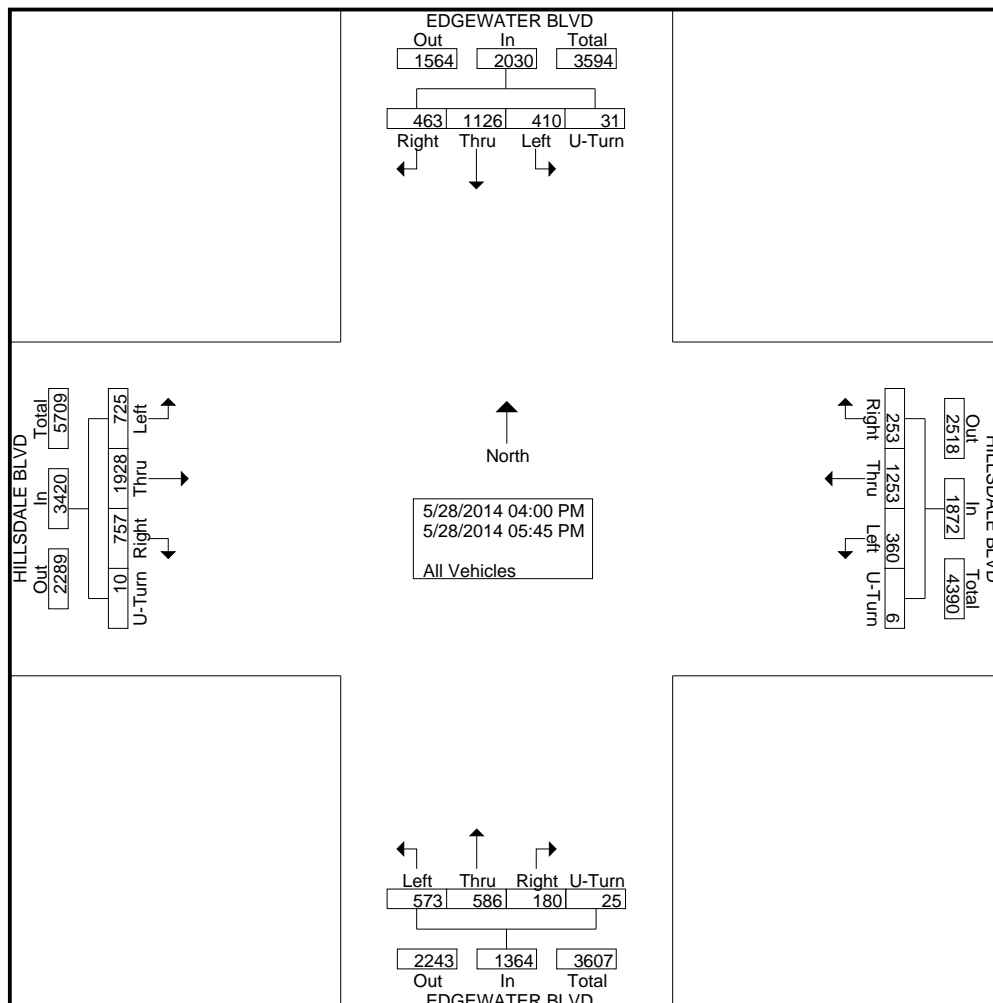
Site Code : 3

Start Date : 5/28/2014

Page No : 1

Groups Printed- All Vehicles

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

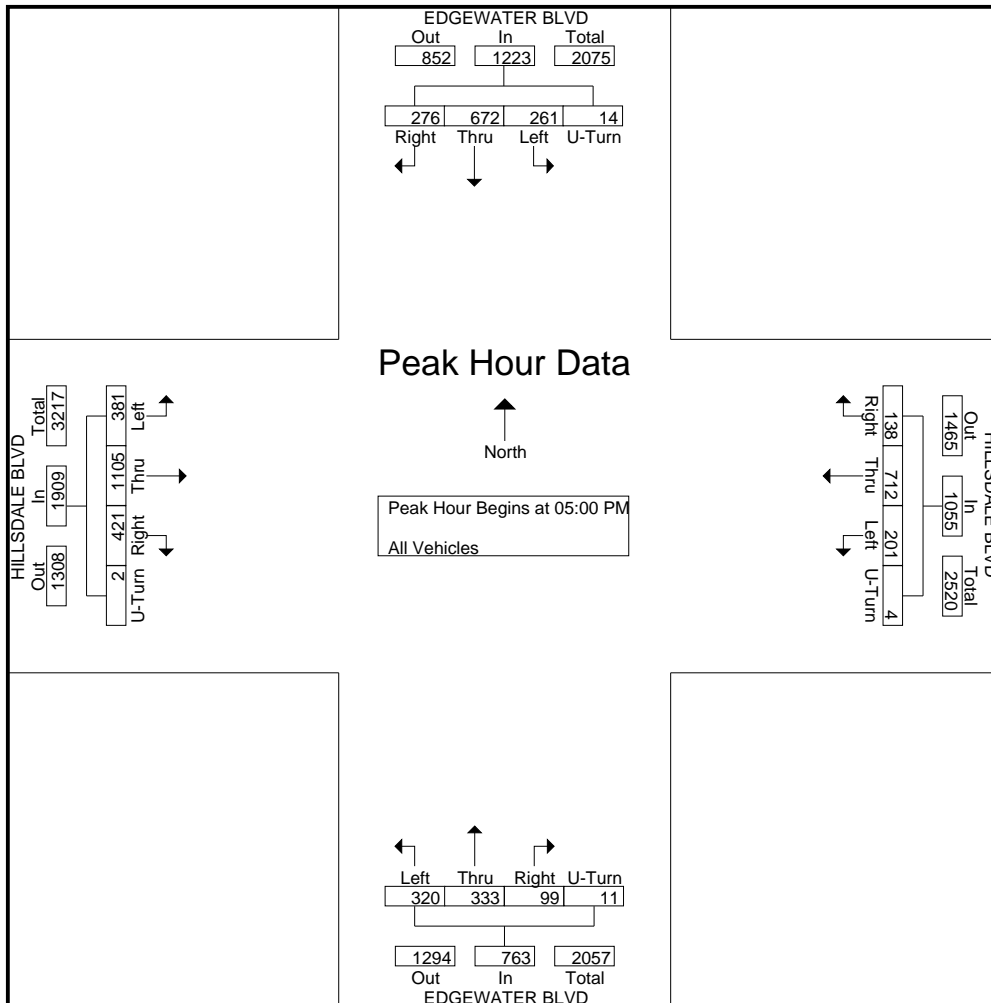


All Traffic Data Services

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

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

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



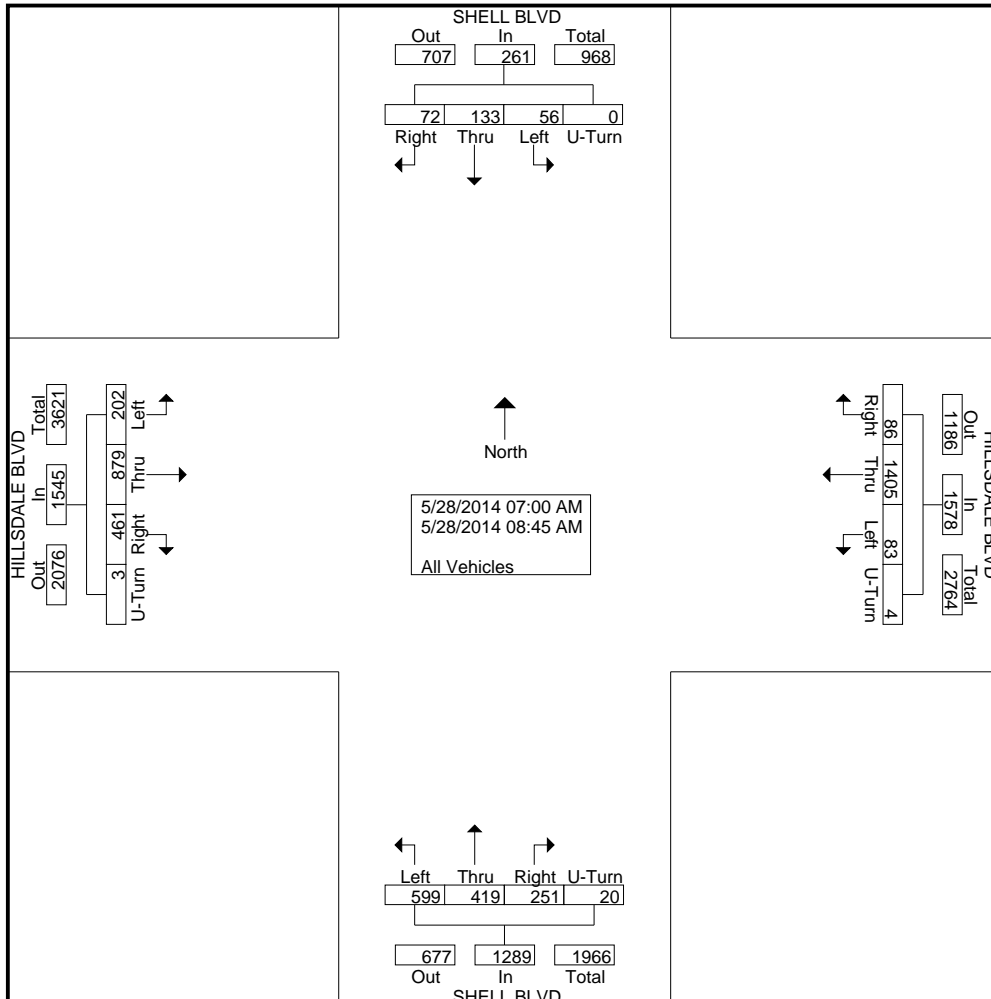
All Traffic Data Services

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

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

Groups Printed- All Vehicles

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

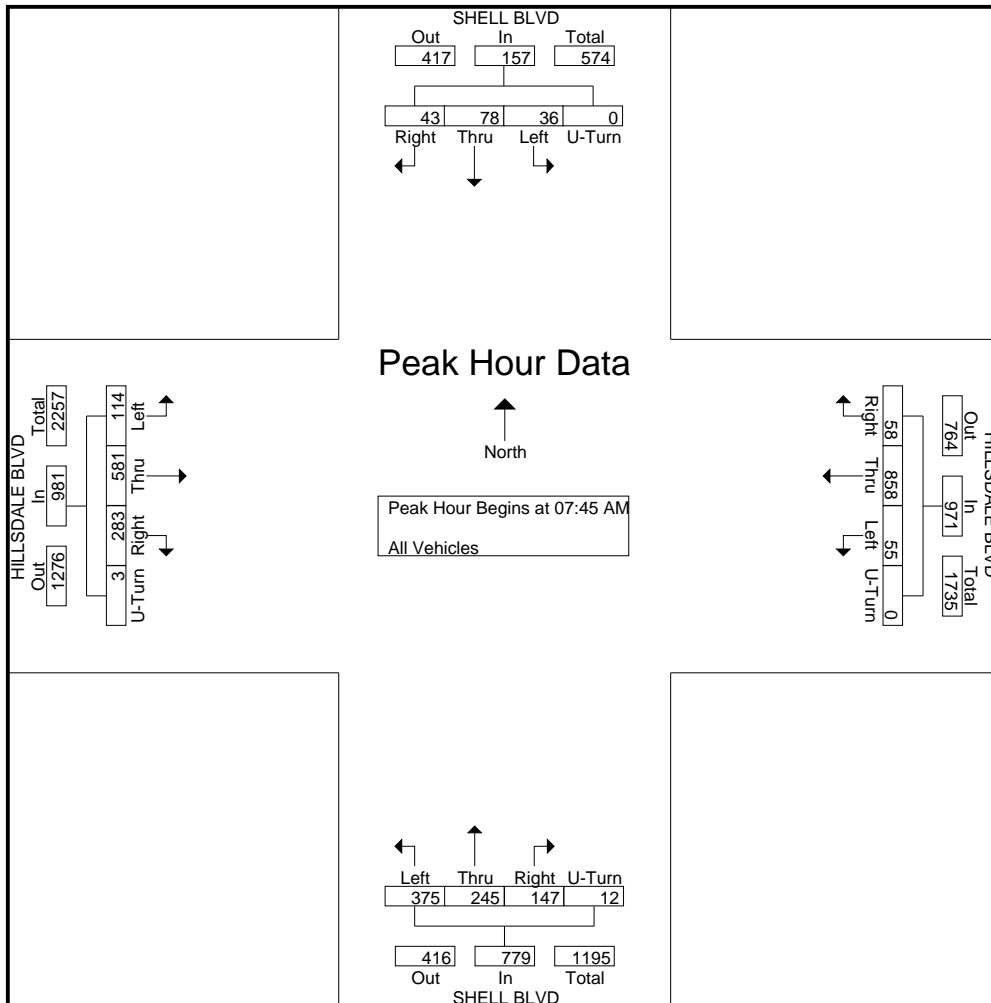


All Traffic Data Services

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

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

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



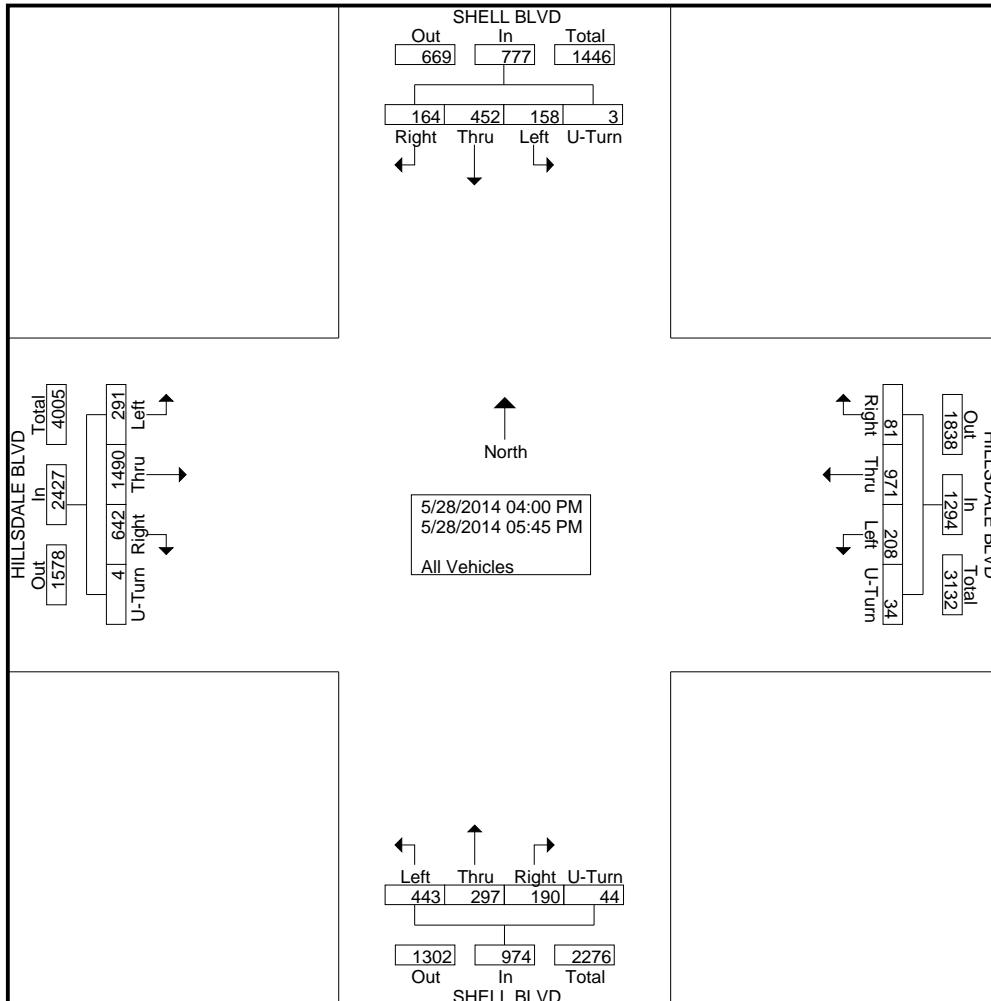
All Traffic Data Services

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

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

Groups Printed- All Vehicles

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

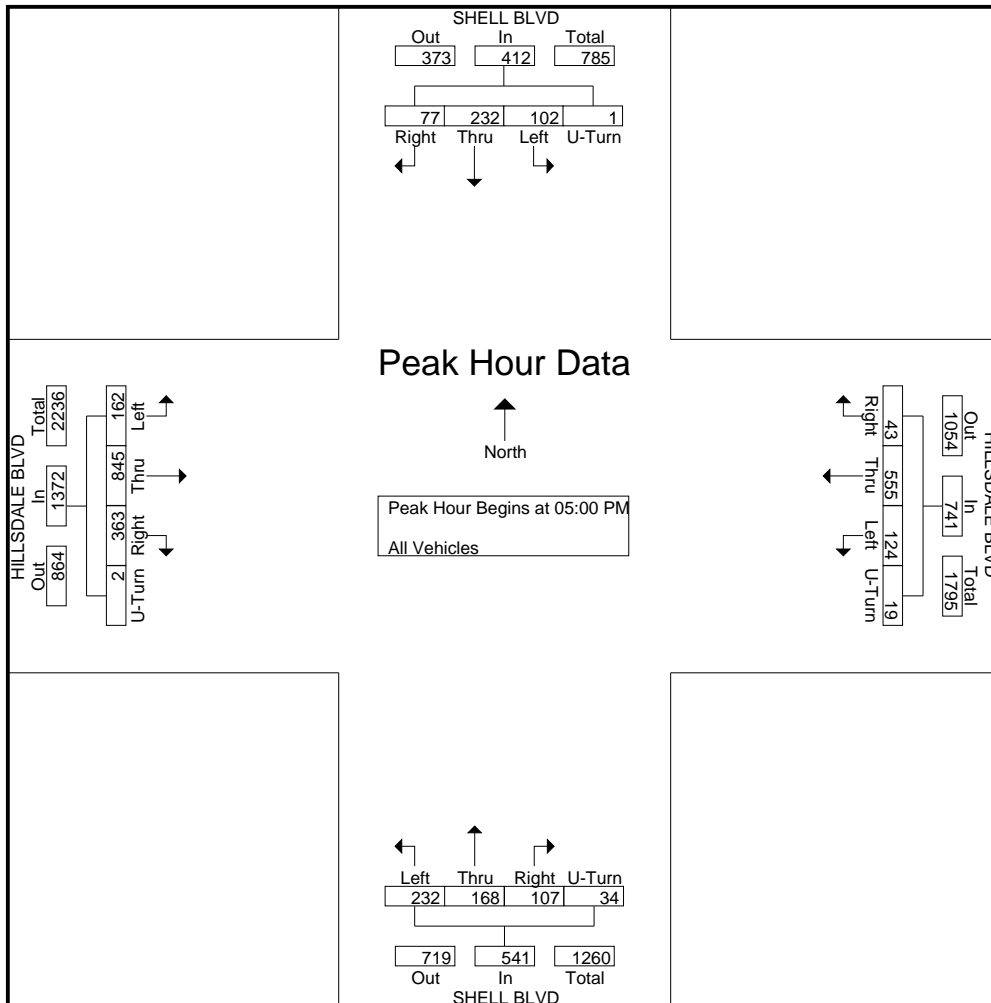


All Traffic Data Services

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

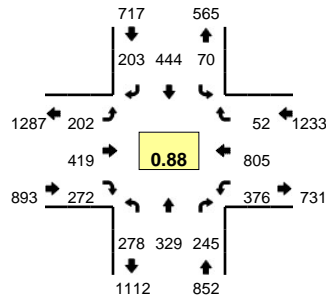
File Name : #5 SHELL&HILLSDALEPM
 Site Code : 5
 Start Date : 5/28/2014
 Page No : 2

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

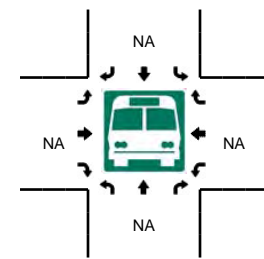
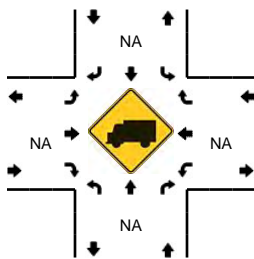
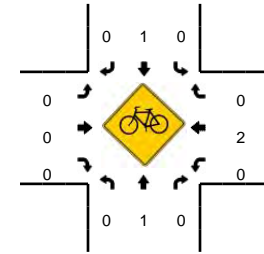
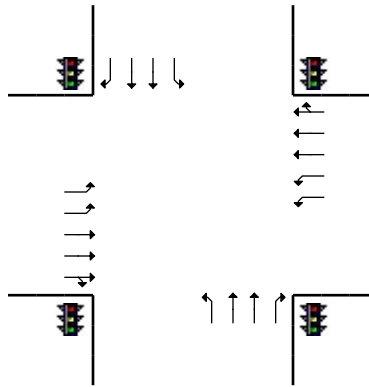
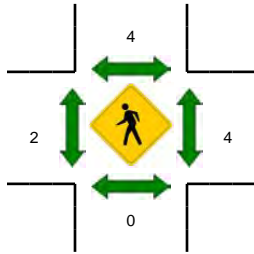
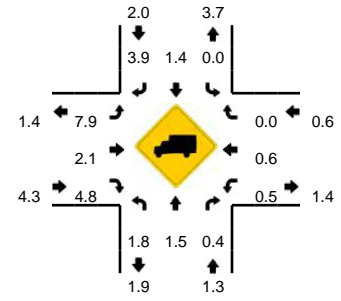


LOCATION: E Hillsdale Blvd -- Foster City Blvd
CITY/STATE: Foster City, CA

QC JOB #: 13002023
DATE: Tue, Sep 30 2014



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

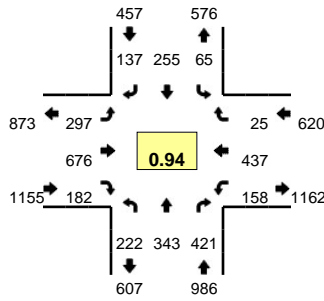


5-Min Count Period Beginning At	E Hillsdale Blvd (Northbound)				E Hillsdale Blvd (Southbound)				Foster City Blvd (Eastbound)				Foster City Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	2	9	1	3	11	5	1	9	16	8	0	16	43	0	0	131	
7:05 AM	6	7	6	0	1	9	4	0	4	13	9	0	15	55	0	0	129	
7:10 AM	8	9	5	0	2	16	5	0	4	12	14	0	22	42	1	0	140	
7:15 AM	15	8	4	1	0	23	3	0	4	20	12	0	18	80	0	0	188	
7:20 AM	12	9	7	0	1	27	13	0	6	9	13	3	24	44	1	0	169	
7:25 AM	15	10	6	1	2	25	11	0	11	26	15	2	33	71	0	1	229	
7:30 AM	25	15	11	2	2	18	17	2	11	17	11	0	16	83	0	1	231	
7:35 AM	17	16	5	2	2	27	17	0	7	23	23	2	25	91	2	0	259	
7:40 AM	9	18	13	2	3	23	16	0	10	28	15	0	32	81	0	1	251	
7:45 AM	24	15	17	1	4	25	21	3	6	28	21	5	23	61	0	0	254	
7:50 AM	11	18	11	0	3	26	21	0	12	40	21	0	33	60	1	0	257	
7:55 AM	30	52	31	2	3	19	8	0	15	43	20	1	30	56	4	0	314	2552
8:00 AM	16	30	7	1	2	27	7	1	19	52	18	4	48	36	5	0	273	2694
8:05 AM	25	41	32	4	6	37	13	1	17	33	24	2	34	88	12	1	370	2935
8:10 AM	7	55	21	3	2	39	13	0	29	29	24	2	31	63	3	2	323	3118
8:15 AM	29	37	24	3	9	29	14	1	12	39	27	3	34	87	7	0	355	3285
8:20 AM	17	17	20	1	5	51	32	0	16	25	29	2	43	69	3	1	331	3447
8:25 AM	24	14	22	3	7	56	21	2	8	36	29	0	33	98	5	0	358	3576
8:30 AM	25	13	12	2	7	68	28	0	15	19	14	3	26	54	5	0	291	3636
8:35 AM	21	17	30	2	9	22	21	0	10	45	20	3	14	83	3	0	300	3677
8:40 AM	19	17	15	1	5	42	12	1	16	22	23	1	26	56	1	0	257	3683
8:45 AM	30	18	20	2	5	28	13	1	8	36	23	4	20	55	3	0	266	3695
8:50 AM	14	19	26	2	2	25	16	0	14	27	28	6	23	44	4	0	250	3688
8:55 AM	23	13	19	3	4	30	14	0	12	48	33	0	15	70	6	0	290	3664
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	244	532	308	40	68	420	160	8	232	404	300	28	396	952	88	12	4192	
Heavy Trucks	4	12	0		0	0	0		24	8	4		4	4	0		60	
Pedestrians		0				0				0				0				0
Bicycles		0	0			0	1	0		0	0	0		0	0	0		1
Railroad																		
Stopped Buses																		

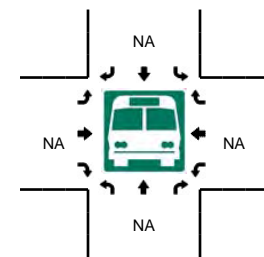
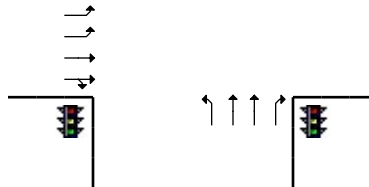
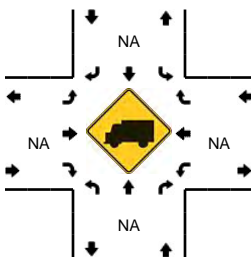
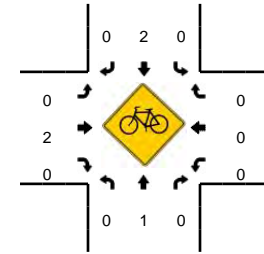
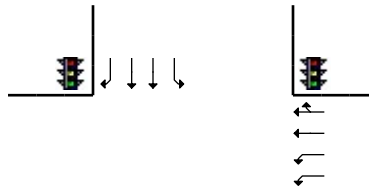
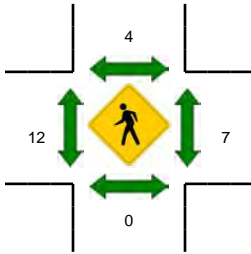
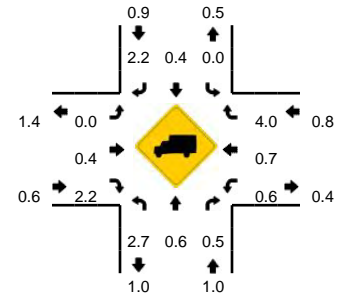
Comments:

LOCATION: E Hillsdale Blvd -- Foster City Blvd
CITY/STATE: Foster City, CA

QC JOB #: 13002024
DATE: Tue, Sep 30 2014



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



5-Min Count Period Beginning At	E Hillsdale Blvd (Northbound)				E Hillsdale Blvd (Southbound)				Foster City Blvd (Eastbound)				Foster City Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	16	30	31	1	5	16	4	0	12	25	7	6	6	24	2	1	186	
4:05 PM	13	18	21	0	5	10	11	0	14	33	8	4	17	47	0	1	202	
4:10 PM	14	13	20	2	3	26	11	0	21	30	13	2	9	30	2	0	196	
4:15 PM	13	29	18	4	4	16	10	0	6	15	5	1	11	29	1	0	162	
4:20 PM	21	26	19	2	3	16	10	0	16	40	9	5	13	29	0	0	209	
4:25 PM	12	21	20	2	4	15	4	1	4	45	10	0	16	27	2	0	183	
4:30 PM	24	19	29	1	7	12	5	0	9	39	14	5	8	26	1	0	199	
4:35 PM	23	20	16	0	3	16	8	0	14	33	7	6	11	38	4	0	199	
4:40 PM	14	25	23	0	3	18	10	0	12	45	13	3	5	31	1	0	203	
4:45 PM	14	20	24	1	6	22	6	0	12	36	11	7	15	29	1	1	205	
4:50 PM	14	18	25	1	6	6	10	0	17	64	14	5	13	40	3	0	236	
4:55 PM	24	32	39	1	1	25	7	1	13	43	11	5	14	35	1	0	252	2432
5:00 PM	15	12	26	1	7	16	11	0	11	48	17	3	9	34	2	0	212	2458
5:05 PM	15	36	41	2	3	26	18	0	16	38	12	12	19	30	0	1	269	2525
5:10 PM	21	20	30	1	9	20	13	0	22	72	18	10	12	51	3	0	302	2631
5:15 PM	13	38	51	0	4	20	17	0	14	42	22	7	21	23	1	2	275	2744
5:20 PM	12	22	28	3	7	18	8	0	14	73	16	7	8	36	3	0	255	2790
5:25 PM	17	17	37	0	5	15	9	1	24	51	17	11	10	29	1	1	245	2852
5:30 PM	21	37	32	2	6	16	10	2	20	75	24	6	13	35	4	0	303	2956
5:35 PM	14	31	28	0	3	19	14	2	17	55	14	11	7	39	1	0	255	3012
5:40 PM	16	29	37	5	5	26	10	0	18	74	11	11	11	40	3	1	297	3106
5:45 PM	15	32	34	2	3	32	15	0	20	35	11	7	19	29	2	0	256	3157
5:50 PM	21	37	38	1	6	22	5	0	13	70	9	5	9	56	4	1	297	3218
5:55 PM	13	31	28	0	2	27	11	0	17	42	10	9	18	29	0	2	239	3205
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	204	388	388	28	56	244	136	16	220	816	196	112	124	456	32	4	3420	
Heavy Trucks	8	0	4		0	0	4		0	4	4		0	4	0		28	
Pedestrians		0				8				4				8			20	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

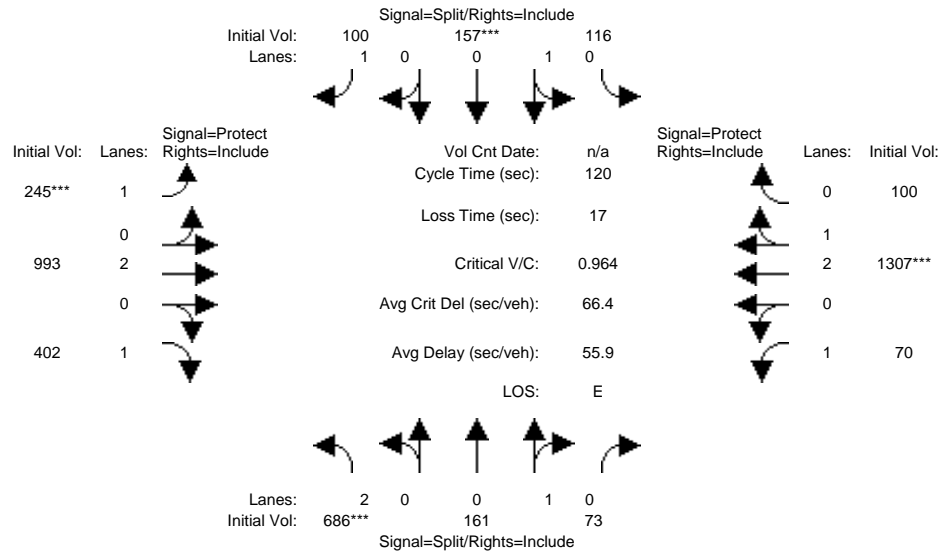
Comments:

APPENDIX C-2: ISOLATED INTERSECTION ANALYSIS (TRAFFIX RESULTS)

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #1: Norfolk St/East Third Ave



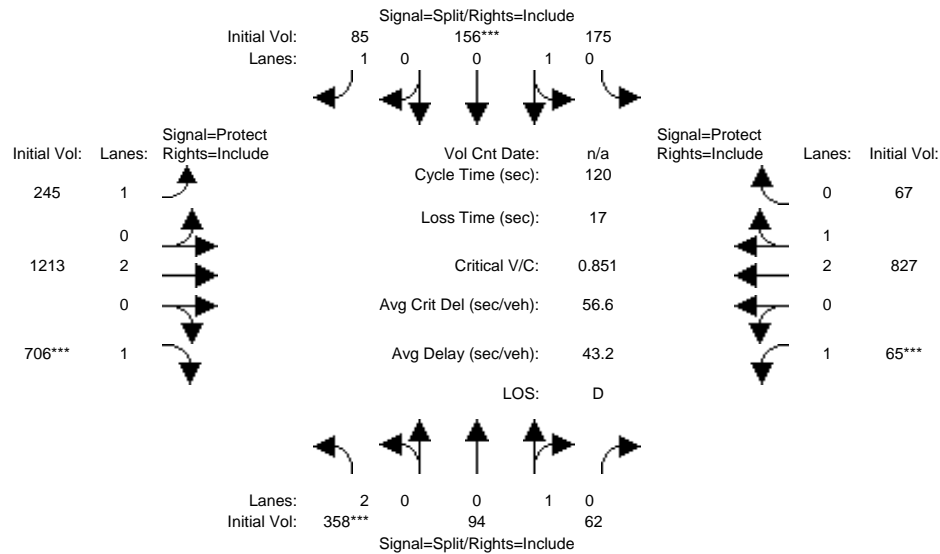
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	8	8	8	12	12	12	8	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	3.5	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	686	161	73	116	157	100	245	993	402	70	1307	100
Growth Adj:	1.00	1.00	1.00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

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #1: Norfolk St/East Third Ave



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

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

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

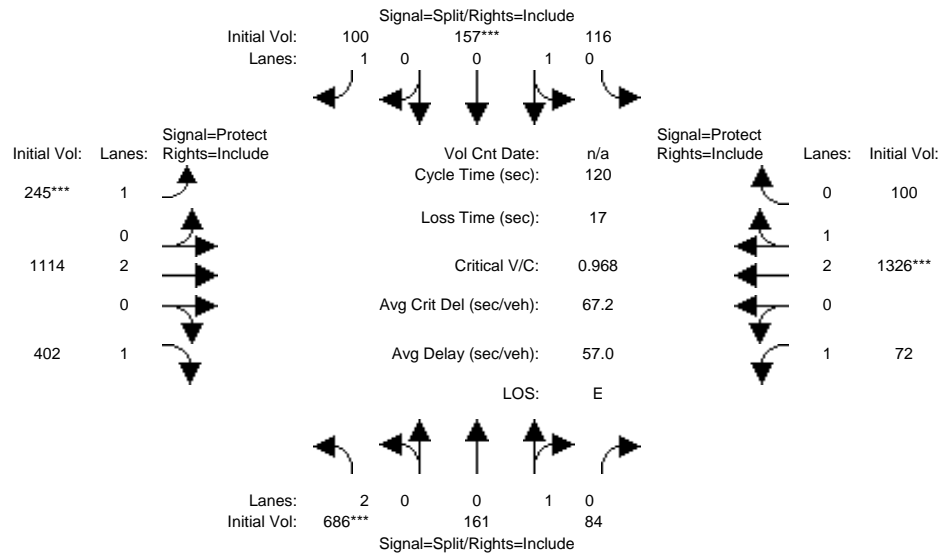
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.09	0.19	0.19	0.06	0.14	0.35	0.40	0.04	0.18	0.18
Crit Moves:	****			****					****	****		
Green/Cycle:	0.12	0.12	0.12	0.22	0.22	0.22	0.23	0.45	0.45	0.07	0.29	0.29
Volume/Cap:	0.88	0.75	0.75	0.88	0.88	0.26	0.63	0.78	0.88	0.57	0.63	0.63
Delay/Veh: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

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #1: Norfolk St/East Third Ave



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

Volume Module:

Base Vol:	686	161	73	116	157	100	245	993	402	70	1307	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	686	161	73	116	157	100	245	993	402	70	1307	100
Added Vol:	0	0	11	0	0	0	0	121	0	2	19	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	686	161	84	116	157	100	245	1114	402	72	1326	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	754	177	92	127	173	110	269	1224	442	79	1457	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	754	177	92	127	173	110	269	1224	442	79	1457	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	754	177	92	127	173	110	269	1224	442	79	1457	110

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.94	0.98	0.98	0.82	0.95	0.95	0.69	0.95	0.90	0.90
Lanes:	2.00	0.65	0.35	0.42	0.58	1.00	1.00	2.00	1.00	1.00	2.79	0.21
Final Sat.:	3502	1180	616	790	1070	1562	1805	3610	1311	1805	4773	360

Capacity Analysis Module:

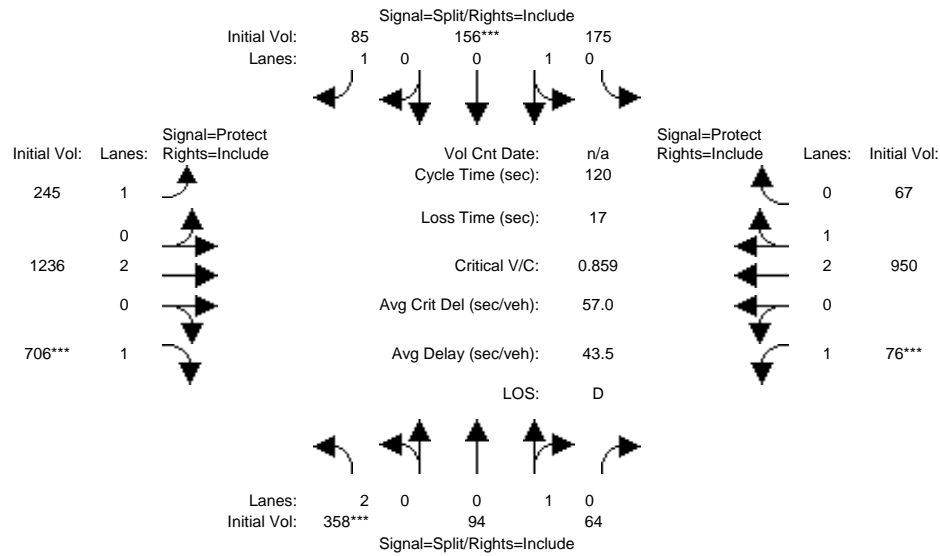
Vol/Sat:	0.22	0.15	0.15	0.16	0.16	0.07	0.15	0.34	0.34	0.04	0.31	0.31
Crit Moves:	****				****		****				****	
Green/Cycle:	0.22	0.22	0.22	0.17	0.17	0.17	0.15	0.39	0.39	0.08	0.32	0.32
Volume/Cap:	0.97	0.67	0.67	0.97	0.97	0.42	0.97	0.86	0.86	0.57	0.97	0.97
Delay/Veh:	70.8	47.2	47.2	92.1	92.1	45.9	95.5	39.3	47.0	58.9	55.9	55.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.8	47.2	47.2	92.1	92.1	45.9	95.5	39.3	47.0	58.9	55.9	55.9
LOS by Move:	E	D	D	F	F	D	F	D	D	E	E	E
HCM2kAvgQ:	19	10	10	15	15	4	12	23	16	4	26	26

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #1: Norfolk St/East Third Ave



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

Volume Module:												
Base Vol:	358	94	62	175	156	85	245	1213	706	65	827	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	358	94	62	175	156	85	245	1213	706	65	827	67
Added Vol:	0	0	2	0	0	0	0	23	0	11	123	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	94	64	175	156	85	245	1236	706	76	950	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	377	99	67	184	164	89	258	1301	743	80	1000	71
Reduct Vol:	0	0	0	0	0	0	0	0	180	0	0	0
Reduced Vol:	377	99	67	184	164	89	258	1301	563	80	1000	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	377	99	67	184	164	89	258	1301	563	80	1000	71

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.94	0.93	0.97	0.97	0.83	0.95	0.95	0.75	0.95	0.90	0.90
Lanes:	2.00	0.59	0.41	0.53	0.47	1.00	1.00	2.00	1.00	1.00	2.80	0.20
Final Sat.:	3502	1058	721	978	872	1582	1805	3610	1419	1805	4795	338

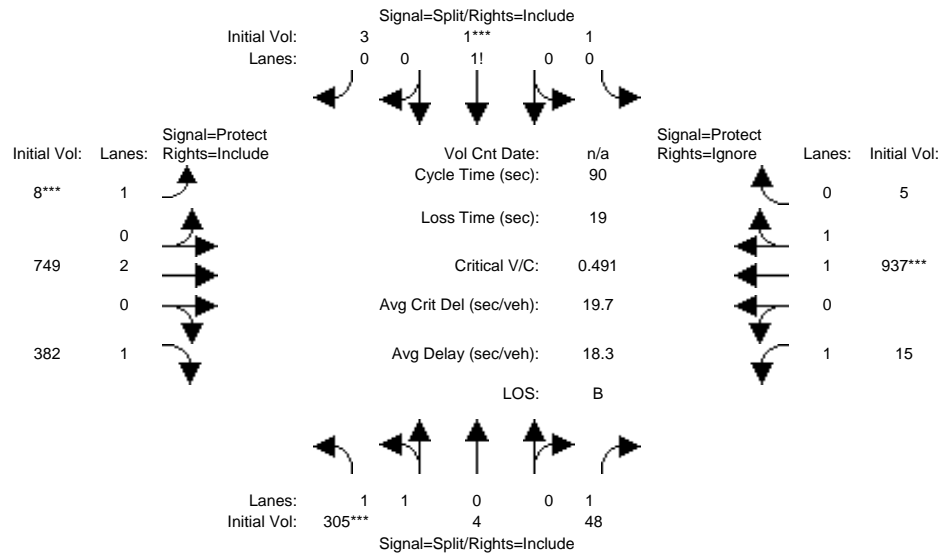
Capacity Analysis Module:												
Vol/Sat:	0.11	0.09	0.09	0.19	0.19	0.06	0.14	0.36	0.40	0.04	0.21	0.21
Crit Moves:	****			****			****		****	****		
Green/Cycle:	0.12	0.12	0.12	0.22	0.22	0.22	0.21	0.45	0.45	0.07	0.31	0.31
Volume/Cap:	0.88	0.76	0.76	0.88	0.88	0.26	0.68	0.79	0.88	0.66	0.68	0.68
Delay/Veh:	69.5	65.3	65.3	64.5	64.5	39.6	48.3	30.8	42.5	67.9	37.4	37.4
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:	69.5	65.3	65.3	64.5	64.5	39.6	48.3	30.8	42.5	67.9	37.4	37.4
LOS by Move:	E	E	E	E	E	D	D	C	D	E	D	D
HCM2kAvgQ:	10	8	8	15	15	3	9	22	20	4	13	13

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #2: Mariners Island Blvd/East Third Ave



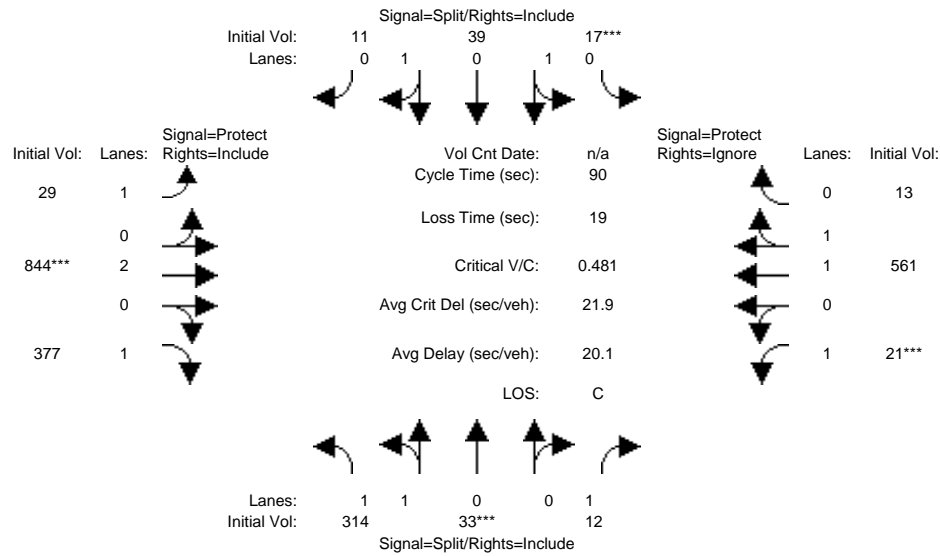
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	8	8	4	8	8
Y+R:	4.2	4.2	4.2	4.6	4.6	4.6	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	305	4	48	1	1	3	8	749	382	15	937	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00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

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #2: Mariners Island Blvd/East Third Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	8	8	4	8	8
Y+R:	4.2	4.2	4.2	4.6	4.6	4.6	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:

Base Vol:	314	33	12	17	39	11	29	844	377	21	561	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	33	12	17	39	11	29	844	377	21	561	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	314	33	12	17	39	11	29	844	377	21	561	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	331	35	13	18	41	12	31	888	397	22	591	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	35	13	18	41	12	31	888	397	22	591	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	331	35	13	18	41	12	31	888	397	22	591	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.84	0.91	0.91	0.91	0.95	0.95	0.84	0.95	0.95	0.95
Lanes:	1.81	0.19	1.00	0.51	1.16	0.33	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3291	346	1592	881	2021	570	1805	3610	1594	1805	3610	0

Capacity Analysis Module:

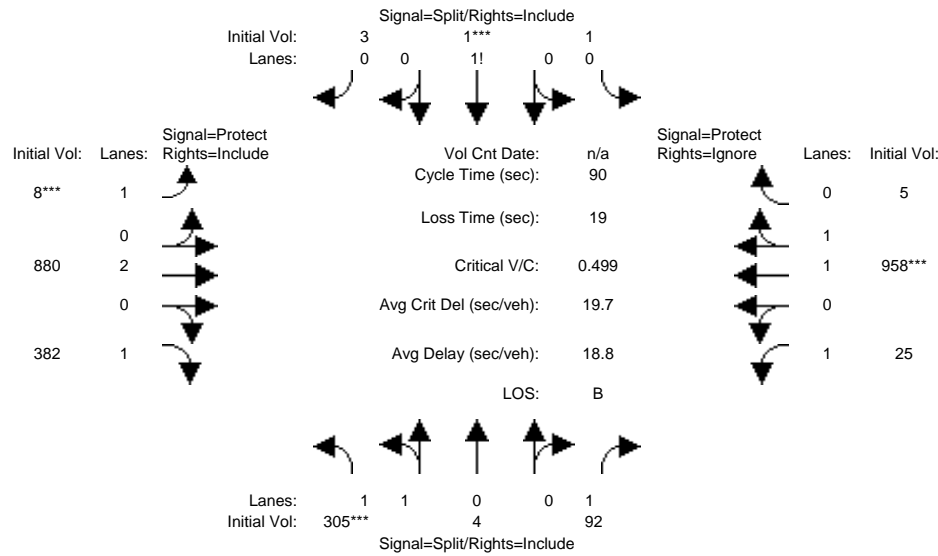
Vol/Sat:	0.10	0.10	0.01	0.02	0.02	0.02	0.02	0.25	0.25	0.01	0.16	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.20	0.20	0.20	0.04	0.04	0.04	0.12	0.50	0.50	0.04	0.43	0.00
Volume/Cap:	0.50	0.50	0.04	0.46	0.46	0.46	0.15	0.50	0.50	0.28	0.38	0.00
Delay/Veh:	32.3	32.3	28.9	44.1	44.1	44.1	36.1	15.3	15.7	43.5	17.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.3	32.3	28.9	44.1	44.1	44.1	36.1	15.3	15.7	43.5	17.9	0.0
LOS by Move:	C	C	C	D	D	D	D	B	B	D	B	A
HCM2kAvgQ:	5	5	0	2	2	2	1	9	8	1	6	0

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #2: Mariners Island Blvd/East Third Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	8	8	4	8	8
Y+R:	4.2	4.2	4.2	4.6	4.6	4.6	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:

Base Vol:	305	4	48	1	1	3	8	749	382	15	937	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	4	48	1	1	3	8	749	382	15	937	5
Added Vol:	0	0	44	0	0	0	0	131	0	10	21	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	4	92	1	1	3	8	880	382	25	958	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00
PHF Volume:	335	4	101	1	1	3	9	967	420	27	1053	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	4	101	1	1	3	9	967	420	27	1053	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	335	4	101	1	1	3	9	967	420	27	1053	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.91	0.91	0.91	0.95	0.95	0.83	0.95	0.95	0.95
Lanes:	1.97	0.03	1.00	0.20	0.20	0.60	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3575	47	1610	345	345	1034	1805	3610	1569	1805	3610	0

Capacity Analysis Module:

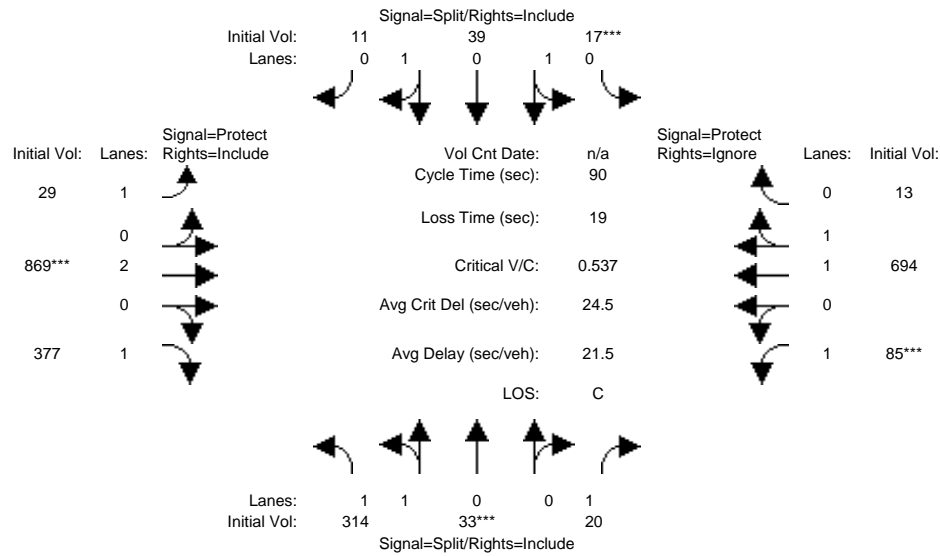
Vol/Sat:	0.09	0.09	0.06	0.00	0.00	0.00	0.00	0.27	0.27	0.02	0.29	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.17	0.17	0.04	0.04	0.04	0.04	0.49	0.49	0.08	0.53	0.00
Volume/Cap:	0.55	0.55	0.37	0.07	0.07	0.07	0.11	0.54	0.54	0.19	0.55	0.00
Delay/Veh:	35.3	35.3	33.9	41.6	41.6	41.6	41.9	16.2	16.6	39.1	14.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.3	35.3	33.9	41.6	41.6	41.6	41.9	16.2	16.6	39.1	14.4	0.0
LOS by Move:	D	D	C	D	D	D	D	B	B	D	B	A
HCM2kAvgQ:	5	5	3	0	0	0	0	10	8	1	10	0

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #2: Mariners Island Blvd/East Third Ave



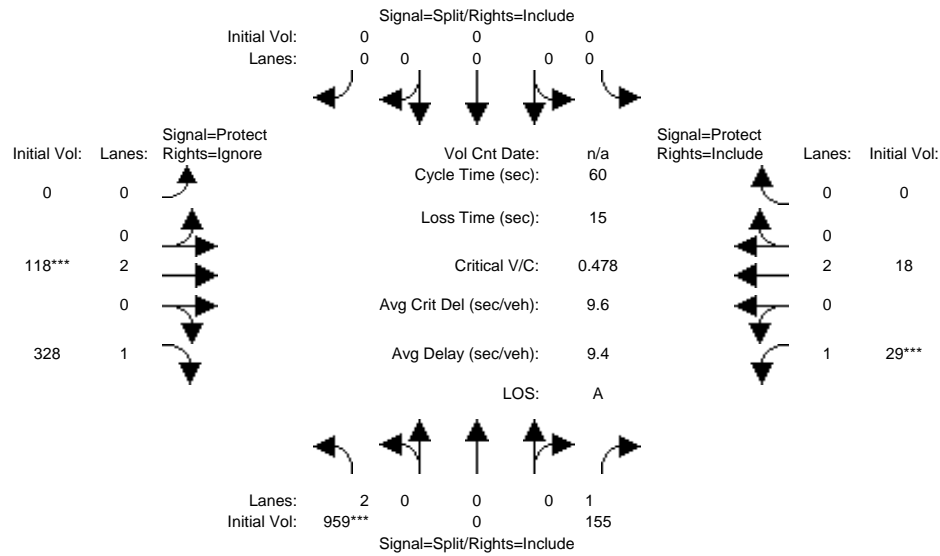
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	8	8	4	8	8
Y+R:	4.2	4.2	4.2	4.6	4.6	4.6	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	314	33	12	17	39	11	29	844	377	21	561	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	33	12	17	39	11	29	844	377	21	561	13
Added Vol:	0	0	8	0	0	0	0	25	0	64	133	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	314	33	20	17	39	11	29	869	377	85	694	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	331	35	21	18	41	12	31	915	397	89	731	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	35	21	18	41	12	31	915	397	89	731	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	331	35	21	18	41	12	31	915	397	89	731	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.84	0.91	0.91	0.91	0.95	0.95	0.84	0.95	0.95	0.95
Lanes:	1.81	0.19	1.00	0.51	1.16	0.33	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3291	346	1592	881	2021	570	1805	3610	1594	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.01	0.02	0.02	0.02	0.02	0.25	0.25	0.05	0.20	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.19	0.19	0.19	0.04	0.04	0.04	0.10	0.47	0.47	0.09	0.46	0.00
Volume/Cap:	0.54	0.54	0.07	0.46	0.46	0.46	0.17	0.54	0.53	0.54	0.44	0.00
Delay/Veh:	34.1	34.1	30.4	44.1	44.1	44.1	37.5	17.4	17.7	42.7	16.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.1	34.1	30.4	44.1	44.1	44.1	37.5	17.4	17.7	42.7	16.7	0.0
LOS by Move:	C	C	C	D	D	D	D	B	B	D	B	A
HCM2kAvgQ:	5	5	1	2	2	2	1	10	8	2	7	0

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #3: Foster City Blvd/East Third Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	0	0	0	4	4	4	4	4	4
Y+R:	4.6	4.6	4.6	4.0	4.0	4.0	6.0	6.0	6.0	4.1	6.0	6.0

Volume Module:

Base Vol:	959	0	155	0	0	0	0	118	328	29	18	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	959	0	155	0	0	0	0	118	328	29	18	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	959	0	155	0	0	0	0	118	328	29	18	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	1066	0	172	0	0	0	0	131	0	32	20	0
Reduct Vol:	0	0	69	0	0	0	0	0	0	0	0	0
Reduced Vol:	1066	0	103	0	0	0	0	131	0	32	20	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1066	0	103	0	0	0	0	131	0	32	20	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3502	0	1612	0	0	0	0	3610	1900	1805	3610	0

Capacity Analysis Module:

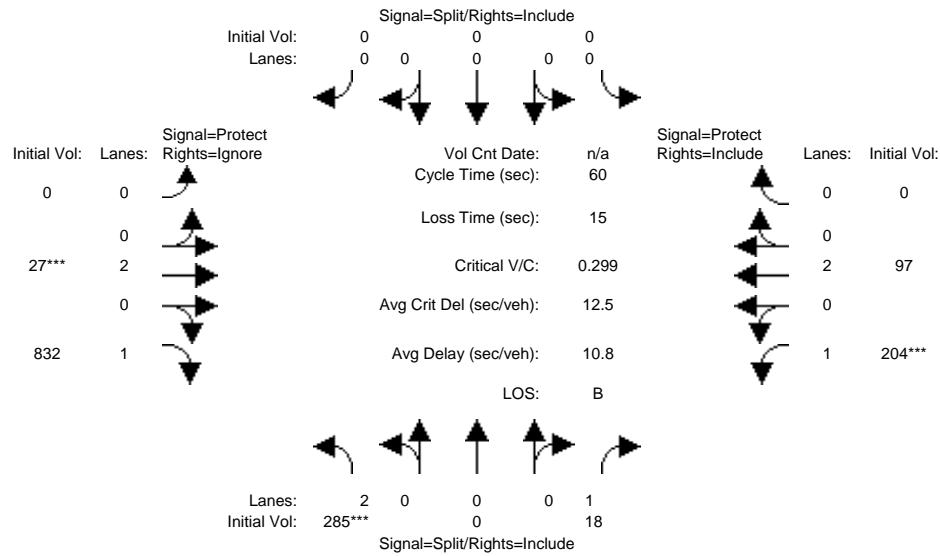
Vol/Sat:	0.30	0.00	0.06	0.00	0.00	0.00	0.00	0.04	0.00	0.02	0.01	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.61	0.00	0.61	0.00	0.00	0.00	0.00	0.07	0.00	0.07	0.14	0.00
Volume/Cap:	0.50	0.00	0.10	0.00	0.00	0.00	0.00	0.50	0.00	0.27	0.04	0.00
Delay/Veh:	6.7	0.0	4.9	0.0	0.0	0.0	0.0	28.2	0.0	27.8	22.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.7	0.0	4.9	0.0	0.0	0.0	0.0	28.2	0.0	27.8	22.4	0.0
LOS by Move:	A	A	A	A	A	A	A	C	A	C	C	A
HCM2kAvgQ:	6	0	1	0	0	0	0	1	0	1	0	0

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #3: Foster City Blvd/East Third Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	0	0	0	4	4	4	4	4	4
Y+R:	4.6	4.6	4.6	4.0	4.0	4.0	6.0	6.0	6.0	4.1	6.0	6.0

Volume Module:

Base Vol:	285	0	18	0	0	0	0	27	832	204	97	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	0	18	0	0	0	0	27	832	204	97	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	0	18	0	0	0	0	27	832	204	97	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	317	0	20	0	0	0	0	30	0	227	108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	0	20	0	0	0	0	30	0	227	108	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	317	0	20	0	0	0	0	30	0	227	108	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3502	0	1610	0	0	0	0	3610	1900	1805	3610	0

Capacity Analysis Module:

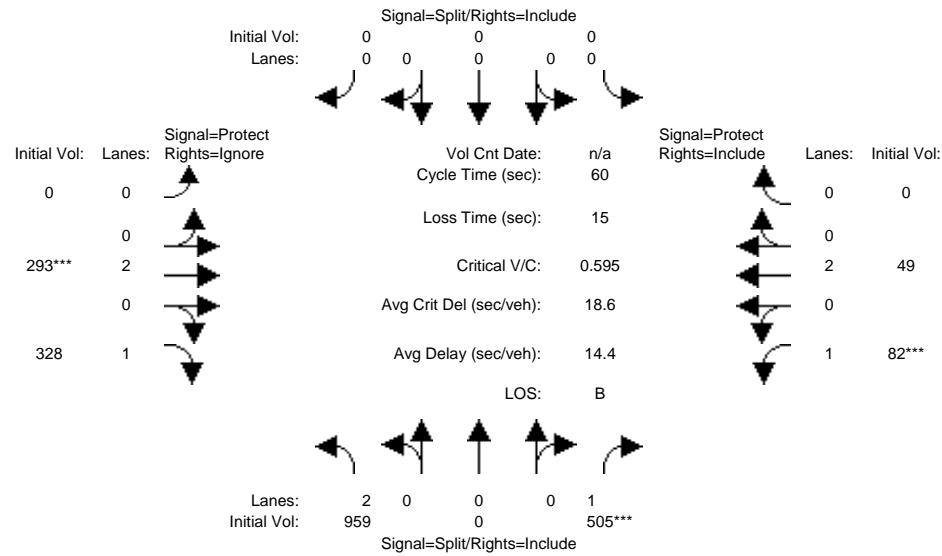
Vol/Sat:	0.09	0.00	0.01	0.00	0.00	0.00	0.00	0.01	0.00	0.13	0.03	0.00
Crit Moves:	****						****			****		
Green/Cycle:	0.29	0.00	0.29	0.00	0.00	0.00	0.00	0.07	0.00	0.40	0.46	0.00
Volume/Cap:	0.32	0.00	0.04	0.00	0.00	0.00	0.00	0.12	0.00	0.32	0.06	0.00
Delay/Veh:	17.0	0.0	15.5	0.0	0.0	0.0	0.0	24.7	0.0	4.5	1.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.0	0.0	15.5	0.0	0.0	0.0	0.0	24.7	0.0	4.5	1.2	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	A	A
HCM2kAvgQ:	2	0	0	0	0	0	0	0	0	1	0	0

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #3: Foster City Blvd/East Third Ave



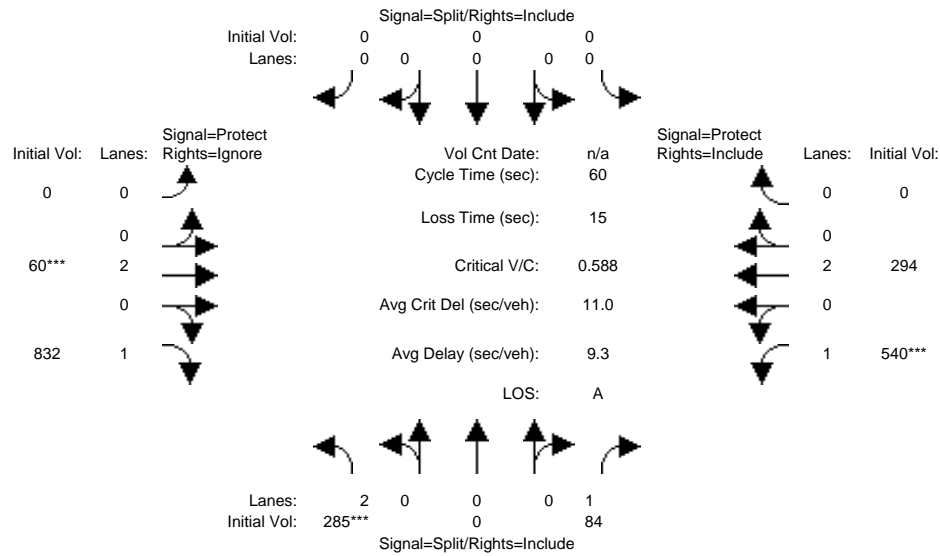
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	0	0	0	4	4	4	4	4	4
Y+R:	4.6	4.6	4.6	4.0	4.0	4.0	6.0	6.0	6.0	4.1	6.0	6.0
Volume Module:												
Base Vol:	959	0	155	0	0	0	0	118	328	29	18	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	959	0	155	0	0	0	0	118	328	29	18	0
Added Vol:	0	0	350	0	0	0	0	175	0	53	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	959	0	505	0	0	0	0	293	328	82	49	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	1066	0	561	0	0	0	0	326	0	91	54	0
Reduct Vol:	0	0	69	0	0	0	0	0	0	0	0	0
Reduced Vol:	1066	0	492	0	0	0	0	326	0	91	54	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	1066	0	492	0	0	0	0	326	0	91	54	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3502	0	1612	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.30	0.00	0.31	0.00	0.00	0.00	0.00	0.09	0.00	0.05	0.02	0.00
Crit Moves:			****					****		****		
Green/Cycle:	0.51	0.00	0.51	0.00	0.00	0.00	0.00	0.15	0.00	0.08	0.24	0.00
Volume/Cap:	0.59	0.00	0.59	0.00	0.00	0.00	0.00	0.59	0.00	0.59	0.06	0.00
Delay/Veh:	10.7	0.0	11.4	0.0	0.0	0.0	0.0	25.5	0.0	32.6	17.8	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:	10.7	0.0	11.4	0.0	0.0	0.0	0.0	25.5	0.0	32.6	17.8	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	C	B	A
HCM2kAvgQ:	7	0	6	0	0	0	0	3	0	3	0	0

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #3: Foster City Blvd/East Third Ave



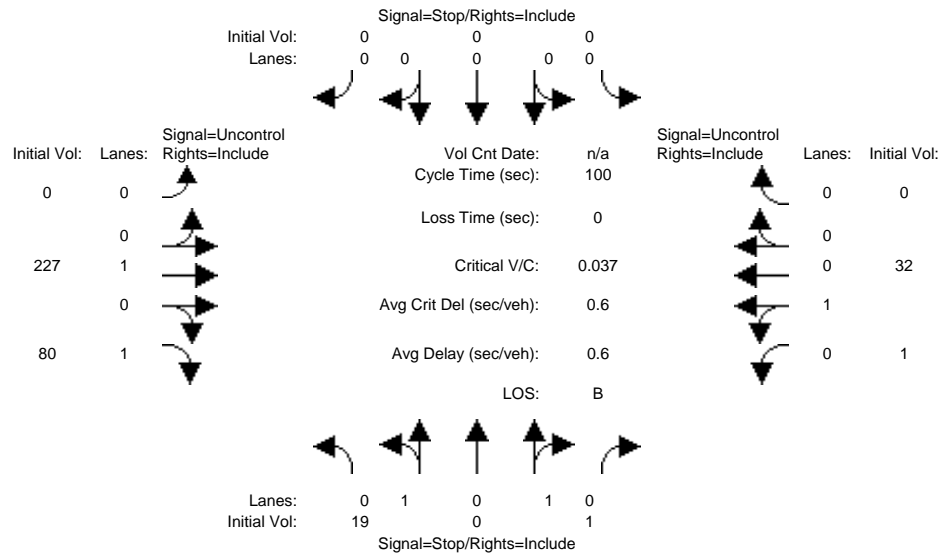
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	0	0	0	4	4	4	4	4	4
Y+R:	4.6	4.6	4.6	4.0	4.0	4.0	6.0	6.0	6.0	4.1	6.0	6.0
Volume Module:												
Base Vol:	285	0	18	0	0	0	0	27	832	204	97	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	0	18	0	0	0	0	27	832	204	97	0
Added Vol:	0	0	66	0	0	0	0	33	0	336	197	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	285	0	84	0	0	0	0	60	832	540	294	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	317	0	93	0	0	0	0	67	0	600	327	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	0	93	0	0	0	0	67	0	600	327	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	317	0	93	0	0	0	0	67	0	600	327	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3502	0	1610	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.06	0.00	0.00	0.00	0.00	0.02	0.00	0.33	0.09	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.15	0.00	0.15	0.00	0.00	0.00	0.00	0.07	0.00	0.54	0.60	0.00
Volume/Cap:	0.62	0.00	0.40	0.00	0.00	0.00	0.00	0.28	0.00	0.62	0.15	0.00
Delay/Veh:	26.4	0.0	24.3	0.0	0.0	0.0	0.0	25.4	0.0	1.2	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:	26.4	0.0	24.3	0.0	0.0	0.0	0.0	25.4	0.0	1.2	0.0	0.0
LOS by Move:	C	A	C	A	A	A	A	C	A	A	A	A
HCM2kAvgQ:	3	0	2	0	0	0	0	1	0	2	0	0

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #4: Lincoln Centre Drive / E. Third Ave



Street Name: Lincoln Centre Drive E. Third Ave
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	19	0	1	0	0	0	0	227	80	1	32	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:	19	0	1	0	0	0	0	227	80	1	32	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:	19	0	1	0	0	0	0	227	80	1	32	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:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	25	0	1	0	0	0	0	295	104	1	42	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	0	1	0	0	0	0	295	104	1	42	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	339	339	295	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	399	xxxx	xxxxx
Potent Cap.:	661	586	749	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1171	xxxx	xxxxx
Move Cap.:	660	585	749	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1171	xxxx	xxxxx
Volume/Cap:	0.04	0.00	0.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.00	xxxx	xxxxx

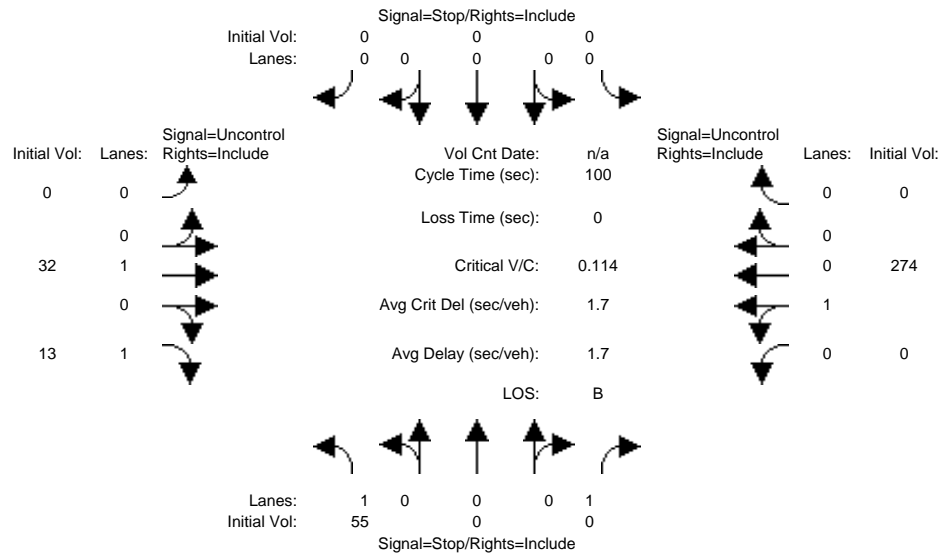
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - 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.:	660	xxxx	749	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	0.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Shrd ConDel:	10.7	xxxx	9.8	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx
Shared LOS:	B	*	A	*	*	*	*	*	*	A	*	*
ApproachDel:	10.6		xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx
ApproachLOS:	B		*			*			*			*

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #4: Lincoln Centre Drive / E. Third Ave



Street Name: Lincoln Centre Drive E. Third Ave
 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:	55	0	0	0	0	0	0	32	13	0	274	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:	55	0	0	0	0	0	0	32	13	0	274	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:	55	0	0	0	0	0	0	32	13	0	274	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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	71	0	0	0	0	0	0	41	17	0	351	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	71	0	0	0	0	0	0	41	17	0	351	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	392	xxxx	41	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	616	xxxx	1036	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	616	xxxx	1036	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.11	xxxx	0.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx

Level Of Service Module:

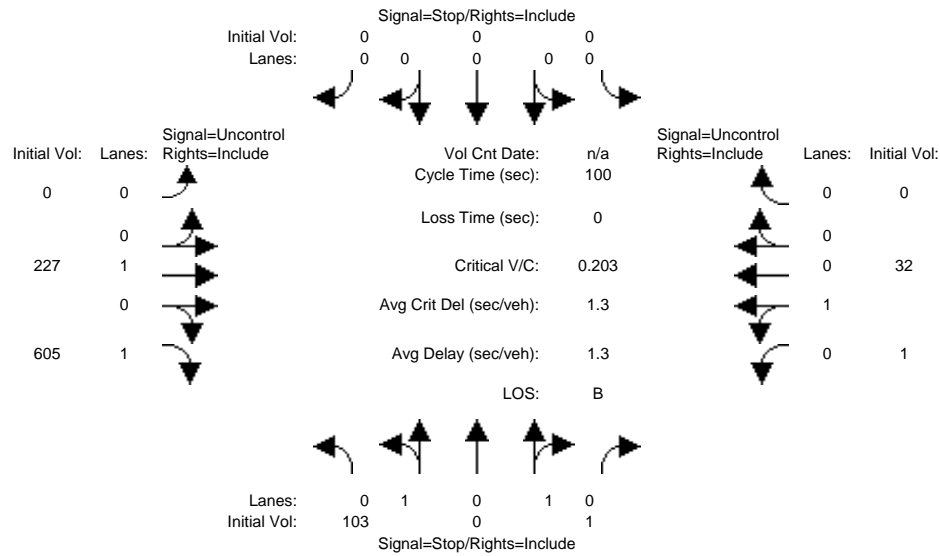
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	11.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	-	RT	LT - LTR - RT	-	RT	LT - LTR - RT	-	RT	LT - LTR - RT	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.6			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	B			*			*			*		*

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #4: Lincoln Centre Drive / E. Third Ave



Street Name: Lincoln Centre Drive E. Third Ave
 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:	19	0	1	0	0	0	0	227	80	1	32	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:	19	0	1	0	0	0	0	227	80	1	32	0
Added Vol:	84	0	0	0	0	0	0	0	525	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	0	1	0	0	0	0	227	605	1	32	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:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	134	0	1	0	0	0	0	295	786	1	42	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	134	0	1	0	0	0	0	295	786	1	42	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx

Capacity Module:

Cnflct Vol:	339	339	295	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1081	xxxxx	xxxxx
Potent Cap.:	661	586	749	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	653	xxxxx	xxxxx
Move Cap.:	660	585	749	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	653	xxxxx	xxxxx
Volume/Cap:	0.20	0.00	0.00	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.00	xxxxx	xxxxx

Level Of Service Module:

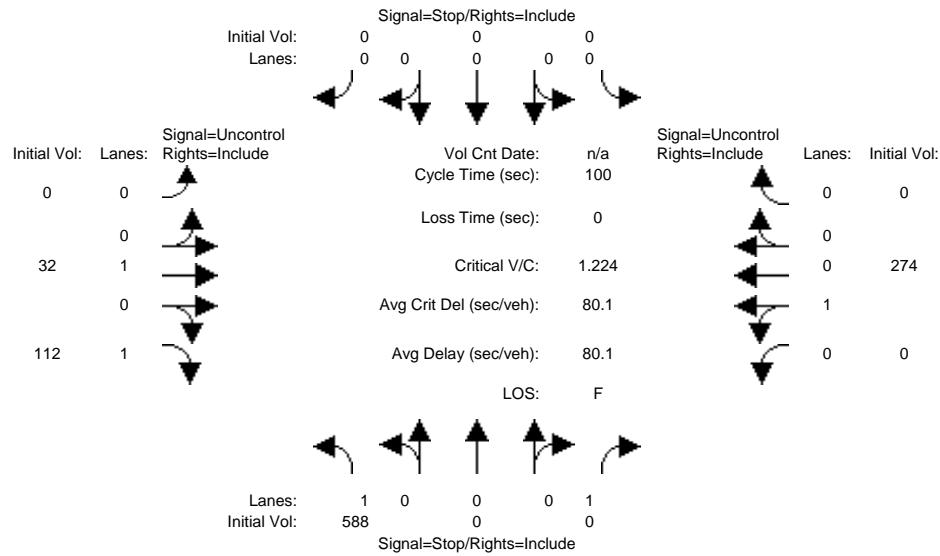
2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx
Control Del:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.5	xxxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	660	xxxxx	749	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
SharedQueue:	0.8	xxxxx	0.0	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	0.0	xxxxx	xxxxxx
Shrd ConDel:	11.8	xxxxx	9.8	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	10.5	xxxxx	xxxxxx
Shared LOS:	B	*	A	*	*	*	*	*	*	B	*	*
ApproachDel:	11.8			xxxxxxx			xxxxxxx		xxxxxxx			
ApproachLOS:	B			*			*		*			*

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #4: Lincoln Centre Drive / E. Third Ave



Street Name: Lincoln Centre Drive E. Third Ave
 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:	55	0	0	0	0	0	0	32	13	0	274	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:	55	0	0	0	0	0	0	32	13	0	274	0
Added Vol:	533	0	0	0	0	0	0	0	99	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	588	0	0	0	0	0	0	32	112	0	274	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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	754	0	0	0	0	0	0	41	144	0	351	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	754	0	0	0	0	0	0	41	144	0	351	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	392	xxxx	41	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	616	xxxx	1036	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	616	xxxx	1036	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	1.22	xxxx	0.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx

Level Of Service Module:

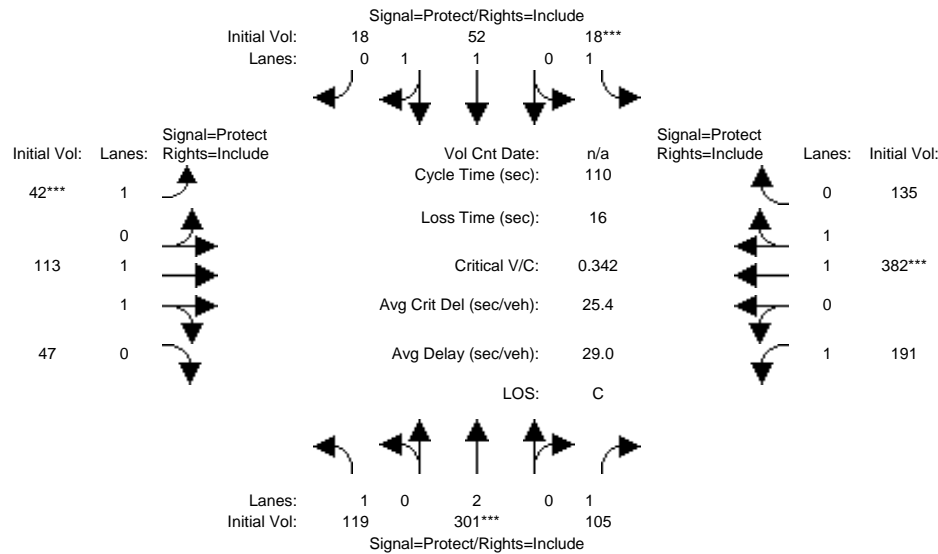
2Way95thQ:	27.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	137.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	137.1		xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx
ApproachLOS:	F		*			*			*			*

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #5: Vintage Park Dr/Chess Dr



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

Volume Module:

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

Saturation Flow Module:

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

Capacity Analysis Module:

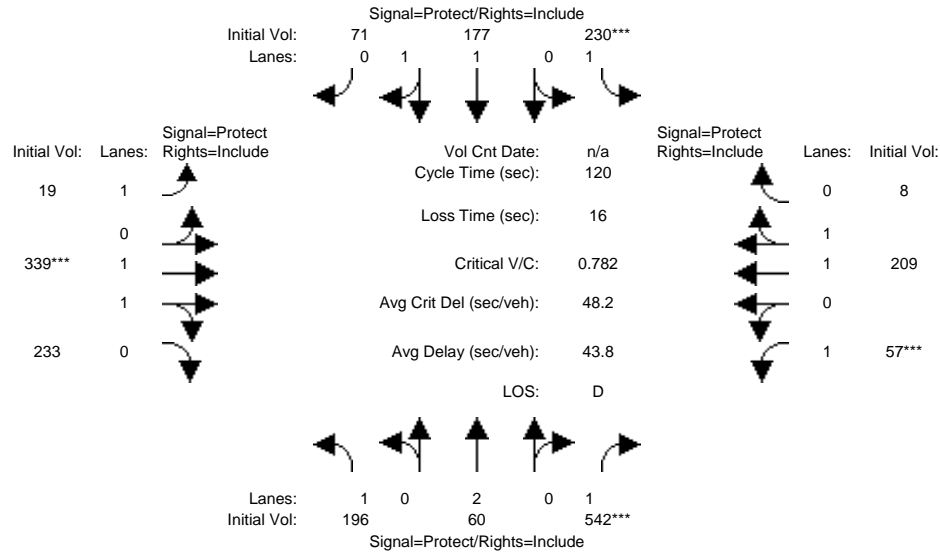
Vol/Sat:	0.07	0.09	0.02	0.01	0.02	0.02	0.03	0.05	0.05	0.12	0.16	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.20	0.27	0.27	0.04	0.10	0.10	0.07	0.17	0.17	0.38	0.48	0.48
Volume/Cap:	0.36	0.34	0.06	0.30	0.22	0.22	0.34	0.30	0.30	0.30	0.34	0.34
Delay/Veh:	38.4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

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #5: Vintage Park Dr/Chess Dr



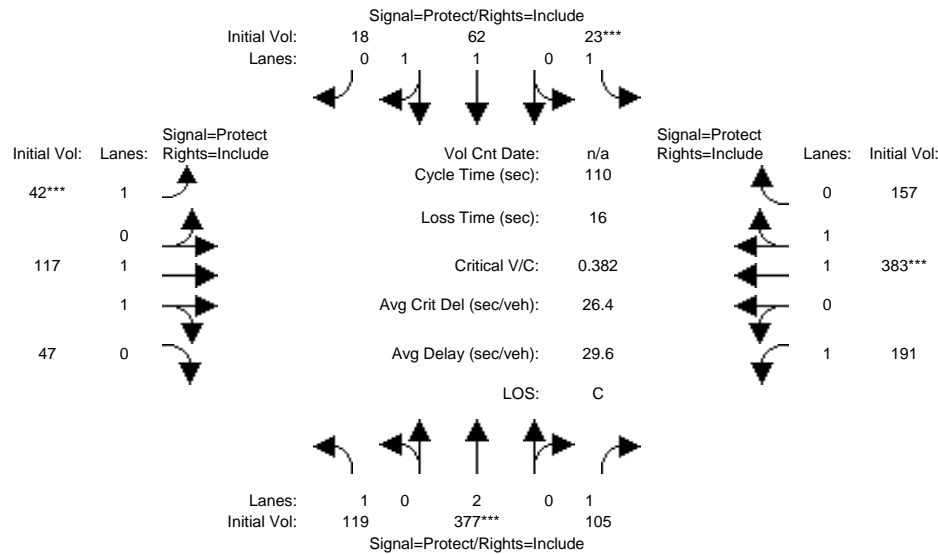
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	4	4	4	4	4
Y+R:	3.6	4.2	4.2	3.6	4.2	4.2	4.1	4.2	4.2	3.6	3.7	3.7
Volume Module:												
Base Vol:	196	60	542	230	177	71	19	339	233	57	209	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00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

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #5: Vintage Park Dr/Chess Dr



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

Volume Module:

Base Vol:	119	301	105	18	52	18	42	113	47	191	382	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	301	105	18	52	18	42	113	47	191	382	135
Added Vol:	0	76	0	5	10	0	0	4	0	0	1	22
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	377	105	23	62	18	42	117	47	191	383	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	131	414	115	25	68	20	46	129	52	210	421	173
Reduct Vol:	0	0	90	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	414	25	25	68	20	46	129	52	210	421	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	414	25	25	68	20	46	129	52	210	421	173

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.82	0.95	0.92	0.91	0.95	0.91	0.90	0.95	0.91	0.90
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	1.00	1.42	0.58	1.00	1.42	0.58
Final Sat.:	1805	3610	1551	1805	2699	784	1805	2459	988	1805	2445	1002

Capacity Analysis Module:

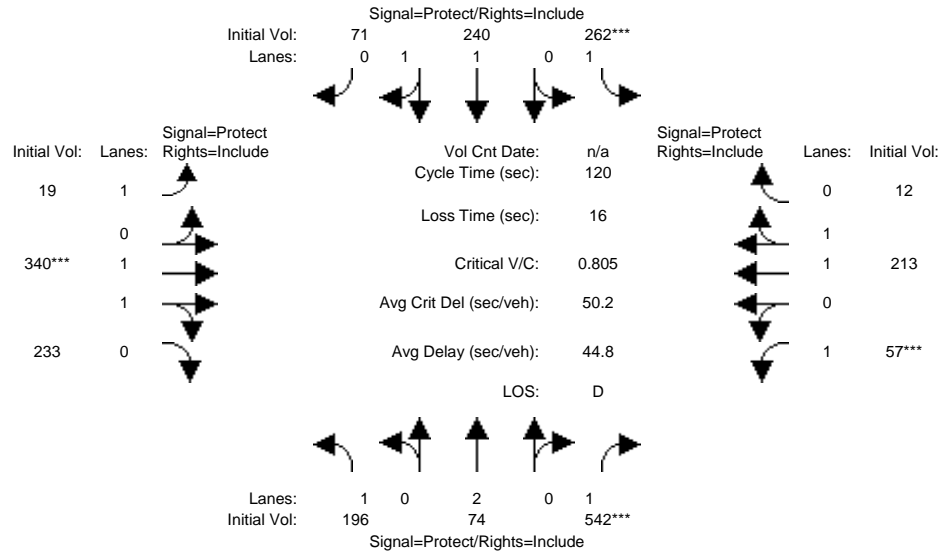
Vol/Sat:	0.07	0.11	0.02	0.01	0.03	0.03	0.03	0.05	0.05	0.12	0.17	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.22	0.30	0.30	0.04	0.11	0.11	0.07	0.16	0.16	0.36	0.45	0.45
Volume/Cap:	0.32	0.38	0.05	0.38	0.22	0.22	0.38	0.33	0.33	0.33	0.38	0.38
Delay/Veh:	36.1	30.6	27.4	55.4	44.7	44.7	51.2	41.2	41.2	26.0	20.2	20.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.1	30.6	27.4	55.4	44.7	44.7	51.2	41.2	41.2	26.0	20.2	20.2
LOS by Move:	D	C	C	E	D	D	D	D	D	C	C	C
HCM2kAvgQ:	4	6	1	1	2	2	2	3	3	5	7	7

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #5: Vintage Park Dr/Chess Dr



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

Volume Module:

Base Vol:	196	60	542	230	177	71	19	339	233	57	209	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	60	542	230	177	71	19	339	233	57	209	8
Added Vol:	0	14	0	32	63	0	0	1	0	0	4	4
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	74	542	262	240	71	19	340	233	57	213	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:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	215	81	596	288	264	78	21	374	256	63	234	13
Reduct Vol:	0	0	101	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	81	495	288	264	78	21	374	256	63	234	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:	215	81	495	288	264	78	21	374	256	63	234	13

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.82	0.95	0.92	0.91	0.95	0.89	0.88	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	1.54	0.46	1.00	1.18	0.82	1.00	1.89	0.11
Final Sat.:	1805	3610	1562	1805	2688	795	1805	2004	1373	1805	3390	191

Capacity Analysis Module:

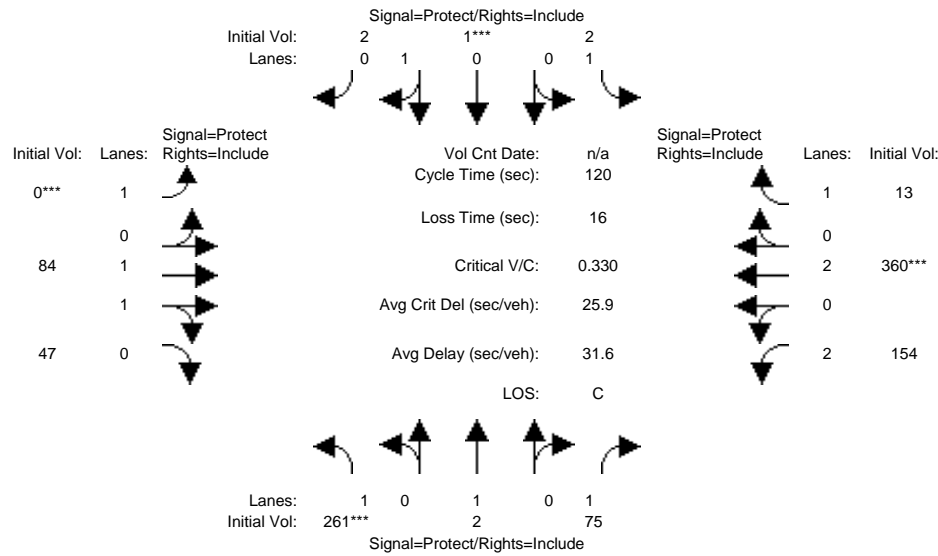
Vol/Sat:	0.12	0.02	0.32	0.16	0.10	0.10	0.01	0.19	0.19	0.03	0.07	0.07
Crit Moves:			****	****				****		****		
Green/Cycle:	0.32	0.39	0.39	0.20	0.27	0.27	0.09	0.23	0.23	0.04	0.19	0.19
Volume/Cap:	0.37	0.06	0.80	0.80	0.37	0.37	0.13	0.80	0.80	0.80	0.37	0.37
Delay/Veh:	31.5	22.6	39.9	58.3	36.0	36.0	50.7	49.6	49.6	100.6	43.1	43.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	22.6	39.9	58.3	36.0	36.0	50.7	49.6	49.6	100.6	43.1	43.1
LOS by Move:	C	C	D	E	D	D	D	D	D	F	D	D
HCM2kAvgQ:	6	1	17	12	5	5	1	14	14	3	4	4

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

Lincoln Centre Redevelopment Project
SF14-0771

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:	4	6	6	6	6	6	4	6	6	4	6	6
Y+R:	3.5	4.5	4.5	4.5	4.5	4.5	3.5	4.5	4.5	3.5	4.5	4.5

Volume Module:

Base Vol:	261	2	75	2	1	2	0	84	47	154	360	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	2	75	2	1	2	0	84	47	154	360	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	261	2	75	2	1	2	0	84	47	154	360	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	303	2	87	2	1	2	0	98	55	179	419	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	2	87	2	1	2	0	98	55	179	419	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	2	87	2	1	2	0	98	55	179	419	15

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.80	0.95	0.90	0.89	1.00	0.90	0.89	0.92	0.95	0.82
Lanes:	1.00	1.00	1.00	1.00	0.33	0.67	1.00	1.28	0.72	2.00	2.00	1.00
Final Sat.:	1805	1900	1523	1805	567	1134	1900	2183	1222	3502	3610	1560

Capacity Analysis Module:

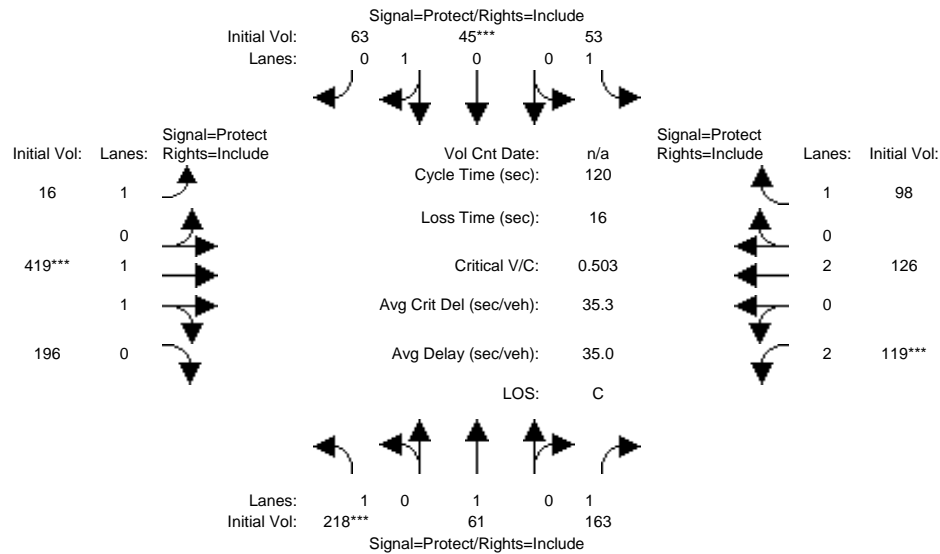
Vol/Sat:	0.17	0.00	0.06	0.00	0.00	0.00	0.00	0.04	0.04	0.05	0.12	0.01
Crit Moves:	****			****			****			****		
Green/Cycle:	0.48	0.28	0.28	0.25	0.05	0.05	0.00	0.16	0.16	0.17	0.33	0.33
Volume/Cap:	0.35	0.00	0.20	0.01	0.04	0.04	0.00	0.27	0.27	0.30	0.35	0.03
Delay/Veh:	19.5	30.7	32.8	33.9	54.5	54.5	0.0	44.1	44.1	44.0	30.3	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.5	30.7	32.8	33.9	54.5	54.5	0.0	44.1	44.1	44.0	30.3	27.0
LOS by Move:	B	C	C	C	D	D	A	D	D	D	C	C
HCM2kAvgQ:	7	0	2	0	0	0	0	3	3	3	6	0

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #8: Shell Blvd/Metro Center Blvd



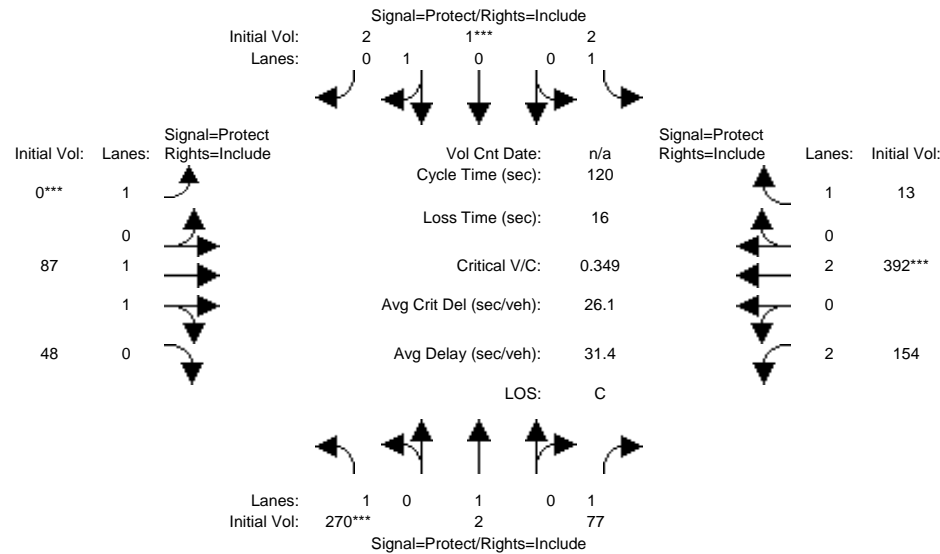
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	6	6	6	4	6	6	4	6	6
Y+R:	3.5	4.5	4.5	4.5	4.5	4.5	3.5	4.5	4.5	3.5	4.5	4.5
Volume Module:												
Base Vol:	218	61	163	53	45	63	16	419	196	119	126	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00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

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #8: Shell Blvd/Metro Center Blvd



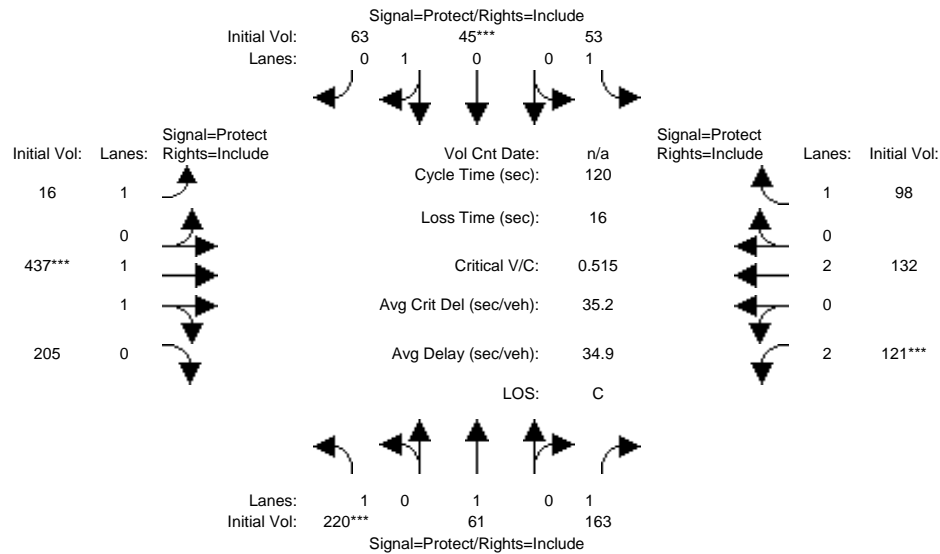
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	6	6	6	4	6	6	4	6	6
Y+R:	3.5	4.5	4.5	4.5	4.5	4.5	3.5	4.5	4.5	3.5	4.5	4.5
Volume Module:												
Base Vol:	261	2	75	2	1	2	0	84	47	154	360	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	2	75	2	1	2	0	84	47	154	360	13
Added Vol:	9	0	2	0	0	0	0	3	1	0	32	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	2	77	2	1	2	0	87	48	154	392	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	314	2	90	2	1	2	0	101	56	179	456	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	2	90	2	1	2	0	101	56	179	456	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	314	2	90	2	1	2	0	101	56	179	456	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.80	0.95	0.90	0.89	1.00	0.90	0.89	0.92	0.95	0.82
Lanes:	1.00	1.00	1.00	1.00	0.33	0.67	1.00	1.29	0.71	2.00	2.00	1.00
Final Sat.:	1805	1900	1523	1805	567	1134	1900	2197	1212	3502	3610	1560
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.06	0.00	0.00	0.00	0.00	0.05	0.05	0.05	0.13	0.01
Crit Moves:	****			****			****			****		
Green/Cycle:	0.47	0.28	0.28	0.24	0.05	0.05	0.00	0.17	0.17	0.17	0.34	0.34
Volume/Cap:	0.37	0.00	0.21	0.01	0.04	0.04	0.00	0.27	0.27	0.29	0.37	0.03
Delay/Veh:	20.4	30.9	33.0	34.7	54.5	54.5	0.0	43.6	43.6	43.4	29.8	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.4	30.9	33.0	34.7	54.5	54.5	0.0	43.6	43.6	43.4	29.8	26.1
LOS by Move:	C	C	C	C	D	D	A	D	D	D	C	C
HCM2kAvgQ:	7	0	3	0	0	0	0	3	3	3	6	0

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

Lincoln Centre Redevelopment Project
SF14-0771

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:	4	6	6	6	6	6	4	6	6	4	6	6
Y+R:	3.5	4.5	4.5	4.5	4.5	4.5	3.5	4.5	4.5	3.5	4.5	4.5

Volume Module:												
Base Vol:	218	61	163	53	45	63	16	419	196	119	126	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	218	61	163	53	45	63	16	419	196	119	126	98
Added Vol:	2	0	0	0	0	0	0	18	9	2	6	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	61	163	53	45	63	16	437	205	121	132	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	242	67	179	58	49	69	18	480	225	133	145	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	67	179	58	49	69	18	480	225	133	145	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	67	179	58	49	69	18	480	225	133	145	108

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.82	0.95	0.91	0.91	0.95	0.90	0.90	0.92	0.95	0.79
Lanes:	1.00	1.00	1.00	1.00	0.41	0.59	1.00	1.36	0.64	2.00	2.00	1.00
Final Sat.:	1805	1900	1553	1805	720	1008	1805	2334	1095	3502	3610	1492

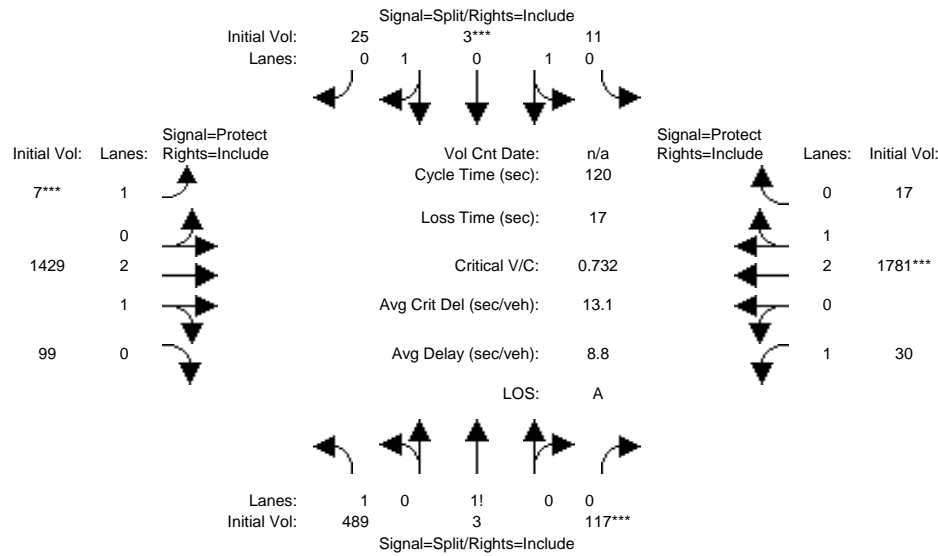
Capacity Analysis Module:												
Vol/Sat:	0.13	0.04	0.12	0.03	0.07	0.07	0.01	0.21	0.21	0.04	0.04	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.26	0.27	0.27	0.12	0.13	0.13	0.15	0.40	0.40	0.07	0.32	0.32
Volume/Cap:	0.52	0.13	0.42	0.27	0.52	0.52	0.07	0.52	0.52	0.52	0.12	0.22
Delay/Veh:	38.9	32.9	36.4	48.8	50.4	50.4	43.9	27.6	27.6	55.3	28.6	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:	38.9	32.9	36.4	48.8	50.4	50.4	43.9	27.6	27.6	55.3	28.6	29.8
LOS by Move:	D	C	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	8	2	6	2	5	5	1	10	10	2	2	3

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #11: Altair Ave/East Hillsdale Blvd



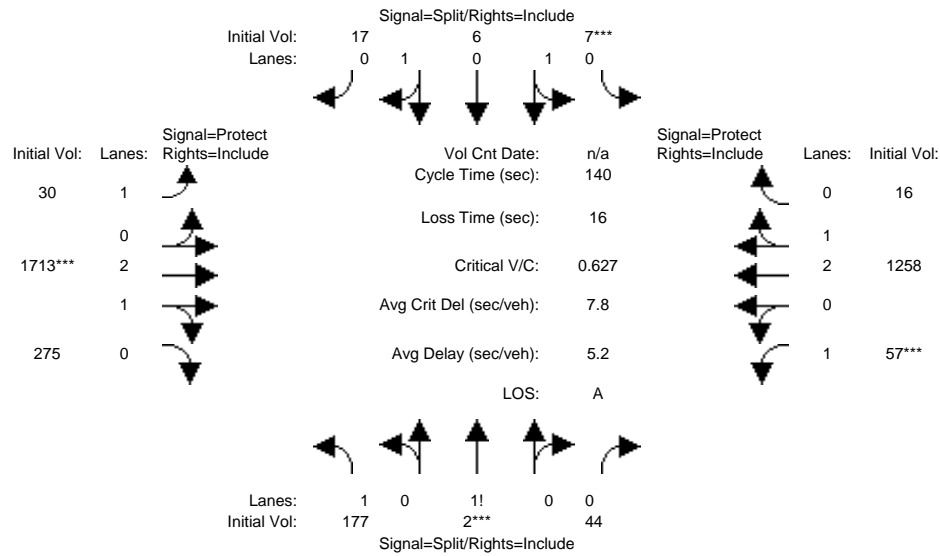
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	6	6	4	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	3.6	5.0	5.0	3.6	5.0	5.0
Volume Module:												
Base Vol:	489	3	117	11	3	25	7	1429	99	30	1781	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00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

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #11: Altair Ave/East Hillsdale Blvd



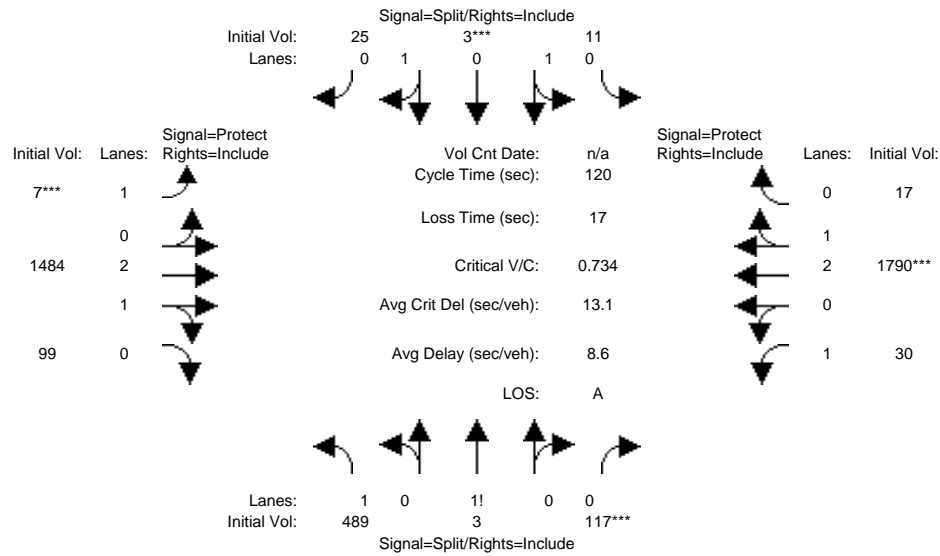
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	6	6	4	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	3.6	5.0	5.0	3.6	5.0	5.0
Volume Module:												
Base Vol:	177	2	44	7	6	17	30	1713	275	57	1258	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	2	44	7	6	17	30	1713	275	57	1258	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	2	44	7	6	17	30	1713	275	57	1258	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	190	2	47	8	6	18	32	1842	296	61	1353	17
Reduct Vol:	0	0	0	0	0	10	0	0	0	0	0	0
Reduced Vol:	190	2	47	8	6	8	32	1842	296	61	1353	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	2	47	8	6	8	32	1842	296	61	1353	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.88	0.88	0.87	0.95	0.89	0.89	0.95	0.91	0.91
Lanes:	1.66	0.01	0.33	0.67	0.58	0.75	1.00	2.58	0.42	1.00	2.96	0.04
Final Sat.:	2938	26	579	1126	965	1239	1805	4374	702	1805	5112	65
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.01	0.01	0.01	0.02	0.42	0.42	0.03	0.26	0.26
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.13	0.13	0.13	0.03	0.03	0.03	0.08	0.65	0.65	0.05	0.63	0.63
Volume/Cap:	0.51	0.64	0.64	0.20	0.20	0.20	0.23	0.64	0.64	0.64	0.42	0.42
Delay/Veh:	49.9	53.7	53.7	57.3	57.3	57.3	48.2	0.4	0.4	66.8	0.1	0.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	53.7	53.7	57.3	57.3	57.3	48.2	0.4	0.4	66.8	0.1	0.1
LOS by Move:	D	D	D	E	E	E	D	A	A	E	A	A
HCM2kAvgQ:	5	6	6	1	1	1	1	1	1	2	1	1

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #11: Altair Ave/East Hillsdale Blvd



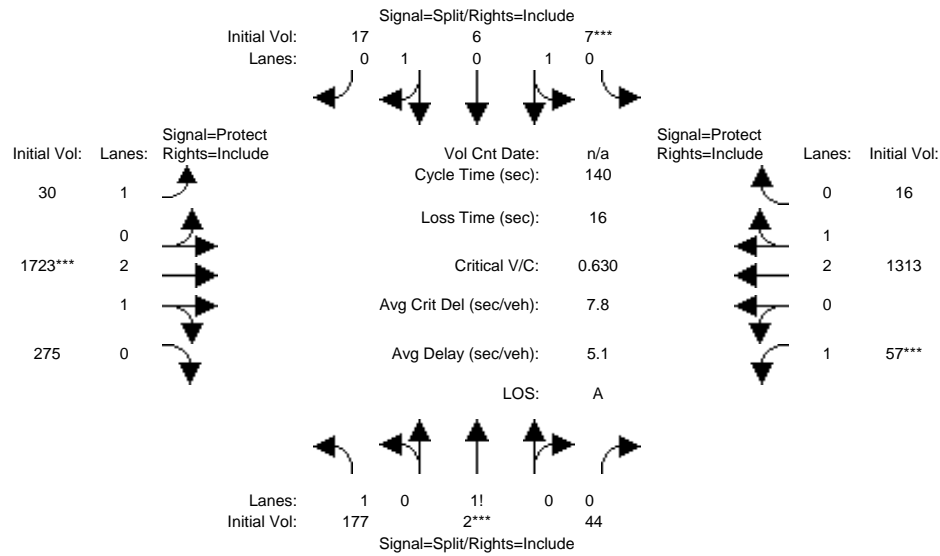
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	6	6	4	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	3.6	5.0	5.0	3.6	5.0	5.0
Volume Module:												
Base Vol:	489	3	117	11	3	25	7	1429	99	30	1781	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	489	3	117	11	3	25	7	1429	99	30	1781	17
Added Vol:	0	0	0	0	0	0	0	55	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	489	3	117	11	3	25	7	1484	99	30	1790	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	543	3	130	12	3	28	8	1649	110	33	1989	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	543	3	130	12	3	28	8	1649	110	33	1989	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	543	3	130	12	3	28	8	1649	110	33	1989	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.85	0.85	0.84	0.95	0.90	0.90	0.95	0.91	0.91
Lanes:	1.67	0.01	0.32	0.79	0.21	1.00	1.00	2.81	0.19	1.00	2.97	0.03
Final Sat.:	2962	15	569	1264	345	1589	1805	4818	321	1805	5133	49
Capacity Analysis Module:												
Vol/Sat:	0.18	0.23	0.23	0.01	0.01	0.02	0.00	0.34	0.34	0.02	0.39	0.39
Crit Moves:			****		****		****				****	
Green/Cycle:	0.29	0.29	0.29	0.03	0.03	0.03	0.03	0.48	0.48	0.05	0.50	0.50
Volume/Cap:	0.62	0.78	0.78	0.29	0.29	0.52	0.13	0.71	0.71	0.39	0.78	0.78
Delay/Veh:	37.8	43.3	43.3	57.7	57.7	63.1	55.3	2.4	2.4	55.7	1.8	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	43.3	43.3	57.7	57.7	63.1	55.3	2.4	2.4	55.7	1.8	1.8
LOS by Move:	D	D	D	E	E	E	E	A	A	E	A	A
HCM2kAvgQ:	11	15	15	1	1	2	0	4	4	1	2	2

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #11: Altair Ave/East Hillsdale Blvd



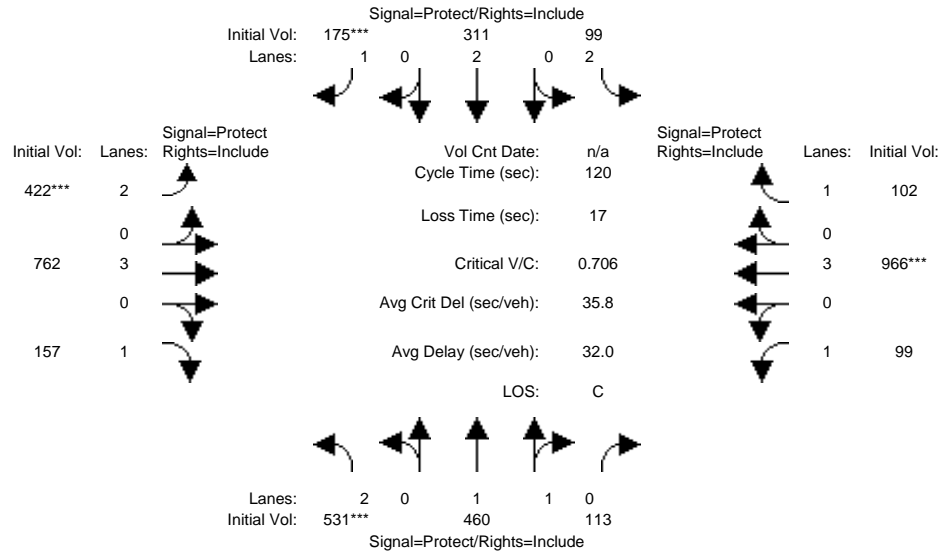
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	6	6	4	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	3.6	5.0	5.0	3.6	5.0	5.0
Volume Module:												
Base Vol:	177	2	44	7	6	17	30	1713	275	57	1258	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	2	44	7	6	17	30	1713	275	57	1258	16
Added Vol:	0	0	0	0	0	0	0	10	0	0	55	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	2	44	7	6	17	30	1723	275	57	1313	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	190	2	47	8	6	18	32	1853	296	61	1412	17
Reduct Vol:	0	0	0	0	0	10	0	0	0	0	0	0
Reduced Vol:	190	2	47	8	6	8	32	1853	296	61	1412	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	2	47	8	6	8	32	1853	296	61	1412	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.88	0.88	0.87	0.95	0.89	0.89	0.95	0.91	0.91
Lanes:	1.66	0.01	0.33	0.67	0.58	0.75	1.00	2.59	0.41	1.00	2.96	0.04
Final Sat.:	2938	26	579	1126	965	1239	1805	4377	699	1805	5114	62
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.01	0.01	0.01	0.02	0.42	0.42	0.03	0.28	0.28
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.13	0.13	0.13	0.03	0.03	0.03	0.08	0.65	0.65	0.05	0.63	0.63
Volume/Cap:	0.51	0.65	0.65	0.20	0.20	0.20	0.23	0.65	0.65	0.65	0.44	0.44
Delay/Veh:	49.9	53.8	53.8	57.3	57.3	57.3	48.7	0.4	0.4	67.2	0.1	0.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	53.8	53.8	57.3	57.3	57.3	48.7	0.4	0.4	67.2	0.1	0.1
LOS by Move:	D	D	D	E	E	E	D	A	A	E	A	A
HCM2kAvgQ:	5	6	6	1	1	1	1	1	1	2	1	1

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #12: Edgewater Blvd/East Hillsdale Blvd



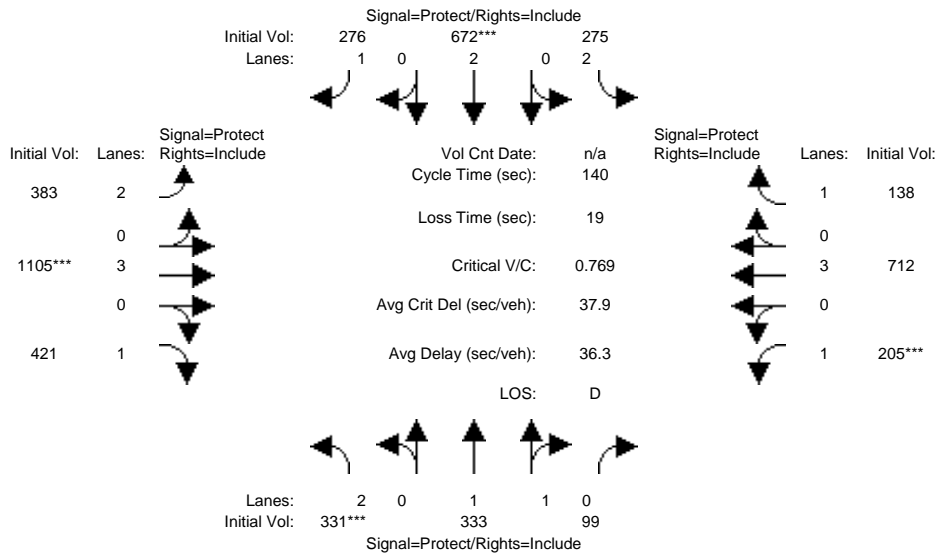
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	4.6	4.6	4.0	4.9	4.9	4.5	5.0	5.0
Volume Module:												
Base Vol:	531	460	113	99	311	175	422	762	157	99	966	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00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

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #12: Edgewater Blvd/East Hillsdale Blvd



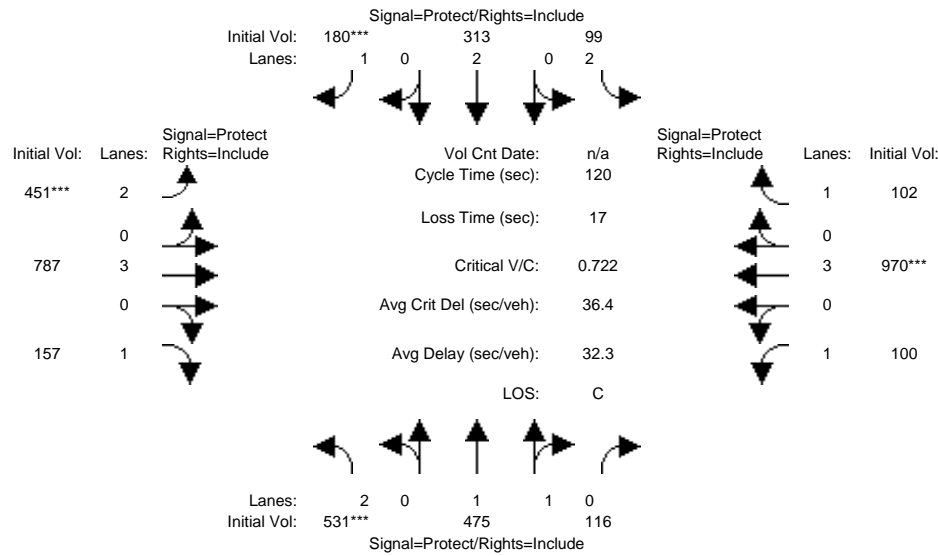
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	4.6	4.6	4.0	4.9	4.9	4.5	5.0	5.0
Volume Module:												
Base Vol:	331	333	99	275	672	276	383	1105	421	205	712	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	331	333	99	275	672	276	383	1105	421	205	712	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	333	99	275	672	276	383	1105	421	205	712	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	353	355	106	293	716	294	408	1178	449	219	759	147
Reduct Vol:	0	0	0	0	0	0	0	0	264	0	0	0
Reduced Vol:	353	355	106	293	716	294	408	1178	185	219	759	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	353	355	106	293	716	294	408	1178	185	219	759	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.91	0.92	0.95	0.83	0.92	0.91	0.82	0.95	0.91	0.82
Lanes:	2.00	1.54	0.46	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2684	798	3502	3610	1570	3502	5187	1552	1805	5187	1559
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.13	0.08	0.20	0.19	0.12	0.23	0.12	0.12	0.15	0.09
Crit Moves:	****				****			****			****	
Green/Cycle:	0.13	0.24	0.24	0.15	0.26	0.26	0.20	0.30	0.30	0.16	0.25	0.25
Volume/Cap:	0.77	0.56	0.56	0.56	0.77	0.73	0.58	0.77	0.40	0.77	0.58	0.37
Delay/Veh:	58.1	41.0	41.0	48.5	45.2	47.1	33.7	24.8	20.2	51.5	26.8	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	41.0	41.0	48.5	45.2	47.1	33.7	24.8	20.2	51.5	26.8	25.2
LOS by Move:	E	D	D	D	D	D	C	C	C	D	C	C
HCM2kAvgQ:	8	8	8	6	14	11	6	12	4	8	7	3

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #12: Edgewater Blvd/East Hillsdale Blvd



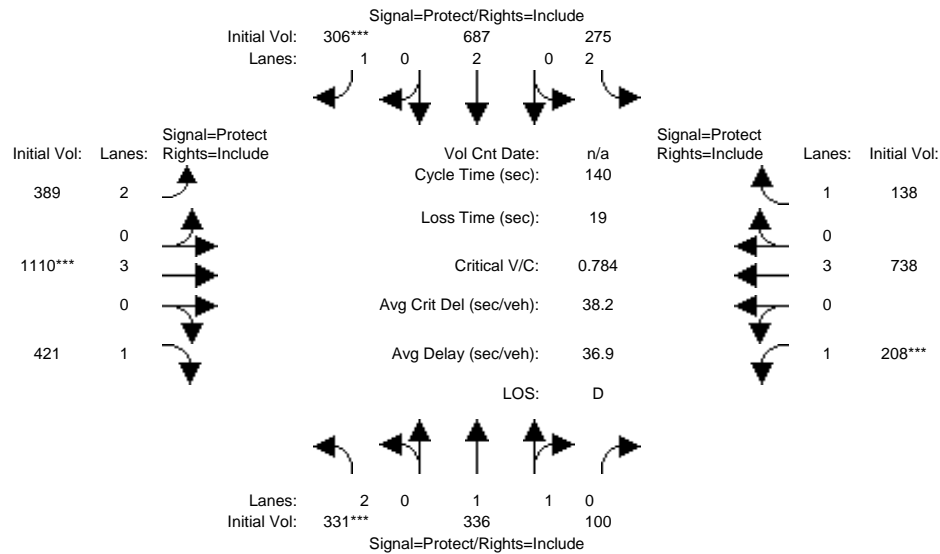
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	4.6	4.6	4.0	4.9	4.9	4.5	5.0	5.0
Volume Module:												
Base Vol:	531	460	113	99	311	175	422	762	157	99	966	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	531	460	113	99	311	175	422	762	157	99	966	102
Added Vol:	0	15	3	0	2	5	29	25	0	1	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	531	475	116	99	313	180	451	787	157	100	970	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	565	506	124	105	333	192	480	838	167	106	1033	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	565	506	124	105	333	192	480	838	167	106	1033	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	565	506	124	105	333	192	480	838	167	106	1033	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.83	0.92	0.91	0.82	0.95	0.91	0.82
Lanes:	2.00	1.61	0.39	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2814	687	3502	3610	1577	3502	5187	1561	1805	5187	1567
Capacity Analysis Module:												
Vol/Sat:	0.16	0.18	0.18	0.03	0.09	0.12	0.14	0.16	0.11	0.06	0.20	0.07
Crit Moves:	****				****	****	****			****		
Green/Cycle:	0.22	0.33	0.33	0.06	0.17	0.17	0.19	0.34	0.34	0.12	0.28	0.28
Volume/Cap:	0.72	0.54	0.54	0.49	0.55	0.72	0.72	0.47	0.31	0.47	0.72	0.25
Delay/Veh:	46.4	33.3	33.3	56.3	46.8	56.5	38.8	15.2	14.4	43.5	26.1	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:	46.4	33.3	33.3	56.3	46.8	56.5	38.8	15.2	14.4	43.5	26.1	21.2
LOS by Move:	D	C	C	E	D	E	D	B	B	D	C	C
HCM2kAvgQ:	11	10	10	3	6	8	8	5	2	3	11	2

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #12: Edgewater Blvd/East Hillsdale Blvd



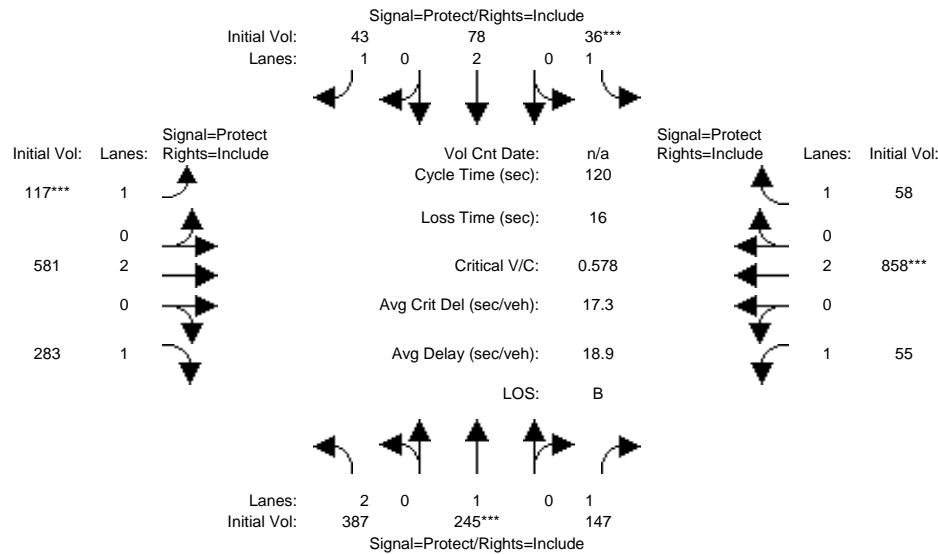
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	4.6	4.6	4.0	4.9	4.9	4.5	5.0	5.0
Volume Module:												
Base Vol:	331	333	99	275	672	276	383	1105	421	205	712	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	331	333	99	275	672	276	383	1105	421	205	712	138
Added Vol:	0	3	1	0	15	30	6	5	0	3	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	336	100	275	687	306	389	1110	421	208	738	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	353	358	107	293	732	326	415	1183	449	222	787	147
Reduct Vol:	0	0	0	0	0	0	0	0	264	0	0	0
Reduced Vol:	353	358	107	293	732	326	415	1183	185	222	787	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	353	358	107	293	732	326	415	1183	185	222	787	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.91	0.92	0.95	0.83	0.92	0.91	0.82	0.95	0.91	0.82
Lanes:	2.00	1.54	0.46	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2683	799	3502	3610	1570	3502	5187	1552	1805	5187	1559
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.13	0.08	0.20	0.21	0.12	0.23	0.12	0.12	0.15	0.09
Crit Moves:	****					****		****		****		
Green/Cycle:	0.13	0.24	0.24	0.15	0.27	0.27	0.20	0.29	0.29	0.16	0.25	0.25
Volume/Cap:	0.78	0.55	0.55	0.55	0.77	0.78	0.60	0.78	0.41	0.78	0.60	0.38
Delay/Veh:	59.4	40.6	40.6	48.4	44.4	50.3	34.7	25.8	20.8	52.9	27.1	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.4	40.6	40.6	48.4	44.4	50.3	34.7	25.8	20.8	52.9	27.1	25.2
LOS by Move:	E	D	D	D	D	D	C	C	C	D	C	C
HCM2kAvgQ:	8	8	8	6	15	13	6	12	4	8	7	3

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #13: Shell Blvd/East Hillsdale Blvd



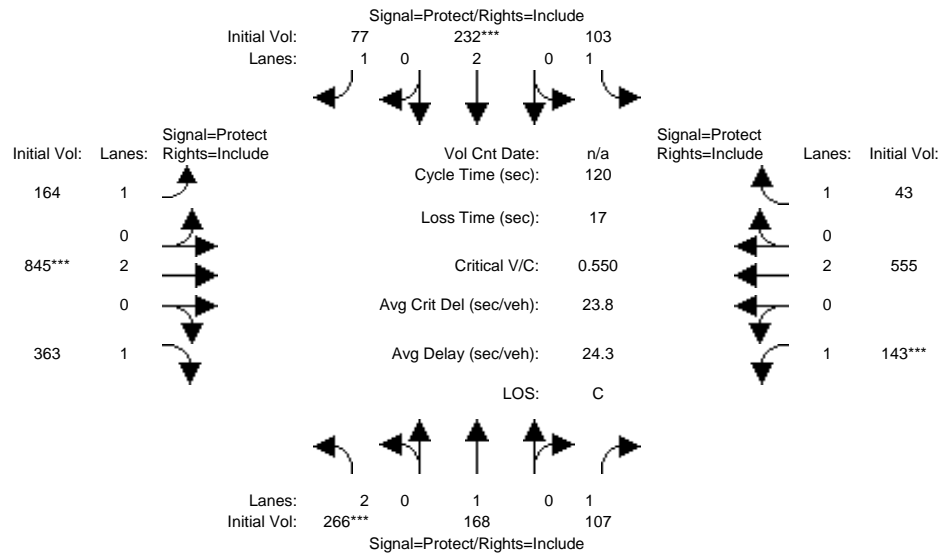
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	4.1	4.6	4.6
Volume Module:												
Base Vol:	387	245	147	36	78	43	117	581	283	55	858	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00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

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #13: 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:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	4.1	4.6	4.6

Volume Module:

Base Vol:	266	168	107	103	232	77	164	845	363	143	555	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	168	107	103	232	77	164	845	363	143	555	43
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	168	107	103	232	77	164	845	363	143	555	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	277	175	111	107	241	80	171	879	378	149	578	45
Reduct Vol:	0	0	0	0	0	0	0	0	152	0	0	0
Reduced Vol:	277	175	111	107	241	80	171	879	226	149	578	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	277	175	111	107	241	80	171	879	226	149	578	45

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.82	0.95	0.95	0.82	0.95	0.95	0.82	0.95	0.95	0.79
Lanes:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	1900	1561	1805	3610	1561	1805	3610	1561	1805	3610	1510

Capacity Analysis Module:

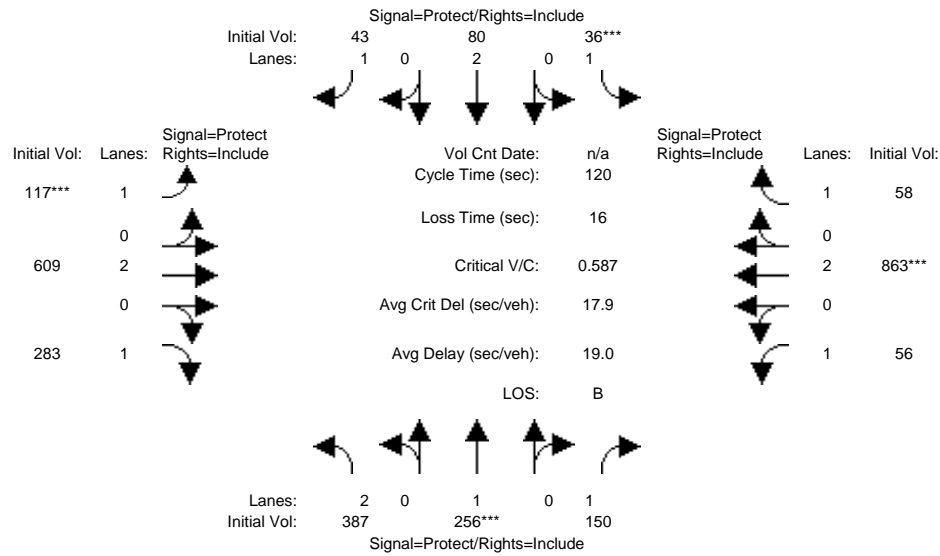
Vol/Sat:	0.08	0.09	0.07	0.06	0.07	0.05	0.09	0.24	0.14	0.08	0.16	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.16	0.16	0.10	0.12	0.12	0.22	0.44	0.44	0.15	0.37	0.37
Volume/Cap:	0.55	0.57	0.44	0.57	0.55	0.42	0.43	0.55	0.33	0.55	0.43	0.08
Delay/Veh:	49.1	49.0	46.7	55.3	51.1	50.3	29.7	5.4	4.7	41.3	11.6	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.1	49.0	46.7	55.3	51.1	50.3	29.7	5.4	4.7	41.3	11.6	9.9
LOS by Move:	D	D	D	E	D	D	C	A	A	D	B	A
HCM2kAvgQ:	5	6	4	5	5	3	4	4	2	5	5	0

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #13: Shell Blvd/East Hillsdale Blvd



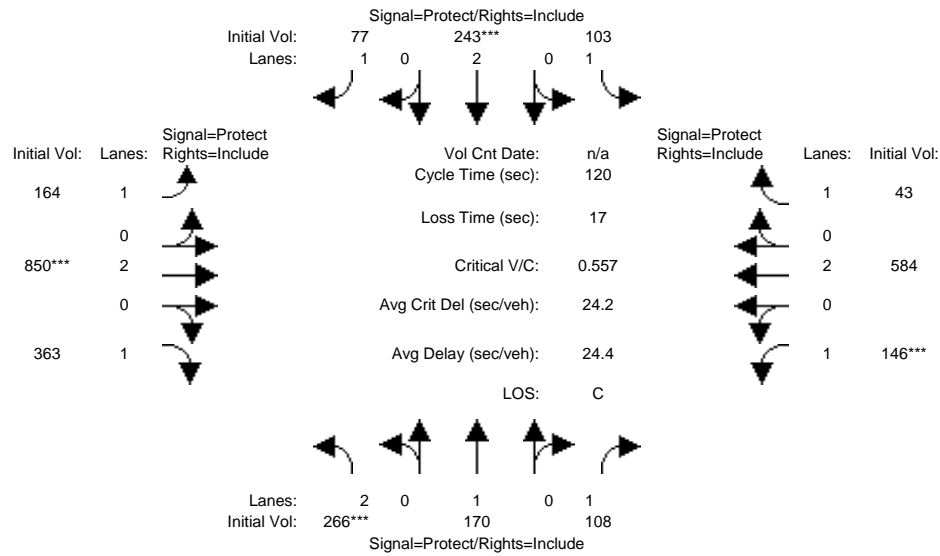
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	4.1	4.6	4.6
Volume Module:												
Base Vol:	387	245	147	36	78	43	117	581	283	55	858	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	387	245	147	36	78	43	117	581	283	55	858	58
Added Vol:	0	11	3	0	2	0	0	28	0	1	5	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	387	256	150	36	80	43	117	609	283	56	863	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	430	284	166	40	89	48	130	676	314	62	958	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	284	166	40	89	48	130	676	314	62	958	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:	430	284	166	40	89	48	130	676	314	62	958	64
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.82	0.95	0.95	0.82	0.95	0.95	0.82	0.95	0.95	0.79
Lanes:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	1900	1561	1805	3610	1561	1805	3610	1561	1805	3610	1510
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.11	0.02	0.02	0.03	0.07	0.19	0.20	0.03	0.27	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.21	0.25	0.25	0.04	0.08	0.08	0.12	0.49	0.49	0.08	0.45	0.45
Volume/Cap:	0.59	0.59	0.42	0.59	0.29	0.36	0.59	0.38	0.41	0.41	0.59	0.09
Delay/Veh:	44.2	41.1	38.0	69.5	52.1	53.5	46.9	0.9	1.1	49.2	4.9	3.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	41.1	38.0	69.5	52.1	53.5	46.9	0.9	1.1	49.2	4.9	3.4
LOS by Move:	D	D	D	E	D	D	D	A	A	D	A	A
HCM2kAvgQ:	7	9	5	2	2	2	4	1	1	3	5	0

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #13: 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:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	4.1	4.6	4.6

Volume Module:												
Base Vol:	266	168	107	103	232	77	164	845	363	143	555	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	168	107	103	232	77	164	845	363	143	555	43
Added Vol:	0	2	1	0	11	0	0	5	0	3	29	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	170	108	103	243	77	164	850	363	146	584	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	277	177	112	107	253	80	171	884	378	152	608	45
Reduct Vol:	0	0	0	0	0	0	0	0	152	0	0	0
Reduced Vol:	277	177	112	107	253	80	171	884	226	152	608	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	277	177	112	107	253	80	171	884	226	152	608	45

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.82	0.95	0.95	0.82	0.95	0.95	0.82	0.95	0.95	0.79
Lanes:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	1900	1561	1805	3610	1561	1805	3610	1561	1805	3610	1510

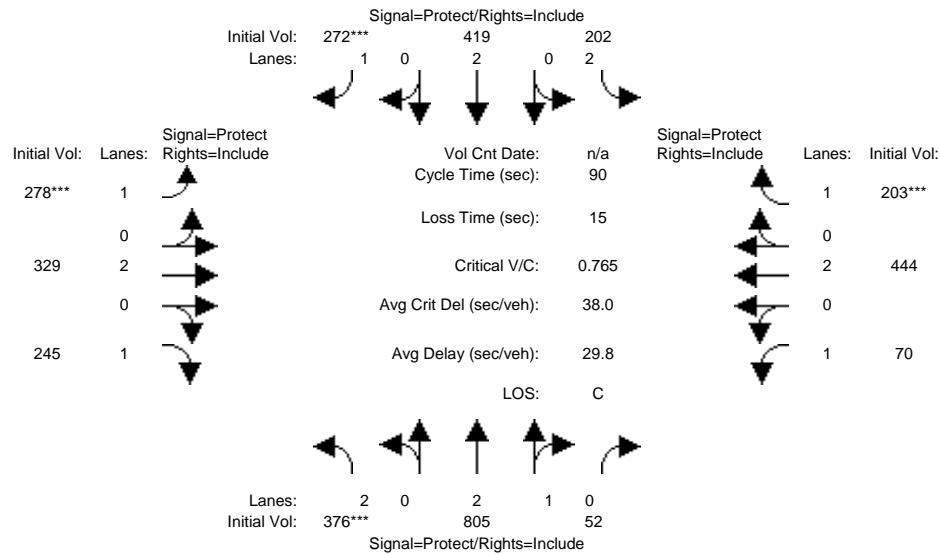
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.07	0.06	0.07	0.05	0.09	0.25	0.14	0.08	0.17	0.03
Crit Moves:	****				****			****		****		
Green/Cycle:	0.14	0.16	0.16	0.10	0.13	0.13	0.21	0.44	0.44	0.15	0.38	0.38
Volume/Cap:	0.56	0.57	0.44	0.57	0.56	0.41	0.44	0.56	0.33	0.56	0.44	0.08
Delay/Veh:	49.4	48.8	46.5	55.3	50.9	49.7	30.8	5.8	5.0	41.4	11.1	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	48.8	46.5	55.3	50.9	49.7	30.8	5.8	5.0	41.4	11.1	9.4
LOS by Move:	D	D	D	E	D	D	C	A	A	D	B	A
HCM2kAvgQ:	5	6	4	5	5	3	4	5	2	5	5	0

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #14: Foster City Boulevard/East Hillsdale Blvd



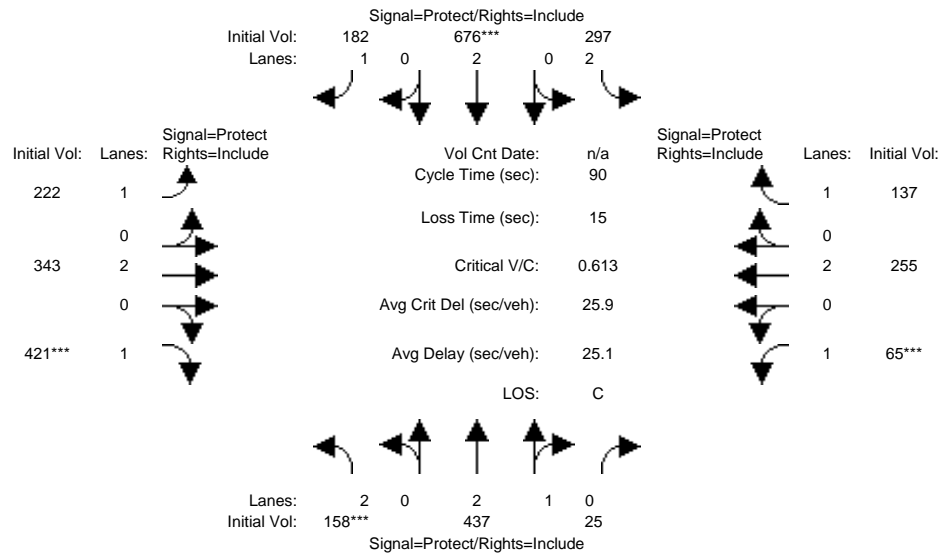
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6
Volume Module:												
Base Vol:	376	805	52	202	419	272	278	329	245	70	444	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00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

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #14: Foster City Boulevard/East Hillsdale Blvd



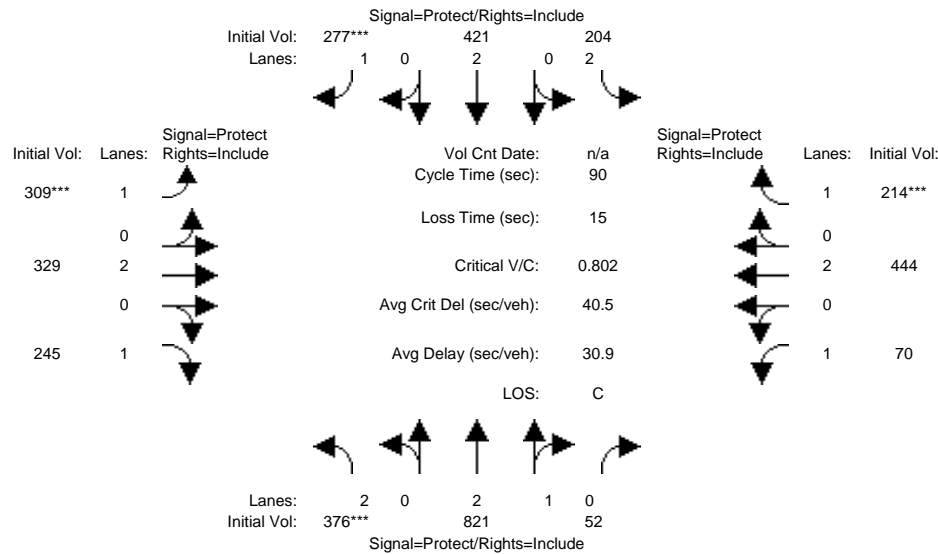
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6
Volume Module:												
Base Vol:	158	437	25	297	676	182	222	343	421	65	255	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00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

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #14: Foster City Boulevard/East Hillsdale Blvd



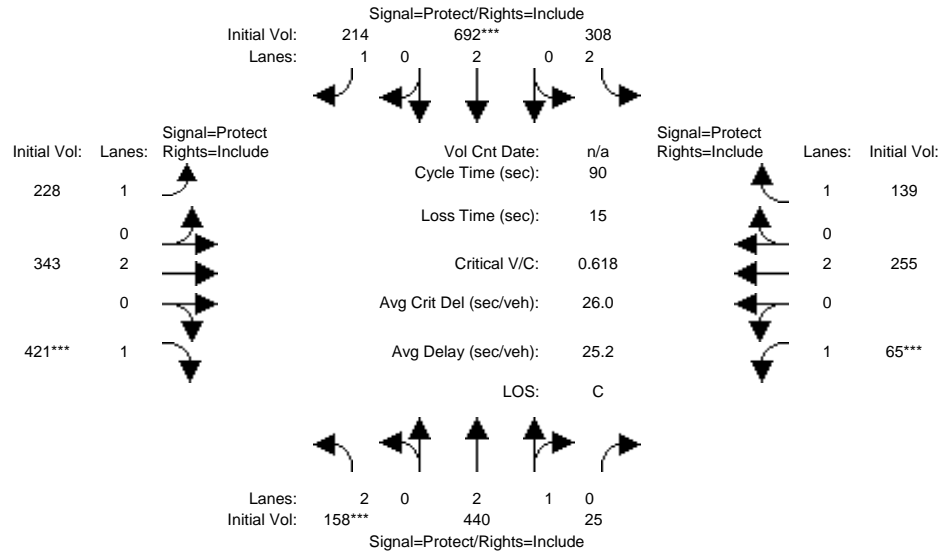
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6
Volume Module:												
Base Vol:	376	805	52	202	419	272	278	329	245	70	444	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	376	805	52	202	419	272	278	329	245	70	444	203
Added Vol:	0	16	0	2	2	5	31	0	0	0	0	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	376	821	52	204	421	277	309	329	245	70	444	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	427	933	59	232	478	315	351	374	278	80	505	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	427	933	59	232	478	315	351	374	278	80	505	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	427	933	59	232	478	315	351	374	278	80	505	243
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.95	0.83	0.95	0.95	0.85	0.95	0.95	0.84
Lanes:	2.00	2.82	0.18	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4834	306	3502	3610	1586	1805	3610	1611	1805	3610	1587
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.19	0.07	0.13	0.20	0.19	0.10	0.17	0.04	0.14	0.15
Crit Moves:	****					****	****					****
Green/Cycle:	0.15	0.30	0.30	0.10	0.25	0.25	0.24	0.34	0.34	0.09	0.19	0.19
Volume/Cap:	0.80	0.65	0.65	0.65	0.54	0.80	0.80	0.30	0.50	0.50	0.73	0.80
Delay/Veh:	45.4	28.5	28.5	43.0	30.0	43.0	32.0	10.3	11.8	37.7	30.2	40.7
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:	45.4	28.5	28.5	43.0	30.0	43.0	32.0	10.3	11.8	37.7	30.2	40.7
LOS by Move:	D	C	C	D	C	D	C	B	B	D	C	D
HCM2kAvgQ:	6	9	9	3	6	9	11	2	4	2	7	7

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #14: Foster City Boulevard/East Hillsdale Blvd



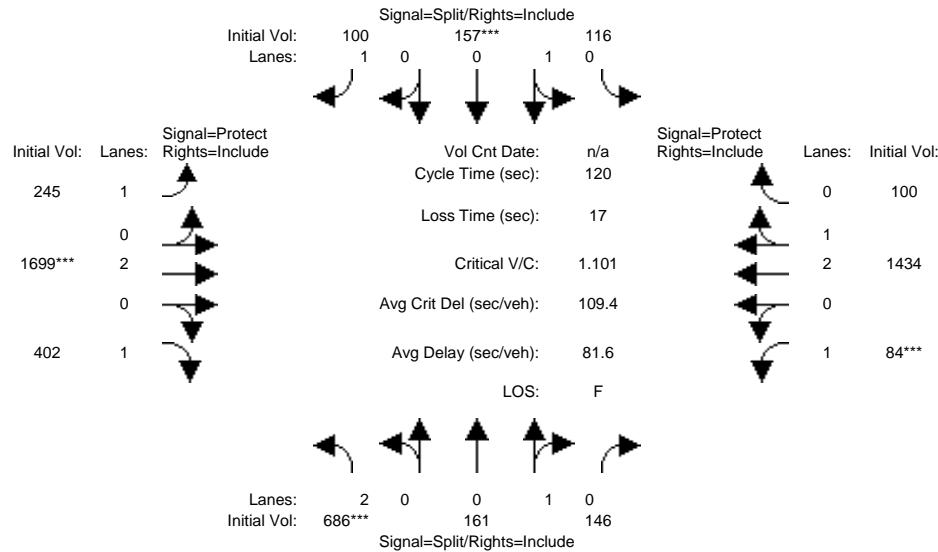
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6
Volume Module:												
Base Vol:	158	437	25	297	676	182	222	343	421	65	255	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	437	25	297	676	182	222	343	421	65	255	137
Added Vol:	0	3	0	11	16	32	6	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	440	25	308	692	214	228	343	421	65	255	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:	168	468	27	328	736	228	243	365	448	69	271	148
Reduct Vol:	0	0	0	0	0	0	0	0	94	0	0	0
Reduced Vol:	168	468	27	328	736	228	243	365	354	69	271	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
Final Volume:	168	468	27	328	736	228	243	365	354	69	271	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.95	0.83	0.95	0.95	0.83	0.95	0.95	0.84
Lanes:	2.00	2.84	0.16	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4869	277	3502	3610	1585	1805	3610	1572	1805	3610	1604
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.09	0.20	0.14	0.13	0.10	0.23	0.04	0.08	0.09
Crit Moves:	****			****			****		****			
Green/Cycle:	0.08	0.21	0.21	0.20	0.33	0.33	0.25	0.36	0.36	0.06	0.17	0.17
Volume/Cap:	0.62	0.47	0.47	0.47	0.62	0.44	0.53	0.28	0.62	0.62	0.43	0.53
Delay/Veh:	44.5	31.7	31.7	32.2	26.4	24.2	20.4	8.8	12.1	48.5	26.8	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:	44.5	31.7	31.7	32.2	26.4	24.2	20.4	8.8	12.1	48.5	26.8	28.7
LOS by Move:	D	C	C	C	C	C	C	A	B	D	C	C
HCM2kAvgQ:	2	4	4	4	9	5	5	2	6	2	3	3

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #1: Norfolk St/East Third Ave



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

Volume Module:												
Base Vol:	686	161	73	116	157	100	245	993	402	70	1307	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	686	161	73	116	157	100	245	993	402	70	1307	100
Added Vol:	0	0	73	0	0	0	0	706	0	14	127	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	686	161	146	116	157	100	245	1699	402	84	1434	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	754	177	160	127	173	110	269	1867	442	92	1576	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	754	177	160	127	173	110	269	1867	442	92	1576	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	754	177	160	127	173	110	269	1867	442	92	1576	110

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.98	0.98	0.82	0.95	0.95	0.69	0.95	0.90	0.90
Lanes:	2.00	0.52	0.48	0.42	0.58	1.00	1.00	2.00	1.00	1.00	2.80	0.20
Final Sat.:	3502	919	833	790	1070	1562	1805	3610	1311	1805	4799	335

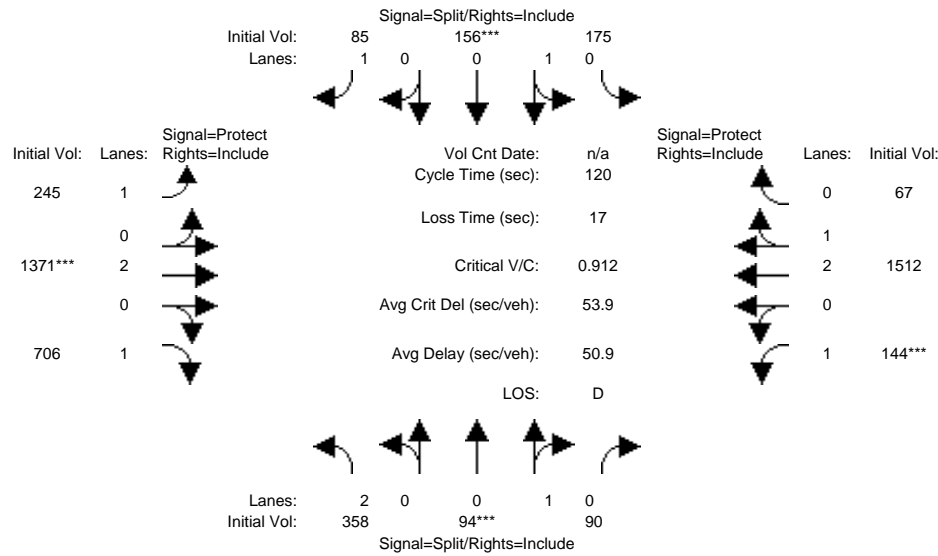
Capacity Analysis Module:												
Vol/Sat:	0.22	0.19	0.19	0.16	0.16	0.07	0.15	0.52	0.34	0.05	0.33	0.33
Crit Moves:	****			****			****			****		
Green/Cycle:	0.19	0.19	0.19	0.14	0.14	0.14	0.16	0.46	0.46	0.07	0.36	0.36
Volume/Cap:	1.13	1.01	1.01	1.13	1.13	0.49	0.91	1.13	0.74	0.77	0.91	0.91
Delay/Veh:	124.6	100	100.2	145.9	146	49.1	79.5	98.9	31.3	80.3	43.6	43.6
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:	124.6	100	100.2	145.9	146	49.1	79.5	98.9	31.3	80.3	43.6	43.6
LOS by Move:	F	F	F	F	F	D	E	F	C	F	D	D
HCM2kAvgQ:	23	18	18	19	19	4	11	51	13	5	25	25

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #1: Norfolk St/East Third Ave



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

Volume Module:

Base Vol:	358	94	62	175	156	85	245	1213	706	65	827	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	358	94	62	175	156	85	245	1213	706	65	827	67
Added Vol:	0	0	28	0	0	0	0	158	0	79	685	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	94	90	175	156	85	245	1371	706	144	1512	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	377	99	95	184	164	89	258	1443	743	152	1592	71
Reduct Vol:	0	0	0	0	0	0	0	0	180	0	0	0
Reduced Vol:	377	99	95	184	164	89	258	1443	563	152	1592	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	377	99	95	184	164	89	258	1443	563	152	1592	71

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.97	0.97	0.83	0.95	0.95	0.75	0.95	0.90	0.90
Lanes:	2.00	0.51	0.49	0.53	0.47	1.00	1.00	2.00	1.00	1.00	2.87	0.13
Final Sat.:	3502	896	858	978	872	1582	1805	3610	1419	1805	4936	219

Capacity Analysis Module:

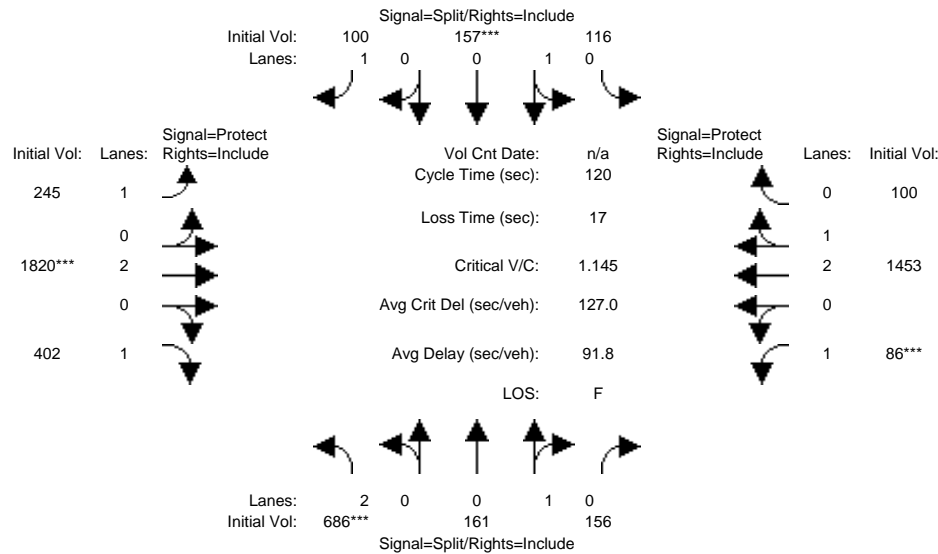
Vol/Sat:	0.11	0.11	0.11	0.19	0.19	0.06	0.14	0.40	0.40	0.08	0.32	0.32
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.12	0.12	0.21	0.21	0.21	0.16	0.44	0.44	0.09	0.37	0.37
Volume/Cap:	0.89	0.91	0.91	0.91	0.91	0.27	0.88	0.91	0.91	0.91	0.88	0.88
Delay/Veh:	71.8	90.3	90.3	72.0	72.0	40.5	73.4	39.8	48.2	99.0	40.4	40.4
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:	71.8	90.3	90.3	72.0	72.0	40.5	73.4	39.8	48.2	99.0	40.4	40.4
LOS by Move:	E	F	F	E	E	D	E	D	D	F	D	D
HCM2kAvgQ:	10	10	10	16	16	3	10	28	21	9	24	24

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #1: Norfolk St/East Third Ave



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

Volume Module:												
Base Vol:	686	161	73	116	157	100	245	993	402	70	1307	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	686	161	73	116	157	100	245	993	402	70	1307	100
Added Vol:	0	0	83	0	0	0	0	827	0	16	146	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	686	161	156	116	157	100	245	1820	402	86	1453	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	754	177	171	127	173	110	269	2000	442	95	1597	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	754	177	171	127	173	110	269	2000	442	95	1597	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	754	177	171	127	173	110	269	2000	442	95	1597	110

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.91	0.98	0.98	0.82	0.95	0.95	0.69	0.95	0.90	0.90
Lanes:	2.00	0.50	0.50	0.42	0.58	1.00	1.00	2.00	1.00	1.00	2.81	0.19
Final Sat.:	3502	887	859	790	1070	1562	1805	3610	1311	1805	4803	331

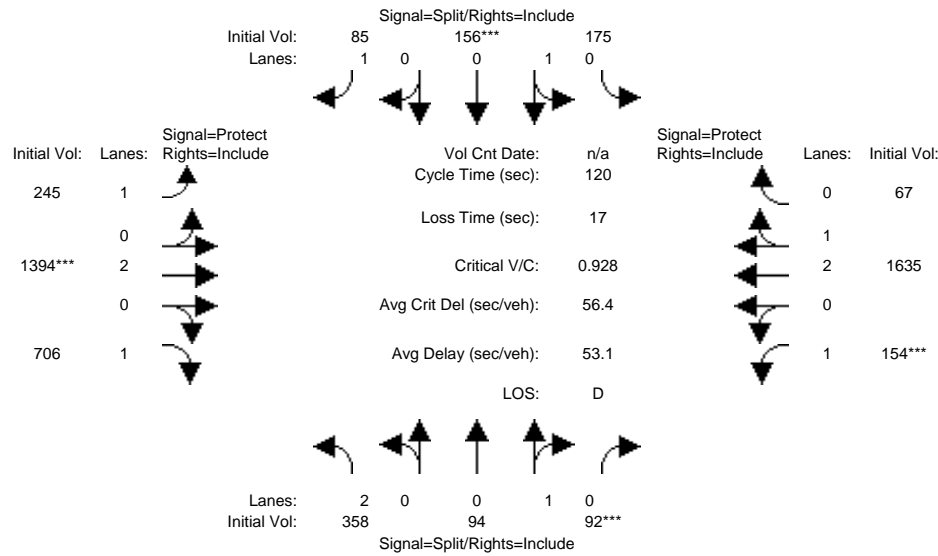
Capacity Analysis Module:												
Vol/Sat:	0.22	0.20	0.20	0.16	0.16	0.07	0.15	0.55	0.34	0.05	0.33	0.33
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.18	0.18	0.14	0.14	0.14	0.17	0.47	0.47	0.07	0.37	0.37
Volume/Cap:	1.18	1.09	1.09	1.18	1.18	0.51	0.90	1.18	0.71	0.79	0.90	0.90
Delay/Veh:	143.7	125	125.4	164.0	164	50.2	76.0	117	29.3	83.1	41.5	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	143.7	125	125.4	164.0	164	50.2	76.0	117	29.3	83.1	41.5	41.5
LOS by Move:	F	F	F	F	F	D	E	F	C	F	D	D
HCM2kAvgQ:	24	20	20	20	20	4	11	58	13	5	25	25

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #1: Norfolk St/East Third Ave



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

Volume Module:

Base Vol:	358	94	62	175	156	85	245	1213	706	65	827	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	358	94	62	175	156	85	245	1213	706	65	827	67
Added Vol:	0	0	30	0	0	0	0	181	0	89	808	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	94	92	175	156	85	245	1394	706	154	1635	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	377	99	97	184	164	89	258	1467	743	162	1721	71
Reduct Vol:	0	0	0	0	0	0	0	0	180	0	0	0
Reduced Vol:	377	99	97	184	164	89	258	1467	563	162	1721	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	377	99	97	184	164	89	258	1467	563	162	1721	71

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.97	0.97	0.83	0.95	0.95	0.75	0.95	0.90	0.90
Lanes:	2.00	0.50	0.50	0.53	0.47	1.00	1.00	2.00	1.00	1.00	2.88	0.12
Final Sat.:	3502	885	866	978	872	1582	1805	3610	1419	1805	4952	203

Capacity Analysis Module:

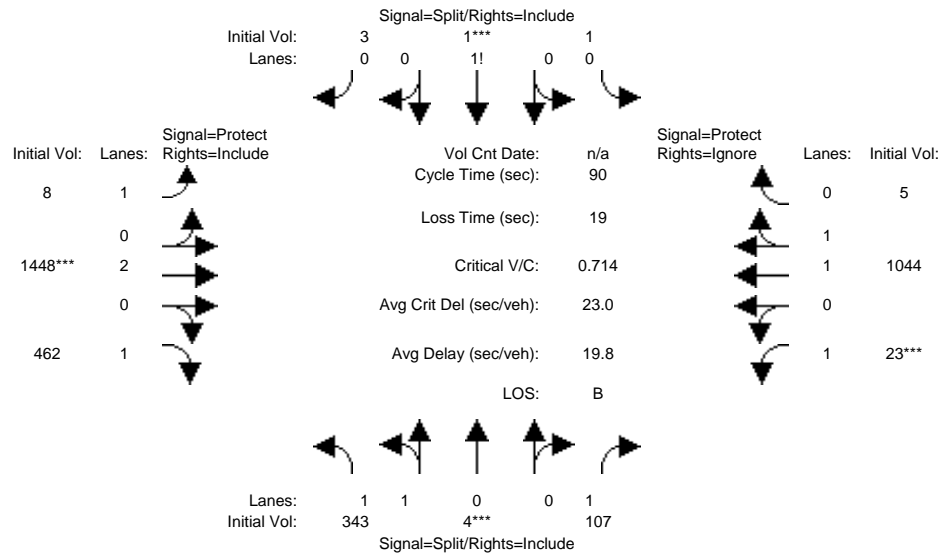
Vol/Sat:	0.11	0.11	0.11	0.19	0.19	0.06	0.14	0.41	0.40	0.09	0.35	0.35
Crit Moves:			****		****			****		****		
Green/Cycle:	0.12	0.12	0.12	0.20	0.20	0.20	0.16	0.44	0.44	0.10	0.38	0.38
Volume/Cap:	0.89	0.93	0.93	0.93	0.93	0.28	0.92	0.93	0.91	0.93	0.92	0.92
Delay/Veh:	72.7	94.4	94.4	75.8	75.8	40.9	82.5	41.8	48.4	101.3	42.8	42.8
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:	72.7	94.4	94.4	75.8	75.8	40.9	82.5	41.8	48.4	101.3	42.8	42.8
LOS by Move:	E	F	F	E	E	D	F	D	D	F	D	D
HCM2kAvgQ:	10	11	11	17	17	3	10	29	21	9	27	27

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #2: Mariners Island Blvd/East Third Ave



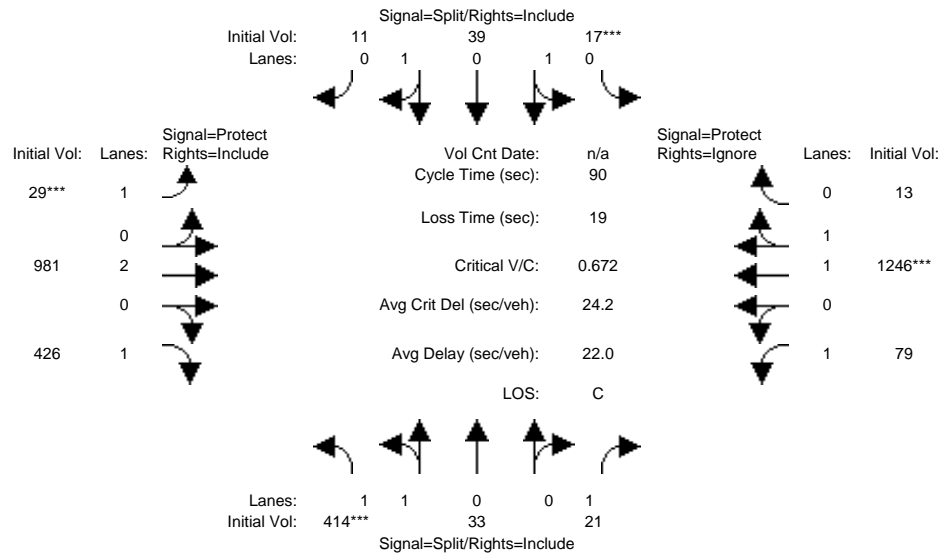
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	8	8	4	8	8
Y+R:	4.2	4.2	4.2	4.6	4.6	4.6	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	305	4	48	1	1	3	8	749	382	15	937	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	4	48	1	1	3	8	749	382	15	937	5
Added Vol:	38	0	59	0	0	0	0	699	80	8	107	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	4	107	1	1	3	8	1448	462	23	1044	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00
PHF Volume:	377	4	118	1	1	3	9	1591	508	25	1147	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	4	118	1	1	3	9	1591	508	25	1147	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:	377	4	118	1	1	3	9	1591	508	25	1147	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.91	0.91	0.91	0.95	0.95	0.83	0.95	0.95	0.95
Lanes:	1.98	0.02	1.00	0.20	0.20	0.60	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3580	42	1610	345	345	1034	1805	3610	1569	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.07	0.00	0.00	0.00	0.00	0.44	0.32	0.01	0.32	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.13	0.13	0.04	0.04	0.04	0.07	0.57	0.57	0.04	0.53	0.00
Volume/Cap:	0.78	0.78	0.54	0.07	0.07	0.07	0.07	0.78	0.57	0.32	0.59	0.00
Delay/Veh:	45.5	45.5	39.1	41.6	41.6	41.6	38.9	17.2	13.5	43.9	14.8	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:	45.5	45.5	39.1	41.6	41.6	41.6	38.9	17.2	13.5	43.9	14.8	0.0
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	A
HCM2kAvgQ:	7	7	4	0	0	0	0	19	9	1	11	0

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #2: Mariners Island Blvd/East Third Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	8	8	4	8	8
Y+R:	4.2	4.2	4.2	4.6	4.6	4.6	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:

Base Vol:	314	33	12	17	39	11	29	844	377	21	561	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	33	12	17	39	11	29	844	377	21	561	13
Added Vol:	100	0	9	0	0	0	0	137	49	58	685	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	414	33	21	17	39	11	29	981	426	79	1246	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	436	35	22	18	41	12	31	1033	448	83	1312	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	436	35	22	18	41	12	31	1033	448	83	1312	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:	436	35	22	18	41	12	31	1033	448	83	1312	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.84	0.91	0.91	0.91	0.95	0.95	0.84	0.95	0.95	0.95
Lanes:	1.85	0.15	1.00	0.51	1.16	0.33	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3365	268	1592	881	2021	570	1805	3610	1594	1805	3610	0

Capacity Analysis Module:

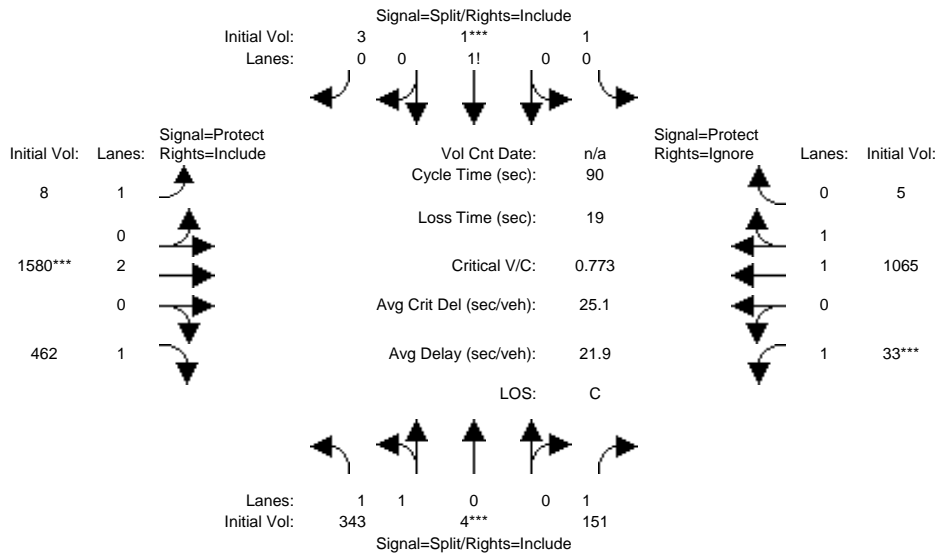
Vol/Sat:	0.13	0.13	0.01	0.02	0.02	0.02	0.02	0.29	0.28	0.05	0.36	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.18	0.18	0.04	0.04	0.04	0.04	0.48	0.48	0.08	0.52	0.00
Volume/Cap:	0.70	0.70	0.08	0.46	0.46	0.46	0.38	0.59	0.58	0.59	0.70	0.00
Delay/Veh:	37.8	37.8	30.5	44.1	44.1	44.1	44.8	17.4	17.9	46.8	17.8	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:	37.8	37.8	30.5	44.1	44.1	44.1	44.8	17.4	17.9	46.8	17.8	0.0
LOS by Move:	D	D	C	D	D	D	D	B	B	D	B	A
HCM2kAvgQ:	8	8	1	2	2	2	1	11	9	2	14	0

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #2: Mariners Island Blvd/East Third Ave



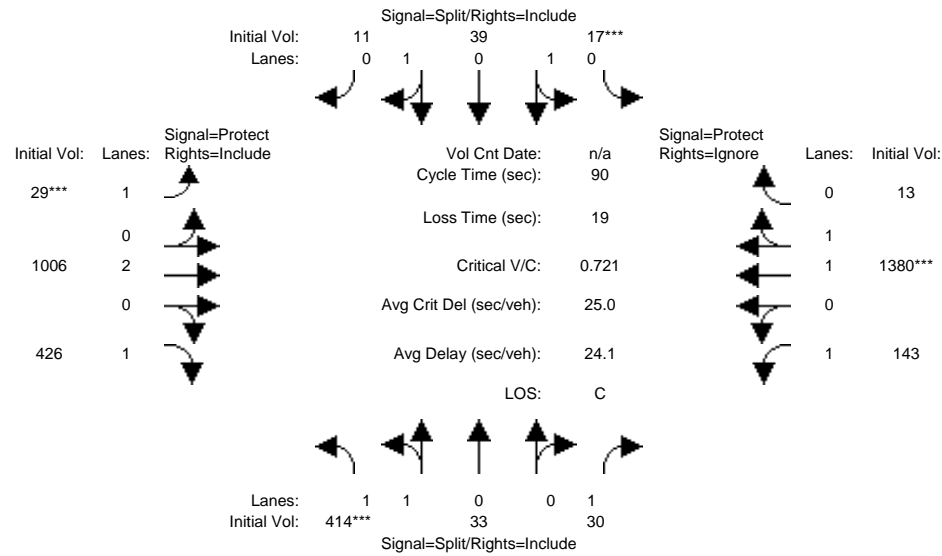
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	8	8	4	8	8
Y+R:	4.2	4.2	4.2	4.6	4.6	4.6	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	305	4	48	1	1	3	8	749	382	15	937	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	4	48	1	1	3	8	749	382	15	937	5
Added Vol:	38	0	103	0	0	0	0	831	80	18	128	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	4	151	1	1	3	8	1580	462	33	1065	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00
PHF Volume:	377	4	166	1	1	3	9	1736	508	36	1170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	4	166	1	1	3	9	1736	508	36	1170	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:	377	4	166	1	1	3	9	1736	508	36	1170	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.91	0.91	0.91	0.95	0.95	0.83	0.95	0.95	0.95
Lanes:	1.98	0.02	1.00	0.20	0.20	0.60	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3580	42	1610	345	345	1034	1805	3610	1569	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.10	0.00	0.00	0.00	0.00	0.48	0.32	0.02	0.32	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.13	0.13	0.04	0.04	0.04	0.07	0.57	0.57	0.04	0.54	0.00
Volume/Cap:	0.84	0.84	0.82	0.07	0.07	0.07	0.07	0.84	0.56	0.45	0.60	0.00
Delay/Veh:	51.3	51.3	60.9	41.6	41.6	41.6	38.9	18.9	12.9	45.9	14.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	51.3	60.9	41.6	41.6	41.6	38.9	18.9	12.9	45.9	14.3	0.0
LOS by Move:	D	D	E	D	D	D	D	B	B	D	B	A
HCM2kAvgQ:	8	8	7	0	0	0	0	23	9	1	11	0

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #2: Mariners Island Blvd/East Third Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	8	8	4	8	8
Y+R:	4.2	4.2	4.2	4.6	4.6	4.6	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:

Base Vol:	314	33	12	17	39	11	29	844	377	21	561	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	33	12	17	39	11	29	844	377	21	561	13
Added Vol:	100	0	18	0	0	0	0	162	49	122	819	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	414	33	30	17	39	11	29	1006	426	143	1380	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	436	35	32	18	41	12	31	1059	448	151	1453	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	436	35	32	18	41	12	31	1059	448	151	1453	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:	436	35	32	18	41	12	31	1059	448	151	1453	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.84	0.91	0.91	0.91	0.95	0.95	0.84	0.95	0.95	0.95
Lanes:	1.85	0.15	1.00	0.51	1.16	0.33	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3365	268	1592	881	2021	570	1805	3610	1594	1805	3610	0

Capacity Analysis Module:

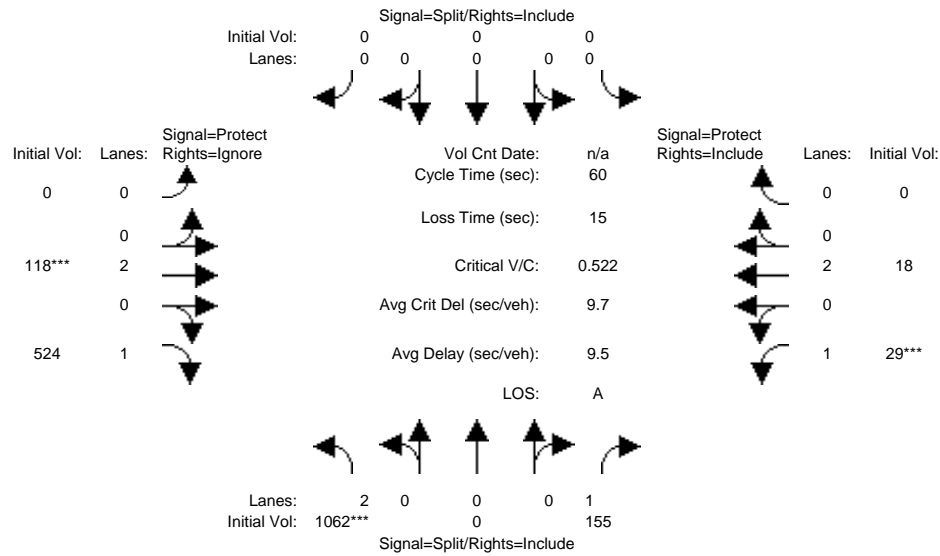
Vol/Sat:	0.13	0.13	0.02	0.02	0.02	0.02	0.29	0.28	0.08	0.40	0.00	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.17	0.17	0.04	0.04	0.04	0.04	0.45	0.45	0.13	0.53	0.00
Volume/Cap:	0.76	0.76	0.12	0.46	0.46	0.46	0.38	0.66	0.63	0.66	0.76	0.00
Delay/Veh:	41.0	41.0	31.8	44.1	44.1	44.1	44.8	20.5	21.0	44.2	18.5	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:	41.0	41.0	31.8	44.1	44.1	44.1	44.8	20.5	21.0	44.2	18.5	0.0
LOS by Move:	D	D	C	D	D	D	D	C	C	D	B	A
HCM2kAvgQ:	8	8	1	2	2	2	1	13	10	4	16	0

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #3: Foster City Blvd/East Third Ave



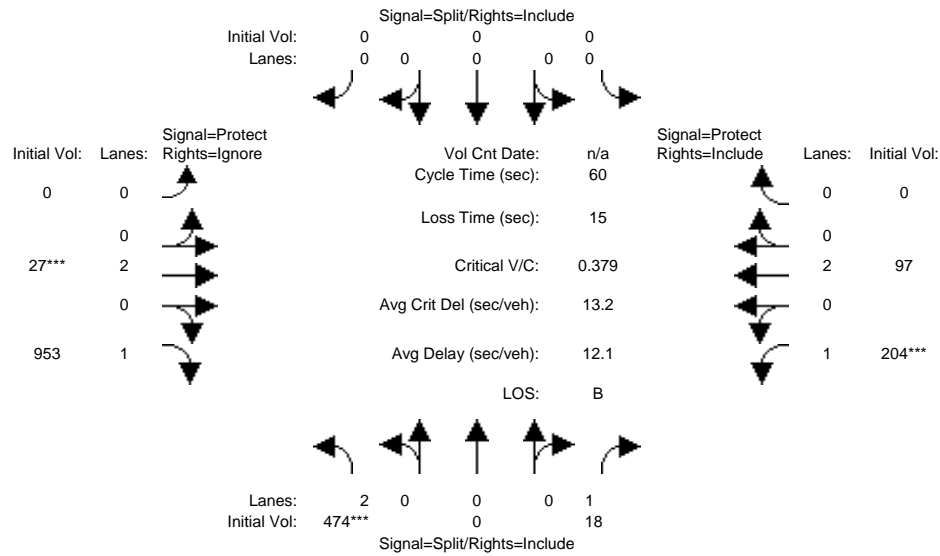
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	0	0	0	4	4	4	4	4	4
Y+R:	4.6	4.6	4.6	4.0	4.0	4.0	6.0	6.0	6.0	4.1	6.0	6.0
Volume Module:												
Base Vol:	959	0	155	0	0	0	0	118	328	29	18	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	959	0	155	0	0	0	0	118	328	29	18	0
Added Vol:	103	0	0	0	0	0	0	0	196	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1062	0	155	0	0	0	0	118	524	29	18	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	1180	0	172	0	0	0	0	131	0	32	20	0
Reduct Vol:	0	0	69	0	0	0	0	0	0	0	0	0
Reduced Vol:	1180	0	103	0	0	0	0	131	0	32	20	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1180	0	103	0	0	0	0	131	0	32	20	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3502	0	1612	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.06	0.00	0.00	0.00	0.00	0.04	0.00	0.02	0.01	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.62	0.00	0.62	0.00	0.00	0.00	0.00	0.07	0.00	0.07	0.13	0.00
Volume/Cap:	0.55	0.00	0.10	0.00	0.00	0.00	0.00	0.54	0.00	0.27	0.04	0.00
Delay/Veh:	6.9	0.0	4.8	0.0	0.0	0.0	0.0	29.7	0.0	27.8	22.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.9	0.0	4.8	0.0	0.0	0.0	0.0	29.7	0.0	27.8	22.7	0.0
LOS by Move:	A	A	A	A	A	A	A	C	A	C	C	A
HCM2kAvgQ:	6	0	1	0	0	0	0	1	0	1	0	0

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #3: Foster City Blvd/East Third Ave



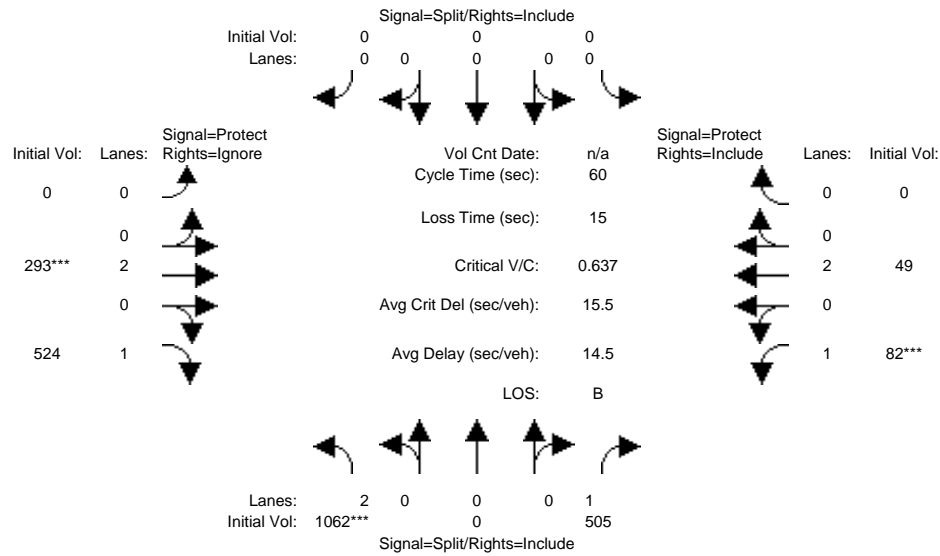
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	0	0	0	4	4	4	4	4	4
Y+R:	4.6	4.6	4.6	4.0	4.0	4.0	6.0	6.0	6.0	4.1	6.0	6.0
Volume Module:												
Base Vol:	285	0	18	0	0	0	0	27	832	204	97	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	0	18	0	0	0	0	27	832	204	97	0
Added Vol:	189	0	0	0	0	0	0	0	121	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	474	0	18	0	0	0	0	27	953	204	97	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	527	0	20	0	0	0	0	30	0	227	108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	527	0	20	0	0	0	0	30	0	227	108	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	527	0	20	0	0	0	0	30	0	227	108	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3502	0	1610	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.01	0.00	0.00	0.00	0.00	0.01	0.00	0.13	0.03	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.37	0.00	0.37	0.00	0.00	0.00	0.00	0.07	0.00	0.31	0.38	0.00
Volume/Cap:	0.40	0.00	0.03	0.00	0.00	0.00	0.00	0.12	0.00	0.40	0.08	0.00
Delay/Veh:	14.1	0.0	12.0	0.0	0.0	0.0	0.0	24.7	0.0	9.4	4.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.1	0.0	12.0	0.0	0.0	0.0	0.0	24.7	0.0	9.4	4.7	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	A	A
HCM2kAvgQ:	4	0	0	0	0	0	0	0	0	3	0	0

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #3: Foster City Blvd/East Third Ave



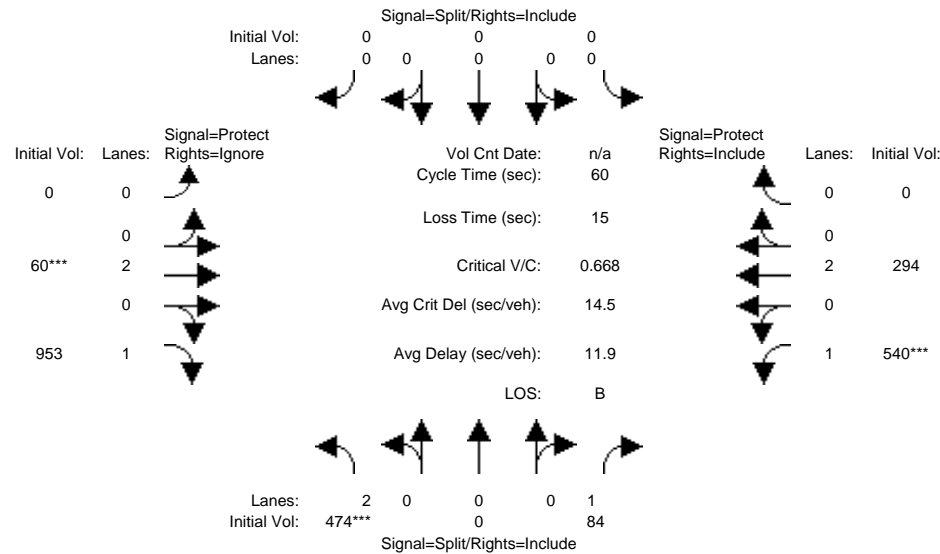
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	0	0	0	4	4	4	4	4	4
Y+R:	4.6	4.6	4.6	4.0	4.0	4.0	6.0	6.0	6.0	4.1	6.0	6.0
Volume Module:												
Base Vol:	959	0	155	0	0	0	0	118	328	29	18	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	959	0	155	0	0	0	0	118	328	29	18	0
Added Vol:	103	0	350	0	0	0	0	175	196	53	31	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1062	0	505	0	0	0	0	293	524	82	49	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	1180	0	561	0	0	0	0	326	0	91	54	0
Reduct Vol:	0	0	69	0	0	0	0	0	0	0	0	0
Reduced Vol:	1180	0	492	0	0	0	0	326	0	91	54	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1180	0	492	0	0	0	0	326	0	91	54	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3502	0	1612	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.31	0.00	0.00	0.00	0.00	0.09	0.00	0.05	0.02	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.53	0.00	0.53	0.00	0.00	0.00	0.00	0.14	0.00	0.08	0.22	0.00
Volume/Cap:	0.64	0.00	0.58	0.00	0.00	0.00	0.00	0.64	0.00	0.64	0.07	0.00
Delay/Veh:	10.8	0.0	10.6	0.0	0.0	0.0	0.0	27.0	0.0	36.0	18.5	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:	10.8	0.0	10.6	0.0	0.0	0.0	0.0	27.0	0.0	36.0	18.5	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	D	B	A
HCM2kAvgQ:	8	0	6	0	0	0	0	3	0	3	0	0

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #3: Foster City Blvd/East Third Ave



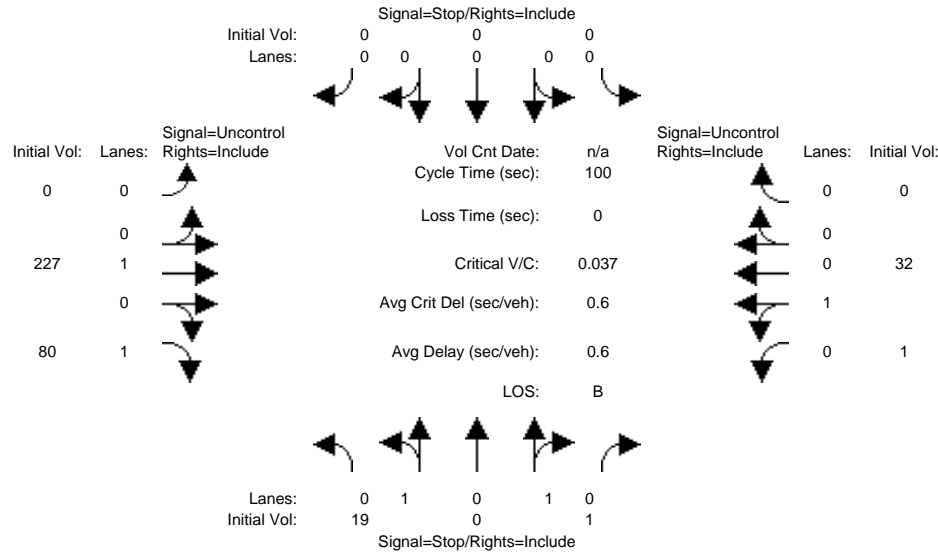
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	0	0	0	4	4	4	4	4	4
Y+R:	4.6	4.6	4.6	4.0	4.0	4.0	6.0	6.0	6.0	4.1	6.0	6.0
Volume Module:												
Base Vol:	285	0	18	0	0	0	0	27	832	204	97	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	0	18	0	0	0	0	27	832	204	97	0
Added Vol:	189	0	66	0	0	0	0	33	121	336	197	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	474	0	84	0	0	0	0	60	953	540	294	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	527	0	93	0	0	0	0	67	0	600	327	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	527	0	93	0	0	0	0	67	0	600	327	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	527	0	93	0	0	0	0	67	0	600	327	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3502	0	1610	0	0	0	0	3610	1900	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.06	0.00	0.00	0.00	0.00	0.02	0.00	0.33	0.09	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.21	0.00	0.21	0.00	0.00	0.00	0.00	0.07	0.00	0.47	0.54	0.00
Volume/Cap:	0.71	0.00	0.27	0.00	0.00	0.00	0.00	0.28	0.00	0.71	0.17	0.00
Delay/Veh:	25.0	0.0	20.2	0.0	0.0	0.0	0.0	25.4	0.0	4.2	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	0.0	20.2	0.0	0.0	0.0	0.0	25.4	0.0	4.2	0.0	0.0
LOS by Move:	C	A	C	A	A	A	A	C	A	A	A	A
HCM2kAvgQ:	5	0	1	0	0	0	0	1	0	4	0	0

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #4: Lincoln Centre Drive / E. Third Ave



Street Name: Lincoln Centre Drive E. Third Ave
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	19	0	1	0	0	0	0	227	80	1	32	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:	19	0	1	0	0	0	0	227	80	1	32	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:	19	0	1	0	0	0	0	227	80	1	32	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:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	25	0	1	0	0	0	0	295	104	1	42	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	0	1	0	0	0	0	295	104	1	42	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	339	339	295	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	399	xxxx	xxxxxx
Potent Cap.:	661	586	749	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1171	xxxx	xxxxxx
Move Cap.:	660	585	749	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1171	xxxx	xxxxxx
Volume/Cap:	0.04	0.00	0.00	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.00	xxxx	xxxxxx

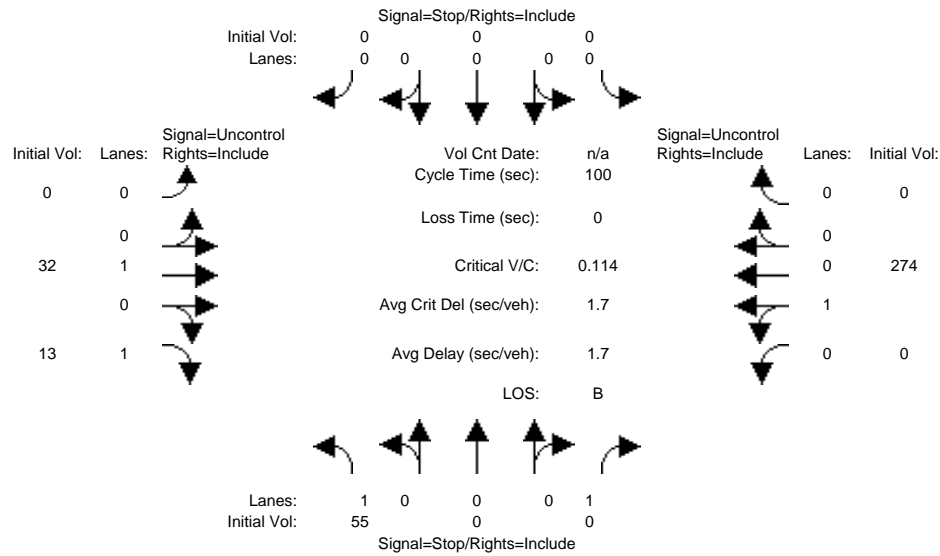
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.1	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - 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.:	660	xxxx	749	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	0.0	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Shrd ConDel:	10.7	xxxx	9.8	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.1	xxxx	xxxxxx
Shared LOS:	B	*	A	*	*	*	*	*	*	A	*	*
ApproachDel:	10.6		xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx
ApproachLOS:	B		*			*			*			*

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #4: Lincoln Centre Drive / E. Third Ave



Street Name: Lincoln Centre Drive E. Third Ave
 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:	55	0	0	0	0	0	0	32	13	0	274	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:	55	0	0	0	0	0	0	32	13	0	274	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:	55	0	0	0	0	0	0	32	13	0	274	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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	71	0	0	0	0	0	0	41	17	0	351	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	71	0	0	0	0	0	0	41	17	0	351	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	392	xxxx	41	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	616	xxxx	1036	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	616	xxxx	1036	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.11	xxxx	0.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx

Level Of Service Module:

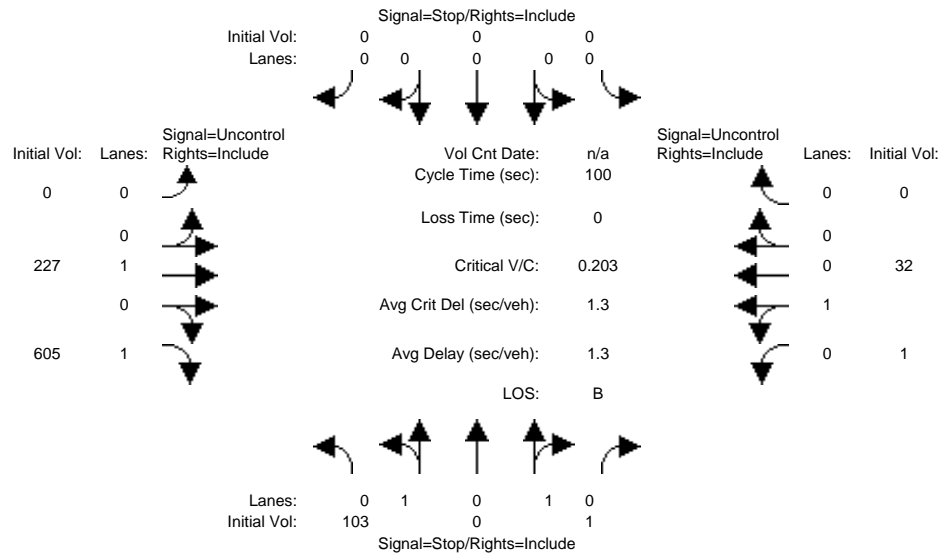
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	11.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	- RT	LT - LTR - RT	- RT	LT - LTR - RT	- RT	LT - LTR - RT	- RT	LT - LTR - RT	- RT	LT - LTR - RT	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.6		xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx	
ApproachLOS:	B		*		*		*		*		*	

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #4: Lincoln Centre Drive / E. Third Ave



Street Name: Lincoln Centre Drive E. Third Ave
 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:	19	0	1	0	0	0	0	227	80	1	32	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:	19	0	1	0	0	0	0	227	80	1	32	0
Added Vol:	84	0	0	0	0	0	0	0	525	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	0	1	0	0	0	0	227	605	1	32	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:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	134	0	1	0	0	0	0	295	786	1	42	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	134	0	1	0	0	0	0	295	786	1	42	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx

Capacity Module:

Cnflct Vol:	339	339	295	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1081	xxxxx	xxxxx
Potent Cap.:	661	586	749	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	653	xxxxx	xxxxx
Move Cap.:	660	585	749	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	653	xxxxx	xxxxx
Volume/Cap:	0.20	0.00	0.00	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.00	xxxxx	xxxxx

Level Of Service Module:

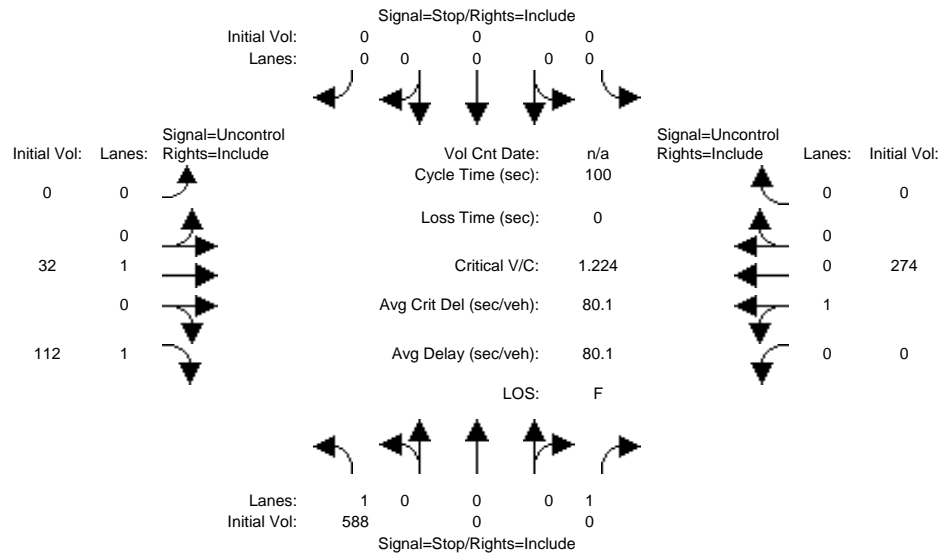
2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx
Control Del:	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.5	xxxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	660	xxxxx	749	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx	xxxxx	xxxxx	xxxxxx
SharedQueue:	0.8	xxxxx	0.0	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	0.0	xxxxx	xxxxxx
Shrd ConDel:	11.8	xxxxx	9.8	xxxxxx	xxxxx	xxxxxx	xxxxxx	xxxxx	xxxxxx	10.5	xxxxx	xxxxxx
Shared LOS:	B	*	A	*	*	*	*	*	*	B	*	*
ApproachDel:	11.8			xxxxxxx			xxxxxxx		xxxxxxx			
ApproachLOS:	B			*			*		*			*

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #4: Lincoln Centre Drive / E. Third Ave



Street Name: Lincoln Centre Drive E. Third Ave
 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:	55	0	0	0	0	0	0	32	13	0	274	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:	55	0	0	0	0	0	0	32	13	0	274	0
Added Vol:	533	0	0	0	0	0	0	0	99	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	588	0	0	0	0	0	0	32	112	0	274	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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	754	0	0	0	0	0	0	41	144	0	351	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	754	0	0	0	0	0	0	41	144	0	351	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	392	xxxx	41	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	616	xxxx	1036	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	616	xxxx	1036	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	1.22	xxxx	0.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx

Level Of Service Module:

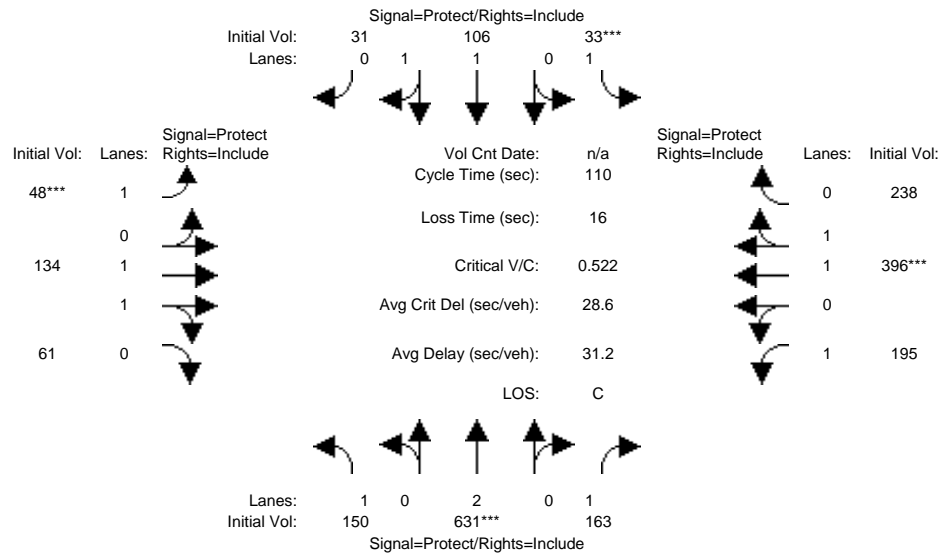
2Way95thQ:	27.5	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	137.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	137.1		xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx
ApproachLOS:	F		*			*			*			*

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #5: Vintage Park Dr/Chess Dr



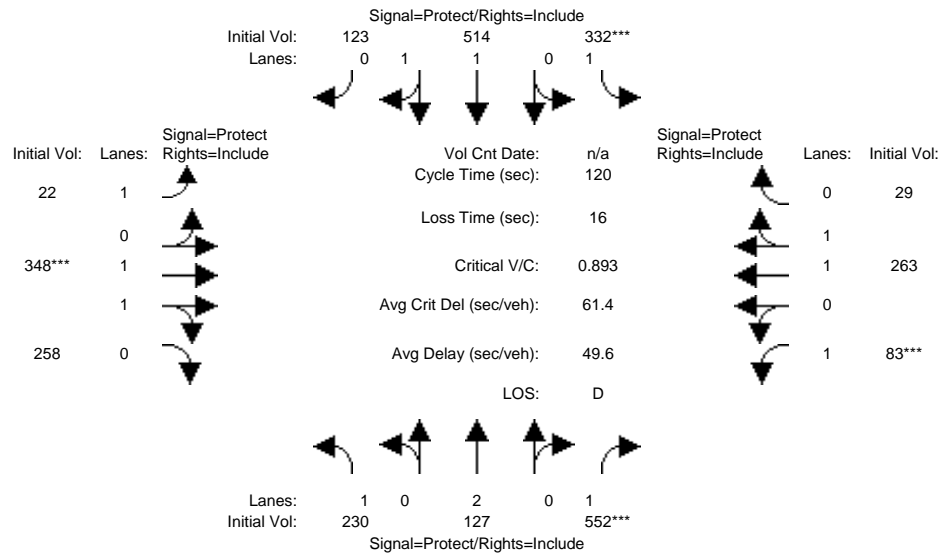
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	4	4	4	4	4
Y+R:	3.6	4.2	4.2	3.6	4.2	4.2	4.1	4.2	4.2	3.6	3.7	3.7
Volume Module:												
Base Vol:	119	301	105	18	52	18	42	113	47	191	382	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	301	105	18	52	18	42	113	47	191	382	135
Added Vol:	31	330	58	15	54	13	6	21	14	4	14	103
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	631	163	33	106	31	48	134	61	195	396	238
User Adj:	1.00	1.00	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:	165	693	179	36	116	34	53	147	67	214	435	262
Reduct Vol:	0	0	90	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	693	89	36	116	34	53	147	67	214	435	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	693	89	36	116	34	53	147	67	214	435	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.82	0.95	0.92	0.91	0.95	0.91	0.90	0.95	0.90	0.89
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	1.00	1.37	0.63	1.00	1.25	0.75
Final Sat.:	1805	3610	1551	1805	2695	788	1805	2357	1073	1805	2124	1277
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.06	0.02	0.04	0.04	0.03	0.06	0.06	0.12	0.20	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.28	0.37	0.37	0.04	0.13	0.13	0.06	0.15	0.15	0.29	0.39	0.39
Volume/Cap:	0.33	0.52	0.16	0.52	0.33	0.33	0.52	0.40	0.40	0.40	0.52	0.52
Delay/Veh:	32.1	27.6	23.5	58.9	43.9	43.9	55.4	42.4	42.4	31.6	25.9	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	27.6	23.5	58.9	43.9	43.9	55.4	42.4	42.4	31.6	25.9	25.9
LOS by Move:	C	C	C	E	D	D	E	D	D	C	C	C
HCM2kAvgQ:	4	9	2	2	3	3	3	4	4	6	9	9

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #5: Vintage Park Dr/Chess Dr



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

Volume Module:												
Base Vol:	196	60	542	230	177	71	19	339	233	57	209	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	60	542	230	177	71	19	339	233	57	209	8
Added Vol:	34	67	10	102	337	52	3	9	25	26	54	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	127	552	332	514	123	22	348	258	83	263	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	253	140	607	365	565	135	24	382	284	91	289	32
Reduct Vol:	0	0	101	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	140	506	365	565	135	24	382	284	91	289	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	140	506	365	565	135	24	382	284	91	289	32

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.82	0.95	0.92	0.92	0.95	0.89	0.88	0.95	0.94	0.94
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	1.00	1.14	0.86	1.00	1.80	0.20
Final Sat.:	1805	3610	1562	1805	2826	676	1805	1933	1433	1805	3203	353

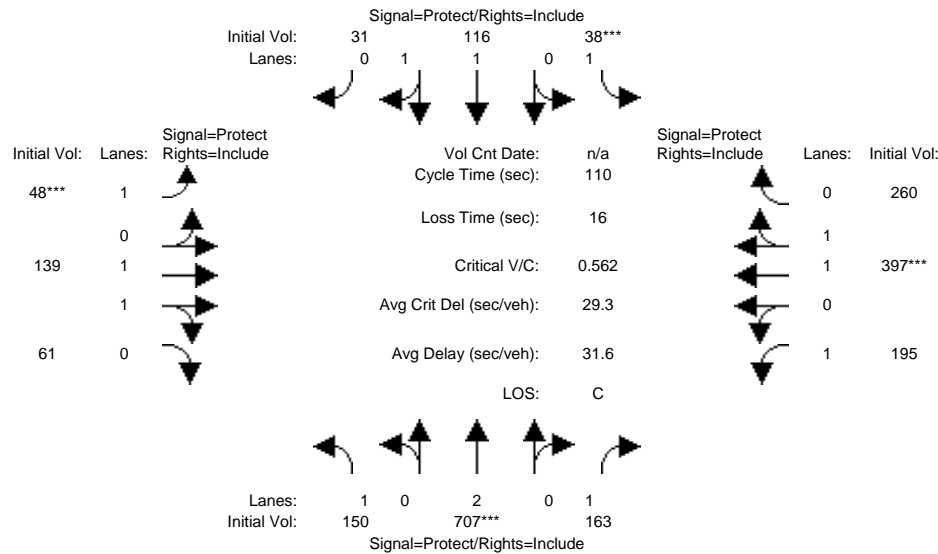
Capacity Analysis Module:												
Vol/Sat:	0.14	0.04	0.32	0.20	0.20	0.20	0.01	0.20	0.20	0.05	0.09	0.09
Crit Moves:			****	****				****		****		
Green/Cycle:	0.24	0.36	0.36	0.23	0.35	0.35	0.08	0.22	0.22	0.06	0.20	0.20
Volume/Cap:	0.58	0.11	0.89	0.89	0.58	0.58	0.18	0.89	0.89	0.89	0.44	0.44
Delay/Veh:	42.0	25.4	52.5	66.2	32.8	32.8	52.7	58.5	58.5	112.6	42.3	42.3
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:	42.0	25.4	52.5	66.2	32.8	32.8	52.7	58.5	58.5	112.6	42.3	42.3
LOS by Move:	D	C	D	E	C	C	D	E	E	F	D	D
HCM2kAvgQ:	8	2	18	16	11	11	1	16	16	4	5	5

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #5: Vintage Park Dr/Chess Dr



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

Volume Module:

Base Vol:	119	301	105	18	52	18	42	113	47	191	382	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	301	105	18	52	18	42	113	47	191	382	135
Added Vol:	31	406	58	20	64	13	6	26	14	4	15	125
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	707	163	38	116	31	48	139	61	195	397	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	165	777	179	42	127	34	53	153	67	214	436	286
Reduct Vol:	0	0	90	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	777	89	42	127	34	53	153	67	214	436	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	777	89	42	127	34	53	153	67	214	436	286

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.82	0.95	0.92	0.92	0.95	0.91	0.90	0.95	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.58	0.42	1.00	1.39	0.61	1.00	1.21	0.79
Final Sat.:	1805	3610	1551	1805	2755	736	1805	2387	1048	1805	2048	1341

Capacity Analysis Module:

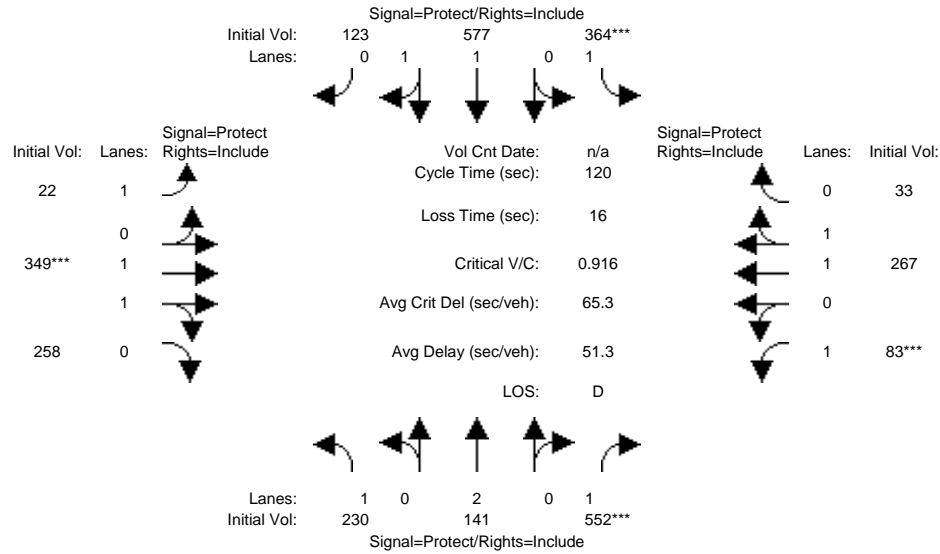
Vol/Sat:	0.09	0.22	0.06	0.02	0.05	0.05	0.03	0.06	0.06	0.12	0.21	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.28	0.38	0.38	0.04	0.14	0.14	0.05	0.15	0.15	0.28	0.38	0.38
Volume/Cap:	0.32	0.56	0.15	0.56	0.32	0.32	0.56	0.42	0.42	0.42	0.56	0.56
Delay/Veh:	31.6	27.2	22.4	61.3	42.8	42.8	58.5	42.9	42.9	32.9	27.5	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:	31.6	27.2	22.4	61.3	42.8	42.8	58.5	42.9	42.9	32.9	27.5	27.5
LOS by Move:	C	C	C	E	D	D	E	D	D	C	C	C
HCM2kAvgQ:	4	10	2	2	3	3	3	4	4	6	10	10

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #5: Vintage Park Dr/Chess Dr



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

Volume Module:

Base Vol:	196	60	542	230	177	71	19	339	233	57	209	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	60	542	230	177	71	19	339	233	57	209	8
Added Vol:	34	81	10	134	400	52	3	10	25	26	58	25
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	141	552	364	577	123	22	349	258	83	267	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	253	155	607	400	634	135	24	384	284	91	293	36
Reduct Vol:	0	0	101	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	155	506	400	634	135	24	384	284	91	293	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	155	506	400	634	135	24	384	284	91	293	36

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.82	0.95	0.93	0.92	0.95	0.89	0.88	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.65	0.35	1.00	1.15	0.85	1.00	1.78	0.22
Final Sat.:	1805	3610	1562	1805	2896	617	1805	1935	1430	1805	3161	391

Capacity Analysis Module:

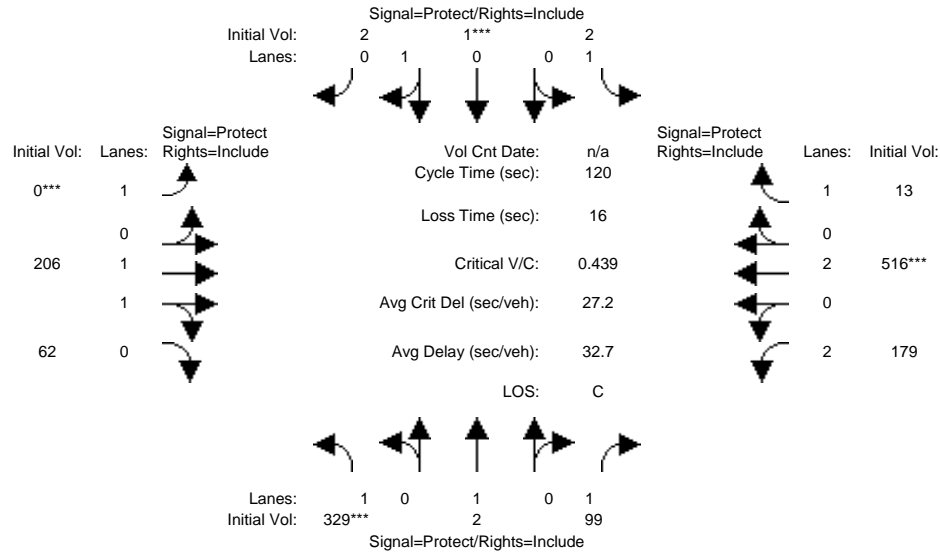
Vol/Sat:	0.14	0.04	0.32	0.22	0.22	0.22	0.01	0.20	0.20	0.05	0.09	0.09
Crit Moves:			****	****				****		****		
Green/Cycle:	0.23	0.35	0.35	0.24	0.36	0.36	0.07	0.22	0.22	0.06	0.20	0.20
Volume/Cap:	0.60	0.12	0.92	0.92	0.60	0.60	0.19	0.92	0.92	0.92	0.46	0.46
Delay/Veh:	43.6	26.3	57.2	68.2	32.0	32.0	53.1	62.3	62.3	120.1	42.8	42.8
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:	43.6	26.3	57.2	68.2	32.0	32.0	53.1	62.3	62.3	120.1	42.8	42.8
LOS by Move:	D	C	E	E	C	C	D	E	E	F	D	D
HCM2kAvgQ:	8	2	19	18	12	12	1	16	16	4	5	5

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #8: Shell Blvd/Metro Center Blvd



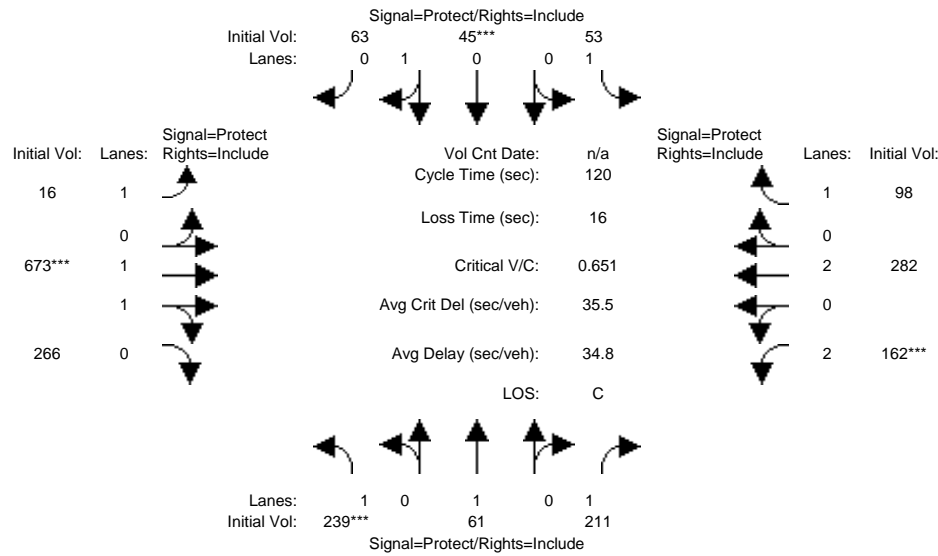
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	6	6	6	4	6	6	4	6	6
Y+R:	3.5	4.5	4.5	4.5	4.5	4.5	3.5	4.5	4.5	3.5	4.5	4.5
Volume Module:												
Base Vol:	261	2	75	2	1	2	0	84	47	154	360	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	2	75	2	1	2	0	84	47	154	360	13
Added Vol:	68	0	24	0	0	0	0	122	15	25	156	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	329	2	99	2	1	2	0	206	62	179	516	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	383	2	115	2	1	2	0	240	72	208	600	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	2	115	2	1	2	0	240	72	208	600	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	383	2	115	2	1	2	0	240	72	208	600	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.80	0.95	0.90	0.89	1.00	0.92	0.91	0.92	0.95	0.82
Lanes:	1.00	1.00	1.00	1.00	0.33	0.67	1.00	1.54	0.46	2.00	2.00	1.00
Final Sat.:	1805	1900	1523	1805	567	1134	1900	2674	805	3502	3610	1560
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.08	0.00	0.00	0.00	0.00	0.09	0.09	0.06	0.17	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.46	0.31	0.31	0.20	0.05	0.05	0.00	0.22	0.22	0.14	0.36	0.36
Volume/Cap:	0.46	0.00	0.25	0.01	0.04	0.04	0.00	0.42	0.42	0.42	0.46	0.03
Delay/Veh:	22.8	29.0	31.6	38.3	54.5	54.5	0.0	40.9	40.9	47.4	29.8	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:	22.8	29.0	31.6	38.3	54.5	54.5	0.0	40.9	40.9	47.4	29.8	24.9
LOS by Move:	C	C	C	D	D	D	A	D	D	D	C	C
HCM2kAvgQ:	10	0	3	0	0	0	0	5	5	3	9	0

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

Lincoln Centre Redevelopment Project
SF14-0771

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background 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:	4	6	6	6	6	6	4	6	6	4	6	6
Y+R:	3.5	4.5	4.5	4.5	4.5	4.5	3.5	4.5	4.5	3.5	4.5	4.5

Volume Module:

Base Vol:	218	61	163	53	45	63	16	419	196	119	126	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	218	61	163	53	45	63	16	419	196	119	126	98
Added Vol:	21	0	48	0	0	0	0	254	70	43	156	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	61	211	53	45	63	16	673	266	162	282	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	263	67	232	58	49	69	18	740	292	178	310	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	67	232	58	49	69	18	740	292	178	310	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	263	67	232	58	49	69	18	740	292	178	310	108

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.82	0.95	0.91	0.91	0.95	0.91	0.90	0.92	0.95	0.79
Lanes:	1.00	1.00	1.00	1.00	0.41	0.59	1.00	1.43	0.57	2.00	2.00	1.00
Final Sat.:	1805	1900	1553	1805	720	1008	1805	2474	978	3502	3610	1492

Capacity Analysis Module:

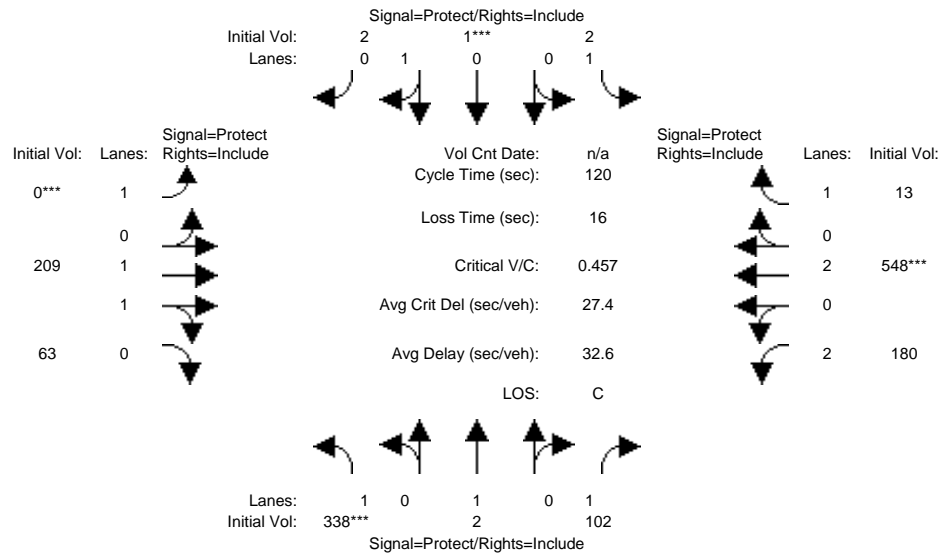
Vol/Sat:	0.15	0.04	0.15	0.03	0.07	0.07	0.01	0.30	0.30	0.05	0.09	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.25	0.25	0.08	0.11	0.11	0.15	0.46	0.46	0.08	0.39	0.39
Volume/Cap:	0.65	0.14	0.61	0.39	0.65	0.65	0.06	0.65	0.65	0.65	0.22	0.19
Delay/Veh:	46.1	35.4	42.8	53.9	59.6	59.6	43.8	26.0	26.0	59.2	24.7	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:	46.1	35.4	42.8	53.9	59.6	59.6	43.8	26.0	26.0	59.2	24.7	24.4
LOS by Move:	D	D	D	D	E	E	D	C	C	E	C	C
HCM2kAvgQ:	10	2	8	2	5	5	1	16	16	3	4	3

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #8: Shell Blvd/Metro Center Blvd



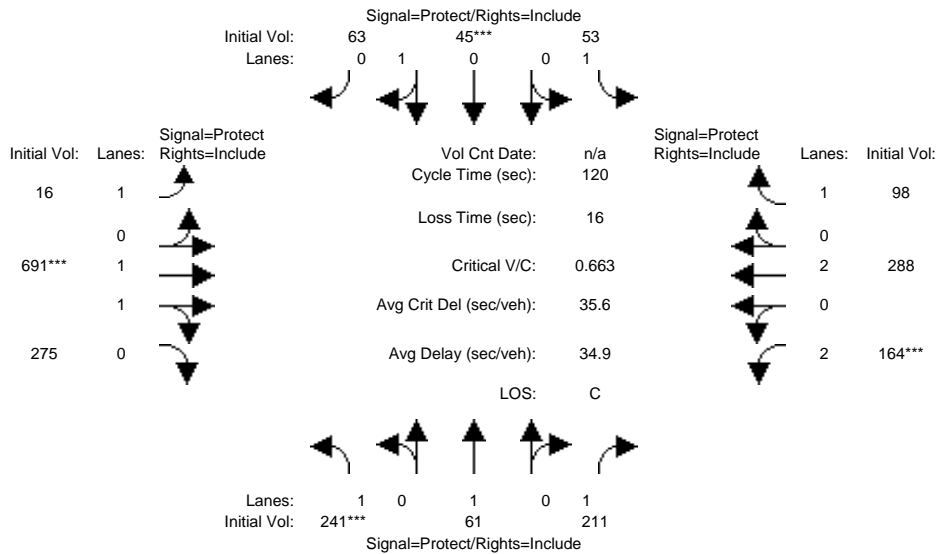
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	6	6	6	4	6	6	4	6	6
Y+R:	3.5	4.5	4.5	4.5	4.5	4.5	3.5	4.5	4.5	3.5	4.5	4.5
Volume Module:												
Base Vol:	261	2	75	2	1	2	0	84	47	154	360	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	2	75	2	1	2	0	84	47	154	360	13
Added Vol:	77	0	27	0	0	0	0	125	16	26	188	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	338	2	102	2	1	2	0	209	63	180	548	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	393	2	119	2	1	2	0	243	73	209	637	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	393	2	119	2	1	2	0	243	73	209	637	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	393	2	119	2	1	2	0	243	73	209	637	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.80	0.95	0.90	0.89	1.00	0.92	0.91	0.92	0.95	0.82
Lanes:	1.00	1.00	1.00	1.00	0.33	0.67	1.00	1.53	0.47	2.00	2.00	1.00
Final Sat.:	1805	1900	1523	1805	567	1134	1900	2673	806	3502	3610	1560
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.08	0.00	0.00	0.00	0.00	0.09	0.09	0.06	0.18	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.45	0.31	0.31	0.20	0.05	0.05	0.00	0.22	0.22	0.15	0.37	0.37
Volume/Cap:	0.48	0.00	0.26	0.01	0.04	0.04	0.00	0.41	0.41	0.41	0.48	0.03
Delay/Veh:	23.6	29.0	31.7	38.9	54.5	54.5	0.0	40.5	40.5	47.2	29.6	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:	23.6	29.0	31.7	38.9	54.5	54.5	0.0	40.5	40.5	47.2	29.6	24.4
LOS by Move:	C	C	C	D	D	D	A	D	D	D	C	C
HCM2kAvgQ:	10	0	3	0	0	0	0	5	5	3	9	0

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

Lincoln Centre Redevelopment Project
SF14-0771

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + 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:	4	6	6	6	6	6	4	6	6	4	6	6
Y+R:	3.5	4.5	4.5	4.5	4.5	4.5	3.5	4.5	4.5	3.5	4.5	4.5

Volume Module:

Base Vol:	218	61	163	53	45	63	16	419	196	119	126	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	218	61	163	53	45	63	16	419	196	119	126	98
Added Vol:	23	0	48	0	0	0	0	272	79	45	162	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	241	61	211	53	45	63	16	691	275	164	288	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	265	67	232	58	49	69	18	759	302	180	316	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	67	232	58	49	69	18	759	302	180	316	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	67	232	58	49	69	18	759	302	180	316	108

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.82	0.95	0.91	0.91	0.95	0.91	0.90	0.92	0.95	0.79
Lanes:	1.00	1.00	1.00	1.00	0.41	0.59	1.00	1.43	0.57	2.00	2.00	1.00
Final Sat.:	1805	1900	1553	1805	720	1008	1805	2467	982	3502	3610	1492

Capacity Analysis Module:

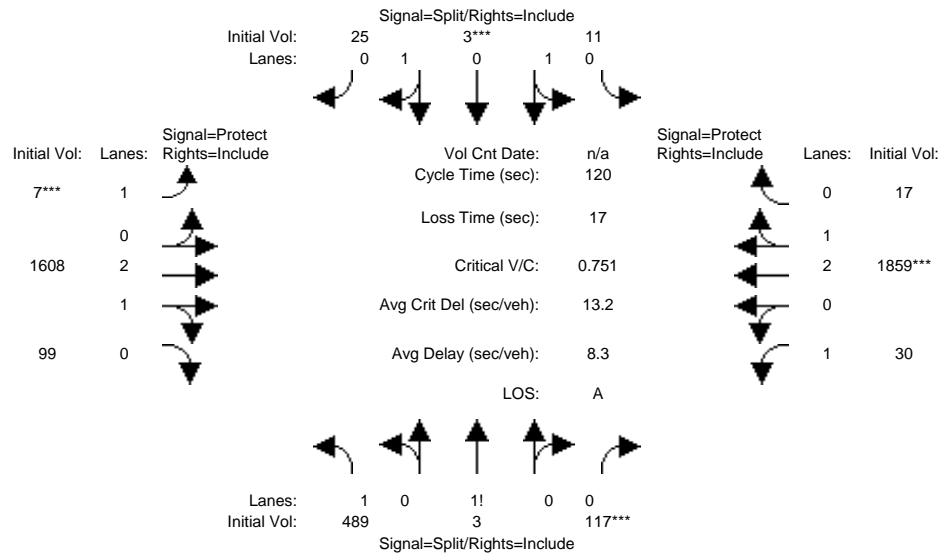
Vol/Sat:	0.15	0.04	0.15	0.03	0.07	0.07	0.01	0.31	0.31	0.05	0.09	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.22	0.24	0.24	0.08	0.10	0.10	0.15	0.46	0.46	0.08	0.39	0.39
Volume/Cap:	0.66	0.14	0.61	0.40	0.66	0.66	0.07	0.66	0.66	0.66	0.22	0.18
Delay/Veh:	46.8	35.8	43.4	54.1	60.8	60.8	44.0	25.9	25.9	59.9	24.3	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	35.8	43.4	54.1	60.8	60.8	44.0	25.9	25.9	59.9	24.3	24.0
LOS by Move:	D	D	D	D	E	E	D	C	C	E	C	C
HCM2kAvgQ:	10	2	8	2	5	5	1	16	16	3	4	2

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #11: Altair Ave/East Hillsdale Blvd



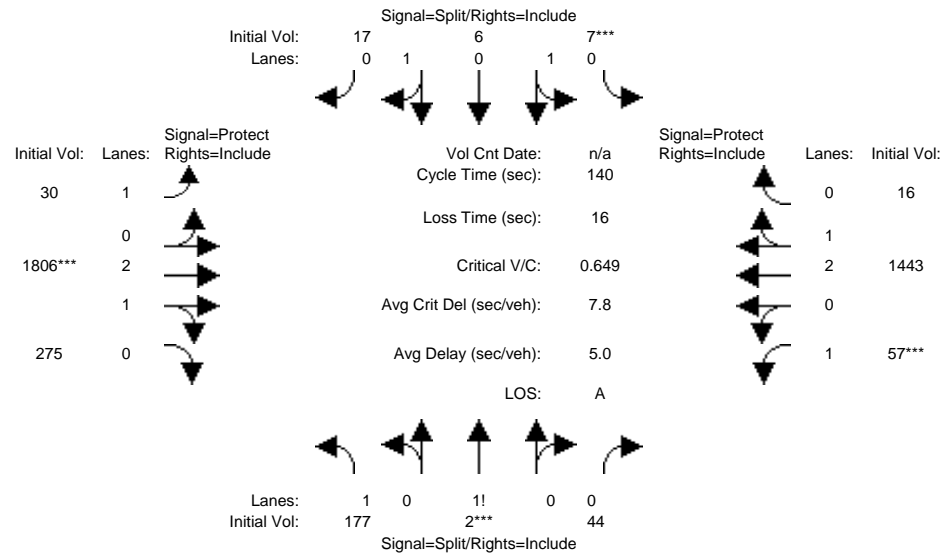
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	6	6	4	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	3.6	5.0	5.0	3.6	5.0	5.0
Volume Module:												
Base Vol:	489	3	117	11	3	25	7	1429	99	30	1781	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	489	3	117	11	3	25	7	1429	99	30	1781	17
Added Vol:	0	0	0	0	0	0	0	179	0	0	78	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	489	3	117	11	3	25	7	1608	99	30	1859	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	543	3	130	12	3	28	8	1787	110	33	2066	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	543	3	130	12	3	28	8	1787	110	33	2066	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	543	3	130	12	3	28	8	1787	110	33	2066	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.85	0.85	0.84	0.95	0.90	0.90	0.95	0.91	0.91
Lanes:	1.67	0.01	0.32	0.79	0.21	1.00	1.00	2.83	0.17	1.00	2.97	0.03
Final Sat.:	2962	15	569	1264	345	1589	1805	4842	298	1805	5135	47
Capacity Analysis Module:												
Vol/Sat:	0.18	0.23	0.23	0.01	0.01	0.02	0.00	0.37	0.37	0.02	0.40	0.40
Crit Moves:			****		****		****				****	
Green/Cycle:	0.29	0.29	0.29	0.03	0.03	0.03	0.03	0.49	0.49	0.04	0.50	0.50
Volume/Cap:	0.64	0.80	0.80	0.29	0.29	0.52	0.13	0.75	0.75	0.41	0.80	0.80
Delay/Veh:	38.7	44.9	44.9	57.7	57.7	63.1	55.3	1.9	1.9	56.6	1.8	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.7	44.9	44.9	57.7	57.7	63.1	55.3	1.9	1.9	56.6	1.8	1.8
LOS by Move:	D	D	D	E	E	E	E	A	A	E	A	A
HCM2kAvgQ:	11	16	16	1	1	2	0	3	3	1	2	2

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #11: 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:	4	4	4	4	4	4	4	6	6	4	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	3.6	5.0	5.0	3.6	5.0	5.0

Volume Module:												
Base Vol:	177	2	44	7	6	17	30	1713	275	57	1258	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	2	44	7	6	17	30	1713	275	57	1258	16
Added Vol:	0	0	0	0	0	0	0	93	0	0	185	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	2	44	7	6	17	30	1806	275	57	1443	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	190	2	47	8	6	18	32	1942	296	61	1552	17
Reduct Vol:	0	0	0	0	0	10	0	0	0	0	0	0
Reduced Vol:	190	2	47	8	6	8	32	1942	296	61	1552	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	2	47	8	6	8	32	1942	296	61	1552	17

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.88	0.88	0.87	0.95	0.89	0.89	0.95	0.91	0.91
Lanes:	1.66	0.01	0.33	0.67	0.58	0.75	1.00	2.60	0.40	1.00	2.97	0.03
Final Sat.:	2938	26	579	1126	965	1239	1805	4410	671	1805	5120	57

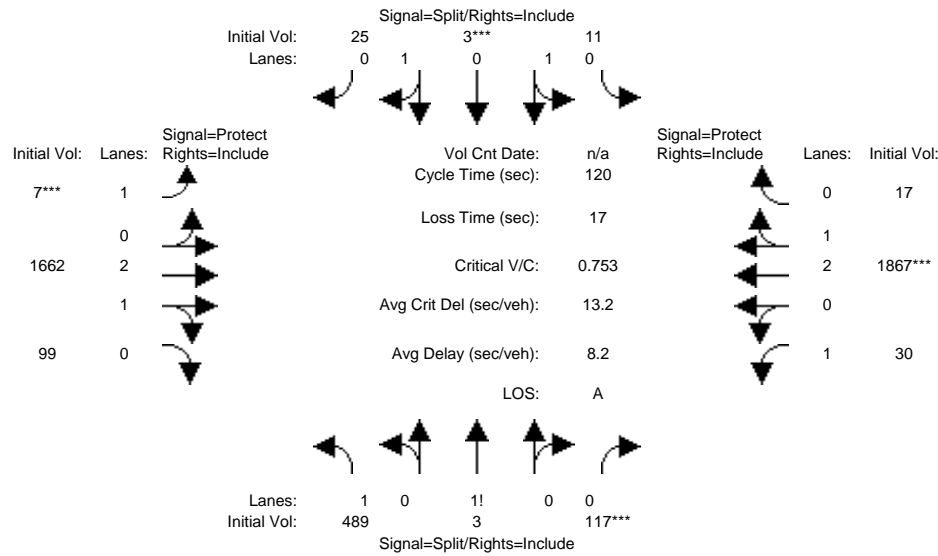
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.01	0.01	0.01	0.02	0.44	0.44	0.03	0.30	0.30
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.12	0.12	0.12	0.03	0.03	0.03	0.07	0.66	0.66	0.05	0.64	0.64
Volume/Cap:	0.53	0.67	0.67	0.20	0.20	0.20	0.25	0.67	0.67	0.67	0.47	0.47
Delay/Veh:	50.6	55.1	55.1	57.3	57.3	57.3	49.8	0.5	0.5	70.1	0.1	0.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	55.1	55.1	57.3	57.3	57.3	49.8	0.5	0.5	70.1	0.1	0.1
LOS by Move:	D	E	E	E	E	E	D	A	A	E	A	A
HCM2kAvgQ:	5	6	6	1	1	1	1	1	1	2	1	1

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #11: 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:	4	4	4	4	4	4	4	6	6	4	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	3.6	5.0	5.0	3.6	5.0	5.0

Volume Module:												
Base Vol:	489	3	117	11	3	25	7	1429	99	30	1781	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	489	3	117	11	3	25	7	1429	99	30	1781	17
Added Vol:	0	0	0	0	0	0	0	233	0	0	86	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	489	3	117	11	3	25	7	1662	99	30	1867	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	543	3	130	12	3	28	8	1847	110	33	2074	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	543	3	130	12	3	28	8	1847	110	33	2074	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	543	3	130	12	3	28	8	1847	110	33	2074	19

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.85	0.85	0.84	0.95	0.90	0.90	0.95	0.91	0.91
Lanes:	1.67	0.01	0.32	0.79	0.21	1.00	1.00	2.83	0.17	1.00	2.97	0.03
Final Sat.:	2962	15	569	1264	345	1589	1805	4856	289	1805	5135	47

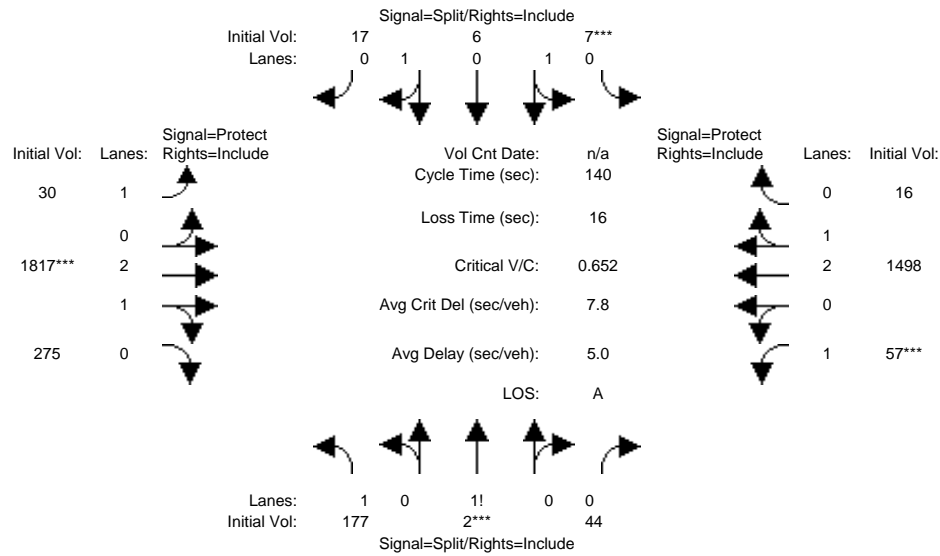
Capacity Analysis Module:												
Vol/Sat:	0.18	0.23	0.23	0.01	0.01	0.02	0.00	0.38	0.38	0.02	0.40	0.40
Crit Moves:			****		****		****				****	
Green/Cycle:	0.29	0.29	0.29	0.03	0.03	0.03	0.03	0.50	0.50	0.04	0.51	0.51
Volume/Cap:	0.64	0.80	0.80	0.29	0.29	0.52	0.13	0.77	0.77	0.43	0.80	0.80
Delay/Veh:	38.8	45.1	45.1	57.7	57.7	63.1	55.3	1.9	1.9	57.1	1.8	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	45.1	45.1	57.7	57.7	63.1	55.3	1.9	1.9	57.1	1.8	1.8
LOS by Move:	D	D	D	E	E	E	E	A	A	E	A	A
HCM2kAvgQ:	11	16	16	1	1	2	0	3	3	1	1	1

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #11: Altair Ave/East Hillsdale Blvd



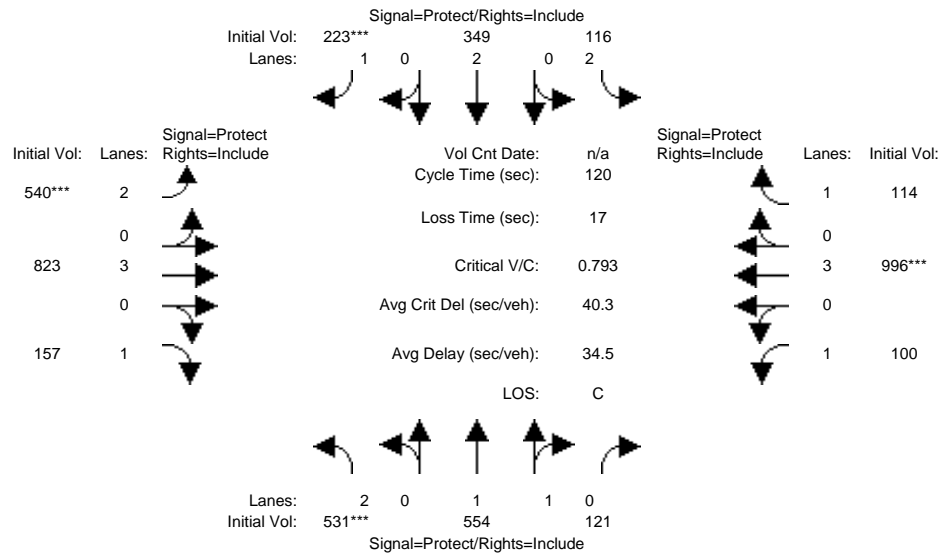
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	6	6	4	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	3.6	5.0	5.0	3.6	5.0	5.0
Volume Module:												
Base Vol:	177	2	44	7	6	17	30	1713	275	57	1258	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	2	44	7	6	17	30	1713	275	57	1258	16
Added Vol:	0	0	0	0	0	0	0	104	0	0	240	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	2	44	7	6	17	30	1817	275	57	1498	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	190	2	47	8	6	18	32	1954	296	61	1611	17
Reduct Vol:	0	0	0	0	0	10	0	0	0	0	0	0
Reduced Vol:	190	2	47	8	6	8	32	1954	296	61	1611	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	2	47	8	6	8	32	1954	296	61	1611	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.88	0.88	0.87	0.95	0.89	0.89	0.95	0.91	0.91
Lanes:	1.66	0.01	0.33	0.67	0.58	0.75	1.00	2.60	0.40	1.00	2.97	0.03
Final Sat.:	2938	26	579	1126	965	1239	1805	4413	668	1805	5122	55
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.01	0.01	0.01	0.02	0.44	0.44	0.03	0.31	0.31
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.12	0.12	0.12	0.03	0.03	0.03	0.07	0.66	0.66	0.05	0.64	0.64
Volume/Cap:	0.53	0.67	0.67	0.20	0.20	0.20	0.26	0.67	0.67	0.67	0.49	0.49
Delay/Veh:	50.7	55.2	55.2	57.3	57.3	57.3	50.3	0.5	0.5	70.6	0.1	0.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	55.2	55.2	57.3	57.3	57.3	50.3	0.5	0.5	70.6	0.1	0.1
LOS by Move:	D	E	E	E	E	E	D	A	A	E	A	A
HCM2kAvgQ:	5	6	6	1	1	1	1	1	1	2	1	1

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #12: Edgewater Blvd/East Hillsdale Blvd



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

Volume Module:

Base Vol:	531	460	113	99	311	175	422	762	157	99	966	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	531	460	113	99	311	175	422	762	157	99	966	102
Added Vol:	0	94	8	17	38	48	118	61	0	1	30	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	531	554	121	116	349	223	540	823	157	100	996	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	565	590	129	124	372	237	575	876	167	106	1061	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	565	590	129	124	372	237	575	876	167	106	1061	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	565	590	129	124	372	237	575	876	167	106	1061	121

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.83	0.92	0.91	0.82	0.95	0.91	0.82
Lanes:	2.00	1.64	0.36	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2880	629	3502	3610	1577	3502	5187	1561	1805	5187	1567

Capacity Analysis Module:

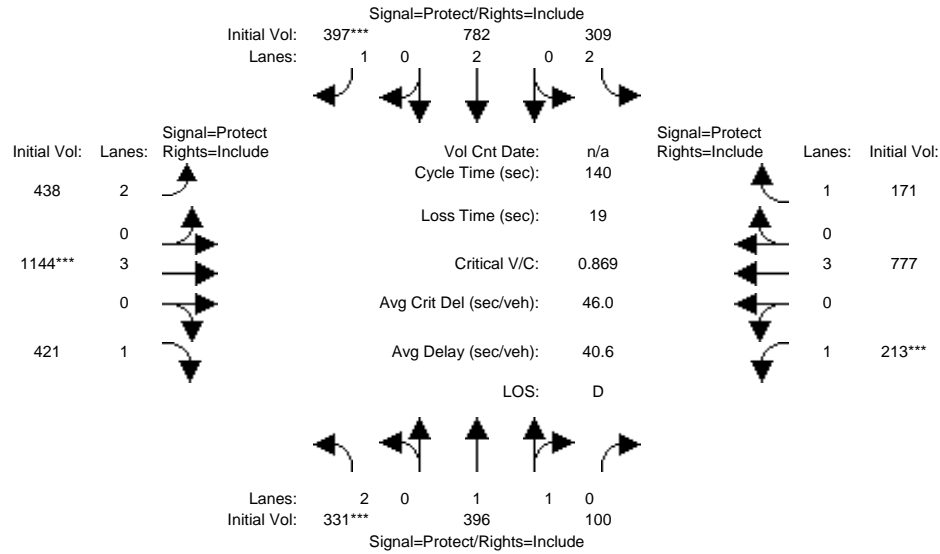
Vol/Sat:	0.16	0.20	0.20	0.04	0.10	0.15	0.16	0.17	0.11	0.06	0.20	0.08
Crit Moves:	****					****	****				****	
Green/Cycle:	0.20	0.34	0.34	0.06	0.19	0.19	0.21	0.34	0.34	0.12	0.26	0.26
Volume/Cap:	0.79	0.61	0.61	0.61	0.54	0.79	0.79	0.49	0.31	0.49	0.79	0.30
Delay/Veh:	51.5	34.2	34.2	60.6	44.8	59.9	39.4	14.9	14.0	44.3	30.5	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	34.2	34.2	60.6	44.8	59.9	39.4	14.9	14.0	44.3	30.5	23.8
LOS by Move:	D	C	C	E	D	E	D	B	B	D	C	C
HCM2kAvgQ:	12	12	12	3	7	10	10	5	2	3	12	2

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #12: Edgewater Blvd/East Hillsdale Blvd



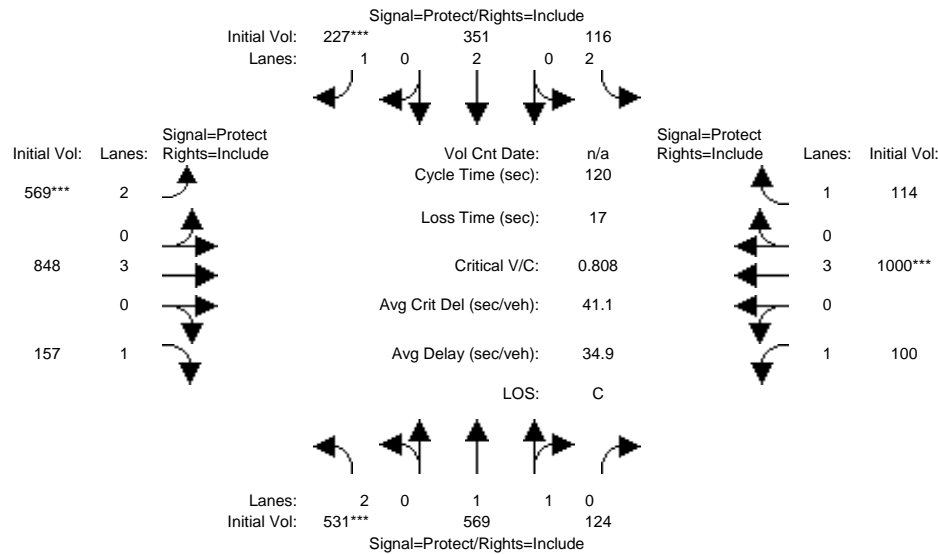
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	4.6	4.6	4.0	4.9	4.9	4.5	5.0	5.0
Volume Module:												
Base Vol:	331	333	99	275	672	276	383	1105	421	205	712	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	331	333	99	275	672	276	383	1105	421	205	712	138
Added Vol:	0	63	1	34	110	121	55	39	0	8	65	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	396	100	309	782	397	438	1144	421	213	777	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:	353	422	107	329	834	423	467	1220	449	227	828	182
Reduct Vol:	0	0	0	0	0	0	0	0	264	0	0	0
Reduced Vol:	353	422	107	329	834	423	467	1220	185	227	828	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
FinalVolume:	353	422	107	329	834	423	467	1220	185	227	828	182
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.83	0.92	0.91	0.82	0.95	0.91	0.82
Lanes:	2.00	1.59	0.41	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2792	705	3502	3610	1570	3502	5187	1552	1805	5187	1559
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.15	0.09	0.23	0.27	0.13	0.24	0.12	0.13	0.16	0.12
Crit Moves:	****					****		****		****		
Green/Cycle:	0.12	0.26	0.26	0.16	0.31	0.31	0.19	0.27	0.27	0.14	0.23	0.23
Volume/Cap:	0.87	0.58	0.58	0.58	0.74	0.87	0.71	0.87	0.44	0.87	0.71	0.52
Delay/Veh:	70.0	39.3	39.3	47.8	39.9	54.4	38.4	32.3	23.5	66.9	32.2	30.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.0	39.3	39.3	47.8	39.9	54.4	38.4	32.3	23.5	66.9	32.2	30.1
LOS by Move:	E	D	D	D	D	D	D	C	C	E	C	C
HCM2kAvgQ:	9	9	9	6	16	18	7	15	4	9	9	5

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #12: Edgewater Blvd/East Hillsdale Blvd



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

Volume Module:

Base Vol:	531	460	113	99	311	175	422	762	157	99	966	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	531	460	113	99	311	175	422	762	157	99	966	102
Added Vol:	0	109	11	17	40	52	147	86	0	1	34	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	531	569	124	116	351	227	569	848	157	100	1000	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	565	606	132	124	374	242	606	903	167	106	1065	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	565	606	132	124	374	242	606	903	167	106	1065	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	565	606	132	124	374	242	606	903	167	106	1065	121

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.83	0.92	0.91	0.82	0.95	0.91	0.82
Lanes:	2.00	1.64	0.36	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2882	628	3502	3610	1577	3502	5187	1561	1805	5187	1567

Capacity Analysis Module:

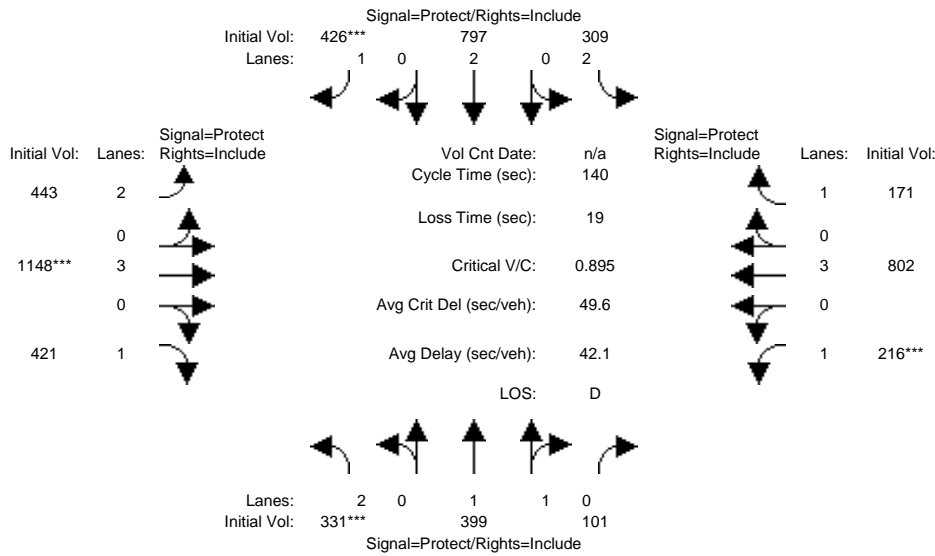
Vol/Sat:	0.16	0.21	0.21	0.04	0.10	0.15	0.17	0.17	0.11	0.06	0.21	0.08
Crit Moves:	****					****	****				****	
Green/Cycle:	0.20	0.33	0.33	0.06	0.19	0.19	0.21	0.35	0.35	0.12	0.25	0.25
Volume/Cap:	0.81	0.63	0.63	0.63	0.55	0.81	0.81	0.50	0.31	0.50	0.81	0.30
Delay/Veh:	52.7	34.8	34.8	61.9	44.8	61.4	39.1	14.4	13.4	44.7	31.5	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	34.8	34.8	61.9	44.8	61.4	39.1	14.4	13.4	44.7	31.5	24.3
LOS by Move:	D	C	C	E	D	E	D	B	B	D	C	C
HCM2kAvgQ:	12	13	12	3	7	11	10	5	2	3	13	3

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #12: Edgewater Blvd/East Hillsdale Blvd



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

Volume Module:												
Base Vol:	331	333	99	275	672	276	383	1105	421	205	712	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	331	333	99	275	672	276	383	1105	421	205	712	138
Added Vol:	0	66	2	34	125	150	60	43	0	11	90	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	399	101	309	797	426	443	1148	421	216	802	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:	353	425	108	329	850	454	472	1224	449	230	855	182
Reduct Vol:	0	0	0	0	0	0	0	0	264	0	0	0
Reduced Vol:	353	425	108	329	850	454	472	1224	185	230	855	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
FinalVolume:	353	425	108	329	850	454	472	1224	185	230	855	182

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.83	0.92	0.91	0.82	0.95	0.91	0.82
Lanes:	2.00	1.59	0.41	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2791	706	3502	3610	1570	3502	5187	1552	1805	5187	1559

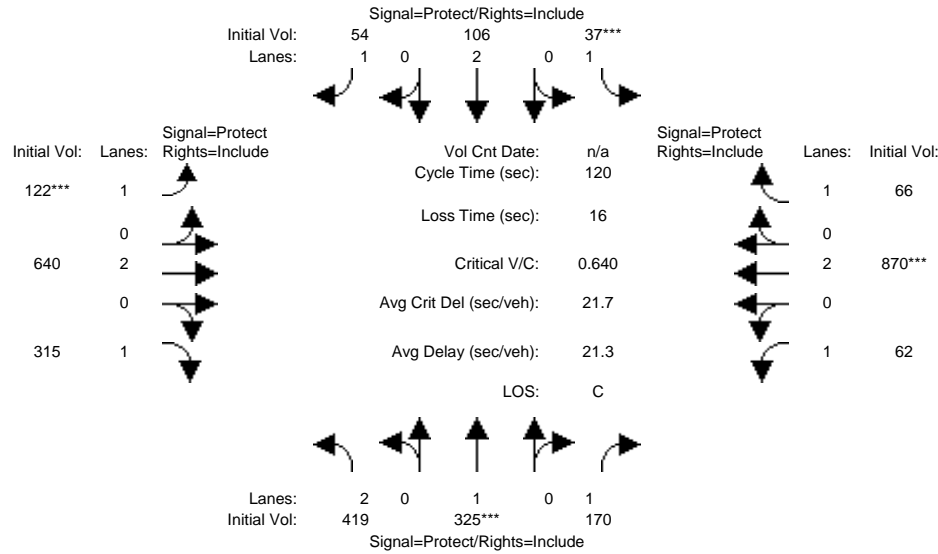
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.15	0.09	0.24	0.29	0.13	0.24	0.12	0.13	0.16	0.12
Crit Moves:	****					****		****		****		
Green/Cycle:	0.11	0.27	0.27	0.17	0.32	0.32	0.18	0.26	0.26	0.14	0.22	0.22
Volume/Cap:	0.90	0.57	0.57	0.57	0.73	0.90	0.74	0.90	0.45	0.90	0.74	0.52
Delay/Veh:	74.7	38.6	38.6	47.3	38.3	56.9	40.5	35.4	24.5	72.5	33.4	30.7
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:	74.7	38.6	38.6	47.3	38.3	56.9	40.5	35.4	24.5	72.5	33.4	30.7
LOS by Move:	E	D	D	D	D	E	D	D	C	E	C	C
HCM2kAvgQ:	10	9	9	6	16	19	8	16	4	9	10	5

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #13: 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:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	4.1	4.6	4.6

Volume Module:

Base Vol:	387	245	147	36	78	43	117	581	283	55	858	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	387	245	147	36	78	43	117	581	283	55	858	58
Added Vol:	32	80	23	1	28	11	5	59	32	7	12	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	419	325	170	37	106	54	122	640	315	62	870	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:	465	361	189	41	118	60	135	710	350	69	966	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	361	189	41	118	60	135	710	350	69	966	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	465	361	189	41	118	60	135	710	350	69	966	73

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.82	0.95	0.95	0.82	0.95	0.95	0.82	0.95	0.95	0.79
Lanes:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	1900	1561	1805	3610	1561	1805	3610	1561	1805	3610	1510

Capacity Analysis Module:

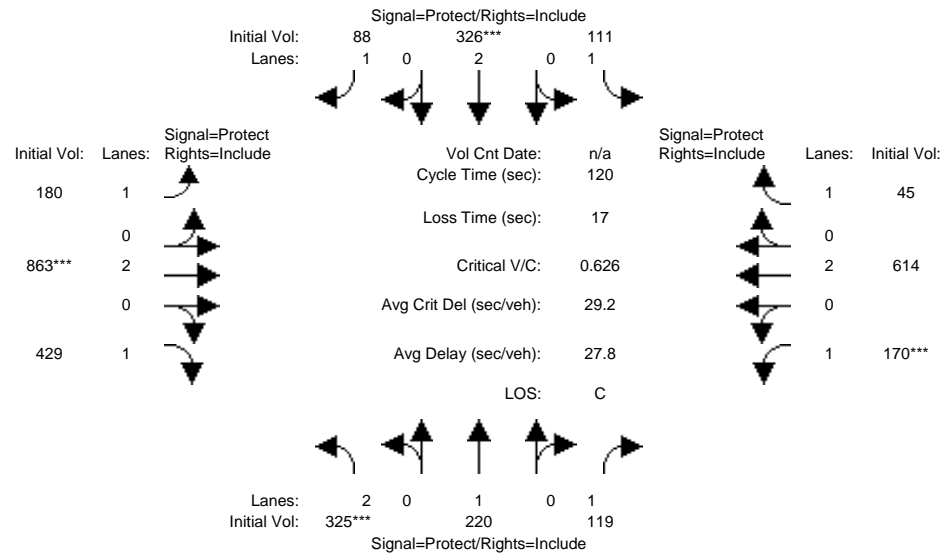
Vol/Sat:	0.13	0.19	0.12	0.02	0.03	0.04	0.08	0.20	0.22	0.04	0.27	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.24	0.30	0.30	0.04	0.09	0.09	0.12	0.46	0.46	0.08	0.42	0.42
Volume/Cap:	0.55	0.64	0.41	0.64	0.36	0.42	0.64	0.43	0.49	0.49	0.64	0.12
Delay/Veh:	40.6	39.2	34.4	76.9	51.9	53.6	50.3	3.7	4.1	51.3	8.8	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	39.2	34.4	76.9	51.9	53.6	50.3	3.7	4.1	51.3	8.8	6.1
LOS by Move:	D	D	C	E	D	D	D	A	A	D	A	A
HCM2kAvgQ:	8	11	5	3	2	3	5	2	2	3	8	1

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #13: 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:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	4.1	4.6	4.6

Volume Module:												
Base Vol:	266	168	107	103	232	77	164	845	363	143	555	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	168	107	103	232	77	164	845	363	143	555	43
Added Vol:	59	52	12	8	94	11	16	18	66	27	59	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	220	119	111	326	88	180	863	429	170	614	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	338	229	124	116	339	92	187	898	446	177	639	47
Reduct Vol:	0	0	0	0	0	0	0	0	152	0	0	0
Reduced Vol:	338	229	124	116	339	92	187	898	294	177	639	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:	338	229	124	116	339	92	187	898	294	177	639	47

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.82	0.95	0.95	0.82	0.95	0.95	0.82	0.95	0.95	0.79
Lanes:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	1900	1561	1805	3610	1561	1805	3610	1561	1805	3610	1510

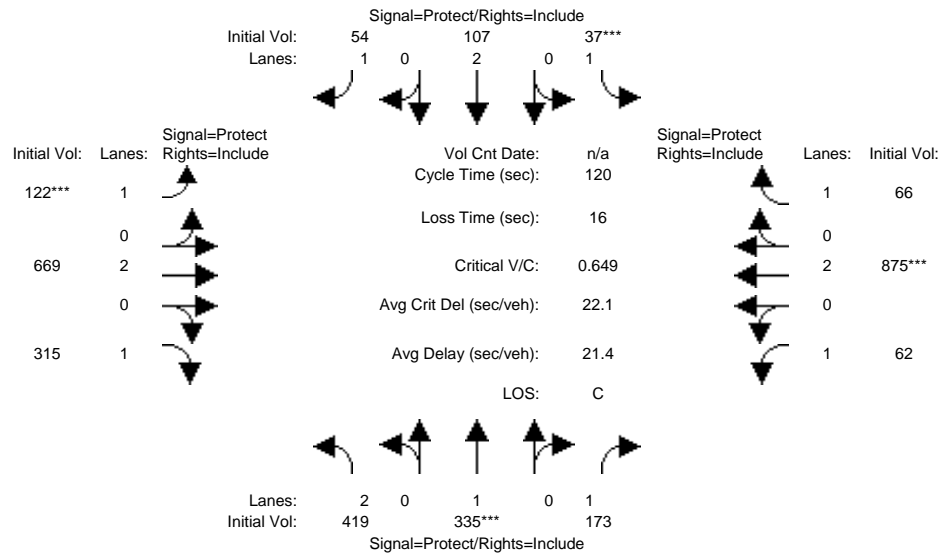
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.08	0.06	0.09	0.06	0.10	0.25	0.19	0.10	0.18	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.20	0.20	0.11	0.15	0.15	0.20	0.40	0.40	0.16	0.35	0.35
Volume/Cap:	0.63	0.61	0.40	0.61	0.63	0.39	0.51	0.63	0.47	0.63	0.51	0.09
Delay/Veh:	49.8	46.6	42.7	56.8	50.1	47.1	32.6	10.8	9.7	42.9	14.6	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.8	46.6	42.7	56.8	50.1	47.1	32.6	10.8	9.7	42.9	14.6	12.2
LOS by Move:	D	D	D	E	D	D	C	B	A	D	B	B
HCM2kAvgQ:	6	8	4	5	7	3	5	7	4	7	6	1

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #13: Shell Blvd/East Hillsdale Blvd



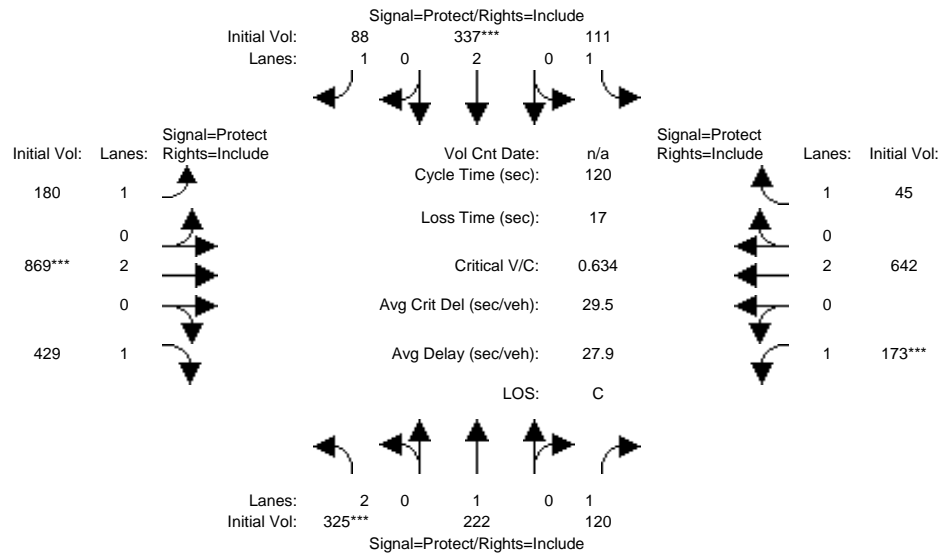
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	4.1	4.6	4.6
Volume Module:												
Base Vol:	387	245	147	36	78	43	117	581	283	55	858	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	387	245	147	36	78	43	117	581	283	55	858	58
Added Vol:	32	90	26	1	29	11	5	88	32	7	17	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	419	335	173	37	107	54	122	669	315	62	875	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:	465	372	192	41	119	60	135	743	350	69	971	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	372	192	41	119	60	135	743	350	69	971	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	465	372	192	41	119	60	135	743	350	69	971	73
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.82	0.95	0.95	0.82	0.95	0.95	0.82	0.95	0.95	0.79
Lanes:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	1900	1561	1805	3610	1561	1805	3610	1561	1805	3610	1510
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.12	0.02	0.03	0.04	0.08	0.21	0.22	0.04	0.27	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.24	0.30	0.30	0.04	0.09	0.09	0.12	0.45	0.45	0.08	0.41	0.41
Volume/Cap:	0.54	0.65	0.41	0.65	0.36	0.42	0.65	0.45	0.49	0.49	0.65	0.12
Delay/Veh:	40.2	39.0	34.0	78.4	51.8	53.4	51.1	4.1	4.5	51.4	9.2	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	39.0	34.0	78.4	51.8	53.4	51.1	4.1	4.5	51.4	9.2	6.4
LOS by Move:	D	D	C	E	D	D	D	A	A	D	A	A
HCM2kAvgQ:	7	12	5	3	2	3	5	3	3	3	8	1

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #13: 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:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	4.1	4.6	4.6

Volume Module:												
Base Vol:	266	168	107	103	232	77	164	845	363	143	555	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	168	107	103	232	77	164	845	363	143	555	43
Added Vol:	59	54	13	8	105	11	16	24	66	30	87	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	222	120	111	337	88	180	869	429	173	642	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:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	338	231	125	116	351	92	187	904	446	180	668	47
Reduct Vol:	0	0	0	0	0	0	0	0	152	0	0	0
Reduced Vol:	338	231	125	116	351	92	187	904	294	180	668	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:	338	231	125	116	351	92	187	904	294	180	668	47

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.82	0.95	0.95	0.82	0.95	0.95	0.82	0.95	0.95	0.79
Lanes:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	1900	1561	1805	3610	1561	1805	3610	1561	1805	3610	1510

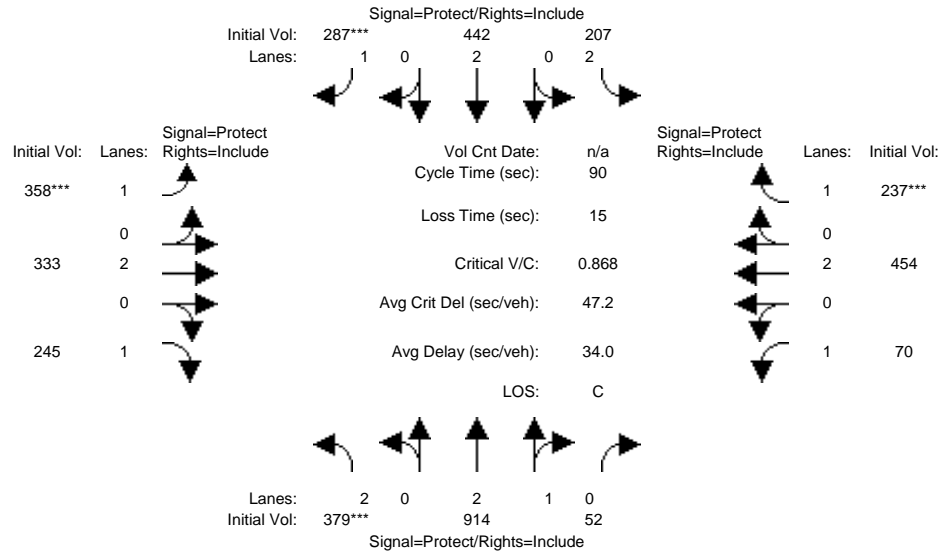
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.08	0.06	0.10	0.06	0.10	0.25	0.19	0.10	0.19	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.15	0.20	0.20	0.11	0.15	0.15	0.20	0.40	0.40	0.16	0.35	0.35
Volume/Cap:	0.63	0.61	0.40	0.61	0.63	0.38	0.52	0.63	0.48	0.63	0.52	0.09
Delay/Veh:	50.2	46.5	42.6	56.8	50.1	46.7	33.7	11.1	10.0	43.1	14.3	11.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	46.5	42.6	56.8	50.1	46.7	33.7	11.1	10.0	43.1	14.3	11.7
LOS by Move:	D	D	D	E	D	D	C	B	A	D	B	B
HCM2kAvgQ:	6	8	4	5	7	3	5	8	4	7	6	1

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #14: 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:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6

Volume Module:

Base Vol:	376	805	52	202	419	272	278	329	245	70	444	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	376	805	52	202	419	272	278	329	245	70	444	203
Added Vol:	3	109	0	5	23	15	80	4	0	0	10	34
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	379	914	52	207	442	287	358	333	245	70	454	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	431	1039	59	235	502	326	407	378	278	80	516	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	1039	59	235	502	326	407	378	278	80	516	269
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	431	1039	59	235	502	326	407	378	278	80	516	269

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.95	0.83	0.95	0.95	0.85	0.95	0.95	0.84
Lanes:	2.00	2.84	0.16	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4868	277	3502	3610	1586	1805	3610	1611	1805	3610	1587

Capacity Analysis Module:

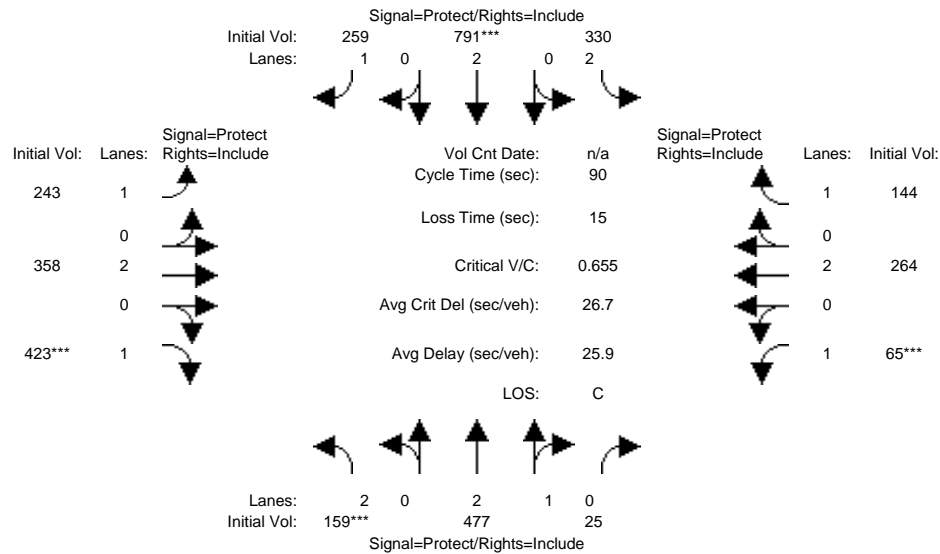
Vol/Sat:	0.12	0.21	0.21	0.07	0.14	0.21	0.23	0.10	0.17	0.04	0.14	0.17
Crit Moves:	****					****	****					****
Green/Cycle:	0.14	0.29	0.29	0.09	0.24	0.24	0.26	0.36	0.36	0.09	0.20	0.20
Volume/Cap:	0.87	0.74	0.74	0.74	0.59	0.87	0.87	0.29	0.48	0.47	0.73	0.87
Delay/Veh:	52.9	31.1	31.1	48.9	31.5	51.9	36.5	9.0	10.2	36.8	29.7	48.6
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:	52.9	31.1	31.1	48.9	31.5	51.9	36.5	9.0	10.2	36.8	29.7	48.6
LOS by Move:	D	C	C	D	C	D	D	A	B	D	C	D
HCM2kAvgQ:	7	10	10	3	6	10	13	2	4	2	7	8

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #14: 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:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6

Volume Module:												
Base Vol:	158	437	25	297	676	182	222	343	421	65	255	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	437	25	297	676	182	222	343	421	65	255	137
Added Vol:	1	40	0	33	115	77	21	15	2	0	9	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	477	25	330	791	259	243	358	423	65	264	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:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	169	507	27	351	841	276	259	381	450	69	281	153
Reduct Vol:	0	0	0	0	0	0	0	0	94	0	0	0
Reduced Vol:	169	507	27	351	841	276	259	381	356	69	281	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	507	27	351	841	276	259	381	356	69	281	153

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.95	0.83	0.95	0.95	0.83	0.95	0.95	0.84
Lanes:	2.00	2.85	0.15	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4894	257	3502	3610	1585	1805	3610	1572	1805	3610	1604

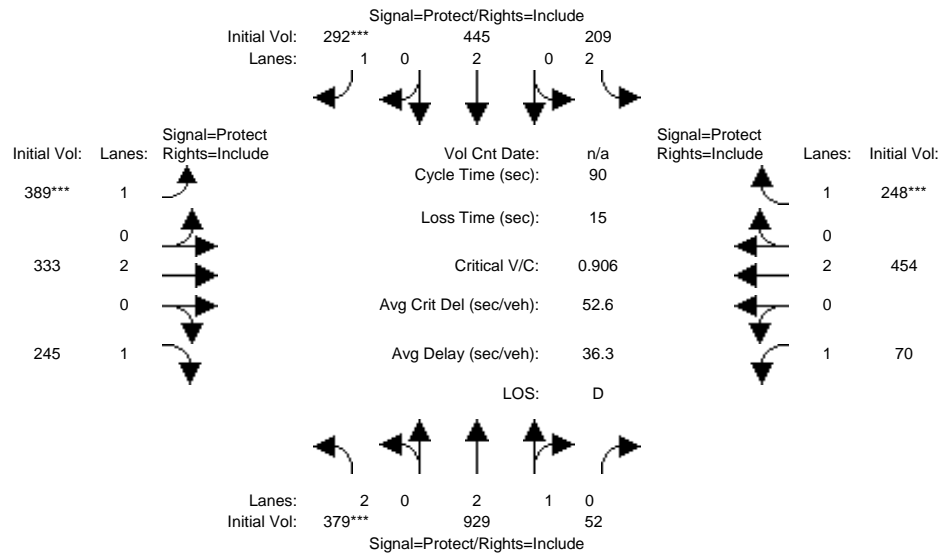
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.10	0.23	0.17	0.14	0.11	0.23	0.04	0.08	0.10
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.22	0.22	0.21	0.36	0.36	0.24	0.35	0.35	0.06	0.16	0.16
Volume/Cap:	0.66	0.48	0.48	0.48	0.66	0.49	0.59	0.31	0.66	0.66	0.48	0.59
Delay/Veh:	46.6	31.0	31.0	31.6	25.6	23.3	22.7	10.3	14.7	52.9	28.3	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	31.0	31.0	31.6	25.6	23.3	22.7	10.3	14.7	52.9	28.3	31.8
LOS by Move:	D	C	C	C	C	C	C	B	B	D	C	C
HCM2kAvgQ:	2	5	5	4	10	6	6	2	7	2	3	4

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #14: Foster City Boulevard/East Hillsdale Blvd



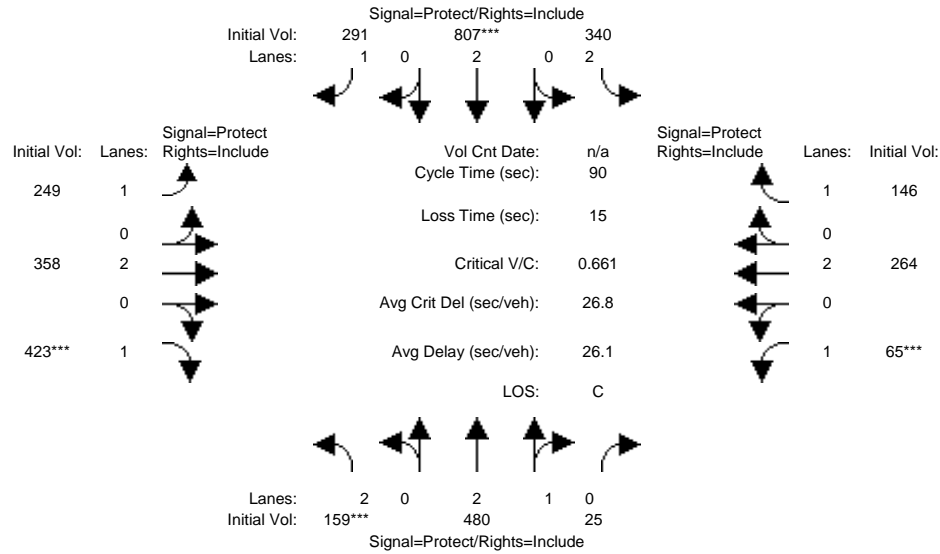
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6
Volume Module:												
Base Vol:	376	805	52	202	419	272	278	329	245	70	444	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	376	805	52	202	419	272	278	329	245	70	444	203
Added Vol:	3	124	0	7	26	20	111	4	0	0	10	45
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	379	929	52	209	445	292	389	333	245	70	454	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	431	1056	59	238	506	332	442	378	278	80	516	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	1056	59	238	506	332	442	378	278	80	516	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	431	1056	59	238	506	332	442	378	278	80	516	282
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.95	0.83	0.95	0.95	0.85	0.95	0.95	0.84
Lanes:	2.00	2.84	0.16	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4873	273	3502	3610	1586	1805	3610	1611	1805	3610	1587
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.22	0.07	0.14	0.21	0.24	0.10	0.17	0.04	0.14	0.18
Crit Moves:	****					****	****					****
Green/Cycle:	0.14	0.28	0.28	0.09	0.23	0.23	0.27	0.37	0.37	0.10	0.20	0.20
Volume/Cap:	0.91	0.78	0.78	0.78	0.61	0.91	0.91	0.28	0.47	0.46	0.73	0.91
Delay/Veh:	59.0	32.6	32.6	51.9	32.2	58.8	40.3	8.3	9.4	36.4	29.5	55.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.0	32.6	32.6	51.9	32.2	58.8	40.3	8.3	9.4	36.4	29.5	55.0
LOS by Move:	E	C	C	D	C	E	D	A	A	D	C	E
HCM2kAvgQ:	7	10	10	4	6	10	15	2	4	2	7	9

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #14: Foster City Boulevard/East Hillsdale Blvd



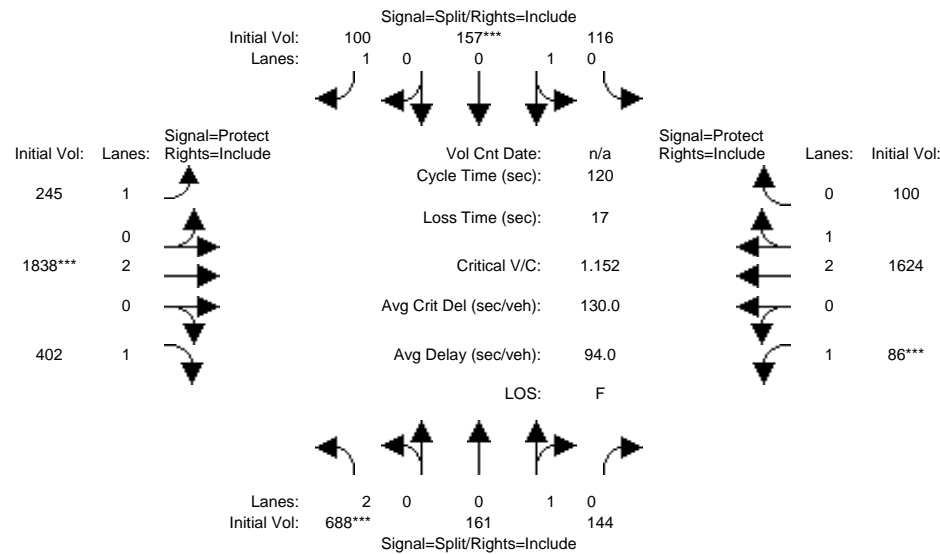
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6
Volume Module:												
Base Vol:	158	437	25	297	676	182	222	343	421	65	255	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	437	25	297	676	182	222	343	421	65	255	137
Added Vol:	1	43	0	43	131	109	27	15	2	0	9	9
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	480	25	340	807	291	249	358	423	65	264	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	169	511	27	362	859	310	265	381	450	69	281	155
Reduct Vol:	0	0	0	0	0	0	0	0	94	0	0	0
Reduced Vol:	169	511	27	362	859	310	265	381	356	69	281	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	169	511	27	362	859	310	265	381	356	69	281	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.95	0.83	0.95	0.95	0.83	0.95	0.95	0.84
Lanes:	2.00	2.85	0.15	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4896	255	3502	3610	1585	1805	3610	1572	1805	3610	1604
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.10	0.24	0.20	0.15	0.11	0.23	0.04	0.08	0.10
Crit Moves:	****				****				****	****		
Green/Cycle:	0.07	0.22	0.22	0.22	0.36	0.36	0.24	0.34	0.34	0.06	0.16	0.16
Volume/Cap:	0.66	0.48	0.48	0.48	0.66	0.54	0.61	0.31	0.66	0.66	0.49	0.61
Delay/Veh:	46.9	31.1	31.1	31.4	25.5	24.0	23.2	10.6	15.1	53.6	28.6	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:	46.9	31.1	31.1	31.4	25.5	24.0	23.2	10.6	15.1	53.6	28.6	32.8
LOS by Move:	D	C	C	C	C	C	C	B	B	D	C	C
HCM2kAvgQ:	2	5	5	4	10	6	6	2	7	2	3	4

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

Lincoln Centre Redevelopment Project
SF14-0771

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no project AM

Intersection #1: Norfolk St/East Third Ave



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

Volume Module:												
Base Vol:	686	161	73	116	157	100	245	993	402	70	1307	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	686	161	73	116	157	100	245	993	402	70	1307	100
Added Vol:	2	0	71	0	0	0	0	714	0	16	159	0
PasserByVol:	0	0	0	0	0	0	0	131	0	0	158	0
Initial Fut:	688	161	144	116	157	100	245	1838	402	86	1624	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	756	177	158	127	173	110	269	2020	442	95	1785	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	756	177	158	127	173	110	269	2020	442	95	1785	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	756	177	158	127	173	110	269	2020	442	95	1785	110

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.98	0.98	0.82	0.95	0.95	0.69	0.95	0.90	0.90
Lanes:	2.00	0.52	0.48	0.42	0.58	1.00	1.00	2.00	1.00	1.00	2.83	0.17
Final Sat.:	3502	925	827	790	1070	1562	1805	3610	1311	1805	4841	298

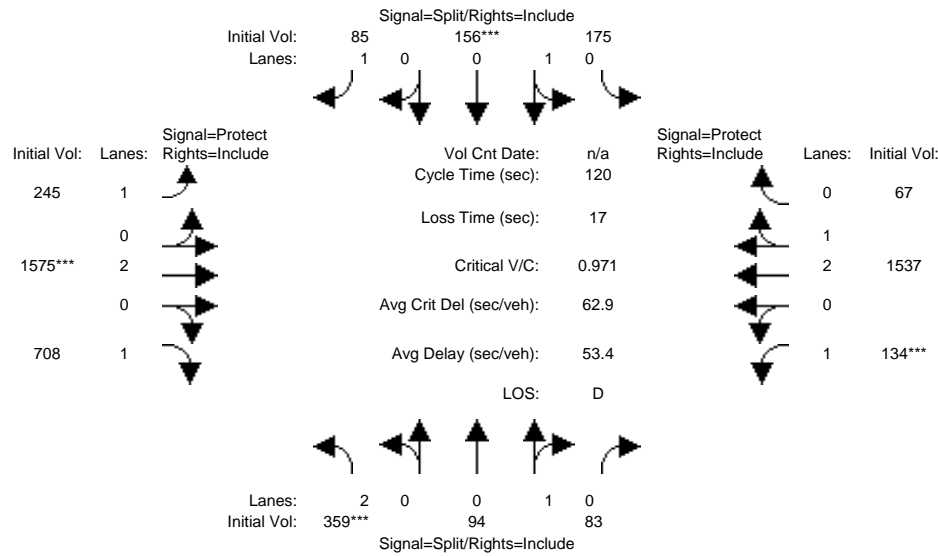
Capacity Analysis Module:												
Vol/Sat:	0.22	0.19	0.19	0.16	0.16	0.07	0.15	0.56	0.34	0.05	0.37	0.37
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.18	0.18	0.14	0.14	0.14	0.16	0.47	0.47	0.07	0.38	0.38
Volume/Cap:	1.18	1.05	1.05	1.18	1.18	0.52	0.96	1.18	0.71	0.79	0.96	0.96
Delay/Veh:	146.8	112	112.5	167.1	167	50.3	93.0	120	29.0	83.1	48.2	48.2
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:	146.8	112	112.5	167.1	167	50.3	93.0	120	29.0	83.1	48.2	48.2
LOS by Move:	F	F	F	F	F	D	F	F	C	F	D	D
HCM2kAvgQ:	25	19	19	20	20	4	11	58	12	5	30	30

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

Lincoln Centre Redevelopment Project
SF14-0771

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no project PM

Intersection #1: Norfolk St/East Third Ave



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

Volume Module:

Base Vol:	358	94	62	175	156	85	245	1213	706	65	827	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	358	94	62	175	156	85	245	1213	706	65	827	67
Added Vol:	1	0	21	0	0	0	0	198	2	69	704	0
PasserByVol:	0	0	0	0	0	0	0	164	0	0	6	0
Initial Fut:	359	94	83	175	156	85	245	1575	708	134	1537	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	378	99	87	184	164	89	258	1658	745	141	1618	71
Reduct Vol:	0	0	0	0	0	0	0	0	180	0	0	0
Reduced Vol:	378	99	87	184	164	89	258	1658	565	141	1618	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	378	99	87	184	164	89	258	1658	565	141	1618	71

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.97	0.97	0.83	0.95	0.95	0.75	0.95	0.90	0.90
Lanes:	2.00	0.53	0.47	0.53	0.47	1.00	1.00	2.00	1.00	1.00	2.87	0.13
Final Sat.:	3502	935	825	978	872	1582	1805	3610	1419	1805	4940	215

Capacity Analysis Module:

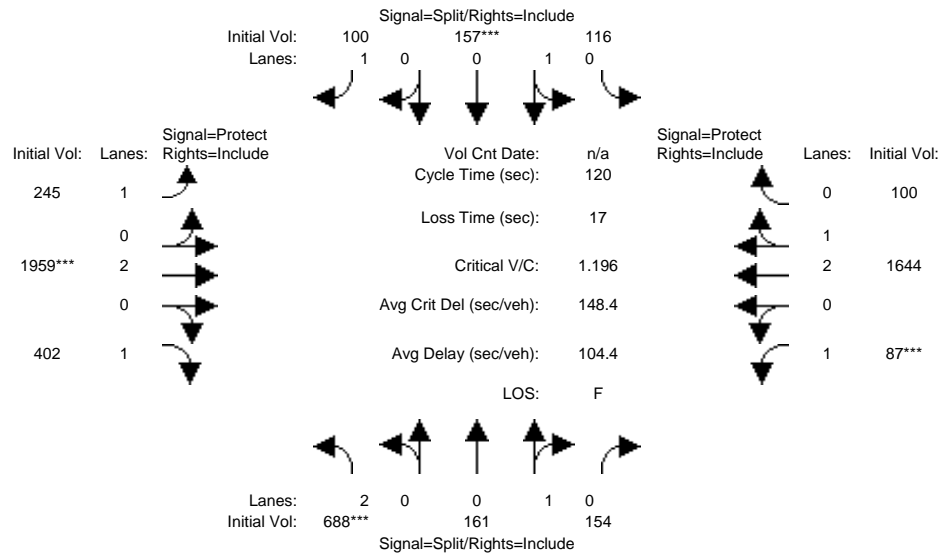
Vol/Sat:	0.11	0.11	0.11	0.19	0.19	0.06	0.14	0.46	0.40	0.08	0.33	0.33
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.11	0.11	0.19	0.19	0.19	0.17	0.47	0.47	0.08	0.39	0.39
Volume/Cap:	0.97	0.95	0.95	0.97	0.97	0.29	0.85	0.97	0.84	0.97	0.85	0.85
Delay/Veh:	91.0	104	103.7	87.7	87.7	41.9	68.2	46.3	37.2	120.7	37.4	37.4
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:	91.0	104	103.7	87.7	87.7	41.9	68.2	46.3	37.2	120.7	37.4	37.4
LOS by Move:	F	F	F	F	F	D	E	D	D	F	D	D
HCM2kAvgQ:	11	10	10	18	18	3	9	34	18	9	23	23

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #1: Norfolk St/East Third Ave



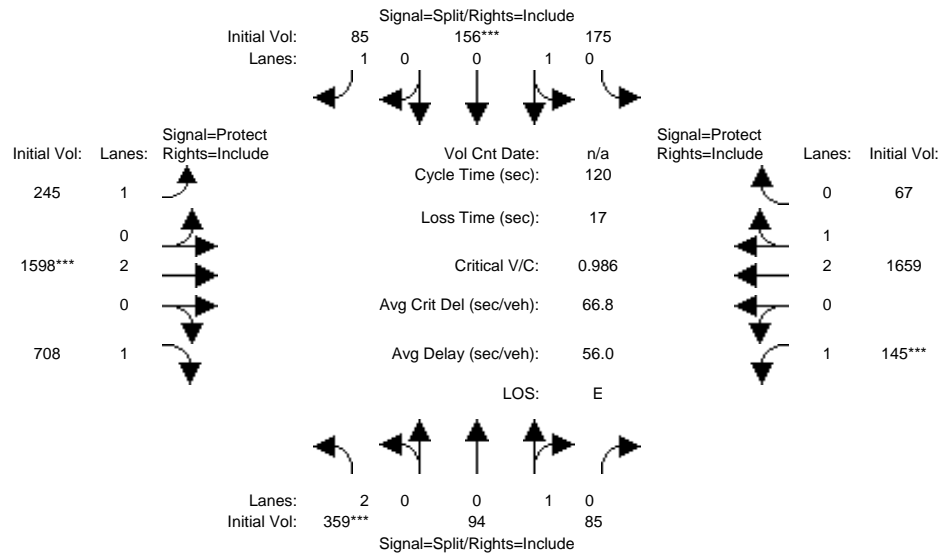
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	8	8	8	12	12	12	8	12	12
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	3.5	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	686	161	73	116	157	100	245	993	402	70	1307	100
Growth Adj:	1.00	1.00	1.00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

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #1: Norfolk St/East Third Ave



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

Volume Module:												
Base Vol:	358	94	62	175	156	85	245	1213	706	65	827	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	358	94	62	175	156	85	245	1213	706	65	827	67
Added Vol:	1	0	23	0	0	0	0	221	2	80	826	0
PasserByVol:	0	0	0	0	0	0	0	164	0	0	6	0
Initial Fut:	359	94	85	175	156	85	245	1598	708	145	1659	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	378	99	89	184	164	89	258	1682	745	153	1746	71
Reduct Vol:	0	0	0	0	0	0	0	0	180	0	0	0
Reduced Vol:	378	99	89	184	164	89	258	1682	565	153	1746	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	378	99	89	184	164	89	258	1682	565	153	1746	71

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.97	0.97	0.83	0.95	0.95	0.75	0.95	0.90	0.90
Lanes:	2.00	0.52	0.48	0.53	0.47	1.00	1.00	2.00	1.00	1.00	2.88	0.12
Final Sat.:	3502	923	835	978	872	1582	1805	3610	1419	1805	4955	200

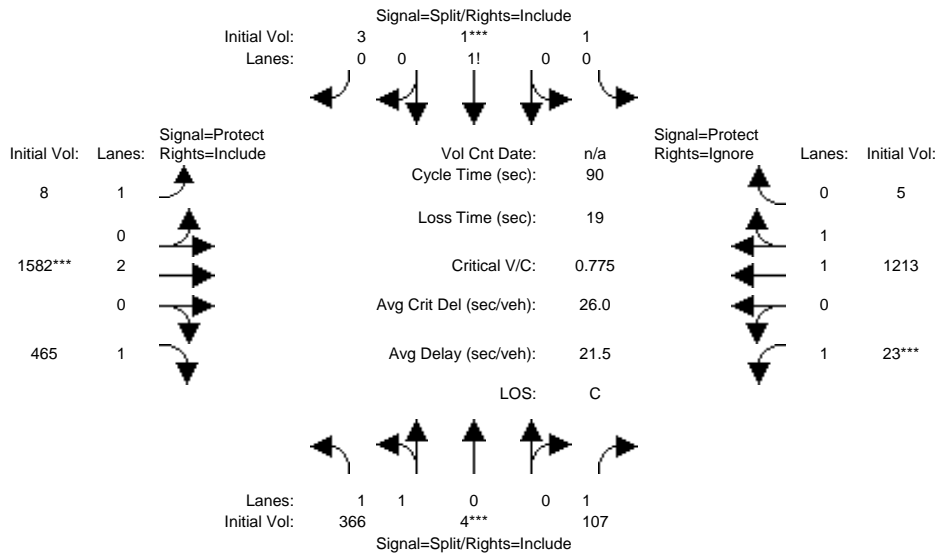
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.19	0.19	0.06	0.14	0.47	0.40	0.08	0.35	0.35
Crit Moves:	****			****			****			****		
Green/Cycle:	0.11	0.11	0.11	0.19	0.19	0.19	0.16	0.47	0.47	0.09	0.40	0.40
Volume/Cap:	0.99	0.98	0.98	0.99	0.99	0.30	0.89	0.99	0.84	0.99	0.89	0.89
Delay/Veh:	95.6	112	112.1	92.5	92.5	42.2	75.6	49.9	37.3	122.9	38.8	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.6	112	112.1	92.5	92.5	42.2	75.6	49.9	37.3	122.9	38.8	38.8
LOS by Move:	F	F	F	F	F	D	E	D	D	F	D	D
HCM2kAvgQ:	11	11	11	18	18	3	9	35	18	9	26	26

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

Lincoln Centre Redevelopment Project
SF14-0771

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no project AM

Intersection #2: Mariners Island Blvd/East Third Ave



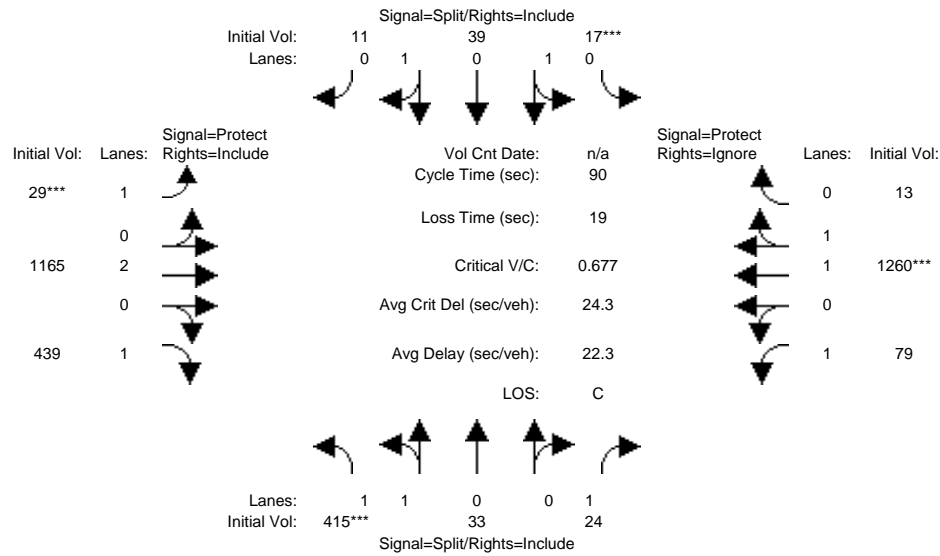
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	8	8	4	8	8
Y+R:	4.2	4.2	4.2	4.6	4.6	4.6	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	305	4	48	1	1	3	8	749	382	15	937	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	4	48	1	1	3	8	749	382	15	937	5
Added Vol:	61	0	59	0	0	0	0	702	83	8	118	0
PasserByVol:	0	0	0	0	0	0	0	131	0	0	158	0
Initial Fut:	366	4	107	1	1	3	8	1582	465	23	1213	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.00
PHF Volume:	402	4	118	1	1	3	9	1738	511	25	1333	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	402	4	118	1	1	3	9	1738	511	25	1333	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	402	4	118	1	1	3	9	1738	511	25	1333	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.91	0.91	0.91	0.95	0.95	0.83	0.95	0.95	0.95
Lanes:	1.98	0.02	1.00	0.20	0.20	0.60	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3582	39	1610	345	345	1034	1805	3610	1569	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.07	0.00	0.00	0.00	0.00	0.48	0.33	0.01	0.37	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.13	0.13	0.13	0.04	0.04	0.04	0.07	0.57	0.57	0.04	0.55	0.00
Volume/Cap:	0.85	0.85	0.55	0.07	0.07	0.07	0.07	0.85	0.57	0.32	0.68	0.00
Delay/Veh:	51.5	51.5	39.6	41.6	41.6	41.6	39.7	19.8	13.4	43.9	15.6	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:	51.5	51.5	39.6	41.6	41.6	41.6	39.7	19.8	13.4	43.9	15.6	0.0
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	A
HCM2kAvgQ:	8	8	4	0	0	0	0	24	10	1	14	0

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

Lincoln Centre Redevelopment Project
SF14-0771

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no project PM

Intersection #2: Mariners Island Blvd/East Third Ave



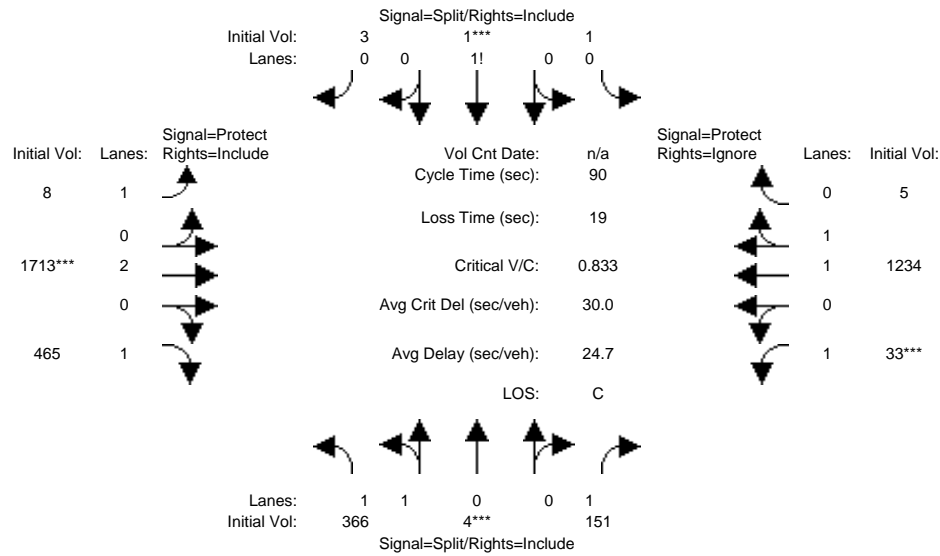
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	8	8	4	8	8
Y+R:	4.2	4.2	4.2	4.6	4.6	4.6	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	314	33	12	17	39	11	29	844	377	21	561	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	33	12	17	39	11	29	844	377	21	561	13
Added Vol:	101	0	12	0	0	0	0	157	62	58	693	0
PasserByVol:	0	0	0	0	0	0	0	164	0	0	6	0
Initial Fut:	415	33	24	17	39	11	29	1165	439	79	1260	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	437	35	25	18	41	12	31	1226	462	83	1326	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	35	25	18	41	12	31	1226	462	83	1326	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:	437	35	25	18	41	12	31	1226	462	83	1326	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.96	0.96	0.84	0.91	0.91	0.91	0.95	0.95	0.84	0.95	0.95	0.95
Lanes:	1.85	0.15	1.00	0.51	1.16	0.33	1.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3365	268	1592	881	2021	570	1805	3610	1594	1805	3610	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.02	0.02	0.02	0.02	0.02	0.34	0.29	0.05	0.37	0.00
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.18	0.18	0.04	0.04	0.04	0.04	0.49	0.49	0.07	0.52	0.00
Volume/Cap:	0.71	0.71	0.09	0.46	0.46	0.46	0.38	0.69	0.59	0.69	0.71	0.00
Delay/Veh:	38.1	38.1	30.7	44.1	44.1	44.1	44.8	18.5	17.3	56.3	17.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	38.1	30.7	44.1	44.1	44.1	44.8	18.5	17.3	56.3	17.9	0.0
LOS by Move:	D	D	C	D	D	D	D	B	B	E	B	A
HCM2kAvgQ:	8	8	1	2	2	2	1	14	10	2	14	0

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #2: Mariners Island Blvd/East Third Ave



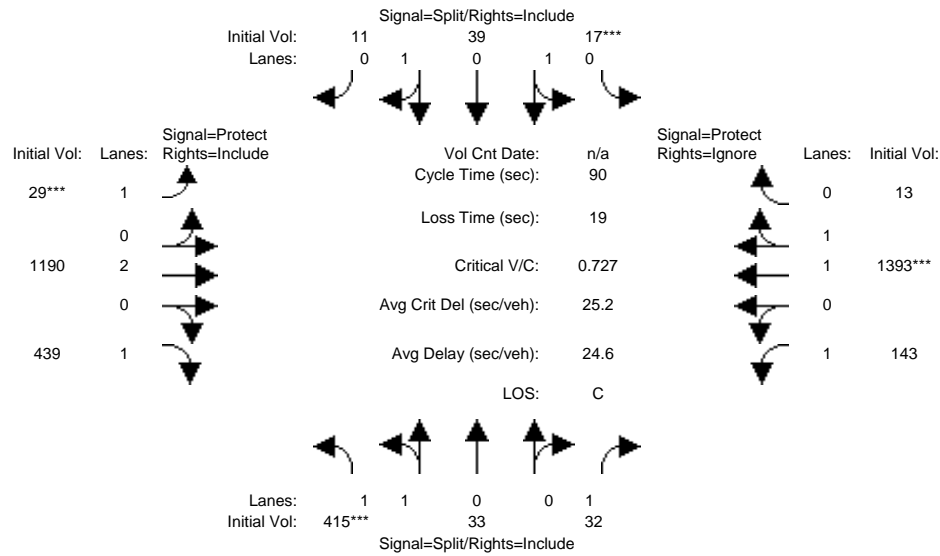
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	8	8	4	8	8
Y+R:	4.2	4.2	4.2	4.6	4.6	4.6	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	305	4	48	1	1	3	8	749	382	15	937	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00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

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #2: Mariners Island Blvd/East Third Ave



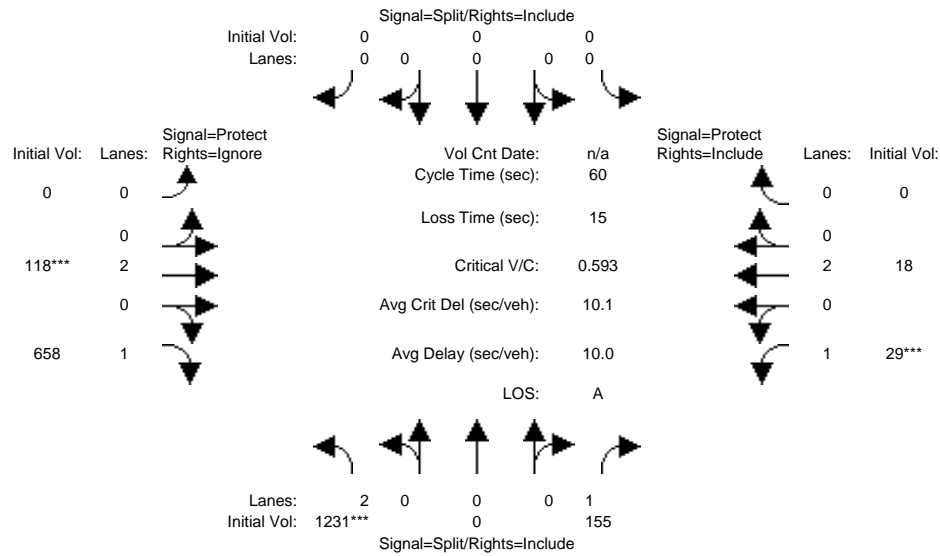
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	8	8	4	8	8
Y+R:	4.2	4.2	4.2	4.6	4.6	4.6	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	314	33	12	17	39	11	29	844	377	21	561	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00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

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

Lincoln Centre Redevelopment Project
SF14-0771

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no project AM

Intersection #3: Foster City Blvd/East Third Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	0	0	0	4	4	4	4	4	4
Y+R:	4.6	4.6	4.6	4.0	4.0	4.0	6.0	6.0	6.0	4.1	6.0	6.0

Volume Module:

Base Vol:	959	0	155	0	0	0	0	118	328	29	18	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	959	0	155	0	0	0	0	118	328	29	18	0
Added Vol:	114	0	0	0	0	0	0	0	199	0	0	0
PasserByVol:	158	0	0	0	0	0	0	0	131	0	0	0
Initial Fut:	1231	0	155	0	0	0	0	118	658	29	18	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	1368	0	172	0	0	0	0	131	0	32	20	0
Reduct Vol:	0	0	69	0	0	0	0	0	0	0	0	0
Reduced Vol:	1368	0	103	0	0	0	0	131	0	32	20	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1368	0	103	0	0	0	0	131	0	32	20	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3502	0	1612	0	0	0	0	3610	1900	1805	3610	0

Capacity Analysis Module:

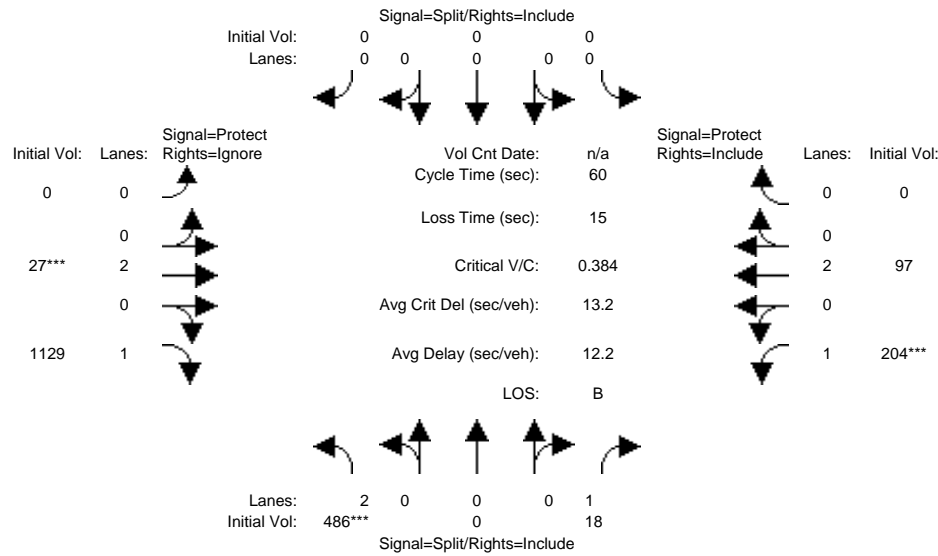
Vol/Sat:	0.39	0.00	0.06	0.00	0.00	0.00	0.00	0.04	0.00	0.02	0.01	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.62	0.00	0.62	0.00	0.00	0.00	0.00	0.07	0.00	0.07	0.13	0.00
Volume/Cap:	0.63	0.00	0.10	0.00	0.00	0.00	0.00	0.54	0.00	0.27	0.04	0.00
Delay/Veh:	7.9	0.0	4.8	0.0	0.0	0.0	0.0	29.7	0.0	27.8	22.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.9	0.0	4.8	0.0	0.0	0.0	0.0	29.7	0.0	27.8	22.7	0.0
LOS by Move:	A	A	A	A	A	A	A	C	A	C	C	A
HCM2kAvgQ:	8	0	1	0	0	0	0	1	0	1	0	0

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

Lincoln Centre Redevelopment Project
SF14-0771

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no project PM

Intersection #3: Foster City Blvd/East Third Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	0	0	0	4	4	4	4	4	4
Y+R:	4.6	4.6	4.6	4.0	4.0	4.0	6.0	6.0	6.0	4.1	6.0	6.0

Volume Module:												
Base Vol:	285	0	18	0	0	0	0	27	832	204	97	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	0	18	0	0	0	0	27	832	204	97	0
Added Vol:	195	0	0	0	0	0	0	0	133	0	0	0
PasserByVol:	6	0	0	0	0	0	0	0	164	0	0	0
Initial Fut:	486	0	18	0	0	0	0	27	1129	204	97	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90
PHF Volume:	540	0	20	0	0	0	0	30	0	227	108	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	0	20	0	0	0	0	30	0	227	108	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	540	0	20	0	0	0	0	30	0	227	108	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.85	1.00	1.00	1.00	1.00	0.95	1.00	0.95	0.95	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3502	0	1610	0	0	0	0	3610	1900	1805	3610	0

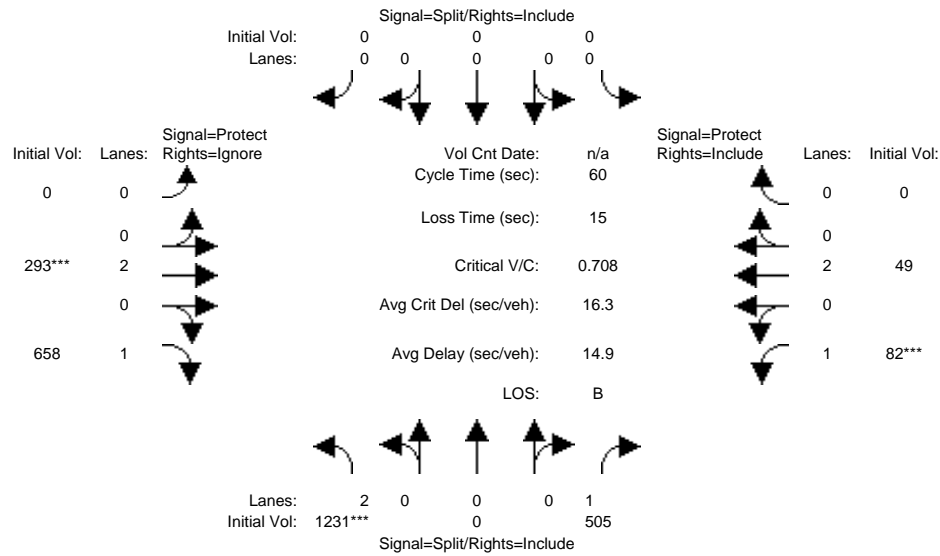
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.01	0.00	0.00	0.00	0.00	0.01	0.00	0.13	0.03	0.00
Crit Moves:	****							****		****		
Green/Cycle:	0.38	0.00	0.38	0.00	0.00	0.00	0.00	0.07	0.00	0.31	0.37	0.00
Volume/Cap:	0.41	0.00	0.03	0.00	0.00	0.00	0.00	0.12	0.00	0.41	0.08	0.00
Delay/Veh:	14.0	0.0	11.8	0.0	0.0	0.0	0.0	24.7	0.0	9.7	4.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.0	0.0	11.8	0.0	0.0	0.0	0.0	24.7	0.0	9.7	4.9	0.0
LOS by Move:	B	A	B	A	A	A	A	C	A	A	A	A
HCM2kAvgQ:	4	0	0	0	0	0	0	0	0	3	0	0

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #3: Foster City Blvd/East Third Ave



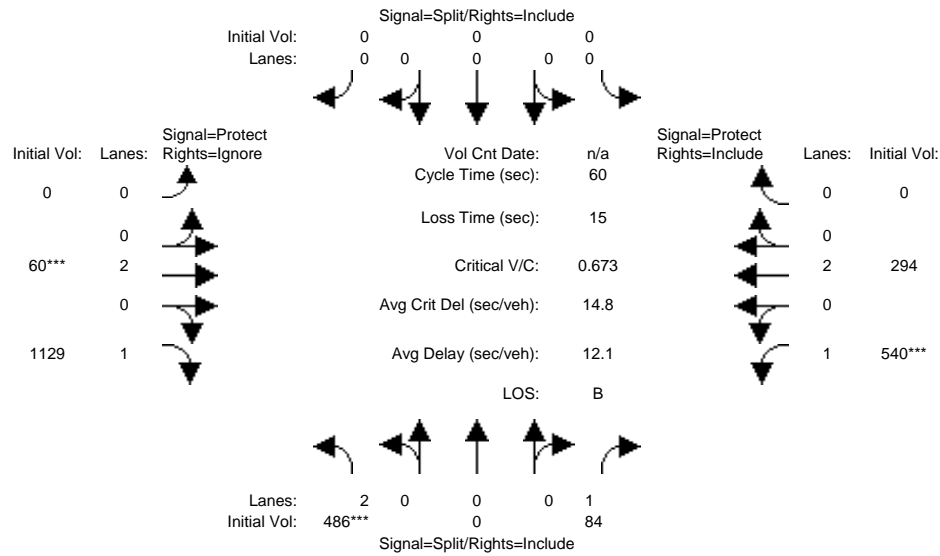
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	0	0	0	4	4	4	4	4	4
Y+R:	4.6	4.6	4.6	4.0	4.0	4.0	6.0	6.0	6.0	4.1	6.0	6.0
Volume Module:												
Base Vol:	959	0	155	0	0	0	0	118	328	29	18	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00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

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #3: Foster City Blvd/East Third Ave



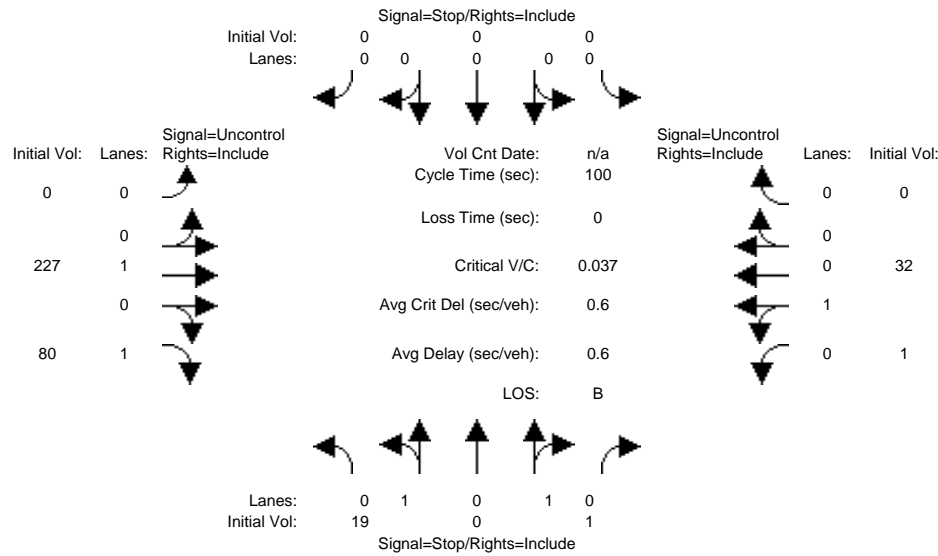
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	0	0	0	4	4	4	4	4	4
Y+R:	4.6	4.6	4.6	4.0	4.0	4.0	6.0	6.0	6.0	4.1	6.0	6.0
Volume Module:												
Base Vol:	285	0	18	0	0	0	0	27	832	204	97	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00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

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

Lincoln Centre Redevelopment Project
SF14-0771

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative no project AM

Intersection #4: Lincoln Centre Drive / E. Third Ave



Street Name: Lincoln Centre Drive E. Third Ave
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	19	0	1	0	0	0	0	227	80	1	32	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:	19	0	1	0	0	0	0	227	80	1	32	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:	19	0	1	0	0	0	0	227	80	1	32	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:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	25	0	1	0	0	0	0	295	104	1	42	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	0	1	0	0	0	0	295	104	1	42	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	339	339	295	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	399	xxxx	xxxxxx
Potent Cap.:	661	586	749	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1171	xxxx	xxxxxx
Move Cap.:	660	585	749	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1171	xxxx	xxxxxx
Volume/Cap:	0.04	0.00	0.00	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.00	xxxx	xxxxxx

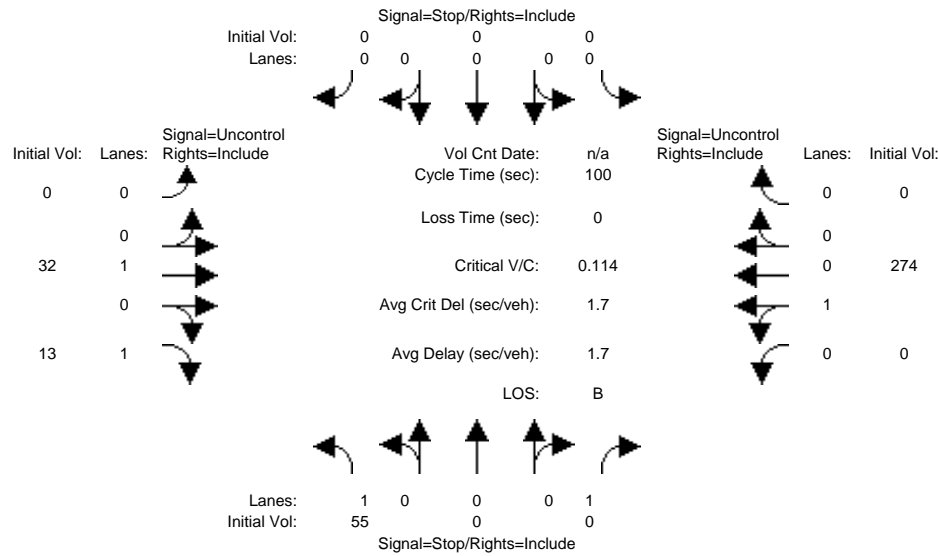
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.1	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - 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.:	660	xxxx	749	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	0.0	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Shrd ConDel:	10.7	xxxx	9.8	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.1	xxxx	xxxxxx
Shared LOS:	B	*	A	*	*	*	*	*	*	A	*	*
ApproachDel:	10.6		xxxxxxx			xxxxxxx			xxxxxxx			xxxxxxx
ApproachLOS:	B		*			*			*			*

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

Lincoln Centre Redevelopment Project
SF14-0771

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative no project PM

Intersection #4: Lincoln Centre Drive / E. Third Ave



Street Name: Lincoln Centre Drive E. Third Ave
 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:	55	0	0	0	0	0	0	32	13	0	274	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:	55	0	0	0	0	0	0	32	13	0	274	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:	55	0	0	0	0	0	0	32	13	0	274	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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	71	0	0	0	0	0	0	41	17	0	351	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	71	0	0	0	0	0	0	41	17	0	351	0

Critical Gap Module:

Critical Gp:	6.4	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	392	xxxx	41	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	616	xxxx	1036	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	616	xxxx	1036	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.11	xxxx	0.00	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx

Level Of Service Module:

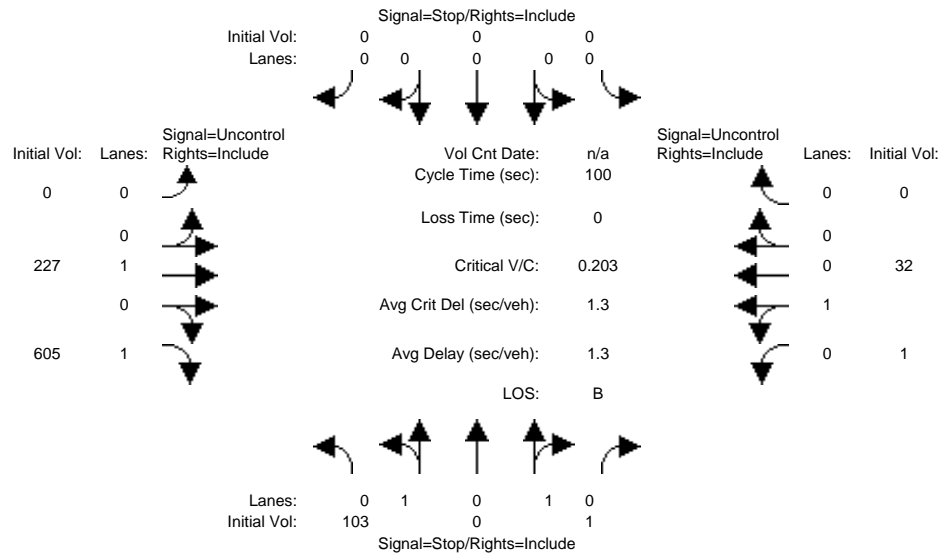
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	11.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	- RT	LT - LTR - RT	- RT	LT - LTR - RT	- RT	LT - LTR - RT	- RT	LT - LTR - RT	- RT	LT - LTR - RT	- RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	11.6		xxxxxx		xxxxxx		xxxxxx		xxxxxx		xxxxxx	
ApproachLOS:	B		*		*		*		*		*	

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #4: Lincoln Centre Drive / E. Third Ave



Street Name: Lincoln Centre Drive E. Third Ave
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	19	0	1	0	0	0	0	227	80	1	32	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:	19	0	1	0	0	0	0	227	80	1	32	0
Added Vol:	84	0	0	0	0	0	0	0	525	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	0	1	0	0	0	0	227	605	1	32	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:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	134	0	1	0	0	0	0	295	786	1	42	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	134	0	1	0	0	0	0	295	786	1	42	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Cnflct Vol:	339	339	295	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	1081	xxxx	xxxxxx
Potent Cap.:	661	586	749	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	653	xxxx	xxxxxx
Move Cap.:	660	585	749	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	653	xxxx	xxxxxx
Volume/Cap:	0.20	0.00	0.00	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.00	xxxx	xxxxxx

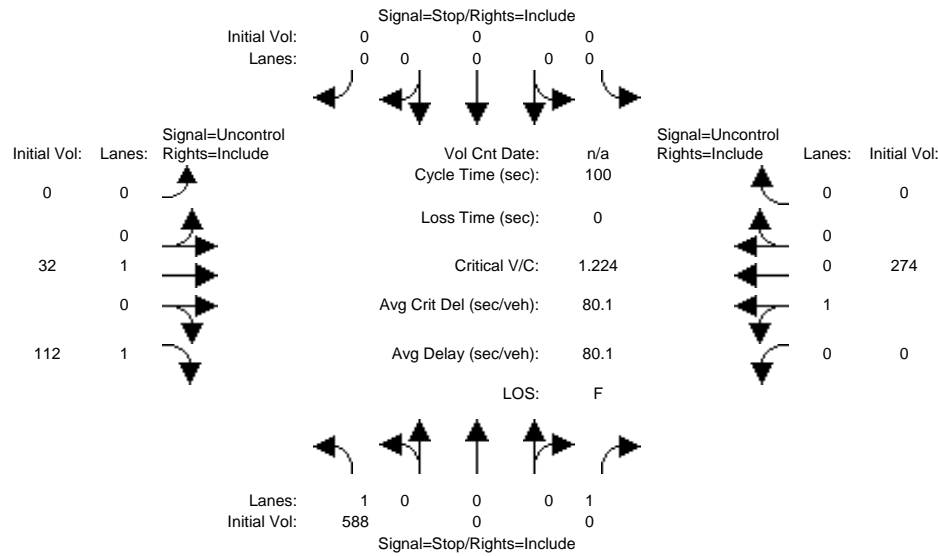
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
2Way95thQ:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	10.5	xxxx	xxxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	B	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	660	xxxx	749	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.8	xxxx	0.0	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Shrd ConDel:	11.8	xxxx	9.8	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	10.5	xxxx	xxxxxx
Shared LOS:	B	*	A	*	*	*	*	*	*	B	*	*
ApproachDel:	11.8			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	B			*			*			*		

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #4: Lincoln Centre Drive / E. Third Ave



Street Name: Lincoln Centre Drive E. Third Ave
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	55	0	0	0	0	0	0	32	13	0	274	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:	55	0	0	0	0	0	0	32	13	0	274	0
Added Vol:	533	0	0	0	0	0	0	0	99	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	588	0	0	0	0	0	0	32	112	0	274	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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	754	0	0	0	0	0	0	41	144	0	351	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	754	0	0	0	0	0	0	41	144	0	351	0

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	6.4	xxxx	6.2	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
FollowUpTim:	3.5	xxxx	3.3	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	392	xxxx	41	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Potent Cap.:	616	xxxx	1036	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Move Cap.:	616	xxxx	1036	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Volume/Cap:	1.22	xxxx	0.00	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx

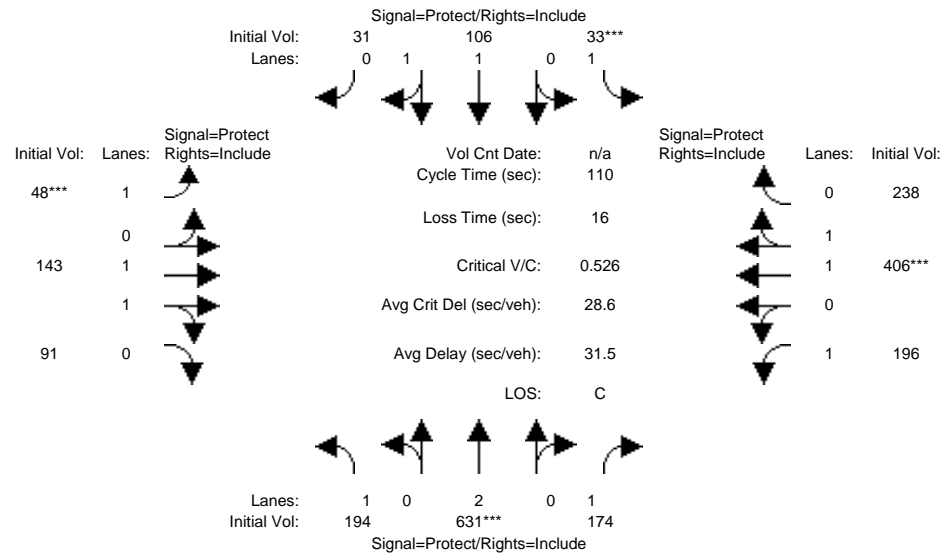
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	27.5	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	137.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	F	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	137.1			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	F			*			*			*		

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

Lincoln Centre Redevelopment Project
SF14-0771

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no project AM

Intersection #5: Vintage Park Dr/Chess Dr



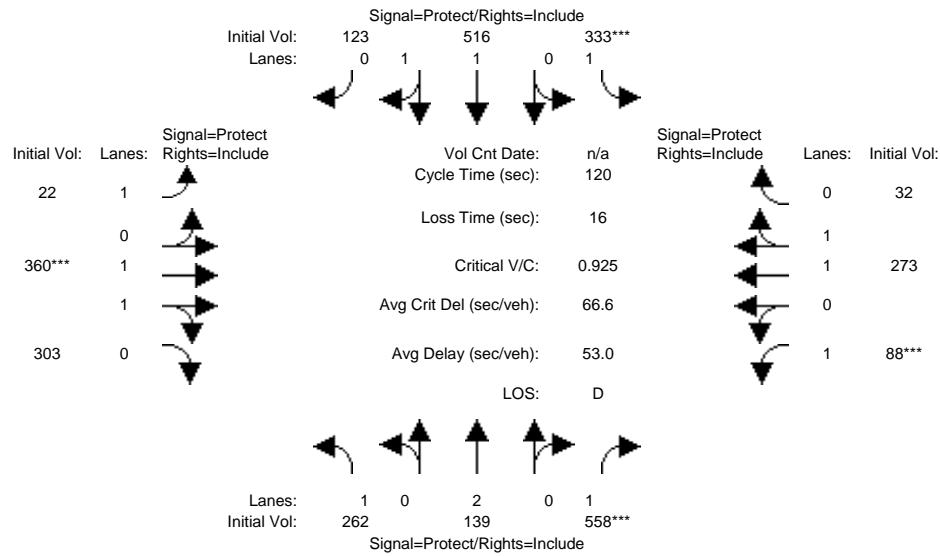
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	4	4	4	4	4
Y+R:	3.6	4.2	4.2	3.6	4.2	4.2	4.1	4.2	4.2	3.6	3.7	3.7
Volume Module:												
Base Vol:	119	301	105	18	52	18	42	113	47	191	382	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	301	105	18	52	18	42	113	47	191	382	135
Added Vol:	75	330	69	15	54	13	6	30	44	5	24	103
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	631	174	33	106	31	48	143	91	196	406	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	213	693	191	36	116	34	53	157	100	215	446	262
Reduct Vol:	0	0	90	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	693	101	36	116	34	53	157	100	215	446	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	213	693	101	36	116	34	53	157	100	215	446	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.82	0.95	0.92	0.91	0.95	0.89	0.88	0.95	0.90	0.89
Lanes:	1.00	2.00	1.00	1.00	1.55	0.45	1.00	1.22	0.78	1.00	1.26	0.74
Final Sat.:	1805	3610	1551	1805	2695	788	1805	2069	1317	1805	2146	1258
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.07	0.02	0.04	0.04	0.03	0.08	0.08	0.12	0.21	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.30	0.37	0.37	0.04	0.11	0.11	0.06	0.18	0.18	0.28	0.40	0.40
Volume/Cap:	0.40	0.53	0.18	0.53	0.40	0.40	0.53	0.43	0.43	0.43	0.53	0.53
Delay/Veh:	31.5	27.8	23.9	59.2	46.4	46.4	55.6	41.0	41.0	33.4	25.8	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.5	27.8	23.9	59.2	46.4	46.4	55.6	41.0	41.0	33.4	25.8	25.8
LOS by Move:	C	C	C	E	D	D	E	D	D	C	C	C
HCM2kAvgQ:	5	9	2	2	3	3	3	4	4	6	9	9

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

Lincoln Centre Redevelopment Project
SF14-0771

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no project PM

Intersection #5: Vintage Park Dr/Chess Dr



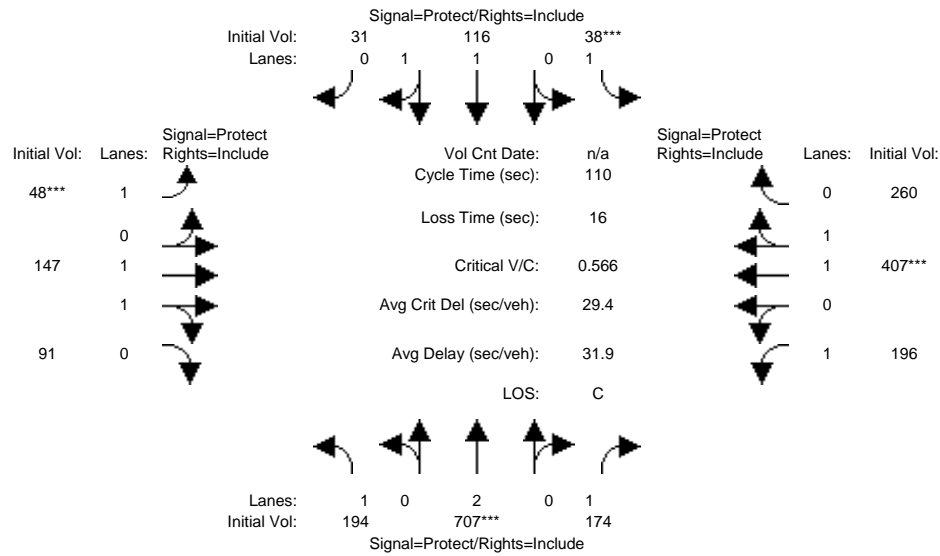
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	4	4	4	4	4
Y+R:	3.6	4.2	4.2	3.6	4.2	4.2	4.1	4.2	4.2	3.6	3.7	3.7
Volume Module:												
Base Vol:	196	60	542	230	177	71	19	339	233	57	209	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	60	542	230	177	71	19	339	233	57	209	8
Added Vol:	66	79	16	103	339	52	3	21	70	31	64	24
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	139	558	333	516	123	22	360	303	88	273	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	288	153	613	366	567	135	24	396	333	97	300	35
Reduct Vol:	0	0	101	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	153	512	366	567	135	24	396	333	97	300	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:	288	153	512	366	567	135	24	396	333	97	300	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.82	0.95	0.92	0.92	0.95	0.88	0.88	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	1.00	1.08	0.92	1.00	1.79	0.21
Final Sat.:	1805	3610	1562	1805	2828	674	1805	1817	1529	1805	3179	373
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.33	0.20	0.20	0.20	0.01	0.22	0.22	0.05	0.09	0.09
Crit Moves:			****	****				****		****		
Green/Cycle:	0.25	0.35	0.35	0.22	0.32	0.32	0.08	0.24	0.24	0.06	0.22	0.22
Volume/Cap:	0.63	0.12	0.93	0.93	0.63	0.63	0.17	0.93	0.93	0.93	0.44	0.44
Delay/Veh:	42.5	26.2	58.8	73.3	35.9	35.9	52.5	61.5	61.5	120.7	41.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	26.2	58.8	73.3	35.9	35.9	52.5	61.5	61.5	120.7	41.0	41.0
LOS by Move:	D	C	E	E	D	D	D	E	E	F	D	D
HCM2kAvgQ:	9	2	19	17	12	12	1	18	18	4	5	5

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #5: Vintage Park Dr/Chess Dr



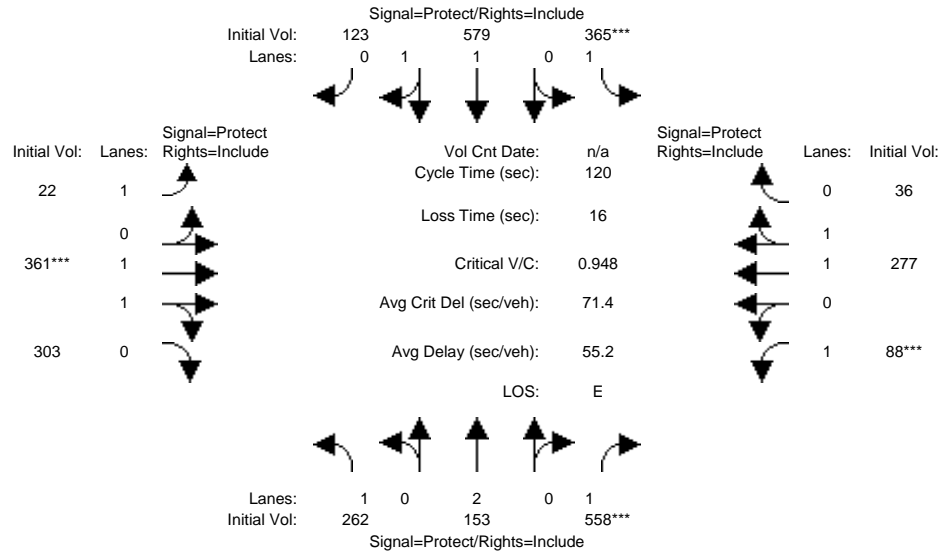
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	4	4	4	4	4
Y+R:	3.6	4.2	4.2	3.6	4.2	4.2	4.1	4.2	4.2	3.6	3.7	3.7
Volume Module:												
Base Vol:	119	301	105	18	52	18	42	113	47	191	382	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00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

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #5: Vintage Park Dr/Chess Dr



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

Volume Module:												
Base Vol:	196	60	542	230	177	71	19	339	233	57	209	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	60	542	230	177	71	19	339	233	57	209	8
Added Vol:	66	93	16	135	402	52	3	22	70	31	68	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	153	558	365	579	123	22	361	303	88	277	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	288	168	613	401	636	135	24	397	333	97	304	40
Reduct Vol:	0	0	101	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	168	512	401	636	135	24	397	333	97	304	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	288	168	512	401	636	135	24	397	333	97	304	40

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.82	0.95	0.93	0.92	0.95	0.89	0.88	0.95	0.93	0.93
Lanes:	1.00	2.00	1.00	1.00	1.65	0.35	1.00	1.08	0.92	1.00	1.77	0.23
Final Sat.:	1805	3610	1562	1805	2898	616	1805	1821	1528	1805	3140	408

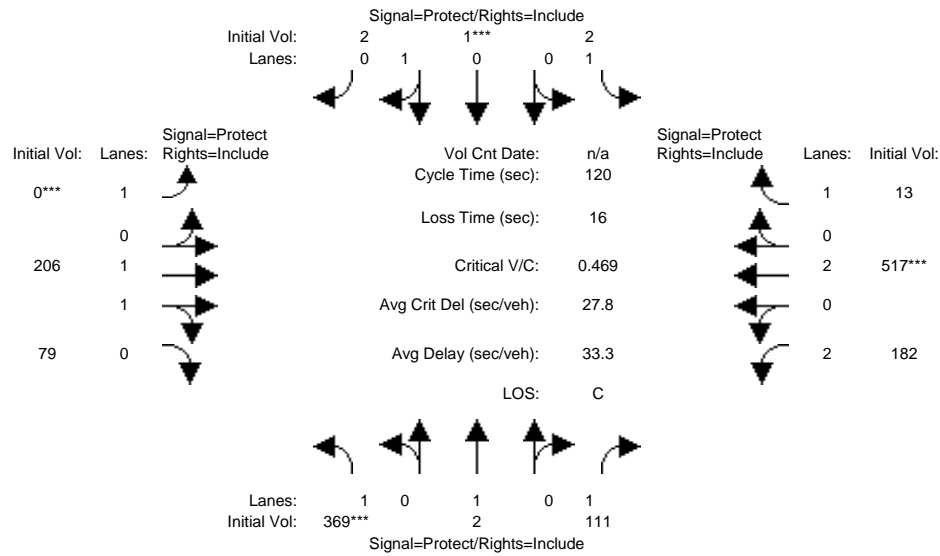
Capacity Analysis Module:												
Vol/Sat:	0.16	0.05	0.33	0.22	0.22	0.22	0.01	0.22	0.22	0.05	0.10	0.10
Crit Moves:			****	****				****		****		
Green/Cycle:	0.24	0.35	0.35	0.23	0.34	0.34	0.07	0.23	0.23	0.06	0.21	0.21
Volume/Cap:	0.65	0.13	0.95	0.95	0.65	0.65	0.18	0.95	0.95	0.95	0.45	0.45
Delay/Veh:	44.3	27.0	64.4	75.9	35.2	35.2	52.9	66.2	66.2	128.6	41.6	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	27.0	64.4	75.9	35.2	35.2	52.9	66.2	66.2	128.6	41.6	41.6
LOS by Move:	D	C	E	E	D	D	D	E	E	F	D	D
HCM2kAvgQ:	9	2	19	19	13	13	1	18	18	4	6	6

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

Lincoln Centre Redevelopment Project
SF14-0771

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no project AM

Intersection #8: Shell Blvd/Metro Center Blvd



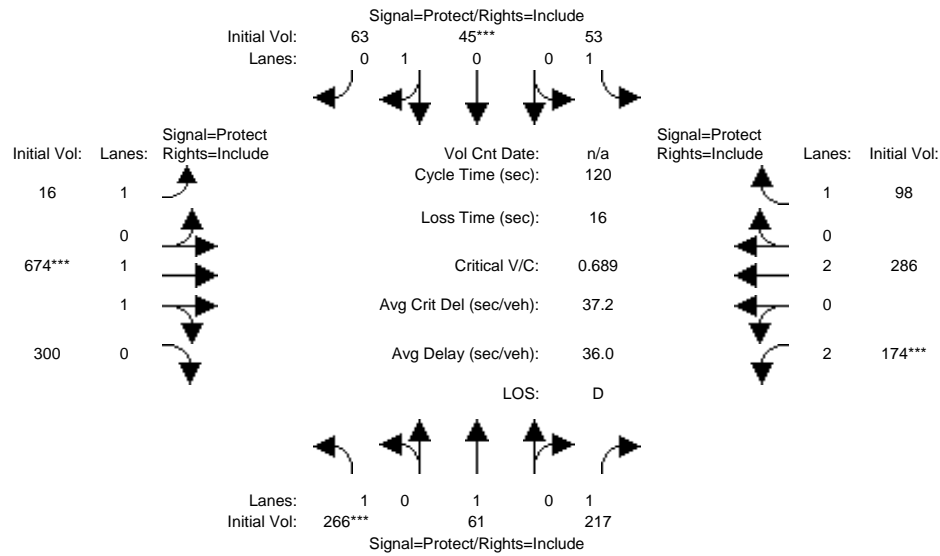
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	6	6	6	4	6	6	4	6	6
Y+R:	3.5	4.5	4.5	4.5	4.5	4.5	3.5	4.5	4.5	3.5	4.5	4.5
Volume Module:												
Base Vol:	261	2	75	2	1	2	0	84	47	154	360	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	2	75	2	1	2	0	84	47	154	360	13
Added Vol:	108	0	36	0	0	0	0	122	32	28	157	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	369	2	111	2	1	2	0	206	79	182	517	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	429	2	129	2	1	2	0	240	92	212	601	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	2	129	2	1	2	0	240	92	212	601	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	429	2	129	2	1	2	0	240	92	212	601	15
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.80	0.95	0.90	0.89	1.00	0.91	0.90	0.92	0.95	0.82
Lanes:	1.00	1.00	1.00	1.00	0.33	0.67	1.00	1.44	0.56	2.00	2.00	1.00
Final Sat.:	1805	1900	1523	1805	567	1134	1900	2495	957	3502	3610	1560
Capacity Analysis Module:												
Vol/Sat:	0.24	0.00	0.08	0.00	0.00	0.00	0.00	0.10	0.10	0.06	0.17	0.01
Crit Moves:	****				****		****				****	
Green/Cycle:	0.48	0.33	0.33	0.20	0.05	0.05	0.00	0.21	0.21	0.13	0.34	0.34
Volume/Cap:	0.49	0.00	0.25	0.01	0.04	0.04	0.00	0.46	0.46	0.46	0.49	0.03
Delay/Veh:	21.7	26.7	29.4	38.8	54.5	54.5	0.0	42.3	42.3	49.1	32.0	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.7	26.7	29.4	38.8	54.5	54.5	0.0	42.3	42.3	49.1	32.0	26.7
LOS by Move:	C	C	C	D	D	D	A	D	D	D	C	C
HCM2kAvgQ:	11	0	3	0	0	0	0	6	6	4	9	0

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

Lincoln Centre Redevelopment Project
SF14-0771

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		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	6	6	6	4	6	6	4	6	6
Y+R:	3.5	4.5	4.5	4.5	4.5	4.5	3.5	4.5	4.5	3.5	4.5	4.5

Volume Module:												
Base Vol:	218	61	163	53	45	63	16	419	196	119	126	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	218	61	163	53	45	63	16	419	196	119	126	98
Added Vol:	48	0	54	0	0	0	0	255	104	55	160	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	266	61	217	53	45	63	16	674	300	174	286	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	292	67	238	58	49	69	18	741	330	191	314	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	67	238	58	49	69	18	741	330	191	314	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	292	67	238	58	49	69	18	741	330	191	314	108

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.82	0.95	0.91	0.91	0.95	0.91	0.90	0.92	0.95	0.79
Lanes:	1.00	1.00	1.00	1.00	0.41	0.59	1.00	1.38	0.62	2.00	2.00	1.00
Final Sat.:	1805	1900	1553	1805	720	1008	1805	2378	1058	3502	3610	1492

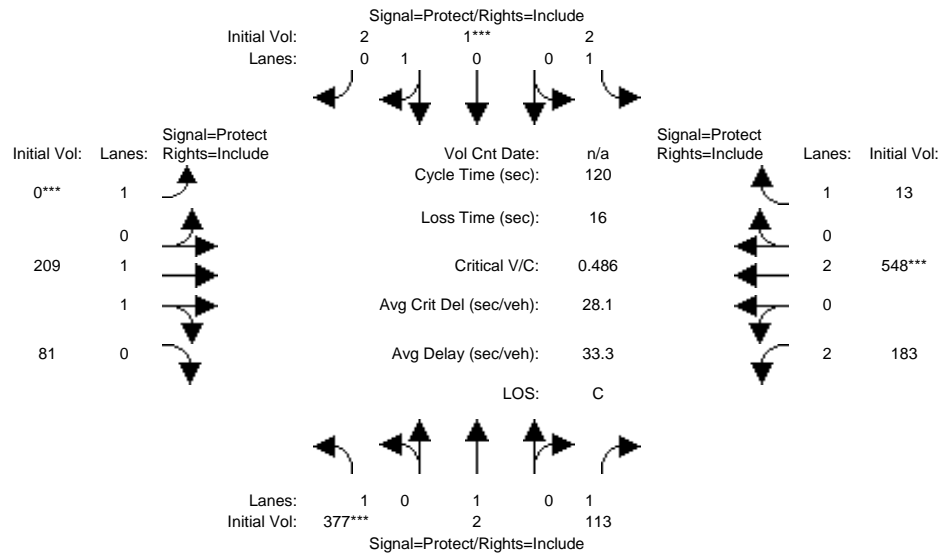
Capacity Analysis Module:												
Vol/Sat:	0.16	0.04	0.15	0.03	0.07	0.07	0.01	0.31	0.31	0.05	0.09	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.24	0.25	0.25	0.08	0.10	0.10	0.15	0.45	0.45	0.08	0.38	0.38
Volume/Cap:	0.69	0.14	0.61	0.39	0.69	0.69	0.07	0.69	0.69	0.69	0.23	0.19
Delay/Veh:	46.6	34.9	42.3	53.9	63.4	63.4	44.2	27.5	27.5	60.9	25.0	24.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	34.9	42.3	53.9	63.4	63.4	44.2	27.5	27.5	60.9	25.0	24.7
LOS by Move:	D	C	D	D	E	E	D	C	C	E	C	C
HCM2kAvgQ:	11	2	8	2	6	6	1	17	17	4	4	3

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #8: Shell Blvd/Metro Center Blvd



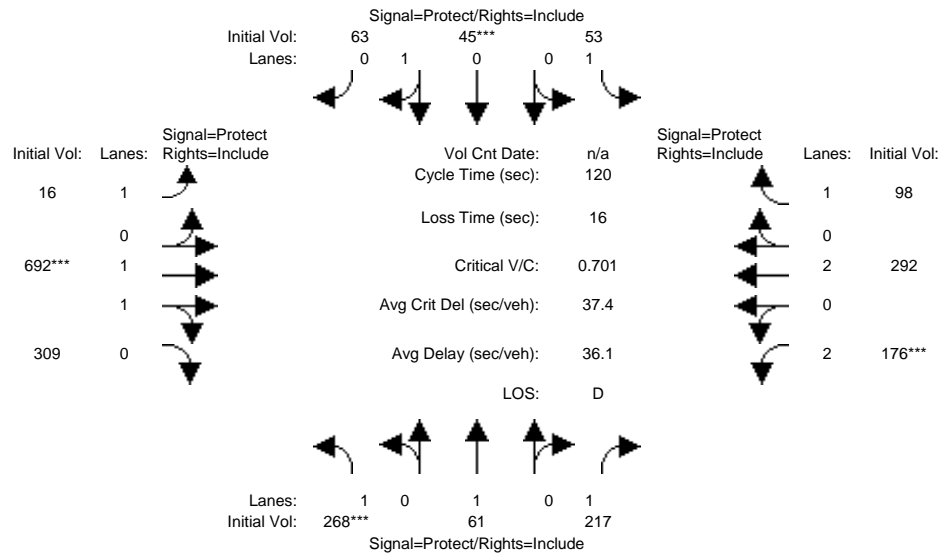
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	6	6	6	4	6	6	4	6	6
Y+R:	3.5	4.5	4.5	4.5	4.5	4.5	3.5	4.5	4.5	3.5	4.5	4.5
Volume Module:												
Base Vol:	261	2	75	2	1	2	0	84	47	154	360	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00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

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #8: Shell Blvd/Metro Center Blvd



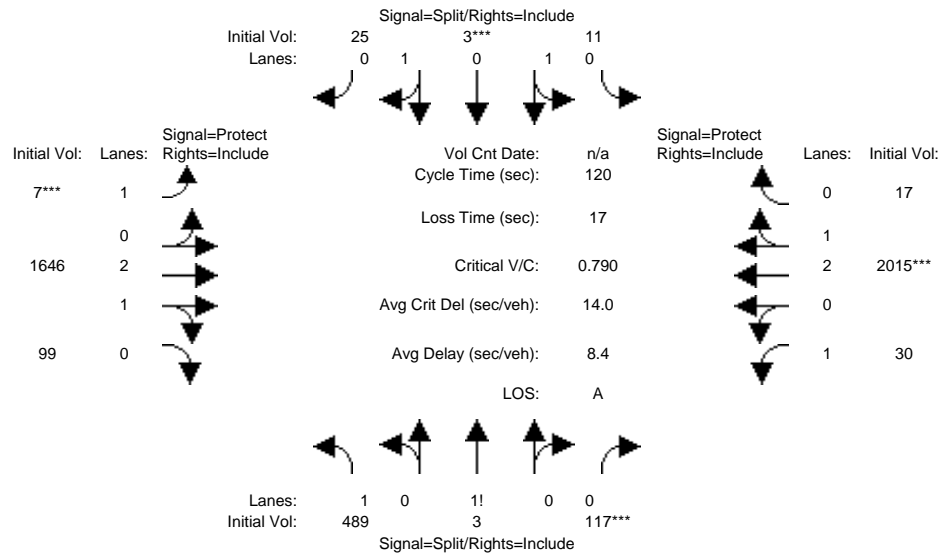
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	6	6	6	4	6	6	4	6	6
Y+R:	3.5	4.5	4.5	4.5	4.5	4.5	3.5	4.5	4.5	3.5	4.5	4.5
Volume Module:												
Base Vol:	218	61	163	53	45	63	16	419	196	119	126	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00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

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

Lincoln Centre Redevelopment Project
SF14-0771

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no project AM

Intersection #11: Altair Ave/East Hillsdale Blvd



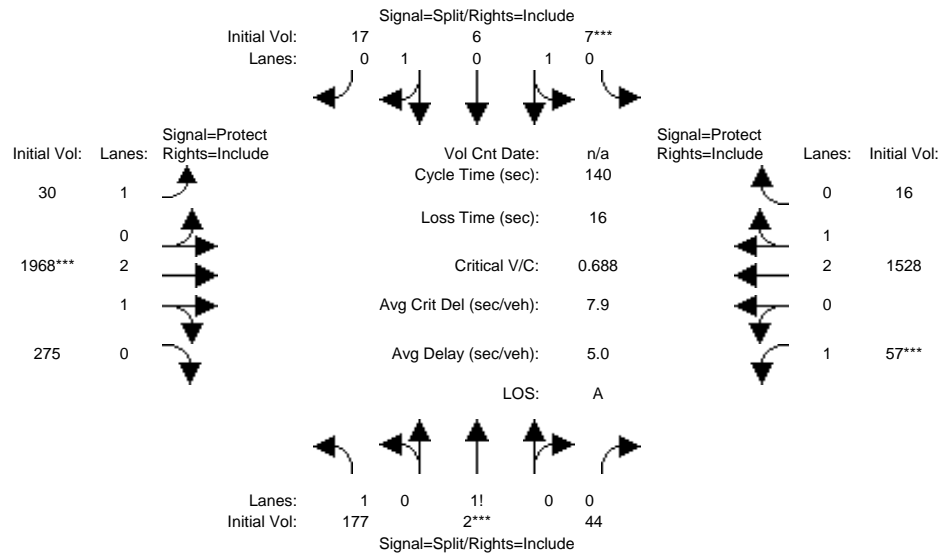
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	6	6	4	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	3.6	5.0	5.0	3.6	5.0	5.0
Volume Module:												
Base Vol:	489	3	117	11	3	25	7	1429	99	30	1781	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	489	3	117	11	3	25	7	1429	99	30	1781	17
Added Vol:	0	0	0	0	0	0	0	217	0	0	234	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	489	3	117	11	3	25	7	1646	99	30	2015	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	543	3	130	12	3	28	8	1829	110	33	2239	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	543	3	130	12	3	28	8	1829	110	33	2239	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	543	3	130	12	3	28	8	1829	110	33	2239	19
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.85	0.85	0.84	0.95	0.90	0.90	0.95	0.91	0.91
Lanes:	1.67	0.01	0.32	0.79	0.21	1.00	1.00	2.83	0.17	1.00	2.97	0.03
Final Sat.:	2962	15	569	1264	345	1589	1805	4848	292	1805	5138	43
Capacity Analysis Module:												
Vol/Sat:	0.18	0.23	0.23	0.01	0.01	0.02	0.00	0.38	0.38	0.02	0.44	0.44
Crit Moves:			****		****		****				****	
Green/Cycle:	0.27	0.27	0.27	0.03	0.03	0.03	0.03	0.51	0.51	0.04	0.52	0.52
Volume/Cap:	0.67	0.84	0.84	0.29	0.29	0.52	0.13	0.74	0.74	0.41	0.84	0.84
Delay/Veh:	40.7	49.0	49.0	57.7	57.7	63.1	55.3	1.2	1.2	56.5	2.5	2.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	49.0	49.0	57.7	57.7	63.1	55.3	1.2	1.2	56.5	2.5	2.5
LOS by Move:	D	D	D	E	E	E	E	A	A	E	A	A
HCM2kAvgQ:	12	16	16	1	1	2	0	2	2	1	2	2

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

Lincoln Centre Redevelopment Project
SF14-0771

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no project PM

Intersection #11: Altair Ave/East Hillsdale Blvd



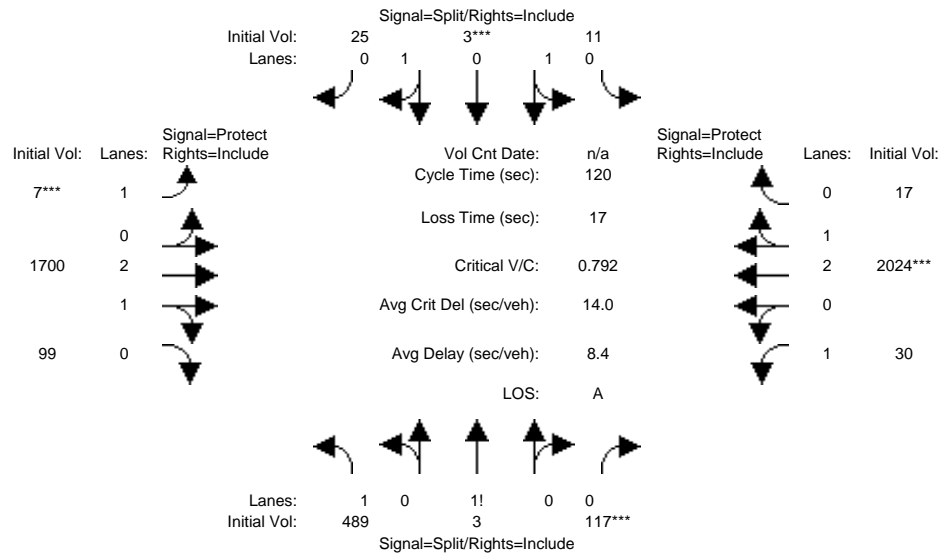
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	6	6	4	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	3.6	5.0	5.0	3.6	5.0	5.0
Volume Module:												
Base Vol:	177	2	44	7	6	17	30	1713	275	57	1258	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	2	44	7	6	17	30	1713	275	57	1258	16
Added Vol:	0	0	0	0	0	0	0	255	0	0	270	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	2	44	7	6	17	30	1968	275	57	1528	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	190	2	47	8	6	18	32	2116	296	61	1643	17
Reduct Vol:	0	0	0	0	0	10	0	0	0	0	0	0
Reduced Vol:	190	2	47	8	6	8	32	2116	296	61	1643	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	2	47	8	6	8	32	2116	296	61	1643	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.88	0.88	0.87	0.95	0.89	0.89	0.95	0.91	0.91
Lanes:	1.66	0.01	0.33	0.67	0.58	0.75	1.00	2.63	0.37	1.00	2.97	0.03
Final Sat.:	2938	26	579	1126	965	1239	1805	4468	624	1805	5128	54
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.01	0.01	0.01	0.02	0.47	0.47	0.03	0.32	0.32
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.12	0.12	0.12	0.03	0.03	0.03	0.07	0.67	0.67	0.05	0.65	0.65
Volume/Cap:	0.56	0.71	0.71	0.20	0.20	0.20	0.26	0.71	0.71	0.71	0.49	0.49
Delay/Veh:	51.9	57.8	57.8	57.3	57.3	57.3	50.4	0.7	0.7	76.9	0.1	0.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	57.8	57.8	57.3	57.3	57.3	50.4	0.7	0.7	76.9	0.1	0.1
LOS by Move:	D	E	E	E	E	E	D	A	A	E	A	A
HCM2kAvgQ:	5	7	7	1	1	1	1	1	1	2	1	1

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #11: 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:	4	4	4	4	4	4	4	6	6	4	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	3.6	5.0	5.0	3.6	5.0	5.0

Volume Module:

Base Vol:	489	3	117	11	3	25	7	1429	99	30	1781	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	489	3	117	11	3	25	7	1429	99	30	1781	17
Added Vol:	0	0	0	0	0	0	0	271	0	0	243	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	489	3	117	11	3	25	7	1700	99	30	2024	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	543	3	130	12	3	28	8	1889	110	33	2249	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	543	3	130	12	3	28	8	1889	110	33	2249	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	543	3	130	12	3	28	8	1889	110	33	2249	19

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.85	0.85	0.84	0.95	0.90	0.90	0.95	0.91	0.91
Lanes:	1.67	0.01	0.32	0.79	0.21	1.00	1.00	2.83	0.17	1.00	2.98	0.02
Final Sat.:	2962	15	569	1264	345	1589	1805	4862	283	1805	5139	43

Capacity Analysis Module:

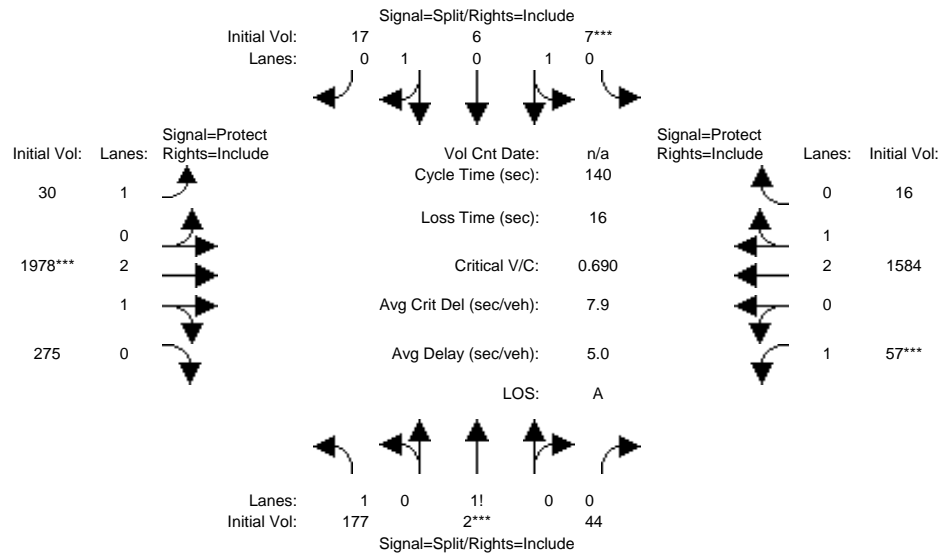
Vol/Sat:	0.18	0.23	0.23	0.01	0.01	0.02	0.00	0.39	0.39	0.02	0.44	0.44
Crit Moves:			****		****		****				****	
Green/Cycle:	0.27	0.27	0.27	0.03	0.03	0.03	0.03	0.51	0.51	0.04	0.52	0.52
Volume/Cap:	0.68	0.84	0.84	0.29	0.29	0.52	0.13	0.76	0.76	0.42	0.84	0.84
Delay/Veh:	40.8	49.2	49.2	57.7	57.7	63.1	55.3	1.4	1.4	57.0	2.6	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.8	49.2	49.2	57.7	57.7	63.1	55.3	1.4	1.4	57.0	2.6	2.6
LOS by Move:	D	D	D	E	E	E	E	A	A	E	A	A
HCM2kAvgQ:	12	17	17	1	1	2	0	2	2	1	2	2

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #11: Altair Ave/East Hillsdale Blvd



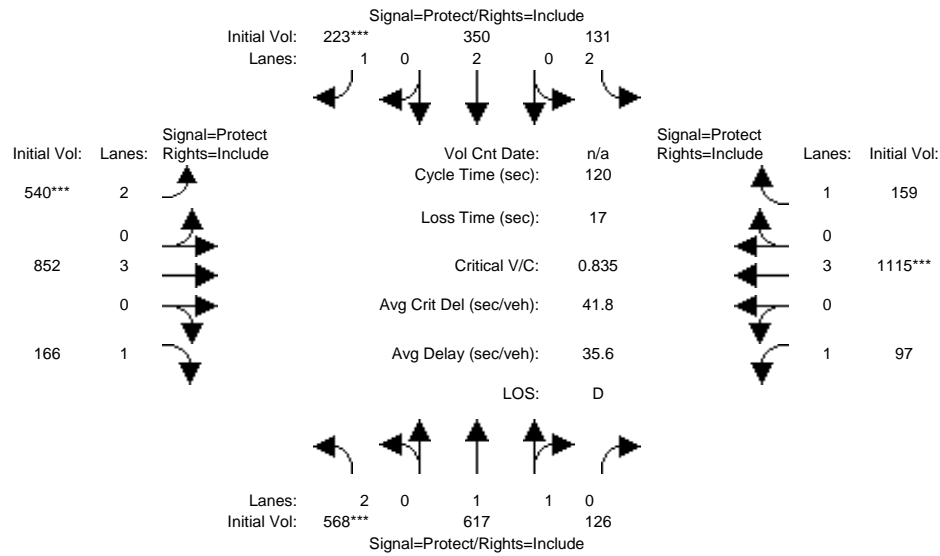
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	6	6	4	6	6
Y+R:	4.2	4.2	4.2	4.2	4.2	4.2	3.6	5.0	5.0	3.6	5.0	5.0
Volume Module:												
Base Vol:	177	2	44	7	6	17	30	1713	275	57	1258	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	2	44	7	6	17	30	1713	275	57	1258	16
Added Vol:	0	0	0	0	0	0	0	265	0	0	326	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	177	2	44	7	6	17	30	1978	275	57	1584	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	190	2	47	8	6	18	32	2127	296	61	1703	17
Reduct Vol:	0	0	0	0	0	10	0	0	0	0	0	0
Reduced Vol:	190	2	47	8	6	8	32	2127	296	61	1703	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	2	47	8	6	8	32	2127	296	61	1703	17
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.93	0.93	0.88	0.88	0.87	0.95	0.89	0.89	0.95	0.91	0.91
Lanes:	1.66	0.01	0.33	0.67	0.58	0.75	1.00	2.63	0.37	1.00	2.97	0.03
Final Sat.:	2938	26	579	1126	965	1239	1805	4470	622	1805	5130	52
Capacity Analysis Module:												
Vol/Sat:	0.06	0.08	0.08	0.01	0.01	0.01	0.02	0.48	0.48	0.03	0.33	0.33
Crit Moves:	****			****			****			****		
Green/Cycle:	0.12	0.12	0.12	0.03	0.03	0.03	0.07	0.67	0.67	0.05	0.65	0.65
Volume/Cap:	0.56	0.71	0.71	0.20	0.20	0.20	0.27	0.71	0.71	0.71	0.51	0.51
Delay/Veh:	52.0	58.0	58.0	57.3	57.3	57.3	50.9	0.7	0.7	77.3	0.1	0.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	58.0	58.0	57.3	57.3	57.3	50.9	0.7	0.7	77.3	0.1	0.1
LOS by Move:	D	E	E	E	E	E	D	A	A	E	A	A
HCM2kAvgQ:	5	7	7	1	1	1	1	1	1	2	1	1

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

Lincoln Centre Redevelopment Project
SF14-0771

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no project AM

Intersection #12: Edgewater Blvd/East Hillsdale Blvd



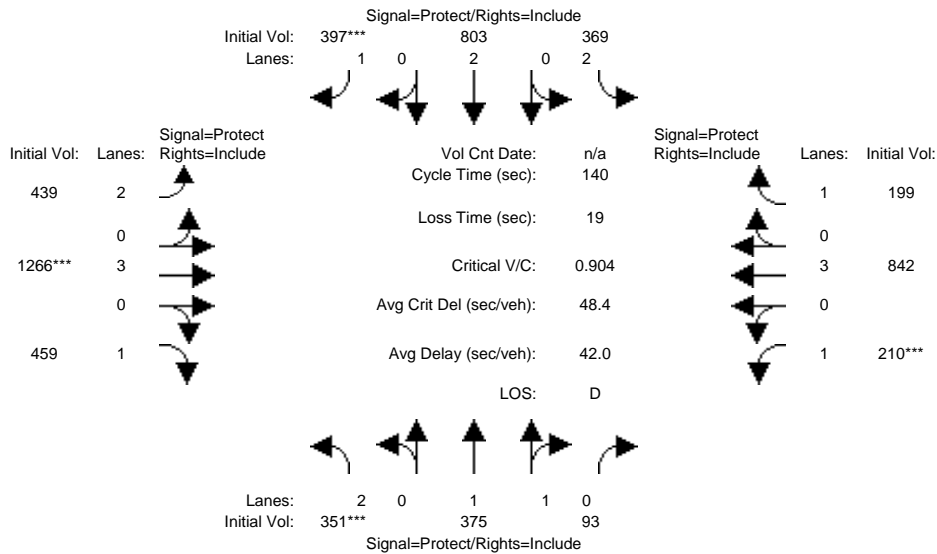
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	4.6	4.6	4.0	4.9	4.9	4.5	5.0	5.0
Volume Module:												
Base Vol:	531	460	113	99	311	175	422	762	157	99	966	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	531	460	113	99	311	175	422	762	157	99	966	102
Added Vol:	37	157	13	32	39	48	118	90	9	-2	149	57
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	568	617	126	131	350	223	540	852	166	97	1115	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	605	657	134	140	373	237	575	907	177	103	1187	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	605	657	134	140	373	237	575	907	177	103	1187	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	605	657	134	140	373	237	575	907	177	103	1187	169
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.93	0.92	0.92	0.95	0.83	0.92	0.91	0.82	0.95	0.91	0.82
Lanes:	2.00	1.66	0.34	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2921	596	3502	3610	1577	3502	5187	1561	1805	5187	1567
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.22	0.04	0.10	0.15	0.16	0.17	0.11	0.06	0.23	0.11
Crit Moves:	****					****	****				****	
Green/Cycle:	0.21	0.33	0.33	0.06	0.18	0.18	0.20	0.35	0.35	0.12	0.27	0.27
Volume/Cap:	0.83	0.68	0.68	0.68	0.57	0.83	0.83	0.49	0.32	0.49	0.83	0.39
Delay/Veh:	53.9	36.6	36.6	64.6	46.2	66.2	43.7	13.8	13.0	45.0	29.9	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.9	36.6	36.6	64.6	46.2	66.2	43.7	13.8	13.0	45.0	29.9	22.6
LOS by Move:	D	D	D	E	D	E	D	B	B	D	C	C
HCM2kAvgQ:	13	14	14	4	7	11	10	5	2	3	14	4

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

Lincoln Centre Redevelopment Project
SF14-0771

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no project PM

Intersection #12: Edgewater Blvd/East Hillsdale Blvd



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

Volume Module:												
Base Vol:	331	333	99	275	672	276	383	1105	421	205	712	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	331	333	99	275	672	276	383	1105	421	205	712	138
Added Vol:	20	42	-6	94	131	121	56	161	38	5	130	61
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	375	93	369	803	397	439	1266	459	210	842	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	374	400	99	393	856	423	468	1350	489	224	898	212
Reduct Vol:	0	0	0	0	0	0	0	0	264	0	0	0
Reduced Vol:	374	400	99	393	856	423	468	1350	225	224	898	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	400	99	393	856	423	468	1350	225	224	898	212

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.83	0.92	0.91	0.82	0.95	0.91	0.82
Lanes:	2.00	1.60	0.40	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2802	695	3502	3610	1570	3502	5187	1552	1805	5187	1559

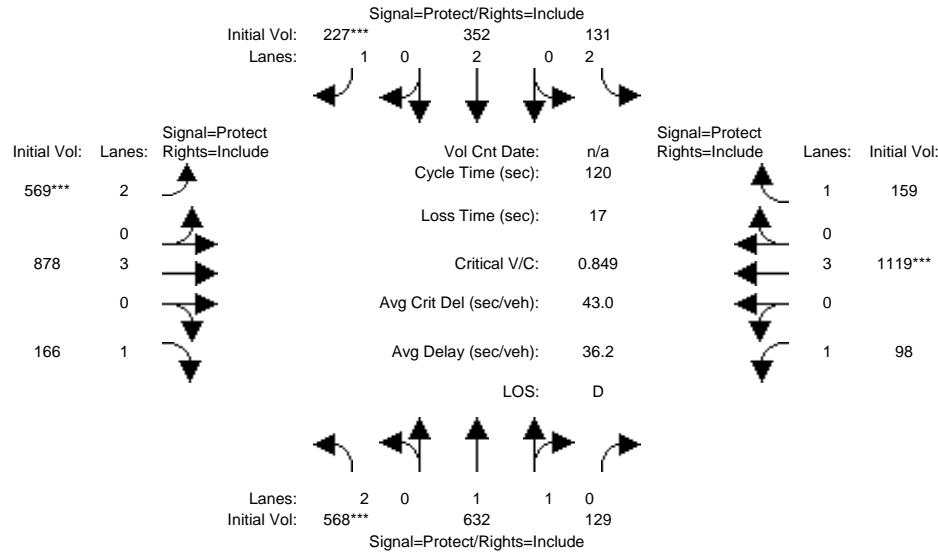
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.14	0.11	0.24	0.27	0.13	0.26	0.15	0.12	0.17	0.14
Crit Moves:	****					****		****		****		
Green/Cycle:	0.12	0.23	0.23	0.18	0.30	0.30	0.19	0.29	0.29	0.14	0.24	0.24
Volume/Cap:	0.90	0.61	0.61	0.61	0.80	0.90	0.72	0.90	0.50	0.90	0.72	0.57
Delay/Veh:	74.9	42.6	42.6	46.8	42.9	61.1	39.5	32.6	22.1	75.7	30.8	29.5
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:	74.9	42.6	42.6	46.8	42.9	61.1	39.5	32.6	22.1	75.7	30.8	29.5
LOS by Move:	E	D	D	D	D	E	D	C	C	E	C	C
HCM2kAvgQ:	10	9	9	8	17	19	8	17	5	9	10	5

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #12: Edgewater Blvd/East Hillsdale Blvd



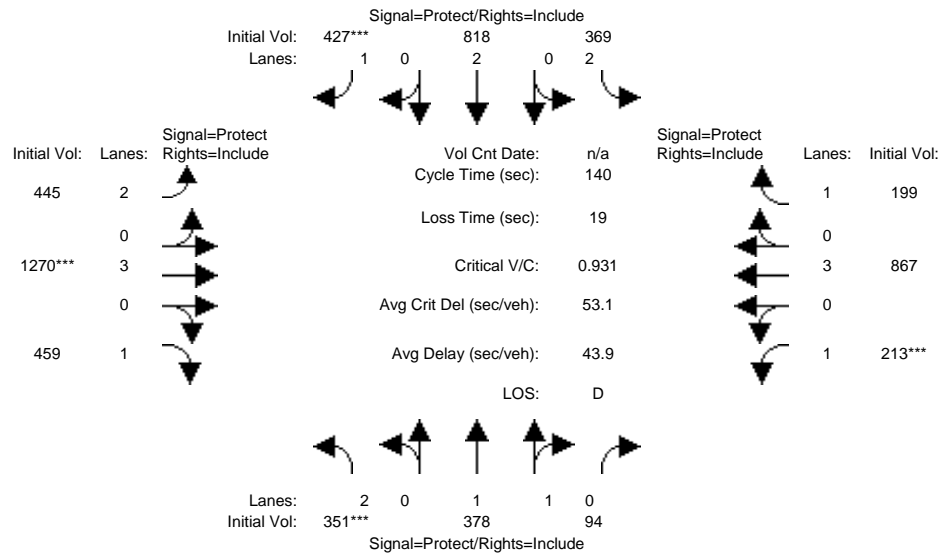
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	4.6	4.6	4.0	4.9	4.9	4.5	5.0	5.0
Volume Module:												
Base Vol:	531	460	113	99	311	175	422	762	157	99	966	102
Growth Adj:	1.00	1.00	1.00	1.00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

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #12: Edgewater Blvd/East Hillsdale Blvd



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

Volume Module:

Base Vol:	331	333	99	275	672	276	383	1105	421	205	712	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	331	333	99	275	672	276	383	1105	421	205	712	138
Added Vol:	20	45	-5	94	146	151	62	165	38	8	155	61
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	378	94	369	818	427	445	1270	459	213	867	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	374	403	100	393	872	455	474	1354	489	227	924	212
Reduct Vol:	0	0	0	0	0	0	0	0	264	0	0	0
Reduced Vol:	374	403	100	393	872	455	474	1354	225	227	924	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	374	403	100	393	872	455	474	1354	225	227	924	212

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.83	0.92	0.91	0.82	0.95	0.91	0.82
Lanes:	2.00	1.60	0.40	2.00	2.00	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3502	2801	697	3502	3610	1570	3502	5187	1552	1805	5187	1559

Capacity Analysis Module:

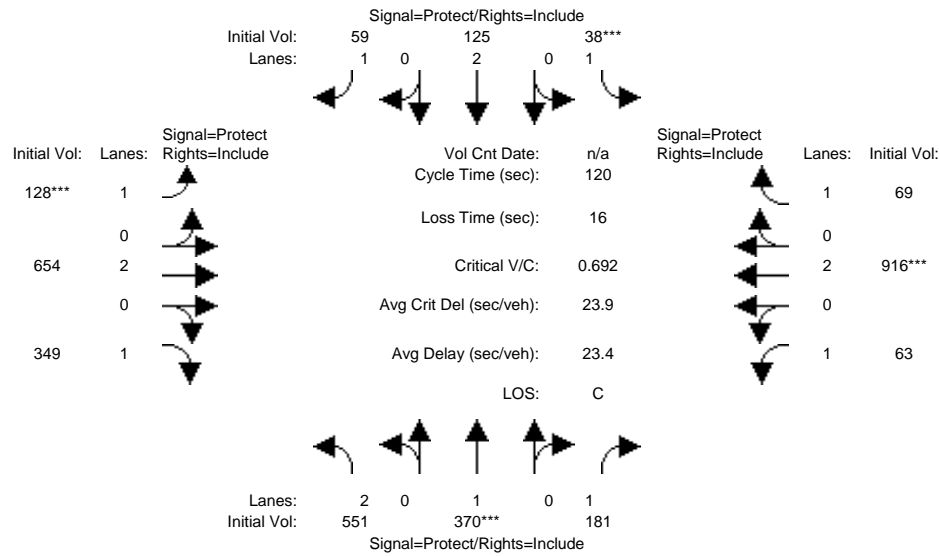
Vol/Sat:	0.11	0.14	0.14	0.11	0.24	0.29	0.14	0.26	0.15	0.13	0.18	0.14
Crit Moves:	****					****		****		****		
Green/Cycle:	0.11	0.24	0.24	0.19	0.31	0.31	0.18	0.28	0.28	0.14	0.24	0.24
Volume/Cap:	0.93	0.60	0.60	0.60	0.78	0.93	0.75	0.93	0.52	0.93	0.75	0.58
Delay/Veh:	80.8	41.8	41.8	46.3	41.0	64.7	41.7	36.6	23.3	82.5	32.2	30.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	41.8	41.8	46.3	41.0	64.7	41.7	36.6	23.3	82.5	32.2	30.3
LOS by Move:	F	D	D	D	D	E	D	D	C	F	C	C
HCM2kAvgQ:	10	9	9	8	17	20	8	18	5	9	10	6

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

Lincoln Centre Redevelopment Project
SF14-0771

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no project AM

Intersection #13: Shell Blvd/East Hillsdale Blvd



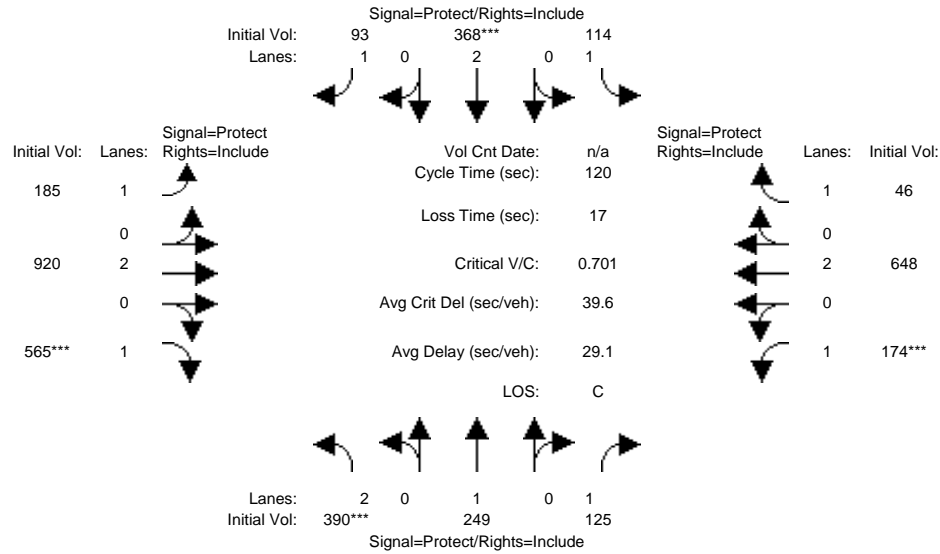
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	4.1	4.6	4.6
Volume Module:												
Base Vol:	387	245	147	36	78	43	117	581	283	55	858	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	387	245	147	36	78	43	117	581	283	55	858	58
Added Vol:	164	125	34	2	47	16	11	73	66	8	58	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	551	370	181	38	125	59	128	654	349	63	916	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	612	411	201	42	139	65	142	726	387	70	1017	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	612	411	201	42	139	65	142	726	387	70	1017	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	612	411	201	42	139	65	142	726	387	70	1017	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.82	0.95	0.95	0.82	0.95	0.95	0.82	0.95	0.95	0.79
Lanes:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	1900	1561	1805	3610	1561	1805	3610	1561	1805	3610	1510
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.13	0.02	0.04	0.04	0.08	0.20	0.25	0.04	0.28	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.27	0.31	0.31	0.03	0.08	0.08	0.11	0.45	0.45	0.07	0.41	0.41
Volume/Cap:	0.65	0.69	0.41	0.69	0.50	0.54	0.69	0.45	0.55	0.55	0.69	0.12
Delay/Veh:	40.4	39.7	33.1	86.3	54.6	58.5	54.3	4.3	5.3	55.0	10.7	7.1
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:	40.4	39.7	33.1	86.3	54.6	58.5	54.3	4.3	5.3	55.0	10.7	7.1
LOS by Move:	D	D	C	F	D	E	D	A	A	E	B	A
HCM2kAvgQ:	10	13	6	3	3	3	5	3	3	3	10	1

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

Lincoln Centre Redevelopment Project
SF14-0771

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no project PM

Intersection #13: Shell Blvd/East Hillsdale Blvd



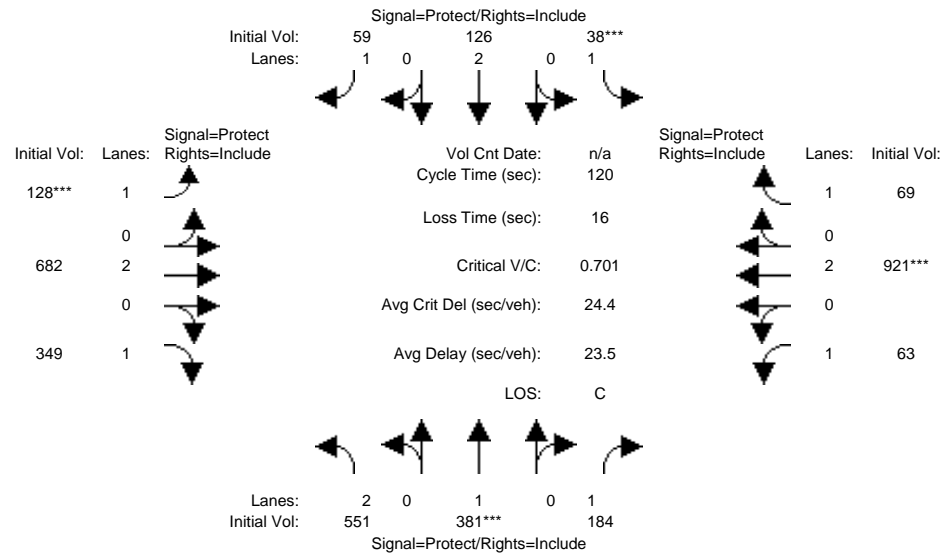
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	4.1	4.6	4.6
Volume Module:												
Base Vol:	266	168	107	103	232	77	164	845	363	143	555	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	168	107	103	232	77	164	845	363	143	555	43
Added Vol:	124	81	18	11	136	16	21	75	202	31	93	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	249	125	114	368	93	185	920	565	174	648	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	406	259	130	119	383	97	193	957	588	181	674	48
Reduct Vol:	0	0	0	0	0	0	0	0	152	0	0	0
Reduced Vol:	406	259	130	119	383	97	193	957	436	181	674	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	406	259	130	119	383	97	193	957	436	181	674	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.82	0.95	0.95	0.82	0.95	0.95	0.82	0.95	0.95	0.79
Lanes:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	1900	1561	1805	3610	1561	1805	3610	1561	1805	3610	1510
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.08	0.07	0.11	0.06	0.11	0.27	0.28	0.10	0.19	0.03
Crit Moves:	****			****			****		****			
Green/Cycle:	0.17	0.21	0.21	0.10	0.15	0.15	0.20	0.40	0.40	0.14	0.34	0.34
Volume/Cap:	0.70	0.64	0.39	0.64	0.70	0.41	0.54	0.67	0.70	0.70	0.54	0.09
Delay/Veh:	51.1	46.3	41.2	58.9	52.4	47.2	34.4	11.2	13.7	49.1	15.5	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	46.3	41.2	58.9	52.4	47.2	34.4	11.2	13.7	49.1	15.5	12.7
LOS by Move:	D	D	D	E	D	D	C	B	B	D	B	B
HCM2kAvgQ:	7	9	4	5	8	4	5	8	8	7	7	1

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #13: 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:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	4.1	4.6	4.6

Volume Module:

Base Vol:	387	245	147	36	78	43	117	581	283	55	858	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	387	245	147	36	78	43	117	581	283	55	858	58
Added Vol:	164	136	37	2	48	16	11	101	66	8	63	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	551	381	184	38	126	59	128	682	349	63	921	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	612	423	204	42	140	65	142	757	387	70	1022	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	612	423	204	42	140	65	142	757	387	70	1022	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	612	423	204	42	140	65	142	757	387	70	1022	77

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.82	0.95	0.95	0.82	0.95	0.95	0.82	0.95	0.95	0.79
Lanes:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	1900	1561	1805	3610	1561	1805	3610	1561	1805	3610	1510

Capacity Analysis Module:

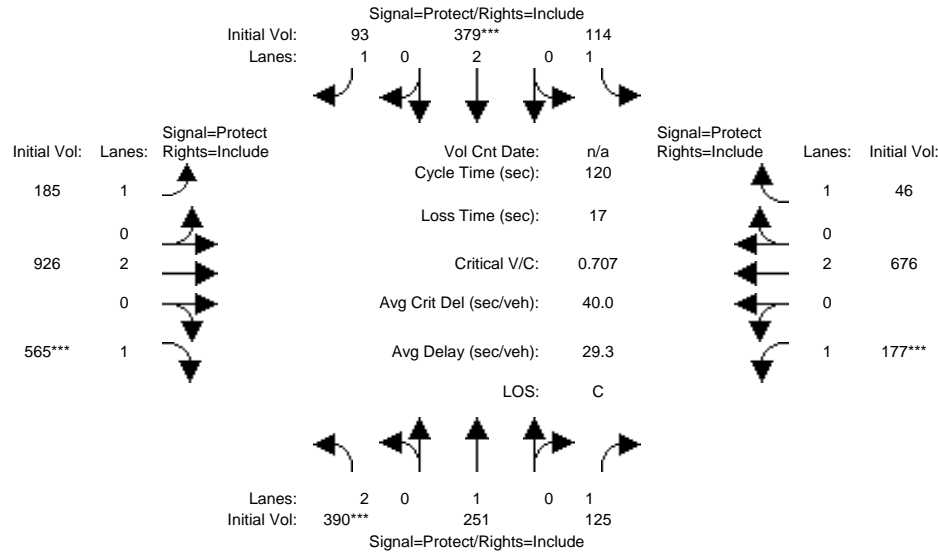
Vol/Sat:	0.17	0.22	0.13	0.02	0.04	0.04	0.08	0.21	0.25	0.04	0.28	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.27	0.32	0.32	0.03	0.08	0.08	0.11	0.45	0.45	0.07	0.40	0.40
Volume/Cap:	0.64	0.70	0.41	0.70	0.50	0.54	0.70	0.47	0.56	0.56	0.70	0.13
Delay/Veh:	39.9	39.7	32.7	88.3	54.4	57.9	55.3	4.7	5.7	55.4	11.2	7.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	39.7	32.7	88.3	54.4	57.9	55.3	4.7	5.7	55.4	11.2	7.3
LOS by Move:	D	D	C	F	D	E	E	A	A	E	B	A
HCM2kAvgQ:	10	14	6	3	3	3	5	3	4	3	10	1

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #13: Shell Blvd/East Hillsdale Blvd



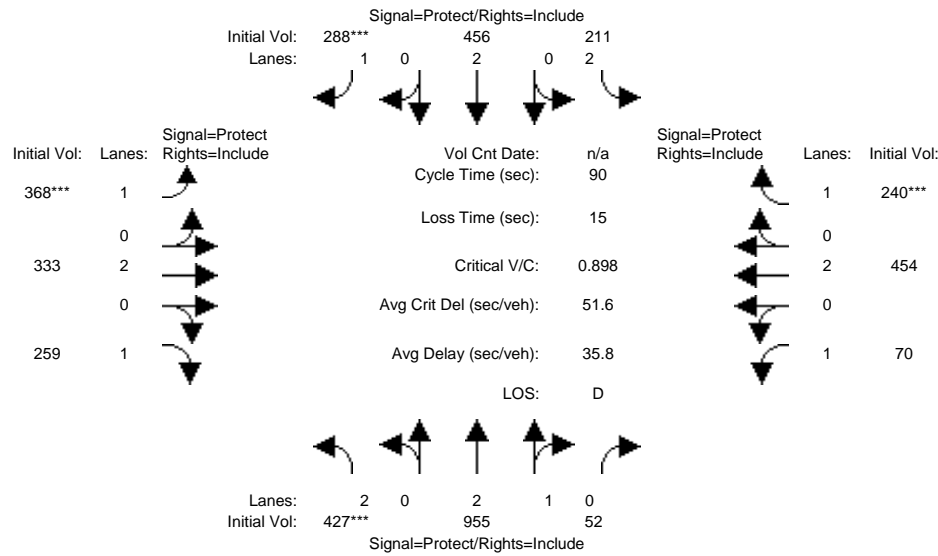
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	4.1	4.6	4.6
Volume Module:												
Base Vol:	266	168	107	103	232	77	164	845	363	143	555	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	168	107	103	232	77	164	845	363	143	555	43
Added Vol:	124	83	18	11	147	16	21	81	202	34	121	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	390	251	125	114	379	93	185	926	565	177	676	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	406	261	130	119	394	97	193	964	588	184	703	48
Reduct Vol:	0	0	0	0	0	0	0	0	152	0	0	0
Reduced Vol:	406	261	130	119	394	97	193	964	436	184	703	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	406	261	130	119	394	97	193	964	436	184	703	48
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.82	0.95	0.95	0.82	0.95	0.95	0.82	0.95	0.95	0.79
Lanes:	2.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	1900	1561	1805	3610	1561	1805	3610	1561	1805	3610	1510
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.08	0.07	0.11	0.06	0.11	0.27	0.28	0.10	0.19	0.03
Crit Moves:	****			****			****		****	****		
Green/Cycle:	0.16	0.22	0.22	0.10	0.15	0.15	0.19	0.40	0.40	0.14	0.35	0.35
Volume/Cap:	0.71	0.64	0.39	0.64	0.71	0.40	0.56	0.68	0.71	0.71	0.56	0.09
Delay/Veh:	51.5	46.1	41.0	58.8	52.3	46.8	35.6	11.7	14.3	49.2	15.2	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	46.1	41.0	58.8	52.3	46.8	35.6	11.7	14.3	49.2	15.2	12.3
LOS by Move:	D	D	D	E	D	D	D	B	B	D	B	B
HCM2kAvgQ:	7	9	4	5	9	4	6	9	8	7	7	1

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

Lincoln Centre Redevelopment Project
SF14-0771

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no project AM

Intersection #14: Foster City Boulevard/East Hillsdale Blvd



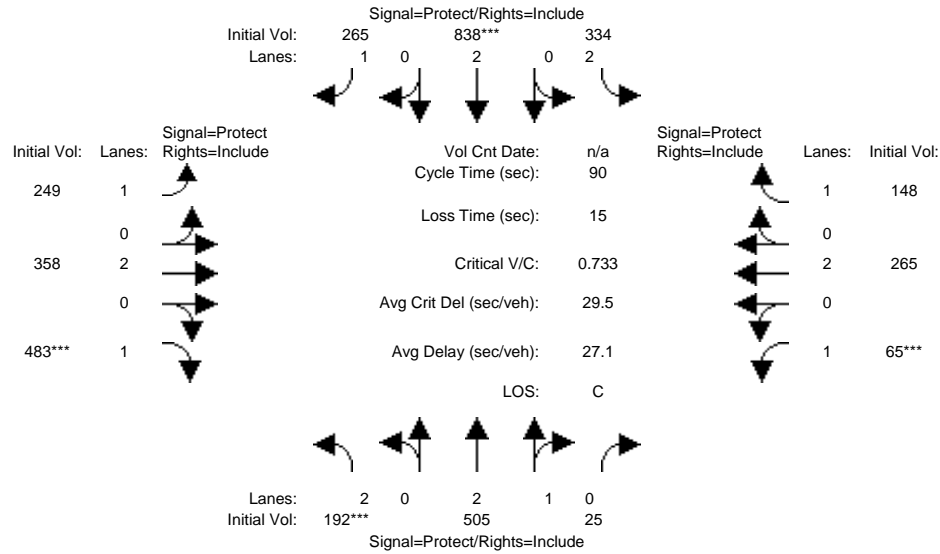
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6
Volume Module:												
Base Vol:	376	805	52	202	419	272	278	329	245	70	444	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	376	805	52	202	419	272	278	329	245	70	444	203
Added Vol:	51	150	0	9	37	16	90	4	14	0	10	37
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	427	955	52	211	456	288	368	333	259	70	454	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	485	1085	59	240	518	327	418	378	294	80	516	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1085	59	240	518	327	418	378	294	80	516	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	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:	485	1085	59	240	518	327	418	378	294	80	516	273
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.95	0.83	0.95	0.95	0.85	0.95	0.95	0.84
Lanes:	2.00	2.84	0.16	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4880	266	3502	3610	1586	1805	3610	1611	1805	3610	1587
Capacity Analysis Module:												
Vol/Sat:	0.14	0.22	0.22	0.07	0.14	0.21	0.23	0.10	0.18	0.04	0.14	0.17
Crit Moves:	****					****	****					****
Green/Cycle:	0.15	0.29	0.29	0.09	0.23	0.23	0.26	0.36	0.36	0.09	0.19	0.19
Volume/Cap:	0.90	0.76	0.76	0.76	0.62	0.90	0.90	0.29	0.51	0.50	0.75	0.90
Delay/Veh:	55.1	31.1	31.1	50.1	32.7	57.6	40.9	9.0	10.5	37.9	30.7	54.5
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:	55.1	31.1	31.1	50.1	32.7	57.6	40.9	9.0	10.5	37.9	30.7	54.5
LOS by Move:	E	C	C	D	C	E	D	A	B	D	C	D
HCM2kAvgQ:	7	10	10	4	7	10	14	2	4	2	7	8

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

Lincoln Centre Redevelopment Project
SF14-0771

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative no project PM

Intersection #14: Foster City Boulevard/East Hillsdale Blvd



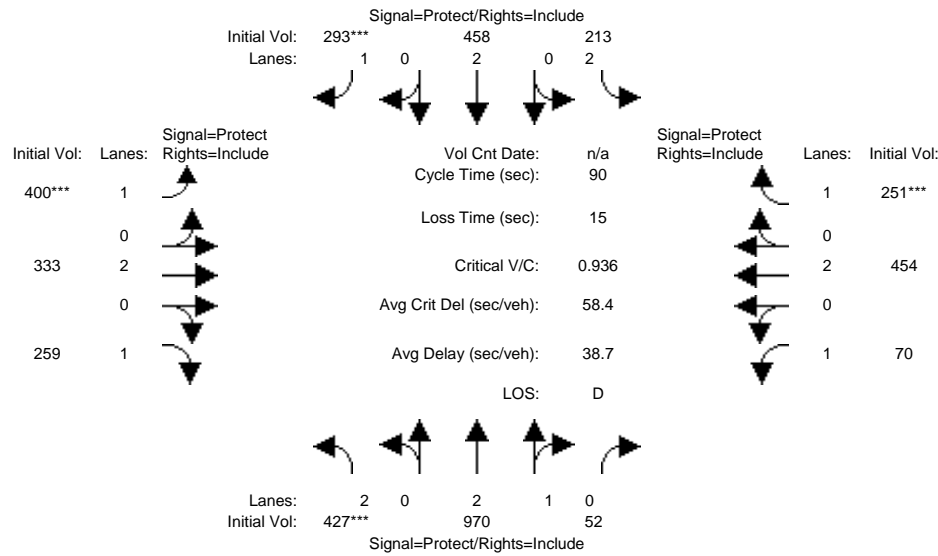
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6
Volume Module:												
Base Vol:	158	437	25	297	676	182	222	343	421	65	255	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	437	25	297	676	182	222	343	421	65	255	137
Added Vol:	34	68	0	37	162	83	27	15	62	0	10	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	505	25	334	838	265	249	358	483	65	265	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	204	537	27	355	891	282	265	381	514	69	282	157
Reduct Vol:	0	0	0	0	0	0	0	0	94	0	0	0
Reduced Vol:	204	537	27	355	891	282	265	381	420	69	282	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	537	27	355	891	282	265	381	420	69	282	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.95	0.83	0.95	0.95	0.83	0.95	0.95	0.84
Lanes:	2.00	2.86	0.14	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4908	243	3502	3610	1585	1805	3610	1572	1805	3610	1604
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.10	0.25	0.18	0.15	0.11	0.27	0.04	0.08	0.10
Crit Moves:	****			****			****		****			
Green/Cycle:	0.08	0.22	0.22	0.20	0.34	0.34	0.25	0.36	0.36	0.05	0.17	0.17
Volume/Cap:	0.73	0.51	0.51	0.51	0.73	0.53	0.59	0.29	0.73	0.73	0.47	0.59
Delay/Veh:	50.1	31.4	31.4	32.6	28.6	25.1	21.8	8.8	15.4	65.0	27.7	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	31.4	31.4	32.6	28.6	25.1	21.8	8.8	15.4	65.0	27.7	31.1
LOS by Move:	D	C	C	C	C	C	C	A	B	E	C	C
HCM2kAvgQ:	3	5	5	4	11	6	6	2	9	2	3	4

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #14: 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:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6

Volume Module:

Base Vol:	376	805	52	202	419	272	278	329	245	70	444	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	376	805	52	202	419	272	278	329	245	70	444	203
Added Vol:	51	165	0	11	39	21	122	4	14	0	10	48
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	427	970	52	213	458	293	400	333	259	70	454	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	485	1102	59	242	520	333	455	378	294	80	516	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1102	59	242	520	333	455	378	294	80	516	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	485	1102	59	242	520	333	455	378	294	80	516	285

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.95	0.83	0.95	0.95	0.85	0.95	0.95	0.84
Lanes:	2.00	2.85	0.15	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4884	262	3502	3610	1586	1805	3610	1611	1805	3610	1587

Capacity Analysis Module:

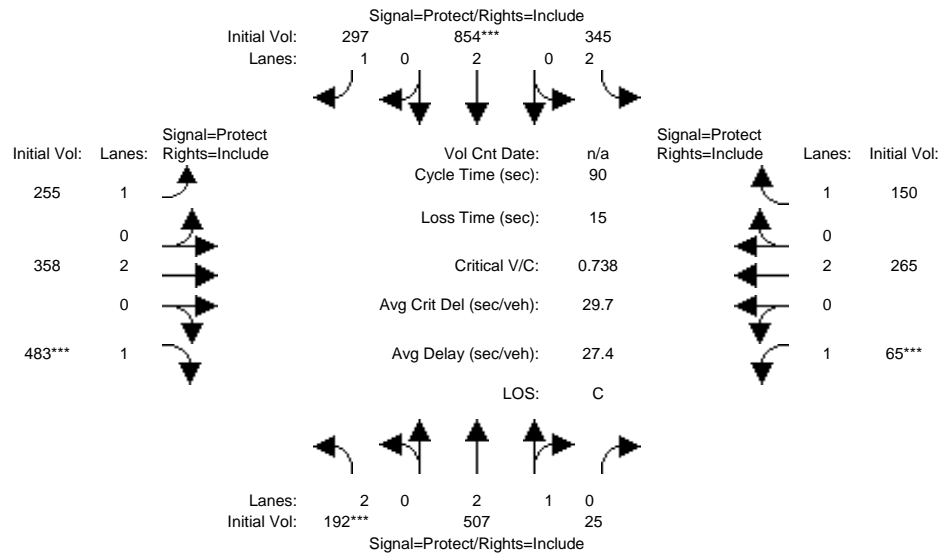
Vol/Sat:	0.14	0.23	0.23	0.07	0.14	0.21	0.25	0.10	0.18	0.04	0.14	0.18
Crit Moves:	****					****	****					****
Green/Cycle:	0.15	0.29	0.29	0.09	0.22	0.22	0.27	0.37	0.37	0.09	0.19	0.19
Volume/Cap:	0.94	0.79	0.79	0.79	0.64	0.94	0.94	0.28	0.49	0.49	0.74	0.94
Delay/Veh:	62.5	32.7	32.7	53.4	33.4	65.9	46.0	8.3	9.6	37.4	30.5	62.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.5	32.7	32.7	53.4	33.4	65.9	46.0	8.3	9.6	37.4	30.5	62.3
LOS by Move:	E	C	C	D	C	E	D	A	A	D	C	E
HCM2kAvgQ:	8	11	11	4	7	11	16	2	4	2	7	9

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

Lincoln Centre Redevelopment Project
SF14-0771

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

Intersection #14: 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:	4	6	6	4	6	6	4	6	6	4	6	6
Y+R:	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6	3.6	4.6	4.6

Volume Module:												
Base Vol:	158	437	25	297	676	182	222	343	421	65	255	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	437	25	297	676	182	222	343	421	65	255	137
Added Vol:	34	70	0	48	178	115	33	15	62	0	10	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	507	25	345	854	297	255	358	483	65	265	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	204	539	27	367	909	316	271	381	514	69	282	160
Reduct Vol:	0	0	0	0	0	0	0	0	94	0	0	0
Reduced Vol:	204	539	27	367	909	316	271	381	420	69	282	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	539	27	367	909	316	271	381	420	69	282	160

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.90	0.90	0.92	0.95	0.83	0.95	0.95	0.83	0.95	0.95	0.84
Lanes:	2.00	2.86	0.14	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3502	4909	242	3502	3610	1585	1805	3610	1572	1805	3610	1604

Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.10	0.25	0.20	0.15	0.11	0.27	0.04	0.08	0.10
Crit Moves:	****			****			****		****			
Green/Cycle:	0.08	0.21	0.21	0.20	0.34	0.34	0.25	0.36	0.36	0.05	0.16	0.16
Volume/Cap:	0.74	0.51	0.51	0.51	0.74	0.59	0.60	0.29	0.74	0.74	0.47	0.60
Delay/Veh:	50.6	31.6	31.6	32.4	28.5	26.1	22.3	9.0	15.9	66.1	27.9	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	31.6	31.6	32.4	28.5	26.1	22.3	9.0	15.9	66.1	27.9	31.9
LOS by Move:	D	C	C	C	C	C	C	A	B	E	C	C
HCM2kAvgQ:	3	5	5	4	11	7	6	2	9	2	3	4

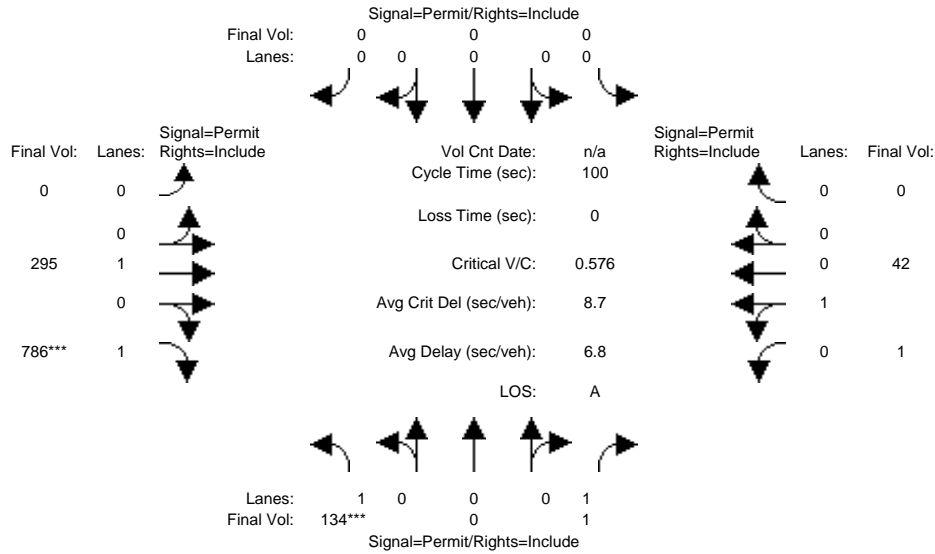
Note: Queue reported is the number of cars per lane.

MITIGATION FILES

Lincoln Centre Redevelopment Traffic Analysis
SF14-0771

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

Intersection #4: Lincoln Centre Drive/East Third Ave



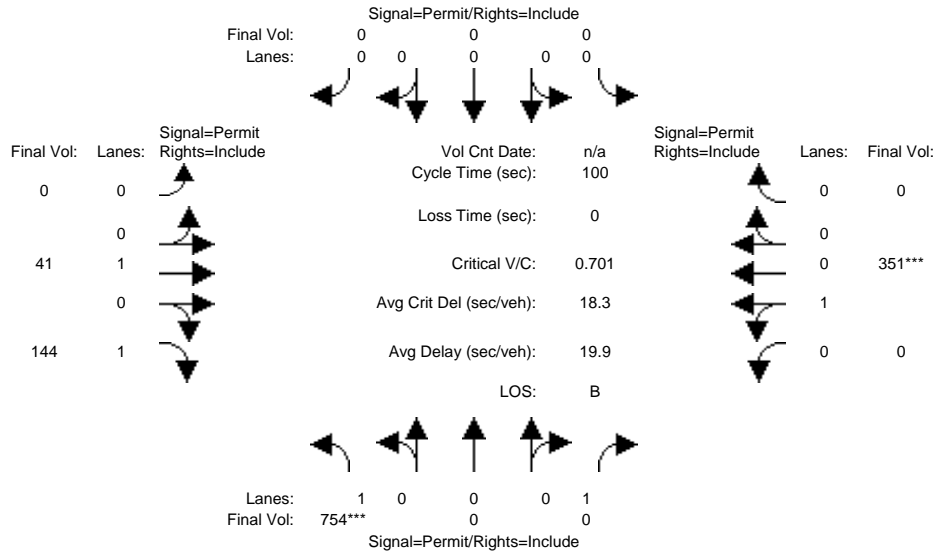
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module:												
Base Vol:	19	0	1	0	0	0	0	227	80	1	32	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	0	1	0	0	0	0	227	80	1	32	0
Added Vol:	84	0	0	0	0	0	0	0	525	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	0	1	0	0	0	0	227	605	1	32	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:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	134	0	1	0	0	0	0	295	786	1	42	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	0	1	0	0	0	0	295	786	1	42	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:	134	0	1	0	0	0	0	295	786	1	42	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.03	0.97
Final Sat.:	1493	0	1615	0	0	0	0	1900	1615	57	1835	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.49	0.02	0.02	0.00
Crit Moves:	****								****			
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.84	0.84	0.84	0.84	0.00
Volume/Cap:	0.58	0.00	0.01	0.00	0.00	0.00	0.00	0.18	0.58	0.03	0.03	0.00
Delay/Veh:	42.7	0.0	35.7	0.0	0.0	0.0	0.0	1.5	3.0	1.2	1.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	0.0	35.7	0.0	0.0	0.0	0.0	1.5	3.0	1.2	1.2	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	0	0	0	0	0	2	8	0	0	0

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

Lincoln Centre Redevelopment Traffic Analysis
SF14-0771

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

Intersection #4: Lincoln Centre Drive/East Third Ave



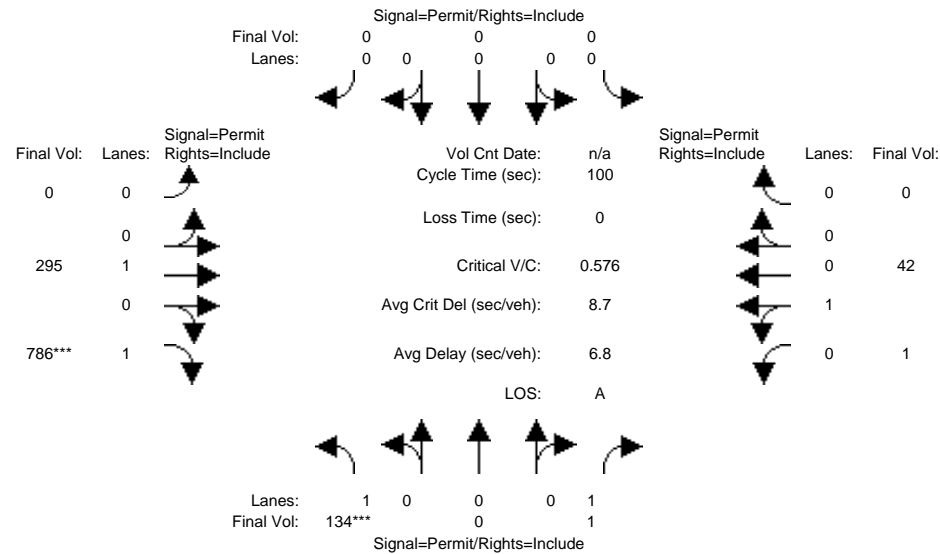
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.5	4.5	4.5	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module:												
Base Vol:	55	0	0	0	0	0	0	32	13	0	274	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	0	0	0	0	0	0	32	13	0	274	0
Added Vol:	533	0	0	0	0	0	0	0	99	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	588	0	0	0	0	0	0	32	112	0	274	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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	754	0	0	0	0	0	0	41	144	0	351	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	754	0	0	0	0	0	0	41	144	0	351	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:	754	0	0	0	0	0	0	41	144	0	351	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
Final Sat.:	1461	0	1900	0	0	0	0	1900	1615	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.52	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.09	0.00	0.18	0.00
Crit Moves:	****									****		
Green/Cycle:	0.74	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.26	0.00	0.26	0.00
Volume/Cap:	0.70	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.34	0.00	0.70	0.00
Delay/Veh:	9.3	0.0	0.0	0.0	0.0	0.0	0.0	27.8	30.2	0.0	37.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	0.0	0.0	0.0	0.0	0.0	0.0	27.8	30.2	0.0	37.7	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	A	D	A
HCM2kAvgQ:	14	0	0	0	0	0	0	1	3	0	11	0

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

Lincoln Centre Redevelopment Traffic Analysis
SF14-0771

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

Intersection #4: Lincoln Centre Drive/East Third Ave



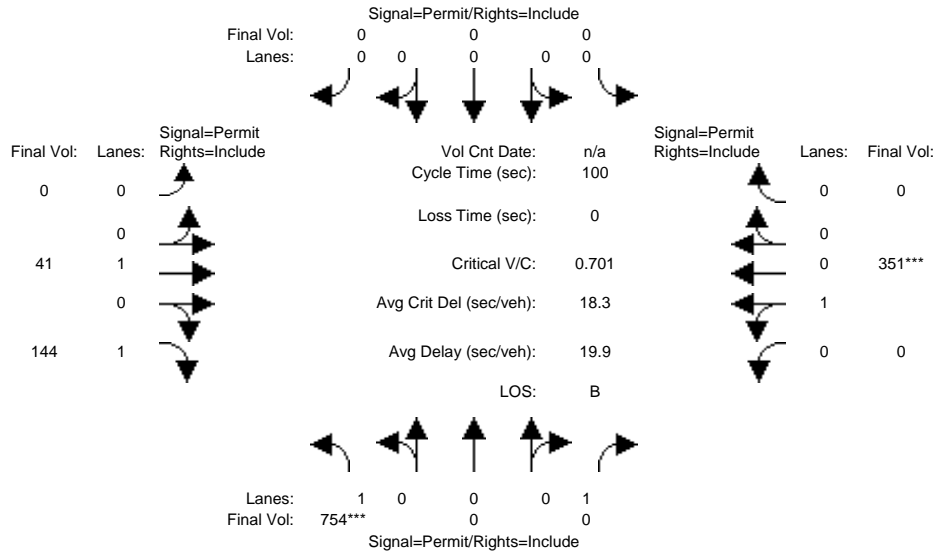
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module:												
Base Vol:	19	0	1	0	0	0	0	227	80	1	32	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	0	1	0	0	0	0	227	80	1	32	0
Added Vol:	84	0	0	0	0	0	0	0	525	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	0	1	0	0	0	0	227	605	1	32	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:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	134	0	1	0	0	0	0	295	786	1	42	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	0	1	0	0	0	0	295	786	1	42	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:	134	0	1	0	0	0	0	295	786	1	42	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.03	0.97	0.00
Final Sat.:	1493	0	1615	0	0	0	0	1900	1615	57	1835	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.49	0.02	0.02	0.00
Crit Moves:	****								****			
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.84	0.84	0.84	0.84	0.00
Volume/Cap:	0.58	0.00	0.01	0.00	0.00	0.00	0.00	0.18	0.58	0.03	0.03	0.00
Delay/Veh:	42.7	0.0	35.7	0.0	0.0	0.0	0.0	1.5	3.0	1.2	1.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	0.0	35.7	0.0	0.0	0.0	0.0	1.5	3.0	1.2	1.2	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	0	0	0	0	0	2	7	0	0	0

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

Lincoln Centre Redevelopment Traffic Analysis
SF14-0771

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

Intersection #4: Lincoln Centre Drive/East Third Ave



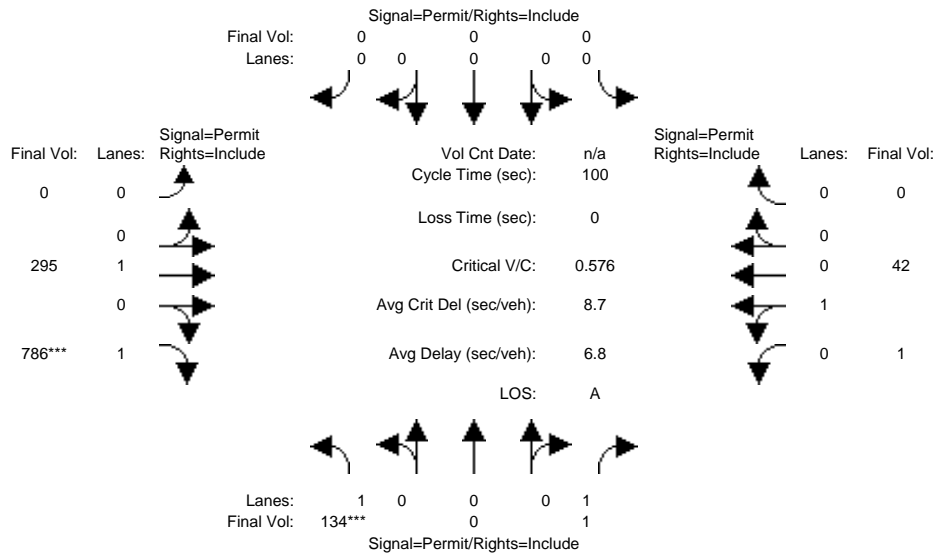
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module:												
Base Vol:	55	0	0	0	0	0	0	32	13	0	274	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	0	0	0	0	0	0	32	13	0	274	0
Added Vol:	533	0	0	0	0	0	0	0	99	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	588	0	0	0	0	0	0	32	112	0	274	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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	754	0	0	0	0	0	0	41	144	0	351	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	754	0	0	0	0	0	0	41	144	0	351	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:	754	0	0	0	0	0	0	41	144	0	351	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
Final Sat.:	1461	0	1900	0	0	0	0	1900	1615	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.52	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.09	0.00	0.18	0.00
Crit Moves:	****									****		
Green/Cycle:	0.74	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.26	0.00	0.26	0.00
Volume/Cap:	0.70	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.34	0.00	0.70	0.00
Delay/Veh:	9.3	0.0	0.0	0.0	0.0	0.0	0.0	27.8	30.2	0.0	37.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	0.0	0.0	0.0	0.0	0.0	0.0	27.8	30.2	0.0	37.7	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	A	D	A
HCM2kAvgQ:	14	0	0	0	0	0	0	1	3	0	11	0

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

Lincoln Centre Redevelopment Traffic Analysis
SF14-0771

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

Intersection #4: Lincoln Centre Drive/East Third Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5

Volume Module:												
Base Vol:	19	0	1	0	0	0	0	227	80	1	32	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:	19	0	1	0	0	0	0	227	80	1	32	0
Added Vol:	84	0	0	0	0	0	0	0	525	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	0	1	0	0	0	0	227	605	1	32	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:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
PHF Volume:	134	0	1	0	0	0	0	295	786	1	42	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	0	1	0	0	0	0	295	786	1	42	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:	134	0	1	0	0	0	0	295	786	1	42	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.03	0.97
Final Sat.:	1493	0	1615	0	0	0	0	1900	1615	57	1835	0

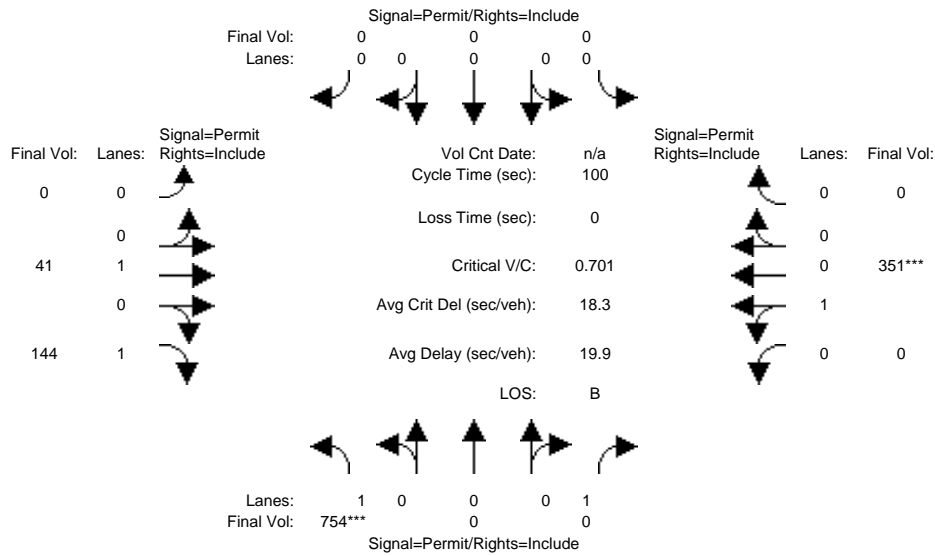
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.49	0.02	0.02	0.00
Crit Moves:	****								****			
Green/Cycle:	0.16	0.00	0.16	0.00	0.00	0.00	0.00	0.84	0.84	0.84	0.84	0.00
Volume/Cap:	0.58	0.00	0.01	0.00	0.00	0.00	0.00	0.18	0.58	0.03	0.03	0.00
Delay/Veh:	42.7	0.0	35.7	0.0	0.0	0.0	0.0	1.5	3.0	1.2	1.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	0.0	35.7	0.0	0.0	0.0	0.0	1.5	3.0	1.2	1.2	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	A	A
HCM2kAvgQ:	5	0	0	0	0	0	0	2	7	0	0	0

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

Lincoln Centre Redevelopment Traffic Analysis
SF14-0771

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

Intersection #4: Lincoln Centre Drive/East Third Ave



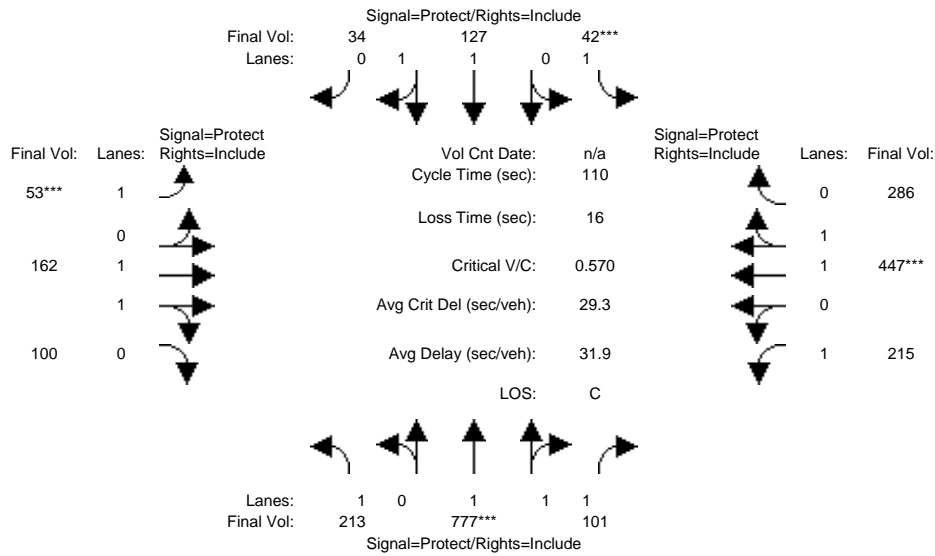
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.5	4.5	4.5	4.0	4.0	4.0	4.5	4.5	4.5	4.5	4.5	4.5
Volume Module:												
Base Vol:	55	0	0	0	0	0	0	32	13	0	274	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	0	0	0	0	0	0	32	13	0	274	0
Added Vol:	533	0	0	0	0	0	0	0	99	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	588	0	0	0	0	0	0	32	112	0	274	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:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
PHF Volume:	754	0	0	0	0	0	0	41	144	0	351	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	754	0	0	0	0	0	0	41	144	0	351	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:	754	0	0	0	0	0	0	41	144	0	351	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.00	1.00	0.00
Final Sat.:	1461	0	1900	0	0	0	0	1900	1615	0	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.52	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.09	0.00	0.18	0.00
Crit Moves:	****									****		
Green/Cycle:	0.74	0.00	0.00	0.00	0.00	0.00	0.00	0.26	0.26	0.00	0.26	0.00
Volume/Cap:	0.70	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.34	0.00	0.70	0.00
Delay/Veh:	9.3	0.0	0.0	0.0	0.0	0.0	0.0	27.8	30.2	0.0	37.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.3	0.0	0.0	0.0	0.0	0.0	0.0	27.8	30.2	0.0	37.7	0.0
LOS by Move:	A	A	A	A	A	A	A	C	C	A	D	A
HCM2kAvgQ:	14	0	0	0	0	0	0	1	3	0	11	0

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

Lincoln Centre Redevelopment Traffic Analysis
SF14-0771

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

Intersection #5: Vintage Park Dr/Chess Dr



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

Volume Module:

Base Vol:	119	301	105	18	52	18	42	113	47	191	382	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	301	105	18	52	18	42	113	47	191	382	135
Added Vol:	75	406	69	20	64	13	6	34	44	5	25	125
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	707	174	38	116	31	48	147	91	196	407	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	213	777	191	42	127	34	53	162	100	215	447	286
Reduct Vol:	0	0	90	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	777	101	42	127	34	53	162	100	215	447	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	213	777	101	42	127	34	53	162	100	215	447	286

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.93	0.93	0.95	0.92	0.92	0.95	0.90	0.89	0.95	0.89	0.89
Lanes:	1.00	2.00	1.00	1.00	1.58	0.42	1.00	1.23	0.77	1.00	1.22	0.78
Final Sat.:	1805	3549	1761	1805	2755	736	1805	2094	1296	1805	2070	1323

Capacity Analysis Module:

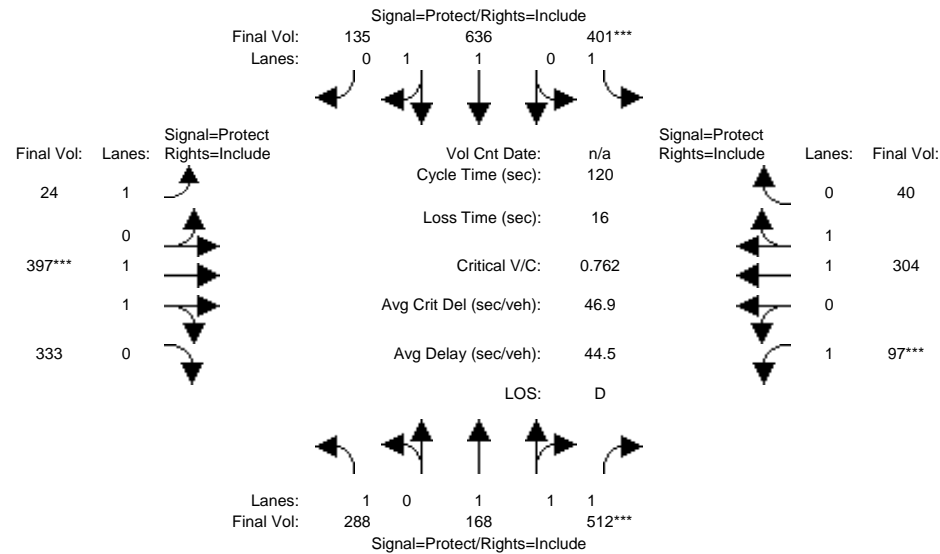
Vol/Sat:	0.12	0.22	0.06	0.02	0.05	0.05	0.03	0.08	0.08	0.12	0.22	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.30	0.38	0.38	0.04	0.12	0.12	0.05	0.17	0.17	0.26	0.38	0.38
Volume/Cap:	0.39	0.57	0.15	0.57	0.39	0.39	0.57	0.46	0.46	0.46	0.57	0.57
Delay/Veh:	30.6	27.2	22.2	62.1	45.3	45.3	59.2	41.7	41.7	34.8	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	27.2	22.2	62.1	45.3	45.3	59.2	41.7	41.7	34.8	27.7	27.7
LOS by Move:	C	C	C	E	D	D	E	D	D	C	C	C
HCM2kAvgQ:	5	10	2	2	3	3	3	5	5	6	10	10

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

Lincoln Centre Redevelopment Traffic Analysis
SF14-0771

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

Intersection #5: Vintage Park Dr/Chess Dr



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

Volume Module:												
Base Vol:	196	60	542	230	177	71	19	339	233	57	209	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	60	542	230	177	71	19	339	233	57	209	8
Added Vol:	66	93	16	135	402	52	3	22	70	31	68	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	153	558	365	579	123	22	361	303	88	277	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	288	168	613	401	636	135	24	397	333	97	304	40
Reduct Vol:	0	0	101	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	168	512	401	636	135	24	397	333	97	304	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	288	168	512	401	636	135	24	397	333	97	304	40

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.84	0.81	0.95	0.93	0.92	0.95	0.89	0.88	0.95	0.93	0.93
Lanes:	1.00	1.00	2.00	1.00	1.65	0.35	1.00	1.08	0.92	1.00	1.77	0.23
Final Sat.:	1805	1601	3071	1805	2898	616	1805	1821	1528	1805	3140	408

Capacity Analysis Module:												
Vol/Sat:	0.16	0.11	0.17	0.22	0.22	0.22	0.01	0.22	0.22	0.05	0.10	0.10
Crit Moves:			****	****				****		****		
Green/Cycle:	0.21	0.22	0.22	0.29	0.30	0.30	0.09	0.29	0.29	0.07	0.27	0.27
Volume/Cap:	0.74	0.48	0.76	0.76	0.74	0.74	0.15	0.76	0.76	0.76	0.37	0.37
Delay/Veh:	51.6	41.2	47.8	45.2	41.1	41.1	50.6	42.8	42.8	78.2	36.1	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	41.2	47.8	45.2	41.1	41.1	50.6	42.8	42.8	78.2	36.1	36.1
LOS by Move:	D	D	D	D	D	D	D	D	D	E	D	D
HCM2kAvgQ:	10	5	9	15	15	15	1	14	14	4	5	5

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

APPENDIX C-3: SIMULATION INTERSECTION ANALYSIS (VISSIM RESULTS)

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

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

Intersection 7 Foster City Blvd/Chess Drive Signal

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

Intersection 9

SR 92 EB Ramps-Plaza Driveway/Metro Center Blvd

Signal

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

Intersection 10

Foster City Blvd/Metro Center Blvd

Signal

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

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

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

Intersection 7 Foster City Blvd/Chess Drive Signal

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

Intersection 9

SR 92 EB Ramps-Plaza Driveway/Metro Center Blvd

Signal

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

Intersection 10

Foster City Blvd/Metro Center Blvd

Signal

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

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	528	530	100.4%	15.8	490	548	0.1	49.9	5.9	46.9	62.5	D	
	Through	12	15	120.8%	5.0	7	24	0.7	65.8	16.3	54.2	87.6	E	
	Right Turn	867	862	99.4%	28.5	800	904	0.2	15.0	12.5	7.4	45.7	B	
	Second Right													
	Subtotal	1,407	1,406	100.0%	32.3	1,353	1,465	0.0	28.1	9.4	22.2	52.0	C	
SB	U Turn													
	Second Left													
	Left Turn	2	2	110.0%	1.6	0	5	0.1	3.4	10.7	0.0	107.8	A	
	Through	1	1	140.0%	1.1	0	4	0.4	11.5	13.0	0.0	114.8	B	
	Right Turn	1	1	100.0%	1.1	0	3	0.0	20.3	43.3	0.0	114.2	C	
	Second Right													
	Subtotal	4	5	115.0%	3.0	0	9	0.3	20.9	21.5	0.0	80.1	C	
EB	U Turn													
	Second Left													
	Left Turn	1	1	100.0%	0.8	0	2	0.0	12.4	30.2	0.0	103.6	B	
	Through	111	113	101.4%	12.1	88	126	0.2	53.0	9.2	50.5	70.4	D	
	Right Turn	132	137	103.8%	8.9	124	151	0.4	39.9	12.9	34.2	98.0	D	
	Second Right													
	Subtotal	244	251	102.7%	18.6	212	276	0.4	45.5	6.9	41.4	79.4	D	
WB	U Turn													
	Second Left													
	Left Turn	672	679	101.0%	28.0	622	720	0.3	16.0	6.8	11.0	49.3	B	
	Through	224	218	97.3%	13.5	201	242	0.4	2.4	0.9	1.6	3.7	A	
	Right Turn	18	16	87.8%	3.8	12	22	0.5	3.0	3.3	1.0	8.8	A	
	Second Right													
	Subtotal	914	913	99.8%	36.2	838	952	0.0	12.4	5.0	8.7	39.2	B	
	Total	2,569	2,574	100.2%	61.9	2,434	2,637	0.1	24.4	5.8	21.2	38.2	C	

Intersection 7 Foster City Blvd/Chess Drive Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	794	794	99.9%	37.0	730	841	0.0	28.5	2.3	29.8	36.5	C	
	Through	1,154	1,157	100.3%	24.4	1,125	1,192	0.1	16.8	2.1	15.3	21.9	B	
	Right Turn	140	143	102.2%	12.0	117	157	0.3	17.3	2.5	16.9	28.6	B	
	Second Right													
	Subtotal	2,089	2,094	100.2%	41.1	2,001	2,136	0.1	21.2	1.7	21.9	26.3	C	
SB	U Turn													
	Second Left													
	Left Turn	3	2	80.0%	0.8	1	4	0.4	28.1	37.5	43.0	111.7	C	
	Through	300	296	98.6%	16.9	271	327	0.2	50.2	3.3	47.9	55.2	D	
	Right Turn	82	82	100.2%	7.3	69	93	0.0	5.0	1.0	4.5	7.1	A	
	Second Right													
	Subtotal	385	380	98.8%	18.9	349	409	0.2	41.2	2.7	39.2	45.1	D	
EB	U Turn													
	Second Left													
	Left Turn	473	467	98.7%	22.2	418	494	0.3	52.8	5.8	49.5	65.2	D	
	Through	42	42	98.8%	5.5	34	50	0.1	49.3	10.0	47.8	70.9	D	
	Right Turn	465	465	100.1%	20.4	431	501	0.0	3.3	1.6	2.3	7.3	A	
	Second Right													
	Subtotal	980	974	99.4%	26.1	914	998	0.2	29.7	5.4	27.0	41.9	C	
WB	U Turn													
	Second Left													
	Left Turn	35	38	109.7%	4.0	32	44	0.6	59.0	14.0	57.5	74.8	E	
	Through	38	37	96.1%	6.5	25	45	0.2	50.3	8.2	56.5	86.1	D	
	Right Turn	7	8	107.1%	2.9	2	12	0.2	21.4	19.1	20.2	86.4	C	
	Second Right													
	Subtotal	80	82	103.0%	9.1	63	95	0.3	51.3	7.3	52.1	71.0	D	
	Total	3,534	3,530	99.9%	62.4	3,363	3,569	0.1	26.7	1.8	25.5	30.3	C	

Intersection 9

SR 92 EB Ramps-Plaza Driveway/Metro Center Blvd

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	4	4	100.0%	2.0	2	8	0.0	44.9	43.3	55.8	120.4	D	
	Through	4	4	100.0%	0.9	3	5	0.0	44.4	42.1	53.6	131.2	D	
	Right Turn	31	32	102.9%	6.2	19	39	0.2	6.2	0.9	6.5	7.7	A	
	Second Right													
	Subtotal	39	40	102.3%	6.8	25	50	0.1	18.3	7.2	20.5	30.1	B	
SB	U Turn													
	Second Left													
	Left Turn	916	900	98.2%	28.6	853	949	0.5	12.4	2.2	9.9	16.1	B	
	Through	37	38	101.4%	6.1	27	50	0.1	13.5	4.2	10.7	20.8	B	
	Right Turn	413	409	99.0%	18.6	394	458	0.2	4.8	0.6	4.5	6.1	A	
	Second Right													
	Subtotal	1,366	1,346	98.5%	32.4	1,293	1,387	0.5	10.1	1.5	8.4	12.7	B	
EB	U Turn													
	Second Left													
	Left Turn	51	53	102.9%	5.9	44	64	0.2	59.6	10.9	57.2	87.2	E	
	Through	148	146	98.8%	11.1	124	162	0.1	47.7	6.1	50.3	62.0	D	
	Right Turn	5	4	86.0%	2.8	0	8	0.3	17.0	18.8	0.0	64.2	B	
	Second Right													
	Subtotal	204	203	99.5%	15.0	172	219	0.1	50.1	4.2	50.2	59.2	D	
WB	U Turn													
	Second Left													
	Left Turn	44	44	99.5%	5.0	38	51	0.0	65.5	9.7	61.9	93.3	E	
	Through	140	142	101.4%	15.0	119	172	0.2	43.3	8.2	44.7	58.3	D	
	Right Turn	211	215	101.9%	12.1	191	233	0.2	3.0	0.5	3.0	4.1	A	
	Second Right													
	Subtotal	396	401	101.2%	17.2	372	437	0.2	25.1	3.6	23.8	33.0	C	
Total		2,005	1,990	99.2%	42.4	1,950	2,051	0.3	17.7	1.9	16.8	19.7	B	

Intersection 10

Foster City Blvd/Metro Center Blvd

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	111	115	103.3%	11.9	86	132	0.3	61.3	10.7	59.2	82.8	E	
	Through	1,111	1,130	101.7%	32.6	1,075	1,186	0.6	34.9	4.3	32.9	43.0	C	
	Right Turn	73	69	94.0%	5.1	60	75	0.5	24.5	7.0	22.9	34.7	C	
	Second Right													
	Subtotal	1,295	1,314	101.4%	30.6	1,261	1,362	0.5	36.6	4.3	34.6	44.1	D	
SB	U Turn													
	Second Left													
	Left Turn	109	111	102.0%	11.6	94	127	0.2	56.3	10.8	53.8	79.1	E	
	Through	480	480	100.0%	18.6	456	502	0.0	21.2	3.5	17.7	26.9	C	
	Right Turn	211	209	98.9%	14.0	192	245	0.2	8.2	2.9	5.7	14.0	A	
	Second Right													
	Subtotal	800	800	100.0%	22.9	769	833	0.0	22.5	3.5	20.6	27.5	C	
EB	U Turn													
	Second Left													
	Left Turn	497	485	97.5%	19.7	448	509	0.6	52.0	4.8	56.1	60.6	D	
	Through	192	195	101.4%	13.3	168	213	0.2	46.3	5.6	46.5	57.4	D	
	Right Turn	406	402	99.1%	26.0	367	461	0.2	7.1	1.0	6.8	10.4	A	
	Second Right													
	Subtotal	1,095	1,081	98.8%	33.5	1,036	1,125	0.4	33.3	3.1	36.8	40.5	C	
WB	U Turn													
	Second Left													
	Left Turn	65	65	99.2%	11.5	53	88	0.1	49.2	10.1	51.1	69.5	D	
	Through	74	78	105.0%	5.7	69	86	0.4	52.4	7.6	45.8	62.7	D	
	Right Turn	481	486	100.9%	22.1	461	527	0.2	20.1	2.7	19.0	25.1	C	
	Second Right													
	Subtotal	620	628	101.2%	28.4	592	676	0.3	27.4	3.2	26.8	33.3	C	
Total		3,810	3,822	100.3%	43.9	3,753	3,891	0.2	31.2	2.1	30.3	34.1	C	

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph)					Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum		Maximum
NB	U Turn												
	Second Left												
	Left Turn	67	70	104.2%	5.8	59	80	0.3	58.7	10.3	55.4	76.3	E
	Through	2	2	115.0%	2.1	0	6	0.2	37.8	45.7	0.0	108.3	D
	Right Turn	219	223	101.6%	16.6	206	247	0.2	2.2	2.6	0.6	30.1	A
	Second Right												
	Subtotal	288	295	102.3%	17.0	274	320	0.4	16.3	3.5	15.5	36.3	B
SB	U Turn												
	Second Left												
	Left Turn	30	31	104.7%	4.1	26	37	0.3	54.6	17.7	56.8	82.8	D
	Through	53	54	101.5%	8.2	38	65	0.1	40.2	5.1	42.7	67.2	D
	Right Turn	4	3	72.5%	1.7	0	6	0.6	18.8	32.1	0.0	92.7	B
	Second Right												
	Subtotal	87	88	101.3%	8.9	76	102	0.1	44.3	8.4	45.5	67.2	D
EB	U Turn												
	Second Left												
	Left Turn	5	5	100.0%	2.7	2	11	0.0	35.9	32.8	37.9	142.1	D
	Through	368	368	100.0%	22.4	339	402	0.0	52.5	7.1	47.9	108.3	D
	Right Turn	773	760	98.3%	17.5	734	786	0.5	32.2	1.7	32.9	39.5	C
	Second Right												
	Subtotal	1,146	1,133	98.9%	24.6	1,105	1,185	0.4	39.1	3.1	37.7	58.9	D
WB	U Turn												
	Second Left												
	Left Turn	1,083	1,047	96.7%	37.3	1,000	1,103	1.1	9.0	1.8	7.5	12.1	A
	Through	181	167	92.3%	9.1	157	184	1.1	3.5	1.9	2.9	8.7	A
	Right Turn	11	11	103.6%	3.4	7	17	0.1	2.5	3.9	1.6	13.3	A
	Second Right												
	Subtotal	1,276	1,225	96.0%	39.4	1,170	1,277	1.4	8.2	1.6	6.9	11.5	A
	Total	2,797	2,741	98.0%	53.6	2,652	2,808	1.1	23.6	1.8	22.0	30.7	C

Intersection 7 Foster City Blvd/Chess Drive Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)					Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum		Maximum
NB	U Turn												
	Second Left												
	Left Turn	785	775	98.8%	35.3	714	811	0.4	31.3	2.4	34.2	51.7	C
	Through	250	251	100.6%	13.2	236	279	0.1	7.5	1.2	8.0	13.2	A
	Right Turn	62	68	110.2%	7.3	55	75	0.8	4.6	1.9	5.2	11.1	A
	Second Right												
	Subtotal	1,098	1,095	99.7%	45.7	1,022	1,148	0.1	24.1	2.4	26.8	38.8	C
SB	U Turn												
	Second Left												
	Left Turn	4	4	92.5%	1.5	1	5	0.2	178.2	130.9	159.3	335.6	F
	Through	1,167	1,033	88.6%	22.1	1,008	1,073	4.0	229.0	12.3	222.2	255.4	F
	Right Turn	382	341	89.2%	12.6	320	358	2.2	247.1	18.0	239.9	281.8	F
	Second Right												
	Subtotal	1,553	1,378	88.7%	19.1	1,345	1,402	4.6	233.1	12.9	226.2	261.7	F
EB	U Turn												
	Second Left												
	Left Turn	57	58	101.4%	5.2	51	65	0.1	39.4	13.5	36.0	58.1	D
	Through	23	24	103.9%	4.2	17	29	0.2	36.1	17.8	32.1	70.2	D
	Right Turn	536	541	101.0%	26.0	493	570	0.2	4.2	4.5	3.5	60.4	A
	Second Right												
	Subtotal	617	623	101.0%	23.9	581	650	0.2	8.8	4.4	7.3	56.8	A
WB	U Turn												
	Second Left												
	Left Turn	78	75	96.2%	7.3	65	86	0.3	52.7	9.0	59.6	89.2	D
	Through	108	108	100.3%	10.1	92	123	0.0	53.1	5.4	56.3	96.3	D
	Right Turn	6	6	105.0%	2.5	4	10	0.1	31.9	30.6	13.6	99.3	C
	Second Right												
	Subtotal	192	190	98.8%	14.1	165	213	0.2	51.5	4.7	53.9	90.4	D
	Total	3,460	3,285	94.9%	61.6	3,175	3,363	3.0	117.4	4.9	112.6	127.2	F

Intersection 9

SR 92 EB Ramps-Plaza Driveway/Metro Center Blvd

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn												
	Second Left												
	Left Turn	15	14	90.7%	4.5	10	23	0.4	45.5	20.0	54.6	101.1	D
	Through	12	15	125.0%	4.3	9	21	0.8	73.3	23.5	54.1	121.4	E
	Right Turn	32	32	100.3%	6.0	23	44	0.0	6.5	2.5	5.8	12.9	A
	Second Right												
	Subtotal	59	61	102.9%	6.7	49	70	0.2	35.2	12.2	31.8	57.0	D
SB	U Turn												
	Second Left												
	Left Turn	504	496	98.4%	19.9	469	532	0.4	22.8	3.1	22.3	27.9	C
	Through	14	14	102.1%	2.8	11	19	0.1	26.5	17.1	22.0	58.0	C
	Right Turn	185	184	99.5%	7.8	171	202	0.1	4.4	0.9	3.9	6.4	A
	Second Right												
	Subtotal	703	694	98.8%	24.8	651	733	0.3	18.3	2.8	17.2	23.2	B
EB	U Turn												
	Second Left												
	Left Turn	392	390	99.6%	13.2	375	417	0.1	65.8	10.7	62.1	94.6	E
	Through	254	253	99.6%	13.4	234	274	0.1	28.4	4.6	29.7	41.4	C
	Right Turn	14	13	91.4%	4.7	7	20	0.3	16.9	10.3	21.2	52.9	B
	Second Right												
	Subtotal	660	656	99.4%	21.4	631	695	0.1	49.9	6.6	48.7	67.7	D
WB	U Turn												
	Second Left												
	Left Turn	28	26	91.8%	5.3	15	31	0.4	65.3	12.3	55.3	92.1	E
	Through	160	157	97.9%	13.0	133	179	0.3	48.7	4.7	45.2	56.1	D
	Right Turn	921	880	95.6%	12.9	865	909	1.4	23.8	6.2	21.8	36.7	C
	Second Right												
	Subtotal	1,110	1,063	95.7%	21.7	1,025	1,094	1.4	28.0	5.4	26.1	39.1	C
Total		2,532	2,474	97.7%	40.9	2,410	2,528	1.2	31.0	3.8	29.1	37.1	C

Intersection 10

Foster City Blvd/Metro Center Blvd

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn												
	Second Left												
	Left Turn	163	169	103.6%	10.2	151	184	0.5	67.8	6.3	60.3	91.5	E
	Through	586	586	100.0%	28.8	530	628	0.0	21.5	4.6	24.2	32.5	C
	Right Turn	78	80	102.1%	9.1	65	93	0.2	12.9	5.1	14.4	28.6	B
	Second Right												
	Subtotal	828	835	100.8%	37.1	758	897	0.2	29.8	4.7	30.6	40.2	C
SB	U Turn												
	Second Left												
	Left Turn	195	179	91.8%	11.6	160	198	1.4	74.5	4.8	76.6	94.6	E
	Through	751	698	92.9%	21.8	679	742	2.0	13.6	5.9	9.9	24.3	B
	Right Turn	835	781	93.5%	21.5	745	813	1.9	78.3	46.7	62.5	167.7	E
	Second Right												
	Subtotal	1,785	1,657	92.8%	35.4	1,603	1,703	3.1	51.7	25.8	43.2	94.5	D
EB	U Turn												
	Second Left												
	Left Turn	235	232	98.6%	20.7	193	264	0.2	42.4	3.7	44.3	54.5	D
	Through	207	201	97.1%	15.1	161	218	0.4	41.5	5.9	42.9	49.2	D
	Right Turn	348	351	100.7%	11.8	335	368	0.1	6.9	0.7	6.5	8.7	A
	Second Right												
	Subtotal	790	783	99.1%	25.7	736	820	0.2	26.4	2.4	27.4	34.0	C
WB	U Turn												
	Second Left												
	Left Turn	74	70	95.0%	9.4	57	82	0.4	49.6	7.2	46.4	61.5	D
	Through	112	113	100.6%	10.9	103	139	0.1	52.4	6.1	53.1	65.9	D
	Right Turn	276	280	101.3%	17.0	253	300	0.2	12.0	1.6	12.5	19.1	B
	Second Right												
	Subtotal	462	463	100.1%	23.4	417	489	0.0	27.5	2.8	27.7	33.1	C
Total		3,865	3,737	96.7%	70.4	3,652	3,841	2.1	38.4	11.5	32.9	58.6	D

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	615	601	97.7%	34.2	543	640	0.6	70.1	7.8	62.6	88.7	E	
	Through	12	12	96.7%	4.0	4	18	0.1	67.1	30.7	69.7	108.2	E	
	Right Turn	957	893	93.3%	26.9	827	929	2.1	61.5	10.5	65.1	105.5	E	
	Second Right													
	Subtotal	1,584	1,506	95.1%	55.3	1,392	1,556	2.0	65.1	6.4	64.1	94.3	E	
SB	U Turn													
	Second Left													
	Left Turn	2	2	95.0%	1.7	0	5	0.1	19.6	27.2	0.0	118.4	B	
	Through	1	1	110.0%	1.2	0	4	0.1	8.7	27.4	0.0	122.8	A	
	Right Turn	1	1	100.0%	0.9	0	3	0.0	21.5	35.6	0.0	114.3	C	
	Second Right													
	Subtotal	4	4	100.0%	3.2	0	9	0.0	25.5	23.0	0.0	79.9	C	
EB	U Turn													
	Second Left													
	Left Turn	1	1	100.0%	0.9	0	2	0.0	0.0	0.0	0.0	98.3	A	
	Through	184	183	99.6%	13.2	165	203	0.1	63.9	20.0	60.4	121.6	E	
	Right Turn	144	145	100.9%	11.1	131	167	0.1	51.7	47.7	29.4	177.9	D	
	Second Right													
	Subtotal	329	330	100.2%	21.2	303	358	0.0	59.1	23.1	47.1	114.2	E	
WB	U Turn													
	Second Left													
	Left Turn	748	723	96.6%	20.7	689	750	0.9	24.5	19.7	15.4	86.6	C	
	Through	234	228	97.5%	15.4	204	250	0.4	2.8	1.1	1.9	10.0	A	
	Right Turn	18	17	96.1%	4.2	11	26	0.2	3.5	4.6	1.7	17.1	A	
	Second Right													
	Subtotal	1,000	968	96.8%	28.6	913	1,004	1.0	18.9	15.0	12.2	71.8	B	
	Total	2,917	2,808	96.2%	64.8	2,658	2,893	2.0	48.9	8.4	44.6	76.8	D	

Intersection 7 Foster City Blvd/Chess Drive Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	864	831	96.2%	25.1	786	872	1.1	30.9	3.4	29.8	83.3	C	
	Through	1,082	1,038	95.9%	35.2	990	1,095	1.4	26.9	4.3	24.1	34.5	C	
	Right Turn	465	458	98.5%	15.1	423	479	0.3	30.4	8.4	24.3	44.6	C	
	Second Right													
	Subtotal	2,411	2,327	96.5%	42.5	2,237	2,378	1.7	29.0	4.1	26.3	44.5	C	
SB	U Turn													
	Second Left													
	Left Turn	56	55	97.9%	9.3	45	79	0.2	64.2	8.8	59.8	99.5	E	
	Through	310	306	98.7%	15.6	279	334	0.2	48.4	4.1	47.9	55.0	D	
	Right Turn	66	67	100.9%	3.7	59	71	0.1	5.8	1.9	4.4	20.8	A	
	Second Right													
	Subtotal	432	427	98.9%	19.9	390	455	0.2	44.1	2.4	43.2	52.7	D	
EB	U Turn													
	Second Left													
	Left Turn	456	424	93.1%	11.8	411	447	1.5	58.4	4.8	56.0	66.4	E	
	Through	195	181	92.7%	7.4	173	197	1.0	63.7	6.3	62.7	76.1	E	
	Right Turn	491	466	94.9%	29.2	417	509	1.2	6.2	1.3	5.4	9.2	A	
	Second Right													
	Subtotal	1,142	1,071	93.8%	28.3	1,010	1,114	2.1	37.8	4.0	35.3	44.0	D	
WB	U Turn													
	Second Left													
	Left Turn	58	58	99.8%	8.0	48	66	0.0	56.3	7.8	51.7	76.4	E	
	Through	71	72	101.1%	10.8	56	86	0.1	54.7	8.3	56.9	71.6	D	
	Right Turn	13	13	101.5%	4.0	8	20	0.1	13.5	12.8	5.6	60.9	B	
	Second Right													
	Subtotal	142	143	100.6%	15.6	118	163	0.1	51.7	5.3	48.5	65.1	D	
	Total	4,127	3,968	96.1%	60.0	3,887	4,061	2.5	33.9	2.5	32.2	40.6	C	

Intersection 9

SR 92 EB Ramps-Plaza Driveway/Metro Center Blvd

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	4	4	92.5%	1.6	1	6	0.2	18.9	27.4	52.6	112.0	B	
	Through	4	4	107.5%	1.8	2	8	0.1	62.3	39.5	53.1	139.5	E	
	Right Turn	31	31	99.4%	5.1	20	36	0.0	6.7	0.9	6.5	8.6	A	
	Second Right													
	Subtotal	39	39	99.5%	5.8	26	46	0.0	17.8	8.2	16.2	44.6	B	
SB	U Turn													
	Second Left													
	Left Turn	1,139	1,110	97.4%	33.1	1,058	1,173	0.9	19.4	6.8	16.1	37.9	B	
	Through	37	36	97.0%	4.2	30	43	0.2	20.1	6.5	16.2	35.8	C	
	Right Turn	434	434	100.1%	22.5	414	490	0.0	5.6	0.8	5.6	8.6	A	
	Second Right													
	Subtotal	1,610	1,580	98.1%	39.2	1,532	1,640	0.7	15.7	4.9	13.2	29.0	B	
EB	U Turn													
	Second Left													
	Left Turn	69	74	107.2%	7.7	64	85	0.6	57.4	8.7	57.6	77.1	E	
	Through	271	264	97.5%	17.9	240	293	0.4	47.3	7.7	45.8	61.6	D	
	Right Turn	5	7	132.0%	2.2	3	10	0.7	27.3	21.7	9.0	87.8	C	
	Second Right													
	Subtotal	345	345	99.9%	17.3	326	370	0.0	49.2	6.1	49.0	59.9	D	
WB	U Turn													
	Second Left													
	Left Turn	44	42	94.3%	6.4	33	51	0.4	71.0	8.0	71.1	92.0	E	
	Through	269	256	95.2%	12.9	237	276	0.8	39.3	5.3	42.2	50.1	D	
	Right Turn	230	218	94.9%	18.8	188	247	0.8	3.6	0.8	2.9	5.7	A	
	Second Right													
	Subtotal	543	516	95.0%	28.3	474	562	1.2	27.2	3.8	26.9	37.3	C	
Total		2,537	2,480	97.7%	52.2	2,422	2,554	1.1	22.9	3.9	20.4	33.0	C	

Intersection 10

Foster City Blvd/Metro Center Blvd

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	131	133	101.4%	14.7	106	148	0.2	62.8	6.5	59.6	76.0	E	
	Through	1,227	1,229	100.2%	31.7	1,177	1,285	0.1	43.4	4.1	42.2	50.1	D	
	Right Turn	101	98	96.7%	6.9	88	110	0.3	33.5	5.9	32.2	41.5	C	
	Second Right													
	Subtotal	1,459	1,459	100.0%	32.6	1,407	1,495	0.0	44.5	3.8	43.3	50.2	D	
SB	U Turn													
	Second Left													
	Left Turn	148	141	94.9%	15.4	114	163	0.6	59.8	13.5	51.3	86.1	E	
	Through	494	480	97.1%	22.6	434	512	0.7	23.1	3.2	22.0	27.7	C	
	Right Turn	217	209	96.4%	21.5	179	248	0.5	7.5	2.0	8.0	12.3	A	
	Second Right													
	Subtotal	859	829	96.5%	42.5	743	884	1.0	26.1	2.5	24.9	30.5	C	
EB	U Turn													
	Second Left													
	Left Turn	635	621	97.8%	34.0	579	698	0.5	56.9	11.1	55.4	84.6	E	
	Through	396	380	95.9%	23.0	353	419	0.8	45.5	5.4	45.0	54.9	D	
	Right Turn	411	413	100.5%	21.0	390	449	0.1	6.9	0.7	6.9	10.0	A	
	Second Right													
	Subtotal	1,442	1,414	98.1%	44.6	1,339	1,502	0.7	40.3	6.7	38.4	55.6	D	
WB	U Turn													
	Second Left													
	Left Turn	80	67	83.4%	8.4	56	82	1.6	77.7	10.1	75.2	103.3	E	
	Through	195	174	89.3%	11.1	163	195	1.5	81.7	6.2	76.6	97.6	F	
	Right Turn	549	475	86.5%	14.8	454	496	3.3	52.0	6.4	52.4	72.7	D	
	Second Right													
	Subtotal	824	716	86.9%	24.6	673	743	3.9	62.1	5.3	62.5	78.2	E	
Total		4,584	4,418	96.4%	51.0	4,353	4,531	2.5	42.6	3.3	41.0	50.4	D	

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

Lincoln Centre EIR
Background
PM Peak Hour

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph)					Total Delay (sec/veh)				LOS		
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum		Maximum	
NB	U Turn Second Left													
	Left Turn	91	89	98.0%	10.0	72	101	0.2	65.7	25.6	54.3	134.4	E	
	Through	2	3	145.0%	1.7	1	6	0.6	16.4	27.1	46.7	102.5	B	
	Right Turn	241	239	99.3%	14.3	211	259	0.1	109.0	97.1	43.3	353.9	F	
	Second Right													
	Subtotal	334	331	99.2%	19.2	285	352	0.1	98.2	76.7	44.2	295.2	F	
SB	U Turn Second Left													
	Left Turn	30	32	107.3%	3.7	25	36	0.4	60.7	12.1	58.6	87.3	E	
	Through	53	54	101.3%	7.4	38	64	0.1	49.4	11.7	42.2	69.6	D	
	Right Turn	4	4	97.5%	1.7	2	8	0.1	34.5	32.7	1.1	94.0	C	
	Second Right													
	Subtotal	87	90	103.2%	8.4	76	102	0.3	51.8	8.6	46.0	64.7	D	
EB	U Turn Second Left													
	Left Turn	5	5	92.0%	2.8	2	9	0.2	231.9	138.4	82.1	432.1	F	
	Through	383	347	90.6%	21.7	309	371	1.9	363.0	151.6	72.9	665.8	F	
	Right Turn	847	797	94.1%	58.1	686	875	1.7	114.7	58.8	34.5	179.9	F	
	Second Right													
	Subtotal	1,235	1,148	93.0%	76.9	997	1,245	2.5	193.3	79.7	47.6	318.5	F	
WB	U Turn Second Left													
	Left Turn	1,266	1,171	92.5%	34.3	1,107	1,232	2.8	6.4	1.1	8.6	12.2	A	
	Through	250	236	94.4%	13.5	216	253	0.9	2.8	1.2	4.1	10.3	A	
	Right Turn	11	11	103.6%	3.8	7	18	0.1	3.3	2.3	1.4	10.4	A	
	Second Right													
	Subtotal	1,528	1,418	92.8%	31.9	1,369	1,466	2.9	5.8	1.1	7.7	11.7	A	
	Total	3,184	2,988	93.8%	95.9	2,786	3,141	3.5	89.5	31.4	26.7	149.5	F	

Intersection 7 Foster City Blvd/Chess Drive Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)					Total Delay (sec/veh)				LOS		
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum		Maximum	
NB	U Turn Second Left													
	Left Turn	880	829	94.2%	25.5	775	856	1.8	36.4	1.9	41.5	81.2	D	
	Through	253	235	93.0%	15.8	197	258	1.1	7.7	2.3	9.0	13.8	A	
	Right Turn	114	109	95.4%	11.1	93	124	0.5	4.1	1.2	5.7	9.4	A	
	Second Right													
	Subtotal	1,247	1,173	94.1%	25.2	1,129	1,209	2.1	27.5	1.8	32.6	57.3	C	
SB	U Turn Second Left													
	Left Turn	12	9	78.3%	3.7	5	17	0.8	343.5	128.3	355.5	607.0	F	
	Through	1,150	859	74.7%	53.7	784	971	9.2	407.5	74.3	370.7	599.2	F	
	Right Turn	280	211	75.3%	18.9	172	242	4.4	424.0	98.6	379.4	672.1	F	
	Second Right													
	Subtotal	1,442	1,080	74.9%	71.5	966	1,225	10.2	409.6	74.0	372.1	599.7	F	
EB	U Turn Second Left													
	Left Turn	53	54	102.6%	7.7	43	66	0.2	44.4	8.9	45.5	59.2	D	
	Through	47	44	94.5%	5.9	35	53	0.4	59.8	7.3	60.1	84.8	E	
	Right Turn	553	505	91.4%	30.2	448	542	2.1	91.9	33.4	82.6	172.7	F	
	Second Right													
	Subtotal	654	604	92.4%	36.3	532	645	2.0	84.9	27.5	74.8	152.2	F	
WB	U Turn Second Left													
	Left Turn	263	249	94.8%	8.1	237	263	0.8	180.7	55.0	178.9	287.2	F	
	Through	368	372	101.1%	20.1	345	410	0.2	111.5	32.4	96.9	206.9	F	
	Right Turn	55	56	101.8%	4.2	50	63	0.1	79.0	32.6	72.7	188.6	E	
	Second Right													
	Subtotal	686	677	98.7%	20.7	649	704	0.3	135.6	28.7	131.0	203.9	F	
	Total	4,029	3,534	87.7%	95.7	3,379	3,739	8.1	174.3	19.7	164.7	221.1	F	

Intersection 9

SR 92 EB Ramps-Plaza Driveway/Metro Center Blvd

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	15	13	88.0%	3.4	9	20	0.5	50.1	19.1	54.7	88.0	D	
	Through	12	13	104.2%	3.4	7	18	0.1	76.0	24.2	75.6	155.4	E	
	Right Turn	32	32	100.9%	8.7	20	46	0.1	6.4	1.3	6.2	15.2	A	
	Second Right													
	Subtotal	59	58	98.3%	10.7	38	76	0.1	34.0	12.8	31.9	53.3	C	
SB	U Turn													
	Second Left													
	Left Turn	599	583	97.4%	19.1	553	614	0.6	24.2	2.5	24.0	29.9	C	
	Through	14	14	100.0%	3.7	9	19	0.0	21.5	5.9	23.5	59.0	C	
	Right Turn	189	189	100.2%	10.4	172	207	0.0	4.7	0.7	5.3	7.2	A	
	Second Right													
	Subtotal	802	787	98.1%	25.1	734	820	0.5	19.7	2.3	19.5	24.6	B	
EB	U Turn													
	Second Left													
	Left Turn	475	476	100.1%	17.6	456	505	0.0	71.0	14.9	62.6	107.1	E	
	Through	454	456	100.4%	21.7	432	490	0.1	30.8	3.1	32.0	38.5	C	
	Right Turn	14	15	104.3%	5.7	7	24	0.2	16.3	9.5	16.8	57.4	B	
	Second Right													
	Subtotal	943	946	100.3%	23.1	907	984	0.1	50.6	7.4	48.4	68.1	D	
WB	U Turn													
	Second Left													
	Left Turn	28	22	76.8%	3.2	16	27	1.3	69.3	21.1	75.7	115.6	E	
	Through	347	296	85.3%	20.3	265	326	2.8	49.8	3.0	49.3	65.8	D	
	Right Turn	1,005	811	80.7%	23.4	768	843	6.5	31.1	12.2	27.1	54.3	C	
	Second Right													
	Subtotal	1,381	1,128	81.7%	39.8	1,071	1,191	7.1	36.4	8.7	34.7	53.4	D	
Total		3,185	2,919	91.6%	51.3	2,860	3,012	4.8	36.0	6.0	34.8	48.3	D	

Intersection 10

Foster City Blvd/Metro Center Blvd

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	170	171	100.8%	11.9	151	189	0.1	67.7	5.9	67.2	107.7	E	
	Through	605	608	100.5%	21.8	572	628	0.1	33.4	4.4	34.2	46.0	C	
	Right Turn	110	111	101.2%	10.3	95	124	0.1	22.5	3.1	22.3	35.7	C	
	Second Right													
	Subtotal	885	891	100.6%	15.6	863	909	0.2	38.9	2.7	38.8	48.7	D	
SB	U Turn													
	Second Left													
	Left Turn	218	180	82.4%	15.5	155	207	2.7	90.3	10.1	93.2	123.3	F	
	Through	857	706	82.4%	47.4	631	793	5.4	74.2	13.0	72.7	113.4	E	
	Right Turn	892	706	79.2%	32.2	662	770	6.6	195.8	64.4	206.4	337.0	F	
	Second Right													
	Subtotal	1,967	1,592	80.9%	78.5	1,469	1,725	8.9	130.7	32.1	137.9	200.0	F	
EB	U Turn													
	Second Left													
	Left Turn	254	253	99.4%	19.7	207	270	0.1	40.9	5.4	41.7	52.0	D	
	Through	461	457	99.2%	26.5	401	493	0.2	41.2	4.6	39.8	47.5	D	
	Right Turn	370	364	98.3%	23.9	329	400	0.3	6.5	0.6	7.4	8.1	A	
	Second Right													
	Subtotal	1,085	1,073	98.9%	33.1	1,032	1,146	0.4	29.1	2.9	28.2	34.7	C	
WB	U Turn													
	Second Left													
	Left Turn	114	90	78.9%	10.5	66	103	2.4	89.3	6.6	91.9	103.4	F	
	Through	319	249	78.2%	10.2	237	265	4.1	99.3	8.2	102.3	121.1	F	
	Right Turn	388	316	81.5%	18.8	280	333	3.8	35.2	2.6	33.6	41.4	D	
	Second Right													
	Subtotal	821	655	79.8%	19.6	615	682	6.1	66.6	5.4	67.1	86.5	E	
Total		4,758	4,212	88.5%	79.0	4,106	4,344	8.2	76.8	9.3	76.0	97.9	E	

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	638	588	92.1%	30.2	556	639	2.0	73.0	3.7	72.6	89.8	E	
	Through	12	12	101.7%	2.9	7	16	0.1	82.1	40.4	90.3	146.6	F	
	Right Turn	1,024	901	88.0%	20.5	868	931	4.0	70.8	8.6	67.7	93.4	E	
	Second Right													
	Subtotal	1,674	1,501	89.7%	41.5	1,456	1,569	4.3	71.8	5.1	71.6	89.5	E	
SB	U Turn													
	Second Left													
	Left Turn	2	2	115.0%	1.7	0	5	0.2	30.9	39.1	0.0	118.9	C	
	Through	1	1	110.0%	1.2	0	4	0.1	12.1	31.6	0.0	113.2	B	
	Right Turn	1	1	110.0%	0.9	0	3	0.1	18.2	32.7	0.0	111.9	B	
	Second Right													
	Subtotal	4	5	112.5%	3.1	0	9	0.2	27.9	25.9	0.0	82.1	C	
EB	U Turn													
	Second Left													
	Left Turn	1	1	100.0%	0.9	0	2	0.0	15.6	32.9	0.0	82.4	B	
	Through	188	189	100.4%	16.9	168	214	0.1	66.8	20.1	59.1	163.7	E	
	Right Turn	149	149	99.8%	5.9	141	157	0.0	62.7	48.3	39.6	176.5	E	
	Second Right													
	Subtotal	338	338	100.1%	19.8	310	361	0.0	65.1	28.5	53.7	131.0	E	
WB	U Turn													
	Second Left													
	Left Turn	764	738	96.6%	16.6	714	766	0.9	30.7	27.6	12.9	84.8	C	
	Through	235	234	99.7%	15.1	209	255	0.1	4.4	3.5	2.8	11.6	A	
	Right Turn	18	17	91.7%	4.1	8	21	0.4	3.8	5.1	0.6	17.0	A	
	Second Right													
	Subtotal	1,017	989	97.2%	28.8	935	1,029	0.9	23.8	21.0	10.1	63.7	C	
	Total	3,033	2,833	93.4%	37.4	2,790	2,897	3.7	54.4	10.4	46.6	74.0	D	

Intersection 7 Foster City Blvd/Chess Drive Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	864	833	96.4%	26.9	789	867	1.1	48.9	36.0	30.8	120.8	D	
	Through	1,263	1,199	94.9%	42.9	1,134	1,261	1.8	31.2	4.9	26.9	44.2	C	
	Right Turn	465	453	97.5%	23.2	400	482	0.5	32.7	7.4	31.6	54.4	C	
	Second Right													
	Subtotal	2,592	2,486	95.9%	53.1	2,380	2,564	2.1	37.9	14.8	27.4	70.8	D	
SB	U Turn													
	Second Left													
	Left Turn	56	56	100.2%	8.9	45	72	0.0	58.3	10.5	60.0	78.7	E	
	Through	332	338	101.9%	12.2	313	357	0.3	50.9	6.2	51.0	63.6	D	
	Right Turn	82	82	100.1%	3.1	77	87	0.0	8.6	6.9	4.9	25.6	A	
	Second Right													
	Subtotal	470	477	101.4%	16.0	446	495	0.3	43.6	5.7	44.7	55.1	D	
EB	U Turn													
	Second Left													
	Left Turn	528	468	88.7%	17.2	446	494	2.7	54.0	4.2	55.4	67.8	D	
	Through	195	168	86.1%	9.8	153	183	2.0	58.2	5.4	60.9	68.1	E	
	Right Turn	491	452	92.0%	15.0	430	474	1.8	5.8	1.0	5.7	8.3	A	
	Second Right													
	Subtotal	1,214	1,088	89.6%	23.9	1,054	1,135	3.7	33.8	2.7	36.1	44.2	C	
WB	U Turn													
	Second Left													
	Left Turn	58	62	106.0%	7.4	51	76	0.5	50.8	11.5	50.4	74.3	D	
	Through	71	75	105.5%	10.0	54	86	0.5	61.7	15.0	56.2	98.0	E	
	Right Turn	13	12	93.8%	2.8	7	16	0.2	18.9	19.9	5.4	68.1	B	
	Second Right													
	Subtotal	142	149	104.6%	16.7	118	169	0.5	54.6	6.9	51.0	72.8	D	
	Total	4,418	4,198	95.0%	74.3	4,065	4,290	3.3	38.2	9.3	32.5	59.2	D	

Intersection 9

SR 92 EB Ramps-Plaza Driveway/Metro Center Blvd

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn												
	Second Left												
	Left Turn	4	5	117.5%	1.8	2	8	0.3	31.3	37.4	56.8	114.1	C
	Through	4	4	90.0%	1.2	2	5	0.2	57.7	51.8	55.6	140.5	E
	Right Turn	31	31	98.7%	6.3	20	38	0.1	6.8	0.9	7.1	11.4	A
	Second Right												
	Subtotal	39	39	99.7%	7.0	26	49	0.0	19.5	9.9	16.6	46.1	B
SB	U Turn												
	Second Left												
	Left Turn	1,255	1,227	97.8%	30.3	1,171	1,262	0.8	37.2	35.3	21.8	134.6	D
	Through	37	36	96.8%	7.6	26	50	0.2	33.4	31.3	16.5	119.6	C
	Right Turn	465	469	100.8%	25.8	432	513	0.2	8.6	5.4	5.9	23.6	A
	Second Right												
	Subtotal	1,757	1,732	98.6%	37.8	1,675	1,772	0.6	29.5	27.5	17.6	105.4	C
EB	U Turn												
	Second Left												
	Left Turn	72	74	102.1%	6.3	63	84	0.2	55.0	7.5	54.9	73.6	E
	Through	273	269	98.4%	20.7	242	300	0.3	56.9	16.9	50.0	106.9	E
	Right Turn	5	6	114.0%	1.8	3	9	0.3	22.4	16.3	4.5	88.2	C
	Second Right												
	Subtotal	350	348	99.3%	22.5	311	381	0.1	56.1	12.6	49.4	92.5	E
WB	U Turn												
	Second Left												
	Left Turn	44	39	89.3%	8.3	32	58	0.7	76.5	10.3	70.8	100.3	E
	Through	269	252	93.6%	15.9	231	274	1.1	38.4	5.1	41.9	50.4	D
	Right Turn	241	236	97.8%	19.2	194	261	0.3	3.8	0.9	3.6	5.3	A
	Second Right												
	Subtotal	554	527	95.1%	28.1	472	561	1.2	26.6	3.7	25.0	33.4	C
Total		2,700	2,645	98.0%	46.5	2,563	2,708	1.1	32.3	19.0	23.6	84.0	C

Intersection 10

Foster City Blvd/Metro Center Blvd

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn												
	Second Left												
	Left Turn	131	132	100.4%	14.5	106	152	0.0	62.2	6.7	61.9	75.6	E
	Through	1,284	1,286	100.1%	37.4	1,222	1,346	0.1	50.3	8.8	43.3	79.2	D
	Right Turn	101	98	97.0%	8.2	87	108	0.3	36.0	6.0	33.4	49.0	D
	Second Right												
	Subtotal	1,516	1,515	100.0%	37.4	1,452	1,564	0.0	50.5	7.8	43.8	74.5	D
SB	U Turn												
	Second Left												
	Left Turn	149	139	93.1%	9.7	119	152	0.9	57.7	7.6	56.0	79.9	E
	Through	503	488	97.0%	19.9	467	517	0.7	24.5	3.4	24.6	31.5	C
	Right Turn	229	224	97.7%	19.0	201	255	0.4	8.6	3.0	7.3	15.3	A
	Second Right												
	Subtotal	881	850	96.5%	20.3	802	873	1.0	25.6	3.4	24.0	33.4	C
EB	U Turn												
	Second Left												
	Left Turn	752	728	96.8%	29.1	676	777	0.9	67.9	16.1	60.1	101.2	E
	Through	396	383	96.8%	19.9	353	413	0.6	46.4	4.8	45.1	55.0	D
	Right Turn	411	412	100.3%	24.2	377	450	0.1	7.1	0.8	7.4	9.2	A
	Second Right												
	Subtotal	1,559	1,524	97.7%	35.7	1,461	1,578	0.9	46.9	9.9	41.8	68.0	D
WB	U Turn												
	Second Left												
	Left Turn	80	64	80.4%	10.4	43	78	1.8	84.1	10.7	78.9	107.7	F
	Through	195	173	88.6%	14.2	155	197	1.6	83.8	6.4	80.6	103.2	F
	Right Turn	555	469	84.5%	12.0	448	485	3.8	61.0	10.7	54.6	74.2	E
	Second Right												
	Subtotal	830	706	85.0%	25.2	675	742	4.5	68.8	7.9	61.9	79.3	E
Total		4,786	4,595	96.0%	56.7	4,509	4,688	2.8	47.6	6.4	42.9	62.1	D

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	95	93	98.0%	11.4	77	111	0.2	90.7	61.8	60.0	241.2	F	
	Through	2	2	90.0%	1.5	0	4	0.1	24.2	35.7	0.0	228.2	C	
	Right Turn	254	239	94.1%	13.4	216	260	1.0	206.8	135.3	187.3	547.8	F	
	Second Right													
	Subtotal	351	334	95.1%	16.9	313	362	0.9	174.4	110.3	148.2	464.5	F	
SB	U Turn													
	Second Left													
	Left Turn	30	32	107.7%	4.5	26	40	0.4	68.4	16.2	66.5	92.3	E	
	Through	53	55	103.6%	6.5	47	66	0.3	47.1	11.9	44.9	68.1	D	
	Right Turn	4	3	75.0%	2.4	0	8	0.5	16.7	19.5	0.0	95.7	B	
	Second Right													
	Subtotal	87	90	103.7%	9.0	74	105	0.3	53.1	11.2	48.4	73.3	D	
EB	U Turn													
	Second Left													
	Left Turn	5	5	96.0%	2.1	2	9	0.1	169.7	175.6	89.8	632.8	F	
	Through	383	317	82.8%	15.8	298	347	3.5	432.3	130.7	251.1	645.0	F	
	Right Turn	879	804	91.5%	71.3	695	921	2.6	117.7	61.2	49.2	196.4	F	
	Second Right													
	Subtotal	1,267	1,126	88.9%	83.7	996	1,253	4.1	202.8	79.7	112.7	344.3	F	
WB	U Turn													
	Second Left													
	Left Turn	1,365	1,188	87.0%	46.6	1,092	1,242	5.0	7.2	1.7	8.5	17.0	A	
	Through	254	231	90.9%	13.3	215	253	1.5	4.5	2.4	3.7	13.7	A	
	Right Turn	11	10	86.4%	2.5	6	14	0.5	3.2	3.1	2.0	12.4	A	
	Second Right													
	Subtotal	1,630	1,428	87.6%	52.8	1,317	1,482	5.2	6.7	1.8	8.1	16.4	A	
	Total	3,335	2,979	89.3%	106.2	2,824	3,180	6.3	101.0	35.5	66.2	156.0	F	

Intersection 7 Foster City Blvd/Chess Drive Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	880	824	93.6%	39.4	746	875	1.9	39.2	4.3	40.7	80.8	D	
	Through	287	267	93.1%	24.2	228	313	1.2	7.6	1.6	7.6	13.2	A	
	Right Turn	114	111	97.0%	12.5	87	131	0.3	5.3	1.4	5.2	8.8	A	
	Second Right													
	Subtotal	1,281	1,202	93.8%	53.2	1,104	1,269	2.3	28.9	3.5	30.6	55.3	C	
SB	U Turn													
	Second Left													
	Left Turn	12	9	71.7%	2.3	5	12	1.1	374.7	161.6	315.1	612.4	F	
	Through	1,289	806	62.6%	43.8	726	867	14.9	428.2	106.8	370.7	601.5	F	
	Right Turn	382	236	61.7%	16.0	212	255	8.3	480.2	117.3	426.6	686.8	F	
	Second Right													
	Subtotal	1,683	1,051	62.4%	55.7	945	1,121	17.1	440.1	109.0	379.1	619.1	F	
EB	U Turn													
	Second Left													
	Left Turn	67	60	89.7%	7.2	47	70	0.9	50.3	17.0	43.3	83.4	D	
	Through	47	41	87.7%	6.1	33	49	0.9	61.3	19.1	54.1	101.1	E	
	Right Turn	553	472	85.4%	15.8	449	504	3.6	104.7	50.1	109.9	200.3	F	
	Second Right													
	Subtotal	667	574	86.0%	21.6	535	602	3.8	95.7	41.9	103.5	176.8	F	
WB	U Turn													
	Second Left													
	Left Turn	263	252	95.7%	11.2	237	271	0.7	162.6	50.5	157.8	241.5	F	
	Through	368	362	98.5%	20.3	341	414	0.3	105.1	32.1	94.9	170.4	F	
	Right Turn	55	54	98.4%	4.5	48	60	0.1	77.6	42.9	66.1	159.3	E	
	Second Right													
	Subtotal	686	668	97.4%	26.4	648	733	0.7	125.5	30.8	124.7	178.0	F	
	Total	4,317	3,494	80.9%	95.8	3,371	3,665	13.2	180.6	27.3	166.9	212.5	F	

Intersection 9

SR 92 EB Ramps-Plaza Driveway/Metro Center Blvd

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	15	13	86.0%	4.3	9	24	0.6	48.2	23.1	58.2	88.0	D	
	Through	12	15	123.3%	5.1	6	21	0.8	61.6	15.8	54.8	116.2	E	
	Right Turn	32	32	101.3%	5.1	20	38	0.1	7.1	1.1	6.1	13.8	A	
	Second Right													
	Subtotal	59	60	101.9%	9.4	37	69	0.1	28.8	6.7	30.6	45.3	C	
SB	U Turn													
	Second Left													
	Left Turn	620	610	98.4%	22.8	580	648	0.4	24.9	3.0	24.9	31.8	C	
	Through	14	13	95.7%	3.2	10	19	0.2	27.4	18.1	29.8	57.0	C	
	Right Turn	195	195	100.1%	11.6	184	222	0.0	4.8	0.8	4.7	7.5	A	
	Second Right													
	Subtotal	829	819	98.8%	24.2	790	855	0.4	20.0	2.7	19.7	25.7	B	
EB	U Turn													
	Second Left													
	Left Turn	493	478	96.9%	12.9	449	495	0.7	73.9	16.2	66.3	105.1	E	
	Through	455	454	99.8%	17.2	432	488	0.1	30.6	3.2	30.6	44.6	C	
	Right Turn	14	15	105.0%	5.6	4	23	0.2	19.6	14.4	16.1	53.9	B	
	Second Right													
	Subtotal	962	946	98.4%	25.6	901	992	0.5	52.6	9.3	49.2	66.6	D	
WB	U Turn													
	Second Left													
	Left Turn	28	19	67.9%	3.6	12	25	1.9	65.9	17.3	71.4	111.3	E	
	Through	350	273	78.0%	13.3	257	297	4.4	54.5	4.5	50.4	62.8	D	
	Right Turn	1,078	800	74.2%	23.3	759	831	9.1	29.1	6.4	30.8	45.9	C	
	Second Right													
	Subtotal	1,456	1,092	75.0%	20.9	1,067	1,131	10.2	36.6	5.1	37.4	46.3	D	
Total		3,306	2,917	88.2%	42.5	2,842	2,995	7.0	37.5	5.0	37.4	45.0	D	

Intersection 10

Foster City Blvd/Metro Center Blvd

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	170	171	100.3%	11.3	154	189	0.0	74.1	9.9	63.9	93.2	E	
	Through	616	616	100.0%	36.3	551	670	0.0	31.8	3.9	36.8	43.0	C	
	Right Turn	110	109	98.8%	9.7	95	123	0.1	18.0	5.6	22.9	32.5	B	
	Second Right													
	Subtotal	896	896	99.9%	45.2	809	975	0.0	38.2	3.1	41.8	48.0	D	
SB	U Turn													
	Second Left													
	Left Turn	223	168	75.2%	15.4	127	180	3.9	102.8	19.4	93.7	143.8	F	
	Through	915	676	73.9%	39.2	613	725	8.5	84.7	21.3	90.5	147.5	F	
	Right Turn	967	669	69.2%	23.0	635	707	10.4	221.8	41.4	231.5	343.3	F	
	Second Right													
	Subtotal	2,105	1,512	71.8%	54.8	1,389	1,575	13.9	150.0	35.2	150.5	233.8	F	
EB	U Turn													
	Second Left													
	Left Turn	276	274	99.4%	15.0	252	293	0.1	40.7	2.1	40.7	47.1	D	
	Through	461	457	99.2%	21.3	431	500	0.2	40.6	3.2	40.5	46.2	D	
	Right Turn	370	366	98.8%	21.3	329	394	0.2	6.9	0.8	6.6	8.3	A	
	Second Right													
	Subtotal	1,107	1,097	99.1%	25.0	1,053	1,124	0.3	29.0	1.2	29.6	32.9	C	
WB	U Turn													
	Second Left													
	Left Turn	114	92	80.9%	7.2	79	100	2.1	89.5	8.1	88.7	105.9	F	
	Through	319	253	79.4%	7.6	245	269	3.9	101.5	5.8	97.7	117.7	F	
	Right Turn	389	310	79.7%	26.2	268	358	4.2	36.5	3.8	32.3	41.6	D	
	Second Right													
	Subtotal	822	656	79.8%	28.4	616	714	6.1	70.3	5.0	64.8	78.9	E	
Total		4,930	4,161	84.4%	75.5	4,071	4,318	11.4	79.0	8.6	76.8	100.2	E	

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	616	492	79.8%	32.1	462	564	5.3	78.9	9.6	70.8	101.0	E	
	Through	12	9	72.5%	2.4	6	14	1.0	116.0	46.6	98.2	222.6	F	
	Right Turn	1,118	869	77.7%	25.0	824	917	7.9	80.5	10.1	74.1	122.6	F	
	Second Right													
	Subtotal	1,746	1,369	78.4%	52.9	1,293	1,488	9.6	80.1	7.4	72.3	105.3	F	
SB	U Turn													
	Second Left													
	Left Turn	2	2	100.0%	1.7	0	5	0.1	28.3	41.2	0.0	114.9	C	
	Through	1	1	100.0%	1.2	0	4	0.0	22.4	46.7	0.0	123.6	C	
	Right Turn	1	1	100.0%	0.9	0	3	0.0	15.7	31.1	0.0	96.8	B	
	Second Right													
	Subtotal	4	4	102.5%	3.2	1	9	0.0	29.2	29.0	0.9	79.8	C	
EB	U Turn													
	Second Left													
	Left Turn	1	1	110.0%	0.9	0	2	0.1	8.9	28.2	0.0	111.6	A	
	Through	192	190	98.8%	15.1	172	217	0.2	68.1	19.6	63.2	113.9	E	
	Right Turn	155	153	99.0%	16.5	123	176	0.1	30.6	5.5	31.0	41.5	C	
	Second Right													
	Subtotal	348	344	98.9%	17.9	323	374	0.2	52.1	13.0	46.8	83.8	D	
WB	U Turn													
	Second Left													
	Left Turn	774	751	97.0%	25.1	710	801	0.8	9.5	3.3	8.1	15.0	A	
	Through	244	244	99.8%	15.2	220	265	0.0	2.2	1.3	1.4	4.5	A	
	Right Turn	18	15	83.9%	1.9	12	18	0.7	1.6	1.2	0.6	14.8	A	
	Second Right													
	Subtotal	1,036	1,010	97.4%	32.2	942	1,053	0.8	7.6	2.5	6.2	11.0	A	
	Total	3,134	2,727	87.0%	51.0	2,630	2,819	7.5	49.4	2.6	46.1	58.6	D	

Intersection 7 Foster City Blvd/Chess Drive Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	899	870	96.8%	28.2	819	902	1.0	30.4	2.1	31.2	34.4	C	
	Through	1,093	1,060	97.0%	41.7	1,001	1,115	1.0	28.2	2.8	25.8	32.3	C	
	Right Turn	465	454	97.5%	15.2	426	475	0.5	31.0	5.9	24.8	39.3	C	
	Second Right													
	Subtotal	2,457	2,383	97.0%	46.7	2,276	2,441	1.5	29.6	2.7	27.4	33.6	C	
SB	U Turn													
	Second Left													
	Left Turn	56	56	100.0%	9.0	37	69	0.0	64.2	14.4	64.2	94.9	E	
	Through	444	441	99.3%	23.8	399	462	0.1	62.2	16.6	59.5	106.8	E	
	Right Turn	66	64	97.4%	6.4	53	74	0.2	9.5	7.7	6.2	37.0	A	
	Second Right													
	Subtotal	566	561	99.2%	27.2	507	589	0.2	56.3	14.6	54.4	95.3	E	
EB	U Turn													
	Second Left													
	Left Turn	614	490	79.9%	16.1	468	522	5.3	57.8	2.9	56.4	62.6	E	
	Through	195	157	80.4%	14.2	134	173	2.9	61.1	6.5	58.8	73.3	E	
	Right Turn	502	405	80.7%	18.1	383	433	4.5	7.5	1.4	7.0	10.6	A	
	Second Right													
	Subtotal	1,311	1,052	80.3%	26.1	1,015	1,092	7.5	40.0	2.9	38.8	45.1	D	
WB	U Turn													
	Second Left													
	Left Turn	58	59	102.2%	6.6	49	66	0.2	53.6	8.0	49.3	70.2	D	
	Through	71	75	105.8%	9.6	55	86	0.5	54.0	6.3	57.9	65.2	D	
	Right Turn	13	14	110.0%	3.0	11	19	0.4	21.8	17.1	5.6	69.8	C	
	Second Right													
	Subtotal	142	149	104.7%	10.4	131	164	0.6	50.0	4.4	49.8	58.2	D	
	Total	4,476	4,146	92.6%	54.6	4,042	4,219	5.0	36.9	2.6	34.9	41.6	D	

Intersection 9

SR 92 EB Ramps-Plaza Driveway/Metro Center Blvd

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	4	5	117.5%	1.9	1	8	0.3	37.5	32.0	39.8	116.1	D	
	Through	4	4	105.0%	1.9	2	9	0.1	61.5	42.9	55.5	127.3	E	
	Right Turn	31	30	98.1%	5.0	22	36	0.1	7.5	2.0	6.2	11.4	A	
	Second Right													
	Subtotal	39	39	100.8%	5.1	31	47	0.0	21.6	8.0	21.7	42.6	C	
SB	U Turn													
	Second Left													
	Left Turn	1,144	1,125	98.3%	32.9	1,060	1,182	0.6	20.5	6.9	19.1	38.8	C	
	Through	37	36	97.8%	4.5	27	42	0.1	22.7	10.9	14.4	49.4	C	
	Right Turn	437	433	99.0%	13.1	418	453	0.2	5.7	0.9	5.5	8.4	A	
	Second Right													
	Subtotal	1,618	1,594	98.5%	35.8	1,537	1,653	0.6	16.7	5.2	15.2	30.2	B	
EB	U Turn													
	Second Left													
	Left Turn	81	86	106.3%	10.0	73	101	0.6	59.2	8.2	55.4	73.1	E	
	Through	271	263	97.2%	19.4	240	295	0.5	47.3	7.0	44.2	64.6	D	
	Right Turn	5	6	114.0%	1.9	3	9	0.3	13.0	17.2	8.3	51.1	B	
	Second Right													
	Subtotal	357	355	99.5%	20.7	319	385	0.1	49.1	4.5	46.8	61.0	D	
WB	U Turn													
	Second Left													
	Left Turn	44	43	97.7%	9.2	32	57	0.2	80.4	8.4	69.8	98.0	F	
	Through	270	244	90.3%	18.2	224	275	1.6	39.1	6.0	39.3	50.3	D	
	Right Turn	369	342	92.7%	21.3	305	368	1.4	5.1	0.9	4.9	6.5	A	
	Second Right													
	Subtotal	683	629	92.1%	28.7	587	680	2.1	23.5	2.8	23.6	29.2	C	
	Total	2,697	2,617	97.0%	49.2	2,546	2,694	1.5	23.1	3.6	20.7	32.2	C	

Intersection 10

Foster City Blvd/Metro Center Blvd

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	139	139	99.7%	13.3	112	157	0.0	62.0	3.8	58.2	73.7	E	
	Through	1,273	1,281	100.6%	33.0	1,226	1,342	0.2	46.0	4.6	42.6	57.2	D	
	Right Turn	101	101	100.4%	5.9	94	111	0.0	31.6	3.7	27.1	39.6	C	
	Second Right													
	Subtotal	1,513	1,521	100.5%	27.0	1,464	1,552	0.2	46.7	4.2	42.7	55.1	D	
SB	U Turn													
	Second Left													
	Left Turn	148	132	89.3%	8.0	115	141	1.3	59.8	8.3	56.3	70.2	E	
	Through	508	459	90.3%	29.0	412	508	2.2	26.9	2.7	25.9	31.4	C	
	Right Turn	348	314	90.3%	20.5	279	351	1.8	6.8	2.1	7.9	11.5	A	
	Second Right													
	Subtotal	1,004	905	90.2%	42.4	828	963	3.2	25.1	2.6	24.4	29.5	C	
EB	U Turn													
	Second Left													
	Left Turn	635	624	98.3%	37.3	576	703	0.4	58.5	9.0	55.7	79.0	E	
	Through	396	389	98.1%	18.5	359	413	0.4	46.1	5.3	46.0	54.0	D	
	Right Turn	416	414	99.5%	27.1	383	451	0.1	7.0	0.7	7.6	9.2	A	
	Second Right													
	Subtotal	1,447	1,427	98.6%	45.2	1,353	1,513	0.5	41.2	6.3	38.6	53.3	D	
WB	U Turn													
	Second Left													
	Left Turn	80	65	81.6%	10.3	49	83	1.7	76.8	5.0	76.3	98.8	E	
	Through	195	175	89.5%	9.5	164	194	1.5	79.2	4.8	80.1	96.0	E	
	Right Turn	549	472	86.0%	11.5	452	494	3.4	54.1	5.4	57.5	68.2	D	
	Second Right													
	Subtotal	824	712	86.4%	20.5	683	738	4.0	62.8	3.9	64.5	76.3	E	
	Total	4,788	4,565	95.3%	47.6	4,460	4,607	3.3	43.3	3.2	39.8	49.9	D	

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn Second Left													
	Left Turn	98	97	99.1%	11.4	79	114	0.1	61.9	13.5	58.2	108.3	E	
	Through	2	3	140.0%	1.9	1	6	0.5	32.4	37.8	33.2	100.6	C	
	Right Turn	261	256	98.0%	7.4	244	265	0.3	59.1	90.9	1.5	401.2	E	
	Second Right													
	Subtotal	361	356	98.5%	14.6	324	376	0.3	61.4	71.9	17.2	297.1	E	
SB	U Turn Second Left													
	Left Turn	30	31	102.0%	5.0	20	37	0.1	54.3	14.5	55.5	89.1	D	
	Through	53	55	103.0%	7.0	44	66	0.2	64.4	13.5	64.3	94.1	E	
	Right Turn	4	4	95.0%	2.2	0	8	0.1	18.9	26.9	0.0	94.8	B	
	Second Right													
	Subtotal	87	89	102.3%	9.9	67	99	0.2	58.8	9.0	57.3	74.3	E	
EB	U Turn Second Left													
	Left Turn	5	4	78.0%	1.9	1	7	0.5	184.5	169.9	199.7	474.5	F	
	Through	395	264	66.7%	24.6	236	311	7.2	277.0	67.5	212.5	698.9	F	
	Right Turn	854	534	62.5%	31.9	469	582	12.2	430.0	43.9	416.4	534.7	F	
	Second Right													
	Subtotal	1,254	801	63.9%	49.9	715	896	14.1	380.4	37.1	360.9	502.3	F	
WB	U Turn Second Left													
	Left Turn	1,281	908	70.9%	38.0	857	988	11.3	67.2	10.0	65.4	85.8	E	
	Through	260	196	75.4%	10.8	177	210	4.2	33.6	11.9	41.1	59.5	C	
	Right Turn	11	8	72.7%	2.4	5	11	1.0	26.5	23.5	17.9	93.7	C	
	Second Right													
	Subtotal	1,552	1,112	71.7%	46.2	1,053	1,203	12.0	60.4	9.9	60.6	80.7	E	
	Total	3,254	2,358	72.5%	66.8	2,262	2,477	16.9	162.6	21.5	151.6	229.3	F	

Intersection 7 Foster City Blvd/Chess Drive Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn Second Left												
	Left Turn	905	610	67.4%	43.9	555	692	10.7	316.3	72.4	319.7	422.7	F
	Through	260	182	69.9%	20.5	129	200	5.3	13.7	5.4	11.3	27.7	B
	Right Turn	114	82	71.7%	9.7	67	96	3.3	16.0	7.4	11.5	28.4	B
	Second Right												
	Subtotal	1,279	873	68.3%	64.8	752	969	12.4	232.5	57.9	230.6	315.1	F
SB	U Turn Second Left												
	Left Turn	12	8	64.2%	3.3	4	15	1.4	293.1	247.4	270.5	763.7	F
	Through	1,326	899	67.8%	106.3	745	1,056	12.8	425.4	158.0	272.9	756.5	F
	Right Turn	280	187	66.6%	29.6	137	226	6.1	530.6	155.2	436.6	836.0	F
	Second Right												
	Subtotal	1,618	1,094	67.6%	136.2	908	1,294	14.2	440.2	153.9	315.7	766.4	F
EB	U Turn Second Left												
	Left Turn	59	51	86.3%	6.4	42	57	1.1	41.8	11.1	40.2	70.8	D
	Through	47	37	77.9%	3.9	31	44	1.6	48.9	15.8	53.4	94.0	D
	Right Turn	580	471	81.3%	27.9	437	516	4.7	67.6	57.4	11.3	200.8	E
	Second Right												
	Subtotal	686	559	81.5%	28.2	525	608	5.1	64.2	50.2	15.5	182.6	E
WB	U Turn Second Left												
	Left Turn	263	223	84.7%	17.9	191	241	2.6	194.4	50.8	157.5	298.2	F
	Through	368	321	87.3%	19.3	300	347	2.5	268.8	85.2	285.1	409.2	F
	Right Turn	55	48	87.5%	6.0	38	58	1.0	191.6	78.1	203.9	322.2	F
	Second Right												
	Subtotal	686	592	86.3%	35.8	530	632	3.7	235.6	48.7	244.5	319.8	F
	Total	4,269	3,118	73.0%	102.1	2,937	3,280	18.9	259.9	33.4	245.7	328.1	F

Intersection 9

SR 92 EB Ramps-Plaza Driveway/Metro Center Blvd

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	15	13	89.3%	4.1	9	23	0.4	55.3	22.0	55.3	88.0	E	
	Through	12	13	107.5%	4.1	6	19	0.3	70.4	27.4	76.9	115.0	E	
	Right Turn	32	33	102.5%	7.5	20	46	0.1	7.4	1.7	6.8	13.5	A	
	Second Right													
	Subtotal	59	59	100.2%	11.1	37	77	0.0	29.9	10.3	33.0	48.0	C	
SB	U Turn													
	Second Left													
	Left Turn	616	610	99.0%	19.3	582	644	0.2	25.4	3.9	25.5	32.1	C	
	Through	14	14	100.7%	3.6	10	20	0.0	23.9	16.0	20.7	59.3	C	
	Right Turn	204	206	100.9%	8.7	196	222	0.1	5.0	1.1	5.0	6.9	A	
	Second Right													
	Subtotal	834	830	99.5%	18.9	797	858	0.1	20.1	3.1	20.4	25.9	C	
EB	U Turn													
	Second Left													
	Left Turn	481	480	99.8%	18.8	456	509	0.1	77.1	14.8	66.0	106.3	E	
	Through	455	448	98.5%	19.5	426	487	0.3	34.5	6.2	30.3	47.2	C	
	Right Turn	14	16	116.4%	4.8	9	24	0.6	23.1	9.3	11.0	42.2	C	
	Second Right													
	Subtotal	950	945	99.4%	26.5	909	991	0.2	56.5	6.7	50.4	70.2	E	
WB	U Turn													
	Second Left													
	Left Turn	28	18	65.7%	4.1	13	25	2.0	81.2	20.9	70.6	114.2	F	
	Through	348	258	74.1%	17.3	235	280	5.2	52.4	5.8	51.2	61.1	D	
	Right Turn	1,174	795	67.7%	24.1	756	838	12.1	27.5	10.3	26.5	49.2	C	
	Second Right													
	Subtotal	1,550	1,071	69.1%	41.9	1,016	1,143	13.2	35.1	7.6	32.8	52.3	D	
	Total	3,393	2,905	85.6%	52.1	2,819	2,984	8.7	38.4	4.6	35.5	46.4	D	

Intersection 10

Foster City Blvd/Metro Center Blvd

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	174	161	92.7%	11.0	143	179	1.0	161.1	66.3	81.2	301.5	F	
	Through	637	538	84.4%	41.1	451	599	4.1	451.4	143.4	300.8	797.9	F	
	Right Turn	110	96	87.4%	10.7	83	116	1.4	274.8	125.8	97.1	443.3	F	
	Second Right													
	Subtotal	921	795	86.3%	55.9	689	877	4.3	372.3	124.2	230.6	638.6	F	
SB	U Turn													
	Second Left													
	Left Turn	218	165	75.5%	15.5	142	189	3.9	87.8	23.8	79.3	132.2	F	
	Through	894	662	74.1%	56.9	558	729	8.3	48.8	32.4	34.5	131.2	D	
	Right Turn	1,056	789	74.7%	40.6	740	853	8.8	130.5	79.5	134.9	334.1	F	
	Second Right													
	Subtotal	2,168	1,616	74.5%	99.9	1,455	1,736	12.7	93.6	55.5	85.6	246.4	F	
EB	U Turn													
	Second Left													
	Left Turn	254	239	94.1%	13.8	220	264	0.9	302.8	114.8	205.2	492.7	F	
	Through	461	464	100.6%	15.7	438	494	0.1	37.3	5.0	37.7	51.5	D	
	Right Turn	388	375	96.6%	18.5	347	405	0.7	7.1	1.2	6.6	9.8	A	
	Second Right													
	Subtotal	1,103	1,077	97.7%	24.4	1,042	1,116	0.8	86.6	29.7	60.1	140.3	F	
WB	U Turn													
	Second Left													
	Left Turn	114	44	38.8%	8.6	36	64	7.8	280.8	173.0	134.4	709.8	F	
	Through	319	122	38.3%	22.5	100	174	13.3	264.4	115.5	217.7	525.3	F	
	Right Turn	388	134	34.6%	32.0	97	186	15.7	664.7	222.0	392.0	990.3	F	
	Second Right													
	Subtotal	821	301	36.6%	60.6	237	422	22.0	444.6	143.4	277.9	689.6	F	
	Total	5,013	3,789	75.6%	91.7	3,674	3,936	18.5	160.3	22.7	141.8	201.4	F	

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

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

Intersection 7 Foster City Blvd/Chess Drive Signal

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

Intersection 9

SR 92 EB Ramps-Plaza Driveway/Metro Center Blvd

Signal

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

Intersection 10

Foster City Blvd/Metro Center Blvd

Signal

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

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

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

Intersection 7 Foster City Blvd/Chess Drive Signal

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

Intersection 9

SR 92 EB Ramps-Plaza Driveway/Metro Center Blvd

Signal

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

Intersection 10

Foster City Blvd/Metro Center Blvd

Signal

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

MITIGATION FILES

Intersection 6		Plaza Driveway-SR-92 WB Ramps/Chess Drive							Signal				
Direction	Movement	Demand Volume (vph)	Served Volume (vph)					Total Delay (sec/veh)					
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum	LOS
NB	U Turn												
	Second Left												
	Left Turn	67	66	99.1%	9.7	51	80	0.1	57.5	7.7	54.2	77.2	E
	Through	2	2	85.0%	1.4	0	5	0.2	16.9	31.7	0.0	99.8	B
	Right Turn	219	216	98.6%	9.3	206	235	0.2	1.3	1.6	0.6	5.5	A
	Second Right												
	Subtotal	288	284	98.6%	11.5	266	307	0.2	15.2	3.2	14.4	19.9	B
SB	U Turn												
	Second Left												
	Left Turn	30	32	105.3%	5.7	24	42	0.3	47.3	18.7	50.5	83.0	D
	Through	53	56	106.0%	7.1	46	65	0.4	42.3	6.7	44.4	67.3	D
	Right Turn	4	3	77.5%	1.6	0	6	0.5	32.0	40.4	0.0	106.8	C
	Second Right												
	Subtotal	87	91	104.5%	11.7	74	110	0.4	43.5	6.8	44.2	67.1	D
EB	U Turn												
	Second Left												
	Left Turn	5	5	92.0%	2.5	3	11	0.2	23.4	29.4	47.1	100.0	C
	Through	368	376	102.2%	25.1	338	407	0.4	52.0	4.6	48.0	69.6	D
	Right Turn	773	761	98.5%	23.6	734	803	0.4	32.9	2.7	33.3	38.2	C
	Second Right												
	Subtotal	1,146	1,142	99.7%	28.2	1,110	1,188	0.1	39.2	2.7	37.9	47.9	D
WB	U Turn												
	Second Left												
	Left Turn	1,083	1,082	99.9%	34.1	1,018	1,128	0.0	10.1	2.3	8.4	13.5	B
	Through	182	179	98.5%	12.1	163	193	0.2	4.0	2.4	2.5	9.2	A
	Right Turn	11	12	108.2%	3.2	7	16	0.3	1.6	1.8	1.3	15.3	A
	Second Right												
	Subtotal	1,276	1,273	99.8%	33.5	1,225	1,320	0.1	9.1	2.2	7.6	12.8	A
Total		2,797	2,790	99.7%	52.0	2,703	2,855	0.1	23.7	1.3	22.8	25.5	C

Intersection 7		Foster City Blvd/Chess Drive							Signal				
Direction	Movement	Demand Volume (vph)	Served Volume (vph)					Total Delay (sec/veh)					
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum	LOS
NB	U Turn												
	Second Left												
	Left Turn	786	784	99.7%	26.4	744	826	0.1	42.0	5.5	38.7	112.1	D
	Through	250	258	103.1%	15.4	238	292	0.5	9.0	3.2	8.1	14.4	A
	Right Turn	62	65	105.2%	7.2	55	75	0.4	5.8	2.1	6.2	15.0	A
	Second Right												
	Subtotal	1,098	1,106	100.8%	32.4	1,046	1,135	0.3	32.2	4.9	29.4	82.2	C
SB	U Turn												
	Second Left												
	Left Turn	4	4	90.0%	1.7	1	6	0.2	89.9	87.0	71.1	198.9	F
	Through	1,167	1,155	99.0%	31.8	1,085	1,195	0.3	108.6	68.1	38.0	221.9	F
	Right Turn	382	377	98.6%	18.3	356	406	0.3	103.7	75.3	35.0	221.5	F
	Second Right												
	Subtotal	1,553	1,535	98.9%	42.3	1,461	1,601	0.5	107.5	69.8	36.8	221.2	F
EB	U Turn												
	Second Left												
	Left Turn	57	60	105.6%	5.8	51	68	0.4	40.8	9.5	32.7	59.3	D
	Through	23	23	100.9%	4.8	16	31	0.0	32.9	11.0	38.9	67.0	C
	Right Turn	537	539	100.4%	26.2	495	564	0.1	8.8	10.7	1.5	33.6	A
	Second Right												
	Subtotal	617	623	100.9%	27.9	577	663	0.2	13.1	8.9	6.6	33.9	B
WB	U Turn												
	Second Left												
	Left Turn	78	78	99.5%	10.3	66	93	0.0	47.4	8.6	52.1	74.7	D
	Through	108	110	102.2%	12.0	94	127	0.2	53.9	6.8	55.9	63.1	D
	Right Turn	6	6	91.7%	2.2	3	10	0.2	25.8	18.2	27.1	92.9	C
	Second Right												
	Subtotal	192	194	100.8%	20.0	168	224	0.1	50.4	3.5	53.5	63.4	D
Total		3,460	3,458	99.9%	80.7	3,338	3,603	0.0	61.8	30.1	32.6	114.9	E

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	15	13	85.3%	4.7	9	25	0.6	60.1	34.5	58.0	110.5	E	
	Through	12	14	116.7%	4.3	6	19	0.6	72.3	18.8	68.3	144.0	E	
	Right Turn	32	32	99.1%	5.2	20	38	0.1	6.4	1.1	6.0	12.2	A	
	Second Right													
	Subtotal	59	59	99.2%	9.1	37	69	0.1	33.0	10.1	34.4	53.6	C	
SB	U Turn													
	Second Left													
	Left Turn	504	498	98.7%	17.1	473	532	0.3	19.4	3.5	20.3	27.6	B	
	Through	14	14	100.7%	2.6	9	17	0.0	20.5	16.3	19.0	59.5	C	
	Right Turn	185	183	98.8%	6.4	167	189	0.2	4.0	0.8	3.9	5.3	A	
	Second Right													
	Subtotal	703	694	98.8%	16.8	677	733	0.3	15.1	2.6	15.8	23.0	B	
EB	U Turn													
	Second Left													
	Left Turn	392	376	96.0%	12.2	360	402	0.8	95.0	32.9	74.3	178.2	F	
	Through	254	249	98.1%	14.4	228	274	0.3	31.9	5.2	30.0	43.3	C	
	Right Turn	14	17	123.6%	3.3	10	22	0.8	18.4	12.1	10.9	69.6	B	
	Second Right													
	Subtotal	660	643	97.4%	22.7	615	695	0.7	68.4	17.8	58.9	109.6	E	
WB	U Turn													
	Second Left													
	Left Turn	28	26	91.4%	6.3	16	35	0.5	68.6	18.7	58.0	107.0	E	
	Through	160	156	97.6%	9.9	136	175	0.3	47.5	9.9	46.5	60.0	D	
	Right Turn	922	911	98.8%	21.8	883	954	0.4	50.8	30.8	25.4	91.1	D	
	Second Right													
	Subtotal	1,110	1,093	98.4%	28.1	1,051	1,133	0.5	51.1	27.1	27.5	87.4	D	
Total		2,532	2,488	98.3%	37.4	2,450	2,575	0.9	45.5	16.1	30.8	71.0	D	

Intersection 10 Foster City Blvd/Metro Center Blvd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	163	168	102.8%	9.5	152	180	0.4	103.3	59.5	67.0	271.0	F	
	Through	587	595	101.4%	21.9	557	634	0.3	23.0	4.0	23.8	34.9	C	
	Right Turn	78	77	98.6%	7.8	65	85	0.1	14.1	4.6	14.2	27.7	B	
	Second Right													
	Subtotal	828	839	101.4%	24.8	803	887	0.4	38.9	14.3	32.9	76.6	D	
SB	U Turn													
	Second Left													
	Left Turn	198	193	97.3%	12.2	177	220	0.4	74.6	4.8	79.2	88.0	E	
	Through	752	755	100.4%	33.3	718	815	0.1	13.7	7.0	9.9	29.2	B	
	Right Turn	835	821	98.3%	31.3	768	866	0.5	67.8	64.4	3.9	176.4	E	
	Second Right													
	Subtotal	1,785	1,769	99.1%	56.6	1,679	1,833	0.4	46.0	32.9	15.3	100.1	D	
EB	U Turn													
	Second Left													
	Left Turn	235	238	101.3%	14.2	218	265	0.2	44.1	4.7	43.3	53.3	D	
	Through	207	204	98.4%	16.4	161	218	0.2	41.2	5.7	42.6	52.8	D	
	Right Turn	348	339	97.5%	10.9	319	352	0.5	7.6	1.1	7.3	12.4	A	
	Second Right													
	Subtotal	790	781	98.8%	18.6	746	810	0.3	27.2	2.5	28.5	35.7	C	
WB	U Turn													
	Second Left													
	Left Turn	74	77	103.8%	7.0	65	91	0.3	46.7	7.5	46.5	77.9	D	
	Through	112	114	102.1%	11.7	101	139	0.2	71.5	27.2	50.1	229.2	E	
	Right Turn	276	273	98.8%	12.1	256	291	0.2	13.3	1.8	13.9	19.6	B	
	Second Right													
	Subtotal	462	464	100.4%	19.2	430	491	0.1	33.3	7.3	29.7	88.1	C	
Total		3,865	3,853	99.7%	63.2	3,771	3,950	0.2	39.1	17.6	23.8	71.0	D	

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	95	95	99.5%	13.6	77	111	0.1	56.4	7.5	51.8	68.8	E	
	Through	2	2	105.0%	1.6	0	5	0.1	37.5	41.3	0.0	118.1	D	
	Right Turn	254	247	97.4%	9.4	238	265	0.4	36.8	34.3	3.5	93.2	D	
	Second Right													
	Subtotal	351	344	98.0%	15.0	321	361	0.4	43.3	24.2	16.0	81.1	D	
SB	U Turn													
	Second Left													
	Left Turn	30	30	101.0%	4.8	22	40	0.1	57.1	17.4	56.5	83.4	E	
	Through	53	55	103.6%	7.5	44	66	0.3	49.0	7.4	47.5	66.6	D	
	Right Turn	4	3	77.5%	1.8	0	6	0.5	30.3	33.7	0.0	95.7	C	
	Second Right													
	Subtotal	87	88	101.5%	11.2	69	105	0.1	50.5	8.4	48.9	65.1	D	
EB	U Turn													
	Second Left													
	Left Turn	5	5	96.0%	2.1	3	9	0.1	101.2	91.2	43.8	273.3	F	
	Through	383	382	99.7%	27.9	336	412	0.1	151.0	85.4	62.5	292.5	F	
	Right Turn	879	878	99.9%	28.2	836	925	0.0	42.8	13.4	34.2	107.4	D	
	Second Right													
	Subtotal	1,267	1,265	99.8%	37.9	1,192	1,322	0.1	78.0	35.3	43.0	169.5	E	
WB	U Turn													
	Second Left													
	Left Turn	1,365	1,238	90.7%	45.9	1,175	1,336	3.5	8.0	1.0	8.2	15.4	A	
	Through	254	236	93.1%	12.3	218	256	1.1	4.1	3.2	4.6	12.9	A	
	Right Turn	11	10	88.2%	3.2	3	15	0.4	2.6	1.2	0.5	62.5	A	
	Second Right													
	Subtotal	1,630	1,484	91.0%	47.8	1,402	1,577	3.7	7.4	1.2	7.5	14.7	A	
Total		3,335	3,181	95.4%	66.2	3,021	3,263	2.7	42.1	15.8	24.4	69.4	D	

Intersection 7 Foster City Blvd/Chess Drive Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	880	821	93.2%	24.4	765	850	2.0	60.1	20.6	47.2	113.6	E	
	Through	287	265	92.5%	26.0	222	313	1.3	9.9	1.7	8.4	12.4	A	
	Right Turn	114	108	94.8%	7.1	100	123	0.6	12.6	2.4	9.3	16.4	B	
	Second Right													
	Subtotal	1,281	1,194	93.2%	32.8	1,111	1,229	2.5	45.4	14.3	34.7	82.0	D	
SB	U Turn													
	Second Left													
	Left Turn	12	9	74.2%	1.9	7	12	1.0	263.3	73.2	214.0	409.1	F	
	Through	1,289	953	73.9%	57.0	845	1,031	10.0	285.3	74.2	239.4	441.5	F	
	Right Turn	382	283	74.0%	17.3	245	305	5.4	291.7	73.9	247.1	438.5	F	
	Second Right													
	Subtotal	1,683	1,245	74.0%	69.8	1,129	1,329	11.5	286.2	72.5	240.9	438.9	F	
EB	U Turn													
	Second Left													
	Left Turn	67	68	101.2%	7.1	56	82	0.1	39.4	6.1	40.6	58.9	D	
	Through	47	46	97.9%	5.0	34	54	0.1	71.4	21.8	53.1	120.6	E	
	Right Turn	553	537	97.2%	35.7	474	575	0.7	67.2	25.7	41.5	102.8	E	
	Second Right													
	Subtotal	667	651	97.6%	38.8	587	703	0.6	64.3	21.2	42.2	95.1	E	
WB	U Turn													
	Second Left													
	Left Turn	263	252	95.9%	11.3	238	271	0.7	141.2	33.2	103.7	190.3	F	
	Through	368	373	101.3%	20.5	351	407	0.2	114.9	42.2	72.6	209.5	F	
	Right Turn	55	54	98.7%	4.8	47	62	0.1	82.5	40.8	41.9	173.7	F	
	Second Right													
	Subtotal	686	679	99.0%	20.2	657	725	0.3	121.9	36.2	82.4	189.5	F	
Total		4,317	3,769	87.3%	108.3	3,594	3,946	8.6	131.6	19.2	118.5	170.9	F	

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	15	14	90.7%	4.5	9	24	0.4	47.2	28.0	57.7	88.0	D	
	Through	12	14	114.2%	4.5	6	19	0.5	78.8	32.2	73.4	156.7	E	
	Right Turn	32	33	103.8%	7.1	20	46	0.2	6.9	1.5	7.0	15.2	A	
	Second Right													
	Subtotal	59	61	102.5%	11.4	37	78	0.2	33.9	10.1	35.2	52.8	C	
SB	U Turn													
	Second Left													
	Left Turn	620	609	98.2%	22.9	580	647	0.4	25.1	3.2	23.4	32.3	C	
	Through	14	14	100.0%	3.9	9	20	0.0	26.7	11.7	18.5	58.6	C	
	Right Turn	195	198	101.5%	10.9	184	216	0.2	5.2	1.2	4.5	8.5	A	
	Second Right													
	Subtotal	829	821	99.0%	22.3	790	852	0.3	20.3	2.8	18.8	26.4	C	
EB	U Turn													
	Second Left													
	Left Turn	493	448	90.8%	28.2	397	488	2.1	248.3	56.5	171.5	364.7	F	
	Through	455	427	93.8%	21.4	401	465	1.4	71.0	24.7	32.0	112.0	E	
	Right Turn	14	16	114.3%	4.0	10	22	0.5	59.7	40.6	24.8	149.5	E	
	Second Right													
	Subtotal	962	890	92.5%	42.8	817	945	2.4	160.0	39.6	96.7	238.5	F	
WB	U Turn													
	Second Left													
	Left Turn	28	20	72.5%	4.5	12	26	1.6	91.1	25.0	64.6	133.6	F	
	Through	350	291	83.1%	14.3	269	314	3.3	75.3	12.5	60.8	93.0	E	
	Right Turn	1,078	840	77.9%	35.4	779	901	7.7	70.0	10.5	73.1	91.5	E	
	Second Right													
	Subtotal	1,456	1,151	79.0%	36.7	1,106	1,208	8.5	72.0	7.9	72.2	83.4	E	
	Total	3,306	2,922	88.4%	46.8	2,843	2,999	6.9	84.3	12.2	66.4	106.5	F	

Intersection 10 Foster City Blvd/Metro Center Blvd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	170	169	99.4%	7.3	154	178	0.1	151.7	53.1	90.7	275.2	F	
	Through	616	624	101.4%	20.9	581	653	0.3	32.7	2.5	36.5	46.1	C	
	Right Turn	110	109	99.3%	4.6	101	115	0.1	17.6	3.6	21.8	32.1	B	
	Second Right													
	Subtotal	896	903	100.7%	25.4	853	939	0.2	53.8	11.9	45.7	86.0	D	
SB	U Turn													
	Second Left													
	Left Turn	223	185	83.0%	19.0	160	211	2.7	85.2	9.9	79.7	102.4	F	
	Through	915	772	84.3%	37.6	725	831	4.9	58.3	11.8	39.0	94.3	E	
	Right Turn	967	766	79.2%	34.3	713	813	6.8	193.1	42.6	155.3	268.5	F	
	Second Right													
	Subtotal	2,105	1,723	81.8%	71.9	1,625	1,819	8.7	123.1	24.3	102.0	162.4	F	
EB	U Turn													
	Second Left													
	Left Turn	276	269	97.6%	11.3	251	286	0.4	44.6	4.9	44.6	53.8	D	
	Through	461	448	97.2%	20.5	409	475	0.6	42.3	4.2	40.6	52.1	D	
	Right Turn	370	354	95.6%	20.6	329	386	0.9	8.3	1.6	7.8	14.1	A	
	Second Right													
	Subtotal	1,107	1,071	96.7%	28.4	1,020	1,117	1.1	31.4	3.4	30.2	38.2	C	
WB	U Turn													
	Second Left													
	Left Turn	114	84	73.6%	8.8	71	101	3.0	94.7	9.7	91.5	122.6	F	
	Through	319	239	74.8%	15.2	214	264	4.8	149.7	24.9	131.0	188.2	F	
	Right Turn	389	298	76.6%	22.9	261	325	4.9	38.0	3.2	36.9	45.4	D	
	Second Right													
	Subtotal	822	620	75.5%	28.5	565	666	7.5	90.4	12.1	76.6	109.2	F	
	Total	4,930	4,317	87.6%	82.9	4,204	4,468	9.0	78.6	8.7	67.3	100.0	E	

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	103	98	95.1%	12.9	79	117	0.5	78.8	67.1	55.8	267.0	E	
	Through	2	3	140.0%	1.6	1	6	0.5	33.3	42.1	26.9	258.2	C	
	Right Turn	274	256	93.5%	10.0	243	275	1.1	136.2	95.2	84.9	365.0	F	
	Second Right													
	Subtotal	379	357	94.2%	14.9	323	380	1.2	120.0	84.1	76.2	297.5	F	
SB	U Turn													
	Second Left													
	Left Turn	30	29	96.7%	5.0	22	38	0.2	59.3	20.8	59.7	90.9	E	
	Through	53	55	104.3%	8.3	44	68	0.3	48.8	8.3	45.8	66.5	D	
	Right Turn	4	3	85.0%	1.6	0	6	0.3	35.4	38.1	0.0	103.0	D	
	Second Right													
	Subtotal	87	88	100.8%	12.0	69	104	0.1	50.6	6.8	49.4	63.3	D	
EB	U Turn													
	Second Left													
	Left Turn	5	4	80.0%	2.1	1	7	0.5	141.0	188.6	68.5	607.6	F	
	Through	396	346	87.4%	29.2	304	385	2.6	379.8	162.7	216.6	613.8	F	
	Right Turn	886	815	92.0%	72.8	675	912	2.4	123.8	54.5	32.2	185.3	F	
	Second Right													
	Subtotal	1,287	1,165	90.6%	94.0	981	1,301	3.5	201.3	81.1	70.3	320.1	F	
WB	U Turn													
	Second Left													
	Left Turn	1,379	1,182	85.7%	53.7	1,084	1,283	5.5	6.6	2.1	7.6	14.7	A	
	Through	264	240	90.8%	9.0	225	255	1.5	2.8	1.6	3.7	13.9	A	
	Right Turn	11	10	87.3%	3.2	5	15	0.4	1.4	1.4	0.5	33.1	A	
	Second Right													
	Subtotal	1,654	1,431	86.5%	55.1	1,318	1,525	5.7	6.0	2.0	7.1	14.5	A	
	Total	3,407	3,041	89.3%	120.7	2,880	3,242	6.4	96.1	27.9	45.0	140.6	F	

Intersection 7 Foster City Blvd/Chess Drive Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	905	837	92.5%	37.7	744	880	2.3	38.1	5.6	42.4	122.9	D	
	Through	294	276	93.9%	22.2	230	317	1.1	7.5	1.9	8.7	15.8	A	
	Right Turn	114	108	94.4%	9.3	94	123	0.6	8.6	2.8	11.1	20.2	A	
	Second Right													
	Subtotal	1,313	1,221	93.0%	35.4	1,137	1,255	2.6	28.4	4.4	33.0	89.8	C	
SB	U Turn													
	Second Left													
	Left Turn	12	7	54.2%	2.9	2	12	1.8	181.1	143.4	156.1	388.1	F	
	Through	1,465	814	55.6%	61.9	701	918	19.3	401.4	88.6	377.2	555.8	F	
	Right Turn	382	210	54.9%	15.5	195	245	10.0	404.9	85.8	375.0	590.4	F	
	Second Right													
	Subtotal	1,859	1,031	55.4%	75.5	898	1,170	21.8	399.8	86.5	380.6	553.4	F	
EB	U Turn													
	Second Left													
	Left Turn	73	66	90.5%	7.0	57	78	0.8	45.5	10.7	44.5	58.2	D	
	Through	47	40	85.7%	5.1	34	50	1.0	68.8	20.5	66.1	97.7	E	
	Right Turn	580	509	87.7%	33.3	471	556	3.0	92.9	38.1	85.4	165.5	F	
	Second Right													
	Subtotal	700	615	87.9%	38.4	572	679	3.3	86.1	33.6	81.4	143.6	F	
WB	U Turn													
	Second Left													
	Left Turn	263	249	94.5%	10.5	237	271	0.9	165.9	65.6	113.9	259.6	F	
	Through	368	374	101.5%	21.1	351	410	0.3	117.4	32.9	72.5	205.7	F	
	Right Turn	55	52	93.8%	4.6	47	59	0.5	88.3	32.6	60.3	198.9	F	
	Second Right													
	Subtotal	686	674	98.2%	24.9	646	728	0.5	134.3	37.0	83.1	191.9	F	
	Total	4,558	3,541	77.7%	143.4	3,269	3,788	16.0	166.6	27.8	152.0	201.3	F	

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

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	15	13	88.0%	4.7	9	24	0.5	55.0	18.1	57.7	88.0	E	
	Through	12	14	120.0%	4.5	6	19	0.7	78.7	32.6	68.8	124.3	E	
	Right Turn	32	33	102.8%	7.4	20	46	0.2	7.4	3.1	6.8	16.0	A	
	Second Right													
	Subtotal	59	61	102.5%	11.2	37	76	0.2	34.8	7.4	33.7	50.8	C	
SB	U Turn													
	Second Left													
	Left Turn	638	631	98.9%	27.0	601	675	0.3	25.1	2.4	23.5	33.3	C	
	Through	14	14	102.1%	3.2	9	19	0.1	27.6	12.7	19.6	62.6	C	
	Right Turn	210	210	100.0%	11.2	193	225	0.0	5.1	1.9	4.7	9.2	A	
	Second Right													
	Subtotal	862	855	99.2%	25.2	814	891	0.2	20.4	2.5	19.0	26.0	C	
EB	U Turn													
	Second Left													
	Left Turn	499	444	89.0%	24.0	401	483	2.5	266.2	71.7	146.8	360.1	F	
	Through	455	413	90.8%	20.3	373	440	2.0	76.0	24.0	31.2	102.2	E	
	Right Turn	14	16	113.6%	4.4	8	23	0.5	65.7	28.2	25.3	143.5	E	
	Second Right													
	Subtotal	968	873	90.2%	41.8	782	946	3.1	174.2	49.5	88.3	231.1	F	
WB	U Turn													
	Second Left													
	Left Turn	28	18	63.9%	4.0	14	26	2.1	92.0	33.2	79.2	150.0	F	
	Through	350	261	74.6%	17.0	230	287	5.1	70.8	12.2	66.1	98.4	E	
	Right Turn	1,246	854	68.5%	42.2	784	924	12.1	70.9	13.2	72.4	108.7	E	
	Second Right													
	Subtotal	1,624	1,133	69.8%	54.9	1,043	1,213	13.2	71.0	10.6	71.3	103.1	E	
	Total	3,513	2,922	83.2%	76.4	2,831	3,056	10.4	86.7	16.8	61.2	101.7	F	

Intersection 10 Foster City Blvd/Metro Center Blvd Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)						Total Delay (sec/veh)				LOS	
			Average	Percent	Std. Dev.	Minimum	Maximum	GEH	Average	Std. Dev.	Minimum	Maximum		
NB	U Turn													
	Second Left													
	Left Turn	174	170	97.4%	9.8	152	183	0.3	251.5	166.2	111.5	526.4	F	
	Through	648	661	102.0%	18.4	617	684	0.5	32.1	5.1	36.0	41.9	C	
	Right Turn	110	115	104.1%	4.6	108	121	0.4	25.9	6.9	26.1	39.1	C	
	Second Right													
	Subtotal	932	945	101.4%	20.5	910	983	0.4	77.7	39.3	46.5	141.7	E	
SB	U Turn													
	Second Left													
	Left Turn	223	149	67.0%	19.8	120	178	5.4	100.4	14.7	87.6	122.5	F	
	Through	953	658	69.1%	37.9	601	735	10.4	76.2	21.4	74.6	113.9	E	
	Right Turn	1,131	745	65.9%	42.0	680	802	12.6	202.4	58.6	193.7	287.2	F	
	Second Right													
	Subtotal	2,307	1,552	67.3%	88.2	1,405	1,713	17.2	139.6	36.2	137.1	180.0	F	
EB	U Turn													
	Second Left													
	Left Turn	276	270	97.7%	20.0	232	290	0.4	41.8	4.5	40.1	54.6	D	
	Through	461	436	94.6%	24.6	380	469	1.2	44.0	4.1	44.0	52.8	D	
	Right Turn	388	373	96.0%	14.8	351	401	0.8	7.1	1.3	7.7	11.2	A	
	Second Right													
	Subtotal	1,125	1,078	95.8%	32.2	1,035	1,132	1.4	30.3	2.2	31.6	39.9	C	
WB	U Turn													
	Second Left													
	Left Turn	114	82	71.7%	11.6	62	100	3.3	95.7	8.1	88.9	109.4	F	
	Through	319	236	73.9%	12.3	218	253	5.0	158.3	29.4	126.1	249.1	F	
	Right Turn	389	290	74.6%	38.6	192	318	5.4	35.0	3.9	36.3	49.3	C	
	Second Right													
	Subtotal	822	608	73.9%	52.8	476	665	8.0	94.6	19.2	81.7	145.9	F	
	Total	5,186	4,183	80.7%	150.7	3,910	4,429	14.7	91.0	20.5	79.0	119.3	F	

APPENDIX C-4: FREEWAY ANALYSIS

			Lanes	Capacity	Existing					Existing Plus Project					Impact Notes	
					Volume	PCE	V/C	LOS	Added Trips	Volume	PCE	V/C	LOS	Added Trips		% of Capacity
US 101	N of 3rd	AM	NB 4+Aux	10,350	10,308	10,669	1.03	F		10,325	10,686	1.03	F	17	0.2%	No impact due to LOS F standard
			SB 4+Aux	10,350	9,099	9,417	0.91	E		9,204	9,526	0.92	E	105	1.0%	
		PM	NB 4+Aux	10,350	9,701	10,041	0.97	E		9,808	10,151	0.98	E	107	1.0%	
			SB 4+Aux	10,350	10,890	11,271	1.09	F		10,910	11,292	1.09	F	20	0.2%	
	S of 3rd	AM	NB 4+Aux	10,350	11,362	11,760	1.14	F		11,362	11,760	1.14	F	0	0.0%	No impact due to LOS F standard
			SB 4+Aux	10,350	9,237	9,560	0.92	E		9,237	9,560	0.92	E	0	0.0%	
		PM	NB 4+Aux	10,350	10,350	10,712	1.03	F		10,350	10,712	1.03	F	0	0.0%	
			SB 4+Aux	10,350	11,118	11,507	1.11	F		11,118	11,507	1.11	F	0	0.0%	
	N of Hillsdale	AM	NB 4+Aux	10,350	7,485	7,747	0.75	D		7,556	7,820	0.76	D	71	0.7%	
			SB 4+Aux	10,350	9,244	9,568	0.92	E		9,255	9,579	0.93	E	11	0.1%	
		PM	NB 4+Aux	10,350	9,713	10,053	0.97	E		9,726	10,066	0.97	E	13	0.1%	
			SB 4+Aux	10,350	10,300	10,661	1.03	F		10,372	10,735	1.04	F	72	0.7%	
S of Hillsdale	AM	NB 4+Aux	10,350	7,130	7,380	0.71	D		7,235	7,488	0.72	D	105	1.0%	No impact, less than 1% of capacity No impact, less than 1% of capacity Impact, 1.03% increase in capacity	
		SB 4+Aux	10,350	10,350	10,712	1.03	F		10,367	10,730	1.04	F	17	0.2%		
	PM	NB 4+Aux	10,350	10,249	10,608	1.02	F		10,269	10,628	1.03	F	20	0.2%		
		SB 4+Aux	10,350	10,350	10,712	1.03	F		10,457	10,823	1.05	F	107	1.0%		
SR 92	E of 101	AM	EB 3	6,900	4,596	4,688	0.68	D		4,762	4,857	0.70	D	166	2.4%	
			WB 3+Aux	8,050	4,839	4,936	0.61	C		4,866	4,963	0.62	C	27	0.3%	
		PM	EB 3	6,900	6,610	6,742	0.98	E		6,641	6,774	0.98	E	31	0.4%	
			WB 3+Aux	8,050	5,715	5,829	0.72	D		5,883	6,001	0.75	D	168	2.1%	
	W of FCB	AM	EB 3+Aux	8,050	3,223	3,287	0.41	B		3,370	3,437	0.43	B	147	1.8%	
			WB 3+Aux	8,050	4,564	4,655	0.58	C		4,584	4,676	0.58	C	20	0.2%	
		PM	EB 3+Aux	8,050	6,357	6,484	0.81	D		6,385	6,513	0.81	D	28	0.3%	
			WB 3+Aux	8,050	4,583	4,675	0.58	C		4,713	4,807	0.60	C	130	1.6%	
	E of FCB	AM	EB 3	6,900	2,256	2,301	0.33	B		2,270	2,315	0.34	B	14	0.2%	Impact, 1.3% increase capacity
			WB 3	6,900	5,107	5,209	0.75	D		5,196	5,300	0.77	D	89	1.3%	
		PM	EB 3	6,900	6,900	7,038	1.02	F		6,991	7,131	1.03	F	91	1.3%	
			WB 3	6,900	3,047	3,108	0.45	B		3,064	3,125	0.45	B	17	0.2%	

LOS F mainline segments, no impacts
 Impacted mainline segments

				Lanes	Capacity	Background					Background Plus Project						Impact Notes
						Ba		Ba			B + P						
						Volume	PCE	V/C	LOS	Added Trips	Volume	PCE	V/C	LOS	Added Trips	% of Capacity	
US 101	N of 3rd	AM	NB	4+Aux	10,350	10,440	10,805	1.04	F	132	10,457	10,823	1.05	F	17	0.2%	No impact due to LOS F standard
			SB	4+Aux	10,350	9,581	9,916	0.96	E	482	9,686	10,025	0.97	E	105	1.0%	
		PM	NB	4+Aux	10,350	10,148	10,503	1.01	F	447	10,255	10,614	1.03	F	107	1.0%	No impact due to LOS F standard
	SB		4+Aux	10,350	11,039	11,425	1.10	F	149	11,059	11,446	1.11	F	20	0.2%		
	S of 3rd	AM	NB	4+Aux	10,350	11,678	12,087	1.17	F	316	11,678	12,087	1.17	F	0	0.0%	No impact due to LOS F standard
			SB	4+Aux	10,350	9,330	9,657	0.93	E	93	9,330	9,657	0.93	E	0	0.0%	
		PM	NB	4+Aux	10,350	10,459	10,825	1.05	F	109	10,459	10,825	1.05	F	0	0.0%	No impact due to LOS F standard
	SB		4+Aux	10,350	11,411	11,810	1.14	F	293	11,411	11,810	1.14	F	0	0.0%		
	N of Hillsdale	AM	NB	4+Aux	10,350	7,914	8,191	0.79	D	429	7,985	8,264	0.80	D	71	0.7%	
			SB	4+Aux	10,350	9,326	9,652	0.93	E	82	9,337	9,664	0.93	E	11	0.1%	
		PM	NB	4+Aux	10,350	9,806	10,149	0.98	E	93	9,819	10,163	0.98	E	13	0.1%	
	SB		4+Aux	10,350	10,688	11,062	1.07	F	388	10,760	11,137	1.08	F	72	0.7%		
S of Hillsdale	AM	NB	4+Aux	10,350	7,614	7,880	0.76	D	484	7,719	7,989	0.77	D	105	1.0%	No impact, less than 1% of capacity	
		SB	4+Aux	10,350	10,471	10,837	1.05	F	121	10,488	10,855	1.05	F	17	0.2%		
	PM	NB	4+Aux	10,350	10,387	10,751	1.04	F	138	10,407	10,771	1.04	F	20	0.2%	No impact, less than 1% of capacity	
SB		4+Aux	10,350	10,796	11,174	1.08	F	446	10,903	11,285	1.09	F	107	1.0%			
SR 92	E of 101	AM	EB	3	6,900	5,237	5,342	0.77	D	641	5,403	5,511	0.80	D	166	2.4%	
			WB	3+Aux	8,050	5,011	5,111	0.63	C	172	5,038	5,139	0.64	C	27	0.3%	
		PM	EB	3	6,900	6,803	6,939	1.01	F	193	6,834	6,971	1.01	F	31	0.4%	No impact, less than 1% of capacity
			WB	3+Aux	8,050	6,310	6,436	0.80	D	595	6,478	6,608	0.82	D	168	2.1%	
	W of FCB	AM	EB	3+Aux	8,050	3,619	3,691	0.46	B	396	3,766	3,841	0.48	C	147	1.8%	
			WB	3+Aux	8,050	4,672	4,765	0.59	C	108	4,692	4,786	0.59	C	20	0.2%	
		PM	EB	3+Aux	8,050	6,484	6,614	0.82	D	127	6,512	6,642	0.83	D	28	0.3%	
	WB		3+Aux	8,050	4,974	5,073	0.63	C	391	5,104	5,206	0.65	C	130	1.6%		
	E of FCB	AM	EB	3	6,900	2,315	2,361	0.34	B	59	2,329	2,376	0.34	B	14	0.2%	
			WB	3	6,900	5,393	5,501	0.80	D	286	5,482	5,592	0.81	D	89	1.3%	
		PM	EB	3	6,900	7,159	7,302	1.06	F	259	7,250	7,395	1.07	F	91	1.3%	Impact, 1.3% increase capacity
			WB	3	6,900	3,114	3,176	0.46	C	67	3,131	3,194	0.46	C	17	0.2%	

				Cumulative					Cumulative Plus Project					Impact Notes				
				Cu					C + P									
		Lanes	Capacity	Volume	PCE	V/C	LOS	Added Trips	Volume	PCE	V/C	LOS	Added Trips		% of Capacity			
US 101	N of 3rd	AM	NB	4+Aux	10,350	10,898	11,279	1.09	F		10,915	11,297	1.09	F	17	0.2%	No impact due to LOS F standard	
			SB	4+Aux	10,350	9,619	9,956	0.96	E		9,724	10,065	0.97	E	105	1.0%		
		PM	NB	4+Aux	10,350	9,953	10,302	1.00	E		10,060	10,412	1.01	F	107	1.0%		No impact due to LOS F standard
			SB	4+Aux	10,350	12,872	13,322	1.29	F		12,892	13,343	1.29	F	20	0.2%		
	S of 3rd	AM	NB	4+Aux	10,350	12,012	12,432	1.20	F		12,012	12,432	1.20	F	0	0.0%	No impact due to LOS F standard	
			SB	4+Aux	10,350	9,717	10,057	0.97	E		9,717	10,057	0.97	E	0	0.0%		
		PM	NB	4+Aux	10,350	10,619	10,991	1.06	F		10,619	10,991	1.06	F	0	0.0%	No impact due to LOS F standard	
			SB	4+Aux	10,350	13,141	13,601	1.31	F		13,141	13,601	1.31	F	0	0.0%		
	N of Hillsdale	AM	NB	4+Aux	10,350	7,913	8,190	0.79	D		7,984	8,264	0.80	D	71	0.7%	No impact, less than 1% of capacity	
			SB	4+Aux	10,350	9,460	9,791	0.95	E		9,471	9,803	0.95	E	11	0.1%		
		PM	NB	4+Aux	10,350	10,218	10,576	1.02	F		10,231	10,589	1.02	F	13	0.1%		
			SB	4+Aux	10,350	12,175	12,601	1.22	F		12,247	12,675	1.22	F	72	0.7%		
	S of Hillsdale	AM	NB	4+Aux	10,350	8,984	9,298	0.90	E		9,089	9,407	0.91	E	105	1.0%	No impact, less than 1% of capacity	
			SB	4+Aux	10,350	10,942	11,325	1.09	F		10,959	11,343	1.10	F	17	0.2%		
		PM	NB	4+Aux	10,350	10,515	10,884	1.05	F		10,535	10,904	1.05	F	20	0.2%		
			SB	4+Aux	10,350	12,772	13,219	1.28	F		12,879	13,330	1.29	F	107	1.0%		
SR 92	E of 101	AM	EB	3	6,900	5,464	5,655	0.82	D		5,630	5,743	0.83	D	166	2.4%	No impact, less than 1% of capacity	
			WB	3+Aux	8,050	5,822	6,025	0.75	D		5,849	5,966	0.74	D	27	0.3%		
		PM	EB	3	6,900	7,507	7,770	1.13	F		7,538	7,689	1.11	F	31	0.4%		
			WB	3+Aux	8,050	7,458	7,719	0.96	E		7,626	7,778	0.97	E	168	2.1%		
	W of FCB	AM	EB	3+Aux	8,050	4,091	4,234	0.53	C		4,238	4,323	0.54	C	147	1.8%	No impact, less than 1% of capacity	
			WB	3+Aux	8,050	5,547	5,741	0.71	D		5,567	5,678	0.71	D	20	0.2%		
		PM	EB	3+Aux	8,050	7,254	7,508	0.93	E		7,282	7,428	0.92	E	28	0.3%		
			WB	3+Aux	8,050	6,326	6,547	0.81	D		6,456	6,585	0.82	D	130	1.6%		
	E of FCB	AM	EB	3	6,900	3,124	3,233	0.47	C		3,138	3,201	0.46	C	14	0.2%	Impact, 1.3% increase capacity	
			WB	3	6,900	6,090	6,303	0.91	E		6,179	6,302	0.91	E	89	1.3%		
		PM	EB	3	6,900	7,797	8,070	1.17	F		7,888	8,046	1.17	F	91	1.3%		
			WB	3	6,900	4,790	4,958	0.72	D		4,807	4,903	0.71	D	17	0.2%		

TABLE E-1: EXISTING DAILY FREEWAY VOLUMES

Freeway Segment	Existing AADT¹
A. US 101, north of East Third Avenue ²	257,000
B. US 101, between East Third Avenue and SR 92	260,000
C. US 101, north of East Hillsdale Boulevard	227,000
D. US 101, south of East Hillsdale Boulevard	229,000
E. SR 92, between US 101 and Mariners Island Boulevard/Edgewater Boulevard	142,000
F. SR 92, Mariners Island Boulevard/Edgewater Boulevard and Foster City Boulevard	120,000
G. SR 92, east of Foster City Boulevard	95,000

Notes:

Source: Caltrans, 2013; Fehr & Peers, December 2014

TABLE E-2: FUTURE DAILY FREEWAY VOLUMES

Freeway Segment	Existing	Proposed Project	Existing Plus Project	Background Plus Project	Cumulative Plus Project
A. US 101, north of East Third Avenue ²	257,000	1,214	258,000	264,000	294,000
B. US 101, between East Third Avenue and SR 92	260,000	0	260,000	264,000	294,000
C. US 101, north of East Hillsdale Boulevard	227,000	789	228,000	233,000	259,000
D. US 101, south of East Hillsdale Boulevard	229,000	1,214	230,000	236,000	263,000
E. SR 92, between US 101 and Mariners Island Boulevard/Edgewater Boulevard	142,000	1,942	144,000	152,000	199,000
F. SR 92, Mariners Island Boulevard/Edgewater Boulevard and Foster City Boulevard	120,000	1,578	122,000	127,000	166,000
G. SR 92, east of Foster City Boulevard	95,000	1,032	96,000	99,000	130,000

Notes:

Source: Caltrans, 2013; Fehr & Peers, December 2014

APPENDIX C-5: TRIP GENERATION CALCULATIONS

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

Land Use	Size	Units	ITE Code	Rate or Equation	Internal Capture Rate Daily	Trips Daily Total	Internal Capture Rate AM	Trips AM Peak Hour			Internal Capture Rate PM	Trips PM Peak Hour		
								In	Out	Total		In	Out	Total
Project 4 (Foster Square)														
Proposed Land Uses														
Senior Adult Housing - Attached	266	Occupied du	252	Rate		915		18	33	51		37	24	61
Assisted Living	24	Beds	254	Rate		64		2	1	3		2	3	5
Congregate Care Facility	131	du	253	Rate		265		5	3	8		12	10	22
Retail	30	ksf	820	Equation		3,105		47	28	75		128	139	267
Internal Reduction					4%	-183	0%					-8	-7	-15
Retail Pass-By					20%	-595	10%	-4	-4	-8	25%	-33	-33	-66
Subtotal						3,571		68	61	129		138	136	274
Project 4 Net New External Trips						3,571		68	61	129		138	136	274
Project 5 (Chess Hotel)														
Proposed Land Uses														
Hotel	121	Rooms	310	Rate		989		38	26	64		37	36	73
Subtotal						989		38	26	64		37	36	73
Existing														
Unoccupied Restaurant		ksf				0		0	0	0		0	0	0
Subtotal						0		0	0	0		0	0	0
Project 5 Net New External Trips						989		38	26	64		37	36	73
Project 6 400 Mariners Island Blvd (San Mateo)														
Proposed Land Uses														
Apartments	76.0	du	220	Equation		584		8	33	41		39	21	60
Subtotal						584		8	33	41		39	21	60
Project 6 Net New External Trips						584		8	33	41		39	21	60
CUMULATIVE PROJECTS														
Project 7 (Marina)														
Proposed Land Uses														
Marina	300	Berths	420	Rate		890		8	16	24		34	23	57
Subtotal						890		8	16	24		34	23	57
Project 7 Net New External Trips						890		8	16	24		34	23	57

Land Use	Size	Units	ITE Code	Rate or Equation	Internal Capture Rate Daily	Trips Daily Total	Internal Capture Rate AM	Trips AM Peak Hour			Internal Capture Rate PM	Trips PM Peak Hour		
								In	Out	Total		In	Out	Total
Project 8 (Charter Square)														
Proposed Land Uses														
Retail	10.0	ksf	820	Equation		1,520		24	14	38		61	67	128
<i>Retail Pass-By</i>					20%	-304	10%	-2	-2	-4	25%	-16	-16	-32
Residential Townhomes	95.0	du	220	Equation		620		9	41	50		39	19	58
Subtotal						1,836		31	53	84		84	70	154
Existing														
Retail	55.0	ksf	820	Equation		4,604		67	41	108		192	209	401
<i>Retail Pass-By</i>					20%	-921	10%	-5	-5	-10	25%	-50	-50	-100
Subtotal						3,683	0	62	36	98	0	142	159	301
Project 8 Net New External Trips														
						-1,847		-31	17	-14		-58	-89	-147
Project 9 (Harbor Cove Renovation)														
Proposed Additional Units														
Apartments	80.0	du	220	Equation		608		9	34	43		40	22	62
Project 9 Net New External Trips														
						608	0	9	34	43	0	40	22	62
Project 10 (Harry's Hofbrau Site)														
Proposed Land Uses														
Retail	12.5	ksf	820	Equation		1,758		27	17	44		72	77	149
<i>Retail Pass-By</i>					20%	-352	10%	-2	-2	-4	25%	-19	-19	-38
Subtotal						1,406	0	25	15	40	0	53	58	111
Project 10 Net New External Trips														
						1,406		25	15	40		53	58	111
Project 11 (Edgewater Place)														
Proposed Land Uses														
Retail	57.7	ksf	820	Equation		4,750		69	42	111		199	215	414
<i>Retail Pass-By</i>					20%	-950	10%	-6	-6	-12	25%	-52	-52	-104
Residential Condominium	154.0	du	220	Equation		940		12	61	73		58	28	86
Subtotal						4,740		75	97	172		205	191	396
Existing														
Retail	123.3	ksf	820	Equation		7,781		110	67	177		331	358	689
<i>Retail Pass-By</i>					20%	-1,556	10%	-9	-9	-18	25%	-86	-86	-172
Subtotal						6,225	0	101	58	159	0	245	272	517
Project 11 Net New External Trips														
						-1,485		-26	39	13		-40	-81	-121

**EAST THIRD AVENUE CUT-THROUGH VOLUME CALCULATIONS
FOR CUMULATIVE SCENARIO**

Third Avenue

AM PEAK

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

PM PEAK

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

APPENDIX C-6: TDM PLAN

Lincoln Centre Life Sciences Campus
TDM Measures
October 9, 2014

The following is a list of the Transportation Demand Management Measures proposed for the Lincoln Centre Life Sciences Campus project. The number and extent of each measure will be determined once preliminary traffic study results are known and can be incorporated into the analysis.

Bicycle Lockers and Racks

Convenient and secure bicycle storage helps increase bicycling. Bike lockers and/or racks will be provided to encourage more commuters to bicycle.

Showers and Changing Rooms

Dedicated showing and changing facilities are more likely to encourage regular cycling and walking. Showers and a changing room will be provided for employees that are commuting by bicycle or walking to the campus. These will be combined with lockers.

Shuttle Service

BMR will support an am/pm shuttle to local transit stations, including, at a minimum, the nearby BART station. This program will be combined with the Guaranteed Ride Home program to make employees' use of the shuttle service more likely.

Subsidized Public Transit Tickets

Subsidized transit fares will be provided for public transit. This program will be combined with the Guaranteed Ride Home program to make employees' use of public transit more likely.

Carpool Program

Preferential parking will be provided for carpool vehicles, and there will be financial incentives for those who use carpools at least three days per week. This program will be combined with the Guaranteed Ride Home program to make employees' use of carpools more likely.

Vanpool Program

Vanpool programs typically involve commuters traveling in a passenger van with one member of the group acting as the driver and person responsible for the vehicle. Vanpool participants and drivers would be provided with economic incentives and given preferential parking. This program will be combined with the Guaranteed Ride Home program to make employees' use of vanpools more likely.

Commute Assistance Center

A staffed commute assistance center will be established to disseminate information on TDM services and incentives at the project site.

Employee Commute Survey

An employee commute survey will be conducted twice per year to assess the current use of alternative commute options within the Lincoln Centre Life Sciences Campus. Results of the survey will be used to identify adjustments that could be made to sustain or increase the use of transit, carpool/vanpool, bicycling, and walking.

Video Conference Centers

The project will include facilities for conducting conference by video, eliminating the need to travel for many meetings.

Provision of On-Site Amenities

On-site amenities encourage employees and visitors to stay on site during the work day, thus reducing the need to bring an automobile to work or leave the site to run errands. The project will include, at a minimum, a café, ATMs, a fitness center, a conference center, and dry cleaning drop off service.

Guaranteed Ride Home Program

A Guaranteed Ride Home program provides commuters that carpool, vanpool, bike, walk or take transit to work with a free ride home when unexpected emergencies arise. Employees that leave their personal vehicles at home are able to take a free taxi ride or use a 24-hour car rental in the case of an emergency.

TDM Measure	Amount ¹	C/CAG Credit Rate²	C/CAG Trip Credits
Secure bicycle storage - Bike racks/lockers	64	0.33	21
Showers and lockers ³	9	10	135
Peak hour shuttle seats (22 seat shuttle, operating twice during peak hour)	44	2	88
Commuter checks (all transit riders)	114	1	114
Vanpool program (# of vans) ⁴	4	10	40
On-site video conferencing centers	1	5	5
Guaranteed Ride Home (all non-SOV users)	250	1	250
Preferential Carpool Parking	20	2	40
Preferential Vanpool Parking	4	7	28
Annual Employee Travel Survey	1	3	3
<i>Additional Credit for Providing Ten or more TDM Program Measures</i>	1	5	5
<i>Commute Assistance Center Features</i>			
Staffed 4 hours / week	0.8	1	1
Transit Brochure Rack	1	1	1
Trip Planning Assistance	1	1	1
Bike to Work Program and Discounts	1	1	1
Park and Ride lot information provided	1	1	1
On-site vanpool marketing	1	1	1
<i>On-Site Amenities - Assign one credit for each type of amenity</i>			
Banking - ATM	1	5	5
On-site Café	1	5	5
Dry cleaning services	1	5	5
Fitness center and fitness classes	1	5	5
Conference Center	1	5	5
Total TDM Program Measure Trip Credits		760	
Estimated New Peak Hour Vehicle Trips		621	
Fulfills C/CAG Requirements?		Yes	

Notes:

1. All intervention amounts were calculated assuming 1,200 employees and mode splits similar to Gilead Campus surveys conducted in 2012. Each amount assumes all users of the mode fully utilize the service, unless otherwise noted.
2. Includes any increase in trip credits due to presence of Guaranteed Ride Home Program
3. Showers are awarded 10 trip credits each, with a 5 credit bonus for each combination of five bike lockers to one shower/changing room.
4. Vanpool numbers are conservatively assumed to be on the lower end to reflect difficulty of maintaining vanpool ridership.

MEMORANDUM

Date: March 31st, 2015
To: Curtis Banks, City of Foster City
From: Matt Goyne and Teresa Whinery, Fehr & Peers
Subject: **Quantifying Trip Reduction Effects of Transportation Demand Management Programs, Lincoln Centre Campus Redevelopment**

SF14-0771

Fehr & Peers applied the methodology developed for the California Air Pollution Control Officers Association (CAPCOA) for the report *Quantifying Greenhouse Gas Mitigation Measures*, to quantify the effects of the proposed Transportation Demand Management (“TDM”) Program on future travel patterns among employees at the redeveloped Lincoln Center Campus Redevelopment (“project”). The CAPCOA guidelines follow an evidence-based approach to quantify the effects of TDM programs on reducing Vehicle Miles Traveled (VMT). The same approach can be used to estimate the vehicle trip reducing effect of TDM programs.

Vehicle trip estimates for the project were developed by applying biomedical research campus trip generation rates developed for the Gilead Sciences EIR in 2008, as calculated by Kimley-Horn and Associates, Inc.¹ At the time the trip generation rates were developed, Gilead Sciences had already adopted several TDM programs. Therefore, the trip reductions of those programs are assumed to be included in the baseline trip generation rate. To quantify the effects of the project’s TDM program, Fehr & Peers evaluated how that program builds upon and expands the 2008 Gilead Sciences TDM Program.

Table 1 below summarizes the two programs, and the additional reductions expected from the project’s TDM program. The salient information in this table is the trip reduction afforded by the added measures and strategies, not the total trip reduction. Overall, Fehr & Peers projects a total additional trip reduction of 6.5% compared to the Gilead Sciences 2008 trip generation rates.

The Project would receive additional trip reductions (compared to the baseline 2008 Gilead TDM program) from the following TDM measures:

Pedestrian Network: The design of the main plaza provides clear pathways for pedestrians to cross vehicle areas. Pedestrian paths connect to all buildings, and are built on clear desire lines.

¹ Kimley-Horn, 2008. *Analysis of Gilead Sciences General Development Plan Traffic Impacts*.



The central campus area is separated from the primary parking lots, and provides a lower-speed circulation area to access ADA parking spaces and loading zones.

Alternate Work Schedules & Telecommuting: The measure reflects the overall increases in remote work technology since 2008 when the Gilead trip rates were calculated, and indications by the Applicant that telecommuting would be a key feature of the TDM program.

Commute Trip Reduction (CTR) Marketing: A small increase in marketing was credited to reflect conversations with the Applicant, as well as reflect an increase in smart phone apps that present real time traffic congestion and transit information since 2008.

Employer Sponsored Vanpool/Shuttle: This measure includes both traditional vanpools (involving a group of employees sharing a leased van, often subsidized) as well as private commuter buses/shuttles that have become increasingly popular in the Bay Area. The implementation level is shown as "high" based on conversations with the Applicant. This strategy is one of the primary TDM strategies for the project.

Examples of evidence-based trip reduction measures that could potentially be added to the TDM program include but are not limited to the following: pedestrian connections to off-site destinations, additional amenities and retail (above the assumed 5% rate), subsidizing employee membership in a carshare program and providing space for carshare vehicles, pricing employee parking, funding transit system and infrastructure improvements (including the HOV-lane gap closure on US 101), and expanding eligibility for commute benefit programs to all employees, including temporary, part-time, and contract workers, and complying with a mandatory trip cap. Lists of these potential additional programs are included in **Attachment 1**.

Attachment 1 provides additional detail on how the CAPCOA methodology was used to provide these reduction levels, in the form of the Fehr & Peers TDM+ calculation tool.

For further reference, see the CAPCOA *Quantifying Greenhouse Gas Mitigation Measures* report and Fact Sheets, available at <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.



TABLE 1: LINCOLN CENTRE REDEVELOPMENT PROPOSED TDM PROGRAM COMPARED WITH 2008 GILEAD SCIENCES CAMPUS PROGRAM

Gilead 2008 Baseline		Lincoln Center 2015 TDM Plan		Additional Trip Reduction
Measure & Description	% Trip Reduction	Measure & Description	% Trip Reduction	
<i>Land Use and Design Characteristics</i>				
Diversity of Uses: 95% Office; 5% Retail & Amenities	3.8%	Diversity of Uses: 95% Office; 5% Retail & Amenities	3.8%	0%
Transit Accessibility: 2.8 miles from San Mateo Caltrain Station	0.1%	Transit Accessibility: Not Applicable; > 3.0 miles from San Mateo Caltrain Station	0%	-0.1%
Pedestrian Network: Comprehensive walkways between campus buildings	0.0%	Pedestrian Network: Comprehensive walkways between campus buildings	1.0%	1.0%
Traffic Calming: Improvements to slow traffic at 25% of intersections / streets in project	0.3%	Traffic Calming: Improvements to slow traffic at 25% of intersections / streets in project	0.3%	0.0%
Land Use and Design Total²	4.1%	Land Use and Design Total²	5.0%	0.9%

² Totals are multiplicative, rather than additive, and are equal to: $(1 - (1 - [\text{measure a}]) * (1 - [\text{measure b}]) * \dots * (1 - [\text{measure n}]))$



TABLE 1: LINCOLN CENTRE REDEVELOPMENT PROPOSED TDM PROGRAM COMPARED WITH 2008 GILEAD SCIENCES CAMPUS PROGRAM

Gilead 2008 Baseline		Lincoln Center 2015 TDM Plan		Additional Trip Reduction
Measure & Description	% Trip Reduction	Measure & Description	% Trip Reduction	
<i>Commute Trip Reduction Strategies</i>				
Voluntary Commute Trip Reduction Program: Includes Guaranteed Ride Home, General Promotional Items, Provision of Information for Alternative Mode Trip Planning. Available for 90% of employees.	4.7%	Voluntary Commute Trip Reduction Program: Includes Guaranteed Ride Home, General Promotional Items, Provision of Information for Alternative Mode Trip Planning. Available for 90% of employees.	4.7%	0%
Transit Vouchers: Assumes full subsidy of \$130/month, with 20% of employees eligible (receiving benefit, and living in a suitable location to take transit)	4.0%	Transit Vouchers: Assumes full subsidy of \$130/month, with 20% of employees eligible (receiving benefit, and living in a suitable location to take transit)	4.0%	0%
Alternative Work Schedules & Telecommute Program: Assumes 3% of employees telecommute 1.5 days per week.	0.7%	Alternative Work Schedules & Telecommute Program: Assumes 5% of employees telecommute 1.5 days per week.	1.1%	0.4%
Commute Trip Reduction Marketing: Assumed included in existing Voluntary CTR credit to prevent double-counting	0.0%	Commute Trip Reduction Marketing: Small increase (~20% eligible employees) provided based on improved social media marketing, and assumption of best practices adoption.	1.0%	1.0%



TABLE 1: LINCOLN CENTRE REDEVELOPMENT PROPOSED TDM PROGRAM COMPARED WITH 2008 GILEAD SCIENCES CAMPUS PROGRAM

Gilead 2008 Baseline		Lincoln Center 2015 TDM Plan		Additional Trip Reduction
Measure & Description	% Trip Reduction	Measure & Description	% Trip Reduction	
Employer Sponsored Vanpool/Shuttle (including employer bus): Low degree of implementation (partial funding of PTCRA Shuttle)	2.8%	Employer Sponsored Vanpool/Shuttle: High degree of implementation (large employer-specific commuter buses serving San Francisco, San Jose, etc)	8.3%	5.5%
Rideshare Program: Includes carpool matching, promotion, preferred parking, and partial subsidy in partnership with commute.org; 75% of employees eligible for service	3.8%	Rideshare Program: Includes carpool matching, promotion, preferred parking, and partial subsidy in partnership with commute.org; 75% of employees eligible for service	3.8%	0%
Commute Trip Reduction Total²	14.9%	Commute Trip Reduction Total²	21.0%	5.3%
Total Reduction³				
All Programs Total:	18.4%	All Programs Total:	24.9%	+6.5%

Source: Fehr & Peers, 2015; CAPCOA *Quantifying Greenhouse Gas Mitigation Measures*, 2010.

Attached: Detailed TDM+ Analysis Sheets

³ Total reductions are multiplicative rather than additive, and are equal to:
 $1 - (1 - (\text{Non-Commute Trip Strategy Reduction})) * (1 - (\text{Commute Trip Strategy Reduction}))$

TDM+ Land Use/Location Strategies



Category Reduction = 3.9%



Project Location:

Density housing units per acre

Design number of intersections per mi²

Diversity % Total Percentages

<input type="text" value="0"/> % single family residential	<input type="text" value="95"/> % commercial	<input type="text" value="0"/> % institutional
<input type="text" value="0"/> % multifamily residential	<input type="text" value="5"/> % industrial	<input type="text" value="0"/> % park

Destination Accessibility distance to downtown or major job center (mi)

Transit Accessibility distance to transit station (mi)

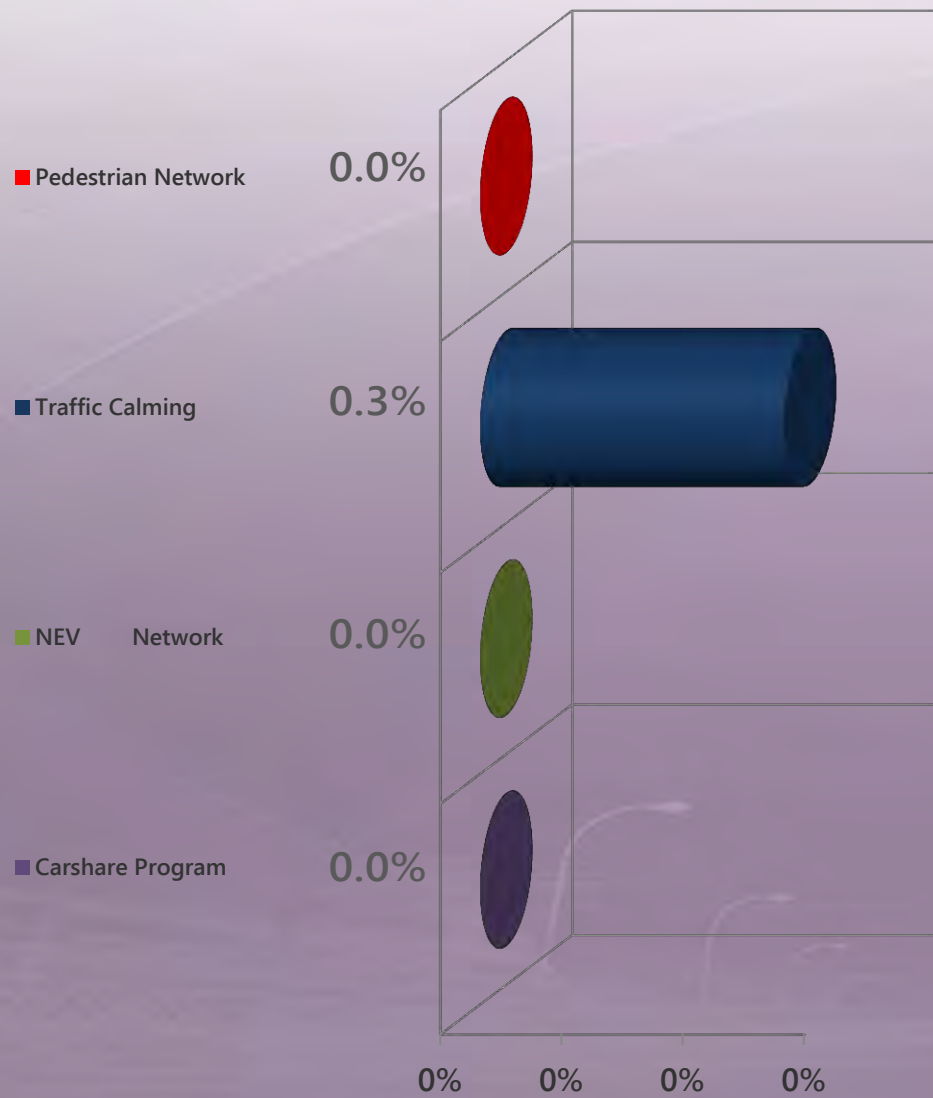
Below Market Rate Housing percentage of units that are deed-restricted BMR housing

TDM+ Neighborhood/Site Enhancements



Category Reduction = 0.2%

Project Location

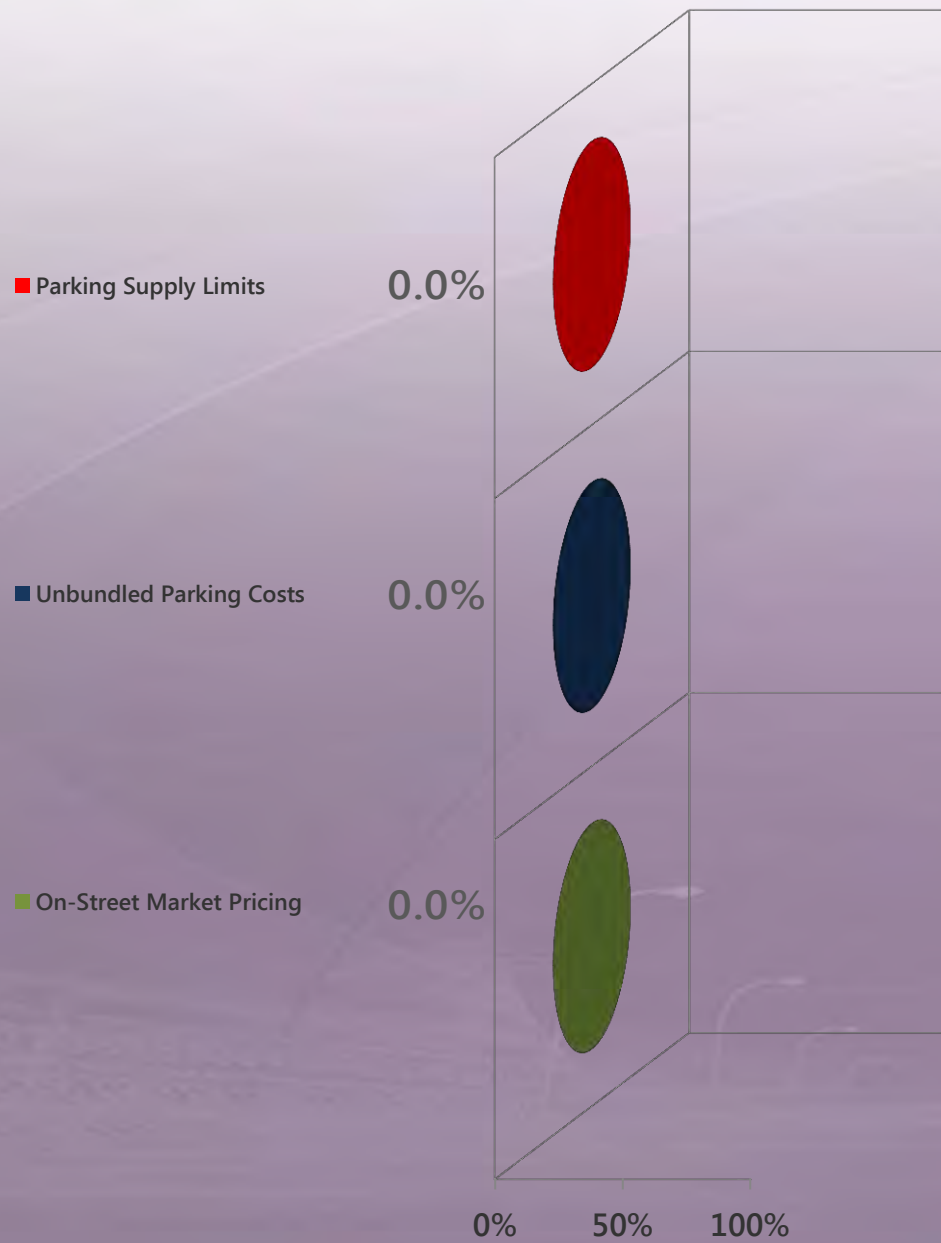


<input type="checkbox"/> Pedestrian Network *	<input type="text" value="within project only"/>
<input checked="" type="checkbox"/> Traffic Calming *	<input type="text" value="25%"/> percentage of streets within project with traffic calming improvements <input type="text" value="25%"/> percentage of intersections within project with traffic calming improvements
<input type="checkbox"/> NEV Network *	1 NEV per <input type="text" value="20"/> number of households
<input type="checkbox"/> Carshare Program *	<input type="text" value="all other"/> project setting

TDM+ Parking Policy/Pricing



Category Reduction = 0.0%



Project Location

Parking Supply Limits ITE parking provision for the project site improvements
 Actual parking provision for the project site *

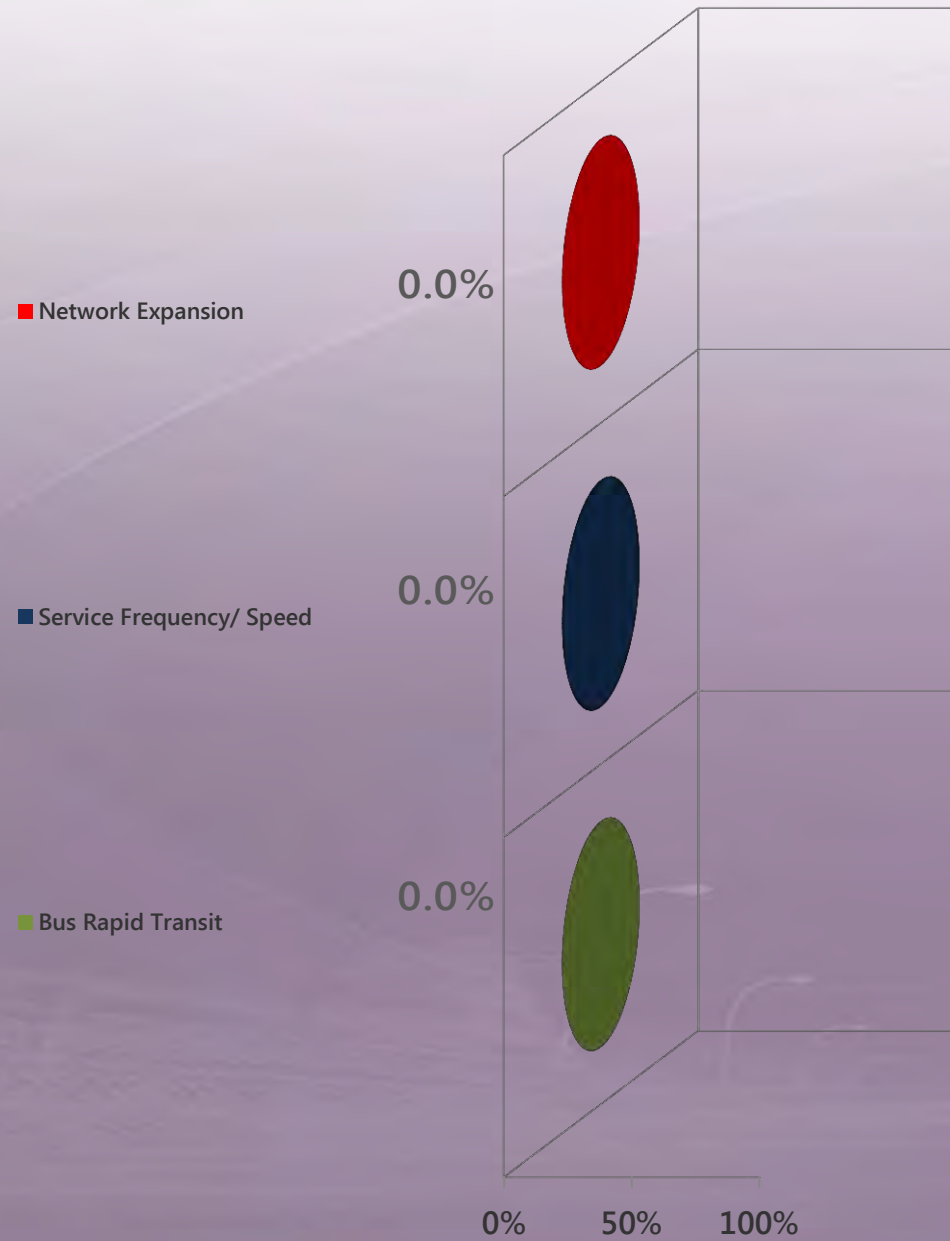
Unbundle Parking Costs monthly parking cost for the project site *

On-Street Market Pricing percent increase in on-street parking prices (min 25%, max 50%) *

TDMI⁺ Transit System Improvements



Category Reduction = 0.0%



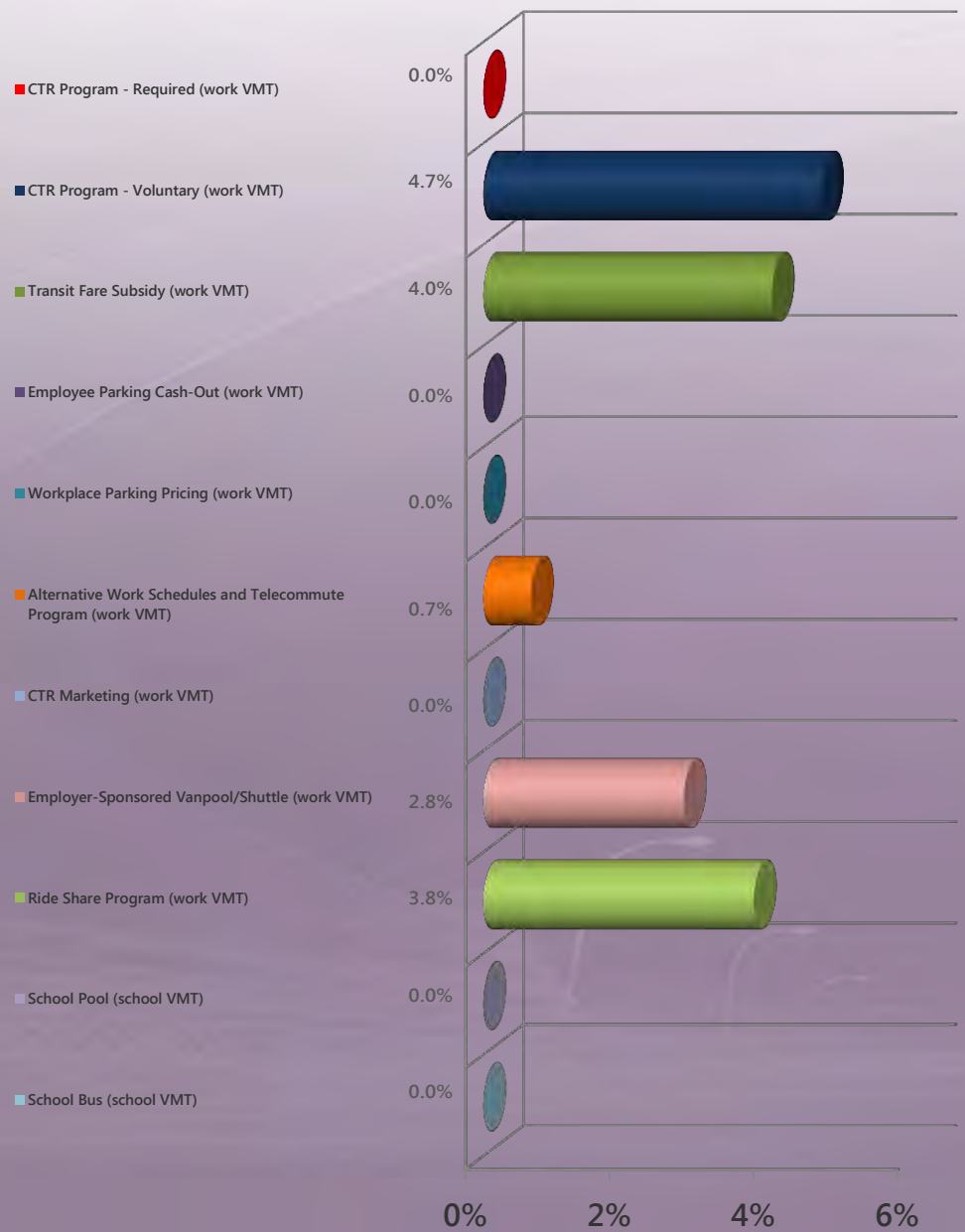
Project Location

Network Expansion *	<input type="text" value="10"/> percentage increase of transit network coverage <input type="text" value="9.4"/> percent existing transit mode share (as a % of total daily trips)
Service Frequency/Speed *	<input type="text" value="10"/> percentage reduction in headways (increase in frequency) <input type="text" value="9.4"/> percent existing transit mode share (as a % of total daily trips) <input type="text" value=" <50% of lines (within project) improved "/>
Bus Rapid Transit *	<input type="text" value="30"/> percentage of lines serving project converted to BRT <input type="text" value="5"/> percent existing transit mode share (as a % of total daily trips)

TDM+ Commute Trip Reduction (CTR) Programs



Category Reduction = 14.9%

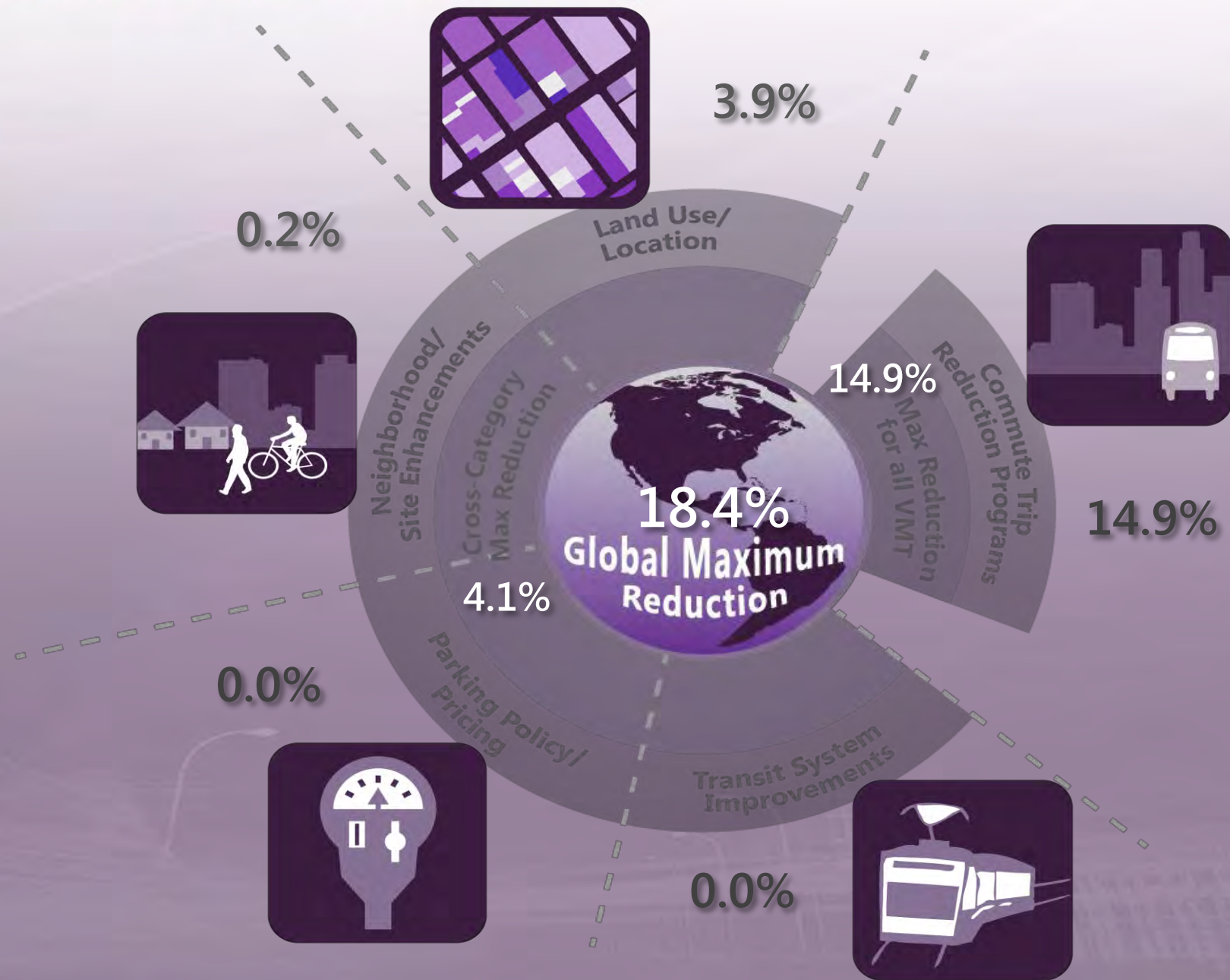


Project Location:
 Percentage of work related VMT

<input type="checkbox"/> CTR Program - Required *	<input type="text" value="0"/>	percentage of employees eligible
<input checked="" type="checkbox"/> CTR Program - Voluntary *	<input type="text" value="90"/>	percentage of employees eligible
<input checked="" type="checkbox"/> Transit Fare Subsidy *	<input type="text" value="20"/>	percentage of employees eligible
	<input type="text" value="5.96"/>	amount of transit subsidy per passenger (daily equivalent)
<input type="checkbox"/> Employee Parking Cash-Out *	<input type="text" value="0"/>	percentage of employees eligible
<input type="checkbox"/> Workplace Parking Pricing *	<input type="text" value="2"/>	daily parking charge
	<input type="text" value="100"/>	percentage of employees subject to priced parking
<input checked="" type="checkbox"/> Alternative Work Schedules and Telecommute Program *	<input type="text" value="3"/>	percentage of employees participating
	<input type="text" value="1.5"/>	days of telecommuting strategy implemented
<input type="checkbox"/> CTR Marketing *	<input type="text" value="0"/>	percentage of employees eligible
<input checked="" type="checkbox"/> Employer Sponsored Vanpool/Shuttle *	<input type="text" value="low"/>	degree of implementation
	<input type="text" value="40"/>	percentage of employees eligible
<input checked="" type="checkbox"/> Ride-Share Program *	<input type="text" value="75"/>	percentage of employees eligible
<input type="checkbox"/> School Pool *	<input type="text" value="med"/>	degree of implementation
<input type="checkbox"/> School Bus *	<input type="text" value="50"/>	percent of families expected to use school bus program

TDM+ Global Reduction Summary

FEHR PEERS



Global Max Reduction (all VMT):
18.4%

Cross-Category Max Reduction (all VMT):
4.1%

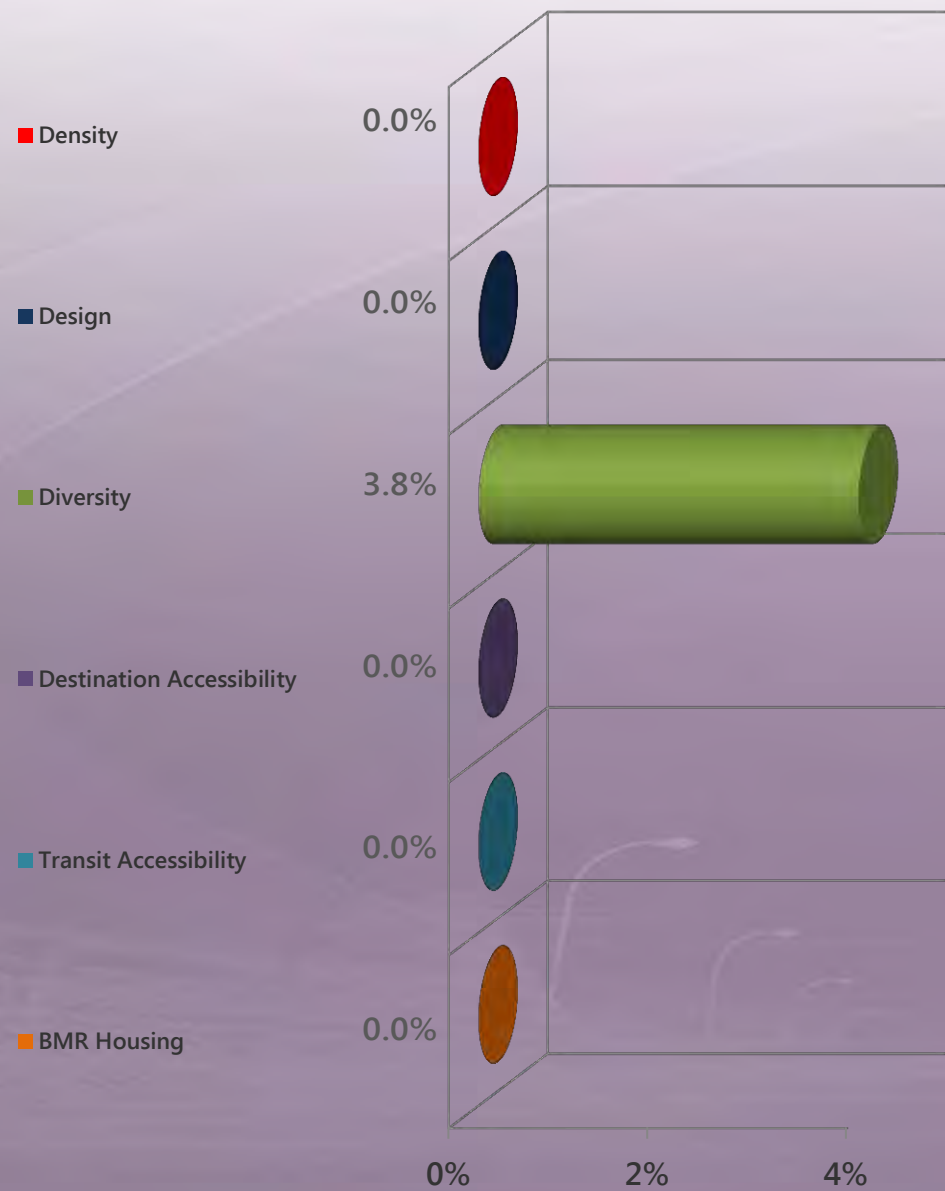
Max Reduction (all VMT):
14.9%

Land Use/ Location	Neighborhood/ Site Enhancements	Parking Policy/ Pricing	Transit System Improvements	Commuter Trip Reduction (CTR) Programs (assuming mixed-use development)
Category Reduction (all VMT): 3.9%	Category Reduction (all VMT): 0.2%	Category Reduction (all VMT): 0.0%	Category Reduction (all VMT): 0.0%	Category Reduction (work VMT): 15%
Density 0.0%	Pedestrian Network 0.0%	Parking Supply Limits 0.0%	Network Expansion 0.0%	CTR Program - Required (work VMT) 0.0%
Design 0.0%	Traffic Calming 0.3%	Unbundled Parking Costs 0.0%	Service Frequency/Speed 0.0%	CTR Program - Voluntary (work VMT) 4.7%
Diversity 3.8%	NEV Network 0.0%	On-Street Market Pricing 0.0%	Bus Rapid Transit 0.0%	Transit Fare Subsidy (work VMT) 4.0%
Destination Accessibility 0.0%	Car Share Program 0.0%			Employee Parking Cash-Out (work VMT) 0.0%
Transit Accessibility 0.1%				Workplace Parking Pricing (work VMT) 0.0%
BMR Housing 0.0%				Alternative Work Schedules and Telecommute Program (work VMT) 0.7%
				CTR Marketing (work VMT) 0.0%
				Employer-Sponsored Vanpool/Shuttle (work VMT) 2.8%
				Ride Share Program (work VMT) 3.8%
				School Pool (school VMT) 0.0%
				School Bus (school VMT) 0.0%

TDM+ Land Use/Location Strategies



Category Reduction = 3.8%



Project Location:

Density *

Design * number of intersections per mi²

Diversity * % Total Percentages

<input type="text" value="0"/> % single family residential	<input type="text" value="95"/> % commercial	<input type="text" value="0"/> % institutional
<input type="text" value="0"/> % multifamily residential	<input type="text" value="5"/> % industrial	<input type="text" value="0"/> % park

Destination Accessibility * distance to downtown or major job center (mi)

Transit Accessibility * distance to transit station (mi)

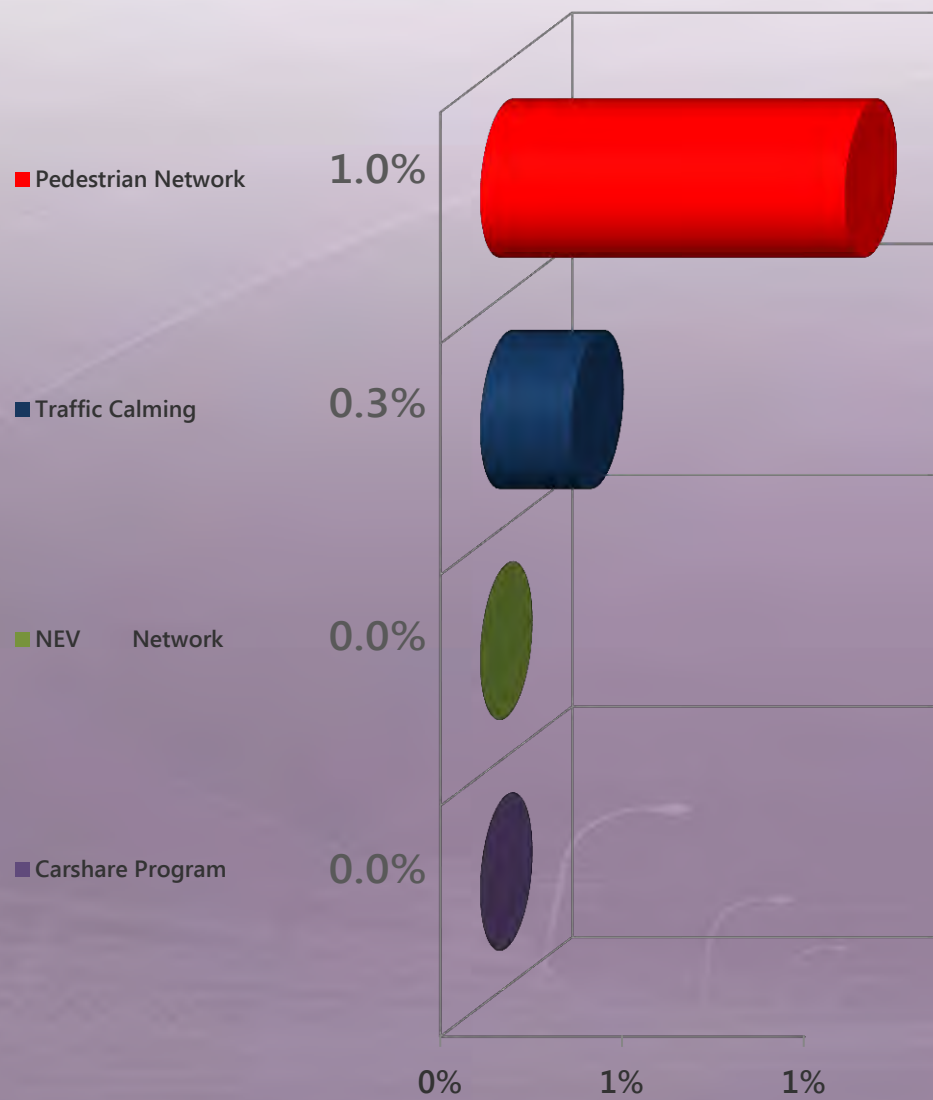
Below Market Rate Housing * percentage of units that are deed-restricted BMR housing

TDM+ Neighborhood/Site Enhancements



Category Reduction = 1.2%

Project Location



Pedestrian Network *

Traffic Calming * percentage of streets within project with traffic calming improvements
 percentage of intersections within project with traffic calming improvements

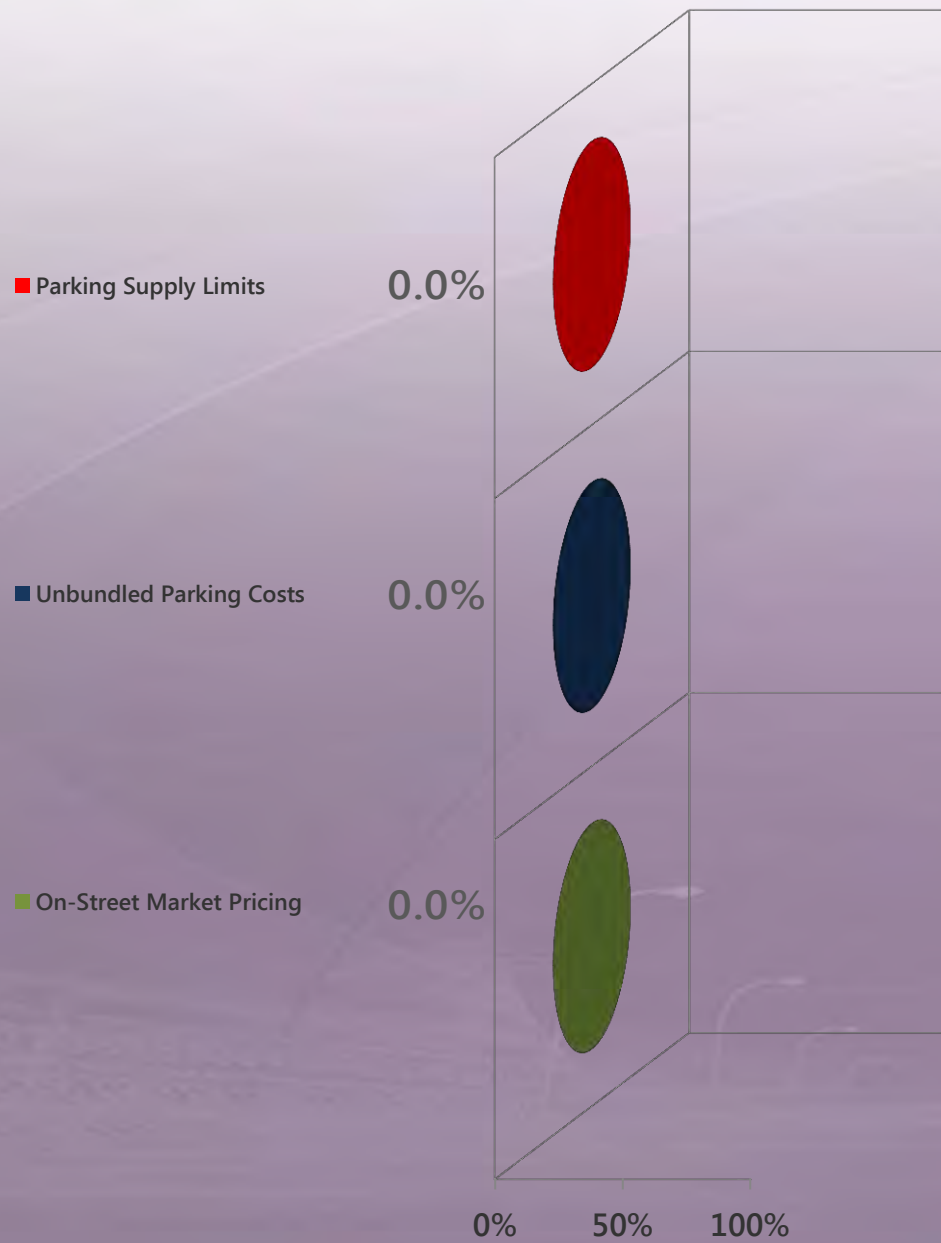
NEV Network * 1 NEV per number of households

Carshare Program * project setting

TDM+ Parking Policy/Pricing



Category Reduction = 0.0%



Project Location

Parking Supply Limits ITE parking provision for the project site improvements
 Actual parking provision for the project site *

Unbundle Parking Costs monthly parking cost for the project site *

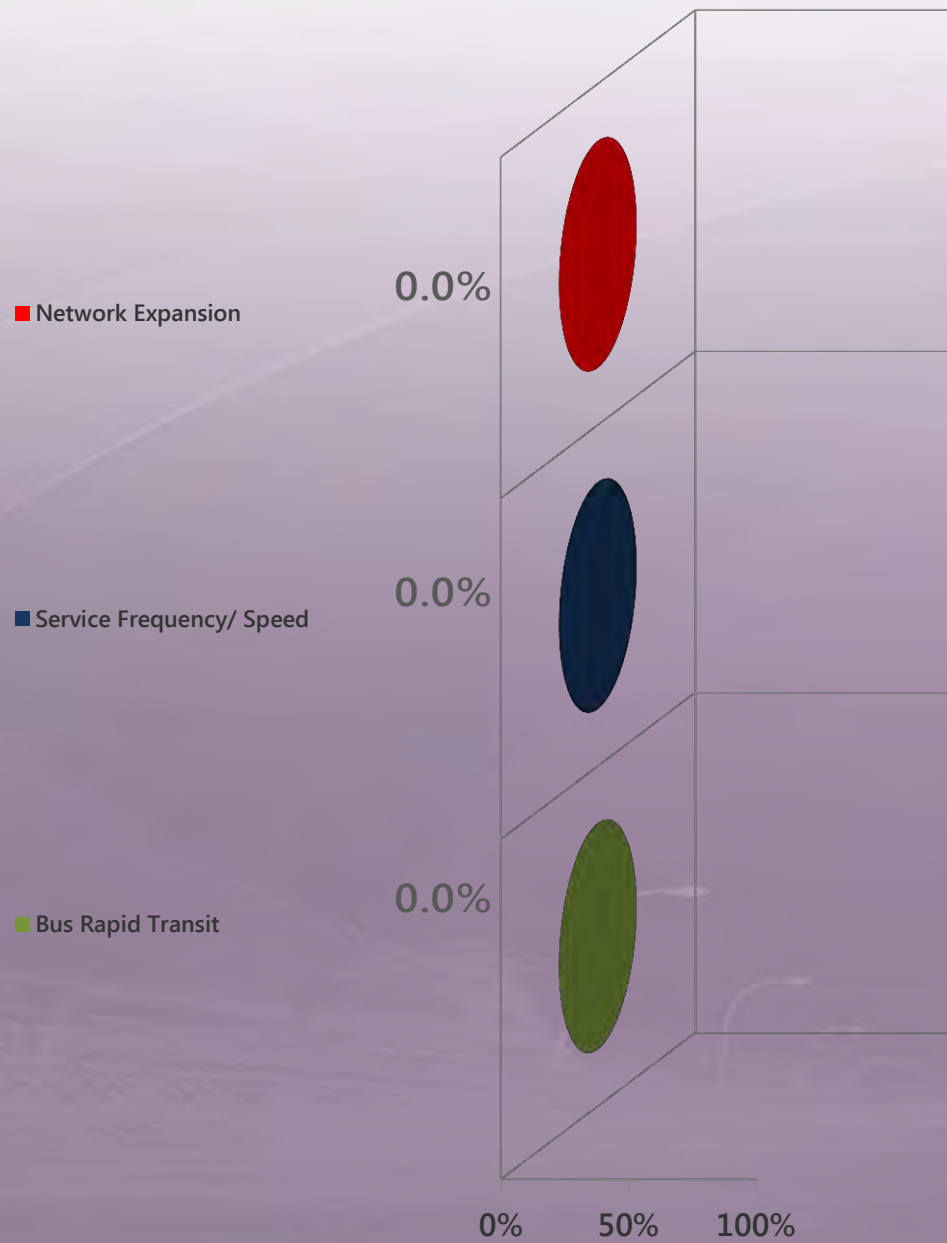
On-Street Market Pricing percent increase in on-street parking prices (min 25%, max 50%) *

TDM+ Transit System Improvements



Category Reduction = 0.0%

Project Location



Network Expansion

10 percentage increase of transit network coverage

9.4 percent existing transit mode share (as a % of total daily trips)

*

Service Frequency/ Speed

10 percentage reduction in headways (increase in frequency)

9.4 percent existing transit mode share (as a % of total daily trips)

<50% of lines (within project) improved

*

Bus Rapid Transit

30 percentage of lines serving project converted to BRT

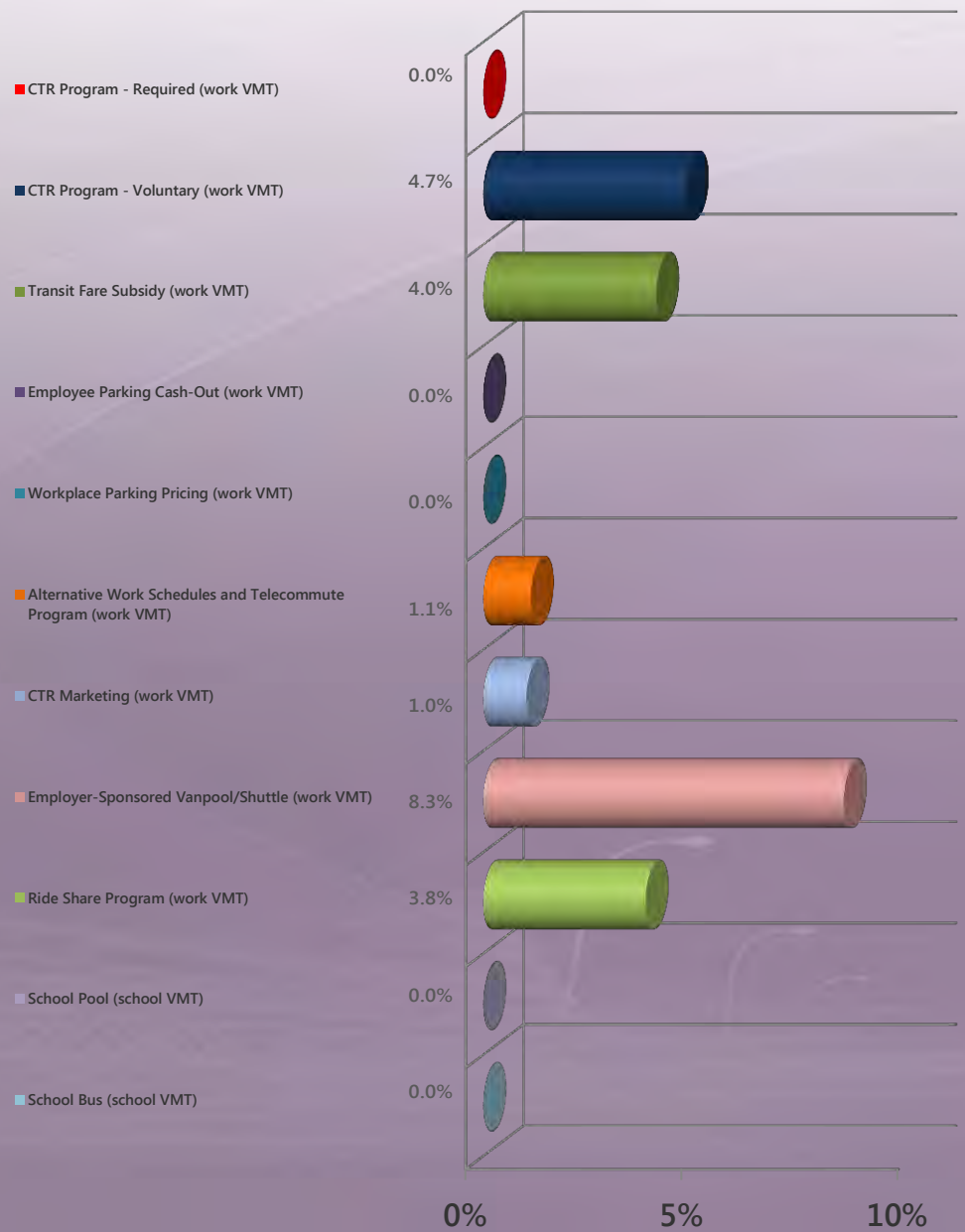
5 percent existing transit mode share (as a % of total daily trips)

*

TDM+ Commute Trip Reduction (CTR) Programs



Category Reduction = 21.0%

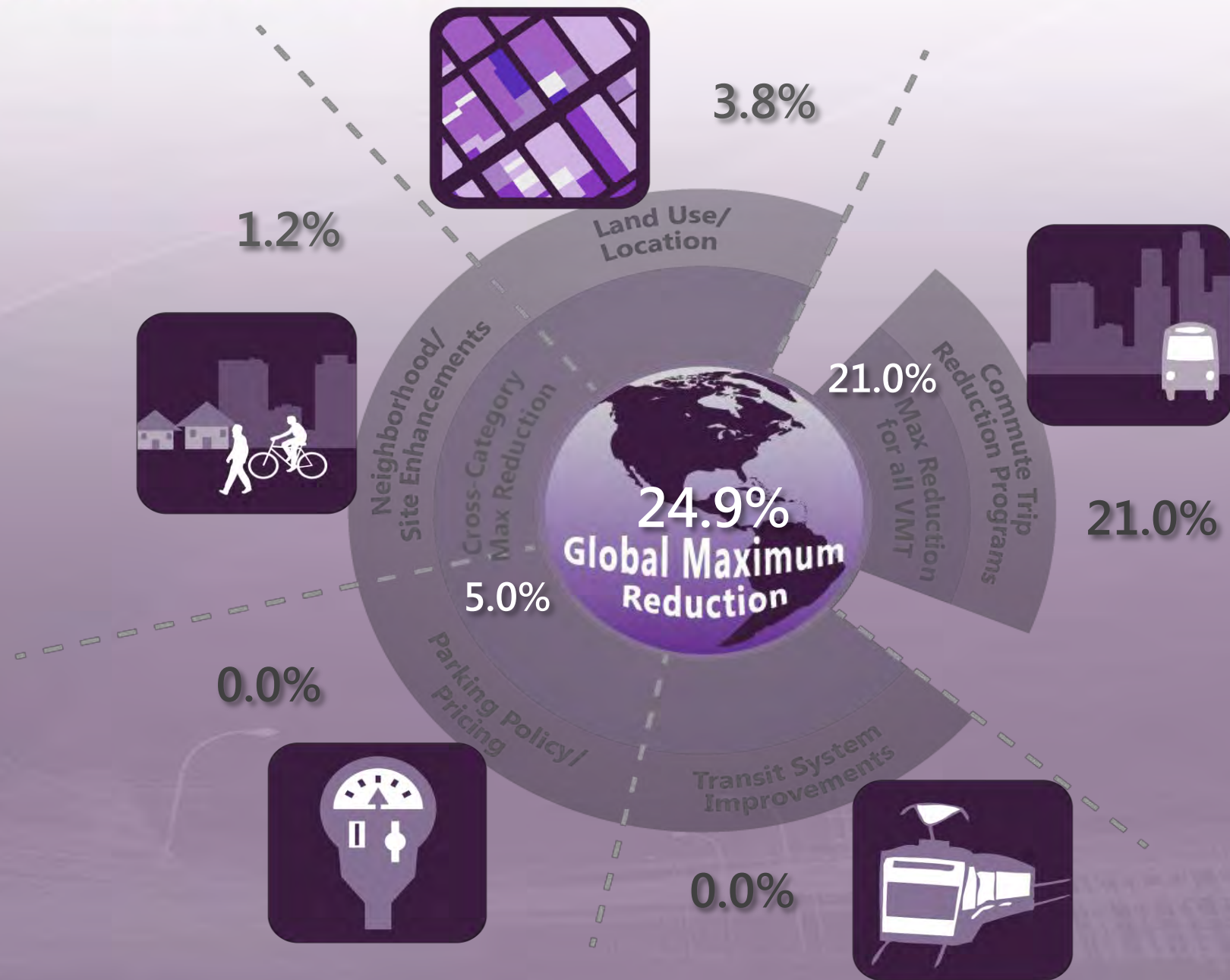


Project Location:
 Percentage of work related VMT

<input type="checkbox"/> CTR Program - Required *	<input type="text" value="0"/>	percentage of employees eligible
<input checked="" type="checkbox"/> CTR Program - Voluntary *	<input type="text" value="90"/>	percentage of employees eligible
<input checked="" type="checkbox"/> Transit Fare Subsidy *	<input type="text" value="20"/>	percentage of employees eligible
	<input type="text" value="5.96"/>	amount of transit subsidy per passenger (daily equivalent)
<input type="checkbox"/> Employee Parking Cash-Out *	<input type="text" value="0"/>	percentage of employees eligible
<input type="checkbox"/> Workplace Parking Pricing *	<input type="text" value="2"/>	daily parking charge
	<input type="text" value="0"/>	percentage of employees subject to priced parking
<input checked="" type="checkbox"/> Alternative Work Schedules and Telecommute Program *	<input type="text" value="5"/>	percentage of employees participating
	<input type="text" value="1.5"/>	days of telecommuting strategy implemented
<input checked="" type="checkbox"/> CTR Marketing *	<input type="text" value="25"/>	percentage of employees eligible
<input checked="" type="checkbox"/> Employer Sponsored Vanpool/Shuttle *	<input type="text" value="high"/>	degree of implementation
	<input type="text" value="60"/>	percentage of employees eligible
<input checked="" type="checkbox"/> Ride-Share Program *	<input type="text" value="75"/>	percentage of employees eligible
<input type="checkbox"/> School Pool *	<input type="text" value="med"/>	degree of implementation
<input type="checkbox"/> School Bus *	<input type="text" value="0"/>	percent of families expected to use school bus program

TDM+ Global Reduction Summary

FEHR PEERS



Global Max Reduction (all VMT):
24.9%

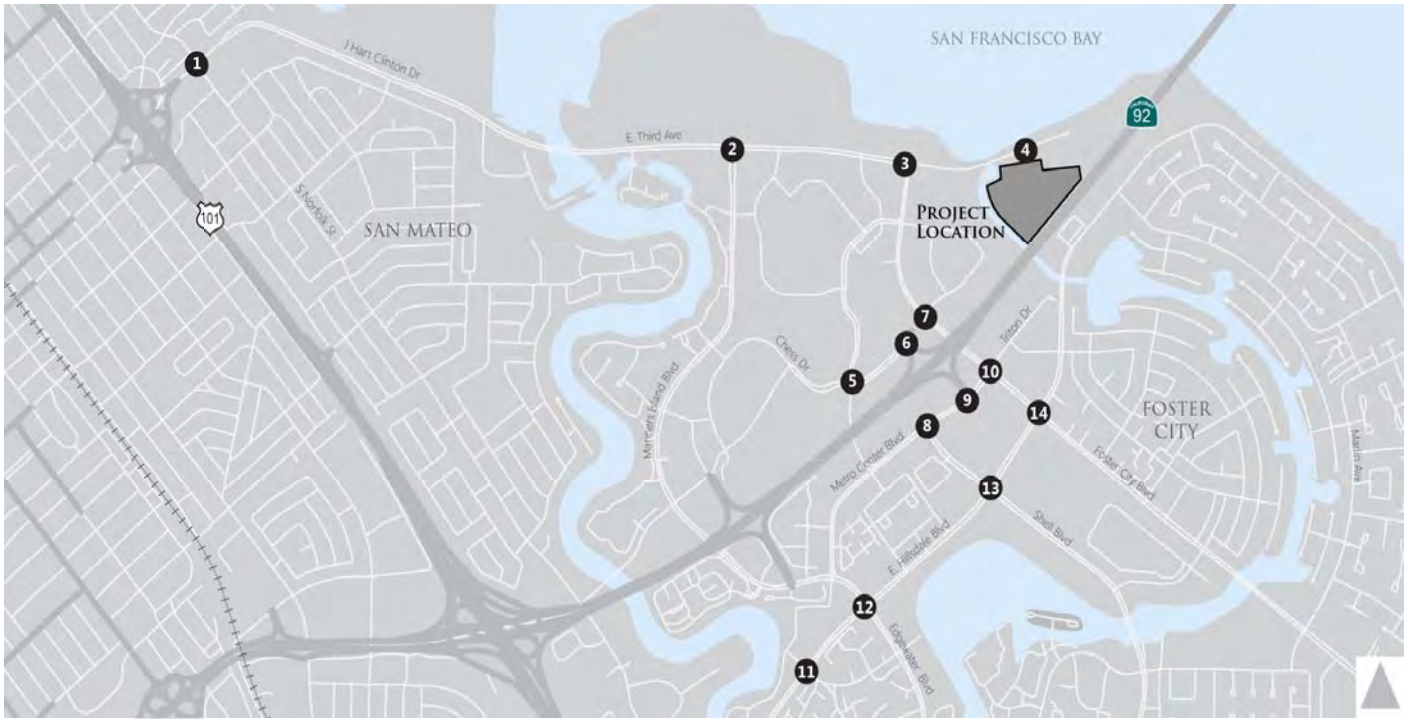
Cross-Category Max Reduction (all VMT):
5.0%

Max Reduction (all VMT):
21.0%

Land Use/ Location	Neighborhood/ Site Enhancements	Parking Policy/ Pricing	Transit System Improvements	Commuter Trip Reduction (CTR) Programs <small>(assuming mixed-use development)</small>
Category Reduction (all VMT): 3.8%	Category Reduction (all VMT): 1.2%	Category Reduction (all VMT): 0.0%	Category Reduction (all VMT): 0.0%	Category Reduction (work VMT): 21%
Density 0.0%	Pedestrian Network 1.0%	Parking Supply Limits 0.0%	Network Expansion 0.0%	CTR Program - Required (work VMT) 0.0%
Design 0.0%	Traffic Calming 0.3%	Unbundled Parking Costs 0.0%	Service Frequency/Speed 0.0%	CTR Program - Voluntary (work VMT) 4.7%
Diversity 3.8%	NEV Network 0.0%	On-Street Market Pricing 0.0%	Bus Rapid Transit 0.0%	Transit Fare Subsidy (work VMT) 4.0%
Destination Accessibility 0.0%	Car Share Program 0.0%			Employee Parking Cash-Out (work VMT) 0.0%
Transit Accessibility 0.0%				Workplace Parking Pricing (work VMT) 0.0%
BMR Housing 0.0%				Alternative Work Schedules and Telecommute Program (work VMT) 1.1%
				CTR Marketing (work VMT) 1.0%
				Employer-Sponsored Vanpool/Shuttle (work VMT) 8.3%
				Ride Share Program (work VMT) 3.8%
				School Pool (school VMT) 0.0%
				School Bus (school VMT) 0.0%

APPENDIX C-7: ADDITIONAL FIGURES

Source: Fehr & Peers



1. Norfolk St/E. Third Ave	2. Mariners Island Blvd/E. Third Ave	3. Foster City Blvd/E. Third Ave	4. Lincoln Centre Dr/E. Third Ave
<p>100 (85) 157 (156) 116 (175)</p> <p>100 (67) 1,453 (1,635) 86 (154)</p> <p>245 (245) 1,820 (1,394) 402 (706)</p> <p>686 (356) 161 (94) 156 (92)</p>	<p>3 (11) 1 (39) 1 (17)</p> <p>5 (13) 1,065 (1,380) 33 (143)</p> <p>8 (29) 1,580 (1,006) 462 (426)</p> <p>343 (414) 4 (33) 151 (30)</p>	<p>49 (294) 82 (540)</p> <p>293 (60) 524 (953)</p> <p>1,062 (474) 505 (84)</p>	<p>32 (274) 1 (0)</p> <p>227 (32) 605 (112)</p> <p>103 (588) 1 (0)</p>
5. Vintage Park Dr/Chess Dr	6. SR-92 Westbound Ramps/Chess Dr	7. Foster City Blvd/Chess Dr	8. Shell Blvd/Metro Center Blvd
<p>31 (123) 116 (577) 38 (364)</p> <p>260 (33) 397 (267) 195 (83)</p> <p>48 (22) 139 (349) 61 (258)</p> <p>150 (230) 707 (141) 163 (552)</p>	<p>1 (4) 1 (53) 2 (30)</p> <p>18 (11) 235 (254) 764 (1,364)</p> <p>1 (5) 188 (383) 149 (879)</p> <p>638 (95) 12 (2) 1,024 (254)</p>	<p>82 (382) 332 (1,288) 56 (12)</p> <p>13 (55) 71 (368) 58 (263)</p> <p>528 (67) 195 (47) 491 (553)</p> <p>864 (880) 1,263 (287) 465 (114)</p>	<p>2 (63) 1 (46) 2 (53)</p> <p>13 (98) 548 (288) 180 (164)</p> <p>209 (691) 63 (275)</p> <p>338 (241) 2 (61) 102 (211)</p>



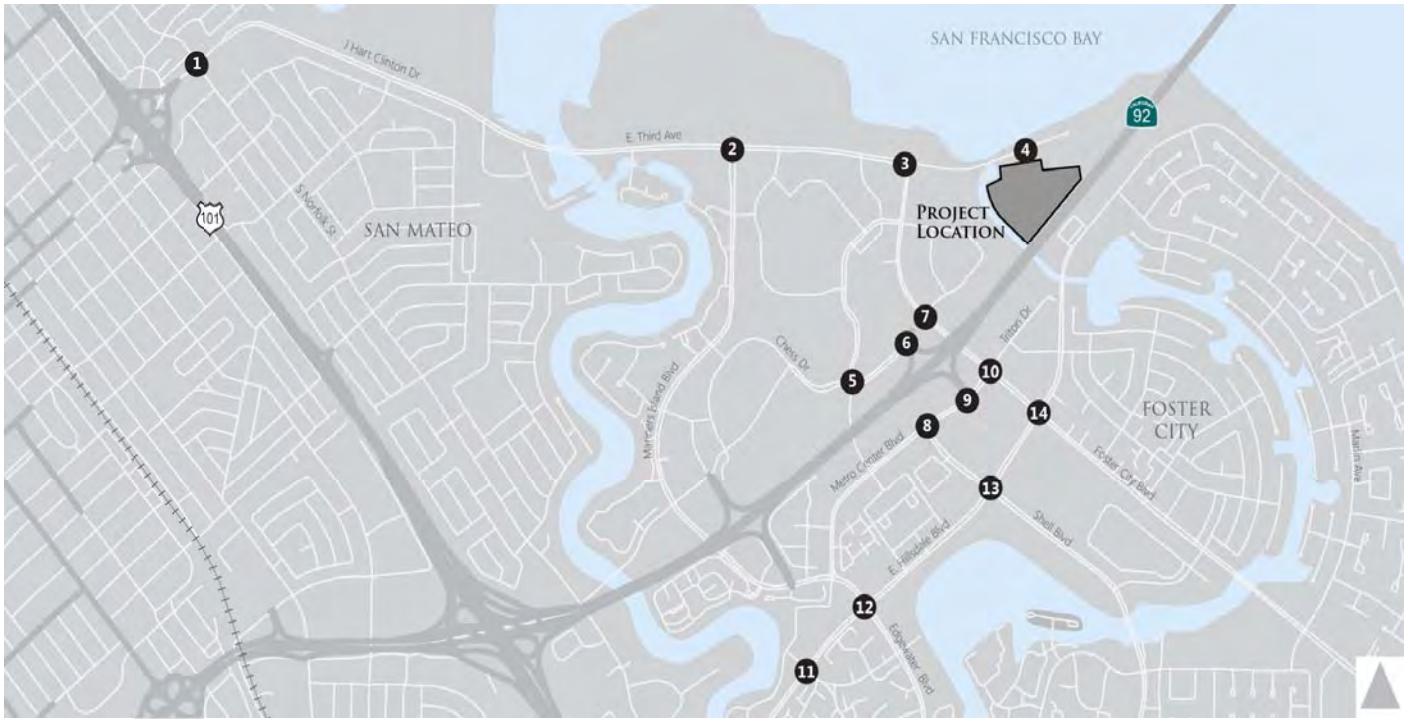


Source: Fehr & Peers

9. SR-92 Eastbound Ramps/Metro Center Blvd	10. Foster City Blvd/Metro Center Blvd	11. Altair Ave/E. Hillsdale Blvd.	12. Edgewater Blvd/E. Hillsdale Blvd.
<p>SR-92 Eastbound Ramps</p> <p>Metro Center Blvd</p>	<p>Foster City Blvd</p> <p>Metro Center Blvd</p>	<p>Altair Ave</p> <p>E. Hillsdale Blvd.</p>	<p>Edgewater Blvd</p> <p>E. Hillsdale Blvd.</p>
13. Shell Blvd/E. Hillsdale Blvd.	14. Foster City Blvd/E. Hillsdale Blvd.		
<p>Shell Blvd</p> <p>E. Hillsdale Blvd.</p>	<p>Foster City Blvd</p> <p>E. Hillsdale Blvd.</p>		



Source: Fehr & Peers



1. Norfolk St/E. Third Ave	2. Mariners Island Blvd/E. Third Ave	3. Foster City Blvd/E. Third Ave	4. Lincoln Centre Dr/E. Third Ave
<p>100 (85) 157 (156) 116 (175)</p> <p>100 (67) 1,644 (1,659) 87 (145)</p> <p>245 (245) 1,959 (1,598) 402 (708)</p> <p>688 (359) 161 (94) 154 (85)</p>	<p>3 (11) 1 (39) 1 (17)</p> <p>5 (13) 1,234 (1,393) 33 (143)</p> <p>8 (29) 1,713 (1,190) 465 (439)</p> <p>366 (415) 4 (33) 151 (32)</p>	<p>49 (294) 82 (540)</p> <p>293 (60) 658 (1,129)</p> <p>1,231 (486) 505 (84)</p>	<p>32 (274) 1 (0)</p> <p>227 (32) 605 (112)</p> <p>103 (588) 1 (0)</p>
5. Vintage Park Dr/Chess Dr	6. SR-92 Westbound Ramps/Chess Dr	7. Foster City Blvd/Chess Dr	8. Shell Blvd/Metro Center Blvd
<p>31 (123) 116 (579) 38 (365)</p> <p>260 (36) 407 (277) 196 (88)</p> <p>48 (22) 147 (361) 91 (303)</p> <p>194 (262) 707 (153) 174 (558)</p>	<p>1 (4) 1 (53) 2 (30)</p> <p>18 (11) 245 (264) 790 (1,379)</p> <p>1 (5) 197 (396) 160 (886)</p> <p>639 (103) 12 (2) 1,185 (274)</p>	<p>82 (382) 466 (1,465) 56 (12)</p> <p>13 (55) 71 (368) 58 (263)</p> <p>686 (73) 195 (47) 502 (580)</p> <p>899 (905) 1,274 (294) 465 (114)</p>	<p>2 (63) 1 (46) 2 (53)</p> <p>13 (98) 548 (292) 183 (176)</p> <p>209 (692) 81 (309)</p> <p>377 (268) 2 (61) 113 (217)</p>





Source: Fehr & Peers

9. SR-92 Eastbound Ramps/Metro Center Blvd	10. Foster City Blvd/Metro Center Blvd	11. Altair Ave/E. Hillsdale Blvd.	12. Edgewater Blvd/E. Hillsdale Blvd.
<p>SR-92 Eastbound Ramps</p> <p>468 (210) 37 (14) 1,259 (638)</p> <p>380 (1,246) 270 (350) 44 (28)</p> <p>Metro Center Blvd</p> <p>83 (499) 274 (455) 5 (14)</p> <p>4 (15) 4 (12) 31 (32)</p>	<p>Foster City Blvd</p> <p>360 (1,131) 517 (953) 149 (223)</p> <p>555 (389) 195 (319) 80 (114)</p> <p>Metro Center Blvd</p> <p>752 (276) 396 (461) 416 (388)</p> <p>139 (174) 1,331 (648) 101 (110)</p>	<p>Altair Ave</p> <p>25 (17) 3 (6) 11 (7)</p> <p>17 (16) 2,024 (1,584) 30 (57)</p> <p>E. Hillsdale Blvd.</p> <p>7 (30) 1,700 (1,978) 99 (275)</p> <p>489 (177) 3 (2) 117 (44)</p>	<p>Edgewater Blvd</p> <p>227 (427) 352 (818) 131 (369)</p> <p>159 (199) 1,119 (867) 98 (213)</p> <p>E. Hillsdale Blvd.</p> <p>569 (445) 878 (1,270) 166 (459)</p> <p>568 (351) 632 (378) 129 (94)</p>
13. Shell Blvd/E. Hillsdale Blvd.	14. Foster City Blvd/E. Hillsdale Blvd.		
<p>Shell Blvd</p> <p>59 (93) 126 (379) 38 (114)</p> <p>69 (46) 921 (676) 63 (177)</p> <p>E. Hillsdale Blvd.</p> <p>128 (185) 682 (926) 349 (565)</p> <p>551 (390) 381 (251) 184 (125)</p>	<p>Foster City Blvd</p> <p>293 (297) 458 (854) 213 (345)</p> <p>251 (150) 454 (265) 70 (65)</p> <p>E. Hillsdale Blvd</p> <p>400 (255) 333 (358) 259 (483)</p> <p>427 (192) 970 (507) 52 (25)</p>		



APPENDIX D

Air Quality and Greenhouse Gas Emissions

APPENDIX D1

Air Quality Regulations

(1) Federal Regulations

Federal Clean Air Act

The federal Clean Air Act (CAA), enacted largely in its current form in 1970 and amended in 1977 and 1990, establishes the framework for federal air pollution control. The act directed the EPA to establish the ambient air quality standards described in Table V.D-1. An area that does not meet the federal standard for a pollutant, as shown in Table V.D-1, is called a “nonattainment” area for that pollutant. For federal nonattainment areas, the federal CAA requires states to develop and adopt State Implementation Plans (SIPs), which are air quality plans showing how air quality standards will be attained. The Federal Clean Air Act Amendments of 1990 (FCAAA) added requirements for states with nonattainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution.

The SIP is periodically modified to reflect the latest emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies. EPA has responsibility to review all State SIPs to determine conformation to the mandates of the FCAAA, and to determine if implementation will achieve air quality goals. If the EPA determines a SIP to be inadequate, a Federal Implementation Plan (FIP) may be prepared for the nonattainment area that imposes additional control measures. Failure to submit an approvable SIP or to implement the plan within the mandated timeframe may result in sanctions being denied to transportation funding and stationary air pollution sources in the air basin. In California, SIPs are prepared and adopted by the local or regional air districts (in the Bay Area, by the BAAQMD) and are reviewed and submitted to the EPA by CARB.

Federal HAP Regulations

Title III of the FCAAA requires the EPA to promulgate national emissions standards for hazardous air pollutants (NESHAPs), which can set different requirements for major and area sources. Major sources are defined as stationary sources with potential to emit more than 10 tons per year (tpy) of any HAP or more than 25 tpy of any combination of HAPs; all other sources regulated under Title III of the FCAAA are considered area sources.

Issuance of the emission standards occurs in two phases. The first phase consists of technology-based emission standards designed to produce a high level of emission reductions for major sources of HAPs, which are referred to as MACT standards. For area sources, the standards may be different, based on generally available control technology. In the second phase, EPA must issue health risk-based emissions standards where such standards are deemed necessary to address risks remaining after implementation of the technology-based NESHAPs. These second-phase standards are generally referred to as “residual MACT” standards.

The FCAAA also required EPA to issue vehicle or fuel standards containing reasonable requirements to control HAP emissions, applying at a minimum to benzene and formaldehyde. Performance criteria were established to limit mobile source emissions of toxics, including benzene, formaldehyde, and 1,3-

butadiene. In addition, Section 219 of the FCAAA also required the use of reformulated gasoline in selected U.S. cities (those with the most severe ozone nonattainment conditions) to further reduce mobile-source emissions, including air toxics.

Mobile Off-Road Engines

Emission Standards for Non-road Diesel Engines. During construction, emissions will be generated from off-road construction equipment such as loaders, graders, and cranes, as well as heavy-duty trucks. To reduce emissions from non-road diesel equipment, the EPA established a series of emission standards, called Tiers, for new non-road diesel engines culminating in the 2004 Non-road Tier 4 Final Rule.^{1,2} The Tier standards apply to non-road engines such as engines found in construction, general industrial, and terminal equipment, but not locomotives or marine engines rated above 37 kilowatt (kW) (50 horsepower [HP]). The Tier 1, Tier 2, Tier 3, and Tier 4 standards require compliance with progressively more stringent emission standards. Tier 1 standards were phased in from 1996 to 2000 (year of manufacture), depending on the engine horsepower category. Tier 2 standards were phased in from 2001 to 2006 and the Tier 3 standards were phased in from 2006 to 2008. To meet these standards, engine manufacturers will produce new engines with advanced emissions control technologies similar to those already expected for on-road heavy-duty diesel vehicles. The Non-road Tier 4 standards are currently being phased in starting with smaller engines in 2008 until all but the very largest diesel engines meet NOx and PM standards in 2015.

Mobile On-Road Engines: Emissions Standards for Heavy-Duty Engines and Vehicles

During construction, the project will generate air emissions from on-road heavy-duty trucks such as haul trucks and vendor trucks.

To reduce emissions from on-road, heavy-duty diesel trucks, EPA established a series of increasingly strict emission standards for new engines, starting in 1988. The EPA promulgated the final and cleanest standards with the 2001 Heavy-Duty Engine and Vehicle Standards and Highway Diesel Fuel Sulfur Control Requirements Rule, more commonly known as the 2007 Highway Rule,³ which integrated engine and fuel controls as a system to gain the greatest emission reductions. This rule established a PM emission standard of 0.01 gram per horsepower-hour (g/hp-hr) for new vehicles beginning with model year 2007. NOx and non-methane hydrocarbon (NMHC) standards of 0.20 g/hp-hr and 0.14 g/hp-hr, respectively, were phased in together between 2007 and 2010 on a percent of sales basis: 50 percent from 2007 to 2009 and 100 percent in 2010.

¹ United States Environmental Protection Agency (EPA), 1998. *Control of Emissions of Air Pollution from Nonroad Diesel Engines, Final Rule*. Title 40 Code of Federal Regulations, Parts 9, 86, and 89, October.

² United States Environmental Protection Agency (EPA), 2004. *Control of Emissions of Air Pollution from Nonroad Diesel Engines and Fuel, Final Rule*. Title 40 Code of Federal Regulations, Parts 9, 69, 80, 86, 89, 94, 1039, 1048, 1051, 1065, and 1068, June.

³ United States Environmental Protection Agency (EPA), 2001. *Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards and Highway Diesel Fuel Sulfur Control Requirements, Final Rule ("2007 Highway Rule")*. Title 40 Code of Federal Regulations, Parts 69, 80, and 86, January 18.

Emergency Generators

During operation, the project may bring in one or multiple diesel-fueled standby generators for emergency power. Emergency generators are subject to Standards of Performance for Stationary Compression Ignition Internal Combustion Engines (40 CFR Part 60 Subpart IIII). This rule establishes strict limits on NO_x and PM emissions from stationary compression ignition engines. The specific limits depend on the model year, installation date, and operating speed of the engine.⁴ Emergency engines are also subject to National Emission Standards for Hazardous Air Pollutants (NESHAP) (40 CFR Part 63, Subpart ZZZZ). On January 14, 2013, the EPA finalized amendments to the NESHAP for stationary reciprocating internal combustion engines (RICE). The amendments include requirements for use of cleaner fuels and expansion of reporting requirements.⁵ On August 29, 2013, the EPA issued a notice announcing reconsideration of, and requesting public comment on, three specific issues in the agency's 2013 final amendments to its standards limiting air pollutant emissions from stationary reciprocating internal combustion engines.⁶

Diesel Fuel Requirements

In addition to the above source-specific standards that are typically met through emissions control technologies, EPA also directly regulates the diesel fuel used in many of these sources.

Highway Diesel Fuel Sulfur Requirements

The 2007 Highway Rule also required refineries to begin producing highway diesel fuel that met a maximum sulfur standard of 15 parts per million (ppm), known as Ultra Low Sulfur Diesel (ULSD), by June 2006. All 2007 and later model year diesel-fueled vehicles must be refueled with ULSD. By integrating fuel sulfur standards and advanced pollution control technologies, the 2007 Highway Rule reduces DPM and NO_x exhaust emissions of heavy-duty engines by more than 90 percent as compared to previous engine models. In addition, ULSD also enables emissions reductions from other diesel-powered highway vehicles, including cars, SUVs, and light-duty trucks.

Non-Road Diesel Fuel Sulfur Requirements

The Non-road Tier 4 Final Rule for non-road diesel engines also established fuel sulfur limits in order to integrate engine and fuel controls as a system to gain the greatest emission reductions. The rule required low sulfur (500 ppm) diesel fuel to be phased in starting in 2007, and required ULSD (15 ppm) to be phased in over 2010-2012 for non-road, locomotive, and marine engines (though only for diesel

⁴ Emission limits are detailed in Title 40 Code of Federal Regulations §60.4205. What emission standards must I meet for emergency engines if I am an owner or operator of a stationary CI internal combustion engine?

⁵ United States Environmental Protection Agency (EPA), 2013. Fact Sheet. Final Amendments to the Emission Standards for Reciprocating Internal Combustion Engines. Specifics About Provisions Related to Emergency Engines. Accessed December 2014.
<http://www.epa.gov/ttn/atw/icengines/docs/20130114emergencyfs.pdf>.

⁶ United States Environmental Protection Agency (EPA), 2013. Fact Sheet. Reconsideration of Final Standards for Stationary and Reciprocating Internal Combustion Engines. Accessed December 2014.
<http://www.epa.gov/ttn/atw/icengines/docs/20130829fs.pdf>.

fuel, not for marine residual fuel which is more typically used by very large ocean-going vessels). The Tier 4 engine and fuel standards complement the 2007 Highway Rule for on-road heavy-duty engine and vehicles discussed above by requiring 90 percent reductions in DPM and NO_x exhaust as compared to previous engine models. With the exception of line-haul locomotives, the California Diesel Fuel Regulations (described below) generally pre-empt this rule for other sources such as intrastate locomotives and construction equipment.

(2) State Regulations

California Air Resources Board

In California, CARB, which is part of the California Environmental Protection Agency, is responsible for meeting the State requirements of the CAA, administering the California Clean Air Act (CAA), and establishing the CAAQS. The CAA requires all air districts in the State to endeavor to achieve and maintain CAAQS. CARB regulates mobile air pollution sources, such as motor vehicles. The agency is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB has established passenger vehicle fuel specifications and oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional and county level. CARB also conducts or supports research into the effects of air pollution on the public and develops innovative approaches to reducing air pollutant emissions.

California Clean Air Act (CAA)

The California CAA of 1988 focuses on attainment of the California Ambient Air Quality Standards (CAAQS), which, for certain pollutants and averaging periods, is more stringent than the comparable federal standards. Responsibility for achieving California standards is placed on the CARB and local air pollution control districts through district-level air quality management plans.

The California CAA requires designation of attainment and nonattainment areas with respect to CAAQS. The California CAA also requires that local and regional air districts expeditiously adopt and prepare an air quality attainment plan if the district violates State air quality standards for CO, SO₂, NO₂, or O₃. No locally prepared attainment plans are in place for areas that violate the State PM₁₀ standards, because attainment plans are not required for those areas. This is discussed further below.

The California CAA requires that the State air quality standards be met as expeditiously as practicable, but, unlike the Federal CAA, does not set precise attainment deadlines. Instead, the act established increasingly stringent requirements for areas that will require more time to achieve the standards.

ARB is primarily responsible for developing and implementing air pollution control plans to achieve and maintain the NAAQS. The CARB is primarily responsible for statewide pollution sources and produces a major part of the SIP. Local air districts are still relied upon to provide additional strategies for sources under their jurisdiction. The CARB combines this data and submits the completed SIP to EPA.

Other CARB duties include monitoring air quality, in conjunction with air monitoring networks maintained by air pollution control and air quality management districts; establishing CAAQS, which in many cases are more stringent than the NAAQS; determining and updating area designations and maps; and setting emissions standards for new mobile sources, consumer products, small utility engines, and off-road vehicles.

State TAC Regulations

TACs in California are primarily regulated through the Tanner Air Toxics Act (Assembly Bill [AB] 1807) and the Air Toxics Hot Spots Information and Assessment Act of 1987 (AB 2588, or the Hot Spots Act). AB 1807 sets forth a formal procedure for CARB to designate substances as TACs. Research, public participation, and scientific peer review are necessary before CARB can designate a substance as a TAC. To date, CARB has adopted EPA's list of HAPs as TACs and identified more than 21 additional TACs. Most recently, Environmental Tobacco Smoke was added to CARB's list of TACs in 2007.⁷

Once a TAC is identified, CARB then adopts an Airborne Toxics Control Measure (ATCM) for sources that emit that a particular TAC. If there is a concentration below which health effects are not likely, the control measure must reduce exposure below that threshold. If there is no safe concentration, the measure must incorporate T-BACT to minimize emissions.

The Hot Spots Act requires that existing facilities that emit toxic substances above a specified level prepare a toxic emissions inventory; conduct a risk assessment if emissions are significant; notify the public of significant risk levels; and prepare and implement risk reduction measures.

CARB adopted a comprehensive Risk Reduction Plan in 2000, after identifying DPM as a TAC.⁸ Pursuant to this Plan, CARB adopted diesel-exhaust control measures and stringent emission standards for various on-road mobile sources of emissions, including transit buses and off-road diesel equipment (e.g., tractors, generators). In 2001, CARB adopted the Public Transit Bus Fleet Rule and Emissions Standards for New Urban Buses, which established emissions limits on 1985 and subsequent model year heavy-duty bus engines and vehicles for NO_x, CO, non-methane hydrocarbons, PM, and formaldehyde. The emissions standards apply to all heavy-duty urban buses, including diesel-fueled buses. Therefore, the rule limits the emissions of two TACs identified by CARB: DPM and formaldehyde. In 2007, a low-sulfur diesel fuel requirement and tighter emission standards for heavy-duty diesel trucks was put into effect, to be followed in 2011 by the same standards being applied to off-road diesel equipment. Over time, the replacement of older vehicles will result in a fleet that produces substantially lower levels of TACs than the replaced vehicles.

Mobile-source emissions of TACs (e.g., benzene, 1,3-butadiene, DPM) decreased significantly over the last decade and will be reduced further in California through a progression of regulatory measures (e.g.,

⁷ California Air Resources Board (CARB), 2011. Toxic Air Contaminant Identification List. Accessed December 21, 2014. <http://www.arb.ca.gov/toxics/id/taclist.htm>.

⁸ California Air Resources Board (CARB), 2000. *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles*. Stationary Source Division and Mobile Source Division. October.

Low-Emission Vehicle/Clean Fuels and Phase II reformulated gasoline regulations) and control technologies. With implementation of CARB's Risk Reduction Plan, DPM concentrations are expected to be reduced by 75 percent in 2010 and 85 percent in 2020 from the estimated year-2000 level. As emissions are reduced, it is expected that risks associated with exposure to the emissions will also be reduced.

In 2005, CARB published the *Air Quality and Land Use Handbook: A Community Health Perspective*, which provides guidance concerning land-use compatibility with TAC sources. Although not a law or adopted policy, the handbook offers recommendations for the siting of sensitive receptors (e.g., proposed residential units) near uses associated with TACs to help limit the exposure of children and other sensitive populations to TACs. Specifically, the Handbook identifies freeways and high traffic roads (100,000 vehicles per day for an urban roadway or 50,000 vehicles per day for a rural roadway) as a source of TACs that could present a potentially significant health risk to nearby sensitive receptors. CARB studies show that concentrations of traffic related pollutants declined with distance from the road, primarily within the first 500 feet. Therefore, CARB recommends avoiding the siting of new sensitive land uses within 500 feet of a freeway or high traffic roadway.⁹ The shortest distance between the project land use areas designated as sensitive and the freeway is approximately 470 feet.

Mobile Off-Road Engines

During construction, emissions will be generated from off-road construction equipment such as loaders, graders, and cranes, as well as heavy-duty trucks.

ARB Off-Road Emissions Regulation for Compression-Ignition Engines and Equipment

Engines designated as non-road engines by EPA are known as off-road engines in California state regulations implemented by CARB. Similar to the EPA Non-road Diesel Rule, the CARB Off-Road Emissions Regulation for Compression-Ignition Engines and Equipment applies to diesel engines such as those found in construction, general industrial, and terminal equipment, but not locomotives or marine engines rated above 37 kW (50 HP).^{10,11} Initially adopted in 2000 and amended in 2004, the regulation establishes Tier emission standards, test procedures, and warranty and certification requirements. For some model years and engine sizes, the CARB Tier emission standards are more stringent than the EPA standards.

ARB In-Use Off-Road Diesel Vehicle Regulation

In July 2007 CARB adopted the In-Use Off-Road Diesel Vehicle Regulation and amended it in December 2011.^{12,13} The regulation requires owners of off-road mobile equipment powered by diesel engines 25

⁹ California Air Resources Board (CARB), 2005. *Air Quality and Land Use Handbook: A Community Health Perspective*, April.

¹⁰ California Air Resources Board (CARB), 2004. *Off-Road Compression-Ignition Engines and Equipment*. Title 13 California Code of Regulations, Sections 2420 and 2425.1, December.

¹¹ California Air Resources Board (CARB), 2012. *New Off-Road Compression-Ignition (Diesel) Engines and Equipment*. Accessed December 21, 2014. <http://arb.ca.gov/msprog/offroad/orcomp/orcomp.htm>.

¹² California Air Resources Board (CARB), 2011. *Regulation for In-Use Off-Road Diesel-Fueled Fleets*. Title

HP or larger to meet the fleet average or BACT requirements for NO_x and PM emissions by January 1 of each year. The regulation also establishes idling restrictions, limitations on buying and selling older off-road diesel vehicles (Tier 0), reporting requirements, and retrofit and replacement requirements. The requirements and compliance dates vary by fleet size, with performance requirements for large fleets beginning in 2014, medium fleets in 2017, and small fleets in 2019.¹⁴ Requirements regarding idling, disclosure, reporting, and labeling took effect in 2008 and 2009. In September 2013 the EPA granted CARB authorization to enforce all provisions of the In-Use Off-Road Diesel Vehicle Regulation, including the regulation's performance requirements. Enforcement of the restrictions on adding Tier 0 and 1 vehicles began January 1, 2014. Enforcement of the first fleet average requirements for large fleets (> 5,000 total fleet horsepower) began on July 1, 2014.¹⁵

ARB Surplus Off-Road Opt-In for NO_x

The Surplus Off-Road Opt-In for NO_x (SOON) Program was originally adopted with the statewide Regulation for In-Use Off-Road Diesel Vehicles (Off-Road Rule) in 2008 and would apply to districts whose governing board elected to opt into the provision of the program. The SOON Program requires applicable fleets to meet a more stringent fleet-average NO_x target than the statewide Off-Road Rule on a compliance schedule. BAAQMD has elected not to opt into the SOON Program.

Mobile On-Road Engines

Heavy Duty Diesel Truck Idling Regulation

During construction, the project will generate air emissions from on-road heavy-duty trucks such as haul trucks and vendor trucks.

ARB adopted the in-use heavy duty diesel truck idling ATCM in July 2004. As a follow-up to this ATCM, the CARB approved the Heavy Duty Diesel Truck Idling regulation^{16,17} which affected heavy-duty diesel trucks starting in February 2005. The regulation requires in-state and out-of-state registered sleeper berth equipped trucks to shut down their engines if idling for longer than 5 minutes at a time, except in the case of queuing (if the queue is located beyond 100 feet from any homes or schools). The regulation also establishes engine performance standards which require non-programmable engine shutdown

¹³ California Code of Regulations, Section 2449.

¹³ California Air Resources Board (CARB), 2014. In-Use Off-Road Diesel Vehicle Regulation. Accessed December 21. <http://www.arb.ca.gov/msprog/ordiesel/ordiesel.htm>.

¹⁴ CARB does not have the authority to enforce the performance requirements or adding vehicle restrictions of the In-Use Off-Road Diesel Vehicle Regulation until EPA issues authorization. On September 13, 2013, EPA issued this authorization.

¹⁵ California Air Resources Board (CARB), 2013. *Regulator Advisory*. Enforcement of the In-use Off-Road Vehicle Regulation. Mail-out #MSCD 13-25, September. Available at: <http://www.arb.ca.gov/msprog/mailouts/msc1325/msc1325.pdf>.

¹⁶ California Air Resources Board (CARB), 2004. *Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling*. Title 13 California Code of Regulations, Chapter 10, Section 2485, July.

¹⁷ California Air Resources Board (CARB), 2013. Heavy-Duty Vehicle Idling Emission Reduction Program. Accessed on December 21, 2014. <http://www.arb.ca.gov/msprog/truck-idling/truck-idling.htm>.

systems on heavy-duty diesel engines of model year 2008 and later; these systems shut down the engine after 5 minutes of idling or, alternatively, the engines can optionally meet strict emission standards for NO_x emissions during idling. Trucks with engines of model year 2006 or older may use any California or federally certified diesel-fueled auxiliary power system (APS) or fuel-fired heaters.

Emergency Generators

During operation, the project may bring in one or multiple diesel-fueled standby generators for emergency power. CARB regulates emergency generators through the airborne toxic control measure (ATCM) for Stationary Compression Ignition Engines. The ATCM requires a 0.15 g/bhp-hr PM emission limit for all stationary CI engines greater than or equal to 50 hp. Annual maintenance and testing hours are limited to 50 hours per calendar year. New emergency standby engines are required to meet the applicable NMHC+NO_x, HC, and CO Tier 2 or Tier 3 non-road CI engine emission standards, and tier 4 standards that do not require add-on controls. After December 31, 2008, and beginning in model year 2007, any stationary diesel-fueled CI engine, except for fire pump engines, installed in California must be certified to the new non-road CI engine certification emission standards for all pollutants.¹⁸

In addition, portable diesel engines with a rating of greater than 50 brake horse power are subject to CARB's Portable Engine ATCM.¹⁹ The ATCM establishes fleet-wide standards for portable diesel engines. The most recent standards went into effect on January 1, 2013 and range between 0.15 and 0.3 g/bhp, depending on the horsepower of the engine.

Diesel Fuel Requirements

In addition to the above source-specific standards that are typically met through emissions control technologies, CARB also directly regulates the diesel fuel used in many of these sources. These California regulations establish the same fuel sulfur content limits as the federal diesel fuel regulations described above (15 ppm or 0.0015%); however, the California fuel regulations accelerate the effective dates of the requirements for non-highway applications within California by three to 5 years.

California Diesel Fuel Regulations

In 1988, CARB proposed an initial diesel fuel regulation limiting the sulfur content and aromatic hydrocarbon content of diesel fuel for motor vehicles. In 1998, CARB identified particulate emissions from diesel-fueled engines as a TAC. CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles²⁰ and the Risk Management Guidance for the

¹⁸ California Air Resources Board (CARB), 2011. FAQ. Airborne Toxic Control Measure for Stationary Compression Ignition Engines. Requirements for Stationary Engines used in Non-Agricultural Applications. Accessed December 2014. <http://www.arb.ca.gov/diesel/documents/atcmfaq.pdf>.

¹⁹ California Air Resources Board (CARB), 2011. Final Regulation Order, Airborne Toxic Control Measure for Diesel Particulate Matter from Portable Engines Rated at 50 Horsepower and Greater. Accessed December 2014. <http://www.arb.ca.gov/portable/perp/perpatcm.pdf>.

²⁰ California Air Resources Board (CARB), 2000. Final Diesel Risk Reduction Plan with Appendices. Accessed December 21, 2014. <http://www.arb.ca.gov/diesel/documents/rrpapp.htm>.

Permitting of New Stationary Diesel-Fueled Engines²¹ and approved these documents in September 2000. These documents proposed to reduce diesel particulate emissions and the associated health risk by 75 percent in 2010 and by 85 percent in 2020, and to require the use of state-of-the-art catalyzed diesel particulate filters (DPFs) and ultra-low sulfur diesel fuel. The 1988 initial diesel fuel regulation was subsequently amended, and additional regulations were passed. The following are current standards for diesel fuel in California:²²

- *Sulfur Content of Diesel Fuel.*²³ This standard prohibited the sale of vehicular diesel fuel with a sulfur content exceeding 500 ppm by weight after 1993. Starting in 2006, the sulfur limit was reduced to 15 ppm to be phased in June through September 2006.
- *Aromatic Hydrocarbon Content of Diesel Fuel.*²⁴ This standard prohibited the sale or supply of any diesel fuel after 1993 if the aromatic hydrocarbon content exceeds 10 percent by volume.
- *Lubricity of Diesel Fuel.*²⁵ This standard prohibits the sale or supply of any diesel fuel unless the fuel meets minimum lubricity level.

²¹ California Air Resources Board (CARB), 2008. Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. Accessed December 21, 2014.
<http://www.arb.ca.gov/diesel/documents/rmg.htm>.

²² Title 13, CCR, Sections 2281, 2282, 2284.

²³ California Air Resources Board (CARB), 2004. *Amendments to the California Diesel Fuel Regulations, Sulfur Content of Diesel Fuel*. Title 13 California Code of Regulations, Section 2281, August.

²⁴ California Air Resources Board (CARB), 2004. *Amendments to the California Diesel Fuel Regulations, Aromatic Hydrocarbon Content of Diesel Fuel*. Title 13 California Code of Regulations, Section 2282, August.

²⁵ California Air Resources Board (CARB), 2004. *Amendments to the California Diesel Fuel Regulations, Lubricity of Diesel Fuel*. Title 13 California Code of Regulations, Section 2284, August.

APPENDIX D2

Air Quality and Greenhouse Gas Emissions
Modeling Data

BMR Lincoln Centre - Operational Emissions San Mateo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Research & Development	555.00	1000sqft	9.00	555,000.00	0
Day-Care Center	40.00	1000sqft	1.00	40,000.00	0
Parking Lot	200.00	Space	2.00	66,667.00	0
Unenclosed Parking with Elevator	1,593.00	Space	7.00	531,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2017
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	349	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Based on projected data provided by PG&E

Land Use - Adjusted acreage to sum up to 1 acres. Calculated the area based in the site plan.

Construction Phase - This is only an operational run

Off-road Equipment - This is an operational run only

Vehicle Trips - Weekday trip rates based on the traffic study. Weekend trip rates were scaled based on CalEEMod defaults. No separate trips for the Day Care since it is for employee use.

Vehicle Emission Factors -

Vehicle Emission Factors -

Vehicle Emission Factors -
 Area Coating -
 Energy Use - 2013 Title 24 Standards

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	0.00
tblEnergyUse	T24E	0.81	0.57
tblEnergyUse	T24E	1.48	1.04
tblEnergyUse	T24NG	15.63	10.94
tblEnergyUse	T24NG	18.78	13.15
tblLandUse	LandUseSquareFeet	80,000.00	66,667.00
tblLandUse	LandUseSquareFeet	637,200.00	531,000.00
tblLandUse	LotAcreage	12.74	9.00
tblLandUse	LotAcreage	0.92	1.00
tblLandUse	LotAcreage	1.80	2.00
tblLandUse	LotAcreage	14.34	7.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblProjectCharacteristics	CO2IntensityFactor	641.35	349
tblProjectCharacteristics	OperationalYear	2014	2017
tblVehicleTrips	ST_TR	6.21	0.00
tblVehicleTrips	ST_TR	1.90	2.55
tblVehicleTrips	SU_TR	5.83	0.00
tblVehicleTrips	SU_TR	1.11	1.49
tblVehicleTrips	WD_TR	79.26	0.00
tblVehicleTrips	WD_TR	8.11	10.87

2.0 Emissions Summary

	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
Percent Reduction	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

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	5.2483	2.1000e-004	0.0224	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0427	0.0427	1.2000e-004	0.0000	0.0452
Energy	0.0627	0.5701	0.4789	3.4200e-003		0.0433	0.0433		0.0433	0.0433	0.0000	1,584.8472	1,584.8472	0.0920	0.0280	1,595.4456
Mobile	2.5336	5.0788	26.5193	0.0567	4.2867	0.0689	4.3556	1.1498	0.0635	1.2133	0.0000	4,333.2149	4,333.2149	0.1890	0.0000	4,337.1845
Waste						0.0000	0.0000		0.0000	0.0000	19.1177	0.0000	19.1177	1.1298	0.0000	42.8440
Water						0.0000	0.0000		0.0000	0.0000	87.1197	237.6664	324.7862	8.9678	0.2154	579.8737
Total	7.8447	5.6492	27.0206	0.0601	4.2867	0.1123	4.3990	1.1498	0.1069	1.2567	106.2374	6,155.7712	6,262.0086	10.3788	0.2433	6,555.3929

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	5.2483	2.1000e-004	0.0224	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0427	0.0427	1.2000e-004	0.0000	0.0452
Energy	0.0627	0.5701	0.4789	3.4200e-003		0.0433	0.0433		0.0433	0.0433	0.0000	1,584.8472	1,584.8472	0.0920	0.0280	1,595.4456

Mobile	2.5336	5.0788	26.5193	0.0567	4.2867	0.0689	4.3556	1.1498	0.0635	1.2133	0.0000	4,333.2149	4,333.2149	0.1890	0.0000	4,337.1845
Waste						0.0000	0.0000		0.0000	0.0000	19.1177	0.0000	19.1177	1.1298	0.0000	42.8440
Water						0.0000	0.0000		0.0000	0.0000	87.1197	237.6664	324.7862	8.9662	0.2150	579.7348
Total	7.8447	5.6492	27.0206	0.0601	4.2867	0.1123	4.3990	1.1498	0.1069	1.2567	106.2374	6,155.7712	6,262.0086	10.3771	0.2430	6,555.2540

	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
Percent Reduction	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	0.02	0.14	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2015	12/31/2014	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	162	0.38
Demolition	Rubber Tired Dozers	0	8.00	255	0.40

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	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	2.5336	5.0788	26.5193	0.0567	4.2867	0.0689	4.3556	1.1498	0.0635	1.2133	0.0000	4,333.2149	4,333.2149	0.1890	0.0000	4,337.1845
Unmitigated	2.5336	5.0788	26.5193	0.0567	4.2867	0.0689	4.3556	1.1498	0.0635	1.2133	0.0000	4,333.2149	4,333.2149	0.1890	0.0000	4,337.1845

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Day-Care Center	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Research & Development	6,032.85	1,415.25	826.95	11,602,654	11,602,654
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	6,032.85	1,415.25	826.95	11,602,654	11,602,654

4.3 Trip Type Information

	Miles	Trip %	Trip Purpose %

Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Day-Care Center	9.50	7.30	7.30	12.70	82.30	5.00	28	58	14
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Research & Development	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3
Unenclosed Parking with	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.579131	0.062714	0.176356	0.114004	0.029626	0.004163	0.015785	0.004086	0.002626	0.003692	0.006605	0.000229	0.000983

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	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					
NaturalGas Mitigated	0.0627	0.5701	0.4789	3.4200e-003		0.0433	0.0433		0.0433	0.0433	0.0000	620.6291	620.6291	0.0119	0.0114	624.4061
NaturalGas Unmitigated	0.0627	0.5701	0.4789	3.4200e-003		0.0433	0.0433		0.0433	0.0433	0.0000	620.6291	620.6291	0.0119	0.0114	624.4061
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	964.2181	964.2181	0.0801	0.0166	971.0394
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	964.2181	964.2181	0.0801	0.0166	971.0394

5.2 Energy by Land Use - NaturalGas

Unmitigated

	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/yr	tons/yr										MT/yr					
Day-Care Center	502400	2.7100e-003	0.0246	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003	0.0000	26.8100	26.8100	5.1000e-004	4.9000e-004	26.9731
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Research & Development	1.11278e+007	0.0600	0.5455	0.4582	3.2700e-003		0.0415	0.0415		0.0415	0.0415	0.0000	593.8191	593.8191	0.0114	0.0109	597.4330
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0627	0.5701	0.4789	3.4200e-003		0.0433	0.0433		0.0433	0.0433	0.0000	620.6291	620.6291	0.0119	0.0114	624.4061

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/yr	tons/yr										MT/yr					
Day-Care Center	502400	2.7100e-003	0.0246	0.0207	1.5000e-004		1.8700e-003	1.8700e-003		1.8700e-003	1.8700e-003	0.0000	26.8100	26.8100	5.1000e-004	4.9000e-004	26.9731
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Research & Development	1.11278e+007	0.0600	0.5455	0.4582	3.2700e-003		0.0415	0.0415		0.0415	0.0415	0.0000	593.8191	593.8191	0.0114	0.0109	597.4330
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0627	0.5701	0.4789	3.4200e-003		0.0433	0.0433		0.0433	0.0433	0.0000	620.6291	620.6291	0.0119	0.0114	624.4061

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Day-Care Center	189200	29.9511	2.4900e-003	5.1000e-004	30.1630
Parking Lot	58667	9.2872	7.7000e-004	1.6000e-004	9.3529
Research & Development	4.34565e+006	687.9326	0.0572	0.0118	692.7994
Unenclosed Parking with Elevator	1.49742e+006	237.0472	0.0197	4.0800e-003	238.7242
Total		964.2181	0.0801	0.0166	971.0394

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Day-Care Center	189200	29.9511	2.4900e-003	5.1000e-004	30.1630
Parking Lot	58667	9.2872	7.7000e-004	1.6000e-004	9.3529
Research & Development	4.34565e+006	687.9326	0.0572	0.0118	692.7994
Unenclosed Parking with Elevator	1.49742e+006	237.0472	0.0197	4.0800e-003	238.7242
Total		964.2181	0.0801	0.0166	971.0394

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	5.2483	2.1000e-004	0.0224	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0427	0.0427	1.2000e-004	0.0000	0.0452
Unmitigated	5.2483	2.1000e-004	0.0224	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0427	0.0427	1.2000e-004	0.0000	0.0452

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	0.5882					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.6580					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.1600e-003	2.1000e-004	0.0224	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0427	0.0427	1.2000e-004	0.0000	0.0452
Total	5.2483	2.1000e-004	0.0224	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0427	0.0427	1.2000e-004	0.0000	0.0452

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	0.5882					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Consumer Products	4.6580					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Landscaping	2.1600e-003	2.1000e-004	0.0224	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0427	0.0427	1.2000e-004	0.0000	0.0452
Total	5.2483	2.1000e-004	0.0224	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0427	0.0427	1.2000e-004	0.0000	0.0452

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Unmitigated	324.7862	8.9678	0.2154	579.8737
Mitigated	324.7862	8.9662	0.2150	579.7348

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Day-Care Center	1.71558 / 4.4115	4.4581	0.0562	1.3900e-003	6.0689
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Research & Development	272.89 / 0	320.3281	8.9116	0.2140	573.8049

Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		324.7862	8.9678	0.2154	579.8737

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Day-Care Center	1.71558 / 4.4115	4.4581	0.0562	1.3900e-003	6.0680
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Research & Development	272.89 / 0	320.3281	8.9099	0.2137	573.6667
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		324.7862	8.9662	0.2150	579.7348

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	19.1177	1.1298	0.0000	42.8440

Unmitigated	19.1177	1.1298	0.0000	42.8440
-------------	---------	--------	--------	---------

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Day-Care Center	52	10.5555	0.6238	0.0000	23.6556
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Research & Development	42.18	8.5622	0.5060	0.0000	19.1884
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		19.1177	1.1298	0.0000	42.8440

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Day-Care Center	52	10.5555	0.6238	0.0000	23.6556
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Research & Development	42.18	8.5622	0.5060	0.0000	19.1884

Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		19.1177	1.1298	0.0000	42.8440

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Vegetation

**BMR Lincoln Centre- Construction
San Mateo County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Research & Development	555.00	1000sqft	9.00	555,000.00	0
Day-Care Center	40.00	1000sqft	1.00	40,000.00	0
Parking Lot	200.00	Space	2.00	66,667.00	0
Unenclosed Parking with Elevator	1,593.00	Space	7.00	531,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2017
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Adjusted acreages for each to get to the total of 19 acres from proposal - estimated these based on site plan; Adjusted square footage of parking areas to get to 3 spaces per 1,000 foot estimate of plans

Construction Phase - Client-provided construction schedule.

Off-road Equipment -

Off-road Equipment - Client-provided data. Substitutions were made for equipment not available in CalEEMod: Concrete pumps substituted as "Pumps" with client-provided hp and LF; and JLG Lifts substituted as "Aerial Lifts" with client-provided hp and LF.

Off-road Equipment - Client-provided data.

Off-road Equipment - Client-provided data.

Off-road Equipment - Client-provided data. Hoe Ram substituted by "Other Construction Equipment" with client-provided hp and LF.

Trips and VMT - Client-provided data for trip rates.

Architectural Coating -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	110.00
tblConstructionPhase	NumDays	300.00	190.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	PhaseEndDate	3/30/2017	10/27/2016
tblConstructionPhase	PhaseEndDate	11/18/2016	10/27/2016
tblConstructionPhase	PhaseEndDate	3/10/2016	2/26/2016
tblConstructionPhase	PhaseEndDate	11/24/2016	12/16/2016
tblConstructionPhase	PhaseStartDate	10/28/2016	5/27/2016
tblConstructionPhase	PhaseStartDate	2/27/2016	2/5/2016
tblConstructionPhase	PhaseStartDate	1/29/2016	1/16/2016
tblConstructionPhase	PhaseStartDate	10/28/2016	11/20/2016
tblGrading	AcresOfGrading	90.00	75.00
tblLandUse	LandUseSquareFeet	80,000.00	66,667.00
tblLandUse	LandUseSquareFeet	637,200.00	531,000.00
tblLandUse	LotAcreage	12.74	9.00
tblLandUse	LotAcreage	0.92	1.00
tblLandUse	LotAcreage	1.80	2.00
tblLandUse	LotAcreage	14.34	7.00
tblOffRoadEquipment	HorsePower	226.00	208.00
tblOffRoadEquipment	HorsePower	162.00	268.00
tblOffRoadEquipment	HorsePower	89.00	149.00
tblOffRoadEquipment	HorsePower	174.00	200.00
tblOffRoadEquipment	HorsePower	125.00	90.00
tblOffRoadEquipment	HorsePower	130.00	70.00
tblOffRoadEquipment	HorsePower	255.00	185.00
tblOffRoadEquipment	HorsePower	255.00	185.00

tblOffRoadEquipment	HorsePower	361.00	250.00
tblOffRoadEquipment	HorsePower	97.00	75.00
tblOffRoadEquipment	HorsePower	97.00	75.00
tblOffRoadEquipment	HorsePower	62.00	34.00
tblOffRoadEquipment	HorsePower	171.00	268.00
tblOffRoadEquipment	LoadFactor	0.41	0.38
tblOffRoadEquipment	LoadFactor	0.42	0.38
tblOffRoadEquipment	LoadFactor	0.74	0.50
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	6.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	3.00
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	PhaseName		Site Preparation
tblOffRoadEquipment	PhaseName		Building Construction
tblOffRoadEquipment	UsageHours	7.00	8.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblTripsAndVMT	HaulingTripNumber	0.00	6,000.00
tblTripsAndVMT	HaulingTripNumber	0.00	5,000.00
tblTripsAndVMT	HaulingTripNumber	0.00	4,546.00
tblTripsAndVMT	HaulingTripNumber	0.00	650.00
tblTripsAndVMT	HaulingTripNumber	0.00	50.00
tblTripsAndVMT	VendorTripNumber	195.00	215.00
tblTripsAndVMT	WorkerTripNumber	23.00	18.00
tblTripsAndVMT	WorkerTripNumber	23.00	20.00
tblTripsAndVMT	WorkerTripNumber	445.00	490.00

tblTripsAndVMT	WorkerTripNumber	89.00	98.00
----------------	------------------	-------	-------

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					
2016	7.1527	11.2382	12.5154	0.0220	1.0517	0.3943	1.4460	0.3542	0.3690	0.7233	0.0000	1,931.4270	1,931.4270	0.1665	0.0000	1,934.9237
Total	7.1527	11.2382	12.5154	0.0220	1.0517	0.3943	1.4460	0.3542	0.3690	0.7233	0.0000	1,931.4270	1,931.4270	0.1665	0.0000	1,934.9237

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					
2016	7.1527	11.2382	12.5154	0.0220	1.0517	0.3943	1.4460	0.3542	0.3690	0.7233	0.0000	1,931.4264	1,931.4264	0.1665	0.0000	1,934.9230
Total	7.1527	11.2382	12.5154	0.0220	1.0517	0.3943	1.4460	0.3542	0.3690	0.7233	0.0000	1,931.4264	1,931.4264	0.1665	0.0000	1,934.9230

	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
Percent Reduction	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

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	5.2483	2.1000e-004	0.0224	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0427	0.0427	1.2000e-004	0.0000	0.0452
Energy	0.0806	0.7325	0.6153	4.3900e-003		0.0557	0.0557		0.0557	0.0557	0.0000	2,643.1401	2,643.1401	0.0987	0.0319	2,655.0984
Mobile	2.9550	5.2140	28.0402	0.0563	4.2131	0.0694	4.2826	1.1301	0.0639	1.1940	0.0000	4,296.5127	4,296.5127	0.1917	0.0000	4,300.5382
Waste						0.0000	0.0000		0.0000	0.0000	19.1177	0.0000	19.1177	1.1298	0.0000	42.8440
Water						0.0000	0.0000		0.0000	0.0000	87.1197	436.7546	523.8744	8.9678	0.2154	778.9620
Total	8.2838	5.9467	28.6779	0.0606	4.2131	0.1252	4.3383	1.1301	0.1197	1.2498	106.2374	7,376.4501	7,482.6875	10.3882	0.2473	7,777.4878

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	5.2483	2.1000e-004	0.0224	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0427	0.0427	1.2000e-004	0.0000	0.0452
Energy	0.0806	0.7325	0.6153	4.3900e-003		0.0557	0.0557		0.0557	0.0557	0.0000	2,643.1401	2,643.1401	0.0987	0.0319	2,655.0984
Mobile	2.9550	5.2140	28.0402	0.0563	4.2131	0.0694	4.2826	1.1301	0.0639	1.1940	0.0000	4,296.5127	4,296.5127	0.1917	0.0000	4,300.5382
Waste						0.0000	0.0000		0.0000	0.0000	19.1177	0.0000	19.1177	1.1298	0.0000	42.8440

Water						0.0000	0.0000		0.0000	0.0000	87.1197	436.7546	523.8744	8.9662	0.2150	778.8230
Total	8.2838	5.9467	28.6779	0.0606	4.2131	0.1252	4.3383	1.1301	0.1197	1.2498	106.2374	7,376.450 1	7,482.6875	10.3865	0.2469	7,777.348 8

	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
Percent Reduction	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	0.02	0.14	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2016	1/28/2016	5	20	
2	Grading	Grading	1/16/2016	2/26/2016	5	30	
3	Building Construction	Building Construction	2/5/2016	10/27/2016	5	190	
4	Architectural Coating	Architectural Coating	5/27/2016	10/27/2016	5	110	
5	Paving	Paving	11/20/2016	12/16/2016	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,692,000; Non-Residential Outdoor: 564,000 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Other Construction Equipment	2	8.00	268	0.38
Site Preparation	Rubber Tired Dozers	3	8.00	185	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	75	0.37
Grading	Excavators	2	8.00	268	0.38

Grading	Graders	2	8.00	200	0.38
Grading	Rubber Tired Dozers	1	8.00	185	0.40
Grading	Scrapers	2	8.00	250	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	75	0.37
Building Construction	Aerial Lifts	6	8.00	34	0.31
Building Construction	Cranes	3	8.00	208	0.29
Building Construction	Forklifts	3	8.00	149	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Pumps	3	8.00	84	0.50
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Pavers	2	8.00	90	0.42
Paving	Paving Equipment	2	8.00	70	0.36
Paving	Rollers	2	8.00	80	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	9	18.00	0.00	6,000.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	9	20.00	0.00	5,000.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	20	490.00	215.00	4,546.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	98.00	0.00	650.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	50.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 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					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0504	0.5606	0.2636	4.6000e-004		0.0286	0.0286		0.0264	0.0264	0.0000	43.7883	43.7883	0.0132	0.0000	44.0657
Total	0.0504	0.5606	0.2636	4.6000e-004	0.1807	0.0286	0.2093	0.0993	0.0264	0.1257	0.0000	43.7883	43.7883	0.0132	0.0000	44.0657

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	0.0765	0.9027	1.0702	2.1900e-003	0.0500	0.0111	0.0611	0.0137	0.0102	0.0239	0.0000	198.8932	198.8932	1.4600e-003	0.0000	198.9238
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4000e-004	1.0000e-003	9.5300e-003	2.0000e-005	1.6300e-003	1.0000e-005	1.6400e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.4672	1.4672	8.0000e-005	0.0000	1.4688
Total	0.0771	0.9037	1.0798	2.2100e-003	0.0517	0.0111	0.0628	0.0142	0.0102	0.0244	0.0000	200.3604	200.3604	1.5400e-003	0.0000	200.3926

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					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0504	0.5606	0.2636	4.6000e-004		0.0286	0.0286		0.0264	0.0264	0.0000	43.7882	43.7882	0.0132	0.0000	44.0656
Total	0.0504	0.5606	0.2636	4.6000e-004	0.1807	0.0286	0.2093	0.0993	0.0264	0.1257	0.0000	43.7882	43.7882	0.0132	0.0000	44.0656

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	0.0765	0.9027	1.0702	2.1900e-003	0.0500	0.0111	0.0611	0.0137	0.0102	0.0239	0.0000	198.8932	198.8932	1.4600e-003	0.0000	198.9238
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4000e-004	1.0000e-003	9.5300e-003	2.0000e-005	1.6300e-003	1.0000e-005	1.6400e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.4672	1.4672	8.0000e-005	0.0000	1.4688
Total	0.0771	0.9037	1.0798	2.2100e-003	0.0517	0.0111	0.0628	0.0142	0.0102	0.0244	0.0000	200.3604	200.3604	1.5400e-003	0.0000	200.3926

3.3 Grading - 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					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0933	1.1262	0.4148	9.3000e-004		0.0491	0.0491		0.0452	0.0452	0.0000	88.1070	88.1070	0.0266	0.0000	88.6651
Total	0.0933	1.1262	0.4148	9.3000e-004	0.1301	0.0491	0.1792	0.0540	0.0452	0.0992	0.0000	88.1070	88.1070	0.0266	0.0000	88.6651

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	0.0637	0.7522	0.8919	1.8200e-003	0.0417	9.2400e-003	0.0509	0.0114	8.5000e-003	0.0199	0.0000	165.7443	165.7443	1.2100e-003	0.0000	165.7698
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0700e-003	1.6700e-003	0.0159	3.0000e-005	2.7100e-003	2.0000e-005	2.7300e-003	7.2000e-004	2.0000e-005	7.4000e-004	0.0000	2.4453	2.4453	1.3000e-004	0.0000	2.4481
Total	0.0648	0.7539	0.9077	1.8500e-003	0.0444	9.2600e-003	0.0537	0.0122	8.5200e-003	0.0207	0.0000	168.1896	168.1896	1.3400e-003	0.0000	168.2179

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					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0933	1.1262	0.4148	9.3000e-004		0.0491	0.0491		0.0452	0.0452	0.0000	88.1069	88.1069	0.0266	0.0000	88.6650
Total	0.0933	1.1262	0.4148	9.3000e-004	0.1301	0.0491	0.1792	0.0540	0.0452	0.0992	0.0000	88.1069	88.1069	0.0266	0.0000	88.6650

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	0.0637	0.7522	0.8919	1.8200e-003	0.0417	9.2400e-003	0.0509	0.0114	8.5000e-003	0.0199	0.0000	165.7443	165.7443	1.2100e-003	0.0000	165.7698
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0700e-003	1.6700e-003	0.0159	3.0000e-005	2.7100e-003	2.0000e-005	2.7300e-003	7.2000e-004	2.0000e-005	7.4000e-004	0.0000	2.4453	2.4453	1.3000e-004	0.0000	2.4481
Total	0.0648	0.7539	0.9077	1.8500e-003	0.0444	9.2600e-003	0.0537	0.0122	8.5200e-003	0.0207	0.0000	168.1896	168.1896	1.3400e-003	0.0000	168.2179

3.4 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	0.4212	4.4227	2.3856	4.0500e-003		0.2277	0.2277		0.2150	0.2150	0.0000	371.2431	371.2431	0.0897	0.0000	373.1265
Total	0.4212	4.4227	2.3856	4.0500e-003		0.2277	0.2277		0.2150	0.2150	0.0000	371.2431	371.2431	0.0897	0.0000	373.1265

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	0.0580	0.6839	0.8109	1.6600e-003	0.0379	8.4000e-003	0.0463	0.0104	7.7300e-003	0.0181	0.0000	150.6948	150.6948	1.1000e-003	0.0000	150.7179

Vendor	0.2672	2.0697	3.5435	4.7700e-003	0.1304	0.0296	0.1600	0.0374	0.0272	0.0646	0.0000	432.0840	432.0840	3.4400e-003	0.0000	432.1562
Worker	0.1665	0.2591	2.4636	4.9300e-003	0.4207	3.3900e-003	0.4241	0.1119	3.1100e-003	0.1151	0.0000	379.4236	379.4236	0.0208	0.0000	379.8594
Total	0.4916	3.0128	6.8179	0.0114	0.5890	0.0413	0.6304	0.1597	0.0380	0.1977	0.0000	962.2023	962.2023	0.0253	0.0000	962.7335

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	0.4212	4.4227	2.3856	4.0500e-003		0.2277	0.2277		0.2150	0.2150	0.0000	371.2427	371.2427	0.0897	0.0000	373.1260
Total	0.4212	4.4227	2.3856	4.0500e-003		0.2277	0.2277		0.2150	0.2150	0.0000	371.2427	371.2427	0.0897	0.0000	373.1260

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	0.0580	0.6839	0.8109	1.6600e-003	0.0379	8.4000e-003	0.0463	0.0104	7.7300e-003	0.0181	0.0000	150.6948	150.6948	1.1000e-003	0.0000	150.7179
Vendor	0.2672	2.0697	3.5435	4.7700e-003	0.1304	0.0296	0.1600	0.0374	0.0272	0.0646	0.0000	432.0840	432.0840	3.4400e-003	0.0000	432.1562
Worker	0.1665	0.2591	2.4636	4.9300e-003	0.4207	3.3900e-003	0.4241	0.1119	3.1100e-003	0.1151	0.0000	379.4236	379.4236	0.0208	0.0000	379.8594
Total	0.4916	3.0128	6.8179	0.0114	0.5890	0.0413	0.6304	0.1597	0.0380	0.1977	0.0000	962.2023	962.2023	0.0253	0.0000	962.7335

3.5 Architectural Coating - 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					
Archit. Coating	5.8818					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0203	0.1305	0.1036	1.6000e-004		0.0108	0.0108		0.0108	0.0108	0.0000	14.0429	14.0429	1.6600e-003	0.0000	14.0777
Total	5.9021	0.1305	0.1036	1.6000e-004		0.0108	0.0108		0.0108	0.0108	0.0000	14.0429	14.0429	1.6600e-003	0.0000	14.0777

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	8.2900e-003	0.0978	0.1159	2.4000e-004	5.4200e-003	1.2000e-003	6.6200e-003	1.4900e-003	1.1000e-003	2.5900e-003	0.0000	21.5468	21.5468	1.6000e-004	0.0000	21.5501
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0193	0.0300	0.2853	5.7000e-004	0.0487	3.9000e-004	0.0491	0.0130	3.6000e-004	0.0133	0.0000	43.9333	43.9333	2.4000e-003	0.0000	43.9837
Total	0.0276	0.1278	0.4012	8.1000e-004	0.0541	1.5900e-003	0.0557	0.0145	1.4600e-003	0.0159	0.0000	65.4800	65.4800	2.5600e-003	0.0000	65.5338

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	5.8818					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0203	0.1305	0.1036	1.6000e-004		0.0108	0.0108		0.0108	0.0108	0.0000	14.0429	14.0429	1.6600e-003	0.0000	14.0777
Total	5.9021	0.1305	0.1036	1.6000e-004		0.0108	0.0108		0.0108	0.0108	0.0000	14.0429	14.0429	1.6600e-003	0.0000	14.0777

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	8.2900e-003	0.0978	0.1159	2.4000e-004	5.4200e-003	1.2000e-003	6.6200e-003	1.4900e-003	1.1000e-003	2.5900e-003	0.0000	21.5468	21.5468	1.6000e-004	0.0000	21.5501
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0193	0.0300	0.2853	5.7000e-004	0.0487	3.9000e-004	0.0491	0.0130	3.6000e-004	0.0133	0.0000	43.9333	43.9333	2.4000e-003	0.0000	43.9837
Total	0.0276	0.1278	0.4012	8.1000e-004	0.0541	1.5900e-003	0.0557	0.0145	1.4600e-003	0.0159	0.0000	65.4800	65.4800	2.5600e-003	0.0000	65.5338

3.6 Paving - 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	0.0209	0.1917	0.1243	1.6000e-004		0.0146	0.0146		0.0134	0.0134	0.0000	15.1333	15.1333	4.5600e-003	0.0000	15.2291

Paving	2.6200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0236	0.1917	0.1243	1.6000e-004		0.0146	0.0146		0.0134	0.0134	0.0000	15.1333	15.1333	4.5600e-003	0.0000	15.2291

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	6.4000e-004	7.5200e-003	8.9200e-003	2.0000e-005	4.2000e-004	9.0000e-005	5.1000e-004	1.1000e-004	8.0000e-005	2.0000e-004	0.0000	1.6574	1.6574	1.0000e-005	0.0000	1.6577
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	8.3000e-004	7.9400e-003	2.0000e-005	1.3600e-003	1.0000e-005	1.3700e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2226	1.2226	7.0000e-005	0.0000	1.2240
Total	1.1800e-003	8.3500e-003	0.0169	4.0000e-005	1.7800e-003	1.0000e-004	1.8800e-003	4.7000e-004	9.0000e-005	5.7000e-004	0.0000	2.8801	2.8801	8.0000e-005	0.0000	2.8817

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	0.0209	0.1917	0.1243	1.6000e-004		0.0146	0.0146		0.0134	0.0134	0.0000	15.1332	15.1332	4.5600e-003	0.0000	15.2291
Paving	2.6200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0236	0.1917	0.1243	1.6000e-004		0.0146	0.0146		0.0134	0.0134	0.0000	15.1332	15.1332	4.5600e-003	0.0000	15.2291

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	6.4000e-004	7.5200e-003	8.9200e-003	2.0000e-005	4.2000e-004	9.0000e-005	5.1000e-004	1.1000e-004	8.0000e-005	2.0000e-004	0.0000	1.6574	1.6574	1.0000e-005	0.0000	1.6577
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	8.3000e-004	7.9400e-003	2.0000e-005	1.3600e-003	1.0000e-005	1.3700e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2226	1.2226	7.0000e-005	0.0000	1.2240
Total	1.1800e-003	8.3500e-003	0.0169	4.0000e-005	1.7800e-003	1.0000e-004	1.8800e-003	4.7000e-004	9.0000e-005	5.7000e-004	0.0000	2.8801	2.8801	8.0000e-005	0.0000	2.8817

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	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	2.9550	5.2140	28.0402	0.0563	4.2131	0.0694	4.2826	1.1301	0.0639	1.1940	0.0000	4,296.5127	4,296.5127	0.1917	0.0000	4,300.5382
Unmitigated	2.9550	5.2140	28.0402	0.0563	4.2131	0.0694	4.2826	1.1301	0.0639	1.1940	0.0000	4,296.5127	4,296.5127	0.1917	0.0000	4,300.5382

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Day-Care Center	3,170.40	248.40	233.20	2,747,846	2,747,846

Parking Lot	0.00	0.00	0.00		
Research & Development	4,501.05	1,054.50	616.05	8,655,791	8,655,791
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	7,671.45	1,302.90	849.25	11,403,637	11,403,637

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Day-Care Center	9.50	7.30	7.30	12.70	82.30	5.00	28	58	14
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Research & Development	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3
Unenclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.579131	0.062714	0.176356	0.114004	0.029626	0.004163	0.015785	0.004086	0.002626	0.003692	0.006605	0.000229	0.000983

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

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						0.0000	0.0000		0.0000	0.0000	0.0000	1,845.7567	1,845.7567	0.0835	0.0173	1,852.8623
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,845.7567	1,845.7567	0.0835	0.0173	1,852.8623
Natural Gas Mitigated	0.0806	0.7325	0.6153	4.3900e-003		0.0557	0.0557		0.0557	0.0557	0.0000	797.3834	797.3834	0.0153	0.0146	802.2361

Natural Gas Unmitigated	0.0806	0.7325	0.6153	4.3900e-003		0.0557	0.0557		0.0557	0.0557	0.0000	797.3834	797.3834	0.0153	0.0146	802.2361
-------------------------	--------	--------	--------	-------------	--	--------	--------	--	--------	--------	--------	----------	----------	--------	--------	----------

5.2 Energy by Land Use - Natural Gas

Unmitigated

	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/yr	tons/yr										MT/yr					
Day-Care Center	690000	3.7200e-003	0.0338	0.0284	2.0000e-004		2.5700e-003	2.5700e-003		2.5700e-003	2.5700e-003	0.0000	36.8210	36.8210	7.1000e-004	6.8000e-004	37.0451
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Research & Development	1.42524e+007	0.0769	0.6987	0.5869	4.1900e-003		0.0531	0.0531		0.0531	0.0531	0.0000	760.5623	760.5623	0.0146	0.0139	765.1910
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0806	0.7325	0.6153	4.3900e-003		0.0557	0.0557		0.0557	0.0557	0.0000	797.3834	797.3834	0.0153	0.0146	802.2361

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/yr	tons/yr										MT/yr					
Day-Care Center	690000	3.7200e-003	0.0338	0.0284	2.0000e-004		2.5700e-003	2.5700e-003		2.5700e-003	2.5700e-003	0.0000	36.8210	36.8210	7.1000e-004	6.8000e-004	37.0451
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Research & Development	1.42524e+007	0.0769	0.6987	0.5869	4.1900e-003		0.0531	0.0531		0.0531	0.0531	0.0000	760.5623	760.5623	0.0146	0.0139	765.1910
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Total		0.0806	0.7325	0.6153	4.3900e-003		0.0557	0.0557		0.0557	0.0557	0.0000	797.3834	797.3834	0.0153	0.0146	802.2361
-------	--	--------	--------	--------	-------------	--	--------	--------	--	--------	--------	--------	----------	----------	--------	--------	----------

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Day-Care Center	198800	57.8332	2.6200e-003	5.4000e-004	58.0558
Parking Lot	58667	17.0669	7.7000e-004	1.6000e-004	17.1326
Research & Development	4.58985e+006	1,335.2400	0.0604	0.0125	1,340.3803
Unenclosed Parking with Elevator	1.49742e+006	435.6167	0.0197	4.0800e-003	437.2936
Total		1,845.7567	0.0835	0.0173	1,852.8623

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Day-Care Center	198800	57.8332	2.6200e-003	5.4000e-004	58.0558
Parking Lot	58667	17.0669	7.7000e-004	1.6000e-004	17.1326
Research & Development	4.58985e+006	1,335.2400	0.0604	0.0125	1,340.3803
Unenclosed Parking with Elevator	1.49742e+006	435.6167	0.0197	4.0800e-003	437.2936

Total		1,845.7567	0.0835	0.0173	1,852.8623
-------	--	------------	--------	--------	------------

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	5.2483	2.1000e-004	0.0224	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0427	0.0427	1.2000e-004	0.0000	0.0452
Unmitigated	5.2483	2.1000e-004	0.0224	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0427	0.0427	1.2000e-004	0.0000	0.0452

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	0.5882					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.6580					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.1600e-003	2.1000e-004	0.0224	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0427	0.0427	1.2000e-004	0.0000	0.0452
Total	5.2483	2.1000e-004	0.0224	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0427	0.0427	1.2000e-004	0.0000	0.0452

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	0.5882					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.6580					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.1600e-003	2.1000e-004	0.0224	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0427	0.0427	1.2000e-004	0.0000	0.0452
Total	5.2483	2.1000e-004	0.0224	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0427	0.0427	1.2000e-004	0.0000	0.0452

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	523.8744	8.9662	0.2150	778.8230
Unmitigated	523.8744	8.9678	0.2154	778.9620

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Day-Care Center	1.71558 / 4.4115	7.7366	0.0562	1.3900e-003	9.3474
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Research & Development	272.89 / 0	516.1378	8.9116	0.2140	769.6146
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		523.8744	8.9678	0.2154	778.9619

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Day-Care Center	1.71558 / 4.4115	7.7366	0.0562	1.3900e-003	9.3465
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Research & Development	272.89 / 0	516.1378	8.9099	0.2137	769.4764
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		523.8744	8.9662	0.2150	778.8230

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	19.1177	1.1298	0.0000	42.8440
Unmitigated	19.1177	1.1298	0.0000	42.8440

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Day-Care Center	52	10.5555	0.6238	0.0000	23.6556
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Research & Development	42.18	8.5622	0.5060	0.0000	19.1884
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		19.1177	1.1298	0.0000	42.8440

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Day-Care Center	52	10.5555	0.6238	0.0000	23.6556
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Research & Development	42.18	8.5622	0.5060	0.0000	19.1884
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		19.1177	1.1298	0.0000	42.8440

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Vegetation

**BMR Lincoln Centre- Construction
San Mateo County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Research & Development	555.00	1000sqft	9.00	555,000.00	0
Day-Care Center	40.00	1000sqft	1.00	40,000.00	0
Parking Lot	200.00	Space	2.00	66,667.00	0
Unenclosed Parking with Elevator	1,593.00	Space	7.00	531,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	70
Climate Zone	5			Operational Year	2017
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Adjusted acreages for each to get to the total of 19 acres from proposal - estimated these based on site plan; Adjusted square footage of parking areas to get to 3 spaces per 1,000 foot estimate of plans

Construction Phase - Client-provided construction schedule.

Off-road Equipment -

Off-road Equipment - Client-provided data. Substitutions were made for equipment not available in CalEEMod: Concrete pumps substituted as "Pumps" with client-provided hp and LF; and JLG Lifts substituted as "Aerial Lifts" with client-provided hp and LF.

Off-road Equipment - Client-provided data.

Off-road Equipment - Client-provided data.

Off-road Equipment - Client-provided data. Hoe Ram substituted by "Other Construction Equipment" with client-provided hp and LF.

Trips and VMT - Client-provided data for trip rates.

Architectural Coating -

Construction Off-road Equipment Mitigation - Mitigated Construction Case: Tier 3 for all Cranes

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	20.00	110.00
tblConstructionPhase	NumDays	300.00	190.00
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	PhaseEndDate	3/30/2017	10/27/2016
tblConstructionPhase	PhaseEndDate	11/18/2016	10/27/2016
tblConstructionPhase	PhaseEndDate	3/10/2016	2/26/2016
tblConstructionPhase	PhaseEndDate	11/24/2016	12/16/2016
tblConstructionPhase	PhaseStartDate	10/28/2016	5/27/2016
tblConstructionPhase	PhaseStartDate	2/27/2016	2/5/2016
tblConstructionPhase	PhaseStartDate	1/29/2016	1/16/2016
tblConstructionPhase	PhaseStartDate	10/28/2016	11/20/2016
tblGrading	AcresOfGrading	90.00	75.00
tblLandUse	LandUseSquareFeet	80,000.00	66,667.00
tblLandUse	LandUseSquareFeet	637,200.00	531,000.00
tblLandUse	LotAcreage	12.74	9.00
tblLandUse	LotAcreage	0.92	1.00
tblLandUse	LotAcreage	1.80	2.00
tblLandUse	LotAcreage	14.34	7.00
tblOffRoadEquipment	HorsePower	226.00	208.00
tblOffRoadEquipment	HorsePower	162.00	268.00
tblOffRoadEquipment	HorsePower	89.00	149.00
tblOffRoadEquipment	HorsePower	174.00	200.00
tblOffRoadEquipment	HorsePower	125.00	90.00

tblOffRoadEquipment	HorsePower	130.00	70.00
tblOffRoadEquipment	HorsePower	255.00	185.00
tblOffRoadEquipment	HorsePower	255.00	185.00
tblOffRoadEquipment	HorsePower	361.00	250.00
tblOffRoadEquipment	HorsePower	97.00	75.00
tblOffRoadEquipment	HorsePower	97.00	75.00
tblOffRoadEquipment	HorsePower	62.00	34.00
tblOffRoadEquipment	HorsePower	171.00	268.00
tblOffRoadEquipment	LoadFactor	0.41	0.38
tblOffRoadEquipment	LoadFactor	0.42	0.38
tblOffRoadEquipment	LoadFactor	0.74	0.50
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblTripsAndVMT	HaulingTripNumber	0.00	6,000.00
tblTripsAndVMT	HaulingTripNumber	0.00	5,000.00
tblTripsAndVMT	HaulingTripNumber	0.00	4,546.00
tblTripsAndVMT	HaulingTripNumber	0.00	650.00
tblTripsAndVMT	HaulingTripNumber	0.00	50.00
tblTripsAndVMT	VendorTripNumber	195.00	215.00
tblTripsAndVMT	WorkerTripNumber	23.00	18.00
tblTripsAndVMT	WorkerTripNumber	23.00	20.00
tblTripsAndVMT	WorkerTripNumber	445.00	490.00
tblTripsAndVMT	WorkerTripNumber	89.00	98.00

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					
2016	7.1527	11.2382	12.5154	0.0220	1.0517	0.3943	1.4460	0.3542	0.3690	0.7233	0.0000	1,931.4270	1,931.4270	0.1665	0.0000	1,934.9237
Total	7.1527	11.2382	12.5154	0.0220	1.0517	0.3943	1.4460	0.3542	0.3690	0.7233	0.0000	1,931.4270	1,931.4270	0.1665	0.0000	1,934.9237

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					
2016	7.0003	9.7038	12.5208	0.0220	1.0517	0.3194	1.3711	0.3542	0.3023	0.6565	0.0000	1,931.4264	1,931.4264	0.1665	0.0000	1,934.9230
Total	7.0003	9.7038	12.5208	0.0220	1.0517	0.3194	1.3711	0.3542	0.3023	0.6565	0.0000	1,931.4264	1,931.4264	0.1665	0.0000	1,934.9230

	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
Percent Reduction	2.13	13.65	-0.04	0.00	0.00	18.99	5.18	0.00	18.09	9.23	0.00	0.00	0.00	0.00	0.00	0.00

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	5.2483	2.1000e-004	0.0224	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0427	0.0427	1.2000e-004	0.0000	0.0452
Energy	0.0806	0.7325	0.6153	4.3900e-003		0.0557	0.0557		0.0557	0.0557	0.0000	2,643.1401	2,643.1401	0.0987	0.0319	2,655.0984
Mobile	2.9550	5.2140	28.0402	0.0563	4.2131	0.0694	4.2826	1.1301	0.0639	1.1940	0.0000	4,296.5127	4,296.5127	0.1917	0.0000	4,300.5382
Waste						0.0000	0.0000		0.0000	0.0000	19.1177	0.0000	19.1177	1.1298	0.0000	42.8440
Water						0.0000	0.0000		0.0000	0.0000	87.1197	436.7546	523.8744	8.9678	0.2154	778.9620
Total	8.2838	5.9467	28.6779	0.0606	4.2131	0.1252	4.3383	1.1301	0.1197	1.2498	106.2374	7,376.4501	7,482.6875	10.3882	0.2473	7,777.4878

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	5.2483	2.1000e-004	0.0224	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0427	0.0427	1.2000e-004	0.0000	0.0452
Energy	0.0806	0.7325	0.6153	4.3900e-003		0.0557	0.0557		0.0557	0.0557	0.0000	2,643.1401	2,643.1401	0.0987	0.0319	2,655.0984
Mobile	2.9550	5.2140	28.0402	0.0563	4.2131	0.0694	4.2826	1.1301	0.0639	1.1940	0.0000	4,296.5127	4,296.5127	0.1917	0.0000	4,300.5382
Waste						0.0000	0.0000		0.0000	0.0000	19.1177	0.0000	19.1177	1.1298	0.0000	42.8440
Water						0.0000	0.0000		0.0000	0.0000	87.1197	436.7546	523.8744	8.9662	0.2150	778.8230
Total	8.2838	5.9467	28.6779	0.0606	4.2131	0.1252	4.3383	1.1301	0.1197	1.2498	106.2374	7,376.4501	7,482.6875	10.3865	0.2469	7,777.3488

	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
Percent Reduction	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	0.02	0.14	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/1/2016	1/28/2016	5	20	
2	Grading	Grading	1/16/2016	2/26/2016	5	30	
3	Building Construction	Building Construction	2/5/2016	10/27/2016	5	190	
4	Architectural Coating	Architectural Coating	5/27/2016	10/27/2016	5	110	
5	Paving	Paving	11/20/2016	12/16/2016	5	20	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 1,692,000; Non-Residential Outdoor: 564,000 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Other Construction Equipment	2	8.00	268	0.38
Site Preparation	Rubber Tired Dozers	3	8.00	185	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	75	0.37
Grading	Excavators	2	8.00	268	0.38
Grading	Graders	2	8.00	200	0.38
Grading	Rubber Tired Dozers	1	8.00	185	0.40
Grading	Scrapers	2	8.00	250	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	75	0.37

Building Construction	Aerial Lifts	6	8.00	34	0.31
Building Construction	Cranes	3	8.00	208	0.29
Building Construction	Forklifts	3	8.00	149	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Pumps	3	8.00	84	0.50
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Pavers	2	8.00	90	0.42
Paving	Paving Equipment	2	8.00	70	0.36
Paving	Rollers	2	8.00	80	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	9	18.00	0.00	6,000.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	9	20.00	0.00	5,000.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	15	490.00	215.00	4,546.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	98.00	0.00	650.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	50.00	12.40	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Clean Paved Roads

3.2 Site Preparation - 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					
Fugitive Dust					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0504	0.5606	0.2636	4.6000e-004		0.0286	0.0286		0.0264	0.0264	0.0000	43.7883	43.7883	0.0132	0.0000	44.0657
Total	0.0504	0.5606	0.2636	4.6000e-004	0.1807	0.0286	0.2093	0.0993	0.0264	0.1257	0.0000	43.7883	43.7883	0.0132	0.0000	44.0657

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	0.0765	0.9027	1.0702	2.1900e-003	0.0500	0.0111	0.0611	0.0137	0.0102	0.0239	0.0000	198.8932	198.8932	1.4600e-003	0.0000	198.9238
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4000e-004	1.0000e-003	9.5300e-003	2.0000e-005	1.6300e-003	1.0000e-005	1.6400e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.4672	1.4672	8.0000e-005	0.0000	1.4688
Total	0.0771	0.9037	1.0798	2.2100e-003	0.0517	0.0111	0.0628	0.0142	0.0102	0.0244	0.0000	200.3604	200.3604	1.5400e-003	0.0000	200.3926

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					0.1807	0.0000	0.1807	0.0993	0.0000	0.0993	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Off-Road	0.0504	0.5606	0.2636	4.6000e-004		0.0286	0.0286		0.0264	0.0264	0.0000	43.7882	43.7882	0.0132	0.0000	44.0656
Total	0.0504	0.5606	0.2636	4.6000e-004	0.1807	0.0286	0.2093	0.0993	0.0264	0.1257	0.0000	43.7882	43.7882	0.0132	0.0000	44.0656

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	0.0765	0.9027	1.0702	2.1900e-003	0.0500	0.0111	0.0611	0.0137	0.0102	0.0239	0.0000	198.8932	198.8932	1.4600e-003	0.0000	198.9238
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4000e-004	1.0000e-003	9.5300e-003	2.0000e-005	1.6300e-003	1.0000e-005	1.6400e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.4672	1.4672	8.0000e-005	0.0000	1.4688
Total	0.0771	0.9037	1.0798	2.2100e-003	0.0517	0.0111	0.0628	0.0142	0.0102	0.0244	0.0000	200.3604	200.3604	1.5400e-003	0.0000	200.3926

3.3 Grading - 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					
Fugitive Dust					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0933	1.1262	0.4148	9.3000e-004		0.0491	0.0491		0.0452	0.0452	0.0000	88.1070	88.1070	0.0266	0.0000	88.6651
Total	0.0933	1.1262	0.4148	9.3000e-004	0.1301	0.0491	0.1792	0.0540	0.0452	0.0992	0.0000	88.1070	88.1070	0.0266	0.0000	88.6651

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	0.0637	0.7522	0.8919	1.8200e-003	0.0417	9.2400e-003	0.0509	0.0114	8.5000e-003	0.0199	0.0000	165.7443	165.7443	1.2100e-003	0.0000	165.7698
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0700e-003	1.6700e-003	0.0159	3.0000e-005	2.7100e-003	2.0000e-005	2.7300e-003	7.2000e-004	2.0000e-005	7.4000e-004	0.0000	2.4453	2.4453	1.3000e-004	0.0000	2.4481
Total	0.0648	0.7539	0.9077	1.8500e-003	0.0444	9.2600e-003	0.0537	0.0122	8.5200e-003	0.0207	0.0000	168.1896	168.1896	1.3400e-003	0.0000	168.2179

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					0.1301	0.0000	0.1301	0.0540	0.0000	0.0540	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0933	1.1262	0.4148	9.3000e-004		0.0491	0.0491		0.0452	0.0452	0.0000	88.1069	88.1069	0.0266	0.0000	88.6650
Total	0.0933	1.1262	0.4148	9.3000e-004	0.1301	0.0491	0.1792	0.0540	0.0452	0.0992	0.0000	88.1069	88.1069	0.0266	0.0000	88.6650

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	0.0637	0.7522	0.8919	1.8200e-003	0.0417	9.2400e-003	0.0509	0.0114	8.5000e-003	0.0199	0.0000	165.7443	165.7443	1.2100e-003	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0700e-003	1.6700e-003	0.0159	3.0000e-005	2.7100e-003	2.0000e-005	2.7300e-003	7.2000e-004	2.0000e-005	7.4000e-004	0.0000	2.4453	2.4453	1.3000e-004	0.0000	2.4481
Total	0.0648	0.7539	0.9077	1.8500e-003	0.0444	9.2600e-003	0.0537	0.0122	8.5200e-003	0.0207	0.0000	168.1896	168.1896	1.3400e-003	0.0000	168.2179

3.4 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	0.4212	4.4227	2.3856	4.0500e-003		0.2277	0.2277		0.2150	0.2150	0.0000	371.2431	371.2431	0.0897	0.0000	373.1265
Total	0.4212	4.4227	2.3856	4.0500e-003		0.2277	0.2277		0.2150	0.2150	0.0000	371.2431	371.2431	0.0897	0.0000	373.1265

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	0.0580	0.6839	0.8109	1.6600e-003	0.0379	8.4000e-003	0.0463	0.0104	7.7300e-003	0.0181	0.0000	150.6948	150.6948	1.1000e-003	0.0000	150.7179
Vendor	0.2672	2.0697	3.5435	4.7700e-003	0.1304	0.0296	0.1600	0.0374	0.0272	0.0646	0.0000	432.0840	432.0840	3.4400e-003	0.0000	432.1562

Worker	0.1665	0.2591	2.4636	4.9300e-003	0.4207	3.3900e-003	0.4241	0.1119	3.1100e-003	0.1151	0.0000	379.4236	379.4236	0.0208	0.0000	379.8594
Total	0.4916	3.0128	6.8179	0.0114	0.5890	0.0413	0.6304	0.1597	0.0380	0.1977	0.0000	962.2023	962.2023	0.0253	0.0000	962.7335

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	0.2687	2.8883	2.3910	4.0500e-003		0.1528	0.1528		0.1482	0.1482	0.0000	371.2427	371.2427	0.0897	0.0000	373.1260
Total	0.2687	2.8883	2.3910	4.0500e-003		0.1528	0.1528		0.1482	0.1482	0.0000	371.2427	371.2427	0.0897	0.0000	373.1260

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	0.0580	0.6839	0.8109	1.6600e-003	0.0379	8.4000e-003	0.0463	0.0104	7.7300e-003	0.0181	0.0000	150.6948	150.6948	1.1000e-003	0.0000	150.7179
Vendor	0.2672	2.0697	3.5435	4.7700e-003	0.1304	0.0296	0.1600	0.0374	0.0272	0.0646	0.0000	432.0840	432.0840	3.4400e-003	0.0000	432.1562
Worker	0.1665	0.2591	2.4636	4.9300e-003	0.4207	3.3900e-003	0.4241	0.1119	3.1100e-003	0.1151	0.0000	379.4236	379.4236	0.0208	0.0000	379.8594
Total	0.4916	3.0128	6.8179	0.0114	0.5890	0.0413	0.6304	0.1597	0.0380	0.1977	0.0000	962.2023	962.2023	0.0253	0.0000	962.7335

3.5 Architectural Coating - 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					
Archit. Coating	5.8818					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0203	0.1305	0.1036	1.6000e-004		0.0108	0.0108		0.0108	0.0108	0.0000	14.0429	14.0429	1.6600e-003	0.0000	14.0777
Total	5.9021	0.1305	0.1036	1.6000e-004		0.0108	0.0108		0.0108	0.0108	0.0000	14.0429	14.0429	1.6600e-003	0.0000	14.0777

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	8.2900e-003	0.0978	0.1159	2.4000e-004	5.4200e-003	1.2000e-003	6.6200e-003	1.4900e-003	1.1000e-003	2.5900e-003	0.0000	21.5468	21.5468	1.6000e-004	0.0000	21.5501
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0193	0.0300	0.2853	5.7000e-004	0.0487	3.9000e-004	0.0491	0.0130	3.6000e-004	0.0133	0.0000	43.9333	43.9333	2.4000e-003	0.0000	43.9837
Total	0.0276	0.1278	0.4012	8.1000e-004	0.0541	1.5900e-003	0.0557	0.0145	1.4600e-003	0.0159	0.0000	65.4800	65.4800	2.5600e-003	0.0000	65.5338

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	5.8818					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Off-Road	0.0203	0.1305	0.1036	1.6000e-004		0.0108	0.0108		0.0108	0.0108	0.0000	14.0429	14.0429	1.6600e-003	0.0000	14.0777
Total	5.9021	0.1305	0.1036	1.6000e-004		0.0108	0.0108		0.0108	0.0108	0.0000	14.0429	14.0429	1.6600e-003	0.0000	14.0777

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	8.2900e-003	0.0978	0.1159	2.4000e-004	5.4200e-003	1.2000e-003	6.6200e-003	1.4900e-003	1.1000e-003	2.5900e-003	0.0000	21.5468	21.5468	1.6000e-004	0.0000	21.5501
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0193	0.0300	0.2853	5.7000e-004	0.0487	3.9000e-004	0.0491	0.0130	3.6000e-004	0.0133	0.0000	43.9333	43.9333	2.4000e-003	0.0000	43.9837
Total	0.0276	0.1278	0.4012	8.1000e-004	0.0541	1.5900e-003	0.0557	0.0145	1.4600e-003	0.0159	0.0000	65.4800	65.4800	2.5600e-003	0.0000	65.5338

3.6 Paving - 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	0.0209	0.1917	0.1243	1.6000e-004		0.0146	0.0146		0.0134	0.0134	0.0000	15.1333	15.1333	4.5600e-003	0.0000	15.2291
Paving	2.6200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Total	0.0236	0.1917	0.1243	1.6000e-004		0.0146	0.0146		0.0134	0.0134	0.0000	15.1333	15.1333	4.5600e-003	0.0000	15.2291
--------------	---------------	---------------	---------------	--------------------	--	---------------	---------------	--	---------------	---------------	---------------	----------------	----------------	--------------------	---------------	----------------

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	6.4000e-004	7.5200e-003	8.9200e-003	2.0000e-005	4.2000e-004	9.0000e-005	5.1000e-004	1.1000e-004	8.0000e-005	2.0000e-004	0.0000	1.6574	1.6574	1.0000e-005	0.0000	1.6577
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	8.3000e-004	7.9400e-003	2.0000e-005	1.3600e-003	1.0000e-005	1.3700e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2226	1.2226	7.0000e-005	0.0000	1.2240
Total	1.1800e-003	8.3500e-003	0.0169	4.0000e-005	1.7800e-003	1.0000e-004	1.8800e-003	4.7000e-004	9.0000e-005	5.7000e-004	0.0000	2.8801	2.8801	8.0000e-005	0.0000	2.8817

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	0.0209	0.1917	0.1243	1.6000e-004		0.0146	0.0146		0.0134	0.0134	0.0000	15.1332	15.1332	4.5600e-003	0.0000	15.2291
Paving	2.6200e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0236	0.1917	0.1243	1.6000e-004		0.0146	0.0146		0.0134	0.0134	0.0000	15.1332	15.1332	4.5600e-003	0.0000	15.2291

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	6.4000e-004	7.5200e-003	8.9200e-003	2.0000e-005	4.2000e-004	9.0000e-005	5.1000e-004	1.1000e-004	8.0000e-005	2.0000e-004	0.0000	1.6574	1.6574	1.0000e-005	0.0000	1.6577
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.4000e-004	8.3000e-004	7.9400e-003	2.0000e-005	1.3600e-003	1.0000e-005	1.3700e-003	3.6000e-004	1.0000e-005	3.7000e-004	0.0000	1.2226	1.2226	7.0000e-005	0.0000	1.2240
Total	1.1800e-003	8.3500e-003	0.0169	4.0000e-005	1.7800e-003	1.0000e-004	1.8800e-003	4.7000e-004	9.0000e-005	5.7000e-004	0.0000	2.8801	2.8801	8.0000e-005	0.0000	2.8817

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	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	2.9550	5.2140	28.0402	0.0563	4.2131	0.0694	4.2826	1.1301	0.0639	1.1940	0.0000	4,296.5127	4,296.5127	0.1917	0.0000	4,300.5382
Unmitigated	2.9550	5.2140	28.0402	0.0563	4.2131	0.0694	4.2826	1.1301	0.0639	1.1940	0.0000	4,296.5127	4,296.5127	0.1917	0.0000	4,300.5382

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Day-Care Center	3,170.40	248.40	233.20	2,747,846	2,747,846
Parking Lot	0.00	0.00	0.00		

Research & Development	4,501.05	1,054.50	616.05	8,655,791	8,655,791
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	7,671.45	1,302.90	849.25	11,403,637	11,403,637

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Day-Care Center	9.50	7.30	7.30	12.70	82.30	5.00	28	58	14
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Research & Development	9.50	7.30	7.30	33.00	48.00	19.00	82	15	3
Unenclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.579131	0.062714	0.176356	0.114004	0.029626	0.004163	0.015785	0.004086	0.002626	0.003692	0.006605	0.000229	0.000983

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

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						0.0000	0.0000		0.0000	0.0000	0.0000	1,845.7567	1,845.7567	0.0835	0.0173	1,852.8623
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	1,845.7567	1,845.7567	0.0835	0.0173	1,852.8623
NaturalGas Mitigated	0.0806	0.7325	0.6153	4.3900e-003		0.0557	0.0557		0.0557	0.0557	0.0000	797.3834	797.3834	0.0153	0.0146	802.2361
NaturalGas Unmitigated	0.0806	0.7325	0.6153	4.3900e-003		0.0557	0.0557		0.0557	0.0557	0.0000	797.3834	797.3834	0.0153	0.0146	802.2361

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/yr	tons/yr										MT/yr					
Day-Care Center	690000	3.7200e-003	0.0338	0.0284	2.0000e-004		2.5700e-003	2.5700e-003		2.5700e-003	2.5700e-003	0.0000	36.8210	36.8210	7.1000e-004	6.8000e-004	37.0451
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Research & Development	1.42524e+007	0.0769	0.6987	0.5869	4.1900e-003		0.0531	0.0531		0.0531	0.0531	0.0000	760.5623	760.5623	0.0146	0.0139	765.1910
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0806	0.7325	0.6153	4.3900e-003		0.0557	0.0557		0.0557	0.0557	0.0000	797.3834	797.3834	0.0153	0.0146	802.2361

Mitigated

	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/yr	tons/yr										MT/yr					
Day-Care Center	690000	3.7200e-003	0.0338	0.0284	2.0000e-004		2.5700e-003	2.5700e-003		2.5700e-003	2.5700e-003	0.0000	36.8210	36.8210	7.1000e-004	6.8000e-004	37.0451
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Research & Development	1.42524e+007	0.0769	0.6987	0.5869	4.1900e-003		0.0531	0.0531		0.0531	0.0531	0.0000	760.5623	760.5623	0.0146	0.0139	765.1910
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Total		0.0806	0.7325	0.6153	4.3900e-003		0.0557	0.0557		0.0557	0.0557	0.0000	797.3834	797.3834	0.0153	0.0146	802.2361
-------	--	--------	--------	--------	-------------	--	--------	--------	--	--------	--------	--------	----------	----------	--------	--------	----------

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Day-Care Center	198800	57.8332	2.6200e-003	5.4000e-004	58.0558
Parking Lot	58667	17.0669	7.7000e-004	1.6000e-004	17.1326
Research & Development	4.58985e+006	1,335.2400	0.0604	0.0125	1,340.3803
Unenclosed Parking with Elevator	1.49742e+006	435.6167	0.0197	4.0800e-003	437.2936
Total		1,845.7567	0.0835	0.0173	1,852.8623

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Day-Care Center	198800	57.8332	2.6200e-003	5.4000e-004	58.0558
Parking Lot	58667	17.0669	7.7000e-004	1.6000e-004	17.1326
Research & Development	4.58985e+006	1,335.2400	0.0604	0.0125	1,340.3803
Unenclosed Parking with Elevator	1.49742e+006	435.6167	0.0197	4.0800e-003	437.2936

Total		1,845.7567	0.0835	0.0173	1,852.8623
-------	--	------------	--------	--------	------------

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	5.2483	2.1000e-004	0.0224	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0427	0.0427	1.2000e-004	0.0000	0.0452
Unmitigated	5.2483	2.1000e-004	0.0224	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0427	0.0427	1.2000e-004	0.0000	0.0452

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	0.5882					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.6580					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.1600e-003	2.1000e-004	0.0224	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0427	0.0427	1.2000e-004	0.0000	0.0452
Total	5.2483	2.1000e-004	0.0224	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0427	0.0427	1.2000e-004	0.0000	0.0452

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	0.5882					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.6580					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.1600e-003	2.1000e-004	0.0224	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0427	0.0427	1.2000e-004	0.0000	0.0452	
Total	5.2483	2.1000e-004	0.0224	0.0000		8.0000e-005	8.0000e-005		8.0000e-005	8.0000e-005	0.0000	0.0427	0.0427	1.2000e-004	0.0000	0.0452	

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	523.8744	8.9662	0.2150	778.8230
Unmitigated	523.8744	8.9678	0.2154	778.9620

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Day-Care Center	1.71558 / 4.4115	7.7366	0.0562	1.3900e-003	9.3474
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Research & Development	272.89 / 0	516.1378	8.9116	0.2140	769.6146
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		523.8744	8.9678	0.2154	778.9619

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Day-Care Center	1.71558 / 4.4115	7.7366	0.0562	1.3900e-003	9.3465
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Research & Development	272.89 / 0	516.1378	8.9099	0.2137	769.4764
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		523.8744	8.9662	0.2150	778.8230

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	19.1177	1.1298	0.0000	42.8440
Unmitigated	19.1177	1.1298	0.0000	42.8440

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Day-Care Center	52	10.5555	0.6238	0.0000	23.6556
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Research & Development	42.18	8.5622	0.5060	0.0000	19.1884
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		19.1177	1.1298	0.0000	42.8440

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
--	----------------	-----------	-----	-----	------

Land Use	tons	MT/yr			
Day-Care Center	52	10.5555	0.6238	0.0000	23.6556
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Research & Development	42.18	8.5622	0.5060	0.0000	19.1884
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		19.1177	1.1298	0.0000	42.8440

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Vegetation

APPENDIX D3

Air Quality Supporting Documentation, Tables,
and Attachments

January 06, 2015

MEMORANDUM

Re: Detailed Air Quality and Human Health Risk Assessment for the Lincoln Centre Campus Development

The purpose of this memorandum is to summarize the methodology used to assess the air quality and human health impact of Lincoln Centre Development Project. Air dispersion modeling and health risk assessment procedures, as well as analyses results, are described below.

1 Air Dispersion Model

1.1 Modeled Pollutants and Averaging Periods

The only pollutants modeled for human health impact from construction were diesel particulate matter (DPM), speciated diesel total organic gases (TOG), and respirable fine particles (PM_{2.5}). Calculation of chemical concentrations for use in exposure analysis requires the selection of appropriate concentration averaging times. The annual average DPM concentration over the span of the construction was calculated for use in estimating cancer and chronic non-cancer hazard from construction. Maximum short-term diesel TOG concentration (one-hour averages) was calculated for use in estimating acute non-cancer hazard. The maximum annual PM_{2.5} concentrations were also calculated for construction.

In addition, a screening modeling approach was used to calculate maximum allowable horsepower of diesel emergency generators in order to not trigger the cancer risk significance threshold of 10 in one million¹ after the completion of the Project.

1.2 Modeling Sources

Construction Sources

United States Environmental Protection Agency (USEPA)'s Industrial Complex Source Short Term (ISCST3) model version 02035 was used for the construction modeling. Emissions from on-site construction equipment were modeled using a grid of 20 meter by 20 meter adjacent volume sources distributed over the site. For use in ISCST3, recommended default source parameters including release height and initial vertical dimension (IVD) in the South Coast Air Quality Management District (SCAQMD) Localized Significant Thresholds (LST) Methodology² were used. The initial lateral dimension (ILD) was calculated by dividing the length of the side of the volume source by 4.3, based on the American Meteorological Society/Environmental Protection Agency Regulatory Model Improvement Committee (AERMIC) model (AERMOD) guidance for a single volume source.³ These emissions were distributed evenly amongst the on-site volume sources. See **Figure Appendix D3-1** for modeled construction sources.

¹ The cancer risk threshold is the most stringent among all the evaluated health risk endpoints (i.e., cancer risk, chronic non-cancer impact, acute non-cancer impact, and PM_{2.5} concentration) for the DPM. Therefore, the maximum allowable horsepower was determined using the cancer risk threshold.

² According to the LST methodology, dimension of the volume source was determined based on the size of the construction zone.

³ USEPA. 2004. User's Guide for the AMS/EPA Regulatory Model – AERMOD. EPA-454/B-03/001. September.

Operational Sources

Emergency Standby Generator

USEPA's SCREEN3 model version 13043 was used for the emergency generator screening modeling. The default source parameters of a generator, developed by Sonoma Technology, Inc (STI) and recommended by the BAAQMD were used.⁴ Building downwash algorithm was applied for four scenarios: (1) office building dimension; (2) parking structure PS-1 or PS-3 dimension; (2) parking structure PS-2 dimension; and (4) source not subject to building downwash.

1.3 Terrain

Terrain elevations were incorporated into the ISCST3 model using version 11103 of AERMAP, AERMOD's terrain preprocessor, as per USEPA guidance.⁵ Terrain elevation data for the entire modeling domain was extracted from 1/3-arc second National Elevation Dataset (NED) files with resolution of approximately 10 meters, obtained from the United States Geological Survey.⁶

SCREEN3 model did not incorporate terrain data. Because the Project site and the surrounding area are generally flat, not incorporating terrain data will not influence the results significantly.

1.4 Meteorological Data

ISCST3 requires an hourly meteorological input file to characterize the transport and dispersion of pollutants in the atmosphere. Meteorological data from San Mateo Sewage Treatment Plant (STP) was used, processed by BAAQMD for years 2002 to 2005. The San Mateo meteorological station is about 1.5 miles west of the Facility.

SCREEN3 used an internally embedded screening meteorological dataset.

1.5 Land Use Analysis

ISCST3 can evaluate heat island effects from urban areas to atmospheric transport and dispersion using an urban boundary layer option. Because the Project site is adjacent to a large body of water (the San Francisco Bay), the rural setting was conservatively used in this analysis.

1.6 Receptor Locations

The air dispersion analysis used gridded receptor points on-site and off-site. The on-site receptor points represent the on-site daycare children. The off-site gridded receptor points represent the general population in the vicinity of the Project, which includes residential and other sensitive populations. However, these receptors do not necessarily represent the specific locations of the residential and sensitive populations in the vicinity of the Project. ENVIRON used discrete Cartesian receptor grid points surrounding the site in the air dispersion modeling. The Cartesian receptors comprise a fine receptor grid with spacing of 10 meters extending out

⁴ Sonoma Technology, Inc. 2011. Default Modeling Parameters for Stationary Sources. April.

⁵ USEPA. 2009. Addendum to User's Guide for the AMS/EPA Regulatory Model - AERMOD. Office of Air Quality Planning and Standards. Air Quality Assessment Division. Research Triangle Park, North Carolina. October

⁶ United States Geological Survey (USGS). 2001. National Elevation Dataset. Available online at: <http://viewer.nationalmap.gov/viewer/>. Accessed November 2014

UTM - North (meters)

4158000



Source: Esri, DigitalGlobe, GeoEye, iacubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerodid, IGN, IGP, swisstopo, and the GIS User Community

564500

UTM - East (meters)

1/13/2015 P:\GIS\14-010_FCBMR\FCBMR_AQ_Appendix1.mxd
Source: ENVIRON, 2014; Urban Planning Partners, Inc. 2015

Figure Appendix D3-1
Lincoln Centre Life Sciences Research Campus Project EIR
Modeled Construction Sources
D3-3

to a distance of 1,000 ft from the Project boundary and a coarse grid with spacing of 50 meters extending out to a distance of 4,000 ft from the Project boundary.⁷ Several flagpole heights including 1.8, 4.8, and 7.8 meters were used for the off-site receptors reflecting the possibility of multiple stories of residential development. While more than three stories of development may be possible, these flagpole heights are designed to cover the height at which maximum concentrations are likely to occur. The locations of the off-site receptor grid points are shown in **Figure Appendix D3-2**. Sensitive receptors other than the residential receptors within 1,000 ft of the Project boundary are shown in **Figure V.I-1**. These sensitive populations were conservatively evaluated using residential exposure assumptions.

The on-site receptors were evaluated in the SCREEN3 run only. This screening approach did not take into account of the specific location of the on-site receptors because the maximum concentration regardless of location was picked for the HRA.

1.7 Modeling Adjustment Factors

California Environmental Protection Agency (Cal/EPA) recommends applying an adjustment factor to the annual average concentration modeled assuming continuous emissions (*i.e.*, 24 hours per day, 7 days per week), when the actual emissions are less than 24 hours per day and exposures are concurrent with activities occurring at the Project. The modeling adjustment factors are discussed below.

Residents are assumed to be exposed to emissions 24 hours per day, seven days per week. This assumption is consistent with the modeled annual average air concentration (24 hours per day, 7 days per week). Thus, the annual average concentration need not be adjusted and modeling adjustment factors are not needed for the construction and emergency generator impact on off-site residential receptors.

On-site daycare children are assumed to be exposed to emissions 10 hours a day, five days a week. This duration is probably concurrent with the testing activity of the emergency generators. Thus, the annual average concentration was adjusted by the modeling adjustment factor for the emergency generator impact on on-site daycare receptors.

1.8 Hour-of-Day Temporal Profile

An hour-of-day temporal profile 8:00 AM – 4:00 PM of was used for the construction modeling. SCREEN3 does not accept hour-of-day temporal profile as an input.

1.9 Dispersion Modeling Setup

For the ISCST3 models, the simulated dispersion sources were given a unit emissions rate (1 gram per second [g/s]). Chemical air concentrations were estimated using the annual average or maximum hourly dispersion factors using the four years of the meteorological data from the San Mateo STP and multiplying them by their respective emissions. For estimation purposes, the annual emissions were averaged over 365 days a year and 24 hours a day.

The following equation was used to estimate these values:

⁷ Because the closest residential community and sensitive receptors are further toward the 1,000 ft edge of the fine grid, a coarse grid was also included to ensure the capture of the maximum exposed individual (MEI).

$$\text{Concentration} = \left(Q \times \left(\frac{\chi}{Q} \right) \right)_i$$

Where:

Q = emission rate of DPM (g/s)

$\left(\frac{\chi}{Q} \right)$ = dispersion factor ($\mu\text{g}/\text{m}^3$)/(g/s)

i = volume source

1.10 Screening Analysis for Emergency Generator

The maximum hourly dispersion factor (in $\mu\text{g}/\text{m}^3$)/(g/s) generated by SCREEN3 was multiplied by 0.1 to yield an annual average dispersion factor.⁸ Then emissions per horsepower (in g/s-hp) were estimated based on several scenarios as shown below:

1. Testing time of 50 hours per year
 - a. Tier 2 or Tier 3 engine
 - b. Tier 4 Interim or Final engine
 - c. Tier 2 or Tier 3 engine, plus Level 3 Diesel Particulate Filter (DPF)
2. Testing time of 20 hours per year
 - a. Tier 2 or Tier 3 engine
 - b. Tier 4 Interim or Final engine
 - c. Tier 2 or Tier 3 engine, plus Level 3 DPF

2 Risk Characterization Methods

2.1 Exposure Assessment

Potentially Exposed Populations: The off-site receptor populations with the potential for sensitive receptors covered by the CEQA guidelines included in this evaluation are listed as below:

- Residents
- Other Sensitive Populations

The nearest residential populations are approximately 171 meters from the site across Highway-92, as most of the area around the site is commercial. Additional sensitive populations were identified based on EDR, Inc's sensitive receptor search. **Figure V.I-1** shows the other sensitive receptors identified. For purposes of the health impact analysis, residential exposure **Figure**

⁸ SCREEN3 user's guide recommends a conversion factor of 0.08, but BAAQMD guidance recommends a conversion factor of 0.1. BAAQMD. 2011. Recommended Methods for Screening and Modeling Local Risks and Hazards. Available at: <http://www.baaqmd.gov/~media/Files/Planning%20and%20Research/CEQA/BAAQMD%20Modeling%20Approach.a.shx>

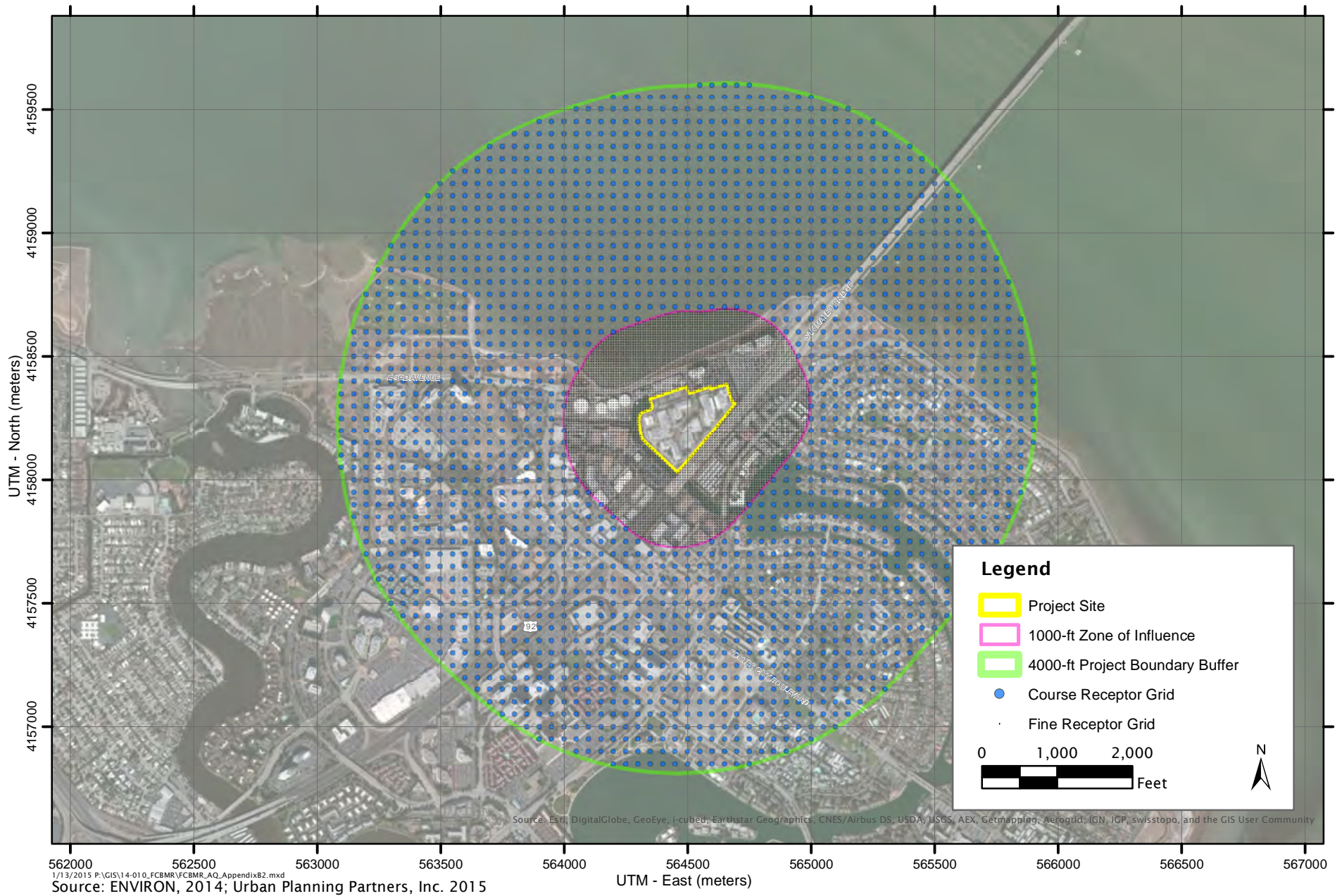


Figure Appendix D3-2
Lincoln Centre Life Sciences Research Campus Project EIR
Modeled Receptor Grids
D3-6

assumption was conservatively assumed for all the receptors. The Maximally Exposed Individual Sensitive Receptor (MEISR) was then defined as the sensitive receptor with the highest estimated cancer or chronic non-cancer health impacts.

The Maximally Exposed Individual (MEI) for acute non-cancer health impact was also identified for among all the off-site receptors evaluated in the model, regardless of receptor type.

On-site daycare child was conservatively assumed to serve children between 6 weeks and 6 years old and was only evaluated in the SCREEN3 analysis for emergency generators.

Exposure Assumptions: The exposure parameters used to estimate excess lifetime cancer risks and non-cancer hazard quotients (HQs) for the on-site and off-site residents were obtained using risk assessment guidelines from Cal/EPA and BAAQMD, unless otherwise noted, and are presented in **Table B-1**.^{9,10}

Calculation of Intake: The dose estimated for each exposure pathway is a function of the concentration of a chemical and the intake of that chemical. The equations used to calculate the intake factor for inhalation, IF_{inh} , are presented on **Table B-1**.

The chemical intake or dose is estimated by multiplying the inhalation intake factor, IF_{inh} , by the chemical concentration in air, C_i . When coupled with the chemical concentration, this calculation is mathematically equivalent to the dose algorithm given in Cal/EPA Office of Environmental Health Hazard Assessment (OEHHA) Hot Spots guidance.

2.2 Toxicity Assessment

The toxicity assessment characterizes the relationship between the magnitude of exposure and the nature and magnitude of adverse health effects that may result from such exposure. For purposes of calculating exposure criteria to be used in risk assessments, adverse health effects are classified into two broad categories – cancer and non-cancer endpoints. Toxicity values used to estimate the likelihood of adverse effects occurring in humans at different exposure levels are identified as part of the toxicity assessment component of a risk assessment. The carcinogenic and chronic and acute non-cancer toxicity values for the involved air toxics are summarized in **Table B-2**.

2.3 Cancer Risk Adjustment Factors

In order to compare the project with the thresholds specified in the BAAQMD Guidance, the estimated excess lifetime cancer risks for a lifetime resident were adjusted using the cancer risk adjustment factor (CRAF) calculated based on the age sensitivity factors (ASF) recommended in the Cal/EPA OEHHA Technical Support Document (TSD) and the 2010 BAAQMD Health and Safety Risk Analysis Guidelines.^{11,12} This approach accounts for an "anticipated special sensitivity to carcinogens" of infants and children. Cancer risk estimates are weighted by a factor of 10 for exposures that occur from the third trimester of pregnancy to two years of age and by a factor of three for exposures that occur from two years through 15 years of age. No weighting factor (*i.e.*, a CRAF of one, which is equivalent to no adjustment) is applied to ages 16

⁹ California Environmental Protection Agency (Cal/EPA). 2003. The Air Toxics Hot Spots Program Guidance Manual for Preparation of Health Risk Assessments. Office of Environmental Health Hazard Assessment. August

¹⁰ BAAQMD. 2010. Air Toxics NSR Program Health Risk Screening Analysis (HRSA) Guidelines. January

¹¹ Cal/EPA. 2009. Technical Support Document for Cancer Potency Factors: Methodologies for derivation, listing of available values, and adjustments to allow for early life stage exposures. Office of Environmental Health Hazard Assessment. May

¹² BAAQMD. 2010. Air Toxics NSR Program Health Risk Screening Analysis (HRSA) Guidelines. January

to 70 years. **Table B-3** shows the CRAF used for lifetime residents and on-site daycare children for the emergency generator analysis, and the CRAF used for resident child for construction sources.

2.4 Risk Characterization

2.4.1 Estimation of Cancer Risks

Excess lifetime cancer risks are estimated as the upper-bound incremental probability that an individual will develop cancer over a lifetime as a direct result of exposure to potential carcinogens. The estimated risk is expressed as a unitless probability. The cancer risk attributed to a chemical is calculated by multiplying the chemical intake or dose at the human exchange boundaries (e.g., lungs) by the chemical-specific cancer potency factor (CPF).

The equation used to calculate the potential excess lifetime cancer risk for the inhalation pathway is as follows:

$$\text{Risk}_{\text{inh}} = C_i \times CF \times \text{IF}_{\text{inh}} \times \text{CPF} \times \text{CRAF}$$

Where:

Risk_{inh}	=	Cancer Risk; the incremental probability of an individual developing cancer as a result of inhalation exposure to a particular potential carcinogen (unitless)
C_i	=	Annual Average Air Concentration for Chemical _i ($\mu\text{g}/\text{m}^3$)
CF	=	Conversion Factor ($\text{mg}/\mu\text{g}$)
IF_{inh}	=	Intake Factor for Inhalation ($\text{m}^3/\text{kg}\text{-day}$)
CPF_i	=	Cancer Potency Factor for Chemical _i ($\text{mg chemical}/\text{kg body weight}\text{-day}$) ⁻¹
CRAF	=	Cancer Risk Adjustment Factor (unitless)

2.4.2 Estimation of Chronic Non-cancer Hazard Quotients/Indices

The potential for exposure to result in chronic non-cancer effects is evaluated by comparing the estimated annual average air concentration (which is equivalent to the average daily air concentration) to the chemical-specific non-cancer chronic reference exposure levels (RELs). When calculated for a single chemical, the comparison yields a ratio termed a HQ. To evaluate the potential for adverse chronic non-cancer health effects from simultaneous exposure to multiple chemicals, the HQs for all chemicals are summed, yielding a hazard index or HI.

The equations used to calculate the chemical-specific HQs and the overall HI are:

$$\text{Chronic HQ}_i = C_i / \text{cREL}_i$$

$$\text{Chronic HI} = \sum \text{HQ}_i$$

Where:

Chronic HQ _i	=	Chronic Hazard Quotient for Chemical _i (unitless)
Chronic HI	=	Hazard Index (unitless)

C_i	=	Annual Average Air Concentration for Chemical _i ($\mu\text{g}/\text{m}^3$)
$c\text{REL}_i$	=	Chronic Non-cancer Reference Exposure Level for Chemical _i ($\mu\text{g}/\text{m}^3$)

2.4.3 Estimation of Acute Non-cancer Hazard Quotients/Indices

The potential for exposure to result in adverse acute effects is evaluated by comparing the estimated one-hour maximum air concentration of chemical to the acute reference exposure level (aREL) for each chemical evaluated in this analysis. When calculated for a single chemical, the comparison yields an HQ. To evaluate the potential for adverse acute health effects from simultaneous exposure to multiple chemicals, the HQs for all chemicals are summed, yielding a HI.

$$\text{Acute HQ}_i = C_i / a\text{REL}_i$$

$$\text{Acute HI} = \sum \text{HQ}_i$$

Where:

Acute HQ _i	=	Acute Hazard Quotient for Chemical _i (unitless)
Acute HI	=	Hazard Index (unitless)
C_i	=	One-hour Maximum Air Concentration for Chemical _i ($\mu\text{g}/\text{m}^3$)
$a\text{REL}_i$	=	Acute Non-cancer Reference Exposure Level for Chemical _i ($\mu\text{g}/\text{m}^3$)

3 Uncertainties

In accordance with risk assessment guidance, the uncertainties associated with this analysis, including emissions estimation, air dispersion modeling, and risk estimation, have been evaluated. The following sections summarize the critical uncertainties associated with the emissions estimation, air dispersion modeling, and risk estimation components of the risk assessment. This analysis was performed using the best data and methodologies available at the time, notwithstanding the fact that there are the uncertainties outlined below.

Estimation of Emissions: There are uncertainties associated with the estimation of emissions from construction and operation of the Project. Where project-specific data, such as construction equipment fleet mix, are not available, default assumptions in CalEEMod[®] were used. CalEEMod[®] default equipment fleet mix is based on a forecast of State-wide construction equipment condition and may not be representative of project equipment. CalEEMod[®] results are summarized in Appendix A of the EIR.

Estimation of Exposure Concentrations: There is also uncertainty associated with the estimated exposure concentrations. The limitations of the air dispersion model provide a source of uncertainty in the estimation of exposure concentrations. According to USEPA, errors due to the

limitation of the algorithms implemented in the air dispersion model in the highest estimated concentrations of +/- 10 percent to 40 percent are typical.¹³

Source Representation: The source parameters used to model emission sources add uncertainty. For all emission sources, the selected source parameters were either project-specific, recommended as defaults, or expected to produce more conservative results. Discrepancies might exist in actual emissions characteristics of a source and its representation in the model; exposure concentrations used in this assessment represent approximate exposure concentrations.

Exposure Assumptions: For the assessment of health risk impacts, numerous assumptions must be made in order to estimate human exposure to chemicals. These assumptions include parameters such as breathing rates, exposure time and frequency, exposure duration, and human activity patterns. While a mean value derived from scientifically defensible studies is the best estimate of central tendency, most of the exposure variables used in this analysis are high-end estimates. For example, it is assumed that residential receptor exposure to the Project emergency generator emissions occurs during the entire operational duration and exposure to the cumulative emissions sources occur 24 hours per day for 350 days per year, a highly conservative assumption since most residents do not remain in their homes for this period of time. The combination of several high-end estimates used as exposure parameters may substantially overestimate chemical intake. The excess lifetime cancer risks calculated in this assessment are therefore likely to be higher than may be required to be protective of public health.

Toxicity Assessment: The Cal/EPA CPF for DPM was used to estimate cancer risks associated with exposure to DPM from the Project and off-site emissions. However, the CPF derived by Cal/EPA for DPM is highly uncertain in both the estimation of response and dose. In the past, due to inadequate animal test data and epidemiology data on diesel exhaust, the International Agency for Research on Cancer (IARC), a branch of the World Health Organization (WHO), had classified DPM as Probably Carcinogenic to Humans (Group 2); the USEPA had also concluded that the existing data did not provide an adequate basis for quantitative risk assessment.¹⁴ However, based on two recent scientific studies,^{15,16} IARC recently re-classified DPM as Carcinogenic to Humans to Group 1, which means that the agency has determined that there is “sufficient evidence of carcinogenicity” of a substance in humans and represents the strongest weight-of-evidence rating in IARC’s carcinogen classification scheme.¹⁷

Risk Calculations: The USEPA notes that the conservative assumptions used in a risk assessment are intended to assure that the estimated risks do not underestimate the actual

¹³ USEPA. 2005. Guideline on Air Quality Models (Revised). 40 Code of Federal Regulations, Part 51, Appendix W. Office of Air Quality Planning and Standards. November.

¹⁴ USEPA. 2002. Health Assessment Document for Diesel Engine Exhaust. National Center for Environmental Assessment, Office of Research and Development, Washington, DC. EPA/600/8-90/057F. May

¹⁵ Silverman DT, Samanic CM, Lubin JH, Blair AE, Stewart PA, Vermeulen R, Coble JB, Rothman N, Schleiff PL, Travis WD, Ziegler RG, Wacholder S, Attfield MD. 2012. The Diesel Exhaust in Miners Study: A Cohort Mortality Study With Emphasis on Lung Cancer. J Natl Cancer Inst

¹⁶ Attfield MD, Schleiff PL, Lubin JH, Blair A, Stewart PA, Vermeulen R, Coble JB, Silverman DT. 2012. The Diesel Exhaust in Miners Study: A Nested Case-Control Study of Lung Cancer and Diesel Exhaust. J Natl Cancer Inst.

¹⁷ International Agency for Research on Cancer (IARC). 2012. Press Release No. 213. IARC: Diesel Engine Exhaust Carcinogenic. June.

risks posed by a site and that the estimated risks do not necessarily represent actual risks experienced by populations at or near a site.¹⁸

The estimated risks in this analysis are based primarily on a series of conservative assumptions related to predicted environmental concentrations, exposure, and chemical toxicity. The use of conservative assumptions tends to produce upper-bound estimates of risk. Although it is difficult to quantify the uncertainties associated with all the assumptions made in this risk assessment, the use of conservative assumptions is likely to result in substantial overestimates of exposure, and hence, risk. BAAQMD acknowledges this uncertainty by stating: “the methods used [to estimate risk] are conservative, meaning that the real risks from the source may be lower than the calculations, but it is unlikely that they will be higher.”¹⁹

¹⁸ United States Environmental Protection Agency (USEPA). 1989. Risk Assessment Guidance for Superfund Human Health Risk Assessment: U.S. EPA Region IX Recommendations (Interim Final). San Francisco, CA. December

¹⁹ BAAQMD. 2011. Frequently Asked Questions – Toxic Air Contaminants. Available online at: http://www.baaqmd.gov/Help/~/_/link.aspx?_id=C8992846AA0045ECABDB489211201B61&_z=z. Accessed December 2014.

Tables B-1, B-2, and B-3

**Table B-1
Exposure Parameters
Lincoln Centre Campus Redevelopment Project
Foster City, California**

Exposure Parameter	Units	Construction - Resident Child	Operation Emergency Generator - Lifetime Resident	Operation Emergency Generator - Onsite Daycare Child
Daily Breathing Rate (DBR) ¹	[L/kg-day]	581	302	581
Exposure Time (ET) ²	[hours/24 hours]	24	24	10
Exposure Frequency (EF) ³	[days/year]	350	350	245
Exposure Duration (ED) ⁴	[years]	1.00	70	5.9
Averaging Time (AT)	[days]	25550	25550	25550
Modeling Adjustment Factor (MAF)	[unitless]	1	1	3.58
Intake Factor, Inhalation (IF _{inh})	[m ³ /kg-day]	0.01	0.29	0.049

Equation used:

$$IF_{inh} = DBR * ET * EF * ED * CF * MAF / AT$$

$$CF = 0.001 (m^3/L)$$

Abbreviations:

BAAQMD: Bay Area Air Quality Management District

kg: kilogram

L: Liter

m³: cubic meters

Notes:

1. Daily breathing rates reflect default breathing rates for child and adult residents from BAAQMD 2010.
2. Exposure times reflect default exposure times for residents from BAAQMD 2010.
3. Exposure frequencies reflect default exposure frequencies for residents from BAAQMD 2010.
4. Construction exposure duration reflects the actual construction schedule of approximately one year; operation exposure duration reflects default exposure duration for residents from BAAQMD 2010.

Source:

Bay Area Air Quality Management District (BAAQMD). 2010. BAAQMD Air Toxics NSR Program Health Risk Screening Analysis (HRSA) Guidelines. January.

**Table B-2
Toxicity Values
Lincoln Centre Campus Redevelopment Project
Foster City, California**

Source	Chemical	Cancer Potency Factor	Chronic Reference Exposure Level	Acute Reference Exposure Level
		[mg/kg-day] ⁻¹	[µg/m ³]	[µg/m ³]
Construction and Emergency Generator	Diesel PM	1.1E+00	5.0	
Construction	benzene			27
	formaldehyde			55
	acetaldehyde			470
	1,3-butadiene			660
	methyl ethyl ketone (mek) (2-butanone)			13,000
	styrene			21,000
	p-xylene			22,000
	m-xylene			22,000
	o-xylene			22,000
	methanol			28,000
	toluene			37,000

Note:

Toxicity values listed are for the analysis of cancer risk and chronic and acute hazard index.

Abbreviations:

[mg/kg-day]⁻¹: per milligram per kilogram-day

µg/m³: micrograms per cubic meter

ARB: Air Resources Board

OEHHA: Office of Environmental Health Hazard Assessment

PAH: Polycyclic aromatic hydrocarbon

PM: Particulate matter

TCDD: Tetrachlorodibenzo-p-dioxin

TEQ: toxicity equivalence

Reference:

California Environmental Protection Agency (Cal/EPA). 2014. OEHHA/ARB Consolidated Table of Approved Risk Assessment Health Values. August. <http://www.arb.ca.gov/toxics/healthval/contable.pdf>

Table B-3
Cancer Risk Adjustment Factors for Construction and Operation
Lincoln Centre Campus Redevelopment Project
Foster City, California

Receptor	Time Period	Year	Cancer Risk Adjustment Factor (CRAF)	Notes
Resident Child	Construction	1	10	1
Daycare Child	Operation - Emergency Generator	6 week - 2 years	10	1
		2 years - 6 years	3	1
Lifetime Resident	Operation - Emergency Generator	--	1.7	1,2

Notes:

1. Based on BAAQMD 2010.
2. A lifetime resident is assumed to be exposed throughout their lifetime of 70 years.

Abbreviation:

BAAQMD: Bay Area Air Quality Management District

Source:

Bay Area Air Quality Management District (BAAQMD). 2010. BAAQMD Air Toxics NSR Program Health Risk Screening Analysis (HRSA) Guidelines. January.

Attachment A
ISCST3 Inputs and Outputs

Data files only available electronically on the project website

Attachment B
SCREEN3 Outputs and Screening Analysis

Additional data files only available electronically on the project website

Emergency Generator Emission Rate
Lincoln Centre Campus Redevelopment Project
Foster City, California

	Tier 2	Tier 3	Tier 4 interim	Tier 4 final	Tier 2/3 plus DPF
EF (g/hp-hr) assuming per engine in 300-750 hp range	0.15	0.15	0.015	0.015	0.15
DPF Reduction	0	0	0		85%
Hours per Year	50	50	50	50	50
Emissions (g/year-hp)	7.5	7.5	0.75	0.75	1.125
Emissions (g/s-hp)	2.4E-07	2.4E-07	2.4E-08	2.4E-08	3.6E-08
Hours Year	20	20	20	20	20
Emissions (g/year-hp)	3	3	0.3	0.3	0.45
Emissions (g/s-hp)	9.5E-08	9.5E-08	9.5E-09	9.5E-09	1.4E-08

Exposure Parameters - Current OEHHA/BAAQMD Methodology (BAAQMD 2010)
 Lincoln Centre Campus Redevelopment Project
 Foster City, California

onsite receptor

Exposure Parameter	Units	Daycare Child	
		6 weeks - 2 years	2 - 6 years
Age			
Daily Breathing Rate (DBR)	[L/kg-day]	581	581
Exposure Time (ET)	[hours/24 hours]	10	10
Exposure Frequency (EF)	[days/year]	245	245
Exposure Duration	[years]	1.88	4
Conversion Factor 1 (CF1)	[m3/L]	0.001	0.001
Conversion Factor 2 (CF2)	[hours/day]	--	--
Averaging Time (AT)	[days]	25550	25550
Intake Factor	[m3/kg-day]	0.0044	0.0093
MAF	[unitless]	3.58	3.58
ASF	[unitless]	10	3
		0.1564	0.0996

offsite receptor

Exposure Parameter	Units	Daycare Child		Resident
		6 weeks - 2 years	2 - 6 years	
Age				70-year
Daily Breathing Rate (DBR)	[L/kg-day]	581	581	302
Exposure Time (ET)	[hours/24 hours]	10	10	24
Exposure Frequency (EF)	[days/year]	245	245	350
Exposure Duration	[years]	1.88	4	70
Conversion Factor 1 (CF1)	[m3/L]	0.001	0.001	0.001
Conversion Factor 2 (CF2)	[hours/day]	--	--	--
Averaging Time (AT)	[days]	25550	25550	25550
Intake Factor	[m3/kg-day]	0.0044	0.0093	0.29
MAF	[unitless]	3.58	3.58	1
ASF	[unitless]	10	3	1.7
		0.1564	0.0996	0.4923

Risk Calculation for Onsite Receptor from Emergency Generators
 Lincoln Centre Campus Redevelopment Project
 Foster City, California

Run #	1	2	3	4
Description	Next to Building A, B, or C	Next to Building PS-2	Next to Building PS-1 or PS-3	Not Subject to BPIP
Emission Rate (g/s)	1	1	1	1
Stack Height (M)	3.6576	3.6576	3.6576	3.6576
Stk Inside Diam (M)	0.1829	0.1829	0.1829	0.1829
Stk Exit Velocity (M/S)	45.328	45.328	45.328	45.328
Stk Gas Exit Temp (K)	739.8	739.8	739.8	739.8
Ambient Air Temp (K)	293	293	293	293
Receptor Height (M)	1.8	1.8	1.8	1.8
Urban/Rural Option	RURAL			
Building Height	21 m (7 stories)	5m (assume higher level per story for a parking structure)		0
Building Width (m)	60	46	46	0
Building Length (m)	92	90	76	0
Stability	D (assuming testing only occurs during daytime)			
Maximum hourly Concentration (ug/m3)	2105	7087	7087	259.6
Distance when maximum concentration occurs (m)	63	15	15	73
Toxicity [mg/kg-day]-1	1.1	1.1	1.1	1.1
Cancer risk (# in a million per g/s)	59282	199588	199588	7311
maximum allowed emission (g/s)	1.69E-04	5.01E-05	5.01E-05	1.37E-03
50 hours/year				
maximum allowed hp - tier 2 or tier 3	709	211	211	5751
maximum allowed hp - tier 4 interim or final	7093	2107	2107	57513
maximum allowed hp - tier 2 plus DPF	4729	1404	1404	38342
20 hours/year				
maximum allowed hp - tier 2 or tier 3	1773	527	527	14378
maximum allowed hp - tier 4 interim or final	17732	5267	5267	143783
maximum allowed hp - tier 2 plus DPF	11821	3511	3511	95856
PM2.5 concentration [ug/m3]	0.04	0.04	0.04	0.04
chronic HI (unitless)	0.007	0.007	0.007	0.007

Risk Calculation for Offsite Receptor from Emergency Generators
Lincoln Centre Campus Redevelopment Project
Foster City, California

Run #	1	2	3	4
Description	Next to Building A, B, or C	Next to Building PS-2	Next to Building PS-1 or PS-3	Not Subject to BPIP
Emission Rate (g/s)	1	1	1	1
Stack Height (M)	3.6576	3.6576	3.6576	3.6576
Stk Inside Diam (M)	0.1829	0.1829	0.1829	0.1829
Stk Exit Velocity (M/S)	45.328	45.328	45.328	45.328
Stk Gas Exit Temp (K)	739.8	739.8	739.8	739.8
Ambient Air Temp (K)	293	293	293	293
Receptor Height (M)	1.8	1.8	1.8	1.8
Urban/Rural Option	RURAL			
Building Height	21 m (7 stories)	5m (assume higher level per story for a parking structure)		0
Building Width (m)	60	46	46	0
Building Length (m)	92	90	76	0
Stability	D (assuming testing only occurs during daytime)			
Maximum hourly Concentration MEIR (ug/m3)	761.5	429.1	429.1	205.9
Distance when maximum concentration occurs (m)	171	171	171	171
Toxicity [mg/kg-day]-1	1.1	1.1	1.1	1.1
Cancer risk (# in a million per g/s)	41238	23237	23237	11150
maximum allowed emission (g/s)	0.00024	0.00043	0.00043	0.00090
50 hours/year				
maximum allowed hp - tier 2 or tier 3	1020	1810	1810	3771
maximum allowed hp - tier 4 interim or final	10197	18095	18095	37711
maximum allowed hp - tier 2 plus DPF	6798	12063	12063	25141
20 hours/year				
maximum allowed hp - tier 2 or tier 3	2549	4524	4524	9428
maximum allowed hp - tier 4 interim or final	25491	45238	45238	94277
maximum allowed hp - tier 2 plus DPF	16994	30159	30159	62851
PM2.5 concentration [ug/m3]	0.02	0.02	0.02	0.02
chronic HI (unitless)	0.004	0.004	0.004	0.004

Attachment C
Construction Risk Calculation Database

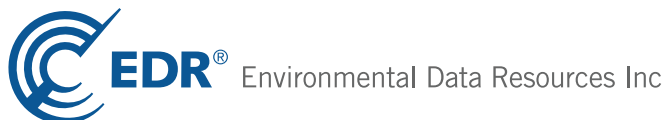
Microsoft Access file only available electronically on the project website

Attachment D
EDR Sensitive Receptors Search Report

850 Lincoln Centre Drive
850 Lincoln Centre Drive
Foster City, CA 94404

Inquiry Number: 4010885.1s
July 18, 2014

EDR Offsite Receptor Report



ENVIRON

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

D3-31

FORM-ARB

TABLE OF CONTENTS

SECTION	PAGE
Executive Summary	2
Census Map	3
Census Findings	4
Receptor Map	5
Map Findings	6
Records Searched/Data Currency Tracking Addendum	31

Thank you for your business
Please contact EDR at 1-800-352-0050
with any questions or comments.

Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. **NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OF DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT.** Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

Copyright 2014 by Environmental Data Resources, Inc. All rights reserved. Reproduction in any media or format, in whole or in part, of any report or map of Environmental Data Resources, Inc., or its affiliates, is prohibited without prior written permission.

EDR and its logos (including Sanborn and Sanborn Map) are trademarks of Environmental Data Resources, Inc. or its affiliates. All other trademarks used herein are the property of their respective owners.

EXECUTIVE SUMMARY

A search of available records was conducted by Environmental Data Resources, Inc. (EDR). The EDR Offsite Receptor Report provides information which may be used to comply with the Clean Air Act Risk Management Program 112-R. "The rule requires that you estimate in the RMP residential populations within the circle defined by the endpoint for your worst-case and alternative release scenarios (i.e., the center of the circle is the point of release and the radius is the distance to the endpoint). In addition, you must report in the RMP whether certain types of public receptors and environmental receptors are within the circles."

The address of the subject property, for which the search was intended, is:

850 LINCOLN CENTRE DRIVE
850 LINCOLN CENTRE DRIVE
FOSTER CITY, CA 94404

Distance Searched: 1.000 miles from subject property

RECEPTOR SUMMARY

An X indicates the presence of the receptor within the search radius.

Residential Population

Estimated population within search radius: 12872 persons.

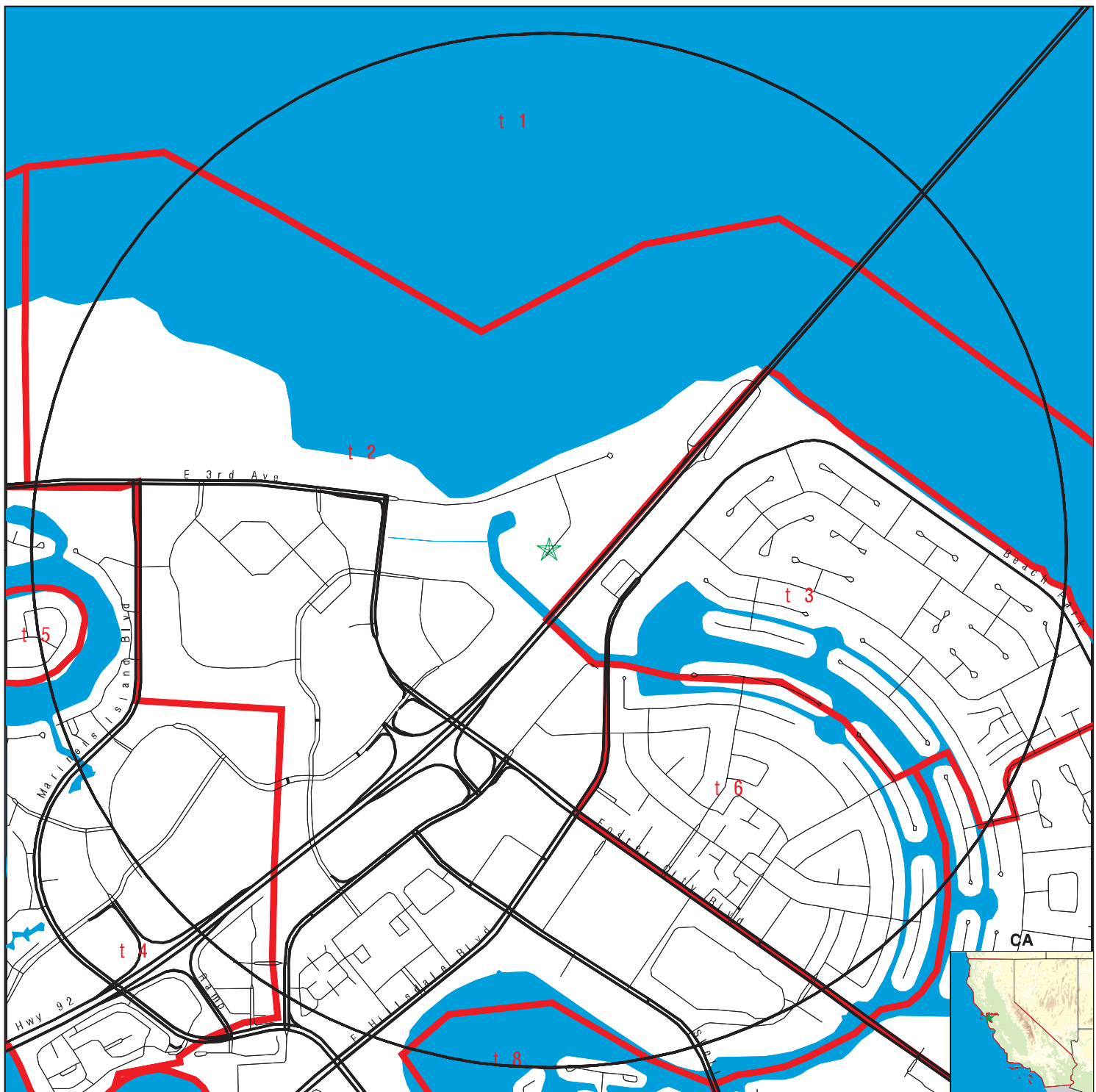
Other Public Receptors

Type	Within Search Radius	Sites Total
Day Care Centers:	<input checked="" type="checkbox"/>	21
Medical Centers:	<input type="checkbox"/>	
Nursing Homes:	<input type="checkbox"/>	
Schools:	<input checked="" type="checkbox"/>	4
Hospitals:	<input checked="" type="checkbox"/>	9
Colleges:	<input type="checkbox"/>	
Arena:	<input type="checkbox"/>	
Prison:	<input type="checkbox"/>	

Environmental Receptors

Type	Within Search Radius	Sites Total
Federal Land:	<input type="checkbox"/>	

CENSUS MAP - 4010885.1s



- ★ Target Property
- ⚡ Roads
- ⦿ Waterways
- ⚡ Census Tracts



TARGET PROPERTY: ADDRESS: CITY/STATE/ZIP: LAT/LONG:	850 Lincoln Centre Drive 850 Lincoln Centre Drive Foster City CA 94404 37.5687 / 122.2700	CUSTOMER: CONTACT: INQUIRY #: DATE:	Environ International Corporation Catherine Mukai 4010885.1s July 18, 2014 4:08 pm	D3-34
--	--	--	---	-------

CENSUS FINDINGS

Map ID	Tract Number	Total Population	Population in Radius	Total Area(sq.mi.)	Area in Radius(sq.mi.)
T1	9901.00	0	0.0	86.96	0.52
T2	6080.04	6521	4734.0	2.24	1.63
T3	6082.00	3614	3364.1	0.46	0.43
T4	6079.00	3182	1110.8	0.61	0.21
T5	6078.00	3160	88.2	0.41	0.01
T6	6081.00	3523	3206.7	0.30	0.27
T7	6083.00	3401	85.1	0.60	0.01
T8	6080.02	3517	282.9	0.44	0.04

RECEPTOR MAP - 4010885.1s



- ★ Target Property
- Roads
- Waterways
- Environmental or Public Receptor
- Federal Lands Linear Features
- Federal Lands Area



TARGET PROPERTY: ADDRESS: CITY/STATE: FOSTER CITY, CA LAT/LONG:	850 Lincoln Centre Drive 850 Lincoln Centre Drive Foster City CA 94404 37.5687 / 122.2700	CUSTOMER: CONTACT: INQUIRY #: DATE:	Environ International Corporation Catherine Mukai 4010885.1s July 18, 2014 4:11 pm	D3-36
---	--	---	---	-------

MAP FINDINGS

Map ID Direction Distance Distance (ft.) Elevation	Site	EDR ID Database
1 NE 0-1/8 mi 60 Higher	Hospital type: 01 Num of times COO: 00 Owner date: Not Reported City: FOSTER CITY Has plan of corr: 1 Compliance status: A SSA county code: 510 Cross ref number: Not Reported FMS survey date: Not Reported Current survey date: 19850411 Medicare/Medicaid: 1 Facility name: INTECARE NURSING SERVICES, INC Intermediary/Carrier: 00121 Medicaid number: Not Reported Participation date: 19860113 Prior COO date: Not Reported Prior carrier: 00040 Provider ID: 057732 Record Status: A Region code: 09 Is Partial Record: Not Reported state abbrev: CA ssa state: 05 state region cd: BK street address: 810 LINCOLN CENTER DR Phone num: 4155707541 Termination reason: 04 Term Date: 19890301 Purpose of action: 1 Provider control: 04 Zip: 94404 Fips state: 06 Fips cnty: 081 SSA MSA: 526 SSA MSA size code: B Date accredited: Not Reported Accred expire date: Not Reported Accred Org: 0 Num beds: 0000 Num cert beds: 0000 Source: US_HOSPITAL_POSOTHER Edr id: SRHO20070010561	SRHO20070010561 AHA Hospitals
2 East 1/8-1/4 mi 1036 Higher	Hospital type: 01 Num of times COO: 00 Owner date: Not Reported City: FOSTER CITY Has plan of corr: Not Reported Compliance status: Not Reported SSA county code: 510 Cross ref number: Not Reported FMS survey date: Not Reported Current survey date: Not Reported	SRHO20070153287 AHA Hospitals

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

Site

EDR ID
 Database

Medicare/Medicaid: Not Reported
 Facility name: MARINER MEDICL CENTER
 Intermediary/Carrier: Not Reported
 Medicaid number: Not Reported
 Participation date: 19980422
 Prior COO date: Not Reported
 Prior carrier: Not Reported
 Provider ID: 05D0944902
 Record Status: A
 Region code: 09
 Is Partial Record: Y
 state abbrev: CA
 ssa state: 05
 state region cd: LAB
 street address: 1261 E HILLSDALE BLVD
 Phone num: 6505702299
 Termination reason: 00
 Term Date: 20080421
 Purpose of action: Not Reported
 Provider control: 04
 Zip: 94404
 Fips state: 06
 Fips cnty: 081
 SSA MSA: 526
 SSA MSA size code: B
 Date accredited: Not Reported
 Accred expire date: Not Reported
 Accred Org: Not Reported
 Num beds: 0000
 Num cert beds: 0000
 Source: US_HOSPITAL_POSCLIA
 Edr id: SRHO20070153287

A3

East Hospital type:
 1/8-1/4 mi Num of times COO:
 1267 Owner date:
 Higher City:

01
 00
 Not Reported
 FOSTER CITY
 Not Reported
 Not Reported
 510
 Not Reported
 Not Reported
 Not Reported
 Not Reported
 Not Reported
 G WAYNE JOWER DPM
 Not Reported
 Not Reported
 19930602
 Not Reported
 Not Reported
 05D0597168
 A
 09
 Not Reported

SRHO20070134063
 AHA Hospitals

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

Site

EDR ID
 Database

state abbrev: CA
 ssa state: 05
 state region cd: LAB
 street address: 1289 E HILLSDALE BLVD
 Phone num: 4155743024
 Termination reason: 08
 Term Date: 19980831
 Purpose of action: Not Reported
 Provider control: 02
 Zip: 94404
 Fips state: 06
 Fips cnty: 081
 SSA MSA: 526
 SSA MSA size code: B
 Date accredited: Not Reported
 Accred expire date: Not Reported
 Accred Org: Not Reported
 Num beds: 0000
 Num cert beds: 0000
 Source: US_HOSPITAL_POSCLIA
 Edr id: SRHO20070134063

A4

East Hospital type:
 1/4-1/2 mi Num of times COO:
 1325 Owner date:
 Higher City:

01
 00
 Not Reported
 FOSTER CITY
 Not Reported
 Not Reported
 510
 Not Reported
 Not Reported
 Not Reported
 Not Reported
 FOSTER CITY PEDIATRIC MEDICAL GRP
 Not Reported
 Not Reported
 19921217
 Not Reported
 Not Reported
 05D0686631
 A
 09
 Y
 CA
 05
 LAB
 1295 E HILLSDALE BLVD
 6505742774
 00
 20080419
 Not Reported
 04
 94404
 06

SRHO20070138902
 AHA Hospitals

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

Site

EDR ID
 Database

Fips cnty: 081
 SSA MSA: 526
 SSA MSA size code: B
 Date accredited: Not Reported
 Accred expire date: Not Reported
 Accred Org: Not Reported
 Num beds: 0000
 Num cert beds: 0000
 Source: US_HOSPITAL_POSCLIA
 Edr id: SRHO20070138902

A5

East Pss school id: K9300765
 1/4-1/2 mi Pss inst: KIDS CONNECTION ELEMENTARY SCH
 1412 Lograde: K
 Higher Higrade: 5
 Pss address: 1998 BEACH PARK BLVD.
 Pss city: FOSTER CITY
 Pss county no: 081
 Pss county fips: 06081
 Pss stabb: CA
 Pss fips: 06
 Pss zip5: 94404
 Pss phone: 6505789696
 Pss sch days: 200
 Pss stu day hrs: 6.33
 Pss library: Yes
 Pss enroll ug: Not Reported
 Pss enroll pk: Not Reported
 Pss enroll k: 36
 Pss enroll 1: 40
 Pss enroll 2: 40
 Pss enroll 3: 40
 Pss enroll 4: 32
 Pss enroll 5: 36
 Pss enroll 6: Not Reported
 Pss enroll 7: Not Reported
 Pss enroll 8: Not Reported
 Pss enroll 9: Not Reported
 Pss enroll 10: Not Reported
 Pss enroll 11: Not Reported
 Pss enroll 12: Not Reported
 Pss enroll t: 224
 Pss enroll tk12: 224
 Pss race ai: Not Reported
 Pss race as: 90
 Pss race h: 13
 Pss race b: 9
 Pss race w: 112
 Pss fte teach: 13
 Pss locale: 3
 Pss coed: 1
 Pss type: 1
 Pss level: 1
 Pss relig: 3

SRPR20051024818
 Private Schools

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

Site

EDR ID
 Database

Pss comm type: 2
 Pss indian pct: Not Reported
 Pss asian pct: 40.18
 Pss hisp pct: 5.8
 Pss black pct: 4.02
 Pss white pct: 50
 Pss stdtch rt: 17.23
 Pss orient: 29
 Pss county name: SAN MATEO
 Pss assoc 1: Not Reported
 Pss assoc 2: Not Reported
 Pss assoc 3: Not Reported
 Pss assoc 4: Not Reported
 Pss assoc 5: Not Reported
 Pss assoc 6: Not Reported
 Pss assoc 7: Not Reported
 Source: NCESDATA_E72D09B4
 Edr id: SRPR20051024818

6	ENE	EDR ID: SRDCCA200747010	SRDCCA200747010
		1/4-1/2 mi Facility number: 410517191	Daycare
1712		Facility name: KIDS CONNECTION INC.	
Higher		Facility eval. code: 0302	
		Facility office number: 05	
		Facility county number: 41	
		Facility type code: 850	
		Facility status code: 03	
		Address: 1970 BEACH PARK BLVD	
		City: FOSTER CITY	
		State: CA	
		Zip: 94404	
		Alt. address: 1970 BEACH PARK BLVD.	
		City: FOSTER CITY	
		State: CA	
		Zip: 94404	
		Facility investor: KIDS CONNECTION INC.	
		Licensee type: D	
		License effective date: 950410	
		License expiration date: Not Reported	
		License issue date: 890410	
		Program type: "COMBINATION CENTER. DAYS & HOURS OF OPERATION: MONDAY - FRIDAY, 6:30 A.M. TO 2:30 P.M. "	
		Original app. received date: 880908	
		Facility closed date: Not Reported	
		Mailing address: 1970 BEACH PARK BLVD.	
		Mailing city: FOSTER CITY	
		Mailing state: CA	
		Mailing zip: 94404	
		Contact person: "MARCUM, DIANE"	
		Facility capacity: 180	
		Type of clients served: 950	
		Facility phone: 6505789696	

MAP FINDINGS

Map ID	Direction	Distance	Distance (ft.)	Elevation	Site	EDR ID Database
7	South	1/4-1/2 mi	1890	Higher	Hospital type: 01 Num of times COO: 00 Owner date: Not Reported City: FOSTER CITY Has plan of corr: Not Reported Compliance status: A SSA county code: 510 Cross ref number: Not Reported FMS survey date: Not Reported Current survey date: 20050120 Medicare/Medicaid: 1 Facility name: INTRACELLUAR DIAGNOSTICS INC-COMMERCE PARK Intermediary/Carrier: Not Reported Medicaid number: Not Reported Partcipation date: 19920901 Prior COO date: Not Reported Prior carrier: Not Reported Provider ID: 05D0643971 Record Status: A Region code: 09 Is Partial Record: Not Reported state abbrev: CA ssa state: 05 state region cd: M2 street address: 553 PILGRIM DRIVE SUITE B Phone num: 6503495233 Termination reason: 00 Term Date: 20070708 Purpose of action: 2 Provider control: 04 Zip: 94404 Fips state: 06 Fips cnty: 081 SSA MSA: 526 SSA MSA size code: B Date accredited: Not Reported Accred expire date: Not Reported Accred Org: Not Reported Num beds: 0000 Num cert beds: 0000 Source: US_HOSPITAL_POSCLIA Edr id: SRHO20070136641	SRHO20070136641 AHA Hospitals
8	ESE	1/4-1/2 mi	1898	Higher	Facility number: 410517068 Facility name: "BRATIS, TULA D. Facility eval. code: 0302 Facility office number: 05 Facility county number: 41 Facility type code: 810 Facility status code: 03 Address: 293 SURFBIRD ISLE City: FOSTER CITY	SRDCCA200702889 Daycare

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

Site

EDR ID
 Database

State: CA
 Zip: 94404
 Alt. address: 293 SURFBIRD ISLE
 City: FOSTER CITY
 State: CA
 Zip: 94404
 Facility investor: "BRATIS, TULA D. "
 Licensee type: A
 License effective date: 940818
 License expiration date: Not Reported
 License issue date: 880818
 Program type: ""INACTIVE LICENSE"" FROM APRIL 01, 2005 TO SEPTEMBER, 2005.
 " "
 Original app. received date: 880512
 Facility closed date: Not Reported
 Mailing address: 293 SURFBIRD ISLE
 Mailing city: FOSTER CITY
 Mailing state: CA
 Mailing zip: 94404
 Contact person: "BRATIS, TULA D. "
 Facility capacity: 6
 Type of clients served: 960
 Facility phone: 6503494177

9 SRDCCA200755688
 ENE EDR ID: SRDCCA200755688
 1/4-1/2 mi Facility number: 414001945
 1939 Facility name: LAKEVIEW MONTESSORI
 Higher Facility eval. code: 0307
 Facility office number: 05
 Facility county number: 41
 Facility type code: 850
 Facility status code: 04
 Address: 1950 BEACH PARK BLVD.
 City: FOSTER CITY
 State: CA
 Zip: 94404
 Alt. address: 1950 BEACH PARK BLVD.
 City: FOSTER CITY
 State: CA
 Zip: 94404
 Facility investor: "LAKEVIEW MONTESSORI, LLC "
 Licensee type: G
 License effective date: 60809
 License expiration date: 070630
 License issue date: 060809
 Program type: LICENSED TO SERVE CHILDREN AGED 2 TO 5 YEARS OLD.
 HOURS OF OPERATION: MONDAY-FRIDAY 7:30AM-6:30PM.
 SCHEDULED PLAYGROUND WAIVER.
 Original app. received date: 060801
 Facility closed date: Not Reported
 Mailing address: 1950 BEACH PARK BLVD.
 Mailing city: FOSTER CITY
 Mailing state: CA
 Mailing zip: 94404

MAP FINDINGS

Map ID
Direction
Distance
Distance (ft.)
Elevation

Site

EDR ID
Database

Contact person: ALYCIA MOY
Facility capacity: 40
Type of clients served: 950
Facility phone: 6505789532

10 EDR ID: SRDCCA200732144 SRDCCA200732144
ESE Facility number: 414001952 Daycare
1/4-1/2 mi Facility name: "ADHAWADE, VANITA AJAY "

2359 Higher Facility eval. code: 0302
Facility office number: 05
Facility county number: 41
Facility type code: 810
Facility status code: 03
Address: 148 FLYING CLOUD ISLE
City: FOSTER CITY
State: CA
Zip: 94404
Alt. address: 148 FLYING CLOUD ISLE
City: FOSTER CITY
State: CA
Zip: 94404
Facility investor: "ADHAWADE, VANITA AJAY "
Licensee type: A
License effective date: 50907
License expiration date: Not Reported
License issue date: 050907
Program type: "MAX. CAP: 6 - NO MORE THAN 3 INFANTS OR 4 INFANTS ONLY.
CAP 8 - NO MORE THAN 2 INFANTS, 1 CHILD IN KINDERGARTEN OR ELEMENTARY
SCHOOL AND 1 CHILD AT LEAST AGE 6. "

Original app. received date: 050801
Facility closed date: Not Reported
Mailing address: 148 FLYING CLOUD ISLE
Mailing city: FOSTER CITY
Mailing state: CA
Mailing zip: 94404
Contact person: "ADHAWADE, VANITA A. "
Facility capacity: 8
Type of clients served: 960
Facility phone: 6506381914

B11 EDR ID: SRDCCA200753060 SRDCCA200753060
West Facility number: 414001651 Daycare
1/4-1/2 mi Facility name: MARIN DAY SCHOOL- EFI CAMPUS (PRESCHOOL)

2627 Higher Facility eval. code: 0302
Facility office number: 05
Facility county number: 41
Facility type code: 850
Facility status code: 03
Address: 301 VELOCITY WAY
City: FOSTER CITY
State: CA
Zip: 94404

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

Site

EDR ID
 Database

Alt. address: "880 APOLLO ST., STE. 315 "
 City: EL SEGUNDO
 State: CA
 Zip: 90245
 Facility investor: "BRIGHT HORIZONS CC,INC./GLP INC.,DBA MARIN DAY SCH"
 Licensee type: D
 License effective date: 31017
 License expiration date: Not Reported
 License issue date: 031017
 Program type: LICENSED TO SERVE CHILDREN AGED 2-6 YEARS OLD.
 HOURS OF OPERATION: MONDAY-FRIDAY 7:30AM - 6:30PM.
 Original app. received date: 031016
 Facility closed date: Not Reported
 Mailing address: "880 APOLLO ST., STE. 315 "
 Mailing city: EL SEGUNDO
 Mailing state: CA
 Mailing zip: 90245
 Contact person: "INMAN, JANICE "
 Facility capacity: 90
 Type of clients served: 950
 Facility phone: 6503574250

B12		SRDCCA200741325
West	EDR ID: SRDCCA200741325	Daycare
1/4-1/2 mi	Facility number: 414001652	
2627	Facility name: MARIN DAY SCHOOL- EFI CAMPUS (INFANT)	
Higher	Facility eval. code: 0302	
	Facility office number: 05	
	Facility county number: 41	
	Facility type code: 830	
	Facility status code: 03	
	Address: 301 VELOCITY WAY	
	City: FOSTER CITY	
	State: CA	
	Zip: 94404	
	Alt. address: "880 APOLLO ST., STE. 315' "	
	City: EL SEGUNDO	
	State: CA	
	Zip: 90245	
	Facility investor: "BRIGHT HORIZONS CC,INC./GLP INC.,DBA MARIN DAY SCH"	
	Licensee type: D	
	License effective date: 31017	
	License expiration date: Not Reported	
	License issue date: 031017	
	Program type: " LICENSED TO SERVE CHILDREN AGED 2-24 MONTHS OLD. HOURS OF OPERATION: MONDAY-FRIDAY, 7:30AM - 6:30PM. "	
	Original app. received date: 031016	
	Facility closed date: Not Reported	
	Mailing address: "880 APOLLO ST., STE. 315' "	
	Mailing city: EL SEGUNDO	
	Mailing state: CA	
	Mailing zip: 90245	
	Contact person: "INMAN, JANICE "	
	Facility capacity: 36	

MAP FINDINGS

Map ID	Direction	Distance	Distance (ft.)	Elevation	Site	EDR ID Database
					Type of clients served: 955 Facility phone: 6503574250	
C13						SRDCCA200749789
SSW					EDR ID: SRDCCA200749789	Daycare
1/2-1 mi					Facility number: 410517738	
2759					Facility name: "KINDERCARE LEARNING CENTERS, INC. #1372 "	
Higher					Facility eval. code: 0302	
					Facility office number: 05	
					Facility county number: 41	
					Facility type code: 850	
					Facility status code: 03	
					Address: 1006 METRO CENTER BLVD	
					City: FOSTER CITY	
					State: CA	
					Zip: 94404	
					Alt. address: 1006 METRO CENTER BLVD.	
					City: FOSTER CITY	
					State: CA	
					Zip: 94404	
					Facility investor: "KINDERCARE LEARNING CENTERS, INC. "	
					Licensee type: D	
					License effective date: 940808	
					License expiration date: Not Reported	
					License issue date: 900808	
					Program type: "COMBINATION CENTER: INFANT, PRESCHOOL, & SCHOOL-AGE. DAYS & HOURS OF OPERATION: MONDAY THRU FRIDAY, 6:30AM-6:00PM. TO SERVE PRESCHOOL CHILDREN AGES 2 YEARS OLD TO 5 YEARS OLD. SUBJECT TO OUTDOOR WAIVER "CONDITIONS.	
					Original app. received date: 900427	
					Facility closed date: Not Reported	
					Mailing address: 650 N.E. HOLLADAY	
					Mailing city: PORTLAND	
					Mailing state: OR	
					Mailing zip: 97228	
					Contact person: "GEMIGNANI, IDA "	
					Facility capacity: 82	
					Type of clients served: 950	
					Facility phone: 6505736023	
C14						SRDCCA200743553
SSW					EDR ID: SRDCCA200743553	Daycare
1/2-1 mi					Facility number: 410517737	
2759					Facility name: "KINDERCARE LEARNING CENTERS, INC. #1372 "	
Higher					Facility eval. code: 0302	
					Facility office number: 05	
					Facility county number: 41	
					Facility type code: 840	
					Facility status code: 03	
					Address: 1006 METRO CENTER BLVD	
					City: FOSTER CITY	
					State: CA	
					Zip: 94404	
					Alt. address: 1006 METRO CENTER BLVD	

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

Site

EDR ID
 Database

City: FOSTER CITY
 State: CA
 Zip: 94404
 Facility investor: "KINDER CARE LEARNING CENTERS, INC. "
 Licensee type: D
 License effective date: 940808
 License expiration date: Not Reported
 License issue date: 900808
 Program type: "COMBINATION CENTER. HOURS OF OPERATION: MONDAY THROUGH FRIDAY, 6:30 A.M. - 6:00 P.M. WAIVER ON FILE FOR OUTDOOR ACTIVITY SPACE."
 " "
 Original app. received date: 900427
 Facility closed date: Not Reported
 Mailing address: 650 N.E. HOLLADAY
 Mailing city: PORTLAND
 Mailing state: OR
 Mailing zip: 97228
 Contact person: "GEMIGNANI, IDA "
 Facility capacity: 28
 Type of clients served: 950
 Facility phone: 6505736023

C15 SRDCCA200742103
 SSW EDR ID: SRDCCA200742103 Daycare
 1/2-1 mi Facility number: 410517739
 2759 Facility name: "KINDER CARE LEARNING CENTERS, INC. #1372 "
 Higher Facility eval. code: 0302
 Facility office number: 05
 Facility county number: 41
 Facility type code: 830
 Facility status code: 03
 Address: 1006 METRO CENTER BLVD
 City: FOSTER CITY
 State: CA
 Zip: 94404
 Alt. address: 1006 METRO CENTER BLVD
 City: FOSTER CITY
 State: CA
 Zip: 94404
 Facility investor: "KINDER CARE LEARNING CENTERS, INC. #1372 "
 Licensee type: D
 License effective date: 940808
 License expiration date: Not Reported
 License issue date: 900808
 Program type: "COMBINATION CENTER: INFANT, PRESCHOOL, & SCHOOL-AGE PROGRAMS. DAYS AND HOURS OF OPERATION: MONDAY THRU FRIDAY, 6:30AM-6:00PM. TO SERVE INFANTS AGES 0 TO 2 YEARS OLD."
 " "
 Original app. received date: 900427
 Facility closed date: Not Reported
 Mailing address: "650 NE HOLLADAY ST., STE 1400 "
 Mailing city: PORTLAND
 Mailing state: OR
 Mailing zip: 97228
 Contact person: "GEMIGNANI, IDA "

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

Site

EDR ID
 Database

Facility capacity: 35
 Type of clients served: 955
 Facility phone: 6505736023

16		SRHO20070110941
East	Hospital type: 02	AHA Hospitals
1/2-1 mi	Num of times COO: 00	
2856	Owner date: Not Reported	
Higher	City: FOSTER CITY	
	Has plan of corr: 1	
	Compliance status: A	
	SSA county code: 510	
	Cross ref number: Not Reported	
	FMS survey date: Not Reported	
	Current survey date: 20061031	
	Medicare/Medicaid: 1	
	Facility name: CRANE HOUSE	
	Intermediary/Carrier: Not Reported	
	Medicaid number: LTC80177G	
	Participation date: 19960924	
	Prior COO date: Not Reported	
	Prior carrier: Not Reported	
	Provider ID: 55G026	
	Record Status: A	
	Region code: 09	
	Is Partial Record: Not Reported	
	state abbrev: CA	
	ssa state: 05	
	state region cd: SF	
	street address: 724 CRANE AVENUE	
	Phone num: 6503583977	
	Termination reason: 00	
	Term Date: Not Reported	
	Purpose of action: 2	
	Provider control: 07	
	Zip: 94404	
	Fips state: 06	
	Fips cnty: 081	
	SSA MSA: 526	
	SSA MSA size code: B	
	Date accredited: Not Reported	
	Accred expire date: Not Reported	
	Accred Org: Not Reported	
	Num beds: 0006	
	Num cert beds: 0006	
	Source: US_HOSPITAL_POSOTHER	
	Edr id: SRHO20070110941	

17		SRDCCA200711643
SE	EDR ID: SRDCCA200711643	Daycare
1/2-1 mi	Facility number: 414000791	
2908	Facility name: "LO, YU-SHIA	
Higher	Facility eval. code: 0302	
	Facility office number: 05	

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

Site

EDR ID
 Database

Facility county number: 41
 Facility type code: 810
 Facility status code: 03
 Address: 783 RANGER CIRCLE
 City: FOSTER CITY
 State: CA
 Zip: 94404
 Alt. address: 783 RANGER CIRCLE
 City: FOSTER CITY
 State: CA
 Zip: 94404
 Facility investor: "LO, YU-SHIA"
 Licensee type: A
 License effective date: 990610
 License expiration date: Not Reported
 License issue date: 990610
 Program type: "MAXIMUM CAPACITY: 6 CHILDREN WITH NO MORE THAN 3 INFANTS, OR 4 INFANTSONLY, OR CAPACITY 8 CHILDREN WHEN 2 ARE AT LEAST 6 YEARS OF AGE WITH AMAXIMUM OF 2 INFANTS; PROPERTY OWNER/LANDLORD CONSENT IS REQUIRED"
 Original app. received date: 990521
 Facility closed date: Not Reported
 Mailing address: 783 RANGER CIRCLE
 Mailing city: FOSTER CITY
 Mailing state: CA
 Mailing zip: 94404
 Contact person: "LO, YU-SHIA"
 Facility capacity: 8
 Type of clients served: 960
 Facility phone: 6503497968

18 SSE 1/2-1 mi 3025 Higher	EDR ID: Facility number: Facility name: Facility eval. code: Facility office number: Facility county number: Facility type code: Facility status code: Address: City: State: Zip: Alt. address: City: State: Zip: Facility investor: Licensee type: License effective date: License expiration date: License issue date: Program type:	SRDCCA200707836 414000299 "CHU, SOC LIN" 0302 05 41 810 03 7208 ADMIRALTY LANE FOSTER CITY CA 94404 7208 ADMIRALTY LANE FOSTER CITY CA 94404 "CHU, SOC LIN" A 961023 Not Reported 961023 "MAXIMUM CAPACITY: 6 CHILDREN, INCLUDING LICENSEE'S CHILDREN UNDER 10 YEARS OF AGE WHO RESIDE IN THE HOME, WITH NO MORE THAN 3 INFANTS OR 4 INFANTS ONLY (INFANT MEANS A CHILD UNDER 2 YEARS OLD)."	SRDCCA200707836 Daycare
---	---	---	----------------------------

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

Site

EDR ID
 Database

Original app. received date: 960909
 Facility closed date: Not Reported
 Mailing address: 7208 ADMIRALTY LANE
 Mailing city: FOSTER CITY
 Mailing state: CA
 Mailing zip: 94404
 Contact person: "CHU, SOC LIN"
 Facility capacity: 6
 Type of clients served: 960
 Facility phone: 6505789988

D19 SE SRDCCA200704152 Daycare
 1/2-1 mi 3092 Higher

EDR ID: SRDCCA200704152
 Facility number: 410518640
 Facility name: "DIMAANO, CECILIA & GUERRERO, SOLEDAD"
 Facility eval. code: 0302
 Facility office number: 05
 Facility county number: 41
 Facility type code: 810
 Facility status code: 03
 Address: 716 RANGER CIRCLE
 City: FOSTER CITY
 State: CA
 Zip: 94404
 Alt. address: 716 RANGER CIRCLE
 City: FOSTER CITY
 State: CA
 Zip: 94404
 Facility investor: "DIMAANO, CECILIA & GUERRERO, SOLEDAD"
 Licensee type: B
 License effective date: 930527
 License expiration date: Not Reported
 License issue date: 930527
 Program type: "MAXIMUM CAPACITY: 12 CHILDREN, WITH NO MORE THAN 4 INFANTS, OR CAPACITY 14 CHILDREN WHEN 2 CHILDREN ARE AT LEAST 6 YEARS OF AGE WITH A MAXIMUM OF 3 INFANTS; PROPERTY OWNER/LANDLORD CONSENT IS REQUIRED"

Original app. received date: 930302
 Facility closed date: Not Reported
 Mailing address: 716 RANGER CIRCLE
 Mailing city: FOSTER CITY
 Mailing state: CA
 Mailing zip: 94404
 Contact person: "DIMAANO, C. & GUERRERO, S."
 Facility capacity: 14
 Type of clients served: 960
 Facility phone: 6505721585

20 East SRPU20071009792 Public Schools
 1/2-1 mi 3133 Higher

Ncessch: 063492005897
 Schname05: AUDUBON ELEMENTARY
 Mstreet05: 841 GULL AVE.
 Mcity05: FOSTER CITY
 Mstate05: CA
 Mzip05: 94404

MAP FINDINGS

Map ID
Direction
Distance
Distance (ft.)
Elevation

Site

EDR ID
Database

Mzip05: 1427
 Member05: 538
 Phone05: (650) 312-7500
 Locale05: 3
 Type05: 1
 Level05: 1
 Gslo05: KG
 Gshi05: 05
 Edr id: SRPU20071009792

D21
 SE Hospital type: 01
 1/2-1 mi Num of times COO: 00
 3159 Owner date: Not Reported
 Higher City: FOSTER CITY
 Has plan of corr: Not Reported
 Compliance status: A
 SSA county code: 510
 Cross ref number: Not Reported
 FMS survey date: Not Reported
 Current survey date: 20000608
 Medicare/Medicaid: 1
 Facility name: MEDICAL DIAGNOSTIC
 Intermediary/Carrier: 00542
 Medicaid number: Not Reported
 Participation date: 19961123
 Prior COO date: Not Reported
 Prior carrier: Not Reported
 Provider ID: 05X0009995
 Record Status: A
 Region code: 09
 Is Partial Record: Not Reported
 state abbrev: CA
 ssa state: 05
 state region cd: SF
 street address: 722 NINA LANE
 Phone num: 6503415838
 Termination reason: 00
 Term Date: Not Reported
 Purpose of action: 2
 Provider control: 01
 Zip: 94404
 Fips state: 06
 Fips cnty: 081
 SSA MSA: 526
 SSA MSA size code: B
 Date accredited: Not Reported
 Accred expire date: Not Reported
 Accred Org: Not Reported
 Num beds: 0000
 Num cert beds: 0000
 Source: US_HOSPITAL_POSOTHER
 Edr id: SRHO20070007455

SRHO20070007455
 AHA Hospitals

MAP FINDINGS

Map ID	Direction	Distance	Distance (ft.)	Elevation	Site	EDR ID Database
22	SSE	1/2-1 mi	3264	Higher	EDR ID: SRDCCA200751555 Facility number: 414000384 Facility name: ALL ARE FRIENDS MONTESSORI SCHOOL Facility eval. code: 0302 Facility office number: 05 Facility county number: 41 Facility type code: 850 Facility status code: 03 Address: 1130 BALCLUTHA DRIVE City: FOSTER CITY State: CA Zip: 94404 Alt. address: 1130 BALCLUTHA DRIVE City: FOSTER CITY State: CA Zip: 94404 Facility investor: ISLAND UNITED CHURCH Licensee type: C License effective date: 970625 License expiration date: Not Reported License issue date: 970625 Program type: "LICENSED TO SERVE CHILDREN AGED 2.5 TO 6 YEARS OLD. DAYS AND HOURS OF OPERATION: MONDAY-FRIDAY, 8:30AM-3:00PM. "	SRDCCA200751555 Daycare
E23	East	1/2-1 mi	3482	Higher	EDR ID: SRDCCA200732701 Facility number: 414002018 Facility name: "NARAYAN, MADHUR L. " Facility eval. code: 0302 Facility office number: 05 Facility county number: 41 Facility type code: 810 Facility status code: 03 Address: 1016 EGRET STREET City: FOSTER CITY State: CA Zip: 94404 Alt. address: 1016 EGRET STREET City: FOSTER CITY State: CA Zip: 94404 Facility investor: "NARAYAN, MADHUR L. " Licensee type: A	SRDCCA200732701 Daycare

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

Site

EDR ID
 Database

License effective date: 60626
 License expiration date: Not Reported
 License issue date: 060626
 Program type: "MAX. CAP: 6 - NO MORE THAN 3 INFANTS OR 4 INFANTS ONLY.
 CAP 8 - NO MORE THAN 2 INFANTS, 1 CHILD IN KINDERGARTEN OR ELEMENTARY
 SCHOOL AND 1 CHILD AT LEAST AGE 6. "

Original app. received date: 060112
 Facility closed date: Not Reported
 Mailing address: 1016 EGRET STREET
 Mailing city: FOSTER CITY
 Mailing state: CA
 Mailing zip: 94404
 Contact person: "NARAYAN, MADHUR L. "
 Facility capacity: 8
 Type of clients served: 960
 Facility phone: 6503416443

F24		SRDCCA200751237
SSE	EDR ID:	SRDCCA200751237
1/2-1 mi	Facility number:	414000829
3506	Facility name:	PENINSULA JEWISH COMMUNITY CENTER PRESCHOOL
Higher	Facility eval. code:	0302
	Facility office number:	05
	Facility county number:	41
	Facility type code:	850
	Facility status code:	03
	Address:	800 FOSTER CITY BLVD.
	City:	FOSTER CITY
	State:	CA
	Zip:	94404
	Alt. address:	800 FOSTER CITY BLVD.
	City:	FOSTER CITY
	State:	CA
	Zip:	94404
	Facility investor:	PENINSULA JEWISH COMMUNITY CENTER
	Licensee type:	C
	License effective date:	990907
	License expiration date:	Not Reported
	License issue date:	990907
	Program type:	LICENSED TO SERVE CHILDREN AGED 2 TO 5 YEARS OLD. DAYS AND HOURS OF OPERATION: MONDAY-FRIDAY 7:30AM TO 6:00PM.
	Original app. received date:	990802
	Facility closed date:	Not Reported
	Mailing address:	800 FOSTER CITY BLVD.
	Mailing city:	FOSTER CITY
	Mailing state:	CA
	Mailing zip:	94404
	Contact person:	JUDY GARB
	Facility capacity:	300
	Type of clients served:	950
	Facility phone:	6503577733

MAP FINDINGS

Map ID	Direction	Distance	Distance (ft.)	Elevation	Site	EDR ID	Database
F25						SRPR20051023002	
SSE					Pss school id: A9101169		Private Schools
1/2-1 mi					Pss inst: RONALD C WORNICK JEWISH DAY SC		
3506					Lograde: K		
Higher					Higrade: 7		
					Pss address: 800 FOSTER CITY BLVD		
					Pss city: FOSTER CITY		
					Pss county no: 081		
					Pss county fips: 06081		
					Pss stabb: CA		
					Pss fips: 06		
					Pss zip5: 94404		
					Pss phone: 6503782600		
					Pss sch days: 175		
					Pss stu day hrs: 7		
					Pss library: Yes		
					Pss enroll ug: Not Reported		
					Pss enroll pk: Not Reported		
					Pss enroll k: 33		
					Pss enroll 1: 39		
					Pss enroll 2: 25		
					Pss enroll 3: 27		
					Pss enroll 4: 30		
					Pss enroll 5: 12		
					Pss enroll 6: 17		
					Pss enroll 7: 11		
					Pss enroll 8: Not Reported		
					Pss enroll 9: Not Reported		
					Pss enroll 10: Not Reported		
					Pss enroll 11: Not Reported		
					Pss enroll 12: Not Reported		
					Pss enroll t: 194		
					Pss enroll tk12: 194		
					Pss race ai: Not Reported		
					Pss race as: Not Reported		
					Pss race h: Not Reported		
					Pss race b: Not Reported		
					Pss race w: Not Reported		
					Pss fte teach: 27.8		
					Pss locale: 3		
					Pss coed: 1		
					Pss type: 1		
					Pss level: 1		
					Pss relig: 2		
					Pss comm type: 2		
					Pss indian pct: Not Reported		
					Pss asian pct: Not Reported		
					Pss hisp pct: Not Reported		
					Pss black pct: Not Reported		
					Pss white pct: Not Reported		
					Pss stdtch rt: 6.98		
					Pss orient: 17		
					Pss county name: SAN MATEO		
					Pss assoc 1: Other religious school association(s)		
					Pss assoc 2: State or regional independent school association		
					Pss assoc 3: Not Reported		

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

Site

EDR ID
 Database

Pss assoc 4: Not Reported
 Pss assoc 5: Not Reported
 Pss assoc 6: Not Reported
 Pss assoc 7: Not Reported
 Source: NCESDATA_E72D09B4
 Edr id: SRPR20051023002

E26		SRDCCA200735648
East	EDR ID:	SRDCCA200735648
1/2-1 mi	Facility number:	414002026
3522	Facility name:	"STEELY, TAMMY ANN "
Higher	Facility eval. code:	0302
	Facility office number:	05
	Facility county number:	41
	Facility type code:	810
	Facility status code:	03
	Address:	1033 EGRET STREET
	City:	FOSTER CITY
	State:	CA
	Zip:	94404
	Alt. address:	1033 EGRET STREET
	City:	FOSTER CITY
	State:	CA
	Zip:	94404
	Facility investor:	"STEELY, TAMMY ANN "
	Licensee type:	A
	License effective date:	60717
	License expiration date:	Not Reported
	License issue date:	060717
	Program type:	"MAX. CAP: 6 - NO MORE THAN 3 INFANTS OR 4 INFANTS ONLY. CAP 8 - NO MORE THAN 2 INFANTS, 1 CHILD IN KINDERGARTEN OR ELEMENTARY SCHOOL AND 1 CHILD AT LEAST AGE 6. "
	Original app. received date:	060124
	Facility closed date:	Not Reported
	Mailing address:	1033 EGRET STREET
	Mailing city:	FOSTER CITY
	Mailing state:	CA
	Mailing zip:	94404
	Contact person:	"STEELY, TAMMY ANN "
	Facility capacity:	8
	Type of clients served:	960
	Facility phone:	6502902232

G27		SRDCCA200701817
SE	EDR ID:	SRDCCA200701817
1/2-1 mi	Facility number:	410506601
3848	Facility name:	"MCGINNIS, JUNKO P. & THURMAN L. "
Higher	Facility eval. code:	0302
	Facility office number:	05
	Facility county number:	41
	Facility type code:	810
	Facility status code:	03
	Address:	1138 POLYNESIA DRIVE
	City:	FOSTER CITY

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

Site

EDR ID
 Database

State: CA
 Zip: 94404
 Alt. address: 1138 POLYNESIA DRIVE
 City: FOSTER CITY
 State: CA
 Zip: 94404
 Facility investor: "MCGINNIS, JUNKO P. AND MCGINNIS, THURMAN L. "
 Licensee type: A
 License effective date: 951020
 License expiration date: Not Reported
 License issue date: Not Reported
 Program type: "MAXIMUM CAPACITY: 6 CHILDREN, INCLUDING LICENSEE'S CHILDREN UNDER 10 YEARS OF AGE WHO RESIDE IN THE HOME, WITH NO MORE THAN 3 INFANTS OR 4 INFANTS ONLY (INFANT MEANS A CHILD UNDER 2 YEARS OLD). "
 Original app. received date: 860916
 Facility closed date: Not Reported
 Mailing address: 1138 POLYNESIA DRIVE
 Mailing city: FOSTER CITY
 Mailing state: CA
 Mailing zip: 94404
 Contact person: "MCGINNIS, JUNKO P. "
 Facility capacity: 6
 Type of clients served: 960
 Facility phone: 6505705847

G28			SRDCCA200745930
SE	EDR ID:	SRDCCA200745930	Daycare
1/2-1 mi	Facility number:	414001235	
3869	Facility name:	NEWTON-BREWER ISLAND ELEMENTRY SCHOOL (SMFCSD)	
Higher	Facility eval. code:	0302	
	Facility office number:	05	
	Facility county number:	41	
	Facility type code:	840	
	Facility status code:	03	
	Address:	1151 POLYNESIA DRIVE	
	City:	FOSTER CITY	
	State:	CA	
	Zip:	94404	
	Alt. address:	"1157 CHESS DRIVE, SUITE 100 "	
	City:	FOSTER CITY	
	State:	CA	
	Zip:	94404	
	Facility investor:	NEWTON THE CHILDREN'S LEARNING CENTER INC.	
	Licensee type:	C	
	License effective date:	21001	
	License expiration date:	Not Reported	
	License issue date:	021001	
	Program type:	"LICENSED TO SERVE CHILDREN AGED 6 TO 11 YEARS OLD IN ROOMS 15,19 & THE LIBRARY. HOURS OF OPERATION: MONDAY, TUESDAY, THURSDAY, FRIDAY 2:40-6:00PM AND WEDNESDAYS 12:30-6:00PM. " "	
	Original app. received date:	020910	
	Facility closed date:	Not Reported	
	Mailing address:	"1157 CHESS DRIVE, SUITE 100 "	
	Mailing city:	FOSTER CITY	

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

Site

EDR ID
 Database

Mailing state: CA
 Mailing zip: 94404
 Contact person: ISAAC SONCINO
 Facility capacity: 84
 Type of clients served: 950
 Facility phone: 6503454043

G29			SRPU20071009790
SE	Ncessch:	063492005404	Public Schools
1/2-1 mi	Schname05:	BREWER ISLAND ELEMENTARY	
3869	Mstreet05:	1151 POLYNESIA DR.	
Higher	Mcity05:	FOSTER CITY	
	Mstate05:	CA	
	Mzip05:	94404	
	Mzip405:	1749	
	Member05:	521	
	Phone05:	(650) 312-7532	
	Locale05:	3	
	Type05:	1	
	Level05:	1	
	Gslo05:	KG	
	Gshi05:	05	
	Edr id:	SRPU20071009790	

30			SRDCCA200711253
ESE	EDR ID:	SRDCCA200711253	Daycare
1/2-1 mi	Facility number:	414000844	
4053	Facility name:	"QUIMSON, CECILIA	"
Higher	Facility eval. code:	0302	
	Facility office number:	05	
	Facility county number:	41	
	Facility type code:	810	
	Facility status code:	03	
	Address:	137 FLYING MIST ISLE	
	City:	FOSTER CITY	
	State:	CA	
	Zip:	94404	
	Alt. address:	137 FLYING MIST ISLE	
	City:	FOSTER CITY	
	State:	CA	
	Zip:	94404	
	Facility investor:	"QUIMSON, CECILIA	"
	Licensee type:	A	
	License effective date:	991013	
	License expiration date:	Not Reported	
	License issue date:	991013	
	Program type:	"MAXIMUM CAPACITY: 12 CHILDREN, WITH NO MORE THAN 4 INFANTS, OR CAPACITY 14 CHILDREN WHEN 2 CHILDREN ARE AT LEAST 6 YEARS OF AGE WITH A MAXIMUM OF 3 INFANTS; PROPERTY OWNER/LANDLORD CONSENT IS REQUIRED "	
	Original app. received date:	990819	
	Facility closed date:	Not Reported	
	Mailing address:	137 FLYING MIST ISLE	
	Mailing city:	FOSTER CITY	
	Mailing state:	CA	

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

Site

EDR ID
 Database

Mailing zip: 94404
 Contact person: "QUIMSON, CECILIA"
 Facility capacity: 14
 Type of clients served: 960
 Facility phone: 6505742023

31 East EDR ID: SRDCCA200703212 SRDCCA200703212
 1/2-1 mi Facility number: 410517369 Daycare
 4617 Facility name: "MOUSSA, SARA"

Higher Facility eval. code: 0302
 Facility office number: 05
 Facility county number: 41
 Facility type code: 810
 Facility status code: 03
 Address: 221 DUCK CT.
 City: FOSTER CITY
 State: CA
 Zip: 94404
 Alt. address: 221 DUCK CT.
 City: FOSTER CITY
 State: CA
 Zip: 94404
 Facility investor: "MOUSSA, SARA"
 Licensee type: A
 License effective date: 950508
 License expiration date: Not Reported
 License issue date: 890508
 Program type: "MAXIMUM CAPACITY: 12 CHILDREN, INCLUDING LICENSEE'S CHILDREN UNDER 10 YEARS OF AGE WHO RESIDE IN THE HOME, WITH NO MORE THAN 4 INFANTS ONLY (INFANT MEANS A CHILD UNDER 2 YEARS OLD)."

Original app. received date: 890224
 Facility closed date: Not Reported
 Mailing address: 221 DUCK CT.
 Mailing city: FOSTER CITY
 Mailing state: CA
 Mailing zip: 94404
 Contact person: "MOUSSA, SARA"
 Facility capacity: 12
 Type of clients served: 960
 Facility phone: 6505728783

H32 Hospital type: 01 SRHO20070006686
 SW Num of times COO: 00 AHA Hospitals
 5185 Owner date: Not Reported

Higher City: SAN MATEO
 Has plan of corr: 1
 Compliance status: A
 SSA county code: 510
 Cross ref number: Not Reported
 FMS survey date: Not Reported
 Current survey date: 20041028

MAP FINDINGS

Map ID
 Direction
 Distance
 Distance (ft.)
 Elevation

Site

EDR ID
 Database

Medicare/Medicaid: 1
 Facility name: MAXIM HEALTHCARE SERVICES, INC
 Intermediary/Carrier: Not Reported
 Medicaid number: HHA70308F
 Participation date: 20031121
 Prior COO date: Not Reported
 Prior carrier: Not Reported
 Provider ID: 05K090
 Record Status: A
 Region code: 09
 Is Partial Record: Not Reported
 state abbrev: CA
 ssa state: 05
 state region cd: SF
 street address: 1820 GATEWAY DRIVE, SUITE 340
 Phone num: 5106084301
 Termination reason: 00
 Term Date: Not Reported
 Purpose of action: 2
 Provider control: 04
 Zip: 94404
 Fips state: 06
 Fips cnty: 081
 SSA MSA: 526
 SSA MSA size code: B
 Date accredited: Not Reported
 Accred expire date: Not Reported
 Accred Org: 0
 Num beds: 0000
 Num cert beds: 0000
 Source: US_HOSPITAL_POSOTHER
 Edr id: SRHO20070006686

H33
 SW
 1/2-1 mi
 5185
 Higher

Hospital type: 01
 Num of times COO: 00
 Owner date: Not Reported
 City: SAN MATEO
 Has plan of corr: Not Reported
 Compliance status: Not Reported
 SSA county code: 510
 Cross ref number: Not Reported
 FMS survey date: Not Reported
 Current survey date: Not Reported
 Medicare/Medicaid: Not Reported
 Facility name: MAXIM HEALTHCARE SERVICES INC
 Intermediary/Carrier: Not Reported
 Medicaid number: Not Reported
 Participation date: 20041004
 Prior COO date: Not Reported
 Prior carrier: Not Reported
 Provider ID: 05D1031581
 Record Status: A
 Region code: 09
 Is Partial Record: Y

SRHO20070158704
 AHA Hospitals

MAP FINDINGS

Map ID
Direction
Distance
Distance (ft.)
Elevation

Site

EDR ID
Database

state abbrev: CA
ssa state: 05
state region cd: M2
street address: 1820 GATEWAY DRIVE SUITE 340
Phone num: 6504320110
Termination reason: 00
Term Date: 20081003
Purpose of action: Not Reported
Provider control: 04
Zip: 94404
Fips state: 06
Fips cnty: 081
SSA MSA: 526
SSA MSA size code: B
Date accredited: Not Reported
Accred expire date: Not Reported
Accred Org: Not Reported
Num beds: 0000
Num cert beds: 0000
Source: US_HOSPITAL_POSCLIA
Edr id: SRHO20070158704

34				SRDCCA200701788
SE	EDR ID:	SRDCCA200701788		Daycare
1/2-1 mi	Facility number:	410503238		
5220	Facility name:	"TABULINAR, ESTHER M.	"	
Higher	Facility eval. code:	0302		
	Facility office number:	05		
	Facility county number:	41		
	Facility type code:	810		
	Facility status code:	03		
	Address:	910 LURLINE DRIVE		
	City:	FOSTER CITY		
	State:	CA		
	Zip:	94404		
	Alt. address:	910 LURLINE DRIVE		
	City:	FOSTER CITY		
	State:	CA		
	Zip:	94404		
	Facility investor:	"TABULINAR, ESTHER M.	"	
	Licensee type:	A		
	License effective date:	940808		
	License expiration date:	Not Reported		
	License issue date:	Not Reported		
	Program type:	"MAXIMUM CAPACITY: 6 CHILDREN, INCLUDING LICENSEE'S CHILDREN UNDER 10 YEARS OF AGE WHO RESIDE IN THE HOME, WITH NO MORE THAN 3 INFANTS OR 4 INFANTS ONLY (INFANT MEANS A CHILD UNDER 2 YEARS OLD).	"	
	Original app. received date:	781102		
	Facility closed date:	Not Reported		
	Mailing address:	910 LURLINE DRIVE		
	Mailing city:	FOSTER CITY		
	Mailing state:	CA		
	Mailing zip:	94404		
	Contact person:	"TABULINAR, ESTER M.	"	
	Facility capacity:	6		

MAP FINDINGS

Map ID
Direction
Distance
Distance (ft.)
Elevation

Site

EDR ID
Database

Type of clients served: 950
Facility phone: 6505729094

RECORDS SEARCHED/DATA CURRENCY TRACKING

Census

Source: U.S. Census Bureau

Telephone: 301-763-4636

2010 U.S. Census data was used to estimate residential population following these EPA guidelines:
"Census data are presented by Census tract. If your circle covers only a portion of the tract, you should develop an estimate for that portion...Determine the population density per square mile (total population of the Census tract divided by the number of square miles in the tract) and apply that density figure to the number of square miles within your circle."

FED_LAND: Federal Lands

Source: USGS

Telephone: 888-275-8747

Federal lands data. Includes data from several Federal land management agencies, including Fish and Wildlife Service, Bureau of Land Management, National Park Service, and Forest Service. Includes National Parks, Forests, Monuments; Wildlife Sanctuaries, Preserves, Refuges; Federal Wilderness Areas.

AHA Hospitals:

Source: American Hospital Association, Inc.

Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services

Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes

Source: National Institutes of Health

Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

Colleges - Integrated Postsecondary Education Data

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on integrated postsecondary education in the United States.

Arenas

Source: Dunhill International

EDR indicates the location of buildings and facilities - arenas - where individuals who are public receptors are likely to be located.

Prisons: Bureau of Prisons Facilities

Source: Federal Bureau of Prisons

Telephone: 202-307-3198

List of facilities operated by the Federal Bureau of Prisons.

Daycare Centers: Licensed Facilities

Source: Department of Social Services

Telephone: 916-657-4041

STREET AND ADDRESS INFORMATION

(c) 2010 Tele Atlas North America, Inc. All rights reserved. This material is proprietary and the subject of copyright protection and other intellectual property rights owned by or licensed to Tele Atlas North America, Inc. The use of this material is subject to the terms of a license agreement. You will be held liable for any unauthorized copying or disclosure of this material.

APPENDIX E

Biological Evaluation Study

December 15, 2014

Ms. Carla Violet
Urban Planning Partners, Inc.
505 17th Street, 2nd Floor
Oakland, CA 94612

Subject: Biological Evaluation for the Lincoln Center, Foster City, California

Dear Ms. Violet:

Huffman-Broadway Group, Inc. (HBG) has reviewed biological conditions associated with proposed development within the approximately 19-acre property at approximately 850 Lincoln Center Drive in the City of Foster City, California.

The objective of this study was to determine the potential for the Study Area to support sensitive habitats as defined by state or federal regulation and/or pursuant to the California Environmental Quality Act (CEQA), or for the Study Area to support special status species of flora and fauna. Our analysis included: (1) a review of the habitat characteristics of the site and species of plants and animals expected to utilize the site; (2) review of the California Natural Diversity Data Base (CNDDDB) to determine if any populations of endangered, threatened, or rare species have occurred historically or are currently known to exist in the project vicinity; and (3) conducting a field survey of the site (Gary Deghi of HBG visited the site on July 23 and December 15, 2014). This report includes an evaluation of potential biological impacts that could result from development of the site, determine potential mitigation measures that may be required, and identify any permits that may be required from applicable regulatory agencies.

Proposed Project

The subject property is the approximately 19-acre, property at approximately 850 Lincoln Center Drive in the City of Foster City, California. The site is bounded by Highway 92 (San Mateo bridge approach) to the south, a canal waterway inlet to the west, Foster City public works property on the north, a six-story building at 101 Lincoln Center Drive and 3rd Avenue to the north, and the adjoining 4000/4100 East 3rd Avenue property to the east. Beyond East Third Avenue to the north is the Bay Trail which is armored with a rip-rap slope along the frontage of San Francisco Bay. The property is in San Mateo County Assessor's Parcel Numbers (APNs 094-532-170, 094-532-180, 094-532-190, 094-532-200, and 094-532-250). The property is located on the San Mateo 7.5 minute USGS quadrangle.

The site is vacant but has been previously developed with building pads, surface parking, driveways and access roadways left from previous uses. Most of the site is covered by hardscape. The current General Plan designation for the site is ROP Research/Office Park, and

Ms. Carla Violet
Urban Planning Partners, Inc.
December 15, 2014
Page 2 of 11

the current zoning is CM/PD Commercial Mix/Planned Development District. The project site occupies a portion of the site of a larger project for which a General Development Plan and Use Permit were approved in the early 1980s. The General Development Plan and Use Permit, as amended in 1981, allow 275,626 gross square feet on the project site.

The Lincoln Centre Life Sciences Research project proposes up to 595,000 gross square feet of life sciences research facilities in a campus setting, including up to 555,000 gross square feet of laboratory and office uses, and a 40,000 square-foot building to house amenities for employees and visitors, such as a café. The project includes a General Plan Amendment to increase the FAR, a rezoning to PD, a General Development Plan, a Specific Development Plan/Use Permit, a Subdivision Map and potentially a Development Agreement. Street vacation of the terminus of Lincoln Centre Drive within the project site is also anticipated.

The grading footprint for the project may extend over most of the project site. Development will require removal of all existing trees, which will be replaced with new landscaping. Water quality treatment will be accomplished with measures such as bioretention ponds, flow-through planters and sub-surface pre-fabricated biotreatment devices. These will be developed within the grading footprint, and will be sized to accommodate the project. The extensive landscaped areas on the site allow more than ample space for C3 water treatment facilities

Existing Biological Conditions

Plant Communities. The habitat at the site of the existing house and cottage would be considered an urban habitat vegetated with mostly non-native ornamental species commonly used in landscaping. The site would be considered as Urban habitat under criteria of the California Habitat Relationship System criteria (Mayer and Laudenslayer 1988). According to the tree inventory, landscaping vegetation includes 823 trees consisting of the following species: Acacia, Sycamore, Canary Island Pine, Mayten, Metrosideros, Pear, Koelreuteria, Myoporum, poplar, Podocarpus, Redwood, Aleppo Pine, Locust, Arbutus, Brisbane Box, Meleuca, Tristainia, Eucalyptus, and Willow. The channel located to the west of the parcel is lined with rip-rap and is essentially free of vegetation along the bank. East Third Avenue borders the site to the north, and beyond is the Bay Trail with a rip-rap shoreline along San Francisco Bay.

Animal Populations. Much of the wildlife at the Site are species of birds that are adapted to urban areas and disturbed areas and that were either observed during field reviews or are expected or in the area given the Site conditions. Bird species expected to be found at the Site and nearby include rock pigeon, mourning dove, Eurasian collared-dove, black phoebe, Anna's hummingbird, American crow, common raven, European starling, northern mockingbird, American robin, California towhee, yellow-rumped warbler (winter), white-crowned sparrow,

Brewer's and red-winged blackbirds, American goldfinch, house finch and house sparrow. Shorebirds and waterbirds such as willet, western or least sandpiper, spotted sandpiper, great blue heron, and great and snowy egret may use the rip-rapped shoreline along the Bay or the adjacent channel within the Foster City Lagoon. Other birds found in the area could include raptor species as red-tailed hawk, red-shouldered hawk, American kestrel and an occasional peregrine falcon. Expected species just offshore in the Bay would include double-crested cormorant, grebes (horned, eared, western and Clark's), loons (common and red-throated), waterfowl (diving ducks such as bufflehead, lesser scaup, common goldeneye and surf scoter) as well as California and ring-billed gulls and Forster's terns, among others.

Sensitive Habitats. During the 2014 site visit, HBG conducted an initial reconnaissance of the study area for sensitive habitats subject to federal, state and local environmental regulatory protection. A description of Federal, State and local programs to protect sensitive habitats follows:

- The Department of the Army, acting through the U.S. Army Corps of Engineers (Corps), has the authority to permit the discharge of dredge or fill material in waters of the U.S. under Section 404 of the Clean Water Act (CWA). Waters of the U.S. include both wetlands and "other waters of the U.S." Wetlands and other waters of the U.S. are described by U.S. Environmental Protection Agency (EPA) and Corps regulations (40 CFR § 230.3(s) and 33 CFR § 328.3(a), respectively). EPA and the Corps define wetlands as *"...those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions"* (EPA regulations at 40 CFR § 230.3(t); Corps regulations at 33 CFR § 328.3(b)). Both natural and manmade wetlands and other waters are subject to regulation. The geographic extent of other waters of the U.S. is defined by an ordinary high water mark (OHWM) in non-tidal waters (33 CFR. §328.3(e)) and by the High Tide Line within tidal waters (33 CFR. §328.3(d)).
- The San Francisco Bay Regional Water Quality Control Board (RWQCB) also regulates wetlands and other waters as waters of the State under its federally delegated Section 401 CWA Water Quality Certification program and the Porter-Cologne Water Quality Control Act Program. Waters of the State are defined more broadly than "waters of the US" to mean "any surface water or groundwater, including saline waters, within the boundaries of the state" (Water Code section 13050(e)). The state SWQCB and its Regional Boards routinely rely on the Corps/US EPA jurisdictional determinations as they

have no adopted methodology for the identification and delineation of wetlands or other waters of the State.

- The California Department of Fish and Wildlife (CDFW) also regulates stream courses under Section of 1602 of the California Fish and Game Code. California Fish and Game Code (FGC) Section 1602 requires any person, state, or local governmental agency, or public utility subject to FGC 1600 thru 1616 to notify CDFW of any proposed activity that may substantially divert or obstruct a river, stream, or lake.
- The San Francisco Bay Conservation and Development Commission (BCDC) has permit jurisdiction over tidal areas of the Bay and a shoreline band along these watercourses (i.e., the upland area 100 feet inland from and parallel to the mean high tide line of the Bay). Work within the Bay or the 100-foot shoreline band will require a BCDC permit.

HBG reviewed the site to determine if wetlands or other waters of the U.S. and/or State are potentially present onsite in accordance with the following: Code of Federal Regulations (CFR) definitions of jurisdictional waters; the Corps' 1987 *Wetlands Delineation Manual* (1987 Manual); the Corps' 2010 *Regional Supplement to Corps of Engineers Wetland Delineation Manual: Western Mountains, Valley, and Coast Region, Version 2.0* (Arid West Regional Supplement); and supporting guidance documents (Corps wetland delineation methodology). On-site inspection found that there are no wetlands or waters of the US or State on the parcel. A waterway canal associated with the Foster City Lagoon system bordering the site to the west contains waters that may be subject to permit jurisdiction of the Corps and RWQCB should work be proposed within the waterway. In addition, all areas north of East Third Avenue along the riprap Bay shoreline that are below the high tide line are subject to CWA Section 404 jurisdiction and areas below mean high water would be subject to Corps jurisdiction under Section 10 of the RHA. All of these areas are unvegetated.

The shoreline band jurisdiction of BCDC extends 100 feet inland from mean high water (6.22 feet msl) and does not extend onto the project site.

Special Status Species

Sensitive species include those species listed by the federal and state governments as endangered, threatened, or rare or candidate species for these lists. Endangered or threatened species are protected by the federal Endangered Species Act of 1973 as amended, the California Endangered Species Act of 1970 and the California Native Plant Protection Act of 1977. The California Environmental Quality Act (CEQA) provides additional protection for unlisted species that meet the "rare" or "endangered" criteria defined in Title 14, California Code of Regulations, Section 15380.

CDFW maintains records for the distribution and known occurrences of sensitive species and habitats in the California Natural Diversity Database (CNDDDB). The CNDDDB is organized into map areas based on 7.5 minute topographic maps produced by the US Geological Survey (USGS). All known occurrences of sensitive species and important natural communities are mapped onto the quadrangle map. The database gives further detailed information on each occurrence, including specific location of the individual, population, or habitat (if possible) and the presumed current state of the population or habitat. The Project Site is located on the San Mateo 7.5-minute quadrangle. HBG reviewed CNDDDB data from this quad and from adjacent quads.

A search of the CNDDDB records of occurrence for special status animals and plants and natural communities within these quadrangles indicated that none of the special status species or natural communities is known to occur on the Project Site, but that some special status species have occurred in the vicinity of the Project Site. The occurrence of special status plant and animal species in the vicinity of the may be an indication that they also could occur onsite.

Special Status Plant Species

Special status plant species include: (i) species that are listed or proposed for listing as threatened or endangered under the federal Endangered Species Act; (ii) species that are listed, or proposed for listing by the state of California as threatened or endangered under the California Endangered Species Act and the Native Plant Protection Act; (iii) plants considered by the California Native Plant Society (CNPS) to be rare, threatened, or endangered in California and elsewhere; and (iv) plant species that meet the definition of rare or endangered under

The site has been entirely disturbed in the past and there are no native habitats suitable of supporting special status species of plants.

Special Status Animal Species

The only special status animal species with a history of occurring near this portion of Foster City are the salt marsh harvest mouse (*Reithrodontomys raviventris*), Ridgway's rail (*Rallus obsoletus*) formerly known as the California clapper rail), the western snowy plover (*Charadrius alexandrinus nivosus*) and burrowing owl (*Athene cunicularia*). These species are briefly discussed below.

- The salt marsh harvest mouse is a federal-listed endangered species generally restricted to saline or subsaline marsh habitats around the San Francisco Bay estuary. The CNDDDB contains no San Mateo County reports of salt marsh harvest mouse anywhere north of the San Mateo Bridge. The nearest known reported occurrence of salt marsh harvest mouse to the Project Site is in a tidal marsh adjacent to Highway 101 within O'Neill

Slough in Foster City. O'Neill Slough flows toward the Bay and becomes Belmont Slough. This location is about 2.5 miles from the Project Site. Salt marsh harvest mouse was collected from this site in 1960, and there have been no documentation of the species at this location since that time. The next nearest populations of salt marsh harvest mouse to the Project Site are within tidal marshes on Bair Island between Steinberger Slough and Redwood Creek, locations that are about 4 miles from the Project Site. Salt marsh harvest mouse does not occur on or near the Project Site.

- Ridgway's rail is also a federal-listed endangered species typically found in the intertidal zone and sloughs of salt and brackish marshes dominated by pickleweed, Pacific cordgrass, gumplant, saltgrass, jaumea and adjacent upland refugia. Based on information contained in the CNDDDB, the nearest known population of Ridgway's rail to the Project Site is approximately 1.0 mile away northwest of the San Mateo Bridge near the mouth of Seal Slough. This location is just west of the Mariners Point Golf Center. To the south, the nearest nesting Ridgway's rail are just over 2 miles away along O'Neill and Belmont Sloughs. Additional populations of nesting Ridgway's rail are on Bair Island, including tidal marshes along Steinberger Slough, Corkscrew Slough, Smith Slough and Redwood Creek. These areas are about 4 miles from the Project Site. Although a known population of Ridgway's rails is north of the Site along East Third Avenue, the habitat characteristics of the Project Site and the Bay shoreline near the Project Site do not have vegetation characteristics suitable to support this species. Ridgway's rail does not occur on or near the Project Site.
- The western snowy plover is a federal-listed threatened species and a California species of special concern. The western snowy plover is a small bird that lives in sandy coastal beaches, salt pans, coastal dredged spoils sites, dry salt ponds, salt pond levees and gravel bars. The nearest nesting location for western snowy plover noted in the CNDDDB is nearly 2 miles southeast of the Project Site along Belmont Slough. Nesting by western snowy plover was documented when nests were observed in 1975 and 1976. Western snowy plovers have occurred in salt evaporation ponds on Middle Bair Island Project Site and at Outer Bair Island, over 4 miles from the Site. Appropriate nesting habitat is not present onsite.
- Burrowing owls (California species of special concern) are small terrestrial owls commonly found in open grassland ranging from western Canada to portions of South America. In California, burrowing owls most commonly inhabit California ground squirrel burrows, but they also may use manmade structures, such as concrete culverts; concrete, asphalt, or wood debris piles; or openings beneath concrete or asphalt pavement. Burrowing owl has been extirpated from San Mateo County as a breeding

species. However, the nearest known location for burrowing owl from the Project Site noted in the CNDDDB is the location of the last known breeding pair in the County. This location over 1.5 miles west of the Project Site along the Bay Trail levee west of the Mariners Point Golf Center. Burrowing owls have not been seen at this location in recent years. The Project Site does not provide suitable habitat for burrowing owls given the lack of California ground squirrels and, therefore, the lack of suitable burrow habitat. Burrowing owl does not occur at the Project Site.

Biological Impacts

Standards of Significance

According to the Environmental Checklist in Appendix G of the CEQA Guidelines (Title 14, California Code of Regulations, 15000 et seq.), the project would be considered to have a significant impact on biological resources if it would:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Wildlife and Game or US Fish and Wildlife Service.
- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.
- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.
- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.
- f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Evaluation

1) Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

The proposed project would not have a substantial adverse effect on any special-status plant or animal species. The site is a previously-developed site of primarily hardscape, with vegetation consisting primarily of trees used in landscaping. No habitats for special status species occurs at the Project Site or in the immediate vicinity. No impacts on special status species would result from implementation of the project.

2) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?

The Project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community. Such habitats are not present at the Site, which is a previously-developed site of primarily hardscape, with vegetation consisting primarily of trees used in landscaping.

3) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The Project will not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. No wetlands are present at the Project Site. A waterway canal associated with the Foster City Lagoon system bordering the site to the west contains waters that may be subject to permit jurisdiction of the Corps and RWQCB. Areas within San Francisco Bay north of East Third Avenue would be subject to the jurisdiction of these agencies as well. A permit from the Corps or RWQCB could be required for work on facilities such as stormwater outfalls conducted within these waterways. No portion of the project is proposed to occur within the waterway canal or San Francisco Bay. The applicant has indicated that all stormwater will be handled using existing stormwater outfalls and no new outfalls into the Foster City lagoon system or San Francisco Bay are necessary to implement the project.

4) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Ms. Carla Violet
Urban Planning Partners, Inc.
December 15, 2014
Page 9 of 11

The Project will not interfere substantially with movement of migratory wildlife species, established wildlife corridors, or wildlife nursery sites. The Project Site is an Urban habitat and is a previously-developed site of primarily hardscape, with vegetation consisting primarily of trees used in landscaping. As such, no movement corridors for wildlife or breeding or nursery sites are present.

5) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

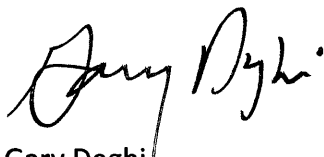
The project does not conflict with any local policies or ordinances protecting biological resources. The Project Site is located beyond the 100-foot shoreline band jurisdiction of San Francisco Bay therefore, a permit from BCDC would not be necessary. Grading for the project will remove the 823 trees existing within the property and replace them with new project landscaping. All trees that would be removed are non-native trees commonly used in urban landscaping settings and not protected by local tree preservation policies or ordinances. The project is consistent with local policies and ordinances of the City of Foster City.

6) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or state habitat conservation plan applicable to the Project Site.

If you have any questions regarding the above analysis related to the Lincoln Center please give me a call at 415-925-2000.

Sincerely,



Gary Deghi
Vice President/Senior Environmental Scientist

REFERENCES

- California Department of Fish and Game. 2003. List of California terrestrial natural communities recognized by the Natural Diversity Data Base.
<http://www.dfg.ca.gov/whdab/natcomlist.pdf> (September 2003).
- California Department of Fish and Game 2007. State and federally listed Endangered, Threatened, and Rare plants of California.
<http://www.dfg.ca.gov/bdb/pdfs/TEPlants.pdf> (July 2007).
- California Department of Fish and Wildlife. 2014. Natural Heritage Division, Natural Diversity Data Base for San Mateo 7.5 Minute USGS Quadrangle Map, November 2014.
- California Native Plant Society. 2007. California Native Plant Society inventory of rare and endangered plants. Online edition. Version 7-07c, 9 July 2007.
<http://cnps.web.aplus.net/cgi-bin/inv/inventory.cgi>
- Mayer, E. Kenneth and William F. Laudenslayer, Jr., (Eds.) 1988. *A Guide to Wildlife Habitats of California*.
- National Geographic Society. 2011. *Field Guide to the Birds of North America*. Sixth edition. National Geographic Society. Washington, D.C.
- Reid, Fiona A. 2006. *Mammals of North America*. Peterson Field Guides. Fourth Edition. Houghton Mifflin Co., Boston.
- Sibley, David A. 2000. *The Sibley Guide to Birds*. First Edition. National Audubon Society. Chanticleer Press, Inc. New York, N.Y. 544 pp.
- Stebbins, R.C. 2003. *Western Reptiles and Amphibians*. Peterson Field Guides. Houghton Mifflin Co., Boston. Third edition.
- Tibor, D. P. (ed.). 2001. *Inventory of rare and endangered vascular plants of California*. California Native Plant Society Special Publication No. 1 [6th edition]. California Native Plant Society, Sacramento, CA.
- U.S. Army Corps of Engineers. 1987. *Corps of Engineers Wetland Delineation Manual*, Technical Report Y-87-1. Prepared by the Environmental Laboratory, Department of the Army, Waterways Experiment Station, Vicksburg, Miss.
- U.S. Army Corps of Engineers. 2008. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0)*, ed. J. S. Wakeley, R. W. Lichvar, and

C. V. Noble. ERDC/EL TR-08-28. Vicksburg, MS: U.S. Army Engineer Research and Development Center.

U.S. Fish and Wildlife Service. 2007a. USFWS Threatened and Endangered Species System (TESS). Plants. http://ecos.fws.gov/tess_public/SpeciesReport.do?dsource=plants.

U.S. Fish and Wildlife Service. 2007b. USFWS Threatened and Endangered Species System (TESS). Proposed Endangered, Proposed Threatened. http://ecos.fws.gov/tess_public/SpeciesReport.do?listingType=P.

U.S. Fish and Wildlife Service. 2007c. USFWS Threatened and Endangered Species System (TESS). Candidates for listing. http://ecos.fws.gov/tess_public/SpeciesReport.do?listingType=C.

APPENDIX F

Cultural Resources Memorandum

MEMORANDUM

DATE: September 30, 2014

TO: Carla Violet
Urban Planning Partners, Inc.
505 17th Street, 2nd Floor
Oakland, California 94612

FROM: Andrew Pulcheon, Principal/Cultural Resources Manager, LSA Associates, Inc.

SUBJECT: Cultural Resources Baseline Conditions Archival Research for the Lincoln Centre Biomedical Research Project, Foster City, San Mateo County, California (LSA #UPI1402)

This memorandum presents the results of a records search conducted by LSA Associates, Inc. (LSA), to identify the baseline conditions for cultural resources in the Lincoln Centre Biomedical Research Project project area (project area). The project area is defined as the area represented as the “project site” in the graphic entitled *Figure 1, Lincoln Centre Biomedical Research Project, Project Location* (Urban Planning Partners, Inc. 2014). No field survey, contact with interested parties, or eligibility evaluations were conducted as part of this research.

RECORDS SEARCH

On September 25, 2014, LSA staff conducted a records search (File #14-0385) of the project area at the Northwest Information Center (NWIC) of the California Historical Resources Information System, Sonoma State University, Rohnert Park. The NWIC is the official state repository of cultural resource records and reports for San Mateo County. As part of the records search, the following federal and State of California inventories were reviewed:

- *California Inventory of Historic Resources* (California Department of Parks and Recreation 1976);
- *Five Views: An Ethnic Historic Site Survey for California* (California Office of Historic Preservation 1988)
- *California Points of Historical Interest* (California Office of Historic Preservation 1992);
- *California Historical Landmarks* (California Office of Historic Preservation 1996);
- *Directory of Properties in the Historic Property Data File* (California Office of Historic Preservation, April 5, 2012). The directory includes the listings of the National Register of Historic Places, National Historic Landmarks, the California Register of Historical Resources, California Historical Landmarks, and California Points of Historical Interest.

Results

Approximately 85% of the project area was previously studied for cultural resources (Rudo 1979) as part of a proposed marina development.

No cultural resources have been recorded or otherwise identified in the project area.

HISTORICAL BACKGROUND

This section provides a brief overview of the cultural history of Foster City from about 12,000 years ago, when Native Americans first entered the area, to modern times. Following the overview, a brief summary of the project area's archaeological sensitivity is provided.

Prehistory and Ethnography

The area around Foster City was probably settled by native Californians between 12,000 and 6,000 years ago. Penutian peoples migrated into central California around 4,500 years ago and were firmly settled around San Francisco Bay by 1,500 years ago. The descendants of the native groups who lived between the Carquinez Strait and the Monterey area are the Ohlone, although they are often referred to by the name of their linguistic group, Costanoan.

Ethnographically, the *Lamchin* tribelet of Ohlone occupied the bayshore and adjacent interior valleys from present-day Belmont to Redwood City (Milliken 1995:246-47). The Ohlone exploited marine and estuarine resources, as evidenced from archaeological materials recovered from prehistoric shell middens along the San Francisco bayshore. Although it is possible that the project area and vicinity were utilized to gather such resources, prehistorically the project area consisted of bay mud and tidal flats and would not have been suitable for habitation. Prehistoric archaeological sites in the general area are located inland from present-day Foster City, along the bayshore terrace near, but outside of, areas that were historically tidal marshland, such as the project area.

An Ohlone household consisted of about 15 individuals, with households grouping together to form villages, which in turn comprised tribelets. In the Foster City area, many Ohlone villages were located along waterways. Like many other Native Americans groups in California, the acorn was the Ohlone's dietary staple. Acorns were knocked from trees with poles, then leached to remove bitter tannins and eaten as mush or bread. The Ohlone used many other plant resources, including buckeye, California laurel, elderberries, strawberries, manzanita berries, goose berries, toyon berries, wild grapes, wild onion, cattail, amole, wild carrots, clover, and chuchupate. Animals hunted by the Ohlone and their neighbors included black-tailed deer, Roosevelt elk, antelope, and marine mammals. Smaller animals such as dog, skunk, raccoon, rabbit, squirrel, geese, ducks, salmon, sturgeon, and mollusks were also hunted, fished or gathered. In addition to sustenance, the Bay Area's flora and fauna provided the Ohlone with raw materials for clothing, shelter, and boats (Levy 1978:485-99).

Intensive Hispanic exploration and settlement of the Bay Area began in the late 18th century and Ohlone culture was radically transformed when European settlers moved into northern California. These settlers established the mission system and exposed the Ohlone to diseases to which they had no immunity. Mission San Francisco was founded in 1776, and drew Ohlone from the entire Bay area, including the *Lamchin* tribelet. Following the secularization of the missions in 1834, native people in the Bay Area moved to ranchos, where they worked as manual laborers.

Project Vicinity History

Historical maps show the Foster City area was bay tidal marshland until about 1939 (U.S. Corps of Engineers 1896, 1899, 1915; U.S. Geological Survey 1939). In fact, levees were constructed around Brewer Island (present day Foster City) sometime around 1897, and the land was reclaimed at that

time. Brewer Island was once a salt marsh that was diked and drained for pasturage by dairyman Frank M. Brewer. According to Gudde (1998:136), Foster City was named for T. Jack Foster, a developer who purchased Brewer Island in 1959 in order to construct a master-planned community. Filling of the island for residential use began in 1961, using dredged material from the San Bruno shoal in San Francisco Bay. The city was incorporated in 1971.

ARCHAEOLOGICAL SENSITIVITY

The project area's low archaeological sensitivity is indicated by the absence of recorded archaeological sites, the low likelihood that the area was used by Native Americans, the absence of buildings/structures in the historic period, and the deposition of engineered fill during the creation of Foster City. For these reasons, prehistoric and historical archaeological deposits and human remains are not anticipated in the project area.

RECOMMENDATIONS

Although unlikely, it is always possible that archaeological deposits or human remains that were not previously identified could occur in the project area. The procedures described should be followed in the event of the accidental discovery of these resources.

Archaeological Deposits

If deposits of prehistoric or historical archaeological materials are encountered during project activities that are not archaeologically monitored, all work within 25 feet of the discovery should be redirected and a qualified archaeologist contacted to assess the situation, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. The project proponent should also be notified. Project personnel should not collect or move any archaeological materials. It is recommended that adverse effects to such deposits be avoided by project activities. If such deposits cannot be avoided, they should be evaluated for their California Register of Historical Resources (CRHR) eligibility. If the deposit is prehistoric in nature, the Native American community should be consulted in the evaluation process. If the deposit is not eligible, a determination should be made as to whether it qualifies as a unique archaeological resource under the California Environmental Quality Act. If the deposit is neither a historical nor unique archaeological resource, avoidance is not necessary. If the deposit is eligible for listing in the CRHR, or is a unique archaeological resource, it will need to be avoided by adverse effects or such effects must be mitigated. Mitigation may consist of, but is not necessarily limited to, systematic recovery and analysis of archaeological deposits; recording the resource; preparation of a report of findings; and accessioning recovered archaeological materials at an appropriate curation facility. Public educational outreach may also be appropriate. The report should be submitted to the NWIC.

Prehistoric materials can include flaked-stone tools (e.g., projectile points, knives, choppers) or obsidian, chert, basalt, or quartzite toolmaking debris; bone tools; culturally darkened soil (i.e., midden soil often containing heat-affected rock, ash and charcoal, shellfish remains, faunal bones, and cultural materials); and stone milling equipment (e.g., mortars, pestles, handstones). Prehistoric sites often contain human remains. Historical materials can include wood, stone, concrete footings, walls, and other structural remains; and deposits of wood, glass, ceramics, metal, and other refuse.

Human Remains

If human remains are encountered, work within 25 feet of the discovery should be redirected and the San Mateo County Coroner notified immediately. At the same time, an archaeologist should be contacted to assess the situation and consult with agencies as appropriate. The project proponent should also be notified. Project personnel should not collect or move any human remains and associated materials. If the human remains are of Native American origin, the Coroner must notify the Native American Heritage Commission (NAHC) within 24 hours of this identification. The NAHC will identify a Most Likely Descendant (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods. Upon completion of the assessment, the archaeologist should prepare a report documenting the methods and results, and provide recommendations for the treatment of the human remains and any associated cultural materials, as appropriate and in coordination with the recommendations of the MLD. The report should be submitted to the NWIC.

REFERENCES CONSULTED

California Office of Historic Preservation

- 1976 *California Inventory of Historic Resources*. California Department of Parks and Recreation, Sacramento.
- 1988 *Five Views: An Ethnic Historic Site Survey for California*. California Department of Parks and Recreation, Sacramento.
- 1992 *California Points of Historic Interest*. California Department of Parks and Recreation, Sacramento.
- 1996 *California Historical Landmarks*. California Department of Parks and Recreation, Sacramento.
- 2012 *Directory of Properties in the Historic Property Data File, April 5, 2012*. California Department of Parks and Recreation, Sacramento.

Gudde, Erwin G.

- 1998 *California Place Names: The Origin and Etymology of Current Geographical Names*. Fourth edition, revised and enlarged by William Bright. University of California Press, Berkeley.

Hoover, Mildred Brooke, Hero Eugene Rensch, Ethel Rensch, and William N. Abeloe

- 1990 *Historic Spots in California*. Fourth edition, revised by Douglas E. Kyle. Stanford University Press, Stanford, California.

Kroeber, Alfred L.

- 1925 *Handbook of the Indians of California*. Bureau of American Ethnology Bulletin No. 78, Washington, D.C. (Reprinted 1976 by Dover Publications, New York).

Levy, Richard

- 1978 Costanoan. In *California*, edited by Robert F. Heizer, pp. 485-499. Handbook of North American Indians, Vol. 8. William C. Sturtevant, general editor. Smithsonian Institution, Washington D.C.

Milliken, Randall

- 1995 *A Time of Little Choice, The Disintegration of Tribal Culture in the San Francisco Bay Area 1769-1810*. Ballena Press Anthropological Papers No. 43, Menlo Park, California.

Rudo, Mark

- 1979 A Cultural Resources Survey Report for the Proposed "Belmont Marina", Foster City, California. U.S. Army Corps of Engineers. San Francisco, California.

Svanevik, Michael, and Shirley Burgett

- 1995 San Mateo County Chronicles. Michael Svanevik and Shirley Burgett, San Mateo, California.

United States Geological Survey

- 1896 California, San Mateo Sheet. 15-minute topographic quadrangle. U.S. Geological Survey, Washington, D.C.
- 1899 California, San Mateo Sheet. 15-minute topographic quadrangle. U.S. Geological Survey, Washington, D.C.
- 1915 California, San Mateo Sheet. 15-minute topographic quadrangle. U.S. Geological Survey, Washington, D.C.

U.S. Army Corps of Engineers

- 1939 California, San Mateo Quadrangle. 15-minute topographic quadrangle. U.S. Army Corps of Engineers, Washington, D.C.

APPENDIX G

Water Supply Assessment

APPENDIX G: WATER SUPPLY ASSESSMENT

A. EXECUTIVE SUMMARY

The Water Supply Assessment (WSA) will provide information for use in the California Environmental Quality Act (CEQA) analysis for the proposed projects. The requirements for the WSA are described in the California Water Code Sections 10910 through 10915, amended by the enactment of Senate Bill 610 (SB 610) in 2002. SB 610 requires an assessment of whether available water supplies are sufficient to serve the demand generated by the new projects, as well as the reasonably foreseeable cumulative demand during normal year, single dry year, and multiple dry year conditions over the next 20 years.

This WSA builds on previous water demand projections created as part of the Bay Area Water Supply and Conservation Agency Regional Demand and Conservation Projections completed in September 2014. The new demands from the Bay Area Water Supply and Conservation Agency (BAWSCA) study were approved by Estero Municipal Improvement District (EMID) and will be used as a basis for the 2015-2020 Urban Water Management Plan (UWMP) to be submitted by EMID on or before July 1, 2016.

The supply information is based on the 2010-15 Urban Water Management Plan (UWMP), approved by the Board of Directors of the (EMID) on May 16, 2011. Since the 2010-15 UWMP was approved, a considerable number of new projects have been proposed and demand calculations for the new projects are included in this report to paint a comprehensive picture of system-wide supply and demand.

All of the development projects are within the service area of EMID. EMID has completed the WSA based on the land use proposed for the projects listed below.

1. Lincoln Centre will require approximately 120 acre-feet per year (AFY) of additional water demand.
2. Gilead Integrated Corporate Campus Master Plan Project will require approximately 200 AFY of additional water demand.
3. Pilgrim Triton Pointe Project will require approximately 264 AFY of additional water demand.
4. Foster Square (formerly 15-Acres Project) will require approximately 88 AFY of additional water demand.
5. 400 Mariners Island Boulevard, City of San Mateo (Tidelands Park) Residential Project will require approximately 30 AFY of additional water demand.
6. Chess Hotel Project will require approximately 15 AFY of additional water demand.
7. Chess/Hatch Drive Office Project will require approximately 36 AFY of additional water demand.

8. Marina Project will require approximately 5 AFY of additional water demand.
9. 1297 Chess Drive (formerly Harry's Hofbrau) will require approximately 3 AFY of additional water demand.

The analysis concluded that EMID projects will be adding a total of 761 AFY (these project and demand values are also summarized in Table G-7) and will have sufficient water supply to serve all of the proposed projects as well as existing customers in the 20-year time horizon.

Prior to issuance of a use permit, utility analyses shall be performed by the project developers to determine whether existing transmission/distribution infrastructure has adequate capacity to deliver the needed water to the project sites. The costs of the improvements shall be the responsibility of the developer. Furthermore, all future development projects are required to maximize the efficient use of water by installing water saving plumbing fixtures and drought tolerant landscaping to reduce water demand.

B. INTRODUCTION

1. Purpose and Authorization

The purpose of the Water Supply Assessment (WSA) is to determine whether there is adequate water supply to meet the water needs of the new proposed projects within the EMID service area. The WSA was developed by the collaborative efforts of the project team consisting of Urban Planning Partners, Maddaus Water Management, Inc. and Foster City (EMID) Planning and Engineering Departments. Urban Planning Partners was the project manager, Maddaus Water Management provided estimating calculations for the water demand of the Lincoln Centre and assisted to compile the WSA report, and EMID provided information on all other development projects and demands contained in the report.

2. Scope of Investigation

This WSA focuses on the proposed Lincoln Centre Campus, but also includes projects considered in the 2012 WSA, and projects proposed and in various planning stages after that report was approved on November 5, 2012.

3. Documents and Persons Consulted

Information in this report, other than for the proposed Lincoln Centre Campus, is primarily based on EMID's WSA conducted for the 2012 Gilead Master Plan project published by EMID in November 2012 and the Gilead Sciences Integrated Corporate Campus Master Plan Subsequent EIR,¹ supplemented by information on other proposed projects prepared by Foster City staff in 2015.

¹ LSA Associates, 2012. *Gilead Sciences Integrated Corporate Campus Master Plan, Subsequent Environmental Impact Report*, Public Review Draft, December.

C. PROJECT DESCRIPTIONS INCLUDED IN WSA

1. List Projects and one Paragraph Description

The approved, not yet constructed, under construction, and proposed projects included in this WSA are described below. Key project features and phasing are listed in Table G-1.

Lincoln Centre Life Sciences Research Campus Project: The proposed project is on approximately 20 acres of land located in Foster City. Access to the site is from Lincoln Centre Drive, which currently terminates within the project site. It was previously developed with seven one- and two-story office/warehouse buildings totaling approximately 280,000 square feet. All seven buildings were recently demolished by the current owner and project applicant. The site now contains remaining building pads, surface parking and access roadways. Most of the site is covered by hardscape. The 1-acre street area is entirely paved. Of the remaining 19 acres on the project site, approximately 14.9 acres are covered with impervious surfaces and approximately 4.1 acres have pervious surfaces. The proposed project would contain up to 595,000 gross square feet of life sciences research facilities in a campus setting, including up to 555,000 gross square feet of laboratory and office uses and a 40,000-square-foot building to house amenities for employees and visitors. The actual amount approved for development will be dependent upon traffic studies and traffic capacity.

Gilead Integrated Corporate Campus Master Plan Project: The proposed project is on approximately 73 acres of land located in Foster City, within the Vintage Park Master Planned Development, owned by Gilead Sciences, Inc. The proposed project would amend the Master Plan to redevelop the 73-acre campus, which currently contains 17 buildings, totaling approximately 926,000 square feet of R&D/office space. The Master Plan calls for demolition of up to 14 existing buildings (two buildings have been demolished), and construction of up to 17 new buildings (one building is under construction). After the projected 20 year buildout period of the project, the campus will have 23 buildings with a maximum buildout of 2,500,600 square feet of R&D/office space.

Pilgrim Triton Project: The proposed project is on approximately 21 acres. The Pilgrim Triton Master Plan project is a mixed-use project with up to 296,000 square feet of commercial/industrial office use, 730 residential units, and a minimum of a one-acre open space/plaza.

Foster Square (15-Acres Project): The proposed project is on approximately 15 acres of currently vacant city-owned property located in Neighborhood 1 adjacent to the Foster City Civic Center and the North Peninsula Jewish Community Center. The approved project consists of the following: 200 market rate senior units, 155 assisted living units, 66 affordable housing units, and 30,000 square feet of retail.

TABLE G-1 PROPOSED PROJECT FEATURES AND PHASING

Project	Project Name	Existing Land Uses to be Removed	Existing Land Uses to Remain	Proposed Land Uses	Status
1	Triton Pointe- The Waverly (Parcel A & B)		N/A	220 apartment units 20 townhouses 5,000 SF retail	Under Construction
	Triton Pointe- The Waverly (Parcel B Remainder)	21,360 SF office/warehouse	None	48,000 SF office 5,000 SF commercial	Master Plan Approved
	Triton Pointe (Parcels C and D)	40,252 SF office	None	162,943 SF office 10,000 SF commercial 17 residential units	Master Plan Approved
	Triton Pointe (Parcels E and F)		None	307 residential units	Master Plan Approved
	Triton Pointe (Parcel G)	13,600 SF office/warehouse	None	43,000 SF office	Master Plan Approved
	Triton Pointe (Parcel H)		N/A	166 apartment units 6,000 SF retail	Under Construction
	Triton Pointe (Parcel I)	vacant	N/A	6,000 SF retail	Master Plan Approved
2	Chess Hatch Master Plan	190,000 SF office/warehouse	None	800,000 SF office	Master Plan Approved Use Permit approved for 600,000 SF
3	Remainder of Gilead Integrated Master Plan	None	Integrated Campus - 1,009,163 SF biopharmaceutical campus (office & lab)	1,103,000 SF biopharmaceutical campus (office, lab, and MSB/warehouse) remaining to be developed	Approved
4	Foster Square (formerly 15- Acres Project)	Vacant	N/A	200 multi-unit for sale senior apartments 131 assisted/independent living apartments 24-bed memory care facility 66 one-bedroom senior apartments 30,000 SF retail	Under Construction
5	Chess Hotel	9,385 SF unoccupied restaurant	None	69,622 SF, 5-story, 121-room hotel	Under Construction

Project	Project Name	Existing Land Uses to be Removed	Existing Land Uses to Remain	Proposed Land Uses	Status
6	400 Mariners Island Blvd. (San Mateo)	Vacant	N/A	76 residential units	Approved
7	Gilead Bldg 355	54,828 SF office building	N/A	215,000 SF lab building	Under Construction
8	Gilead Bldg 309	Vacant	N/A	314,524 SF office	Under Construction
9	Marina ^a	Vacant	None	300 berths 273 apartment units 27,500 SF commercial	Proposed
10	Lincoln Centre Campus	375,000 SF office/warehouse	None	595,000 SF biomedical research facilities (assumed to be office space per project description)	Proposed
11	1297 Chess Drive (formerly Harry's Hofbrau)	8,470 SF restaurant with 610 SF outdoor patio	None	12,500 SF of retail/restaurants	Proposed

^a Proposed land uses are based on the current General Plan for the Marina site. The applicant has proposed housing and commercial on the site and will need to prepare a separate WSA once the project is further refined.
 Source: Fehr & Peers, 2014; Foster City Community Development Department, 2014.

400 Mariners Island Boulevard, City of San Mateo (Tidelands Park) Residential

Project: The proposed project is to construct a 76-unit residential development on approximately 3 acres of vacant property located at the southwest corner of E. Third Avenue and Mariners Island Boulevard in the City of San Mateo. EMID is responsible for providing water to the project site.

Chess Hotel Project: The proposed project is on approximately 1.7 acres of land located in Foster City, within the Vintage Park Neighborhood. The project will replace an existing 9,385-square-foot, one-story, unoccupied restaurant with a new 69,222-square-foot, five-story, 115-room hotel. The project site is located off of Vintage Park Drive and Chess Drive at 1299 Chess Drive. Construction has commenced.

Chess/Hatch Drive Office Project: The proposed project would redevelop approximately 190,000 square feet of low-scale one and two-story commercial/ industrial buildings on approximately 12 acres with up to 800,000 square feet of office space in three multi-story buildings up to 10 stories in height served by a combination of at-grade parking lots and a parking structure. The proposed Master Plan would require the demolition of 11 existing buildings. (Note this project has been approved.)

Marina Project: This site, located at the terminus of Halibut Street on the bay side of Beach Park Boulevard has been designated as the location for a Foster City Marina in the Foster City General Plan. Approximately 300 berths will be constructed on the project site and other buildings yet to be determined.

297 Chess Drive: Redevelopment of the former Harry's Hofbrau restaurant (approximately 8,841 square feet on a 1.5-acre site) located at 1297 Chess Drive in the Vintage Park neighborhood to a retail restaurant building of approximately 11,650 square feet and about 550 square feet of outdoor dining space. Approximately 5,195 square feet will be dedicated to full service restaurants and the remainder (6,455 square feet) would be either fast casual dining or retail spaces.

D. EMID AND ITS WATER SUPPLY SOURCE

1. EMID

The EMID manages the distribution, operation, and maintenance of Foster City's water supply system. The City's sources of water, water treatment facilities, and water distribution system is described below. EMID also supplies water to residents in part of the City of San Mateo (Mariner's Island area).

EMID purchases all of its water from the San Francisco Public Utility Commission (SFPUC) as a contractual member of the BAWSCA. The SFPUC's water system consists of three regional water supply and conveyance systems: the Hetch Hetchy system, the Alameda system, and the Peninsula system. The Hetch Hetchy system is supplied by

runoff from the upper Tuolumne River watershed on the western slope of the central Sierra Nevada Mountains. The Alameda system includes conveyance facilities connecting the Hetch Hetchy aqueducts and the Alameda water sources to the Peninsula system. The Peninsula system includes water facilities that connect the EMID and other Peninsula customers to the SFPUC distribution system and the Bay Division Pipelines. EMID does not have any groundwater or recycled water sources to supplement its supply.

EMID receives the already treated water from SFPUC and distributes it to its customers. EMID has only one main source of water supply, a 24-inch transmission main that is connected to SFPUC's 54-inch Crystal Springs No. 2 line. The connection point is located in the City of San Mateo on Crystal Springs Road. As a retailer, EMID has no direct control over its water supply and treatment.

EMID has four at-grade water storage tanks with a total capacity of 20 million gallons for emergencies and peak and fire flow demand. Booster pumps are necessary to pump water from the storage tanks into the distribution system. The booster pump station has two electrical pumps and four engine drive pumps. The engine driven pumps are powered by natural gas with propane backup.

2. Supply Source and Contractual Provisions

In 1934, San Francisco combined the Hetch Hetchy system and the Spring Valley system to create the SFPUC system. The rights to local diversions were originally held by the Spring Valley Water Company, which was formed in 1862. The SFPUC is owned and operated by the City and County of San Francisco. EMID does not hold any existing water rights and all of its water supply assurances come through the contract with SFPUC. In 1984, SFPUC executed a Settlement Agreement and Master Water Sales Contract (Contract) with the members of the BAWSCA. The Contract is governed by the Master Sales Agreement (MSA), which expired in June 2009. In August of 2009, BAWSCA and its member agencies signed a new Water Supply Agreement and Individual Water Sales Contract with San Francisco. The Contract runs through June 30, 2034 and it guarantees a supply assurance of 184 million-gallons-per-day (MGD) to BAWSCA member agencies. The supply assurance to EMID is 5.9 MGD or 6,608 AFY.

From 2005 to 2010 (inclusive), the EMID has purchased an average of 5,859 AFY of water from SFPUC.² Since then purchases have declined due to a drop in water demand.

3. Water Supply Improvement Program

In order to enhance the ability of the SFPUC's water supply system to meet identified service goals for water quality, seismic reliability, delivery reliability, and water supply,

² Estero Municipal Improvement District, 2010-2015. *Urban Water Management Plan*.

the SFPUC is undertaking a Water System Improvement Program (WSIP). The WSIP will deliver capital improvements aimed at enhancing the SFPUC's ability to meet its water service mission of providing high quality water to its customers in a reliable, affordable, and environmentally sustainable manner.

The origins of the WSIP are rooted in the "Water Supply Master Plan" dated April 2000. Planning efforts for the WSIP gained momentum in 2002 with the passage of San Francisco ballot measures Propositions A and E, which approved the financing for the water system improvements. Also in 2002, Governor Gray Davis signed Assembly Bill No. 1823, the Wholesale Regional Water System Security and Reliability Act. The AB 1823 imposed various state-mandated programs on the wholesale regional water systems. One of the mandates is for SFPUC to adopt the WSIP. The WSIP is expected to be completed in 2016.

4. Emergency Connections

In addition to the 24-inch transmission main, EMID has two separate 12-inch emergency supply connections with California Water Service Company (which serves the City of San Mateo) and with Mid-Peninsula Water Agency (formerly called Belmont County Water District, which serves the City of Belmont, San Carlos, and part of Redwood City). EMID has agreements with both agencies that allow EMID to use these connections during emergency situations. Both the California Water Service Company and the Mid-Peninsula Water Agency are members of the BAWSCA.

5. Service Area Information and Population and Employment Projections

EMID, serving a population of approximately 37,000, is located midway between San Francisco and San Jose. It is ten miles south of the San Francisco International Airport. The service area of EMID consists of the City of Foster City and the Mariner's Island area of the City of San Mateo. The majority of customers are residential users with a broad cross-section of offices, commercial businesses, and a small number of industrial businesses.

Today, the City of Foster City is almost built-out with a number of redevelopment projects in various stages of planning. At 100 percent buildout, the population served by EMID is expected to be approximately 40,000. Table G-2 shows the projected population in 5-year increments anticipated until the year 2035. The percent increases for the population growth are also shown in the table.

BAWSCA has published population projections for EMID in the "Regional Water Demand and Conservation Projections" report dated September 2014. This WSA uses the population projections contained in the BAWSCA 2014 report which are the exact same values shown in the 2010 UWMP.

TABLE G-2 CURRENT AND PROJECTED POPULATION PER 2010 UWMP

	2015	2020	2025	2030	2035
Service Area Population	37,088	37,924	38,492	38,869	39,223
% Increase		2.3	1.5	1.0	0.9

6. EMID Water Supply Projections

The SFPUC has the capacity to meet the demands of its retail and wholesale customers in wet and normal years. The Water Supply Agreement provides for a 184 MGD or 206,106 AFY supply assurance to BAWSCA member agencies. SFPUC's annual supply assurance to EMID is 5.9 MGD or 6,608 AFY as shown in Table G-3. Although the Master Agreement and accompanying Water Supply Contract expire in 2034, the Supply Assurance (which quantifies San Francisco's obligation to supply water to its individual wholesale customers) survives their expiration and continues indefinitely.

TABLE G-3 ANNUAL SUPPLY ASSURANCE FROM SFPUC

Water Supply Source	2015	2020	2025	2030	2035
SFPUCY, MGD	5.9	5.9	5.9	5.9	5.9
SFPUS, AFY	6,608	6,608	6,608	6,608	6,608

According to SFPUC's Water System Improvement Program (WSIP), this amount is subject to further reductions in the event of drought, water shortage, earthquake, rehabilitation, or maintenance of the system. Table G-4 shows SFPUC's projected deliveries to EMID for a single dry year and for five consecutive dry years, based on the 2015 allocation. The SFPUC's plan calls for 10 percent supply reductions in the first 2 years followed by 20 percent reductions for the next 3 years. The percent reductions would be the same for any given five consecutive dry years. During the periods of supply reductions, EMID will have to implement the Water Shortage Contingency Plan which was adopted in 1993 to reduce demand. The EMID's Water Shortage Contingency Plan describes the triggering levels and actions to be considered for each stage of demand reduction. The plan has three stages with each stage set to respond to increasingly more severe conditions. Therefore, the system demand will decrease to meet the reduced allocations by the SFPUC.

TABLE G-4 EMID PROJECTED ANNUAL SUPPLY ALLOCATIONS FOR A SINGLE AND MULTIPLE DRY YEARS

Water Supply Source	Single Year					
	2015	Year 1	Year 2	Year 3	Year 4	Year 5
SFPUC, AFY	6,608	5,947	5,947	5,286	5,286	5,286
% Reduction		10%	10%	20%	20%	20%

7. EMID Water Supply Shortage Contingency

The EMID Water Shortage Contingency Plan was adopted in January 1993 in response to the Assembly Bill X1-11 requiring all California urban water retailers supplying water to more than 3,000 customers, or supplying more than 3,000 AFY of water, to adopt a water shortage contingency plan as part of the Urban Water Management Plan. The objective of this legislation is to prompt every water agency to plan ahead for droughts and to prepare a series of responses based upon the severity and length of drought. EMID’s Water Shortage Contingency Plan includes four (4) stages with associated triggering levels.

Stage I: This is the normal stage where there is a continuing effort to conserve water regardless of water supply. This stage involves public education and enforcement of current regulations such as requiring the installation of ultra-low-flow toilets in new construction.

Stage II: This stage is triggered when the total volume of SFPUC water storage falls below the 2-year demand base by 5 to 20 percent. The Stage II shortage will result in mandatory water conservation with a goal of reducing water demand 5 to 20 percent as determined necessary by the EMID Board. A resolution declaring a water shortage emergency with a list of prohibited water uses will be adopted by the EMID Board of Directors. This stage will include increased public education, such as water bill inserts advising customers how to conserve water.

Stage III: This stage is triggered when the total volume of SFPUC water storage falls below the 2-year demand base by 20 to 30 percent. The Stage III shortage will result in mandatory water conservation with a goal of reducing water demand 20 to 30 percent as determined necessary by the EMID Board. In this stage and the next stage, a larger range of prohibited uses will be considered and a new rate structure with progressive penalties for overuse will be implemented.

Stage IV: Stage IV is triggered when the total volume of SFPUC water storage falls below the 2-year demand base by 30 to 50 percent. In this stage a mandatory

rationing program will be initiated with a goal of reducing water demand up to 50 percent.

Table G-5 shows the 3-year estimated minimum water supply from SFPUC to EMID as a three-year worst case supply projections (e.g., in a case of drought or other causes of reduced water supply) based on the 2010-2015 Urban Water Management Plan allocation. The calculated supply would not meet the projected demand in any single dry year, from 2015-2030. In this case, EMID would implement additional measures to reduce consumption (as described in the Water Shortage Contingency Plan of the 2010-2015 Urban Water Management Plan). These measures could include enforcement of regulations to reduce wasting of water, water conservation/public education programs, and water rationing measures in periods of longer-term shortage.

TABLE G-5 PROJECTED DELIVERIES FOR THREE MULTIPLE DRY YEARS

	One Critical Dry Year	Current Deliveries During Multiple Dry Years		
		Year 1	Year 2	Year 3
SFPUC System-Wide Shortage (%)	10%	10%	20%	20%
Wholesale Allocation (MGD)	152.6	152.6	132.5	132.5
EMID Allocation Factor (%) ^a	3.00	3.00	3.00	3.00
EMID Allocation, AFY	5,132	5,132	4,456	4,456
EMID Allocation, MGD	4.58	4.58	3.98	3.98
Allocation as % of 5.9 MGD Assurance	78	78	67	67

^aAppendix F, EMID 2010-2015 Urban Water Management Plan. In a dry year where system-wide mandatory reductions is necessary, the SFPUC System-Wide Shortage Percentage is calculated based upon the total system demands in the prior non-drought year and the total available water supplies. The Wholesale Allocation is then determined based upon the Tier 1 Drought Allocation Plan. The EMID Allocation factor is calculated from the Tier 2 Drought Allocation Plan, which is based on a variety of factors including each Wholesale Customer’s historical water purchases over the last 3 years. The EMID Allocation Factor is based on the Tier 2 Drought implementation Plan (DRIP) value of 3.00% and a total system demand of 238 MGD as calculated for the 2010 Urban Water Management Plan Tier 1 Drought Allocation Plan and Tier 2 Drought Allocation Plan model runs.

E. WATER DEMAND PROJECTIONS

1. Future System Demand Projections

Table G-6 shows the future system demand projections and the difference (excess supply allocation) until 2035. As shown, available supplies are sufficient to meet system demand projections.

TABLE G-6 FUTURE SYSTEM DEMAND PROJECTIONS (WITHOUT ADDITIONAL PROJECTS)

	2015	2020	2025	2030	2035
SFPUC, AFY	6,608	6,608	6,608	6,608	6,608
Demand Projections, AFY	4,495	4,551	4,506	4,473	4,484
Annual Excess	2,113	2,057	2,102	2,135	2,135
Percent Excess	32 2,112.79	31 2,056.74	32 2,101.58	32 2,135.21	32 2,135.21

2. Net Additional Demand from Proposed Projects

Lincoln Centre Life Sciences Research Campus Project: The proposed project would contain up to 595,000 gross square feet of life sciences research facilities in a campus setting, including up to 555,000 gross square feet of laboratory and office uses, and a 40,000-square-foot building to house amenities for employees and visitors. The current plan includes four buildings at the site. Buildings A, B, and C will house research laboratory and/or office space, while Building D will house amenities designed to serve only the employees and visitors of the campus. The project proposes that 70 percent of the gross square footage be developed for office uses and 30 percent be developed for laboratory uses. To ensure that maximum water demand is studied, the WSA analysis of water supply impacts also evaluated a variant that would be 30 percent office and 70 percent laboratory. The latter would require more water and was used to compute the net project demand for the proposed project to be 120 AFY as shown in Appendix G1.

Gilead Integrated Corporate Campus Master Plan Project: EMID Staff has determined that the existing land use at 362 Lakeside Drive is similar to the land use for the proposed R&D buildings. Therefore, the historical consumption data for 362 Lakeside Drive was used as a basis to project water demand for the proposed 953,000 square feet of R&D (laboratory) space. The consumption data shows that 44 gallons of water per year (GPY) for each square foot of space is needed. Based on the calculations, approximately 129 AFY will be required for the R&D buildings. Furthermore, Gilead is proposing 1,600,600 square feet of total office space. The historical consumption data from the office building, VISA 3, was used to calculate the future demand. The data from VISA 3 shows that 22 GPY for 1 square foot of office space is needed. Based on the calculations, approximately 104 AFY will be required to meet the demand generated from the proposed office buildings. The proposed project also includes demolition of 14 existing buildings (two buildings have already been demolished), which consumed approximately 30 AFY. Therefore, the net project demand for the proposed project is 200 AFY as shown in Appendix G2.

Pilgrim Triton Pointe Project: EMID staff estimated the net project water demand for the proposed project is 200 AFY as shown in Appendix G3.

Foster Square (15-Acres Site) Project: Wilsey Ham, consulting engineers, performed the sewer generation rates for the previously proposed project. It was determined that 71,085 gallons per day (GPD), or 80 AFY of wastewater, will be generated from the project. To calculate the total water demand, the irrigation component, typically 10 percent, is added to the sewer generation rate. Therefore, the total water demand required for the Foster Square project is 88 AFY as shown in Appendix G4.

400 Mariners Island Boulevard, City of San Mateo (Tidelands Park) Residential Project: The average water consumption of a residential unit in EMID service area is 13 units per month. Using that as a baseline demand for the proposed 76 residential units with a 10 percent additional demand for outside landscaping, total demand for the project is 30 AFY as shown in Appendix G5.

Chess Hotel Project: Using three years consumption history (2009, 2010, and 2011) from Crown Plaza Hotel and applying this to the proposed 121 room hotel, projected demand is approximately 17 AFY. Subtracting 2 AFY of consumption from the Black Angus restaurant to be demolished, total demand projection is approximately 15 AFY as shown in Appendix G6.

Chess/Hatch Drive Office Project: Historical consumption data from VISA 3 was used to calculate the projected demand for the project. The data for VISA 3 shows that 22 GPY for 1 square foot of office space is required. The proposed project with 800,000 square feet of office space will generate approximately 54 AFY of total demand. The existing demand based on the historical consumption data for 1155-1191 Chess Drive is 18 AFY. Therefore, the net demand resulting from the proposed project is calculated by subtracting the existing consumption from the total demand, resulting in 36 AFY as shown in Appendix G7.

Marina: Since details of this project are not yet known, EMID staff projected demand at approximately 5 AFY as shown in Appendix G8.

1297 Chess Drive: Redevelopment of the former Harry's Hofbrau restaurant (approximately 8,841 square feet on a 1.5-acre site) located at 1297 Chess Drive in the Vintage Park neighborhood to a retail restaurant building of approximately 11,650 square feet and about 550 square feet of outdoor dining space. Approximately 5,195 square feet will be dedicated to full service restaurants and the remainder (6,455 square feet) would be either fast casual dining or retail spaces. An estimate was based on the square footage of the proposed restaurants for an additional water demand at 3 AFY as shown in Appendix G13.

Table G-7 shows the total projected annual additional (net) demand generated from the various development projects that are under review by the City of Foster City. EMID has a first-come first-serve policy for serving new development projects and each new project requires a demand analysis. The water demand analysis for the Pilgrim Triton Project was completed in February 2007 and it is included in the Table G-7 to show the cumulative demand.

Table G-8 shows the total system demand projected for EMID including the demand from the proposed projects. The total system demand is calculated by adding the net demand generated from the proposed projects to the system demand projections from Table G-7.

F. COMPARISON OF SUPPLY ALLOCATION VS. WATER DEMAND PROJECTIONS

Table G-9 shows a comparison of the supply allocations from Table 3 and projected total system demands from Table G-8, through the twenty year planning horizon as required by SB 610. As discussed in Table G-4, during a period of five consecutive dry years, the SFPUC's plan calls for 10 percent supply reductions in the first 2 years followed by 20 percent reductions for the next 3 years. To meet the reductions, EMID will have to cut back its consumption in kind by implementing the Water Shortage Contingency Plan based on the severity of the drought. The EMID's Water Shortage Contingency Plan describes the triggering levels and actions to be considered for each stage of demand reduction. The plan has four stages with each stage set to respond to increasingly more severe conditions.

As shown in the table, there will continue to be sufficient supplies to meet all projected demand, including the net additional demand generated from the proposed projects in all conditions until year 2030. This conclusion is dependent on EMID implementing the mandatory demand reduction as outlined in the EMID Water Shortage Contingency Plan.

In the event of prolonged drought conditions, EMID would implement the Water Shortage Contingency Plan, which would result in reduced water demand of up to 20 percent within the service area. The Water Shortage Contingency Plan would thus ensure an adequate water supply within the EMID service area if the SFPUC reduces water deliveries to EMID by 10 to 20 percent (as would occur during a prolonged drought). For instance, a 20 percent reduction in water demand would reduce the overall demand during year five of a 5-year drought starting in 2030 to approximately 4,187 AFY with the new projects. The anticipated supply that year, taking into account a 20 percent reduction in water deliveries from the SFPUC, would be 5,286 acre-feet (AF). Thus even under a 5-year drought scenario starting in 2030, EMID would still be able to provide adequate water to all existing and anticipated development and maintain a water surplus of approximately 1,099 AF.

TABLE G-7 ANNUAL ADDITIONAL DEMANDS FROM VARIOUS PROJECTS

Development Project	Additional Demand (AFY)*	Appendix
Lincoln Centre Life Sciences Research Campus	120	G1
Gilead Integrated Corporate Campus	200	G2
Pilgrim Triton Project	264	G3
15-Acres Project (Foster Square)	88	G4
400 Mariner's Island Blvd (Tidelands)	30	G5
Chess Hotel Project	15	G6
Chess/Hatch Drive Offices Project	36	G7
Marina Project	5	G8
1267 Chess Drive	3	G13
Total	761	

*All water demands were estimated by EMID staff except for Lincoln Centre which was calculated by Maddaus Water Management staff.

TABLE G-8 TOTAL SYSTEM DEMAND WITH ADDED PROJECTS

System Demand, No Drought	2015	2020	2025	2030	2035
BAWSCA Demand Projection for EMID, with Conservation, MGD	4.01	4.06	4.02	3.99	4.00
Net Demand from Additional Projects, AFY	0	761	761	761	761
Total System Demand, AFY	4,495	5,312	5,267	5,234	5,245
SFPUC Supply Assurance, AFY	6,608	6,608	6,608	6,608	6,608
Estimated Remaining SFPUC Supply, AFY	2,113	1,296	1,341	1,374	1,363
Est. Remaining Supply Reliability, %	32%	20%	20%	21%	21%

TABLE G-9 ANNUAL SUPPLY ALLOCATION VS. MULTIPLE DRY YEARS DEMAND (AFY)

Year	Allocation	Single Dry Year					
		Year 2	Year 3	Year 4	Year 5		
		Supply and Demand Reduction %					
		10%	10%	20%	20%	20%	
2010	Allocation	6,608	5,947	5,947	5,286	5,286	5,286
	Demand (including proposed projects)	(5,232)	(4,709)	(4,709)	(4,186)	(4,186)	(4,186)
	Excess (including proposed projects)	1,376	1,238	1,238	1,101	1,101	1,101
2015	Supply	6,608	5,947	5,947	5,286	5,286	5,286
	Demand (NOT including proposed projects)	(4,495)	(4,046)	(4,046)	(3,596)	(3,596)	(3,596)
	Demand (including proposed projects)	(4,495)	(4,046)	(4,046)	(3,596)	(3,596)	(3,596)
	Excess (NOT including proposed projects)	2,113	1,902	1,902	1,690	1,690	1,690
	Excess (including proposed projects)	2,113	1,902	1,902	1,690	1,690	1,690
2020	Supply	6,608	5,947	5,947	5,286	5,286	5,286
	Demand (NOT including proposed projects)	(4,551)	(4,096)	(4,096)	(3,641)	(3,641)	(3,641)
	Demand (including proposed projects)	(5,312)	(4,781)	(4,781)	(4,250)	(4,250)	(4,250)
	Excess (NOT including proposed projects)	2,057	1,851	1,851	1,645	1,645	1,645
	Excess (including proposed projects)	1,296	1,166	1,166	1,037	1,037	1,037
2025	Supply	6,608	5,947	5,947	5,286	5,286	5,286
	Demand (NOT including proposed projects)	(4,506)	(4,056)	(4,056)	(3,605)	(3,605)	(3,605)
	Demand (including proposed projects)	(5,267)	(4,741)	(4,741)	(4,214)	(4,214)	(4,214)
	Excess (NOT including proposed projects)	2,102	1,891	1,891	1,681	1,681	1,681
	Excess (including proposed projects)	1,341	1,207	1,207	1,072	1,072	1,072
2030	Supply	6,608	5,947	5,947	5,286	5,286	5,286
	Demand (NOT including proposed projects)	(4,473)	(4,026)	(4,026)	(3,578)	(3,578)	(3,578)
	Demand (including proposed projects)	(5,234)	(4,710)	(4,710)	(4,187)	(4,187)	(4,187)

TABLE G-9 ANNUAL SUPPLY ALLOCATION VS. MULTIPLE DRY YEARS DEMAND (AFY)

Year	Allocation	Single	Year 2	Year 3	Year 4	Year 5	
		Dry Year					
		Supply and Demand Reduction %					
		10%	10%	20%	20%	20%	
	Excess (NOT including proposed projects)	2,135	1,922	1,922	1,708	1,708	1,708
	Excess (including proposed projects)	1,374	1,237	1,237	1,099	1,099	1,099
	Supply	6,608	5,947	5,947	5,286	5,286	5,286
	Demand (NOT including proposed projects)	(4,484)	(4,036)	(4,036)	(3,587)	(3,587)	(3,587)
2035	Demand (including proposed projects)	(5,245)	(4,712)	(4,712)	(4,196)	(4,196)	(4,196)
	Excess (NOT including proposed projects)	2,124	1,912	1,912	1,699	1,699	1,699
	Excess (including proposed projects)	1,363	1,227	1,227	1,090	1,090	1,090

Therefore, the water demand associated with the project and all foreseeable development could be accommodated during multiple dry years (such as those that could result from global climate change), through implementation of the mandatory demand reductions outlined in the Water Shortage Contingency Plan.

Because the proposed project would represent a significant increase in water demand but would be within the anticipated supply range for the City, it would not lead to insufficient water supplies in existing entitlements and resources, or require new or expanded entitlements. Therefore, the proposed project would result in a less-than-significant impact upon potable water supply.

G. DEMAND MANAGEMENT MEASURES

1. Description of Adopted Water Conservation Measures

Over the years, EMID has implemented demand management measures in an effort to reduce the overall demand for water. Water conservation helpful tips are available online and in brochures to educate customers. Every year during the National Public Works Week, local schools and teachers are invited to participate in water facility tours and activities to promote water conservation. Table G-10 presents the water conservation measure EMID is currently implementing or planning to implement.

TABLE G-10 EMID CURRENT AND PROPOSED CONSERVATION MEASURES

Measure Name	Description
Water Loss Control Program	<p>Maintain a thorough annual accounting of water production, sales by customer class and quantity of water produced but not sold (non-revenue water). In conjunction with system accounting, include audits that identify and quantify known legitimate uses of non-revenue water in order to determine remaining potential for reducing water losses. Goal is to lower the Infrastructure Leakage Index (ILI) and non-revenue water every year by a pre-determined amount based on cost-effectiveness. These programs typically pay for themselves based on savings in operational costs (and saved rate revenue can be directed more to system repairs/replacement and other costs). Specific goals and methods to be developed by Utility. May include accelerated main and service line replacement. Enhanced real loss reduction may include more ambitious main replacement and active leak detection. Capture water from water main flushing and hydrant flow testing for reuse.</p> <p>Measure start: Ongoing.</p>
Metering with Advanced Metering Infrastructure (AMI)	<p>Retrofit system with AMI meters and associated network capable of providing continuous consumption data to Utility offices. Improved identification of system and customer leaks is a major conservation benefit. Some of the costs of these systems are offset by operational efficiencies and reduced staffing, as regular meter reading and those for opening and closing accounts are accomplished without need for physical or drive-by meter reading. Also enables enhanced billing options and ability to monitor unauthorized usage (such as use/tampering with closed accounts or irrigation if time of day or days per week are regulated). Customer service is improved as staff can quickly access continuous usage records to address customer inquiries. Optional features include online customer access to their usage, which has been shown to improve accountability and reduce water use. A ten year change-out would be a reasonable objective. Require that new customers install such AMI meters as described above and possibly purchase means of viewing daily consumption inside their home/business either through the Internet (if available) or separate device. The AMI system would, on demand, indicate to the customer and Utility where and how their water is used, facilitating water use reduction and prompting leak identification. This would require Utility to install an AMI system. Require that larger or irrigation customers install such AMI meters as described above and possibly purchase means of viewing daily consumption by landscape/property managers, or business either through the Internet (if available) or separate device.</p> <p>Measure start: 2021.</p>
Agency Public Information & Program Administration (added to BAWSCA)	<p>Continue with a regional water conservation outreach campaign. May modify to be a general "Use Only What You Need" message like Denver Water's program or a "Beat the Peak" message media campaign like Cary, North Carolina or Tucson, Arizona: http://cms3.tucsonaz.gov/water/beatthepeak. Also considered a program with focused action like: "Take Control of your Controller" Campaign for a focused social media based campaign as a media campaign. Consider determining appropriate usage and media campaign message with marketing study/focus groups. Utility would</p>

TABLE G-10 EMID CURRENT AND PROPOSED CONSERVATION MEASURES

Measure Name	Description
	<p>sponsor bilingual training for managers and workers in landscape maintenance methods that will save irrigation water. Model after Green Gardener Program. Santa Barbara County Water Agency example: http://www.greengardener.org. With some of these programs, names of businesses that have obtained training are included in Utility publications and/or Web sites (as an incentive to participate).</p> <p>Measure start: Ongoing.</p>
Home Water Use Reports	<p>Home Water Use Reports would provide insights for single-family home customers on their water use, as compared to similar households and programs.</p> <p>Measure start: Ongoing.</p>
In-School Education	<p>School assembly program, classroom presentations, and other options for school education. Measure based on the Resource Action Program Water Wise School Program.</p> <p>Measure start: Ongoing.</p>
Single and Multi-Family Water Surveys	<p>Indoor water surveys for existing single-family residential customers. Target those with high water use and provide a customized report to owner. May include give-away of efficient shower heads, aerators, and toilet devices. Usually combined with outdoor surveys (See Irrigation Measures). Indoor water surveys for existing multi-family residential customers (2 units or more). Target those with high water use and provide a customized report to owner. Usually combined with outdoor surveys (see Irrigation Measures) and sometimes with single-family surveys. Customer leaks can go uncorrected at properties where owners are least able to pay costs of repair. These programs may require that customer leaks be repaired, but either subsidize part of the repair and/or pay the cost with revolving funds that are paid back with water bills over time. May also include an option to replace inefficient plumbing fixtures at low-income residences. Provide incentive to install pressure regulating valve on existing properties with pressure exceeding 80 psi.</p> <p>Measure start: Ongoing.</p>
Water Sense Fixtures Giveaway	<p>Utility would buy showerheads and faucet aerators in bulk and give them away at Utility office or community events. Need to coordinate this program with the School Education measure on retrofit kit giveaways to the same customer categories.</p> <p>Measure start: Current-2020.</p>
High Efficiency Clothes Washer Residential Rebate	<p>Provide a rebate for efficient washing machines to single-family homes and apartment complexes that have common laundry rooms. It is assumed that the rebates would remain consistent with relevant state and federal regulations (Department of Energy, Energy Star) and only offer the best available technology. This program would be similar to the BAWSCA's current program.</p> <p>Measure start: Current-2021.</p>
Ultra-High-Efficiency Toilet (UHET) Residential Rebates	<p>Provide a rebate or voucher for the installation of an UHET. (Toilets flushing 1.28 gpf or less and include dual flush technology). Rebate amounts would reflect the incremental purchase cost.</p> <p>Measure start: Current-2016.</p>

TABLE G-10 EMID CURRENT AND PROPOSED CONSERVATION MEASURES

Measure Name	Description
“Lawn Be Gone” Landscape Conversion/Turf Removal	Provide a per-square-foot incentive to remove turf and replace with low water use plants or permeable hardscape. Rebate based on dollars per square foot removed, and capped at an upper limit for single-family residence. Measure start: Ongoing.
Water Conserving Landscape & Codes (not including WBICs and turf removal) SF MF CII	Develop and enforce Water Efficient Landscape Design Standards. Standards specify that development projects subject to design review be landscaped according to climate appropriate principals, with appropriate turf ratios, plant selection, efficient irrigation systems, and smart irrigation controllers. There are many examples that have demonstrated significant water savings. The ordinance could require certification of landscape professionals. Measure start: Ongoing.
HET CII Rebates	Provide a rebate or voucher for the installation of a high efficiency toilet (HET). Toilets flushing 1.28 gpf or less and include dual flush technology. Rebate amounts would reflect the incremental purchase cost. Measure start: Current-2020.
Outdoor Water Audit – Large Landscape	Outdoor water audits offered for existing large landscape customers. Normally those with high water use are targeted and provided a customized report on how to save water. All large multi-family residential, CII, and public irrigators of large landscapes would be eligible for free landscape water audits upon request. Tied to the Water Fluence Budget Program. Measure start: Ongoing.
Landscape Water Budgets/Monitoring-Large Landscape Dedicated Meters & Mixed Use Conversion	Website that provides feedback on irrigation water use (budget vs. actual). Current Water Fluence Program. May include the cost for dedicated meter conversion. Measure start: 2015.
“Lawn Be Gone” MF CII Large Landscape Conversion/Turf Removal	Provide a per-square-foot incentive to remove turf and replace with low water use plants or hardscape. Rebate is based on price per square foot removed, and capped at an upper limit for multi-family or commercial residence. Measure start: Ongoing.
Rotating Sprinkler Nozzle Incentive Program SF MF CII Large Landscape	Provide rebates to replace standard spray sprinkler nozzles with rotating nozzles that have lower application rates. Nozzles cost about \$6 and rebates have been on the order of \$4 with a minimum purchase of about 20 nozzles. Measure start: 2015.

Source: Bay Area Water Conservation and Supply Agency Regional Water Demand and Conservation Projections, Final Report, September 2014.

2. Specific Equipment Recommendations for Planned Projects

To maintain efficient water use in R&D and laboratory buildings, specific recommendations are presented below which Foster City could use to condition approval of those types of projects. In MWM’s experience we have found that these strategies are cost-effective to the customer, saving money on water, wastewater, and

energy costs. These are not included in the latest building code used by the EMID (CalGreen).

a. Cooling Tower Efficiency

Cooling towers are used to cool large spaces economically, compared to closed loop systems (typically used on small buildings). They normally come equipped with chemical feed systems that are used to enable the tower to run more efficiently. EMID has excellent quality water (from snow melt) to work with and the potential to run cooling towers very efficiently. A measure of the efficiency is the cycles of concentration achieved. Due to the evaporative type cooling water must be bled off to maintain the salt content of the water at low levels to prevent fouling of the equipment. Typically, acid and chlorine is added to inhibit the salts from precipitating out on the equipment, which is very expensive to remove and prevents effective heat transfer. A goal that could be established would be to specify that no new cooling tower shall operate at less than five cycles of concentration. MWM has seen this achieved in every cooling tower they have inspected on the Peninsula. A sub-meter should be installed on the cooling tower make-up water line to enable the building manager to monitor usage.

b. Vacuum Pump Cooling

Laboratories and medical buildings often need a vacuum system and have pumps located in the building's basement. These pumps must be cooled and traditionally they have been cooled with water on a once-through cooling basis. Newer pumps can be air cooled, saving water and reducing water and wastewater charges. These newer models could be required in new buildings with such pumps.

c. Distilled Water Systems

Laboratories and medical buildings often need a distilled water system. For small quantities, this can be purchased from a vendor. For larger needs, a reverse osmosis system, supplied by a vendor is provided in the building basement. From MWM's experience these systems usually operate efficiently, but the cost to make this water is very expensive to the building owner. From MWM's experience the distilled water piping that goes through a multi-story building, pumped from the basement, may have very high pressure at the tap. Usually water is dispensed on each floor at central locations. One water-saving measure is to turn down the pressure or restrict the flow to avoid splashing and wasted water. Easily accessible shut off valves would alleviate this situation.

d. Steam Sterilizers (Autoclaves)

Laboratories and medical buildings often need autoclaves to sterilize laboratory glassware. They use superheated water to do this. The efficiency varies according to how the spent water is handled prior to discharge to the building sewer. Hot water can

damage the piping, so the discharge water must be cooled. This is done by diluting it with cold water. Old machines are left on “standby” during business hours. So to ensure that hot water is not discharged, cold water is added continuously while the machine is idle, usually at the rate of 2-3 gallons/minute. MWM has measured flows as high as 7 gallons/minute. With multiple machines, this use can be the dominant use of the building. In the past ten years, companies have offered an add-on piece of equipment that operates on a solenoid valve when it senses hot water in a small holding tank. Stanford University has installed many of these so-called “Water Misers” and the fact sheet documents the impressive water savings:

http://lbre.stanford.edu/sites/all/lbre-shared/files/docs_public/su_water_conservation_fact_sheet.pdf. The device can be purchased at:
<http://www.rpiparts.com/water-mizer/>.

More recently, manufacturers have begun to offer their own add-ons or efficient units. Two leading manufacturers are Getinge and Steris.

Getinge calls their system “ECO” and it is described below:

“Our optional ECO system goes a step further, drastically reducing water requirements to the vacuum pump and separating waste-water from recyclable cooling water. The total water consumption is as much as 75% lower than other standard sterilizers on the market, an important environmental consideration that combines economy with ecology.”

Steris calls their system add on “Steri-Green Plus Water Conservation System” and it is described below:

“This system maximizes water savings by connecting to a facility’s chilled water system in a closed loop. Chilled water runs through the sterilizer’s heat exchangers to provide maximum efficiency in cooling chamber exhaust and vacuum pump water. The chilled water is then returned to the facility’s main cooling system. This system requires connection to the facility’s chilled water system.”

They promise a 99 percent water use reduction.

EMID is encouraged to specify that only “high efficiency” steam sterilizers may be installed in future buildings where autoclaves are to be used. The specifications should show examples of efficient systems and indicate that the building will be built with systems at least as efficient as.... (insert building owner’s preferred efficient system).

H. CONCLUSION

Based on the analysis in the WSA, as well as the information contained in the UWMP, SFPUC's Water Supply Master Plan dated April 2000, and Water Supply Agreement and Individual Water Sales Contract with SFPUC dated August 2009, EMID will have sufficient water supply to serve the existing customers and the proposed projects under consideration until 2034, when existing Contract with SFPUC expires. The conclusion of sufficient supply is based on the assumption that the demand reduction programs mandated by the SFPUC and EMID's water shortage contingency plan are implemented during drought years, in addition to SFPUC meeting its obligations set forth in the Contract. The excess supply during a normal year for 2030 is approximately 21 percent of the guaranteed allocation. Therefore, EMID will need to monitor and continue to be diligent in conserving water to reduce system-wide demand in the future.

I. REFERENCES

Bay Area Water Conservation and Supply Agency Regional Water Demand and Conservation Projections, Final Report, September 2014.

<http://www.bawsca.org/docs/BAWSCA%20Demand%20and%20Conservation%20Projection%20FINAL%20REPORT.pdf>.

2010-2015 EMID Urban Water Management Plan: <http://www.water.ca.gov/urbanwatermanagement/2010uwmps/Estero%20Municipal-Foster%20City/Estero%20Municipal%20-%20Foster%20City%202010%20UWMP.pdf>.

City of Foster City Estero Municipal Improvement District, Water Supply Assessment, Approved November 5, 2012.

APPENDIX G1: WATER DEMAND ANALYSIS
Lincoln Centre Life Sciences Research Campus Project

Building Name	Building Use	Square Feet (SF)^a	Building Water Factor GPY per SF^b	Landscape Water Factor AF/AFY^c	Average Annual Water Use (GPD)	Average Annual Water Use (AFY)	Assumptions
Building A	70% Lab/ 30% Office	160,000	55		24,848	28	Cooling Tower, Efficient Equipment Installed
Building B	70% Lab/ 30% Office	160,000	55		24,848	28	Cooling Tower, Efficient Equipment Installed
Building C	70% Lab/ 30% Office	235,000	55		36,496	41	Cooling Tower, Efficient Equipment Installed
Building D	Amenities	40,000	12.30		1,382	2	No Cooling Tower
Subtotal Buildings		595,000			87,574	98	
Landscape Turf		35,000		7	5,021	6	Smart Irrigation Controller, City landscape Ordinance
Landscape Shrubs, Ground Cover		180,000		4	14,756	17	Smart Irrigation Controller, City landscape Ordinance
Subtotal Landscape		215,000			19,777	22	
Grand Total					107,351	120	

^a Violet, Carla, Urban Planning Partners. Personal correspondence with Michelle Maddaus, Maddaus Water Management, December 23, 2014 and February 5, 2015.

^b Average of Comparable Lab Buildings and Office Buildings from MWM files (labs) and Literature Review (offices)

^c Turf value from Average of 362 and 368 Lakeside irrigation meter data; Shrubs and Ground cover from MWM experience

APPENDIX G2: WATER DEMAND ANALYSIS
Gilead Integrated Corporate Campus Master Plan Project

Project Component	Demand (AFY)	Notes
Proposed R&D Space (953,000 SF)	129	Based on Consumption Data for 362 Lakeside Drive ^a
Proposed Office Space (1,547,600 SF)	104	Based on the VISA 3 Consumption Data ^b
14 Buildings to be Demolished	(33)	Consumption Data for 320, 322, 324, 331, 333, 335, 342, 344, 346, 353, 355, 357, 366 and 368 ^c Lakeside Drive
Net Project	200	

^a Consumption data for 362 Lakeside Drive was used to project water demands for the new R&D space proposed for the project. According to the data, approximately 44 GPY for each square foot of R&D space is needed.

^b Consumption data for VISA 3 was used to project water demands for the new office space proposed for the project. According to the VISA 3 data, 22 GPY for each square foot of office space is needed.

^c Buildings 366 and 368 have been demolished.

APPENDIX G3: WATER DEMAND ANALYSIS
Pilgrim Triton Project

Project Component	Demand (AFY)	Notes
Proposed Office Space (296,000 SF)	20	Based on Consumption Data for VISA 3 ^a
1 Acre Park	2	Based on Consumption Data for Ketch Park
Residential (730 units)	263	Based on 13 Units per Month ^b
Total Project	285	
Existing Buildings to be Demolished	(21)	Consumption Data for Existing Buildings ^c
Net Project	264	

^a Consumption data for VISA 3 was used to project water demands for the new office space proposed for the project. According to the VISA 3 data, 22 GPY for each square foot of office space is needed.

^b EMID's average monthly consumption for a residential property is 13 units.

^c According to the water consumption data for the existing buildings, approximately 21 AFY of water was consumed in 2007.

APPENDIX G4: WATER DEMAND ANALYSIS
15-Acres Project

Project Component	Demand (AFY)	Notes
Proposed Project Using the Sewer Generation Analysis	80	Based on the Wilsey Ham Sewer Generation Rates Spreadsheet ^a
Irrigation	8	Typically 10% of the Sewer Generation ^b
Net Project	88	

^a According to the sewer generation rates spreadsheet prepared by Wilsey Ham on March 17, 2007, 71,085 gallons per day of sewer will be generated from the previously proposed project.

^b 10% is added for irrigation demand

APPENDIX G5: WATER DEMAND ANALYSIS
400 Mariners Island Boulevard, City of San Mateo (Tidelands Park)
Residential Project

Project Component	Demand (AFY)	Notes
Residential (76 units)	27	Based on the 13 units per month ^a
Irrigation	3	Typically 10%
Net Project	30	

^a EMID's average monthly consumption for a residential property is 13 units.

APPENDIX G6: WATER DEMAND ANALYSIS
Chess Hotel Project

Project Component	Demand (AFY)	Notes
Proposed Hotel (121 Rooms)	17	Based on 3-Year Average Consumption for Crowne Plaza Hotel ^a
Existing Building to be Demolished	(2)	3-Year Average Consumption for Black Angus Restaurant ^b
Net Project	15	

^a Average consumption data from Crowne Plaza Hotel for 2009, 2010, and 2011 were used to prorate per room consumption.

^b Average consumption data from Black Angus Restaurant for 2009, 2010, and 2011 were used and subtract from the demand for proposed hotel to calculate net demand.

APPENDIX G7: WATER DEMAND ANALYSIS
Chess/Hatch Drive Office Project

Project Component	Demand (AFY)	Notes
Proposed Office Space (800,000 SF)	54	Based on VISA 3 Consumption Data ^a
Existing Buildings to be Demolished	(18)	Consumption Data for 1155-1191 Chess Drive ^b
Net Project	36	

^a VISA 3 was used to project water demands for the new office space proposed for the project. Consumption data for VISA 3 shows 22 GPY for 1 square foot of office space is needed.

^b According to the water consumption data for the existing buildings, 1155-1191 Chess Drive, approximately 18.

APPENDIX G8: WATER DEMAND ANALYSIS
Marina Project

Project Component	Demand (AFY)	Notes
Details unknown	5	
Existing Buildings to be Demolished	0	
Net Project	5	Estimated in 2012 WSA

APPENDIX G9: WATER DEMAND ANALYSIS
1297 Chess Drive Project

Project Component	Demand (AFY)	Notes
Fast Casual Restaurant	1.5	This includes 6,815 SF Within four units. A unit water use factor of 0.2 GPD/SF was applied.
Full Service Restaurant	1.8	This includes 5,386 SF within two units. A unit water use factor of 0.3 GPD/SF was applied.
Existing Buildings to be Demolished	0	No data available
Irrigation	0	
Net Project	3.3	